City of Opa-locka Freight Implementation Plan

Appendix A – Existing Conditions



prepared for

FDOT District 6

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

FLP

Office of Freight, Logistics and Passenger Operations

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prepared for:

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Project and Community Profile

Purpose of study

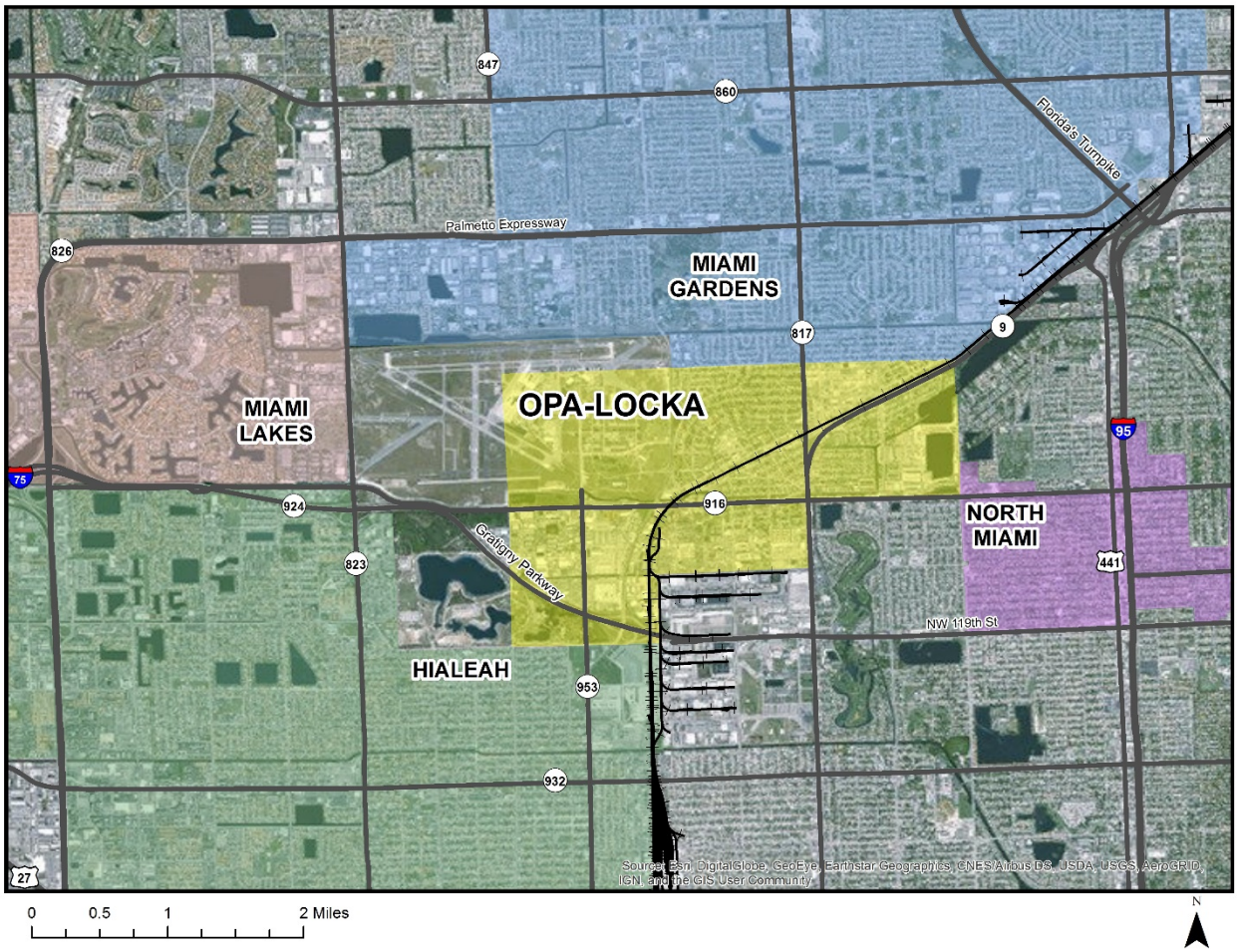
Florida's Freight Mobility and Trade Plan (FMTP) provides the Florida Department of Transportation (FDOT) with an integrated and comprehensive approach to identify and target investments in the freight transportation system. At the local and regional levels, the Miami-Dade County Freight Plan and the Southeast Florida Regional Freight Plan provide further details on local industry and community needs. The City of Opa-locka, located in northeastern Miami-Dade County, represents opportunities for an expanded freight and logistics network in Southeastern Florida. In order to pursue freight related opportunities, the City must tackle its deficiencies, which include but are not limited to pavement condition, storm water systems and utilities, parking, and land availability. At the same time, the City is home to key assets such as the Opa-locka Airport, the CSX rail-line, and several important regional roadways.

Through this study, FDOT is seeking to investigate freight corridors within the Opa-locka area, and develop a plan of viable improvements to enhance freight connectivity and minimize conflicts. The Consultant Team, guided by FDOT, will prepare an analysis of alternatives; including evaluating existing conditions, preparing a purpose and need statement, conducting appropriate analysis, and proposing a final set of recommendations and improvement options. This report documents the existing conditions in the study, consisting of the City of Opa-locka.

Background on Opa-locka

The City of Opa-locka is part of the greater Miami area, and is located in the north central portion of Miami-Dade County between I-75 and I-95. The City consists of 4.3 square miles and has a population of 16,565 (2015 estimate). Figure 1 displays the City, surrounding communities, and major road and rail networks.

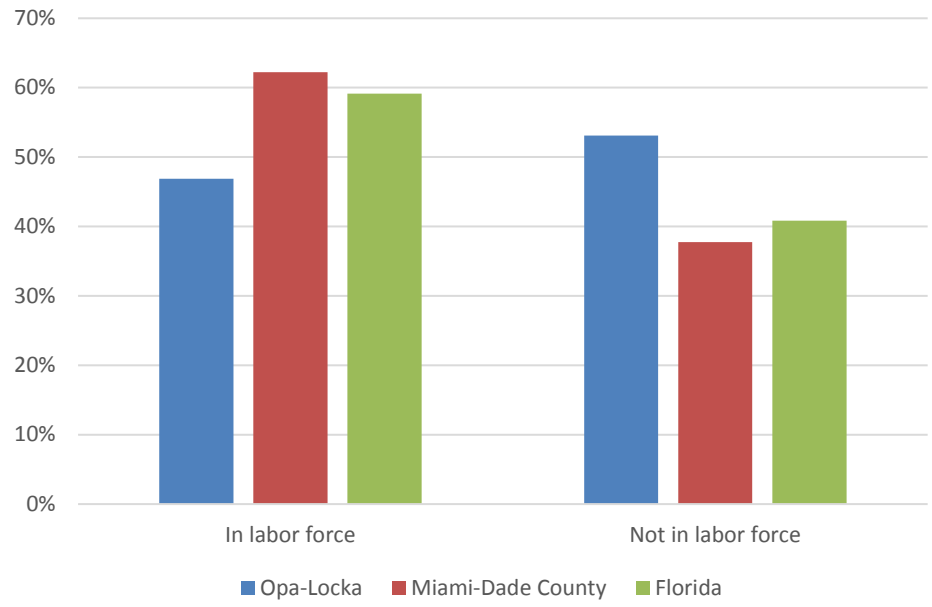
Figure 1: City of Opa-locka



Employment

An understanding of the community make-up of Opa-Locka puts the importance of the freight industry and related economic growth into perspective. The ability to provide good paying jobs in close proximity to residences is important for residents to have an improved quality of life. The lack of such jobs can leave many outside the labor force. While the unemployment rate of Opa-Locka in 2015 was barely above that of Miami-Dade County's (11 percent versus 10 percent), the participation in the labor force is significantly less as shown in Figure 2. Only 47 percent of persons over the age of 16 were participating in the labor force in Opa-Locka, compared to 62 percent of Miami-Dade as a whole and 59 percent statewide. This smaller pool of workers results in less earned income overall for the city.

Figure 2: Labor Force Participation



Source: American Community Survey, 2015.

Figure 3 shows the types of industries in which Opa-locka residents are employed. Larger percentages of residents are employed in retail trade, manufacturing, information services, construction, and entertainment than in Florida or Miami-Dade County. Of note is the small percentage of residents employed in transportation as compared to Miami-Dade County.

Figure 3: Industries of Employees Living in Opa-locka

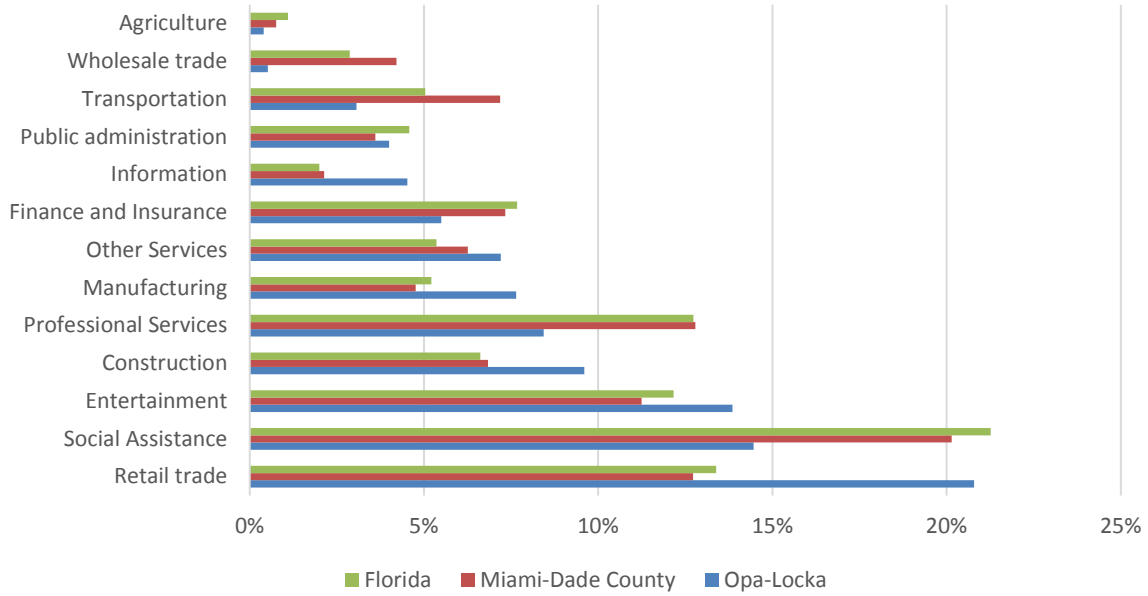


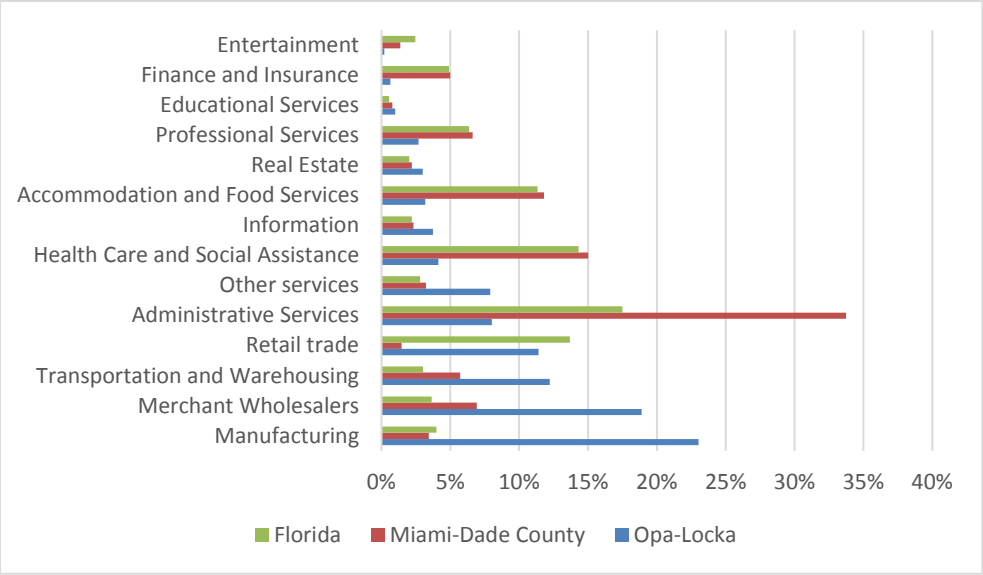
Table 1: Industries in Listed Sectors

Retail trade	Retail trade
Social Assistance	Educational services, and health care and social assistance
Entertainment	Arts, entertainment, and recreation, and accommodation and food services
Construction	Construction
Professional Services	Professional, scientific, and management, and administrative and waste management services
Manufacturing	Manufacturing
Other Services	Other services, except public administration
Finance and Insurance	Finance and insurance, and real estate and rental and leasing
Information	Information
Public administration	Public administration
Transportation	Transportation and warehousing, and utilities
Wholesale trade	Wholesale trade
Agriculture	Agriculture, forestry, fishing and hunting, and mining

Industry

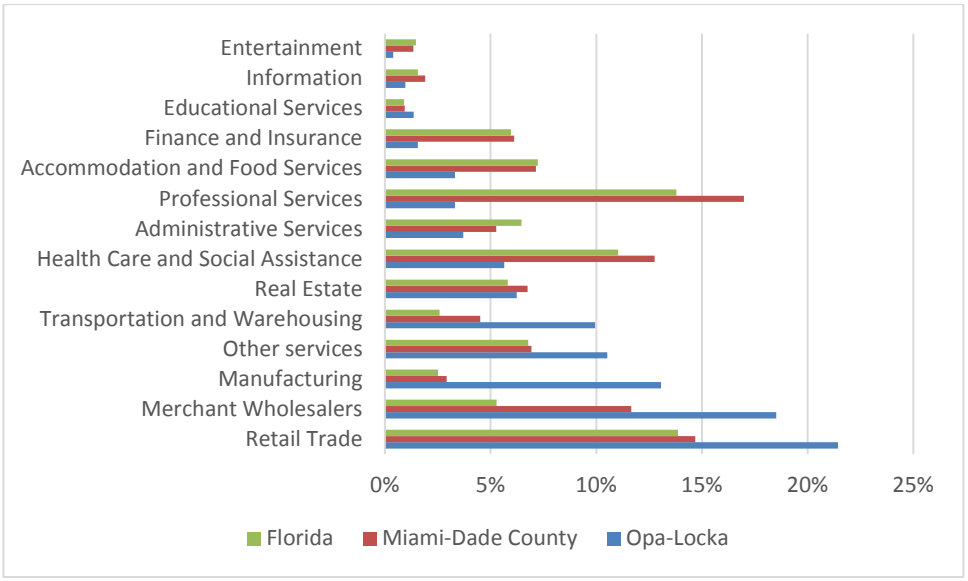
Setting the economic picture for Opa-locka also requires talking about the businesses in the City. Figure 4 shows the percentages of each industry sector by the number of employees. Figure 5 shows the number of establishments in each industry sector. By number of employees, the industries with high percentages of employees are manufacturing, transportation and warehousing, and wholesale and retail trade. These same industries also have the largest percentages of number of establishments.

Figure 4: Industries in Opa-locka by Percentage of Employees Living



Source: US Economic Census, 2012.

Figure 5: Industries in Opa-locka by Percentage of Number of Establishments



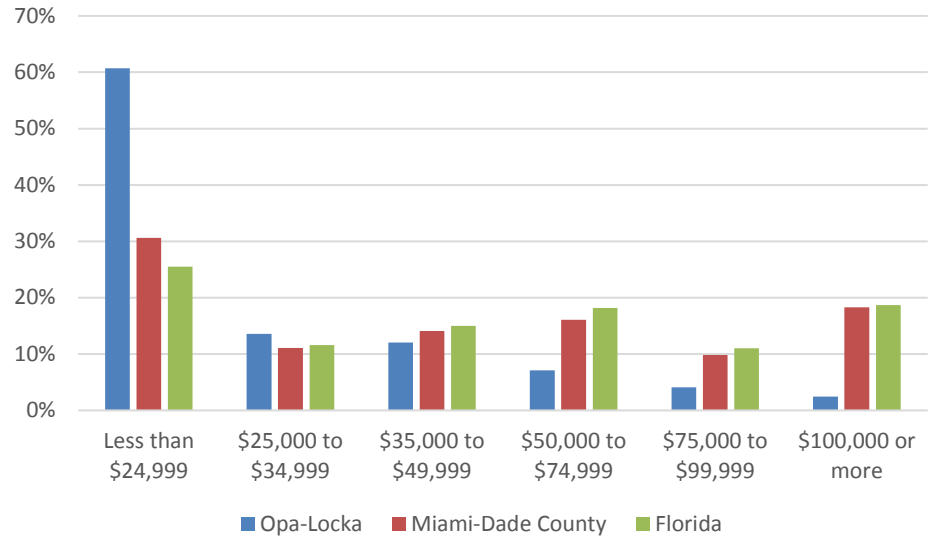
Source: US Economic Census, 2012.

Household Income

Even for persons who are employed, the expense of living in South Florida may make it difficult to make ends meet. As shown in Figure 6 , nearly two thirds of Opa-Locka residents have a household income of less than $25,000 per year. This greatly eclipses the percentage of households in this same income bracket for both Miami-Dade County and Florida as a whole. Additionally, only one quarter of all Opa-Locka households make more than $35,000 per year compared with 58 percent of Miami-Dade County and 63 percent of Florida. On average, households in Opa-Locka make just under $30,000 per year with

a median income of approximately $22,400. As a comparison, the average income for Miami-Dade County is approximately $76,000 with a median income of $49,250.

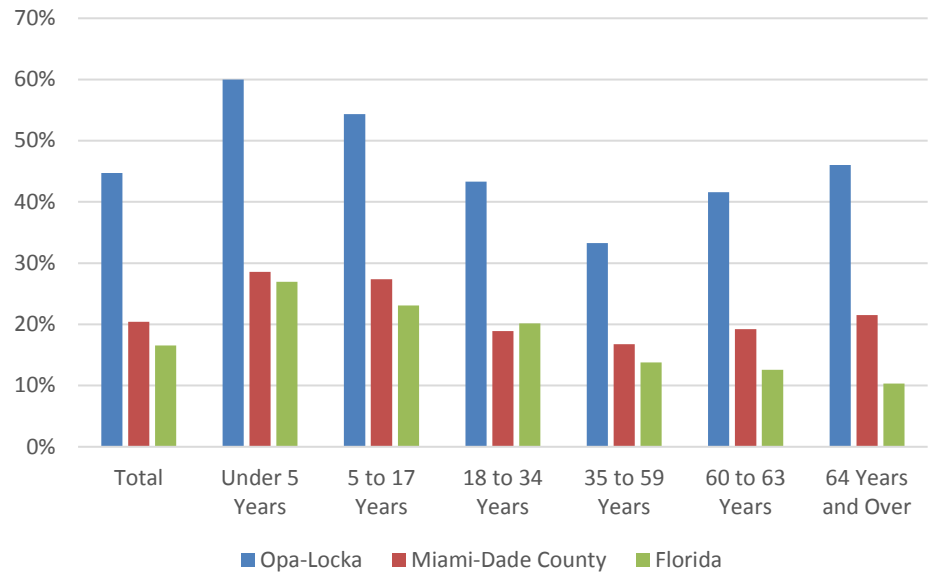
Figure 6: Household Income



Source: American Community Survey, 2015.

The low incomes earned by Opa-Locka residents push many into a state of poverty. Based on the American Community Survey, 45 percent of all Opa-Locka residents have been determined to meet poverty status. As shown in Figure 7, this is more than twice the rate of Miami-Dade County and almost triple that of the statewide total. The largest group suffering from poverty is the under 5 age group at 60 percent of all persons in this age group. In general, poverty levels decrease with age through the 35 to 59 years of age group, of which only one-third of persons are determined to be in poverty. After this point, poverty levels again begin to rise with 46 percent of persons age 64 and older meeting poverty status. For the younger generations, this is a positive trend as persons are capable of finding work and raising their income prospects. However, this leaves many without disposable income and any increases in the price of basic necessities, such as rent or water services, can have a significant impact on the quality of life.

Figure 7: Poverty Status

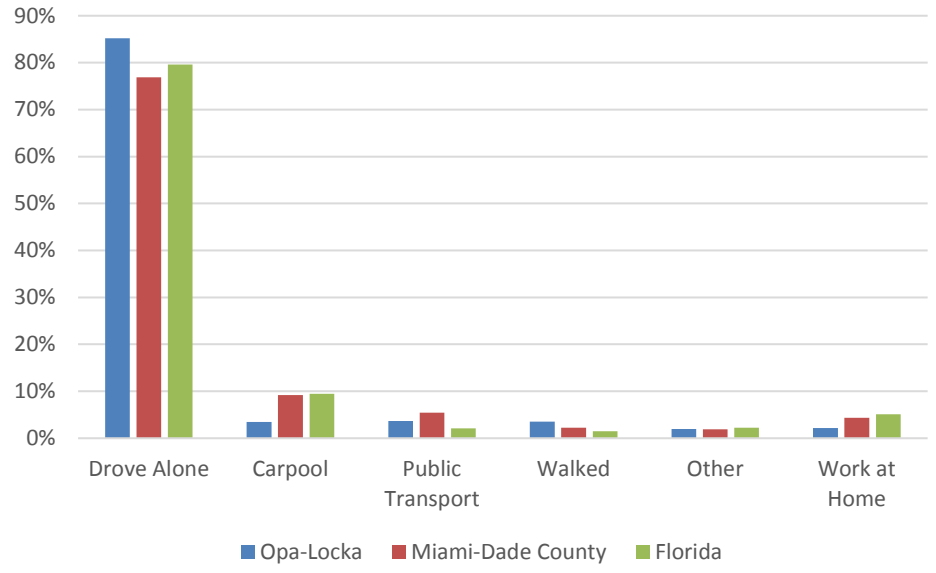


Source: American Community Survey, 2015.

Transportation

With employment comes a need for residents to get to work. The American Community Survey also documents how this commute occurs. Figure 8 shows the breakdown by mode type for each Opa-Locka, Miami-Dade County, and the state of Florida. Compared to the remainder of Miami-Dade County and the state of Florida as a whole, Opa-Locka residents are more likely to drive alone, with significantly fewer carpooling to work. This drives a need for vehicle access in order to reach a place of employment.

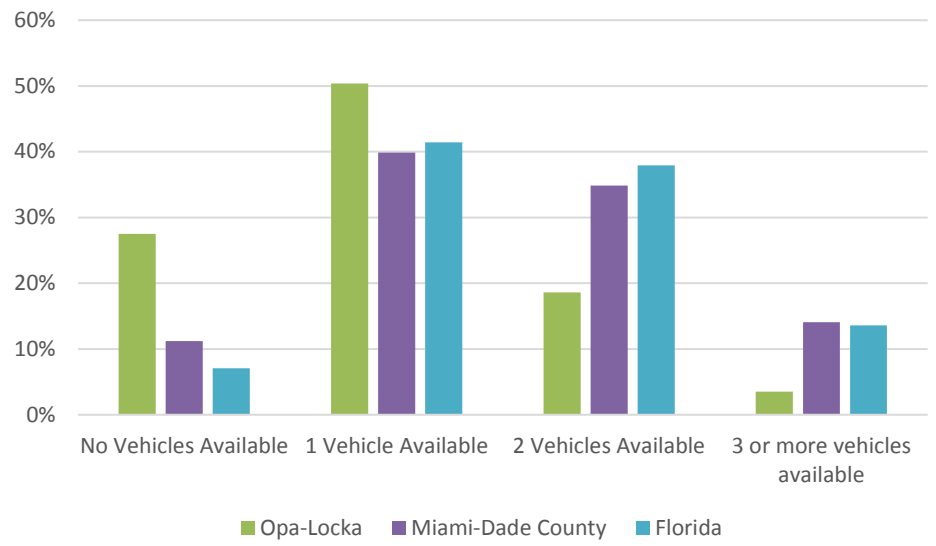
Figure 8: Mode of Transportation to Work



Source: American Community Survey, 2015.

Difficulties arise with the reliance on vehicles as car ownership is low in the city. As shown in Figure 9, 28 percent of occupied housing units in Opa-Locka have no vehicles available, this rate is over twice as high as Miami-Dade County and four times the state average. With such a heavy reliance on vehicles as a mode of transport to work, the lack of a personal vehicle can limit employment options for residents. In addition, only 22 percent of houses in Opa-Locka have two or more vehicles available, or less than half the multi-vehicle ownership both county and state wide. This too can make it difficult to have multiple employees in one household who would both need a vehicle to get to work.

Figure 9: Vehicle Availability for Occupied Housing Units



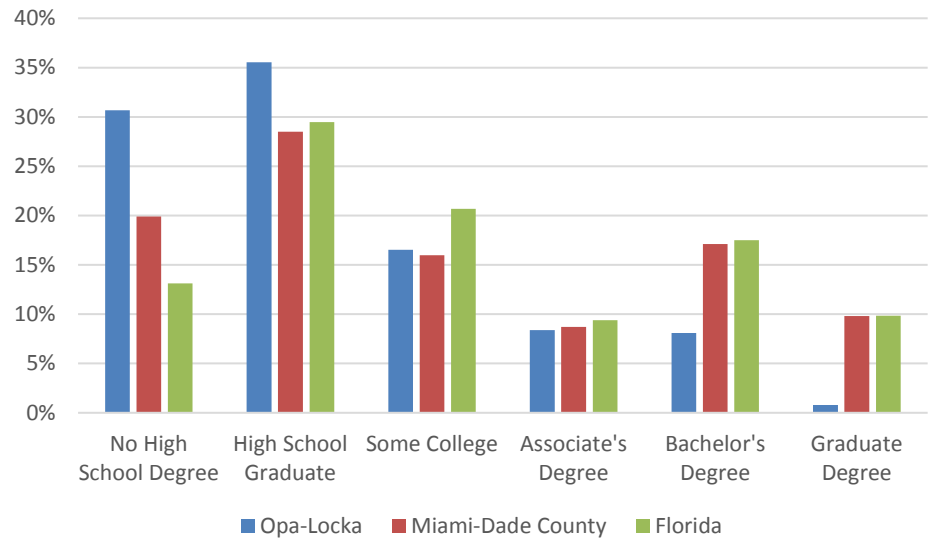
Source: American Community Survey, 2015.

Fortunately, the one benefit Opa-Locka residents have is a shorter commute time relative to the remainder of the county. The mean travel time to work was determined to be 25.5 minutes, compared to 29.9 minutes for Miami-Dade County. This is a nearly 15 percent reduction in the overall commute time.

Education

Education is an important factor in any community as it relates to anticipated future earned income and as an opportunity to obtain higher paying jobs. Compared to Miami-Dade County and Florida as a whole, Opa-locka has lagged behind on education. Roughly 31 percent of Opa-locka residents over the age of 24 have not obtained a high school degree, significantly higher than the county and statewide equivalent. Similarly, more persons in Opa-locka have received just a high school degree than the rest of the state due to a lag in advanced degrees. While the city is relatively comparable to county and state values for some college and Associate's degrees, the city falls well behind for Bachelor's degrees and other graduate and professional degrees. Figure 10 shows how Opa-locka compares to Miami-Dade and Florida based on the various educational attainment levels.

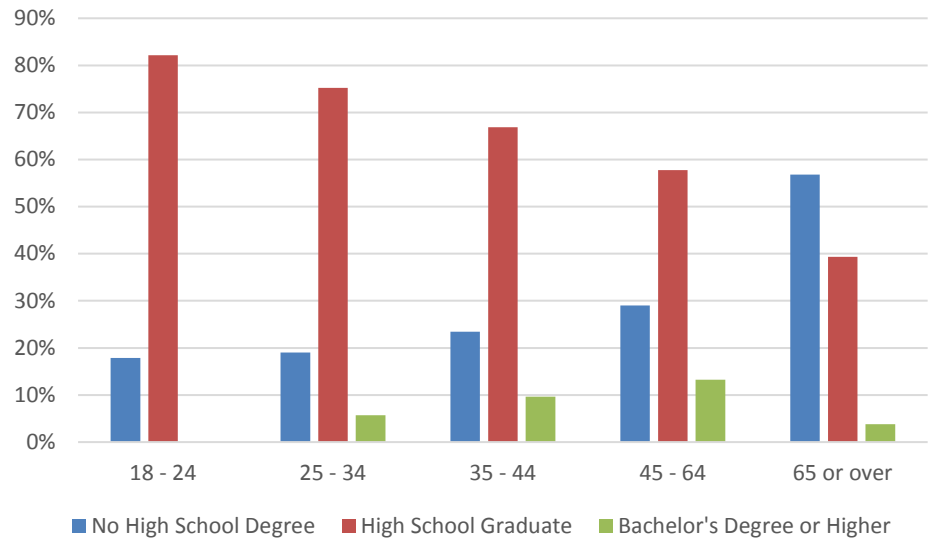
Figure 10: Educational Attainment



Source: American Community Survey, 2015.

Fortunately, the trend for educational attainment has been positive for younger generations, as seen in Figure 11, persons in Opa-locka without a high school degree have fallen from the 57 percent of persons aged 65 or over to only 18 percent of 18 to 24 year olds (some who may still be in high school at the age of 18). Additional work is needed to encourage further degrees beyond high school as the trend for bachelor's degrees or higher has seen a decline. Again, an argument could be used that 18 to 24 year olds are still finishing college, however, zero percent of this population has thus far earned a bachelor's degree. For Miami-Dade County and Florida as a whole, 9 percent and 8 percent respectively of this age group have attained this degree level.

Figure 11: Educational Attainment by Age



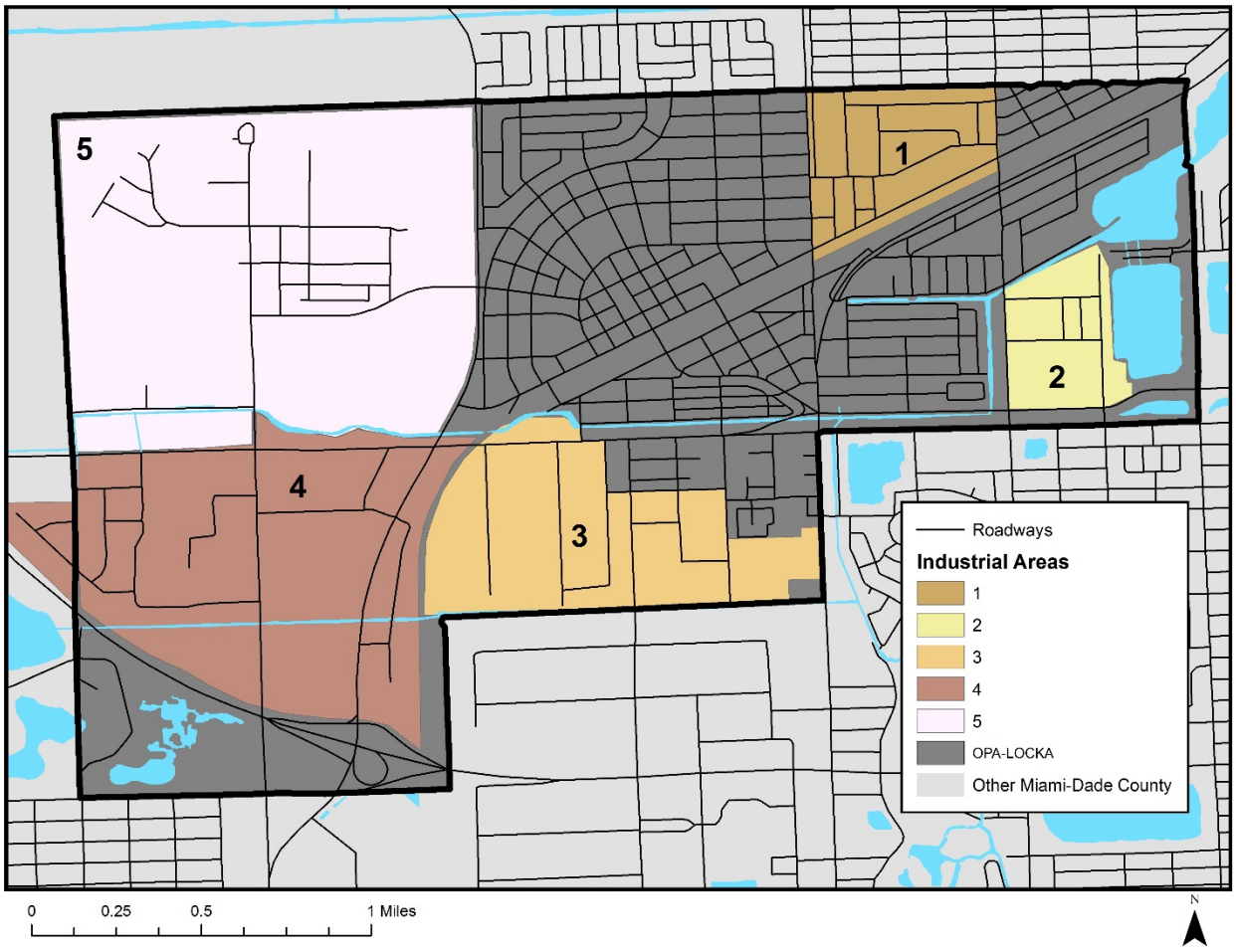
Source: American Community Survey, 2015.

General Freight Related Economic Drivers

Opa-locka's strength lies in its location in the greater Miami region. As shown in Figure 1, it offers easy access to multiple interstates, such I-95, I-75, Florida's Turnpike, the Palmetto Expressway (826), and Gratigny Parkway (924). The Opa-locka Airport provides unique aviation opportunities and has large parcels of vacant land nearby. The South Florida Rail Corridor, with Tri-Rail and CSX service, also cuts through the city, with rail spurs in place and active. Just to the south of the city is the new CSX rail warehouse complex, the Hialeah Rail Yard, and Miami International Airport and PortMiami. Given its central location, the recent surge in requests for truck parking locations in the city is understandable. Locations near Le Juene Road/Douglas Road Connector and NW 135th Street in particular have several active truck parking locations with varying levels of services.

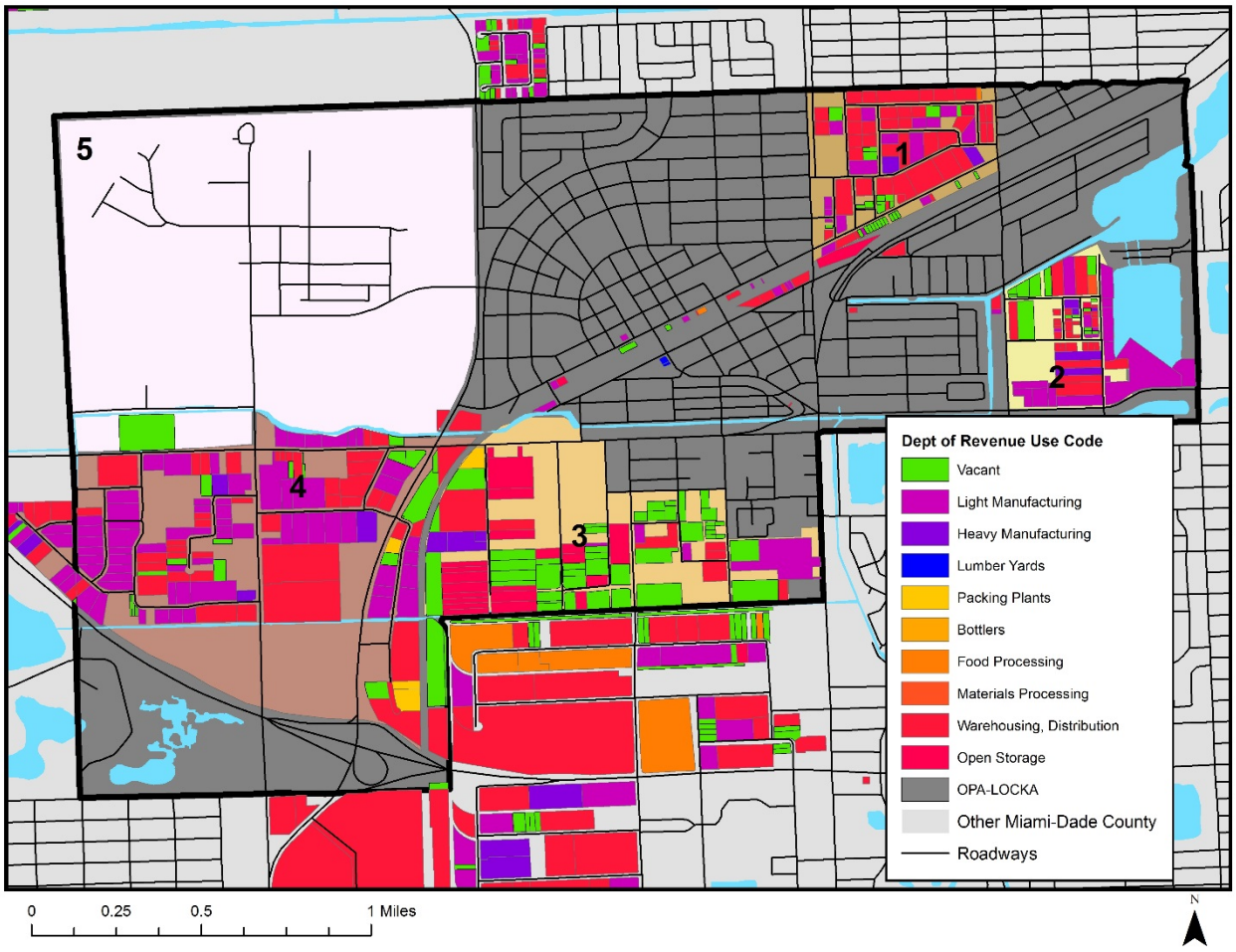
Not all parts of the City of Opa-locka are the same. To be able to characterize potential improvements and needs, five industrial areas are identified as shown in Figure 12. Industrial areas #1 and #2 primarily provide community oriented industrial uses, such as auto repair, small storage facilities, and warehouse space for non-commercial uses. Area #5 consists of the Opa-locka Airport and surrounding land. Areas #3 and #4 have larger warehousing uses, as well as fabricators, wholesalers, and in the case of area #3 a larger number of auto salvage and recycling facilities. Area #4 has commercial uses, including the Opa-locka Flea Market, and this area has been expanded slightly outside the City's borders based on access to the adjacent area.

Figure 12: Industrial Areas in Opa-locka



To further identify freight uses in the City, the state freight facility database was used to clarify the types of freight related uses located throughout the City. As shown in Figure 13, industrial area #4 supports much of the manufacturing in the city. Warehousing and outside storage is located in area #1 and area #3 shows the most vacancies.

Figure 13: Freight Related Businesses



Source: Florida Department of Transportation Freight Facilities Database.

Freight Infrastructure

Roadway Network

Miami-Dade freight network consists of a complex system of roadways, railways, and freight hubs. The City of Opa-Locka is located within Miami-Dade County. The city is surrounded by Interstate-95 to the east, SR 826 (Palmetto Expressway) to the north and west, and SR 924 (Gratigny Parkway) to the south. The northern extent of Opa-Locka is bounded by NW 151 Street (Oriental Boulevard) spanning eastward to NW 17 Avenue and westward to NW 47 Avenue within the Miami Opa-Locka Executive Airport property (which also serves as the City's western boundary). The southern and eastern boundary of the City of Opa-Locka is aligned as a "step" with the southern boundaries established as NW 119 Street/E 65 Street (from E 47 Avenue to roughly the eastern edge of SR 924 interchange), NW 127 Street canal (from SR 924 interchange to SR 9 (NW 27 Avenue)), and SR 916 (NW 135 Street) (from SR 9 to NW 17 Avenue). The street network and study area boundary are shown in Figure 14 and summarized in Table 2.

NW 151 Street (Oriental Boulevard), Ali Baba Avenue, and SR 916 (NW 135 Street) serve as the City's primary east-west routes. Le Jeune Road, Douglas/Le Jeune Connector, SR 9 (NW 27 Avenue), and NW 22 Avenue serve as the City's primary north-south routes.

Figure 14: City of Opa-locka Existing Roadway Network and Study Intersections

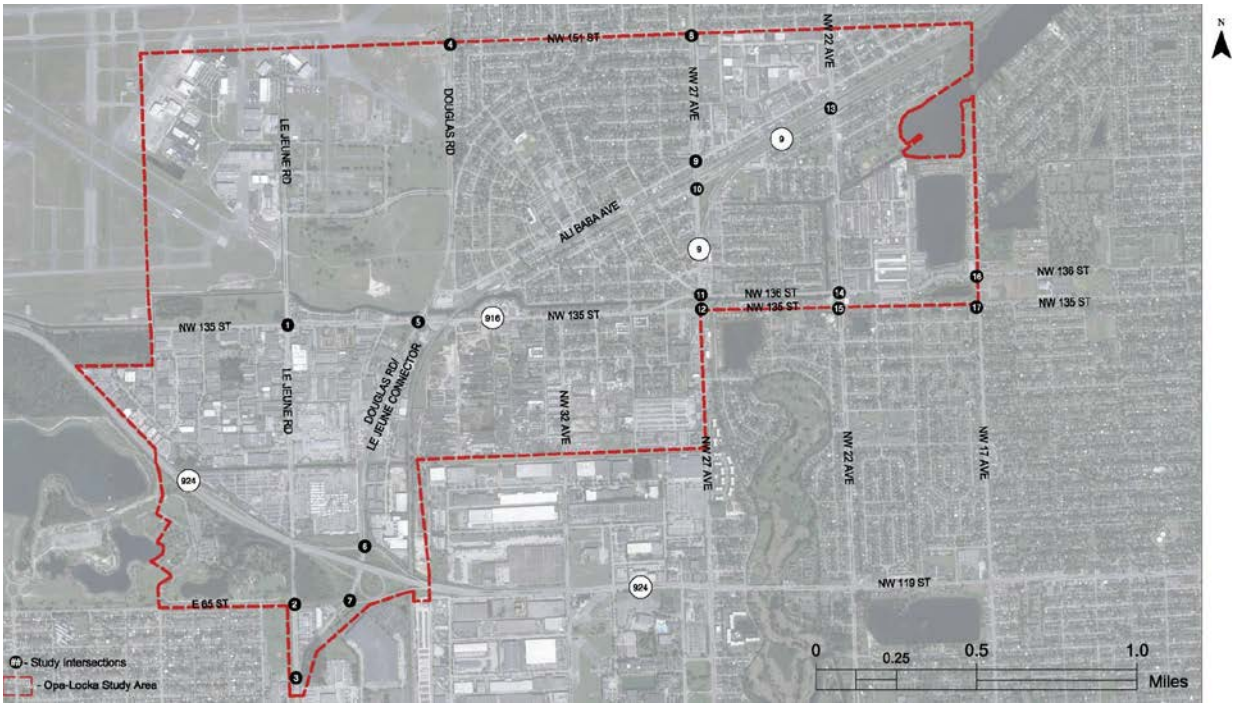


Table 2 Existing Study Area Roadway Network Summary

Roadway	Functional Classification[1]	No. of Lanes	Lane Width (ft)	Posted Speed (mph[2])	Median Width (ft)	Sidewalks	Bicycle Lanes	On-Street Parking
SR 917 (NW 27 Ave (Unity Blvd))	Principal Arterial - Other	6	11	35/45	19	Partial[3]	No	No
SR 9 (NW 27 Ave)	Principal Arterial - Other	2/4	12[8]	45/50	16	None	Yes	No
SR 953 (NW 42 Ave/LeJeune Rd)	Major Collector/ Principal Arterial - Other	4/6	11	40	21[9]	Partial[4]	No	No
Douglas Rd/LeJeune Connector	Minor Arterial	4	11/12*	40	15*	Yes	No	No
NW 32 Ave	Minor Arterial	4	11/12*	40	15*	Yes	No	No
NW 22 Ave	Minor Arterial	4	11*	40	18*	Yes	Yes	Yes
NW 151 St (Oriental Blvd)	Major Collector	4	11*	35	10**	Yes	No	No
Ali Baba Ave	Major Collector	2	11*	30	11*	Yes	Yes	Yes
SR 916 (NW 135 St)	Minor Arterial	4	11	40	N/A	Yes	No	No
NW 136 St	Minor Arterial	3	12[7]	35	N/A	Partial[5]	Partial[6]	No
SR 924 (Gratigny Parkway)	Principal Arterial – Freeway/Expressway	8	12	55	23	None	No	No
NW 119 St/E 65 St	Minor Arterial	4	11*	40	17*	Yes	No	No

[1] Per 2015 Florida Transportation Information (Reference 2); all roadways are classified as "Urban"
[2] mph represents miles per hour
[3] Sidewalks provided both sides north of Burlington Street to south of SR 916 (NW 139 Street). Sidewalk is only provided on the west side between SR 916 (NW 139 Street) and Burling Street.
[4]Sidewalks provided both sides from E 65 Street to SR 916 (NW 135 Street). Sidewalk is only provided on the east side between SR 916 (NW 135 Street) and Curtiss Street.
[5]Sidewalks provided both sides east of NW 22 Avenue. Sidewalk is only provide on the north side between SR 916 (NW 135 Street) and NW 22 Avenue.
[6]Bicycle lane provided on the north side of the road west of NW 22 Avenue. No bicycle lane is provided between NW 22 Avenue and NW 17 Avenue.
[7]Lane width changes to 11 feet west of NW 22 Avenue.
[8]Lane width changes to 11 feet between NW 139 Street and SR 916 (NW 135 Street).
[9]Median width changes to 11 feet north of NW 132 Street.
*Measured using Google Earth.
**Measured using Google Earth; median ends at NW 22 Avenue.

The Florida Traffic Information database categorizes the Access Management Classification of the study area Classes 1 through 7, 1 being the most restrictive in terms of access and 7 providing the most access. Large extents of the existing roadway network utilize restrictive medians and access classes to provide better mobility on the arterials. The only non-restrictive roadways (employing two-way left turn lanes) are the major collectors NW 151 Street (Oriental Avenue) and Ali Baba Avenue, and a minor arterial, SR 916 (NW 135 Street). The Appendix provides complete details on the access management classification and median openings and distances.

Most median openings in the network are full median openings (allowing for all movements to occur). Directional openings only occur at two locations along NW 27 Avenue (Unity Boulevard) at Vermont/ Wilmington Street and NW 127 Street. The most notable finding regarding median spacing is that most existing median breaks do not meet the spacing standard established by Florida Rule Chapter 14-97 (Reference 1). These median breaks are likely to have been constructed prior to the establishment of the latest standard or granted design exceptions. Any future improvements proposed to roadway segments where standards are not met are likely to consider amending median break locations to bring the segment to access management standard compliance.

Traffic Volumes

Traffic volumes for the study roadways were collected via a combination of new tube counts and those

available through the 2015 Florida Traffic Information database (Reference 2). Tube counts were collected in mid-September 2016 for three (3) locations:

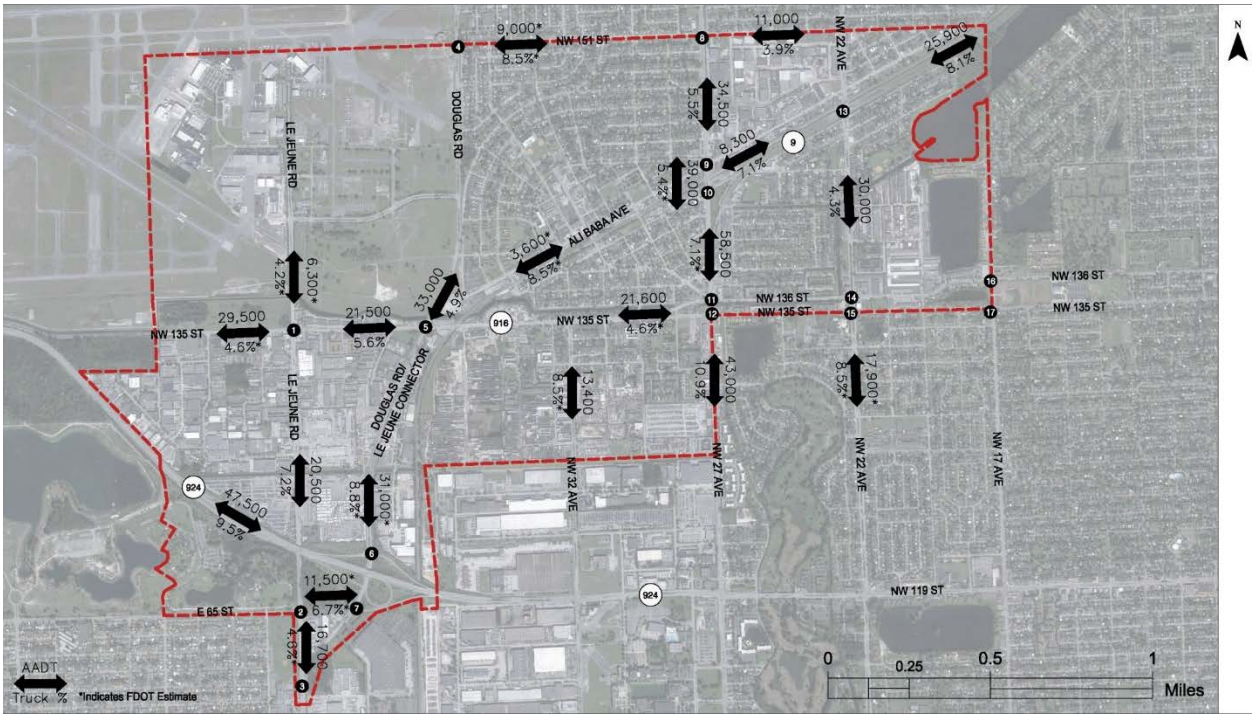
1. Douglas Road/Le Jeune Connector, 200' north of SR 916 (NW 135 Street);

2. NW 22 Avenue, 200' north of NW 136 Street (Opa-Locka Boulevard), and;

3. NW 151 Street (Oriental Boulevard), 200' east of NW 27 Avenue (Unity Boulevard).

All remaining volumes and traffic characteristics were compiled from counts and estimates provided by the 2015 Florida Traffic Information database. Figure 15 average annual daily traffic (AADT) and truck percentages for major roads in the City. Table 3 summarizes the study roadway segment average annual daily traffic (AADT), K-factor, D-factor, and truck percentage (T24). Tube counts didn't require seasonal adjustment since the Peak Season Factor Category (PSCF) Report for north Miami-Dade reports a PSCF of 1.00 between September 13, 2015 and September 19, 2016. More details are provided in the traffic data appendix.

Figure 15: City of Opa-locka Existing Roadway Traffic Volumes



The most trafficked north-south road within the City of Opa-Locka is NW 27 Avenue (Unity Boulevard). SR 924 (Gratigny Parkway) is among the more trafficked east-west roads providing local connectivity to I-75 and I-95, but has limited length within the study area. SR 916 (NW 135 Street) and its couplet with NW 136 Street (Opa-Locka Boulevard) toward the east side of the City facilitates the east-west traffic flows.

Turning movement count data is provided in the Appendix.

Table 3 Existing Study Roadway Segment Traffic Characteristic Summary

Roadway	Limits		Existing AADT	K-factor	D-factor	Existing T_{24}
	From	To				
NW 27 Ave (Unity Blvd)	NW 151 St (Oriental Blvd)	Ali Baba Ave	34,500	9.00	54.7	5.5
	Ali Baba Ave	SR 9 Ramp	39,000	9.00	54.7	*5.4*
	SR 9 Ramp	SR 916 (Opa-Locka Blvd)	58,500	9.00	54.7	*7.1*
	SR 916 (Opa-Locka Blvd)	NW 119 St	43,000	9.00	54.7	10.9
SR 9	SR 9 Diverge	City Limit	31,000	9.00	54.7	10.0
	NW 27 Ave	City Limit	25,900*	9.00*	52.6*	8.1*
	NW 27 Ave	SR 9 Diverge	8,300	9.00	99.9	*7.1*
NW 42 Ave (Le Jeune Rd)	Curtiss St	NW 135 St	*6,300*	*9.00*	*57.4*	*4.2*
	SR 916 (NW 135 St)	E 65 St	20,500	9.00	54.7	7.2
	E 65 St	E 56 St	16,700	9.00	54.7	*4.6*
Douglas/Le Jeune Connector	Ali Baba Ave	NW 135 St	33,000[1]	7.60[1]	50.7[1]	4.9[1]
	SR 916 (NW 135 St)	Le Jeune Rd	*31,000*	*9.00*[2]	*54.7*	*8.8*
NW 32 Ave	SR 916 (NW 135 St)	NW 119 St	13,400	9.00	57.4	*8.5*
NW 22 Ave	SR 9	SR 916 (NW 135 St)	30,000[1]	8.10[1]	52.0[1]	4.3[1]
	SR 916 (NW 135 St)	NW 119 St	*17,900*	*9.00*	*57.4*	*8.5*
NW 151 St	Douglas/Le Jeune Connector	NW 27 Ave	*9,000*	*9.00*	*57.4*	*8.5*
	NW 27 Ave	NW 22 Ave	11,000[1]	8.40[1]	50.5[1]	3.9[1]
Ali Baba Ave	Douglas/Le Jeune Connector	NW 27 Ave	*3,600*	*9.00*	*57.4*	*8.5*
SR 916 (NW 135 St)	NW 57 Ave/Red Road	Le Jeune Rd	29,500	9.00	54.7	*4.6*
	Le Jeune Rd	Douglas/Le Jeune Connector	21,500	9.00	54.7	5.6
	Douglas/Le Jeune Connector	NW 27 Ave	21,600	9.00	54.7	*4.6*
SR 924 (Gratigny Parkway)	NW 57 Ave/Red Road	Douglas/Le Jeune Connector	47,500	8.50	54.7	9.5
NW 119 St/E 65 St	Le Jeune Rd	Douglas/Le Jeune Connector	*11,500*	*9.00*	*57.4*	*6.7*

[1] Value derived from 2016 tube count collection
[2]Standard K-factor used because value data is estimated
Italicized value represent FDOT estimated values
*Indicates permanent count station

Truck Volumes

The most trafficked north-south road within the City of Opa-Locka is NW 27 Avenue (Unity Boulevard). SR 924 (Gratigny Parkway) is among the more trafficked east-west roads providing local connectivity to I-75 and I-95, but has limited length within the study area. SR 916 (NW 135 Street) and its couplet with NW 136 Street (Opa-Locka Boulevard) toward the east side of the City facilitates the east-west traffic flows. Screening the Opa-Locka highway network for bottlenecks and hotspots can help prioritize network improvements based on traffic operations. Figure 16 highlights the intersections in the city with the largest truck volumes. Table 4 shows the five highest truck volume intersections for each peak hour by total entering volume (TEV).

Figure 16: High Truck Volume Intersections

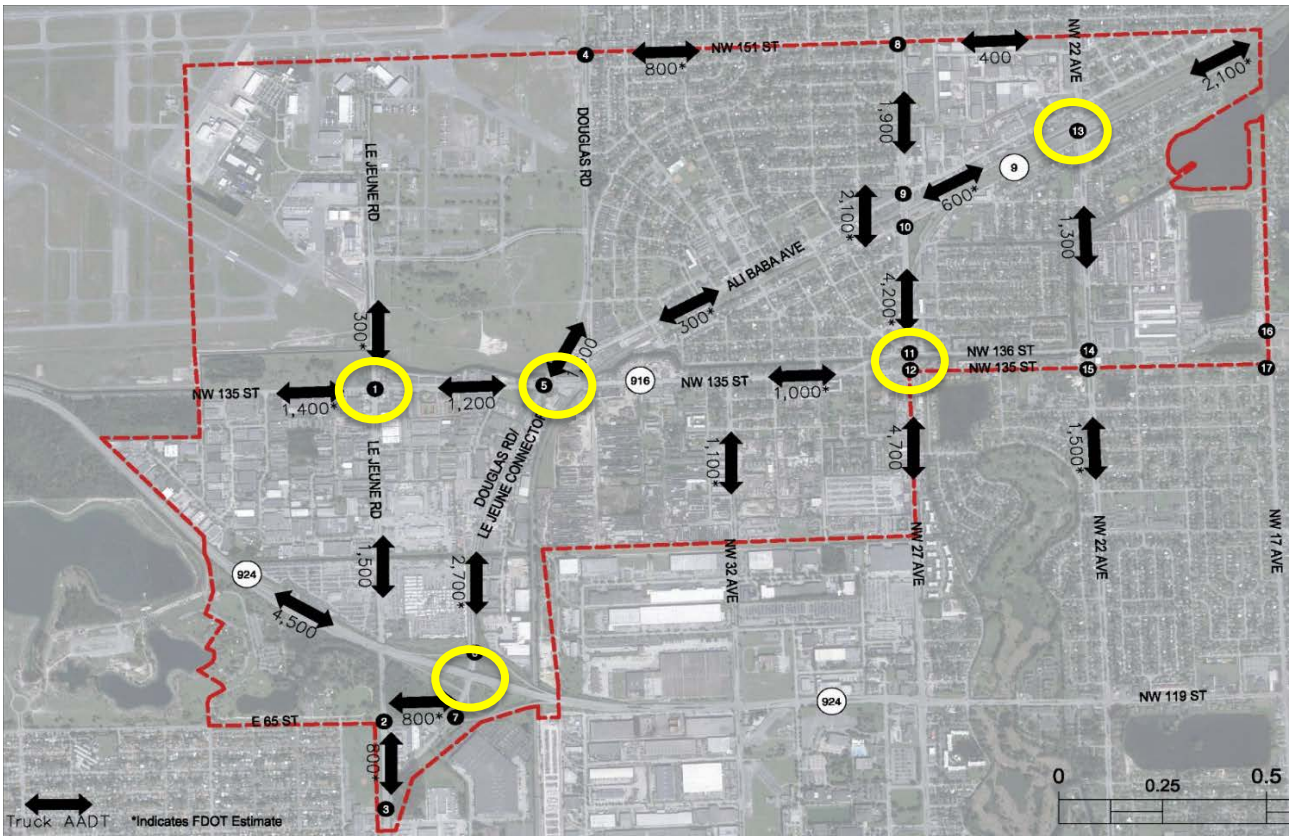


Table 4 Highest Truck Volume Intersections by TEV for AM, Midday, and PM Peak Hours

AM Peak	North/South Road	East/West Road	AM TEV[1]
1	NW 27 Ave (Unity Blvd)	NW 136 St (Opa-Locka Blvd)	337
2	NW 22 Ave	SR 9	335
3	Douglas/Le Jeune Connector	SR 916 (NW 135 St)	285
4	NW 27 Ave (Unity Blvd)	SR 916 (NW 135 St)	281
5	Douglas/Le Jeune Connector	NW 119 St (Gratigny Pkwy) North Ramp	261
Midday Peak	**North/South Road**	**East/West Road**	**Midday TEV[1]**
1	Douglas/Le Jeune Connector	SR 916 (NW 135 St)	336
2	NW 27 Ave (Unity Blvd)	NW 136 St (Opa-Locka Blvd)	326
3	NW 22 Ave	SR 9	300
4	NW 27 Ave (Unity Blvd)	SR 916 (NW 135 St)	261
5	Le Jeune Rd	SR 916 (NW 135 St)	229
PM Peak	**North/South Road**	**East/West Road**	**PM TEV[1]**
1	NW 27 Ave (Unity Blvd)	NW 136 St (Opa-Locka Blvd)	307
2	NW 22 Ave	SR 9	296
3	Douglas/Le Jeune Connector	NW 119 St (Gratigny Pkwy) South Ramp	277
4	Douglas/Le Jeune Connector	SR 916 (NW 135 St)	273
5	NW 27 Ave (Unity Blvd)	SR 916 (NW 135 St)	242

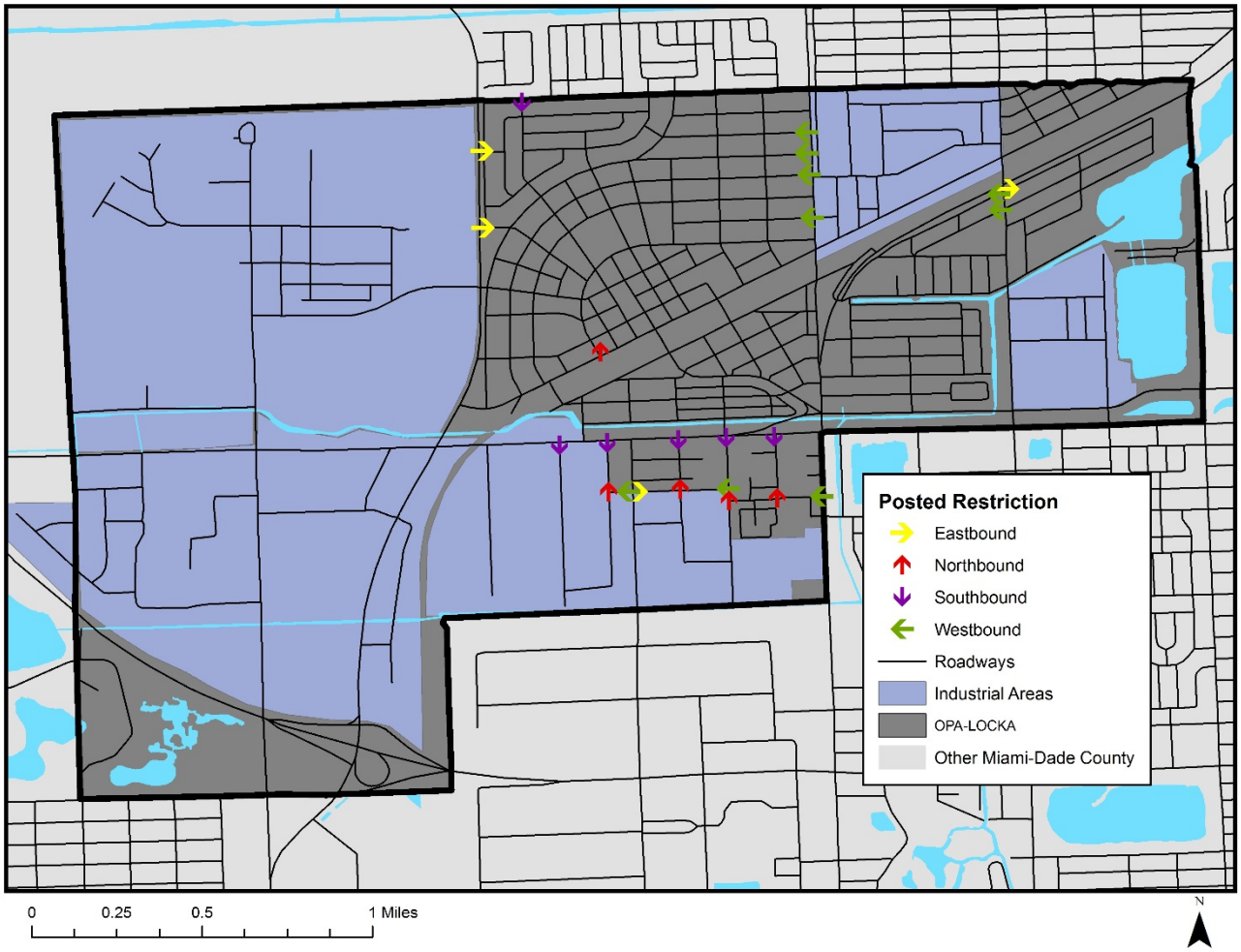
[1]TEV – Total entering volume, vehicle per hour

The Appendix provides a complete crash analysis for the study area. Truck related crashes (for years 2013-2015) were most prevalent along SR 9, with 17 incidents reported. Le Jeune Road and NW 135 St were the corridors with the next highest number of truck related incidents, at three events each.

No-Truck Routes

Many areas of Opa-Locka have attempted to restrict truck movements along local roads with mixed success. Typically, these are residential areas which would not want large tractor-trailers traversing the same roadways in which children may play. In addition, local roads are not typically built to the same design standards as federal, state, or county roads may be. Continuous use of these local roads by heavy trucks can deteriorate the roadway condition, resulting in poor pavement condition, potholes, flooding, and associated conditions. Figure 17 shows the location of signage which restricts the movement of trucks. Note that these have been determined through Google Street View images of the local roadway system and may not capture all signage if it was either damaged or not in existence at the time of the image. In looking at these restrictions, one observation is that the truck restrictions are not complete. Signage may prohibit a truck from traveling, for instance, eastbound on a roadway. However, there is no signage prohibiting the movement westbound which would hinder enforcement capabilities.

Figure 17: Truck Route Restrictions



Source: Google Street View.

Table 5: Truck Restriction Signage

Roadway	Interchange	Direction	Date of Image	Notes
Port Said Rd	NW 135th St	South	June 2015	
Port Said Rd	NW 132nd Ter	North	March 2015	
Sharazad Blvd	Ali Baba Ave	North	March 2015	
Alexandria Dr	NW 135th St	South	June 2015	
NW 31st Ave	NW 135th St	South	June 2015	
NW 132nd Ter	NW 32nd Ave	East	April 2015	
NW 132nd Ter	NW 32nd Ave	West	April 2015	
NW 31st Ave	NW 132nd Ter	North	March 2015	
NW 132nd Ter	NW 30th Ave	West	May 2015	
NW 30th Ave	NW 132nd St	North	March 2015	
NW 30th Ave	NW 135th St	South	June 2015	
Sesame St	NW 27th Ave	West	July 2015	Signage on wrong side of road
Sharar Ave	NW 27th Ave	West	July 2015	
Jann Ave	NW 27th Ave	West	July 2015	
Peri St	NW 27th Ave	West	June 2015	Signage on wrong side of road
Service Rd	NW 22nd Ave	East	May 2015	Signage on wrong side of road, faded
Service Rd	NW 22nd Ave	West	April 2014	
Rutland St	NW 22nd Ave	West	April 2011	Signage on wrong side of road, no longer posted as of 2013
NW 132nd St	NW 27th Ave	West	May 2015	
NW 28th Ave	NW 135th St	South	June 2015	
NW 28th Ave	NW 132nd St	North	May 2015	
Sultan Ave	Officer Simmons Arrington Ave	East	July 2016	
Bagdad Ave	Officer Simmons Arrington Ave	East	July 2016	
Perviz Ave	Oriental Blvd	South	July 2016	

Source: Google Street View.

One common problem for such signage in the city is the placement on the wrong side of the roadway. As shown in Figure 18, some signs were placed on existing traffic signage (such as stop signs) but are not located on the side of the road that a driver would be entering on. Placing signage in this manner makes it difficult for a truck driver to recognize that the signage exists and may unknowingly violate the restriction. In addition, some signage is in need of replacement. This particular example is highly faded as of the last available viewpoint. Other signage has been damaged and not replaced.

Figure 18: Truck Signage Example

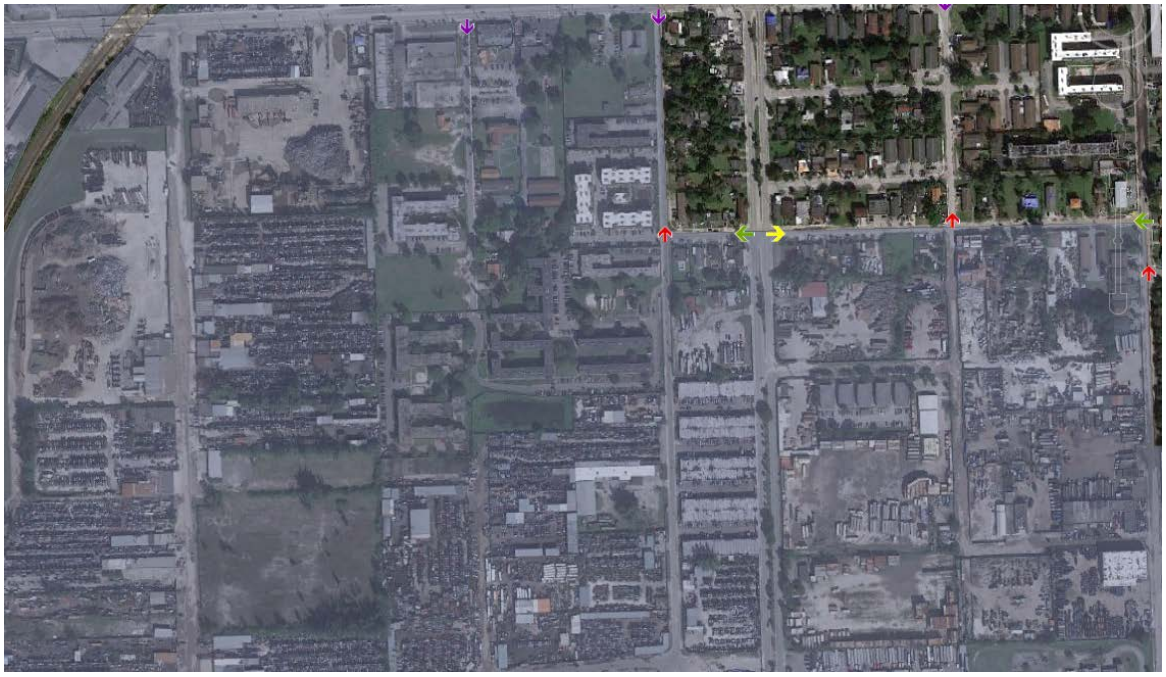


Source: Google Street View.

The majority of the "No Thru Truck" signage is located in residential areas near the industrial zones. Figure 19 shows one such example. At first glance, it would appear that businesses are unable to be accessed by truck between Cairo Lane and NW 32nd Avenue except via Cairo Lane due to the placement of signage. However, signage indicates "No Thru Trucks" not "No Trucks Allowed". As such, trucks are able to make local deliveries in this area. Given the high volume of activity at this industrial site, residents along these roadways would still be significantly impacted by truck movements. A former solution to this was the extension of NW 127th St from Port Said Road to NW 32nd Avenue. However, field observations show this access point to now be closed off, forcing trucks to take other routes.

Another example of this is shown in Figure 20. Residential streets immediately across from the industrial area have made efforts to limit the impact of trucks on their community. However, unlike the first example, there is no industrial area needing to be accessed so truck usage on these roadways would be more limited. One missing piece for these communities is the lack of designation on some roadways. For instance, Dunad Avenue has no posted signage limiting truck movement. Therefore a truck could enter this community on Dunad Avenue and not be in violation of posted signage, which lowers the effectiveness of posting signs to limit truck movements. Posted signage needs to be consistent within communities in order to ensure proper observance and enforcement. Based on the scattered restrictions throughout Opa-Locka, a more appropriate solution may be to designate truck routes, rather than to designate truck restrictions.

Figure 19: Truck Signage Example



Source: Google Earth.

Figure 20: Truck Signage Example



Source: Google Earth.

National Bridge Inventory

Bridges are an important part of the freight transportation network as they can dictate where trucks can or cannot go based on weight and height limitations. Maintaining these bridges is important as many across the country were built in the early half of the 20th Century, including two in Opa-Locka which were built in 1948. Ignoring or lacking knowledge of deteriorating conditions of these bridges can have significant, and possibly deadly, impacts on a community, such as the collapse of the I-35 West Mississippi River Bridge in Minneapolis, Minnesota in 2007.

Nine bridges are currently standing in Opa-Locka which are shown in Figure 21 and described in more detail in Table 3. Of these, five are maintained by the state toll authority, three are maintained by state highway agencies, and only one is maintained by the county. To best understand the "Condition" of these bridges, it must be understood that this rating is determined based on a comparison of a new bridge which is built to current standards for that particular type of road. Condition ratings are as follows (as they are pertinent to Opa-Locka's existing bridges):

- 8 – Equal to present desirable condition
- 7 – Better than present minimum criteria
- 6 – Equal to present minimum criteria
- 5 – Somewhat better than minimum adequacy to tolerate being left in place as is

This then also plays somewhat into the current status of these bridges. Status is one of four categories:

- 0 – Not deficient
- 1 – Structurally deficient
- 2 – Functionally Obsolete
- N – Not applicable

Note that being classified as "Structurally Deficient" or "Functionally Obsolete" does not suggest that a bridge is unsafe. Rather it may mean that the bridge is subject to speed or weight restrictions or the design is no longer suitable for its current use. Except for one bridge, all bridges in Opa-Locka are determined to not be deficient and are at least equal to present minimum criteria. The sole exception to this is the bridge on SR 9/NW 27th Ave just north of NW 135th Street. This bridge is only classified as somewhat better than minimum adequacy to tolerate being left in place as is and is considered Functionally Obsolete.

Figure 21: Bridges Located in Opa-locka



Source: National Bridge Inventory, 2015.

Table 6: Bridges Located in Opa-locka

Map ID	Structure Number	Facility	Feature Crossed	Maintenance	Condition	Status
1	870738	SR 924	SR 953/NW 42nd Ave	State Toll Authority	8	0
2	870739	SR 924	NW 37th Ave	State Toll Authority	8	0
3	870741	SR 924 EB On Ramp	SCL Railroad	State Toll Authority	8	0
4	870740	SR 924	SCL Railroad	State Toll Authority	6	0
5	870842	SR 924 WB Off Ramp	SCL Railroad	State Toll Authority	8	0
6	870089	SR 9/NW 27th Ave	Drainage Canal	State Highway Agency	7	0
7	870090	SR 9/NW 27th Ave	Opa-Locka Canal	State Highway Agency	5	2
8	870611	WB SR 916	Opa-Locka Canal	State Highway Agency	6	0
9	874386	NW 22nd Ave	Opa-Locka Canal	County Highway Agency	7	0

Source: National Bridge Inventory, 2015.

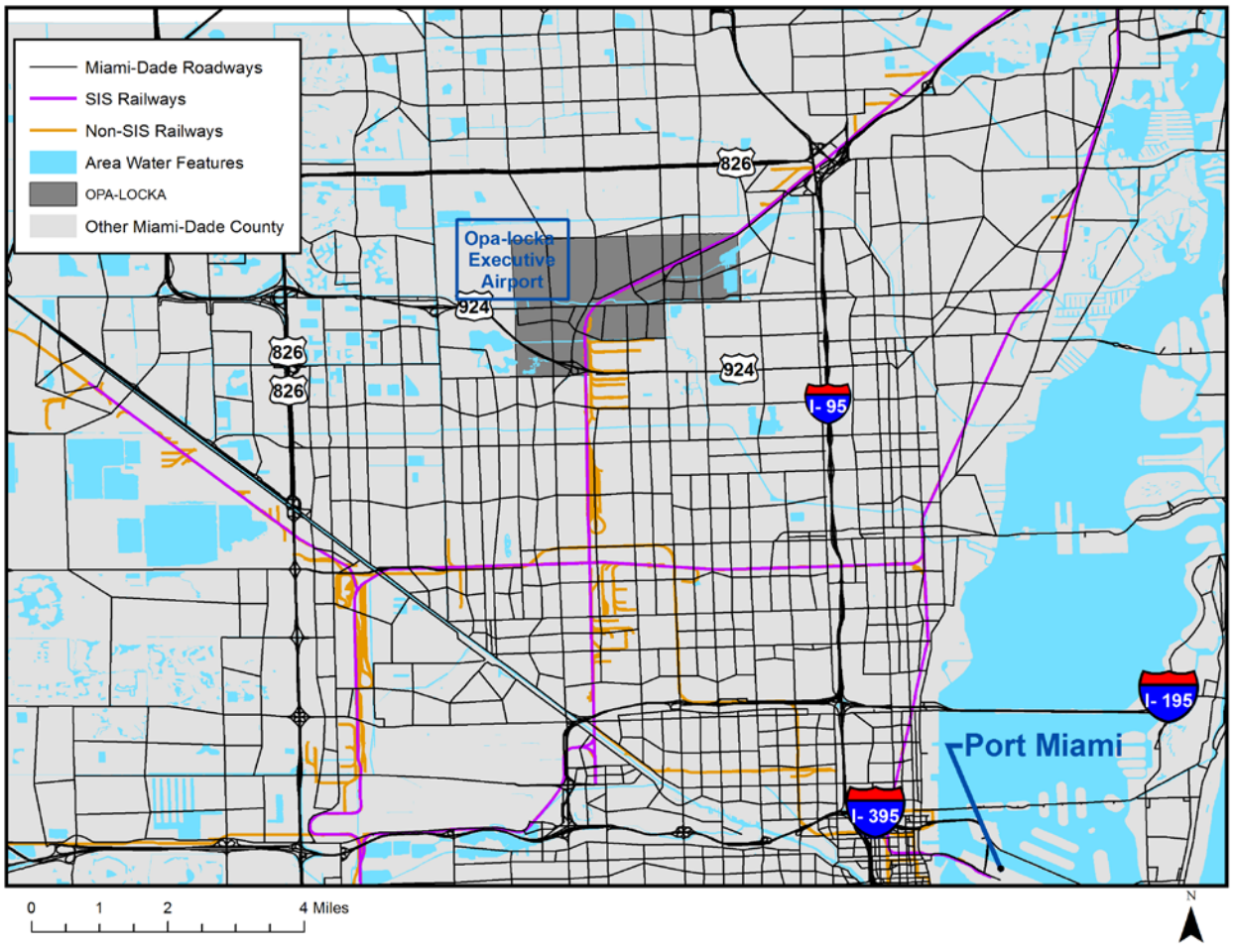
Rail infrastructure

There is one main rail track that passes through the city of Opa-locka. The track belonged to CSX in the past and now is owned by FDOT and used for commuter rail (Tri-Rail). CSX however, still runs freight trains on the track under agreements with FDOT. There are a couple of sidings inside the city limits that connect to the main track, and there are more sidings just outside the city limits that have access to the main track as well.

Opa-locka Rail Context

Figure 22 shows the location of Opa-locka with respect to the rail way network near the city. The rail track passing through the city is part of SIS network that connects the city to other SIS and Non-SIS railways in South Florida. Moreover, just south of Opa-locka city limits there is a freight zone (also know as "rail yard") that has access to SIS and Non-SIS tracks in the region. Opa-locka is strategically located near an airport and a seaport. Almost half of Opa-locka Executive Airport falls within the city boundary and I-95 connects the city to Port of Miami which is located towards the southeast of the region.

Figure 22: Opa-locka and Rail in Greater Miami

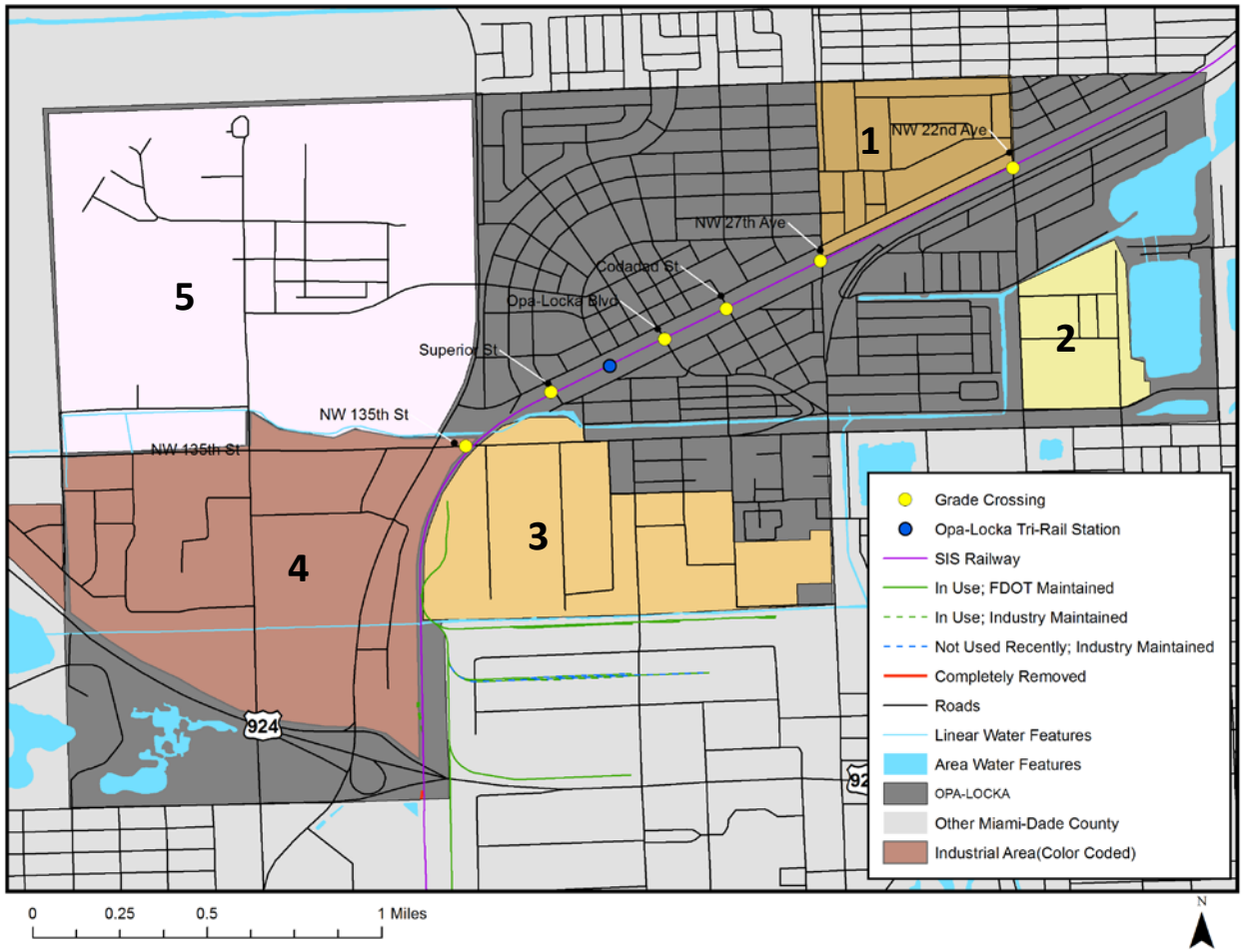


Source: U.S. Census Master Address File/Topologically Integrated Geographic Encoding and Referencing (MAF/TIGER) Database

Grade Crossings and Sidings

Figure 23 depicts the existing rail corridor in Opa-locka. There is only one rail track inside the city limits that stretches in the northeast-southwest direction and bends towards the south when extends beyond the city limits. This corridor consists of the Opa-locka Tri-Rail station, several grade crossings, and a few sidings most of which are located just outside the city limits. The Appendix provides details on number of trains, speeds, and closest intersection for each grade crossing. Traffic signal interconnects and preemption are available at NW 27 Avenue and NW 22 Avenue only.

Figure 23: Rail Corridor and Grade Crossings in Opa-locka



Source: U.S. Census Bureau MAF/TIGER Database

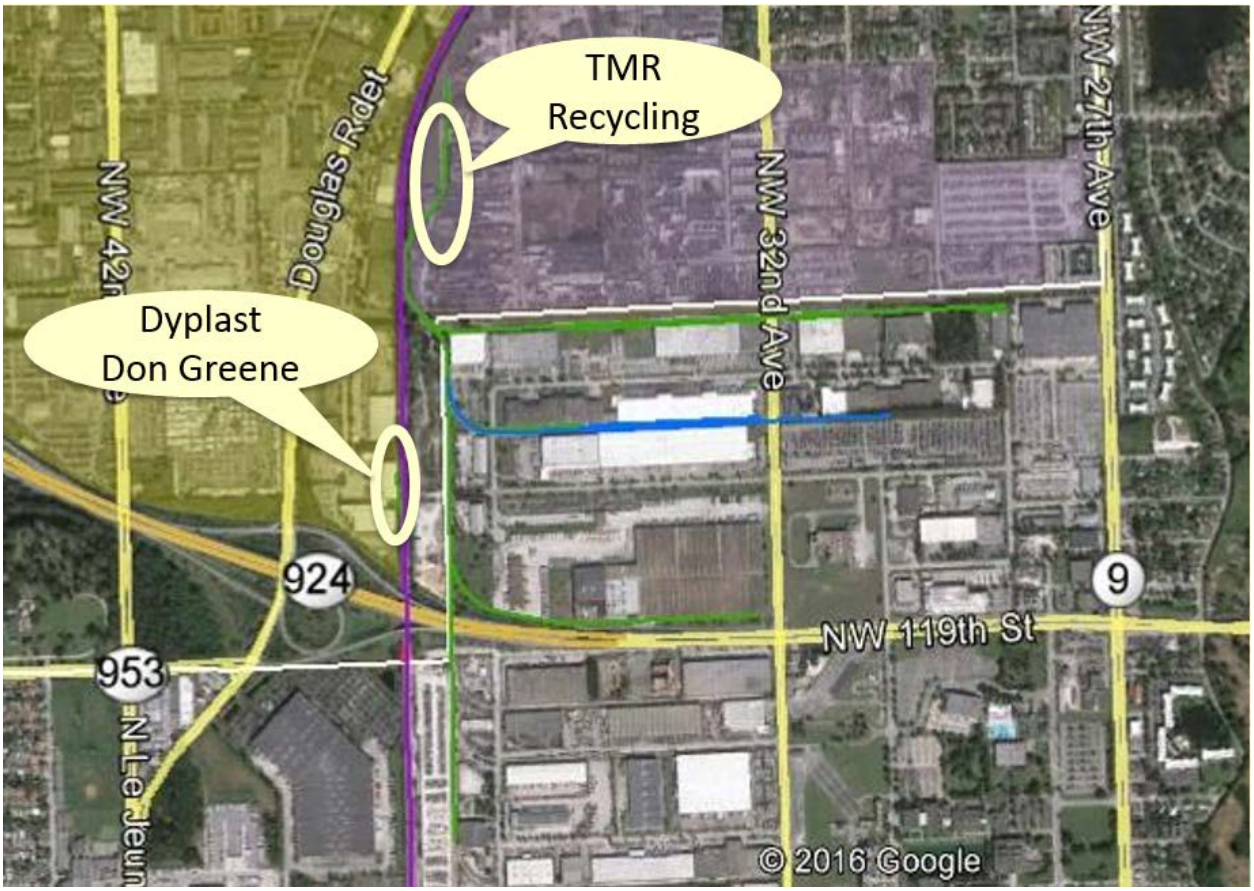
The main track (purple line) is identified as part of SIS network. The sidings that are connected to the main track are Non-SIS facilities. Moreover, Figure 23 shows that some of the sidings are publicly owned (by FDOT) which are shown in solid green lines, some are privately owned (dotted green), and some are still privately owned but are not currently in use (dotted blue). There are six grade crossings between the main track and local roadways inside the city. Such grade crossings mostly happen in residential areas.

In addition, Figure 23 illustrates five different parts in the city that are identified as industrial areas due to their industrial land use. These areas are shown in Figure 23 in different colors and are marked with numbers. Industrial areas in Opa-locka consist of transportation and warehousing, office spaces,

wholesale trade, and manufacturing. Specifically, industrial area #5 covers almost half of Opa-locka Executive Airport.

Figure 24 shows the sidings that are located within the city boundaries and their respective owner. As it can be observed, two of the sidings belong to TMR Recycling and Dyplast Don Greene.

Figure 24: Sidings Inside Opa-locka



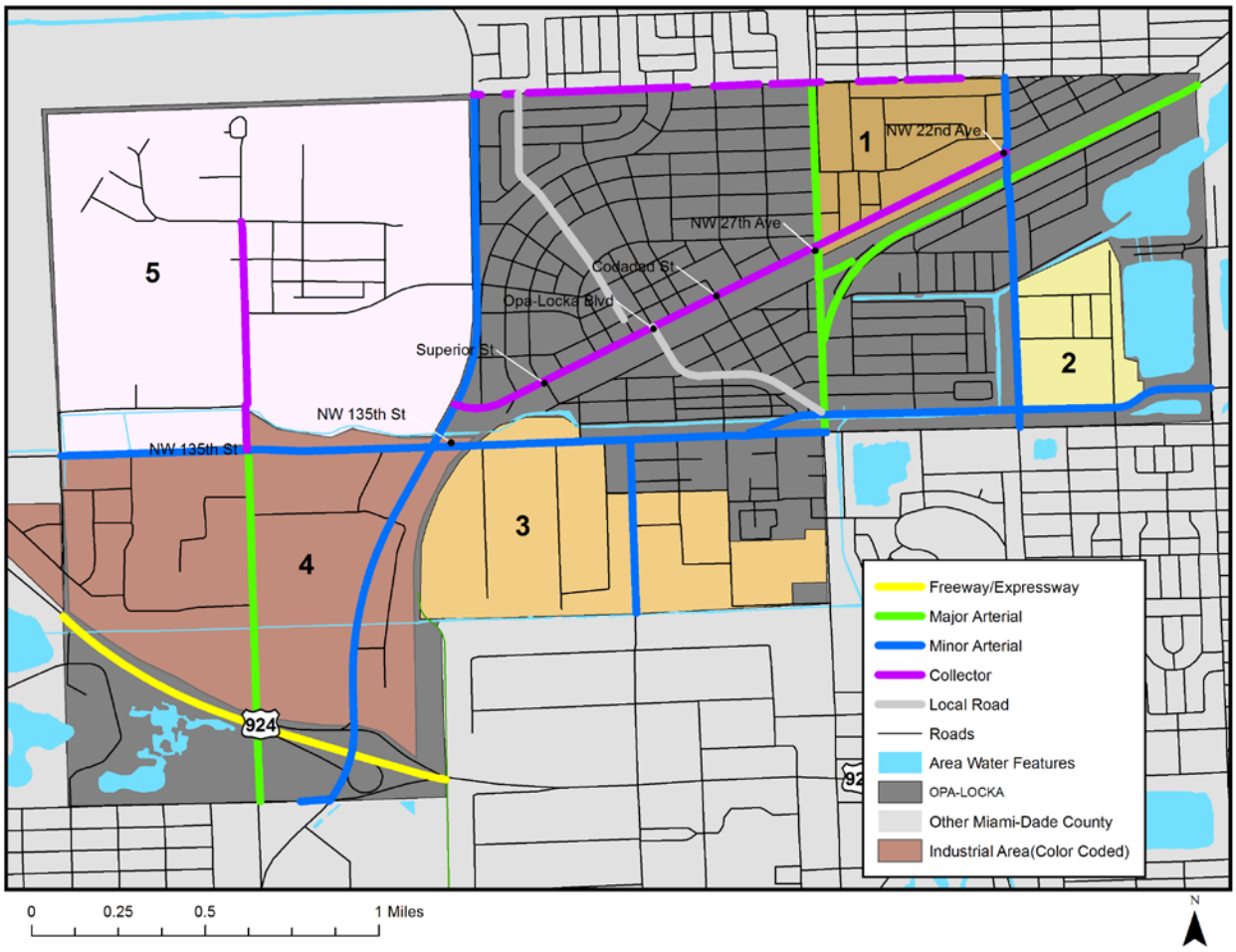
Source: Florida Department of Transportation South Florida Rail Corridor Inventory Database

Multimodal Access

With more than half of the city area belonging to industrial areas, it is important to assess how workers access these industrial areas. The following sections illustrates different transportation modes that are available to users in Opa-locka.

Figure 25 shows the classification of existing roadways in Opa-locka. As it can be observed the majority of the roads inside the city are either collectors or minor arterials. Collectors mostly exist in residential areas whereas minor arterials mostly run through industrial areas where faster routes are needed. Southwest of the city has access to State Highway 924 that can provide fast transportation to I-75.

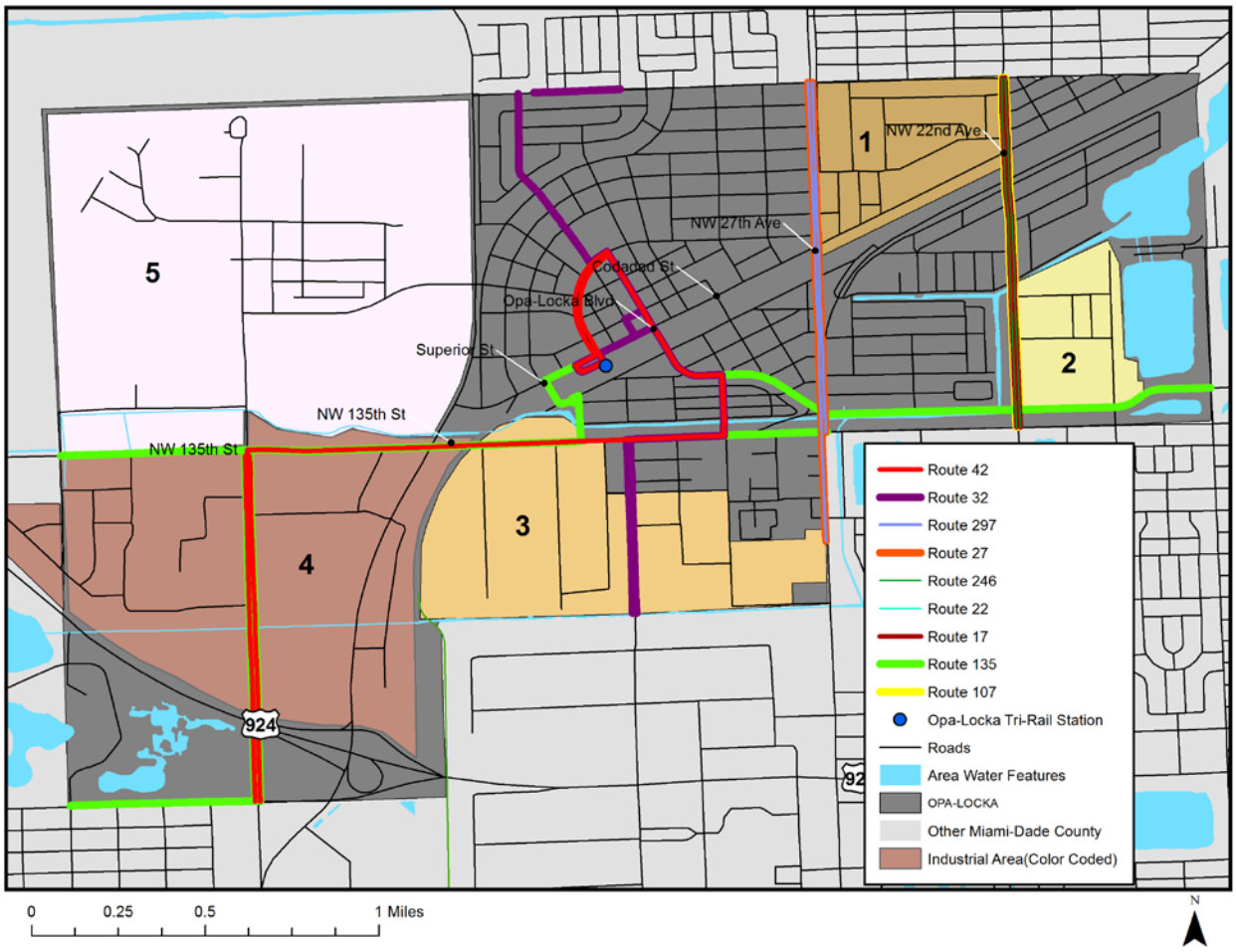
Figure 25: City of Opa-locka Existing Roadway Classification



Source: FDOT TranStat/GIS/Road Shapefiles

Figure 26 depicts the available transit routes in Opa-locka. As it can be observed, transit routes run through most of industrial areas as well as residential areas providing transportation options for commuters in the north-south and east-west directions. Moreover, there are several transit lines that stop at Opa-locka Tri-Rail station, creating a multi-modal hub that connects commuter rail to buses. Industrial area #5 (airport area) on the other hand, does not benefit from any transit options that provides access to airport users.

Figure 26: City of Opa-locka Transit Services Map

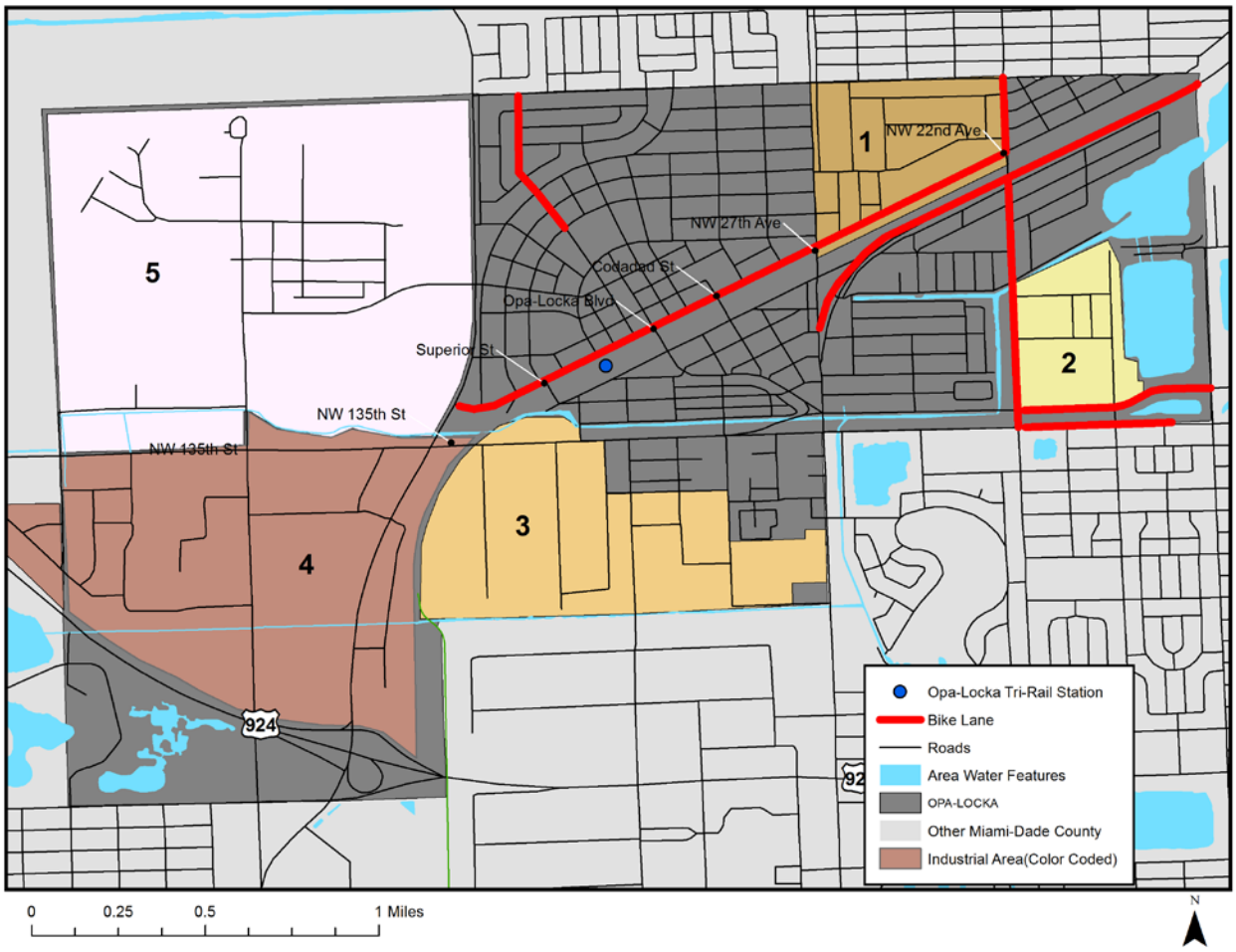


Source: Miami-Dade County GIS Open Data.

Tri-Rail is a commuter rail line linking Miami, Fort Lauderdale, and West Palm Beach. Opa-locka Tri-Rail station is located at 480 Ali Baba Avenue, Opa-locka, FL. This station provides parking spaces near the intersection of Ali Baba Avenue and Sharad Boulevard. This station offers free shuttle buses for Tri-Rail riders and also provides connection to Metrobus. The location of the station is close to industrial areas 3, 4, and 5 providing transit options for workers commuting to these area.

Figure 27 illustrates the bicycle facilities available to bikers in Opa-locka. Bike lanes do not provide uninterrupted bike access throughout the city due to their discontinuity. As it can be observed in Figure 27, bike lanes in Opa-locka provide minimal accessibility to major arterials and industrial areas for bikers.

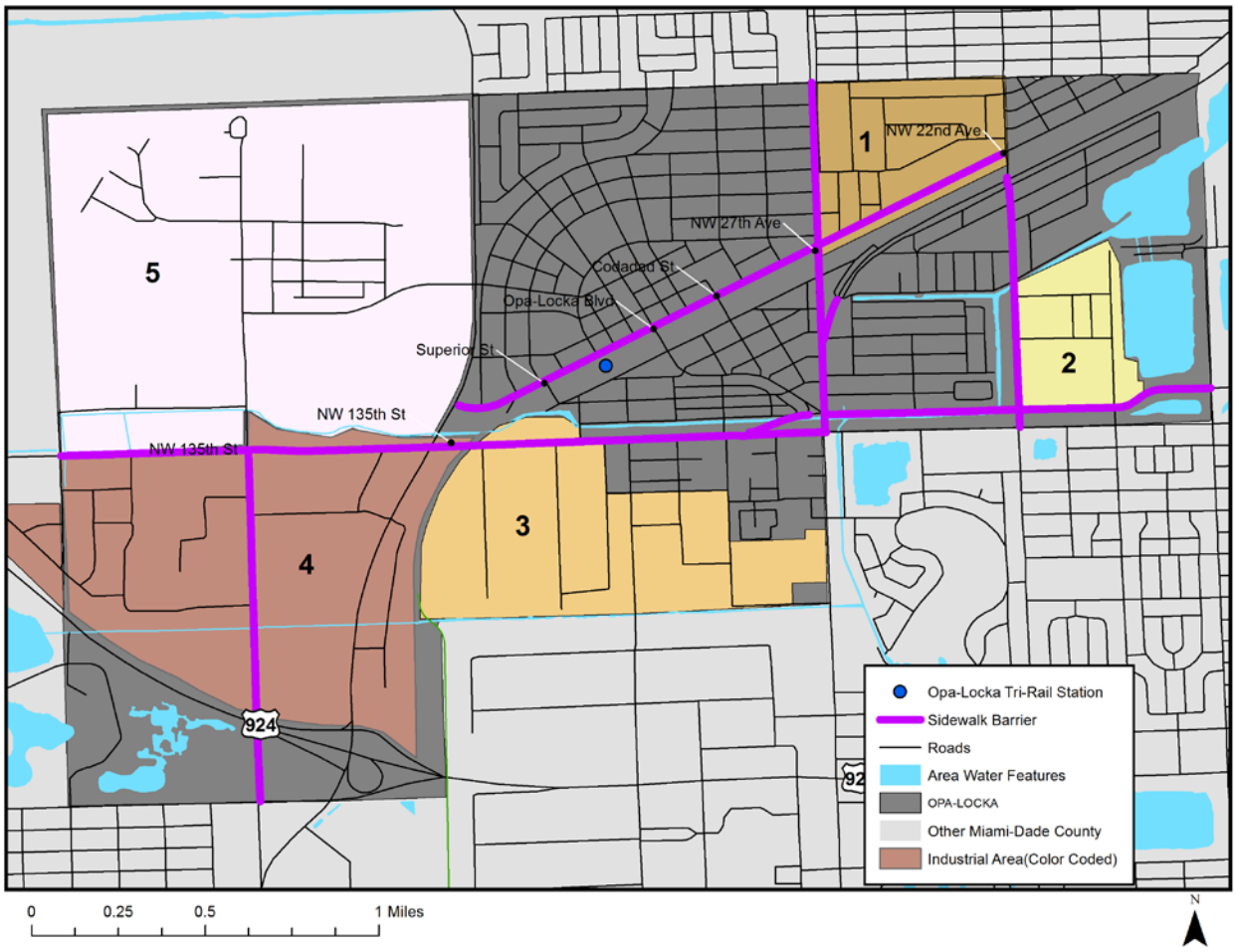
Figure 27: City of Opa-locka Bicycle Facility Map



Source: Miami-Dade County GIS Open Data.

Figure 28 depicts existing sidewalk facilities inside the city boundaries. Most of minor/major arterials have sidewalks on either north-bound and south-bound or east-bound and west-bound directions. The figure shows that sidewalks are available in residential and industrial areas. Distribution of sidewalks are not the same across all the industrial areas, sidewalks are available on the boundaries of all industrial areas while industrial areas 3, 4, and 5 have sidewalks in the middle as well.

Figure 28: City of Opa-locka Existing Sidewalk Facilities Map



Source: Florida Geographic Data Library (FGDL).

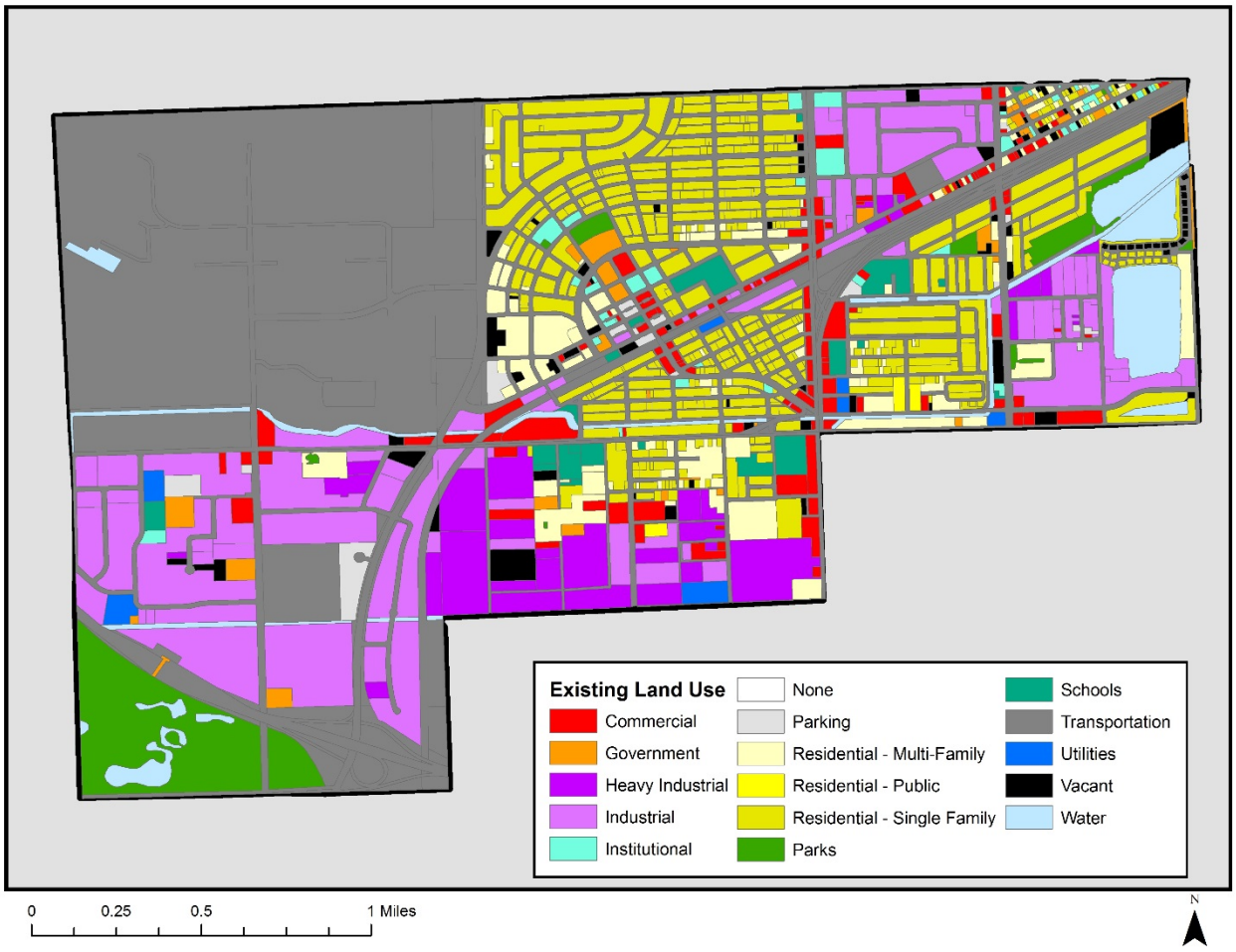
Community Context

Land Use and Designations

Land Uses

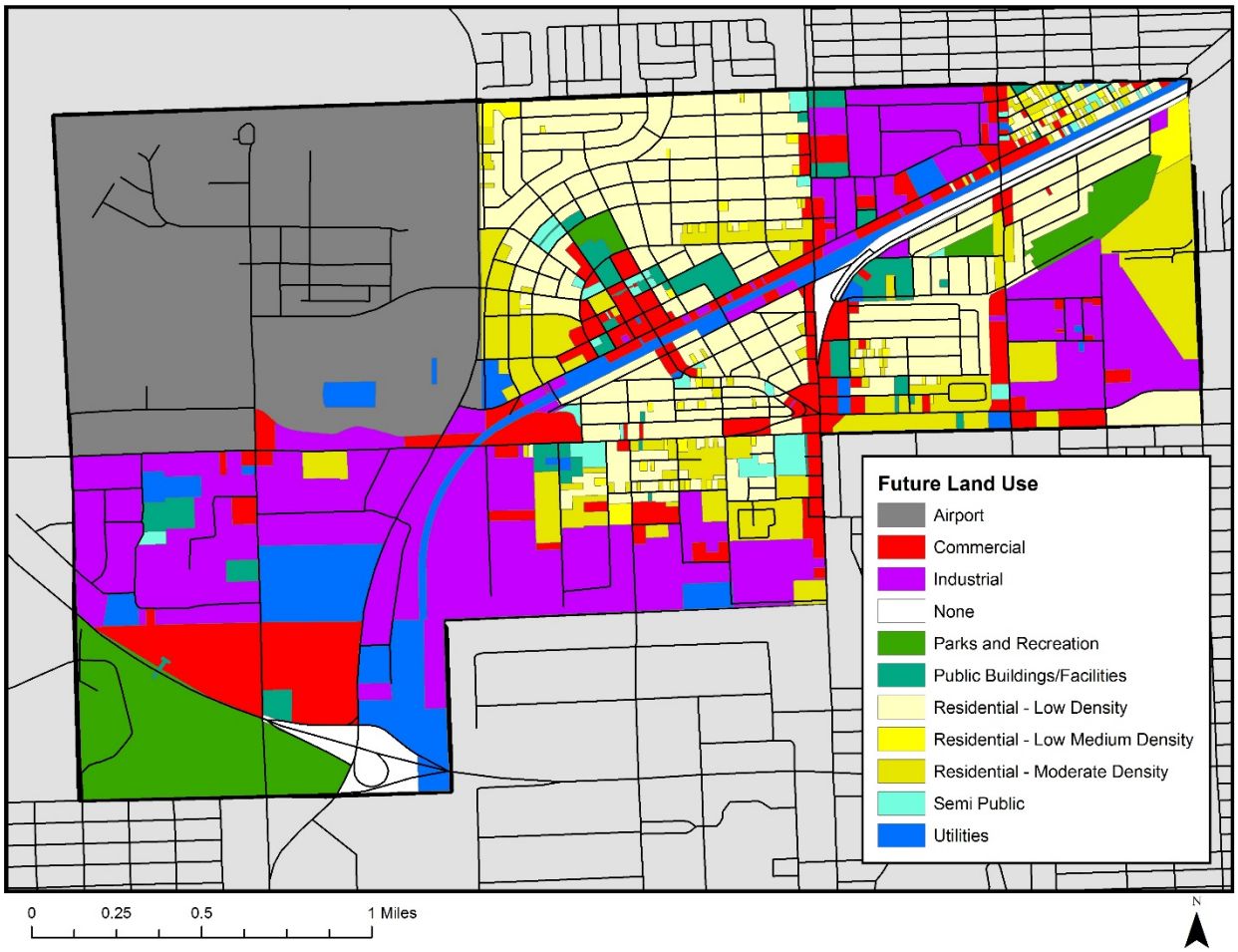
Figure 29 shows existing land uses in Opa-locka. Residential uses are in the center portions of the city, with the industrial areas on the municipal borders and commercial uses along Ali Baba Avenue and NW 27th Street. Figure 30 shows the proposed future land uses in the city. More commercial uses are envisioned for the City and mixed use overlays are defined along the major corridors with the hopes of spurring redevelopment.

Figure 29: Existing Land Uses



Source: Miami-Dade County GIS Open Data.

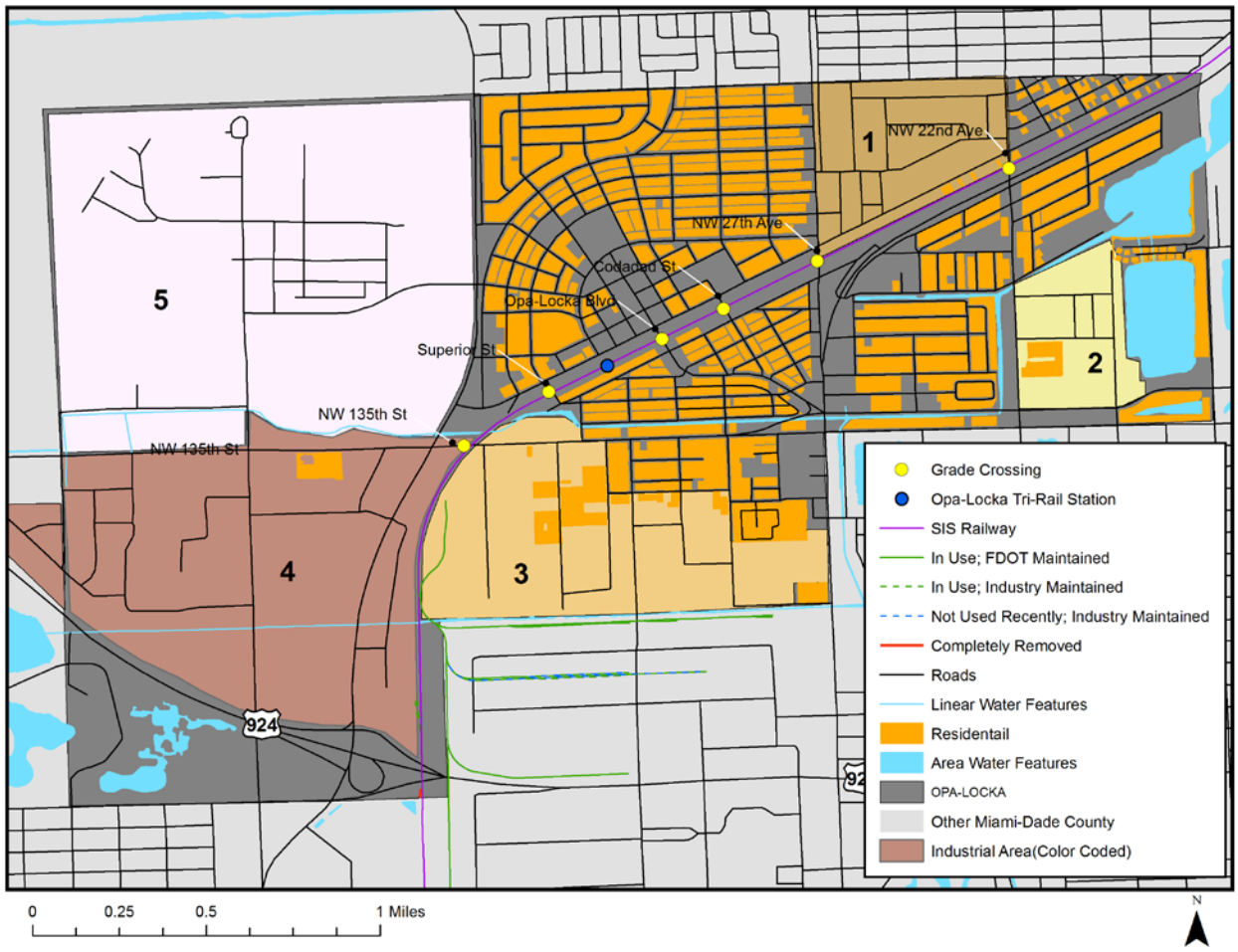
Figure 30: Comprehensive Plan Future Land Uses



Source: Miami-Dade County GIS Open Data.

Figure 31 shows Opa-locka's residential areas in orange. As it can be observed, there are some residential areas within industrial areas especially industrial area #3. However, there is a distinct separation between residential land use and industrial land use in the city.

Figure 31: City of Opa-locka Residential Areas



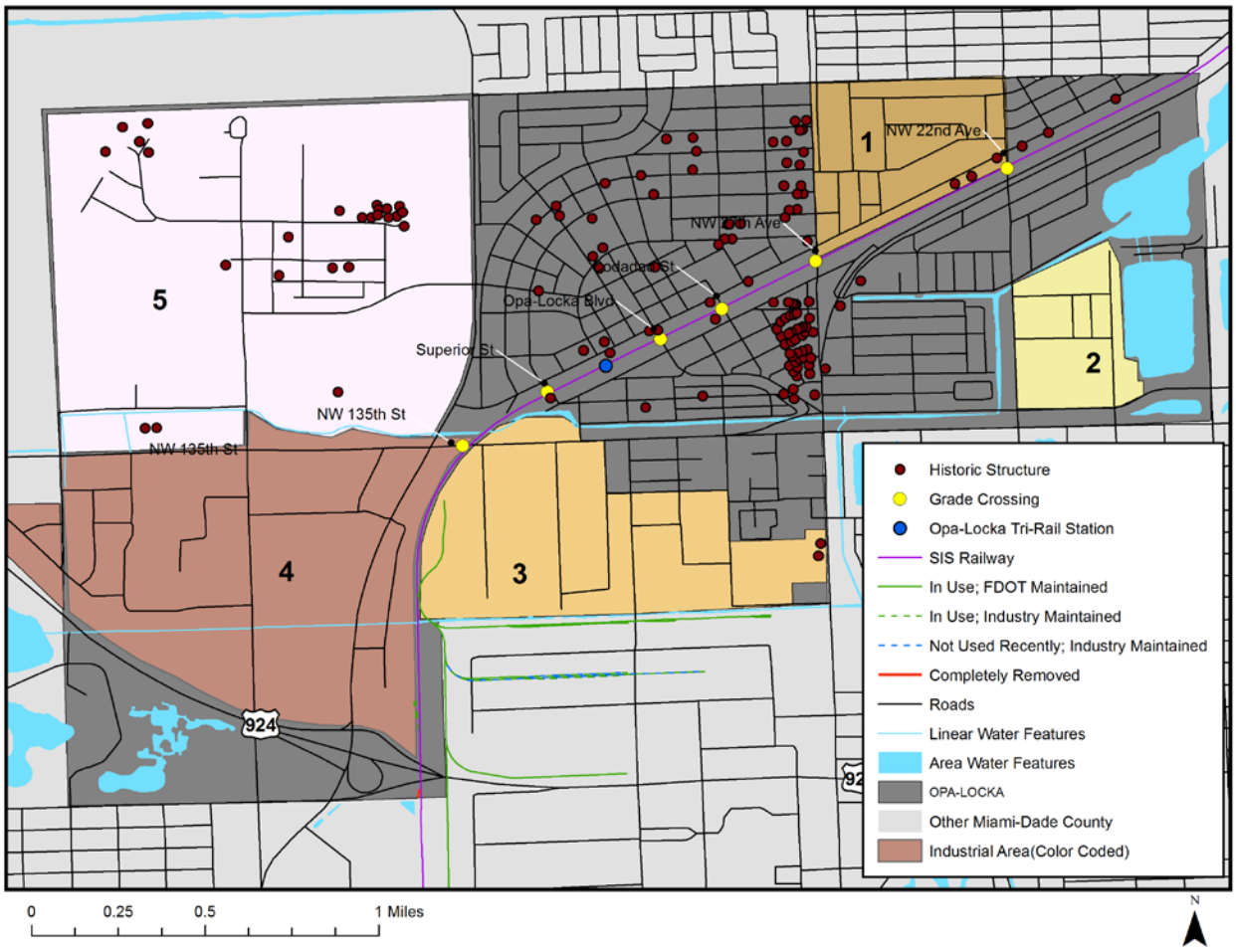
Source: Miami-Dade County GIS Open Data.

Special Uses

Historic Structures

Figure 32 shows the location of historic structures within boundaries of Opa-locka. Most of historic structures are located in residential areas and some in industrial area 5 (the airport).

Figure 32: City of Opa-locka Historic Structures

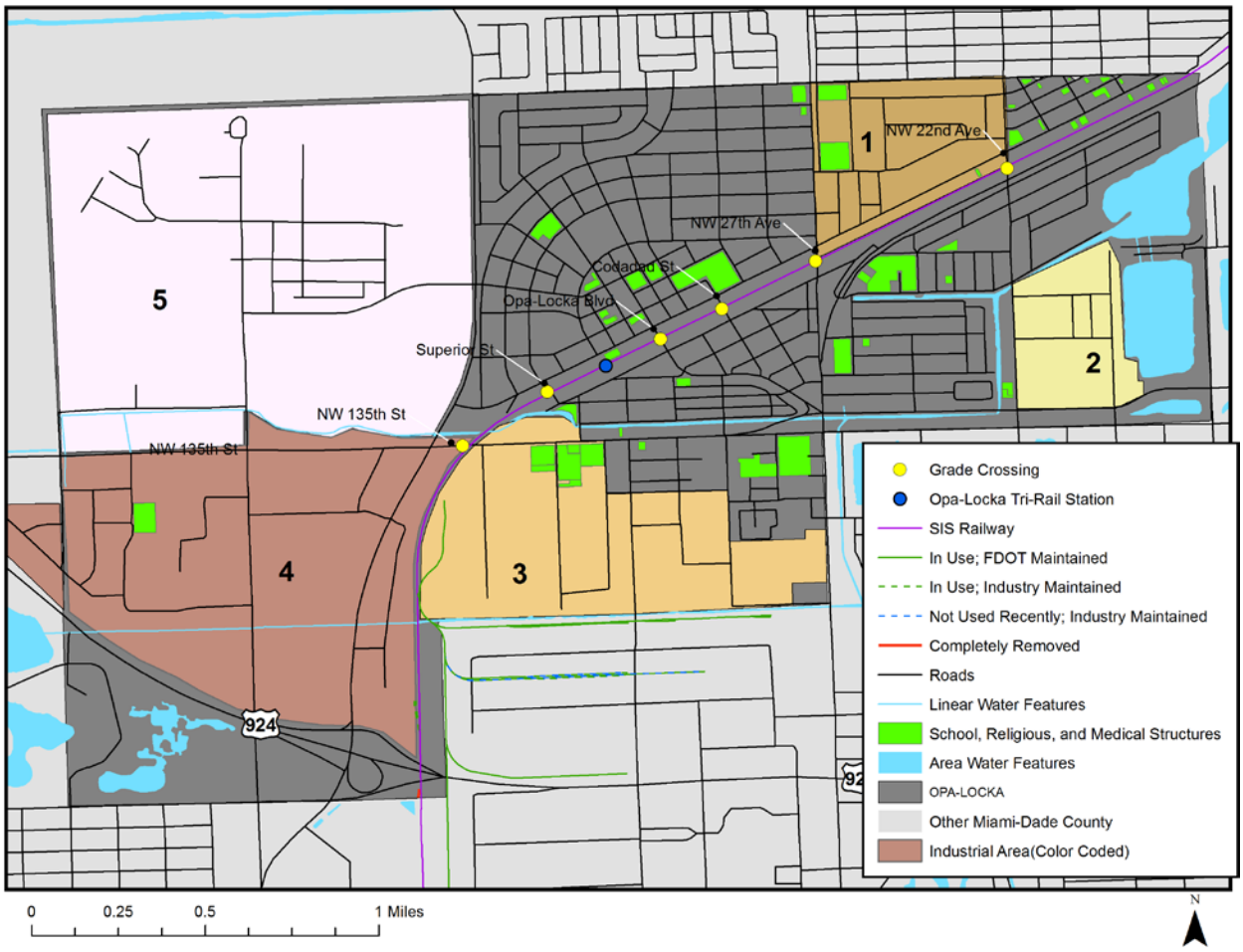


Source: Florida Geographic Data Library (FGDL).

Schools, Religious, and Medical Institutions

Figure 33 shows Schools, Religious establishments, and Medical establishments in city of Opa-locka. Industrial area 1, 3, and 4 have a few of such establishments within their boundary.

Figure 33: City of Opa-locka School, Religious, and Medical Structures

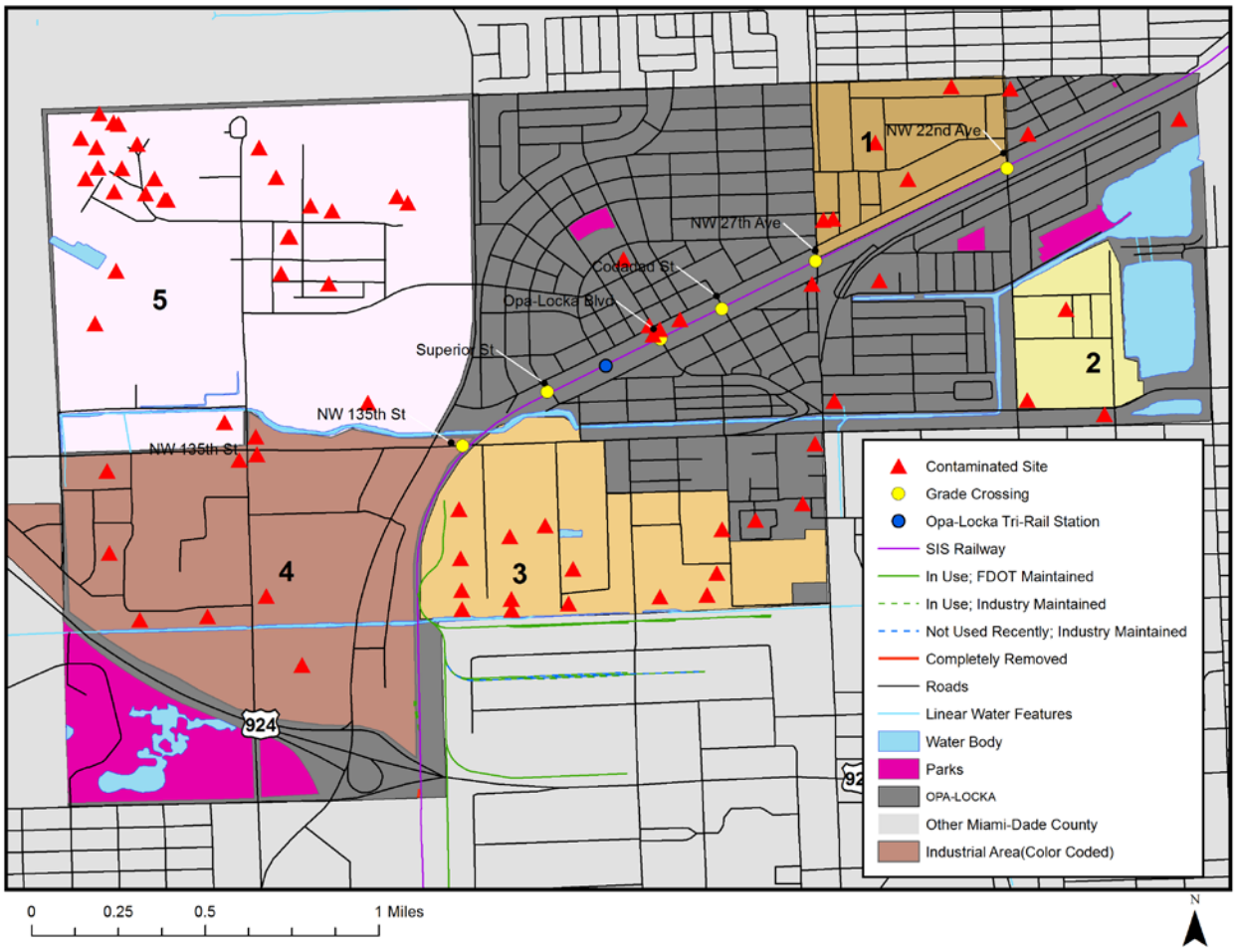


Source: Miami-Dade County GIS Open Data.

Parks, Water Bodies, and Contaminated Sites

Parks, water bodies, and contaminated sites in Opa-locka are shown in Figure 34. “Parks” represent parks or recreational locations operated by either the county or city. None of the four parks in Opa-locka are located in an industrial area. The figure also shows several water bodies that exist inside the city boundaries. Only small water bodies fall inside an industrial area while bigger water bodies are located near the boundaries of the city. On the other hand, there are quite a few contaminated sites in Opa-locka, most of which are located inside industrial areas. A contaminated site identifies properties where environmental contamination has been documented in the soil or groundwater.

Figure 34: City of Opa-locka Parks, Water Bodies, and Contaminated Sites



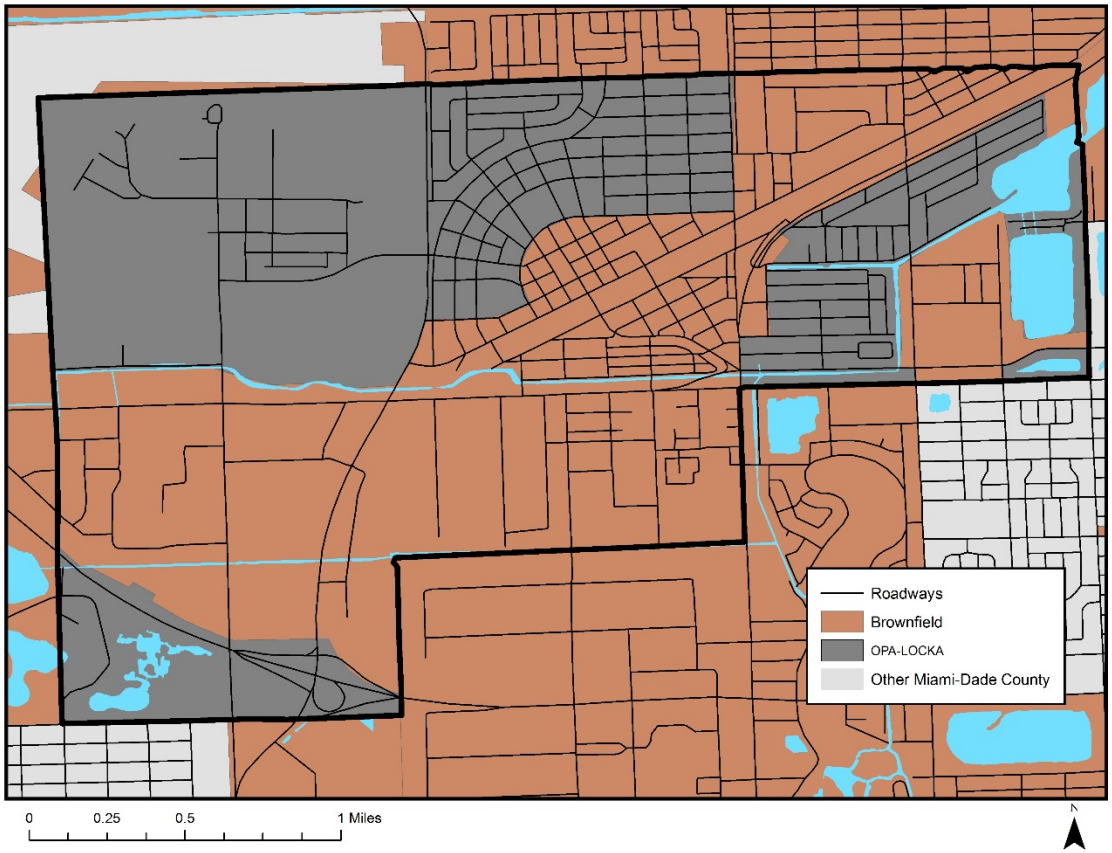
Source: Miami-Dade County GIS Open Data.

Program Zone Designations

Opa-locka is home to a variety of overlapping land types which may qualify the city or select parcels for additional funding and redevelopment. These types include: Brownfield Areas, Empowerment Zones, Enterprise Zones, Neighborhood Revitalization, Neighborhood Stabilization, and Target Urban Areas.

Brownfield Areas are contiguous areas of one or more brownfield sites which may or may not be contaminated. These areas may include all or a portion of other community redevelopment areas, such as the enterprise zones and empowerment zones. The Brownfield Program offers regulatory and financial incentives for the expansion, redevelopment, or reuse of such brownfield sites, which may face complications due to actual or perceived contamination. Figure 35 shows the brownfield sites in Opa-Locka. A large majority of the city falls into this designation. Notable exceptions include the Opa-Locka Executive Airport and Amelia Earhart Park. Other residential areas, such as those north of Sharazad Boulevard and a portion of those south and east of State Route 9, are also excluded from this designation. All existing freight generators are currently classified as brownfield sites.

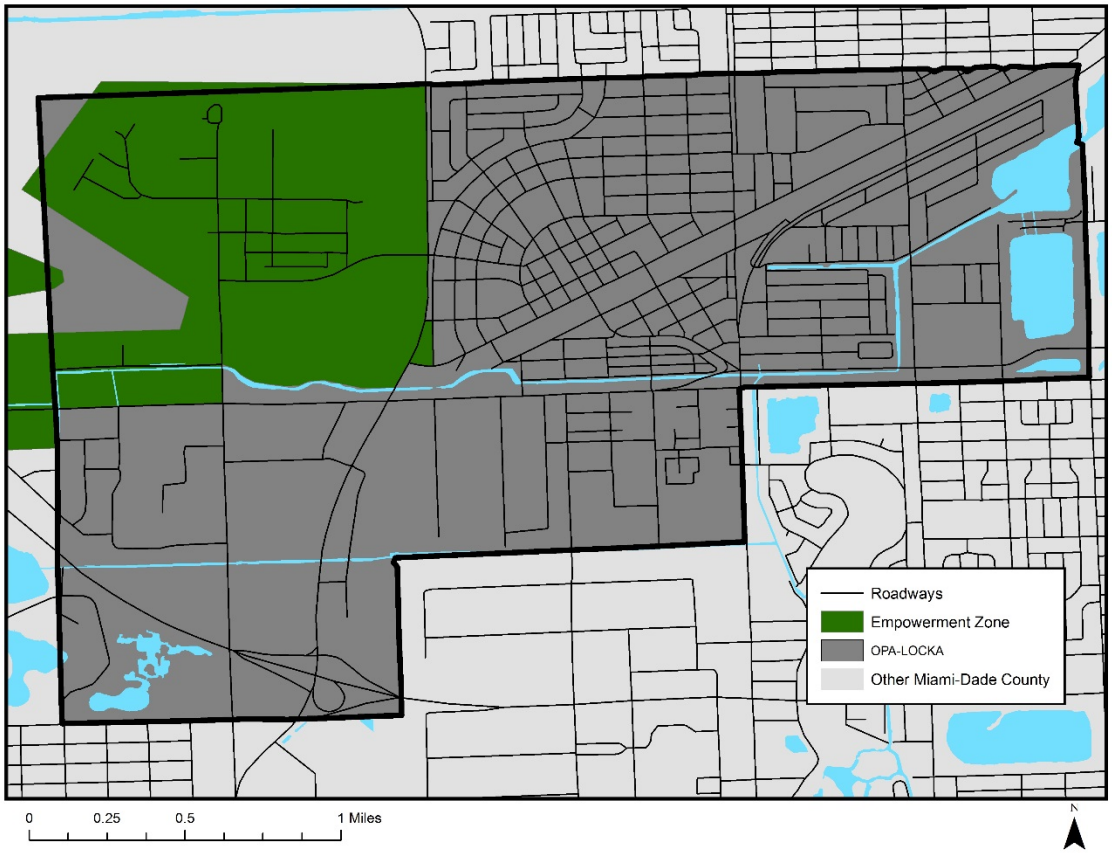
Figure 35: Brownfield Areas of Opa-locka



Source: Miami-Dade County GIS Open Data.

Empowerment zones were created as part of the United States Department of Housing and Urban Development (HUD). The purpose of this initiative is to create jobs and business opportunities by offering various tax credits and cash incentives in the most economically distressed areas of the country. This initiative is different from other revitalization efforts in that the community drives the decision making so that residents can decide what happens in their communities, rather than the government. Figure 36 shows the empowerment zone located with the city of Opa-Locka. This only includes lands which are located on or near the Opa-Locka Executive Airport property.

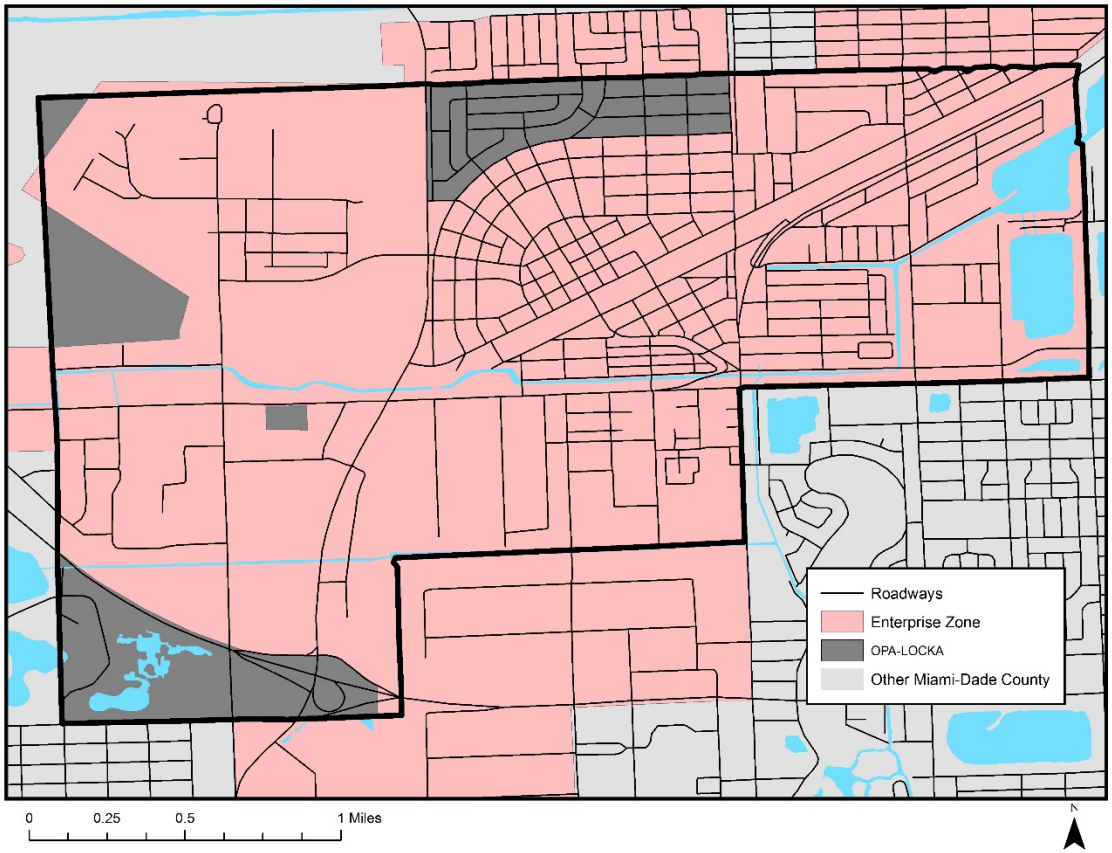
Figure 36: Empowerment Zones of Opa-locka



Source: Miami-Dade County GIS Open Data.

Enterprise zones are designated areas within Miami-Dade County which offer financial incentives to businesses which locate or expand within these areas. The objective of these incentives it to encourage investment and job creation in economically distressed areas. In order to qualify, new jobs must be created for enterprise zone residents. Figure 37 showing qualifying zones within Opa-Locka. A large portion of the city is categorized as enterprise zones. Exceptions are Amelia Earhart Park and a western part of Opa-Locka Executive Airport, which is predominately part of the taxiway/runway. Residences north of Jann Avenue between NW 27th Avenue and Bagdad Avenue are also excluded.

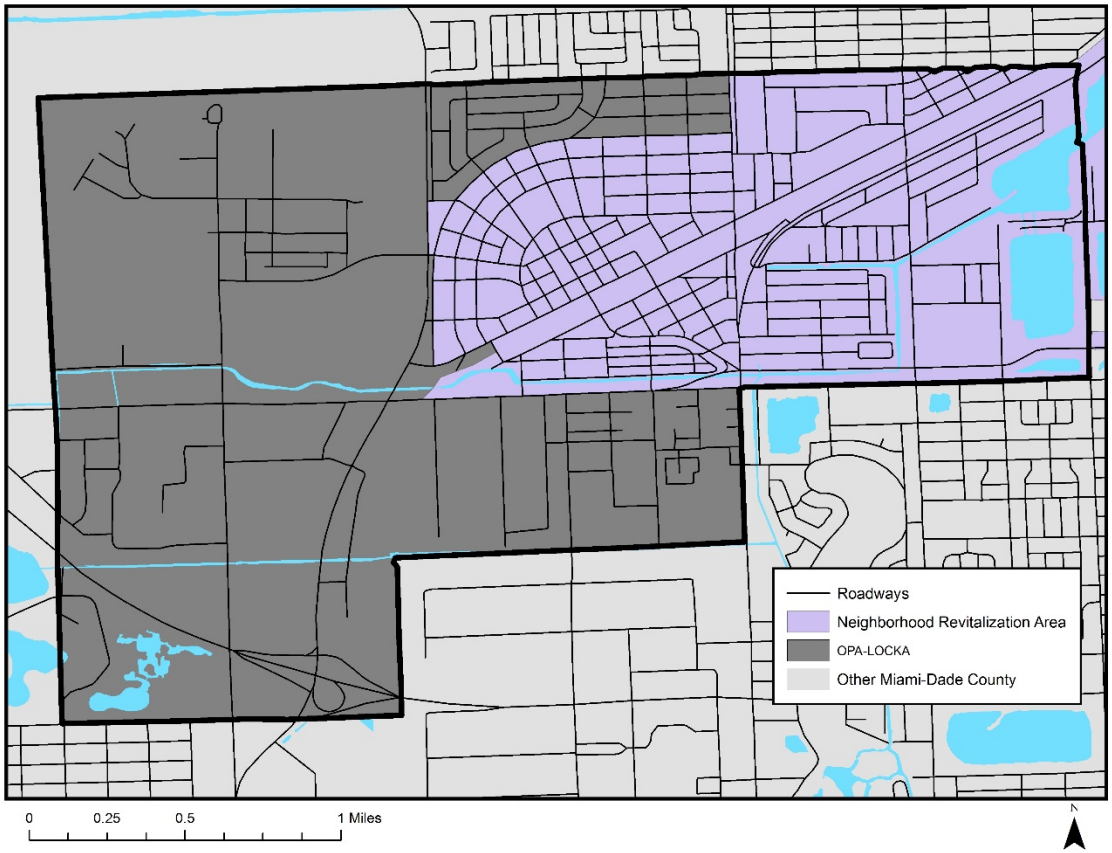
Figure 37: Enterprise Zones of Opa-locka



Source: Miami-Dade County GIS Open Data.

Neighborhood revitalization areas were created as part of the Office of Community and Economic Development and reflect low to moderate income areas where allocation of Community Block Designation Grant (CBDG) Funds are spent. In 2006, this coverage was renamed to the Neighborhood Revitalization Strategy Areas, or NRSA. Within Miami-Dade County are two tiers of these areas: Neighborhood Focus and Neighborhood Outreach. Opa-Locka is one of nine Neighborhood Focus NRSAs. These areas represent the County's neighborhoods with the greatest socio-economic needs and would receive the highest level and scope of services. Figure 38 shows the qualifying areas of Opa-Locka. This includes businesses and residences to the east of Officer Simmons Arrington Avenue, north of NW 135th St, and south of Jann Avenue to the eastern border of the city.

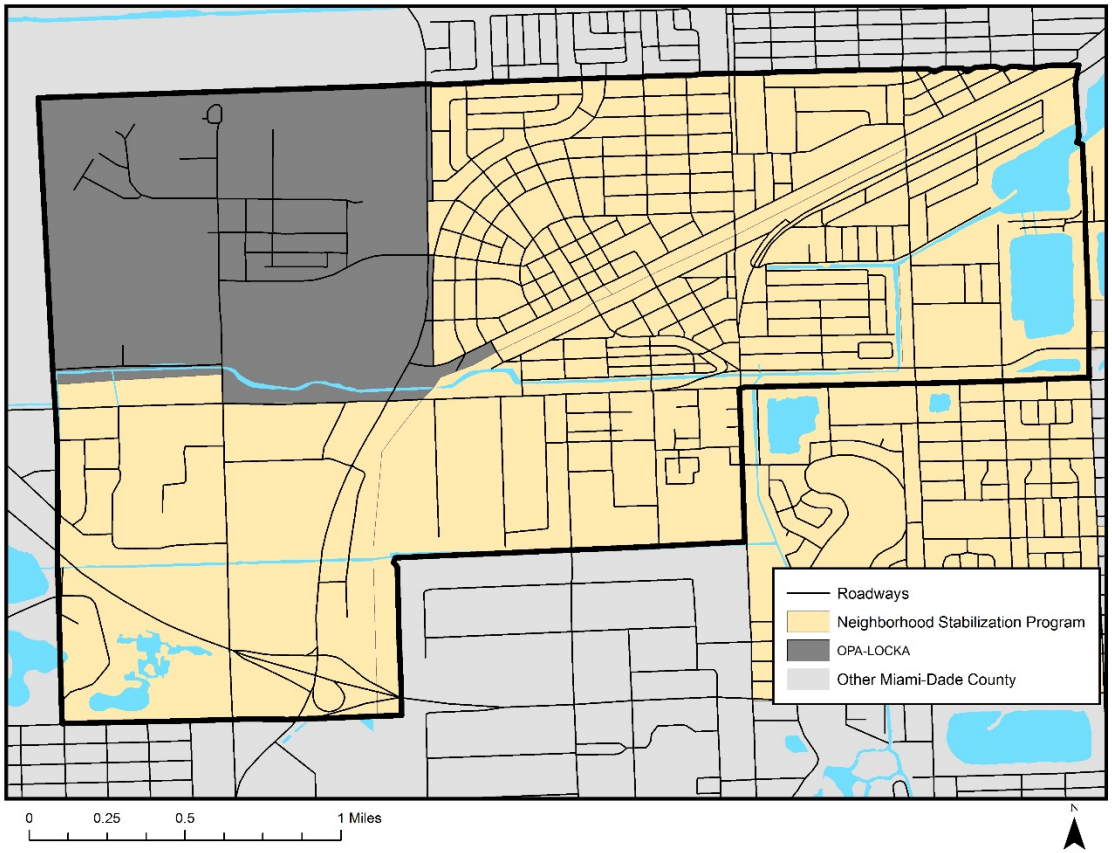
Figure 38: Neighborhood Revitalization Areas of Opa-locka



Source: Miami-Dade County GIS Open Data.

The Neighborhood Stabilization Program (NSP) is a HUD program designed to provide emergency assistance to state and local governments in order to acquire and redevelop foreclosed properties. In this way, the properties can avoid becoming a source of abandonment and/or blight in the local community. All activities funded by this program must benefit low to moderate income persons whose income does not exceed 120 percent of the area median income. Figure 39 shows the areas of Opa-Locka which qualify for this program. Nearly the entire city is included with the exception of the Opa-Locka Executive Airport.

Figure 39: Neighborhood Stabilization Areas of Opa-locka



Source: Miami-Dade County GIS Open Data.

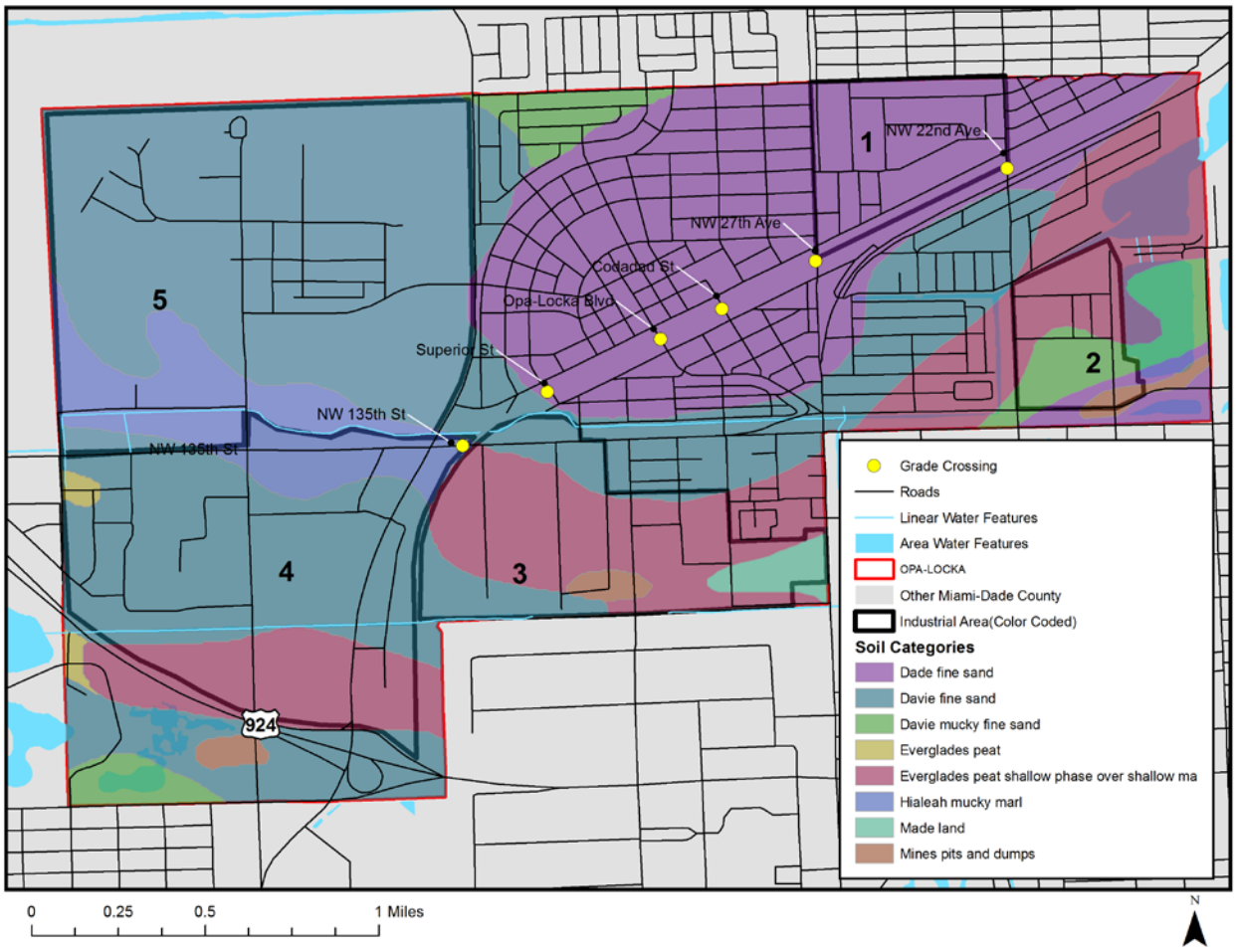
Target Urban Areas consist predominately of low-income and depressed areas that were created as a results of the Mayor's Urban Revitalization Task Force. This designation may be used by community planners to promote economic revitalization for areas meeting this criteria. All of Opa-Locka is considered such an area, therefore no map is provided for this designation type.

Infrastructure

Soils

A map of Opa-locka's soil and topography is shown in Figure 40. As can be observed, most of the City's soil is Dade fine sand and Davie fine sand, with swaths of Everglades peat shallow phase over shallow marl.

Figure 40: City of Opa-locka Soils

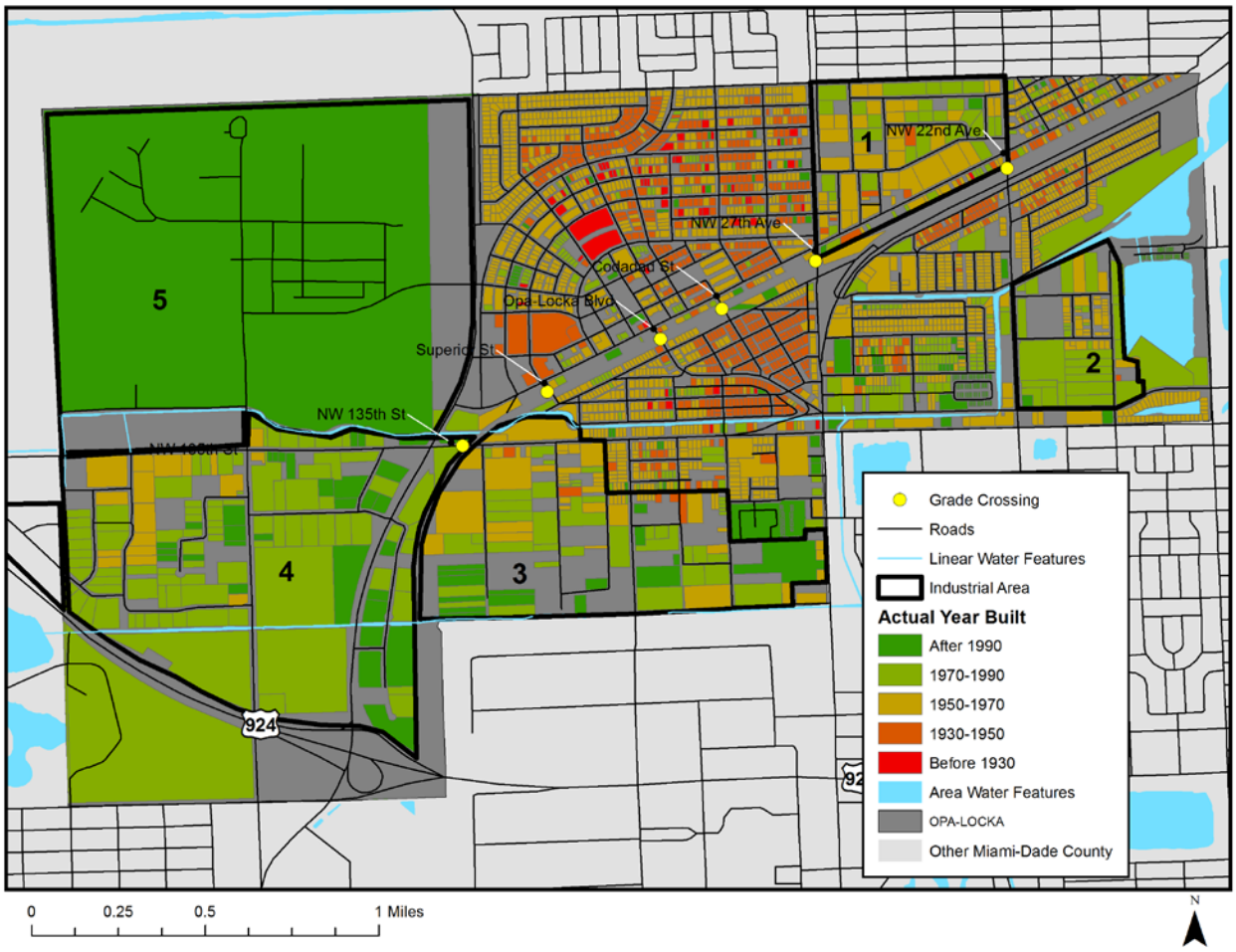


Source: U.S. Geological Survey.

Building Conditions

The Building condition in Opa-locka is shown in Figure 41. This figure illustrates the condition of buildings in the city based on the year they were built. As it can observed, most of residential buildings were built before 1950 while industrial areas were usually built after 1970.

Figure 41: City of Opa-locka Building Condition



Source: Florida Geographic Data Library (FGDL).

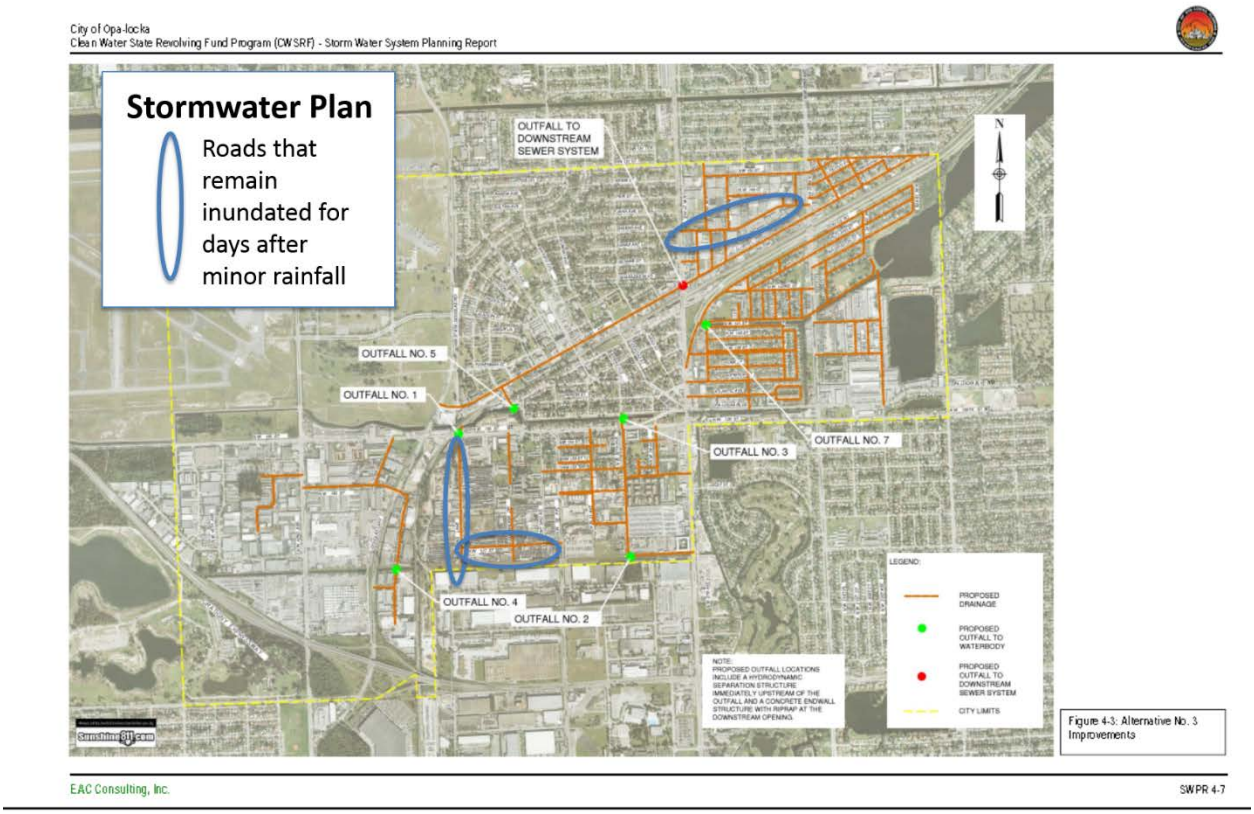
Stormwater, Potable Water, and Wastewater

As can be seen with the building conditions, much of the City of Opa-locka was built within a few decades. This building period also was when major infrastructure was provided in the City. Maintenance, repair, and extension of the stormwater, potable water, and wastewater systems has been limited and significant improvements are needed. The City has hired a consultant to prepare master plans for the City. Master plan implementation assumes support from state loan programs, and given current financial circumstances in the city, obtaining support may prove difficult.

Figure 42 shows the extent of needed improvements to address drainage issues, with the roads circled in blue – including roads in industrial areas 1 and 3 – remaining flooded for days after a rain event. The brown lines show locations for drainage improvements. Figure 43 shows needed potable water improvements (blue lines) and hydrant locations (blue dots). The City has prioritized the green shaded areas for improvements first. Figure 44 shows improvements needed for wastewater improvements. The green lines show pipes to be replaced. Blue and purple lines show new force and gravity mains,

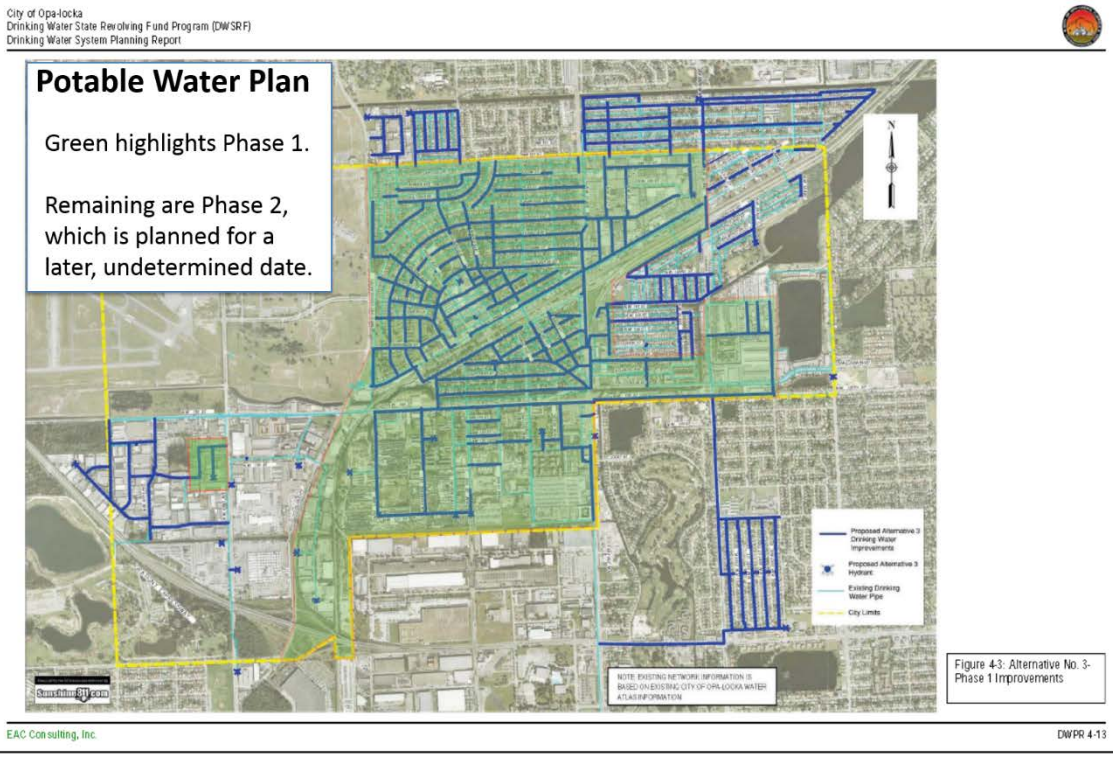
respectively, with blue dots representing new lift stations. (Red lines are current force mains that would be abandoned.)

Figure 42: City of Opa-locka Stormwater Plan



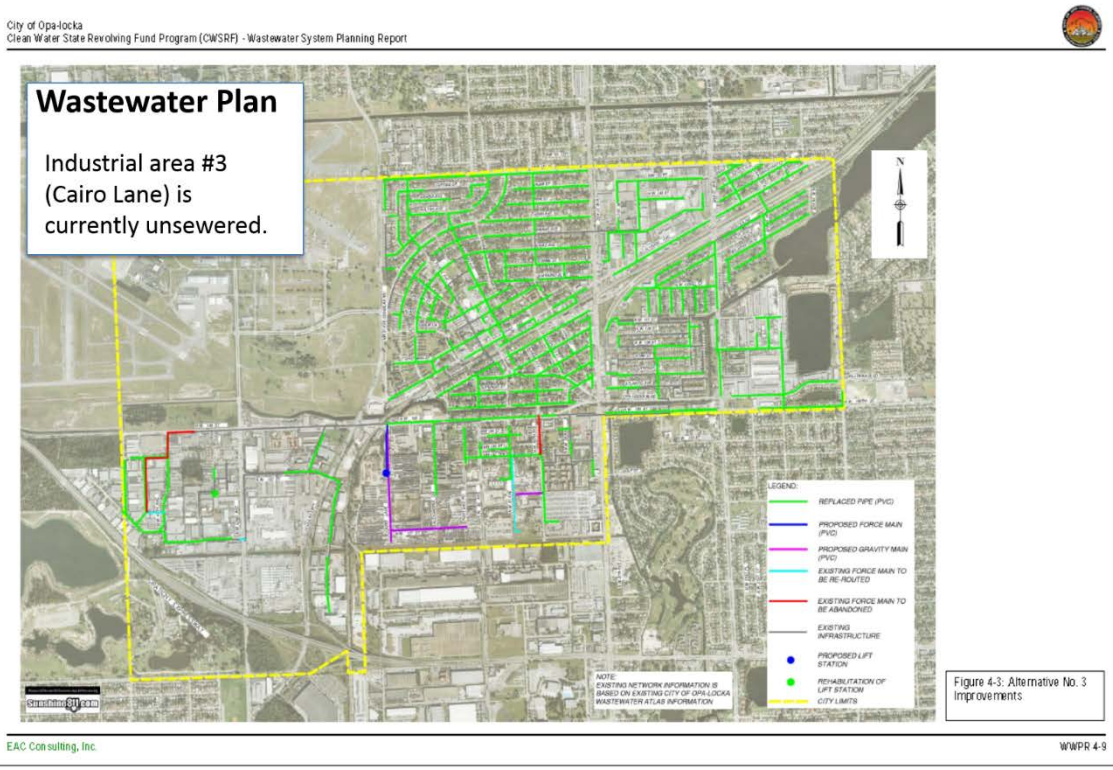
Source: City of Opa-locka, *Stormwater Infrastructure Improvements, Planning Document Report*, June 2014

Figure 43: City of Opa-locka Potable Water Plan



Source: City of Opa-locka, *Potable Water Infrastructure Improvements, Planning Document Report*, July 2014

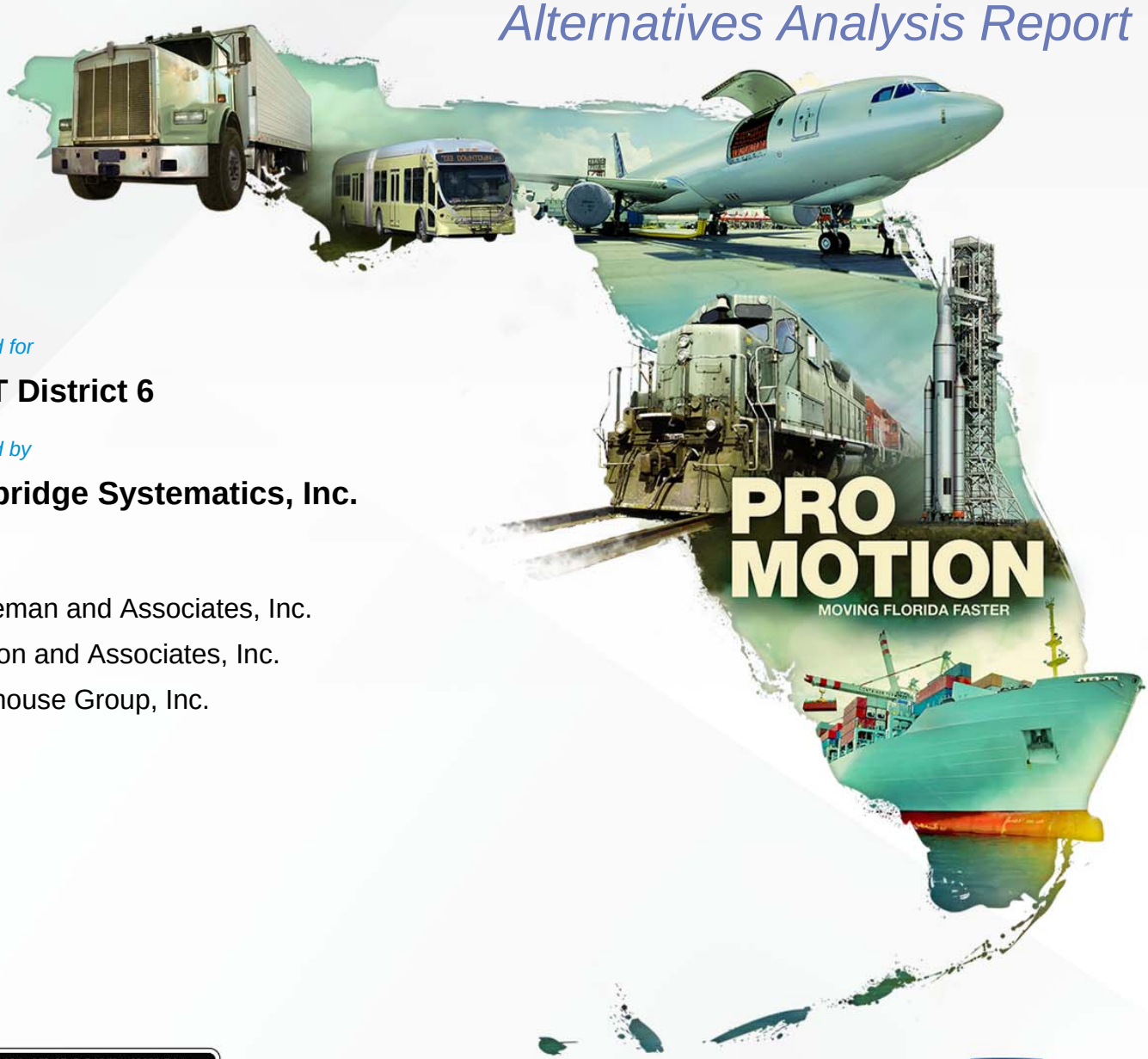
Figure 44: City of Opa-locka Wastewater Plan



Source: City of Opa-locka, *Wastewater Infrastructure Improvements, Planning Document Report*, June 2014

City of Opa-locka Freight Implementation Plan

Alternatives Analysis Report



prepared for

FDOT District 6

prepared by

Cambridge Systematics, Inc.

with

FR Aleman and Associates, Inc.

Kittelson and Associates, Inc.

Whitehouse Group, Inc.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FLP
Office of Freight, Logistics and Passenger Operations

FDOT

December 2017

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report

City of Opa-locka Freight Implementation Plan

Alternatives Analysis Report

prepared for

Florida Department of Transportation District 6
1000 NW 111th Ave
Miami, FL 33172

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date

December 2017

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1.0 Introduction

1.1 BACKGROUND

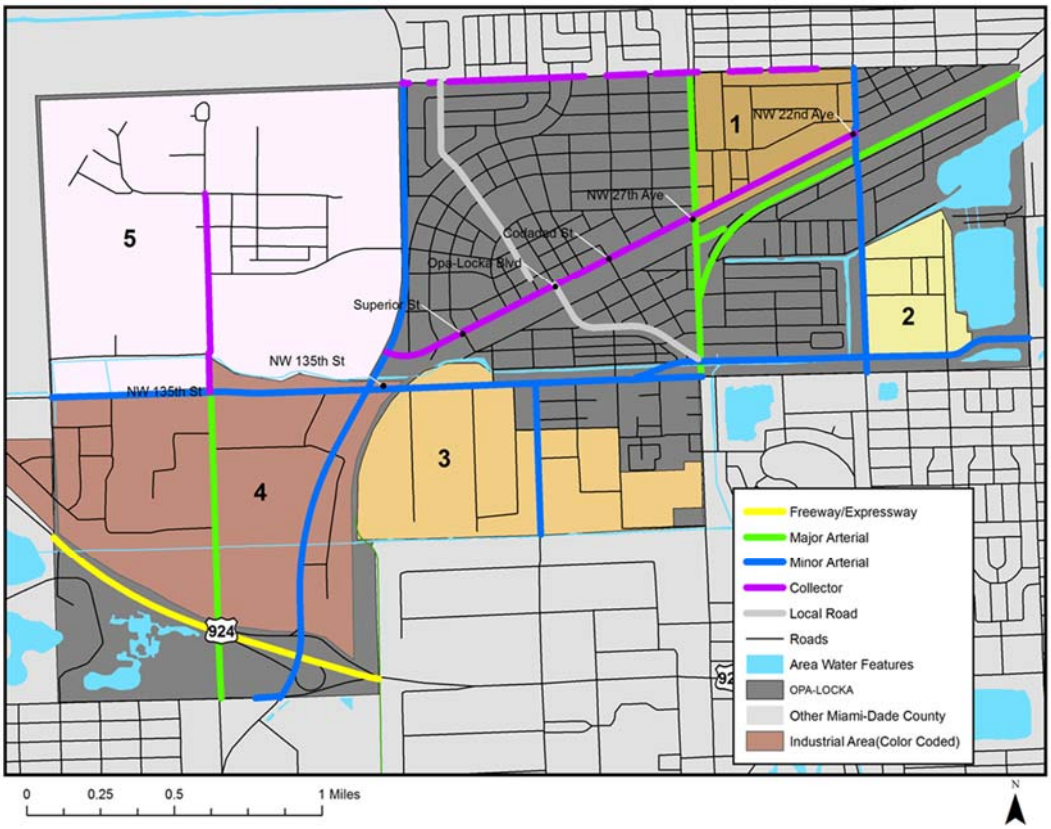
Florida's Freight Mobility and Trade Plan (FMTP) provides the Florida Department of Transportation (FDOT) with an integrated and comprehensive approach to target the benefits of movement of goods, commodities, and services. Some freight activities are making their way across the City of Opa-locka. In the City there are deficiencies in the transportation network including but not limited to pavement condition, storm water systems, parking, and aesthetics, etc., particularly around the Opa-locka/Le Jeune Commerce area. However, the City Commerce area lies in the center of multiple transportation corridors, which provides nearby access to support existing and future freight and goods movements. The City features freight related assets such as the Opa-locka Airport, a CSX rail-line (South Florida Rail Corridor) that it is also used by Tri-Rail, and several important highways such as I-95, the Gratigny Parkway as well as the City's already positioned trucking and consolidators industry, and available industrial land in comparison with other areas of Miami-Dade County.

This Opa-locka freight analysis is part of a regional planning effort to facilitate freight movement in Miami-Dade County. The Department is seeking to investigate freight corridors within the Opa-locka area, and develop a plan of viable improvements to enhance freight connectivity and minimize conflicts. The purpose of this Alternatives Analysis Report is to describe the various growth alternatives considered, and more importantly evaluate and document existing and future traffic operational conditions associated with them.

1.2 STUDY AREA

The City of Opa-locka is located within Miami-Dade County. The City is surrounded by Interstate-95 to the east, SR-826 (Palmetto Expressway) to the north and west, and SR-924 (Gratigny Parkway) to the south. The northern extent of Opa-locka is bounded by NW 151st Street (Oriental Boulevard) spanning eastward to NW 17th Avenue and westward to NW 47th Avenue within the Miami Opa-locka Executive Airport property (which also serves as the City's western boundary). The southern and eastern boundary of the City of Opa-locka is aligned as a "step" with the southern boundaries established as NW 119th Street/E 65th Street (from E 47th Avenue to roughly the eastern edge of SR-924 interchange), NW 127th Street canal (from SR-924 interchange to SR-9 (NW 27th Avenue)), and SR-916 (NW 135th Street) (from SR-9 to NW 17th Avenue). NW 151st Street (Oriental Boulevard), Ali Baba Avenue, and SR-916 (NW 135th Street) serve as the City's primary east-west routes. Le Jeune Road, Douglas/Le Jeune Connector, SR-9 (NW 27th Avenue), and NW 22nd Avenue serve as the City's primary north-south routes. The street network and study area boundary are shown in Figure 1-1.

Figure 1-1 Study Area and Subareas



1.3 CURRENT LAND USE

Not all parts of the City of Opa-locka are the same. To be able to characterize potential improvements and needs, five industrial subareas are identified as shown in Figure 1-1. Industrial subareas #1 and #2 primarily provide community oriented industrial uses, such as auto repair, small storage facilities, and warehouse space for non-commercial uses. Subarea #5 consists of the Opa-locka Airport and surrounding land. Subareas #3 and #4 have larger warehousing uses, as well as fabricators, wholesalers, and in the case of subarea #3 a larger number of auto salvage and recycling facilities. Subarea #4 has commercial uses, including the Opa-locka Flea Market, and this area has been expanded slightly outside the City's borders based on access to the adjacent area. The Opa-locka Airport provides unique aviation opportunities and has large parcels of vacant land nearby. South of the City is the new CSX rail warehouse complex, the Hialeah Rail Yard, and Miami International Airport and PortMiami. Given its central location, the recent surge in requests for truck parking locations in the City is understandable. Locations near Le Jeune Road/Douglas Road Connector and NW

135th Street in particular have several active truck parking locations with varying levels of services.

1.4 GROWTH ALTERNATIVES

The City of Opa-locka is fully developed with the only remaining larger developable parcels near the Opa-locka airport. Projecting the movement of freight to and from[1] the City becomes a matter of how much new industrial development, including warehousing, can be supported.

The five key industrial subareas identified within Opa-locka drive the alternatives analysis. Fluctuations of development within these areas drive freight activity through the generation of trips (trucks as well as autos). The five subareas represent approximately 1,060 acres of land of which just over 420 acres are currently vacant, with 400 of the 420 located on or in close proximity to the Opa-locka Airport.

The alternatives development assumed different development/redevelopment patterns for each of these areas, with an emphasis on the airport area given the large amount of available land and current development activity (Amazon distribution center). These development assumptions and resulting trips were used to identify improvement needs.

Trend, Moderate, and High alternatives were defined based on assumptions on the amount of land that will be developed/redeveloped into newer warehousing and logistics uses. A "Most Likely" alternative was also developed based on the analysis of existing and future conditions (infrastructure and political) as well as stakeholder input.

A more detailed description of the alternatives is provided in Section 5.1.

[1] Because the City is surrounded by an interstate network, most freight movement is directed toward accessing/egressing those facilities. Through City movement is less desirable, and is also accounted for.

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2.0 Methodology

2.1 DATA

This report has used data from field collection and observation, and existing data sources such as Florida Traffic Information and SERPM 7 travel demand model outputs. Other data include signal timing and phasing, historical crashes, and rail crossing. Please refer to Chapter 3.0 Data Collection for detailed data collection effort.

2.2 EXISTING CONDITION ANALYSIS

The analysis year for existing conditions is 2015. Existing year traffic analysis includes arterial link analysis and intersection operational analysis.

Arterial link analysis includes Daily Average Annual Daily Traffic (AADT) and Level of Service (LOS), and Peak Direction Peak Direction (DDHV) and LOS. Daily and Peak Hour LOS are decided by comparing traffic volume with LOS volume thresholds defined in the 2012 Q/LOS Service Volume Tables[2]. Link analysis includes the following major roadways within the City limits:

1. NW 42nd Avenue/Le Jeune Road
2. Douglas/Le Jeune Connector
3. NW 32nd Avenue
4. NW 27th Avenue
5. NW 22nd Avenue
6. E 65th Street
7. NW 119th Street/SR-924/Gratigny Parkway
8. NW 135th Street
9. Opa-locka Boulevard
10. SR-9
11. Ali Baba Avenue
12. NW 151st Street

Intersection operational analyses include AM and PM peak hour LOS and Delays. Intersection LOS and Delays are calculated using Synchro 10 with traffic volumes and signal timing and phasing data provided by Miami-Dade County. The following intersections are included in the operational analysis:

[2] 2013 Quality/Level of Service Handbook, FDOT

1. NW 42nd Avenue and Douglas/Le Jeune Connector
2. NW 42nd Avenue and E 65th Street
3. NW 42nd Avenue and NW 135th Street
4. NW 42nd Avenue and Curtiss Street/Langley Road
5. Douglas/Le Jeune Connector and E 65th Street
6. Douglas/Le Jeune Connector and WB Gratigny Parkway
7. Douglas/Le Jeune Connector and NW 135th Street
8. Douglas/Le Jeune Connector and Ali Baba Avenue
9. Douglas/Le Jeune Connector and Curtiss Street/Langley Road
10. Douglas/Le Jeune Connector and NW 151st Street
11. NW 27th Avenue and EB NW 135th Street
12. NW 27th Avenue and WB Opa-locka Boulevard
13. NW 27th Avenue and SR-9
14. NW 27th Avenue and Ali Baba Avenue
15. NW 27th Avenue and NW 151st Street
16. NW 22nd Avenue and EB NW 135th Street
17. NW 22nd Avenue and WB Opa-locka Boulevard
18. NW 22nd Avenue and SR-9
19. NW 22nd Avenue and Alibaba Avenue
20. NW 22nd Avenue and NW 151st Street

Please refer to Chapter 4.0 for the detailed existing operational conditions analysis.

2.3 TRAFFIC PROJECTION

After completion of the existing conditions analysis, trip generation and assignment was developed to evaluate future traffic operational conditions. Link level analyses were prepared for all four alternatives, and an intersection-level operational analysis was performed for the Most Likely alternative. There are three main components of traffic projection:

- Background traffic growth,
- New traffic generated from new land use updates (i.e., the alternatives), and
- Traffic distribution and assignment.

Background traffic growth is estimated by looking at historical growth trend together with model population and employment growth in the adjacent areas. A linear growth rate has been identified for each roadway segment. The future

background AADT is then calculated by applying the growth rates to existing traffic volumes.

Traffic generation from the growth alternatives as identified by land use at the five sub-areas is estimated by applying the ITE trip generation rates and other recognized sources to existing conditions and future scenarios. Auto and truck traffic are estimated separately. The "Net Changes" is then calculated and regarded as "New Traffic" for the alternative.

These "new traffic" volumes from each sub-areas are then distributed and assigned to major roadways within the study area consistent with potential destinations, available roadway capacity, road restrictions, and access to major freeways and highway. New traffic, together with background growth, is the future traffic volumes loaded to roadways and intersections. Detailed traffic projections are presented in Chapter 5.0.

2.4 FUTURE CONDITIONS ANALYSIS AND PROJECT DEVELOPMENT

Future Baseline Conditions

The analysis year for future conditions is 2040. To identify needs from an operational perspective, future conditions, with background traffic and new traffic from the alternatives, are analyzed first, without any mitigation projects, and regarded as the future baseline conditions. Cost feasible projects and all other committed projects are incorporated in the future baseline conditions. Deficiencies and needs are identified from the operations analyses. Performance measures selected are:

- Arterial daily link LOS
- Arterial peak hour peak direction LOS
- AM and PM peak hour intersection LOS and Delay

Similar to the existing conditions analysis, Daily and Peak Hour LOS are decided by comparing traffic volume with LOS volume thresholds defined in the 2012 Q/LOS Service Volume Tables. Intersection LOS and Delays are evaluated using Synchro 10.

Project Development

Mitigation projects are developed based on considerations of stakeholder interview feedbacks, existing traffic conditions and operational analysis, field visit observations, and future traffic conditions and operational analysis.

Future Mitigated Conditions

The analysis year for future mitigated conditions is 2040. Future mitigated conditions reflects an incorporation of new proposed projects into the future baseline conditions network. Traffic volumes are the same as for the 2040 baseline conditions. Proposed projects are evaluated in the future mitigated conditions analysis with the same performance measures and analysis methodology as future base conditions. Please refer to Chapter 6.0 for details of Future Conditions Analysis and Project Development.

3.0 Data Collection

This section documents data collection efforts completed for the study.

3.1 TRAFFIC VOLUMES

Field Data Collection

Arterial link counts and intersection turning movement counts are collected during September 2016. 48-hour arterial link volume classification counts were collected at three locations. Eighteen (18) eight-hour intersection turning movement counts were collected from 6:00 AM to 9:00 AM, 11:00 AM to 1:00 PM, and 3:00 PM to 6:00 PM. The data collection was conducted in collaboration between FDOT D6, Miami-Dade County, and the project team. Table 3.1 and Table 3.2 below summarized data collected and assembled. Table 3.3 through Table 3.6 summarize field collected auto and truck volumes at intersections during AM and PM peak hours. Figure 3-1 and Figure 3-2 map out data collection locations. Detailed data collection information is provided in Appendix A.

Table 3.1 Existing and Collected Arterial Link Count Locations

STATION ID	DESCRIPTION	TYPE	Source
870022	SR-9/NW 27th Ave, 100' N of NW 138th St/York St	72-Hour Vol	FDOT
870030	NW 42nd Ave/Le Jeune Rd, 200' N of Douglas Rd/Le Jeune Connector	72-Hour Vol	FDOT
870051	SR-9, 200' S. of Ramp 87240124	72-Hour Vol	FDOT
870138	NW 135th St, 200' W of SR-953/NW 42nd Ave	72-Hour Vol	FDOT
870519	SR-9/NW 27th Ave, 100' S of SR-916/NW 135th St	72-Hour Class	FDOT
870560	SR-9/NW 27th Ave, 100' S of NW 151st St	72-Hour Class	FDOT
870561	SR-9/NW 27th Ave, 200' N of SR-9	72-Hour Class	FDOT
870607	SR-9 to Golden Glades Interchange, 200' NE of NW 151st St	72-Hour Class	FDOT
871181	NW 42nd Ave/Le Jeune Rd, 1100' N of SR-924/NW 119th St	72-Hour Class	FDOT
871223	NW 135th St, 200' W of SR-9/NW 27th Ave	72-Hour Vol	FDOT
871224	NW 135th St, 200' E of SR-953/NW 42nd Ave	72-Hour Class	FDOT
872512	Gratigny Parkway, 1000' W of SR-953/NW 42nd Ave	72-Hour Class	FDOT
877047	Douglas Rd /Le Jeune Connector, 100' S of NW 125th St	48-Hour Class	FDOT
878445	Ali Baba Ave, 200' S of Ahmad St	24-Hour Vol	FDOT
878446	NW 42nd Ave, 200' S of Curtiss Rd	24-Hour Vol	FDOT
878480	NW 119th St/E 65th St, 200' E of SR-953/NW 42nd Ave	24-Hour Vol	FDOT
878592	NW 32nd Ave, 200' N of NW 125th St	24-Hour Vol	FDOT
878621	NW 22nd Ave, 200' N of NW 132 St	24-Hour Vol	FDOT
878652	NW 151st St, 200' E of NW 29th Ave	24-Hour Vol	FDOT
870001	Douglas Rd/Le Jeune Connector, 200' N of NW 135th St	48-Hour Class	Consultant
870002	NW 22nd Ave, 200 N of Opa-locka Blvd	48-Hour Class	Consultant
870003	MW 151st St, 200' E of NW 27th Ave	48-Hour Class	Consultant

Source: Cambridge Systematics

Table 3.2 Intersection Turning Movement Count Locations

TMC ID	DESCRIPTION	TYPE	Source
1	SR-953/NW 42nd Ave at NW 119th St/E 65th St	8 Hour TMC	Consultant
2	SR-953/NW 42nd Ave at SR-916/NW 135th St	8 Hour TMC	Consultant
3	SR-953/NW 42nd Ave at Douglas Rd /Le Jeune Connector	8 Hour TMC	Consultant
4	Douglas Rd /Le Jeune Connector at SR-916/NW 135th St	8 Hour TMC	Consultant
5	Douglas Rd /Le Jeune Connector at Ali Baba Ave	8 Hour TMC	Consultant
6	Douglas Rd /Le Jeune Connector at NW 151st St	8 Hour TMC	Consultant
7	SR-916/NW 135th St at SR-9/NW 27th Ave	8 Hour TMC	Consultant
8	SR-916/NW 136th St at SR-9/NW 27th Ave	8 Hour TMC	Consultant
9	SR-916/NW 135th St at NW 22nd Ave	8 Hour TMC	Consultant
10	SR-916/NW 136th St at NW 22nd Ave	8 Hour TMC	Consultant
11	SR-9 at NW 22nd Ave	8 Hour TMC	Consultant
12	NW 151st St at NW 22nd Ave	8 Hour TMC	Consultant
13	SR-916/NW 135th St at NW 17th Ave	8 Hour TMC	Consultant
14	SR-916/NW 136th St at NW 17th Ave	8 Hour TMC	Consultant
15	SR-817/NW 27th Ave at Ali Baba Ave	8 Hour TMC	Consultant
16	SR-817/NW 27th Ave at NW 151st St	8 Hour TMC	Consultant
17	SR-9/NW 27th Ave at SR-9	8 Hour TMC	Consultant
18	SR-924 at Douglas Rd /Le Jeune Connector	8 Hour TMC	Consultant

Source: Cambridge Systematics

For the intersections below, turning movement data was not available. Existing AM and PM intersection turning movement volumes were developed based on regional demand model volumes, traffic volumes from adjacent streets and intersections, standard K factors and D factors. Therefore, these intersections are not included in Table 3.3 through Table 3.6.

- NW 42nd Avenue and Curtiss Street
- Douglas/Le Jeune Connector and Ali Baba Avenue
- Douglas/Le Jeune Connector and Langley Road
- NW 22nd Avenue and Ali Baba Avenue

Table 3.3 Existing Conditions Intersection Turning Movement Volumes – AM Peak Autos

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	NW 42nd Ave and E 65th St	57	479	14	49	496	516	354	709	124	4	397	76
2	NW 42nd Ave and NW 135th St	256	174	130	26	620	250	119	539	321	196	556	17
3	NW 42nd Ave and Douglas/Le Jeune Connector	-	575	767	1069	664	-	-	-	-	-	-	-
4	Douglas/Le Jeune Connector and NW 135th St	111	726	294	106	1017	135	125	494	19	240	572	83
6	Douglas/Le Jeune Connector and NW 151st St	-	754	256	215	1648	-	-	-	-	490	-	145
7	NW 27th Ave and NW 135th St	-	973	183	317	1987	-	310	614	97	-	-	-
8	NW 27th Ave and Opa-locka Blvd	10	1245	-	-	2195	344	-	-	-	227	457	54
9	NW 22nd Ave and NW 135th St	-	615	89	351	1088	-	139	975	107	-	-	-
10	NW 22nd Ave and Opa-locka Blvd	125	604	-	-	1309	95	-	-	-	92	660	259
11	NW 22nd Ave and SR-9	6	60	206	254	1087	28	64	456	1	443	835	76
13	NW 17th Ave and NW 135th St	-	197	136	24	306	-	98	841	228	-	-	-
14	NW 17th Ave and Opa-locka Blvd	163	104	-	-	144	110	-	-	-	225	735	19
15	NW 27th Ave and Ali Baba Ave	26	858	30	-	1964	17	35	106	54	18	54	22
16	NW 27th Ave and NW 151st St	117	675	27	197	1838	154	134	319	214	83	193	59
17	NW 27th Ave and Burlington St	23	842	-	-	1997	51	-	-	15	543	58	27
18	Douglas/Le Jeune Connector and WB Gratigny	221	877	-	-	1300	170	-	-	-	377	6	274
19	Douglas/Le Jeune Connector and E 65th St	-	614	46	214	1195	499	425	362	15	-	-	-

Source: Field Data Collection

Note: "#" is intersection ID number in Synchro model.

Table 3.4 Existing Conditions Intersection Turning Movement Volumes – AM Peak Trucks

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	NW 42nd Ave and E 65th St	8	24	7	13	14	17	3	16	5	-	17	14
2	NW 42nd Ave and NW 135th St	20	14	16	1	17	12	6	43	12	11	33	-
3	NW 42nd Ave and Douglas/Le Jeune Connector	-	24	25	45	24	-	-	-	-	-	-	-
4	Douglas/Le Jeune Connector and NW 135th St	9	29	31	6	57	14	14	43	5	25	38	14
6	Douglas/Le Jeune Connector and NW 151st St	-	37	7	-	17	-	-	-	-	9	-	11
7	NW 27th Ave and NW 135th St	-	73	1	9	95	-	60	31	12	-	-	-
8	NW 27th Ave and Opa-locka Blvd	1	153	-	-	91	54	-	-	-	14	16	2
9	NW 22nd Ave and NW 135th St	-	38	8	11	47	-	17	43	3	-	-	-
10	NW 22nd Ave and Opa-locka Blvd	4	46	-	-	33	2	-	-	-	9	28	13
11	NW 22nd Ave and SR-9	-	42	21	13	49	4	6	106	3	22	65	4
13	NW 17th Ave and NW 135th St	-	3	8	4	8	-	4	31	5	-	-	-
14	NW 17th Ave and Opa-locka Blvd	9	4	-	-	1	5	-	-	-	11	38	-
15	NW 27th Ave and Ali Baba Ave	-	51	6	-	75	1	2	2	6	2	8	2
16	NW 27th Ave and NW 151st St	4	49	5	9	65	6	3	6	6	3	14	6
17	NW 27th Ave and Burlington St	5	61	-	-	77	-	-	-	1	49	2	1
18	Douglas/Le Jeune Connector and WB Gratigny	30	53	-	-	132	33	-	-	-	42	-	20
19	Douglas/Le Jeune Connector and E 65th St	-	59	6	17	71	39	28	18	1	-	-	-

Source: Field Data Collection

Note: "#" is intersection ID number in Synchro model.

Table 3.5 Existing Conditions Intersection Turning Movement Volumes – PM Peak Autos

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	NW 42nd Ave and E 65th St	230	598	35	127	562	508	270	518	103	2	531	38
2	NW 42nd Ave and NW 135th St	426	383	233	41	224	140	193	469	258	200	570	15
3	NW 42nd Ave and Douglas/Le Jeune Connector	-	1170	1165	913	679	-	-	-	-	-	-	-
4	Douglas/Le Jeune Connector and NW 135th St	71	929	154	118	1130	110	224	793	57	227	634	233
6	Douglas/Le Jeune Connector and NW 151st St	-	1623	209	212	1162	-	-	-	-	244	-	199
7	NW 27th Ave and NW 135th St	-	1065	73	209	1562	-	534	565	104	-	-	-
8	NW 27th Ave and Opa-locka Blvd	18	1785	-	-	1415	287	-	-	-	226	503	78
9	NW 22nd Ave and NW 135th St	-	1084	93	195	851	-	144	643	84	-	-	-
10	NW 22nd Ave and Opa-locka Blvd	265	974	-	-	871	127	-	-	-	143	916	357
11	NW 22nd Ave and SR-9	11	919	315	236	1123	20	141	595	5	348	648	105
13	NW 17th Ave and NW 135th St	-	386	195	45	218	-	92	685	85	-	-	-
14	NW 17th Ave and Opa-locka Blvd	326	194	-	-	78	117	-	-	-	183	930	12
15	NW 27th Ave and Ali Baba Ave	29	1714	19	-	1305	36	58	99	71	24	61	36
16	NW 27th Ave and NW 151st St	242	1502	40	106	1096	133	181	231	104	65	252	80
17	NW 27th Ave and Burlington St	17	1616	-	-	1412	22	-	-	7	484	47	46
18	Douglas/Le Jeune Connector and WB Gratigny	303	980	-	-	1221	353	-	-	-	404	1	257
19	Douglas/Le Jeune Connector and E 65th St	-	895	119	273	879	551	354	364	-	-	-	-

Source: Field Data Collection

Note: "#" is intersection ID number in Synchro model.

Table 3.6 Existing Conditions Intersection Turning Movement Volumes – PM Peak Trucks

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	NW 42nd Ave and E 65th St	3	24	4	16	22	7	8	12	8	7	12	27
2	NW 42nd Ave and NW 135th St	19	13	17	-	11	6	4	34	21	21	28	1
3	NW 42nd Ave and Douglas/Le Jeune Connector	-	29	41	48	26	-	-	-	-	-	-	-
4	Douglas/Le Jeune Connector and NW 135th St	3	44	25	9	51	12	9	40	8	20	47	8
6	Douglas/Le Jeune Connector and NW 151st St	-	68	6	-	13	-	-	-	-	9	-	19
7	NW 27th Ave and NW 135th St	-	65	4	4	100	-	38	26	5	-	-	-
8	NW 27th Ave and Opa-locka Blvd	-	105	-	-	97	49	-	-	-	22	22	2
9	NW 22nd Ave and NW 135th St	-	34	4	15	33	-	7	20	4	-	-	-
10	NW 22nd Ave and Opa-locka Blvd	3	34	-	-	41	6	-	-	-	4	40	22
11	NW 22nd Ave and SR-9	-	35	22	14	36	7	5	67	-	20	87	7
13	NW 17th Ave and NW 135th St	-	12	7	4	12	-	4	31	7	-	-	-
14	NW 17th Ave and Opa-locka Blvd	10	7	-	-	5	4	-	-	-	11	61	-
15	NW 27th Ave and Ali Baba Ave	-	55	5	-	46	1	2	5	3	3	6	1
16	NW 27th Ave and NW 151st St	9	43	-	9	50	4	3	13	4	3	7	4
17	NW 27th Ave and Burlington St	5	37	-	-	57	1	-	-	4	57	3	2
18	Douglas/Le Jeune Connector and WB Gratigny	22	39	-	-	108	70	-	-	-	27	-	29
19	Douglas/Le Jeune Connector and E 65th St	-	61	13	33	75	52	23	20	-	-	-	-

Source: Field Data Collection

Note: "#" is intersection ID number in Synchro model.

Figure 3-1 Arterial Link Count Locations



Figure 3-2 Intersection Turning Movement Count Locations



The 2015 Florida Traffic Information database has been used to supplement field data collection. Table 3.7 summarizes AADT, K-factor, D-factor, and truck percentage (T24). Tube counts did not require seasonal adjustment since the Peak Season Factor Category Report for north Miami-Dade is 1.00 for dates between September 13, 2015 and September 19, 2016. FDOT traffic data is included in Appendix B.

Table 3.7 Existing Study Roadway Segment Traffic Characteristic Summary

Roadway	Limits		Existing AADT	K-factor	D-factor	Existing T_{24}
	From	To				
NW 27th Ave (Unity Blvd)	NW 151st St (Oriental Blvd)	Ali Baba Ave	34,500	9.00	54.7	5.5
	Ali Baba Ave	SR-9 Ramp	39,000	9.00	54.7	5.4
	SR-9 Ramp	SR-916 (Opa-locka Blvd)	58,500	9.00	54.7	7.1
	SR-916 (Opa-locka Blvd)	NW 119th St	43,000	9.00	54.7	10.9
SR-9	SR-9 Diverge	City Limit	31,000	9.00	54.7	10
	NW 27th Ave	City Limit	25,900*	9.00*	52.6*	8.1*
	NW 27th Ave	SR-9 Diverge	8,300	9.00	99.9	7.1
NW 42nd Ave (Le Jeune Rd)	Curtiss St	NW 135th St	*6,300*	*9.00*	*57.4*	*4.2*
	SR-916 (NW 135th St)	E 65th St	20,500	9.00	54.7	7.2
	E 65 St	E 56th St	16,700	9.00	54.7	4.6
Douglas/Le Jeune Connector	Ali Baba Ave	NW 135th St	33000 [1]	7.60 [1]	50.7 [1]	4.9 [1]
	SR-916 (NW 135th St)	Le Jeune Rd	*31,000*	*9.00* [2]	*54.7*	*8.8*
NW 32nd Ave	SR-916 (NW 135th St)	NW 119th St	13,400	9.00	57.4	8.5
NW 22nd Ave	SR-9	SR-916 (NW 135th St)	30,000 [1]	8.10 [1]	52.0 [1]	4.3 [1]
	SR-916 (NW 135th St)	NW 119th St	*17,900*	*9.00*	*57.4*	*8.5*
NW 151st St	Douglas/Le Jeune Connector	NW 27th Ave	*9,000*	*9.00*	*57.4*	*8.5*
	NW 27th Ave	NW 22nd Ave	11,000 [1]	8.40 [1]	50.5 [1]	3.9 [1]
Ali Baba Ave	Douglas/Le Jeune Connector	NW 27th Ave	*3,600*	*9.00*	*57.4*	*8.5*
SR-916 (NW 135th St)	NW 57th Ave/Red Road	Le Jeune Rd	29,500	9.00	54.7	4.6
	Le Jeune Rd	Douglas/Le Jeune Connector	21,500	9.00	54.7	5.6
	Douglas/Le Jeune Connector	NW 27th Ave	21,600	9.00	54.7	4.6
SR-924 (Gratigny Parkway)	NW 57th Ave/Red Road	Douglas/Le Jeune Connector	47,500	8.50	54.7	9.5
NW 119th St/E 65th St	Le Jeune Rd	Douglas/Le Jeune Connector	*11,500*	*9.00*	*57.4*	*6.7*

1 Value derived from 2016 tube count collection

2 Standard K-factor used because value data is estimated

Shaded values represent estimated ones based on adjacent FDOT counts.

*Indicates permanent count station

Regional Travel Demand Model

For roadways not covered by field data collection effort, such as NW 32nd Avenue and Curtiss Street, SERPM 7.071 travel demand model is applied to extract peak period and daily volumes and model volume growth between base and future years.

SERPM is the travel demand model of Miami-Dade, Broward, and Palm Beach Counties. The model has been applied to a wide range of transportation planning practices, such as Long Range Transportation Plans (LRTP), Project Development and Engineering (PD&E) Studies, LOS, and design traffic etc. Users of the model include city, county, MPO, state planning agencies, developers, and transportation consultants. SERPM 7 is activity-based model (ABM), capable of providing a full range of quantitative dimensions to represent travel activity and choices.

3.2 SIGNAL TIMING AND PHASING

Traffic Signal Timing and Phasing sheets were obtained from the Miami-Dade Transportation and Public Works Department. These are provided in Appendix C.

3.3 CRASH DATA

The crash data for the years 2013 through 2015 was obtained from Signal Four Analytics. The data was obtained for the City of Opa-locka limits and included an additional area to the west of the City, which is part of one of the identified industrial areas. During the three-year study period there were 2,344 crashes including 14 fatal crashes and 620 injury crashes. Detailed crash tables and histograms are provided in Appendix D.

3.4 RAILROAD CROSSINGS

Rail service in Opa-locka consists of passenger service provided by Tri-Rail (operated by the South Florida Regional Transportation Authority) and CSX. Tri-Rail service is provided between the West Palm Beach Station in Palm Beach County and the Hialeah Market Station in Miami-Dade County. The station in Opa-locka is one of 18 currently open for service. The track that Tri-Rail operates on was purchased by CSX in 1988, who maintains operating rights today for freight movements. There are six at-grade crossings and one underpass crossing within the City of Opa-locka. A summary of the existing conditions of the crossings are shown in Table 3.8. Rail data sheets from USDOT are provided in Appendix E.

Table 3.8 Existing Railroad Crossings in City of Opa-locka

Dot Crossing No.	621466H	628334W	628325X	628323J	628322C	628321V	628320N
Road Crossing	Gratigny Parkway	NW 135th St	Dunad Ave	Opa-locka Blvd	Codadad St	NW 27th Ave	NW 22nd Ave
At-grade	No	Yes	Yes	Yes	Yes	Yes	Yes
RR Division	Jacksonville	Jacksonville	Jacksonville	Jacksonville	Jacksonville	Jacksonville	Jacksonville
RR Milepost	1031.5	1030.5	1030.18	1029.88	1029.75	1029.4	1028.85
Total Day Thru Trains (6AM-6PM)	33	33	33	33	33	33	33
Total Night Thru Trains (6PM-6AM)	20	18	18	18	18	19	19
Total Switching Trains	6	6	6	6	5	3	3
Speed Range over Crossing (mph)	40 to 45	40 to 45	40 to 45	40 to 45	40 to 45	40 to 45	74 to 79
Closest Intersection	SR 924 (underpass)	Douglas-LeJeune Conn.	Ali Baba Ave Burlington St	Ali Baba Ave Burlington St	Ali Baba Ave Burlington St	Ali Baba Ave Burlington St	Ali Baba Ave SR 9
Signalized Intersection	No	Yes	No	Yes – Ali Baba Ave	No	Yes – Both	Yes – Both
Traffic Signal Interconnect	No	No	No	No*	No	For Traffic Signals	For Traffic Signals
Traffic Signal Pre-emption	No	No	No	No	No	Simultaneous	Simultaneous
Users	SFRV	SFRV, ATK	SFRV, ATK	SFRV, ATK	SFRV, ATK	SFRV, ATK	SFRV

* Reviewing the as-built plans for Ali Baba Boulevard and Opa-locka Boulevard it has been identified that railroad interconnect exists at this intersection. The plans show blank-out "No Left Turn" and "No Right Turn" signs and review of Google Streetview reveal that the "No Left Turn" sign is currently installed on the mast arm facing the east leg. The US DOT Crossing Inventory Form does not identify this interconnection.

3.5 OTHERS

Bridge Clearance

There are two bridges within the City of Opa-locka, one underpass at N Le Jeune Road and SR-924, and one underpass at Douglas Road/Le Jeune Connector and SR-924. Bridge clearance information was requested from the Department, but no response has been received at the time of this report.

4.0 Existing Conditions

This section presents an assessment of the existing roadway network conditions, traffic operational conditions, and safety conditions of the City of Opa-locka.

4.1 Existing Roadway Network

Roadways

The street network of the City of Opa-locka is summarized in Table 4.1. NW 151st Street (Oriental Boulevard), Ali Baba Avenue, and SR-916 (NW 135th Street) serve as the City's primary east-west routes. Le Jeune Road, Douglas/Le Jeune Connector, SR-9 (NW 27th Avenue), and NW 22nd Avenue serve as the City's primary north-south routes. These roadways range in size from two lanes (Ali Baba Avenue) up to eight (Gratigny Parkway), with most having lane widths of 11 to 12 feet and a posted speed limit of 35 to 55 miles per hour.

Table 4.1 City of Opa-locka Roadway Network Summary

Roadway	Functional Classification[1]	No. of Lanes	Lane Width (ft)	Posted Speed (mph[2])	Median Width (ft)	Sidewalks	Bicycle Lanes	On-Street Parking
SR-917 (NW 27th Ave (Unity Blvd))	Principal Arterial - Other	6	11	35/45	19	Partial[3]	No	No
SR-9 (NW 27th Ave)	Principal Arterial - Other	2/4	12[8]	45/50	16	None	Yes	No
SR-953 (NW 42nd Ave/ Le Jeune Rd)	Major Collector/Principal Arterial - Other	4/6	11	40	219	Partial[4]	No	No
Douglas Rd/Le Juene Connector	Minor Arterial	4	11/12*	40	15*	Yes	No	No
NW 32nd Ave	Minor Arterial	4	11/12*	40	15*	Yes	No	No
NW 22nd Ave	Minor Arterial	4	11*	40	18*	Yes	Yes	Yes
NW 151st St (Oriental Blvd)	Major Collector	4	11*	35	10**	Yes	No	No
Ali Baba Ave	Major Collector	2	11*	30	11*	Yes	Yes	Yes
SR-916 (NW 135th St)	Minor Arterial	4	11	40	N/A	Yes	No	No
NW 136th St	Minor Arterial	3	12[7]	35	N/A	Partial[5]	Partial[6]	No
SR-924 (Gratigny Parkway)	Principal Arterial – Freeway/Expressway	8	12	55	23	None	No	No
NW 119th St/E 65th St	Minor Arterial	4	11*	40	17*	Yes	No	No

[1] Per 2015 Florida Transportation Information; all roadways are classified as "Urban"
[2] mph represents miles per hour
[3] Sidewalks provided on both sides north of Burlington Street to south of SR-916 (NW 139th Street). Sidewalk is only provided on the west side between SR-916 (NW 139th Street) and Burling Street.
[4] Sidewalks provided on both sides from E 65 Street to SR-916 (NW 135th Street). Sidewalk is only provided on the east side between SR-916 (NW 135th Street) and Curtiss Street.
[5] Sidewalk provided on both sides east of NW 22nd Avenue. Sidewalk is only provide on the north side between SR-916 (NW 135th Street) and NW 22nd Avenue.
[6] Bicycle lane provided on the north side of the road west of NW 22nd Avenue. No bicycle lane is provided between NW 22nd Avenue and NW 17th Avenue.
[7] Lane width changes to 11 feet west of NW 22nd Avenue.
[8] Lane width changes to 11 feet between NW 139th Street and SR-916 (NW 135th Street).
[9] Median width changes to 11 feet north of NW 132nd Street.
*Measured using Google Earth.
**Measured using Google Earth; median ends at NW 22nd Avenue.

Access Management

The roadway network of Opa-locka uses a variety of medians and roadway configurations to provide varying levels of access management depending on surrounding land use. Table 4.2 summarizes the access management classifications within Opa-locka.

Table 4.2 Existing Roadway Access Management Classification Summary

Roadway	Limits		# of Lanes	Existing Median Type	Access Management Classification[2]	Posted Speed Limit (mph)
	From	To				
SR-817 (NW 27th Ave (Unity Blvd))	NW 151st St (Oriental Blvd)	NW 119th St	6	Raise (Restrictive)	5 (Restrictive)	35/45
SR-9 (NW 27th Ave)	NW 27th Ave (Unity Blvd)	City Limits	2-4	Raised/Depressed (Restrictive)	2 (Restrictive w/ Service Roads)	45/50
NW 42nd Ave	Curtiss St	E 65th St	4-6	Raised (Restrictive)	3 (Restrictive)	40
SR-953 (NW 42nd Ave/Le Jeune Rd)	E 65th St	E 56th St	6	Raised (Restrictive)	5 (Restrictive)	40
Douglas Rd/Le Jeune Connector	Ali Baba Ave	Le Jeune Rd	4	Raised (Restrictive)	5 (Restrictive)[3]	40
NW 32nd Ave	SR-916 (NW 135th St)	NW 119th St	4	Raised (Restrictive)	5 (Restrictive)[3]	40
NW 22nd Ave	SR-9	NW 119th St	4	Raised (Restrictive)	5 (Restrictive)[3]	40
NW 151st St	Douglas/Le Jeune Connector	NW 22nd Ave	4	TWLTL[1] (Non-Restrictive)	6 (Non-Restrictive)[3]	35
Ali Baba Ave	Douglas/Le Jeune Connector	NW 27th Ave	2	TWLTL[1] (Non-Restrictive)	6 (Non-Restrictive)[3]	30
SR-916 (NW 135th St)	NW 57th Ave/Red Rd	NW 27th Ave	4	TWLTL[1] (Non-Restrictive)	6 (Non-Restrictive)	40
SR-924 (Gratigny Parkway)	NW 57th Ave/Red Rd	Douglas/Le Jeune Connector	8	Raised/Depressed (Restrictive)	1 (Area Type 2)	55
NW 119th St/E 65th St	Le Jeune Rd	Douglas/Le Jeune Connector	4	Raised (Restrictive)	5 (Restrictive)[3]	40

[1] TWLTL – Two-way left turn lane
[2] Per 2015 Florida Transportation Information
[3] Access Management Classification derived from Google Earth examination of posted speed limits, median type, and median spacing.

The Florida Traffic Information database categorizes the Access Management Classification of roads in the study area into Classes 1 through 7, with 1 being the most restrictive in terms of access and 7 providing the most access. Large extents of the existing roadway network utilize restrictive medians and access classes to provide better mobility on the arterials. The only non-restrictive roadways (employing two-way left turn lanes) are the major collectors NW 151st Street (Oriental Avenue) and Ali Baba Avenue, and a minor arterial, SR-916 (NW 135th Street).

The existing median openings and their distance from the upstream opening are shown below in Table 4.3.

Table 4.3 Existing Median Opening Spacing

Roadway	Intersection	Spacing (ft)[1]	Type of Opening	Signalized/ Unsignalized	Access Management Classification	Median Opening Spacing Standard (ft)	Standard Met?[2]
NW 27th Ave	NW 151st St	-	Full	Signalized	5 (Restrictive)	1320	-
NW 27th Ave	Peri St	650	Full	Unsignalized	5 (Restrictive)	1320	NO
NW 27th Ave	Sharar Ave	680	Full	Unsignalized	5 (Restrictive)	1320	NO
NW 27th Ave	Sesame St	640	Full	Unsignalized	5 (Restrictive)	1320	NO
NW 27th Ave	Ali Baba Ave	490	Full	Signalized	5 (Restrictive)	1320	NO
NW 27th Ave	Burlington St	480	Full	Signalized	5 (Restrictive)	1320	NO
NW 27th Ave	Vermont/Wilmington St	660	Directional	Unsignalized	5 (Restrictive)	660	YES
NW 27th Ave	Superior St	900	Full	Signalized	5 (Restrictive)	1320	NO
NW 27th Ave	Atlantic Ave	240	Full	Unsignalized	5 (Restrictive)	1320	NO
NW 27th Ave	NW 136th St (Opa-locka Blvd)	290	Full	Signalized	5 (Restrictive)	1320	NO
NW 27th Ave	SR-916 (NW 135th St)	270	Full	Signalized	5 (Restrictive)	1320	NO
NW 27th Ave	NW 133rd St	670	Full	Unsignalized	5 (Restrictive)	1320	NO
NW 27th Ave	NW 132nd St	310	Full	Signalized	5 (Restrictive)	1320	NO
NW 27th Ave	NW 131st St	320	Full	Unsignalized	5 (Restrictive)	1320	NO
NW 27th Ave	NW 129th St	680	Full	Unsignalized	5 (Restrictive)	1320	NO
NW 27th Ave	NW 127th St	620	Directional	Unsignalized	5 (Restrictive)	660	NO
SR-9	NW 27th Ave (Unity Blvd)	-	Full	Signalized	2 (Restrictive w/ Service Roads)	1320	-
SR-9	NW 22nd Ave	3340	Full	Signalized	2 (Restrictive w/ Service Roads)	2640	YES
SR-9	NW 18th Ave	2360	Full	Unsignalized	2 (Restrictive w/ Service Roads)	2640	NO
SR-9	NW 155th Ln	4320	Full	Unsignalized	2 (Restrictive w/ Service Roads)	2640	YES
SR-9	NW 159th St	1090	Full	Unsignalized	2 (Restrictive w/ Service Roads)	2640	NO
NW 42nd Ave	Curtiss St	-	Full	Signalized	3 (Restrictive)	1320	-
NW 42nd Ave	Fisherman St	710	Full	Unsignalized	3 (Restrictive)	1320	NO
NW 42nd Ave	Rufus Rd	710	Full	Unsignalized	3 (Restrictive)	1320	NO
NW 42nd Ave	SR-916 (NW 135th St)	660	Full	Signalized	3 (Restrictive)	1320	NO
NW 42nd Ave	NW 133rd St	700	Full	Unsignalized	3 (Restrictive)	1320	NO
NW 42nd Ave	NW 132nd St	270	Full	Unsignalized	3 (Restrictive)	1320	NO
NW 42nd Ave	NW 130th St	900	Full	Unsignalized	3 (Restrictive)	1320	NO
NW 42nd Ave	NW 129th St	240	Full	Unsignalized	3 (Restrictive)	1320	NO
NW 42nd Ave	NW 128th St	250	Full	Unsignalized	3 (Restrictive)	1320	NO
NW 42nd Ave	NW 125th St	850	Full	Unsignalized	3 (Restrictive)	1320	NO
NW 42nd Ave	NW 124th St	520	Full	Unsignalized	3 (Restrictive)	1320	NO

Roadway	Intersection	Spacing (ft)[1]	Type of Opening	Signalized/ Unsignalized	Access Management Classification	Median Opening Spacing Standard (ft)	Standard Met?[2]
NW 42nd Ave	NW 119th St/E 65th St	1600	Full	Signalized	3 (Restrictive)	1320	YES
NW 42nd Ave	E 63rd St	520	Full	Unsignalized	3 (Restrictive)	1320	NO
NW 42nd Ave	Douglas Rd	860	Full	Signalized	5 (Restrictive)	1320	NO
Douglas Rd	Ali Baba Ave	-	Full	Signalized	5 (Restrictive)	1320	-
Douglas Rd	SR-916 (NW 135th St)	750	Full	Signalized	5 (Restrictive)	1320	NO
Douglas Rd	NW 132nd St	1230	Full	Unsignalized	5 (Restrictive)	1320	NO
Douglas Rd	NW 125th St	2040	Full	Unsignalized	5 (Restrictive)	1320	YES
Douglas Rd	State Hwy 924 WB Ramps	1230	Full	Signalized	5 (Restrictive)	1320	NO
Douglas Rd	E 65th St/State Hwy 924 EB Ramp	1070	Full	Signalized	5 (Restrictive)	1320	NO
Douglas Rd	E 10th Ave	550	Full	Signalized	5 (Restrictive)	1320	NO
Douglas Rd	NW 42nd Ave (Le Jeune Rd)	1140	Full	Signalized	5 (Restrictive)	1320	NO
NW 32nd Ave	SR-916 (NW 135th St)	-	Full	Signalized	5 (Restrictive)	1320	-
NW 32nd Ave	NW 134th St	330	Full	Unsignalized	5 (Restrictive)	1320	NO
NW 32nd Ave	NW 132nd Tr	480	Full	Unsignalized	5 (Restrictive)	1320	NO
NW 32nd Ave	NW 131st St	480	Full	Unsignalized	5 (Restrictive)	1320	NO
NW 32nd Ave	NW 125th St	1910	Full	Unsignalized	5 (Restrictive)	1320	YES
NW 22nd Ave	SR-9	-	Full	Signalized	5 (Restrictive)	1320	-
NW 22nd Ave	Rutland St	410	Full	Signalized	5 (Restrictive)	1320	NO
NW 22nd Ave	Wilmington St	270	Full	Unsignalized	5 (Restrictive)	1320	NO
NW 22nd Ave	NW 143rd St	450	Full	Signalized	5 (Restrictive)	1320	NO
NW 22nd Ave	NW 141st St	680	Full	Unsignalized	5 (Restrictive)	1320	NO
NW 22nd Ave	NW 139th St	650	Full	Signalized	5 (Restrictive)	1320	NO
NW 22nd Ave	NW 136th St (Opa-locka Blvd)	1060	Full	Signalized	5 (Restrictive)	1320	NO
NW 22nd Ave	SR-16 (NW 135th St)	270	Full	Signalized	5 (Restrictive)	1320	NO
NW 22nd Ave	NW 134th St	460	Full	Signalized	5 (Restrictive)	1320	NO
NW 22nd Ave	NW 133rd St	210	Full	Unsignalized	5 (Restrictive)	1320	NO
NW 119th St/E 65th St	NW 42nd Ave (Le Jeune Rd)	-	Full	Signalized	5 (Restrictive)	1320	-
NW 119th St/E 65th St	Douglas Rd	1000	Full	Signalized	5 (Restrictive)	1320	NO

[1] Spacing is measured from upstream intersection (i.e. from the intersection in the row above).

[2] Note that openings which do not indicate whether or not the standard was met is the first opening of a particular corridor from which all subsequent openings were measured. These openings serve as the base point from the study area extents to determine if subsequent openings meet the AM standard. Since these particular openings were at the edge of the study area and not evaluated against outside median openings, they were not considered in/out of compliance in of themselves.

The spacing shown in Table 4.3 represents the cross street centerline-to-centerline distance based on Google Earth measurements. Most median openings in the network are full median openings (allowing for all movements to occur). Directional openings only occur at two locations along NW 27th Avenue (Unity Boulevard) at Vermont/Wilmington Street and NW 127th Street.

The most notable finding regarding median spacing is that most existing median breaks do not meet the spacing standard established by Florida Rule Chapter 14-97.[3] These median breaks were likely constructed prior to the establishment of the latest standard or granted design exceptions. Any future improvements proposed to roadway segments listed in Table 4-3, where standards are not met, are likely to consider amending median break locations to bring the segment to access management standard compliance.

4.2 EXISTING CONDITIONS ANALYSIS

Roadway Link LOS Analysis

Table 4.4 summarized existing roadway segment LOS for daily and peak hour conditions. It is noted that for NW 22nd Ave between SR-9 and NW 151st St, the roadway LOS is F for both daily and peak hour conditions. This indicates traffic demand exceeding capacity. The segment is a Class II non-state arterial with four through lanes in both direction. Current posted speed for the segment is 30 mph. Other roadway segments are operating at LOS D or better for daily and peak hour conditions.

[3] Florida Rule Chapter 14-97: State Highway System Access Control Classification System and Access Management Standards. Florida Department of State, October 7, 2009

Table 4.4 Existing Roadway LOS (2015)

#	Roadway	From	To	LOS Std*	Existing Traffic Volume and LOS			
					FDOT AADT[1]	LOS Daily	DDHV-PeakDir	LOS (Est. Peak Hour)
1	NW 42nd Ave/Le Jeune Rd	E 56th St	E 65th St	D	16,700	C	820	C
2	NW 42nd Ave/Le Jeune Rd	E 65th St	SR-916 (NW 135th St)	D	20,500	C	1,010	C
3	NW 42nd Ave/Le Jeune Rd	SR-916 (NW 135th St)	Curtiss St	E	6,300	C	330	C
4	Douglas/Le Jeune Connector	Le Jeune Rd	SR-916 (NW 135th St)	E	31,000	C	1,530	C
5	Douglas/Le Jeune Connector	NW 135th St	Ali Baba Ave	E	33,000	C	1,280	C
6	Douglas/Le Jeune Connector	Ali Baba Ave	Curtiss St	E	33,000	C	1,510	C
7	Douglas/Le Jeune Connector	Curtiss St	NW 151st St	E	33,000	C	1,510	C
8	NW 32nd Ave	NW 119th St	SR-916 (NW 135th St)	E	13,400	C	690	C
9	NW 27th Ave/SR-9/SR-820	NW 119th St	SR-916 (Opa-Locka Blvd)	D	43,000	C	2,120	C
10	NW 27th Ave/SR-9/SR-820	SR-916 (Opa-Locka Blvd)	SR-9 Ramp	D	58,500	D	2,880	C
11	NW 27th Ave/SR-9/SR-820	SR-9 Ramp	Ali Baba Ave	D	39,000	D	1,920	D
12	NW 27th Ave/SR-9/SR-820	Ali Baba Ave	NW 151st St	D	34,500	D	1,700	D
13	SR-9	NW 27th Ave	NW 22nd Ave	D	8,300	C	390	C
14	SR-9	NW 22nd Ave	NW 159th St	D	25,924	C	1,230	C
15	SR-9	NW 159th St	Golden Glades Interchange	D	31,000	C	1,530	C
16	NW 22nd Ave	NW 119th St	NW 135th St (Opa-Locka Blvd)	E	17,900	C	920	C
17	NW 22nd Ave	NW 135th St (Opa-Locka Blvd)	SR-9	E	30,000	C	1,260	C
18	NW 22nd Ave	SR-9	NW 151st St	E	33,900	F	1,590	F
19	NW 151st St	Douglas/Le Jeune Connector	NW 27th Ave	E	9,000	C	460	C
20	NW 151st St	NW 27th Ave	NW 22nd Ave	E	11,000	C	470	C
21	Curtiss St	NW 42nd Ave	Douglas/Le Jeune Connector	E	6,600	C	340	C
22	Ali Baba Ave	Douglas/Le Jeune Connector	NW 27th Ave	E	3,600	C	190	C
23	Ali Baba Ave	NW 27th Ave	NW 22nd Ave	E	2,300	C	120	C
24	SR-916 (NW 135th St)	NW 57th Ave/Red Road	Le Jeune Rd	D	29,500	C	1,450	C
25	SR-916 (NW 135th St)	Le Jeune Rd	Douglas/Le Jeune Connector	D	21,500	C	1,060	C
26	SR-916 (NW 135th St)	Douglas/Le Jeune Connector	NW 27th Ave	D	21,600	C	1,060	C
27	SR-916 (NW 135th St)	NW 27th Ave	NW 22nd Ave	D	21,100	C	1,040	C
28	SR-924 (Gratigny Parkway)	NW 57th Ave/Red Road	Douglas/Le Jeune Connector	D	47,500	B	2,210	B
29	NW 119th St/E 65th St	Douglas/Le Jeune Connector	NW 27th Ave	E	11,500	C	590	C
30	E 65th St	Le Jeune Rd	Douglas/Le Jeune Connector	E	11,700	C	600	C

Notes

*LOS Std = Segment-level LOS standard based on facility type per 2012 FDOT Generalized Service Volume Tables

[1]FDOT AADT - AADT taken from FDOT traffic counters

Intersection Operational Analysis

Table 4.5 summarizes existing AM and PM Peak intersection operational LOS and Delays. Detailed Synchro analysis print-outs are included in Appendix F.

Table 4.5 Existing Intersection Operational Conditions LOS and Delay

Intersection	Existing LOS and Delay			
	AM		PM	
	LOS	Delay	LOS	Delay
NW 42nd Ave and Douglas/Le Jeune Connector	C	20.3	B	19.8
NW 42nd Ave and E 65th St	C	23.9	C	34.7
NW 42nd Ave and NW 135th St	E	57.5	D	39.5
NW 42nd Ave and Curtiss St	C	21.4	C	21.4
Douglas/Le Jeune Connector and E 65th St	E	65.6	E	75.7
Douglas/Le Jeune Connector and WB Gratigny Pkwy	D	54	E	55.2
Douglas/Le Jeune Connector and NW 135th St	E	55.4	E	75.4
Douglas/Le Jeune Connector and Ali Baba Ave	A	9.9	A	8
Douglas/Le Jeune Connector and Langley Rd	A	9.4	A	9.8
Douglas/Le Jeune Connector and NW 151st St	B	19.3	C	32.8
NW 27th Ave and EB NW 135th St	C	33.7	E	62.7
NW 27th Ave and WB Opa-locka Blvd	C	26.8	D	40.4
NW 27th Ave and Burlington St	C	32.1	C	21.4
NW 27th Ave and Ali Baba Ave	A	9.8	A	8.3
NW 27th Ave and NW 151st St	C	28.8	C	29
NW 22nd Ave and EB NW 135th St	D	44.9	D	35.8
NW 22nd Ave and WB Opa-locka Blvd	C	32.3	D	35.1
NW 22nd Ave and SR-9	F	165.4	F	123
NW 22nd Ave and Ali Baba Ave	B	11.7	B	11.4
NW 22nd Ave and NW 151st St	D	43.7	C	30.1

Source: Cambridge Systematics

A few intersections are currently operating at capacity or over-capacity:

- NW 42nd Avenue and NW 135th Street
  - The intersection is operating at LOS E during AM Peak, with the southbound through lane operating at LOS F, and westbound left turn and northbound left turn operating at LOS E.
- Douglas/Le Jeune Connector and E 65th Street
  - The intersection is operating at LOS E during AM Peak, with eastbound left and southbound left operating at LOS F, and eastbound through operating at LOS E.

  - The intersection is operating at LOS E during PM Peak, with eastbound left and through operating at LOS E, and southbound left operating at LOS F.

- Douglas/Le Jeune Connector and Westbound Gratigny Parkway
  - The intersection is operating at LOS E during PM Peak, with northbound left operating at LOS F.
- Douglas/Le Jeune Connector and NW 135th Street
  - The intersection is operating at LOS E during AM Peak, with westbound left operating at LOS F, and southbound through operating at LOS E.
  - The intersection is operating at LOS E during PM Peak, with eastbound and westbound left operating at LOS F, and all through movement operating at LOS E.
- NW 27th Avenue and NW 135th Street
  - The intersection is operating at LOS E during PM Peak, with eastbound left and through operating at LOS F, and southbound through operating at LOS E.
- NW 22nd Avenue and SR-9
  - The intersection is operating at LOS F during AM Peak, with eastbound through, westbound left and through, and southbound through operating at LOS F.
  - The intersection is operating at LOS F during PM Peak, with eastbound through, westbound left and through, and southbound through operating at LOS F, and southbound left operating at LOS E.

4.3 CRASH ANALYSIS

The crash data for the years 2013 through 2015 were obtained from Signal Four Analytics for the City of Opa-locka limits. An additional area to the west of the City, which is part of one of the identified industrial subareas, was included. During the three-year study period there were 2,344 crashes including 14 fatal crashes and 620 injury crashes. Detailed crash tables, histograms, and analyses are provided in Appendix D.

As shown in Figure 4-1, the total number of crashes per year show a gradual increase over the three-year study period. The reported crash types with the highest frequency are rear-end (965 crashes – 32%), angle/left-turn/right-turn (498 crashes – 17%), and sideswipe (413 crashes – 14%) crashes, as shown in Figure 4-2. There were 32 pedestrian and bicycle crashes over the three years resulting in three of the 14 fatalities. Fixed object/run off-the-road crashes resulted in three other fatal crashes.

Figure 4-1 Crashes by Year and Severity

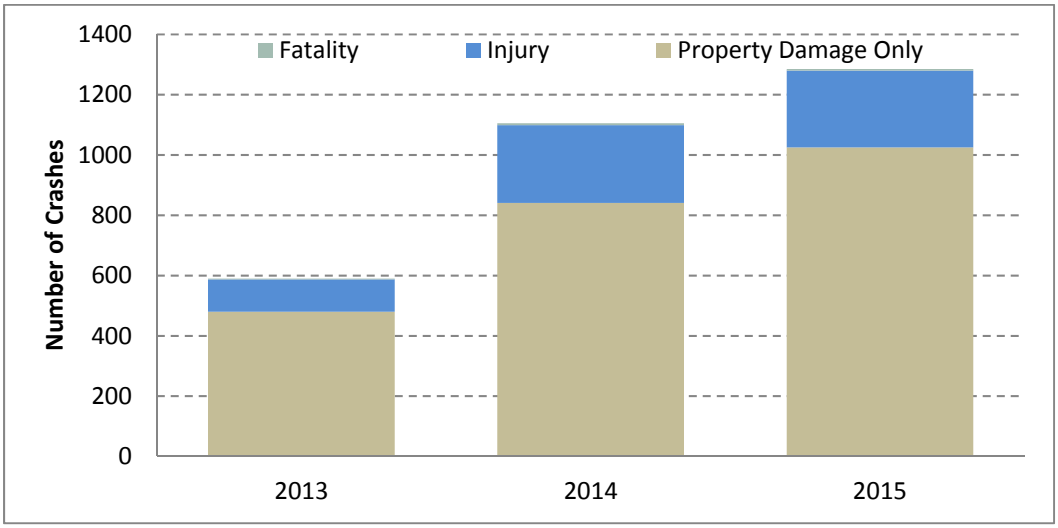
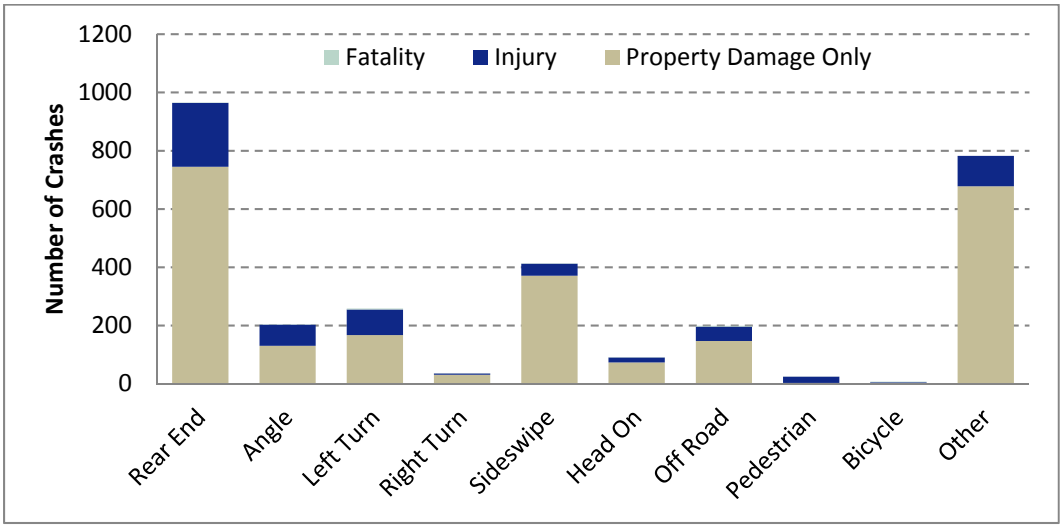
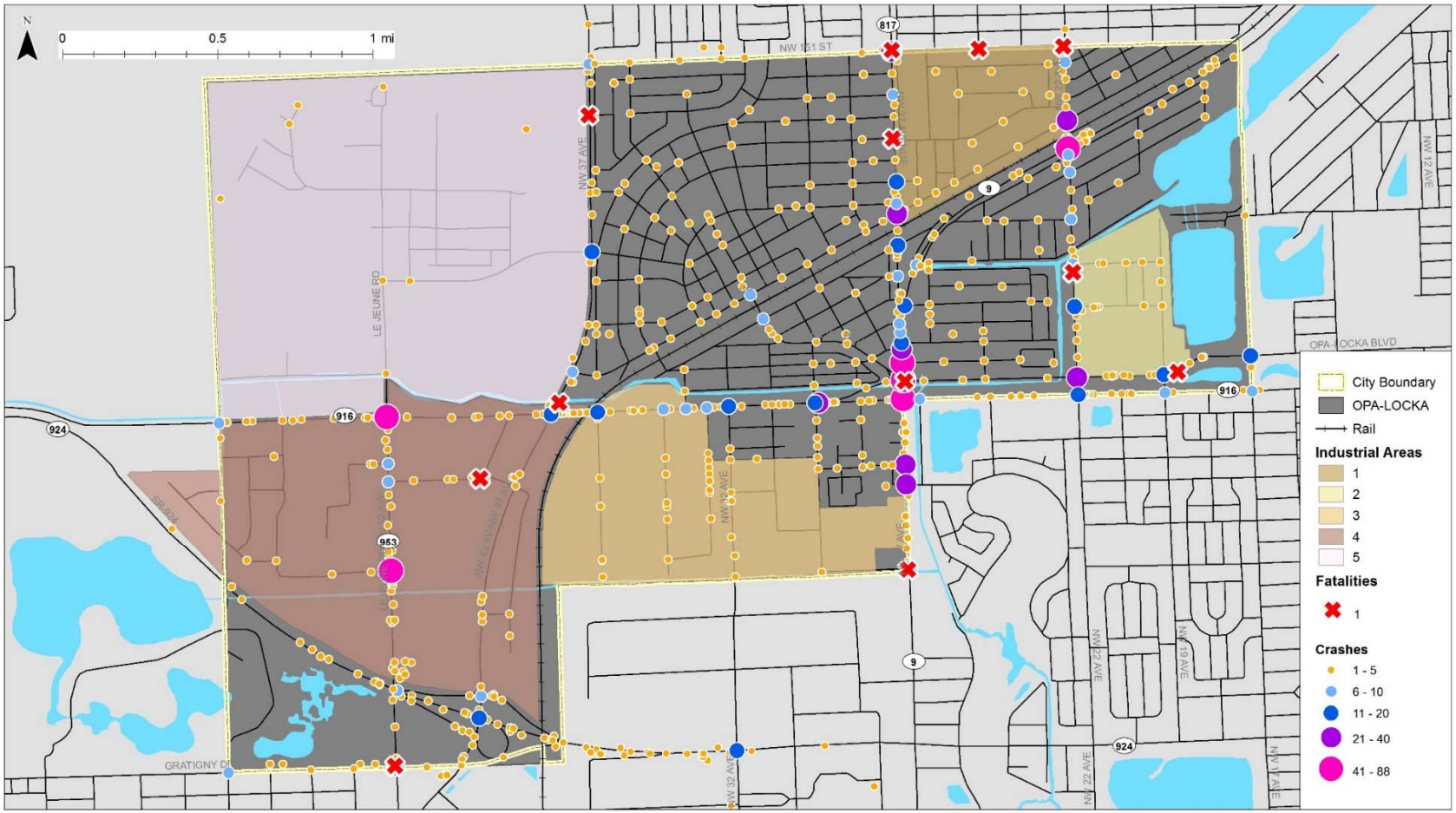


Figure 4-2 Crashes by Type and Severity



A graphical representation of the reported crashes within the study area is provided in Figure 4-3. Crash locations with reported fatalities are highlighted within the figure.

Figure 4-3 All Crashes – Signal Four Analytics (2013-2015)



Truck Related Crashes Review

Seventy-seven crashes were reported to be truck related crashes in the study area. Of the truck related crashes, 0 fatal crashes, 14 injury related crashes and 63 Property Damage Only crashes were reported. No truck related crashes were reported on Sunday as shown in Figure 4-4, and the peak period when truck related reported crashes (34 crashes – 44%) occurred was from 7:00 AM to 1:00 PM as shown in Figure 4-5.

Figure 4-4 Truck Related Crashes by Day of Week and Severity

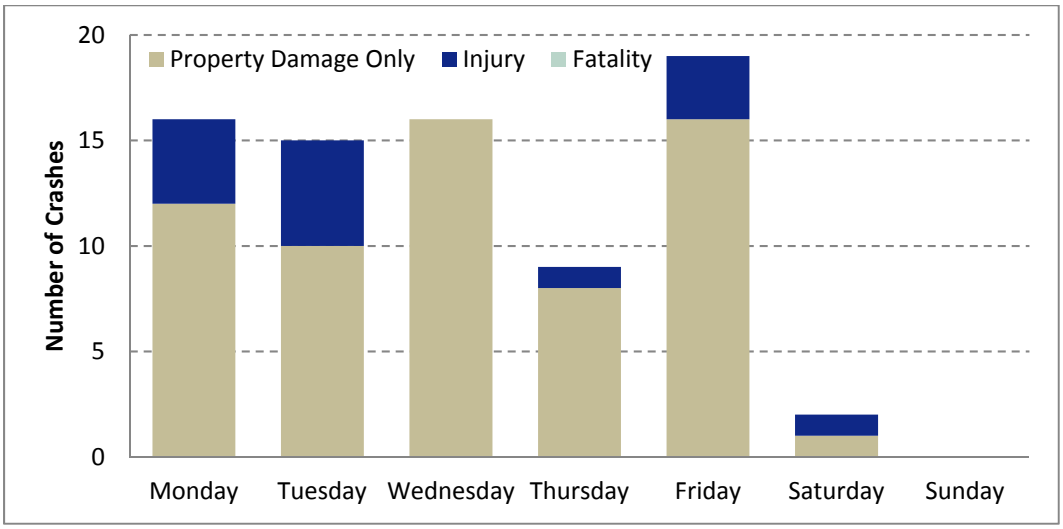
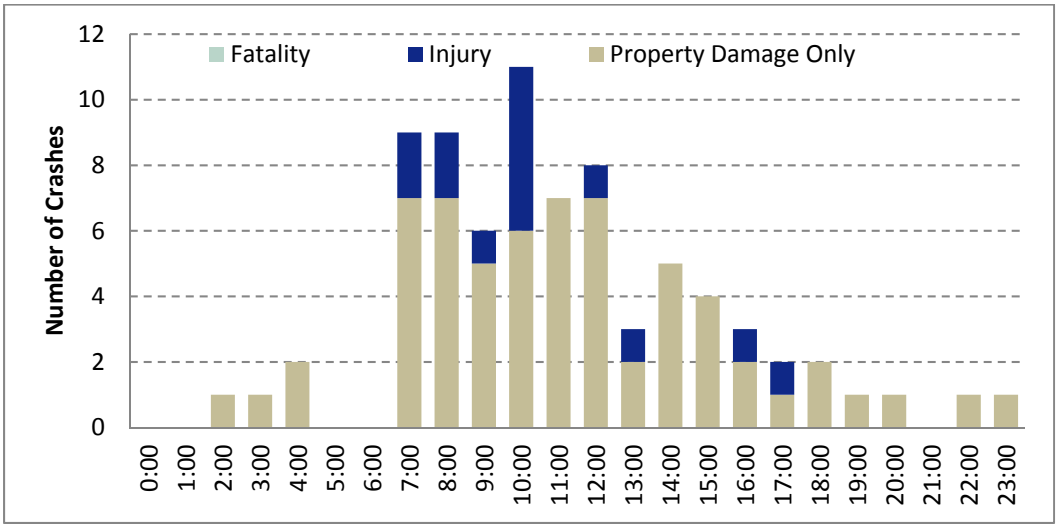


Figure 4-5 Truck Related Crashes by Time of Day and Severity



A graphical representation of the reported crashes within the study area is provided in Figure 4-6.

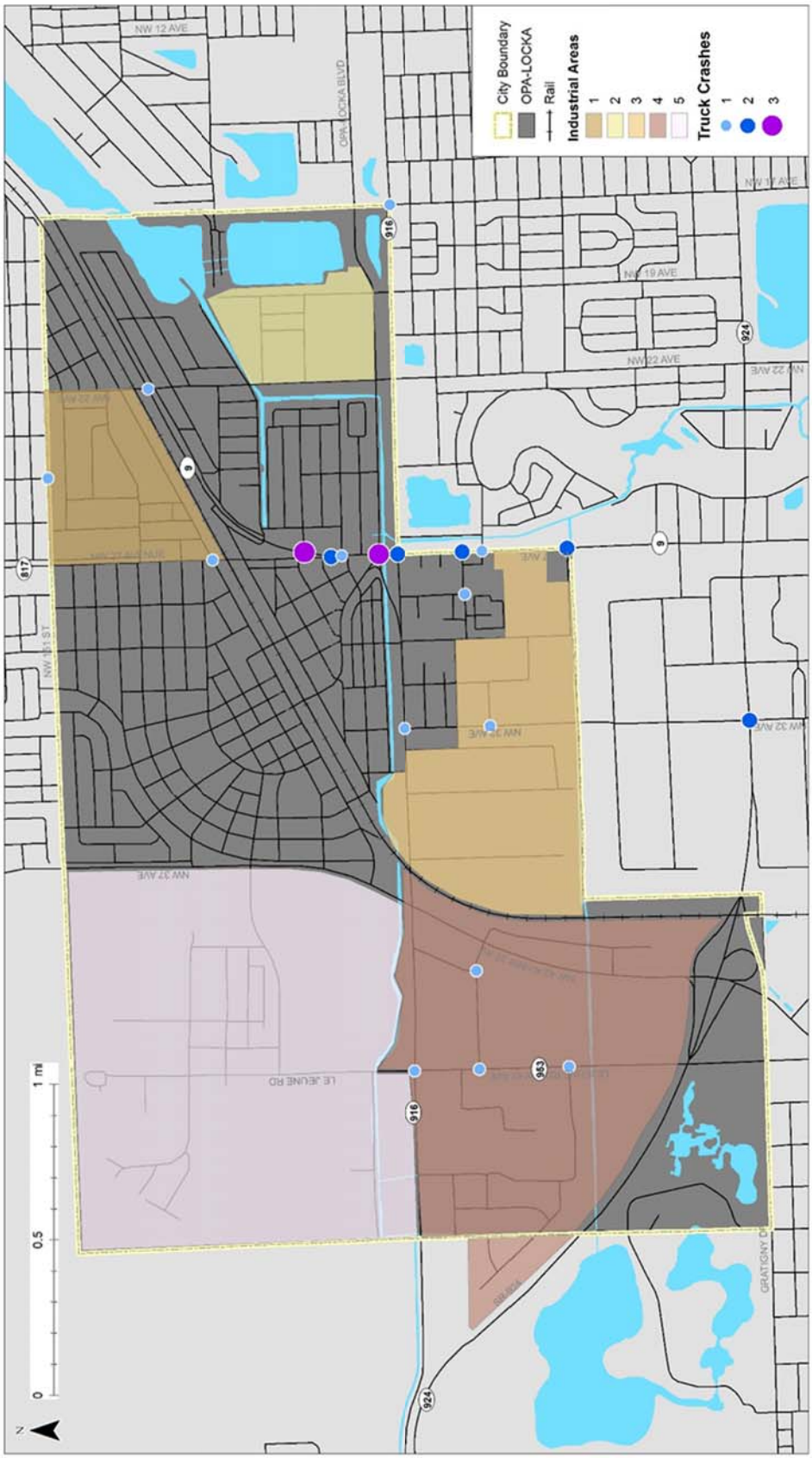


Figure 4.6 Truck Related Crashes - Signal Four Analytics (2013 – 2015)

5.0 Future Traffic Projection

5.1 ALTERNATIVE GROWTH SCENARIOS

The City is densely built out and offers several industrial areas, with approximately half of the City designated for warehousing and industrial uses. The City of Opa-locka is one of only a few areas in Miami-Dade County that permits heavy industrial uses such as salvage, recycling, and manufacturing, often drawing these types of businesses to settle within the City. Many of the industrial areas were built when the City was first developed in the 1960s and 1970s and opportunities for new warehousing will largely require redevelopment. As such, the City's current role of providing truck parking and smaller, or niche, warehousing is likely to continue in the near term for many of the industrial areas.

The Opa-locka Airport (OPF) and the surrounding area is a major exception[4]. It has available vacant land that provides the best short-term opportunities for new warehousing and distribution uses in the City. Miami-Dade Aviation has leased portions of these parcels for both land side and air side development purposes. Additional opportunities may be possible if airport policy and regulatory adjustments are considered.

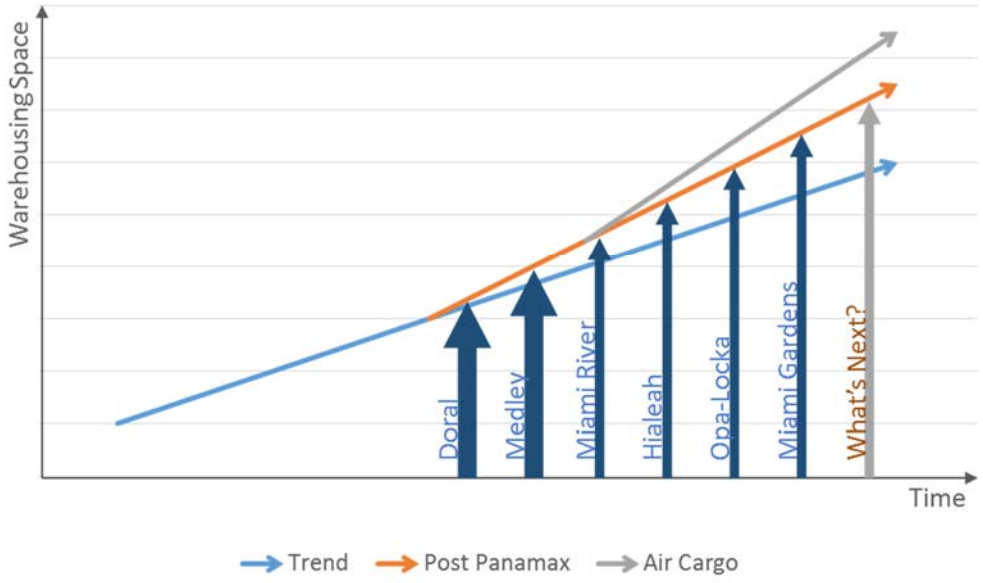
Surrounding communities (e.g., Medley, Doral) are aggressively positioning themselves to expand their modern warehouse capacity. Opa-locka's industrial make up and distribution capacity makes it less likely to attract and serve this growth in the near to midterm time horizons, with the exception being the area surrounding OPF as described above. Warehousing capacity in the region is or soon will exceed capacity (see Figure 5-1 as a representation of this issue), and any opportunities to extend and expand freight and logistics related uses should be encouraged. Most of Opa-locka's freight movements are truck based and road improvements will address congestion. Rail-based options exist and could be enhanced with major economic and community development strategies. A small amount of air-based (outgoing) cargo services are currently available and increasing air cargo at OPF is a possibility. Policy and regulatory changes would be required to change the airport's status.

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[4] The auto auction and flea market sites in the southwestern portion of the city also offer excellent opportunities for large scale redevelopment given the single-ownership status. However, recent news reports indicate the new owner wishes to eventually redevelop these sites with mixed uses. (https://therealdeal.com/miami/2016/05/20/opa-locka-hialeah-flea-market-under-contract/

https://www.bizjournals.com/southflorida/news/2017/07/21/public-company-pays-80m-for-opa-locka-hialeah-flea.html) This redevelopment approach is consistent with the City's future land use map which designates these sites as Commercial with a mixed use overlay. These two sites are not included as redevelopment opportunities in the alternatives analysis.

Figure 5-1 **Warehousing Demand over Time**



Alternatives for Evaluation

Five key industrial subareas have been identified within Opa-locka. These subareas drive the alternatives analysis. Fluctuations of development within these subareas drive freight activity through the generation of trips (trucks as well as autos). The five subareas represent approximately 1,060 acres of land of which just over 420 acres are currently vacant, with 400 of the 420 located on or in close proximity to OPF. The alternatives development assumed different development/redevelopment patterns for each of these areas. These conditions impact the operational efficiencies of and demand for the transportation system. These development assumptions and resulting trips were used to identify improvement needs. Trend, Moderate, and High alternatives were defined. A "Most Likely" alternative was also developed based on the analysis of existing and future conditions (infrastructure and political) as well as stakeholder input.

Brief descriptions of key assumptions are provided below for each alternative[5].

Trend: Conditions continue as is, with new businesses building on the little remaining vacant land (excluding OPF). At OPF, the existing lease holders will

[5] The auto auction and flea market sites in the southwestern portion of the city also offer excellent opportunities for large scale redevelopment given the single-ownership status. However, recent news reports indicate the new owner wishes to eventually redevelop these sites with mixed uses. This redevelopment approach is consistent with the City's future land use map which designates these sites as Commercial with a mixed use overlay. These two sites are not included as redevelopment opportunities in the alternatives analysis

continue to expand land side uses. Thus, this alternative assumes changes that are likely to occur in the next five years.

- Planned projects (mostly multimodal, bicycle, and pedestrian) are implemented in the City.
- Freight/truck volumes remain at current levels.
- No major redevelopment occurs in Opa-locka (including at OPF).
- Evolutionary changes occur: some buildings are rehabilitated or redeveloped but mostly for smaller or niche business uses.
- Approximately 2.5% of the available acreage is developed/redeveloped.

The acreage identified for development is based on approximate block or parcel sizes and reflects existing vacant parcels (approximately 22 acres). However, there is little significant change in the types of uses that occur with Trend. For example, the light industrial areas remain light industrial.

Moderate Growth: Additional freight traffic occurs beyond historic trends. One or more reasons might drive the growth, including Amazon distribution center development at OPF, reduced development opportunities in other cities, and increased freight demand from PortMiami and MIA.

- Additional trucks and vehicles move throughout Opa-locka, such as trucks accessing and leaving the Amazon center and increased vehicular traffic from employees.
- Growth will likely be modest in the vicinity of the industrial subareas #3 and #4, with moderate activity in the vicinity of subarea #5 (OPF), placing stress on the transportation network in that subarea in particular.
- Additional evolutionary growth occurs consistent with developing additional vacant properties.
- There is a readily available supply of workers available to support new uses.
- OPF's major lease holder (AA Acquisitions) develops its 170 acres with airside uses, as required by the lease agreement.
- Approximately 27% of the available acreage is developed/redeveloped.

This scenario assumes most development will occur on larger, vacant parcels around the airport (approximately 71 acres of freight/industrial development and 170 acres airside). The Trend level of redevelopment will continue in the remaining areas, with some additional redevelopment. For subarea #5, trucking related uses along Ali Baba Avenue would expand (e.g., truck parking).

High Growth: Significant growth occurs in Opa-locka, particularly around OPF. Redevelopment occurs in the industrial subareas #1, #2, and #4 as developers start acquiring/assembling adjacent parcels and combining them for larger, new warehousing projects. Land set aside for airside improvements at OPF is developed. These projects will have public investment (stable institutional backing, both politically and fiscally) and likely be private sector driven.

- Freight movement at MIA and PortMiami increase significantly.
- Logistics facilities, inland ports, and other infrastructure are needed off-site.
- Land in Opa-locka is bought by industrial developers, which consolidate properties and redevelop sites to build new logistics service centers or high cube warehousing taking advantage of the City's convenient access to the Miami market.
- Amazon development at the airport has spurred use of other remaining and nearby vacant parcels.
- Opa-locka has stable institutional support (political and fiscal) to attract and retain businesses.
- Approximately 50% of the available acreage is developed/redeveloped.

This scenario builds on the Trend and Moderate assumptions, with significant development and redevelopment of over 240 acres, with 80 acres of airside development and 160 freight/industrial development. This includes development in all identified industrial areas except subarea #3 (Cairo Lane). This subarea is assumed to continue with its current uses for a considerable amount of time. In addition to heavy industrial uses being permitted here, redevelopment will be hampered by the lack of infrastructure and potential environmental issues.

An additional "game-changing" high growth scenario occurs if OPF status changes to allow for additional services and cargo movements. This would be a long term alternative that appears impractical due to current circumstances. As such, this alternative was not tested.

MOST LIKELY: The biggest change to the City will occur once the Amazon development at OPF comes on line. This development could spur investment in other areas of the airport, encouraging the remainder of the landside parcels around OPF to develop warehousing, truck parking, and small amounts of supporting commercial uses; depending on the location.

The current trend of industrial/freight uses will continue throughout most of the City. For industrial subareas #1, #2, and #4, only the small handful of currently vacant parcels will be developed and will likely have uses similar to the surrounding area. The same is true for industrial subarea #3, which will continue to see heavy industrial uses (recycling and salvage) for the foreseeable future, given the small number of locations these uses are permitted.

From a transportation perspective, this alternative primarily impacts access to/from and within the area around the airport. SR-924/Gratigny Parkway, NW 135th Street, Le Jeune/Douglas Connector, Douglas Road, NW 42nd Avenue, Red Road/NW 57th Avenue, and Curtiss Street/Aladdin Street are affected. SR-9 and access to I-95 is another transportation connector, as is employee access from the Opa-locka Tri-Rail station. There are limited new transportation impacts or needs associated with redevelopment of industrial subareas #1 and #2, with the exception of access to/from SR-9 and I-95 because they retain their current characteristics.

Table 5.1 summarizes land use type and land use changes under each alternative for all five industrial subareas.

Table 5.1 Lane Use[1] Changes of Each Subarea

Subarea	Land Use						Trip Gen Rates								
	Total Acres	Vacant	Change in LU Acres				Land Use Type	ITE Code	Unit	Trips			T%		
			Trend	Moderate	High	Most Likely				Daily	AM	PM	Daily	AM	PM
Subarea #1	96.6	5.7	2	3.7	20	Moderate									
			1	1.85	-20		Light Industrial	110	acre	51.80	7.51	7.26	4%	2%	2%
			1	1.85	20		Warehouse	150	acre	57.23	10.03	8.69	20%	10%	10%
Subarea #2	75	3.6	3.6	5.5	31	Trend									
			1.8	-5.5	-31		Light Industrial	110	acre	51.80	7.51	7.26	4%	2%	2%
			1.8	5.5	31		Warehouse	150	acre	57.23	10.03	8.69	20%	10%	10%
Subarea #3 (Cairo Lane)	109	9.6	9.6	**0**	0	Trend									
				0.0			High School	530	ksf	12.89	3.06	0.97	2%	1%	1%
			9.6	0			Truck Parking	special	acre	30.00	5.40	5.40	70%	35%	35%
Subarea #4															
Subarea #4 West	169.4	1.7	1.7	5.3	**15.5**	Trend									
			1.7				Manufacture	140	acre	38.88	7.44	8.35	4.2%	2.1%	2.1%
				-5.3			Heavy Industrial	120	acre	6.75	1.98	2.16	4%	2%	2%
				5.3			Warehouse	150	acre	57.23	10.03	8.69	20%	10%	10%
					22.9		Church	560	ksf	9.11	0.56	0.55	5%	2%	2%
					270.1		High Cube Warehouse	152	ksf	1.68	0.11	0.12	32%	31%	22%
Subarea #4 East P1	103	2.7	0	6.3	**5.5**	Trend									
				3.15			Light Industrial	110	acre	51.80	7.51	7.26	4%	2%	2%
				-6.3	**-5.5**		Heavy Industrial	120	acre	6.75	1.98	2.16	4%	2%	2%
				3.15			Warehouse	150	acre	57.23	10.03	8.69	20%	10%	10%
					95.8		General Office	710	ksf	11.03	1.56	1.49	2%	1%	1%
Subarea #4 East P2	60.9	0	0	0	10.7	Trend									
					-10.7		Heavy Industrial	120	acre	6.75	1.98	2.16	4%	2%	2%
					186.4		High Cube Warehouse	152	ksf	1.68	0.11	0.12	32%	31%	22%
Subarea #5 (OPF)															
Amazon	25	25	0	**25**	0	Moderate									
				860			Fullfilment Center	Special	ksf	8.18	0.74	0.74	9%	3%	2%
Remainder of Foundry	64	64	0	16.6	47.4	Mod/High									
				289.2	825.9		High-Cube Warehouse	152	ksf	1.68	0.11	0.12	32%	31%	22%
AA Acquisitions/Orion	210	170	1.5	170	0	Moderate									
			1.5	170			Use Manufacturing	140	acre	38.88	7.44	8.35	4.2%	2.1%	2.1%
AVE	80.3	80.3	0	0	80.3	Moderate									
					80.3		Use Manufacturing	140	acre	38.88	7.44	8.35	4.2%	2.1%	2.1%
Trees/Truck Parking	26.2	26.2	0	26.2	0	Moderate									
				26.2			Truck Parking	special	acre	30.00	5.40	5.40	70%	35%	35%
OPF Unleased	30.8	30.8	0	0	30.8	Moderate									
							Shopping center	820	ksf	42.70	0.96	3.71	0.5%	0.2%	0.2%
					15.4		Light Industrial	110	acre	51.80	7.51	7.26	4%	2%	2%
					15.4		Warehouse	150	acre	57.23	10.03	8.69	20%	10%	10%
Ali Baba Trk Pkg	2.9	3.3	0	3.3	0	Moderate									
				3.3			Truck Parking	special	acre	30.00	5.40	5.40	70%	35%	35%
135 Trk Pkg	6.4	0.8	0.8	0	0	Trend									
			0				Truck Parking	special	acre	30.00	5.40	5.40	70%	35%	35%

[1] Note that most areas examined here currently are classified as "vacant" land uses. The land use types listed here were determined based off of surrounding land use types in order to determine trip generation rates.

Source: Cambridge Systematics

5.2 TRAFFIC PROJECTION

Future traffic projections for the City of Opa-locka were estimated using two major components: background traffic growth, and trip generation from the alternative scenarios.

Background Traffic Growth

Background traffic growth rates are estimated by a combination of historical traffic counts and travel demand model volume growth rates along major roadways. Table 5.2 below summarizes background annual traffic growth rates, and future 2040 background AADT. The minimum traffic growth rates are kept as 0.5% annually.

Table 5.2 Background Growth Rates and 2040 Background AADT

Segment	From	To	FDOT 2014 AADT	Recommended GR (%/Yr)	2040 Background AADT
NW 27th Ave (Unity Blvd)	NW 119th St	SR-916 (Opa-locka Blvd)	43,000	0.5%	48,600
	SR-916 (Opa-locka Blvd)	SR-9 Ramp	58,500	0.5%	66,100
	SR-9 Ramp	Ali Baba Ave	39,000	0.5%	44,100
	Ali Baba Ave	NW 151st St (Oriental Blvd)	34,500	0.5%	39,000
SR-9	NW 27th Ave (Unity Blvd)	SR-9 Diverge	8,300	0.5%	9,400
	NW 22nd Ave	NW 159th St	25,924	0.5%	29,300
	NW 159th St	Golden Glades Interchange	31,000	0.5%	35,000
NW 42nd Ave (Le Jeune Rd)	E 56th St	E 65th St	16,700	1.0%	21,000
	E 65th St	SR-916 (NW 135th St)	20,500	1.0%	25,800
	SR-916 (NW 135th St)	Curtiss St	6,300	1.0%	7,900
Douglas/Le Jeune Connector	Le Jeune Rd	SR-916 (NW 135th St)	31,000	1.0%	39,100
	NW 135th St	Ali Baba Ave	33,000	1.0%	41,600
NW 32nd Ave	NW 119th St	SR-916 (NW 135th St)	13,400	3.0%	23,900
NW 22nd Ave	NW 119th St	NW 135th St (Opa-locka Blvd)	17,900	3.0%	31,900
	NW 135th St (Opa-locka Blvd)	SR-9	30,000	3.0%	53,400
NW 151st St	Douglas/Le Jeune Connector	NW 27th Ave (Unity Blvd)	9,000	1.0%	11,300
	NW 27th Ave (Unity Blvd)	NW 22nd Ave	11,000	1.0%	13,900
Ali Baba Ave	Douglas/Le Jeune Connector	NW 27th Ave (Unity Blvd)	3,600	1.5%	5,000
SR-916 (NW 135th St)	NW 57th Ave/Red Road	Le Jeune Rd	29,500	0.5%	33,300
	Le Jeune Rd	Douglas/Le Jeune Connector	21,500	0.5%	24,300
	Douglas/Le Jeune Connector	NW 27th Ave (Unity Blvd)	21,600	0.5%	24,400
SR-924 (Gratigny Parkway)	NW 57th Ave/Red Road	Douglas/Le Jeune Connector	47,500	0.5%	53,700
NW 119th St/E 65th St	Douglas/Le Jeune Connector	Le Jeune Rd	11,500	0.5%	13,000

Source: Kittelson and Associates

Trip Generation

Trip Generation for each subarea was estimated independently and assumed no internal trips between the five industrial subareas. 9th Edition ITE Trip Generation rates are applied to land use codes. The number of auto and trucks generated by each area under each growth scenario are shown in Table 5.3.

Table 5.3 Trip Generation for Each Industrial Subarea

	Subarea	Daily Trips			
		Trend	Moderate	High	Most Likely
Total Trips	1	109	311	420	311
	2	196	226	394	196
	3	288	288	288	288
	4	66	633	2,556	66
	5	58	15,072	21,261	15,766
Auto Trips	1	89	253	312	253
	2	159	176	267	159
	3	86	86	86	86
	4	63	519	2,184	63
	5	56	13,398	18,695	13,869
Truck Trips	1	20	58	108	58
	2	37	50	127	37
	3	202	202	202	202
	4	3	114	372	3
	5	2	1,674	2,566	1,897

	Subarea	AM Trips				AM In				AM Out			
		Trend	Moderate	High	Most Likely	Trend	Moderate	High	Most Likely	Trend	Moderate	High	Most Likely
Total Trips	1	18	50	100	50	13	38	58	38	4	12	42	12
	2	32	45	124	32	24	30	60	24	7	16	63	7
	3	52	52	52	52	25	25	25	25	27	27	27	27
	4	13	98	279	13	12	76	226	12	1	22	52	1
	5	11	1,928	2,886	1,973	10	1,603	2,428	1,634	1	325	458	339
Auto Trips	1	16	45	89	45	12	35	51	35	4	11	38	11
	2	29	41	108	29	22	26	51	22	7	14	56	7
	3	34	34	34	34	16	16	16	16	18	18	18	18
	4	12	89	255	12	12	69	210	12	1	20	46	1
	5	11	1,822	2,715	1,854	10	1,536	2,311	1,557	1	287	404	297
Truck Trips	1	2	5	12	5	1	4	7	4	0	1	5	1
	2	3	5	16	3	2	3	9	2	1	2	7	1
	3	18	18	18	18	9	9	9	9	9	9	9	9
	4	0	9	23	0	0	7	17	0	0	2	7	0
	5	0	105	171	119	0	67	118	77	0	38	53	42

	Subarea	PM Trips				PM In				PM Out			
		Trend	Moderate	High	Most Likely	Trend	Moderate	High	Most Likely	Trend	Moderate	High	Most Likely
Total Trips	1	16	45	74	45	5	13	42	13	11	32	32	32
	2	29	37	81	29	8	16	61	8	20	20	20	20
	3	52	52	52	52	27	27	27	27	25	25	25	25
	4	14	85	261	14	8	27	59	8	7	58	201	7
	5	13	2,128	3,144	2,178	7	1,008	1,466	1,024	6	1,120	1,678	1,154
Auto Trips	1	14	41	65	41	4	12	38	12	10	29	27	29
	2	26	33	69	26	8	15	54	8	18	18	15	18
	3	34	34	34	34	18	18	18	18	16	16	16	16
	4	14	78	243	14	7	25	54	7	7	53	189	7
	5	12	2,026	2,983	2,065	6	958	1,395	970	6	1,068	1,588	1,095
Truck Trips	1	1	4	9	4	0	1	5	1	1	3	4	3
	2	3	4	11	3	1	2	7	1	2	2	5	2
	3	18	18	18	18	9	9	9	9	9	9	9	9
	4	0	7	18	0	0	2	5	0	0	5	13	0
	5	0	102	161	113	0	50	71	53	0	52	90	60

5.3 FUTURE ROADWAY SEGMENT AND INTERSECTION TRAFFIC VOLUMES

Trip Distribution

The new traffic projected for each alternative is distributed to different destination areas and assigned to roadways based on distance, capacity, current volume to capacity (v/c) ratio, and ease of travel. The following assumptions are made during this process:

- For Subarea #1, truck and auto trips correspond to population and employment density as identified by the travel demand model.
- For Subarea #2, truck and auto trips correspond to population and employment density as identified by the travel demand model.
- For Subarea #3, auto trip distribution corresponds to the existing traffic pattern (link volume, turning movement count). Truck trips are distributed equally to the major roadways.
- For Subarea #4, auto trip distribution corresponds to the existing traffic pattern (link volume, turning movement count). Truck trips are distributed equally to the major roadways.
- For Subarea #5, auto trip distribution corresponds to the existing traffic pattern (link volume, turning movement count). Truck trips reflect the following (by quadrant) origination/destination pattern using major roadways.

Figure 5-2 through Figure 5-6 show auto and truck distribution patterns throughout the City. Note that for subareas #3, #4, and #5, it is assumed that new traffic will follow existing traffic patterns and distributions, as shown in Appendix A.

Figure 5-2 Subarea 1 Auto and Truck Distribution

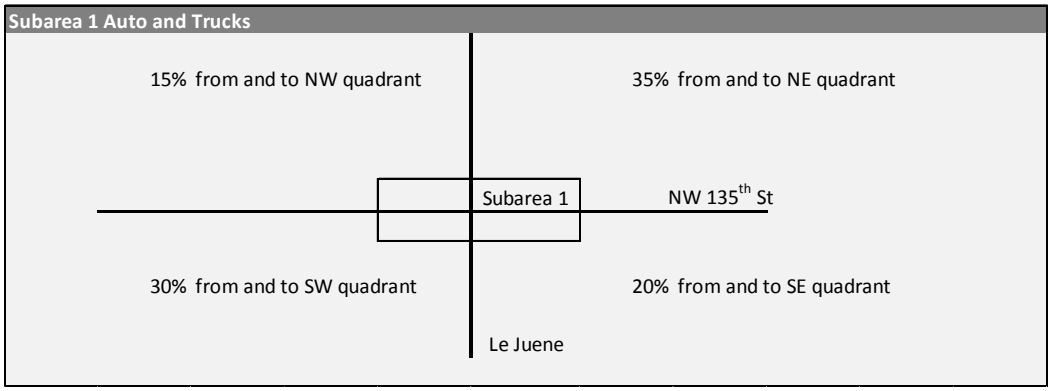


Figure 5-3 Subarea 2 Auto and Truck Distribution

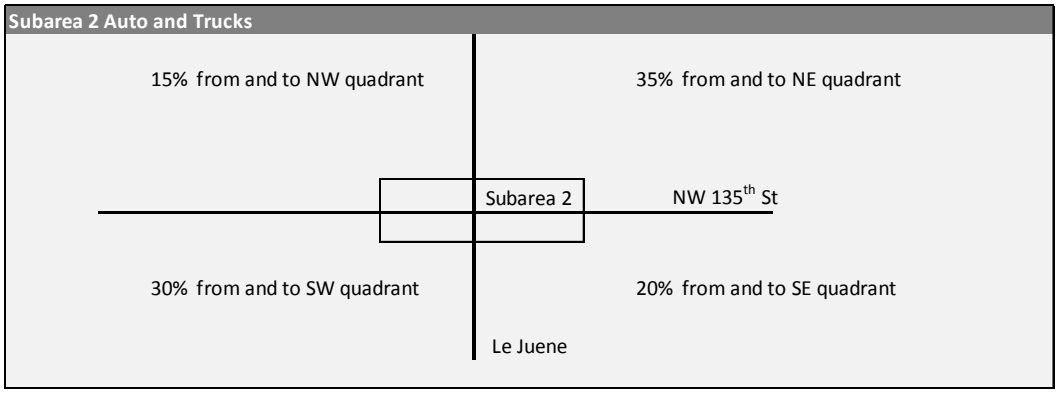


Figure 5-4 Subarea 3 Truck Distribution

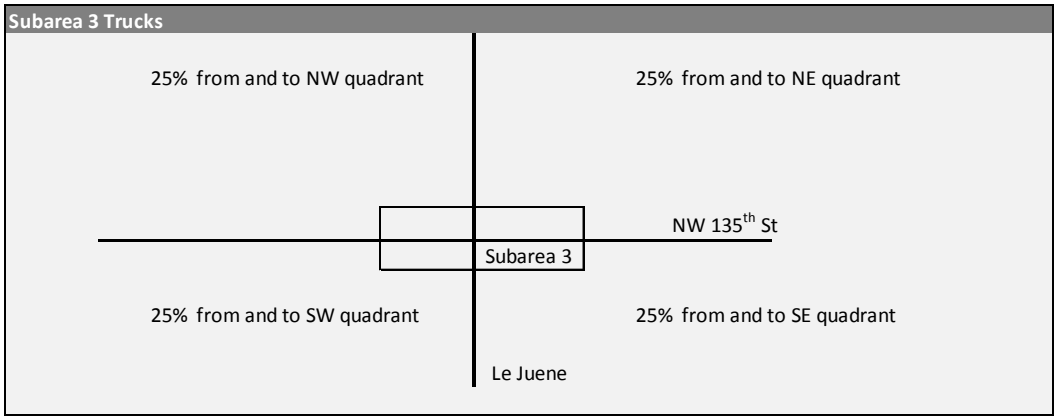


Figure 5-5 Subarea 4 Truck Distribution

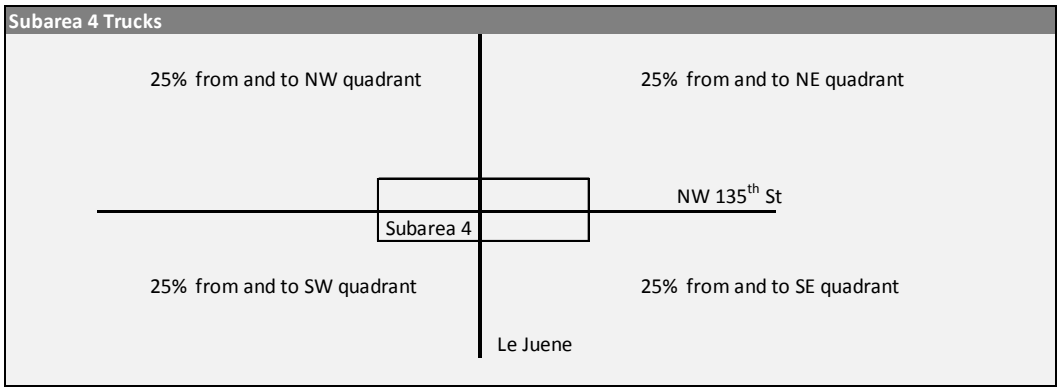
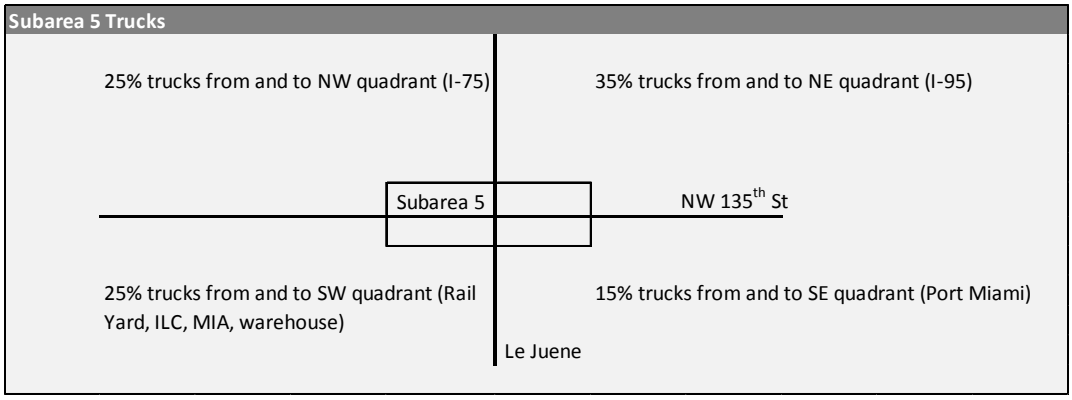


Figure 5-6 Subarea 5 Truck Distribution



Trip Assignment

Figure 5-7 through Figure 5-21 graphically show the auto and truck trip assignment to each major roadways from each industrial area.

Figure 5-7 Subarea 1 Auto and Truck Assignment

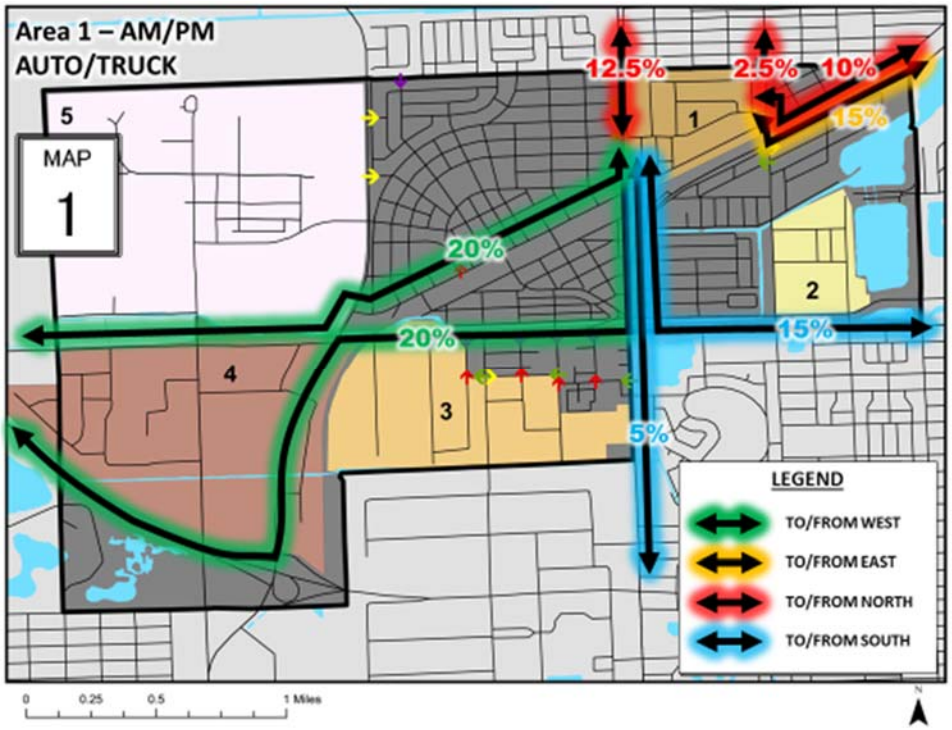


Figure 5-8 Subarea 2 Auto and Truck Assignment

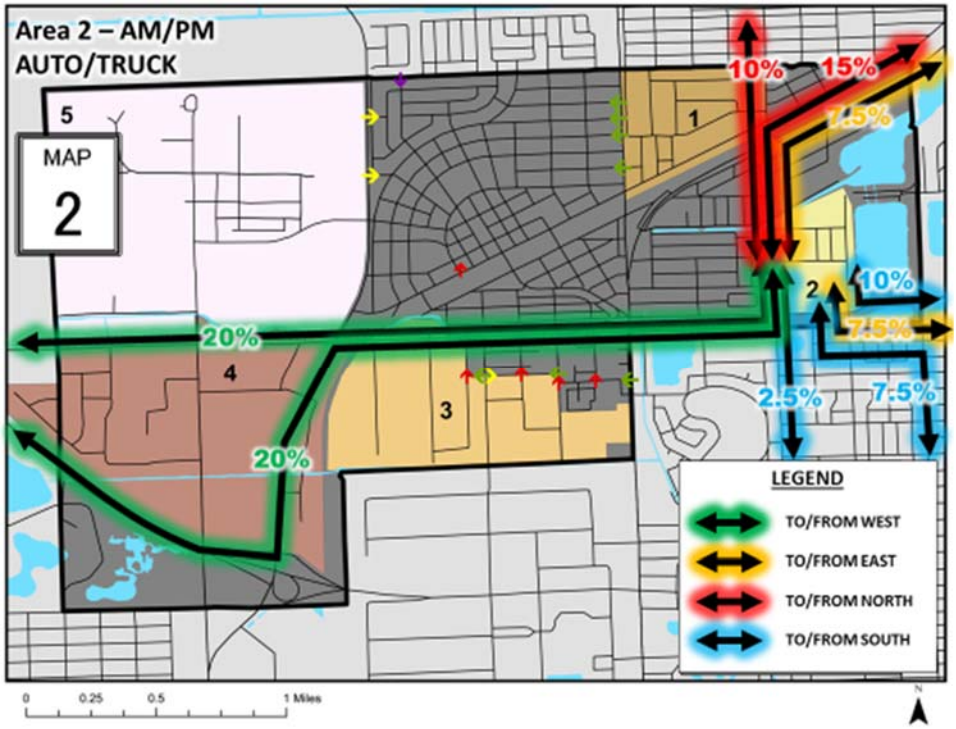


Figure 5-9 Subarea 3 AM Outbound Auto Assignment

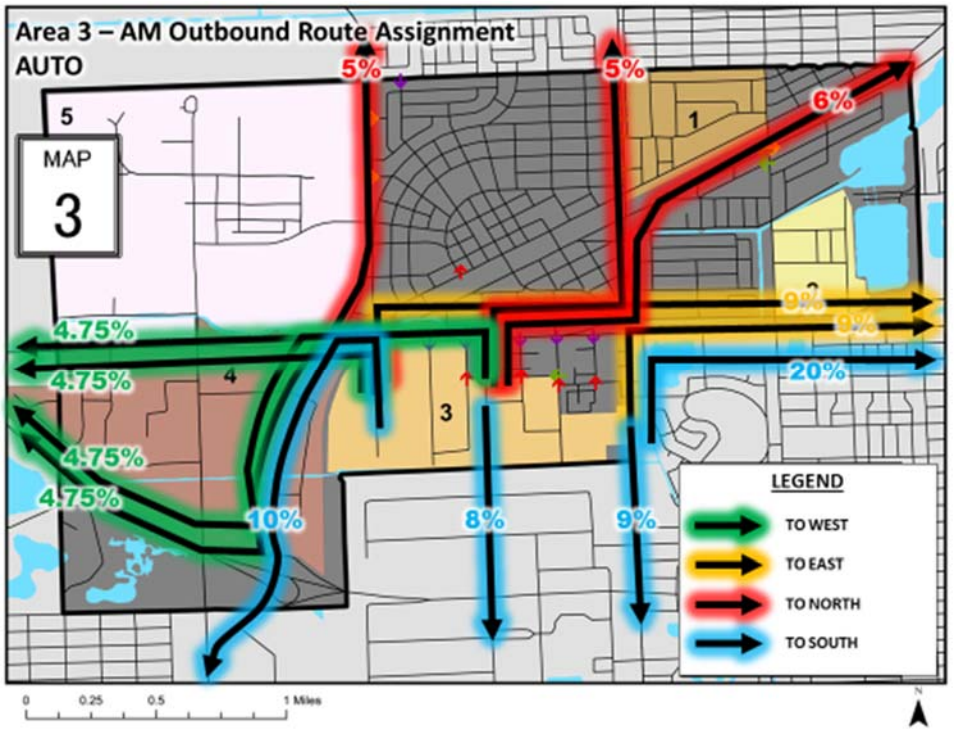


Figure 5-10 Subarea 3 AM Inbound Auto Assignment

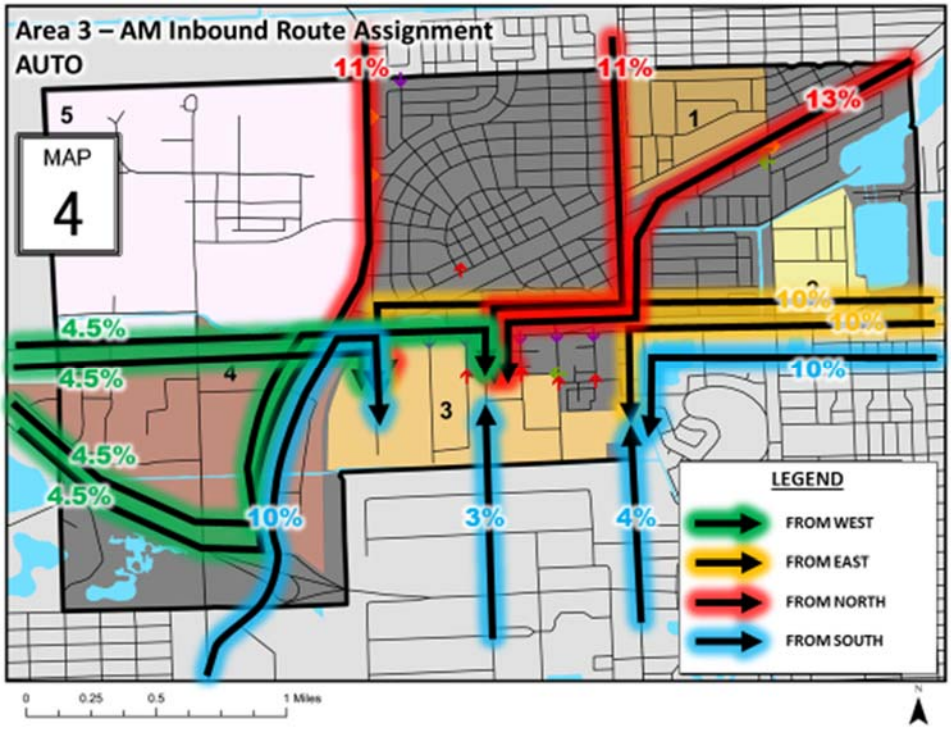


Figure 5-11 Subarea 3 PM Outbound Auto Assignment

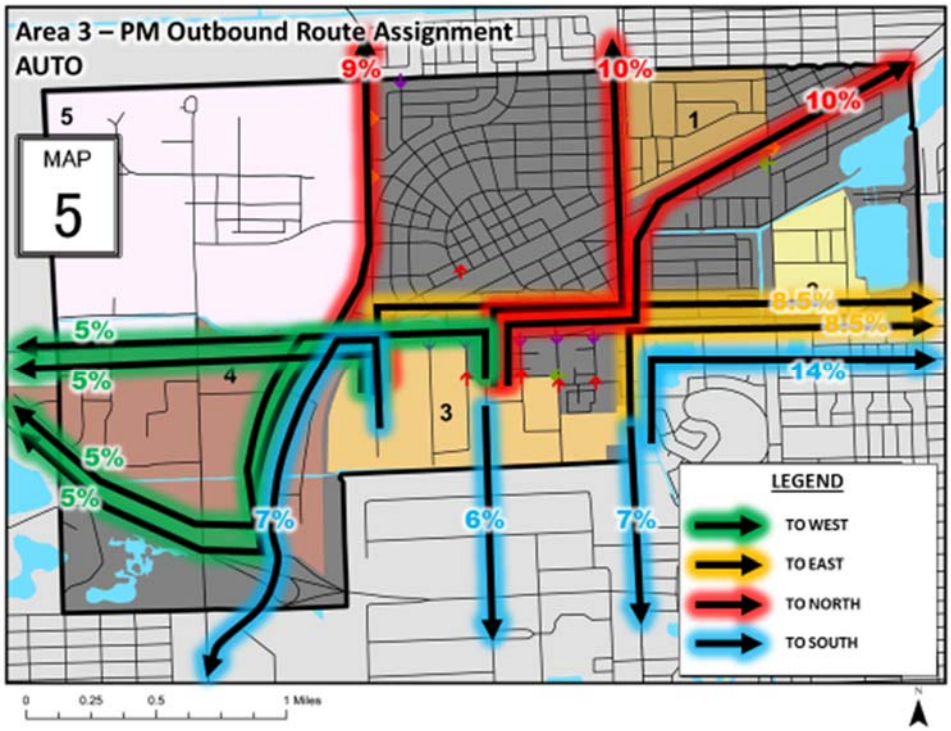


Figure 5-12 Subarea 3 PM Inbound Auto Assignment

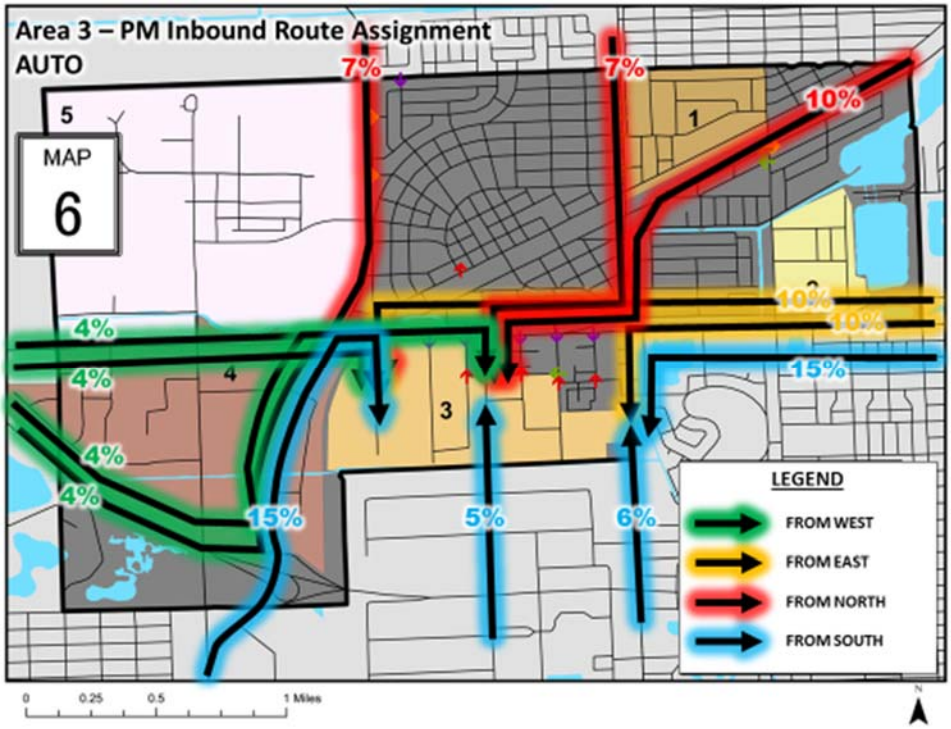


Figure 5-13 Subarea 3 Truck Assignment

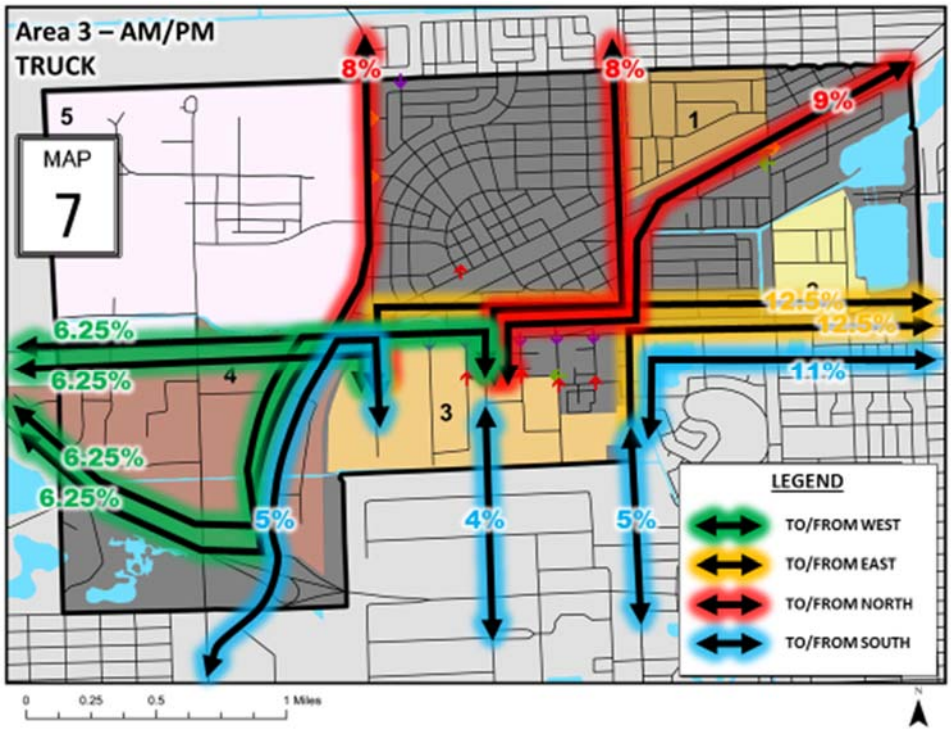


Figure 5-14 Subarea 4 AM Outbound Auto Assignment

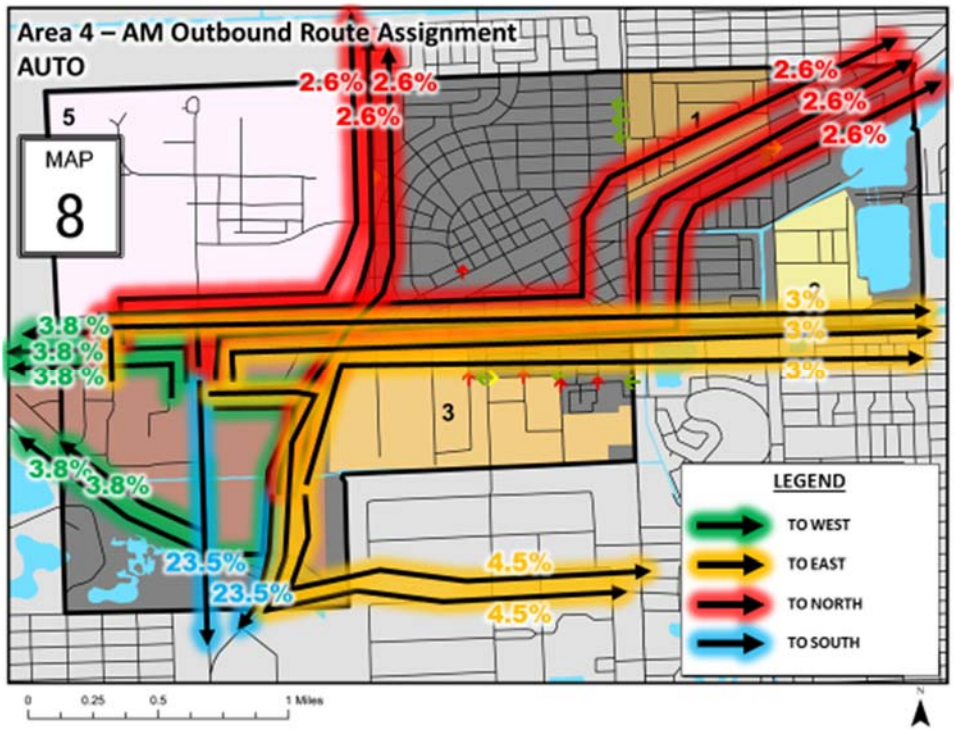


Figure 5-15 Subarea 4 AM Inbound Auto Assignment

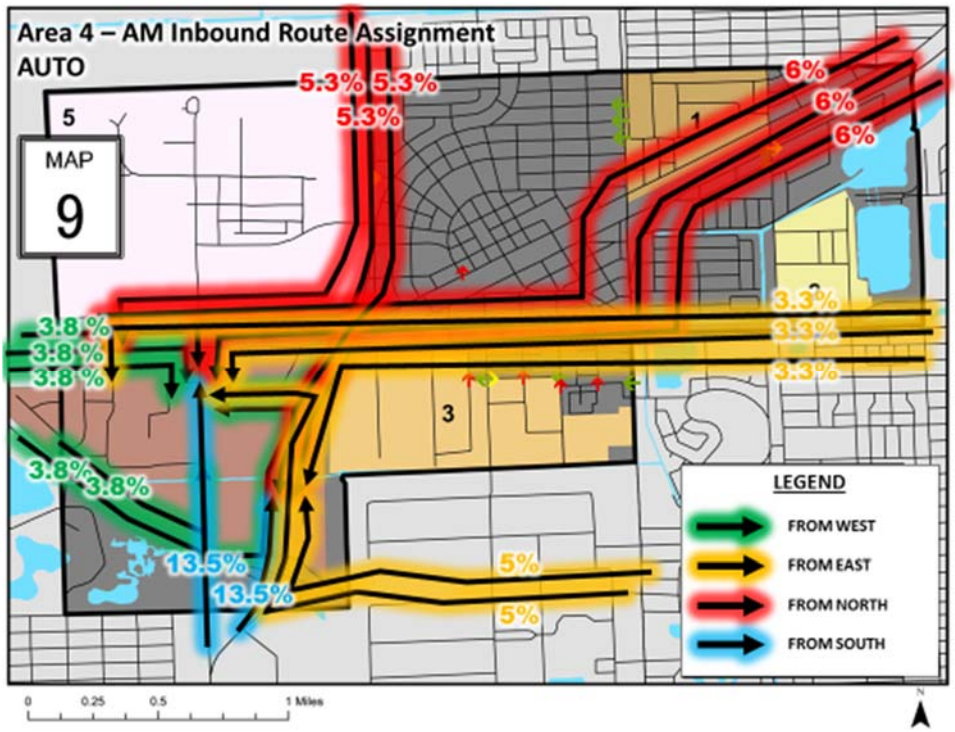


Figure 5-16 Subarea 4 PM Outbound Auto Assignment

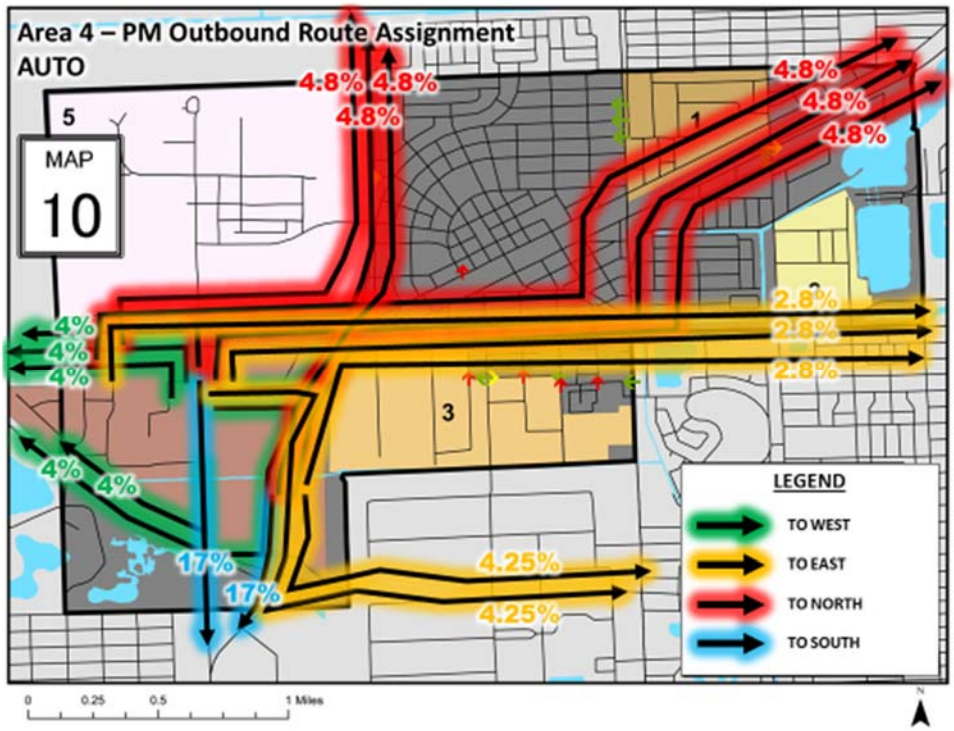


Figure 5-17 Subarea 4 PM Inbound Auto Assignment

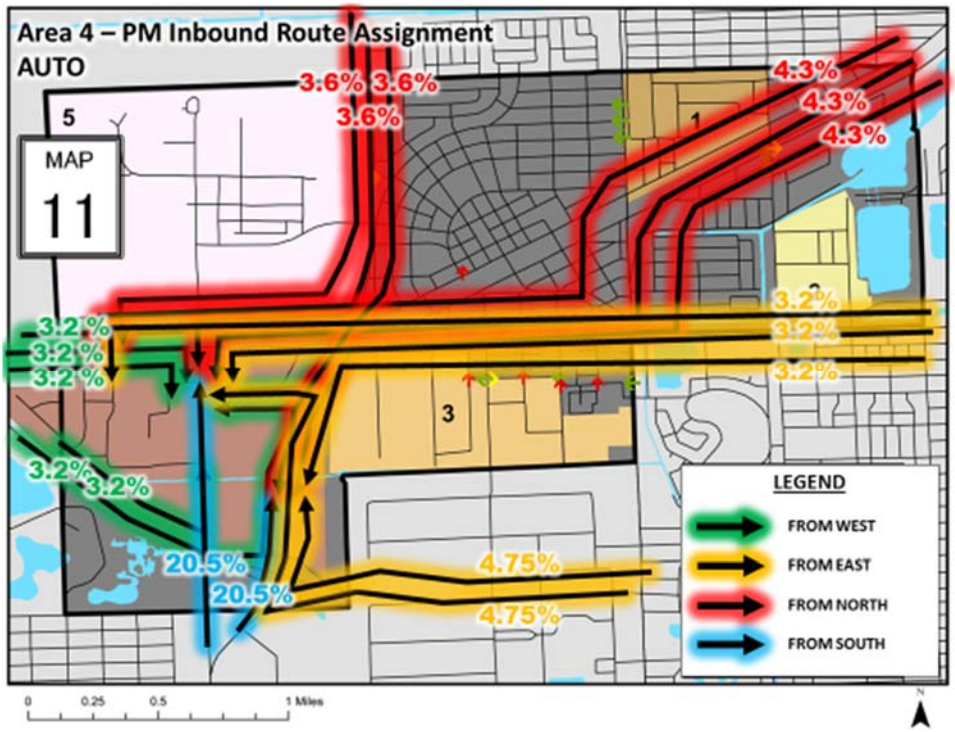


Figure 5-18 Subarea 4 Auto Assignment

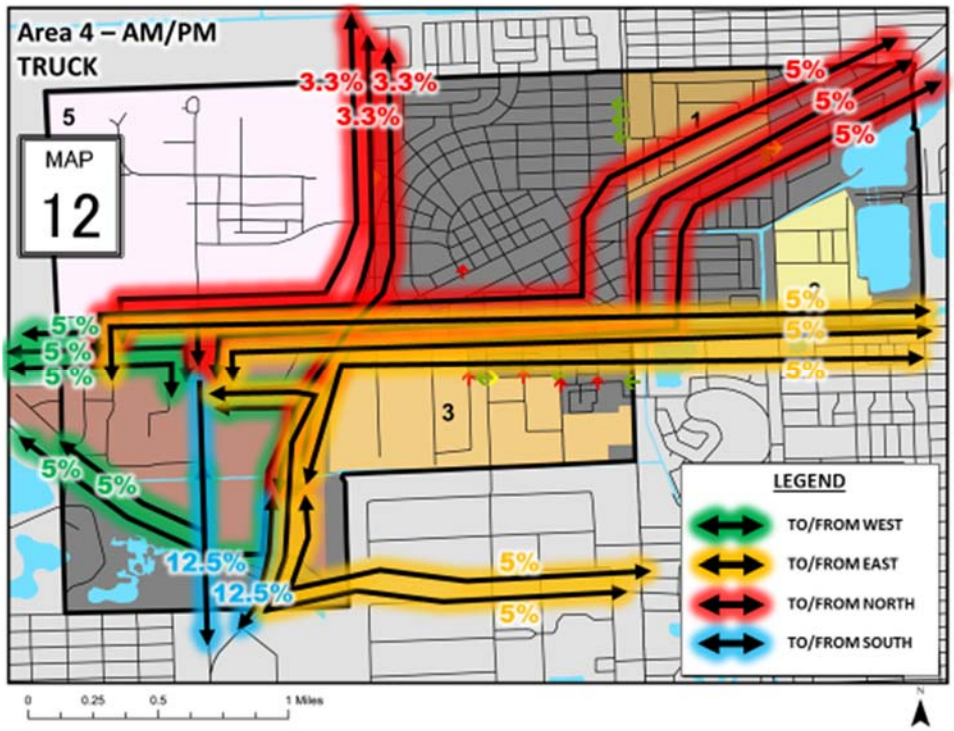


Figure 5-19 Subarea 5 AM Auto Assignment

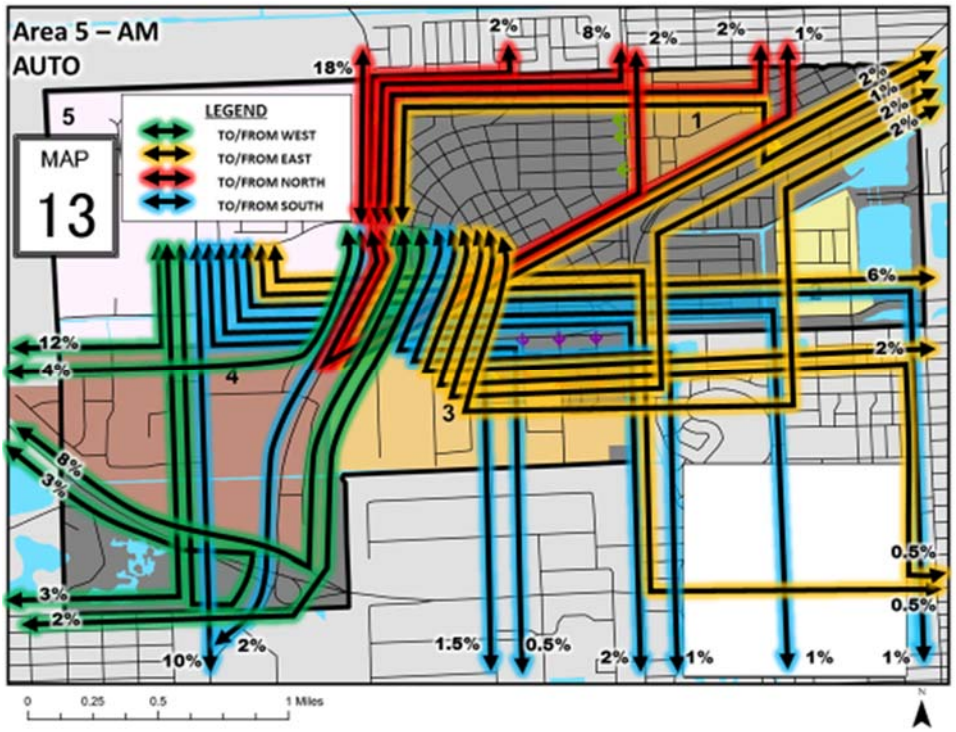


Figure 5-20 Subarea 5 PM Auto Assignment

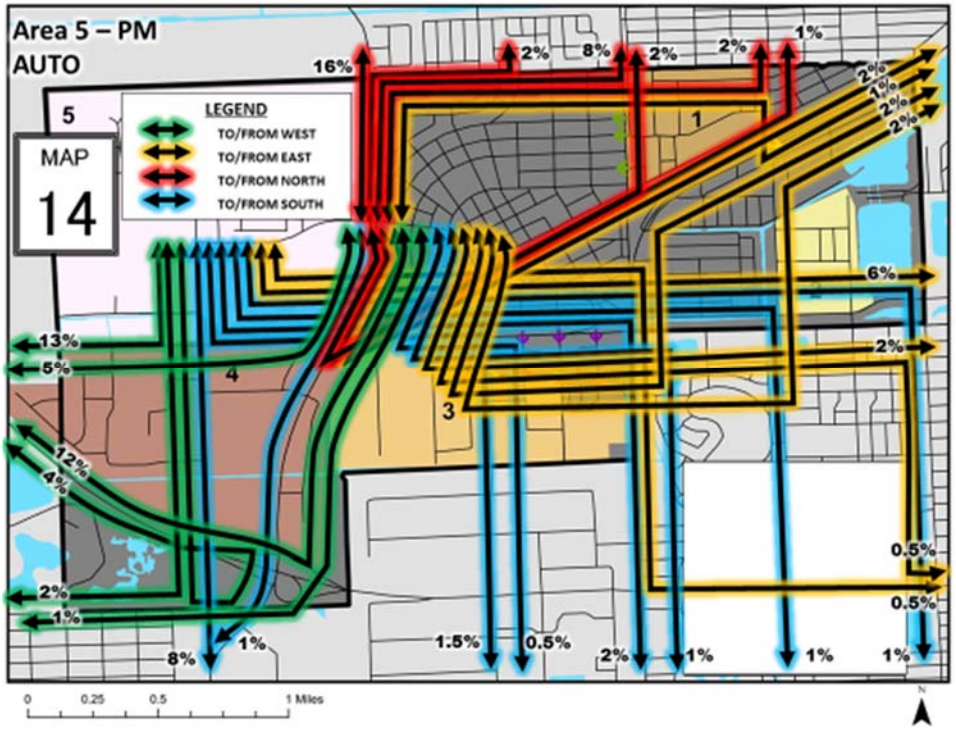
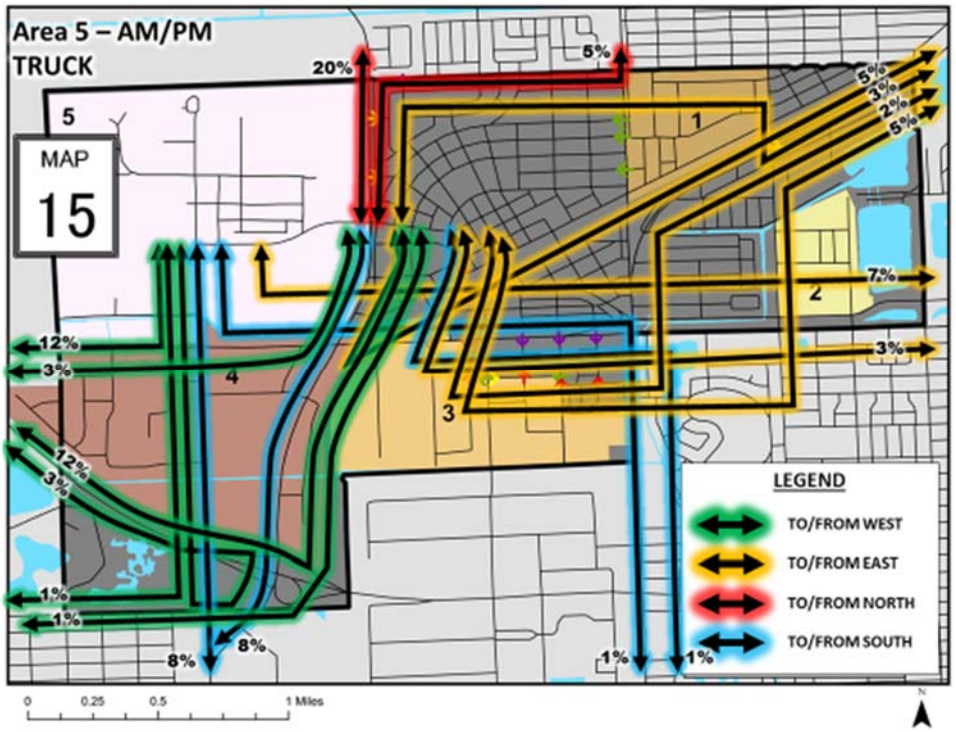


Figure 5-21 Subarea 5 Truck Assignment



2040 Link and Intersection Volumes

2040 link volumes were developed by adding trip generated from each growth alternative to 2040 background traffic. Table 5.4 summarizes future link volumes under each growth scenario with daily and peak hour directional volumes.

A 2040 intersection operational analysis was performed for the Most Likely Scenario only. Table 5.5 and Table 5.6 presents 2040 AM and PM peak hour intersection turning movement volumes under the Most Likely alternative, respectively.

Truck volumes of 2040 Most Likely scenario was developed from the sum of:

- Existing truck volumes
- Background truck volume growth using background growth rates
- 2040 Most Likely scenario truck volumes.

Table 5.7 and Table 5.8 summarize truck percent applied in the 2040 Most Likely Scenario Synchro analysis.

Table 5.4 2040 AADT and DDHV

#	Roadway	From	To	2014		2040 Trend		2040 Moderate		2040 High		2040 Most Likely	
				AADT	DDHV	AADT	DDHV	AADT	DDHV	AADT	DDHV	AADT	DDHV
1	NW 42nd Ave/Le Jeune Rd	E 56th St	E 65th St	16,700	820	21,100	1,040	23,000	1,250	24,100	1,380	23,000	1,250
2	NW 42nd Ave/Le Jeune Rd	E 65th St	SR-916 (NW 135th St)	20,500	1,010	25,900	1,280	28,500	1,600	30,300	1,810	28,400	1,580
3	NW 42nd Ave/Le Jeune Rd	SR-916 (NW 135th St)	Curtiss St	6,300	330	8,000	410	13,200	930	15,400	1,200	13,500	940
4	Douglas/Le Jeune Connector	Le Jeune Rd	SR-916 (NW 135th St)	31,000	1,530	39,200	1,940	42,100	2,220	44,200	2,430	42,000	2,200
5	Douglas/Le Jeune Connector	NW 135th St	Ali Baba Ave	33,000	1,280	41,700	1,620	46,300	2,140	48,400	2,430	46,400	2,140
6	Douglas/Le Jeune Connector	Ali Baba Ave	Curtiss St	33,000	1,510	41,600	1,920	46,200	2,420	48,200	2,700	46,300	2,420
7	Douglas/Le Jeune Connector	Curtiss St	NW 151st St	33,000	1,510	41,600	1,920	49,500	3,020	53,000	3,600	49,800	3,030
8	NW 32nd Ave	NW 119th St	SR-916 (NW 135th St)	13,400	690	24,000	1,240	24,200	1,270	24,300	1,290	24,200	1,270
9	NW 27th Ave/SR-9/SR-820	NW 119th St	SR-916 (Opa-locka Blvd)	43,000	2,120	48,700	2,400	49,200	2,450	49,400	2,480	49,200	2,460
10	NW 27th Ave/SR-9/SR-820	SR-916 (Opa-locka Blvd)	SR-9 Ramp	58,500	2,880	66,200	3,270	66,700	3,320	67,100	3,370	66,600	3,310
11	NW 27th Ave/SR-9/SR-820	SR-9 Ramp	Ali Baba Ave	39,000	1,920	44,100	2,180	44,500	2,220	44,700	2,240	44,500	2,220
12	NW 27th Ave/SR-9/SR-820	Ali Baba Ave	NW 151st St	34,500	1,700	39,100	1,930	39,500	1,980	39,700	2,010	39,500	1,980
13	SR-9	NW 27th Ave	NW 22nd Ave	8,300	390	9,400	450	9,500	460	9,800	490	9,400	450
14	SR-9	NW 22nd Ave	NW 159th St	25,924	1,230	29,400	1,400	30,700	1,540	31,600	1,640	30,700	1,530
15	SR-9	NW 159th St	Golden Glades Interchange	31,000	1,530	35,100	1,740	36,500	1,870	37,300	1,980	36,400	1,870
16	NW 22nd Ave	NW 119th St	NW 135th St (Opa-locka Blvd)	17,900	920	31,900	1,650	32,000	1,670	32,100	1,680	32,000	1,670
17	NW 22nd Ave	NW 135th St (Opa-locka Blvd)	SR-9	30,000	1,260	53,500	2,270	53,900	2,310	54,200	2,350	53,900	2,300
18	NW 22nd Ave	SR-9	NW 151st St	33,900	1,590	60,400	2,830	61,400	2,940	61,900	2,990	61,500	2,940
19	NW 151st St	Douglas/Le Jeune Connector	NW 27th Ave	9,000	460	11,400	590	15,000	970	16,400	1,160	15,100	970
20	NW 151st St	NW 27th Ave	NW 22nd Ave	11,000	470	13,900	590	14,300	640	14,500	660	14,300	640
21	Curtiss St	NW 42nd Ave	Douglas/Le Jeune Connector	6,600	340	8,400	440	17,600	1,410	21,500	1,920	18,100	1,430
22	Ali Baba Ave	Douglas/Le Jeune Connector	NW 27th Ave	3,600	190	5,000	260	5,800	350	6,200	390	5,900	350
23	Ali Baba Ave	NW 27th Ave	NW 22nd Ave	2,300	120	3,200	170	4,000	250	4,300	290	4,000	250
24	SR-916 (NW 135th St)	NW 57th Ave/Red Road	Le Jeune Rd	29,500	1,450	33,500	1,660	36,200	1,930	37,700	2,110	36,100	1,920
25	SR-916 (NW 135th St)	Le Jeune Rd	Douglas/Le Jeune Connector	21,500	1,060	24,400	1,210	26,500	1,410	27,800	1,540	26,400	1,400
26	SR-916 (NW 135th St)	Douglas/Le Jeune Connector	NW 27th Ave	21,600	1,060	24,700	1,240	28,100	1,610	30,000	1,840	28,100	1,590
27	SR-916 (NW 135th St)	NW 27th Ave	NW 22nd Ave	21,100	1,040	24,100	1,200	26,100	1,410	27,100	1,540	26,100	1,400
28	SR-924 (Gratigny Parkway)	NW 57th Ave/Red Road	Douglas/Le Jeune Connector	47,500	2,210	53,800	2,510	56,000	2,710	57,100	2,810	56,000	2,710
29	NW 119th St/E 65th St	Douglas/Le Jeune Connector	NW 27th Ave	11,500	590	13,000	670	13,100	680	13,200	690	13,000	670
30	E 65th St	Le Jeune Rd	Douglas/Le Jeune Connector	11,700	600	13,200	680	13,400	710	13,500	730	13,400	710

Table 5.5 2040 AM Peak Hour Intersection Turning Movement Volumes (Most Likely Scenario)

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	NW 42nd Ave and E 65th St	82	857	26	146	866	737	468	863	146	5	512	170
2	NW 42nd Ave and NW 135th St	348	593	184	332	1,159	602	413	747	376	234	755	317
3	NW 42nd Ave and Douglas/Le Jeune Connector		978	1,052		1,090					1,458		
4	Douglas/Le Jeune Connector and NW 135th St	151	1,236	410	327	1,638	277	246	607	27	299	701	295
6	Douglas/Le Jeune Connector and NW 151st St		1,381	618	271	2,482					916		197
7	NW 27th Ave and NW 135th St		1,259	208	368	2,353		463	1,015	200			
8	NW 27th Ave and Opa-locka Blvd	141	1,625			2,583	495				272	884	145
9	NW 22nd Ave and NW 135th St		1,184	173	644	2,020		226	1,366	145			
10	NW 22nd Ave and Opa-locka Blvd	251	1,207			2,389	222				114	993	307
11	NW 22nd Ave and SR-9	11	182	454	501	2,022	57	88	753	5	636	1,179	126
12	NW 22nd Ave and NW 151st St	445	1,839	208	132	1,880	309	230	86	325	147	84	91
15	NW 27th Ave and Ali Baba Ave	29	1,027	41		2,304	63	94	221	83	28	157	33
16	NW 27th Ave and NW 151st St	137	861	36	233	2,193	400	392	475	277	108	326	82
17	NW 27th Ave and Burlington St	32	1,020			2,344	58			20	788	76	35
18	Douglas/Le Jeune Connector and WB Gratigny	384	1,270			1,902	443				473	7	332
19	Douglas/Le Jeune Connector and E 65th St		902	66	291	1,649	785	681	480	20			
46	NW 42nd Ave and Curtiss St	28	55	1,160	60	44	1	1	33	19	1,184	24	48
47	Douglas/Le Jeune Connector and Langley Rd	796	1,555			1,634	874	872		794			
49	Douglas/Le Jeune Connector and Ali Baba Ave		2,186	91	162	2,186					103		174
60	NW 22nd Ave and Ali Baba Ave	82	2,361	82	82	2,361	103	84	57	63	63	57	63

Table 5.6 2040 PM Peak Hour Intersection Turning Movement Volumes (Most Likely Scenario)

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	NW 42nd Ave and E 65th St	294	1,027	49	254	979	720	385	647	125	10	661	147
2	NW 42nd Ave and NW 135th St	561	886	315	376	684	479	517	665	315	250	773	342
3	NW 42nd Ave and Douglas/Le Jeune Connector		1,754	1,577		1,131					1,268		
4	Douglas/Le Jeune Connector and NW 135th St	93	1,533	226	361	1,795	251	360	941	73	279	781	473
6	Douglas/Le Jeune Connector and NW 151st St		2,551	583	267	1,901					631		275
7	NW 27th Ave and NW 135th St		1,361	87	241	1,878		695	978	207			
8	NW 27th Ave and Opa-locka Blvd	153	2,185			1,709	429				280	994	396
9	NW 22nd Ave and NW 135th St		2,013	173	374	1,574		224	983	123			
10	NW 22nd Ave and Opa-locka Blvd	500	1,848			1,623	290				166	1,314	428
11	NW 22nd Ave and SR-9	20	1,698	653	472	2,063	48	184	883	6	517	975	168
12	NW 22nd Ave and NW 151st St	447	1,841	208	132	1,882	313	234	86	327	147	84	91
15	NW 27th Ave and Ali Baba Ave	33	1,999	27		1,527	88	130	221	103	38	170	51
16	NW 27th Ave and NW 151st St	284	1,792	45	130	1,341	394	471	378	136	86	397	106
17	NW 27th Ave and Burlington St	25	1,868			1,660	26			14	728	63	60
18	Douglas/Le Jeune Connector and WB Gratigny	483	1,389			1,780	735				487	1	323
19	Douglas/Le Jeune Connector and E 65th St		1,262	166	386	1,259	877	595	485	1			
46	NW 42nd Ave and Curtiss St	28	55	1,241	60	44	1	1	33	19	1,265	24	48
47	Douglas/Le Jeune Connector and Langley Rd	847	1,555			1,634	935	933		845			
49	Douglas/Le Jeune Connector and Ali Baba Ave		2,231	91	167	2,231					103		179
60	NW 22nd Ave and Ali Baba Ave	82	2,363	82	82	2,363	105	86	60	63	63	60	63

Table 5.7 2040 AM Peak Hour Truck % (Most Likely Scenario)

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	NW 42nd Ave and E 65th St	12	5	33	14	4	3	1	2	4	-	4	12
2	NW 42nd Ave and NW 135th St	7	6	11	4	4	6	6	7	4	5	6	4
3	NW 42nd Ave and Douglas/Le Jeune Connector		4	4		3					5		
4	Douglas/Le Jeune Connector and NW 135th St	8	6	10	7	6	8	8	8	21	9	8	11
6	Douglas/Le Jeune Connector and NW 151st St		4	3	-	1					3		7
7	NW 27th Ave and NW 135th St		7	1	3	5		15	6	8			
8	NW 27th Ave and Opa-locka Blvd	9	11			4	13				6	4	6
9	NW 22nd Ave and NW 135th St		6	8	3	4		12	4	3			
10	NW 22nd Ave and Opa-locka Blvd	3	7			2	5				9	5	5
11	NW 22nd Ave and SR-9	-	41	10	6	4	13	9	18	75	6	7	7
12	NW 22nd Ave and NW 151st St	14	15	15	15	15	13	12	15	14	15	15	15
15	NW 27th Ave and Ali Baba Ave	-	51	6		75	0	1	5	6	2	9	2
16	NW 27th Ave and NW 151st St	4	47	5	9	64	5	3	5	6	3	12	6
17	NW 27th Ave and Burlington St	5	61			77	-			1	46	2	1
18	Douglas/Le Jeune Connector and WB Gratigny	11	7			9	13				10	-	7
19	Douglas/Le Jeune Connector and E 65th St		10	12	7	7	6	6	5	6			
46	NW 42nd Ave and Curtiss St	5	5	4	5	5	5	5	5	5	4	5	5
47	Douglas/Le Jeune Connector and Langley Rd	9	9			9	6	6		9			
49	Douglas/Le Jeune Connector and Ali Baba Ave		9	9	10	9					9		10
60	NW 22nd Ave and Ali Baba Ave	15	15	15	15	15	12	11	15	15	15	15	15

Table 5.8 2040 PM Peak Hour Truck % (Most Likely Scenario)

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	NW 42nd Ave and E 65th St	1	4	10	9	4	1	3	2	7	78	2	24
2	NW 42nd Ave and NW 135th St	4	4	7	3	5	5	4	7	8	10	5	4
3	NW 42nd Ave and Douglas/Le Jeune Connector		2	4		4					6		
4	Douglas/Le Jeune Connector and NW 135th St	4	6	14	7	5	8	4	5	12	8	8	5
6	Douglas/Le Jeune Connector and NW 151st St		3	3	-	1					4		9
7	NW 27th Ave and NW 135th St		6	5	2	6		7	5	4			
8	NW 27th Ave and Opa-locka Blvd	5	6			6	14				9	5	5
9	NW 22nd Ave and NW 135th St		3	4	7	4		7	4	4			
10	NW 22nd Ave and Opa-locka Blvd	1	3			4	6				3	4	6
11	NW 22nd Ave and SR-9	-	4	7	7	3	26	3	10	-	6	12	7
12	NW 22nd Ave and NW 151st St	5	5	5	5	5	4	4	5	5	5	5	5
15	NW 27th Ave and Ali Baba Ave	-	3	21		3	1	2	6	4	11	9	3
16	NW 27th Ave and NW 151st St	4	3	-	8	4	3	2	4	4	4	3	5
17	NW 27th Ave and Burlington St	23	2			4	4			36	10	6	4
18	Douglas/Le Jeune Connector and WB Gratigny	7	5			8	15				6	-	10
19	Douglas/Le Jeune Connector and E 65th St		7	10	11	9	8	5	5	-			
46	NW 42nd Ave and Curtiss St	5	5	4	5	5	5	5	5	5	4	5	5
47	Douglas/Le Jeune Connector and Langley Rd	8	7			7	5	5		8			
49	Douglas/Le Jeune Connector and Ali Baba Ave		7	7	8	7					7		8
60	NW 22nd Ave and Ali Baba Ave	5	5	5	5	5	4	4	12	5	5	12	5

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6.0 Future Conditions Analysis and Project Development

Future 2040 conditions analyses included roadway link analysis for all growth scenarios (Trend, Moderate, High and Most-Likely) and signal operational analysis for all major intersections under the Most-Likely scenario.

6.1 2040 BASELINE CONDITIONS ANALYSIS

Results from the baseline (No-Build) analysis describe the conditions projected to exist in 2040 if no improvements are considered. It serves as the baseline to compare with the build alternatives and qualify the benefits and impacts.

Roadway levels of service for 2040 No-Build conditions were determined using Synchro 10 for peak hour signal intersection operations and FDOT 2012 Q/LOS service volume tables for daily roadway segment conditions.

A summary of intersection LOS and Delay for the 2040 No-Build operations is provided in Table 6.1. The Synchro outputs are attached in Appendix F.

Table 6.1 2040 Baseline Conditions Intersection LOS and Delay

#	Intersection	2040 Future Unmitigated LOS and Delay			
		AM		PM	
		LOS	Delay (sec)	LOS	Delay (sec)
1	NW 42nd Ave and Douglas/Le Jeune Connector	C	20.8	D	47
2	NW 42nd Ave and E 65th St	D	41.8	E	71.4
3	NW 42nd Ave and NW 135th St	F	188.7	F	170.7
4	NW 42nd Ave and Curtiss St	C	32.1	D	37.2
5	Douglas/Le Jeune Connector and E 65th St	F	144.4	F	113.5
6	Douglas/Le Jeune Connector and WB Gratigny Pkwy	F	99.9	F	91.3
7	Douglas/Le Jeune Connector and NW 135th St	F	172.4	F	238
8	Douglas/Le Jeune Connector and Ali Baba Ave	F	139.6	E	58
9	Douglas/Le Jeune Connector and Langley Rd	F	270.3	F	287.1
10	Douglas/Le Jeune Connector and NW 151st St	F	102.9	F	165.9
11	NW 27th Ave and EB NW 135th St	D	38.7	D	38.8
12	NW 27th Ave and WB Opa-locka Blvd	E	62.9	E	56.9
13	NW 27th Ave and Burlington St	F	170.2	C	26.2
14	NW 27th Ave and Ali Baba Ave	E	63	B	14.5
15	NW 27th Ave and NW 151st St	F	172.7	E	66.4
16	NW 22nd Ave and EB NW 135th St	F	131.2	F	140.4
17	NW 22nd Ave and WB Opa-locka Blvd	F	140.9	F	145.8
18	NW 22nd Ave and SR-9	F	195.3	F	229.6
19	NW 22nd Ave and Ali Baba Ave	F	87.3	E	61.2
20	NW 22nd Ave and NW 151st St	F	179.3	F	132.7

As shown in Table 6.1 above, the majority of signal intersections for baseline 2040 conditions are expected to operate at LOS E or F.

Table 6.2 summarizes 2040 No-Build segment conditions for the Trend, Moderate, High, and Most Likely scenarios. Douglas/Le Jeune Connector will be over-capacity. Part of NW 27th Avenue and majority of NW 22nd Avenue will be over-capacity.

Table 6.2 2040 Baseline Conditions Segment LOS and Delay for Trend, Moderate, High and Most Likely Scenarios

#	Roadway	From	To	LOS Std[1]	2040 Trend Traffic Volume and LOS				2040 Moderate Traffic Volume and LOS				2040 High Traffic Volume and LOS				2040 Most Likely Traffic Volume and LOS			
					Proj. AADT[2]	LOS Daily[3]	Peak Hr/ Peak Dir. Est[4]	LOS Peak Hour[5]	Proj. AADT[2]	LOS Daily[3]	Peak Hr/ Peak Dir. Est[4]	LOS Peak Hour[5]	Proj. AADT[2]	LOS Daily[3]	Peak Hr/ Peak Dir. Est[4]	LOS Peak Hour[5]	Proj. AADT[2]	LOS Daily[3]	Peak Hr/ Peak Dir. Est[4]	LOS Peak Hour[5]
1	NW 42nd Ave/Le Jeune Rd	E 56th St	E 65th St	D	21,060	C	1,040	C	23,010	C	1,250	C	24,110	C	1,380	C	23,000	C	1,250	C
2	NW 42nd Ave/Le Jeune Rd	E 65th St	SR-916 (NW 135th St)	D	25,870	C	1,280	C	28,500	C	1,600	C	30,280	C	1,810	C	28,370	C	1,580	C
3	NW 42nd Ave/Le Jeune Rd	SR-916 (NW 135th St)	Curtiss St	E	7,960	C	410	C	13,230	D	930	D	15,400	D	1,200	D	13,470	D	940	D
4	Douglas/Le Jeune Connector	Le Jeune Rd	SR-916 (NW 135th St)	E	39,210	F	1,940	F	42,130	F	2,220	F	44,170	F	2,430	F	41,990	F	2,200	F
5	Douglas/Le Jeune Connector	NW 135th St	Ali Baba Ave	E	41,650	F	1,620	F	46,280	F	2,140	F	48,410	F	2,430	F	46,430	F	2,140	F
6	Douglas/Le Jeune Connector	Ali Baba Ave	Curtiss St	E	41,630	F	1,920	F	46,170	F	2,420	F	48,250	F	2,700	F	46,300	F	2,420	F
7	Douglas/Le Jeune Connector	Curtiss St	NW 151st St	E	41,640	F	1,920	F	49,500	F	3,020	F	52,970	F	3,600	F	49,810	F	3,030	F
8	NW 32nd Ave	NW 119th St	SR-916 (NW 135th St)	E	23,950	C	1,240	C	24,220	C	1,270	C	24,320	C	1,290	C	24,230	C	1,270	C
9	NW 27th Ave/SR-9/SR-820	NW 119th St	SR-916 (Opa-Locka Blvd)	D	48,680	C	2,400	C	49,190	C	2,450	C	49,400	C	2,480	C	49,210	C	2,460	C
10	NW 27th Ave/SR-9/SR-820	SR-916 (Opa-Locka Blvd)	SR-9 Ramp	D	66,210	F	3,270	F	66,670	F	3,320	F	67,090	F	3,370	F	66,600	F	3,310	F
11	NW 27th Ave/SR-9/SR-820	SR-9 Ramp	Ali Baba Ave	D	44,140	D	2,180	D	44,520	D	2,220	D	44,690	D	2,240	D	44,530	D	2,220	D
12	NW 27th Ave/SR-9/SR-820	Ali Baba Ave	NW 151st St	D	39,090	D	1,930	D	39,500	D	1,980	D	39,690	D	2,010	D	39,510	D	1,980	D
13	SR-9	NW 27th Ave	NW 22nd Ave	D	9,410	C	450	C	9,490	C	460	C	9,750	C	490	C	9,410	C	450	C
14	SR-9	NW 22nd Ave	NW 159th St	D	29,410	C	1,400	C	30,720	C	1,540	C	31,550	C	1,640	C	30,710	C	1,530	C
15	SR-9	NW 159th St	Golden Glades Interchange	D	35,140	C	1,740	C	36,460	C	1,870	C	37,290	C	1,980	C	36,440	C	1,870	C
16	NW 22nd Ave	NW 119th St	NW 135th St (Opa-Locka Blvd)	E	31,870	C	1,650	C	32,040	C	1,670	C	32,110	C	1,680	C	32,040	C	1,670	C
17	NW 22nd Ave	NW 135th St (Opa-Locka Blvd)	SR-9	E	53,550	F	2,270	F	53,920	F	2,310	F	54,200	F	2,350	F	53,920	F	2,300	F
18	NW 22nd Ave	SR-9	NW 151st St	E	60,390	F	2,830	F	61,410	F	2,940	F	61,860	F	2,990	F	61,460	F	2,940	F
19	NW 151st St	Douglas/Le Jeune Connector	NW 27th Ave	E	11,350	C	590	C	14,960	D	970	D	16,420	D	1,160	D	15,110	D	970	D
20	NW 151st St	NW 27th Ave	NW 22nd Ave	E	13,860	D	590	C	14,310	D	640	C	14,500	D	660	D	14,330	D	640	C
21	Curtiss St	NW 42nd Ave	Douglas/Le Jeune Connector	E	8,350	C	440	C	17,630	D	1,410	D	21,460	D	1,920	F	18,070	D	1,430	D
22	Ali Baba Ave	Douglas/Le Jeune Connector	NW 27th Ave	E	5,030	C	260	C	5,820	C	350	C	6,150	C	390	C	5,850	C	350	C
23	Ali Baba Ave	NW 27th Ave	NW 22nd Ave	E	3,200	C	170	C	3,980	C	250	C	4,310	C	290	C	4,020	C	250	C
24	SR-916 (NW 135th St)	NW 57th Ave/Red Road	Le Jeune Rd	D	33,450	C	1,660	C	36,150	C	1,930	D	37,690	C	2,110	F	36,130	C	1,920	D
25	SR-916 (NW 135th St)	Le Jeune Rd	Douglas/Le Jeune Connector	D	24,410	C	1,210	C	26,470	C	1,410	C	27,820	C	1,540	C	26,390	C	1,400	C
26	SR-916 (NW 135th St)	Douglas/Le Jeune Connector	NW 27th Ave	D	24,730	C	1,240	C	28,120	C	1,610	C	29,990	C	1,840	C	28,130	C	1,590	C
27	SR-916 (NW 135th St)	NW 27th Ave	NW 22nd Ave	D	24,050	C	1,200	C	26,070	C	1,410	C	27,140	C	1,540	C	26,090	C	1,400	C
28	SR-924 (Gratigny Parkway)	NW 57th Ave/Red Road	Douglas/Le Jeune Connector	D	53,790	B	2,510	B	56,000	B	2,710	B	57,080	B	2,810	B	56,040	B	2,710	B
29	NW 119th St/E 65th St	Douglas/Le Jeune Connector	NW 27th Ave	E	13,000	C	670	C	13,050	C	680	C	13,230	C	690	C	13,000	C	670	C
30	E 65th St	Le Jeune Rd	Douglas/Le Jeune Connector	E	13,220	C	680	C	13,440	C	710	C	13,530	C	730	C	13,450	C	710	C

Notes

[1]LOS Std = Segment-level LOS standard based on facility type per 2012 FDOT Generalized Service Volume Tables

[2]Proj. AADT - AADT projected assuming given scenario assumptions

[3]LOS Daily - Segment-level LOS derived existing facility type and projected AADT

[4]Peak Hr/ Peak Dir. Est - PM peak hour, peak direction volume projected assuming given scenario assumptions

[5]LOS Peak Hour - Segment-level LOS derived existing facility type and projected PM peak hour, peak direction volume

PM Peak hour was selected after sensitivity analysis was conducted to determine which peak hour (AM or PM) added the highest volumes to the network.

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6.2 PROJECT DEVELOPMENT

Mitigation projects are developed based on considerations of stakeholder interview feedbacks, existing traffic conditions and operational analysis, field visit observations, and future traffic conditions and operational analysis. A review of programmed and planned projects was performed to identify any on-going or planned efforts related to this study before developing potential projects.

Related Plans and Projects

The Miami-Dade Transportation Planning Organization's 2040 Long Range Transportation Plan (LRTP), and Transportation Improvement Program (TIP), the City of Opa-locka Comprehensive Plan (Comp Plan), and the FDOT's Work Program were reviewed to identify any planned improvement projects near the study area. Excerpts from the LRTP, TIP, Comp Plan, and Work program are included in Appendix G.

Miami-Dade Transportation Planning Organization (TPO):

The Miami-Dade TPO has identified four projects near the study area in their 2040 LRTP:

- Priority I projects (2015 to 2020)
  - #18 – Enhanced bus service for North Corridor (NW 27th Avenue) from Miami Intermodal Center to NW 215th Street Terminal
  - #22 - Add two lanes along NW 57th Ave (Red Road) from W 65th Street to W 84th Street
  - #23 - Add two lanes along NW 57th Avenue (Red Road) from W 53rd Street to W 65th Street
- Priority IV projects (2031 to 2040)
  - #6 – Bus Rapid Transit for North Corridor (NW 27th Avenue) from Miami Intermodal Center to NW 215th Street Terminal

The current TIP (FY 2017 - 2020) includes the following four projects near the study area:

- #NM59 – Bicycle Pedestrian Improvements along NW 22nd Avenue from NW 111th Street to NW 183rd Street
- #NM106 – Bicycle Pedestrian Improvements at NW 27th Avenue to SR-9 Extension
- #NM224 – Bicycle Pedestrian Improvements at Nathan Young Elementary
- #MDT301 – Enhanced bus service for North Corridor (NW 27th Avenue) from Miami Intermodal Center to NW 215th Street Terminal

City of Opa-locka:

The City of Opa-locka currently has one project within the study area:

- NW 147th Street improvements, from NW 22nd Avenue to NW 27th Avenue

FDOT Work Program:

The current FDOT 5-Year Work Program (FY 2017-2022) includes the following projects that are located close to the study area:

- FM #438076-1 – PD&E along SR-9/NW 27th Avenue from MIA Intermodal Center to NW 215th Street (a SMART corridor)
- FM #439522-1 – Pedestrian Safety Improvement along SR-916/NW 135th Street between Cairo Lane and Sesame Street
- FM #431200-1 – Preliminary Engineering along SR-924/Gratigny Road for MDX Corridors

Mitigation Projects

Table 6.3 lists a total of 22 proposed projects as the result of this study's analysis and project development. The list consists of various project types including:

- Access Management,
- TSM&O/ATMS,
- Intersection geometry improvements (e.g., turn lanes, turn bays, turning radii),
- Capacity/widening,
- Truck routing/restrictions,
- Safety, pavement, drainage, rail access, etc.

Conceptual drawings of proposed projects are provide in Appendix H.

Table 6.3 Opa-locka Freight Implementation Plan – Proposed Projects

Map ID	Name	Project ID	Project Type	Description	Location	Timeframe
1	Curtiss St/NW 42nd Ave	1-OPA	Arterial/Collector	Extend left turn storage lane to 1,000 feet on Curtiss St at WB approach to NW 42nd Ave; close median at Musick St	Curtiss St. from NW 42nd Ave east 1,000 feet	
2	Curtiss St/Douglas Rd	2-OPA	Arterial/Collector	Add additional EB right turn lane at Curtiss St and Douglas Rd	Curtiss St at Douglas Rd	
3	Douglas Rd Lanes	3-OPA	Arterial/Collector	Add two additional through lanes on Douglas Rd from 135th St to 157th St	Douglas Rd from 135th St to 157th St	
4	Douglas Rd Turbo	4-OPA	Arterial/Collector	Convert one NB through lane to continuous through lane for NB traffic along Douglas Rd at Curtiss St	Douglas Rd South of Curtiss St to North of Curtiss St	
5	NW 42nd Ave/135th St	5-OPA	Arterial/Collector	Add additional SB through lane and exclusive SB right turn lane at NW 42nd Ave and 135th St	NW 42nd Ave at 135th St	
6	135th St/NW 42nd Ave	6-OPA	Arterial/Collector	Add additional receiving lane WB on 135th St from NW 42nd Ave SB right turn	135th St West of NW 42nd Ave	
7	NW 42nd Ave/NW 135th St Access	7-OPA	Arterial/Collector	Reduce access/close driveways along intersection legs of NW 42nd Ave/NW 135th St	NW 42nd Ave and NW 135th St within 1000 feet of intersection	
8	NW 135th St	8-OPA	Arterial/Collector	Access management along NW 135th St from NW 42nd Ave and raise median along NW 135th St. east of Douglas Rd to east of railroad to restrict business access	NW 135th St	
9	Douglas Rd/NW 135th St Access	9-OPA	Arterial/Collector	Reduce access/close driveways along intersection legs of Douglas Rd/NW 135th St	Douglas Rd and NW 135th St within 1000 feet of intersection	
10	Cairo Ln/NW 127th St	10-OPA	Arterial/Collector	Upgrade Cairo Lane; complete and upgrade NW 127th St from Cairo Lane to NW 32nd Ave	Extent of Cairo Ln and NW 127th St	
11	Douglas/Gratigny	11-OPA	Arterial/Collector	Improve Le Jeune Rd/Douglas Rd access to/from Gratigny interchange	Douglas Rd/Gratigny Access	
12	NW 27th Ave Lanes	12-OPA	Arterial/Collector	Add two additional through lanes on NW 27th Ave from Opa-locka Blvd to SR-9	NW 27th Ave from Opa-locka Blvd to SR-9	
13	SR-9/NW 27th Ave Interchange	13-OPA	Arterial/Collector	Reconstruct SR-9/NW 27th Ave interchange (coordinate with SMART corridor project)	SR-9/NW 27th Ave Interchange	
14	NW 27th Ave SMART Coordination	14-OPA	Arterial/Collector	Incorporate truck considerations input to SMART NW 27th Ave project	NW 27th Ave in Opa-locka	
15	NW 22nd Ave 2 Lanes	15-OPA	Arterial/Collector	Add two additional through lanes on NW 22nd Ave from Opa-locka Blvd to SR-9	NW 22nd Ave from Opa-locka Blvd to SR-9	
16	NW 22nd Ave 4 Lanes	16-OPA	Arterial/Collector	Add four additional through lanes on NW 22nd Ave from SR-9 to NW 151st St	NW 22nd Ave from SR-9 to NW 151st St	
17	Douglas Rd Signals	17-OPA	Operations	Improve signal coordination along Douglas Rd	Douglas Rd In Opa-locka	
18	NW 42nd Ave Signals	18-OPA	Operations	Improve signal coordination along NW 42nd Ave/Le Jeune Rd	NW 42nd Ave in Opa-locka	
19	NW 135th St Signals	19-OPA	Operations	Improve signal coordination along NW 135th St	NW 135th St In Opa-locka	
20	NW 27th Ave Signals	20-OPA	Operations	Improve signal coordination along NW 27th Ave	NW 27th Ave in Opa-locka	
21	NW 22nd Ave Signals	21-OPA	Operations	Improve signal coordination along NW 22nd Ave	NW 22nd Ave in Opa-locka	
22	EB 135th and NW 27th Ave	22-OPA	Operations	Change EB approach to 1 shared through right + 2 through + 2 left; sign to indicate EB trucks making LT to NB 27th Ave use outer LT lane only; pull back SBLT stop line, add pavement marking to align new EB through and left turn traffic pattern	NW 135th St and NW 27th Ave	

Source: Cambridge Systematics

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6.3 2040 MITIGATED CONDITIONS ANALYSIS

The 2040 Build analysis includes link LOS analysis (Trend, Moderate, High, and Most Likely scenarios) and peak hour intersection operational analysis (Most Likely scenario only). The 22 projects identified in Table 6-3 and the FDOT, MPO, and City planned and programmed projects were considered when assessing the future mitigated conditions.

Roadway segment LOS are summarized in Table 6.4. Note that proposed projects are designed to accommodate the Most Likely conditions. The segment of Douglas/Le Jeune Connector between Langley Road and NW 151st Street is expected to be LOS F for 2040 Most Likely conditions. However, the DDHV of 3030 is marginally higher than 3-lane Class I segment LOS D threshold of 3020, which appears to be acceptable.

A summary of intersection LOS and delay for 2040 mitigated Most Likely scenario is provided in Table 6.5. The conditions along 22nd Avenue are projected to be congested for the majority of the corridor. Similarly, some intersections on 27th Avenue and Douglas Road/Le Jeune Connector will experience significant delay. Proposed projects along Douglas/Le Jeune Connector significantly improve the operational conditions along the stretch north of NW 135th Street. Other locations, such as NW 42nd Avenue at NW 135th Street, and Douglas/Le Jeune Connector south of NW 135th Street, will receive moderate to significant delay reduction delay (from higher LOS F delays to lower LOS F delays). Synchro reports are provided in Appendix F.

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Table 6.4 2040 Mitigated Conditions for Trend, Moderate, High and Most Likely Scenarios

					Existing Traffic Volume and LOS				2040 Trend Traffic Volume and LOS				2040 Moderate Traffic Volume and LOS				2040 High Traffic Volume and LOS				2040 Most Likely Traffic Volume and LOS			
#	Roadway	From	To	LOS Std*	FDOT AADT[1]	LOS Daily	FDOT Historical (Linear) Growth	LOS (Est. Peak Hour)	Proj. AADT[2]	LOS Daily[3]	Peak Hr/ Peak Dir. Est[4]	LOS Peak Hour[5]	Proj. AADT[2]	LOS Daily[3]	Peak Hr/ Peak Dir. Est[4]	LOS Peak Hour[5]	Proj. AADT[2]	LOS Daily[3]	Peak Hr/ Peak Dir. Est[4]	LOS Peak Hour[5]	Proj. AADT[2]	LOS Daily[3]	Peak Hr/ Peak Dir. Est[4]	LOS Peak Hour[5]
1	NW 42nd Ave/Le Jeune Rd	E 56th St	E 65th St	D	16,700	C	820	C	21,100	C	1,040	C	23,000	C	1,250	C	24,100	C	1,380	C	23,000	C	1,250	C
2	NW 42nd Ave/Le Jeune Rd	E 65th St	SR-916 (NW 135th St)	D	20,500	C	1,010	C	25,900	C	1,280	C	28,500	C	1,600	C	30,300	C	1,810	C	28,400	C	1,580	C
3	NW 42nd Ave/Le Jeune Rd	SR-916 (NW 135th St)	Curtiss St	E	6,300	C	330	C	8,000	C	410	C	13,200	D	930	D	15,400	D	1,200	D	13,500	D	940	D
4	Douglas/Le Jeune Connector	Le Jeune Rd	SR-916 (NW 135th St)	E	31,000	C	1,530	C	39,200	C	1,940	C	42,100	C	2,220	C	44,200	C	2,430	C	42,000	C	2,200	C
5	Douglas/Le Jeune Connector	NW 135th St	Ali Baba Ave	E	33,000	C	1,280	C	41,700	C	1,620	C	46,300	C	2,140	C	48,400	C	2,430	C	46,400	C	2,140	C
6	Douglas/Le Jeune Connector	Ali Baba Ave	Curtiss St	E	33,000	C	1,510	C	41,600	C	1,920	C	46,200	C	2,420	C	48,200	C	2,700	C	46,300	C	2,420	C
7	Douglas/Le Jeune Connector	Curtiss St	NW 151st St	E	33,000	C	1,510	C	41,600	C	1,920	C	49,500	C	3,020	D	53,000	C	3,600	F	49,800	C	3,030	F
8	NW 32nd Ave	NW 119th St	SR-916 (NW 135th St)	E	13,400	C	690	C	24,000	C	1,240	C	24,200	C	1,270	C	24,300	C	1,290	C	24,200	C	1,270	C
9	NW 27th Ave/SR-9/SR-820	NW 119th St	SR-916 (Opa-Locka Blvd)	D	43,000	C	2,120	C	48,700	C	2,400	C	49,200	C	2,450	C	49,400	C	2,480	C	49,200	C	2,460	C
10	NW 27th Ave/SR-9/SR-820	SR-916 (Opa-Locka Blvd)	SR-9 Ramp	D	58,500	D	2,880	C	66,200	C	3,270	C	66,700	C	3,320	C	67,100	C	3,370	C	66,600	C	3,310	C
11	NW 27th Ave/SR-9/SR-820	SR-9 Ramp	Ali Baba Ave	D	39,000	D	1,920	D	44,100	D	2,180	D	44,500	D	2,220	D	44,700	D	2,240	D	44,500	D	2,220	D
12	NW 27th Ave/SR-9/SR-820	Ali Baba Ave	NW 151st St	D	34,500	D	1,700	D	39,100	D	1,930	D	39,500	D	1,980	D	39,700	D	2,010	D	39,500	D	1,980	D
13	SR-9	NW 27th Ave	NW 22nd Ave	D	8,300	C	390	C	9,400	C	450	C	9,500	C	460	C	9,800	C	490	C	9,400	C	450	C
14	SR-9	NW 22nd Ave	NW 159th St	D	25,924	C	1,230	C	29,400	C	1,400	C	30,700	C	1,540	C	31,600	C	1,640	C	30,700	C	1,530	C
15	SR-9	NW 159th St	Golden Glades Interchange	D	31,000	C	1,530	C	35,100	C	1,740	C	36,500	C	1,870	C	37,300	C	1,980	C	36,400	C	1,870	C
16	NW 22nd Ave	NW 119th St	NW 135th St (Opa-Locka Blvd)	E	17,900	C	920	C	31,900	C	1,650	C	32,000	C	1,670	C	32,100	C	1,680	C	32,000	C	1,670	C
17	NW 22nd Ave	NW 135th St (Opa-Locka Blvd)	SR-9	E	30,000	C	1,260	C	53,500	C	2,270	C	53,900	C	2,310	C	54,200	C	2,350	C	53,900	C	2,300	C
18	NW 22nd Ave	SR-9	NW 151st St	E	33,900	F	1,590	F	60,400	C	2,830	C	61,400	C	2,940	C	61,900	C	2,990	C	61,500	C	2,940	C
19	NW 151st St	Douglas/Le Jeune Connector	NW 27th Ave	E	9,000	C	460	C	11,400	C	590	C	15,000	D	970	D	16,400	D	1,160	D	15,100	D	970	D
20	NW 151st St	NW 27th Ave	NW 22nd Ave	E	11,000	C	470	C	13,900	D	590	C	14,300	D	640	C	14,500	D	660	D	14,300	D	640	C
21	Curtiss St	NW 42nd Ave	Douglas/Le Jeune Connector	E	6,600	C	340	C	8,400	C	440	C	17,600	D	1,410	D	21,500	D	1,920	F	18,100	D	1,430	D
22	Ali Baba Ave	Douglas/Le Jeune Connector	NW 27th Ave	E	3,600	C	190	C	5,000	C	260	C	5,800	C	350	D	6,200	C	390	D	5,900	C	350	D
23	Ali Baba Ave	NW 27th Ave	NW 22nd Ave	E	2,300	C	120	C	3,200	C	170	C	4,000	C	250	C	4,300	C	290	C	4,000	C	250	C
24	SR-916 (NW 135th St)	NW 57th Ave/Red Road	Le Jeune Rd	D	29,500	C	1,450	C	33,500	C	1,660	C	36,200	C	1,930	D	37,700	C	2,110	F	36,100	C	1,920	D
25	SR-916 (NW 135th St)	Le Jeune Rd	Douglas/Le Jeune Connector	D	21,500	C	1,060	C	24,400	C	1,210	C	26,500	C	1,410	C	27,800	C	1,540	C	26,400	C	1,400	C
26	SR-916 (NW 135th St)	Douglas/Le Jeune Connector	NW 27th Ave	D	21,600	C	1,060	C	24,700	C	1,240	C	28,100	C	1,610	C	30,000	C	1,840	C	28,100	C	1,590	C
27	SR-916 (NW 135th St)	NW 27th Ave	NW 22nd Ave	D	21,100	C	1,040	C	24,100	C	1,200	C	26,100	C	1,410	C	27,100	C	1,540	C	26,100	C	1,400	C
28	SR-924 (Gratigny Parkway)	NW 57th Ave/Red Road	Douglas/Le Jeune Connector	D	47,500	B	2,210	B	53,800	C	2,510	C	56,000	C	2,710	C	57,100	C	2,810	C	56,000	C	2,710	C
29	NW 119th St/E 65th St	Douglas/Le Jeune Connector	NW 27th Ave	E	11,500	C	590	C	13,000	C	670	C	13,100	C	680	C	13,200	C	690	C	13,000	C	670	C
30	E 65th St	Le Jeune Rd	Douglas/Le Jeune Connector	E	11,700	C	600	C	13,200	C	680	C	13,400	C	710	C	13,500	C	730	C	13,400	C	710	C

Notes

*LOS Std = Segment-level LOS standard based on facility type per 2012 FDOT Generalized Service Volume Tables

[1]FDOT AADT - AADT taken from FDOT traffic counters

[2]Proj. AADT - AADT projected assuming given scenario assumptions

[3]LOS Daily - Segment-level LOS derived existing facility type and projected AADT

[4]Peak Hr/ Peak Dir. Est - PM peak hour, peak direction volume projected assuming given scenario assumptions

[5]LOS Peak Hour - Segment-level LOS derived existing facility type and projected PM peak hour, peak direction volume

PM Peak hour was selected after sensitivity analysis was conducted to determine which peak hour (AM or PM) added the highest volumes to the network.

Source: Cambridge Systematics

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Table 6.5 2040 Most Likely Scenario Baseline (Unmitigated) vs Mitigated Intersection LOS and Delay

Intersection	2040 Future Unmitigated LOS and Delay				2040 Future Mitigated LOS and Delay			
	AM		PM		AM		PM	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
NW 42nd Ave and Douglas/Le Jeune Connector	C	20.8	D	47	C	23.2	D	40.7
NW 42nd Ave and E 65th St	D	41.8	E	71.4	D	48.2	E	62.8
NW 42nd Ave and NW 135th St	F	188.7	F	170.7	F	124.8	F	129.2
NW 42nd Ave and Curtiss St	C	32.1	D	37.2	C	24.9	D	37.3
Douglas/Le Jeune Connector and E 65th St	F	144.4	F	113.5	F	127.8	F	108.6
Douglas/Le Jeune Connector and WB Gratigny Pkwy	F	99.9	F	91.3	F	95.6	F	83.1
Douglas/Le Jeune Connector and NW 135th St	F	172.4	F	238	F	137.9	F	210.9
Douglas/Le Jeune Connector and Ali Baba Ave	F	139.6	E	58	A	8.3	A	7.6
Douglas/Le Jeune Connector and Langley Rd	F	270.3	F	287.1	D	46	D	50.2
Douglas/Le Jeune Connector and NW 151st St	F	102.9	F	165.9	D	37.7	E	58
NW 27th Ave and EB NW 135th St	D	38.7	D	38.8	D	38.5	C	32.4
NW 27th Ave and WB Opa-locka Blvd	E	62.9	E	56.9	E	65.3	C	33.7
NW 27th Ave and Burlington St	F	170.2	C	26.2	F	100.2	B	19.2
NW 27th Ave and Ali Baba Ave	E	63	B	14.5	D	51.1	B	10.3
NW 27th Ave and NW 151st St	F	172.7	E	66.4	F	159.5	E	64.9
NW 22nd Ave and EB NW 135th St	F	131.2	F	140.4	F	121.2	F	129.6
NW 22nd Ave and WB Opa-locka Blvd	F	140.9	F	145.8	E	73	F	88.2
NW 22nd Ave and SR-9	F	195.3	F	229.6	F	165.4	F	136.8
NW 22nd Ave and Ali Baba Ave	F	87.3	E	61.2	F	81.9	A	9.6
NW 22nd Ave and NW 151st St	F	179.3	F	132.7	F	100.5	E	55.7

Source: Cambridge Systematics

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7.0 Conclusions

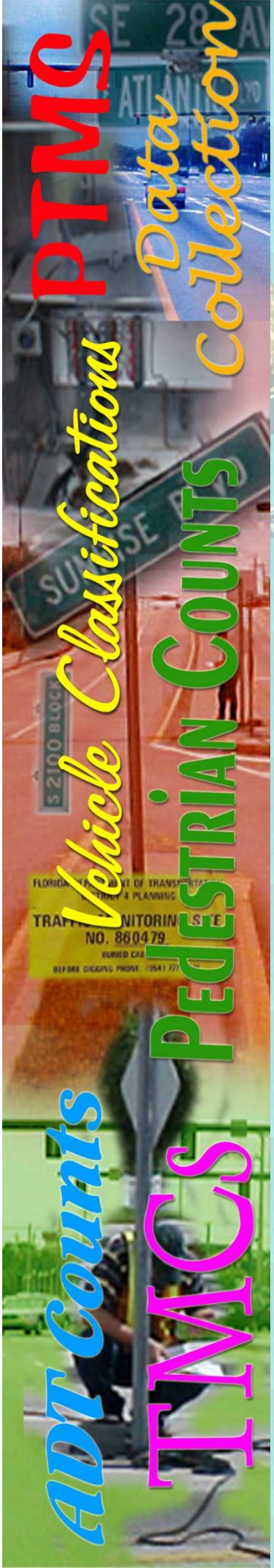
FDOT District Six conducted a study to investigate freight corridors within the Opa-locka area, and develop a plan of viable improvements to enhance freight connectivity and minimize conflicts.

The improvements recommended in the report address the forecasted future traffic volumes for future 2040 horizon. Based on the operational and safety analysis performed, the projects shown in Table 6.3 were developed as potential improvements. Conceptual drawings for these proposed projects are provided in Appendix H.

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A. Field Traffic Counts

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Traffic Data Collection

FM No. 435754-3-22-01 / Contract No.: C9P92

Task Work Order # 1

Traffic Data Collection
(City of Opa-Locka Freight Implementation Plan)

Submitted to :

Florida Department of Transportation
(District Six)

Submitted by:

R. ALEMAN & Associates, Inc.
CONSULTING ENGINEERS & SURVEYORS

September 30th, 2016

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Machines Counts

48-Hour Classification Counts

Sta #870001: Douglas Rd /LeJeune Conn, 200' N of NW 135 St

Sta #870002: NW 22 Ave, 200 N of Opa-Locka Blvd

Sta #870003: MW 151 St, 200' E of NW 27 Ave

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County: 87
Station: 0001
Description: NW 37 AVE CONNECTOR NORTH OF NW 135 ST
Start Date: 09/13/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	65	51	38	38	192	36	26	31	24	117	309
0100	41	28	26	15	110	20	21	15	17	73	183
0200	16	14	18	12	60	16	23	24	37	100	160
0300	24	19	26	28	97	18	38	45	47	148	245
0400	28	29	49	43	149	43	57	80	63	243	392
0500	43	82	83	117	325	65	94	141	192	492	817
0600	95	152	164	204	615	194	302	328	320	1144	1759
0700	221	221	247	264	953	339	325	314	329	1307	2260
0800	221	228	245	237	931	295	314	306	305	1220	2151
0900	171	184	204	186	745	282	310	251	225	1068	1813
1000	168	167	165	165	665	259	217	205	219	900	1565
1100	168	190	194	194	746	214	218	216	208	856	1602
1200	195	186	199	206	786	221	212	223	201	857	1643
1300	203	221	215	222	861	213	237	236	223	909	1770
1400	230	195	238	241	904	228	249	249	246	972	1876
1500	278	290	333	303	1204	243	249	248	268	1008	2212
1600	297	325	356	349	1327	259	247	282	310	1098	2425
1700	357	342	370	325	1394	282	288	290	293	1153	2547
1800	400	367	348	287	1402	270	258	255	217	1000	2402
1900	288	246	279	212	1025	196	185	187	158	726	1751
2000	198	215	177	152	742	163	148	123	128	562	1304
2100	149	129	139	133	550	107	115	99	72	393	943
2200	132	124	88	62	406	83	114	90	88	375	781
2300	81	67	56	69	273	66	54	30	45	195	468
24-Hour Totals:					16462					16916	33378

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	960	700	1307	700	2260
P.M.	1730	1462	1645	1170	1645	2588
Daily	1730	1462	630	1312	1645	2588

Truck Percentage 4.67 5.18 4.93

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	62	13254	2378	142	347	120	8	61	78	3	1	2	6	0	0	768	16462
S	105	13242	2692	122	370	235	11	62	57	11	4	0	5	0	0	877	16916

Generated by SPS 5.0.45P

County: 87
Station: 0001
Description: NW 37 AVE CONNECTOR NORTH OF NW 135 ST
Start Date: 09/14/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	51	41	40	33	165	34	25	26	30	115	280
0100	45	38	29	19	131	16	16	25	12	69	200
0200	27	24	24	21	96	15	19	38	26	98	194
0300	23	21	26	36	106	25	33	51	54	163	269
0400	29	43	44	51	167	42	44	66	67	219	386
0500	51	76	92	106	325	83	92	133	186	494	819
0600	102	147	183	225	657	196	281	331	307	1115	1772
0700	183	242	252	243	920	321	327	326	306	1280	2200
0800	247	244	233	237	961	310	311	291	275	1187	2148
0900	185	183	211	162	741	305	258	247	195	1005	1746
1000	197	158	168	164	687	243	213	208	203	867	1554
1100	171	162	210	183	726	192	226	194	184	796	1522
1200	199	190	219	208	816	191	181	210	194	776	1592
1300	223	205	233	205	866	179	202	223	220	824	1690
1400	244	252	255	227	978	221	230	265	227	943	1921
1500	297	315	307	311	1230	255	249	232	248	984	2214
1600	309	344	339	350	1342	242	256	278	280	1056	2398
1700	361	397	363	391	1512	282	286	271	269	1108	2620
1800	381	353	320	325	1379	249	248	264	222	983	2362
1900	302	255	261	241	1059	195	197	182	177	751	1810
2000	213	224	202	161	800	133	120	132	126	511	1311
2100	147	150	147	122	566	114	100	91	97	402	968
2200	132	140	127	107	506	90	100	93	81	364	870
2300	79	65	66	52	262	46	51	37	47	181	443
24-Hour Totals:					16998					16291	33289

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	986	645	1281	715	2253
P.M.	1715	1532	1630	1126	1700	2620
Daily	1715	1532	630	1286	1700	2620

Truck Percentage 5.15 5.49 5.32

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	89	13504	2529	128	441	122	11	65	92	6	5	2	4	0	0	876	16998
S	95	12943	2358	127	360	259	8	57	72	7	1	1	3	0	0	895	16291

Generated by SPS 5.0.45P

County: 87
Station: 0002
Description: NW 22 AVE NORTH OF OPA LOCKA BLVD
Start Date: 09/13/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	64	47	38	34	183	39	34	34	29	136	319
0100	31	27	33	21	112	33	29	25	31	118	230
0200	26	22	21	19	88	25	17	16	14	72	160
0300	19	24	20	14	77	16	21	20	11	68	145
0400	11	33	40	34	118	18	21	36	21	96	214
0500	22	46	64	70	202	33	43	49	82	207	409
0600	88	133	160	163	544	131	190	286	339	946	1490
0700	199	204	217	243	863	345	360	386	364	1455	2318
0800	213	241	188	213	855	324	337	304	317	1282	2137
0900	192	143	192	166	693	256	256	202	208	922	1615
1000	147	154	154	143	598	138	175	158	164	635	1233
1100	142	161	185	163	651	149	159	147	149	604	1255
1200	174	182	210	197	763	149	159	152	173	633	1396
1300	199	194	182	186	761	152	174	171	138	635	1396
1400	191	217	247	199	854	178	187	191	194	750	1604
1500	257	283	280	300	1120	202	208	224	174	808	1928
1600	314	331	378	357	1380	205	228	243	271	947	2327
1700	349	356	372	392	1469	255	261	239	246	1001	2470
1800	338	329	350	295	1312	243	235	233	206	917	2229
1900	243	252	254	230	979	185	196	185	160	726	1705
2000	195	210	180	155	740	175	179	136	124	614	1354
2100	233	181	151	121	686	135	124	114	87	460	1146
2200	104	115	94	82	395	81	83	83	78	325	720
2300	85	79	82	75	321	60	59	51	51	221	542
24-Hour Totals:					15764					14578	30342

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	914	700	1455	730	2325
P.M.	1700	1469	1630	1030	1630	2470
Daily	1700	1469	700	1455	1630	2470
Truck Percentage	4.85		3.79		4.34	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	64	12697	2239	159	275	208	6	33	42	17	0	0	24	0	0	764	15764
S	61	12060	1904	176	229	66	7	22	44	6	0	0	3	0	0	553	14578

Generated by SPS 5.0.45P

County: 87
Station: 0002
Description: NW 22 AVE NORTH OF OPA LOCKA BLVD
Start Date: 09/14/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	41	59	53	44	197	45	39	35	27	146	343
0100	24	36	27	29	116	25	25	15	14	79	195
0200	22	30	13	23	88	17	21	21	15	74	162
0300	9	13	22	26	70	19	14	19	15	67	137
0400	27	24	36	38	125	12	22	26	33	93	218
0500	30	54	71	76	231	36	45	51	86	218	449
0600	102	149	157	164	572	116	172	307	308	903	1475
0700	160	217	210	234	821	338	359	354	377	1428	2249
0800	234	265	195	207	901	329	340	323	337	1329	2230
0900	160	168	158	173	659	307	253	255	200	1015	1674
1000	141	148	164	157	610	172	168	166	150	656	1266
1100	164	196	177	166	703	167	145	140	147	599	1302
1200	181	172	213	193	759	167	154	155	177	653	1412
1300	200	190	192	210	792	167	168	170	191	696	1488
1400	215	232	255	278	980	219	196	235	202	852	1832
1500	283	306	240	300	1129	209	220	226	189	844	1973
1600	300	328	339	350	1317	196	229	220	234	879	2196
1700	339	385	357	350	1431	268	265	236	258	1027	2458
1800	354	358	280	313	1305	233	224	210	218	885	2190
1900	251	273	245	222	991	189	230	205	165	789	1780
2000	218	199	174	155	746	169	182	125	132	608	1354
2100	169	154	142	145	610	144	92	122	100	458	1068
2200	124	128	97	82	431	94	81	76	82	333	764
2300	76	89	81	74	320	85	66	52	50	253	573
24-Hour Totals:					15904					14884	30788

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	943	700	1428	730	2343
P.M.	1715	1446	1700	1027	1700	2458
Daily	1715	1446	700	1428	1700	2458

Truck Percentage 4.75 4.08 4.42

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	56	12634	2459	176	311	150	4	41	48	8	2	0	15	0	0	755	15904
S	57	12117	2103	199	267	47	2	31	54	6	0	0	1	0	0	607	14884

Generated by SPS 5.0.45P

County: 87
Station: 0003
Description: NW 151 ST EAST OF NW 27 AVE
Start Date: 09/13/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	13	14	7	6	40	18	6	11	15	50	90
0100	6	4	11	6	27	10	14	8	14	46	73
0200	4	10	3	4	21	4	5	8	4	21	42
0300	4	11	6	10	31	9	9	14	12	44	75
0400	3	7	10	12	32	9	4	16	12	41	73
0500	11	14	15	23	63	14	20	16	21	71	134
0600	44	62	82	111	299	39	48	53	75	215	514
0700	109	106	153	157	525	67	72	111	115	365	890
0800	185	114	115	123	537	108	121	91	101	421	958
0900	93	68	81	64	306	65	73	67	50	255	561
1000	62	65	63	52	242	67	56	57	76	256	498
1100	58	60	56	81	255	61	66	59	74	260	515
1200	82	60	55	69	266	102	79	63	65	309	575
1300	63	86	86	57	292	90	74	88	81	333	625
1400	85	101	87	128	401	98	80	92	84	354	755
1500	89	98	116	92	395	106	103	128	78	415	810
1600	70	105	94	108	377	132	131	134	113	510	887
1700	95	119	100	98	412	131	142	97	109	479	891
1800	84	90	81	80	335	103	92	84	91	370	705
1900	62	69	74	46	251	77	78	68	54	277	528
2000	64	49	58	42	213	74	69	76	59	278	491
2100	45	41	48	35	169	44	50	44	48	186	355
2200	35	35	17	20	107	33	36	40	36	145	252
2300	21	7	15	12	55	13	25	17	9	64	119
24-Hour Totals:					5651					5765	11416

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	609	730	455	730	1064
P.M.	1445	431	1630	520	1630	936
Daily	730	609	1630	520	730	1064

Truck Percentage 4.90 2.84 3.86

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	78	4735	561	43	92	123	3	7	4	1	0	1	3	0	0	277	5651
W	23	5219	359	22	45	89	2	4	1	1	0	0	0	0	0	164	5765

Generated by SPS 5.0.45P

County: 87
Station: 0003
Description: NW 151 ST EAST OF NW 27 AVE
Start Date: 09/14/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	12	16	4	10	42	24	11	17	8	60	102
0100	8	14	6	8	36	9	8	4	15	36	72
0200	6	3	6	6	21	12	7	7	5	31	52
0300	3	2	3	10	18	4	6	19	4	33	51
0400	5	4	14	12	35	8	8	6	22	44	79
0500	12	11	11	33	67	7	22	16	22	67	134
0600	45	51	84	109	289	31	33	62	61	187	476
0700	136	126	152	145	559	61	81	115	115	372	931
0800	140	113	123	106	482	121	112	91	87	411	893
0900	116	84	68	76	344	61	50	46	86	243	587
1000	70	57	76	65	268	71	67	65	66	269	537
1100	68	47	56	64	235	64	53	72	69	258	493
1200	84	67	52	65	268	73	54	68	79	274	542
1300	71	66	74	88	299	100	74	80	82	336	635
1400	67	84	101	111	363	105	84	111	82	382	745
1500	87	103	95	109	394	117	108	94	120	439	833
1600	86	110	80	108	384	147	127	127	151	552	936
1700	89	120	90	105	404	127	153	92	96	468	872
1800	98	99	81	89	367	98	96	92	85	371	738
1900	69	87	68	69	293	73	98	97	64	332	625
2000	57	56	51	44	208	80	62	52	42	236	444
2100	44	32	44	35	155	47	37	32	37	153	308
2200	37	32	17	17	103	36	37	30	27	130	233
2300	24	16	12	17	69	30	19	15	14	78	147
24-Hour Totals:					5703					5762	11465

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	563	730	463	730	1013
P.M.	1715	413	1630	558	1630	955
Daily	715	563	1630	558	730	1013
Truck Percentage	5.03		2.95		3.99	

Classification Summary Database

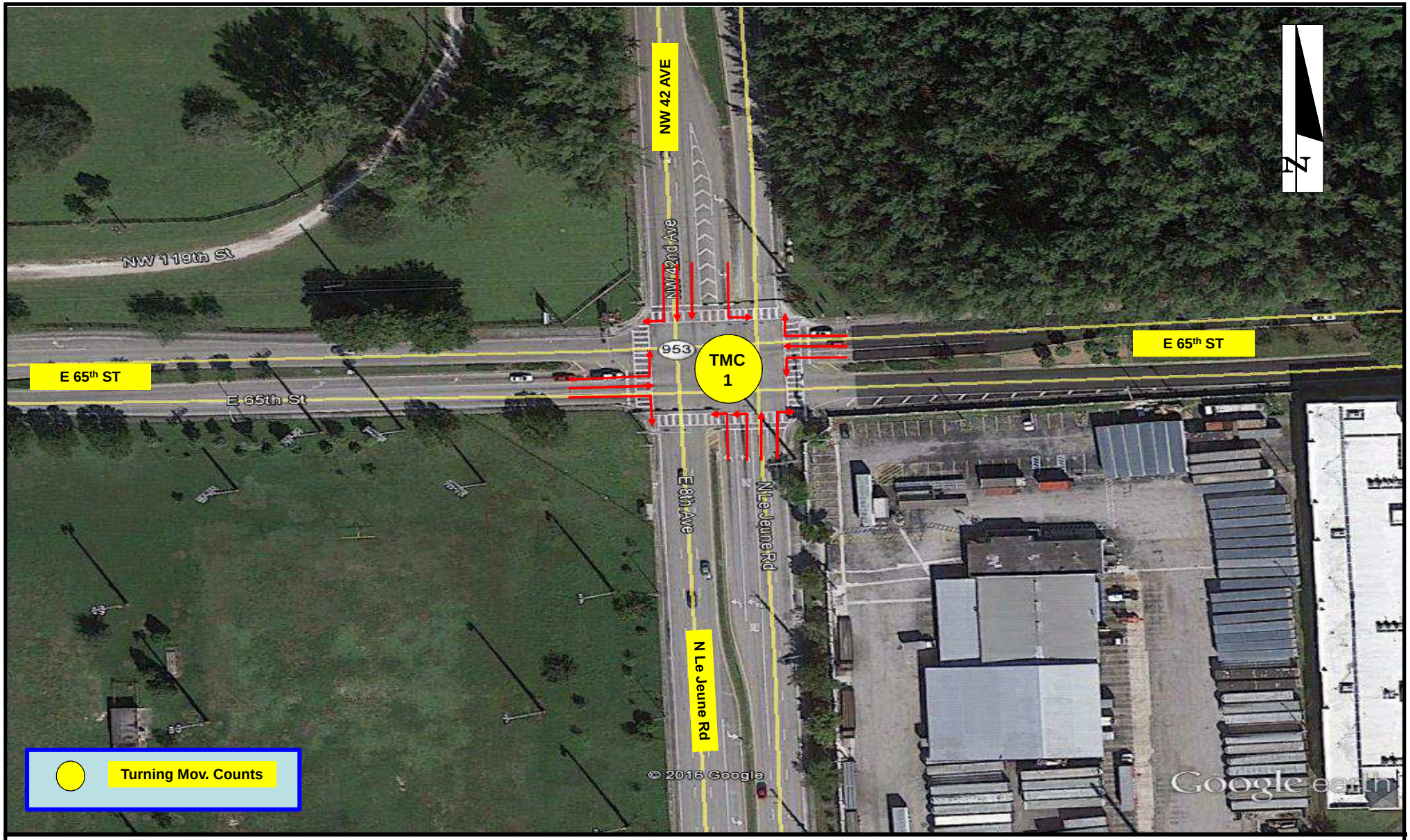
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	76	4713	627	52	112	100	5	6	4	4	0	0	4	0	0	287	5703
W	27	5165	400	26	50	86	1	4	2	0	0	0	1	0	0	170	5762

Generated by SPS 5.0.45P

8-Hour Turning Movement Counts

AM Period :6:00-9:00 am
MID Period : 11:00-1:00 pm
PM Period : 3:00-6:00 pm

1-SR 953/NW 42 Ave at NW 119 St/E 65 St
2-SR 953/NW 42 Ave at SR 916/NW 135 St
3-SR 953/NW 42 Ave at Douglas Rd /LeJeune Connector
4-Douglas Rd /LeJeune Connector at SR 916/NW 135 St
6-Douglas Rd /LeJeune Connector at NW 151 St
7-SR 916/NW 135 St at SR 9/NW 27 Ave
8- SR 916/NW 136 St at SR 9/NW 27 Ave
9-SR 916/NW 135 St at NW 22 Ave
10-SR 916/NW 136 St at NW 22 Ave
11-SR 9 at NW 22 Ave
13-SR 916/NW 135 St at NW 17 Ave
14-SR 916/NW 136 St at NW 17 Ave
15-SR 817/NW 27 Ave at Ali Baba Ave
16-SR 817/NW 27 Ave at NW 151 St
17-SR 9/NW 27 Ave at SR 9
18-SR 924 at Douglas Rd/LeJeune Conn.(north of SR 953 interchange)
19-SR 924 at Douglas Rd/LeJeune Conn.(south of SR 953interchange)



Station ID #1: SR 953 / NW 42 Ave at NW 119 St / E 65 St (8-Hr Turning Movement Counts)

F.R. Aleman & Associates, Inc

10305 NW 41st Street, Suite 200
Miami,FL. 33178
Phone: (305) 591-8777
Fax: (305) 599-8749

Client:FDOT-6
Intersection Name: NW 42 Ave at NW119St
Opertaors Name: ML & EA
Weather: Sunny

File Name : Sta_1-NW 42 Ave at NW 119 St
Site Code : 00000001
Start Date : 9/13/2016
Page No : 1

Groups Printed- Pass Cars - Trucks

	NW 42 AVE Northbound					NW 42 AVE Southbound					NW119 ST Eastbound					NW119 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	21	67	1	0	89	4	67	19	0	90	41	80	17	0	138	0	22	7	1	30	347
06:15 AM	18	89	5	0	112	13	85	38	0	136	65	134	39	0	238	1	45	11	1	58	544
06:30 AM	27	126	4	0	157	14	112	56	0	182	60	154	45	1	260	0	77	22	1	100	699
06:45 AM	23	142	6	0	171	8	122	89	0	219	49	204	32	0	285	2	89	29	0	120	795
Total	89	424	16	0	529	39	386	202	0	627	215	572	133	1	921	3	233	69	3	308	2385
07:00 AM	24	90	2	0	116	15	133	107	0	255	87	194	45	0	326	2	84	25	0	111	808
07:15 AM	10	107	4	0	121	11	116	93	1	221	112	174	37	1	324	0	70	21	1	92	758
07:30 AM	15	130	5	0	150	6	134	122	0	262	103	180	42	2	327	1	93	13	1	108	847
07:45 AM	16	142	5	0	163	17	116	140	0	273	93	187	23	1	304	2	109	22	2	135	875
Total	65	469	16	0	550	49	499	462	1	1011	395	735	147	4	1281	5	356	81	4	446	3288
08:00 AM	15	119	3	0	137	19	133	143	0	295	73	181	30	0	284	1	122	27	3	153	869
08:15 AM	15	112	8	0	135	14	134	123	0	271	88	172	33	1	294	1	90	28	0	119	819
08:30 AM	34	113	7	0	154	19	111	74	0	204	84	130	26	0	240	1	98	22	2	123	721
08:45 AM	21	107	3	1	132	14	119	77	1	211	70	119	31	0	220	2	74	27	0	103	666
Total	85	451	21	1	558	66	497	417	1	981	315	602	120	1	1038	5	384	104	5	498	3075
*** BREAK ***																					
11:00 AM	22	86	5	0	113	21	95	50	0	166	53	52	26	0	131	2	50	25	1	78	488
11:15 AM	24	100	5	0	129	11	81	49	0	141	45	56	20	0	121	2	69	28	0	99	490
11:30 AM	23	72	3	0	98	28	99	37	0	164	53	52	21	0	126	0	48	19	0	67	455
11:45 AM	23	109	1	0	133	20	77	46	0	143	56	70	21	0	147	2	51	30	0	83	506
Total	92	367	14	0	473	80	352	182	0	614	207	230	88	0	525	6	218	102	1	327	1939
12:00 PM	27	93	6	0	126	33	102	63	1	199	51	73	26	0	150	0	50	27	1	78	553
12:15 PM	25	94	5	0	124	25	97	54	0	176	38	79	22	0	139	2	52	30	0	84	523
12:30 PM	36	119	14	0	169	26	72	34	0	132	54	71	15	1	141	0	62	28	0	90	532
12:45 PM	29	102	11	0	142	27	71	45	0	143	51	61	11	0	123	1	75	23	0	99	507
Total	117	408	36	0	561	111	342	196	1	650	194	284	74	1	553	3	239	108	1	351	2115
*** BREAK ***																					
03:00 PM	29	97	5	0	131	20	89	64	0	173	67	110	21	0	198	1	73	29	0	103	605
03:15 PM	25	97	5	0	127	26	85	45	0	156	81	123	24	1	229	1	77	23	0	101	613
03:30 PM	36	101	4	0	141	52	138	124	0	314	58	107	26	0	191	6	103	26	0	135	781

F.R. Aleman & Associates, Inc

10305 NW 41st Street, Suite 200
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Phone: (305) 591-8777
Fax: (305) 599-8749

Client:FDOT-6
Intersection Name: NW 42 Ave at NW119St
Opertaors Name: ML & EA
Weather: Sunny

File Name : Sta_1-NW 42 Ave at NW 119 St
Site Code : 00000001
Start Date : 9/13/2016

Groups Printed- Pass Cars - Trucks

	NW 42 AVE Northbound					NW 42 AVE Southbound					NW119 ST Eastbound					NW119 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	37	130	4	0	171	32	95	92	0	219	62	114	27	0	203	3	113	21	0	137	730
Total	127	425	18	0	570	130	407	325	0	862	268	454	98	1	821	11	366	99	0	476	2729
04:00 PM	41	119	6	0	166	28	103	95	0	226	54	133	26	2	215	1	123	13	0	137	744
04:15 PM	38	141	7	0	186	33	114	101	0	248	79	135	17	0	231	1	108	15	0	124	789
04:30 PM	56	142	8	0	206	29	143	135	0	307	74	108	23	0	205	5	134	15	0	154	872
04:45 PM	54	145	1	0	200	38	121	143	0	302	77	111	22	0	210	2	115	11	1	129	841
Total	189	547	22	0	758	128	481	474	0	1083	284	487	88	2	861	9	480	54	1	544	3246
05:00 PM	65	145	12	0	222	45	164	116	0	325	70	135	22	0	227	1	127	17	3	148	922
05:15 PM	59	161	4	0	224	35	136	137	0	308	77	133	29	2	241	0	142	10	3	155	928
05:30 PM	59	168	12	0	239	25	156	148	0	329	62	116	22	3	203	0	144	18	0	162	933
05:45 PM	49	146	8	0	203	27	129	119	1	276	72	142	30	0	244	1	129	5	1	136	859
Total	232	620	36	0	888	132	585	520	1	1238	281	526	103	5	915	2	542	50	7	601	3642
Grand Total	996	3711	179	1	4887	735	3549	2778	4	7066	2159	3890	851	15	6915	44	2818	667	22	3551	22419
Apprch %	20.4	75.9	3.7	0		10.4	50.2	39.3	0.1		31.2	56.3	12.3	0.2		1.2	79.4	18.8	0.6		
Total %	4.4	16.6	0.8	0	21.8	3.3	15.8	12.4	0	31.5	9.6	17.4	3.8	0.1	30.8	0.2	12.6	3	0.1	15.8	
Pass Cars	959	3547	157	1	4664	655	3367	2691	4	6717	2092	3803	826	15	6736	33	2739	539	22	3333	21450
% Pass Cars	96.3	95.6	87.7	100	95.4	89.1	94.9	96.9	100	95.1	96.9	97.8	97.1	100	97.4	75	97.2	80.8	100	93.9	95.7
Trucks	37	164	22	0	223	80	182	87	0	349	67	87	25	0	179	11	79	128	0	218	969
% Trucks	3.7	4.4	12.3	0	4.6	10.9	5.1	3.1	0	4.9	3.1	2.2	2.9	0	2.6	25	2.8	19.2	0	6.1	4.3

F.R. Aleman & Associates, Inc

10305 NW 41st Street, Suite 200
Miami,FL. 33178
Phone: (305) 591-8777
Fax: (305) 599-8749

Client:FDOT-6
Intersection Name: NW 42 Ave at NW119St
Opertaors Name: ML & EA
Weather: Sunny

File Name : Sta_1-NW 42 Ave at NW 119 St
Site Code : 00000001
Start Date : 9/13/2016
Page No : 3

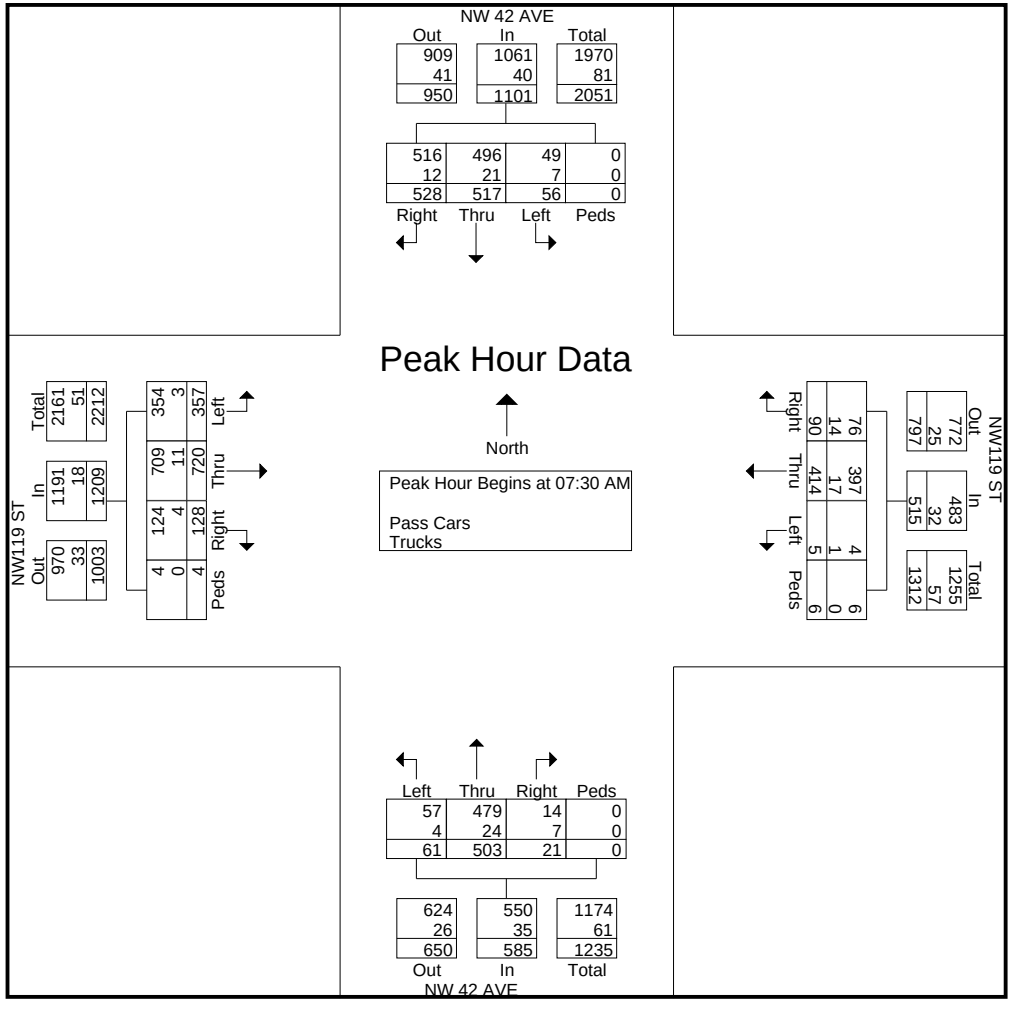
	NW 42 AVE Northbound					NW 42 AVE Southbound					NW119 ST Eastbound					NW119 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	15	130	5	0	150	6	**134**	122	0	262	**103**	180	**42**	**2**	**327**	1	93	13	1	108	847
07:45 AM	**16**	**142**	5	0	**163**	17	116	140	0	273	93	**187**	23	1	304	**2**	109	22	2	135	**875**
08:00 AM	15	119	3	0	137	**19**	133	**143**	0	**295**	73	181	30	0	284	1	**122**	27	**3**	**153**	869
08:15 AM	15	112	**8**	0	135	14	134	123	0	271	88	172	33	1	294	1	90	**28**	0	119	819
Total Volume	61	503	21	0	585	56	517	528	0	1101	357	720	128	4	1209	5	414	90	6	515	3410
% App. Total	10.4	86	3.6	0		5.1	47	48	0		29.5	59.6	10.6	0.3		1	80.4	17.5	1.2		
PHF	.953	.886	.656	.000	.897	.737	.965	.923	.000	.933	.867	.963	.762	.500	.924	.625	.848	.804	.500	.842	.974
Pass Cars	57	479	14	0	550	49	496	516	0	1061	354	709	124	4	1191	4	397	76	6	483	3285
% Pass Cars	93.4	95.2	66.7	0	94.0	87.5	95.9	97.7	0	96.4	99.2	98.5	96.9	100	98.5	80.0	95.9	84.4	100	93.8	96.3
Trucks	4	24	7	0	35	7	21	12	0	40	3	11	4	0	18	1	17	14	0	32	125
% Trucks	6.6	4.8	33.3	0	6.0	12.5	4.1	2.3	0	3.6	0.8	1.5	3.1	0	1.5	20.0	4.1	15.6	0	6.2	3.7

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Intersection Name: NW 42 Ave at NW119St
Opertaors Name: ML & EA
Weather: Sunny

File Name : Sta_1-NW 42 Ave at NW 119 St
Site Code : 00000001
Start Date : 9/13/2016
Page No : 4



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Client:FDOT-6
Intersection Name: NW 42 Ave at NW119St
Opertaors Name: ML & EA
Weather: Sunny

File Name : Sta_1-NW 42 Ave at NW 119 St
Site Code : 00000001
Start Date : 9/13/2016
Page No : 5

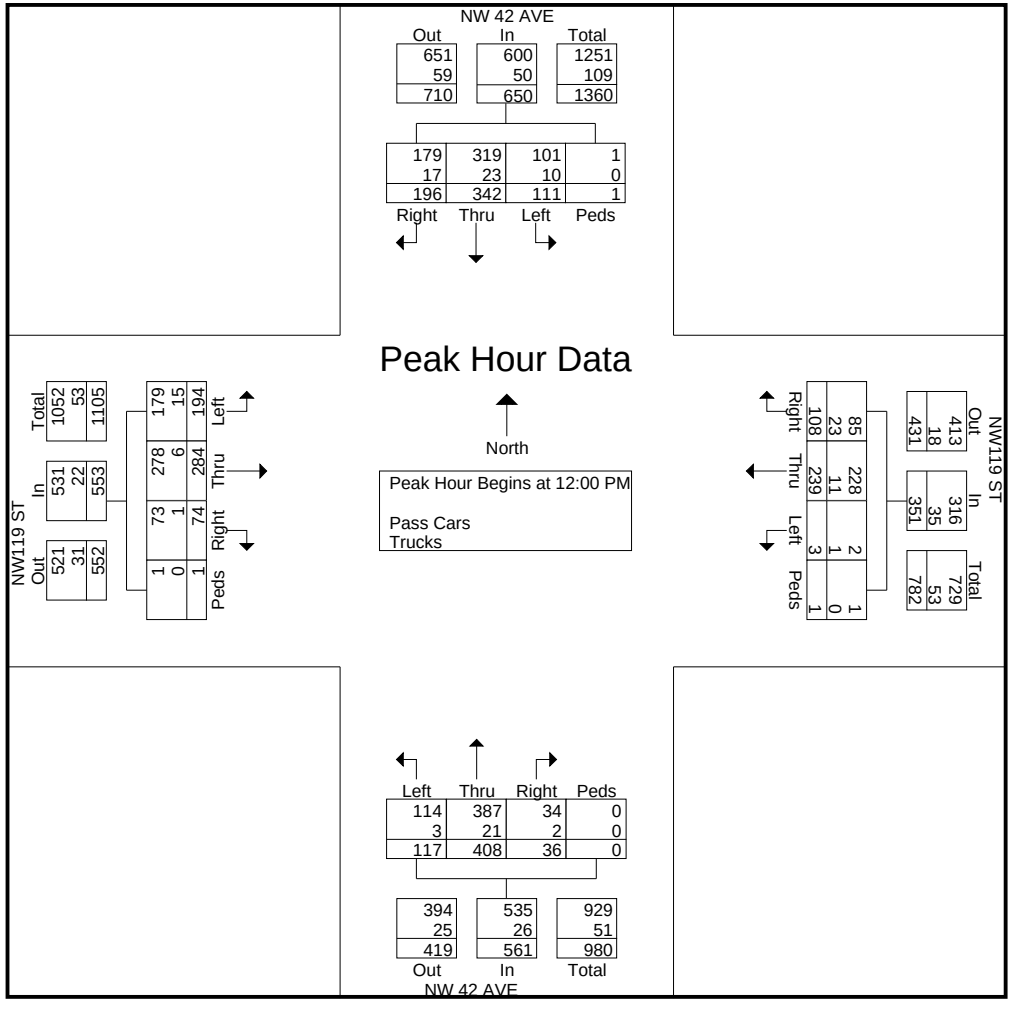
	NW 42 AVE Northbound					NW 42 AVE Southbound					NW119 ST Eastbound					NW119 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	27	93	6	0	126	**33**	**102**	**63**	**1**	**199**	51	73	**26**	0	**150**	0	50	27	**1**	78	**553**
12:15 PM	25	94	5	0	124	25	97	54	0	176	38	**79**	22	0	139	**2**	52	**30**	0	84	523
12:30 PM	**36**	**119**	**14**	0	**169**	26	72	34	0	132	**54**	71	15	**1**	141	0	62	28	0	90	532
12:45 PM	29	102	11	0	142	27	71	45	0	143	51	61	11	0	123	1	**75**	23	0	**99**	507
Total Volume	117	408	36	0	561	111	342	196	1	650	194	284	74	1	553	3	239	108	1	351	2115
% App. Total	20.9	72.7	6.4	0		17.1	52.6	30.2	0.2		35.1	51.4	13.4	0.2		0.9	68.1	30.8	0.3		
PHF	.813	.857	.643	.000	.830	.841	.838	.778	.250	.817	.898	.899	.712	.250	.922	.375	.797	.900	.250	.886	.956
Pass Cars	114	387	34	0	535	101	319	179	1	600	179	278	73	1	531	2	228	85	1	316	1982
% Pass Cars	97.4	94.9	94.4	0	95.4	91.0	93.3	91.3	100	92.3	92.3	97.9	98.6	100	96.0	66.7	95.4	78.7	100	90.0	93.7
Trucks	3	21	2	0	26	10	23	17	0	50	15	6	1	0	22	1	11	23	0	35	133
% Trucks	2.6	5.1	5.6	0	4.6	9.0	6.7	8.7	0	7.7	7.7	2.1	1.4	0	4.0	33.3	4.6	21.3	0	10.0	6.3

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Intersection Name: NW 42 Ave at NW119St
Opertaors Name: ML & EA
Weather: Sunny

File Name : Sta_1-NW 42 Ave at NW 119 St
Site Code : 00000001
Start Date : 9/13/2016
Page No : 6



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Client:FDOT-6
Intersection Name: NW 42 Ave at NW119St
Opertaors Name: ML & EA
Weather: Sunny

File Name : Sta_1-NW 42 Ave at NW 119 St
Site Code : 00000001
Start Date : 9/13/2016
Page No : 7

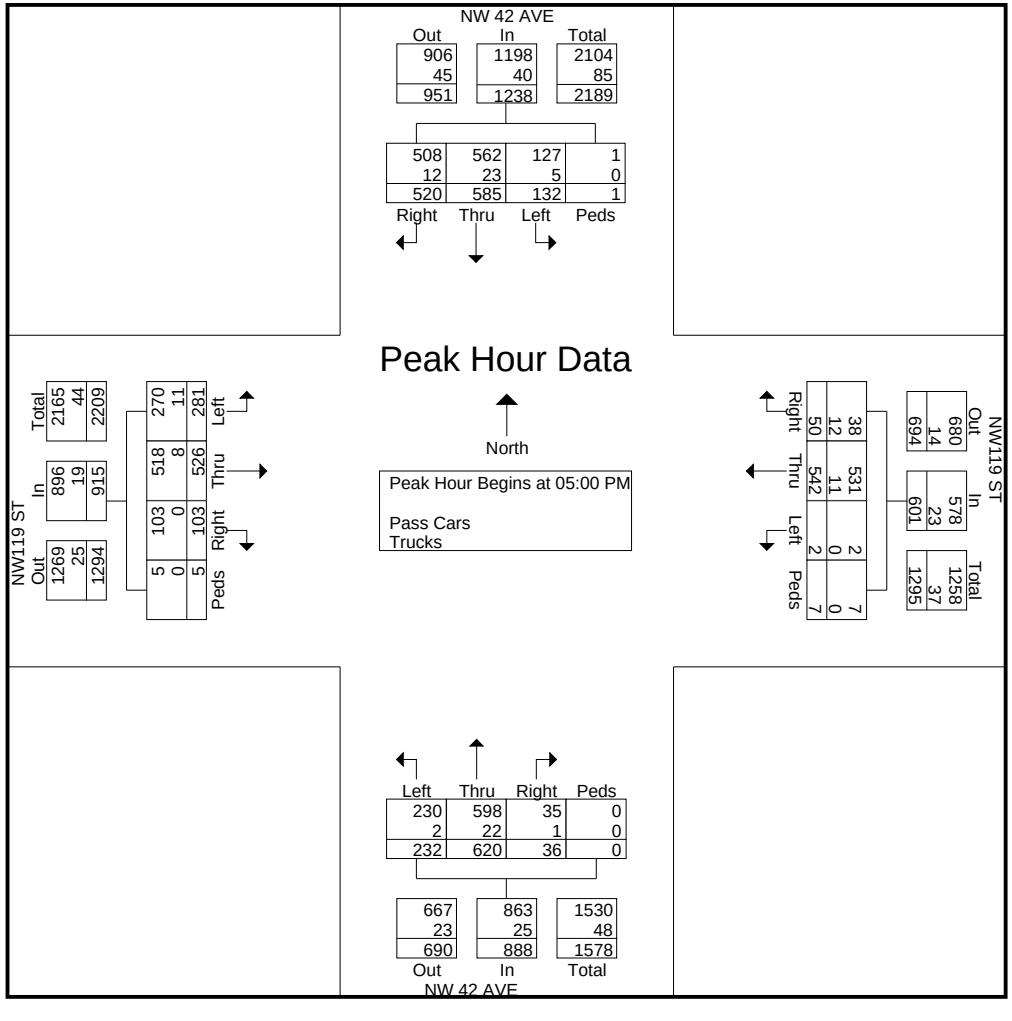
	NW 42 AVE Northbound					NW 42 AVE Southbound					NW119 ST Eastbound					NW119 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**65**	145	**12**	0	222	**45**	**164**	116	0	325	70	135	22	0	227	**1**	127	17	**3**	148	922
05:15 PM	59	161	4	0	224	35	136	137	0	308	**77**	133	29	2	241	0	142	10	3	155	928
05:30 PM	59	**168**	12	0	**239**	25	156	**148**	0	**329**	62	116	22	**3**	203	0	**144**	**18**	0	**162**	**933**
05:45 PM	49	146	8	0	203	27	129	119	**1**	276	72	**142**	**30**	0	**244**	1	129	5	1	136	859
Total Volume	232	620	36	0	888	132	585	520	1	1238	281	526	103	5	915	2	542	50	7	601	3642
% App. Total	26.1	69.8	4.1	0		10.7	47.3	42	0.1		30.7	57.5	11.3	0.5		0.3	90.2	8.3	1.2		
PHF	.892	.923	.750	.000	.929	.733	.892	.878	.250	.941	.912	.926	.858	.417	.938	.500	.941	.694	.583	.927	.976
Pass Cars	230	598	35	0	863	127	562	508	1	1198	270	518	103	5	896	2	531	38	7	578	3535
% Pass Cars	99.1	96.5	97.2	0	97.2	96.2	96.1	97.7	100	96.8	96.1	98.5	100	100	97.9	100	98.0	76.0	100	96.2	97.1
Trucks	2	22	1	0	25	5	23	12	0	40	11	8	0	0	19	0	11	12	0	23	107
% Trucks	0.9	3.5	2.8	0	2.8	3.8	3.9	2.3	0	3.2	3.9	1.5	0	0	2.1	0	2.0	24.0	0	3.8	2.9

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Client:FDOT-6
Intersection Name: NW 42 Ave at NW119St
Opertaors Name: ML & EA
Weather: Sunny

File Name : Sta_1-NW 42 Ave at NW 119 St
Site Code : 00000001
Start Date : 9/13/2016
Page No : 8



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File Name : Sta_1-NW 42 Ave at NW 119 St
Site Code : 00000001
Start Date : 9/13/2016
Page No : 1

Groups Printed- Trucks

	NW 42 AVE Northbound					NW 42 AVE Southbound					NW119 ST Eastbound					NW119 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	2	4	0	0	6	1	6	2	0	9	3	0	0	0	3	0	0	2	0	2	20
06:15 AM	2	3	0	0	5	5	5	1	0	11	1	0	0	0	1	1	3	1	0	5	22
06:30 AM	3	4	1	0	8	4	3	3	0	10	2	5	1	0	8	0	0	2	0	2	28
06:45 AM	1	2	1	0	4	2	3	2	0	7	0	4	0	0	4	0	1	5	0	6	21
Total	8	13	2	0	23	12	17	8	0	37	6	9	1	0	16	1	4	10	0	15	91
07:00 AM	4	3	0	0	7	2	6	0	0	8	1	3	1	0	5	0	2	1	0	3	23
07:15 AM	1	1	0	0	2	2	4	1	0	7	3	7	0	0	10	0	0	0	0	0	19
07:30 AM	2	6	1	0	9	0	10	1	0	11	1	0	0	0	1	1	3	3	0	7	28
07:45 AM	1	10	1	0	12	2	2	2	0	6	1	4	2	0	7	0	4	1	0	5	30
Total	8	20	2	0	30	6	22	4	0	32	6	14	3	0	23	1	9	5	0	15	100
08:00 AM	1	3	0	0	4	3	3	4	0	10	1	4	1	0	6	0	5	3	0	8	28
08:15 AM	0	5	5	0	10	2	6	5	0	13	0	3	1	0	4	0	5	7	0	12	39
08:30 AM	6	6	1	0	13	6	3	6	0	15	1	5	1	0	7	0	3	3	0	6	41
08:45 AM	0	6	0	0	6	0	6	4	0	10	3	4	2	0	9	0	0	1	0	1	26
Total	7	20	6	0	33	11	18	19	0	48	5	16	5	0	26	0	13	14	0	27	134
*** BREAK ***																					
11:00 AM	1	5	2	0	8	5	9	2	0	16	1	2	1	0	4	0	2	2	0	4	32
11:15 AM	1	9	0	0	10	1	8	5	0	14	3	1	0	0	4	0	2	10	0	12	40
11:30 AM	1	4	1	0	6	5	11	3	0	19	4	4	2	0	10	0	1	3	0	4	39
11:45 AM	0	6	0	0	6	4	9	2	0	15	2	5	2	0	9	0	2	4	0	6	36
Total	3	24	3	0	30	15	37	12	0	64	10	12	5	0	27	0	7	19	0	26	147
12:00 PM	2	7	0	0	9	1	7	4	0	12	2	2	1	0	5	0	2	5	0	7	33
12:15 PM	0	7	0	0	7	2	2	8	0	12	4	1	0	0	5	0	2	8	0	10	34
12:30 PM	0	3	1	0	4	5	7	4	0	16	7	1	0	0	8	0	0	4	0	4	32
12:45 PM	1	4	1	0	6	2	7	1	0	10	2	2	0	0	4	1	7	6	0	14	34
Total	3	21	2	0	26	10	23	17	0	50	15	6	1	0	22	1	11	23	0	35	133
*** BREAK ***																					
03:00 PM	0	4	1	0	5	4	3	1	0	8	2	3	3	0	8	1	2	8	0	11	32
03:15 PM	2	9	1	0	12	4	7	1	0	12	3	0	0	0	3	0	4	8	0	12	39
03:30 PM	1	6	1	0	8	6	7	4	0	17	1	7	5	0	13	5	3	6	0	14	52
03:45 PM	0	5	1	0	6	2	5	1	0	8	2	2	0	0	4	1	3	5	0	9	27
Total	3	24	4	0	31	16	22	7	0	45	8	12	8	0	28	7	12	27	0	46	150

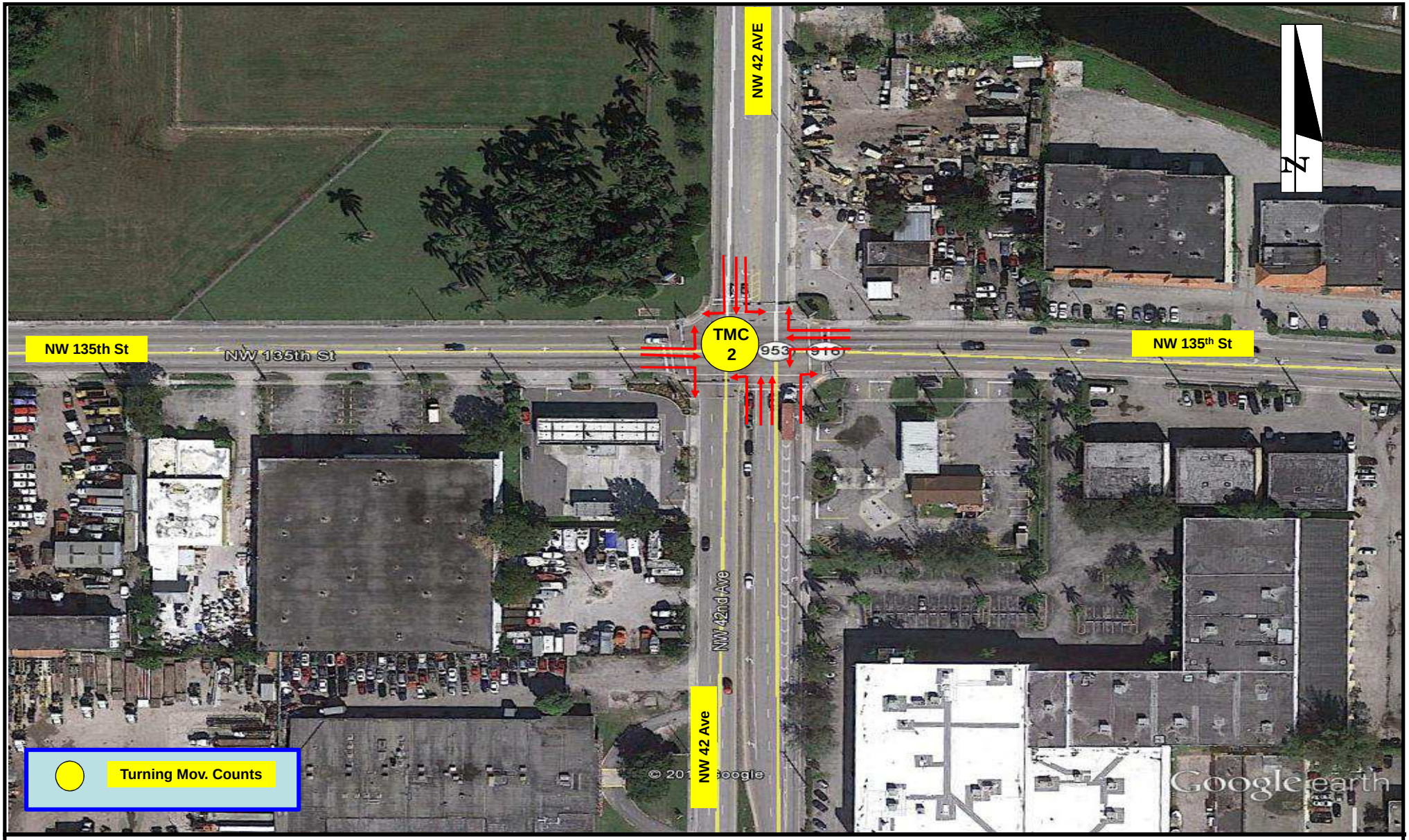
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File Name : Sta_1-NW 42 Ave at NW 119 St
Site Code : 00000001
Start Date : 9/13/2016
Page No : 2

Groups Printed- Trucks

	NW 42 AVE Northbound					NW 42 AVE Southbound					NW119 ST Eastbound					NW119 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	10	1	0	11	3	4	1	0	8	1	2	1	0	4	0	2	5	0	7	30
04:15 PM	1	0	0	0	1	1	6	2	0	9	2	7	0	0	9	0	6	6	0	12	31
04:30 PM	0	7	1	0	8	1	4	3	0	8	1	0	0	0	1	0	3	2	0	5	22
04:45 PM	2	3	0	0	5	0	6	2	0	8	2	1	1	0	4	1	1	5	0	7	24
Total	3	20	2	0	25	5	20	8	0	33	6	10	2	0	18	1	12	18	0	31	107
05:00 PM	1	6	0	0	7	1	6	2	0	9	4	1	0	0	5	0	2	4	0	6	27
05:15 PM	0	3	1	0	4	1	3	3	0	7	2	3	0	0	5	0	4	2	0	6	22
05:30 PM	1	6	0	0	7	2	8	2	0	12	2	2	0	0	4	0	0	6	0	6	29
05:45 PM	0	7	0	0	7	1	6	5	0	12	3	2	0	0	5	0	5	0	0	5	29
Total	2	22	1	0	25	5	23	12	0	40	11	8	0	0	19	0	11	12	0	23	107
Grand Total	37	164	22	0	223	80	182	87	0	349	67	87	25	0	179	11	79	128	0	218	969
Apprch %	16.6	73.5	9.9	0		22.9	52.1	24.9	0		37.4	48.6	14	0		5	36.2	58.7	0		
Total %	3.8	16.9	2.3	0	23	8.3	18.8	9	0	36	6.9	9	2.6	0	18.5	1.1	8.2	13.2	0	22.5	



Station ID # 2: SR 953 / NW 42 Ave at SR 916 / NW 135 St (8-Hr Turning Movement Counts)

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Client:FDOT-6
Intersection Name: NW 42 Ave at NW 135St
Opertaors Name: CR & CV
Weather: Sunny

File Name : Sta_2-NW 42 Ave _NW 135 ST
Site Code : 00000002
Start Date : 9/13/2016
Page No : 1

Groups Printed- Pass Cars - Trucks

	NW 42 AVE Northbound					NW 42 AVE Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	41	13	13	1	68	2	20	21	0	43	12	61	56	1	130	10	56	1	0	67	308
06:15 AM	58	13	21	1	93	1	50	33	0	84	19	94	68	1	182	29	118	2	1	150	509
06:30 AM	85	25	15	2	127	4	93	61	0	158	24	106	86	7	223	26	145	8	0	179	687
06:45 AM	71	37	18	1	127	2	148	69	0	219	30	105	80	2	217	38	197	1	0	236	799
Total	255	88	67	5	415	9	311	184	0	504	85	366	290	11	752	103	516	12	1	632	2303
07:00 AM	75	36	34	0	145	3	143	63	0	209	38	146	63	0	247	52	148	6	0	206	807
07:15 AM	83	58	38	1	180	7	118	60	0	185	36	138	88	1	263	43	117	5	0	165	793
07:30 AM	75	41	41	3	160	7	141	58	0	206	33	169	77	4	283	54	134	5	0	193	842
07:45 AM	68	56	31	2	157	7	156	67	0	230	37	124	98	13	272	58	181	2	0	241	900
Total	301	191	144	6	642	24	558	248	0	830	144	577	326	18	1065	207	580	18	0	805	3342
08:00 AM	62	41	35	0	138	11	178	66	2	257	18	125	81	0	224	54	151	6	0	211	830
08:15 AM	68	51	42	0	161	4	155	68	0	227	34	155	76	0	265	38	123	4	0	165	818
08:30 AM	83	44	28	0	155	3	97	33	5	138	34	139	83	0	256	37	117	5	0	159	708
08:45 AM	65	47	38	0	150	12	102	34	0	148	33	114	65	0	212	49	124	8	0	181	691
Total	278	183	143	0	604	30	532	201	7	770	119	533	305	0	957	178	515	23	0	716	3047
*** BREAK ***																					
11:00 AM	67	20	40	1	128	12	30	18	3	63	21	90	73	0	184	47	106	6	0	159	534
11:15 AM	69	23	38	1	131	6	24	17	0	47	14	78	65	1	158	35	96	4	0	135	471
11:30 AM	47	19	37	0	103	5	29	20	0	54	35	102	70	0	207	53	97	8	0	158	522
11:45 AM	92	35	54	0	181	8	28	21	1	58	17	90	58	0	165	45	98	5	0	148	552
Total	275	97	169	2	543	31	111	76	4	222	87	360	266	1	714	180	397	23	0	600	2079
12:00 PM	66	35	42	0	143	9	24	23	0	56	18	91	67	0	176	59	116	10	2	187	562
12:15 PM	79	38	43	0	160	9	36	29	0	74	25	82	63	0	170	40	105	1	0	146	550
12:30 PM	77	33	40	1	151	7	27	27	0	61	16	115	59	1	191	37	121	4	0	162	565
12:45 PM	69	41	45	0	155	8	28	17	1	54	25	82	57	0	164	50	110	7	0	167	540
Total	291	147	170	1	609	33	115	96	1	245	84	370	246	1	701	186	452	22	2	662	2217
*** BREAK ***																					
03:00 PM	74	52	38	1	165	4	39	43	1	87	39	116	56	0	211	54	135	1	0	190	653
03:15 PM	79	82	57	1	219	6	43	38	0	87	28	95	61	1	185	35	121	4	0	160	651
03:30 PM	72	71	60	1	204	8	44	42	0	94	42	122	78	0	242	44	153	6	0	203	743

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Client:FDOT-6
Intersection Name: NW 42 Ave at NW 135St
Opertaors Name: CR & CV
Weather: Sunny

File Name : Sta_2-NW 42 Ave _NW 135 ST
Site Code : 00000002
Start Date : 9/13/2016
Page No : 2

Groups Printed- Pass Cars - Trucks

	NW 42 AVE Northbound					NW 42 AVE Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	92	68	36	0	196	6	54	45	0	105	24	109	59	0	192	47	117	7	0	171	664
Total	317	273	191	3	784	24	180	168	1	373	133	442	254	1	830	180	526	18	0	724	2711
04:00 PM	82	72	51	2	207	13	48	35	0	96	44	129	65	0	238	51	108	3	1	163	704
04:15 PM	118	64	52	0	234	1	45	31	0	77	42	144	66	0	252	52	129	6	0	187	750
04:30 PM	118	85	61	1	265	17	60	49	0	126	59	118	61	0	238	61	142	5	0	208	837
04:45 PM	100	87	57	1	245	14	54	39	0	107	56	118	62	0	236	34	145	4	0	183	771
Total	418	308	221	4	951	45	207	154	0	406	201	509	254	0	964	198	524	18	1	741	3062
05:00 PM	112	81	54	1	248	12	46	34	0	92	60	119	65	0	244	54	141	4	0	199	783
05:15 PM	109	103	71	1	284	8	70	43	1	122	39	121	77	0	237	61	150	3	0	214	857
05:30 PM	117	118	64	0	299	9	64	35	1	109	43	124	69	1	237	63	153	4	0	220	865
05:45 PM	104	105	56	1	266	8	32	31	1	72	40	117	73	0	230	53	137	3	0	193	761
Total	442	407	245	3	1097	37	212	143	3	395	182	481	284	1	948	231	581	14	0	826	3266
Grand Total	2577	1694	1350	24	5645	233	2226	1270	16	3745	1035	3638	2225	33	6931	1463	4091	148	4	5706	22027
Apprch %	45.7	30	23.9	0.4		6.2	59.4	33.9	0.4		14.9	52.5	32.1	0.5		25.6	71.7	2.6	0.1		
Total %	11.7	7.7	6.1	0.1	25.6	1.1	10.1	5.8	0.1	17	4.7	16.5	10.1	0.1	31.5	6.6	18.6	0.7	0	25.9	
Pass Cars	2439	1622	1208	24	5293	218	2142	1215	16	3591	1004	3404	2085	33	6526	1339	3837	142	4	5322	20732
% Pass Cars	94.6	95.7	89.5	100	93.8	93.6	96.2	95.7	100	95.9	97	93.6	93.7	100	94.2	91.5	93.8	95.9	100	93.3	94.1
Trucks	138	72	142	0	352	15	84	55	0	154	31	234	140	0	405	124	254	6	0	384	1295
% Trucks	5.4	4.3	10.5	0	6.2	6.4	3.8	4.3	0	4.1	3	6.4	6.3	0	5.8	8.5	6.2	4.1	0	6.7	5.9

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Client:FDOT-6
Intersection Name: NW 42 Ave at NW 135St
Opertaors Name: CR & CV
Weather: Sunny

File Name : Sta_2-NW 42 Ave _NW 135 ST
Site Code : 00000002
Start Date : 9/13/2016

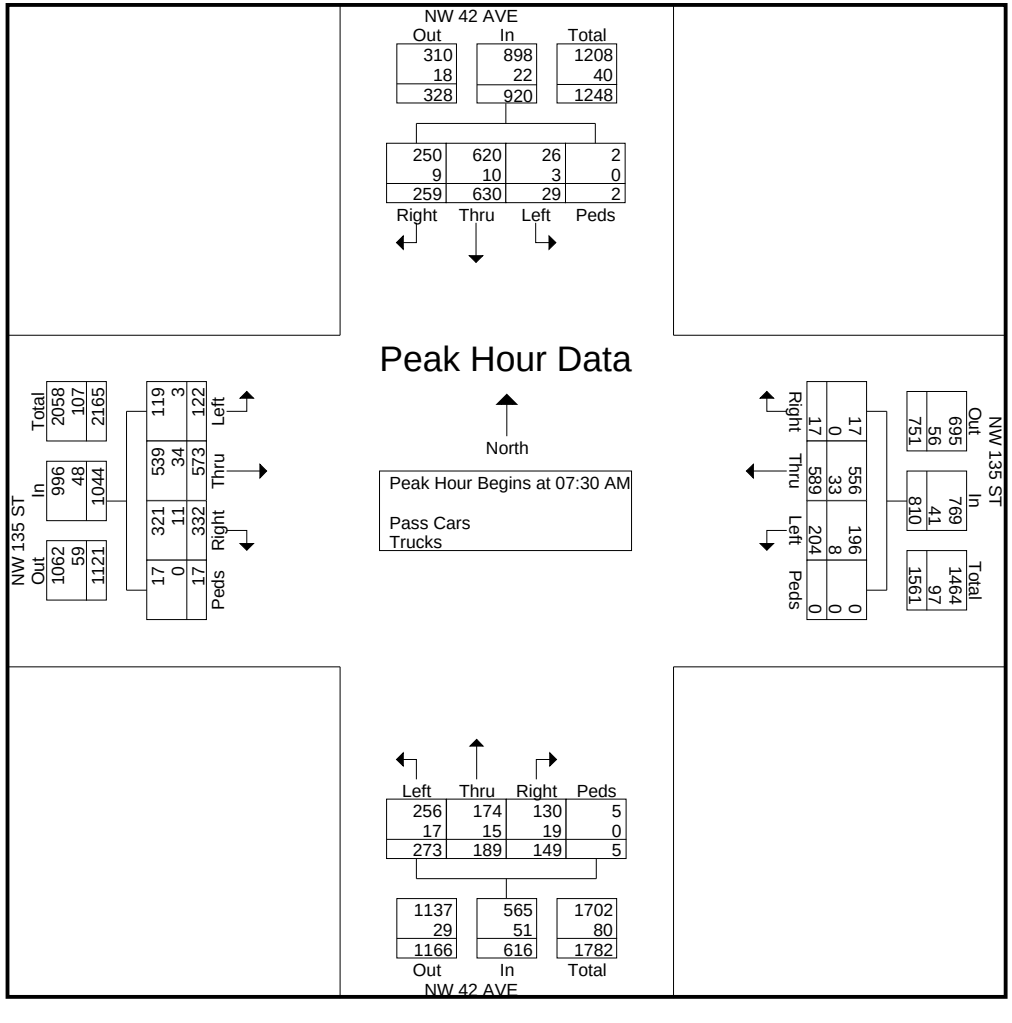
	NW 42 AVE Northbound					NW 42 AVE Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**75**	41	41	**3**	160	7	141	58	0	206	33	**169**	77	4	**283**	54	134	5	0	193	842
07:45 AM	68	**56**	31	2	157	7	156	67	0	230	**37**	124	**98**	**13**	272	**58**	**181**	2	0	**241**	**900**
08:00 AM	62	41	35	0	138	**11**	**178**	66	**2**	**257**	18	125	81	0	224	54	151	**6**	0	211	830
08:15 AM	68	51	**42**	0	**161**	4	155	**68**	0	227	34	155	76	0	265	38	123	4	0	165	818
Total Volume	273	189	149	5	616	29	630	259	2	920	122	573	332	17	1044	204	589	17	0	810	3390
% App. Total	44.3	30.7	24.2	0.8		3.2	68.5	28.2	0.2		11.7	54.9	31.8	1.6		25.2	72.7	2.1	0		
PHF	.910	.844	.887	.417	.957	.659	.885	.952	.250	.895	.824	.848	.847	.327	.922	.879	.814	.708	.000	.840	.942
Pass Cars	256	174	130	5	565	26	620	250	2	898	119	539	321	17	996	196	556	17	0	769	3228
% Pass Cars	93.8	92.1	87.2	100	91.7	89.7	98.4	96.5	100	97.6	97.5	94.1	96.7	100	95.4	96.1	94.4	100	0	94.9	95.2
Trucks	17	15	19	0	51	3	10	9	0	22	3	34	11	0	48	8	33	0	0	41	162
% Trucks	6.2	7.9	12.8	0	8.3	10.3	1.6	3.5	0	2.4	2.5	5.9	3.3	0	4.6	3.9	5.6	0	0	5.1	4.8

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Client:FDOT-6
Intersection Name: NW 42 Ave at NW 135St
Opertaors Name: CR & CV
Weather: Sunny

File Name : Sta_2-NW 42 Ave _NW 135 ST
Site Code : 00000002
Start Date : 9/13/2016
Page No : 4



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Client:FDOT-6
Intersection Name: NW 42 Ave at NW 135St
Opertaors Name: CR & CV
Weather: Sunny

File Name : Sta_2-NW 42 Ave _NW 135 ST
Site Code : 00000002
Start Date : 9/13/2016
Page No : 5

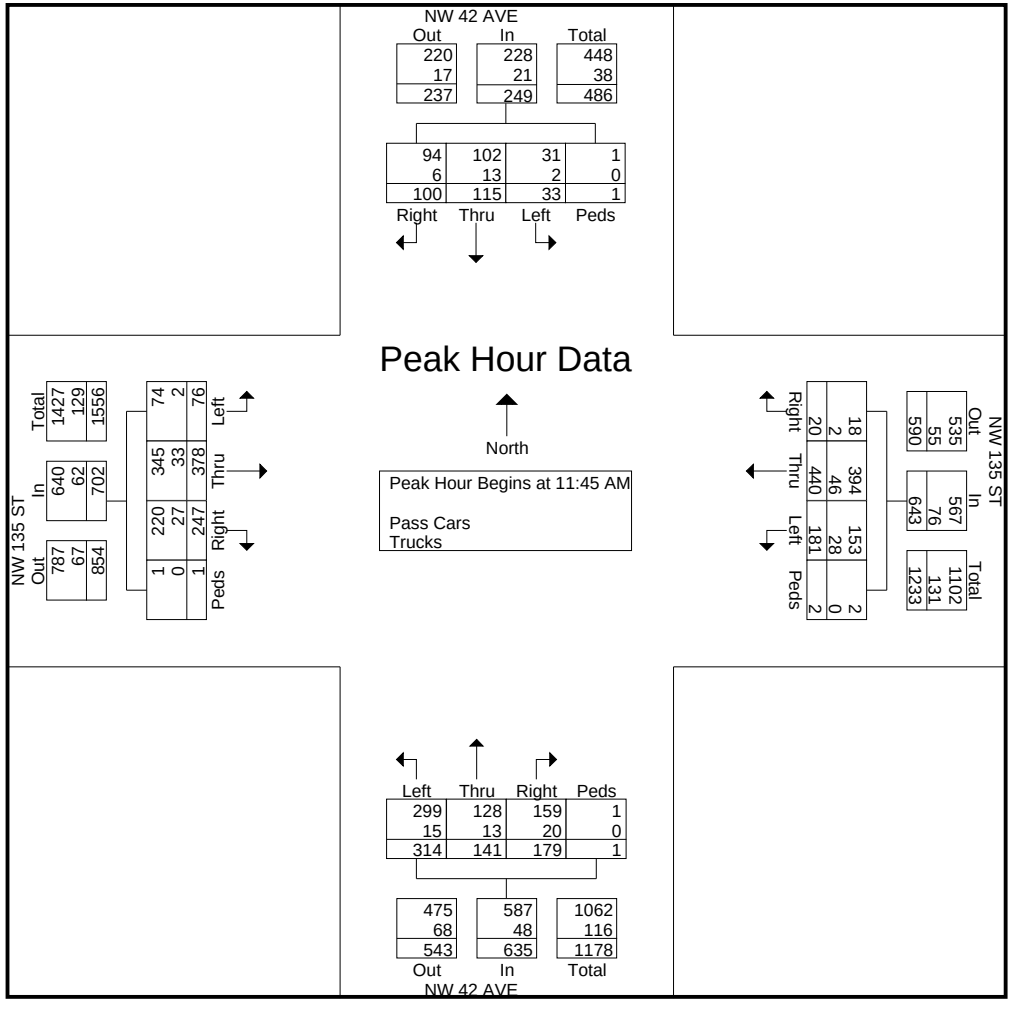
	NW 42 AVE Northbound					NW 42 AVE Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	**92**	35	**54**	0	**181**	8	28	21	**1**	58	17	90	58	0	165	45	98	5	0	148	552
12:00 PM	66	35	42	0	143	**9**	24	23	0	56	18	91	**67**	0	176	**59**	116	**10**	**2**	**187**	562
12:15 PM	79	**38**	43	0	160	9	**36**	**29**	0	**74**	**25**	82	63	0	170	40	105	1	0	146	550
12:30 PM	77	33	40	**1**	151	7	27	27	0	61	16	**115**	59	**1**	**191**	37	**121**	4	0	162	**565**
Total Volume	314	141	179	1	635	33	115	100	1	249	76	378	247	1	702	181	440	20	2	643	2229
% App. Total	49.4	22.2	28.2	0.2		13.3	46.2	40.2	0.4		10.8	53.8	35.2	0.1		28.1	68.4	3.1	0.3		
PHF	.853	.928	.829	.250	.877	.917	.799	.862	.250	.841	.760	.822	.922	.250	.919	.767	.909	.500	.250	.860	.986
Pass Cars	299	128	159	1	587	31	102	94	1	228	74	345	220	1	640	153	394	18	2	567	2022
% Pass Cars	95.2	90.8	88.8	100	92.4	93.9	88.7	94.0	100	91.6	97.4	91.3	89.1	100	91.2	84.5	89.5	90.0	100	88.2	90.7
Trucks	15	13	20	0	48	2	13	6	0	21	2	33	27	0	62	28	46	2	0	76	207
% Trucks	4.8	9.2	11.2	0	7.6	6.1	11.3	6.0	0	8.4	2.6	8.7	10.9	0	8.8	15.5	10.5	10.0	0	11.8	9.3

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Client:FDOT-6
Intersection Name: NW 42 Ave at NW 135St
Opertaors Name: CR & CV
Weather: Sunny

File Name : Sta_2-NW 42 Ave _NW 135 ST
Site Code : 00000002
Start Date : 9/13/2016
Page No : 6



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Client:FDOT-6
Intersection Name: NW 42 Ave at NW 135St
Opertaors Name: CR & CV
Weather: Sunny

File Name : Sta_2-NW 42 Ave _NW 135 ST
Site Code : 00000002
Start Date : 9/13/2016
Page No : 7

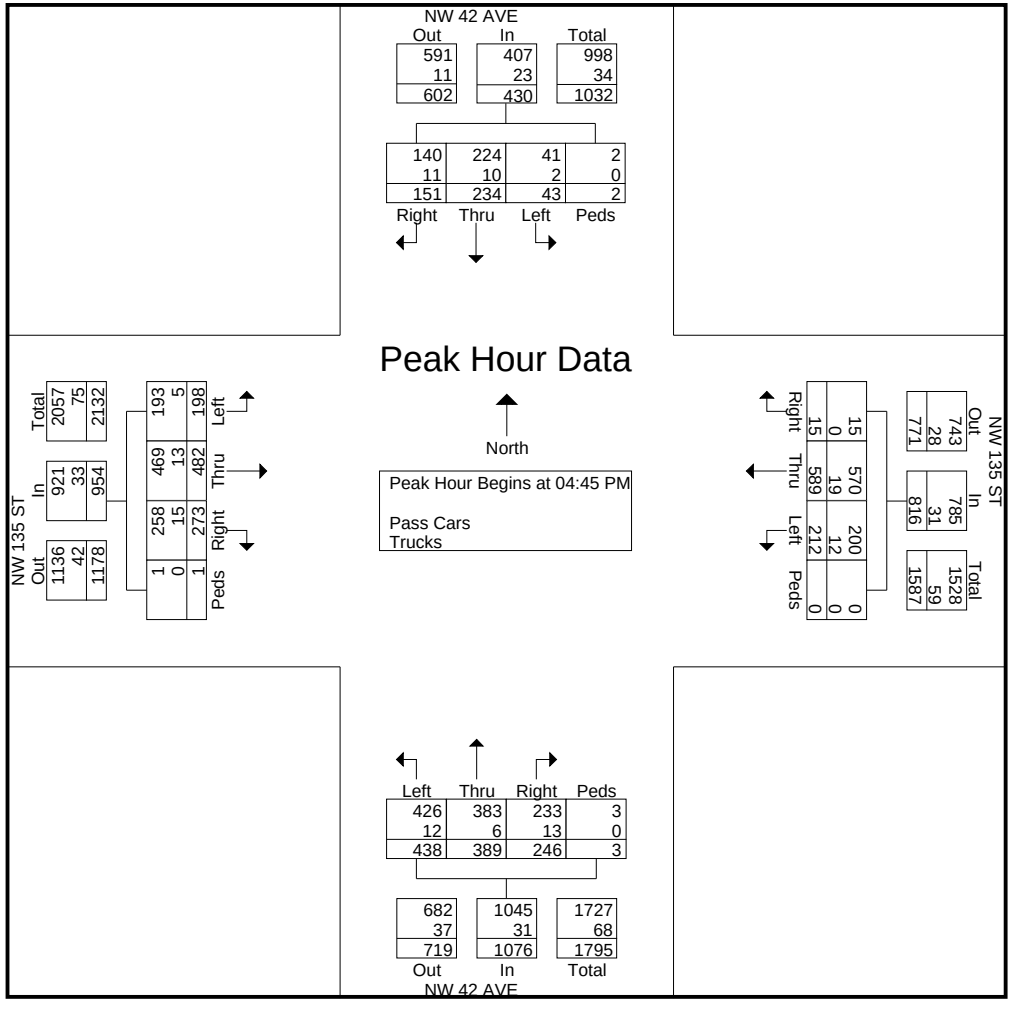
	NW 42 AVE Northbound					NW 42 AVE Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	100	87	57	**1**	245	**14**	54	39	0	107	56	118	62	0	236	34	145	**4**	0	183	771
05:00 PM	112	81	54	1	248	12	46	34	0	92	**60**	119	65	0	**244**	54	141	4	0	199	783
05:15 PM	109	103	**71**	1	284	8	**70**	**43**	**1**	**122**	39	121	**77**	0	237	61	150	3	0	214	857
05:30 PM	**117**	**118**	64	0	**299**	9	64	35	1	109	43	**124**	69	**1**	237	**63**	**153**	4	0	**220**	**865**
Total Volume	438	389	246	3	1076	43	234	151	2	430	198	482	273	1	954	212	589	15	0	816	3276
% App. Total	40.7	36.2	22.9	0.3		10	54.4	35.1	0.5		20.8	50.5	28.6	0.1		26	72.2	1.8	0		
PHF	.936	.824	.866	.750	.900	.768	.836	.878	.500	.881	.825	.972	.886	.250	.977	.841	.962	.938	.000	.927	.947
Pass Cars	426	383	233	3	1045	41	224	140	2	407	193	469	258	1	921	200	570	15	0	785	3158
% Pass Cars	97.3	98.5	94.7	100	97.1	95.3	95.7	92.7	100	94.7	97.5	97.3	94.5	100	96.5	94.3	96.8	100	0	96.2	96.4
Trucks	12	6	13	0	31	2	10	11	0	23	5	13	15	0	33	12	19	0	0	31	118
% Trucks	2.7	1.5	5.3	0	2.9	4.7	4.3	7.3	0	5.3	2.5	2.7	5.5	0	3.5	5.7	3.2	0	0	3.8	3.6

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Client:FDOT-6
Intersection Name: NW 42 Ave at NW 135St
Opertaors Name: CR & CV
Weather: Sunny

File Name : Sta_2-NW 42 Ave _NW 135 ST
Site Code : 00000002
Start Date : 9/13/2016
Page No : 8



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File Name : Sta_2-NW 42 Ave _NW 135 ST
Site Code : 00000002
Start Date : 9/13/2016
Page No : 1

Groups Printed- Trucks

	NW 42 AVE Northbound					NW 42 AVE Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	3	0	4	0	7	0	0	1	0	1	1	8	5	0	14	1	3	0	0	4	26
06:15 AM	2	2	5	0	9	0	1	1	0	2	1	10	1	0	12	4	4	0	0	8	31
06:30 AM	3	2	4	0	9	1	0	1	0	2	0	5	3	0	8	2	11	0	0	13	32
06:45 AM	9	1	5	0	15	0	0	2	0	2	0	5	2	0	7	1	9	0	0	10	34
Total	17	5	18	0	40	1	1	5	0	7	2	28	11	0	41	8	27	0	0	35	123
07:00 AM	3	3	5	0	11	0	0	2	0	2	2	5	1	0	8	3	11	0	0	14	35
07:15 AM	2	1	9	0	12	2	0	0	0	2	1	6	3	0	10	3	6	0	0	9	33
07:30 AM	4	3	7	0	14	2	3	3	0	8	1	4	3	0	8	3	10	0	0	13	43
07:45 AM	4	4	3	0	11	0	2	1	0	3	1	6	2	0	9	2	9	0	0	11	34
Total	13	11	24	0	48	4	5	6	0	15	5	21	9	0	35	11	36	0	0	47	145
08:00 AM	6	4	5	0	15	1	3	1	0	5	0	9	1	0	10	2	9	0	0	11	41
08:15 AM	3	4	4	0	11	0	2	4	0	6	1	15	5	0	21	1	5	0	0	6	44
08:30 AM	9	0	4	0	13	0	7	5	0	12	2	11	3	0	16	2	9	0	0	11	52
08:45 AM	2	6	3	0	11	0	5	2	0	7	3	8	3	0	14	6	10	0	0	16	48
Total	20	14	16	0	50	1	17	12	0	30	6	43	12	0	61	11	33	0	0	44	185
*** BREAK ***																					
11:00 AM	5	0	6	0	11	4	5	1	0	10	1	9	5	0	15	3	9	0	0	12	48
11:15 AM	11	3	2	0	16	1	5	1	0	7	0	8	12	0	20	4	10	0	0	14	57
11:30 AM	6	1	7	0	14	0	5	2	0	7	2	14	10	0	26	7	16	1	0	24	71
11:45 AM	1	2	5	0	8	1	3	1	0	5	0	6	13	0	19	4	8	0	0	12	44
Total	23	6	20	0	49	6	18	5	0	29	3	37	40	0	80	18	43	1	0	62	220
12:00 PM	4	3	2	0	9	1	4	1	0	6	1	8	8	0	17	10	15	0	0	25	57
12:15 PM	7	3	8	0	18	0	3	1	0	4	1	12	2	0	15	6	10	0	0	16	53
12:30 PM	3	5	5	0	13	0	3	3	0	6	0	7	4	0	11	8	13	2	0	23	53
12:45 PM	3	2	8	0	13	0	2	1	0	3	1	6	2	0	9	5	5	1	0	11	36
Total	17	13	23	0	53	1	12	6	0	19	3	33	16	0	52	29	43	3	0	75	199
*** BREAK ***																					
03:00 PM	3	1	2	0	6	0	0	0	0	0	2	5	3	0	10	6	7	0	0	13	29
03:15 PM	7	2	5	0	14	0	2	3	0	5	1	9	7	0	17	6	6	0	0	12	48
03:30 PM	9	2	4	0	15	0	2	1	0	3	1	8	7	0	16	5	11	0	0	16	50
03:45 PM	1	1	2	0	4	0	3	0	0	3	2	9	3	0	14	4	7	0	0	11	32
Total	20	6	13	0	39	0	7	4	0	11	6	31	20	0	57	21	31	0	0	52	159

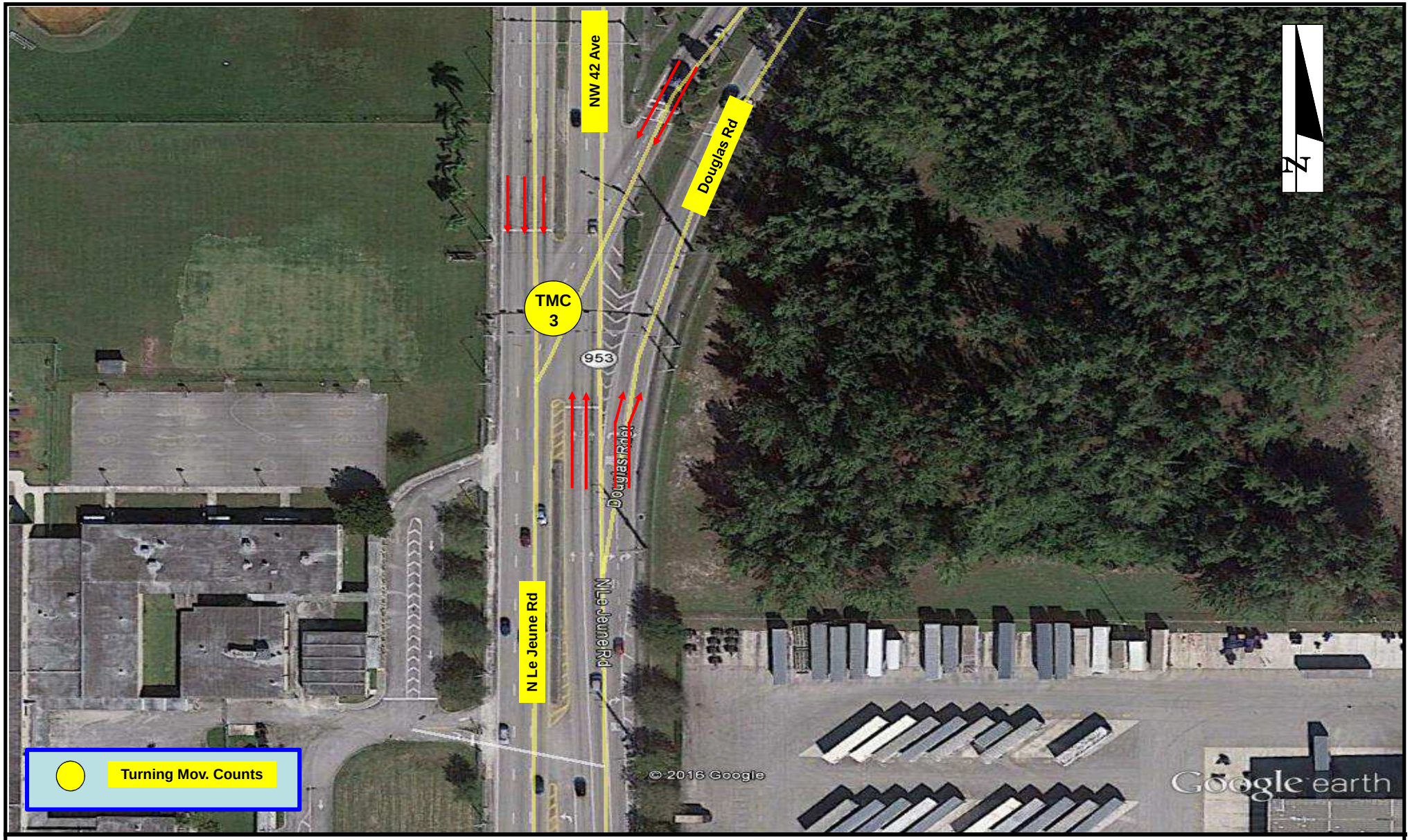
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File Name : Sta_2-NW 42 Ave _NW 135 ST
Site Code : 00000002
Start Date : 9/13/2016
Page No : 2

Groups Printed- Trucks

	NW 42 AVE Northbound					NW 42 AVE Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	2	8	6	0	16	0	4	2	0	6	0	8	4	0	12	6	4	1	0	11	45
04:15 PM	6	0	5	0	11	0	2	2	0	4	1	4	7	0	12	1	6	0	0	7	34
04:30 PM	5	2	1	0	8	0	5	1	0	6	0	10	3	0	13	4	7	0	0	11	38
04:45 PM	3	1	3	0	7	0	4	0	0	4	2	6	3	0	11	2	5	0	0	7	29
Total	16	11	15	0	42	0	15	5	0	20	3	28	17	0	48	13	22	1	0	36	146
05:00 PM	2	1	4	0	7	1	2	5	0	8	2	3	5	0	10	4	4	0	0	8	33
05:15 PM	2	3	2	0	7	0	2	5	0	7	1	3	4	0	8	3	5	0	0	8	30
05:30 PM	5	1	4	0	10	1	2	1	0	4	0	1	3	0	4	3	5	0	0	8	26
05:45 PM	3	1	3	0	7	0	3	1	0	4	0	6	3	0	9	3	5	1	0	9	29
Total	12	6	13	0	31	2	9	12	0	23	3	13	15	0	31	13	19	1	0	33	118
Grand Total	138	72	142	0	352	15	84	55	0	154	31	234	140	0	405	124	254	6	0	384	1295
Apprch %	39.2	20.5	40.3	0		9.7	54.5	35.7	0		7.7	57.8	34.6	0		32.3	66.1	1.6	0		
Total %	10.7	5.6	11	0	27.2	1.2	6.5	4.2	0	11.9	2.4	18.1	10.8	0	31.3	9.6	19.6	0.5	0	29.7	



Station ID # 3: SR 953/NW 42 Ave at Douglas Rd/Le Jeune Connector (8-Hr Turning Movement Counts)

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Client:FDOT-6
Intersection Name:Le Jeune AT Douglas Rd
Operators:IL & CG
Weather:Sunny

File Name : Sta_3-Le Jeune_Douglas Connector
Site Code : 00000003
Start Date : 9/13/2016
Page No : 1

Groups Printed- Pass Cars - Trucks

	LE JEUNE RD Northbound					LE JEUNE RD Southbound					DOUGLAS RD Eastbound					DOUGLAS RD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	82	97	0	179	0	88	0	0	88	0	0	0	0	0	108	0	0	1	109	376
06:15 AM	0	123	165	0	288	0	115	0	0	115	0	0	0	0	0	193	0	0	1	194	597
06:30 AM	0	166	177	0	343	0	166	0	0	166	0	0	0	0	0	223	0	0	1	224	733
06:45 AM	0	185	192	0	377	0	180	0	0	180	0	0	0	0	0	285	0	0	0	285	842
Total	0	556	631	0	1187	0	549	0	0	549	0	0	0	0	0	809	0	0	3	812	2548
07:00 AM	0	122	188	0	310	0	170	0	0	170	0	0	0	0	0	265	0	0	0	265	745
07:15 AM	0	138	241	0	379	0	163	0	0	163	0	0	0	0	0	291	0	0	0	291	833
07:30 AM	0	143	176	0	319	0	172	0	0	172	0	0	0	0	0	264	0	0	1	265	756
07:45 AM	0	187	208	0	395	0	146	0	0	146	0	0	0	0	0	287	0	0	0	287	828
Total	0	590	813	0	1403	0	651	0	0	651	0	0	0	0	0	1107	0	0	1	1108	3162
08:00 AM	0	144	165	0	309	0	164	0	0	164	0	0	0	0	0	266	0	0	0	266	739
08:15 AM	0	142	196	0	338	0	175	0	0	175	0	0	0	0	0	257	0	0	0	257	770
08:30 AM	0	134	152	0	286	0	142	0	0	142	0	0	0	0	0	268	0	0	1	269	697
08:45 AM	0	132	141	0	273	0	162	1	0	163	0	0	0	0	0	279	0	0	0	279	715
Total	0	552	654	0	1206	0	643	1	0	644	0	0	0	0	0	1070	0	0	1	1071	2921
*** BREAK ***																					
11:00 AM	0	108	125	0	233	0	129	0	0	129	0	0	0	0	0	151	0	0	0	151	513
11:15 AM	0	123	122	0	245	0	111	0	0	111	0	0	0	0	0	186	0	0	0	186	542
11:30 AM	0	104	110	0	214	0	136	0	0	136	0	0	0	0	0	144	0	0	0	144	494
11:45 AM	0	134	126	0	260	0	111	0	0	111	0	0	0	0	0	141	0	0	0	141	512
Total	0	469	483	0	952	0	487	0	0	487	0	0	0	0	0	622	0	0	0	622	2061
12:00 PM	0	135	137	0	272	0	139	0	0	139	0	0	0	0	0	139	0	0	0	139	550
12:15 PM	0	124	141	0	265	0	130	0	0	130	0	0	0	0	0	137	0	0	0	137	532
12:30 PM	0	160	137	0	297	0	115	0	0	115	0	0	0	0	0	149	10	0	0	159	571
12:45 PM	0	141	164	0	305	0	106	0	0	106	0	0	0	0	0	156	0	0	0	156	567
Total	0	560	579	0	1139	0	490	0	0	490	0	0	0	0	0	581	10	0	0	591	2220
*** BREAK ***																					
03:00 PM	0	164	227	0	391	0	114	0	0	114	0	0	0	0	0	178	0	0	0	178	683
03:15 PM	0	135	214	0	349	0	115	0	0	115	0	0	0	0	0	137	0	0	0	137	601
03:30 PM	0	167	221	0	388	0	150	0	0	150	0	0	0	0	0	182	0	0	1	183	721

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Client:FDOT-6
Intersection Name:Le Jeune AT Douglas Rd
Operators:IL & CG
Weather:Sunny

File Name : Sta_3-Le Jeune_Douglas Connector
Site Code : 00000003
Start Date : 9/13/2016
Page No : 2

Groups Printed- Pass Cars - Trucks

	LE JEUNE RD Northbound					LE JEUNE RD Southbound					DOUGLAS RD Eastbound					DOUGLAS RD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	0	184	196	0	380	0	132	0	0	132	0	0	0	0	0	195	0	0	0	195	707
Total	0	650	858	0	1508	0	511	0	0	511	0	0	0	0	0	692	0	0	1	693	2712
04:00 PM	0	206	249	0	455	0	134	0	0	134	0	0	0	0	0	219	0	0	0	219	808
04:15 PM	0	221	262	0	483	0	130	0	0	130	0	0	0	0	0	194	0	0	0	194	807
04:30 PM	0	238	254	0	492	0	161	0	0	161	0	0	0	0	0	228	0	0	0	228	881
04:45 PM	0	207	238	0	445	26	145	0	0	171	0	0	0	0	0	187	0	0	0	187	803
Total	0	872	1003	0	1875	26	570	0	0	596	0	0	0	0	0	828	0	0	0	828	3299
05:00 PM	0	279	326	0	605	0	185	0	0	185	0	0	0	0	0	227	0	0	0	227	1017
05:15 PM	0	303	268	0	571	0	171	0	0	171	0	0	0	0	0	243	0	0	3	246	988
05:30 PM	0	284	274	0	558	0	188	4	0	192	0	0	0	0	0	239	0	0	0	239	989
05:45 PM	0	315	312	0	627	0	161	0	0	161	0	0	0	0	0	252	0	0	0	252	1040
Total	0	1181	1180	0	2361	0	705	4	0	709	0	0	0	0	0	961	0	0	3	964	4034
Grand Total	0	5430	6201	0	11631	26	4606	5	0	4637	0	0	0	0	0	6670	10	0	9	6689	22957
Apprch %	0	46.7	53.3	0		0.6	99.3	0.1	0		0	0	0	0		99.7	0.1	0	0.1		
Total %	0	23.7	27	0	50.7	0.1	20.1	0	0	20.2	0	0	0	0	0	29.1	0	0	0	29.1	
Pass Cars	0	5279	5971	0	11250	26	4397	5	0	4428	0	0	0	0	0	6299	8	0	9	6316	21994
% Pass Cars	0	97.2	96.3	0	96.7	100	95.5	100	0	95.5	0	0	0	0	0	94.4	80	0	100	94.4	95.8
Trucks	0	151	230	0	381	0	209	0	0	209	0	0	0	0	0	371	2	0	0	373	963
% Trucks	0	2.8	3.7	0	3.3	0	4.5	0	0	4.5	0	0	0	0	0	5.6	20	0	0	5.6	4.2

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Intersection Name:Le Jeune AT Douglas Rd
Operators:IL & CG
Weather:Sunny

File Name : Sta_3-Le Jeune_Douglas Connector
Site Code : 00000003
Start Date : 9/13/2016

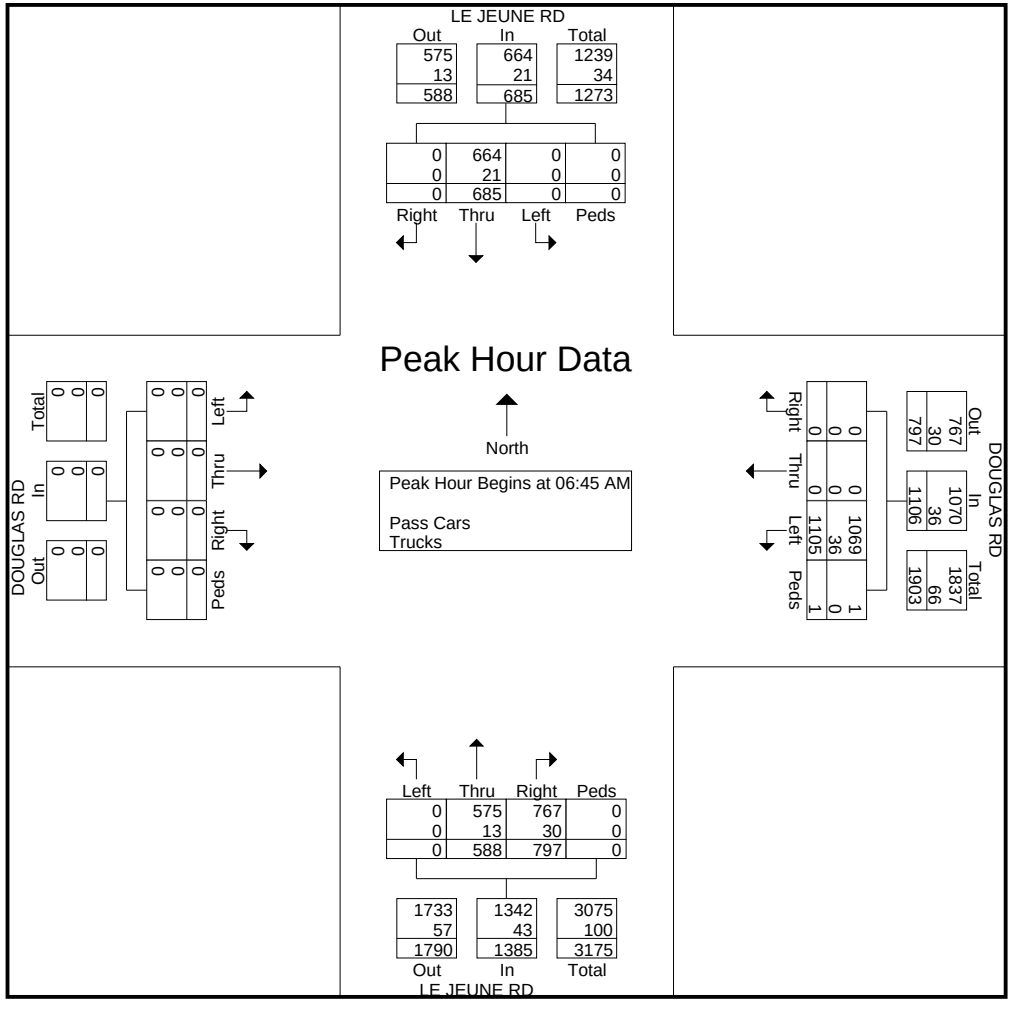
	LE JEUNE RD Northbound					LE JEUNE RD Southbound					DOUGLAS RD Eastbound					DOUGLAS RD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	0	**185**	192	0	377	0	**180**	0	0	**180**	0	0	0	0	0	285	0	0	0	285	**842**
07:00 AM	0	122	188	0	310	0	170	0	0	170	0	0	0	0	0	265	0	0	0	265	745
07:15 AM	0	138	**241**	0	**379**	0	163	0	0	163	0	0	0	0	0	**291**	0	0	0	**291**	833
07:30 AM	0	143	176	0	319	0	172	0	0	172	0	0	0	0	0	264	0	0	**1**	265	756
Total Volume	0	588	797	0	1385	0	685	0	0	685	0	0	0	0	0	1105	0	0	1	1106	3176
% App. Total	0	42.5	57.5	0		0	100	0	0		0	0	0	0		99.9	0	0	0.1		
PHF	.000	.795	.827	.000	.914	.000	.951	.000	.000	.951	.000	.000	.000	.000	.000	.949	.000	.000	.250	.950	.943
Pass Cars	0	575	767	0	1342	0	664	0	0	664	0	0	0	0	0	1069	0	0	1	1070	3076
% Pass Cars	0	97.8	96.2	0	96.9	0	96.9	0	0	96.9	0	0	0	0	0	96.7	0	0	100	96.7	96.9
Trucks	0	13	30	0	43	0	21	0	0	21	0	0	0	0	0	36	0	0	0	36	100
% Trucks	0	2.2	3.8	0	3.1	0	3.1	0	0	3.1	0	0	0	0	0	3.3	0	0	0	3.3	3.1

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Client:FDOT-6
Intersection Name:Le Jeune AT Douglas Rd
Operators:IL & CG
Weather:Sunny

File Name : Sta_3-Le Jeune_Douglas Connector
Site Code : 00000003
Start Date : 9/13/2016
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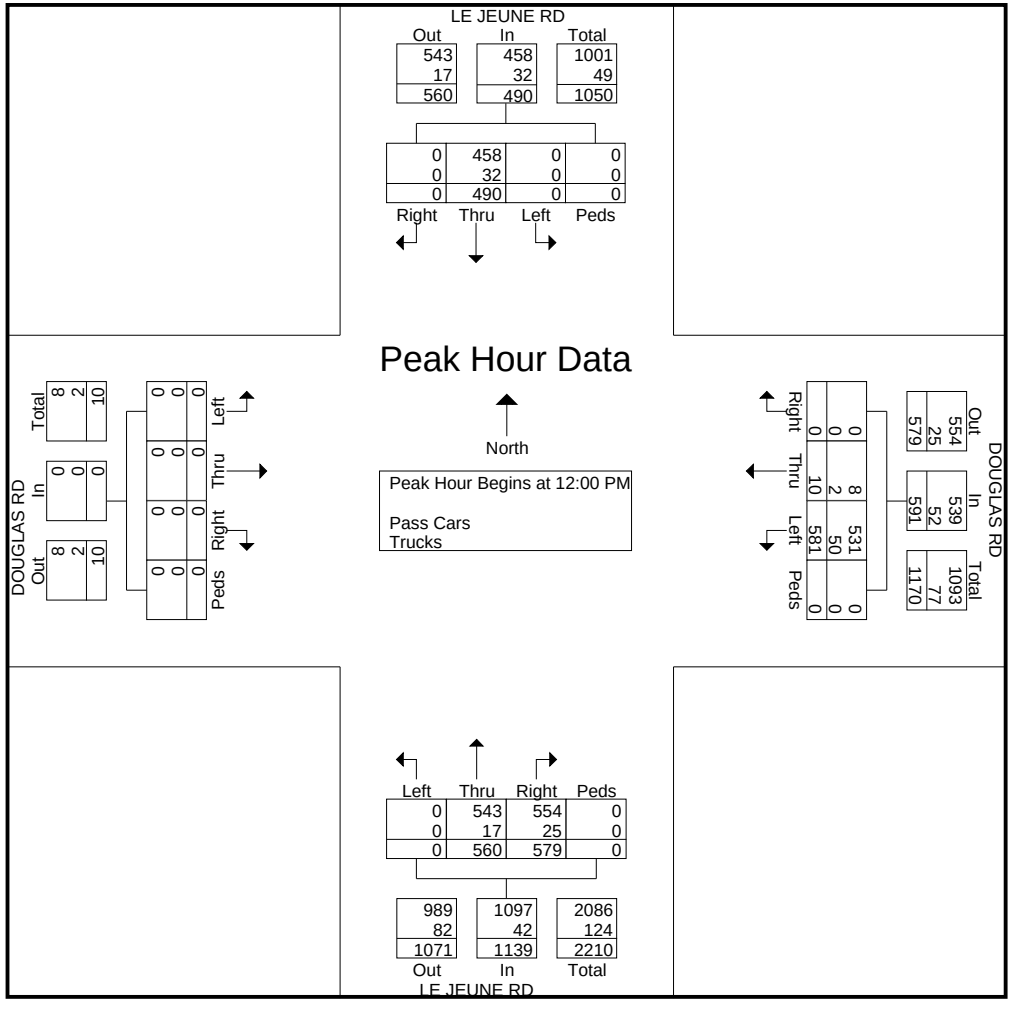
	LE JEUNE RD Northbound					LE JEUNE RD Southbound					DOUGLAS RD Eastbound					DOUGLAS RD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	135	137	0	272	0	**139**	0	0	**139**	0	0	0	0	0	139	0	0	0	139	550
12:15 PM	0	124	141	0	265	0	130	0	0	130	0	0	0	0	0	137	0	0	0	137	532
12:30 PM	0	**160**	137	0	297	0	115	0	0	115	0	0	0	0	0	149	**10**	0	0	**159**	**571**
12:45 PM	0	141	**164**	0	**305**	0	106	0	0	106	0	0	0	0	0	**156**	0	0	0	156	567
Total Volume	0	560	579	0	1139	0	490	0	0	490	0	0	0	0	0	581	10	0	0	591	2220
% App. Total	0	49.2	50.8	0		0	100	0	0		0	0	0	0		98.3	1.7	0	0		
PHF	.000	.875	.883	.000	.934	.000	.881	.000	.000	.881	.000	.000	.000	.000	.000	.931	.250	.000	.000	.929	.972
Pass Cars	0	543	554	0	1097	0	458	0	0	458	0	0	0	0	0	531	8	0	0	539	2094
% Pass Cars	0	97.0	95.7	0	96.3	0	93.5	0	0	93.5	0	0	0	0	0	91.4	80.0	0	0	91.2	94.3
Trucks	0	17	25	0	42	0	32	0	0	32	0	0	0	0	0	50	2	0	0	52	126
% Trucks	0	3.0	4.3	0	3.7	0	6.5	0	0	6.5	0	0	0	0	0	8.6	20.0	0	0	8.8	5.7

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Intersection Name:Le Jeune AT Douglas Rd
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File Name : Sta_3-Le Jeune_Douglas Connector
Site Code : 00000003
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File Name : Sta_3-Le Jeune_Douglas Connector
Site Code : 00000003
Start Date : 9/13/2016

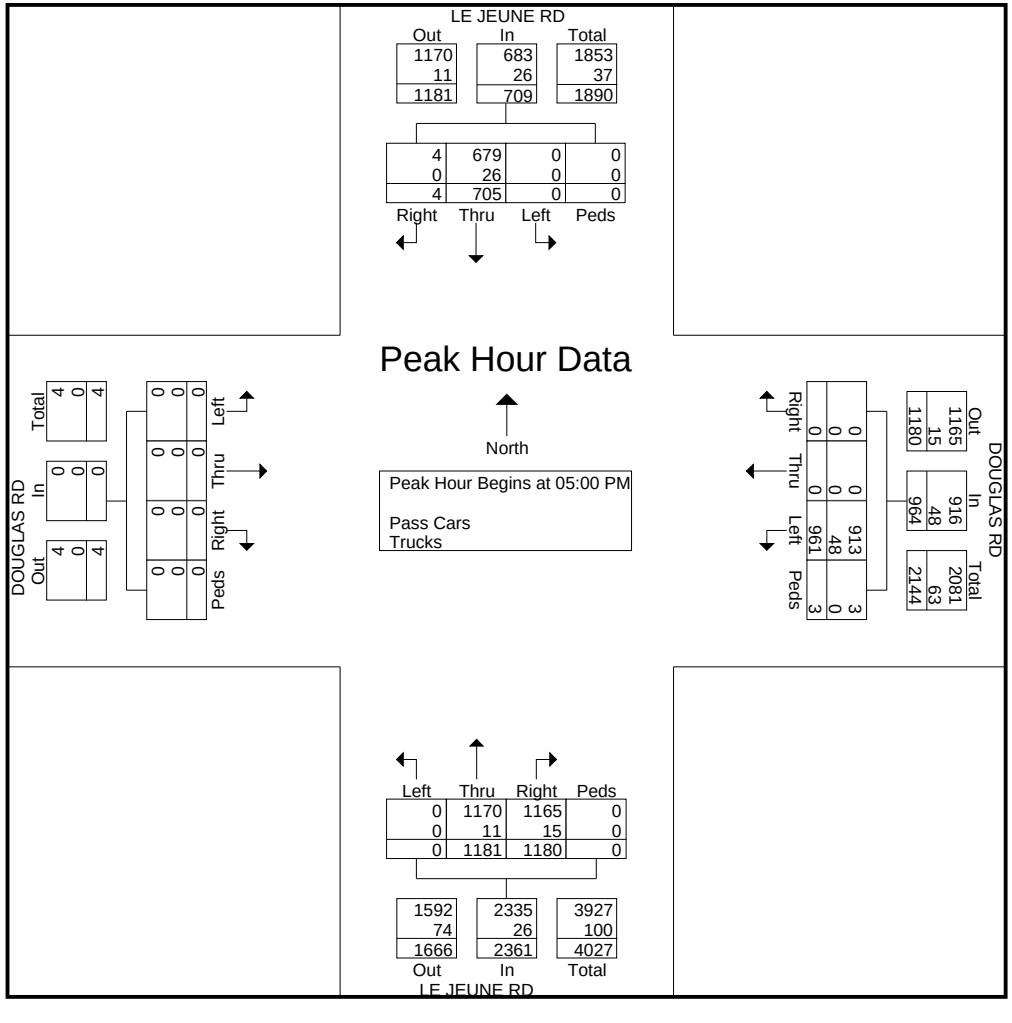
	LE JEUNE RD Northbound					LE JEUNE RD Southbound					DOUGLAS RD Eastbound					DOUGLAS RD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	279	**326**	0	605	0	185	0	0	185	0	0	0	0	0	227	0	0	0	227	1017
05:15 PM	0	303	268	0	571	0	171	0	0	171	0	0	0	0	0	243	0	0	**3**	246	988
05:30 PM	0	284	274	0	558	0	**188**	**4**	0	**192**	0	0	0	0	0	239	0	0	0	239	989
05:45 PM	0	**315**	312	0	**627**	0	161	0	0	161	0	0	0	0	0	**252**	0	0	0	**252**	**1040**
Total Volume	0	1181	1180	0	2361	0	705	4	0	709	0	0	0	0	0	961	0	0	3	964	4034
% App. Total	0	50	50	0		0	99.4	0.6	0		0	0	0	0		99.7	0	0	0.3		
PHF	.000	.937	.905	.000	.941	.000	.938	.250	.000	.923	.000	.000	.000	.000	.000	.953	.000	.000	.250	.956	.970
Pass Cars	0	1170	1165	0	2335	0	679	4	0	683	0	0	0	0	0	913	0	0	3	916	3934
% Pass Cars	0	99.1	98.7	0	98.9	0	96.3	100	0	96.3	0	0	0	0	0	95.0	0	0	100	95.0	97.5
Trucks	0	11	15	0	26	0	26	0	0	26	0	0	0	0	0	48	0	0	0	48	100
% Trucks	0	0.9	1.3	0	1.1	0	3.7	0	0	3.7	0	0	0	0	0	5.0	0	0	0	5.0	2.5

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Intersection Name:Le Jeune AT Douglas Rd
Operators:IL & CG
Weather:Sunny

File Name : Sta_3-Le Jeune_Douglas Connector
Site Code : 00000003
Start Date : 9/13/2016
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File Name : Sta_3-Le Jeune_Douglas Connector
Site Code : 00000003
Start Date : 9/13/2016
Page No : 1

Groups Printed- Trucks

	LE JEUNE RD Northbound					LE JEUNE RD Southbound					DOUGLAS RD Eastbound					DOUGLAS RD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	5	2	0	7	0	5	0	0	5	0	0	0	0	0	3	0	0	0	3	15
06:15 AM	0	3	5	0	8	0	5	0	0	5	0	0	0	0	0	14	0	0	0	14	27
06:30 AM	0	5	7	0	12	0	5	0	0	5	0	0	0	0	0	10	0	0	0	10	27
06:45 AM	0	2	8	0	10	0	3	0	0	3	0	0	0	0	0	11	0	0	0	11	24
Total	0	15	22	0	37	0	18	0	0	18	0	0	0	0	0	38	0	0	0	38	93
07:00 AM	0	4	8	0	12	0	6	0	0	6	0	0	0	0	0	4	0	0	0	4	22
07:15 AM	0	1	9	0	10	0	1	0	0	1	0	0	0	0	0	11	0	0	0	11	22
07:30 AM	0	6	5	0	11	0	11	0	0	11	0	0	0	0	0	10	0	0	0	10	32
07:45 AM	0	9	7	0	16	0	4	0	0	4	0	0	0	0	0	10	0	0	0	10	30
Total	0	20	29	0	49	0	22	0	0	22	0	0	0	0	0	35	0	0	0	35	106
08:00 AM	0	3	11	0	14	0	3	0	0	3	0	0	0	0	0	10	0	0	0	10	27
08:15 AM	0	6	2	0	8	0	6	0	0	6	0	0	0	0	0	15	0	0	0	15	29
08:30 AM	0	6	5	0	11	0	3	0	0	3	0	0	0	0	0	12	0	0	0	12	26
08:45 AM	0	3	2	0	5	0	10	0	0	10	0	0	0	0	0	13	0	0	0	13	28
Total	0	18	20	0	38	0	22	0	0	22	0	0	0	0	0	50	0	0	0	50	110
*** BREAK ***																					
11:00 AM	0	5	8	0	13	0	9	0	0	9	0	0	0	0	0	12	0	0	0	12	34
11:15 AM	0	10	13	0	23	0	8	0	0	8	0	0	0	0	0	24	0	0	0	24	55
11:30 AM	0	4	17	0	21	0	14	0	0	14	0	0	0	0	0	15	0	0	0	15	50
11:45 AM	0	7	14	0	21	0	10	0	0	10	0	0	0	0	0	11	0	0	0	11	42
Total	0	26	52	0	78	0	41	0	0	41	0	0	0	0	0	62	0	0	0	62	181
12:00 PM	0	6	3	0	9	0	8	0	0	8	0	0	0	0	0	10	0	0	0	10	27
12:15 PM	0	3	8	0	11	0	3	0	0	3	0	0	0	0	0	16	0	0	0	16	30
12:30 PM	0	3	5	0	8	0	6	0	0	6	0	0	0	0	0	15	2	0	0	17	31
12:45 PM	0	5	9	0	14	0	15	0	0	15	0	0	0	0	0	9	0	0	0	9	38
Total	0	17	25	0	42	0	32	0	0	32	0	0	0	0	0	50	2	0	0	52	126
*** BREAK ***																					
03:00 PM	0	9	8	0	17	0	6	0	0	6	0	0	0	0	0	10	0	0	0	10	33
03:15 PM	0	10	13	0	23	0	5	0	0	5	0	0	0	0	0	10	0	0	0	10	38
03:30 PM	0	4	2	0	6	0	12	0	0	12	0	0	0	0	0	12	0	0	0	12	30
03:45 PM	0	6	14	0	20	0	5	0	0	5	0	0	0	0	0	14	0	0	0	14	39
Total	0	29	37	0	66	0	28	0	0	28	0	0	0	0	0	46	0	0	0	46	140

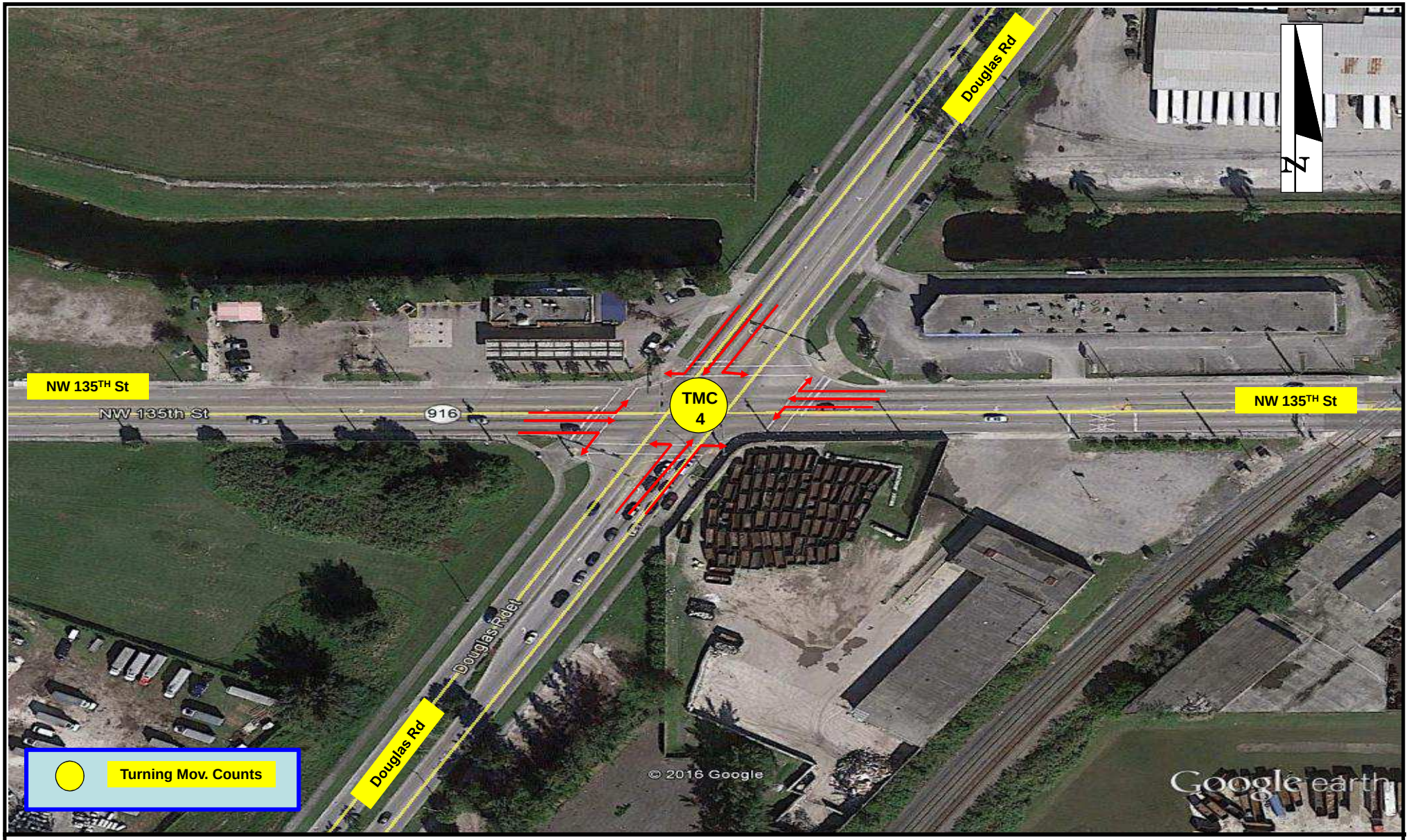
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File Name : Sta_3-Le Jeune_Douglas Connector
Site Code : 00000003
Start Date : 9/13/2016
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Groups Printed- Trucks

	LE JEUNE RD Northbound					LE JEUNE RD Southbound					DOUGLAS RD Eastbound					DOUGLAS RD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	9	12	0	21	0	4	0	0	4	0	0	0	0	0	12	0	0	0	12	37
04:15 PM	0	1	5	0	6	0	6	0	0	6	0	0	0	0	0	13	0	0	0	13	25
04:30 PM	0	3	9	0	12	0	2	0	0	2	0	0	0	0	0	11	0	0	0	11	25
04:45 PM	0	2	4	0	6	0	8	0	0	8	0	0	0	0	0	6	0	0	0	6	20
Total	0	15	30	0	45	0	20	0	0	20	0	0	0	0	0	42	0	0	0	42	107
05:00 PM	0	2	6	0	8	0	7	0	0	7	0	0	0	0	0	15	0	0	0	15	30
05:15 PM	0	3	3	0	6	0	8	0	0	8	0	0	0	0	0	11	0	0	0	11	25
05:30 PM	0	3	4	0	7	0	7	0	0	7	0	0	0	0	0	12	0	0	0	12	26
05:45 PM	0	3	2	0	5	0	4	0	0	4	0	0	0	0	0	10	0	0	0	10	19
Total	0	11	15	0	26	0	26	0	0	26	0	0	0	0	0	48	0	0	0	48	100
Grand Total	0	151	230	0	381	0	209	0	0	209	0	0	0	0	0	371	2	0	0	373	963
Apprch %	0	39.6	60.4	0		0	100	0	0		0	0	0	0		99.5	0.5	0	0		
Total %	0	15.7	23.9	0	39.6	0	21.7	0	0	21.7	0	0	0	0	0	38.5	0.2	0	0	38.7	



Station ID # 4: Douglas Rd/Le Jeune Connector at SR 916/NW 135 St (8-Hr Turning Movement Counts)

F.R. Aleman & Associates, Inc

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Client:FDOT-6
Intersection Name: Douglas Rd @ NW135 St
Opertaors Name: MA & CV
Weather: Sunny

File Name : Sta_4-Douglas Rd at NW 135 st
Site Code : 00000004
Start Date : 9/13/2016
Page No : 1

Groups Printed- Pass Cars - Trucks

	Douglas Rd Northbound					Douglas Rd Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	14	89	24	0	127	24	143	26	0	193	13	52	7	0	72	33	42	17	0	92	484
06:15 AM	23	131	39	0	193	29	212	41	0	282	17	83	8	0	108	32	108	9	0	149	732
06:30 AM	36	134	53	0	223	33	269	27	1	330	25	101	17	0	143	41	161	20	0	222	918
06:45 AM	29	169	65	0	263	34	229	51	0	314	28	97	8	0	133	61	187	13	0	261	971
Total	102	523	181	0	806	120	853	145	1	1119	83	333	40	0	456	167	498	59	0	724	3105
07:00 AM	21	162	66	2	251	48	259	34	0	341	22	137	15	0	174	45	138	19	0	202	968
07:15 AM	20	196	83	1	300	30	238	33	1	302	33	130	5	0	168	75	153	24	0	252	1022
07:30 AM	33	182	92	0	307	34	276	37	0	347	38	156	2	0	196	68	145	29	3	245	1095
07:45 AM	32	210	70	1	313	29	277	39	0	345	31	133	12	0	176	62	155	18	0	235	1069
Total	106	750	311	4	1171	141	1050	143	1	1335	124	556	34	0	714	250	591	90	3	934	4154
08:00 AM	34	175	71	0	280	19	269	33	0	321	30	122	6	0	158	48	162	27	0	237	996
08:15 AM	26	176	63	0	265	24	282	37	0	343	46	130	15	0	191	65	114	22	0	201	1000
08:30 AM	21	184	62	0	267	37	252	24	0	313	47	131	11	0	189	56	145	24	0	225	994
08:45 AM	27	165	54	0	246	36	255	45	0	336	32	114	8	0	154	57	141	18	0	216	952
Total	108	700	250	0	1058	116	1058	139	0	1313	155	497	40	0	692	226	562	91	0	879	3942
*** BREAK ***																					
11:00 AM	88	38	5	24	155	24	135	34	0	193	25	115	13	0	153	66	111	24	0	201	702
11:15 AM	138	44	9	30	221	21	153	31	0	205	33	76	13	0	122	41	86	25	0	152	700
11:30 AM	89	41	4	17	151	20	135	42	1	198	39	122	13	0	174	62	123	30	0	215	738
11:45 AM	111	35	5	26	177	15	122	41	0	178	39	92	17	0	148	33	102	31	0	166	669
Total	426	158	23	97	704	80	545	148	1	774	136	405	56	0	597	202	422	110	0	734	2809
12:00 PM	116	33	9	23	181	18	130	35	0	183	33	134	8	0	175	58	120	29	0	207	746
12:15 PM	120	39	7	18	184	38	137	36	0	211	36	81	3	0	120	28	73	21	0	122	637
12:30 PM	122	39	1	21	183	21	117	31	1	170	41	128	9	0	178	35	130	24	1	190	721
12:45 PM	148	34	7	31	220	28	138	28	0	194	36	79	13	0	128	38	107	30	0	175	717
Total	506	145	24	93	768	105	522	130	1	758	146	422	33	0	601	159	430	104	1	694	2821
*** BREAK ***																					
03:00 PM	179	55	6	19	259	26	153	44	0	223	40	116	8	0	164	44	117	47	0	208	854
03:15 PM	198	59	5	17	279	33	194	32	0	259	40	123	6	0	169	57	119	31	0	207	914
03:30 PM	237	48	10	33	328	20	207	40	0	267	39	152	17	0	208	34	158	43	0	235	1038

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Client:FDOT-6
Intersection Name: Douglas Rd @ NW135 St
Opertaors Name: MA & CV
Weather: Sunny

File Name : Sta_4-Douglas Rd at NW 135 st
Site Code : 00000004
Start Date : 9/13/2016
Page No : 2

Groups Printed- Pass Cars - Trucks

	Douglas Rd Northbound					Douglas Rd Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	194	48	5	24	271	35	203	37	0	275	47	124	12	0	183	66	109	42	0	217	946
Total	808	210	26	93	1137	114	757	153	0	1024	166	515	43	0	724	201	503	163	0	867	3752
04:00 PM	190	61	5	21	277	25	203	28	0	256	42	143	19	0	204	63	116	46	0	225	962
04:15 PM	227	48	4	18	297	16	207	35	0	258	72	128	8	0	208	59	146	57	0	262	1025
04:30 PM	218	53	4	27	302	28	245	31	0	304	45	172	12	0	229	72	162	54	0	288	1123
04:45 PM	259	40	1	24	324	44	320	29	0	393	58	175	13	0	246	57	151	46	0	254	1217
Total	894	202	14	90	1200	113	975	123	0	1211	217	618	52	0	887	251	575	203	0	1029	4327
05:00 PM	245	52	4	13	314	14	300	35	1	350	77	215	17	0	309	58	132	61	0	251	1224
05:15 PM	218	57	5	13	293	34	269	27	0	330	44	196	18	0	258	57	192	57	0	306	1187
05:30 PM	210	37	0	21	268	35	271	31	0	337	54	229	11	0	294	67	184	80	0	331	1230
05:45 PM	222	43	4	11	280	18	275	41	0	334	57	131	11	1	200	62	136	71	0	269	1083
Total	895	189	13	58	1155	101	1115	134	1	1351	232	771	57	1	1061	244	644	269	0	1157	4724
Grand Total	3845	2877	842	435	7999	890	6875	1115	5	8885	1259	4117	355	1	5732	1700	4225	1089	4	7018	29634
Apprch %	48.1	36	10.5	5.4		10	77.4	12.5	0.1		22	71.8	6.2	0		24.2	60.2	15.5	0.1		
Total %	13	9.7	2.8	1.5	27	3	23.2	3.8	0	30	4.2	13.9	1.2	0	19.3	5.7	14.3	3.7	0	23.7	
Pass Cars	3789	2597	678	435	7499	813	6550	1010	5	8378	1171	3786	310	1	5268	1553	3910	1007	4	6474	27619
% Pass Cars	98.5	90.3	80.5	100	93.7	91.3	95.3	90.6	100	94.3	93	92	87.3	100	91.9	91.4	92.5	92.5	100	92.2	93.2
Trucks	56	280	164	0	500	77	325	105	0	507	88	331	45	0	464	147	315	82	0	544	2015
% Trucks	1.5	9.7	19.5	0	6.3	8.7	4.7	9.4	0	5.7	7	8	12.7	0	8.1	8.6	7.5	7.5	0	7.8	6.8

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Site Code : 00000004
Start Date : 9/13/2016

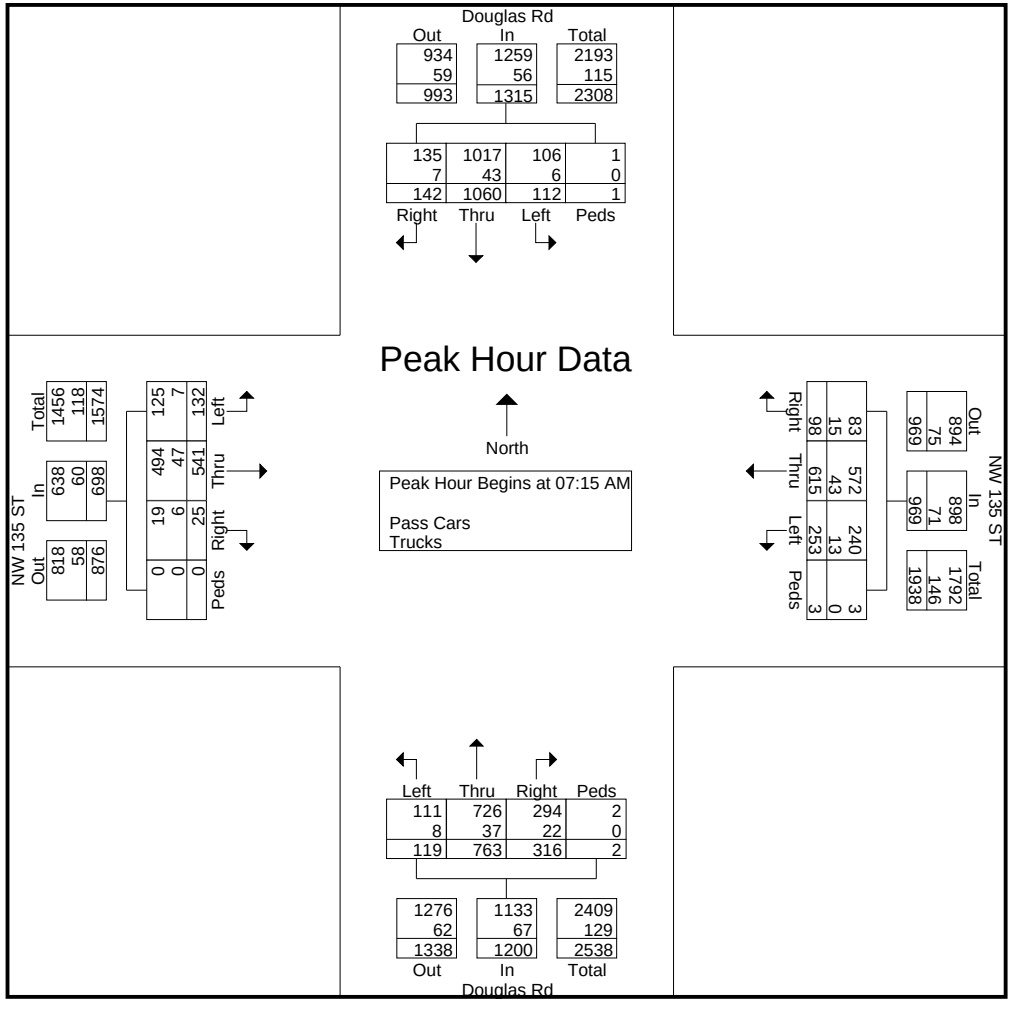
	Douglas Rd Northbound					Douglas Rd Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	20	196	83	**1**	300	30	238	33	**1**	302	33	130	5	0	168	**75**	153	24	0	**252**	1022
07:30 AM	33	182	**92**	0	307	**34**	276	37	0	**347**	**38**	**156**	2	0	**196**	68	145	**29**	**3**	245	**1095**
07:45 AM	32	**210**	70	1	**313**	29	**277**	**39**	0	345	31	133	**12**	0	176	62	155	18	0	235	1069
08:00 AM	**34**	175	71	0	280	19	269	33	0	321	30	122	6	0	158	48	**162**	27	0	237	996
Total Volume	119	763	316	2	1200	112	1060	142	1	1315	132	541	25	0	698	253	615	98	3	969	4182
% App. Total	9.9	63.6	26.3	0.2		8.5	80.6	10.8	0.1		18.9	77.5	3.6	0		26.1	63.5	10.1	0.3		
PHF	.875	.908	.859	.500	.958	.824	.957	.910	.250	.947	.868	.867	.521	.000	.890	.843	.949	.845	.250	.961	.955
Pass Cars	111	726	294	2	1133	106	1017	135	1	1259	125	494	19	0	638	240	572	83	3	898	3928
% Pass Cars	93.3	95.2	93.0	100	94.4	94.6	95.9	95.1	100	95.7	94.7	91.3	76.0	0	91.4	94.9	93.0	84.7	100	92.7	93.9
Trucks	8	37	22	0	67	6	43	7	0	56	7	47	6	0	60	13	43	15	0	71	254
% Trucks	6.7	4.8	7.0	0	5.6	5.4	4.1	4.9	0	4.3	5.3	8.7	24.0	0	8.6	5.1	7.0	15.3	0	7.3	6.1

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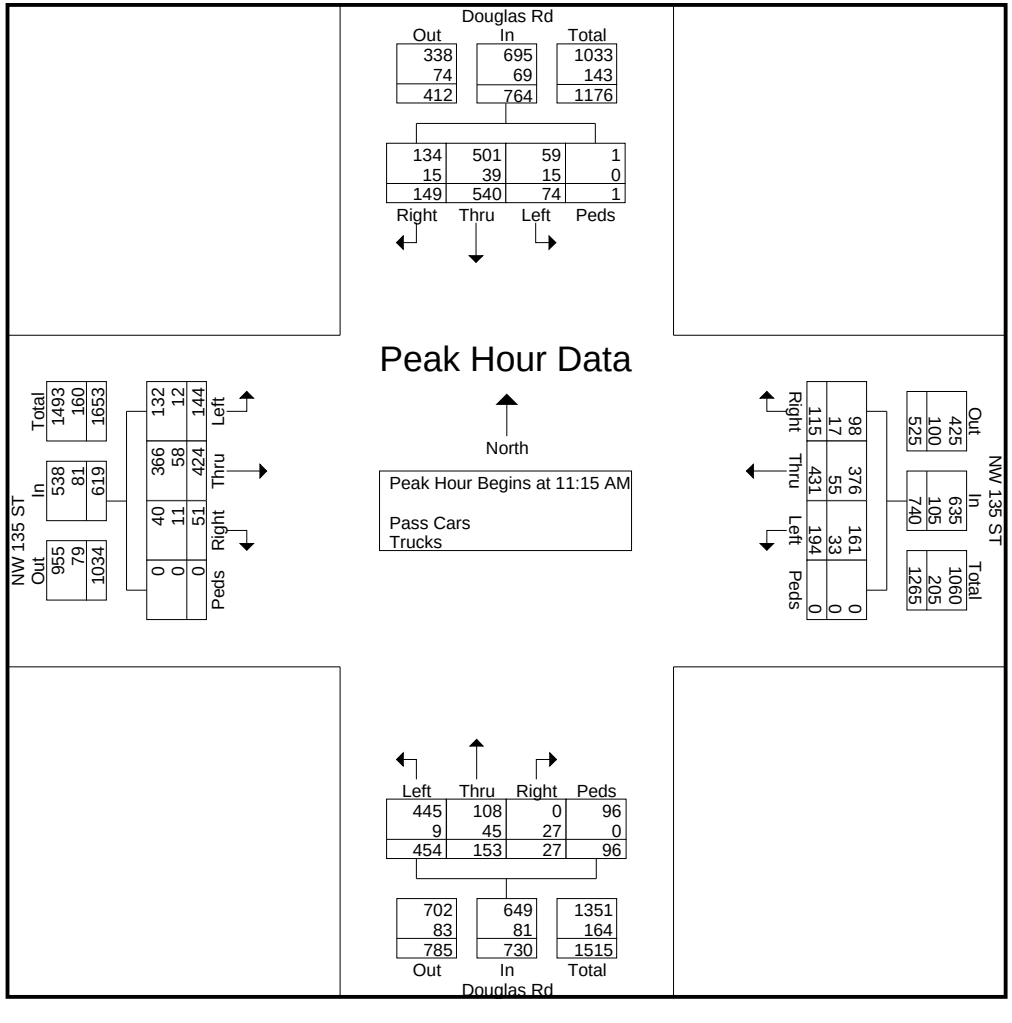
	Douglas Rd Northbound					Douglas Rd Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	**138**	**44**	**9**	**30**	**221**	**21**	**153**	31	0	**205**	33	76	13	0	122	41	86	25	0	152	700
11:30 AM	89	41	4	17	151	20	135	**42**	**1**	198	**39**	122	13	0	174	**62**	**123**	30	0	**215**	738
11:45 AM	111	35	5	26	177	15	122	41	0	178	39	92	**17**	0	148	33	102	**31**	0	166	669
12:00 PM	116	33	9	23	181	18	130	35	0	183	33	**134**	8	0	**175**	58	120	29	0	207	**746**
Total Volume	454	153	27	96	730	74	540	149	1	764	144	424	51	0	619	194	431	115	0	740	2853
% App. Total	62.2	21	3.7	13.2		9.7	70.7	19.5	0.1		23.3	68.5	8.2	0		26.2	58.2	15.5	0		
PHF	.822	.869	.750	.800	.826	.881	.882	.887	.250	.932	.923	.791	.750	.000	.884	.782	.876	.927	.000	.860	.956
Pass Cars	445	108	0	96	649	59	501	134	1	695	132	366	40	0	538	161	376	98	0	635	2517
% Pass Cars	98.0	70.6	0	100	88.9	79.7	92.8	89.9	100	91.0	91.7	86.3	78.4	0	86.9	83.0	87.2	85.2	0	85.8	88.2
Trucks	9	45	27	0	81	15	39	15	0	69	12	58	11	0	81	33	55	17	0	105	336
% Trucks	2.0	29.4	100	0	11.1	20.3	7.2	10.1	0	9.0	8.3	13.7	21.6	0	13.1	17.0	12.8	14.8	0	14.2	11.8

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File Name : Sta_4-Douglas Rd at NW 135 st
Site Code : 00000004
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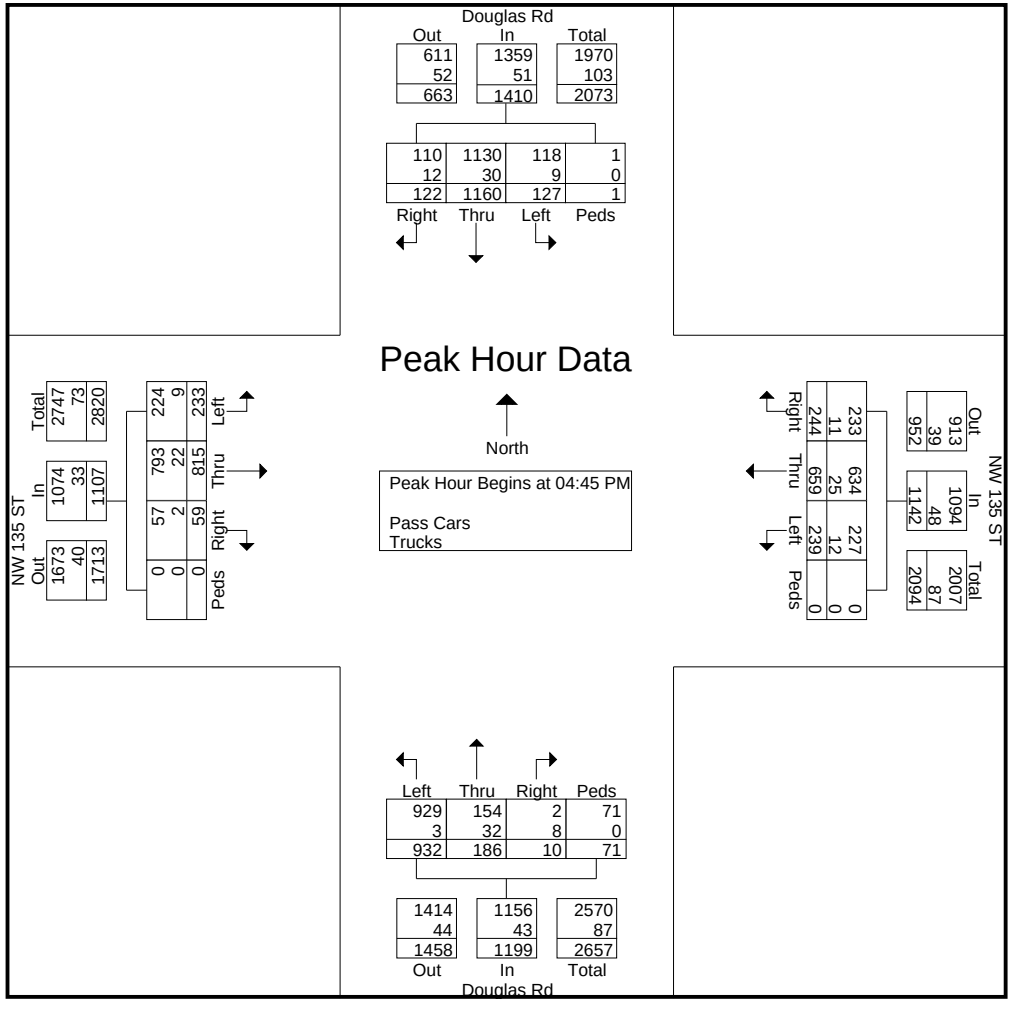
	Douglas Rd Northbound					Douglas Rd Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**259**	40	1	**24**	**324**	**44**	**320**	29	0	**393**	58	175	13	0	246	57	151	46	0	254	1217
05:00 PM	245	52	4	13	314	14	300	**35**	**1**	350	**77**	215	17	0	**309**	58	132	61	0	251	1224
05:15 PM	218	**57**	**5**	13	293	34	269	27	0	330	44	196	**18**	0	258	57	**192**	57	0	306	1187
05:30 PM	210	37	0	21	268	35	271	31	0	337	54	**229**	11	0	294	**67**	184	**80**	0	**331**	**1230**
Total Volume	932	186	10	71	1199	127	1160	122	1	1410	233	815	59	0	1107	239	659	244	0	1142	4858
% App. Total	77.7	15.5	0.8	5.9		9	82.3	8.7	0.1		21	73.6	5.3	0		20.9	57.7	21.4	0		
PHF	.900	.816	.500	.740	.925	.722	.906	.871	.250	.897	.756	.890	.819	.000	.896	.892	.858	.763	.000	.863	.987
Pass Cars	929	154	2	71	1156	118	1130	110	1	1359	224	793	57	0	1074	227	634	233	0	1094	4683
% Pass Cars	99.7	82.8	20.0	100	96.4	92.9	97.4	90.2	100	96.4	96.1	97.3	96.6	0	97.0	95.0	96.2	95.5	0	95.8	96.4
Trucks	3	32	8	0	43	9	30	12	0	51	9	22	2	0	33	12	25	11	0	48	175
% Trucks	0.3	17.2	80.0	0	3.6	7.1	2.6	9.8	0	3.6	3.9	2.7	3.4	0	3.0	5.0	3.8	4.5	0	4.2	3.6

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File Name : Sta_4-Douglas Rd at NW 135 st
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Page No : 1

Groups Printed- Trucks

	Douglas Rd Northbound					Douglas Rd Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	2	1	0	3	7	7	2	0	16	1	11	1	0	13	2	3	2	0	7	39
06:15 AM	2	6	6	0	14	1	7	3	0	11	0	12	2	0	14	1	6	0	0	7	46
06:30 AM	4	7	2	0	13	2	10	3	0	15	2	10	2	0	14	3	11	1	0	15	57
06:45 AM	1	13	5	0	19	1	11	3	0	15	5	11	1	0	17	1	13	1	0	15	66
Total	7	28	14	0	49	11	35	11	0	57	8	44	6	0	58	7	33	4	0	44	208
07:00 AM	4	9	5	0	18	3	9	0	0	12	3	8	2	0	13	4	8	1	0	13	56
07:15 AM	1	12	4	0	17	2	16	3	0	21	3	14	2	0	19	2	8	4	0	14	71
07:30 AM	2	9	4	0	15	3	3	2	0	8	2	13	1	0	16	5	16	5	0	26	65
07:45 AM	2	9	9	0	20	1	8	1	0	10	0	11	1	0	12	2	12	1	0	15	57
Total	9	39	22	0	70	9	36	6	0	51	8	46	6	0	60	13	44	11	0	68	249
08:00 AM	3	7	5	0	15	0	16	1	0	17	2	9	2	0	13	4	7	5	0	16	61
08:15 AM	3	9	6	0	18	1	14	3	0	18	3	15	2	0	20	7	7	3	0	17	73
08:30 AM	1	6	7	0	14	2	11	1	0	14	6	9	1	0	16	8	7	4	0	19	63
08:45 AM	2	7	13	0	22	3	16	9	0	28	3	10	0	0	13	6	17	2	0	25	88
Total	9	29	31	0	69	6	57	14	0	77	14	43	5	0	62	25	38	14	0	77	285
*** BREAK ***																					
11:00 AM	1	5	5	0	11	3	13	5	0	21	6	13	2	0	21	6	10	1	0	17	70
11:15 AM	3	12	9	0	24	6	11	3	0	20	3	14	3	0	20	12	10	6	0	28	92
11:30 AM	1	14	4	0	19	4	5	5	0	14	4	20	4	0	28	11	19	3	0	33	94
11:45 AM	3	11	5	0	19	1	10	2	0	13	3	13	2	0	18	2	10	8	0	20	70
Total	8	42	23	0	73	14	39	15	0	68	16	60	11	0	87	31	49	18	0	98	326
12:00 PM	2	8	9	0	19	4	13	5	0	22	2	11	2	0	15	8	16	0	0	24	80
12:15 PM	1	6	7	0	14	6	8	5	0	19	3	10	1	0	14	5	9	0	0	14	61
12:30 PM	2	12	1	0	15	1	15	9	0	25	4	12	0	0	16	7	16	0	0	23	79
12:45 PM	3	7	7	0	17	3	7	3	0	13	1	10	2	0	13	2	7	4	0	13	56
Total	8	33	24	0	65	14	43	22	0	79	10	43	5	0	58	22	48	4	0	74	276
*** BREAK ***																					
03:00 PM	1	6	6	0	13	1	12	3	0	16	4	9	1	0	14	5	11	2	0	18	61
03:15 PM	0	13	5	0	18	3	20	4	0	27	3	11	2	0	16	5	16	1	0	22	83
03:30 PM	2	7	10	0	19	1	11	4	0	16	0	12	4	0	16	6	10	2	0	18	69
03:45 PM	1	7	5	0	13	2	13	2	0	17	4	7	0	0	11	6	12	1	0	19	60
Total	4	33	26	0	63	7	56	13	0	76	11	39	7	0	57	22	49	6	0	77	273

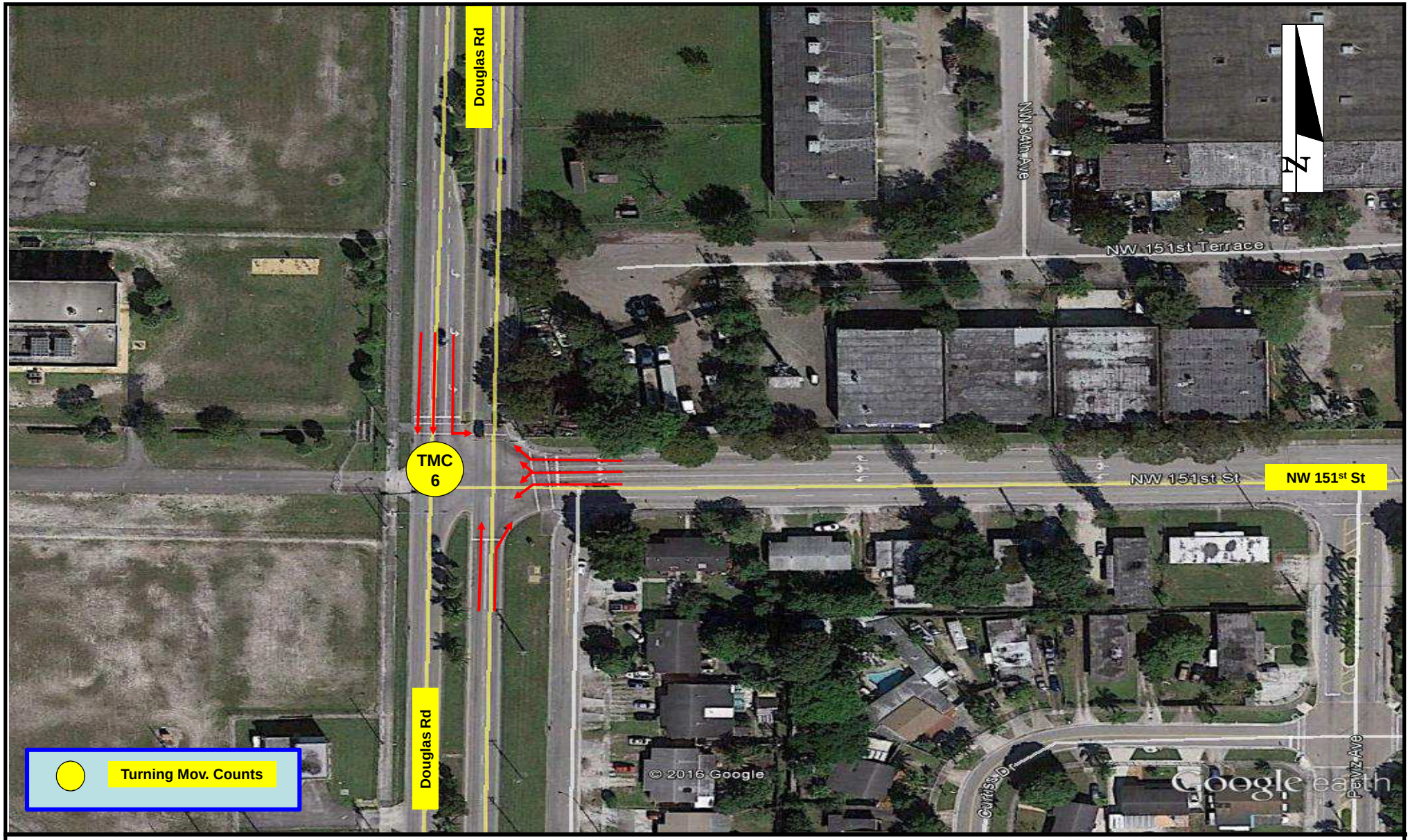
F.R. Aleman & Associates, Inc

10305 NW 41st Street, Suite 200
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File Name : Sta_4-Douglas Rd at NW 135 st
Site Code : 00000004
Start Date : 9/13/2016
Page No : 2

Groups Printed- Trucks

	Douglas Rd Northbound					Douglas Rd Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	17	5	0	22	3	7	2	0	12	2	10	2	0	14	3	9	4	0	16	64
04:15 PM	0	13	3	0	16	1	8	3	0	12	6	5	0	0	11	5	6	5	0	16	55
04:30 PM	8	8	4	0	20	0	8	2	0	10	1	13	0	0	14	5	8	3	0	16	60
04:45 PM	0	7	1	0	8	5	12	1	0	18	3	9	1	0	13	4	7	3	0	14	53
Total	8	45	13	0	66	9	35	8	0	52	12	37	3	0	52	17	30	15	0	62	232
05:00 PM	1	10	3	0	14	0	1	6	0	7	3	6	0	0	9	2	5	2	0	9	39
05:15 PM	2	10	4	0	16	1	10	1	0	12	0	1	0	0	1	3	7	2	0	12	41
05:30 PM	0	5	0	0	5	3	7	4	0	14	3	6	1	0	10	3	6	4	0	13	42
05:45 PM	0	6	4	0	10	3	6	5	0	14	3	6	1	0	10	2	6	2	0	10	44
Total	3	31	11	0	45	7	24	16	0	47	9	19	2	0	30	10	24	10	0	44	166
Grand Total	56	280	164	0	500	77	325	105	0	507	88	331	45	0	464	147	315	82	0	544	2015
Apprch %	11.2	56	32.8	0		15.2	64.1	20.7	0		19	71.3	9.7	0		27	57.9	15.1	0		
Total %	2.8	13.9	8.1	0	24.8	3.8	16.1	5.2	0	25.2	4.4	16.4	2.2	0	23	7.3	15.6	4.1	0	27	



Station ID # 6: Douglas Rd/Le Jeune Connector at NW 151 St (8-Hr Turning Movement Counts)

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Client:FDOT-6
Intersection Name:Douglas Rd at NW 151St
Opertaors Name: JB & JM
Weather: Sunny

File Name : Douglas Rd _NW 151 St
Site Code : 00000006
Start Date : 9/15/2016
Page No : 1

Groups Printed- Pass Cars - Trucks

	DOUGLAS RD Northbound					DOUGLAS RD Southbound					NW 151ST Eastbound					NW 151ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	104	19	0	123	19	217	0	0	236	0	0	0	0	0	44	1	18	0	63	422
06:15 AM	0	126	23	0	149	30	269	0	0	299	0	0	0	0	0	64	4	31	0	99	547
06:30 AM	0	176	25	0	201	35	391	0	0	426	0	0	0	0	0	96	3	31	0	130	757
06:45 AM	0	198	32	0	230	53	413	0	0	466	0	0	0	0	0	119	18	35	0	172	868
Total	0	604	99	0	703	137	1290	0	0	1427	0	0	0	0	0	323	26	115	0	464	2594
07:00 AM	0	211	44	0	255	48	400	0	0	448	0	0	0	0	0	109	0	35	0	144	847
07:15 AM	0	157	63	0	220	68	446	0	0	514	0	0	0	0	0	129	0	37	0	166	900
07:30 AM	0	198	71	0	269	46	408	0	0	454	0	0	0	0	0	140	0	38	0	178	901
07:45 AM	0	226	86	0	312	53	408	0	0	461	0	0	0	0	0	116	1	39	0	156	929
Total	0	792	264	0	1056	215	1662	0	0	1877	0	0	0	0	0	494	1	149	0	644	3577
08:00 AM	0	225	40	0	265	52	370	0	0	422	0	0	0	0	0	102	0	43	1	146	833
08:15 AM	0	167	33	1	201	58	367	1	1	427	2	1	1	1	5	90	0	41	1	132	765
08:30 AM	0	245	60	0	305	42	343	0	0	385	0	0	0	0	0	66	0	36	0	102	792
08:45 AM	0	194	44	0	238	43	382	0	0	425	0	0	0	0	0	77	6	37	0	120	783
Total	0	831	177	1	1009	195	1462	1	1	1659	2	1	1	1	5	335	6	157	2	500	3173
*** BREAK ***																					
11:00 AM	0	152	31	0	183	25	201	0	0	226	0	0	0	0	0	16	0	30	3	49	458
11:15 AM	0	180	25	0	205	22	193	0	0	215	0	0	0	0	0	32	0	33	0	65	485
11:30 AM	0	178	33	0	211	28	182	0	0	210	0	0	0	0	0	26	1	32	0	59	480
11:45 AM	0	160	24	0	184	34	183	0	0	217	0	0	0	0	0	21	2	35	0	58	459
Total	0	670	113	0	783	109	759	0	0	868	0	0	0	0	0	95	3	130	3	231	1882
12:00 PM	1	185	23	0	209	36	205	0	0	241	0	0	0	0	0	17	0	31	0	48	498
12:15 PM	0	169	31	0	200	33	206	0	0	239	0	0	0	0	0	27	0	23	0	50	489
12:30 PM	0	194	28	0	222	30	207	1	1	239	0	0	0	0	0	19	0	33	0	52	513
12:45 PM	0	220	29	0	249	28	223	1	0	252	0	0	0	0	0	30	1	39	1	71	572
Total	1	768	111	0	880	127	841	2	1	971	0	0	0	0	0	93	1	126	1	221	2072
*** BREAK ***																					
03:00 PM	0	243	51	0	294	42	249	0	0	291	0	0	0	0	0	38	6	31	0	75	660
03:15 PM	0	253	51	0	304	46	265	0	1	312	0	0	0	0	0	59	2	27	0	88	704
03:30 PM	0	307	64	0	371	45	242	0	0	287	0	0	0	0	0	48	7	56	0	111	769

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Client:FDOT-6
Intersection Name:Douglas Rd at NW 151St
Opertaors Name: JB & JM
Weather: Sunny

File Name : Douglas Rd _NW 151 St
Site Code : 00000006
Start Date : 9/15/2016
Page No : 2

Groups Printed- Pass Cars - Trucks

	DOUGLAS RD Northbound					DOUGLAS RD Southbound					NW 151ST Eastbound					NW 151ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	0	295	69	0	364	32	244	0	0	276	0	0	0	0	0	59	0	59	0	118	758
Total	0	1098	235	0	1333	165	1000	0	1	1166	0	0	0	0	0	204	15	173	0	392	2891
04:00 PM	0	305	72	0	377	54	241	0	0	295	0	0	0	0	0	46	0	63	1	110	782
04:15 PM	0	335	53	0	388	49	264	0	0	313	0	0	0	0	0	38	0	41	0	79	780
04:30 PM	0	355	53	0	408	50	256	0	0	306	0	0	0	0	0	45	0	47	0	92	806
04:45 PM	0	347	61	0	408	41	255	0	1	297	0	0	0	0	0	69	1	49	1	120	825
Total	0	1342	239	0	1581	194	1016	0	1	1211	0	0	0	0	0	198	1	200	2	401	3193
05:00 PM	0	410	83	0	493	55	288	0	0	343	0	0	0	0	0	54	9	44	0	107	943
05:15 PM	0	392	44	0	436	43	297	0	1	341	0	0	0	0	0	78	1	58	0	137	914
05:30 PM	0	438	38	0	476	67	351	0	2	420	0	0	0	0	0	53	0	50	0	103	999
05:45 PM	0	418	49	0	467	47	238	0	0	285	0	0	0	0	0	72	2	55	2	131	883
Total	0	1658	214	0	1872	212	1174	0	3	1389	0	0	0	0	0	257	12	207	2	478	3739
Grand Total	1	7763	1452	1	9217	1354	9204	3	7	10568	2	1	1	1	5	1999	65	1257	10	3331	23121
Apprch %	0	84.2	15.8	0		12.8	87.1	0	0.1		40	20	20	20		60	2	37.7	0.3		
Total %	0	33.6	6.3	0	39.9	5.9	39.8	0	0	45.7	0	0	0	0	0	8.6	0.3	5.4	0	14.4	
Pass Cars	1	7384	1394	1	8780	1353	9066	3	7	10429	2	1	1	1	5	1941	63	1190	10	3204	22418
% Pass Cars	100	95.1	96	100	95.3	99.9	98.5	100	100	98.7	100	100	100	100	100	97.1	96.9	94.7	100	96.2	97
Trucks	0	379	58	0	437	1	138	0	0	139	0	0	0	0	0	58	2	67	0	127	703
% Trucks	0	4.9	4	0	4.7	0.1	1.5	0	0	1.3	0	0	0	0	0	2.9	3.1	5.3	0	3.8	3

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Client:FDOT-6
Intersection Name:Douglas Rd at NW 151St
Opertaors Name: JB & JM
Weather: Sunny

File Name : Douglas Rd _NW 151 St
Site Code : 00000006
Start Date : 9/15/2016

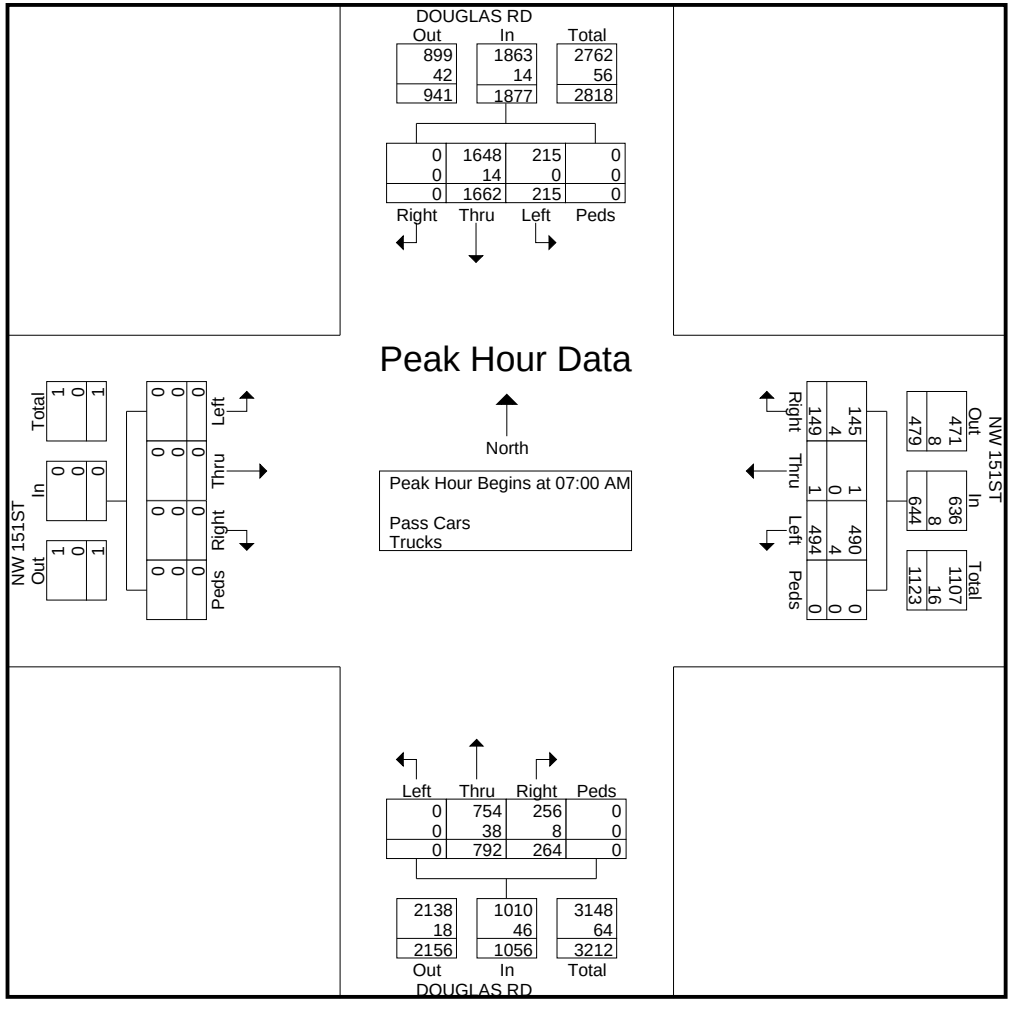
	DOUGLAS RD Northbound					DOUGLAS RD Southbound					NW 151ST Eastbound					NW 151ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	211	44	0	255	48	400	0	0	448	0	0	0	0	0	109	0	35	0	144	847
07:15 AM	0	157	63	0	220	**68**	**446**	0	0	**514**	0	0	0	0	0	129	0	37	0	166	900
07:30 AM	0	198	71	0	269	46	408	0	0	454	0	0	0	0	0	**140**	0	38	0	**178**	901
07:45 AM	0	**226**	**86**	0	**312**	53	408	0	0	461	0	0	0	0	0	116	**1**	**39**	0	156	**929**
Total Volume	0	792	264	0	1056	215	1662	0	0	1877	0	0	0	0	0	494	1	149	0	644	3577
% App. Total	0	75	25	0		11.5	88.5	0	0		0	0	0	0		76.7	0.2	23.1	0		
PHF	.000	.876	.767	.000	.846	.790	.932	.000	.000	.913	.000	.000	.000	.000	.000	.882	.250	.955	.000	.904	.963
Pass Cars	0	754	256	0	1010	215	1648	0	0	1863	0	0	0	0	0	490	1	145	0	636	3509
% Pass Cars	0	95.2	97.0	0	95.6	100	99.2	0	0	99.3	0	0	0	0	0	99.2	100	97.3	0	98.8	98.1
Trucks	0	38	8	0	46	0	14	0	0	14	0	0	0	0	0	4	0	4	0	8	68
% Trucks	0	4.8	3.0	0	4.4	0	0.8	0	0	0.7	0	0	0	0	0	0.8	0	2.7	0	1.2	1.9

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Client:FDOT-6
Intersection Name:Douglas Rd at NW 151St
Opertaors Name: JB & JM
Weather: Sunny

File Name : Douglas Rd _NW 151 St
Site Code : 00000006
Start Date : 9/15/2016
Page No : 4



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Client:FDOT-6
Intersection Name:Douglas Rd at NW 151St
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File Name : Douglas Rd _NW 151 St
Site Code : 00000006
Start Date : 9/15/2016

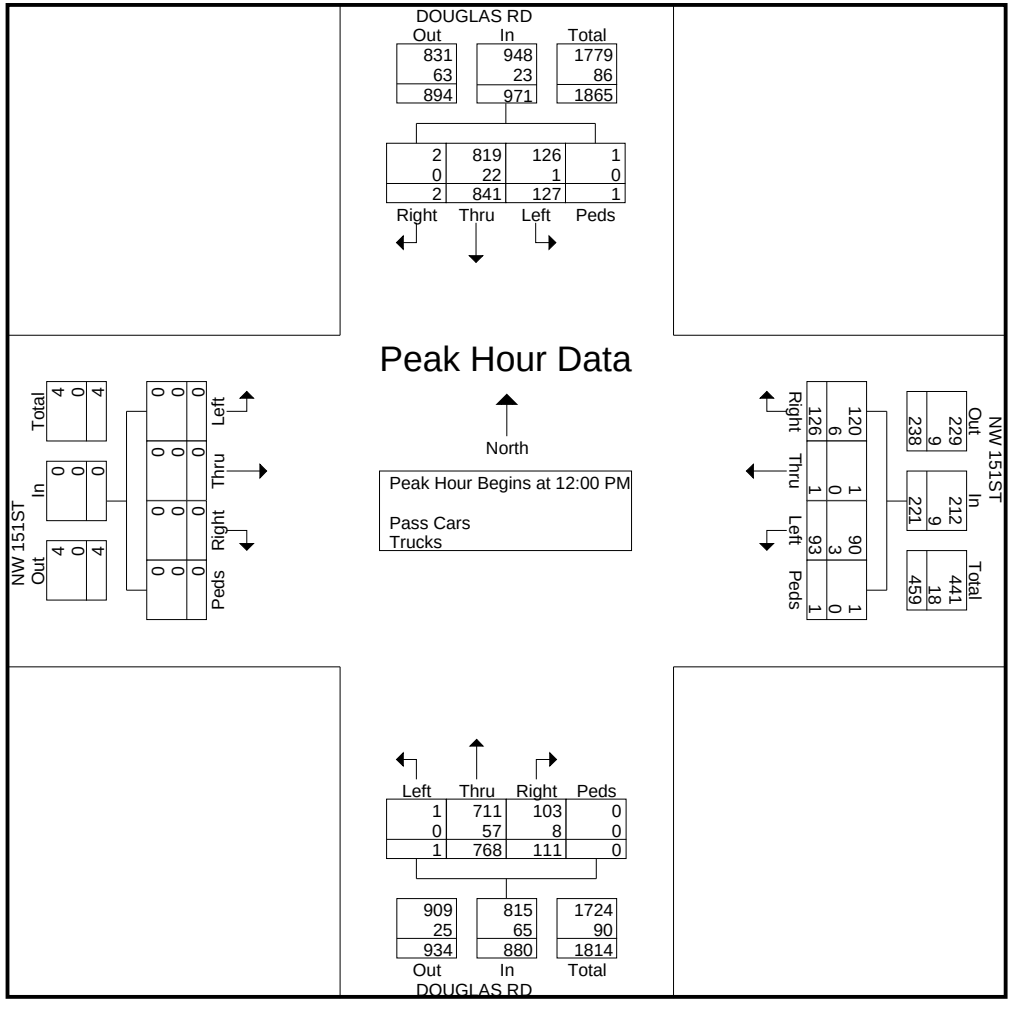
	DOUGLAS RD Northbound					DOUGLAS RD Southbound					NW 151ST Eastbound					NW 151ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	**1**	185	23	0	209	**36**	205	0	0	241	0	0	0	0	0	17	0	31	0	48	498
12:15 PM	0	169	**31**	0	200	33	206	0	0	239	0	0	0	0	0	27	0	23	0	50	489
12:30 PM	0	194	28	0	222	30	207	**1**	**1**	239	0	0	0	0	0	19	0	33	0	52	513
12:45 PM	0	**220**	29	0	**249**	28	**223**	1	0	**252**	0	0	0	0	0	**30**	**1**	**39**	**1**	**71**	**572**
Total Volume	1	768	111	0	880	127	841	2	1	971	0	0	0	0	0	93	1	126	1	221	2072
% App. Total	0.1	87.3	12.6	0		13.1	86.6	0.2	0.1		0	0	0	0		42.1	0.5	57	0.5		
PHF	.250	.873	.895	.000	.884	.882	.943	.500	.250	.963	.000	.000	.000	.000	.000	.775	.250	.808	.250	.778	.906
Pass Cars	1	711	103	0	815	126	819	2	1	948	0	0	0	0	0	90	1	120	1	212	1975
% Pass Cars	100	92.6	92.8	0	92.6	99.2	97.4	100	100	97.6	0	0	0	0	0	96.8	100	95.2	100	95.9	95.3
Trucks	0	57	8	0	65	1	22	0	0	23	0	0	0	0	0	3	0	6	0	9	97
% Trucks	0	7.4	7.2	0	7.4	0.8	2.6	0	0	2.4	0	0	0	0	0	3.2	0	4.8	0	4.1	4.7

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Client:FDOT-6
Intersection Name:Douglas Rd at NW 151St
Opertaors Name: JB & JM
Weather: Sunny

File Name : Douglas Rd _NW 151 St
Site Code : 00000006
Start Date : 9/15/2016
Page No : 6



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Client:FDOT-6
Intersection Name:Douglas Rd at NW 151St
Opertaors Name: JB & JM
Weather: Sunny

File Name : Douglas Rd _NW 151 St
Site Code : 00000006
Start Date : 9/15/2016

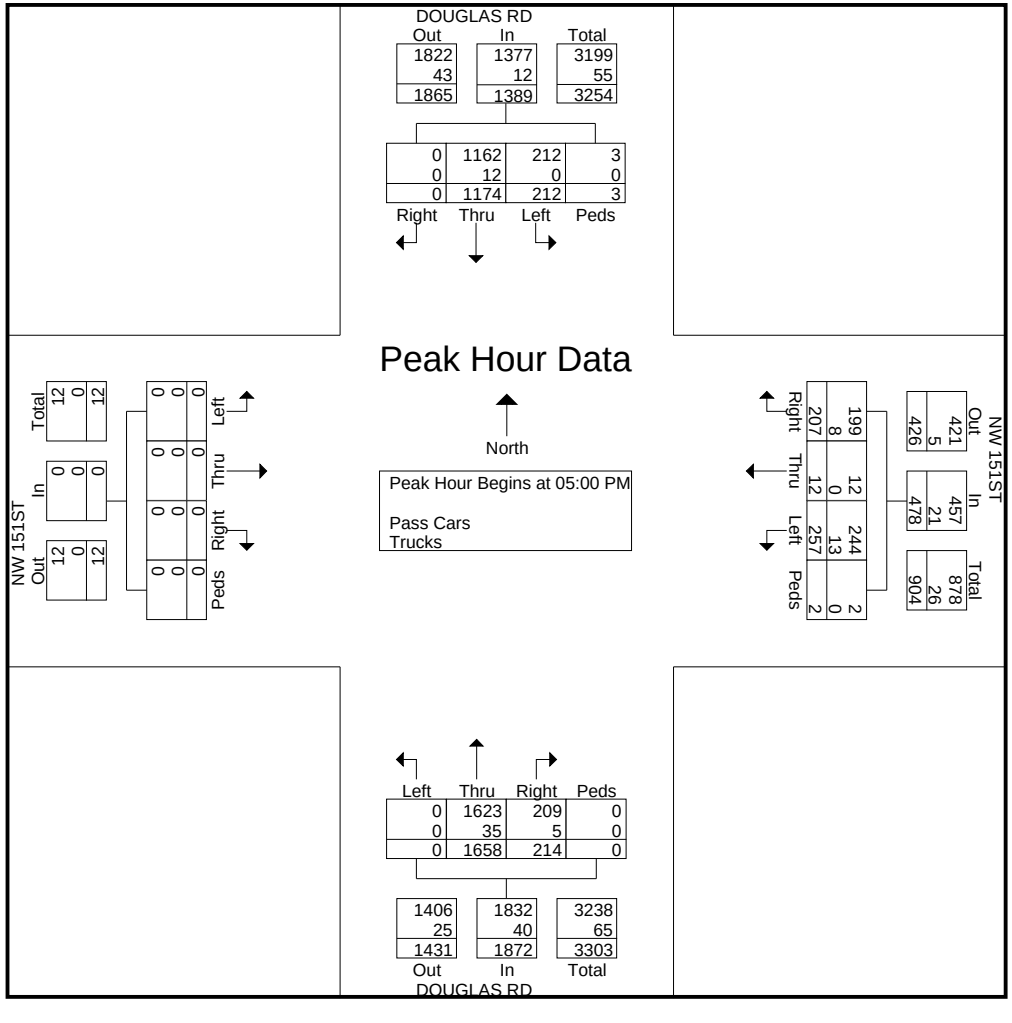
	DOUGLAS RD Northbound					DOUGLAS RD Southbound					NW 151ST Eastbound					NW 151ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	410	**83**	0	**493**	55	288	0	0	343	0	0	0	0	0	54	**9**	44	0	107	943
05:15 PM	0	392	44	0	436	43	297	0	1	341	0	0	0	0	0	**78**	1	**58**	0	**137**	914
05:30 PM	0	**438**	38	0	476	**67**	**351**	0	**2**	**420**	0	0	0	0	0	53	0	50	0	103	**999**
05:45 PM	0	418	49	0	467	47	238	0	0	285	0	0	0	0	0	72	2	55	**2**	131	883
Total Volume	0	1658	214	0	1872	212	1174	0	3	1389	0	0	0	0	0	257	12	207	2	478	3739
% App. Total	0	88.6	11.4	0		15.3	84.5	0	0.2		0	0	0	0		53.8	2.5	43.3	0.4		
PHF	.000	.946	.645	.000	.949	.791	.836	.000	.375	.827	.000	.000	.000	.000	.000	.824	.333	.892	.250	.872	.936
Pass Cars	0	1623	209	0	1832	212	1162	0	3	1377	0	0	0	0	0	244	12	199	2	457	3666
% Pass Cars	0	97.9	97.7	0	97.9	100	99.0	0	100	99.1	0	0	0	0	0	94.9	100	96.1	100	95.6	98.0
Trucks	0	35	5	0	40	0	12	0	0	12	0	0	0	0	0	13	0	8	0	21	73
% Trucks	0	2.1	2.3	0	2.1	0	1.0	0	0	0.9	0	0	0	0	0	5.1	0	3.9	0	4.4	2.0

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Client:FDOT-6
Intersection Name:Douglas Rd at NW 151St
Opertaors Name: JB & JM
Weather: Sunny

File Name : Douglas Rd _NW 151 St
Site Code : 00000006
Start Date : 9/15/2016
Page No : 8



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Phone: (305) 591-8777
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File Name : Douglas Rd _NW 151 St
Site Code : 00000006
Start Date : 9/15/2016
Page No : 1

Groups Printed- Trucks

	DOUGLAS RD Northbound					DOUGLAS RD Southbound					NW 151ST Eastbound					NW 151ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	8	5	0	13	0	4	0	0	4	0	0	0	0	0	2	0	1	0	3	20
06:15 AM	0	8	1	0	9	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	12
06:30 AM	0	7	1	0	8	0	3	0	0	3	0	0	0	0	0	2	1	1	0	4	15
06:45 AM	0	11	1	0	12	0	7	0	0	7	0	0	0	0	0	3	0	1	0	4	23
Total	0	34	8	0	42	0	17	0	0	17	0	0	0	0	0	7	1	3	0	11	70
07:00 AM	0	13	2	0	15	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	21
07:15 AM	0	8	3	0	11	0	5	0	0	5	0	0	0	0	0	2	0	1	0	3	19
07:30 AM	0	7	2	0	9	0	2	0	0	2	0	0	0	0	0	1	0	2	0	3	14
07:45 AM	0	10	1	0	11	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	14
Total	0	38	8	0	46	0	14	0	0	14	0	0	0	0	0	4	0	4	0	8	68
08:00 AM	0	11	1	0	12	0	6	0	0	6	0	0	0	0	0	3	0	5	0	8	26
08:15 AM	0	6	2	0	8	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	13
08:30 AM	0	11	3	0	14	0	4	0	0	4	0	0	0	0	0	4	0	4	0	8	26
08:45 AM	0	9	1	0	10	0	3	0	0	3	0	0	0	0	0	1	1	2	0	4	17
Total	0	37	7	0	44	0	17	0	0	17	0	0	0	0	0	9	1	11	0	21	82
*** BREAK ***																					
11:00 AM	0	18	2	0	20	0	6	0	0	6	0	0	0	0	0	2	0	1	0	3	29
11:15 AM	0	15	4	0	19	0	7	0	0	7	0	0	0	0	0	0	0	4	0	4	30
11:30 AM	0	12	3	0	15	0	11	0	0	11	0	0	0	0	0	1	0	2	0	3	29
11:45 AM	0	11	1	0	12	0	2	0	0	2	0	0	0	0	0	2	0	2	0	4	18
Total	0	56	10	0	66	0	26	0	0	26	0	0	0	0	0	5	0	9	0	14	106
12:00 PM	0	13	2	0	15	0	8	0	0	8	0	0	0	0	0	2	0	1	0	3	26
12:15 PM	0	8	3	0	11	1	5	0	0	6	0	0	0	0	0	0	0	1	0	1	18
12:30 PM	0	15	1	0	16	0	7	0	0	7	0	0	0	0	0	1	0	1	0	2	25
12:45 PM	0	21	2	0	23	0	2	0	0	2	0	0	0	0	0	0	0	3	0	3	28
Total	0	57	8	0	65	1	22	0	0	23	0	0	0	0	0	3	0	6	0	9	97
*** BREAK ***																					
03:00 PM	0	14	0	0	14	0	4	0	0	4	0	0	0	0	0	1	0	1	0	2	20
03:15 PM	0	23	2	0	25	0	9	0	0	9	0	0	0	0	0	4	0	0	0	4	38
03:30 PM	0	8	1	0	9	0	2	0	0	2	0	0	0	0	0	2	0	2	0	4	15
03:45 PM	0	9	3	0	12	0	2	0	0	2	0	0	0	0	0	1	0	4	0	5	19
Total	0	54	6	0	60	0	17	0	0	17	0	0	0	0	0	8	0	7	0	15	92

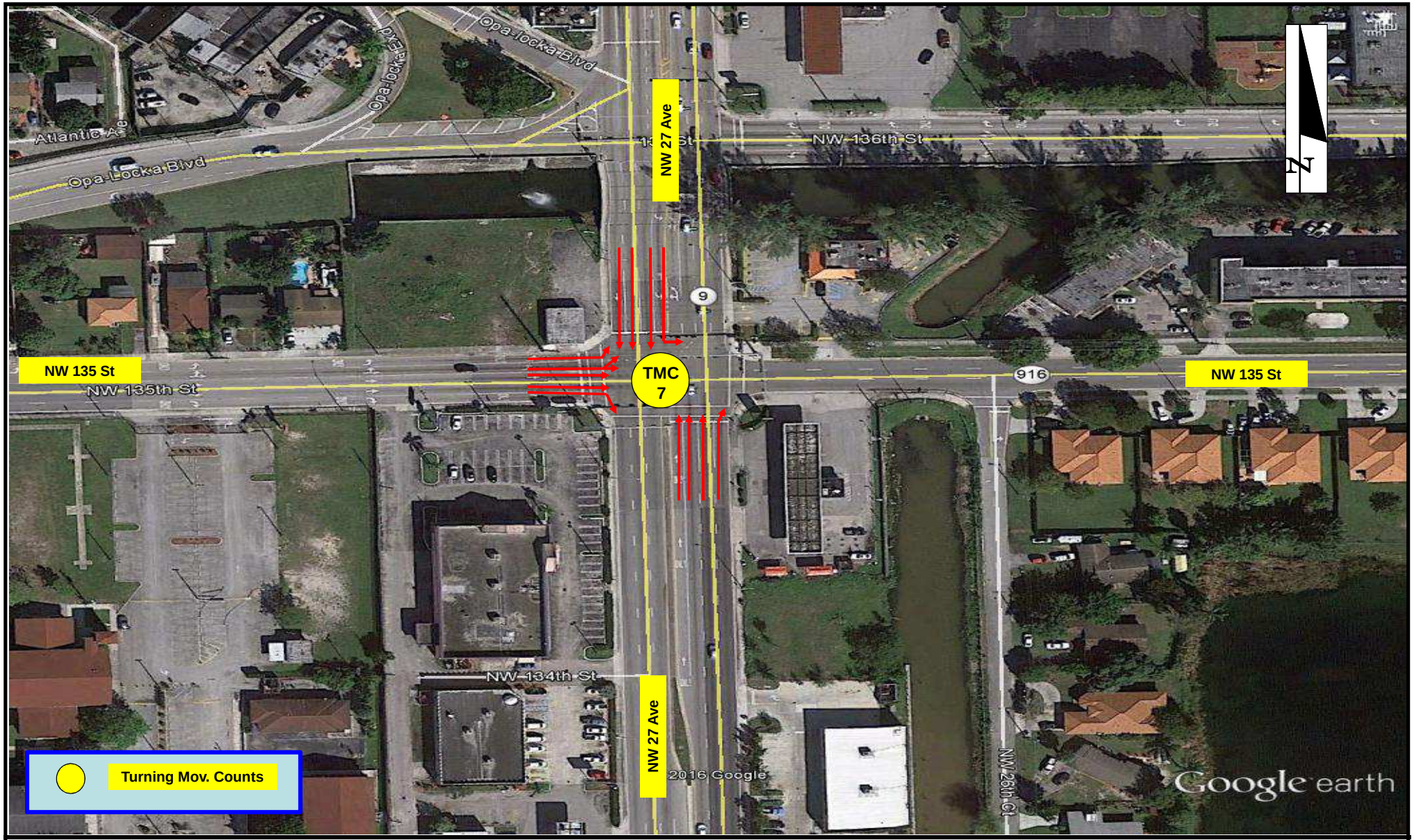
F.R. Aleman & Associates, Inc

10305 NW 41st Street, Suite 200
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Phone: (305) 591-8777
Fax: (305) 599-8749

File Name : Douglas Rd _NW 151 St
Site Code : 00000006
Start Date : 9/15/2016
Page No : 2

Groups Printed- Trucks

	DOUGLAS RD Northbound					DOUGLAS RD Southbound					NW 151ST Eastbound					NW 151ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	14	3	0	17	0	3	0	0	3	0	0	0	0	0	2	0	7	0	9	29
04:15 PM	0	18	0	0	18	0	3	0	0	3	0	0	0	0	0	1	0	5	0	6	27
04:30 PM	0	17	3	0	20	0	5	0	0	5	0	0	0	0	0	3	0	3	0	6	31
04:45 PM	0	19	0	0	19	0	2	0	0	2	0	0	0	0	0	3	0	4	0	7	28
Total	0	68	6	0	74	0	13	0	0	13	0	0	0	0	0	9	0	19	0	28	115
05:00 PM	0	9	1	0	10	0	4	0	0	4	0	0	0	0	0	6	0	2	0	8	22
05:15 PM	0	12	2	0	14	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	18
05:30 PM	0	7	1	0	8	0	4	0	0	4	0	0	0	0	0	2	0	1	0	3	15
05:45 PM	0	7	1	0	8	0	3	0	0	3	0	0	0	0	0	5	0	2	0	7	18
Total	0	35	5	0	40	0	12	0	0	12	0	0	0	0	0	13	0	8	0	21	73
Grand Total	0	379	58	0	437	1	138	0	0	139	0	0	0	0	0	58	2	67	0	127	703
Apprch %	0	86.7	13.3	0		0.7	99.3	0	0		0	0	0	0		45.7	1.6	52.8	0		
Total %	0	53.9	8.3	0	62.2	0.1	19.6	0	0	19.8	0	0	0	0	0	8.3	0.3	9.5	0	18.1	



Station ID # 7: SR 916 / NW 135 St at SR 9 / NW 27 Ave (8-Hr Turning Movement Counts)

F.R. Aleman & Associates, Inc

10305 NW 41st Street, Suite 200
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Client:FDOT-6
Intersection Name: NW 27 Ave at NW 135St
Operators: OC & JM
Weather: Sunny

File Name : NW 27 Ave _NW 135 ST-r
Site Code : 00000007
Start Date : 9/14/2016
Page No : 1

Groups Printed- Pass cars - Trucks

	NW 27 AVE Northbound					NW 27 AVE Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	149	15	0	164	37	224	0	0	261	41	52	12	2	107	0	0	0	0	0	532
06:15 AM	0	167	13	0	180	52	340	0	1	393	62	68	12	0	142	0	0	0	0	0	715
06:30 AM	0	216	28	0	244	73	519	0	0	592	56	96	14	2	168	0	0	0	0	0	1004
06:45 AM	0	217	31	0	248	88	511	0	2	601	59	82	17	0	158	0	0	0	0	0	1007
Total	0	749	87	0	836	250	1594	0	3	1847	218	298	55	4	575	0	0	0	0	0	3258
07:00 AM	0	239	35	0	274	95	565	0	0	660	81	143	16	0	240	0	0	0	0	0	1174
07:15 AM	0	256	37	0	293	79	534	0	0	613	79	112	18	3	212	0	0	0	0	0	1118
07:30 AM	0	268	39	0	307	83	541	0	0	624	84	154	32	1	271	0	0	0	0	0	1202
07:45 AM	1	256	48	0	305	77	510	0	0	587	103	153	33	0	289	0	0	0	3	3	1184
Total	1	1019	159	0	1179	334	2150	0	0	2484	347	562	99	4	1012	0	0	0	3	3	4678
08:00 AM	0	245	51	1	297	77	520	0	0	597	87	185	25	0	297	0	0	0	0	0	1191
08:15 AM	0	269	48	0	317	86	501	0	0	587	94	145	21	1	261	0	0	0	1	1	1166
08:30 AM	0	264	32	1	297	91	510	0	0	601	80	150	23	0	253	0	0	0	2	2	1153
08:45 AM	0	248	38	0	286	97	474	0	0	571	88	133	31	1	253	0	0	0	1	1	1111
Total	0	1026	169	2	1197	351	2005	0	0	2356	349	613	100	2	1064	0	0	0	4	4	4621
*** BREAK ***																					
11:00 AM	0	268	34	0	302	39	263	0	0	302	65	78	23	2	168	0	0	0	0	0	772
11:15 AM	0	236	23	0	259	57	270	0	1	328	75	83	33	2	193	0	0	0	3	3	783
11:30 AM	0	227	32	0	259	39	295	0	0	334	67	81	23	1	172	0	0	0	2	2	767
11:45 AM	0	289	38	0	327	44	258	0	0	302	57	88	17	2	164	0	0	0	0	0	793
Total	0	1020	127	0	1147	179	1086	0	1	1266	264	330	96	7	697	0	0	0	5	5	3115
12:00 PM	0	319	28	1	348	53	323	0	0	376	75	86	28	2	191	0	0	0	3	3	918
12:15 PM	0	283	36	0	319	42	236	0	0	278	72	80	23	2	177	0	0	0	2	2	776
12:30 PM	0	259	33	0	292	53	312	0	0	365	59	79	21	4	163	0	0	0	0	0	820
12:45 PM	0	280	35	1	316	40	301	0	0	341	81	89	22	0	192	0	0	0	0	0	849
Total	0	1141	132	2	1275	188	1172	0	0	1360	287	334	94	8	723	0	0	0	5	5	3363
*** BREAK ***																					
03:00 PM	0	355	27	0	382	57	342	0	0	399	116	114	33	0	263	0	0	0	2	2	1046
03:15 PM	0	379	23	0	402	52	308	0	0	360	88	116	21	0	225	0	0	0	5	5	992
03:30 PM	0	335	39	0	374	49	343	0	1	393	85	126	21	3	235	0	0	0	0	0	1002

F.R. Aleman & Associates, Inc

10305 NW 41st Street, Suite 200
Miami,FL. 33178
Phone: (305) 591-8777
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Client:FDOT-6
Intersection Name: NW 27 Ave at NW 135St
Operators: OC & JM
Weather: Sunny

File Name : NW 27 Ave _NW 135 ST-r
Site Code : 00000007
Start Date : 9/14/2016

Groups Printed- Pass cars - Trucks

	NW 27 AVE Northbound					NW 27 AVE Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	0	310	47	0	357	55	333	0	0	388	120	114	18	2	254	0	0	0	1	1	1000
Total	0	1379	136	0	1515	213	1326	0	1	1540	409	470	93	5	977	0	0	0	8	8	4040
04:00 PM	0	337	26	0	363	65	322	0	0	387	100	112	29	1	242	0	0	0	1	1	993
04:15 PM	0	355	25	0	380	47	424	0	2	473	120	118	33	2	273	0	0	0	0	0	1126
04:30 PM	0	362	33	0	395	60	352	0	0	412	113	109	26	2	250	0	0	0	1	1	1058
04:45 PM	0	379	25	0	404	51	370	0	0	421	102	116	23	3	244	0	0	0	2	2	1071
Total	0	1433	109	0	1542	223	1468	0	2	1693	435	455	111	8	1009	0	0	0	4	4	4248
05:00 PM	0	220	9	0	229	53	413	0	0	466	121	143	27	2	293	0	0	0	0	0	988
05:15 PM	0	222	14	0	236	55	445	0	2	502	141	148	23	3	315	0	0	0	1	1	1054
05:30 PM	0	307	26	0	333	47	403	0	0	450	149	138	29	0	316	0	0	0	2	2	1101
05:45 PM	1	354	24	0	379	56	362	0	0	418	139	148	28	3	318	0	0	0	1	1	1116
Total	1	1103	73	0	1177	211	1623	0	2	1836	550	577	107	8	1242	0	0	0	4	4	4259
Grand Total	2	8870	992	4	9868	1949	12424	0	9	14382	2859	3639	755	46	7299	0	0	0	33	33	31582
Apprch %	0	89.9	10.1	0		13.6	86.4	0	0.1		39.2	49.9	10.3	0.6		0	0	0	100		
Total %	0	28.1	3.1	0	31.2	6.2	39.3	0	0	45.5	9.1	11.5	2.4	0.1	23.1	0	0	0	0.1	0.1	
Pass cars	1	8352	979	4	9336	1901	11807	0	9	13717	2532	3470	715	46	6763	0	0	0	33	33	29849
% Pass cars	50	94.2	98.7	100	94.6	97.5	95	0	100	95.4	88.6	95.4	94.7	100	92.7	0	0	0	100	100	94.5
Trucks	1	518	13	0	532	48	617	0	0	665	327	169	40	0	536	0	0	0	0	0	1733
% Trucks	50	5.8	1.3	0	5.4	2.5	5	0	0	4.6	11.4	4.6	5.3	0	7.3	0	0	0	0	0	5.5

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Client:FDOT-6
Intersection Name: NW 27 Ave at NW 135St
Operators: OC & JM
Weather: Sunny

File Name : NW 27 Ave _NW 135 ST-r
Site Code : 00000007
Start Date : 9/14/2016

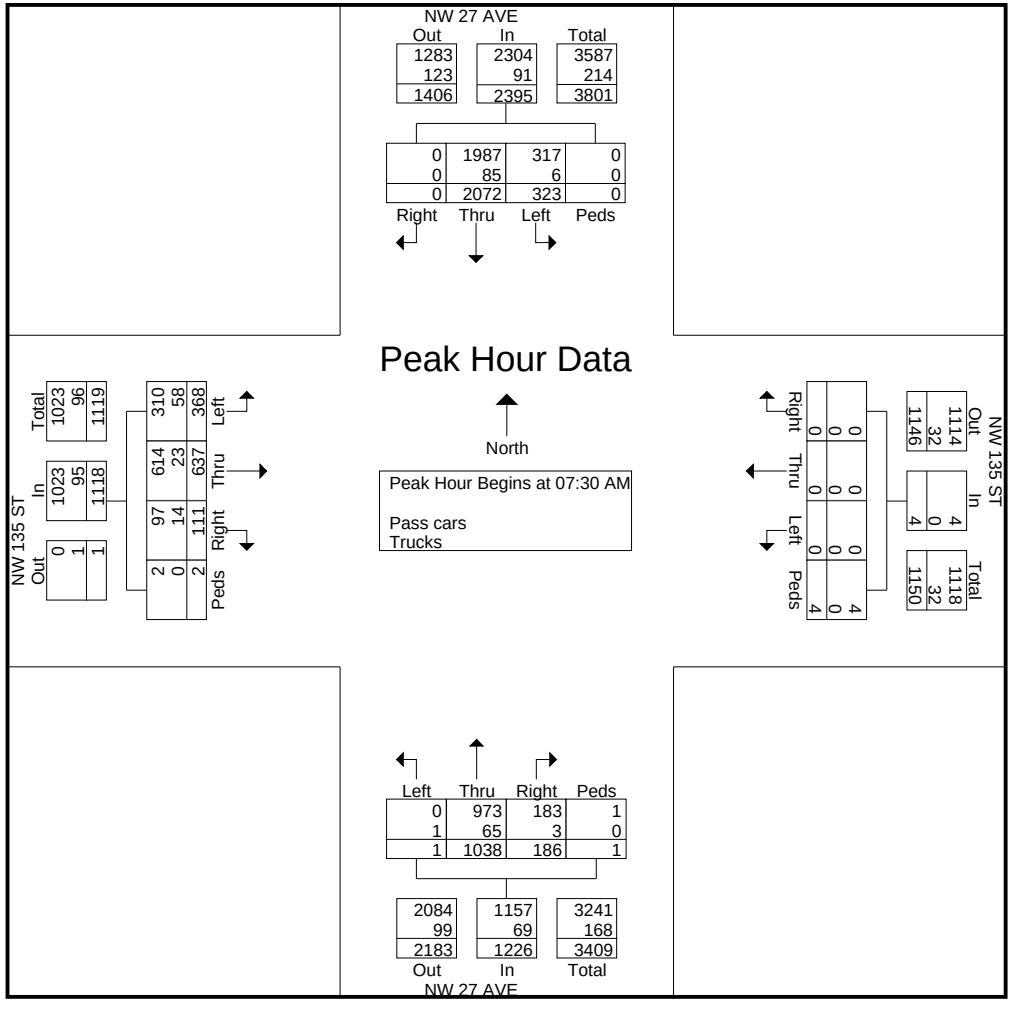
	NW 27 AVE Northbound					NW 27 AVE Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	268	39	0	307	83	**541**	0	0	**624**	84	154	32	**1**	271	0	0	0	0	0	**1202**
07:45 AM	**1**	256	48	0	305	77	510	0	0	587	**103**	153	**33**	0	289	0	0	0	**3**	**3**	1184
08:00 AM	0	245	**51**	**1**	297	77	520	0	0	597	87	**185**	25	0	**297**	0	0	0	0	0	1191
08:15 AM	0	**269**	48	0	**317**	**86**	501	0	0	587	94	145	21	1	261	0	0	0	1	1	1166
Total Volume	1	1038	186	1	1226	323	2072	0	0	2395	368	637	111	2	1118	0	0	0	4	4	4743
% App. Total	0.1	84.7	15.2	0.1		13.5	86.5	0	0		32.9	57	9.9	0.2		0	0	0	100		
PHF	.250	.965	.912	.250	.967	.939	.957	.000	.000	.960	.893	.861	.841	.500	.941	.000	.000	.000	.333	.333	.986
Pass cars	0	973	183	1	1157	317	1987	0	0	2304	310	614	97	2	1023	0	0	0	4	4	4488
% Pass cars	0	93.7	98.4	100	94.4	98.1	95.9	0	0	96.2	84.2	96.4	87.4	100	91.5	0	0	0	100	100	94.6
Trucks	1	65	3	0	69	6	85	0	0	91	58	23	14	0	95	0	0	0	0	0	255
% Trucks	100	6.3	1.6	0	5.6	1.9	4.1	0	0	3.8	15.8	3.6	12.6	0	8.5	0	0	0	0	0	5.4

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Client:FDOT-6
Intersection Name: NW 27 Ave at NW 135St
Operators: OC & JM
Weather: Sunny

File Name : NW 27 Ave _NW 135 ST-r
Site Code : 00000007
Start Date : 9/14/2016
Page No : 4



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Client:FDOT-6
Intersection Name: NW 27 Ave at NW 135St
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File Name : NW 27 Ave _NW 135 ST-r
Site Code : 00000007
Start Date : 9/14/2016
Page No : 5

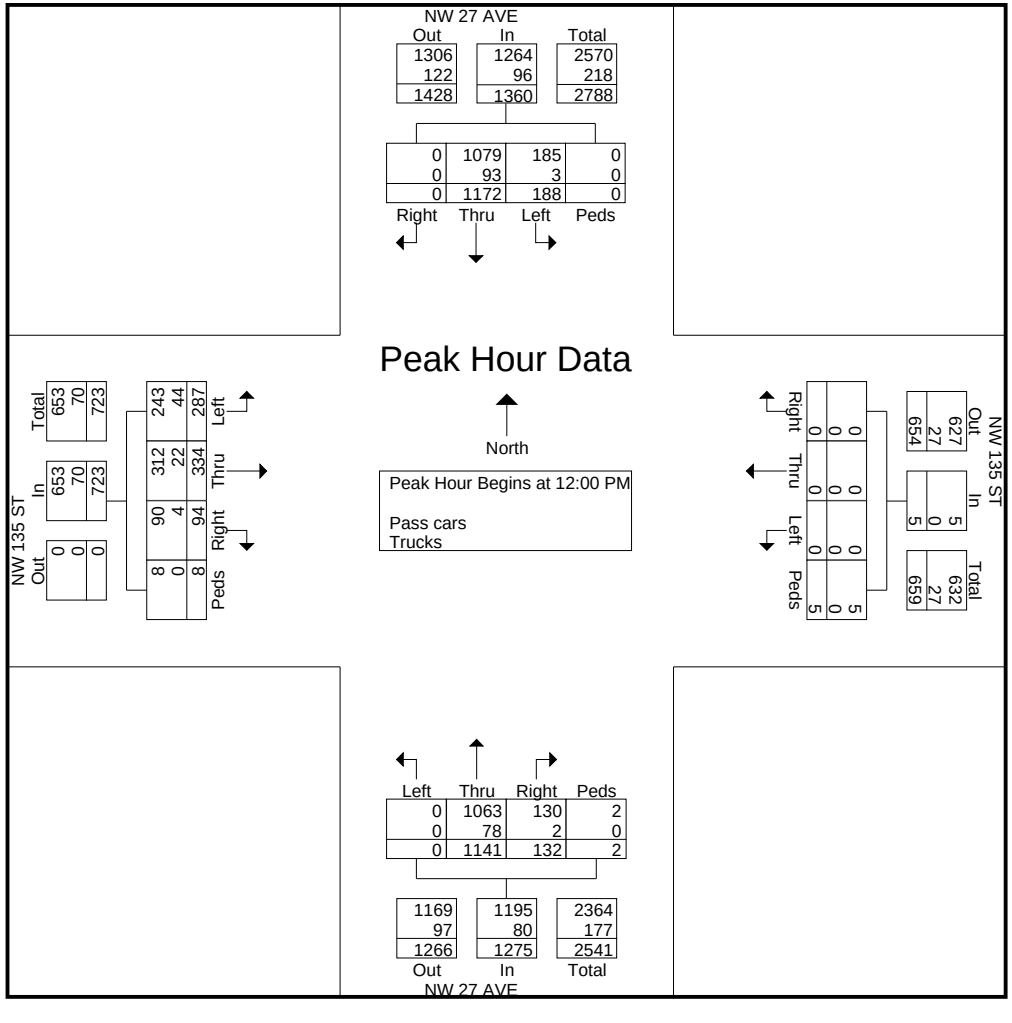
	NW 27 AVE Northbound					NW 27 AVE Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	**319**	28	**1**	**348**	**53**	**323**	0	0	**376**	75	86	**28**	2	191	0	0	0	**3**	**3**	**918**
12:15 PM	0	283	**36**	0	319	42	236	0	0	278	72	80	23	2	177	0	0	0	2	2	776
12:30 PM	0	259	33	0	292	53	312	0	0	365	59	79	21	**4**	163	0	0	0	0	0	820
12:45 PM	0	280	35	1	316	40	301	0	0	341	**81**	**89**	22	0	**192**	0	0	0	0	0	849
Total Volume	0	1141	132	2	1275	188	1172	0	0	1360	287	334	94	8	723	0	0	0	5	5	3363
% App. Total	0	89.5	10.4	0.2		13.8	86.2	0	0		39.7	46.2	13	1.1		0	0	0	100		
PHF	.000	.894	.917	.500	.916	.887	.907	.000	.000	.904	.886	.938	.839	.500	.941	.000	.000	.000	.417	.417	.916
Pass cars	0	1063	130	2	1195	185	1079	0	0	1264	243	312	90	8	653	0	0	0	5	5	3117
% Pass cars	0	93.2	98.5	100	93.7	98.4	92.1	0	0	92.9	84.7	93.4	95.7	100	90.3	0	0	0	100	100	92.7
Trucks	0	78	2	0	80	3	93	0	0	96	44	22	4	0	70	0	0	0	0	0	246
% Trucks	0	6.8	1.5	0	6.3	1.6	7.9	0	0	7.1	15.3	6.6	4.3	0	9.7	0	0	0	0	0	7.3

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Client:FDOT-6
Intersection Name: NW 27 Ave at NW 135St
Operators: OC & JM
Weather: Sunny

File Name : NW 27 Ave _NW 135 ST-r
Site Code : 00000007
Start Date : 9/14/2016
Page No : 6



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Client:FDOT-6
Intersection Name: NW 27 Ave at NW 135St
Operators: OC & JM
Weather: Sunny

File Name : NW 27 Ave _NW 135 ST-r
Site Code : 00000007
Start Date : 9/14/2016
Page No : 7

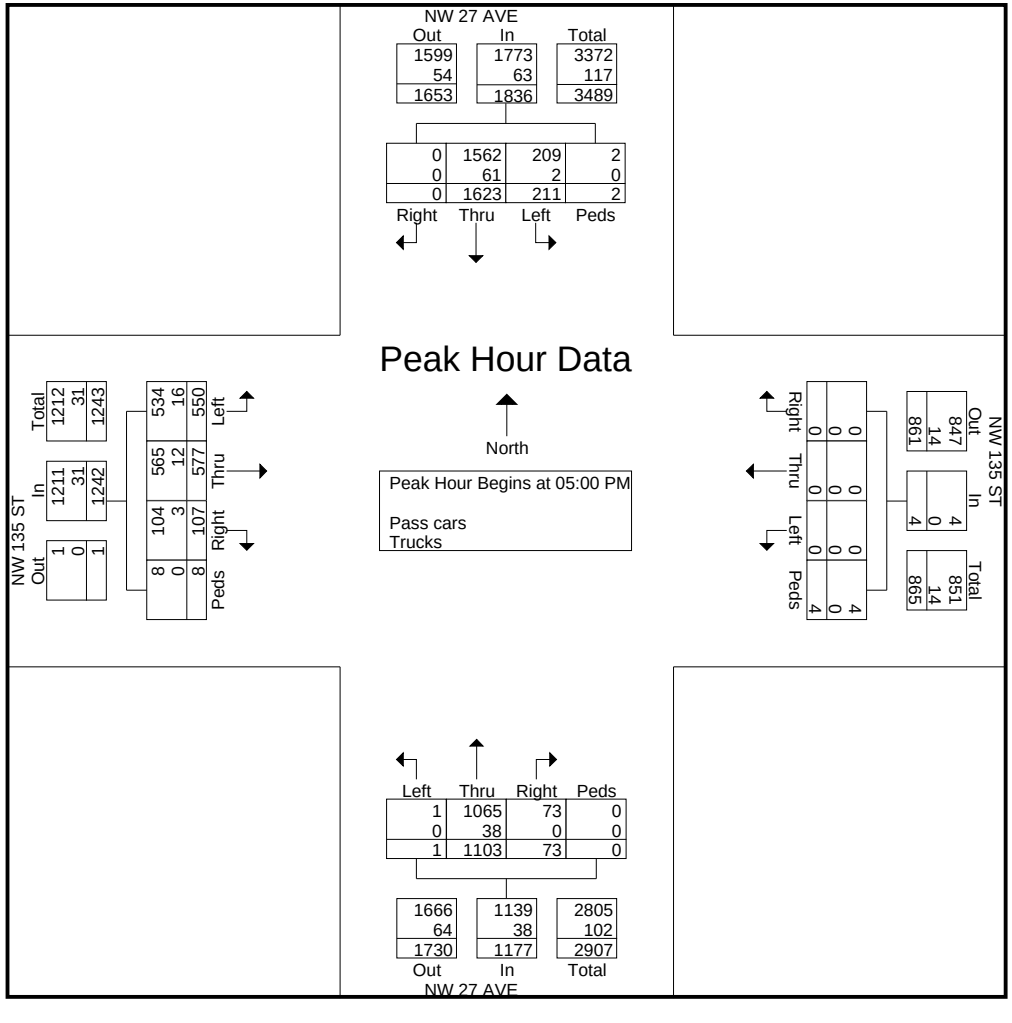
	NW 27 AVE Northbound					NW 27 AVE Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	220	9	0	229	53	413	0	0	466	121	143	27	2	293	0	0	0	0	0	988
05:15 PM	0	222	14	0	236	55	**445**	0	**2**	**502**	141	**148**	23	**3**	315	0	0	0	1	1	1054
05:30 PM	0	307	**26**	0	333	47	403	0	0	450	**149**	138	**29**	0	316	0	0	0	**2**	**2**	1101
05:45 PM	**1**	**354**	24	0	**379**	**56**	362	0	0	418	139	148	28	3	**318**	0	0	0	1	1	**1116**
Total Volume	1	1103	73	0	1177	211	1623	0	2	1836	550	577	107	8	1242	0	0	0	4	4	4259
% App. Total	0.1	93.7	6.2	0		11.5	88.4	0	0.1		44.3	46.5	8.6	0.6		0	0	0	100		
PHF	.250	.779	.702	.000	.776	.942	.912	.000	.250	.914	.923	.975	.922	.667	.976	.000	.000	.000	.500	.500	.954
Pass cars	1	1065	73	0	1139	209	1562	0	2	1773	534	565	104	8	1211	0	0	0	4	4	4127
% Pass cars	100	96.6	100	0	96.8	99.1	96.2	0	100	96.6	97.1	97.9	97.2	100	97.5	0	0	0	100	100	96.9
Trucks	0	38	0	0	38	2	61	0	0	63	16	12	3	0	31	0	0	0	0	0	132
% Trucks	0	3.4	0	0	3.2	0.9	3.8	0	0	3.4	2.9	2.1	2.8	0	2.5	0	0	0	0	0	3.1

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Client:FDOT-6
Intersection Name: NW 27 Ave at NW 135St
Operators: OC & JM
Weather: Sunny

File Name : NW 27 Ave _NW 135 ST-r
Site Code : 00000007
Start Date : 9/14/2016
Page No : 8



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File Name : NW 27 Ave _NW 135 ST-r
Site Code : 00000007
Start Date : 9/14/2016
Page No : 1

Groups Printed- Trucks

	NW 27 AVE Northbound					NW 27 AVE Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	18	1	0	19	2	7	0	0	9	7	3	0	0	10	0	0	0	0	0	38
06:15 AM	0	17	1	0	18	2	11	0	0	13	11	4	0	0	15	0	0	0	0	0	46
06:30 AM	0	20	0	0	20	1	12	0	0	13	10	5	1	0	16	0	0	0	0	0	49
06:45 AM	0	14	0	0	14	1	17	0	0	18	7	10	0	0	17	0	0	0	0	0	49
Total	0	69	2	0	71	6	47	0	0	53	35	22	1	0	58	0	0	0	0	0	182
07:00 AM	0	15	0	0	15	1	14	0	0	15	14	6	1	0	21	0	0	0	0	0	51
07:15 AM	0	23	2	0	25	2	19	0	0	21	15	10	3	0	28	0	0	0	0	0	74
07:30 AM	0	16	1	0	17	1	18	0	0	19	12	6	2	0	20	0	0	0	0	0	56
07:45 AM	1	12	1	0	14	0	22	0	0	22	17	5	2	0	24	0	0	0	0	0	60
Total	1	66	4	0	71	4	73	0	0	77	58	27	8	0	93	0	0	0	0	0	241
08:00 AM	0	19	0	0	19	3	20	0	0	23	14	10	5	0	29	0	0	0	0	0	71
08:15 AM	0	18	1	0	19	2	25	0	0	27	15	2	5	0	22	0	0	0	0	0	68
08:30 AM	0	17	0	0	17	2	20	0	0	22	14	8	1	0	23	0	0	0	0	0	62
08:45 AM	0	19	0	0	19	2	30	0	0	32	17	11	1	0	29	0	0	0	0	0	80
Total	0	73	1	0	74	9	95	0	0	104	60	31	12	0	103	0	0	0	0	0	281
*** BREAK ***																					
11:00 AM	0	18	0	0	18	3	20	0	0	23	11	6	1	0	18	0	0	0	0	0	59
11:15 AM	0	19	0	0	19	4	22	0	0	26	13	5	1	0	19	0	0	0	0	0	64
11:30 AM	0	17	0	0	17	5	24	0	0	29	11	3	1	0	15	0	0	0	0	0	61
11:45 AM	0	20	0	0	20	3	23	0	0	26	11	5	2	0	18	0	0	0	0	0	64
Total	0	74	0	0	74	15	89	0	0	104	46	19	5	0	70	0	0	0	0	0	248
12:00 PM	0	20	0	0	20	1	27	0	0	28	14	7	3	0	24	0	0	0	0	0	72
12:15 PM	0	22	1	0	23	0	22	0	0	22	10	5	0	0	15	0	0	0	0	0	60
12:30 PM	0	17	1	0	18	2	23	0	0	25	8	7	1	0	16	0	0	0	0	0	59
12:45 PM	0	19	0	0	19	0	21	0	0	21	12	3	0	0	15	0	0	0	0	0	55
Total	0	78	2	0	80	3	93	0	0	96	44	22	4	0	70	0	0	0	0	0	246
*** BREAK ***																					
03:00 PM	0	18	2	0	20	1	28	0	0	29	10	6	1	0	17	0	0	0	0	0	66
03:15 PM	0	17	0	0	17	2	25	0	0	27	12	11	3	0	26	0	0	0	0	0	70
03:30 PM	0	13	1	0	14	0	27	0	0	27	5	4	1	0	10	0	0	0	0	0	51
03:45 PM	0	17	1	0	18	1	20	0	0	21	11	5	0	0	16	0	0	0	0	0	55
Total	0	65	4	0	69	4	100	0	0	104	38	26	5	0	69	0	0	0	0	0	242

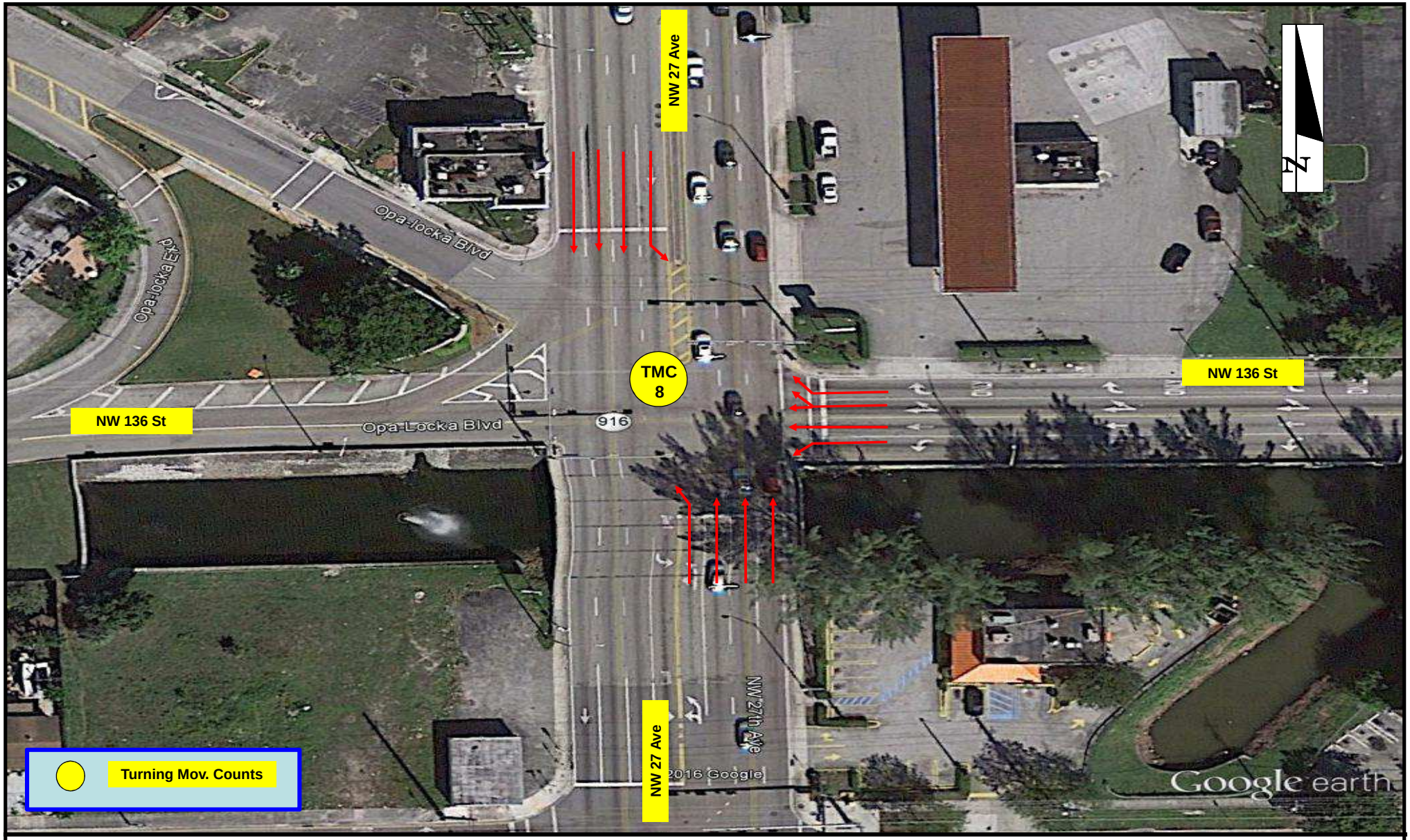
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File Name : NW 27 Ave _NW 135 ST-r
Site Code : 00000007
Start Date : 9/14/2016
Page No : 2

Groups Printed- Trucks

	NW 27 AVE Northbound					NW 27 AVE Southbound					NW 135 ST Eastbound					NW 135 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	16	0	0	16	1	13	0	0	14	6	2	0	0	8	0	0	0	0	0	38
04:15 PM	0	14	0	0	14	1	13	0	0	14	10	2	0	0	12	0	0	0	0	0	40
04:30 PM	0	12	0	0	12	1	14	0	0	15	8	4	1	0	13	0	0	0	0	0	40
04:45 PM	0	13	0	0	13	2	19	0	0	21	6	2	1	0	9	0	0	0	0	0	43
Total	0	55	0	0	55	5	59	0	0	64	30	10	2	0	42	0	0	0	0	0	161
05:00 PM	0	9	0	0	9	1	18	0	0	19	6	5	1	0	12	0	0	0	0	0	40
05:15 PM	0	7	0	0	7	0	19	0	0	19	3	1	1	0	5	0	0	0	0	0	31
05:30 PM	0	10	0	0	10	0	14	0	0	14	4	1	1	0	6	0	0	0	0	0	30
05:45 PM	0	12	0	0	12	1	10	0	0	11	3	5	0	0	8	0	0	0	0	0	31
Total	0	38	0	0	38	2	61	0	0	63	16	12	3	0	31	0	0	0	0	0	132
Grand Total	1	518	13	0	532	48	617	0	0	665	327	169	40	0	536	0	0	0	0	0	1733
Apprch %	0.2	97.4	2.4	0		7.2	92.8	0	0		61	31.5	7.5	0		0	0	0	0		
Total %	0.1	29.9	0.8	0	30.7	2.8	35.6	0	0	38.4	18.9	9.8	2.3	0	30.9	0	0	0	0	0	



Station ID # 8: SR 916 / NW 136 St at SR 9 / NW 27 Ave (8-Hr Turning Movement Counts)

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Client:FDOT-6
Intersection Name: NW 136 St at NW 27 Av
Opertaors Name: ML & EA
Weather: Sunny

File Name : Sta_8-NW 136 ST_NW 27 Ave
Site Code : 00000008
Start Date : 9/14/2016
Page No : 1

Groups Printed- Pass Cars - Trucks

	NW 27 AVE Northbound						NW 27 AVE Southbound						NW 136 ST Eastbound						NW 136 ST Westbound						OPA-LOCKA BLVD Southeastbound						
Start Time	Left	Bear Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Hard Left	Left	Thru	Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Int. Total
06:00 AM	2	0	185	0	0	187	0	247	31	0	2	280	0	0	0	0	0	0	23	44	5	9	0	81	0	0	0	0	0	0	548
06:15 AM	8	0	227	0	0	235	0	358	37	0	4	399	0	0	0	0	0	0	29	70	4	20	1	124	0	0	0	0	0	0	758
06:30 AM	5	0	241	0	0	246	0	575	72	0	0	647	0	0	0	0	4	4	42	102	5	14	1	164	0	0	0	0	0	0	1061
06:45 AM	13	0	251	0	0	264	0	569	93	0	1	663	0	0	0	0	0	0	35	126	9	8	3	181	0	0	0	0	0	0	1108
Total	28	0	904	0	0	932	0	1749	233	0	7	1989	0	0	0	0	4	4	129	342	23	51	5	550	0	0	0	0	0	0	3475
07:00 AM	13	0	321	0	0	334	0	605	92	0	4	701	0	0	0	0	0	0	45	84	10	14	3	156	0	0	0	0	0	0	1191
07:15 AM	19	3	321	0	0	343	0	569	91	0	2	662	0	0	0	0	1	1	52	124	10	26	8	220	0	0	0	0	0	0	1226
07:30 AM	16	7	352	0	0	375	0	564	102	0	1	667	0	0	0	0	2	2	63	147	5	32	0	247	0	0	0	0	0	0	1291
07:45 AM	12	0	346	0	0	358	0	589	100	0	1	690	0	0	0	0	3	3	53	117	21	31	12	234	0	0	0	0	0	0	1285
Total	60	10	1340	0	0	1410	0	2327	385	0	8	2720	0	0	0	0	6	6	213	472	46	103	23	857	0	0	0	0	0	0	4993
08:00 AM	10	2	347	0	0	359	0	545	101	0	1	647	0	0	0	0	1	1	62	106	18	36	2	224	0	0	0	0	0	0	1231
08:15 AM	17	2	355	0	0	374	0	570	79	0	0	649	0	0	0	0	1	1	61	98	12	33	3	207	0	0	0	0	0	0	1231
08:30 AM	12	3	315	0	0	330	0	563	85	0	0	648	0	0	0	0	0	0	53	121	16	33	1	224	0	0	0	0	0	0	1202
08:45 AM	11	0	311	0	0	322	0	548	77	0	3	628	0	0	0	0	1	1	51	80	18	28	3	180	0	0	0	0	0	0	1131
Total	50	7	1328	0	0	1385	0	2226	342	0	4	2572	0	0	0	0	3	3	227	405	64	130	9	835	0	0	0	0	0	0	4795
*** BREAK ***																															
11:00 AM	11	4	308	0	0	323	0	296	64	0	0	360	0	0	0	0	0	0	33	71	7	33	0	144	0	0	0	0	0	0	827
11:15 AM	28	2	277	0	0	307	0	308	64	5	0	377	0	0	0	0	1	1	38	86	14	28	2	168	0	0	0	0	0	0	853
11:30 AM	11	3	296	0	0	310	0	308	58	1	2	369	0	0	0	0	3	3	41	70	8	38	1	158	0	0	0	0	0	0	840
11:45 AM	21	7	303	0	0	331	0	264	45	0	0	309	0	0	0	0	1	1	41	90	2	37	0	170	0	0	0	0	0	0	811
Total	71	16	1184	0	0	1271	0	1176	231	6	2	1415	0	0	0	0	5	5	153	317	31	136	3	640	0	0	0	0	0	0	3331
12:00 PM	11	8	408	0	0	427	0	324	46	0	1	371	0	0	0	0	1	1	44	71	6	44	3	168	0	0	0	0	0	0	967
12:15 PM	20	6	307	0	0	333	0	255	45	0	2	302	0	0	0	0	2	2	41	102	7	35	3	188	0	0	0	0	0	0	825
12:30 PM	12	3	322	0	0	337	0	309	73	1	2	385	0	0	0	0	2	2	51	71	6	44	4	176	0	0	0	0	0	0	900
12:45 PM	12	6	318	0	0	336	0	339	72	0	3	414	0	0	0	0	0	0	43	106	13	35	2	199	0	0	0	0	0	0	949
Total	55	23	1355	0	0	1433	0	1227	236	1	8	1472	0	0	0	0	5	5	179	350	32	158	12	731	0	0	0	0	0	0	3641
*** BREAK ***																															
03:00 PM	20	4	426	0	0	450	0	356	73	0	3	432	0	0	0	0	2	2	63	114	14	47	0	238	0	0	0	0	0	0	1122
03:15 PM	11	5	430	0	0	446	0	324	65	0	1	390	0	0	0	0	0	0	60	104	10	47	1	222	0	0	0	0	0	0	1058
03:30 PM	13	0	446	0	0	459	0	369	74	1	2	446	0	0	0	0	0	0	58	110	4	79	0	251	0	0	0	0	0	0	1156
03:45 PM	19	4	445	0	0	468	0	338	64	0	3	405	0	0	0	0	3	3	53	106	18	74	0	251	0	0	0	0	0	0	1127
Total	63	13	1747	0	0	1823	0	1387	276	1	9	1673	0	0	0	0	5	5	234	434	46	247	1	962	0	0	0	0	0	0	4463
04:00 PM	8	5	453	0	0	466	0	352	80	0	1	433	0	0	0	0	1	1	58	130	19	64	2	273	0	0	0	0	0	0	1173
04:15 PM	11	3	432	0	0	446	0	424	85	0	1	510	0	0	0	0	2	2	57	137	13	89	2	298	0	0	0	0	0	0	1256
04:30 PM	15	4	512	0	0	531	0	364	96	0	1	461	0	0	0	0	1	1	56	147	31	99	0	333	0	0	0	0	0	0	1326
04:45 PM	14	6	481	0	0	501	0	352	82	1	1	436	0	0	0	0	4	4	64	107	17	95	1	284	0	0	0	0	0	0	1225
Total	48	18	1878	0	0	1944	0	1492	343	1	4	1840	0	0	0	0	8	8	235	521	80	347	5	1188	0	0	0	0	0	0	4980
05:00 PM	14	1	295	0	0	310	0	405	76	1	1	483	0	0	0	0	3	3	77	153	33	20	1	284	0	0	0	0	0	0	1080
05:15 PM	6	2	319	0	0	327	0	461	70	0	0	531	0	0	0	0	2	2	78	148	35	62	2	325	0	0	0	0	0	0	1185
05:30 PM	8	3	473	0	0	484	0	373	69	3	0	445	0	0	0	0	0	0	79	129	25	134	1	368	0	0	0	0	0	0	1297
05:45 PM	5	1	535	0	0	541	0	378	66	1	0	445	0	0	0	0	4	4	45	106	24	125	8	308	0	0	0	0	0	0	1298
Total	33	7	1622	0	0	1662	0	1617	281	5	1	1904	0	0	0	0	9	9	279	536	117	341	12	1285	0	0	0	0	0	0	4860
Grand Total	408	94	11358					13201																							
Pass Cars	380	90	10489	0	0	10959	0	12583	1997	13	43	14636	0	0	0	0	45	45	1554	3217	421	1480	70	6742	0	0	0	0	0	0	32382
% Pass Cars	93.1	95.7	92.3	0	0	92.4	0	95.3	85.8	92.9	100	93.9	0	0	0	0	100	100	94.2	95.3	95.9	97.8	100	95.7	0	0	0	0	0	0	93.8
Trucks	28	4	869	0	0	901	0	618	330	1	0	949	0	0	0	0	0	0	95	160	18	33	0	306	0	0	0	0	0	0	2156
% Trucks	6.9	4.3	7.7	0	0	7.6	0	4.7	14.2	7.1	0	6.1	0	0	0	0	0	0	5.8	4.7	4.1	2.2	0	4.3	0	0	0	0	0	0	6.2

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Client:FDOT-6
Intersection Name: NW 136 St at NW 27 Av
Opertaors Name: ML & EA
Weather: Sunny

File Name : Sta_8-NW 136 ST_NW 27 Ave
Site Code : 00000008
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Page No : 2

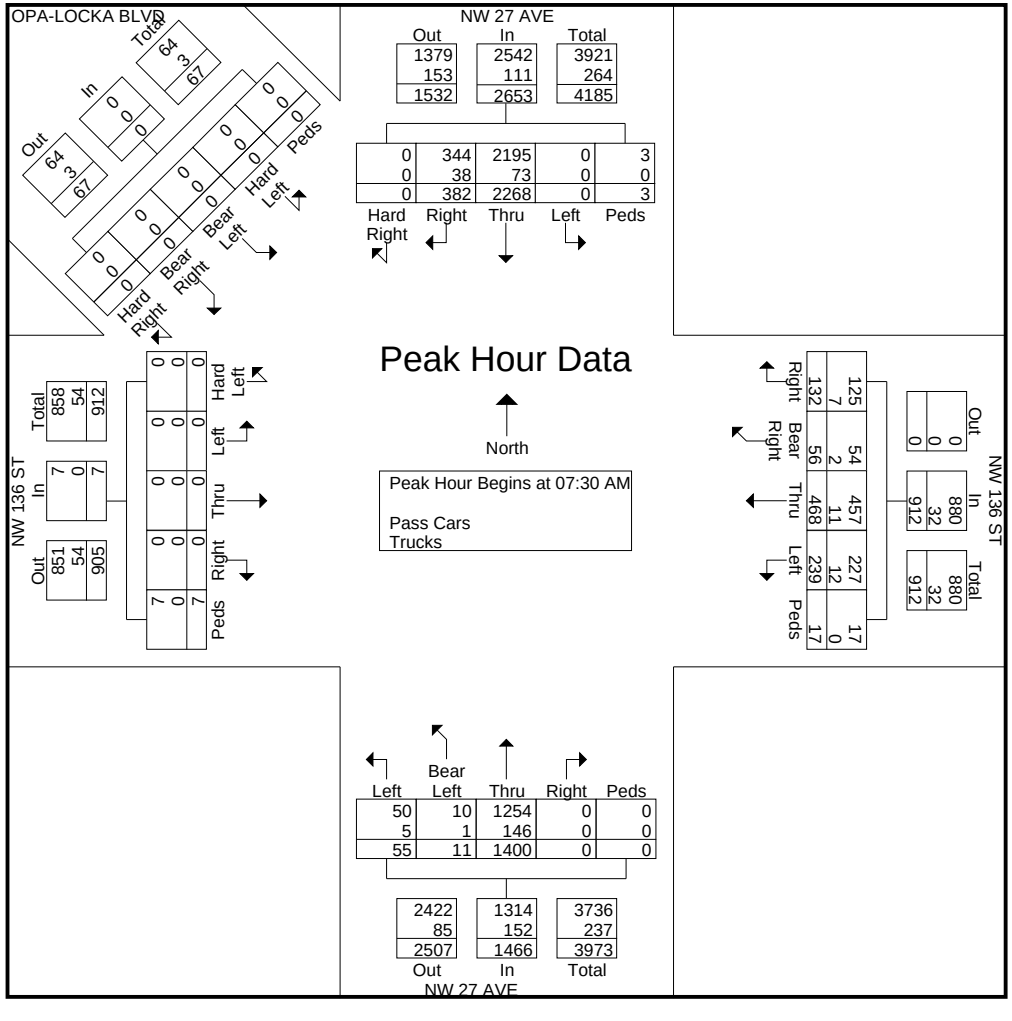
	NW 27 AVE Northbound						NW 27 AVE Southbound						NW 136 ST Eastbound						NW 136 ST Westbound						OPA-LOCKA BLVD Southeastbound						
Start Time	Left	Bear Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Hard Left	Left	Thru	Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:30 AM																															
07:30 AM	**16**	7	352	0	0	375	0	564	102	0	1	667	0	0	0	0	2	2	**63**	**147**	5	32	0	**247**	0	0	0	0	0	0	**1291**
07:45 AM	12	0	346	0	0	358	0	**589**	100	0	1	**690**	0	0	0	0	**3**	**3**	53	117	**21**	31	**12**	234	0	0	0	0	0	0	1285
08:00 AM	10	2	347	0	0	359	0	545	101	0	1	647	0	0	0	0	1	1	62	106	18	**36**	2	224	0	0	0	0	0	0	1231
08:15 AM	**17**	2	**355**	0	0	374	0	570	79	0	0	649	0	0	0	0	1	1	61	98	12	33	3	207	0	0	0	0	0	0	1231
Total Volume	55	11	1400	0	0	1466	0	2268	382	0	3	2653	0	0	0	0	7	7	239	468	56	132	17	912	0	0	0	0	0	0	5038
% App. Total			95.5					85.5	14.4										26.2	51.3		14.5									
PHF	.809	.393	.986	.000	.000	.977	.000	.963	.936	.000	.750	.961	.000	.000	.000	.000	.583	.583	.948	.796	.667	.917	.354	.923	.000	.000	.000	.000	.000	.000	.976
Pass Cars	50	10	1254	0	0	1314	0	2195	344	0	3	2542	0	0	0	0	7	7	227	457	54	125	17	880	0	0	0	0	0	0	4743
% Pass Cars	90.9	90.9	89.6					96.8	90.1										95.0	97.6	96.4	94.7									
Trucks	5	1	146	0	0	152	0	73	38	0	0	111	0	0	0	0	0	0	12	11	2	7	0	32	0	0	0	0	0	0	295
% Trucks	9.1	9.1	10.4	0	0	10.4	0	3.2	9.9	0	0	4.2	0	0	0	0	0	0	5.0	2.4	3.6	5.3	0	3.5	0	0	0	0	0	0	5.9

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File Name : Sta_8-NW 136 ST_NW 27 Ave
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File Name : Sta_8-NW 136 ST_NW 27 Ave
Site Code : 00000008
Start Date : 9/14/2016
Page No : 4

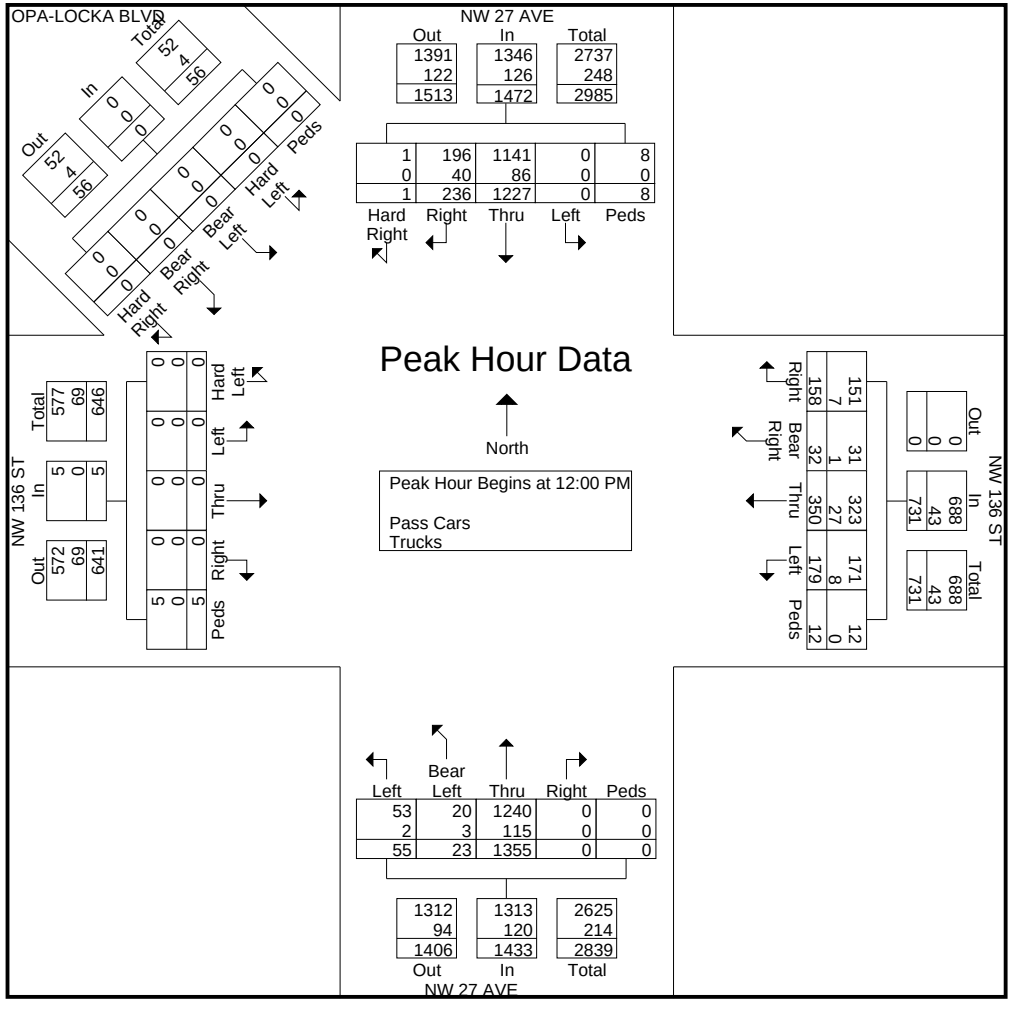
	NW 27 AVE Northbound						NW 27 AVE Southbound						NW 136 ST Eastbound						NW 136 ST Westbound						OPA-LOCKA BLVD Southeastbound						
Start Time	Left	Bear Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Hard Left	Left	Thru	Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																														
Peak Hour for Entire Intersection Begins at 12:00 PM																														
12:00 PM	**11**	8	408	0	0	427	0	324	46	0	1	371	0	0	0	0	1	1	44	71	6	44	3	168	0	0	0	0	0	0	**967**
12:15 PM	**20**	6	307	0	0	333	0	255	45	0	2	302	0	0	0	0	**2**	**2**	41	102	7	35	3	188	0	0	0	0	0	0	825
12:30 PM	12	3	322	0	0	337	0	309	**73**	**1**	2	385	0	0	0	0	2	2	**51**	71	6	44	**4**	176	0	0	0	0	0	0	900
12:45 PM	12	6	318	0	0	336	0	**339**	72	0	**3**	**414**	0	0	0	0	0	0	43	**106**	**13**	35	2	**199**	0	0	0	0	0	0	949
Total Volume	55	23	1355	0	0	1433	0	1227	236	1	8	1472	0	0	0	0	5	5	179	350	32	158	12	731	0	0	0	0	0	0	3641
% App. Total			94.6					83.4											24.5	47.9		21.6									
PHF	.688	.719	.830	.000	.000	.839	.000	.905	.808	.250	.667	.889	.000	.000	.000	.000	.625	.625	.877	.825	.615	.898	.750	.918	.000	.000	.000	.000	.000	.000	.941
Pass Cars	53	20	1240	0	0	1313	0	1141	196	1	8	1346	0	0	0	0	5	5	171	323	31	151	12	688	0	0	0	0	0	0	3352
% Pass Cars	96.4	87.0	91.5					93.0	83.1										95.5	92.3	96.9	95.6									
Trucks	2	3	115	0	0	120	0	86	40	0	0	126	0	0	0	0	0	0	8	27	1	7	0	43	0	0	0	0	0	0	289
% Trucks	3.6	13.0	8.5	0	0	8.4	0	7.0	16.9	0	0	8.6	0	0	0	0	0	0	4.5	7.7	3.1	4.4	0	5.9	0	0	0	0	0	0	7.9

F.R. Aleman & Associates, Inc

10305 NW 41st Street, Suite 200
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Client:FDOT-6
Intersection Name: NW 136 St at NW 27 Av
Opertaors Name: ML & EA
Weather: Sunny

File Name : Sta_8-NW 136 ST_NW 27 Ave
Site Code : 00000008
Start Date : 9/14/2016
Page No : 5



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Intersection Name: NW 136 St at NW 27 Av
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Site Code : 00000008
Start Date : 9/14/2016
Page No : 6

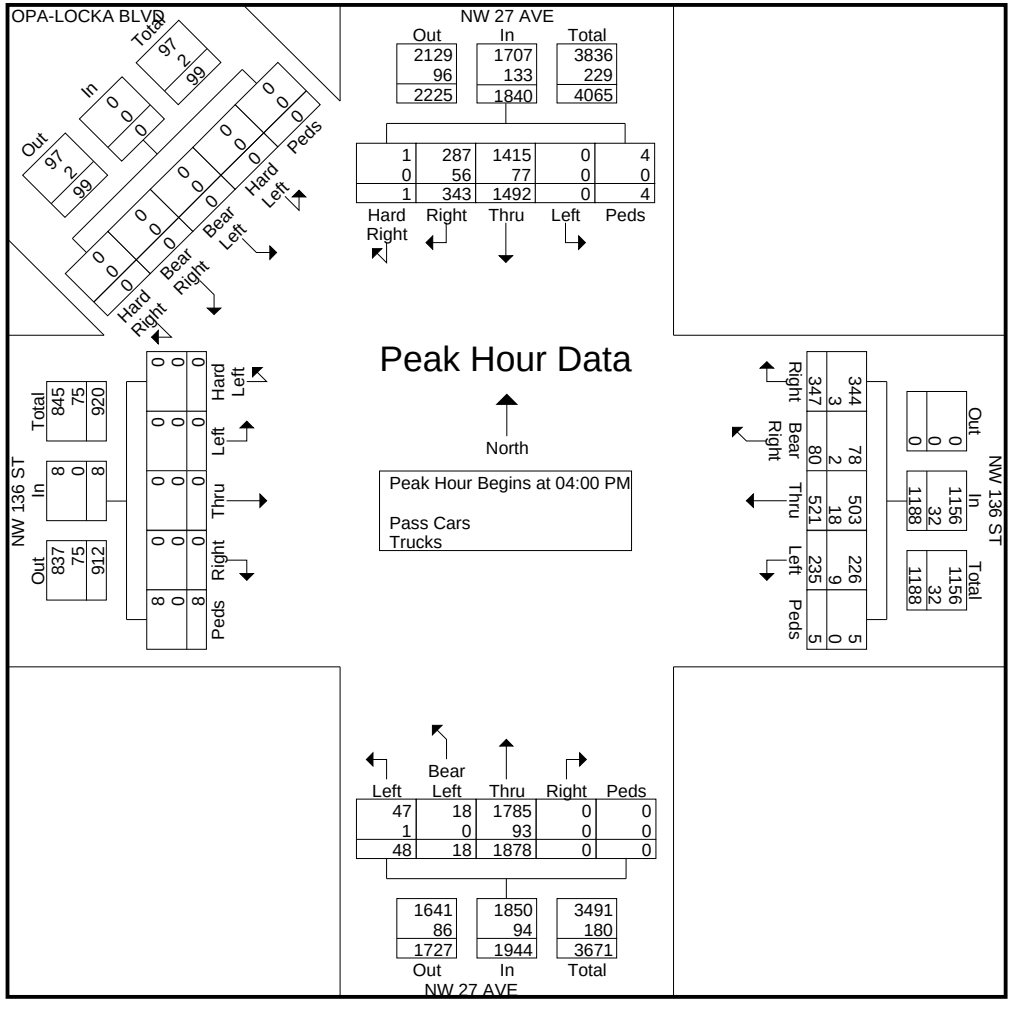
	NW 27 AVE Northbound						NW 27 AVE Southbound						NW 136 ST Eastbound						NW 136 ST Westbound						OPA-LOCKA BLVD Southeastbound						
Start Time	Left	Bear Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Hard Left	Left	Thru	Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																														
Peak Hour for Entire Intersection Begins at 04:00 PM																														
04:00 PM	**8**	**5**	**453**	**0**	**0**	**466**	**0**	**352**	**80**	**0**	1	433	0	0	0	0	1	1	58	130	19	64	2	273	0	0	0	0	0	0	1173
04:15 PM	11	3	432	0	0	446	0	424	85	0	1	510	0	0	0	0	2	2	57	137	13	89	2	298	0	0	0	0	0	0	1256
04:30 PM	**15**	4	**512**	0	0	**531**	0	364	**96**	0	1	461	0	0	0	0	1	1	56	**147**	**31**	**99**	0	**333**	0	0	0	0	0	0	**1326**
04:45 PM	14	**6**	481	0	0	501	0	352	82	**1**	1	436	0	0	0	0	**4**	**4**	**64**	107	17	95	1	284	0	0	0	0	0	0	1225
Total Volume	48	18	1878	0	0	1944	0	1492	343	1	4	1840	0	0	0	0	8	8	235	521	80	347	5	1188	0	0	0	0	0	0	4980
% App. Total			96.6					81.1	18.6										19.8	43.9		29.2									
PHF	.800	.750	.917	.000	.000	.915	.000	.880	.893	.250	1.00	.902	.000	.000	.000	.000	.500	.500	.918	.886	.645	.876	.625	.892	.000	.000	.000	.000	.000	.000	.939
Pass Cars	47	18	1785	0	0	1850	0	1415	287	1	4	1707	0	0	0	0	8	8	226	503	78	344	5	1156	0	0	0	0	0	0	4721
% Pass Cars	97.9		95.0					94.8	83.7										96.2	96.5	97.5	99.1									
Trucks	1	0	93	0	0	94	0	77	56	0	0	133	0	0	0	0	0	0	9	18	2	3	0	32	0	0	0	0	0	0	259
% Trucks	2.1	0	5.0	0	0	4.8	0	5.2	16.3	0	0	7.2	0	0	0	0	0	0	3.8	3.5	2.5	0.9	0	2.7	0	0	0	0	0	0	5.2

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Client:FDOT-6
Intersection Name: NW 136 St at NW 27 Av
Opertaors Name: ML & EA
Weather: Sunny

File Name : Sta_8-NW 136 ST_NW 27 Ave
Site Code : 00000008
Start Date : 9/14/2016
Page No : 7



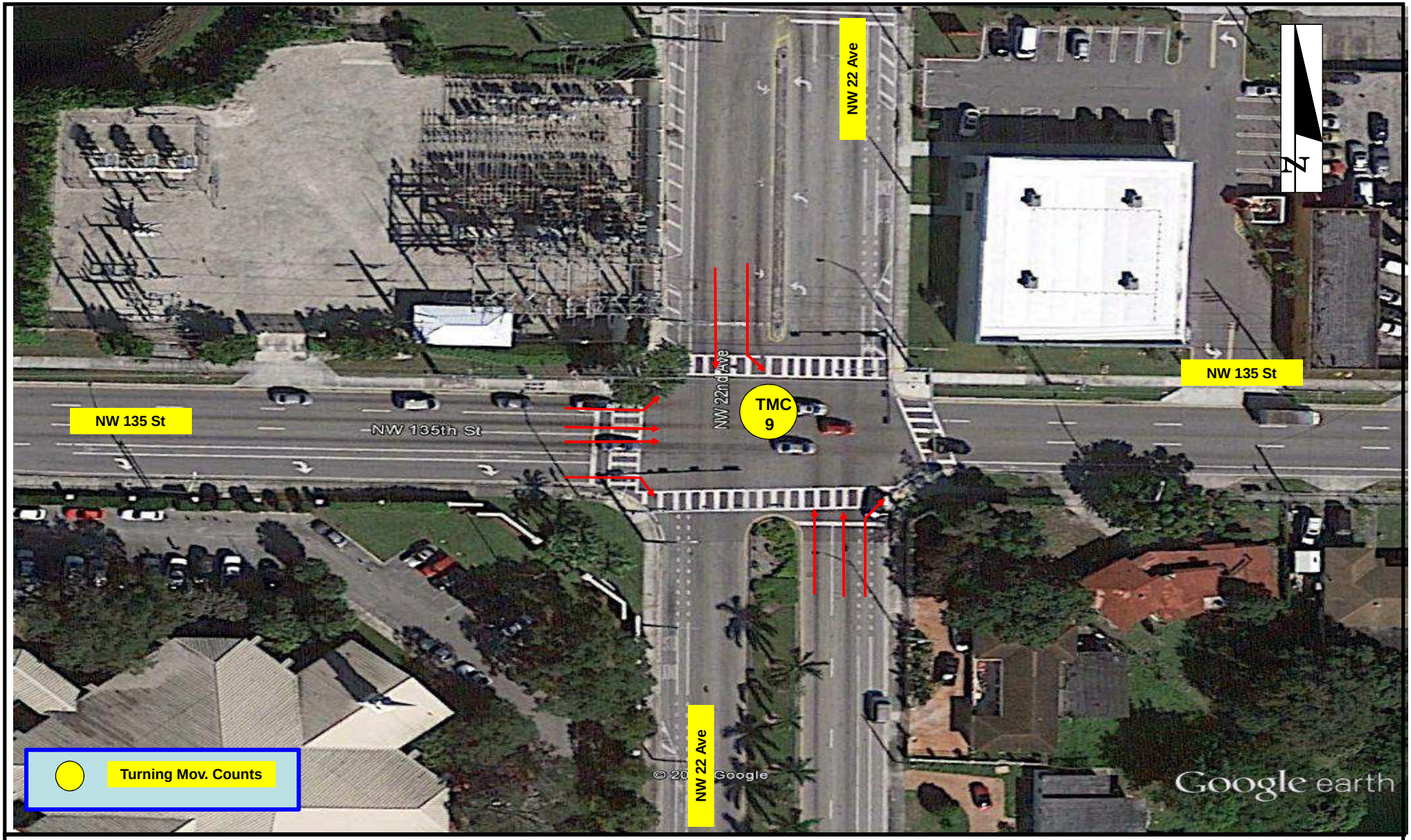
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File Name : Sta_8-NW 136 ST_NW 27 Ave
Site Code : 00000008
Start Date : 9/14/2016
Page No : 1

Groups Printed- Trucks

	NW 27 AVE Northbound						NW 27 AVE Southbound						NW 136 ST Eastbound						NW 136 ST Westbound						OPA-LOCKA BLVD Southeastbound						
Start Time	Left	Bear Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Hard Left	Left	Thru	Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Int. Total
06:00 AM	0	0	29	0	0	29	0	6	6	0	0	12	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	42
06:15 AM	1	0	22	0	0	23	0	12	1	0	0	13	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0	40
06:30 AM	0	0	28	0	0	28	0	13	2	0	0	15	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	47
06:45 AM	1	0	22	0	0	23	0	18	6	0	0	24	0	0	0	0	0	0	2	8	1	1	0	12	0	0	0	0	0	0	59
Total	2	0	101	0	0	103	0	49	15	0	0	64	0	0	0	0	0	0	5	14	1	1	0	21	0	0	0	0	0	0	188
07:00 AM	0	0	32	0	0	32	0	19	6	0	0	25	0	0	0	0	0	0	5	1	0	0	0	6	0	0	0	0	0	0	63
07:15 AM	1	0	40	0	0	41	0	16	7	0	0	23	0	0	0	0	0	0	3	2	1	3	0	9	0	0	0	0	0	0	73
07:30 AM	2	0	35	0	0	37	0	14	5	0	0	19	0	0	0	0	0	0	2	2	1	3	0	8	0	0	0	0	0	0	64
07:45 AM	1	0	30	0	0	31	0	18	10	0	0	28	0	0	0	0	0	0	2	2	1	2	0	7	0	0	0	0	0	0	66
Total	4	0	137	0	0	141	0	67	28	0	0	95	0	0	0	0	0	0	12	7	3	8	0	30	0	0	0	0	0	0	266
08:00 AM	1	0	47	0	0	48	0	20	12	0	0	32	0	0	0	0	0	0	6	2	0	1	0	9	0	0	0	0	0	0	89
08:15 AM	1	1	34	0	0	36	0	21	11	0	0	32	0	0	0	0	0	0	2	5	0	1	0	8	0	0	0	0	0	0	76
08:30 AM	1	0	35	0	0	36	0	22	15	0	0	37	0	0	0	0	0	0	4	5	1	1	0	11	0	0	0	0	0	0	84
08:45 AM	0	0	37	0	0	37	0	28	16	0	0	44	0	0	0	0	0	0	2	4	1	0	0	7	0	0	0	0	0	0	88
Total	3	1	153	0	0	157	0	91	54	0	0	145	0	0	0	0	0	0	14	16	2	3	0	35	0	0	0	0	0	0	337
*** BREAK ***																															
11:00 AM	1	0	25	0	0	26	0	19	21	0	0	40	0	0	0	0	0	0	3	6	0	0	0	9	0	0	0	0	0	0	75
11:15 AM	4	0	30	0	0	34	0	20	15	1	0	36	0	0	0	0	0	0	1	10	1	0	0	12	0	0	0	0	0	0	82
11:30 AM	2	0	31	0	0	33	0	24	13	0	0	37	0	0	0	0	0	0	7	9	2	0	0	18	0	0	0	0	0	0	88
11:45 AM	4	0	29	0	0	33	0	23	12	0	0	35	0	0	0	0	0	0	4	7	0	4	0	15	0	0	0	0	0	0	83
Total	11	0	115	0	0	126	0	86	61	1	0	148	0	0	0	0	0	0	15	32	3	4	0	54	0	0	0	0	0	0	328
12:00 PM	1	1	36	0	0	38	0	22	5	0	0	27	0	0	0	0	0	0	1	5	0	2	0	8	0	0	0	0	0	0	73
12:15 PM	0	0	26	0	0	26	0	21	7	0	0	28	0	0	0	0	0	0	2	8	0	1	0	11	0	0	0	0	0	0	65
12:30 PM	0	0	22	0	0	22	0	23	14	0	0	37	0	0	0	0	0	0	3	4	1	3	0	11	0	0	0	0	0	0	70
12:45 PM	1	2	31	0	0	34	0	20	14	0	0	34	0	0	0	0	0	0	2	10	0	1	0	13	0	0	0	0	0	0	81
Total	2	3	115	0	0	120	0	86	40	0	0	126	0	0	0	0	0	0	8	27	1	7	0	43	0	0	0	0	0	0	289
*** BREAK ***																															
03:00 PM	1	0	28	0	0	29	0	24	11	0	0	35	0	0	0	0	0	0	6	7	1	1	0	15	0	0	0	0	0	0	79
03:15 PM	0	0	30	0	0	30	0	24	11	0	0	35	0	0	0	0	0	0	7	2	1	2	0	12	0	0	0	0	0	0	77
03:30 PM	1	0	22	0	0	23	0	27	16	0	0	43	0	0	0	0	0	0	4	6	0	1	0	11	0	0	0	0	0	0	77
03:45 PM	2	0	25	0	0	27	0	22	11	0	0	33	0	0	0	0	0	0	5	7	0	2	0	14	0	0	0	0	0	0	74
Total	4	0	105	0	0	109	0	97	49	0	0	146	0	0	0	0	0	0	22	22	2	6	0	52	0	0	0	0	0	0	307
04:00 PM	0	0	23	0	0	23	0	17	16	0	0	33	0	0	0	0	0	0	2	5	0	0	0	7	0	0	0	0	0	0	63
04:15 PM	0	0	28	0	0	28	0	18	15	0	0	33	0	0	0	0	0	0	1	6	1	1	0	9	0	0	0	0	0	0	70
04:30 PM	1	0	22	0	0	23	0	20	13	0	0	33	0	0	0	0	0	0	2	6	1	2	0	11	0	0	0	0	0	0	67
04:45 PM	0	0	20	0	0	20	0	22	12	0	0	34	0	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0	0	59
Total	1	0	93	0	0	94	0	77	56	0	0	133	0	0	0	0	0	0	9	18	2	3	0	32	0	0	0	0	0	0	259
05:00 PM	0	0	10	0	0	10	0	21	10	0	0	31	0	0	0	0	0	0	4	12	2	1	0	19	0	0	0	0	0	0	60
05:15 PM	0	0	12	0	0	12	0	21	5	0	0	26	0	0	0	0	0	0	1	9	1	0	0	11	0	0	0	0	0	0	49
05:30 PM	1	0	14	0	0	15	0	13	9	0	0	22	0	0	0	0	0	0	4	0	1	0	0	5	0	0	0	0	0	0	42
05:45 PM	0	0	14	0	0	14	0	10	3	0	0	13	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	31
Total	1	0	50	0	0	51	0	65	27	0	0	92	0	0	0	0	0	0	10	24	4	1	0	39	0	0	0	0	0	0	182
Grand Total	28	4	869	0	0	901	0	618	330	1	0	949	0	0	0	0	0	0	95	160	18	33	0	306	0	0	0	0	0	0	2156
Apprch %	3.1	0.4	96.4	0	0		0	65.1	34.8	0.1	0		0	0	0	0	0		31	52.3	5.9	10.8	0		0	0	0	0	0		
Total %	1.3	0.2	40.3	0	0	41.8	0	28.7	15.3	0	0	44	0	0	0	0	0	0	4.4	7.4	0.8	1.5	0	14.2	0	0	0	0	0	0	



Station ID # 9: SR 916 / NW 135 St at NW 22 Ave (8-Hr Turning Movement Counts)

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Phone: (305) 591-8777
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Client:FDOT-6
Intersection Name:NW 135 St & NW 22 Ave
Opertaors Name: MA & CV
Weather: Sunny

File Name : Sta-9-NW 135 st at NW 22 Ave
Site Code : 00000009
Start Date : 9/14/2016
Page No : 1

Groups Printed- Pass cars - Trucks

	NW 22Ave Northbound					NW 22Ave Southbound					NW135St Eastbound					NW135St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	62	17	0	79	25	88	0	1	114	13	75	15	0	103	0	0	0	0	0	296
06:15 AM	0	108	15	0	123	33	127	0	1	161	26	87	24	0	137	0	0	0	0	0	421
06:30 AM	0	118	19	1	138	37	269	0	2	308	25	153	26	0	204	0	0	0	0	0	650
06:45 AM	0	91	18	0	109	77	233	0	0	310	26	148	46	4	224	0	0	0	0	0	643
Total	0	379	69	1	449	172	717	0	4	893	90	463	111	4	668	0	0	0	0	0	2010
07:00 AM	0	123	14	0	137	79	272	0	0	351	22	194	41	0	257	0	0	0	0	0	745
07:15 AM	0	104	22	3	129	83	231	0	0	314	34	241	28	1	304	0	0	0	0	0	747
07:30 AM	0	164	30	4	198	89	294	0	0	383	45	288	21	0	354	0	0	0	0	0	935
07:45 AM	0	149	20	4	173	92	301	0	0	393	37	258	29	0	324	0	0	0	0	0	890
Total	0	540	86	11	637	343	1098	0	0	1441	138	981	119	1	1239	0	0	0	0	0	3317
08:00 AM	0	155	21	0	176	94	251	0	0	345	50	254	30	0	334	0	0	0	0	0	855
08:15 AM	0	147	29	0	176	87	289	0	0	376	28	212	29	1	270	0	0	0	0	0	822
08:30 AM	0	144	23	1	168	75	252	0	0	327	32	276	24	0	332	0	0	0	0	0	827
08:45 AM	0	128	25	3	156	79	318	0	0	397	31	277	23	0	331	0	0	0	0	0	884
Total	0	574	98	4	676	335	1110	0	0	1445	141	1019	106	1	1267	0	0	0	0	0	3388
*** BREAK ***																					
11:00 AM	0	113	22	3	138	50	119	0	0	169	19	123	8	0	150	0	0	0	0	0	457
11:15 AM	1	127	18	0	146	44	103	0	0	147	20	111	16	0	147	0	0	0	0	0	440
11:30 AM	0	123	17	1	141	34	89	0	0	123	10	127	11	0	148	0	0	0	0	0	412
11:45 AM	0	113	15	4	132	38	83	0	0	121	26	128	12	0	166	0	0	0	0	0	419
Total	1	476	72	8	557	166	394	0	0	560	75	489	47	0	611	0	0	0	0	0	1728
12:00 PM	0	135	26	0	161	50	137	0	0	187	18	135	15	0	168	0	0	0	0	0	516
12:15 PM	0	121	20	0	141	33	113	0	0	146	18	126	15	3	162	0	0	0	0	0	449
12:30 PM	0	138	29	2	169	39	123	0	0	162	25	120	13	0	158	0	0	0	0	0	489
12:45 PM	0	129	23	0	152	50	119	0	0	169	21	148	7	0	176	0	0	0	0	0	497
Total	0	523	98	2	623	172	492	0	0	664	82	529	50	3	664	0	0	0	0	0	1951
*** BREAK ***																					
03:00 PM	0	187	26	0	213	54	140	0	0	194	40	132	15	2	189	0	0	0	0	0	596
03:15 PM	0	209	18	0	227	64	162	0	0	226	27	109	4	3	143	0	0	0	0	0	596
03:30 PM	0	226	34	0	260	65	163	0	0	228	24	176	20	1	221	0	0	0	0	0	709

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Client:FDOT-6
Intersection Name:NW 135 St & NW 22 Ave
Opertaors Name: MA & CV
Weather: Sunny

File Name : Sta-9-NW 135 st at NW 22 Ave
Site Code : 00000009
Start Date : 9/14/2016
Page No : 2

Groups Printed- Pass cars - Trucks

	NW 22Ave Northbound					NW 22Ave Southbound					NW135St Eastbound					NW135St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	0	219	30	0	249	56	148	0	0	204	21	133	15	0	169	0	0	0	0	0	622
Total	0	841	108	0	949	239	613	0	0	852	112	550	54	6	722	0	0	0	0	0	2523
04:00 PM	0	308	24	0	332	57	152	0	0	209	27	212	14	0	253	0	0	0	0	0	794
04:15 PM	0	233	37	0	270	41	179	0	0	220	15	144	15	1	175	0	0	0	0	0	665
04:30 PM	0	296	19	3	318	53	144	0	0	197	19	178	23	2	222	0	0	0	0	0	737
04:45 PM	0	251	34	2	287	60	204	0	0	264	25	122	16	0	163	0	0	0	0	0	714
Total	0	1088	114	5	1207	211	679	0	0	890	86	656	68	3	813	0	0	0	0	0	2910
05:00 PM	0	322	25	0	347	47	166	0	0	213	33	180	14	0	227	0	0	0	0	0	787
05:15 PM	0	284	27	2	313	59	255	0	0	314	50	126	22	0	198	0	0	0	0	0	825
05:30 PM	0	347	25	0	372	46	232	0	0	278	35	210	16	0	261	0	0	0	0	0	911
05:45 PM	0	328	21	1	350	49	251	0	0	300	29	140	33	3	205	0	0	0	0	0	855
Total	0	1281	98	3	1382	201	904	0	0	1105	147	656	85	3	891	0	0	0	0	0	3378
Grand Total	1	5702	743	34	6480	1839	6007	0	4	7850	871	5343	640	21	6875	0	0	0	0	0	21205
Apprch %	0	88	11.5	0.5		23.4	76.5	0	0.1		12.7	77.7	9.3	0.3		0	0	0	0		
Total %	0	26.9	3.5	0.2	30.6	8.7	28.3	0	0	37	4.1	25.2	3	0.1	32.4	0	0	0	0	0	
Pass cars	1	5482	691	34	6208	1742	5728	0	4	7474	795	5147	621	21	6584	0	0	0	0	0	20266
% Pass cars	100	96.1	93	100	95.8	94.7	95.4	0	100	95.2	91.3	96.3	97	100	95.8	0	0	0	0	0	95.6
Trucks	0	220	52	0	272	97	279	0	0	376	76	196	19	0	291	0	0	0	0	0	939
% Trucks	0	3.9	7	0	4.2	5.3	4.6	0	0	4.8	8.7	3.7	3	0	4.2	0	0	0	0	0	4.4

F.R. Aleman & Associates, Inc

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Client:FDOT-6
Intersection Name:NW 135 St & NW 22 Ave
Opertaors Name: MA & CV
Weather: Sunny

File Name : Sta-9-NW 135 st at NW 22 Ave
Site Code : 00000009
Start Date : 9/14/2016

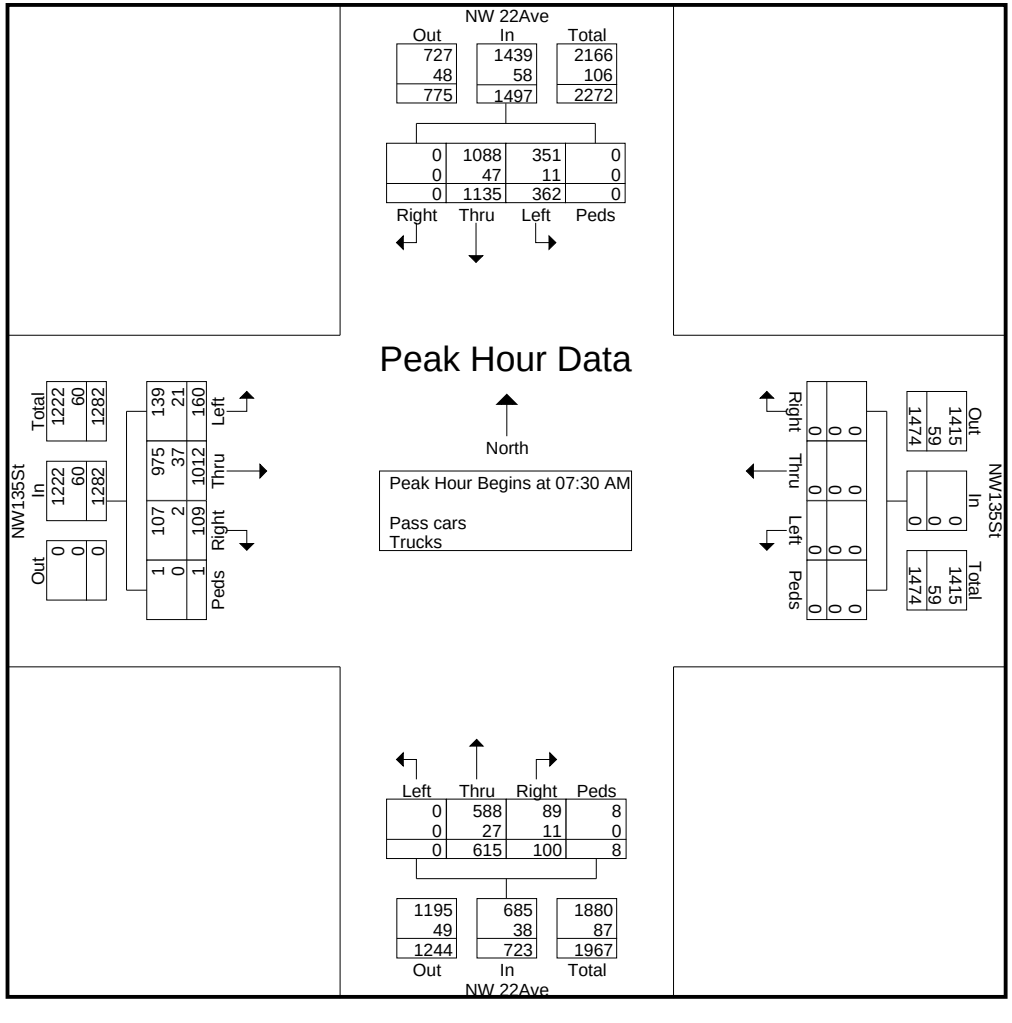
	NW 22Ave Northbound					NW 22Ave Southbound					NW135St Eastbound					NW135St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	**164**	**30**	**4**	**198**	89	294	0	0	383	45	**288**	21	0	**354**	0	0	0	0	0	**935**
07:45 AM	0	149	20	4	173	92	**301**	0	0	**393**	37	258	29	0	324	0	0	0	0	0	890
08:00 AM	0	155	21	0	176	**94**	251	0	0	345	**50**	254	**30**	0	334	0	0	0	0	0	855
08:15 AM	0	147	29	0	176	87	289	0	0	376	28	212	29	**1**	270	0	0	0	0	0	822
Total Volume	0	615	100	8	723	362	1135	0	0	1497	160	1012	109	1	1282	0	0	0	0	0	3502
% App. Total	0	85.1	13.8	1.1		24.2	75.8	0	0		12.5	78.9	8.5	0.1		0	0	0	0		
PHF	.000	.938	.833	.500	.913	.963	.943	.000	.000	.952	.800	.878	.908	.250	.905	.000	.000	.000	.000	.000	.936
Pass cars	0	588	89	8	685	351	1088	0	0	1439	139	975	107	1	1222	0	0	0	0	0	3346
% Pass cars	0	95.6	89.0	100	94.7	97.0	95.9	0	0	96.1	86.9	96.3	98.2	100	95.3	0	0	0	0	0	95.5
Trucks	0	27	11	0	38	11	47	0	0	58	21	37	2	0	60	0	0	0	0	0	156
% Trucks	0	4.4	11.0	0	5.3	3.0	4.1	0	0	3.9	13.1	3.7	1.8	0	4.7	0	0	0	0	0	4.5

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Client:FDOT-6
Intersection Name:NW 135 St & NW 22 Ave
Opertaors Name: MA & CV
Weather: Sunny

File Name : Sta-9-NW 135 st at NW 22 Ave
Site Code : 00000009
Start Date : 9/14/2016
Page No : 4



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Client:FDOT-6
Intersection Name:NW 135 St & NW 22 Ave
Opertaors Name: MA & CV
Weather: Sunny

File Name : Sta-9-NW 135 st at NW 22 Ave
Site Code : 00000009
Start Date : 9/14/2016
Page No : 5

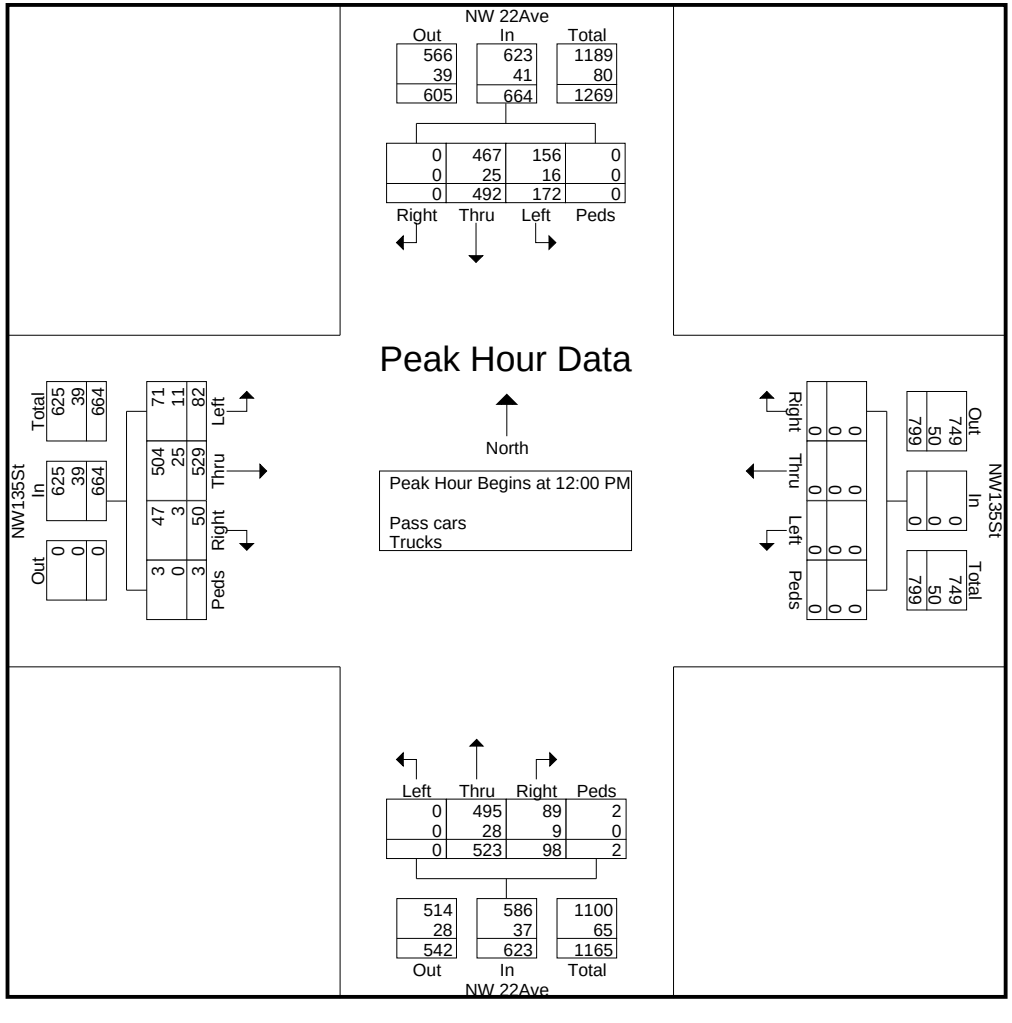
	NW 22Ave Northbound					NW 22Ave Southbound					NW135St Eastbound					NW135St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	135	26	0	161	**50**	**137**	0	0	**187**	18	135	**15**	0	168	0	0	0	0	0	**516**
12:15 PM	0	121	20	0	141	33	113	0	0	146	18	126	15	**3**	162	0	0	0	0	0	449
12:30 PM	0	**138**	**29**	**2**	**169**	39	123	0	0	162	**25**	120	13	0	158	0	0	0	0	0	489
12:45 PM	0	129	23	0	152	50	119	0	0	169	21	**148**	7	0	**176**	0	0	0	0	0	497
Total Volume	0	523	98	2	623	172	492	0	0	664	82	529	50	3	664	0	0	0	0	0	1951
% App. Total	0	83.9	15.7	0.3		25.9	74.1	0	0		12.3	79.7	7.5	0.5		0	0	0	0		
PHF	.000	.947	.845	.250	.922	.860	.898	.000	.000	.888	.820	.894	.833	.250	.943	.000	.000	.000	.000	.000	.945
Pass cars	0	495	89	2	586	156	467	0	0	623	71	504	47	3	625	0	0	0	0	0	1834
% Pass cars	0	94.6	90.8	100	94.1	90.7	94.9	0	0	93.8	86.6	95.3	94.0	100	94.1	0	0	0	0	0	94.0
Trucks	0	28	9	0	37	16	25	0	0	41	11	25	3	0	39	0	0	0	0	0	117
% Trucks	0	5.4	9.2	0	5.9	9.3	5.1	0	0	6.2	13.4	4.7	6.0	0	5.9	0	0	0	0	0	6.0

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Client:FDOT-6
Intersection Name:NW 135 St & NW 22 Ave
Opertaors Name: MA & CV
Weather: Sunny

File Name : Sta-9-NW 135 st at NW 22 Ave
Site Code : 00000009
Start Date : 9/14/2016
Page No : 6



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Client:FDOT-6
Intersection Name:NW 135 St & NW 22 Ave
Opertaors Name: MA & CV
Weather: Sunny

File Name : Sta-9-NW 135 st at NW 22 Ave
Site Code : 00000009
Start Date : 9/14/2016
Page No : 7

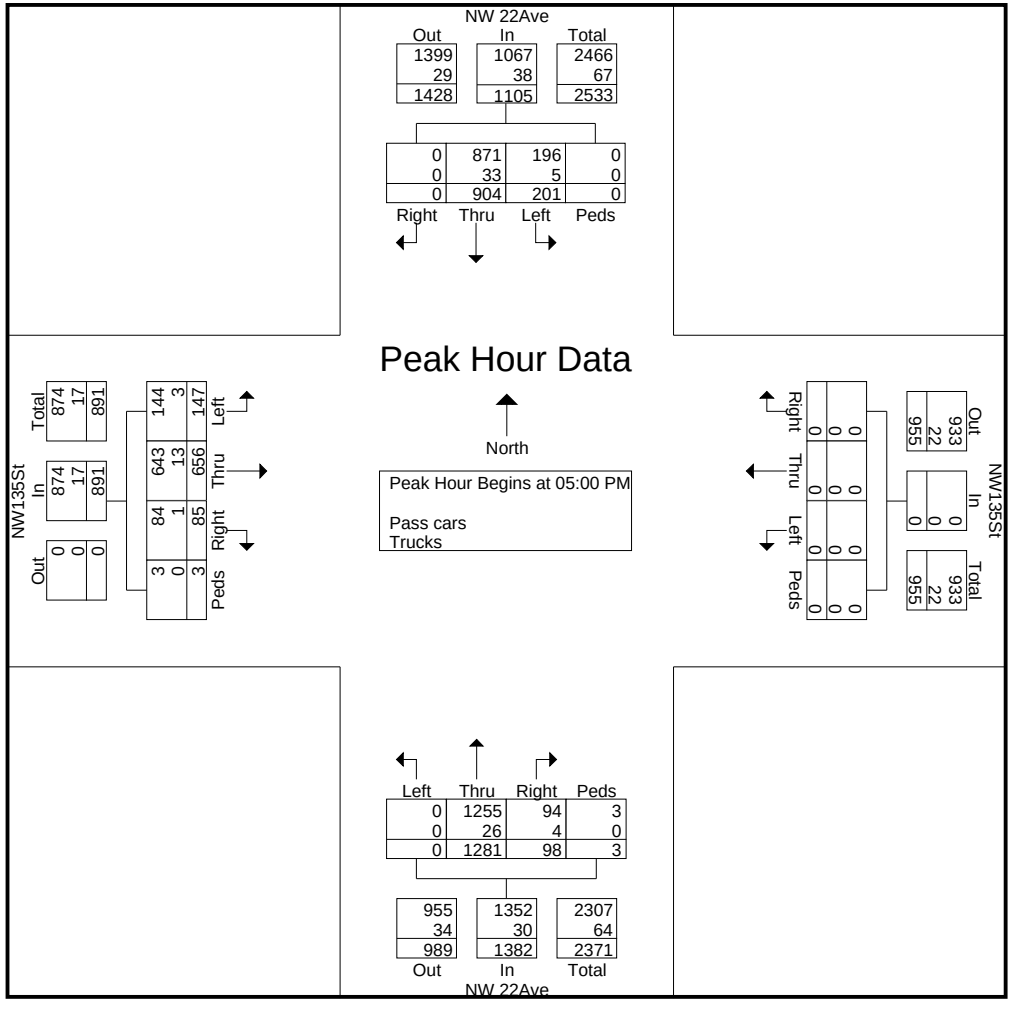
	NW 22Ave Northbound					NW 22Ave Southbound					NW135St Eastbound					NW135St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	322	25	0	347	47	166	0	0	213	33	180	14	0	227	0	0	0	0	0	787
05:15 PM	0	284	**27**	**2**	313	**59**	**255**	0	0	**314**	**50**	126	22	0	198	0	0	0	0	0	825
05:30 PM	0	**347**	25	0	**372**	46	232	0	0	278	35	**210**	16	0	**261**	0	0	0	0	0	**911**
05:45 PM	0	328	21	1	350	49	251	0	0	300	29	140	**33**	**3**	205	0	0	0	0	0	855
Total Volume	0	1281	98	3	1382	201	904	0	0	1105	147	656	85	3	891	0	0	0	0	0	3378
% App. Total	0	92.7	7.1	0.2		18.2	81.8	0	0		16.5	73.6	9.5	0.3		0	0	0	0		
PHF	.000	.923	.907	.375	.929	.852	.886	.000	.000	.880	.735	.781	.644	.250	.853	.000	.000	.000	.000	.000	.927
Pass cars	0	1255	94	3	1352	196	871	0	0	1067	144	643	84	3	874	0	0	0	0	0	3293
% Pass cars	0	98.0	95.9	100	97.8	97.5	96.3	0	0	96.6	98.0	98.0	98.8	100	98.1	0	0	0	0	0	97.5
Trucks	0	26	4	0	30	5	33	0	0	38	3	13	1	0	17	0	0	0	0	0	85
% Trucks	0	2.0	4.1	0	2.2	2.5	3.7	0	0	3.4	2.0	2.0	1.2	0	1.9	0	0	0	0	0	2.5

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Client:FDOT-6
Intersection Name:NW 135 St & NW 22 Ave
Opertaors Name: MA & CV
Weather: Sunny

File Name : Sta-9-NW 135 st at NW 22 Ave
Site Code : 00000009
Start Date : 9/14/2016
Page No : 8



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File Name : Sta-9-NW 135 st at NW 22 Ave
Site Code : 00000009
Start Date : 9/14/2016
Page No : 1

Groups Printed- Trucks

	NW 22Ave Northbound					NW 22Ave Southbound					NW135St Eastbound					NW135St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	1	2	0	3	4	1	0	0	5	1	9	0	0	10	0	0	0	0	0	18
06:15 AM	0	6	0	0	6	4	7	0	0	11	3	6	0	0	9	0	0	0	0	0	26
06:30 AM	0	3	4	0	7	2	6	0	0	8	2	5	1	0	8	0	0	0	0	0	23
06:45 AM	0	3	3	0	6	2	10	0	0	12	2	5	1	0	8	0	0	0	0	0	26
Total	0	13	9	0	22	12	24	0	0	36	8	25	2	0	35	0	0	0	0	0	93
07:00 AM	0	7	1	0	8	3	8	0	0	11	3	5	1	0	9	0	0	0	0	0	28
07:15 AM	0	6	2	0	8	5	8	0	0	13	4	8	1	0	13	0	0	0	0	0	34
07:30 AM	0	5	2	0	7	4	14	0	0	18	5	7	0	0	12	0	0	0	0	0	37
07:45 AM	0	3	1	0	4	5	7	0	0	12	6	6	0	0	12	0	0	0	0	0	28
Total	0	21	6	0	27	17	37	0	0	54	18	26	2	0	46	0	0	0	0	0	127
08:00 AM	0	8	5	0	13	1	12	0	0	13	6	16	1	0	23	0	0	0	0	0	49
08:15 AM	0	11	3	0	14	1	14	0	0	15	4	8	1	0	13	0	0	0	0	0	42
08:30 AM	0	6	0	0	6	3	10	0	0	13	4	9	1	0	14	0	0	0	0	0	33
08:45 AM	0	13	0	0	13	6	11	0	0	17	3	10	0	0	13	0	0	0	0	0	43
Total	0	38	8	0	46	11	47	0	0	58	17	43	3	0	63	0	0	0	0	0	167
*** BREAK ***																					
11:00 AM	0	6	0	0	6	3	11	0	0	14	2	5	0	0	7	0	0	0	0	0	27
11:15 AM	0	12	2	0	14	2	9	0	0	11	2	8	0	0	10	0	0	0	0	0	35
11:30 AM	0	5	3	0	8	3	13	0	0	16	1	8	0	0	9	0	0	0	0	0	33
11:45 AM	0	7	2	0	9	3	7	0	0	10	3	4	2	0	9	0	0	0	0	0	28
Total	0	30	7	0	37	11	40	0	0	51	8	25	2	0	35	0	0	0	0	0	123
12:00 PM	0	5	1	0	6	7	4	0	0	11	3	7	1	0	11	0	0	0	0	0	28
12:15 PM	0	8	1	0	9	5	8	0	0	13	4	5	1	0	10	0	0	0	0	0	32
12:30 PM	0	9	4	0	13	0	4	0	0	4	1	8	1	0	10	0	0	0	0	0	27
12:45 PM	0	6	3	0	9	4	9	0	0	13	3	5	0	0	8	0	0	0	0	0	30
Total	0	28	9	0	37	16	25	0	0	41	11	25	3	0	39	0	0	0	0	0	117
*** BREAK ***																					
03:00 PM	0	7	1	0	8	4	9	0	0	13	3	5	1	0	9	0	0	0	0	0	30
03:15 PM	0	14	2	0	16	7	9	0	0	16	3	3	0	0	6	0	0	0	0	0	38
03:30 PM	0	9	1	0	10	3	11	0	0	14	0	8	3	0	11	0	0	0	0	0	35
03:45 PM	0	2	0	0	2	2	5	0	0	7	1	4	0	0	5	0	0	0	0	0	14
Total	0	32	4	0	36	16	34	0	0	50	7	20	4	0	31	0	0	0	0	0	117

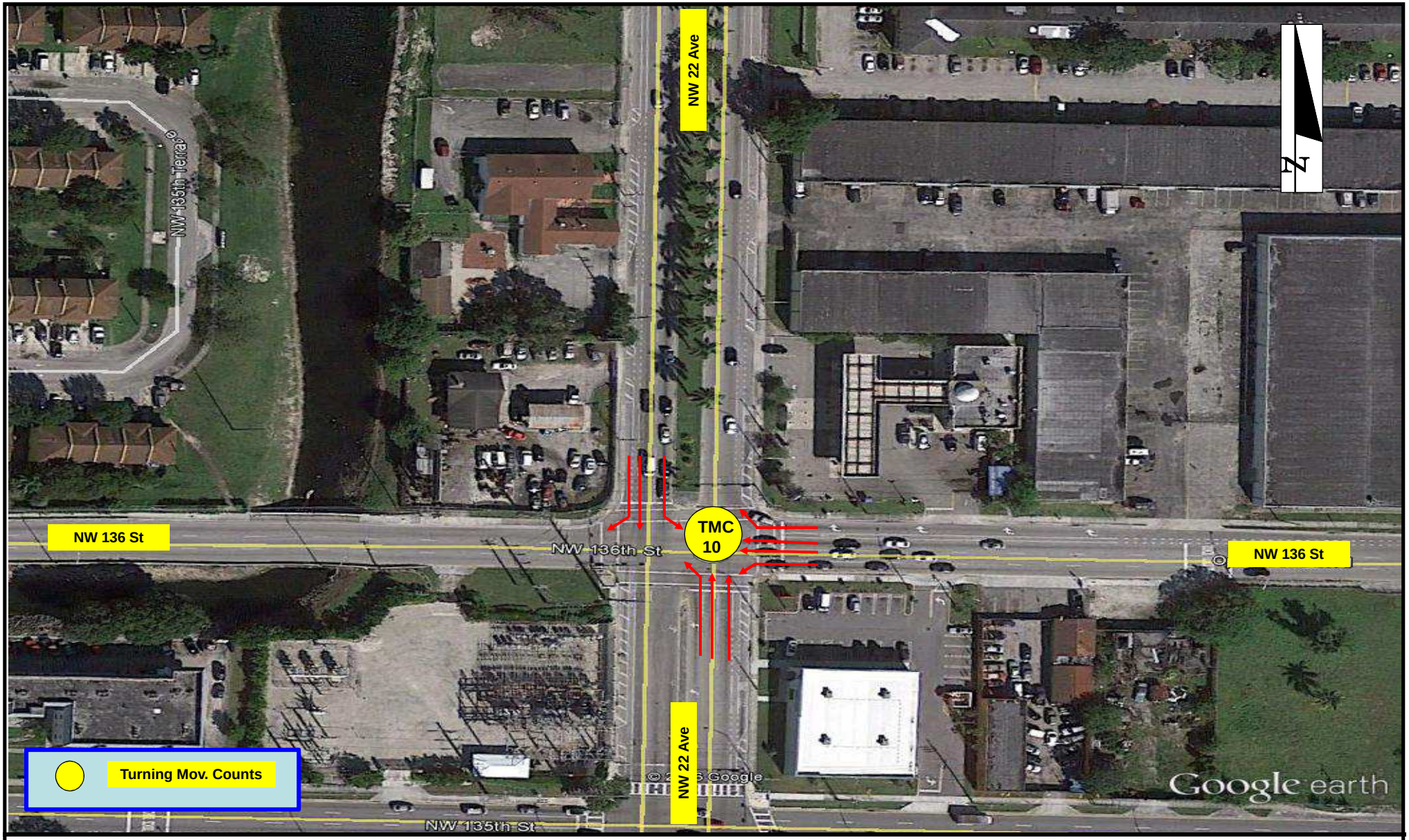
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File Name : Sta-9-NW 135 st at NW 22 Ave
Site Code : 00000009
Start Date : 9/14/2016
Page No : 2

Groups Printed- Trucks

	NW 22Ave Northbound					NW 22Ave Southbound					NW135St Eastbound					NW135St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	5	1	0	6	5	10	0	0	15	2	5	0	0	7	0	0	0	0	0	28
04:15 PM	0	6	1	0	7	2	11	0	0	13	1	5	0	0	6	0	0	0	0	0	26
04:30 PM	0	10	1	0	11	2	9	0	0	11	1	4	2	0	7	0	0	0	0	0	29
04:45 PM	0	11	2	0	13	0	9	0	0	9	0	5	0	0	5	0	0	0	0	0	27
Total	0	32	5	0	37	9	39	0	0	48	4	19	2	0	25	0	0	0	0	0	110
05:00 PM	0	9	3	0	12	1	11	0	0	12	1	5	0	0	6	0	0	0	0	0	30
05:15 PM	0	6	1	0	7	1	10	0	0	11	0	0	0	0	0	0	0	0	0	0	18
05:30 PM	0	6	0	0	6	3	4	0	0	7	0	2	0	0	2	0	0	0	0	0	15
05:45 PM	0	5	0	0	5	0	8	0	0	8	2	6	1	0	9	0	0	0	0	0	22
Total	0	26	4	0	30	5	33	0	0	38	3	13	1	0	17	0	0	0	0	0	85
Grand Total	0	220	52	0	272	97	279	0	0	376	76	196	19	0	291	0	0	0	0	0	939
Apprch %	0	80.9	19.1	0		25.8	74.2	0	0		26.1	67.4	6.5	0		0	0	0	0		
Total %	0	23.4	5.5	0	29	10.3	29.7	0	0	40	8.1	20.9	2	0	31	0	0	0	0	0	



Station ID # 10: SR 916 / NW 136 St at NW 22 Ave (8-Hr Turning Movement Counts)

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Client:FDOT-6
Intersection Name:NW 136 St& NW 22 Ave
Operators:CG & IS
Weather: Sunny

File Name : NW 136 St _NW 22 Ave
Site Code : 00000010
Start Date : 9/14/2016
Page No : 1

Groups Printed- Pass Cars - Trucks

	NW22AV Northbound					NW22AV Southbound					136 ST NW Eastbound					136 ST NW Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	13	70	0	0	83	0	110	7	0	117	0	0	0	1	1	10	60	13	0	83	284
06:15 AM	18	101	0	2	121	0	156	7	3	166	0	0	0	0	0	18	92	26	0	136	423
06:30 AM	28	125	0	2	155	0	284	17	8	309	0	0	0	0	0	20	113	26	0	159	623
06:45 AM	11	100	0	0	111	0	281	14	0	295	0	0	0	0	0	22	144	36	0	202	608
Total	70	396	0	4	470	0	831	45	11	887	0	0	0	1	1	70	409	101	0	580	1938
07:00 AM	16	129	0	0	145	1	335	21	9	366	0	0	0	0	0	16	110	37	0	163	674
07:15 AM	24	128	0	1	153	0	322	20	7	349	0	0	0	0	0	23	160	50	3	236	738
07:30 AM	31	173	0	3	207	0	338	32	9	379	0	0	0	0	0	18	197	62	2	279	865
07:45 AM	32	150	0	1	183	0	348	27	1	376	0	0	0	0	0	26	165	57	0	248	807
Total	103	580	0	5	688	1	1343	100	26	1470	0	0	0	0	0	83	632	206	5	926	3084
08:00 AM	33	153	0	3	189	0	308	14	4	326	0	0	0	0	0	27	178	83	1	289	804
08:15 AM	32	171	0	1	204	0	343	25	0	368	0	0	0	0	0	27	143	65	2	237	809
08:30 AM	28	142	0	4	174	0	270	24	3	297	0	0	0	0	0	29	197	49	1	276	747
08:45 AM	22	136	0	0	158	0	302	20	1	323	0	0	0	0	0	30	155	54	2	241	722
Total	115	602	0	8	725	0	1223	83	8	1314	0	0	0	0	0	113	673	251	6	1043	3082
*** BREAK ***																					
11:00 AM	22	105	0	0	127	0	137	21	3	161	0	0	0	0	0	28	109	49	0	186	474
11:15 AM	24	131	0	0	155	0	121	23	4	148	0	0	0	0	0	24	134	48	0	206	509
11:30 AM	28	102	0	2	132	0	115	17	2	134	2	0	0	1	3	13	126	42	0	181	450
11:45 AM	25	118	0	1	144	0	111	26	1	138	0	0	0	0	0	12	134	40	0	186	468
Total	99	456	0	3	558	0	484	87	10	581	2	0	0	1	3	77	503	179	0	759	1901
12:00 PM	26	117	0	1	144	1	154	20	0	175	0	0	0	0	0	23	142	54	0	219	538
12:15 PM	31	114	0	3	148	0	124	15	0	139	0	0	0	0	0	21	146	53	0	220	507
12:30 PM	29	139	0	1	169	0	149	12	2	163	0	0	0	0	0	17	154	57	0	228	560
12:45 PM	23	132	0	0	155	0	146	19	0	165	0	0	0	0	0	20	152	51	0	223	543
Total	109	502	0	5	616	1	573	66	2	642	0	0	0	0	0	81	594	215	0	890	2148
*** BREAK ***																					
03:00 PM	34	189	0	5	228	0	176	36	3	215	0	0	0	0	0	23	167	95	2	287	730
03:15 PM	33	193	0	4	230	0	162	29	0	191	0	0	0	0	0	25	163	92	0	280	701
03:30 PM	49	163	0	1	213	0	198	26	0	224	0	0	0	0	0	29	183	75	2	289	726

F.R. Aleman & Associates, Inc

10305 NW 41st Street, Suite 200
Miami,FL. 33178
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Client:FDOT-6
Intersection Name:NW 136 St& NW 22 Ave
Operators:CG & IS
Weather: Sunny

File Name : NW 136 St _NW 22 Ave
Site Code : 00000010
Start Date : 9/14/2016
Page No : 2

Groups Printed- Pass Cars - Trucks

	NW22AV Northbound					NW22AV Southbound					136 ST NW Eastbound					136 ST NW Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	45	199	0	4	248	0	165	26	2	193	0	0	0	0	0	31	182	82	0	295	736
Total	161	744	0	14	919	0	701	117	5	823	0	0	0	0	0	108	695	344	4	1151	2893
04:00 PM	47	202	0	1	250	0	184	15	2	201	0	0	0	0	0	44	206	84	0	334	785
04:15 PM	71	233	0	11	315	0	170	35	2	207	0	0	0	2	2	27	189	77	0	293	817
04:30 PM	50	213	0	0	263	1	185	26	1	213	0	0	0	0	0	20	245	89	0	354	830
04:45 PM	59	259	0	1	319	0	204	18	2	224	0	0	0	0	0	35	193	84	1	313	856
Total	227	907	0	13	1147	1	743	94	7	845	0	0	0	2	2	126	833	334	1	1294	3288
05:00 PM	57	208	0	0	265	0	233	45	4	282	0	0	0	0	0	23	273	99	0	395	942
05:15 PM	65	278	0	3	346	0	241	24	2	267	0	0	0	0	0	55	227	92	0	374	987
05:30 PM	67	246	0	5	318	0	204	21	4	229	0	0	0	1	1	38	265	78	0	381	929
05:45 PM	79	267	0	2	348	0	217	39	0	256	0	0	0	0	0	32	179	95	0	306	910
Total	268	999	0	10	1277	0	895	129	10	1034	0	0	0	1	1	148	944	364	0	1456	3768
Grand Total	1152	5186	0	62	6400	3	6793	721	79	7596	2	0	0	5	7	806	5283	1994	16	8099	22102
Apprch %	18	81	0	1		0	89.4	9.5	1		28.6	0	0	71.4		10	65.2	24.6	0.2		
Total %	5.2	23.5	0	0.3	29	0	30.7	3.3	0.4	34.4	0	0	0	0	0	3.6	23.9	9	0.1	36.6	
Pass Cars	1126	4933	0	62	6121	3	6563	684	79	7329	2	0	0	5	7	762	5060	1903	16	7741	21198
% Pass Cars	97.7	95.1	0	100	95.6	100	96.6	94.9	100	96.5	100	0	0	100	100	94.5	95.8	95.4	100	95.6	95.9
Trucks	26	253	0	0	279	0	230	37	0	267	0	0	0	0	0	44	223	91	0	358	904
% Trucks	2.3	4.9	0	0	4.4	0	3.4	5.1	0	3.5	0	0	0	0	0	5.5	4.2	4.6	0	4.4	4.1

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Client:FDOT-6
Intersection Name:NW 136 St& NW 22 Ave
Operators:CG & IS
Weather: Sunny

File Name : NW 136 St _NW 22 Ave
Site Code : 00000010
Start Date : 9/14/2016

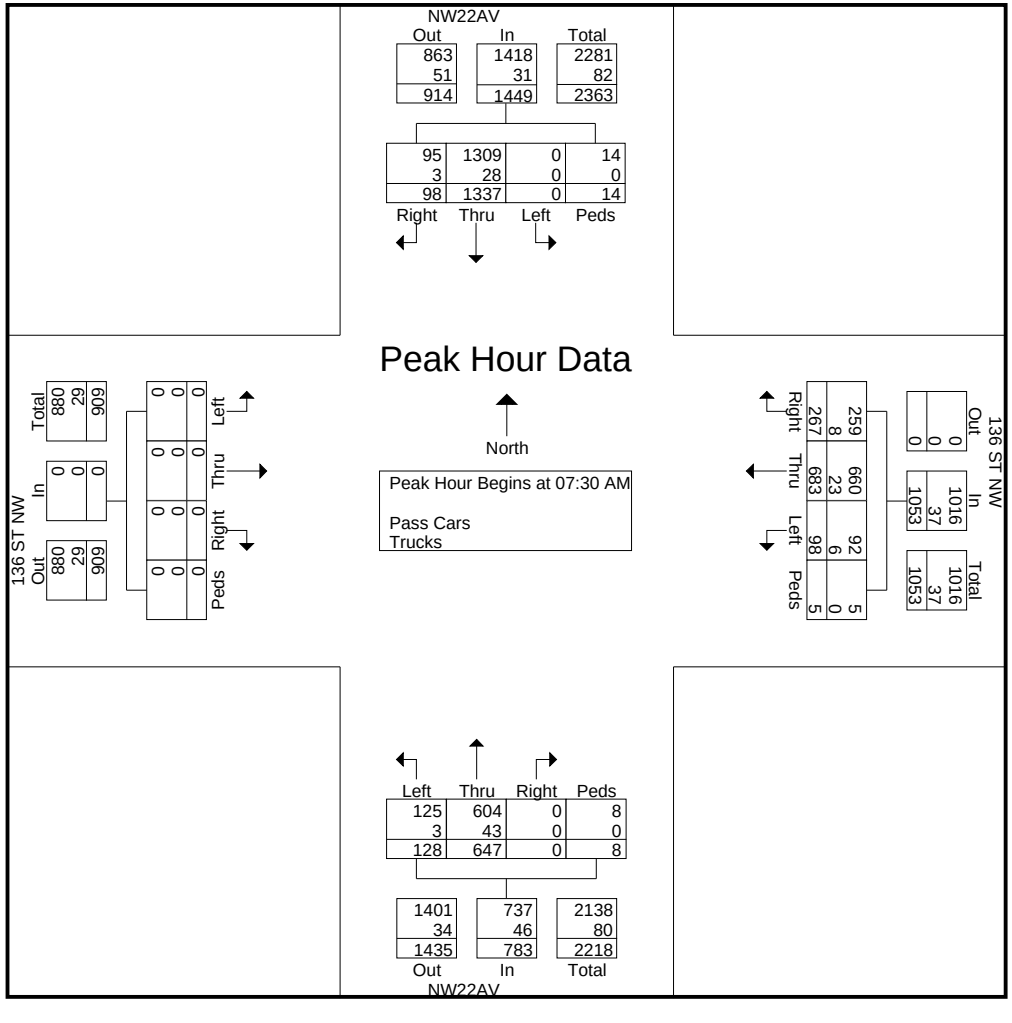
	NW22AV Northbound					NW22AV Southbound					136 ST NW Eastbound					136 ST NW Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	31	**173**	0	**3**	**207**	0	338	**32**	**9**	**379**	0	0	0	0	0	18	**197**	62	**2**	279	**865**
07:45 AM	32	150	0	1	183	0	**348**	27	1	376	0	0	0	0	0	26	165	57	0	248	807
08:00 AM	**33**	153	0	3	189	0	308	14	4	326	0	0	0	0	0	**27**	178	**83**	1	**289**	804
08:15 AM	32	171	0	1	204	0	343	25	0	368	0	0	0	0	0	27	143	65	2	237	809
Total Volume	128	647	0	8	783	0	1337	98	14	1449	0	0	0	0	0	98	683	267	5	1053	3285
% App. Total	16.3	82.6	0	1		0	92.3	6.8	1		0	0	0	0		9.3	64.9	25.4	0.5		
PHF	.970	.935	.000	.667	.946	.000	.960	.766	.389	.956	.000	.000	.000	.000	.000	.907	.867	.804	.625	.911	.949
Pass Cars	125	604	0	8	737	0	1309	95	14	1418	0	0	0	0	0	92	660	259	5	1016	3171
% Pass Cars	97.7	93.4	0	100	94.1	0	97.9	96.9	100	97.9	0	0	0	0	0	93.9	96.6	97.0	100	96.5	96.5
Trucks	3	43	0	0	46	0	28	3	0	31	0	0	0	0	0	6	23	8	0	37	114
% Trucks	2.3	6.6	0	0	5.9	0	2.1	3.1	0	2.1	0	0	0	0	0	6.1	3.4	3.0	0	3.5	3.5

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Client:FDOT-6
Intersection Name:NW 136 St& NW 22 Ave
Operators:CG & IS
Weather: Sunny

File Name : NW 136 St _NW 22 Ave
Site Code : 00000010
Start Date : 9/14/2016
Page No : 4



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Intersection Name:NW 136 St& NW 22 Ave
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Weather: Sunny

File Name : NW 136 St _NW 22 Ave
Site Code : 00000010
Start Date : 9/14/2016
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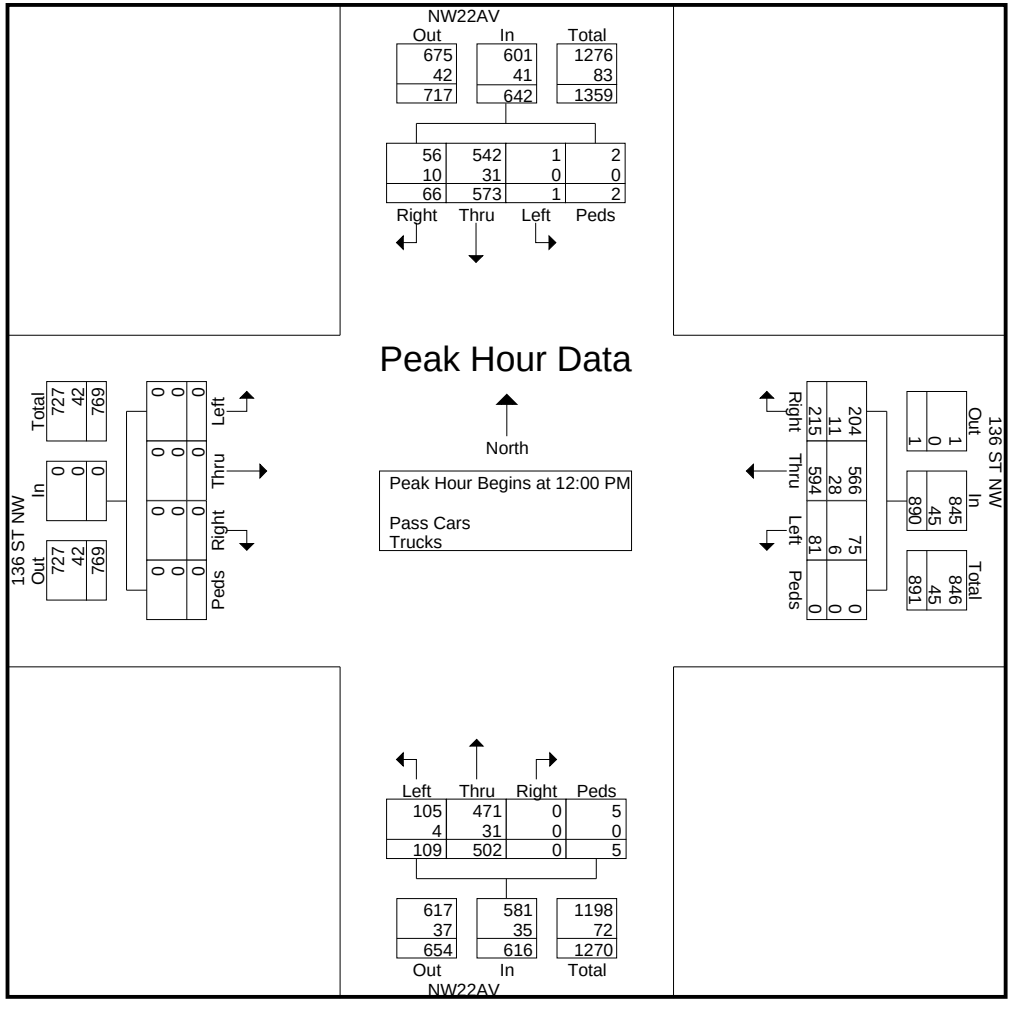
	NW22AV Northbound					NW22AV Southbound					136 ST NW Eastbound					136 ST NW Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:45 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	26	117	0	1	144	**1**	**154**	**20**	0	**175**	0	0	0	0	0	**23**	142	54	0	219	538
12:15 PM	**31**	114	0	**3**	148	0	124	15	0	139	0	0	0	0	0	21	146	53	0	220	507
12:30 PM	29	**139**	0	1	**169**	0	149	12	**2**	163	0	0	0	0	0	17	**154**	**57**	0	**228**	**560**
12:45 PM	23	132	0	0	155	0	146	19	0	165	0	0	0	0	0	20	152	51	0	223	543
Total Volume	109	502	0	5	616	1	573	66	2	642	0	0	0	0	0	81	594	215	0	890	2148
% App. Total	17.7	81.5	0	0.8		0.2	89.3	10.3	0.3		0	0	0	0		9.1	66.7	24.2	0		
PHF	.879	.903	.000	.417	.911	.250	.930	.825	.250	.917	.000	.000	.000	.000	.000	.880	.964	.943	.000	.976	.959
Pass Cars	105	471	0	5	581	1	542	56	2	601	0	0	0	0	0	75	566	204	0	845	2027
% Pass Cars	96.3	93.8	0	100	94.3	100	94.6	84.8	100	93.6	0	0	0	0	0	92.6	95.3	94.9	0	94.9	94.4
Trucks	4	31	0	0	35	0	31	10	0	41	0	0	0	0	0	6	28	11	0	45	121
% Trucks	3.7	6.2	0	0	5.7	0	5.4	15.2	0	6.4	0	0	0	0	0	7.4	4.7	5.1	0	5.1	5.6

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Client:FDOT-6
Intersection Name:NW 136 St& NW 22 Ave
Operators:CG & IS
Weather: Sunny

File Name : NW 136 St _NW 22 Ave
Site Code : 00000010
Start Date : 9/14/2016
Page No : 6



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Client:FDOT-6
Intersection Name:NW 136 St& NW 22 Ave
Operators:CG & IS
Weather: Sunny

File Name : NW 136 St _NW 22 Ave
Site Code : 00000010
Start Date : 9/14/2016

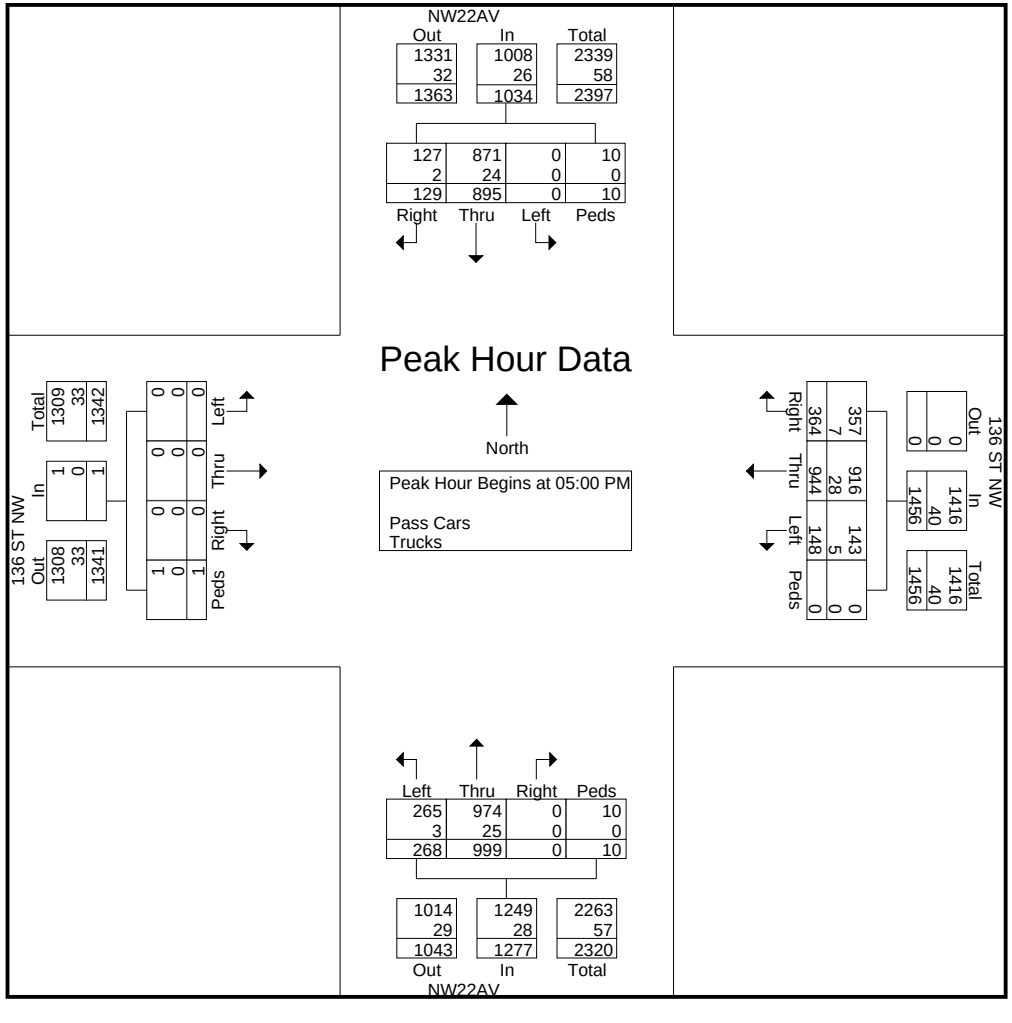
	NW22AV Northbound					NW22AV Southbound					136 ST NW Eastbound					136 ST NW Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	57	208	0	0	265	0	233	**45**	**4**	**282**	0	0	0	0	0	23	**273**	**99**	0	**395**	942
05:15 PM	65	**278**	0	3	346	0	**241**	24	2	267	0	0	0	0	0	**55**	227	92	0	374	**987**
05:30 PM	67	246	0	**5**	318	0	204	21	4	229	0	0	0	**1**	**1**	38	265	78	0	381	929
05:45 PM	**79**	267	0	2	**348**	0	217	39	0	256	0	0	0	0	0	32	179	95	0	306	910
Total Volume	268	999	0	10	1277	0	895	129	10	1034	0	0	0	1	1	148	944	364	0	1456	3768
% App. Total	21	78.2	0	0.8		0	86.6	12.5	1		0	0	0	100		10.2	64.8	25	0		
PHF	.848	.898	.000	.500	.917	.000	.928	.717	.625	.917	.000	.000	.000	.250	.250	.673	.864	.919	.000	.922	.954
Pass Cars	265	974	0	10	1249	0	871	127	10	1008	0	0	0	1	1	143	916	357	0	1416	3674
% Pass Cars	98.9	97.5	0	100	97.8	0	97.3	98.4	100	97.5	0	0	0	100	100	96.6	97.0	98.1	0	97.3	97.5
Trucks	3	25	0	0	28	0	24	2	0	26	0	0	0	0	0	5	28	7	0	40	94
% Trucks	1.1	2.5	0	0	2.2	0	2.7	1.6	0	2.5	0	0	0	0	0	3.4	3.0	1.9	0	2.7	2.5

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Client:FDOT-6
Intersection Name:NW 136 St& NW 22 Ave
Operators:CG & IS
Weather: Sunny

File Name : NW 136 St _NW 22 Ave
Site Code : 00000010
Start Date : 9/14/2016
Page No : 8



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File Name : NW 136 St _NW 22 Ave
Site Code : 00000010
Start Date : 9/14/2016
Page No : 1

Groups Printed- Trucks

	NW22AV Northbound					NW22AV Southbound					136 ST NW Eastbound					136 ST NW Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	2	2	0	4	11
06:15 AM	0	8	0	0	8	0	7	0	0	7	0	0	0	0	0	0	6	1	0	7	22
06:30 AM	1	5	0	0	6	0	1	0	0	1	0	0	0	0	0	0	2	2	0	4	11
06:45 AM	0	7	0	0	7	0	6	1	0	7	0	0	0	0	0	2	5	0	0	7	21
Total	1	23	0	0	24	0	18	1	0	19	0	0	0	0	0	2	15	5	0	22	65
07:00 AM	0	10	0	0	10	0	10	0	0	10	0	0	0	0	0	0	4	3	0	7	27
07:15 AM	1	10	0	0	11	0	9	0	0	9	0	0	0	0	0	1	6	2	0	9	29
07:30 AM	1	8	0	0	9	0	7	1	0	8	0	0	0	0	0	1	6	1	0	8	25
07:45 AM	0	8	0	0	8	0	5	1	0	6	0	0	0	0	0	0	4	2	0	6	20
Total	2	36	0	0	38	0	31	2	0	33	0	0	0	0	0	2	20	8	0	30	101
08:00 AM	1	15	0	0	16	0	10	0	0	10	0	0	0	0	0	2	8	1	0	11	37
08:15 AM	1	12	0	0	13	0	6	1	0	7	0	0	0	0	0	3	5	4	0	12	32
08:30 AM	0	10	0	0	10	0	7	1	0	8	0	0	0	0	0	1	8	2	0	11	29
08:45 AM	2	9	0	0	11	0	10	0	0	10	0	0	0	0	0	3	7	6	0	16	37
Total	4	46	0	0	50	0	33	2	0	35	0	0	0	0	0	9	28	13	0	50	135
*** BREAK ***																					
11:00 AM	3	7	0	0	10	0	8	2	0	10	0	0	0	0	0	3	7	6	0	16	36
11:15 AM	1	9	0	0	10	0	8	1	0	9	0	0	0	0	0	2	10	2	0	14	33
11:30 AM	0	6	0	0	6	0	10	2	0	12	0	0	0	0	0	2	11	2	0	15	33
11:45 AM	2	10	0	0	12	0	6	4	0	10	0	0	0	0	0	2	9	2	0	13	35
Total	6	32	0	0	38	0	32	9	0	41	0	0	0	0	0	9	37	12	0	58	137
12:00 PM	0	5	0	0	5	0	8	3	0	11	0	0	0	0	0	2	5	2	0	9	25
12:15 PM	2	11	0	0	13	0	10	1	0	11	0	0	0	0	0	2	8	1	0	11	35
12:30 PM	1	8	0	0	9	0	2	3	0	5	0	0	0	0	0	1	8	4	0	13	27
12:45 PM	1	7	0	0	8	0	11	3	0	14	0	0	0	0	0	1	7	4	0	12	34
Total	4	31	0	0	35	0	31	10	0	41	0	0	0	0	0	6	28	11	0	45	121
*** BREAK ***																					
03:00 PM	1	10	0	0	11	0	13	1	0	14	0	0	0	0	0	0	12	8	0	20	45
03:15 PM	0	13	0	0	13	0	11	3	0	14	0	0	0	0	0	1	7	5	0	13	40
03:30 PM	0	7	0	0	7	0	10	1	0	11	0	0	0	0	0	3	11	0	0	14	32
03:45 PM	2	4	0	0	6	0	7	1	0	8	0	0	0	0	0	0	10	9	0	19	33
Total	3	34	0	0	37	0	41	6	0	47	0	0	0	0	0	4	40	22	0	66	150

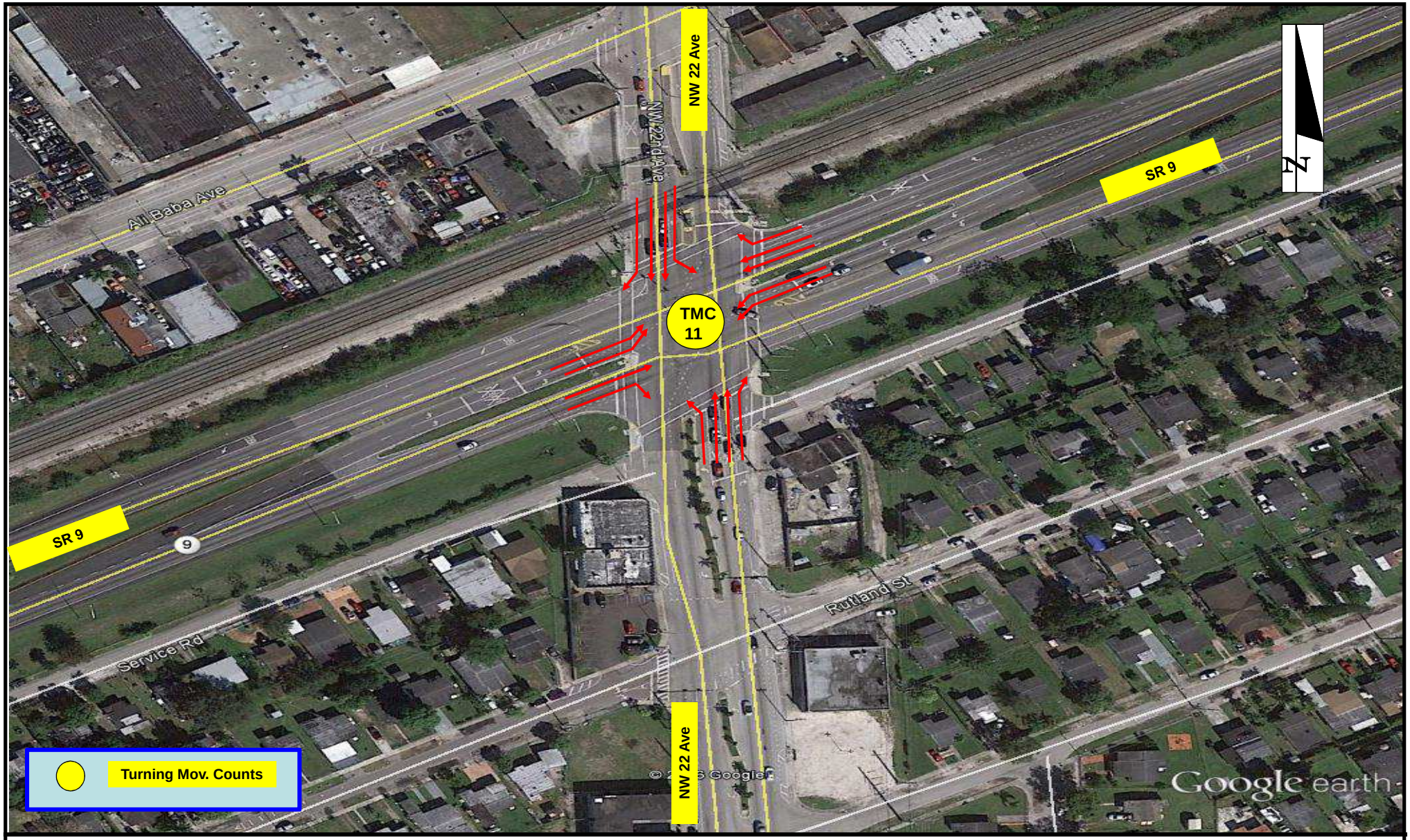
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File Name : NW 136 St _NW 22 Ave
Site Code : 00000010
Start Date : 9/14/2016
Page No : 2

Groups Printed- Trucks

	NW22AV Northbound					NW22AV Southbound					136 ST NW Eastbound					136 ST NW Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	1	5	0	0	6	0	9	0	0	9	0	0	0	0	0	3	7	1	0	11	26
04:15 PM	1	4	0	0	5	0	6	3	0	9	0	0	0	0	0	1	6	3	0	10	24
04:30 PM	0	7	0	0	7	0	2	2	0	4	0	0	0	0	0	2	10	7	0	19	30
04:45 PM	1	10	0	0	11	0	3	0	0	3	0	0	0	0	0	1	4	2	0	7	21
Total	3	26	0	0	29	0	20	5	0	25	0	0	0	0	0	7	27	13	0	47	101
05:00 PM	2	7	0	0	9	0	5	2	0	7	0	0	0	0	0	2	14	0	0	16	32
05:15 PM	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	3	7	4	0	14	27
05:30 PM	0	7	0	0	7	0	5	0	0	5	0	0	0	0	0	0	5	1	0	6	18
05:45 PM	1	5	0	0	6	0	7	0	0	7	0	0	0	0	0	0	2	2	0	4	17
Total	3	25	0	0	28	0	24	2	0	26	0	0	0	0	0	5	28	7	0	40	94
Grand Total	26	253	0	0	279	0	230	37	0	267	0	0	0	0	0	44	223	91	0	358	904
Apprch %	9.3	90.7	0	0		0	86.1	13.9	0		0	0	0	0		12.3	62.3	25.4	0		
Total %	2.9	28	0	0	30.9	0	25.4	4.1	0	29.5	0	0	0	0	0	4.9	24.7	10.1	0	39.6	



Station ID # 11: SR 9 at NW 22 Ave (8-Hr Turning Movement Counts)

F.R. Aleman & Associates, Inc

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Client:FDOT-6
Intersection Name: SR 9 at NW 22 Ave
Opertaors Name: MA & MS
Weather: Sunny

File Name : Sta_11-SR 9_NW 22 Ave
Site Code : 00000011
Start Date : 9/15/2016
Page No : 1

Groups Printed- Pass Cars - Trucks

	NW 22 AVE Northbound					NW 22 AVE Southbound					SR 9 Eastbound					SR 9 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	3	36	36	0	75	34	77	2	0	113	1	90	1	3	95	29	55	7	0	91	374
06:15 AM	0	87	76	0	163	41	46	4	0	91	3	101	2	2	108	48	115	18	0	181	543
06:30 AM	3	90	67	0	160	56	202	6	0	264	3	114	0	0	117	95	150	5	0	250	791
06:45 AM	1	98	59	0	158	62	196	12	0	270	9	141	1	2	153	76	132	24	0	232	813
Total	7	311	238	0	556	193	521	24	0	738	16	446	4	7	473	248	452	54	0	754	2521
07:00 AM	1	85	61	0	147	59	206	6	1	272	7	95	0	0	102	94	129	15	0	238	759
07:15 AM	2	133	91	0	226	44	249	4	0	297	14	141	0	2	157	74	112	10	1	197	877
07:30 AM	2	104	65	0	171	70	257	10	0	337	17	186	0	1	204	142	244	20	0	406	1118
07:45 AM	2	174	79	0	255	61	304	8	0	373	13	119	0	0	132	102	199	18	0	319	1079
Total	7	496	296	0	799	234	1016	28	1	1279	51	541	0	3	595	412	684	63	1	1160	3833
08:00 AM	0	169	59	0	228	68	221	6	0	295	20	167	3	1	191	112	196	31	0	339	1053
08:15 AM	2	185	78	0	265	66	343	7	0	416	22	85	1	0	108	107	236	10	0	353	1142
08:30 AM	0	134	61	0	195	59	265	12	0	336	23	137	1	1	162	127	270	16	0	413	1106
08:45 AM	1	136	65	0	202	85	249	8	0	342	34	156	1	0	191	63	145	12	0	220	955
Total	3	624	263	0	890	278	1078	33	0	1389	99	545	6	2	652	409	847	69	0	1325	4256
*** BREAK ***																					
11:00 AM	5	141	39	0	185	28	105	7	0	140	11	130	1	1	143	37	114	13	0	164	632
11:15 AM	3	122	41	5	171	23	127	4	0	154	22	129	1	2	154	37	86	12	0	135	614
11:30 AM	1	107	25	0	133	18	172	5	0	195	14	98	1	0	113	34	62	11	0	107	548
11:45 AM	4	109	43	0	156	26	112	8	0	146	13	113	0	0	126	34	93	9	0	136	564
Total	13	479	148	5	645	95	516	24	0	635	60	470	3	3	536	142	355	45	0	542	2358
12:00 PM	5	124	52	0	181	25	206	9	0	240	18	99	0	0	117	31	116	8	0	155	693
12:15 PM	3	130	53	0	186	36	107	11	0	154	31	118	2	1	152	34	88	10	0	132	624
12:30 PM	1	146	29	0	176	37	130	9	1	177	18	105	4	1	128	60	115	11	1	187	668
12:45 PM	4	140	51	0	195	44	114	5	0	163	27	173	0	0	200	45	116	20	0	181	739
Total	13	540	185	0	738	142	557	34	1	734	94	495	6	2	597	170	435	49	1	655	2724
*** BREAK ***																					
03:00 PM	2	176	49	0	227	26	128	10	0	164	24	141	1	2	168	31	111	13	0	155	714
03:15 PM	1	203	58	0	262	29	220	8	0	257	30	137	0	0	167	63	100	25	0	188	874
03:30 PM	5	186	60	0	251	35	173	9	0	217	40	169	0	0	209	55	117	8	0	180	857

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Client:FDOT-6
Intersection Name: SR 9 at NW 22 Ave
Opertaors Name: MA & MS
Weather: Sunny

File Name : Sta_11-SR 9_NW 22 Ave
Site Code : 00000011
Start Date : 9/15/2016

Groups Printed- Pass Cars - Trucks

	NW 22 AVE Northbound					NW 22 AVE Southbound					SR 9 Eastbound					SR 9 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	2	216	84	0	302	33	156	7	0	196	33	175	0	1	209	53	193	25	0	271	978
Total	10	781	251	0	1042	123	677	34	0	834	127	622	1	3	753	202	521	71	0	794	3423
04:00 PM	3	210	78	0	291	31	193	11	0	235	14	158	3	0	175	68	140	23	0	231	932
04:15 PM	5	194	85	0	284	59	232	9	0	300	24	169	3	0	196	79	189	12	9	289	1069
04:30 PM	1	223	86	0	310	53	260	7	0	320	24	146	3	0	173	71	227	13	0	311	1114
04:45 PM	1	226	76	0	303	48	321	6	0	375	47	150	0	0	197	69	237	14	0	320	1195
Total	10	853	325	0	1188	191	1006	33	0	1230	109	623	9	0	741	287	793	62	9	1151	4310
05:00 PM	4	210	94	0	308	76	326	4	0	406	30	169	0	0	199	84	193	17	0	294	1207
05:15 PM	3	224	69	0	296	63	285	4	0	352	24	170	1	0	195	96	175	25	0	296	1139
05:30 PM	1	233	74	1	309	47	251	4	0	302	36	117	3	0	156	86	131	24	8	249	1016
05:45 PM	3	276	90	0	369	57	285	10	1	353	55	184	1	0	240	99	186	44	0	329	1291
Total	11	943	327	1	1282	243	1147	22	1	1413	145	640	5	0	790	365	685	110	8	1168	4653
Grand Total	74	5027	2033	6	7140	1499	6518	232	3	8252	701	4382	34	20	5137	2235	4772	523	19	7549	28078
Apprch %	1	70.4	28.5	0.1		18.2	79	2.8	0		13.6	85.3	0.7	0.4		29.6	63.2	6.9	0.3		
Total %	0.3	17.9	7.2	0	25.4	5.3	23.2	0.8	0	29.4	2.5	15.6	0.1	0.1	18.3	8	17	1.9	0.1	26.9	
Pass Cars	70	4771	1891	5	6737	1421	6249	210	3	7883	668	3733	26	19	4446	2121	4286	474	19	6900	25966
% Pass Cars	94.6	94.9	93	83.3	94.4	94.8	95.9	90.5	100	95.5	95.3	85.2	76.5	95	86.5	94.9	89.8	90.6	100	91.4	92.5
Trucks	4	256	142	1	403	78	269	22	0	369	33	649	8	1	691	114	486	49	0	649	2112
% Trucks	5.4	5.1	7	16.7	5.6	5.2	4.1	9.5	0	4.5	4.7	14.8	23.5	5	13.5	5.1	10.2	9.4	0	8.6	7.5

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Client:FDOT-6
Intersection Name: SR 9 at NW 22 Ave
Opertaors Name: MA & MS
Weather: Sunny

File Name : Sta_11-SR 9_NW 22 Ave
Site Code : 00000011
Start Date : 9/15/2016

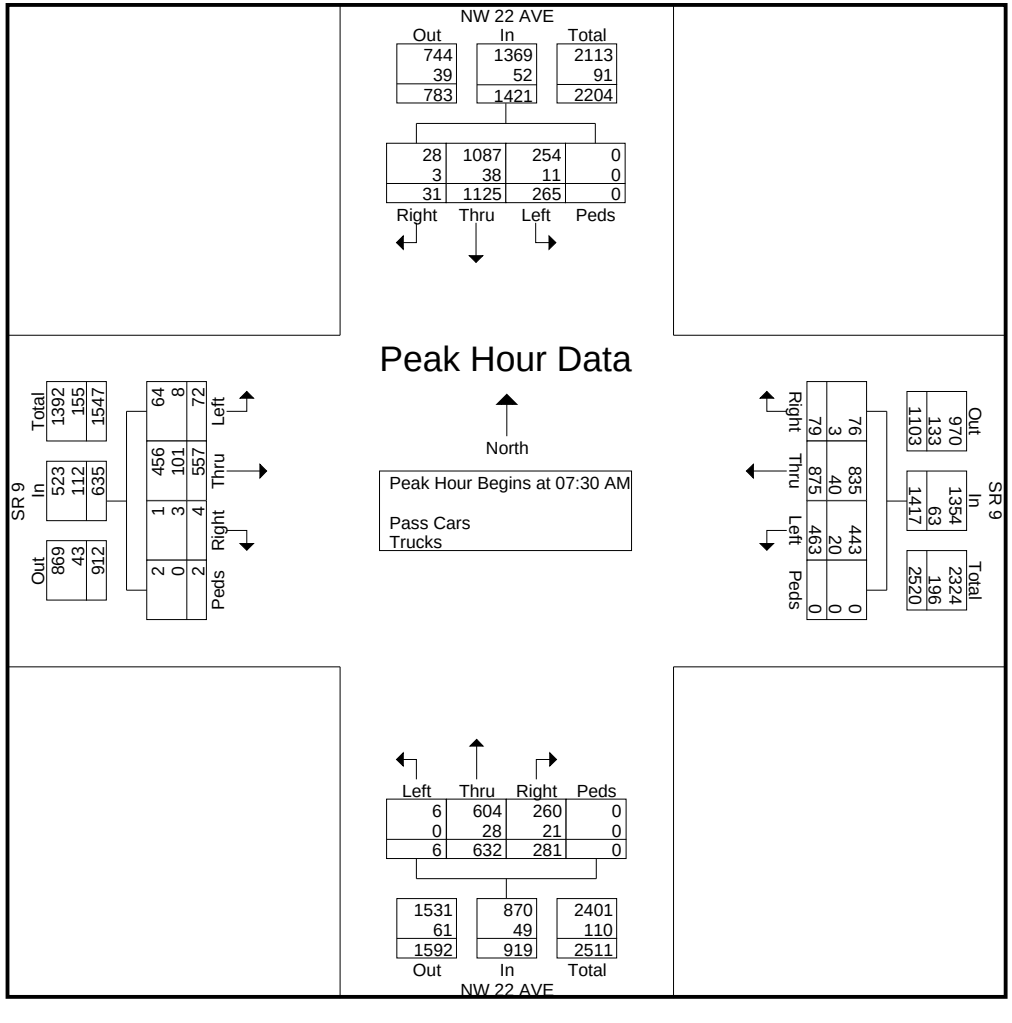
	NW 22 AVE Northbound					NW 22 AVE Southbound					SR 9 Eastbound					SR 9 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**2**	104	65	0	171	**70**	257	**10**	0	337	17	**186**	0	**1**	**204**	**142**	**244**	20	0	**406**	1118
07:45 AM	2	174	**79**	0	255	61	304	8	0	373	13	119	0	0	132	102	199	18	0	319	1079
08:00 AM	0	169	59	0	228	68	221	6	0	295	20	167	**3**	1	191	112	196	**31**	0	339	1053
08:15 AM	2	**185**	78	0	**265**	66	**343**	7	0	**416**	**22**	85	1	0	108	107	236	10	0	353	**1142**
Total Volume	6	632	281	0	919	265	1125	31	0	1421	72	557	4	2	635	463	875	79	0	1417	4392
% App. Total	0.7	68.8	30.6	0		18.6	79.2	2.2	0		11.3	87.7	0.6	0.3		32.7	61.8	5.6	0		
PHF	.750	.854	.889	.000	.867	.946	.820	.775	.000	.854	.818	.749	.333	.500	.778	.815	.897	.637	.000	.873	.961
Pass Cars	6	604	260	0	870	254	1087	28	0	1369	64	456	1	2	523	443	835	76	0	1354	4116
% Pass Cars	100	95.6	92.5	0	94.7	95.8	96.6	90.3	0	96.3	88.9	81.9	25.0	100	82.4	95.7	95.4	96.2	0	95.6	93.7
Trucks	0	28	21	0	49	11	38	3	0	52	8	101	3	0	112	20	40	3	0	63	276
% Trucks	0	4.4	7.5	0	5.3	4.2	3.4	9.7	0	3.7	11.1	18.1	75.0	0	17.6	4.3	4.6	3.8	0	4.4	6.3

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Intersection Name: SR 9 at NW 22 Ave
Opertaors Name: MA & MS
Weather: Sunny

File Name : Sta_11-SR 9_NW 22 Ave
Site Code : 00000011
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File Name : Sta_11-SR 9_NW 22 Ave
Site Code : 00000011
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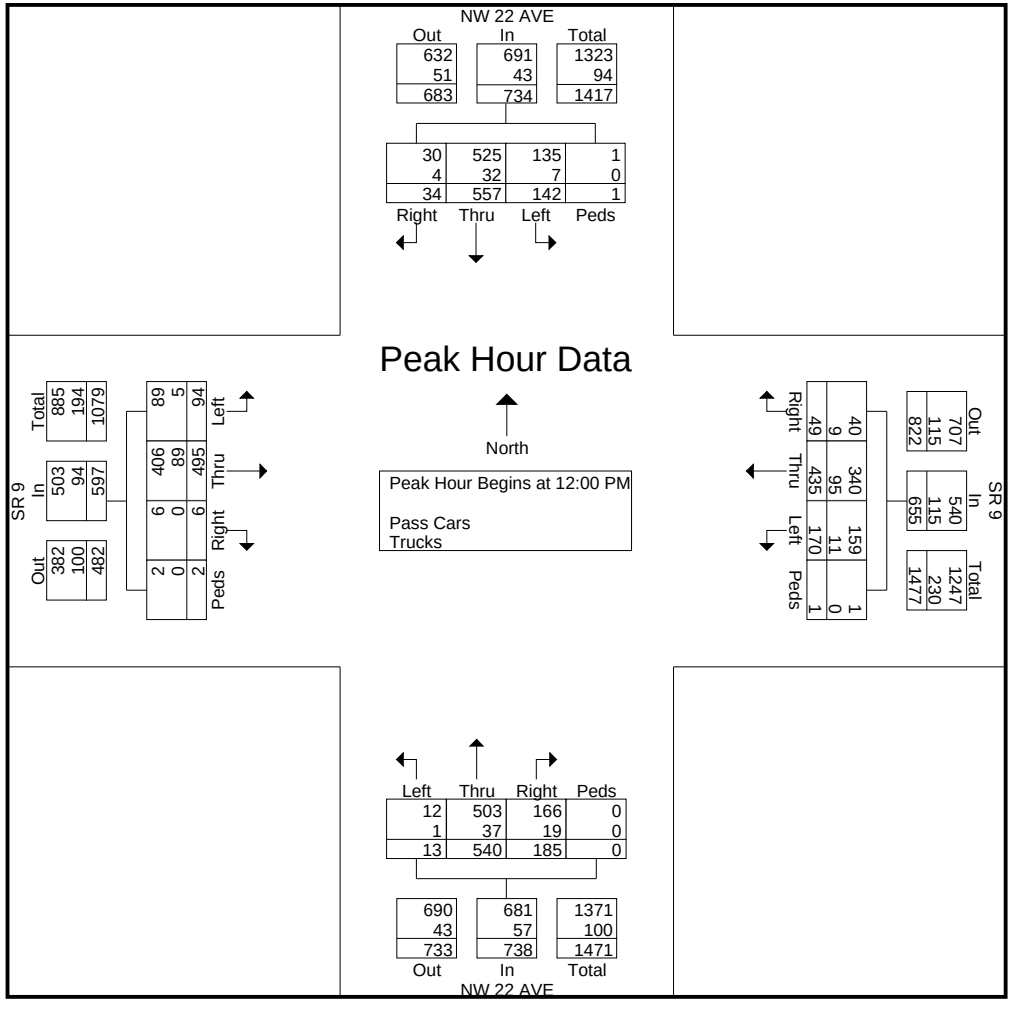
	NW 22 AVE Northbound					NW 22 AVE Southbound					SR 9 Eastbound					SR 9 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	**5**	124	52	0	181	25	**206**	9	0	**240**	18	99	0	0	117	31	**116**	8	0	155	693
12:15 PM	3	130	**53**	0	186	36	107	**11**	0	154	**31**	118	2	**1**	152	34	88	10	0	132	624
12:30 PM	1	**146**	29	0	176	37	130	9	**1**	177	18	105	**4**	1	128	**60**	115	11	**1**	**187**	668
12:45 PM	4	140	51	0	**195**	**44**	114	5	0	163	27	**173**	0	0	**200**	45	116	**20**	0	181	**739**
Total Volume	13	540	185	0	738	142	557	34	1	734	94	495	6	2	597	170	435	49	1	655	2724
% App. Total	1.8	73.2	25.1	0		19.3	75.9	4.6	0.1		15.7	82.9	1	0.3		26	66.4	7.5	0.2		
PHF	.650	.925	.873	.000	.946	.807	.676	.773	.250	.765	.758	.715	.375	.500	.746	.708	.938	.613	.250	.876	.922
Pass Cars	12	503	166	0	681	135	525	30	1	691	89	406	6	2	503	159	340	40	1	540	2415
% Pass Cars	92.3	93.1	89.7	0	92.3	95.1	94.3	88.2	100	94.1	94.7	82.0	100	100	84.3	93.5	78.2	81.6	100	82.4	88.7
Trucks	1	37	19	0	57	7	32	4	0	43	5	89	0	0	94	11	95	9	0	115	309
% Trucks	7.7	6.9	10.3	0	7.7	4.9	5.7	11.8	0	5.9	5.3	18.0	0	0	15.7	6.5	21.8	18.4	0	17.6	11.3

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Client:FDOT-6
Intersection Name: SR 9 at NW 22 Ave
Opertaors Name: MA & MS
Weather: Sunny

File Name : Sta_11-SR 9_NW 22 Ave
Site Code : 00000011
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Intersection Name: SR 9 at NW 22 Ave
Opertaors Name: MA & MS
Weather: Sunny

File Name : Sta_11-SR 9_NW 22 Ave
Site Code : 00000011
Start Date : 9/15/2016

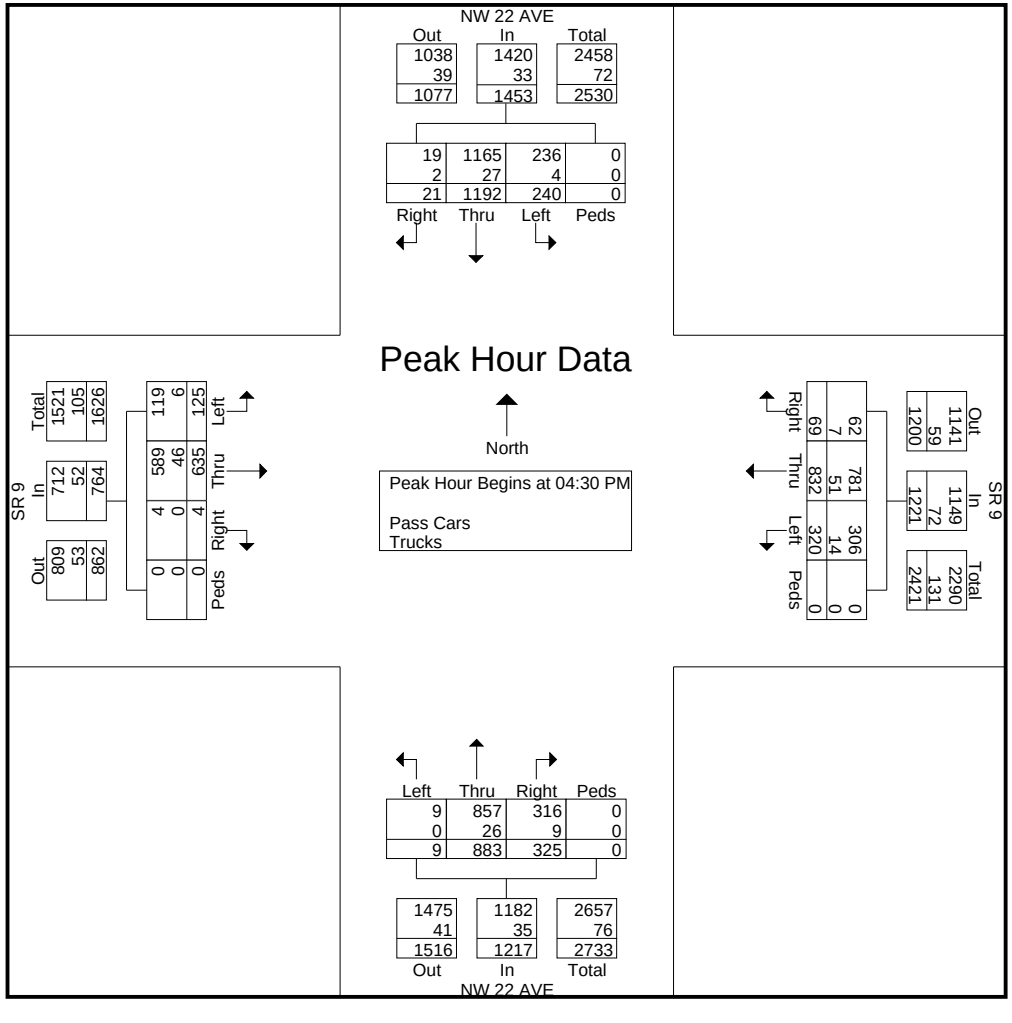
	NW 22 AVE Northbound					NW 22 AVE Southbound					SR 9 Eastbound					SR 9 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	1	223	86	0	**310**	53	260	**7**	0	320	24	146	**3**	0	173	71	227	13	0	311	1114
04:45 PM	1	**226**	76	0	303	48	321	6	0	375	**47**	150	0	0	197	69	**237**	14	0	**320**	1195
05:00 PM	**4**	210	**94**	0	308	**76**	**326**	4	0	**406**	30	169	0	0	**199**	84	193	17	0	294	**1207**
05:15 PM	3	224	69	0	296	63	285	4	0	352	24	**170**	1	0	195	**96**	175	**25**	0	296	1139
Total Volume	9	883	325	0	1217	240	1192	21	0	1453	125	635	4	0	764	320	832	69	0	1221	4655
% App. Total	0.7	72.6	26.7	0		16.5	82	1.4	0		16.4	83.1	0.5	0		26.2	68.1	5.7	0		
PHF	.563	.977	.864	.000	.981	.789	.914	.750	.000	.895	.665	.934	.333	.000	.960	.833	.878	.690	.000	.954	.964
Pass Cars	9	857	316	0	1182	236	1165	19	0	1420	119	589	4	0	712	306	781	62	0	1149	4463
% Pass Cars	100	97.1	97.2	0	97.1	98.3	97.7	90.5	0	97.7	95.2	92.8	100	0	93.2	95.6	93.9	89.9	0	94.1	95.9
Trucks	0	26	9	0	35	4	27	2	0	33	6	46	0	0	52	14	51	7	0	72	192
% Trucks	0	2.9	2.8	0	2.9	1.7	2.3	9.5	0	2.3	4.8	7.2	0	0	6.8	4.4	6.1	10.1	0	5.9	4.1

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Intersection Name: SR 9 at NW 22 Ave
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File Name : Sta_11-SR 9_NW 22 Ave
Site Code : 00000011
Start Date : 9/15/2016
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File Name : Sta_11-SR 9_NW 22 Ave
Site Code : 00000011
Start Date : 9/15/2016
Page No : 1

Groups Printed- Trucks

	NW 22 AVE Northbound					NW 22 AVE Southbound					SR 9 Eastbound					SR 9 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	3	3	0	6	4	2	0	0	6	0	18	0	0	18	3	6	0	0	9	39
06:15 AM	0	6	5	0	11	1	11	0	0	12	1	21	1	0	23	2	7	2	0	11	57
06:30 AM	1	7	4	0	12	4	8	0	0	12	0	28	0	0	28	3	9	0	0	12	64
06:45 AM	0	8	6	0	14	4	5	1	0	10	1	29	1	0	31	0	5	9	0	14	69
Total	1	24	18	0	43	13	26	1	0	40	2	96	2	0	100	8	27	11	0	46	229
07:00 AM	0	3	4	0	7	4	3	0	0	7	0	20	0	0	20	2	12	0	0	14	48
07:15 AM	0	6	5	0	11	1	12	0	0	13	0	23	0	0	23	2	4	1	0	7	54
07:30 AM	0	7	6	0	13	3	11	0	0	14	2	35	0	0	37	4	8	0	0	12	76
07:45 AM	0	8	4	0	12	3	8	1	0	12	2	20	0	0	22	6	8	1	0	15	61
Total	0	24	19	0	43	11	34	1	0	46	4	98	0	0	102	14	32	2	0	48	239
08:00 AM	0	4	3	0	7	3	8	1	0	12	2	27	3	0	32	5	13	2	0	20	71
08:15 AM	0	9	8	0	17	2	11	1	0	14	2	19	0	0	21	5	11	0	0	16	68
08:30 AM	0	11	7	0	18	4	7	0	0	11	1	26	0	0	27	9	22	1	0	32	88
08:45 AM	0	18	3	0	21	4	23	2	0	29	1	34	0	0	35	3	19	1	0	23	108
Total	0	42	21	0	63	13	49	4	0	66	6	106	3	0	115	22	65	4	0	91	335
*** BREAK ***																					
11:00 AM	0	8	5	0	13	3	11	0	0	14	0	27	1	0	28	0	21	3	0	24	79
11:15 AM	0	16	8	1	25	1	8	0	0	9	0	30	0	0	30	2	19	0	0	21	85
11:30 AM	0	12	8	0	20	2	9	0	0	11	1	23	1	0	25	5	11	1	0	17	73
11:45 AM	2	5	4	0	11	3	6	0	0	9	1	24	0	0	25	2	15	0	0	17	62
Total	2	41	25	1	69	9	34	0	0	43	2	104	2	0	108	9	66	4	0	79	299
12:00 PM	0	12	4	0	16	3	8	0	0	11	1	24	0	0	25	4	23	2	0	29	81
12:15 PM	1	10	7	0	18	1	7	1	0	9	0	20	0	0	20	2	20	1	0	23	70
12:30 PM	0	8	2	0	10	2	4	2	0	8	0	17	0	0	17	3	23	4	0	30	65
12:45 PM	0	7	6	0	13	1	13	1	0	15	4	28	0	0	32	2	29	2	0	33	93
Total	1	37	19	0	57	7	32	4	0	43	5	89	0	0	94	11	95	9	0	115	309
*** BREAK ***																					
03:00 PM	0	9	3	0	12	2	10	1	0	13	1	12	0	0	13	2	20	1	0	23	61
03:15 PM	0	5	8	0	13	3	11	1	0	15	2	16	0	0	18	9	21	1	0	31	77
03:30 PM	0	14	2	0	16	2	8	3	0	13	1	17	0	0	18	3	17	0	0	20	67
03:45 PM	0	8	8	0	16	4	7	1	0	12	2	21	0	1	24	3	35	2	0	40	92
Total	0	36	21	0	57	11	36	6	0	53	6	66	0	1	73	17	93	4	0	114	297

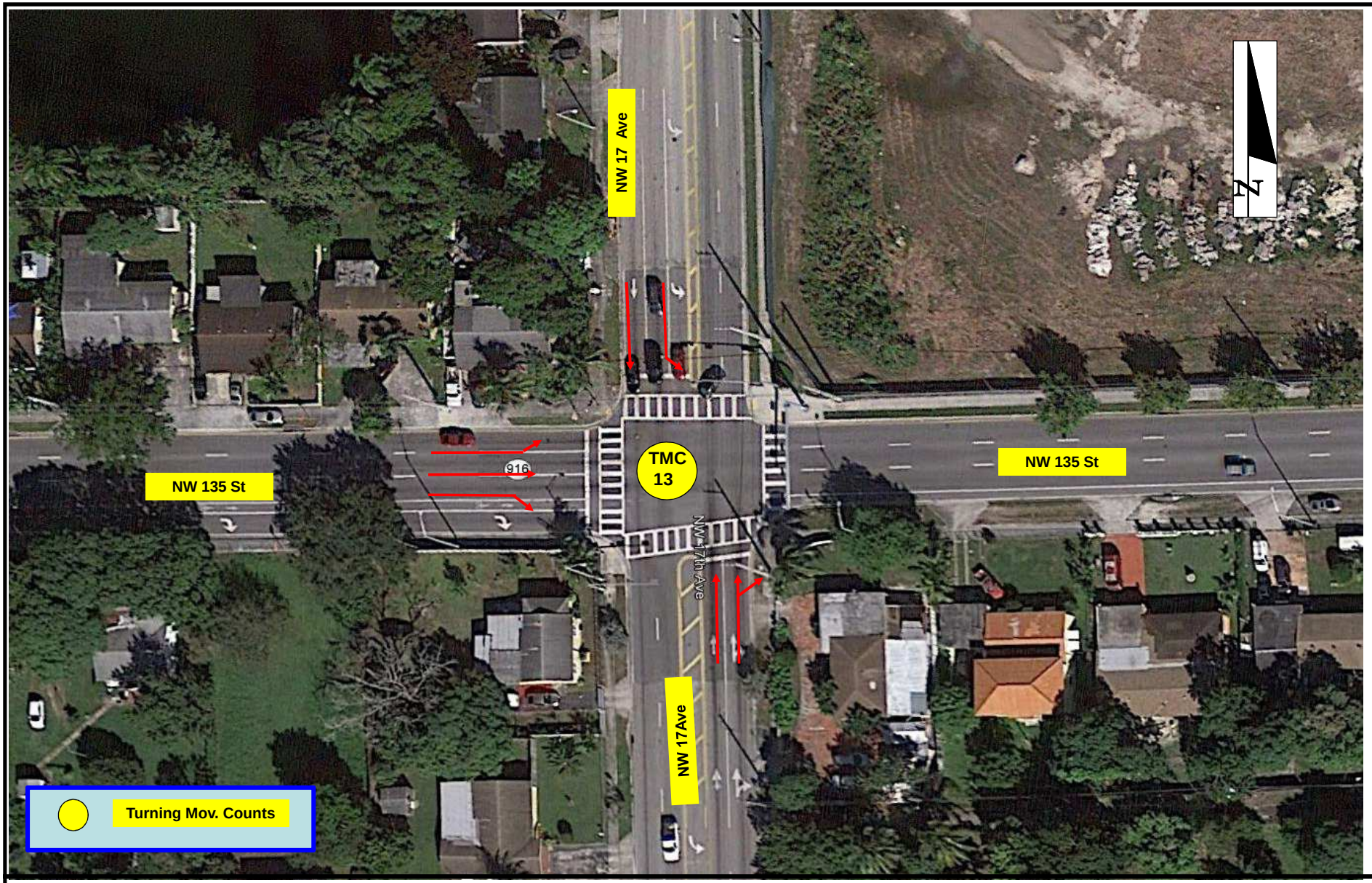
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File Name : Sta_11-SR 9_NW 22 Ave
Site Code : 00000011
Start Date : 9/15/2016
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Groups Printed- Trucks

	NW 22 AVE Northbound					NW 22 AVE Southbound					SR 9 Eastbound					SR 9 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	8	4	0	12	5	10	2	0	17	0	13	0	0	13	5	14	4	0	23	65
04:15 PM	0	6	1	0	7	1	9	1	0	11	0	8	1	0	9	5	20	2	0	27	54
04:30 PM	0	8	1	0	9	0	6	0	0	6	1	13	0	0	14	3	18	3	0	24	53
04:45 PM	0	6	1	0	7	1	9	1	0	11	3	11	0	0	14	3	19	1	0	23	55
Total	0	28	7	0	35	7	34	4	0	45	4	45	1	0	50	16	71	10	0	97	227
05:00 PM	0	7	3	0	10	2	5	0	0	7	1	12	0	0	13	4	7	1	0	12	42
05:15 PM	0	5	4	0	9	1	7	1	0	9	1	10	0	0	11	4	7	2	0	13	42
05:30 PM	0	5	2	0	7	3	8	0	0	11	2	10	0	0	12	3	9	0	0	12	42
05:45 PM	0	7	3	0	10	1	4	1	0	6	0	13	0	0	13	6	14	2	0	22	51
Total	0	24	12	0	36	7	24	2	0	33	4	45	0	0	49	17	37	5	0	59	177
Grand Total	4	256	142	1	403	78	269	22	0	369	33	649	8	1	691	114	486	49	0	649	2112
Apprch %	1	63.5	35.2	0.2		21.1	72.9	6	0		4.8	93.9	1.2	0.1		17.6	74.9	7.6	0		
Total %	0.2	12.1	6.7	0	19.1	3.7	12.7	1	0	17.5	1.6	30.7	0.4	0	32.7	5.4	23	2.3	0	30.7	



Station ID # 13: SR 916 / NW 135 St at NW 17 Ave (8-Hr Turning Movement Counts)

F.R. Aleman & Associates, Inc

10305 NW 41st Street, Suite 200
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Phone: (305) 591-8777
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Client:FDOT-6
Intersection Name: NW 135 St & NW 17 Ave
Opertaors Name: CV
Weather: Sunny

File Name : Sta_13-NW 135 St-NW 17 Ave
Site Code : 00000013
Start Date : 9/14/2016
Page No : 1

Groups Printed- Pass Cars - Trucks

	NW 17 Ave Northbound					NW 17 Ave Southbound					NW 135 St Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	15	21	0	36	8	26	0	0	34	7	71	13	0	91	0	0	0	0	0	161
06:15 AM	0	13	27	1	41	3	39	0	0	42	8	142	19	0	169	0	0	0	0	0	252
06:30 AM	0	20	30	1	51	10	41	0	0	51	8	173	31	0	212	0	0	0	0	0	314
06:45 AM	0	9	19	0	28	6	39	0	1	46	5	97	26	0	128	0	0	0	0	0	202
Total	0	57	97	2	156	27	145	0	1	173	28	483	89	0	600	0	0	0	0	0	929
07:00 AM	0	33	37	2	72	5	67	0	0	72	16	205	49	1	271	0	0	0	0	0	415
07:15 AM	0	48	53	1	102	11	78	0	0	89	29	222	56	0	307	0	0	0	0	0	498
07:30 AM	0	36	32	1	69	10	88	0	0	98	36	252	78	1	367	0	0	0	0	0	534
07:45 AM	0	40	27	1	68	1	76	0	0	77	15	169	37	0	221	0	0	0	0	0	366
Total	0	157	149	5	311	27	309	0	0	336	96	848	220	2	1166	0	0	0	0	0	1813
08:00 AM	0	54	41	0	95	13	76	0	0	89	31	194	58	0	283	0	0	0	0	0	467
08:15 AM	0	75	38	4	117	3	75	0	0	78	19	248	60	0	327	0	0	0	0	0	522
08:30 AM	0	62	49	3	114	8	63	1	0	72	24	219	42	0	285	0	0	0	0	0	471
08:45 AM	0	45	27	2	74	3	37	0	0	40	12	159	31	0	202	0	0	0	0	0	316
Total	0	236	155	9	400	27	251	1	0	279	86	820	191	0	1097	0	0	0	0	0	1776
*** BREAK ***																					
11:00 AM	0	46	23	0	69	7	28	0	0	35	16	143	20	1	180	0	0	0	0	0	284
11:15 AM	0	34	27	0	61	8	29	0	0	37	14	151	14	2	181	0	0	0	0	0	279
11:30 AM	0	33	32	0	65	11	39	0	0	50	22	182	20	0	224	0	0	0	0	0	339
11:45 AM	0	24	15	0	39	6	25	0	0	31	7	91	14	0	112	0	0	0	0	0	182
Total	0	137	97	0	234	32	121	0	0	153	59	567	68	3	697	0	0	0	0	0	1084
12:00 PM	0	41	22	0	63	9	36	0	0	45	19	138	21	0	178	0	0	0	0	0	286
12:15 PM	0	52	19	0	71	14	45	0	0	59	21	156	21	1	199	0	0	0	0	0	329
12:30 PM	0	42	18	1	61	9	30	0	2	41	37	162	22	2	223	0	0	0	0	0	325
12:45 PM	0	32	18	0	50	14	41	0	0	55	25	106	15	1	147	0	0	0	0	0	252
Total	0	167	77	1	245	46	152	0	2	200	102	562	79	4	747	0	0	0	0	0	1192
*** BREAK ***																					
03:00 PM	0	63	37	0	100	14	38	0	0	52	30	199	22	0	251	0	0	0	0	0	403
03:15 PM	0	77	54	0	131	10	62	0	0	72	21	196	25	0	242	0	0	0	0	0	445
03:30 PM	0	88	34	2	124	12	41	0	0	53	34	195	24	0	253	0	0	0	0	0	430

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Client:FDOT-6
Intersection Name: NW 135 St & NW 17 Ave
Opertaors Name: CV
Weather: Sunny

File Name : Sta_13-NW 135 St-NW 17 Ave
Site Code : 00000013
Start Date : 9/14/2016
Page No : 2

Groups Printed- Pass Cars - Trucks

	NW 17 Ave Northbound					NW 17 Ave Southbound					NW 135 St Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	0	37	35	0	72	9	47	0	0	56	14	119	12	0	145	0	0	0	0	0	273
Total	0	265	160	2	427	45	188	0	0	233	99	709	83	0	891	0	0	0	0	0	1551
04:00 PM	0	57	27	0	84	8	50	0	0	58	17	144	18	1	180	0	0	0	0	0	322
04:15 PM	0	89	56	2	147	9	49	0	0	58	16	198	16	0	230	0	0	0	0	0	435
04:30 PM	0	108	46	0	154	12	57	0	0	69	35	190	33	1	259	0	0	0	0	0	482
04:45 PM	0	99	37	0	136	6	39	0	0	45	19	152	10	0	181	0	0	0	0	0	362
Total	0	353	166	2	521	35	195	0	0	230	87	684	77	2	850	0	0	0	0	0	1601
05:00 PM	0	90	39	1	130	7	48	0	0	55	16	147	23	0	186	0	0	0	0	0	371
05:15 PM	0	98	57	0	155	11	48	0	0	59	17	187	22	0	226	0	0	0	0	0	440
05:30 PM	0	121	56	0	177	14	63	0	0	77	30	200	30	0	260	0	0	0	0	0	514
05:45 PM	0	86	50	3	139	14	65	0	0	79	29	166	13	0	208	0	0	0	0	0	426
Total	0	395	202	4	601	46	224	0	0	270	92	700	88	0	880	0	0	0	0	0	1751
Grand Total	0	1767	1103	25	2895	285	1585	1	3	1874	649	5373	895	11	6928	0	0	0	0	0	11697
Apprch %	0	61	38.1	0.9		15.2	84.6	0.1	0.2		9.4	77.6	12.9	0.2		0	0	0	0		
Total %	0	15.1	9.4	0.2	24.7	2.4	13.6	0	0	16	5.5	45.9	7.7	0.1	59.2	0	0	0	0	0	
Pass Cars	0	1697	1053	25	2775	263	1533	1	3	1800	626	5181	859	11	6677	0	0	0	0	0	11252
% Pass Cars	0	96	95.5	100	95.9	92.3	96.7	100	100	96.1	96.5	96.4	96	100	96.4	0	0	0	0	0	96.2
Trucks	0	70	50	0	120	22	52	0	0	74	23	192	36	0	251	0	0	0	0	0	445
% Trucks	0	4	4.5	0	4.1	7.7	3.3	0	0	3.9	3.5	3.6	4	0	3.6	0	0	0	0	0	3.8

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Intersection Name: NW 135 St & NW 17 Ave
Opertaors Name: CV
Weather: Sunny

File Name : Sta_13-NW 135 St-NW 17 Ave
Site Code : 00000013
Start Date : 9/14/2016

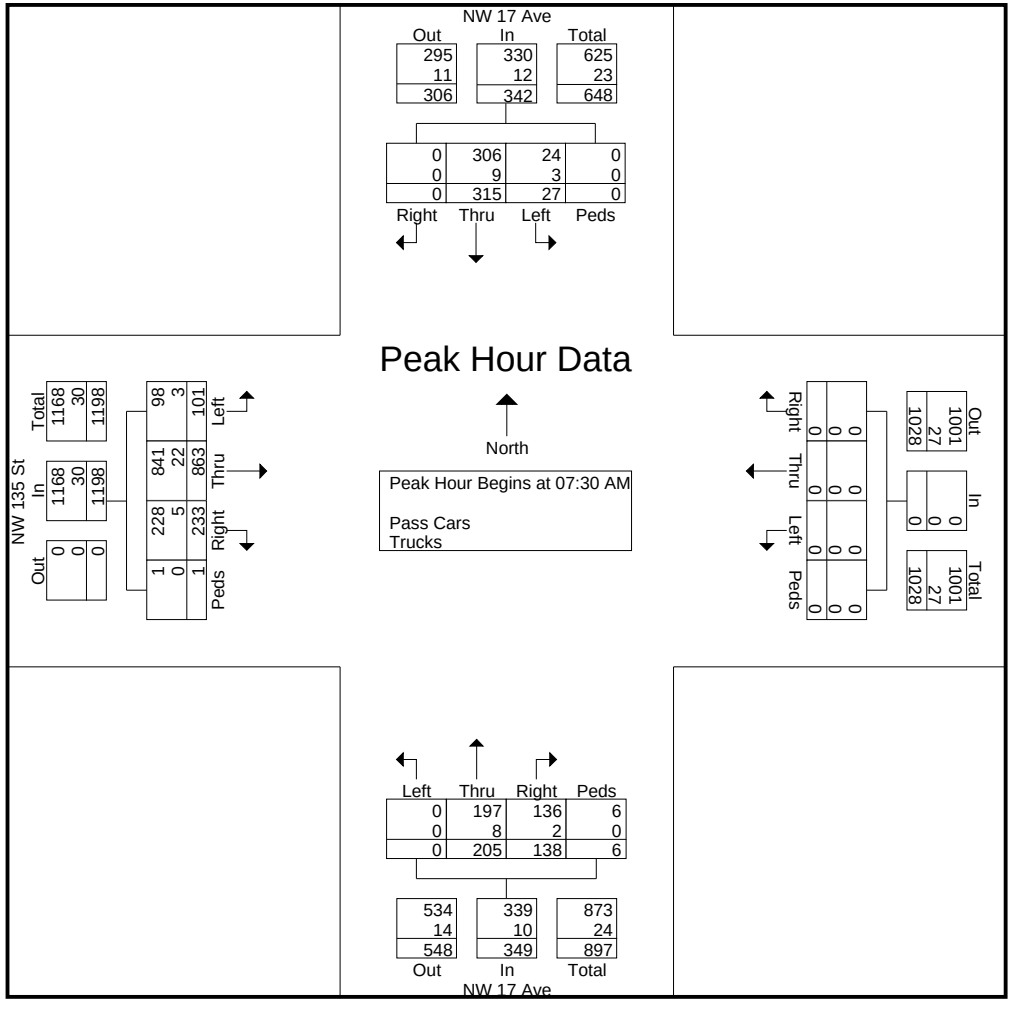
	NW 17 Ave Northbound					NW 17 Ave Southbound					NW 135 St Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	36	32	1	69	10	**88**	0	0	**98**	**36**	**252**	**78**	**1**	**367**	0	0	0	0	0	**534**
07:45 AM	0	40	27	1	68	1	76	0	0	77	15	169	37	0	221	0	0	0	0	0	366
08:00 AM	0	54	**41**	0	95	**13**	76	0	0	89	31	194	58	0	283	0	0	0	0	0	467
08:15 AM	0	**75**	38	**4**	**117**	3	75	0	0	78	19	248	60	0	327	0	0	0	0	0	522
Total Volume	0	205	138	6	349	27	315	0	0	342	101	863	233	1	1198	0	0	0	0	0	1889
% App. Total	0	58.7	39.5	1.7		7.9	92.1	0	0		8.4	72	19.4	0.1		0	0	0	0		
PHF	.000	.683	.841	.375	.746	.519	.895	.000	.000	.872	.701	.856	.747	.250	.816	.000	.000	.000	.000	.000	.884
Pass Cars	0	197	136	6	339	24	306	0	0	330	98	841	228	1	1168	0	0	0	0	0	1837
% Pass Cars	0	96.1	98.6	100	97.1	88.9	97.1	0	0	96.5	97.0	97.5	97.9	100	97.5	0	0	0	0	0	97.2
Trucks	0	8	2	0	10	3	9	0	0	12	3	22	5	0	30	0	0	0	0	0	52
% Trucks	0	3.9	1.4	0	2.9	11.1	2.9	0	0	3.5	3.0	2.5	2.1	0	2.5	0	0	0	0	0	2.8

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Page No : 5

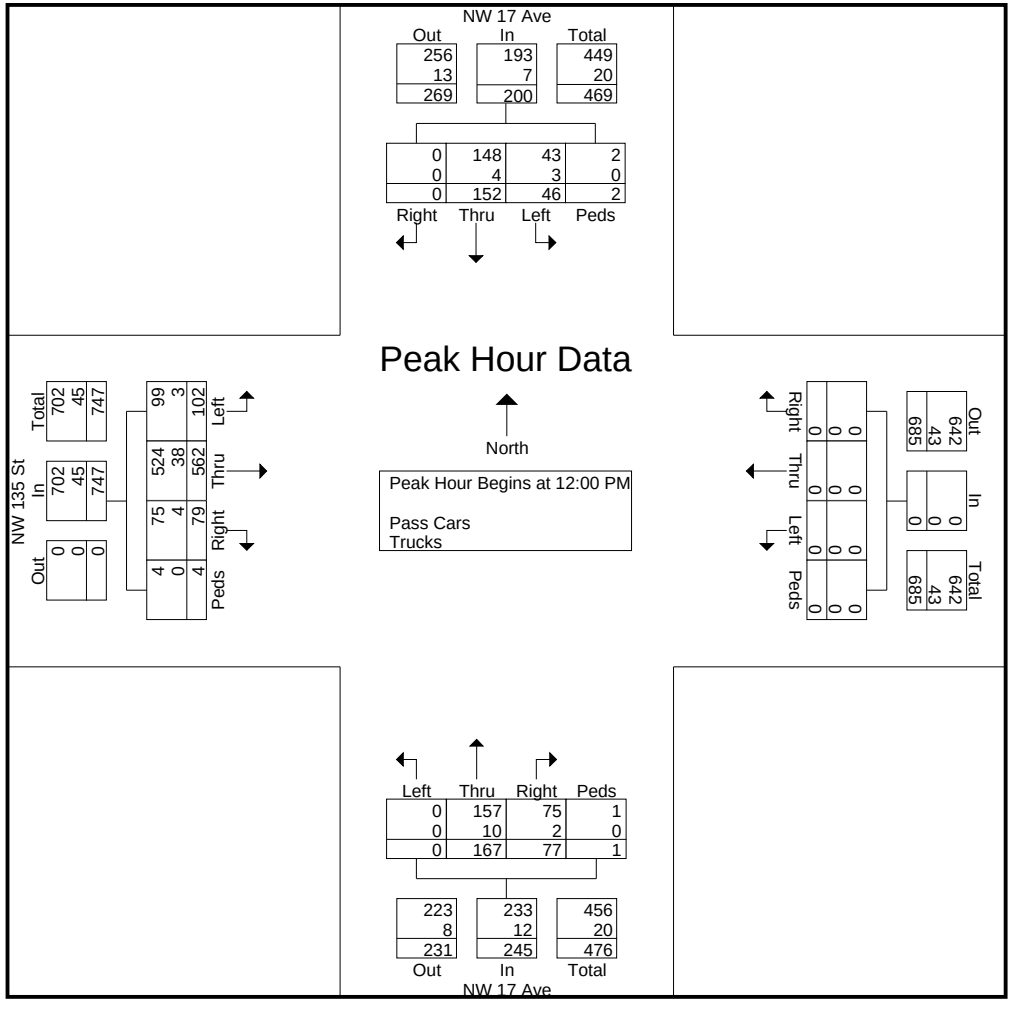
	NW 17 Ave Northbound					NW 17 Ave Southbound					NW 135 St Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	41	**22**	0	63	9	36	0	0	45	19	138	21	0	178	0	0	0	0	0	286
12:15 PM	0	**52**	19	0	**71**	**14**	**45**	0	0	**59**	21	156	21	1	199	0	0	0	0	0	**329**
12:30 PM	0	42	18	**1**	61	9	30	0	**2**	41	**37**	**162**	**22**	**2**	**223**	0	0	0	0	0	325
12:45 PM	0	32	18	0	50	14	41	0	0	55	25	106	15	1	147	0	0	0	0	0	252
Total Volume	0	167	77	1	245	46	152	0	2	200	102	562	79	4	747	0	0	0	0	0	1192
% App. Total	0	68.2	31.4	0.4		23	76	0	1		13.7	75.2	10.6	0.5		0	0	0	0		
PHF	.000	.803	.875	.250	.863	.821	.844	.000	.250	.847	.689	.867	.898	.500	.837	.000	.000	.000	.000	.000	.906
Pass Cars	0	157	75	1	233	43	148	0	2	193	99	524	75	4	702	0	0	0	0	0	1128
% Pass Cars	0	94.0	97.4	100	95.1	93.5	97.4	0	100	96.5	97.1	93.2	94.9	100	94.0	0	0	0	0	0	94.6
Trucks	0	10	2	0	12	3	4	0	0	7	3	38	4	0	45	0	0	0	0	0	64
% Trucks	0	6.0	2.6	0	4.9	6.5	2.6	0	0	3.5	2.9	6.8	5.1	0	6.0	0	0	0	0	0	5.4

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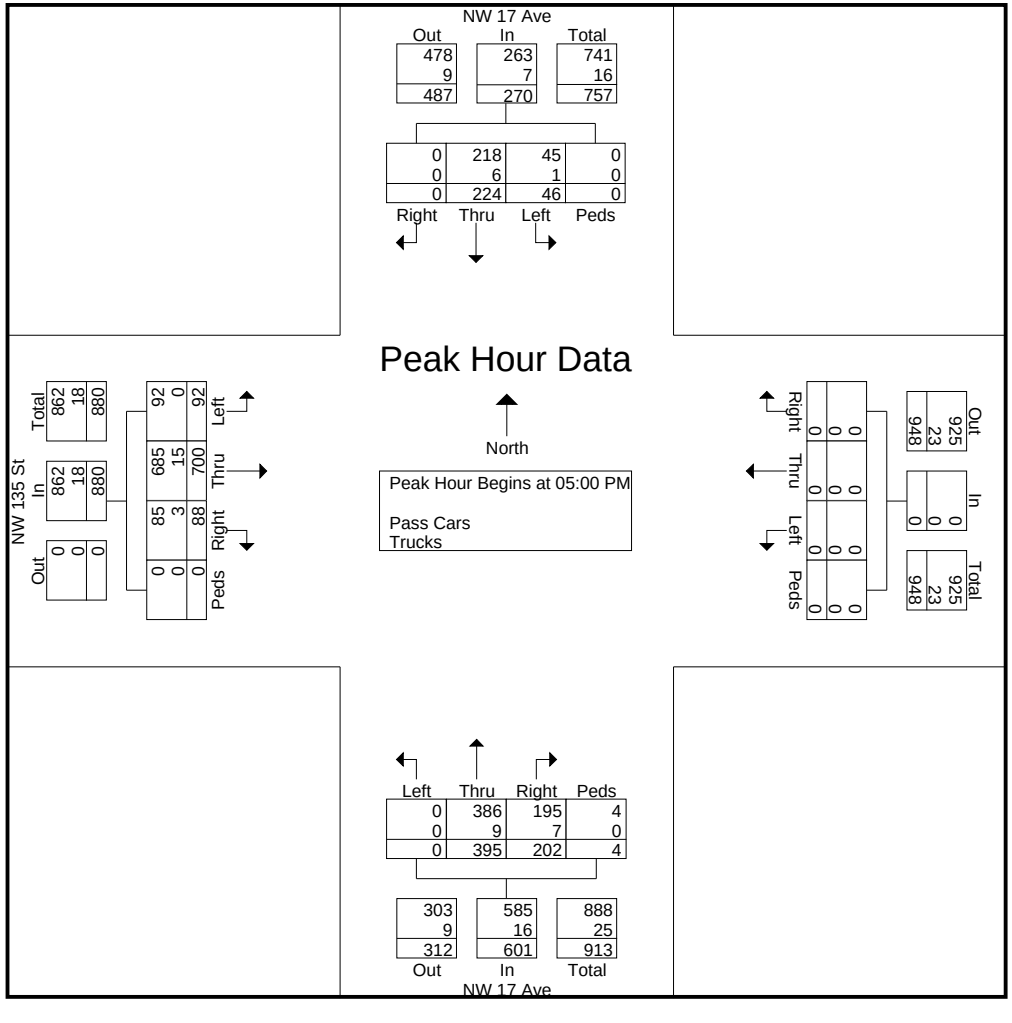
	NW 17 Ave Northbound					NW 17 Ave Southbound					NW 135 St Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	90	39	1	130	7	48	0	0	55	16	147	23	0	186	0	0	0	0	0	371
05:15 PM	0	98	**57**	0	155	11	48	0	0	59	17	187	22	0	226	0	0	0	0	0	440
05:30 PM	0	**121**	56	0	**177**	**14**	63	0	0	77	**30**	**200**	**30**	0	**260**	0	0	0	0	0	**514**
05:45 PM	0	86	50	**3**	139	14	**65**	0	0	**79**	29	166	13	0	208	0	0	0	0	0	426
Total Volume	0	395	202	4	601	46	224	0	0	270	92	700	88	0	880	0	0	0	0	0	1751
% App. Total	0	65.7	33.6	0.7		17	83	0	0		10.5	79.5	10	0		0	0	0	0		
PHF	.000	.816	.886	.333	.849	.821	.862	.000	.000	.854	.767	.875	.733	.000	.846	.000	.000	.000	.000	.000	.852
Pass Cars	0	386	195	4	585	45	218	0	0	263	92	685	85	0	862	0	0	0	0	0	1710
% Pass Cars	0	97.7	96.5	100	97.3	97.8	97.3	0	0	97.4	100	97.9	96.6	0	98.0	0	0	0	0	0	97.7
Trucks	0	9	7	0	16	1	6	0	0	7	0	15	3	0	18	0	0	0	0	0	41
% Trucks	0	2.3	3.5	0	2.7	2.2	2.7	0	0	2.6	0	2.1	3.4	0	2.0	0	0	0	0	0	2.3

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File Name : Sta_13-NW 135 St-NW 17 Ave
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Start Date : 9/14/2016
Page No : 1

Groups Printed- Trucks

	NW 17 Ave Northbound					NW 17 Ave Southbound					NW 135 St Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	1	2	0	3	1	3	0	0	4	2	10	1	0	13	0	0	0	0	0	20
06:15 AM	0	1	3	0	4	1	3	0	0	4	1	8	2	0	11	0	0	0	0	0	19
06:30 AM	0	0	1	0	1	1	1	0	0	2	1	12	1	0	14	0	0	0	0	0	17
06:45 AM	0	1	2	0	3	1	1	0	0	2	0	1	1	0	2	0	0	0	0	0	7
Total	0	3	8	0	11	4	8	0	0	12	4	31	5	0	40	0	0	0	0	0	63
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
07:15 AM	0	1	6	0	7	0	0	0	0	0	1	6	2	0	9	0	0	0	0	0	16
07:30 AM	0	1	1	0	2	0	2	0	0	2	0	6	2	0	8	0	0	0	0	0	12
07:45 AM	0	2	0	0	2	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	11
Total	0	6	7	0	13	0	2	0	0	2	2	24	4	0	30	0	0	0	0	0	45
08:00 AM	0	1	1	0	2	2	4	0	0	6	1	5	3	0	9	0	0	0	0	0	17
08:15 AM	0	4	0	0	4	1	3	0	0	4	1	3	0	0	4	0	0	0	0	0	12
08:30 AM	0	1	1	0	2	1	3	0	0	4	0	2	1	0	3	0	0	0	0	0	9
08:45 AM	0	3	2	0	5	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	11
Total	0	9	4	0	13	4	11	0	0	15	2	15	4	0	21	0	0	0	0	0	49
*** BREAK ***																					
11:00 AM	0	3	5	0	8	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	13
11:15 AM	0	4	3	0	7	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	14
11:30 AM	0	2	1	0	3	1	0	0	0	1	2	10	1	0	13	0	0	0	0	0	17
11:45 AM	0	1	0	0	1	0	0	0	0	0	1	6	1	0	8	0	0	0	0	0	9
Total	0	10	9	0	19	1	0	0	0	1	5	24	4	0	33	0	0	0	0	0	53
12:00 PM	0	4	1	0	5	1	2	0	0	3	0	7	2	0	9	0	0	0	0	0	17
12:15 PM	0	1	1	0	2	1	1	0	0	2	1	9	1	0	11	0	0	0	0	0	15
12:30 PM	0	4	0	0	4	0	0	0	0	0	2	11	0	0	13	0	0	0	0	0	17
12:45 PM	0	1	0	0	1	1	1	0	0	2	0	11	1	0	12	0	0	0	0	0	15
Total	0	10	2	0	12	3	4	0	0	7	3	38	4	0	45	0	0	0	0	0	64
*** BREAK ***																					
03:00 PM	0	4	2	0	6	1	2	0	0	3	2	14	2	0	18	0	0	0	0	0	27
03:15 PM	0	1	3	0	4	1	6	0	0	7	1	6	2	0	9	0	0	0	0	0	20
03:30 PM	0	2	0	0	2	2	3	0	0	5	1	8	2	0	11	0	0	0	0	0	18
03:45 PM	0	5	2	0	7	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	12
Total	0	12	7	0	19	4	12	0	0	16	4	31	7	0	42	0	0	0	0	0	77

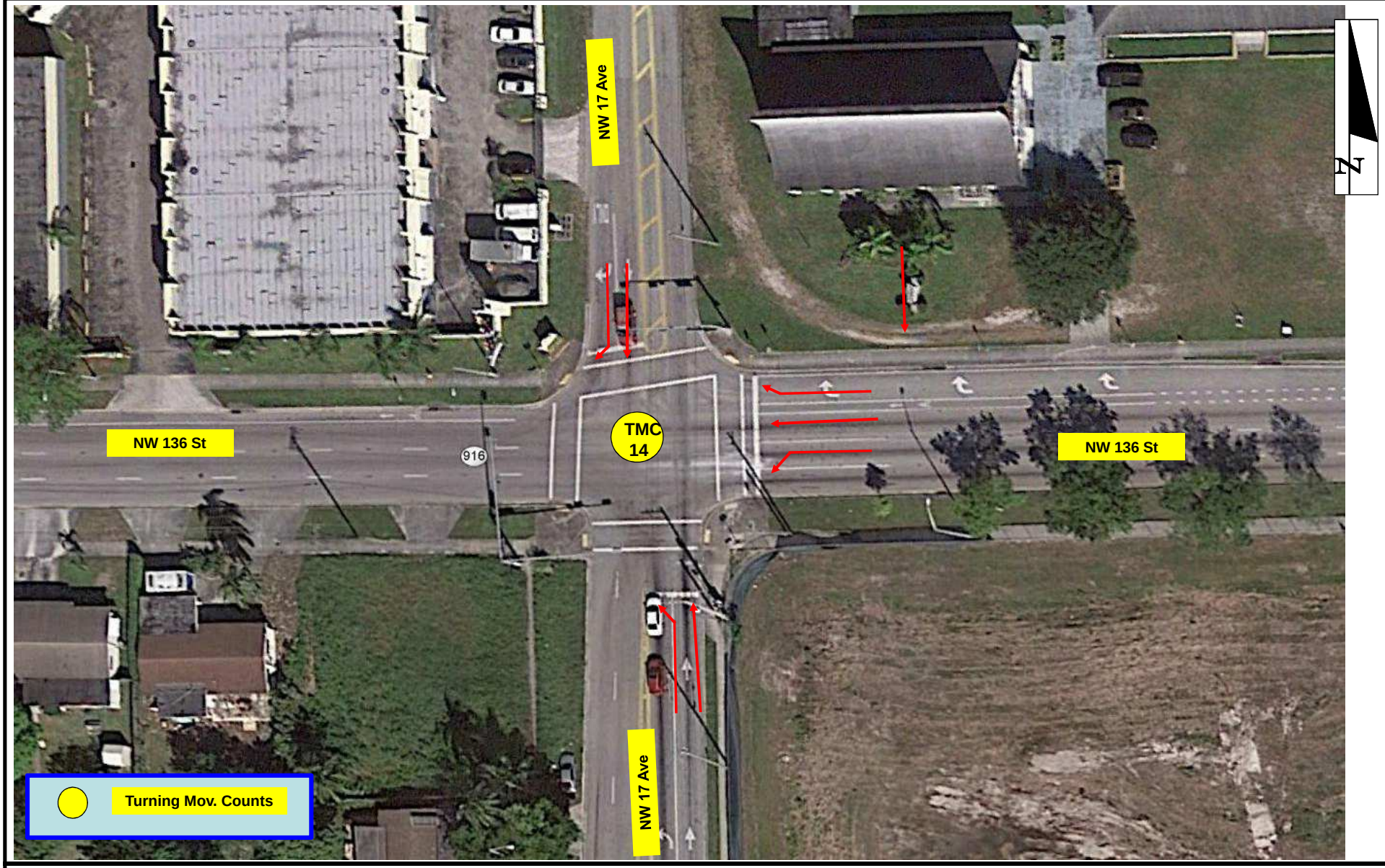
F.R. Aleman & Associates, Inc

10305 NW 41st Street, Suite 200
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Phone: (305) 591-8777
Fax: (305) 599-8749

File Name : Sta_13-NW 135 St-NW 17 Ave
Site Code : 00000013
Start Date : 9/14/2016
Page No : 2

Groups Printed- Trucks

	NW 17 Ave Northbound					NW 17 Ave Southbound					NW 135 St Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	3	1	0	4	1	2	0	0	3	1	2	2	0	5	0	0	0	0	0	12
04:15 PM	0	1	1	0	2	2	3	0	0	5	0	4	1	0	5	0	0	0	0	0	12
04:30 PM	0	3	2	0	5	2	3	0	0	5	2	5	2	0	9	0	0	0	0	0	19
04:45 PM	0	4	2	0	6	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	10
Total	0	11	6	0	17	5	9	0	0	14	3	14	5	0	22	0	0	0	0	0	53
05:00 PM	0	2	0	0	2	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	11
05:15 PM	0	5	2	0	7	1	1	0	0	2	0	5	0	0	5	0	0	0	0	0	14
05:30 PM	0	1	3	0	4	0	1	0	0	1	0	3	3	0	6	0	0	0	0	0	11
05:45 PM	0	1	2	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	9	7	0	16	1	6	0	0	7	0	15	3	0	18	0	0	0	0	0	41
Grand Total	0	70	50	0	120	22	52	0	0	74	23	192	36	0	251	0	0	0	0	0	445
Apprch %	0	58.3	41.7	0		29.7	70.3	0	0		9.2	76.5	14.3	0		0	0	0	0		
Total %	0	15.7	11.2	0	27	4.9	11.7	0	0	16.6	5.2	43.1	8.1	0	56.4	0	0	0	0	0	



Station ID # 14: SR 916 / NW 136 St at NW 17 Ave (8-Hr Turning Movement Counts)

F.R. Aleman & Associates, Inc

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Client:FDOT-6
Intersection Name: NW 136St &NW 17 Ave
Opertaors Name: MS & OC
Weather: Sunny

File Name : Sta_14-NW 136 st _ NW 17 Ave
Site Code : 00000014
Start Date : 9/14/2016
Page No : 1

Groups Printed- Pass Cars - Trucks

	NW 17 Ave Northbound					NW 17 Ave Southbound					NW 136 St Eastbound					NW 136 St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	10	5	0	0	15	0	8	15	0	23	0	0	0	0	0	23	70	4	0	97	135
06:15 AM	9	9	0	0	18	0	9	8	2	19	0	0	0	0	0	29	86	1	0	116	153
06:30 AM	16	10	0	0	26	0	20	28	1	49	0	0	0	0	0	21	103	1	0	125	200
06:45 AM	20	8	0	0	28	0	25	24	1	50	0	0	0	0	0	36	153	0	0	189	267
Total	55	32	0	0	87	0	62	75	4	141	0	0	0	0	0	109	412	6	0	527	755
07:00 AM	19	23	0	1	43	0	26	28	0	54	0	0	0	0	0	40	135	0	1	176	273
07:15 AM	35	29	0	0	64	0	40	31	0	71	0	0	0	0	0	50	172	4	1	227	362
07:30 AM	40	23	0	0	63	0	34	27	0	61	0	0	0	0	0	53	195	5	1	254	378
07:45 AM	39	24	0	1	64	0	38	30	0	68	0	0	0	0	0	65	195	4	0	264	396
Total	133	99	0	2	234	0	138	116	0	254	0	0	0	0	0	208	697	13	3	921	1409
08:00 AM	54	29	0	1	84	0	34	25	0	59	0	0	0	0	0	68	212	6	2	288	431
08:15 AM	48	26	0	1	75	0	29	26	2	57	0	0	0	0	0	48	186	3	3	240	372
08:30 AM	52	26	0	0	78	0	21	26	2	49	0	0	0	0	0	68	174	3	1	246	373
08:45 AM	31	32	0	0	63	0	16	28	2	46	0	0	0	0	0	36	161	3	0	200	309
Total	185	113	0	2	300	0	100	105	6	211	0	0	0	0	0	220	733	15	6	974	1485
*** BREAK ***																					
11:00 AM	29	29	0	0	58	0	15	17	0	32	0	0	0	0	0	21	135	3	1	160	250
11:15 AM	31	22	0	1	54	0	14	20	0	34	0	0	0	0	0	23	138	5	0	166	254
11:30 AM	23	21	0	1	45	0	14	23	0	37	0	0	0	0	0	31	141	3	1	176	258
11:45 AM	28	20	0	0	48	0	14	19	1	34	0	0	0	0	0	21	159	5	0	185	267
Total	111	92	0	2	205	0	57	79	1	137	0	0	0	0	0	96	573	16	2	687	1029
12:00 PM	20	30	0	0	50	0	16	16	0	32	0	0	0	0	0	24	158	3	1	186	268
12:15 PM	45	25	0	0	70	0	15	22	1	38	0	0	0	0	0	33	141	1	0	175	283
12:30 PM	41	30	0	2	73	0	6	24	0	30	0	0	0	0	0	26	168	1	1	196	299
12:45 PM	30	31	0	0	61	0	17	24	1	42	0	0	0	0	0	29	154	5	0	188	291
Total	136	116	0	2	254	0	54	86	2	142	0	0	0	0	0	112	621	10	2	745	1141
*** BREAK ***																					
03:00 PM	43	38	0	0	81	0	12	22	1	35	0	0	0	0	0	39	201	2	1	243	359
03:15 PM	57	35	0	1	93	0	19	16	1	36	0	0	0	0	0	47	189	3	0	239	368
03:30 PM	65	51	0	0	116	0	16	26	1	43	0	0	0	0	0	35	181	2	2	220	379

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Client:FDOT-6
Intersection Name: NW 136St &NW 17 Ave
Opertaors Name: MS & OC
Weather: Sunny

File Name : Sta_14-NW 136 st _ NW 17 Ave
Site Code : 00000014
Start Date : 9/14/2016
Page No : 2

Groups Printed- Pass Cars - Trucks

	NW 17 Ave Northbound					NW 17 Ave Southbound					NW 136 St Eastbound					NW 136 St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	51	41	0	0	92	0	14	33	0	47	0	0	0	0	0	40	197	7	0	244	383
Total	216	165	0	1	382	0	61	97	3	161	0	0	0	0	0	161	768	14	3	946	1489
04:00 PM	54	28	0	0	82	0	17	24	0	41	0	0	0	0	0	41	184	2	3	230	353
04:15 PM	63	38	0	0	101	0	15	26	0	41	0	0	0	0	0	39	225	6	1	271	413
04:30 PM	95	69	0	0	164	0	13	27	0	40	0	0	0	0	0	44	187	2	0	233	437
04:45 PM	84	36	0	1	121	0	8	18	2	28	0	0	0	0	0	40	206	2	0	248	397
Total	296	171	0	1	468	0	53	95	2	150	0	0	0	0	0	164	802	12	4	982	1600
05:00 PM	82	50	0	0	132	0	15	25	0	40	0	0	0	0	0	44	261	1	0	306	478
05:15 PM	83	40	0	0	123	0	12	29	2	43	0	0	0	0	0	47	253	5	0	305	471
05:30 PM	85	53	0	0	138	0	22	32	0	54	0	0	0	0	0	50	224	2	0	276	468
05:45 PM	83	53	0	1	137	0	31	32	1	64	0	0	0	0	0	47	230	4	0	281	482
Total	333	196	0	1	530	0	80	118	3	201	0	0	0	0	0	188	968	12	0	1168	1899
Grand Total	1465	984	0	11	2460	0	605	771	21	1397	0	0	0	0	0	1258	5574	98	20	6950	10807
Apprch %	59.6	40	0	0.4		0	43.3	55.2	1.5		0	0	0	0		18.1	80.2	1.4	0.3		
Total %	13.6	9.1	0	0.1	22.8	0	5.6	7.1	0.2	12.9	0	0	0	0	0	11.6	51.6	0.9	0.2	64.3	
Pass Cars	1396	953	0	11	2360	0	590	742	21	1353	0	0	0	0	0	1210	5259	98	20	6587	10300
% Pass Cars	95.3	96.8	0	100	95.9	0	97.5	96.2	100	96.9	0	0	0	0	0	96.2	94.3	100	100	94.8	95.3
Trucks	69	31	0	0	100	0	15	29	0	44	0	0	0	0	0	48	315	0	0	363	507
% Trucks	4.7	3.2	0	0	4.1	0	2.5	3.8	0	3.1	0	0	0	0	0	3.8	5.7	0	0	5.2	4.7

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Client:FDOT-6
Intersection Name: NW 136St &NW 17 Ave
Opertaors Name: MS & OC
Weather: Sunny

File Name : Sta_14-NW 136 st _ NW 17 Ave
Site Code : 00000014
Start Date : 9/14/2016
Page No : 3

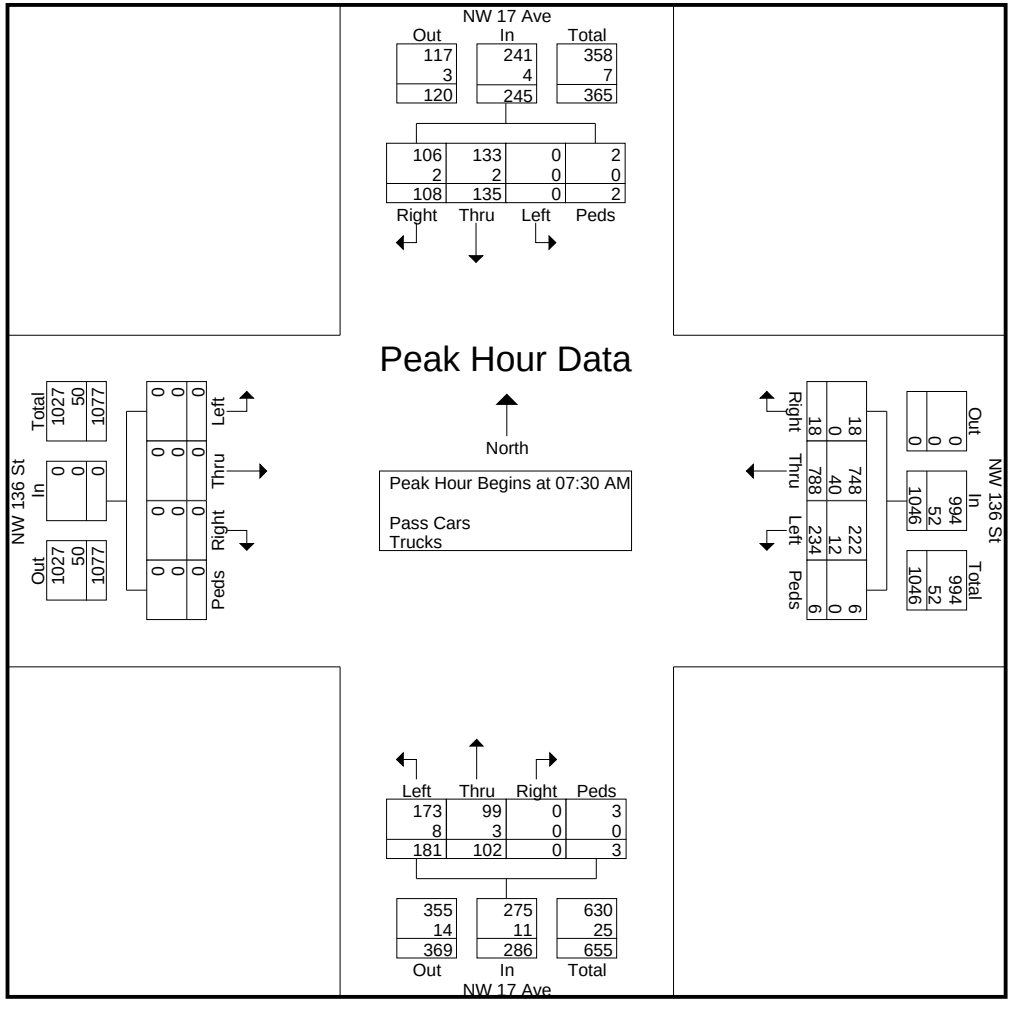
	NW 17 Ave Northbound					NW 17 Ave Southbound					NW 136 St Eastbound					NW 136 St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	40	23	0	0	63	0	34	27	0	61	0	0	0	0	0	53	195	5	1	254	378
07:45 AM	39	24	0	**1**	64	0	**38**	**30**	0	**68**	0	0	0	0	0	65	195	4	0	264	396
08:00 AM	**54**	**29**	0	1	**84**	0	34	25	0	59	0	0	0	0	0	**68**	**212**	**6**	2	**288**	**431**
08:15 AM	48	26	0	1	75	0	29	26	**2**	57	0	0	0	0	0	48	186	3	**3**	240	372
Total Volume	181	102	0	3	286	0	135	108	2	245	0	0	0	0	0	234	788	18	6	1046	1577
% App. Total	63.3	35.7	0	1		0	55.1	44.1	0.8		0	0	0	0		22.4	75.3	1.7	0.6		
PHF	.838	.879	.000	.750	.851	.000	.888	.900	.250	.901	.000	.000	.000	.000	.000	.860	.929	.750	.500	.908	.915
Pass Cars	173	99	0	3	275	0	133	106	2	241	0	0	0	0	0	222	748	18	6	994	1510
% Pass Cars	95.6	97.1	0	100	96.2	0	98.5	98.1	100	98.4	0	0	0	0	0	94.9	94.9	100	100	95.0	95.8
Trucks	8	3	0	0	11	0	2	2	0	4	0	0	0	0	0	12	40	0	0	52	67
% Trucks	4.4	2.9	0	0	3.8	0	1.5	1.9	0	1.6	0	0	0	0	0	5.1	5.1	0	0	5.0	4.2

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Client:FDOT-6
Intersection Name: NW 136St &NW 17 Ave
Opertaors Name: MS & OC
Weather: Sunny

File Name : Sta_14-NW 136 st _ NW 17 Ave
Site Code : 00000014
Start Date : 9/14/2016
Page No : 4



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Client:FDOT-6
Intersection Name: NW 136St &NW 17 Ave
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File Name : Sta_14-NW 136 st _ NW 17 Ave
Site Code : 00000014
Start Date : 9/14/2016
Page No : 5

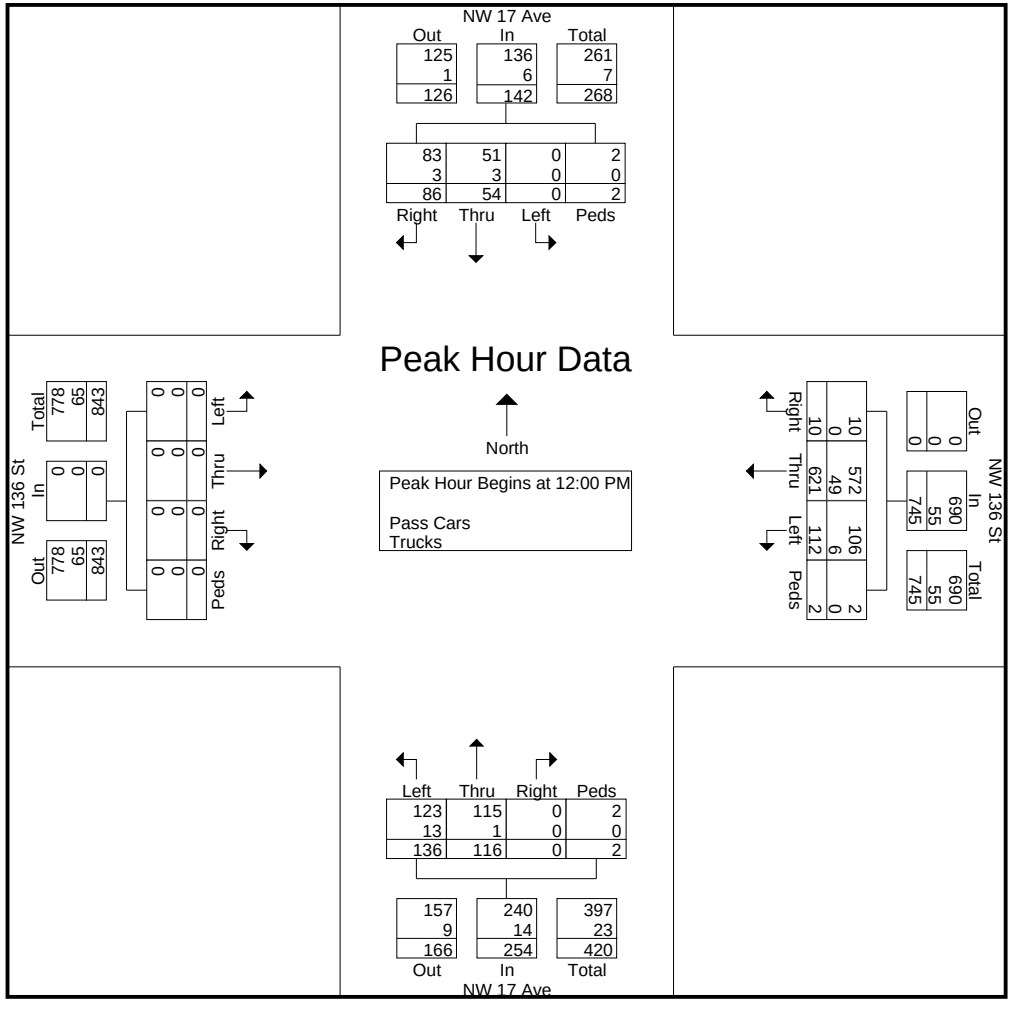
	NW 17 Ave Northbound					NW 17 Ave Southbound					NW 136 St Eastbound					NW 136 St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	20	30	0	0	50	0	16	16	0	32	0	0	0	0	0	24	158	3	**1**	186	268
12:15 PM	**45**	25	0	0	70	0	15	22	**1**	38	0	0	0	0	0	**33**	141	1	0	175	283
12:30 PM	41	30	0	**2**	**73**	0	6	**24**	0	30	0	0	0	0	0	26	**168**	1	1	**196**	**299**
12:45 PM	30	**31**	0	0	61	0	**17**	24	1	**42**	0	0	0	0	0	29	154	**5**	0	188	291
Total Volume	136	116	0	2	254	0	54	86	2	142	0	0	0	0	0	112	621	10	2	745	1141
% App. Total	53.5	45.7	0	0.8		0	38	60.6	1.4		0	0	0	0		15	83.4	1.3	0.3		
PHF	.756	.935	.000	.250	.870	.000	.794	.896	.500	.845	.000	.000	.000	.000	.000	.848	.924	.500	.500	.950	.954
Pass Cars	123	115	0	2	240	0	51	83	2	136	0	0	0	0	0	106	572	10	2	690	1066
% Pass Cars	90.4	99.1	0	100	94.5	0	94.4	96.5	100	95.8	0	0	0	0	0	94.6	92.1	100	100	92.6	93.4
Trucks	13	1	0	0	14	0	3	3	0	6	0	0	0	0	0	6	49	0	0	55	75
% Trucks	9.6	0.9	0	0	5.5	0	5.6	3.5	0	4.2	0	0	0	0	0	5.4	7.9	0	0	7.4	6.6

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Client:FDOT-6
Intersection Name: NW 136St &NW 17 Ave
Opertaors Name: MS & OC
Weather: Sunny

File Name : Sta_14-NW 136 st _ NW 17 Ave
Site Code : 00000014
Start Date : 9/14/2016
Page No : 6



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Intersection Name: NW 136St &NW 17 Ave
Opertaors Name: MS & OC
Weather: Sunny

File Name : Sta_14-NW 136 st _ NW 17 Ave
Site Code : 00000014
Start Date : 9/14/2016

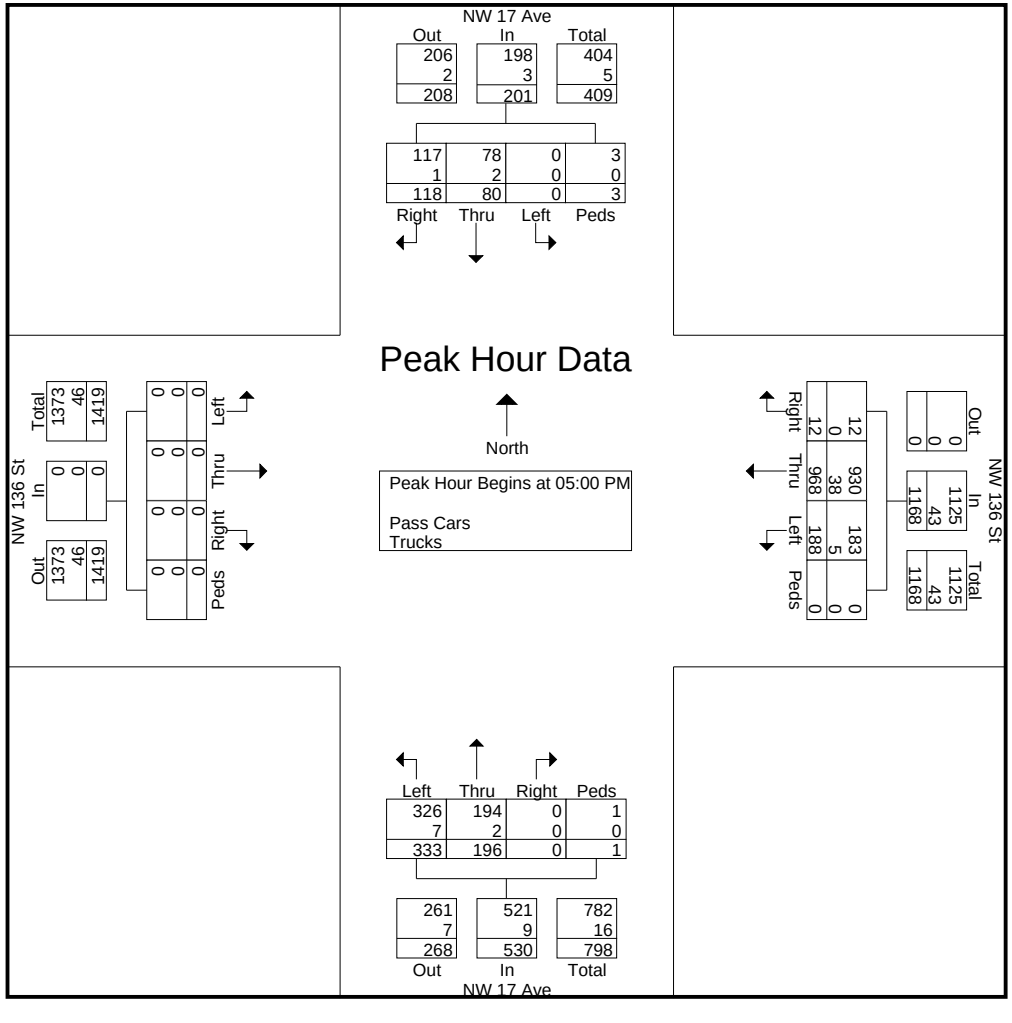
	NW 17 Ave Northbound					NW 17 Ave Southbound					NW 136 St Eastbound					NW 136 St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	82	50	0	0	132	0	15	25	0	40	0	0	0	0	0	44	**261**	1	0	**306**	478
05:15 PM	83	40	0	0	123	0	12	29	**2**	43	0	0	0	0	0	47	253	**5**	0	305	471
05:30 PM	**85**	**53**	0	0	**138**	0	22	**32**	0	54	0	0	0	0	0	**50**	224	2	0	276	468
05:45 PM	83	53	0	**1**	137	0	**31**	32	1	**64**	0	0	0	0	0	47	230	4	0	281	**482**
Total Volume	333	196	0	1	530	0	80	118	3	201	0	0	0	0	0	188	968	12	0	1168	1899
% App. Total	62.8	37	0	0.2		0	39.8	58.7	1.5		0	0	0	0		16.1	82.9	1	0		
PHF	.979	.925	.000	.250	.960	.000	.645	.922	.375	.785	.000	.000	.000	.000	.000	.940	.927	.600	.000	.954	.985
Pass Cars	326	194	0	1	521	0	78	117	3	198	0	0	0	0	0	183	930	12	0	1125	1844
% Pass Cars	97.9	99.0	0	100	98.3	0	97.5	99.2	100	98.5	0	0	0	0	0	97.3	96.1	100	0	96.3	97.1
Trucks	7	2	0	0	9	0	2	1	0	3	0	0	0	0	0	5	38	0	0	43	55
% Trucks	2.1	1.0	0	0	1.7	0	2.5	0.8	0	1.5	0	0	0	0	0	2.7	3.9	0	0	3.7	2.9

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Intersection Name: NW 136St &NW 17 Ave
Opertaors Name: MS & OC
Weather: Sunny

File Name : Sta_14-NW 136 st _ NW 17 Ave
Site Code : 00000014
Start Date : 9/14/2016
Page No : 8



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File Name : Sta_14-NW 136 st _ NW 17 Ave
Site Code : 00000014
Start Date : 9/14/2016
Page No : 1

Groups Printed- Trucks

	NW 17 Ave Northbound					NW 17 Ave Southbound					NW 136 St Eastbound					NW 136 St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	3	0	0	3	0	0	2	0	2	0	0	0	0	0	1	1	0	0	2	7
06:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	7
06:30 AM	1	2	0	0	3	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	8
06:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	5	0	0	6	8
Total	2	6	0	0	8	0	2	3	0	5	0	0	0	0	0	5	12	0	0	17	30
07:00 AM	2	1	0	0	3	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	9
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	7	0	0	8	9
07:30 AM	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	3	10	0	0	13	16
07:45 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	1	9	0	0	10	14
Total	6	2	0	0	8	0	2	3	0	5	0	0	0	0	0	5	30	0	0	35	48
08:00 AM	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	6	13	0	0	19	22
08:15 AM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	2	8	0	0	10	15
08:30 AM	2	1	0	0	3	0	0	1	0	1	0	0	0	0	0	3	7	0	0	10	14
08:45 AM	3	1	0	0	4	0	0	3	0	3	0	0	0	0	0	0	10	0	0	10	17
Total	9	4	0	0	13	0	1	5	0	6	0	0	0	0	0	11	38	0	0	49	68
*** BREAK ***																					
11:00 AM	3	0	0	0	3	0	0	2	0	2	0	0	0	0	0	0	13	0	0	13	18
11:15 AM	5	1	0	0	6	0	0	3	0	3	0	0	0	0	0	0	13	0	0	13	22
11:30 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	1	7	0	0	8	12
11:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	12
Total	13	2	0	0	15	0	0	5	0	5	0	0	0	0	0	1	43	0	0	44	64
12:00 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	3	16	0	0	19	23
12:15 PM	2	1	0	0	3	0	1	2	0	3	0	0	0	0	0	1	10	0	0	11	17
12:30 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	15
12:45 PM	4	0	0	0	4	0	2	1	0	3	0	0	0	0	0	2	11	0	0	13	20
Total	13	1	0	0	14	0	3	3	0	6	0	0	0	0	0	6	49	0	0	55	75
*** BREAK ***																					
03:00 PM	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0	3	18	0	0	21	27
03:15 PM	3	0	0	0	3	0	4	2	0	6	0	0	0	0	0	4	13	0	0	17	26
03:30 PM	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	2	17	0	0	19	24
03:45 PM	4	1	0	0	5	0	0	1	0	1	0	0	0	0	0	2	13	0	0	15	21
Total	10	7	0	0	17	0	5	4	0	9	0	0	0	0	0	11	61	0	0	72	98

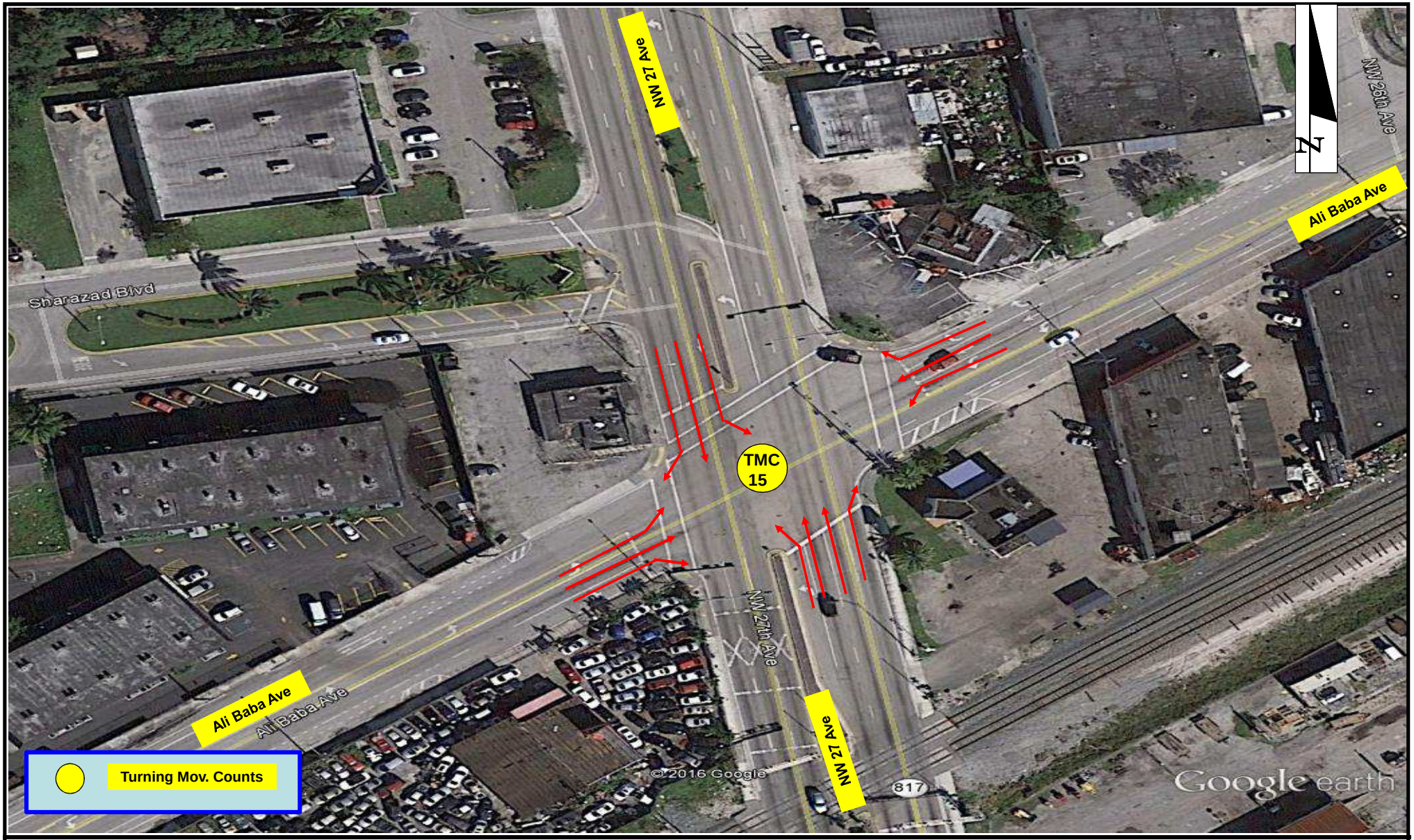
F.R. Aleman & Associates, Inc

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File Name : Sta_14-NW 136 st _ NW 17 Ave
Site Code : 00000014
Start Date : 9/14/2016
Page No : 2

Groups Printed- Trucks

	NW 17 Ave Northbound					NW 17 Ave Southbound					NW 136 St Eastbound					NW 136 St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	3	1	0	0	4	0	0	1	0	1	0	0	0	0	0	2	12	0	0	14	19
04:15 PM	1	1	0	0	2	0	0	2	0	2	0	0	0	0	0	1	8	0	0	9	13
04:30 PM	3	4	0	0	7	0	0	0	0	0	0	0	0	0	0	1	12	0	0	13	20
04:45 PM	2	1	0	0	3	0	0	2	0	2	0	0	0	0	0	0	12	0	0	12	17
Total	9	7	0	0	16	0	0	5	0	5	0	0	0	0	0	4	44	0	0	48	69
05:00 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	11	0	0	12	15
05:15 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	1	12	0	0	13	17
05:30 PM	2	0	0	0	2	0	1	1	0	2	0	0	0	0	0	1	8	0	0	9	13
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	7	0	0	9	10
Total	7	2	0	0	9	0	2	1	0	3	0	0	0	0	0	5	38	0	0	43	55
Grand Total	69	31	0	0	100	0	15	29	0	44	0	0	0	0	0	48	315	0	0	363	507
Apprch %	69	31	0	0		0	34.1	65.9	0		0	0	0	0		13.2	86.8	0	0		
Total %	13.6	6.1	0	0	19.7	0	3	5.7	0	8.7	0	0	0	0	0	9.5	62.1	0	0	71.6	



Station ID # 15: SR 817 / NW 27 Ave at Ali Baba Ave (8-Hr Turning Movement Counts)

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Client:FDOT-6
Intersection Name:NW 27 Ave @ Alibaba Av
Operators:OC & CV
Weather: Sunny

File Name : Sta_15-NW 27Ave_Alibaba Ave
Site Code : 00000015
Start Date : 9/15/2016
Page No : 1

Groups Printed- Pass Cars - Trucks

	NW 27 AVE Northbound					NW 27 AVE Southbound					ALI BABA AVE Eastbound					ALI BABA AVE Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	2	102	3	0	107	0	208	4	1	213	3	6	5	0	14	1	5	2	2	10	344
06:15 AM	1	120	0	1	122	0	317	3	1	321	5	15	6	1	27	0	5	3	0	8	478
06:30 AM	5	156	6	1	168	0	447	1	1	449	8	14	4	0	26	2	3	1	2	8	651
06:45 AM	8	164	7	0	179	0	476	6	1	483	4	35	4	0	43	3	9	2	2	16	721
Total	16	542	16	2	576	0	1448	14	4	1466	20	70	19	1	110	6	22	8	6	42	2194
07:00 AM	6	167	5	0	178	0	559	13	4	576	5	15	10	1	31	2	10	4	1	17	802
07:15 AM	3	181	4	1	189	1	522	12	1	536	7	36	8	0	51	1	10	4	0	15	791
07:30 AM	3	203	4	0	210	0	565	7	0	572	9	29	8	0	46	4	7	6	2	19	847
07:45 AM	7	239	11	2	259	0	494	4	0	498	7	23	8	0	38	2	17	6	2	27	822
Total	19	790	24	3	836	1	2140	36	5	2182	28	103	34	1	166	9	44	20	5	78	3262
08:00 AM	8	235	10	4	257	0	468	2	1	471	13	36	22	0	71	6	15	9	0	30	829
08:15 AM	8	224	8	3	243	0	506	5	2	513	8	24	19	0	51	7	22	5	2	36	843
08:30 AM	7	200	5	3	215	0	440	9	1	450	8	29	9	0	46	2	11	8	1	22	733
08:45 AM	11	204	6	2	223	0	405	8	2	415	14	20	15	2	51	5	13	11	1	30	719
Total	34	863	29	12	938	0	1819	24	6	1849	43	109	65	2	219	20	61	33	4	118	3124
*** BREAK ***																					
11:00 AM	7	240	6	1	254	0	245	4	0	249	14	15	9	0	38	7	11	12	2	32	573
11:15 AM	15	239	9	0	263	0	216	6	0	222	10	18	12	0	40	4	20	5	1	30	555
11:30 AM	12	216	12	0	240	0	237	4	0	241	11	21	6	0	38	10	15	10	0	35	554
11:45 AM	14	192	7	0	213	0	182	6	2	190	10	15	12	0	37	16	13	0	0	29	469
Total	48	887	34	1	970	0	880	20	2	902	45	69	39	0	153	37	59	27	3	126	2151
12:00 PM	13	229	16	0	258	0	260	10	4	274	13	18	21	0	52	13	18	11	0	42	626
12:15 PM	10	220	10	1	241	0	253	13	0	266	8	16	7	0	31	9	14	6	1	30	568
12:30 PM	8	261	4	0	273	0	215	10	0	225	15	16	21	0	52	14	9	8	0	31	581
12:45 PM	12	266	13	0	291	0	306	9	2	317	16	17	7	0	40	10	18	15	1	44	692
Total	43	976	43	1	1063	0	1034	42	6	1082	52	67	56	0	175	46	59	40	2	147	2467
*** BREAK ***																					
03:00 PM	13	305	11	0	329	0	244	12	2	258	13	23	10	0	46	11	14	13	1	39	672
03:15 PM	12	325	6	0	343	0	302	11	0	313	12	15	10	0	37	15	19	15	1	50	743
03:30 PM	11	343	10	1	365	0	304	10	3	317	17	30	19	4	70	17	28	11	3	59	811

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File Name : Sta_15-NW 27Ave_Alibaba Ave
Site Code : 00000015
Start Date : 9/15/2016
Page No : 1

Groups Printed- Trucks

	NW 27 AVE Northbound					NW 27 AVE Southbound					ALI BABA AVE Eastbound					ALI BABA AVE Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	7	1	0	8	0	6	1	0	7	0	0	0	0	0	1	1	1	0	3	18
06:15 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
06:30 AM	1	8	1	0	10	0	9	0	0	9	0	1	0	0	1	1	1	0	0	2	22
06:45 AM	1	6	1	0	8	0	8	1	0	9	0	2	0	0	2	0	0	1	0	1	20
Total	2	23	3	0	28	0	24	2	0	26	0	3	0	0	3	2	3	2	0	7	64
07:00 AM	0	8	1	0	9	0	19	1	0	20	2	0	1	0	3	1	1	0	0	2	34
07:15 AM	1	7	1	0	9	0	9	1	0	10	1	2	2	0	5	0	1	0	0	1	25
07:30 AM	0	16	0	0	16	0	18	0	0	18	1	1	0	0	2	0	0	2	0	2	38
07:45 AM	0	8	0	0	8	0	16	0	0	16	1	3	0	0	4	0	2	0	0	2	30
Total	1	39	2	0	42	0	62	2	0	64	5	6	3	0	14	1	4	2	0	7	127
08:00 AM	0	10	1	0	11	0	18	0	0	18	0	2	1	0	3	0	1	1	0	2	34
08:15 AM	0	9	2	0	11	0	17	1	0	18	0	0	2	0	2	1	4	1	0	6	37
08:30 AM	0	15	1	0	16	0	19	0	0	19	2	0	2	0	4	0	1	0	0	1	40
08:45 AM	0	17	2	0	19	0	21	0	0	21	0	0	1	0	1	1	2	0	0	3	44
Total	0	51	6	0	57	0	75	1	0	76	2	2	6	0	10	2	8	2	0	12	155
*** BREAK ***																					
11:00 AM	1	9	2	0	12	0	11	2	0	13	1	2	0	0	3	0	2	3	0	5	33
11:15 AM	0	18	2	0	20	0	15	0	0	15	0	4	1	0	5	1	3	0	0	4	44
11:30 AM	0	11	3	0	14	0	13	0	0	13	0	1	0	0	1	1	2	0	0	3	31
11:45 AM	0	7	1	0	8	0	13	1	0	14	1	1	1	0	3	1	1	0	0	2	27
Total	1	45	8	0	54	0	52	3	0	55	2	8	2	0	12	3	8	3	0	14	135
12:00 PM	0	13	2	0	15	0	13	1	0	14	0	0	0	0	0	0	3	1	0	4	33
12:15 PM	0	14	1	0	15	0	16	1	0	17	0	1	0	0	1	1	1	1	0	3	36
12:30 PM	1	14	0	0	15	0	15	0	0	15	0	1	0	0	1	2	2	1	0	5	36
12:45 PM	0	12	2	0	14	0	18	0	0	18	1	2	1	0	4	1	3	2	0	6	42
Total	1	53	5	0	59	0	62	2	0	64	1	4	1	0	6	4	9	5	0	18	147
*** BREAK ***																					
03:00 PM	0	10	1	0	11	0	13	1	0	14	2	3	1	0	6	0	1	0	0	1	32
03:15 PM	2	10	0	0	12	0	13	1	0	14	0	0	0	0	0	3	3	1	0	7	33
03:30 PM	2	7	1	0	10	0	12	1	0	13	0	2	0	0	2	1	1	0	0	2	27
03:45 PM	0	15	0	0	15	0	9	0	0	9	0	1	1	0	2	1	0	0	0	1	27
Total	4	42	2	0	48	0	47	3	0	50	2	6	2	0	10	5	5	1	0	11	119

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File Name : Sta_15-NW 27Ave_Alibaba Ave
Site Code : 00000015
Start Date : 9/15/2016
Page No : 2

Groups Printed- Trucks

	NW 27 AVE Northbound					NW 27 AVE Southbound					ALI BABA AVE Eastbound					ALI BABA AVE Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	14	1	0	15	0	13	0	0	13	0	2	0	0	2	1	1	0	0	2	32
04:15 PM	0	15	2	0	17	0	12	0	0	12	1	0	2	0	3	0	1	0	0	1	33
04:30 PM	0	16	2	0	18	0	11	0	0	11	1	0	0	0	1	0	2	1	0	3	33
04:45 PM	0	10	0	0	10	0	10	1	0	11	0	3	1	0	4	2	2	0	0	4	29
Total	0	55	5	0	60	0	46	1	0	47	2	5	3	0	10	3	6	1	0	10	127
05:00 PM	1	8	0	0	9	0	10	0	0	10	2	0	2	0	4	0	1	0	0	1	24
05:15 PM	0	8	1	0	9	0	9	2	0	11	0	1	0	0	1	0	2	0	0	2	23
05:30 PM	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	0	2	1	0	3	16
05:45 PM	2	12	1	0	15	0	10	0	0	10	0	1	0	0	1	0	0	1	0	1	27
Total	3	34	2	0	39	0	36	2	0	38	2	2	2	0	6	0	5	2	0	7	90
Grand Total	12	342	33	0	387	0	404	16	0	420	16	36	19	0	71	20	48	18	0	86	964
Apprch %	3.1	88.4	8.5	0		0	96.2	3.8	0		22.5	50.7	26.8	0		23.3	55.8	20.9	0		
Total %	1.2	35.5	3.4	0	40.1	0	41.9	1.7	0	43.6	1.7	3.7	2	0	7.4	2.1	5	1.9	0	8.9	

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Client:FDOT-6
Intersection Name:NW 27 Ave @ Alibaba Av
Operators:OC & CV
Weather: Sunny

File Name : Sta_15-NW 27Ave_Alibaba Ave
Site Code : 00000015
Start Date : 9/15/2016
Page No : 2

Groups Printed- Pass Cars - Trucks

	NW 27 AVE Northbound					NW 27 AVE Southbound					ALI BABA AVE Eastbound					ALI BABA AVE Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	15	379	7	1	402	0	283	9	1	293	13	10	12	1	36	8	21	12	3	44	775
Total	51	1352	34	2	1439	0	1133	42	6	1181	55	78	51	5	189	51	82	51	8	192	3001
04:00 PM	14	378	10	0	402	0	291	11	0	302	17	32	15	2	66	6	17	8	0	31	801
04:15 PM	8	375	8	0	391	0	307	14	1	322	16	24	14	0	54	10	16	3	3	32	799
04:30 PM	13	387	10	1	411	0	296	8	4	308	17	13	8	0	38	11	21	6	4	42	799
04:45 PM	10	417	6	0	433	0	288	7	1	296	22	35	20	0	77	9	19	10	2	40	846
Total	45	1557	34	1	1637	0	1182	40	6	1228	72	104	57	2	235	36	73	27	9	145	3245
05:00 PM	8	398	3	0	409	0	357	6	3	366	10	27	12	0	49	6	14	13	1	34	858
05:15 PM	5	442	4	1	452	0	309	10	0	319	12	28	22	0	62	8	28	7	0	43	876
05:30 PM	10	434	6	0	450	0	355	12	1	368	20	20	20	0	60	9	9	11	1	30	908
05:45 PM	9	474	8	1	492	0	320	10	1	331	18	26	19	5	68	1	15	7	2	25	916
Total	32	1748	21	2	1803	0	1341	38	5	1384	60	101	73	5	239	24	66	38	4	132	3558
Grand Total	288	8715	235	24	9262	1	10977	256	40	11274	375	701	394	16	1486	229	466	244	41	980	23002
Apprch %	3.1	94.1	2.5	0.3		0	97.4	2.3	0.4		25.2	47.2	26.5	1.1		23.4	47.6	24.9	4.2		
Total %	1.3	37.9	1	0.1	40.3	0	47.7	1.1	0.2	49	1.6	3	1.7	0.1	6.5	1	2	1.1	0.2	4.3	
Pass Cars	276	8373	202	24	8875	1	10573	240	40	10854	359	665	375	16	1415	209	418	226	41	894	22038
% Pass Cars	95.8	96.1	86	100	95.8	100	96.3	93.8	100	96.3	95.7	94.9	95.2	100	95.2	91.3	89.7	92.6	100	91.2	95.8
Trucks	12	342	33	0	387	0	404	16	0	420	16	36	19	0	71	20	48	18	0	86	964
% Trucks	4.2	3.9	14	0	4.2	0	3.7	6.2	0	3.7	4.3	5.1	4.8	0	4.8	8.7	10.3	7.4	0	8.8	4.2

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Client:FDOT-6
Intersection Name:NW 27 Ave @ Alibaba Av
Operators:OC & CV
Weather: Sunny

File Name : Sta_15-NW 27Ave_Alibaba Ave
Site Code : 00000015
Start Date : 9/15/2016
Page No : 3

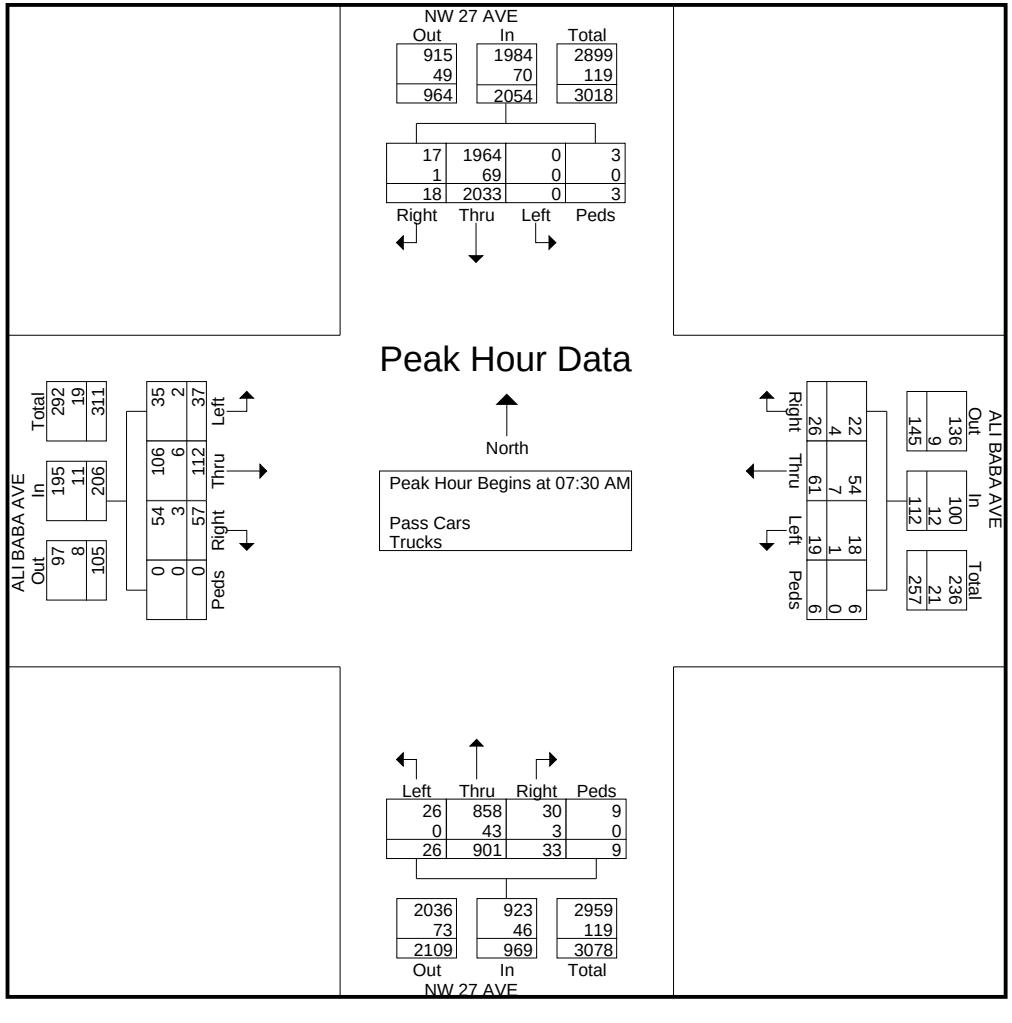
	NW 27 AVE Northbound					NW 27 AVE Southbound					ALI BABA AVE Eastbound					ALI BABA AVE Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	203	4	0	210	0	**565**	**7**	0	**572**	9	29	8	0	46	4	7	6	**2**	19	**847**
07:45 AM	7	**239**	**11**	2	**259**	0	494	4	0	498	7	23	8	0	38	2	17	6	2	27	822
08:00 AM	**8**	235	10	**4**	257	0	468	2	1	471	**13**	**36**	**22**	0	**71**	6	15	**9**	0	30	829
08:15 AM	8	224	8	3	243	0	506	5	**2**	513	8	24	19	0	51	**7**	**22**	5	2	**36**	843
Total Volume	26	901	33	9	969	0	2033	18	3	2054	37	112	57	0	206	19	61	26	6	112	3341
% App. Total	2.7	93	3.4	0.9		0	99	0.9	0.1		18	54.4	27.7	0		17	54.5	23.2	5.4		
PHF	.813	.942	.750	.563	.935	.000	.900	.643	.375	.898	.712	.778	.648	.000	.725	.679	.693	.722	.750	.778	.986
Pass Cars	26	858	30	9	923	0	1964	17	3	1984	35	106	54	0	195	18	54	22	6	100	3202
% Pass Cars	100	95.2	90.9	100	95.3	0	96.6	94.4	100	96.6	94.6	94.6	94.7	0	94.7	94.7	88.5	84.6	100	89.3	95.8
Trucks	0	43	3	0	46	0	69	1	0	70	2	6	3	0	11	1	7	4	0	12	139
% Trucks	0	4.8	9.1	0	4.7	0	3.4	5.6	0	3.4	5.4	5.4	5.3	0	5.3	5.3	11.5	15.4	0	10.7	4.2

F.R. Aleman & Associates, Inc

10305 NW 41st Street, Suite 200
Miami,FL. 33178
Phone: (305) 591-8777
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Client:FDOT-6
Intersection Name:NW 27 Ave @ Alibaba Av
Operators:OC & CV
Weather: Sunny

File Name : Sta_15-NW 27Ave_Alibaba Ave
Site Code : 00000015
Start Date : 9/15/2016
Page No : 4



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File Name : Sta_15-NW 27Ave_Alibaba Ave
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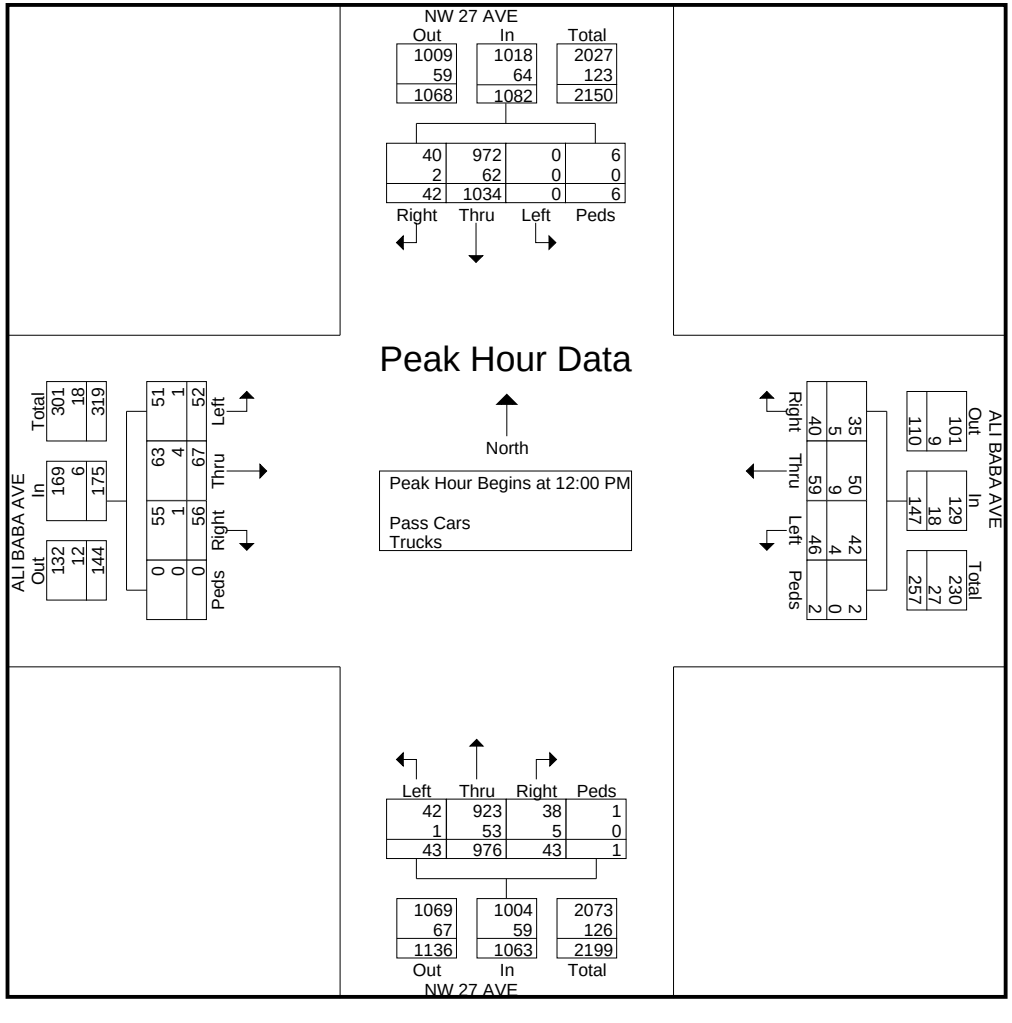
	NW 27 AVE Northbound					NW 27 AVE Southbound					ALI BABA AVE Eastbound					ALI BABA AVE Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	**13**	229	**16**	0	258	0	260	10	**4**	274	13	**18**	**21**	0	**52**	13	**18**	11	0	42	626
12:15 PM	10	220	10	**1**	241	0	253	**13**	0	266	8	16	7	0	31	9	14	6	**1**	30	568
12:30 PM	8	261	4	0	273	0	215	10	0	225	15	16	21	0	52	**14**	9	8	0	31	581
12:45 PM	12	**266**	13	0	**291**	0	**306**	9	2	**317**	**16**	17	7	0	40	10	18	**15**	1	**44**	**692**
Total Volume	43	976	43	1	1063	0	1034	42	6	1082	52	67	56	0	175	46	59	40	2	147	2467
% App. Total	4	91.8	4	0.1		0	95.6	3.9	0.6		29.7	38.3	32	0		31.3	40.1	27.2	1.4		
PHF	.827	.917	.672	.250	.913	.000	.845	.808	.375	.853	.813	.931	.667	.000	.841	.821	.819	.667	.500	.835	.891
Pass Cars	42	923	38	1	1004	0	972	40	6	1018	51	63	55	0	169	42	50	35	2	129	2320
% Pass Cars	97.7	94.6	88.4	100	94.4	0	94.0	95.2	100	94.1	98.1	94.0	98.2	0	96.6	91.3	84.7	87.5	100	87.8	94.0
Trucks	1	53	5	0	59	0	62	2	0	64	1	4	1	0	6	4	9	5	0	18	147
% Trucks	2.3	5.4	11.6	0	5.6	0	6.0	4.8	0	5.9	1.9	6.0	1.8	0	3.4	8.7	15.3	12.5	0	12.2	6.0

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Intersection Name:NW 27 Ave @ Alibaba Av
Operators:OC & CV
Weather: Sunny

File Name : Sta_15-NW 27Ave_Alibaba Ave
Site Code : 00000015
Start Date : 9/15/2016
Page No : 6



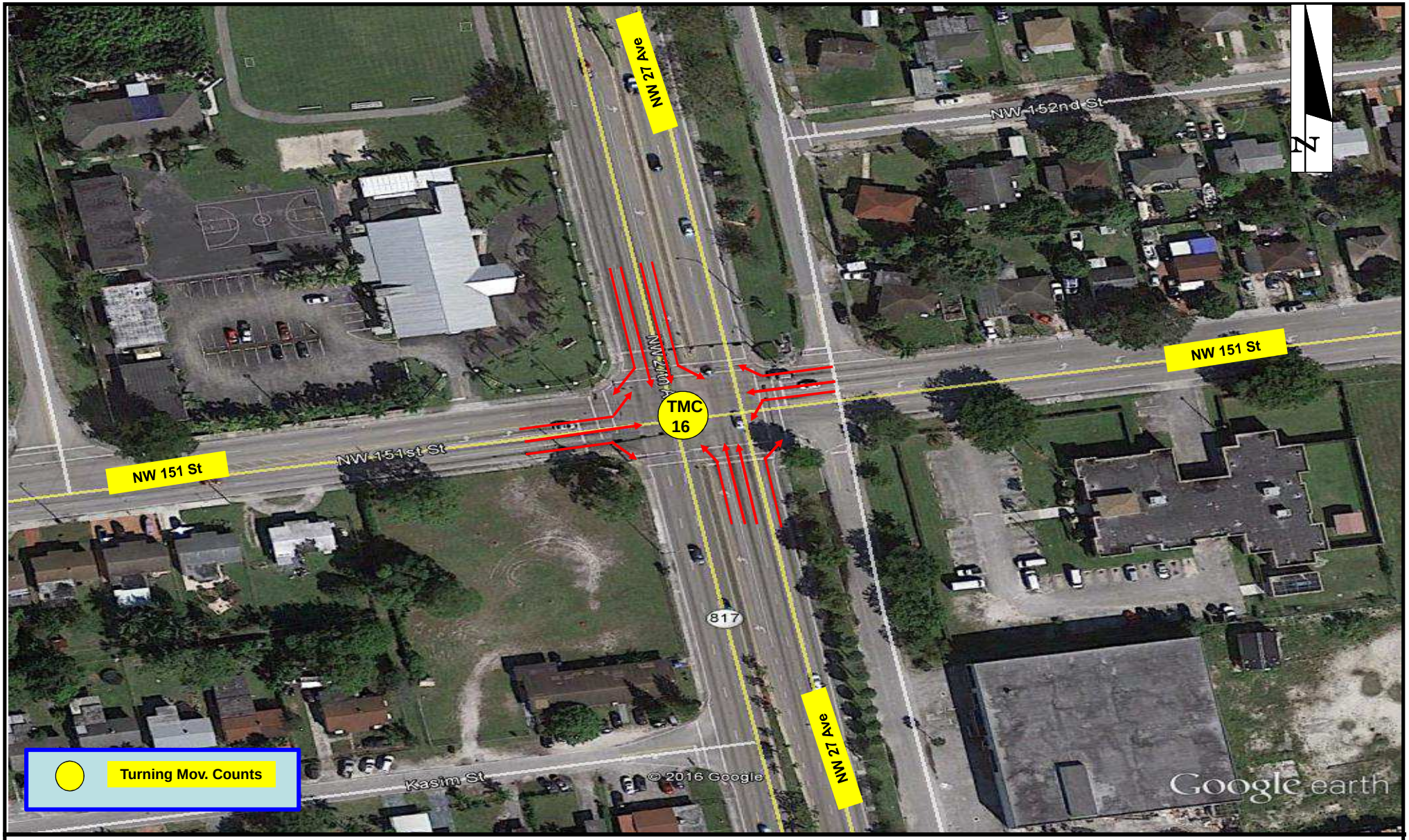
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Operators:OC & CV
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File Name : Sta_15-NW 27Ave_Alibaba Ave
Site Code : 00000015
Start Date : 9/15/2016
Page No : 7

	NW 27 AVE Northbound					NW 27 AVE Southbound					ALI BABA AVE Eastbound					ALI BABA AVE Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	8	398	3	0	409	0	**357**	6	**3**	366	10	27	12	0	49	6	14	**13**	1	34	858
05:15 PM	5	442	4	**1**	452	0	309	10	0	319	12	**28**	**22**	0	62	8	**28**	7	0	**43**	876
05:30 PM	**10**	434	6	0	450	0	355	**12**	1	**368**	**20**	20	20	0	60	**9**	9	11	1	30	908
05:45 PM	9	**474**	**8**	1	**492**	0	320	10	1	331	18	26	19	**5**	**68**	1	15	7	**2**	25	**916**
Total Volume	32	1748	21	2	1803	0	1341	38	5	1384	60	101	73	5	239	24	66	38	4	132	3558
% App. Total	1.8	96.9	1.2	0.1		0	96.9	2.7	0.4		25.1	42.3	30.5	2.1		18.2	50	28.8	3		
PHF	.800	.922	.656	.500	.916	.000	.939	.792	.417	.940	.750	.902	.830	.250	.879	.667	.589	.731	.500	.767	.971
Pass Cars	29	1714	19	2	1764	0	1305	36	5	1346	58	99	71	5	233	24	61	36	4	125	3468
% Pass Cars	90.6	98.1	90.5	100	97.8	0	97.3	94.7	100	97.3	96.7	98.0	97.3	100	97.5	100	92.4	94.7	100	94.7	97.5
Trucks	3	34	2	0	39	0	36	2	0	38	2	2	2	0	6	0	5	2	0	7	90
% Trucks	9.4	1.9	9.5	0	2.2	0	2.7	5.3	0	2.7	3.3	2.0	2.7	0	2.5	0	7.6	5.3	0	5.3	2.5



Station ID # 16: SR 817 / NW 27 Ave at NW 151 St (8-Hr Turning Movement Counts)

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Client:FDOT-6
Intersection Name: NW 27 Ave & NW 151 St
Opertaors Name: EA & ML
Weather: Sunny

File Name : NW 27 AVe_NW151 St
Site Code : 00000016
Start Date : 9/15/2016
Page No : 1

Groups Printed- Pass Cars - Trucks

	NW 27 AVE Northbound					NW 27 AVE Southbound					NW 151 ST Eastbound					NW 151 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	9	75	1	0	85	18	163	12	0	193	10	27	20	0	57	5	17	11	0	33	368
06:15 AM	6	122	0	0	128	30	314	13	0	357	10	39	35	0	84	5	18	8	0	31	600
06:30 AM	12	126	2	0	140	27	367	32	2	428	17	55	44	0	116	10	39	9	0	58	742
06:45 AM	19	153	3	0	175	33	431	34	0	498	29	61	54	0	144	11	26	9	0	46	863
Total	46	476	6	0	528	108	1275	91	2	1476	66	182	153	0	401	31	100	37	0	168	2573
07:00 AM	15	125	4	0	144	47	478	17	1	543	25	66	61	0	152	14	37	6	0	57	896
07:15 AM	35	164	7	0	206	47	494	45	0	586	18	84	51	0	153	15	39	13	0	67	1012
07:30 AM	25	171	4	0	200	38	477	43	0	558	46	94	65	0	205	15	58	15	0	88	1051
07:45 AM	34	201	11	0	246	54	531	39	0	624	33	64	48	0	145	25	59	18	1	103	1118
Total	109	661	26	0	796	186	1980	144	1	2311	122	308	225	0	655	69	193	52	1	315	4077
08:00 AM	25	171	9	0	205	61	402	30	1	494	42	89	55	1	187	32	46	18	0	96	982
08:15 AM	23	195	9	0	227	42	435	37	0	514	29	50	31	0	110	28	27	17	0	72	923
08:30 AM	24	175	10	0	209	61	397	31	0	489	39	66	39	1	145	17	45	11	3	76	919
08:45 AM	21	172	14	0	207	53	349	37	0	439	22	55	30	0	107	21	39	7	0	67	820
Total	93	713	42	0	848	217	1583	135	1	1936	132	260	155	2	549	98	157	53	3	311	3644
*** BREAK ***																					
11:00 AM	19	179	12	0	210	30	223	7	0	260	9	25	21	0	55	8	27	22	0	57	582
11:15 AM	23	235	6	0	264	33	211	17	1	262	13	30	22	0	65	6	18	23	0	47	638
11:30 AM	16	177	9	0	202	33	232	16	0	281	24	29	20	1	74	5	23	10	0	38	595
11:45 AM	22	184	7	0	213	31	213	21	0	265	22	41	18	0	81	6	22	20	0	48	607
Total	80	775	34	0	889	127	879	61	1	1068	68	125	81	1	275	25	90	75	0	190	2422
12:00 PM	22	215	9	2	248	23	232	21	1	277	18	31	19	1	69	9	17	16	0	42	636
12:15 PM	26	171	13	0	210	29	274	20	1	324	27	35	30	0	92	9	20	20	0	49	675
12:30 PM	22	221	11	0	254	34	236	20	0	290	14	33	22	0	69	5	19	10	1	35	648
12:45 PM	16	255	7	0	278	30	263	18	0	311	21	29	28	4	82	9	39	30	0	78	749
Total	86	862	40	2	990	116	1005	79	2	1202	80	128	99	5	312	32	95	76	1	204	2708
*** BREAK ***																					
03:00 PM	26	282	16	0	324	20	271	22	0	313	28	39	20	2	89	11	48	17	0	76	802
03:15 PM	28	271	8	0	307	36	253	27	2	318	47	58	25	0	130	15	47	23	0	85	840
03:30 PM	49	351	18	0	418	39	297	26	1	363	41	41	17	0	99	16	45	21	0	82	962

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Client:FDOT-6
Intersection Name: NW 27 Ave & NW 151 St
Opertaors Name: EA & ML
Weather: Sunny

File Name : NW 27 AVe_NW151 St
Site Code : 00000016
Start Date : 9/15/2016

Groups Printed- Pass Cars - Trucks

	NW 27 AVE Northbound					NW 27 AVE Southbound					NW 151 ST Eastbound					NW 151 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	53	268	12	0	333	24	220	23	0	267	45	53	31	0	129	14	69	22	2	107	836
Total	156	1172	54	0	1382	119	1041	98	3	1261	161	191	93	2	447	56	209	83	2	350	3440
04:00 PM	53	341	12	0	406	35	300	29	1	365	28	51	26	0	105	29	53	26	3	111	987
04:15 PM	54	293	5	0	352	28	265	21	5	319	39	61	25	0	125	18	44	19	1	82	878
04:30 PM	48	320	14	0	382	39	288	42	0	369	47	42	15	0	104	10	40	27	0	77	932
04:45 PM	59	367	15	0	441	29	240	41	1	311	50	47	21	0	118	17	55	26	0	98	968
Total	214	1321	46	0	1581	131	1093	133	7	1364	164	201	87	0	452	74	192	98	4	368	3765
05:00 PM	62	358	15	2	437	25	307	30	1	363	49	66	28	0	143	12	66	17	0	95	1038
05:15 PM	59	387	6	0	452	30	239	39	0	308	42	60	31	0	133	21	77	29	0	127	1020
05:30 PM	60	412	10	0	482	28	321	40	0	389	41	61	26	3	131	13	53	20	0	86	1088
05:45 PM	63	373	13	0	449	25	264	27	0	316	49	55	19	0	123	21	68	17	0	106	994
Total	244	1530	44	2	1820	108	1131	136	1	1376	181	242	104	3	530	67	264	83	0	414	4140
Grand Total	1028	7510	292	4	8834	1112	9987	877	18	11994	974	1637	997	13	3621	452	1300	557	11	2320	26769
Apprch %	11.6	85	3.3	0		9.3	83.3	7.3	0.2		26.9	45.2	27.5	0.4		19.5	56	24	0.5		
Total %	3.8	28.1	1.1	0	33	4.2	37.3	3.3	0.1	44.8	3.6	6.1	3.7	0	13.5	1.7	4.9	2.1	0	8.7	
Pass Cars	993	7229	273	0	8495	1065	9586	848	18	11517	956	1556	973	4	3489	427	1233	525	11	2196	25697
% Pass Cars	96.6	96.3	93.5	0	96.2	95.8	96	96.7	100	96	98.2	95.1	97.6	30.8	96.4	94.5	94.8	94.3	100	94.7	96
Trucks	35	281	19	4	339	47	401	29	0	477	18	81	24	9	132	25	67	32	0	124	1072
% Trucks	3.4	3.7	6.5	100	3.8	4.2	4	3.3	0	4	1.8	4.9	2.4	69.2	3.6	5.5	5.2	5.7	0	5.3	4

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Client:FDOT-6
Intersection Name: NW 27 Ave & NW 151 St
Opertaors Name: EA & ML
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File Name : NW 27 AVe_NW151 St
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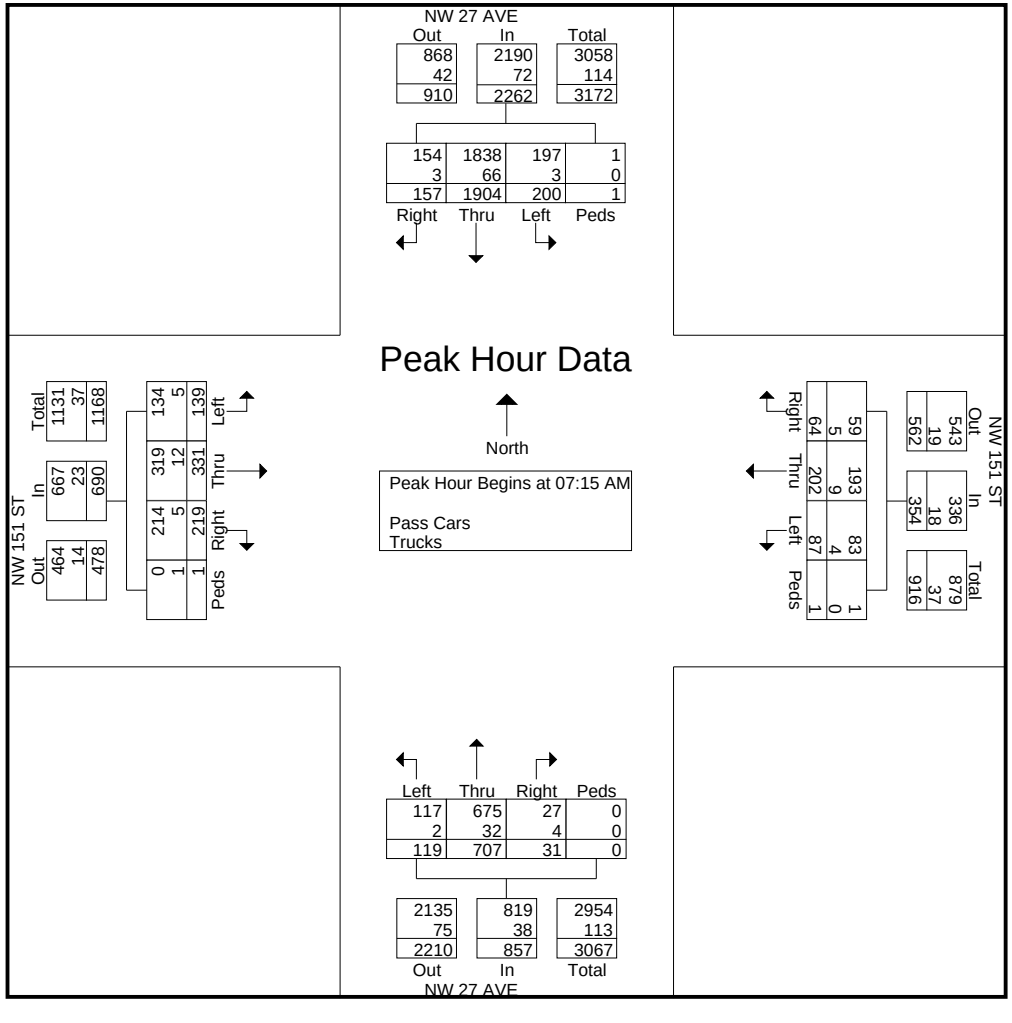
	NW 27 AVE Northbound					NW 27 AVE Southbound					NW 151 ST Eastbound					NW 151 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**35**	164	7	0	206	47	494	**45**	0	586	18	84	51	0	153	15	39	13	0	67	1012
07:30 AM	25	171	4	0	200	38	477	43	0	558	**46**	**94**	**65**	0	**205**	15	58	15	0	88	1051
07:45 AM	34	**201**	**11**	0	**246**	54	**531**	39	0	**624**	33	64	48	0	145	25	**59**	**18**	**1**	**103**	**1118**
08:00 AM	25	171	9	0	205	**61**	402	30	**1**	494	42	89	55	**1**	187	**32**	46	18	0	96	982
Total Volume	119	707	31	0	857	200	1904	157	1	2262	139	331	219	1	690	87	202	64	1	354	4163
% App. Total	13.9	82.5	3.6	0		8.8	84.2	6.9	0		20.1	48	31.7	0.1		24.6	57.1	18.1	0.3		
PHF	.850	.879	.705	.000	.871	.820	.896	.872	.250	.906	.755	.880	.842	.250	.841	.680	.856	.889	.250	.859	.931
Pass Cars	117	675	27	0	819	197	1838	154	1	2190	134	319	214	0	667	83	193	59	1	336	4012
% Pass Cars	98.3	95.5	87.1	0	95.6	98.5	96.5	98.1	100	96.8	96.4	96.4	97.7	0	96.7	95.4	95.5	92.2	100	94.9	96.4
Trucks	2	32	4	0	38	3	66	3	0	72	5	12	5	1	23	4	9	5	0	18	151
% Trucks	1.7	4.5	12.9	0	4.4	1.5	3.5	1.9	0	3.2	3.6	3.6	2.3	100	3.3	4.6	4.5	7.8	0	5.1	3.6

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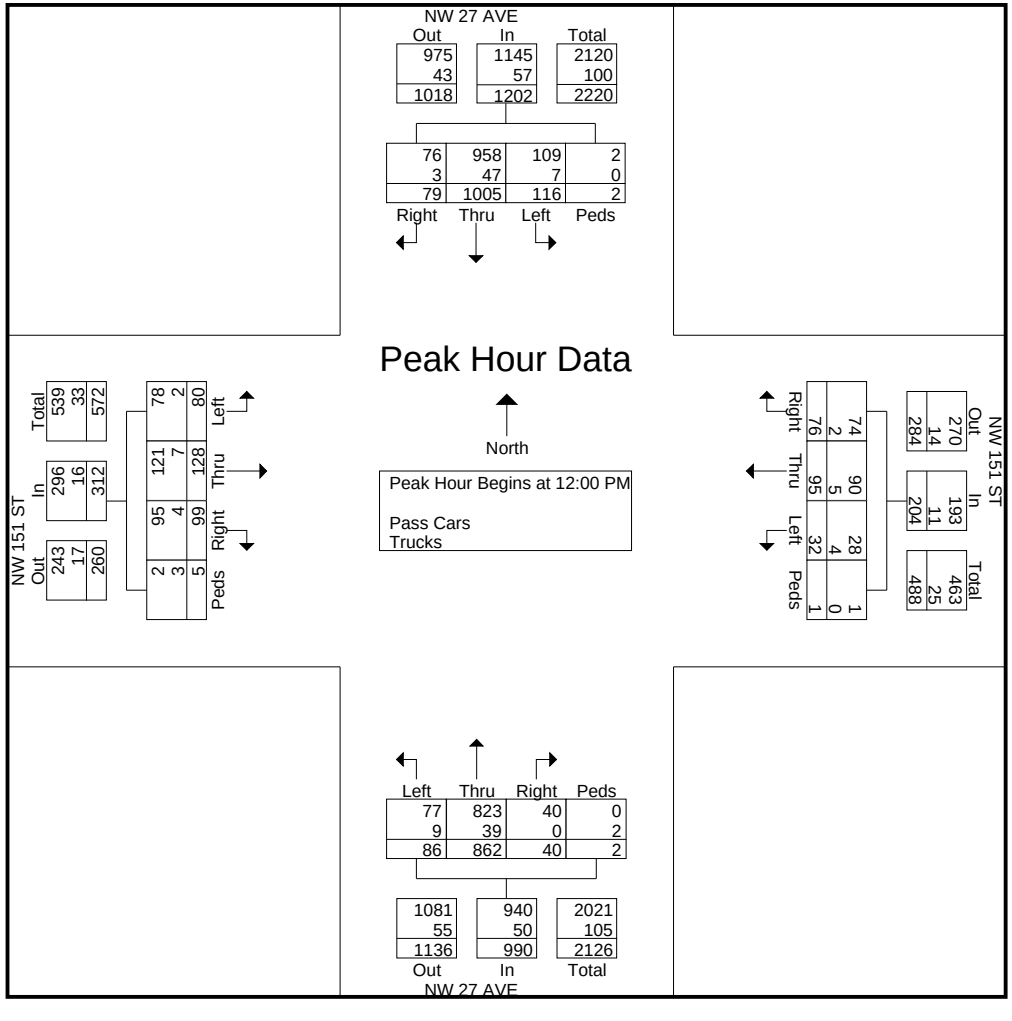
	NW 27 AVE Northbound					NW 27 AVE Southbound					NW 151 ST Eastbound					NW 151 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	22	215	9	**2**	248	23	232	**21**	**1**	277	18	31	19	1	69	**9**	17	16	0	42	636
12:15 PM	**26**	171	**13**	0	210	29	**274**	20	1	**324**	**27**	**35**	**30**	0	**92**	9	20	20	0	49	675
12:30 PM	22	221	11	0	254	**34**	236	20	0	290	14	33	22	0	69	5	19	10	**1**	35	648
12:45 PM	16	**255**	7	0	**278**	30	263	18	0	311	21	29	28	**4**	82	9	**39**	**30**	0	**78**	**749**
Total Volume	86	862	40	2	990	116	1005	79	2	1202	80	128	99	5	312	32	95	76	1	204	2708
% App. Total	8.7	87.1	4	0.2		9.7	83.6	6.6	0.2		25.6	41	31.7	1.6		15.7	46.6	37.3	0.5		
PHF	.827	.845	.769	.250	.890	.853	.917	.940	.500	.927	.741	.914	.825	.313	.848	.889	.609	.633	.250	.654	.904
Pass Cars	77	823	40	0	940	109	958	76	2	1145	78	121	95	2	296	28	90	74	1	193	2574
% Pass Cars	89.5	95.5	100	0	94.9	94.0	95.3	96.2	100	95.3	97.5	94.5	96.0	40.0	94.9	87.5	94.7	97.4	100	94.6	95.1
Trucks	9	39	0	2	50	7	47	3	0	57	2	7	4	3	16	4	5	2	0	11	134
% Trucks	10.5	4.5	0	100	5.1	6.0	4.7	3.8	0	4.7	2.5	5.5	4.0	60.0	5.1	12.5	5.3	2.6	0	5.4	4.9

F.R. Aleman & Associates, Inc

10305 NW 41st Street, Suite 200
Miami,FL. 33178
Phone: (305) 591-8777
Fax: (305) 599-8749

Client:FDOT-6
Intersection Name: NW 27 Ave & NW 151 St
Opertaors Name: EA & ML
Weather: Sunny

File Name : NW 27 AVe_NW151 St
Site Code : 00000016
Start Date : 9/15/2016
Page No : 6



F.R. Aleman & Associates, Inc

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Client:FDOT-6
Intersection Name: NW 27 Ave & NW 151 St
Opertaors Name: EA & ML
Weather: Sunny

File Name : NW 27 AVe_NW151 St
Site Code : 00000016
Start Date : 9/15/2016

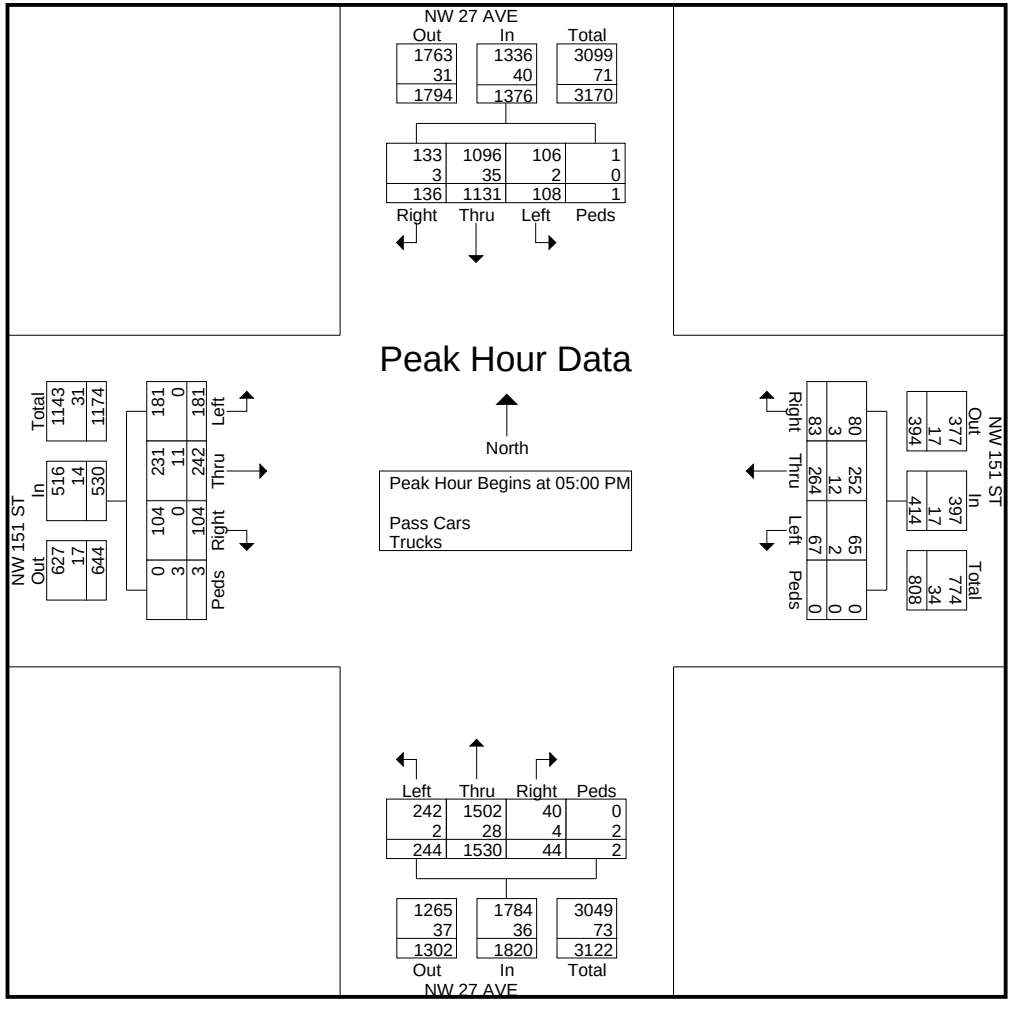
	NW 27 AVE Northbound					NW 27 AVE Southbound					NW 151 ST Eastbound					NW 151 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	62	358	**15**	**2**	437	25	307	30	**1**	363	**49**	**66**	28	0	**143**	12	66	17	0	95	1038
05:15 PM	59	387	6	0	452	**30**	239	39	0	308	42	60	**31**	0	133	**21**	**77**	**29**	0	**127**	1020
05:30 PM	60	**412**	10	0	**482**	28	**321**	**40**	0	**389**	41	61	26	**3**	131	13	53	20	0	86	**1088**
05:45 PM	**63**	373	13	0	449	25	264	27	0	316	49	55	19	0	123	21	68	17	0	106	994
Total Volume	244	1530	44	2	1820	108	1131	136	1	1376	181	242	104	3	530	67	264	83	0	414	4140
% App. Total	13.4	84.1	2.4	0.1		7.8	82.2	9.9	0.1		34.2	45.7	19.6	0.6		16.2	63.8	20	0		
PHF	.968	.928	.733	.250	.944	.900	.881	.850	.250	.884	.923	.917	.839	.250	.927	.798	.857	.716	.000	.815	.951
Pass Cars	242	1502	40	0	1784	106	1096	133	1	1336	181	231	104	0	516	65	252	80	0	397	4033
% Pass Cars	99.2	98.2	90.9	0	98.0	98.1	96.9	97.8	100	97.1	100	95.5	100	0	97.4	97.0	95.5	96.4	0	95.9	97.4
Trucks	2	28	4	2	36	2	35	3	0	40	0	11	0	3	14	2	12	3	0	17	107
% Trucks	0.8	1.8	9.1	100	2.0	1.9	3.1	2.2	0	2.9	0	4.5	0	100	2.6	3.0	4.5	3.6	0	4.1	2.6

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Client:FDOT-6
Intersection Name: NW 27 Ave & NW 151 St
Opertaors Name: EA & ML
Weather: Sunny

File Name : NW 27 AVe_NW151 St
Site Code : 00000016
Start Date : 9/15/2016
Page No : 8

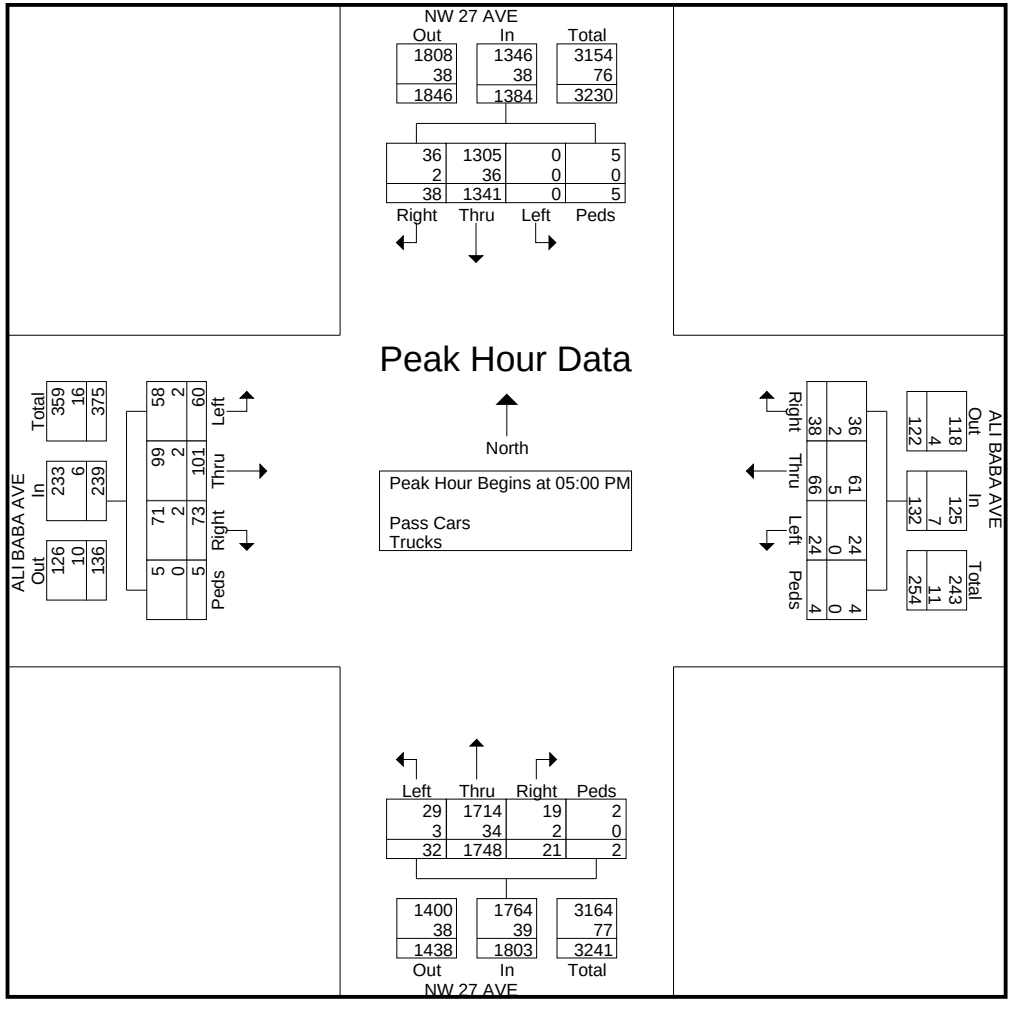


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Client:FDOT-6
Intersection Name:NW 27 Ave @ Alibaba Av
Operators:OC & CV
Weather: Sunny

File Name : Sta_15-NW 27Ave_Alibaba Ave
Site Code : 00000015
Start Date : 9/15/2016
Page No : 8



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File Name : NW 27 AVe_NW151 St
Site Code : 00000016
Start Date : 9/15/2016
Page No : 1

Groups Printed- Trucks

	NW 27 AVE Northbound					NW 27 AVE Southbound					NW 151 ST Eastbound					NW 151 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	1	8	0	0	9	2	6	0	0	8	1	4	0	0	5	0	1	2	0	3	25
06:15 AM	0	2	0	0	2	0	9	0	0	9	0	3	1	0	4	1	1	0	0	2	17
06:30 AM	1	7	0	0	8	0	5	0	0	5	0	2	2	0	4	0	3	2	0	5	22
06:45 AM	0	3	0	0	3	2	10	0	0	12	2	4	1	0	7	0	0	1	0	1	23
Total	2	20	0	0	22	4	30	0	0	34	3	13	4	0	20	1	5	5	0	11	87
07:00 AM	0	8	1	0	9	0	19	2	0	21	0	2	0	0	2	1	1	0	0	2	34
07:15 AM	0	4	0	0	4	0	12	1	0	13	1	5	2	0	8	2	0	1	0	3	28
07:30 AM	0	12	0	0	12	1	24	1	0	26	2	4	1	0	7	0	3	0	0	3	48
07:45 AM	0	7	3	0	10	1	12	0	0	13	0	3	0	0	3	1	1	2	0	4	30
Total	0	31	4	0	35	2	67	4	0	73	3	14	3	0	20	4	5	3	0	12	140
08:00 AM	2	9	1	0	12	1	18	1	0	20	2	0	2	1	5	1	5	2	0	8	45
08:15 AM	1	9	1	0	11	3	13	2	0	18	0	1	2	0	3	2	1	1	0	4	36
08:30 AM	1	14	1	0	16	4	19	2	0	25	0	2	1	1	4	0	4	0	0	4	49
08:45 AM	0	17	2	0	19	1	15	1	0	17	1	3	1	0	5	0	4	3	0	7	48
Total	4	49	5	0	58	9	65	6	0	80	3	6	6	2	17	3	14	6	0	23	178
*** BREAK ***																					
11:00 AM	0	9	2	0	11	1	7	1	0	9	0	1	1	0	2	2	2	0	0	4	26
11:15 AM	1	10	1	0	12	0	11	0	0	11	1	5	0	0	6	0	0	1	0	1	30
11:30 AM	0	15	0	0	15	5	19	1	0	25	0	3	1	1	5	0	2	1	0	3	48
11:45 AM	2	4	0	0	6	3	15	1	0	19	1	1	0	0	2	0	1	1	0	2	29
Total	3	38	3	0	44	9	52	3	0	64	2	10	2	1	15	2	5	3	0	10	133
12:00 PM	2	13	0	2	17	2	9	1	0	12	0	2	1	1	4	0	0	0	0	0	33
12:15 PM	3	5	0	0	8	1	12	0	0	13	2	3	1	0	6	2	1	1	0	4	31
12:30 PM	1	11	0	0	12	2	12	1	0	15	0	2	2	0	4	0	0	1	0	1	32
12:45 PM	3	10	0	0	13	2	14	1	0	17	0	0	0	2	2	2	4	0	0	6	38
Total	9	39	0	2	50	7	47	3	0	57	2	7	4	3	16	4	5	2	0	11	134
*** BREAK ***																					
03:00 PM	0	12	0	0	12	2	21	1	0	24	0	1	0	0	1	3	4	1	0	8	45
03:15 PM	1	11	0	0	12	3	13	1	0	17	1	3	2	0	6	2	3	1	0	6	41
03:30 PM	0	9	0	0	9	1	13	0	0	14	1	2	1	0	4	0	0	1	0	1	28
03:45 PM	0	11	0	0	11	1	10	1	0	12	0	5	1	0	6	1	2	1	0	4	33
Total	1	43	0	0	44	7	57	3	0	67	2	11	4	0	17	6	9	4	0	19	147

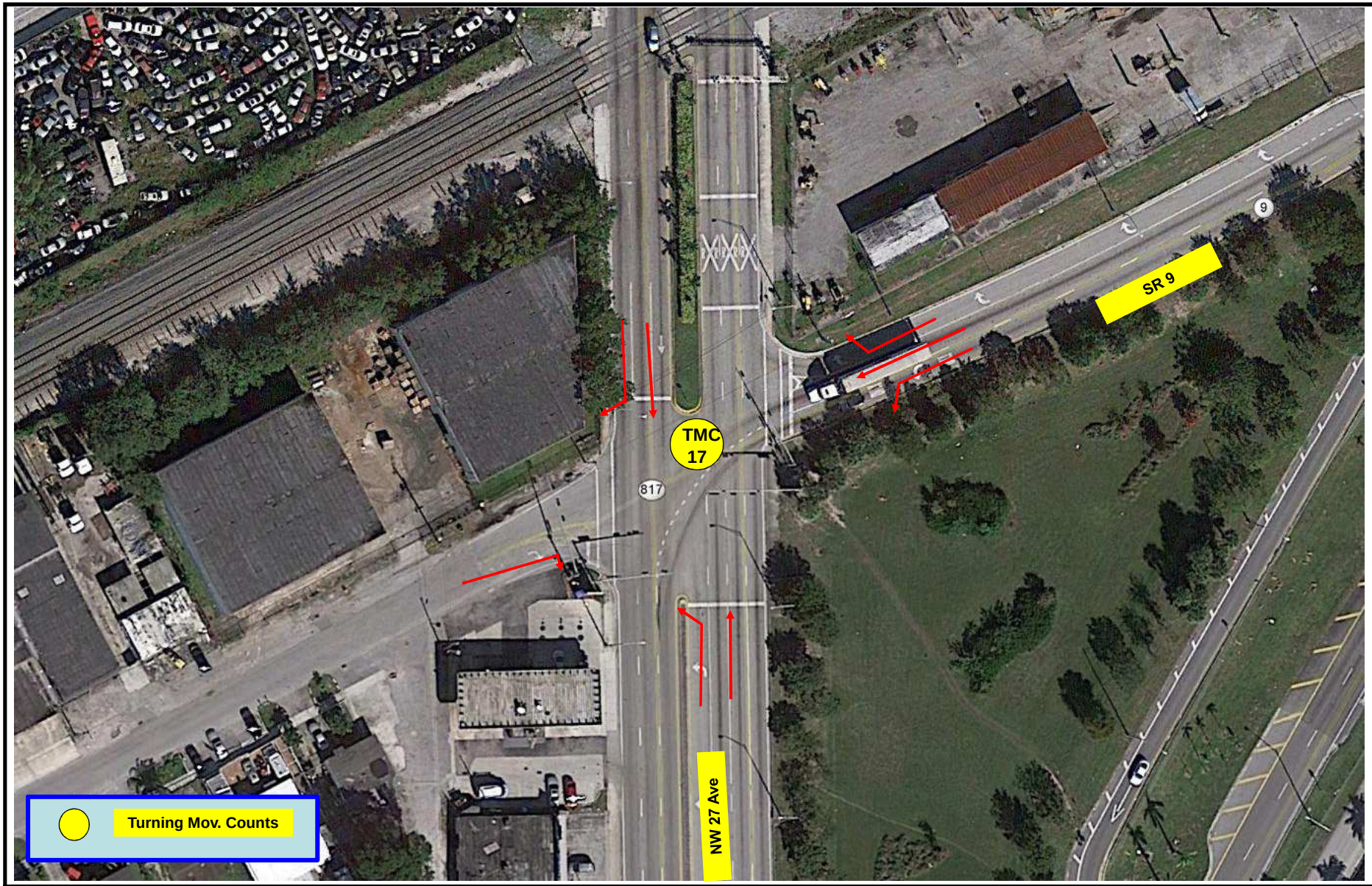
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File Name : NW 27 AVe_NW151 St
Site Code : 00000016
Start Date : 9/15/2016
Page No : 2

Groups Printed- Trucks

	NW 27 AVE Northbound					NW 27 AVE Southbound					NW 151 ST Eastbound					NW 151 ST Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	8	12	0	0	20	4	14	2	0	20	1	3	0	0	4	0	2	1	0	3	47
04:15 PM	2	8	1	0	11	2	11	2	0	15	1	4	1	0	6	3	4	2	0	9	41
04:30 PM	1	8	1	0	10	0	11	2	0	13	0	1	0	0	1	0	3	1	0	4	28
04:45 PM	3	5	1	0	9	1	12	1	0	14	1	1	0	0	2	0	3	2	0	5	30
Total	14	33	3	0	50	7	48	7	0	62	3	9	1	0	13	3	12	6	0	21	146
05:00 PM	0	8	3	2	13	1	9	0	0	10	0	4	0	0	4	0	6	0	0	6	33
05:15 PM	1	6	1	0	8	0	11	1	0	12	0	2	0	0	2	0	3	1	0	4	26
05:30 PM	0	6	0	0	6	0	9	1	0	10	0	4	0	3	7	0	0	1	0	1	24
05:45 PM	1	8	0	0	9	1	6	1	0	8	0	1	0	0	1	2	3	1	0	6	24
Total	2	28	4	2	36	2	35	3	0	40	0	11	0	3	14	2	12	3	0	17	107
Grand Total	35	281	19	4	339	47	401	29	0	477	18	81	24	9	132	25	67	32	0	124	1072
Apprch %	10.3	82.9	5.6	1.2		9.9	84.1	6.1	0		13.6	61.4	18.2	6.8		20.2	54	25.8	0		
Total %	3.3	26.2	1.8	0.4	31.6	4.4	37.4	2.7	0	44.5	1.7	7.6	2.2	0.8	12.3	2.3	6.2	3	0	11.6	



Station ID # 17: SR 9 / NW 27 Ave at SR 9 (8-Hr Turning Movement Counts)

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Client:FDOT-6
Intersection Name:NW 27 AVe &SR 9
Operators:CG & IS
Weather:Sunny

File Name : Sta_17-NW 27 Ave _SR-9
Site Code : 00000017
Start Date : 9/15/2016
Page No : 1

Groups Printed- Pass Cars - Trucks

	NW 27 AV Northbound					NW 27 AV Southbound					BURLINGTON ST Eastbound					SR-9 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	200	0	0	200	0	205	2	0	207	0	0	3	0	3	46	4	5	0	55	465
06:15 AM	1	224	0	0	225	0	341	3	0	344	0	0	4	2	6	101	3	3	0	107	682
06:30 AM	2	328	0	0	330	0	385	7	0	392	0	0	5	2	7	128	2	8	1	139	868
06:45 AM	1	335	0	0	336	0	483	10	0	493	0	0	2	6	8	103	4	6	1	114	951
Total	4	1087	0	0	1091	0	1414	22	0	1436	0	0	14	10	24	378	13	22	2	415	2966
07:00 AM	6	368	0	0	374	0	530	9	0	539	0	0	2	5	7	152	8	7	1	168	1088
07:15 AM	8	388	0	0	396	0	542	12	0	554	0	0	5	2	7	161	11	1	1	174	1131
07:30 AM	7	420	0	0	427	0	519	13	0	532	0	0	1	3	4	148	16	3	1	168	1131
07:45 AM	4	488	0	0	492	0	513	13	0	526	0	0	5	1	6	131	11	12	0	154	1178
Total	25	1664	0	0	1689	0	2104	47	0	2151	0	0	13	11	24	592	46	23	3	664	4528
08:00 AM	8	437	0	0	445	0	476	13	0	489	0	0	4	2	6	149	20	11	1	181	1121
08:15 AM	4	444	0	0	448	0	454	16	0	470	0	0	6	4	10	107	8	7	2	124	1052
08:30 AM	7	445	0	0	452	0	464	7	0	471	0	0	2	1	3	126	8	7	2	143	1069
08:45 AM	5	430	0	0	435	0	431	5	0	436	0	0	1	2	3	130	13	10	1	154	1028
Total	24	1756	0	0	1780	0	1825	41	0	1866	0	0	13	9	22	512	49	35	6	602	4270
*** BREAK ***																					
11:00 AM	8	263	0	0	271	0	246	9	2	257	0	0	7	0	7	104	10	5	0	119	654
11:15 AM	2	234	0	0	236	0	243	4	1	248	0	0	9	3	12	83	2	12	4	101	597
11:30 AM	3	220	0	0	223	0	238	5	1	244	0	0	4	3	7	65	2	7	0	74	548
11:45 AM	4	200	0	0	204	0	255	7	0	262	0	0	2	2	4	91	2	10	0	103	573
Total	17	917	0	0	934	0	982	25	4	1011	0	0	22	8	30	343	16	34	4	397	2372
12:00 PM	3	229	0	0	232	0	290	7	0	297	0	0	3	0	3	83	3	13	0	99	631
12:15 PM	6	243	0	0	249	0	313	5	0	318	0	0	4	0	4	86	5	9	1	101	672
12:30 PM	4	216	4	0	224	0	261	1	0	262	0	0	3	0	3	98	4	4	1	107	596
12:45 PM	7	282	0	0	289	0	323	6	0	329	0	0	1	3	4	93	10	9	1	113	735
Total	20	970	4	0	994	0	1187	19	0	1206	0	0	11	3	14	360	22	35	3	420	2634
*** BREAK ***																					
03:00 PM	17	281	0	0	298	0	260	6	0	266	0	0	7	4	11	104	15	11	0	130	705
03:15 PM	3	311	0	0	314	0	330	4	0	334	0	0	5	0	5	72	9	12	0	93	746
03:30 PM	7	333	0	0	340	0	339	8	0	347	0	0	9	0	9	128	14	10	0	152	848

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Client:FDOT-6
Intersection Name:NW 27 AVe &SR 9
Operators:CG & IS
Weather:Sunny

File Name : Sta_17-NW 27 Ave _SR-9
Site Code : 00000017
Start Date : 9/15/2016

Groups Printed- Pass Cars - Trucks

	NW 27 AV Northbound					NW 27 AV Southbound					BURLINGTON ST Eastbound					SR-9 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	14	370	0	0	384	0	297	8	0	305	0	0	9	3	12	107	8	13	0	128	829
Total	41	1295	0	0	1336	0	1226	26	0	1252	0	0	30	7	37	411	46	46	0	503	3128
04:00 PM	8	355	0	0	363	0	316	2	0	318	0	0	0	3	3	123	16	9	0	148	832
04:15 PM	2	329	0	0	331	0	310	7	0	317	0	0	1	3	4	119	6	7	2	134	786
04:30 PM	0	338	1	0	339	0	319	8	0	327	0	0	7	6	13	125	4	12	0	141	820
04:45 PM	20	405	0	0	425	0	371	7	0	378	0	0	1	2	3	107	11	7	0	125	931
Total	30	1427	1	0	1458	0	1316	24	0	1340	0	0	9	14	23	474	37	35	2	548	3369
05:00 PM	4	373	0	0	377	0	366	8	0	374	0	0	4	1	5	126	9	13	0	148	904
05:15 PM	6	436	0	0	442	0	339	6	2	347	0	0	2	4	6	131	26	12	0	169	964
05:30 PM	4	391	0	0	395	0	363	5	0	368	0	0	1	0	1	136	6	14	0	156	920
05:45 PM	3	447	0	0	450	0	379	4	0	383	0	0	0	0	0	131	11	9	1	152	985
Total	17	1647	0	0	1664	0	1447	23	2	1472	0	0	7	5	12	524	52	48	1	625	3773
Grand Total	178	10763	5	0	10946	0	11501	227	6	11734	0	0	119	67	186	3594	281	278	21	4174	27040
Apprch %	1.6	98.3	0	0		0	98	1.9	0.1		0	0	64	36		86.1	6.7	6.7	0.5		
Total %	0.7	39.8	0	0	40.5	0	42.5	0.8	0	43.4	0	0	0.4	0.2	0.7	13.3	1	1	0.1	15.4	
Pass Cars	157	10323	4	0	10484	0	11067	220	6	11293	0	0	111	64	175	3210	265	267	21	3763	25715
% Pass Cars	88.2	95.9	80	0	95.8	0	96.2	96.9	100	96.2	0	0	93.3	95.5	94.1	89.3	94.3	96	100	90.2	95.1
Trucks	21	440	1	0	462	0	434	7	0	441	0	0	8	3	11	384	16	11	0	411	1325
% Trucks	11.8	4.1	20	0	4.2	0	3.8	3.1	0	3.8	0	0	6.7	4.5	5.9	10.7	5.7	4	0	9.8	4.9

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Client:FDOT-6
Intersection Name:NW 27 AVe &SR 9
Operators:CG & IS
Weather:Sunny

File Name : Sta_17-NW 27 Ave _SR-9
Site Code : 00000017
Start Date : 9/15/2016
Page No : 3

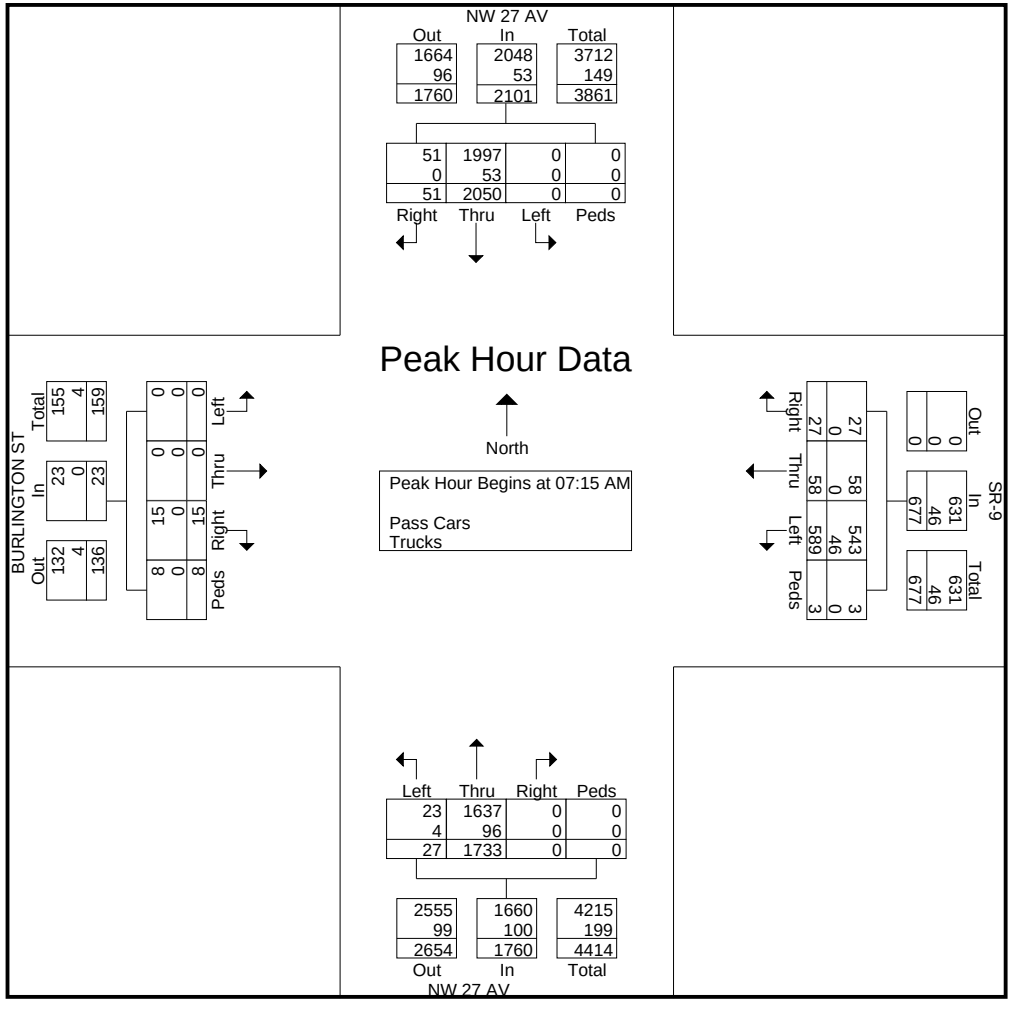
	NW 27 AV Northbound					NW 27 AV Southbound					BURLINGTON ST Eastbound					SR-9 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**8**	388	0	0	396	0	**542**	12	0	**554**	0	0	**5**	2	**7**	**161**	11	1	**1**	174	1131
07:30 AM	7	420	0	0	427	0	519	**13**	0	532	0	0	1	**3**	4	148	16	3	1	168	1131
07:45 AM	4	**488**	0	0	**492**	0	513	13	0	526	0	0	5	1	6	131	11	**12**	0	154	**1178**
08:00 AM	8	437	0	0	445	0	476	13	0	489	0	0	4	2	6	149	**20**	11	1	**181**	1121
Total Volume	27	1733	0	0	1760	0	2050	51	0	2101	0	0	15	8	23	589	58	27	3	677	4561
% App. Total	1.5	98.5	0	0		0	97.6	2.4	0		0	0	65.2	34.8		87	8.6	4	0.4		
PHF	.844	.888	.000	.000	.894	.000	.946	.981	.000	.948	.000	.000	.750	.667	.821	.915	.725	.563	.750	.935	.968
Pass Cars	23	1637	0	0	1660	0	1997	51	0	2048	0	0	15	8	23	543	58	27	3	631	4362
% Pass Cars	85.2	94.5	0	0	94.3	0	97.4	100	0	97.5	0	0	100	100	100	92.2	100	100	100	93.2	95.6
Trucks	4	96	0	0	100	0	53	0	0	53	0	0	0	0	0	46	0	0	0	46	199
% Trucks	14.8	5.5	0	0	5.7	0	2.6	0	0	2.5	0	0	0	0	0	7.8	0	0	0	6.8	4.4

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Client:FDOT-6
Intersection Name:NW 27 AVe &SR 9
Operators:CG & IS
Weather:Sunny

File Name : Sta_17-NW 27 Ave _SR-9
Site Code : 00000017
Start Date : 9/15/2016
Page No : 4



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Start Date : 9/15/2016

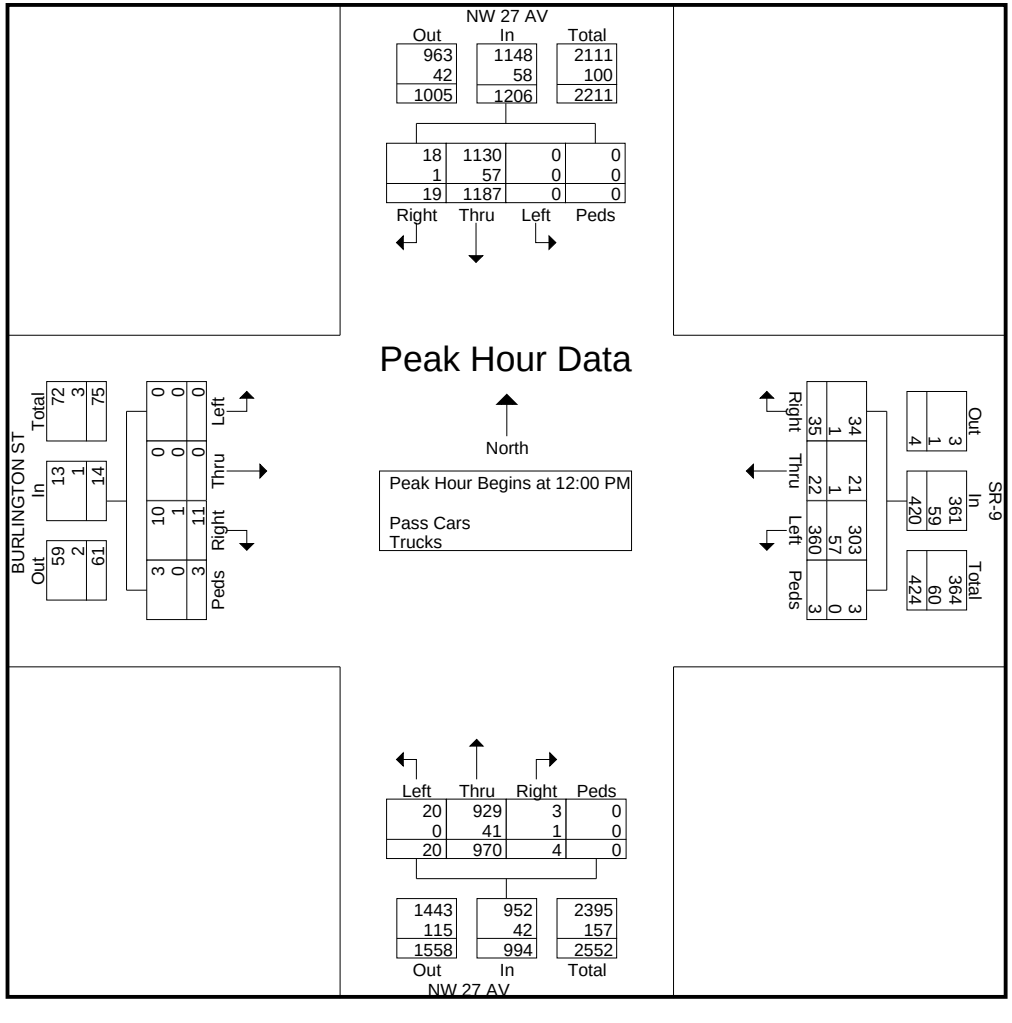
	NW 27 AV Northbound					NW 27 AV Southbound					BURLINGTON ST Eastbound					SR-9 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	3	229	0	0	232	0	290	**7**	0	297	0	0	3	0	3	83	3	**13**	0	99	631
12:15 PM	6	243	0	0	249	0	313	5	0	318	0	0	**4**	0	**4**	86	5	9	**1**	101	672
12:30 PM	4	216	**4**	0	224	0	261	1	0	262	0	0	3	0	3	**98**	4	4	1	107	596
12:45 PM	**7**	**282**	0	0	**289**	0	**323**	6	0	**329**	0	0	1	**3**	4	93	**10**	9	1	**113**	**735**
Total Volume	20	970	4	0	994	0	1187	19	0	1206	0	0	11	3	14	360	22	35	3	420	2634
% App. Total	2	97.6	0.4	0		0	98.4	1.6	0		0	0	78.6	21.4		85.7	5.2	8.3	0.7		
PHF	.714	.860	.250	.000	.860	.000	.919	.679	.000	.916	.000	.000	.688	.250	.875	.918	.550	.673	.750	.929	.896
Pass Cars	20	929	3	0	952	0	1130	18	0	1148	0	0	10	3	13	303	21	34	3	361	2474
% Pass Cars	100	95.8	75.0	0	95.8	0	95.2	94.7	0	95.2	0	0	90.9	100	92.9	84.2	95.5	97.1	100	86.0	93.9
Trucks	0	41	1	0	42	0	57	1	0	58	0	0	1	0	1	57	1	1	0	59	160
% Trucks	0	4.2	25.0	0	4.2	0	4.8	5.3	0	4.8	0	0	9.1	0	7.1	15.8	4.5	2.9	0	14.0	6.1

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File Name : Sta_17-NW 27 Ave _SR-9
Site Code : 00000017
Start Date : 9/15/2016
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Weather:Sunny

File Name : Sta_17-NW 27 Ave _SR-9
Site Code : 00000017
Start Date : 9/15/2016
Page No : 7

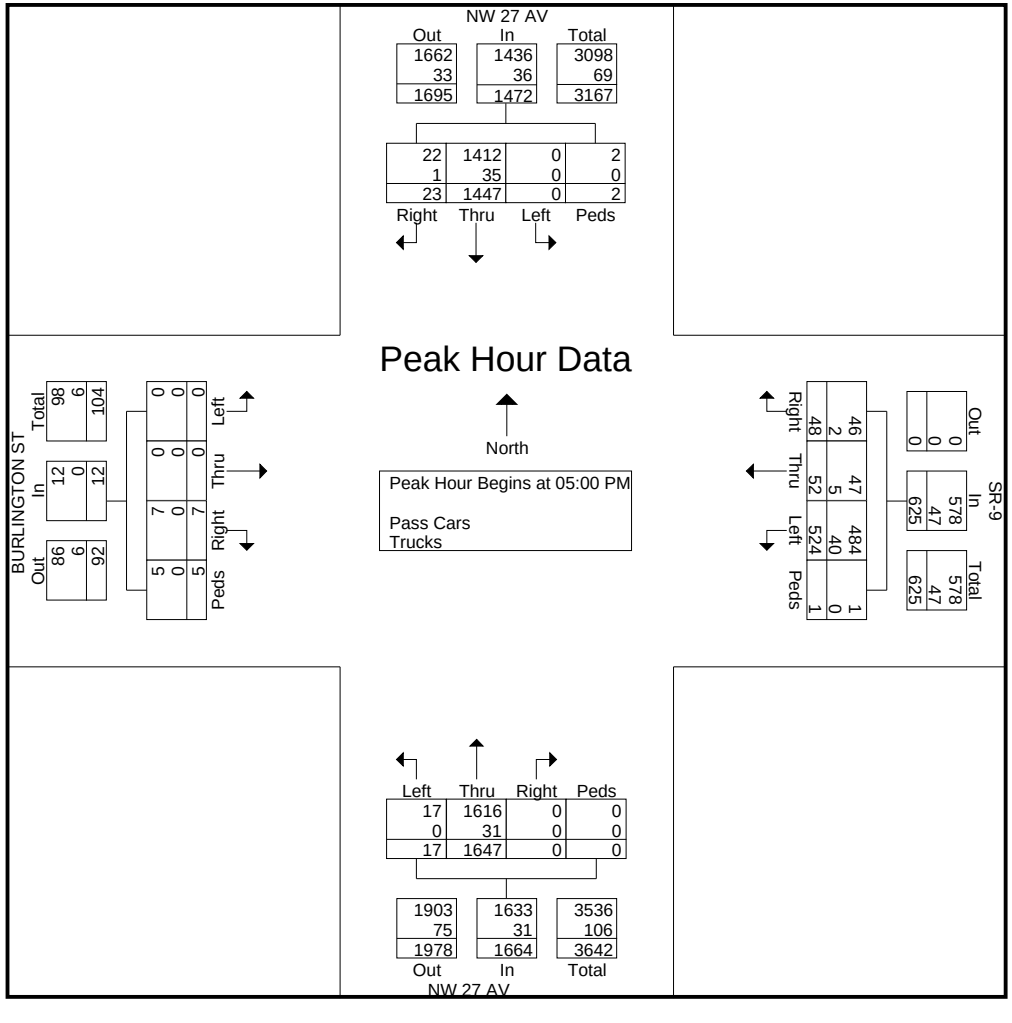
	NW 27 AV Northbound					NW 27 AV Southbound					BURLINGTON ST Eastbound					SR-9 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	373	0	0	377	0	366	**8**	0	374	0	0	**4**	1	5	126	9	13	0	148	904
05:15 PM	**6**	436	0	0	442	0	339	6	**2**	347	0	0	2	**4**	**6**	131	**26**	12	0	**169**	964
05:30 PM	4	391	0	0	395	0	363	5	0	368	0	0	1	0	1	**136**	6	**14**	0	156	920
05:45 PM	3	**447**	0	0	**450**	0	**379**	4	0	**383**	0	0	0	0	0	131	11	9	**1**	152	**985**
Total Volume	17	1647	0	0	1664	0	1447	23	2	1472	0	0	7	5	12	524	52	48	1	625	3773
% App. Total	1	99	0	0		0	98.3	1.6	0.1		0	0	58.3	41.7		83.8	8.3	7.7	0.2		
PHF	.708	.921	.000	.000	.924	.000	.954	.719	.250	.961	.000	.000	.438	.313	.500	.963	.500	.857	.250	.925	.958
Pass Cars	17	1616	0	0	1633	0	1412	22	2	1436	0	0	7	5	12	484	47	46	1	578	3659
% Pass Cars	100	98.1	0	0	98.1	0	97.6	95.7	100	97.6	0	0	100	100	100	92.4	90.4	95.8	100	92.5	97.0
Trucks	0	31	0	0	31	0	35	1	0	36	0	0	0	0	0	40	5	2	0	47	114
% Trucks	0	1.9	0	0	1.9	0	2.4	4.3	0	2.4	0	0	0	0	0	7.6	9.6	4.2	0	7.5	3.0

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Client:FDOT-6
Intersection Name:NW 27 AVe &SR 9
Operators:CG & IS
Weather:Sunny

File Name : Sta_17-NW 27 Ave _SR-9
Site Code : 00000017
Start Date : 9/15/2016
Page No : 8



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File Name : Sta_17-NW 27 Ave _SR-9
Site Code : 00000017
Start Date : 9/15/2016
Page No : 1

Groups Printed- Trucks

	NW 27 AV Northbound					NW 27 AV Southbound					BURLINGTON ST Eastbound					SR-9 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	15	0	0	15	0	6	0	0	6	0	0	0	0	0	3	0	1	0	4	25
06:15 AM	0	12	0	0	12	0	13	0	0	13	0	0	0	0	0	8	1	0	0	9	34
06:30 AM	2	14	0	0	16	0	11	0	0	11	0	0	0	0	0	7	0	1	0	8	35
06:45 AM	1	13	0	0	14	0	10	0	0	10	0	0	0	0	0	3	1	1	0	5	29
Total	3	54	0	0	57	0	40	0	0	40	0	0	0	0	0	21	2	3	0	26	123
07:00 AM	0	11	0	0	11	0	17	0	0	17	0	0	0	1	1	15	1	0	0	16	45
07:15 AM	2	16	0	0	18	0	11	0	0	11	0	0	0	0	0	9	0	0	0	9	38
07:30 AM	0	26	0	0	26	0	10	0	0	10	0	0	0	0	0	9	0	0	0	9	45
07:45 AM	1	27	0	0	28	0	15	0	0	15	0	0	0	0	0	15	0	0	0	15	58
Total	3	80	0	0	83	0	53	0	0	53	0	0	0	1	1	48	1	0	0	49	186
08:00 AM	1	27	0	0	28	0	17	0	0	17	0	0	0	0	0	13	0	0	0	13	58
08:15 AM	2	27	0	0	29	0	16	0	0	16	0	0	1	2	3	13	0	1	0	14	62
08:30 AM	2	25	0	0	27	0	20	0	0	20	0	0	0	0	0	7	0	0	0	7	54
08:45 AM	0	35	0	0	35	0	24	0	0	24	0	0	0	0	0	16	2	0	0	18	77
Total	5	114	0	0	119	0	77	0	0	77	0	0	1	2	3	49	2	1	0	52	251
*** BREAK ***																					
11:00 AM	1	13	0	0	14	0	9	0	0	9	0	0	0	0	0	12	0	0	0	12	35
11:15 AM	0	18	0	0	18	0	11	1	0	12	0	0	0	0	0	23	0	0	0	23	53
11:30 AM	1	10	0	0	11	0	17	0	0	17	0	0	1	0	1	8	0	1	0	9	38
11:45 AM	1	6	0	0	7	0	17	1	0	18	0	0	1	0	1	14	0	0	0	14	40
Total	3	47	0	0	50	0	54	2	0	56	0	0	2	0	2	57	0	1	0	58	166
12:00 PM	0	9	0	0	9	0	11	0	0	11	0	0	0	0	0	14	0	0	0	14	34
12:15 PM	0	10	0	0	10	0	19	1	0	20	0	0	1	0	1	13	0	1	0	14	45
12:30 PM	0	9	1	0	10	0	11	0	0	11	0	0	0	0	0	11	0	0	0	11	32
12:45 PM	0	13	0	0	13	0	16	0	0	16	0	0	0	0	0	19	1	0	0	20	49
Total	0	41	1	0	42	0	57	1	0	58	0	0	1	0	1	57	1	1	0	59	160
*** BREAK ***																					
03:00 PM	2	10	0	0	12	0	15	0	0	15	0	0	3	0	3	20	1	0	0	21	51
03:15 PM	1	9	0	0	10	0	18	0	0	18	0	0	0	0	0	8	0	0	0	8	36
03:30 PM	2	6	0	0	8	0	14	0	0	14	0	0	1	0	1	10	1	1	0	12	35
03:45 PM	0	12	0	0	12	0	10	1	0	11	0	0	0	0	0	19	1	1	0	21	44
Total	5	37	0	0	42	0	57	1	0	58	0	0	4	0	4	57	3	2	0	62	166

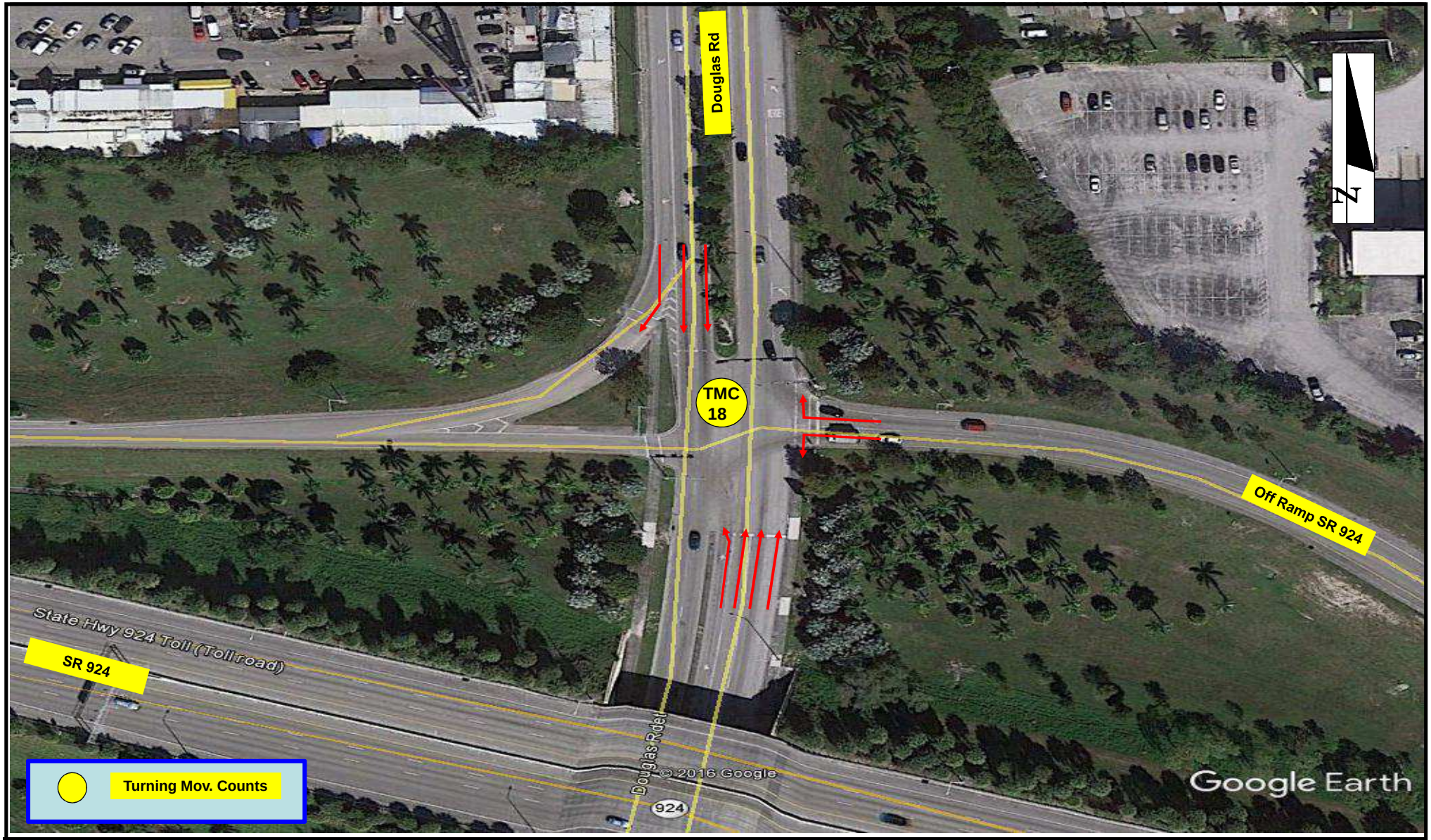
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File Name : Sta_17-NW 27 Ave _SR-9
Site Code : 00000017
Start Date : 9/15/2016
Page No : 2

Groups Printed- Trucks

	NW 27 AV Northbound					NW 27 AV Southbound					BURLINGTON ST Eastbound					SR-9 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	9	0	0	9	0	14	0	0	14	0	0	0	0	0	20	0	0	0	20	43
04:15 PM	0	8	0	0	8	0	14	0	0	14	0	0	0	0	0	13	0	0	0	13	35
04:30 PM	0	11	0	0	11	0	13	1	0	14	0	0	0	0	0	12	1	1	0	14	39
04:45 PM	2	8	0	0	10	0	20	1	0	21	0	0	0	0	0	10	1	0	0	11	42
Total	2	36	0	0	38	0	61	2	0	63	0	0	0	0	0	55	2	1	0	58	159
05:00 PM	0	4	0	0	4	0	8	1	0	9	0	0	0	0	0	12	0	0	0	12	25
05:15 PM	0	9	0	0	9	0	10	0	0	10	0	0	0	0	0	5	5	0	0	10	29
05:30 PM	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	8	0	0	0	8	17
05:45 PM	0	14	0	0	14	0	12	0	0	12	0	0	0	0	0	15	0	2	0	17	43
Total	0	31	0	0	31	0	35	1	0	36	0	0	0	0	0	40	5	2	0	47	114
Grand Total	21	440	1	0	462	0	434	7	0	441	0	0	8	3	11	384	16	11	0	411	1325
Apprch %	4.5	95.2	0.2	0		0	98.4	1.6	0		0	0	72.7	27.3		93.4	3.9	2.7	0		
Total %	1.6	33.2	0.1	0	34.9	0	32.8	0.5	0	33.3	0	0	0.6	0.2	0.8	29	1.2	0.8	0	31	



Station ID # 18: SR 924 at Douglas Rd/ Le Jeune Connector (North of SR 953 interchange)
(8-Hr Turning Movement Counts)

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Client:FDOT-6
Intersection Name:SR924@Douglas NofInt
Opertaors Name: JB & JM
Weather: Sunny

File Name : Douglas Rd N of Interchange-r
Site Code : 00000018
Start Date : 9/13/2016
Page No : 1

Groups Printed- Pass Cars - Trucks

	DOUGLAS RD Northbound					DOUGLAS RD Southbound					SR 924 Eastbound					SR 924 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	23	87	0	0	110	0	143	25	0	168	0	0	0	0	0	25	0	28	0	53	331
06:15 AM	39	162	0	0	201	0	247	28	0	275	0	0	0	0	0	40	0	57	0	97	573
06:30 AM	40	178	0	0	218	0	311	26	0	337	0	0	0	0	0	90	3	84	0	177	732
06:45 AM	44	226	0	0	270	0	332	61	0	393	0	0	0	0	0	115	1	65	0	181	844
Total	146	653	0	0	799	0	1033	140	0	1173	0	0	0	0	0	270	4	234	0	508	2480
07:00 AM	45	215	0	0	260	0	349	44	0	393	0	0	0	0	0	102	0	57	0	159	812
07:15 AM	56	241	0	0	297	0	344	48	0	392	0	0	0	0	0	92	3	57	0	152	841
07:30 AM	60	220	0	0	280	0	355	62	0	417	0	0	0	0	0	92	4	76	0	172	869
07:45 AM	62	241	0	0	303	0	368	54	0	422	0	0	0	0	0	117	0	80	0	197	922
Total	223	917	0	0	1140	0	1416	208	0	1624	0	0	0	0	0	403	7	270	0	680	3444
08:00 AM	65	237	0	0	302	0	349	38	0	387	0	0	0	0	0	98	1	75	0	174	863
08:15 AM	64	232	0	0	296	0	360	49	0	409	0	0	0	0	0	112	1	63	0	176	881
08:30 AM	72	219	0	0	291	0	336	42	0	378	0	0	0	0	0	100	0	63	0	163	832
08:45 AM	42	176	0	0	218	0	316	54	0	370	0	0	0	0	0	87	0	42	0	129	717
Total	243	864	0	0	1107	0	1361	183	0	1544	0	0	0	0	0	397	2	243	0	642	3293
*** BREAK ***																					
11:00 AM	34	119	0	0	153	0	195	34	0	229	0	0	0	0	0	59	0	60	0	119	501
11:15 AM	30	125	0	0	155	0	195	24	0	219	0	0	0	0	0	80	0	83	0	163	537
11:30 AM	35	131	0	0	166	0	176	27	0	203	0	0	0	0	0	40	5	51	0	96	465
11:45 AM	38	135	0	0	173	0	168	29	0	197	0	0	0	0	0	50	4	77	0	131	501
Total	137	510	0	0	647	0	734	114	0	848	0	0	0	0	0	229	9	271	0	509	2004
12:00 PM	34	139	0	0	173	0	184	37	0	221	0	0	0	0	0	55	0	62	0	117	511
12:15 PM	35	132	0	0	167	0	172	30	0	202	0	0	0	0	0	59	0	67	0	126	495
12:30 PM	40	130	0	0	170	0	171	35	0	206	0	0	0	0	0	81	0	86	0	167	543
12:45 PM	32	130	0	0	162	0	180	24	0	204	0	0	0	0	0	67	0	84	0	151	517
Total	141	531	0	0	672	0	707	126	0	833	0	0	0	0	0	262	0	299	0	561	2066
*** BREAK ***																					
03:00 PM	70	206	0	0	276	0	229	35	0	264	0	0	0	0	0	73	0	70	0	143	683
03:15 PM	75	224	0	0	299	0	231	32	0	263	0	0	0	0	0	60	1	71	4	136	698
03:30 PM	75	219	0	0	294	0	242	55	0	297	0	0	0	0	0	95	1	89	0	185	776

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Client:FDOT-6
Intersection Name:SR924@Douglas NofInt
Opertaors Name: JB & JM
Weather: Sunny

File Name : Douglas Rd N of Interchange-r
Site Code : 00000018
Start Date : 9/13/2016
Page No : 2

Groups Printed- Pass Cars - Trucks

	DOUGLAS RD Northbound					DOUGLAS RD Southbound					SR 924 Eastbound					SR 924 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	77	191	0	0	268	0	274	62	0	336	0	0	0	0	0	91	0	85	0	176	780
Total	297	840	0	0	1137	0	976	184	0	1160	0	0	0	0	0	319	2	315	4	640	2937
04:00 PM	88	209	0	0	297	0	286	57	0	343	0	0	0	0	0	111	1	61	0	173	813
04:15 PM	94	214	0	0	308	0	278	63	0	341	0	0	0	0	0	109	0	62	0	171	820
04:30 PM	86	214	0	0	300	0	306	91	0	397	0	0	0	0	0	97	0	75	0	172	869
04:45 PM	83	222	0	0	305	0	323	95	0	418	0	0	0	0	0	109	0	76	0	185	908
Total	351	859	0	0	1210	0	1193	306	0	1499	0	0	0	0	0	426	1	274	0	701	3410
05:00 PM	84	261	0	0	345	0	319	116	0	435	0	0	0	0	0	87	0	78	0	165	945
05:15 PM	76	251	0	0	327	0	340	99	0	439	0	0	0	0	0	114	1	68	0	183	949
05:30 PM	77	232	0	0	309	0	351	100	0	451	0	0	0	0	0	123	0	56	0	179	939
05:45 PM	79	260	0	0	339	0	320	113	0	433	0	0	0	0	0	107	0	82	0	189	961
Total	316	1004	0	0	1320	0	1330	428	0	1758	0	0	0	0	0	431	1	284	0	716	3794
Grand Total	1854	6178	0	0	8032	0	8750	1689	0	10439	0	0	0	0	0	2737	26	2190	4	4957	23428
Apprch %	23.1	76.9	0	0		0	83.8	16.2	0		0	0	0	0		55.2	0.5	44.2	0.1		
Total %	7.9	26.4	0	0	34.3	0	37.3	7.2	0	44.6	0	0	0	0	0	11.7	0.1	9.3	0	21.2	
Pass Cars	1645	5826	0	0	7471	0	7995	1401	0	9396	0	0	0	0	0	2536	26	2007	4	4573	21440
% Pass Cars	88.7	94.3	0	0	93	0	91.4	82.9	0	90	0	0	0	0	0	92.7	100	91.6	100	92.3	91.5
Trucks	209	352	0	0	561	0	755	288	0	1043	0	0	0	0	0	201	0	183	0	384	1988
% Trucks	11.3	5.7	0	0	7	0	8.6	17.1	0	10	0	0	0	0	0	7.3	0	8.4	0	7.7	8.5

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Client:FDOT-6
Intersection Name:SR924@Douglas NofInt
Opertaors Name: JB & JM
Weather: Sunny

File Name : Douglas Rd N of Interchange-r
Site Code : 00000018
Start Date : 9/13/2016

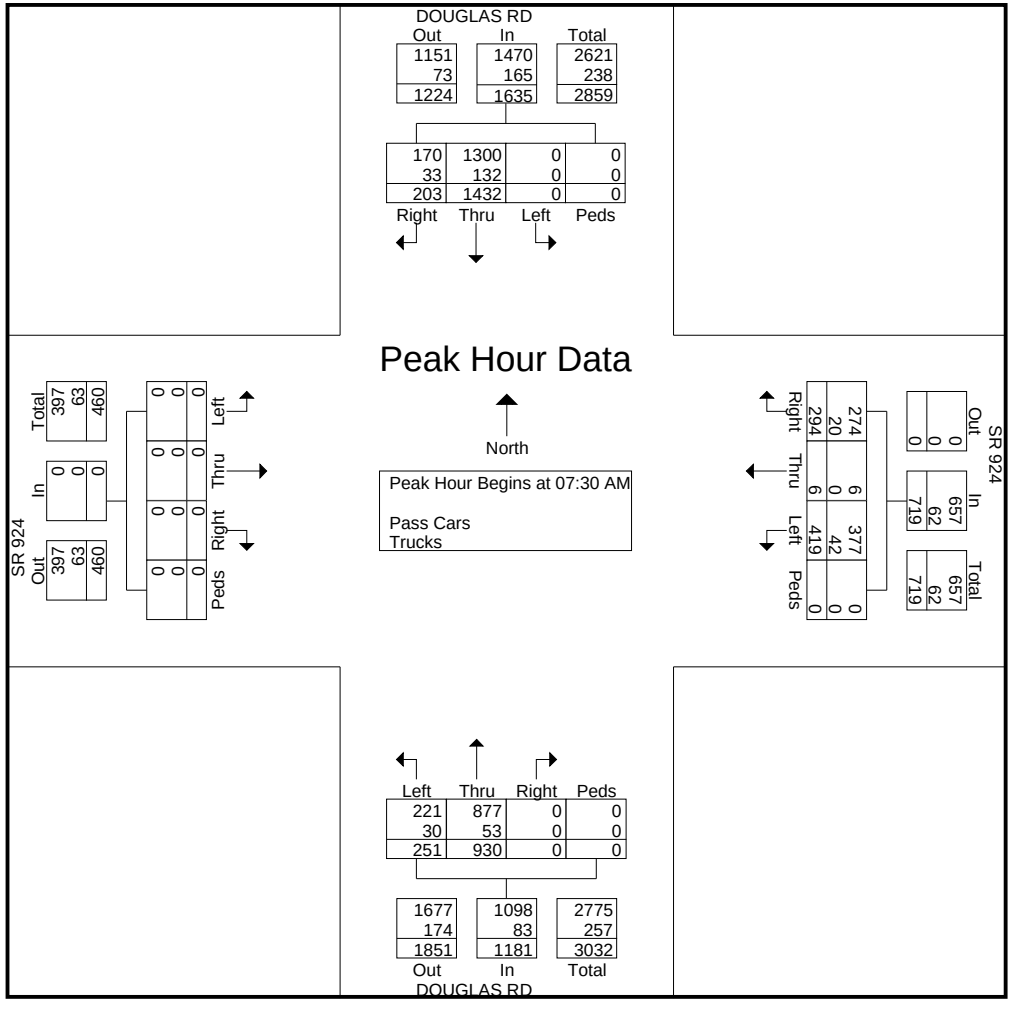
	DOUGLAS RD Northbound					DOUGLAS RD Southbound					SR 924 Eastbound					SR 924 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	60	220	0	0	280	0	355	**62**	0	417	0	0	0	0	0	92	**4**	76	0	172	869
07:45 AM	62	**241**	0	0	**303**	0	**368**	54	0	**422**	0	0	0	0	0	**117**	0	**80**	0	**197**	**922**
08:00 AM	**65**	237	0	0	302	0	349	38	0	387	0	0	0	0	0	98	1	75	0	174	863
08:15 AM	64	232	0	0	296	0	360	49	0	409	0	0	0	0	0	112	1	63	0	176	881
Total Volume	251	930	0	0	1181	0	1432	203	0	1635	0	0	0	0	0	419	6	294	0	719	3535
% App. Total	21.3	78.7	0	0		0	87.6	12.4	0		0	0	0	0		58.3	0.8	40.9	0		
PHF	.965	.965	.000	.000	.974	.000	.973	.819	.000	.969	.000	.000	.000	.000	.000	.895	.375	.919	.000	.912	.959
Pass Cars	221	877	0	0	1098	0	1300	170	0	1470	0	0	0	0	0	377	6	274	0	657	3225
% Pass Cars	88.0	94.3	0	0	93.0	0	90.8	83.7	0	89.9	0	0	0	0	0	90.0	100	93.2	0	91.4	91.2
Trucks	30	53	0	0	83	0	132	33	0	165	0	0	0	0	0	42	0	20	0	62	310
% Trucks	12.0	5.7	0	0	7.0	0	9.2	16.3	0	10.1	0	0	0	0	0	10.0	0	6.8	0	8.6	8.8

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Intersection Name:SR924@Douglas NofInt
Opertaors Name: JB & JM
Weather: Sunny

File Name : Douglas Rd N of Interchange-r
Site Code : 00000018
Start Date : 9/13/2016
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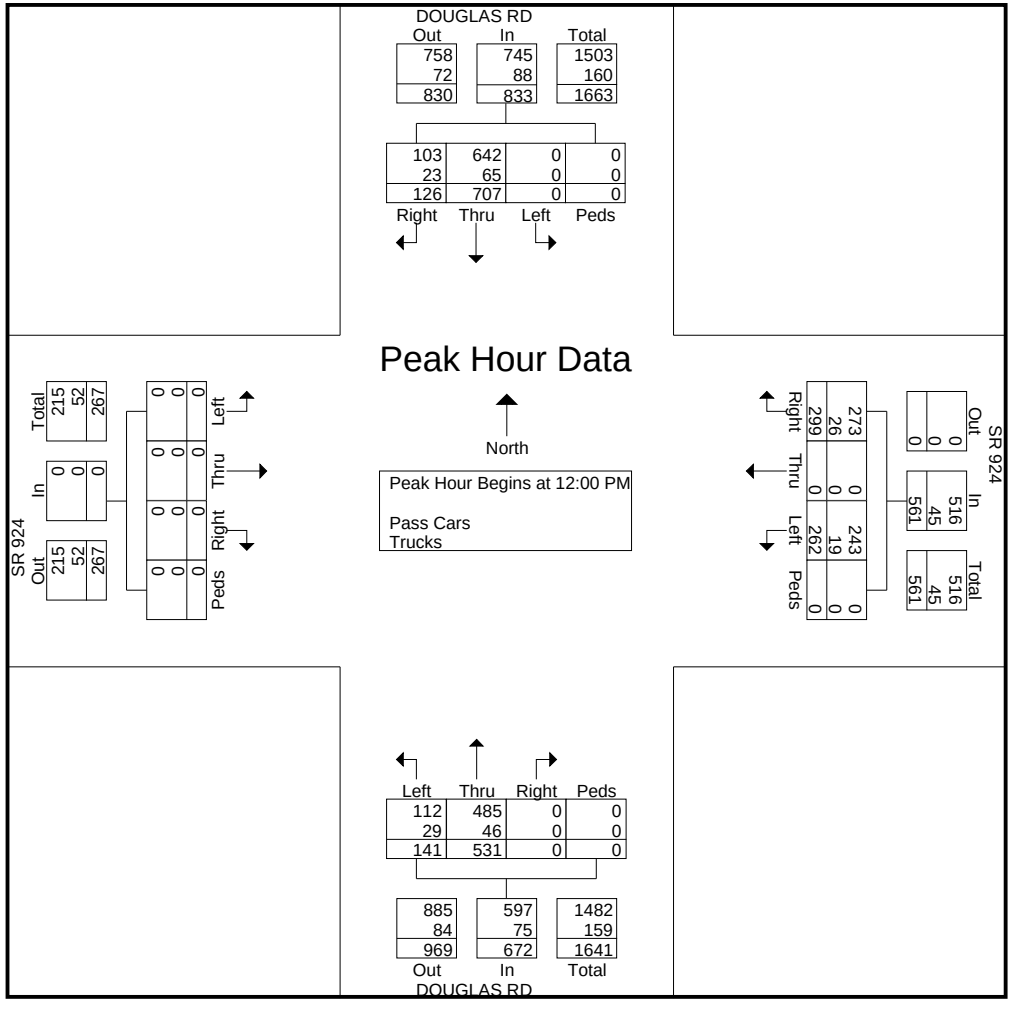
	DOUGLAS RD Northbound					DOUGLAS RD Southbound					SR 924 Eastbound					SR 924 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	34	**139**	0	0	**173**	0	**184**	**37**	0	**221**	0	0	0	0	0	55	0	62	0	117	511
12:15 PM	35	132	0	0	167	0	172	30	0	202	0	0	0	0	0	59	0	67	0	126	495
12:30 PM	**40**	130	0	0	170	0	171	35	0	206	0	0	0	0	0	**81**	0	**86**	0	**167**	**543**
12:45 PM	32	130	0	0	162	0	180	24	0	204	0	0	0	0	0	67	0	84	0	151	517
Total Volume	141	531	0	0	672	0	707	126	0	833	0	0	0	0	0	262	0	299	0	561	2066
% App. Total	21	79	0	0		0	84.9	15.1	0		0	0	0	0		46.7	0	53.3	0		
PHF	.881	.955	.000	.000	.971	.000	.961	.851	.000	.942	.000	.000	.000	.000	.000	.809	.000	.869	.000	.840	.951
Pass Cars	112	485	0	0	597	0	642	103	0	745	0	0	0	0	0	243	0	273	0	516	1858
% Pass Cars	79.4	91.3	0	0	88.8	0	90.8	81.7	0	89.4	0	0	0	0	0	92.7	0	91.3	0	92.0	89.9
Trucks	29	46	0	0	75	0	65	23	0	88	0	0	0	0	0	19	0	26	0	45	208
% Trucks	20.6	8.7	0	0	11.2	0	9.2	18.3	0	10.6	0	0	0	0	0	7.3	0	8.7	0	8.0	10.1

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Intersection Name:SR924@Douglas NofInt
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Weather: Sunny

File Name : Douglas Rd N of Interchange-r
Site Code : 00000018
Start Date : 9/13/2016
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Intersection Name:SR924@Douglas NofInt
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Weather: Sunny

File Name : Douglas Rd N of Interchange-r
Site Code : 00000018
Start Date : 9/13/2016

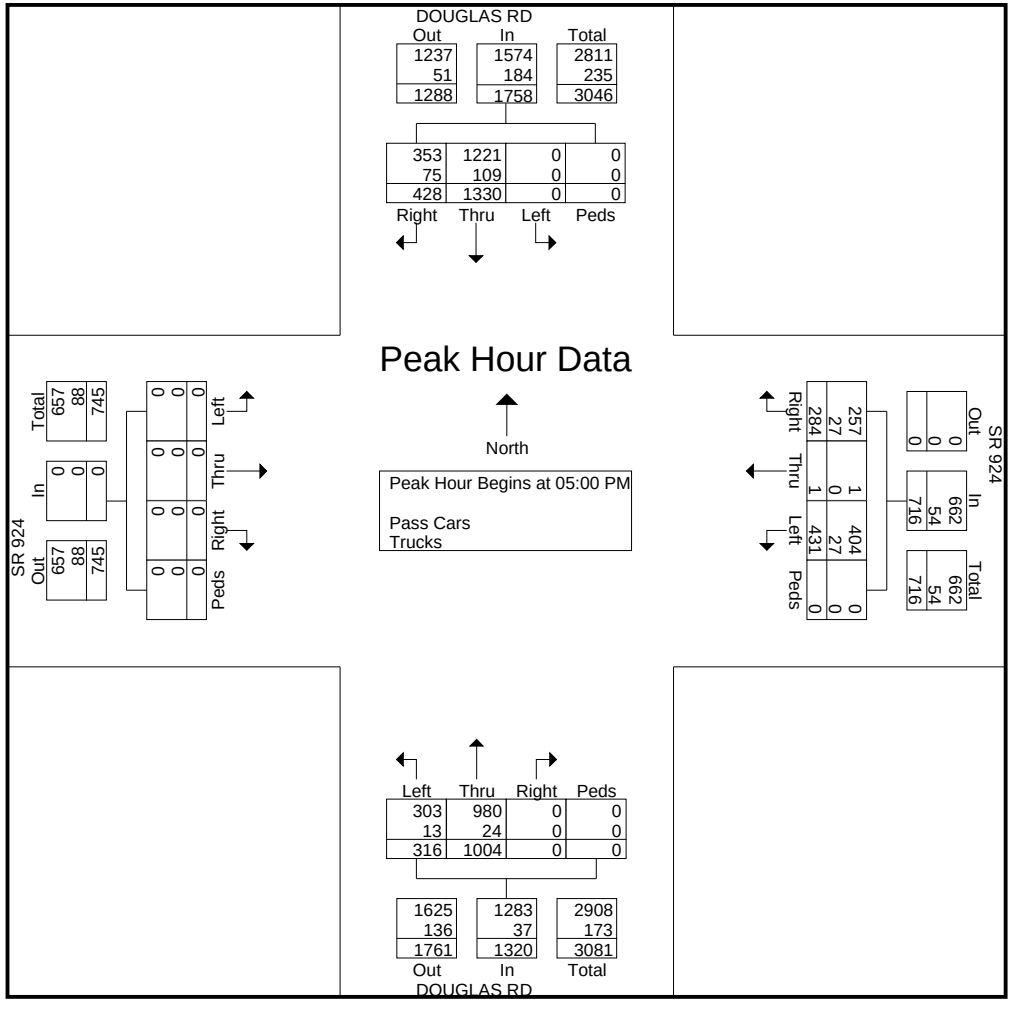
	DOUGLAS RD Northbound					DOUGLAS RD Southbound					SR 924 Eastbound					SR 924 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**84**	**261**	0	0	**345**	0	319	**116**	0	435	0	0	0	0	0	87	0	78	0	165	945
05:15 PM	76	251	0	0	327	0	340	99	0	439	0	0	0	0	0	114	**1**	68	0	183	949
05:30 PM	77	232	0	0	309	0	**351**	100	0	**451**	0	0	0	0	0	**123**	0	56	0	179	939
05:45 PM	79	260	0	0	339	0	320	113	0	433	0	0	0	0	0	107	0	**82**	0	**189**	**961**
Total Volume	316	1004	0	0	1320	0	1330	428	0	1758	0	0	0	0	0	431	1	284	0	716	3794
% App. Total	23.9	76.1	0	0		0	75.7	24.3	0		0	0	0	0		60.2	0.1	39.7	0		
PHF	.940	.962	.000	.000	.957	.000	.947	.922	.000	.975	.000	.000	.000	.000	.000	.876	.250	.866	.000	.947	.987
Pass Cars	303	980	0	0	1283	0	1221	353	0	1574	0	0	0	0	0	404	1	257	0	662	3519
% Pass Cars	95.9	97.6	0	0	97.2	0	91.8	82.5	0	89.5	0	0	0	0	0	93.7	100	90.5	0	92.5	92.8
Trucks	13	24	0	0	37	0	109	75	0	184	0	0	0	0	0	27	0	27	0	54	275
% Trucks	4.1	2.4	0	0	2.8	0	8.2	17.5	0	10.5	0	0	0	0	0	6.3	0	9.5	0	7.5	7.2

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Client:FDOT-6
Intersection Name:SR924@Douglas NofInt
Opertaors Name: JB & JM
Weather: Sunny

File Name : Douglas Rd N of Interchange-r
Site Code : 00000018
Start Date : 9/13/2016
Page No : 8



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File Name : Douglas Rd N of Interchange-r
Site Code : 00000018
Start Date : 9/13/2016
Page No : 1

Groups Printed- Trucks

	DOUGLAS RD Northbound					DOUGLAS RD Southbound					SR 924 Eastbound					SR 924 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	2	4	0	0	6	0	13	4	0	17	0	0	0	0	0	2	0	3	0	5	28
06:15 AM	4	7	0	0	11	0	21	5	0	26	0	0	0	0	0	3	0	5	0	8	45
06:30 AM	7	10	0	0	17	0	25	4	0	29	0	0	0	0	0	9	0	7	0	16	62
06:45 AM	7	13	0	0	20	0	31	10	0	41	0	0	0	0	0	10	0	8	0	18	79
Total	20	34	0	0	54	0	90	23	0	113	0	0	0	0	0	24	0	23	0	47	214
07:00 AM	4	9	0	0	13	0	33	7	0	40	0	0	0	0	0	9	0	9	0	18	71
07:15 AM	9	15	0	0	24	0	32	8	0	40	0	0	0	0	0	8	0	6	0	14	78
07:30 AM	6	11	0	0	17	0	32	10	0	42	0	0	0	0	0	12	0	5	0	17	76
07:45 AM	7	13	0	0	20	0	36	9	0	45	0	0	0	0	0	14	0	5	0	19	84
Total	26	48	0	0	74	0	133	34	0	167	0	0	0	0	0	43	0	25	0	68	309
08:00 AM	8	15	0	0	23	0	28	6	0	34	0	0	0	0	0	6	0	4	0	10	67
08:15 AM	9	14	0	0	23	0	36	8	0	44	0	0	0	0	0	10	0	6	0	16	83
08:30 AM	8	12	0	0	20	0	25	7	0	32	0	0	0	0	0	6	0	4	0	10	62
08:45 AM	7	10	0	0	17	0	21	9	0	30	0	0	0	0	0	2	0	0	0	2	49
Total	32	51	0	0	83	0	110	30	0	140	0	0	0	0	0	24	0	14	0	38	261
*** BREAK ***																					
11:00 AM	7	11	0	0	18	0	18	6	0	24	0	0	0	0	0	4	0	4	0	8	50
11:15 AM	7	12	0	0	19	0	18	4	0	22	0	0	0	0	0	5	0	9	0	14	55
11:30 AM	8	14	0	0	22	0	16	5	0	21	0	0	0	0	0	3	0	6	0	9	52
11:45 AM	6	10	0	0	16	0	15	6	0	21	0	0	0	0	0	3	0	6	0	9	46
Total	28	47	0	0	75	0	67	21	0	88	0	0	0	0	0	15	0	25	0	40	203
12:00 PM	6	11	0	0	17	0	17	7	0	24	0	0	0	0	0	4	0	10	0	14	55
12:15 PM	9	13	0	0	22	0	16	5	0	21	0	0	0	0	0	5	0	6	0	11	54
12:30 PM	7	12	0	0	19	0	16	7	0	23	0	0	0	0	0	6	0	5	0	11	53
12:45 PM	7	10	0	0	17	0	16	4	0	20	0	0	0	0	0	4	0	5	0	9	46
Total	29	46	0	0	75	0	65	23	0	88	0	0	0	0	0	19	0	26	0	45	208
*** BREAK ***																					
03:00 PM	9	15	0	0	24	0	19	6	0	25	0	0	0	0	0	5	0	4	0	9	58
03:15 PM	9	15	0	0	24	0	19	5	0	24	0	0	0	0	0	4	0	3	0	7	55
03:30 PM	7	11	0	0	18	0	20	9	0	29	0	0	0	0	0	6	0	5	0	11	58
03:45 PM	7	13	0	0	20	0	22	10	0	32	0	0	0	0	0	6	0	4	0	10	62
Total	32	54	0	0	86	0	80	30	0	110	0	0	0	0	0	21	0	16	0	37	233

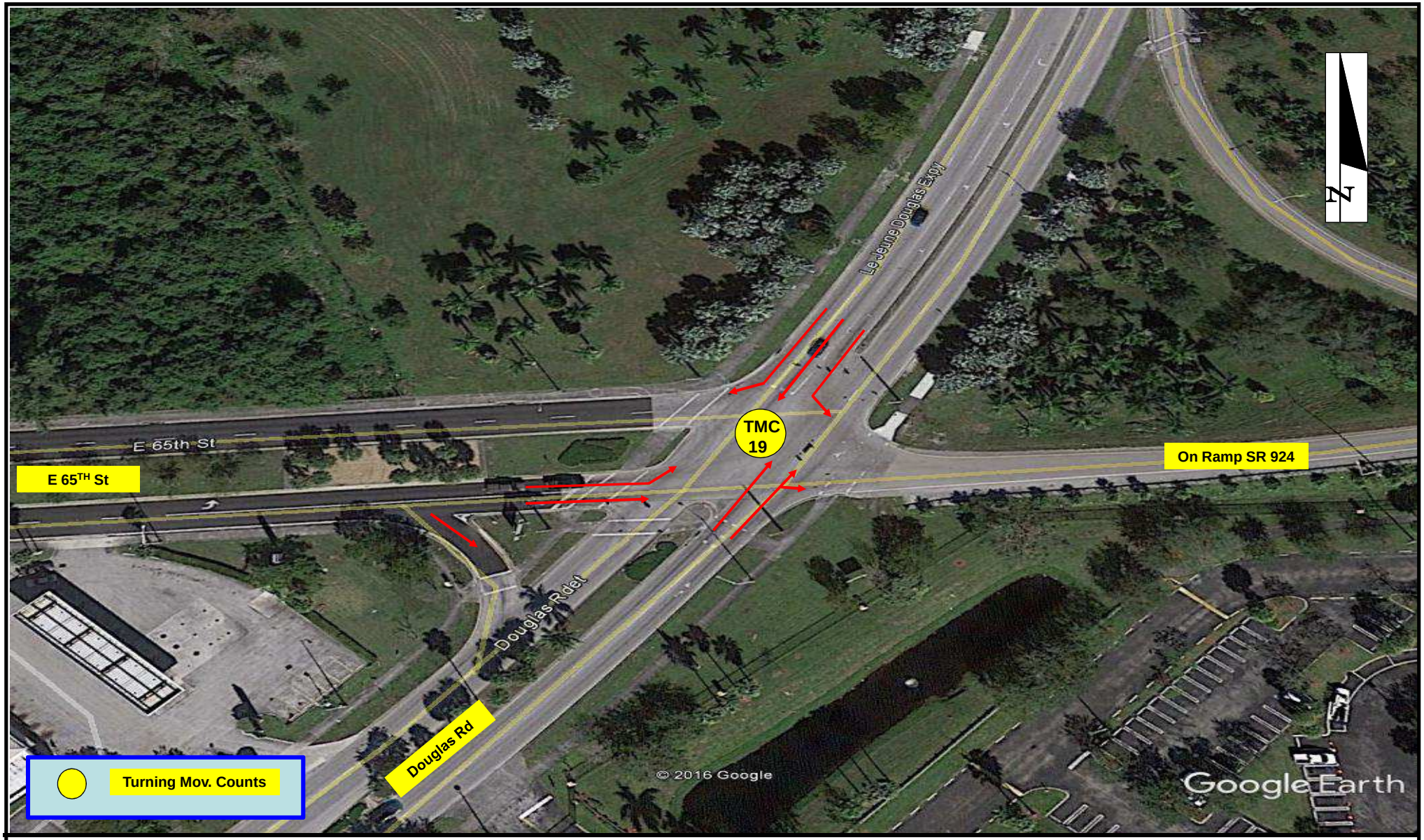
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File Name : Douglas Rd N of Interchange-r
Site Code : 00000018
Start Date : 9/13/2016
Page No : 2

Groups Printed- Trucks

	DOUGLAS RD Northbound					DOUGLAS RD Southbound					SR 924 Eastbound					SR 924 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	10	15	0	0	25	0	25	9	0	34	0	0	0	0	0	7	0	5	0	12	71
04:15 PM	6	9	0	0	15	0	23	12	0	35	0	0	0	0	0	7	0	7	0	14	64
04:30 PM	7	13	0	0	20	0	25	15	0	40	0	0	0	0	0	6	0	8	0	14	74
04:45 PM	6	11	0	0	17	0	28	16	0	44	0	0	0	0	0	8	0	7	0	15	76
Total	29	48	0	0	77	0	101	52	0	153	0	0	0	0	0	28	0	27	0	55	285
05:00 PM	5	8	0	0	13	0	27	21	0	48	0	0	0	0	0	6	0	6	0	12	73
05:15 PM	4	7	0	0	11	0	28	18	0	46	0	0	0	0	0	7	0	8	0	15	72
05:30 PM	2	6	0	0	8	0	26	17	0	43	0	0	0	0	0	9	0	6	0	15	66
05:45 PM	2	3	0	0	5	0	28	19	0	47	0	0	0	0	0	5	0	7	0	12	64
Total	13	24	0	0	37	0	109	75	0	184	0	0	0	0	0	27	0	27	0	54	275
Grand Total	209	352	0	0	561	0	755	288	0	1043	0	0	0	0	0	201	0	183	0	384	1988
Apprch %	37.3	62.7	0	0		0	72.4	27.6	0		0	0	0	0		52.3	0	47.7	0		
Total %	10.5	17.7	0	0	28.2	0	38	14.5	0	52.5	0	0	0	0	0	10.1	0	9.2	0	19.3	



Station ID # 19: SR 924 at Douglas Rd/ Le Jeune Connector (South of SR 953 interchange)
(8-Hr Turning Movement Counts)

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Client:FDOT-6
Intersection Name:SR924 at Douglas Sof I
Opertaors Name: MS
Weather: Sunny

File Name : Sta_19-SR 924 at Douglas Rd_LE jeune Conn (South of Int)
Site Code : 00000019
Start Date : 9/13/2016

Groups Printed- Pass Cars - Trucks

	Douglas Rd Northbound					Douglas Rd Southbound					E 65 Street Eastbound					On Ramp SR 924 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	1	76	16	0	93	27	94	42	0	163	30	74	5	0	109	0	0	0	0	0	365
06:15 AM	0	140	17	0	157	55	174	59	0	288	60	95	2	0	157	0	0	0	0	0	602
06:30 AM	0	139	18	0	157	63	239	110	0	412	75	89	4	0	168	0	0	0	0	0	737
06:45 AM	0	160	19	0	179	54	282	129	0	465	101	100	8	0	209	0	0	0	0	0	853
Total	1	515	70	0	586	199	789	340	0	1328	266	358	19	0	643	0	0	0	0	0	2557
07:00 AM	0	135	25	0	160	66	270	107	0	443	85	106	4	0	195	0	0	0	0	0	798
07:15 AM	0	201	19	0	220	56	307	94	0	457	116	100	2	0	218	0	0	0	0	0	895
07:30 AM	0	149	12	0	161	68	305	115	0	488	102	88	4	0	194	0	0	0	0	0	843
07:45 AM	0	174	13	0	187	47	319	137	0	503	109	92	3	0	204	0	0	0	0	0	894
Total	0	659	69	0	728	237	1201	453	0	1891	412	386	13	0	811	0	0	0	0	0	3430
08:00 AM	0	146	7	0	153	49	323	180	1	553	119	97	6	0	222	0	0	0	0	0	928
08:15 AM	0	163	12	0	175	71	304	174	1	550	113	84	5	0	202	0	0	0	0	0	927
08:30 AM	0	133	18	0	151	63	286	138	0	487	92	79	8	0	179	0	0	0	0	0	817
08:45 AM	0	111	16	0	127	49	281	106	0	436	74	74	6	0	154	0	0	0	0	0	717
Total	0	553	53	0	606	232	1194	598	2	2026	398	334	25	0	757	0	0	0	0	0	3389
*** BREAK ***																					
11:00 AM	0	112	10	0	122	48	163	86	0	297	39	46	1	0	86	0	0	0	0	0	505
11:15 AM	0	103	16	0	119	51	168	103	0	322	46	34	7	0	87	0	0	0	0	0	528
11:30 AM	0	108	5	0	113	38	148	68	0	254	32	50	3	0	85	0	0	0	0	0	452
11:45 AM	0	106	19	0	125	36	154	85	0	275	37	47	1	0	85	0	0	0	0	0	485
Total	0	429	50	0	479	173	633	342	0	1148	154	177	12	0	343	0	0	0	0	0	1970
12:00 PM	0	118	12	0	130	38	84	53	1	176	37	52	2	0	91	0	0	0	0	0	397
12:15 PM	0	114	20	0	134	47	147	77	0	271	55	66	3	0	124	0	0	0	0	0	529
12:30 PM	0	102	19	0	121	52	176	91	0	319	44	58	3	0	105	0	0	0	0	0	545
12:45 PM	0	134	16	0	150	44	160	94	0	298	50	65	4	0	119	0	0	0	0	0	567
Total	0	468	67	0	535	181	567	315	1	1064	186	241	12	0	439	0	0	0	0	0	2038
*** BREAK ***																					
03:00 PM	0	201	17	0	218	50	162	103	0	315	82	64	2	0	148	0	0	0	0	0	681
03:15 PM	0	189	16	0	205	61	141	105	0	307	96	75	3	0	174	0	0	0	0	0	686
03:30 PM	0	207	22	0	229	52	164	143	1	360	83	92	4	0	179	0	0	0	0	0	768

F.R. Aleman & Associates, Inc

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Client:FDOT-6
Intersection Name:SR924 at Douglas Sof I
Opertaors Name: MS
Weather: Sunny

File Name : Sta_19-SR 924 at Douglas Rd_LE jeune Conn (South of Int)
Site Code : 00000019
Start Date : 9/13/2016

Groups Printed- Pass Cars - Trucks

	Douglas Rd Northbound					Douglas Rd Southbound					E 65 Street Eastbound					On Ramp SR 924 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	0	170	19	0	189	64	199	127	0	390	69	91	4	0	164	0	0	0	0	0	743
Total	0	767	74	0	841	227	666	478	1	1372	330	322	13	0	665	0	0	0	0	0	2878
04:00 PM	0	190	21	0	211	55	200	145	0	400	94	100	2	0	196	0	0	0	0	0	807
04:15 PM	0	227	21	0	248	64	199	132	3	398	89	101	2	0	192	0	0	0	0	0	838
04:30 PM	0	207	36	0	243	69	217	149	0	435	81	81	4	0	166	0	0	0	0	0	844
04:45 PM	0	207	29	0	236	74	226	140	3	443	91	83	2	0	176	0	0	0	0	0	855
Total	0	831	107	0	938	262	842	566	6	1676	355	365	10	0	730	0	0	0	0	0	3344
05:00 PM	0	239	33	4	276	72	209	131	0	412	83	105	0	0	188	0	0	0	0	0	876
05:15 PM	0	214	31	0	245	80	245	146	0	471	99	89	0	0	188	0	0	0	0	0	904
05:30 PM	1	233	36	0	270	86	243	179	0	508	83	91	0	0	174	0	0	0	0	0	952
05:45 PM	0	236	25	0	261	57	247	124	0	428	96	87	0	0	183	0	0	0	0	0	872
Total	1	922	125	4	1052	295	944	580	0	1819	361	372	0	0	733	0	0	0	0	0	3604
Grand Total	2	5144	615	4	5765	1806	6836	3672	10	12324	2462	2555	104	0	5121	0	0	0	0	0	23210
Apprch %	0	89.2	10.7	0.1		14.7	55.5	29.8	0.1		48.1	49.9	2	0		0	0	0	0		
Total %	0	22.2	2.6	0	24.8	7.8	29.5	15.8	0	53.1	10.6	11	0.4	0	22.1	0	0	0	0	0	
Pass Cars	2	4729	542	4	5277	1642	6312	3414	10	11378	2343	2435	101	0	4879	0	0	0	0	0	21534
% Pass Cars	100	91.9	88.1	100	91.5	90.9	92.3	93	100	92.3	95.2	95.3	97.1	0	95.3	0	0	0	0	0	92.8
Trucks	0	415	73	0	488	164	524	258	0	946	119	120	3	0	242	0	0	0	0	0	1676
% Trucks	0	8.1	11.9	0	8.5	9.1	7.7	7	0	7.7	4.8	4.7	2.9	0	4.7	0	0	0	0	0	7.2

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Opertaors Name: MS
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File Name : Sta_19-SR 924 at Douglas Rd_LE jeune Conn (South of Int)
Site Code : 00000019
Start Date : 9/13/2016

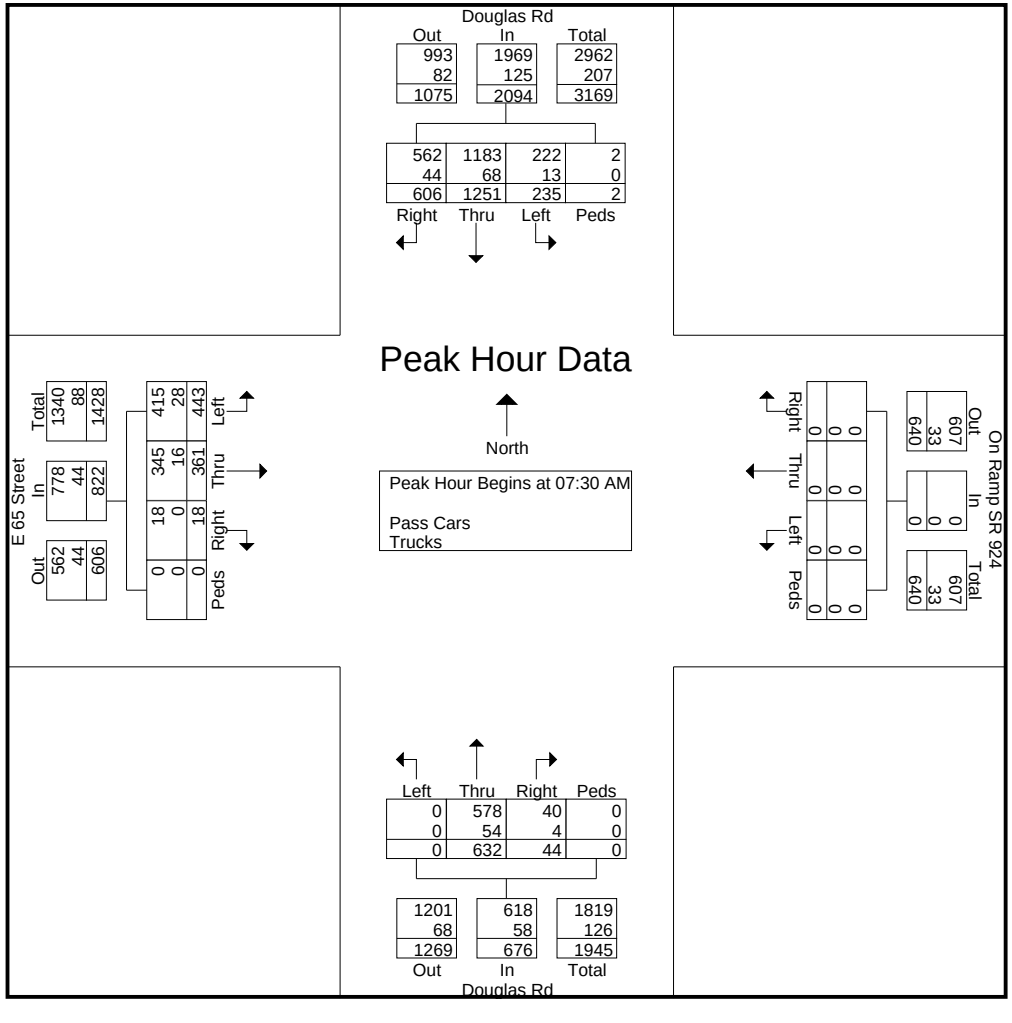
	Douglas Rd Northbound					Douglas Rd Southbound					E 65 Street Eastbound					On Ramp SR 924 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	149	12	0	161	68	305	115	0	488	102	88	4	0	194	0	0	0	0	0	843
07:45 AM	0	**174**	**13**	0	**187**	47	319	137	0	503	109	92	3	0	204	0	0	0	0	0	894
08:00 AM	0	146	7	0	153	49	**323**	**180**	**1**	**553**	**119**	**97**	**6**	0	**222**	0	0	0	0	0	**928**
08:15 AM	0	163	12	0	175	**71**	304	174	1	550	113	84	5	0	202	0	0	0	0	0	927
Total Volume	0	632	44	0	676	235	1251	606	2	2094	443	361	18	0	822	0	0	0	0	0	3592
% App. Total	0	93.5	6.5	0		11.2	59.7	28.9	0.1		53.9	43.9	2.2	0		0	0	0	0		
PHF	.000	.908	.846	.000	.904	.827	.968	.842	.500	.947	.931	.930	.750	.000	.926	.000	.000	.000	.000	.000	.968
Pass Cars	0	578	40	0	618	222	1183	562	2	1969	415	345	18	0	778	0	0	0	0	0	3365
% Pass Cars	0	91.5	90.9	0	91.4	94.5	94.6	92.7	100	94.0	93.7	95.6	100	0	94.6	0	0	0	0	0	93.7
Trucks	0	54	4	0	58	13	68	44	0	125	28	16	0	0	44	0	0	0	0	0	227
% Trucks	0	8.5	9.1	0	8.6	5.5	5.4	7.3	0	6.0	6.3	4.4	0	0	5.4	0	0	0	0	0	6.3

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Intersection Name:SR924 at Douglas Sof I
Opertaors Name: MS
Weather: Sunny

File Name : Sta_19-SR 924 at Douglas Rd_LE jeune Conn (South of Int)
Site Code : 00000019
Start Date : 9/13/2016
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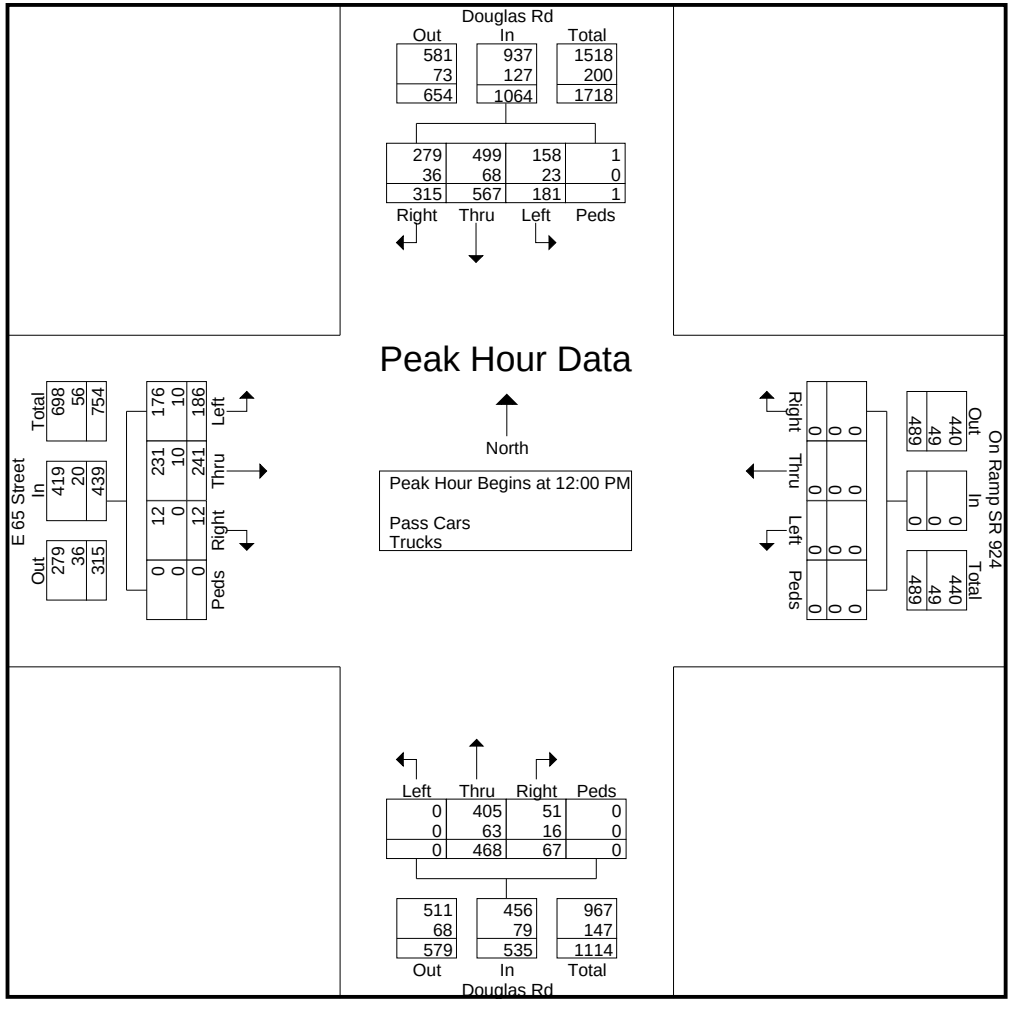
	Douglas Rd Northbound					Douglas Rd Southbound					E 65 Street Eastbound					On Ramp SR 924 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	118	12	0	130	38	84	53	**1**	176	37	52	2	0	91	0	0	0	0	0	397
12:15 PM	0	114	**20**	0	134	47	147	77	0	271	**55**	**66**	3	0	**124**	0	0	0	0	0	529
12:30 PM	0	102	19	0	121	**52**	**176**	91	0	**319**	44	58	3	0	105	0	0	0	0	0	545
12:45 PM	0	**134**	16	0	**150**	44	160	**94**	0	298	50	65	**4**	0	119	0	0	0	0	0	**567**
Total Volume	0	468	67	0	535	181	567	315	1	1064	186	241	12	0	439	0	0	0	0	0	2038
% App. Total	0	87.5	12.5	0		17	53.3	29.6	0.1		42.4	54.9	2.7	0		0	0	0	0		
PHF	.000	.873	.838	.000	.892	.870	.805	.838	.250	.834	.845	.913	.750	.000	.885	.000	.000	.000	.000	.000	.899
Pass Cars	0	405	51	0	456	158	499	279	1	937	176	231	12	0	419	0	0	0	0	0	1812
% Pass Cars	0	86.5	76.1	0	85.2	87.3	88.0	88.6	100	88.1	94.6	95.9	100	0	95.4	0	0	0	0	0	88.9
Trucks	0	63	16	0	79	23	68	36	0	127	10	10	0	0	20	0	0	0	0	0	226
% Trucks	0	13.5	23.9	0	14.8	12.7	12.0	11.4	0	11.9	5.4	4.1	0	0	4.6	0	0	0	0	0	11.1

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File Name : Sta_19-SR 924 at Douglas Rd_LE jeune Conn (South of Int)
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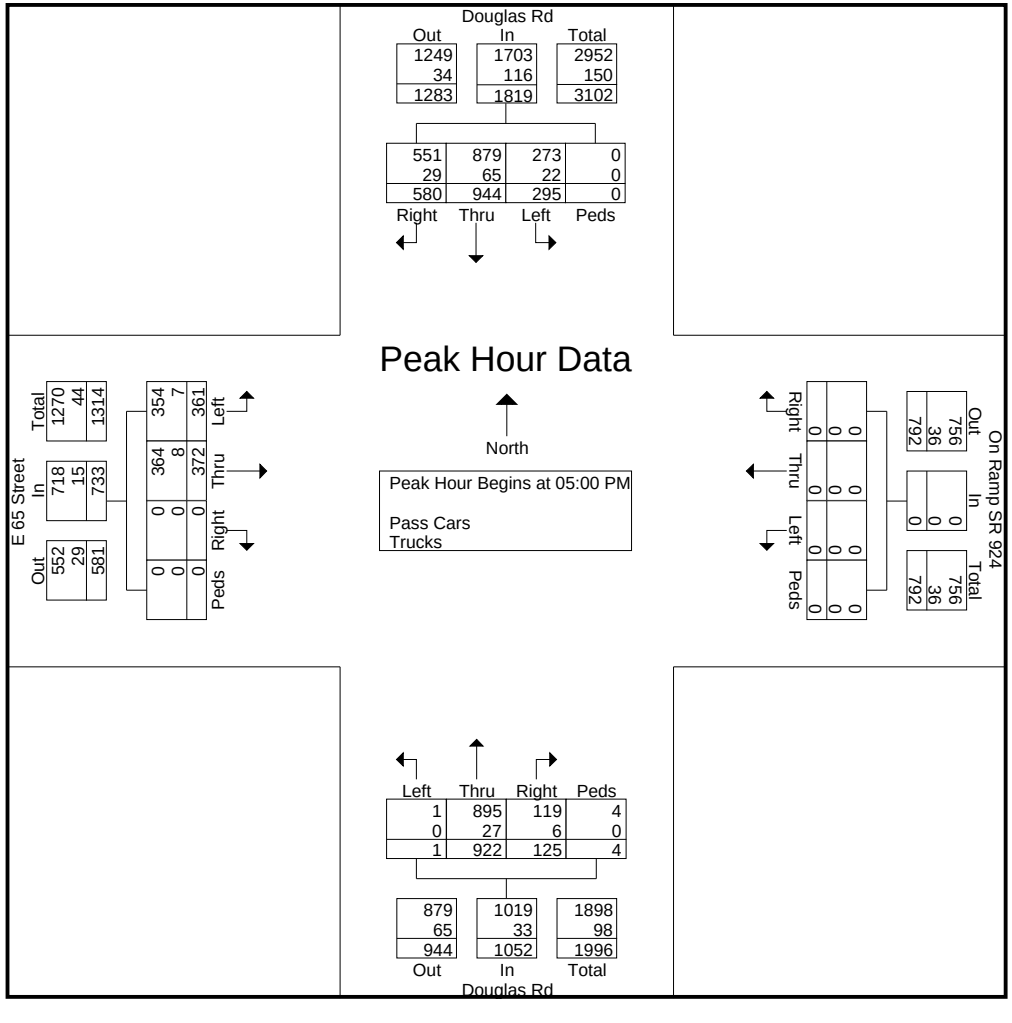
	Douglas Rd Northbound					Douglas Rd Southbound					E 65 Street Eastbound					On Ramp SR 924 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	**239**	33	**4**	**276**	72	209	131	0	412	83	**105**	0	0	**188**	0	0	0	0	0	876
05:15 PM	0	214	31	0	245	80	245	146	0	471	**99**	89	0	0	188	0	0	0	0	0	904
05:30 PM	**1**	233	**36**	0	270	**86**	243	**179**	0	**508**	83	91	0	0	174	0	0	0	0	0	**952**
05:45 PM	0	236	25	0	261	57	**247**	124	0	428	96	87	0	0	183	0	0	0	0	0	872
Total Volume	1	922	125	4	1052	295	944	580	0	1819	361	372	0	0	733	0	0	0	0	0	3604
% App. Total	0.1	87.6	11.9	0.4		16.2	51.9	31.9	0		49.2	50.8	0	0		0	0	0	0		
PHF	.250	.964	.868	.250	.953	.858	.955	.810	.000	.895	.912	.886	.000	.000	.975	.000	.000	.000	.000	.000	.946
Pass Cars	1	895	119	4	1019	273	879	551	0	1703	354	364	0	0	718	0	0	0	0	0	3440
% Pass Cars	100	97.1	95.2	100	96.9	92.5	93.1	95.0	0	93.6	98.1	97.8	0	0	98.0	0	0	0	0	0	95.4
Trucks	0	27	6	0	33	22	65	29	0	116	7	8	0	0	15	0	0	0	0	0	164
% Trucks	0	2.9	4.8	0	3.1	7.5	6.9	5.0	0	6.4	1.9	2.2	0	0	2.0	0	0	0	0	0	4.6

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Intersection Name:SR924 at Douglas Sof I
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File Name : Sta_19-SR 924 at Douglas Rd_LE jeune Conn (South of Int)
Site Code : 00000019
Start Date : 9/13/2016
Page No : 8



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File Name : Sta_19-SR 924 at Douglas Rd_LE jeune Conn (South of Int)
Site Code : 00000019
Start Date : 9/13/2016
Page No : 1

Groups Printed- Trucks

	Douglas Rd Northbound					Douglas Rd Southbound					E 65 Street Eastbound					On Ramp SR 924 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	4	1	0	5	3	5	4	0	12	1	2	0	0	3	0	0	0	0	0	20
06:15 AM	0	10	1	0	11	3	13	4	0	20	0	5	0	0	5	0	0	0	0	0	36
06:30 AM	0	15	3	0	18	7	12	4	0	23	2	7	1	0	10	0	0	0	0	0	51
06:45 AM	0	15	1	0	16	5	11	7	0	23	3	5	0	0	8	0	0	0	0	0	47
Total	0	44	6	0	50	18	41	19	0	78	6	19	1	0	26	0	0	0	0	0	154
07:00 AM	0	9	2	0	11	8	8	4	0	20	1	5	0	0	6	0	0	0	0	0	37
07:15 AM	0	19	2	0	21	1	14	0	0	15	3	4	0	0	7	0	0	0	0	0	43
07:30 AM	0	9	1	0	10	3	17	9	0	29	7	4	0	0	11	0	0	0	0	0	50
07:45 AM	0	13	0	0	13	3	13	7	0	23	5	4	0	0	9	0	0	0	0	0	45
Total	0	50	5	0	55	15	52	20	0	87	16	17	0	0	33	0	0	0	0	0	175
08:00 AM	0	15	2	0	17	0	15	11	0	26	6	3	0	0	9	0	0	0	0	0	52
08:15 AM	0	17	1	0	18	7	23	17	0	47	10	5	0	0	15	0	0	0	0	0	80
08:30 AM	0	14	3	0	17	7	20	4	0	31	7	6	1	0	14	0	0	0	0	0	62
08:45 AM	0	10	5	0	15	5	16	2	0	23	4	2	0	0	6	0	0	0	0	0	44
Total	0	56	11	0	67	19	74	34	0	127	27	16	1	0	44	0	0	0	0	0	238
*** BREAK ***																					
11:00 AM	0	11	4	0	15	2	18	7	0	27	7	4	0	0	11	0	0	0	0	0	53
11:15 AM	0	14	1	0	15	6	29	7	0	42	3	3	0	0	6	0	0	0	0	0	63
11:30 AM	0	18	2	0	20	8	19	8	0	35	2	6	0	0	8	0	0	0	0	0	63
11:45 AM	0	13	3	0	16	2	21	10	0	33	3	6	0	0	9	0	0	0	0	0	58
Total	0	56	10	0	66	18	87	32	0	137	15	19	0	0	34	0	0	0	0	0	237
12:00 PM	0	14	3	0	17	6	10	4	0	20	1	1	0	0	2	0	0	0	0	0	39
12:15 PM	0	17	7	0	24	6	20	9	0	35	6	2	0	0	8	0	0	0	0	0	67
12:30 PM	0	16	4	0	20	8	24	12	0	44	2	4	0	0	6	0	0	0	0	0	70
12:45 PM	0	16	2	0	18	3	14	11	0	28	1	3	0	0	4	0	0	0	0	0	50
Total	0	63	16	0	79	23	68	36	0	127	10	10	0	0	20	0	0	0	0	0	226
*** BREAK ***																					
03:00 PM	0	20	5	0	25	9	17	15	0	41	4	3	0	0	7	0	0	0	0	0	73
03:15 PM	0	17	2	0	19	6	18	14	0	38	7	2	0	0	9	0	0	0	0	0	66
03:30 PM	0	11	4	0	15	9	17	15	0	41	7	12	0	0	19	0	0	0	0	0	75
03:45 PM	0	13	2	0	15	9	23	8	0	40	5	3	0	0	8	0	0	0	0	0	63
Total	0	61	13	0	74	33	75	52	0	160	23	20	0	0	43	0	0	0	0	0	277

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Site Code : 00000019
Start Date : 9/13/2016

Groups Printed- Trucks

	Douglas Rd Northbound					Douglas Rd Southbound					E 65 Street Eastbound					On Ramp SR 924 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	19	2	0	21	6	16	10	0	32	5	1	1	0	7	0	0	0	0	0	60
04:15 PM	0	12	1	0	13	3	15	9	0	27	3	5	0	0	8	0	0	0	0	0	48
04:30 PM	0	14	2	0	16	6	17	9	0	32	5	1	0	0	6	0	0	0	0	0	54
04:45 PM	0	13	1	0	14	1	14	8	0	23	2	4	0	0	6	0	0	0	0	0	43
Total	0	58	6	0	64	16	62	36	0	114	15	11	1	0	27	0	0	0	0	0	205
05:00 PM	0	11	0	0	11	8	20	7	0	35	1	2	0	0	3	0	0	0	0	0	49
05:15 PM	0	9	1	0	10	7	16	7	0	30	1	4	0	0	5	0	0	0	0	0	45
05:30 PM	0	7	5	0	12	5	17	9	0	31	3	1	0	0	4	0	0	0	0	0	47
05:45 PM	0	0	0	0	0	2	12	6	0	20	2	1	0	0	3	0	0	0	0	0	23
Total	0	27	6	0	33	22	65	29	0	116	7	8	0	0	15	0	0	0	0	0	164
Grand Total	0	415	73	0	488	164	524	258	0	946	119	120	3	0	242	0	0	0	0	0	1676
Apprch %	0	85	15	0		17.3	55.4	27.3	0		49.2	49.6	1.2	0		0	0	0	0		
Total %	0	24.8	4.4	0	29.1	9.8	31.3	15.4	0	56.4	7.1	7.2	0.2	0	14.4	0	0	0	0	0	

B. FDOT Counts

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0560 - SR 817/NW 27 AV, 100' S NW 151 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	34500 C	N 15500	S 19000	9.00	54.70	5.50
2014	38000 C	N 17500	S 20500	9.00	54.50	5.80
2013	35000 C	N 17000	S 18000	9.00	52.40	8.60
2012	34000 C	N 16000	S 18000	9.00	55.70	7.30
2011	38500 C	N 18500	S 20000	9.00	55.10	4.80
2010	40000 C	N 19000	S 21000	8.98	54.08	4.80
2009	38500 C	N 19500	S 19000	8.99	53.24	3.90
2008	42000 C	N 21500	S 20500	9.09	55.75	4.80
2007	43500 C	N 21500	S 22000	8.01	54.34	10.50
2006	42000 C	N 21500	S 20500	7.97	54.22	5.50
2005	41000 C	N 20000	S 21000	8.80	53.80	6.80
2004	45500 C	N 22000	S 23500	9.00	53.30	6.80
2003	42000 C	N 20000	S 22000	8.80	53.40	4.10
2002	46000 C	N 23000	S 23000	9.80	52.30	14.80
2001	40500 C	N 19500	S 21000	8.20	53.50	4.00
2000	42500 C	N 20000	S 22500	8.20	53.10	16.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0561 - SR 817 / NW 27 AVE / 200' N OF SR 9

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	39000 C	N 19000	S 20000	9.00	54.70	5.40
2014	50500 C	N 21000	S 29500	9.00	54.50	4.30
2013	43000 C	N 16500	S 26500	9.00	52.40	6.10
2012	37500 C	N 19000	S 18500	9.00	55.70	5.50
2011	43000 C	N 21500	S 21500	9.00	55.10	4.80
2010	40000 C	N 19000	S 21000	8.98	54.08	3.60
2009	40000 C	N 19500	S 20500	8.99	53.24	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0022 - SR 9/SW/NW 27 AV, 100' N NW 138 ST/YORK ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	58500 C	N 32500	S 26000	9.00	54.70	7.10
2014	52500 C	N 27000	S 25500	9.00	54.50	6.80
2013	58500 C	N 29500	S 29000	9.00	52.40	5.10
2012	35000 C	N 17500	S 17500	9.00	55.70	9.50
2011	59500 C	N 29500	S 30000	9.00	55.10	6.80
2010	51500 C	N 25500	S 26000	8.98	54.08	7.20
2009	50000 C	N 25500	S 24500	8.99	53.24	5.20
2008	50000 C	N 25500	S 24500	9.09	55.75	5.90
2007	52000 C	N 27000	S 25000	8.01	54.34	5.10
2006	54500 C	N 28000	S 26500	7.97	54.22	8.00
2005	57000 C	N 29500	S 27500	8.80	53.80	8.10
2004	56000 C	N 29500	S 26500	9.00	53.30	7.00
2003	59500 C	N 28000	S 31500	8.80	53.40	6.70
2002	57500 C	N 29000	S 28500	9.80	52.30	7.30
2001	58500 C	N 29500	S 29000	8.20	53.50	7.20
2000	55000 C	N 27500	S 27500	8.20	53.10	6.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 87 - MIAMI-DADE

SITE: 0519 - SR 9/SW/NW 27 AV, 100' S NW 135 ST/SR 916

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	43000 C	N 21500	S 21500	9.00	54.70	10.90
2014	42500 C	N 20000	S 22500	9.00	54.50	7.90
2013	43500 F	N 21000	S 22500	9.00	52.40	8.60
2012	44500 C	N 21500	S 23000	9.00	55.70	8.60
2011	42500 C	N 21000	S 21500	9.00	55.10	6.30
2010	52000 C	N 26000	S 26000	8.98	54.08	6.30
2009	51000 C	N 25500	S 25500	8.99	53.24	5.10
2008	55500 C	N 27500	S 28000	9.09	55.75	5.20
2007	52000 C	N 26000	S 26000	8.01	54.34	4.50
2006	52500 C	N 26500	S 26000	7.97	54.22	6.50
2005	44500 C	N 22000	S 22500	8.80	53.80	5.90
2004	51500 F	N 25000	S 26500	9.00	53.30	5.90
2003	51500 C	N 25000	S 26500	8.80	53.40	5.90
2002	45000 C	N 22500	S 22500	9.80	52.30	3.90
2001	48500 C	N 24000	S 24500	8.20	53.50	6.80
2000	44000 C	N 20500	S 23500	8.20	53.10	4.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 87 - MIAMI-DADE

SITE: 0051 - SR 9/ 200' S OF RAMP 87240124

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	8300 C	S 8300	0	9.00	99.90	7.10
2014	8600 C	S 8600		9.00	99.90	6.80
2013	7700 C	S 7700	0	9.00	99.90	5.10
2012	7600 C	S 7600	0	9.00	99.90	9.50
2011	11000 C	S 11000	0	9.00	99.90	6.80
2010	12000 C	S 12000	0	8.98	99.99	7.20
2009	12000 C	S 12000	0	8.99	99.99	5.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 87 - MIAMI-DADE

SITE: 8446 - LE JEUNE RD, 200 FT S OF CURTISS RD/NW 142 ST (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	6300 F	N 2700	S 3600	9.00	57.40	4.20
2014	6300 C	N 2700	S 3600	9.00	59.30	5.50
2013	6100 F	N 3000	S 3100	9.00	58.90	16.20
2012	6100 C	N 3000	S 3100	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1181 - SR 953/LEJEUNE RD, 1100' N OF NW 119 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	20500 C	N 10500	S 10000	9.00	54.70	7.20
2014	19000 C	N 9600	S 9400	9.00	54.50	7.10
2013	19100 C	N 9800	S 9300	9.00	52.40	7.20
2012	19300 C	N 9800	S 9500	9.00	55.70	5.30
2011	18200 C	N 9200	S 9000	9.00	55.10	7.70
2010	19200 C	N 9700	S 9500	8.98	54.08	7.70
2009	21200 C	N 9700	S 11500	8.99	53.24	5.90
2008	20200 C	N 9200	S 11000	9.09	55.75	3.10
2007	21000 C	N 10500	S 10500	8.01	54.34	5.30
2006	20000 F	N 10000	S 10000	7.97	54.22	11.70
2005	20000 C	N 10000	S 10000	8.80	53.80	11.60
2004	20700 C	N 11000	S 9700	9.00	53.30	11.60
2003	18900 C	N 9800	S 9100	8.80	53.40	5.70
2002	22000 C	N 10500	S 11500	9.80	52.30	3.90
2001	19400 C	N 9600	S 9800	8.20	53.50	4.30
2000	22500 C	N 11000	S 11500	8.20	53.10	8.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0030 - SR 953/LEJEUNE RD, 100' N NW 37 AVE. CONNECTOR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	16700 C	N 9500	S 7200	9.00	54.70	4.60
2014	17800 C	N 9500	S 8300	9.00	54.50	5.90
2013	15700 C	N 8000	S 7700	9.00	52.40	5.70
2012	15900 C	N 8400	S 7500	9.00	55.70	4.00
2011	16400 C	N 8600	S 7800	9.00	55.10	5.70
2010	17500 C	N 9300	S 8200	8.98	54.08	3.80
2009	17300 C	N 9100	S 8200	8.99	53.24	3.20
2008	17400 C	N 9100	S 8300	9.09	55.75	3.50
2007	15200 F	N 7000	S 8200	8.01	54.34	4.70
2006	15200 C	N 7000	S 8200	7.97	54.22	7.20
2005	46000 F	N 23000	S 23000	8.80	53.80	5.50
2004	46000 C	N 23000	S 23000	9.00	53.30	9.00
2003	33500 C	N 17500	S 16000	8.80	53.40	5.00
2002	36000 C	N 18000	S 18000	9.80	52.30	4.30
2001	43000 C	N 21500	S 21500	8.20	53.50	5.70
2000	39000 C	N 19500	S 19500	8.20	53.10	4.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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COUNTY: 87 - MIAMI-DADE

SITE: 7047 - LEJEUNE DOUGLAS XPWY, 100 FT S OF NW 125TH ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	31000 F	N 16000	S 15000	9.00	54.70	8.80
2014	30000 C	N 15500	S 14500	9.00	54.50	8.80
2013	25000 F	N 12500	S 12500	9.00	52.40	7.20
2012	25000 C	N 12500	S 12500	9.00	55.70	7.20
2011	17300 F	N 8500	S 8800	9.00	55.10	5.10
2010	17500 C	N 8600	S 8900	8.98	54.08	3.70
2009	18500 C	N 9200	S 9300	8.99	53.24	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8592 - NW 32 AV, 200' NORTH OFNW 125 ST (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	13400 C	N 7400	S 6000	9.00	57.40	8.50
2014	12400 S	N 6600	S 5800	9.00	59.30	7.50
2013	12400 F	N 6600	S 5800	9.00	58.90	16.20
2012	12400 C	N 6600	S 5800	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8621 - NW 22 AVE, 200' NORTH OF NW 132 ST (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	17900 T	N 9600	S 8300	9.00	57.40	8.50
2014	18100 S	N 9700	S 8400	9.00	59.30	7.50
2013	18300 F	N 9800	S 8500	9.00	58.90	16.20
2012	18400 C	N 9900	S 8500	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8652 - NW 151 ST/ORIENTAL B, 200' EAST OFNW 29 AV(2011 OFFSYSTEM CYCLE, CL:542)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	9000 T	E 4600	W 4400	9.00	57.40	8.50
2014	9100 S	E 4700	W 4400	9.00	59.30	7.50
2013	9100 F	E 4700	W 4400	9.00	58.90	16.20
2012	9100 C	E 4700	W 4400	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 87 - MIAMI-DADE

SITE: 8445 - ALI BABA AVE, 200 FT S OF AHMAD ST (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	3600 F	N 2200	S 1400	9.00	57.40	8.50
2014	3600 C	N 2200	S 1400	9.00	59.30	7.50
2013	4000 F	0	0	9.00	58.90	16.20
2012	4000 C	N 0	S 0	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 87 - MIAMI-DADE

SITE: 0138 - SR 916/NW 135 ST, 200' W LEJEUNE RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	29500 C	E 14000	W 15500	9.00	54.70	4.60
2014	33000 C	E 15000	W 18000	9.00	54.50	5.70
2013	26000 C	E 12500	W 13500	9.00	52.40	6.50
2012	33500 C	E 13500	W 20000	9.00	55.70	3.40
2011	30000 C	E 15000	W 15000	9.00	55.10	5.10
2010	41500 C	E 22000	W 19500	8.98	54.08	3.70
2009	34500 C	E 18000	W 16500	8.99	53.24	2.90
2008	36500 C	E 19000	W 17500	9.09	55.75	2.50
2007	36000 C	E 18500	W 17500	8.01	54.34	8.90
2006	34500 C	E 16500	W 18000	7.97	54.22	4.50
2005	31000 C	E 15500	W 15500	8.80	53.80	2.40
2004	35000 C	E 17500	W 17500	9.00	53.30	7.30
2003	32000 C	E 15000	W 17000	8.80	53.40	5.50
2002	33500 C	E 16500	W 17000	9.80	52.30	7.00
2001	32000 C	E 15000	W 17000	8.20	53.50	5.70
2000	29000 C	E 14000	W 15000	8.20	53.10	7.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 87 - MIAMI-DADE

SITE: 1224 - SR 916/NW 135 ST, 200' E LEJEUNE RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	21500 C	E 11000	W 10500	9.00	54.70	5.60
2014	22000 C	E 11000	W 11000	9.00	54.50	9.00
2013	19900 C	E 10000	W 9900	9.00	52.40	8.70
2012	19700 C	E 9700	W 10000	9.00	55.70	5.10
2011	24000 C	E 12000	W 12000	9.00	55.10	6.30
2010	23000 C	E 11000	W 12000	8.98	54.08	6.30
2009	25500 C	E 12500	W 13000	8.99	53.24	5.90
2008	28500 C	E 13500	W 15000	9.09	55.75	4.70
2007	21500 C	E 11000	W 10500	8.01	54.34	10.90
2006	25500 C	E 12500	W 13000	7.97	54.22	7.10
2005	24000 C	E 11500	W 12500	8.80	53.80	10.70
2004	28500 C	E 14000	W 14500	9.00	53.30	10.70
2003	23000 C	E 11000	W 12000	8.80	53.40	8.80
2002	21500 C	E 10500	W 11000	9.80	52.30	6.50
2001	24000 C	E 11500	W 12500	8.20	53.50	9.00
2000	21500 C	E 11000	W 10500	8.20	53.10	7.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 87 - MIAMI-DADE

SITE: 1223 - SR 916/OPA-LOCKA BLVD, 200' W SR 9/NW 27 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	21600 C	E 12000	W 9600	9.00	54.70	4.60
2014	20000 C	E 11000	W 9000	9.00	54.50	5.70
2013	19800 C	E 11000	W 8800	9.00	52.40	6.50
2012	18600 C	E 10000	W 8600	9.00	55.70	3.40
2011	27000 C	E 14000	W 13000	9.00	55.10	5.10
2010	27000 C	E 14000	W 13000	8.98	54.08	3.70
2009	25000 C	E 13500	W 11500	8.99	53.24	2.90
2008	24500 C	E 13000	W 11500	9.09	55.75	2.50
2007	25500 C	E 14000	W 11500	8.01	99.99	8.90
2006	25500 C	E 14000	W 11500	7.97	99.99	4.50
2005	24500 C	E 12500	W 12000	8.80	99.90	2.40
2004	24000 C	E 12000	W 12000	9.00	99.90	7.30
2003	25500 C	E 13500	W 12000	8.80	99.90	5.50
2002	24000 C	E 13000	W 11000	9.80	99.90	7.00
2001	24500 C	E 13000	W 11500	8.20	53.50	5.70
2000	23000 C	E 12500	W 10500	8.20	53.10	7.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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COUNTY: 87 - MIAMI-DADE

SITE: 2512 - SR 924/GRATIGNY PKWY, 1000' W SR 953/LEJEUNE RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	47500 C	E 25500	W 22000	8.50	54.70	9.50
2014	47500 C	E 24000	W 23500	8.50	54.50	10.30
2013	42000 C	E 21500	W 20500	8.50	52.40	10.50
2012	27000 C	E 12000	W 15000	8.50	55.70	8.00
2011	38500 C	E 19500	W 19000	8.50	55.10	7.30
2010	33000 C	E 16500	W 16500	8.98	54.08	7.30
2009	36500 C	E 19000	W 17500	8.99	53.24	7.40
2008	43000 C	E 22000	W 21000	9.09	55.75	6.80
2007	42000 C	E 21500	W 20500	8.01	54.34	7.10
2006	38500 F	E 20000	W 18500	7.97	54.22	4.70
2005	38500 C	E 20000	W 18500	8.80	53.80	8.30
2004	40000 C	E 20000	W 20000	9.00	53.30	8.30
2003	37500 C	E 19000	W 18500	8.80	53.40	8.30
2002	40000 C	E 20000	W 20000	9.80	52.30	7.30
2001	46000 C	E 22500	W 23500	8.20	53.50	6.90
2000	44000 C	E 20500	W 23500	8.20	53.10	6.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 87 - MIAMI-DADE

SITE: 8480 - NW 119 ST/E 65 ST, 200 FT E OF LEJEUNE RD/SR-953 (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	11500 F	E 6800	W 4700	9.00	57.40	6.70
2014	11700 C	E 6900	W 4800	9.00	59.30	11.00
2013	12200 F	E 7000	W 5200	9.00	58.90	16.20
2012	12200 C	E 7000	W 5200	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

2015 Peak Season Factor Category Report - Report Type: ALL
Category: 8700 MIAMI-DADE NORTH

MOCF: 0.99

Week	Dates	SF	PSCF
1	01/01/2015 - 01/03/2015	1.01	1.02
2	01/04/2015 - 01/10/2015	1.03	1.04
3	01/11/2015 - 01/17/2015	1.05	1.06
4	01/18/2015 - 01/24/2015	1.04	1.05
5	01/25/2015 - 01/31/2015	1.02	1.03
6	02/01/2015 - 02/07/2015	1.01	1.02
* 7	02/08/2015 - 02/14/2015	0.99	1.00
* 8	02/15/2015 - 02/21/2015	0.99	1.00
* 9	02/22/2015 - 02/28/2015	0.99	1.00
*10	03/01/2015 - 03/07/2015	0.99	1.00
*11	03/08/2015 - 03/14/2015	0.98	0.99
*12	03/15/2015 - 03/21/2015	0.98	0.99
*13	03/22/2015 - 03/28/2015	0.99	1.00
*14	03/29/2015 - 04/04/2015	0.99	1.00
*15	04/05/2015 - 04/11/2015	0.99	1.00
*16	04/12/2015 - 04/18/2015	0.99	1.00
*17	04/19/2015 - 04/25/2015	0.99	1.00
*18	04/26/2015 - 05/02/2015	0.99	1.00
*19	05/03/2015 - 05/09/2015	1.00	1.01
20	05/10/2015 - 05/16/2015	1.00	1.01
21	05/17/2015 - 05/23/2015	1.00	1.01
22	05/24/2015 - 05/30/2015	1.00	1.01
23	05/31/2015 - 06/06/2015	1.01	1.02
24	06/07/2015 - 06/13/2015	1.01	1.02
25	06/14/2015 - 06/20/2015	1.01	1.02
26	06/21/2015 - 06/27/2015	1.02	1.03
27	06/28/2015 - 07/04/2015	1.02	1.03
28	07/05/2015 - 07/11/2015	1.03	1.04
29	07/12/2015 - 07/18/2015	1.03	1.04
30	07/19/2015 - 07/25/2015	1.02	1.03
31	07/26/2015 - 08/01/2015	1.02	1.03
32	08/02/2015 - 08/08/2015	1.01	1.02
33	08/09/2015 - 08/15/2015	1.01	1.02
34	08/16/2015 - 08/22/2015	1.01	1.02
35	08/23/2015 - 08/29/2015	1.01	1.02
36	08/30/2015 - 09/05/2015	1.00	1.01
37	09/06/2015 - 09/12/2015	1.00	1.01
38	09/13/2015 - 09/19/2015	0.99	1.00
39	09/20/2015 - 09/26/2015	0.99	1.00
40	09/27/2015 - 10/03/2015	0.98	0.99
41	10/04/2015 - 10/10/2015	0.98	0.99
42	10/11/2015 - 10/17/2015	0.97	0.98
43	10/18/2015 - 10/24/2015	0.98	0.99
44	10/25/2015 - 10/31/2015	0.99	1.00
45	11/01/2015 - 11/07/2015	0.99	1.00
46	11/08/2015 - 11/14/2015	1.00	1.01
47	11/15/2015 - 11/21/2015	1.00	1.01
48	11/22/2015 - 11/28/2015	1.00	1.01
49	11/29/2015 - 12/05/2015	1.00	1.01
50	12/06/2015 - 12/12/2015	1.01	1.02
51	12/13/2015 - 12/19/2015	1.02	1.03
52	12/20/2015 - 12/26/2015	1.04	1.05
53	12/27/2015 - 12/31/2015	1.05	1.06

* Peak Season

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C. Signal Timing and Phasing

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TOD Schedule Report

for 2975: Ali Baba Av&Opa-Locka Blvd

Print Date: 8/17/2013

Print Time: 2:19 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2975	Ali Baba Av&Opa-Locka Blvd	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 NBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	30 - 45 - 45	0 - 45 - 45	4	0.6
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 2.5 - 2.5	20 - 25 - 25	20 - 35 - 35	4	0.4
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 SBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	30 - 45 - 45	0 - 45 - 45	4	0.6
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 2.5 - 2.5	20 - 25 - 25	20 - 35 - 35	4	0.4

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-234-6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 NBT	3 -	4 EBT	5 -	6 SBT	7 -	8 WBT	Ring Offset	Offset
	1	90	0	42	0	39	0	42	0	39	0	0
	2	100	0	47	0	44	0	47	0	44	0	0
	3	90	0	36	0	45	0	36	0	45	0	0
	4	100	0	46	0	45	0	46	0	45	0	0
	12	100	0	46	0	45	0	46	0	45	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0500	Free	M T W Th F
0600	Free	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 5254: NW 32 Av&NW 151 St

Print Date: 8/17/2013

Print Time: 6:00 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5254	NW 32 Av&NW 151 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	8 - 10 - 10	20 - 20 - 20	3	0
2	WBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 30 - 30	0 - 0 - 0	4	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	EBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 30 - 30	0 - 0 - 0	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	18 - 25 - 25	30 - 30 - 30	4	1

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 -	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
	1	60	5	26	0	0	0	34	0	16	0	0
	2	90	10	42	0	0	0	55	0	25	0	0
	3	70	5	32	0	0	0	40	0	20	0	0
	4	90	10	42	0	0	0	55	0	25	0	0

Local TOD Schedule

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

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 4870: Douglas-LeJeune Conn&Gratigny Pkwy N

Print Date: 8/17/2013

Print Time: 5:25 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4870	Douglas-LeJeune Conn&Gratigny Pkw	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	12 - 12 - 12	3	0
2	SBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	35 - 35 - 35	0 - 40 - 40	4	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	20 - 20 - 20	40 - 40 - 40	4	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	35 - 35 - 35	0 - 40 - 40	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			NBL	SBT	-	WBT	-	NBT	-	-		
	5	90	5	43	0	29	0	51	0	0	0	42
	6	100	7	47	0	33	0	57	0	0	0	30
	7	110	9	51	0	37	0	63	0	0	0	50
	8	70	5	33	0	19	0	41	0	0	0	32
	15	100	7	47	0	33	0	57	0	0	0	50
	16	110	7	53	0	37	0	63	0	0	0	50
	17	110	9	51	0	37	0	63	0	0	0	50

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Flash	M T W Th F
0100	Flash	Su S
0530	Free	M T W Th F
0600	Free	Su S
0600	8	M T W Th F
0700	8	Su S
0700	6	M T W Th F
0800	16	M T W Th F
0900	5	Su S
0900	15	M T W Th F
0930	5	M T W Th F
1330	15	M T W Th F
1615	7	M T W Th F
1800	8	Su S
1800	5	M T W Th F
1830	8	M T W Th F
2200	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0700	TOD OUTPUTS	--------	Su S
2200	TOD OUTPUTS	---5----	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0530	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	--------	Su S
2200	TOD OUTPUTS	---5----	SuM T W ThF S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 5054: Douglas-LeJeune Conn&E 65 St

Print Date: 8/17/2013

Print Time: 5:39 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5054	Douglas-LeJeune Conn&E 65 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SWT	-	-	SWL	NET	-	EBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SWT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	35 - 35 - 35	0 - 40 - 40	4	1.8
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 SWL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	10 - 10 - 10	3	0
6 NET	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	35 - 35 - 35	0 - 40 - 40	4	1.8
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	2 - 2 - 2	18 - 18 - 18	7 - 7 - 7	3 - 3 - 3	20 - 20 - 20	40 - 40 - 40	4	1.2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2--56-8
External Permit 0	-2---6-8
External Permit 1	-2---6-8
External Permit 2	-2---6-8

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SWT	-	-	SWL	NET	-	EBT		
	5	90	0	57	0	0	8	46	0	22	0	30
	6	100	0	65	0	0	8	54	0	24	0	32
	7	110	0	71	0	0	10	58	0	28	0	40
	8	70	0	42	0	0	6	33	0	17	0	28
	15	100	0	65	0	0	9	53	0	24	0	42
	16	110	0	71	0	0	9	59	0	28	0	58
	17	110	0	71	0	0	10	58	0	28	0	40

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Free	M T W Th F
0100	Free	Su S
0530	Free	M T W Th F
0600	Free	Su S
0600	8	M T W Th F
0700	8	Su S
0700	6	M T W Th F
0800	16	M T W Th F
0900	5	Su S
0900	15	M T W Th F
0930	5	M T W Th F
1330	15	M T W Th F
1615	7	M T W Th F
1800	8	Su
1800	5	M T W Th F
1830	8	M T W Th F
1900	8	S
2200	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0700	TOD OUTPUTS	--------	Su S
2200	TOD OUTPUTS	---5----	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0600	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	--------	Su S
2200	TOD OUTPUTS	---5----	SuM T W ThF S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 6792: LeJeune Rd-CURTIS RD

Print Date: 8/17/2013

Print Time: 7:27 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6792	LeJeune Rd-CURTIS RD	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 10 - 10	15 - 10 - 10	3	0
2 SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	25 - 40 - 40	0 - 40 - 40	4	1.4
3 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 20 - 20	35 - 20 - 20	4	1.4
4 WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 20 - 20	35 - 20 - 20	4	1.4
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 10 - 10	15 - 10 - 10	3	0
6 NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	25 - 40 - 40	0 - 40 - 40	4	1.4
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

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 EBT	4 WBT	5 SBL	6 NBT	7 -	8 -	Ring Offset	Offset
	1	90	7	35	15	15	7	35	0	0	0	0
	2	90	7	35	15	15	7	35	0	0	0	0
	3	90	7	31	17	17	7	31	0	0	0	0

Last In Service Date: unknown

Permitted Phases

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

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su S
0000	Flash	M T W Th F
0600	Free	M T W Th F
0700	Free	Su S
0900	Free	M T W Th F
1600	Free	M T W Th F
1800	Free	M T W Th F
1930	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0900	TOD OUTPUTS	--------	Su S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0600	TOD OUTPUTS	--------	M T W ThF
0900	TOD OUTPUTS	--------	Su S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 5059: Douglas-LeJeune Conn&NW 151 St

Print Date: 8/17/2013

Print Time: 5:40 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5059	Douglas-LeJeune Conn&NW 151 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	1.2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	30 - 40 - 40	4	1.2
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 10 - 10	13 - 15 - 15	3	0
6 NBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	1.2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 SBL	6 NBT	7 -	8 -	Ring Offset	Offset
	1	90	0	55	0	25	8	44	0	0	0	42
	2	120	0	81	0	29	13	65	0	0	0	112
	3	120	0	81	0	29	12	66	0	0	0	88
	5	80	0	48	0	22	6	39	0	0	0	32

Last In Service Date: unknown

Permitted Phases

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

Local TOD Schedule

Time	Plan	DOW
0000	5	Su S
0000	Flash	M T W Th F
0030	Flash	Su S
0600	5	Su S
0600	2	M T W Th F
0900	1	M T W Th F
1600	3	M T W Th F
1900	1	M T W Th F
1930	5	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 5055: Douglas-LeJeune Conn&NW 135 St

Print Date: 8/17/2013

Print Time: 5:39 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5055	Douglas-LeJeune Conn&NW 135 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	8	5	5	15	12	12	4	0
2 WBT	7	7	7	26	26	26	7	7	7	1	1	1	45	55	55	0	55	55	4	1.4
3 SBL	0	0	0	0	0	0	5	5	5	3	2	2	8	5	5	15	12	12	4	0
4 NBT	7	7	7	22	22	22	7	7	7	3	3	3	40	45	45	60	50	50	4	1.4
5 WBL	0	0	0	0	0	0	5	5	5	2	2	2	8	5	5	15	12	12	4	0
6 EBT	7	7	7	26	26	26	7	7	7	1	1	1	45	55	55	0	55	55	4	1.4
7 NBL	0	0	0	0	0	0	5	5	5	3	2	2	8	5	5	15	12	12	4	0
8 SBT	7	7	7	22	22	22	7	7	7	3	3	3	40	45	45	60	50	50	4	1.4

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	1	120	10	43	9	40	10	43	9	40	0	78
	2	150	15	47	10	60	15	47	10	60	0	134
	3	150	14	50	11	57	14	50	11	57	0	80
	5	100	8	35	7	32	8	35	7	32	0	78

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

Local TOD Schedule

Time	Plan	DOW
0000	5	Su S
0000	Free	M T W Th F
0030	Free	Su S
0600	5	Su S
0600	2	M T W Th F
0930	1	M T W Th F
1500	3	M T W Th F
1900	1	M T W Th F
2200	5	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0900	TOD OUTPUTS	--------	Su S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0600	TOD OUTPUTS	--------	M T W ThF
0900	TOD OUTPUTS	--------	Su S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 4912: Douglas-LeJeune Conn&NW 132 St

Print Date: 8/17/2013

Print Time: 5:29 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4912	Douglas-LeJeune Conn&NW 132 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NEL	SWT	-	NWT	SWL	NET	-	SET
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1 NEL	0	0	0	0	0	0	5	5	5	2	2	2	5	5	5	10	10	10	3	0
2 SWT	0	0	0	0	0	0	18	18	18	1	1	1	60	60	60	0	60	60	4	1.2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 NWT	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	10	10	10	25	15	15	4	1.6
5 SWL	0	0	0	0	0	0	5	5	5	2	2	2	5	5	5	10	10	10	3	0
6 NET	0	0	0	0	0	0	18	18	18	1	1	1	60	60	60	0	60	60	4	1.2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 SET	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	10	10	10	25	15	15	4	1.6

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-456-8
External Permit 0	-2-4-6-8
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

Current TOD Schedule	Plan	Cycle	Green Time 1 NEL	2 SWT	3 -	4 NWT	5 SWL	6 NET	7 -	8 SET	Ring Offset	Offset
	1	120	7	81	0	18	7	81	0	18	0	38
	2	150	10	101	0	25	10	101	0	25	0	78
	3	150	10	101	0	25	10	101	0	25	0	24
	5	100	6	68	0	12	6	68	0	12	0	96

Local TOD Schedule

Time	Plan	DOW
0000	5	Su S
0000	Free	M T W Th F
0030	Free	Su S
0600	5	Su S
0600	2	M T W Th F
0930	1	M T W Th F
1500	3	M T W Th F
1900	1	M T W Th F
2200	5	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 5058: Douglas-LeJeune Conn&Langley Rd

Print Date: 8/17/2013

Print Time: 5:40 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5058	Douglas-LeJeune Conn&Langley Rd	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1	NBL	0	0	0	0	0	0	5	5	5	2	2	2	7	10	10	12	15	15	3	0
2	SBT	0	0	0	0	0	0	18	18	18	1	1	1	45	45	45	0	45	45	4	1.2
3	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	NBT	0	0	0	0	0	0	18	18	18	1	1	1	45	45	45	0	45	45	4	1.2
7	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	EBT	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	24	25	25	30	35	35	4	1.2

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			NBL	SBT	-	-	-	NBT	-	EBT		
	1	90	8	44	0	0	0	55	0	25	0	4
	2	120	12	66	0	0	0	81	0	29	0	8
	3	120	12	66	0	0	0	81	0	29	0	80
	5	90	7	47	0	0	0	57	0	23	0	42

Last In Service Date: unknown

Permitted Phases

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

Local TOD Schedule

Time	Plan	DOW
0000	5	Su S
0000	Flash	M T W Th F
0030	Flash	Su S
0600	5	Su S
0600	2	M T W Th F
0900	1	M T W Th F
1600	3	M T W Th F
1900	1	M T W Th F
1930	5	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 5057: Ali Baba Av&Douglas-LeJeune Conn

Print Date: 8/17/2013

Print Time: 5:39 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5057	Ali Baba Av&Douglas-LeJeune Conn	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SWT	-	NWT	SWL	NET	-	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1	Walk 2	Walk 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	SWT	0	0	0	0	0	0	18	18	18	1	1	1	40	40	40	0	40	40	4	1.2
3	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	NWT	2	2	2	18	18	18	7	7	7	3.5	2.5	2.5	22	30	30	45	40	40	4	1.2
5	SWL	0	0	0	0	0	0	5	5	5	2	2	2	7	10	10	15	15	15	3	0
6	NET	0	0	0	0	0	0	18	18	18	1	1	1	40	40	40	0	40	40	4	1.2
7	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SWT	-	NWT	SWL	NET	-	-		
	1	120	0	77	0	33	8	66	0	0	0	32
	2	75	0	46	0	19	11	32	0	0	0	58
	3	150	0	99	0	41	11	85	0	0	0	16
	5	100	0	70	0	20	8	59	0	0	0	48

Last In Service Date: unknown

Permitted Phases

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

Local TOD Schedule

Time	Plan	DOW
0000	5	Su S
0000	Free	M T W Th F
0030	Free	Su S
0600	5	Su S
0600	2	M T W Th F
0930	1	M T W Th F
1500	3	M T W Th F
1900	1	M T W Th F
2200	5	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3754: Sinbad Av&NW 135 St

Print Date: 8/17/2013

Print Time: 3:35 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3754	Sinbad Av&NW 135 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	8 - 8 - 8	12 - 12 - 12	3	0
2	WBT	7 - 0 - 7	12 - 0 - 12	7 - 18 - 7	1 - 1 - 1	40 - 40 - 40	0 - 0 - 40	4	1.2
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	NBT	7 - 0 - 7	16 - 0 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	40 - 40 - 40	4	0.8
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	EBT	7 - 0 - 7	12 - 0 - 12	7 - 18 - 7	1 - 1 - 1	40 - 40 - 40	0 - 0 - 40	4	1.2
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	40 - 40 - 40	4	0.8

Last In Service Date: unknown

Permitted Phases

	12345678
Default	1234-6-8
External Permit 0	-234-6-8
External Permit 1	-234-6-8
External Permit 2	-234-6-8

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 NBT	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
	1	120	9	57	0	41	0	69	0	41	0	82
	2	120	9	57	0	41	0	69	0	41	0	82
	3	110	7	71	0	19	0	81	0	19	0	82
	4	110	7	71	0	19	0	81	0	19	0	82
	5	90	7	51	0	19	0	61	0	19	0	54
	6	120	9	57	0	41	0	69	0	41	0	82
	7	75	7	36	0	19	0	46	0	19	0	22
	8	110	7	59	0	31	0	69	0	31	0	70
	9	65	7	28	0	17	0	38	0	17	0	2
	10	120	9	67	0	31	0	79	0	31	0	58
	11	110	7	71	0	19	0	81	0	19	0	82
	16	120	9	69	0	29	0	81	0	29	0	84

Local TOD Schedule

Time	Plan	DOW
0000	9	Su M T W Th F S
0100	Flash	Su M T W Th F S
0530	9	M T W Th F
0600	9	Su S
0600	7	M T W Th F
0630	5	M T W Th F
0715	6	M T W Th F
0730	1	M T W Th F
0800	5	Su S
0815	2	M T W Th F
0845	5	M T W Th F
1345	8	M T W Th F
1430	3	W
1530	3	M T Th F
1615	4	M T W Th F
1630	10	M T W Th F
1800	5	M T W Th F
2100	7	M T W Th F
2200	9	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7------	SuM T W ThF S
0715	TOD OUTPUTS	-------1	M T W ThF
0845	TOD OUTPUTS	-7------	M T W ThF
1345	TOD OUTPUTS	-------1	M T W ThF
1430	TOD OUTPUTS	-7------	W
1530	TOD OUTPUTS	-7------	M T 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 4369: Sesame St&NW 135 St

Print Date: 8/17/2013

Print Time: 4:31 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4369	Sesame St&NW 135 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1	EBL	0	0	0	0	0	0	5	5	5	2	2	2	10	10	10	15	15	15	3	0
2	WBT	0	0	0	0	0	0	18	18	18	1	1	1	45	45	45	0	45	45	4	0.8
3	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	NBT	7	0	7	15	0	15	7	7	7	2.5	2.5	2.5	15	15	15	45	45	45	4	0.8
5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	EBT	0	0	0	0	0	0	18	18	18	1	1	1	45	45	45	0	45	45	4	0.8
7	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	SBT	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	15	15	15	45	45	45	4	0.8

Last In Service Date: unknown

Permitted Phases

	12345678
Default	1234-6-8
External Permit 0	--------
External Permit 1	-234-6-8
External Permit 2	-234-6-8

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 NBT	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
	1	120	11	45	0	51	0	59	0	51	0	82
	2	120	11	77	0	19	0	91	0	19	0	114
	3	110	9	45	0	43	0	57	0	43	0	0
	4	110	7	71	0	19	0	81	0	19	0	24
	5	90	7	51	0	19	0	61	0	19	0	54
	6	120	11	77	0	19	0	91	0	19	0	114
	7	75	11	32	0	19	0	46	0	19	0	60
	8	110	7	71	0	19	0	81	0	19	0	24
	9	65	9	26	0	17	0	38	0	17	0	36
	10	120	11	59	0	37	0	73	0	37	0	76
	11	110	9	45	0	43	0	57	0	43	0	0
	16	120	11	61	0	35	0	75	0	35	0	94

Local TOD Schedule

Time	Plan	DOW
0000	9	Su M T W Th F S
0100	Flash	Su M T W Th F S
0530	9	M T W Th F
0600	9	Su S
0600	7	M T W Th F
0630	5	M T W Th F
0715	6	M T W Th F
0730	1	M T W Th F
0800	5	Su S
0815	2	M T W Th F
0845	5	M T W Th F
1345	8	M T W Th F
1530	3	M T W Th F
1615	4	M T W Th F
1630	10	M T W Th F
1800	5	M T W Th F
2100	7	M T W Th F
2200	9	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7------	SuM T W ThF S
0730	TOD OUTPUTS	-------1	M T W ThF
0815	TOD OUTPUTS	-7------	M T W ThF
1530	TOD OUTPUTS	-------1	M T W ThF
1615	TOD OUTPUTS	-7------	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 4651: NW 32 Av&NW 135 St

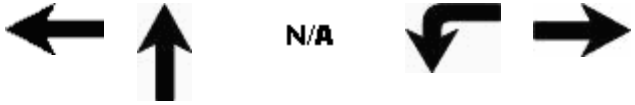
Print Date: 8/17/2013

Print Time: 4:58 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4651	NW 32 Av&NW 135 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	40 - 40 - 40	0 - 45 - 45	4	1.2
3 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	45 - 45 - 45	4	1.2
4 PED	7 - 7 - 7	18 - 18 - 18	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	15 - 15 - 15	3	0
6 EBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	40 - 40 - 40	0 - 45 - 45	4	1.2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-23456--
External Permit 0	--------
External Permit 1	-234-6--
External Permit 2	-234-6--

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	WBT	NBT	PED	WBL	EBT	-	-		
	5	90	0	19	35	26	**	19	0	0	0	54
	6	120	0	53	31	26	**	53	0	0	0	84
	7	75	0	18	21	26	**	18	0	0	0	72
	8	110	0	35	39	26	**	35	0	0	0	98
	9	65	0	16	13	26	**	16	0	0	0	44
	10	120	0	41	43	26	**	41	0	0	0	92
	16	120	0	53	31	26	**	53	0	0	0	98

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F
0000	9	S
0030	Flash	S
0530	9	M T W Th F
0600	9	Su S
0600	7	M T W Th F
0630	5	M T W Th F
0700	6	M T W Th F
0800	5	Su S
0845	5	M T W Th F
1345	8	M T W Th F
1630	10	M T W Th F
1800	5	M T W Th F
2100	7	M T W Th F
2200	9	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5209: NW 19 Av&NW 135 St

Print Date: 8/17/2013

Print Time: 5:55 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5209	NW 19 Av&NW 135 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	NBT	2 - 2 - 2	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 16 - 25	35 - 16 - 0	4	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	EBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 35 - 40	0 - 35 - 0	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	2 - 2 - 2	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 16 - 25	35 - 16 - 0	4	1

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	NBT	-	EBT	-	SBT		
	2	85	0	0	0	20	0	55	0	20	0	20
	3	120	0	0	0	30	0	80	0	30	0	63
	4	120	0	0	0	30	0	80	0	30	0	63
	5	85	0	0	0	20	0	55	0	20	0	20
	6	120	0	0	0	30	0	80	0	30	0	63
	7	120	0	0	0	30	0	80	0	30	0	97
	8	85	0	0	0	20	0	55	0	20	0	20
	10	120	0	0	0	30	0	80	0	30	0	63
	13	130	0	0	0	35	0	85	0	35	0	102
	14	130	0	0	0	35	0	85	0	35	0	58
	16	120	0	0	0	30	0	80	0	30	0	63

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0100	Flash	Su M T W Th F S
0530	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0100	TOD OUTPUTS	--------	SuM T W ThF S
0530	TOD OUTPUTS	-------1	Su S
0800	TOD OUTPUTS	--------	Su S
2200	TOD OUTPUTS	-------1	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0100	TOD OUTPUTS	--------	SuM T W ThF S
0530	TOD OUTPUTS	-------1	Su S
0800	TOD OUTPUTS	--------	Su S
2200	TOD OUTPUTS	-------1	SuM T W ThF S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3329: NW 17 Av&NW 135 St

Print Date: 1/13/2014

Print Time: 8:07 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3329	NW 17 Av&NW 135 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	NBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	21 - 21 - 21	41 - 41 - 41	4	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	EBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 41 - 41	4.3	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	21 - 21 - 21	41 - 41 - 41	4	1

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	NBT	-	EBT	-	SBT		
	2	85	0	0	0	21	0	54	0	21	0	22
	3	120	0	0	0	36	0	74	0	36	0	64
	4	120	0	0	0	36	0	74	0	36	0	64
	5	85	0	0	0	21	0	54	0	21	0	22
	6	120	0	0	0	36	0	74	0	36	0	64
	7	120	0	0	0	36	0	74	0	36	0	91
	8	85	0	0	0	21	0	54	0	21	0	22
	9	70	0	0	0	16	0	44	0	16	0	18
	10	120	0	0	0	36	0	74	0	36	0	64
	13	130	0	0	0	41	0	79	0	41	0	97
	14	130	0	0	0	41	0	79	0	41	0	59
	16	120	0	0	0	36	0	74	0	36	0	64
	18	70	0	0	0	16	0	44	0	16	0	18
	19	70	0	0	0	16	0	44	0	16	0	18
	20	70	0	0	0	16	0	44	0	16	0	18
	21	70	0	0	0	16	0	44	0	16	0	18

Local TOD Schedule

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

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3559: NW 27 Av&NW 151 St

Print Date: 8/17/2013

Print Time: 3:13 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3559	NW 27 Av&NW 151 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	11 - 11 - 11	4	0
2	SBT	7 - 0 - 7	18 - 0 - 18	7 - 18 - 7	1 - 1 - 1	40 - 40 - 40	0 - 60 - 60	4.3	1.1
3	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	14 - 14 - 14	3.5	0
4	WBT	7 - 0 - 7	18 - 0 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	24 - 24 - 24	32 - 32 - 32	4	1.3
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	11 - 11 - 11	4	0
6	NBT	7 - 0 - 7	18 - 0 - 18	7 - 18 - 7	1 - 1 - 1	40 - 40 - 40	0 - 60 - 60	4.3	1.1
7	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	14 - 14 - 14	3.5	0
8	EBT	7 - 0 - 7	18 - 0 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	24 - 24 - 24	32 - 32 - 32	4	1.3

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	-234-6-8
External Permit 1	-234-6-8
External Permit 2	-234-6-8

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT	Ring Offset	Offset
	1	110	10	51	7	24	10	51	7	24	0	62
	2	120	10	56	12	24	10	56	12	24	0	64
	3	120	10	56	12	24	10	56	12	24	0	28
	4	120	8	21	54	19	8	21	54	19	0	72
	5	120	10	58	10	24	10	58	10	24	0	111
	7	105	7	13	53	14	7	13	53	14	0	72
	8	140	10	80	26	7	10	80	26	7	0	100
	9	100	7	46	7	22	7	46	7	22	0	57
	10	130	8	72	8	24	8	72	8	24	0	58
	11	150	20	69	19	24	20	69	19	24	0	29
	12	160	7	104	7	24	7	104	7	24	0	70
	13	160	7	104	7	24	7	104	7	24	0	12
	14	160	7	104	7	24	7	104	7	24	0	49
	15	160	7	104	7	24	7	104	7	24	0	67
	16	190	7	134	7	24	7	134	7	24	0	48
	17	105	7	43	23	14	7	43	23	14	0	14
	18	105	7	49	7	24	7	49	7	24	0	62
	19	100	7	38	8	29	7	38	8	29	0	23
	20	130	8	69	24	11	8	69	24	11	0	5
	21	130	15	60	31	7	15	60	31	7	0	39
	22	120	8	25	54	15	8	25	54	15	0	99
	23	85	5	33	5	24	5	33	5	24	0	33

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	23	Su S
0600	19	M T W Th F
0630	2	M T W Th F
0745	4	M T W Th F
0900	2	M T W Th F
1000	18	Su M T W Th F S
1330	7	M T W Th F
1500	22	M T W Th F
1545	5	M T W Th F
1845	1	Su S
1900	1	M T W Th F
2100	9	Su M T W Th F S
2300	23	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7------	SuM T W ThF S
0745	TOD OUTPUTS	-------1	M T W ThF
0900	TOD OUTPUTS	-7------	M T W ThF
1330	TOD OUTPUTS	-------1	M T W ThF
1545	TOD OUTPUTS	-7------	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 5319: NW 27 Av&NW 137 St

Print Date: 8/17/2013

Print Time: 6:02 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5319	NW 27 Av&NW 137 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	15 - 7 - 8	3.5	0
2	SBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 34 - 40	0 - 32 - 0	4.5	1.5
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	15 - 7 - 8	3.5	0
6	NBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 34 - 40	0 - 32 - 0	4.5	1.5
7	WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 10 - 10	30 - 10 - 12	4	2
8	EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 10 - 10	30 - 10 - 12	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12--5678
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 -	5 SBL	6 NBT	7 WBT	8 EBT	Ring Offset	Offset
	4	120	7	72	0	0	7	72	10	10	0	38
	5	120	7	72	0	0	7	72	10	10	0	2
	6	100	7	47	0	0	7	47	13	12	0	8
	7	110	7	53	0	0	7	53	15	14	0	52
	8	120	7	72	0	0	7	72	10	10	0	50
	9	105	7	52	0	0	7	52	13	12	0	66
	10	140	7	79	0	0	7	79	19	14	0	52
	11	140	7	81	0	0	7	81	16	15	0	54
	13	130	7	82	0	0	7	82	10	10	0	30
	14	130	7	82	0	0	7	82	10	10	0	118
	16	120	7	66	0	0	7	66	14	12	0	44
	17	130	8	79	0	0	8	79	11	11	0	42
	18	140	8	76	0	0	8	76	19	16	0	0
	19	100	7	52	0	0	7	52	10	10	0	0
	20	130	8	67	0	0	8	67	18	16	0	84

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0500	6	Su S
0600	6	M T W Th F
0630	11	M T W Th F
0730	10	M T W Th F
0900	11	M T W Th F
1000	9	M T W Th F
1000	7	Su S
1500	18	M T W Th F
1900	7	M T W Th F
1900	6	Su S
2100	6	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3576: NW 27 Av&NW 135 St

Print Date: 2/5/2014

Print Time: 8:07 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3576	NW 27 Av&NW 135 St	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4.8	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	15 - 15 - 15	35 - 35 - 35	4.8	2
6 NBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4.8	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	7 - 7 - 7	24 - 24 - 24	7 - 7 - 7	3 - 3 - 3	30 - 30 - 30	40 - 40 - 40	4.8	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2--56-8
External Permit 0	--------
External Permit 1	-2---6-8
External Permit 2	-2---6-8

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	-	SBL	NBT	-	EBT		
	4	120	0	97	0	0	29	61	0	9	0	82
	5	120	0	97	0	0	29	61	0	9	0	102
	6	100	0	71	0	0	29	35	0	15	0	92
	7	110	0	81	0	0	29	45	0	15	0	40
	8	120	0	97	0	0	29	61	0	9	0	82
	9	105	0	74	0	0	29	38	0	17	0	68
	10	140	0	97	0	0	29	61	0	29	0	64
	11	140	0	99	0	0	29	63	0	27	0	54
	13	130	0	107	0	0	29	71	0	9	0	92
	14	130	0	107	0	0	29	71	0	9	0	92
	16	120	0	77	0	0	29	41	0	29	0	48
	17	130	0	101	0	0	29	65	0	15	0	44
	18	140	0	99	0	0	29	63	0	27	0	116
	19	100	0	77	0	0	29	41	0	9	0	8
	20	130	0	103	0	0	31	65	0	13	0	86

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0500	6	Su S
0600	6	M T W Th F
0630	11	M T W Th F
0730	10	M T W Th F
0900	11	M T W Th F
1000	9	M T W Th F
1000	7	Su S
1500	18	M T W Th F
1900	7	M T W Th F
1900	6	Su S
2100	6	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 4545: NW 27 Av&NW 132 St

Print Date: 8/17/2013

Print Time: 4:46 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4545	NW 27 Av&NW 132 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	20 - 20 - 20	3	0
2	SBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	40 - 40 - 40	4	1

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 -	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	4	120	7	69	0	0	0	79	0	31	0	86
	5	120	7	80	0	0	0	90	0	20	0	106
	6	100	7	63	0	0	0	73	0	17	0	34
	7	110	7	70	0	0	0	80	0	20	0	64
	8	120	7	74	0	0	0	84	0	26	0	42
	9	105	7	68	0	0	0	78	0	17	0	70
	10	140	7	95	0	0	0	105	0	25	0	86
	11	140	7	100	0	0	0	110	0	20	0	80
	13	130	7	84	0	0	0	94	0	26	0	126
	14	130	7	84	0	0	0	94	0	26	0	10
	16	120	13	72	0	0	0	88	0	22	0	62
	17	130	9	91	0	0	0	103	0	17	0	60
	18	140	8	99	0	0	0	110	0	20	0	94
	19	100	7	60	0	0	0	70	0	20	0	20
	20	130	7	90	0	0	0	100	0	20	0	94

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0500	6	Su S
0600	6	M T W Th F
0630	11	M T W Th F
0730	10	M T W Th F
0900	11	M T W Th F
1000	9	M T W Th F
1000	7	Su S
1500	18	M T W Th F
1900	7	M T W Th F
1900	6	Su S
2100	6	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 6162: NW 27 Av&Burlington St&SR- 9 SB

Print Date: 8/17/2013

Print Time: 6:55 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6162	NW 27 Av&Burlington St&SR- 9 SB	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	25 - 25 - 25	3.5	0
2	SBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	40 - 40 - 40	4.3	1.1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	30 - 30 - 30	40 - 40 - 40	4.3	1.3
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	40 - 40 - 40	4.3	1.1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	4	120	9	57	0	40	0	69	0	0	0	80
	5	120	9	67	0	30	0	79	0	0	0	40
	6	100	9	52	0	25	0	64	0	0	0	72
	7	110	9	62	0	25	0	74	0	0	0	40
	8	120	9	57	0	40	0	69	0	0	0	80
	9	105	9	57	0	25	0	69	0	0	0	20
	10	140	9	87	0	30	0	99	0	0	0	26
	11	140	8	91	0	27	0	102	0	0	0	34
	13	130	8	77	0	31	0	88	0	0	0	28
	14	130	8	59	0	49	0	70	0	0	0	10
	16	120	8	59	0	39	0	70	0	0	0	6
	17	130	9	72	0	35	0	84	0	0	0	96
	18	140	9	82	0	35	0	94	0	0	0	18
	19	100	8	53	0	25	0	64	0	0	0	44
	20	130	8	83	0	25	0	94	0	0	0	26

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0500	6	Su S
0600	6	M T W Th F
0630	11	M T W Th F
0730	10	M T W Th F
0900	11	M T W Th F
1000	9	M T W Th F
1000	7	Su S
1500	18	M T W Th F
1900	7	M T W Th F
1900	6	Su S
2100	6	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 2977: Ali Baba Av&NW 27 Av

Print Date: 1/8/2014

Print Time: 8:06 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2977	Ali Baba Av&NW 27 Av	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	45 - 45 - 45	0 - 40 - 40	4.8	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	22 - 22 - 22	7 - 7 - 7	2.5 - 2.5 - 2.5	30 - 30 - 30	40 - 40 - 40	4.8	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	45 - 45 - 45	0 - 40 - 40	4.8	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	30 - 30 - 30	40 - 40 - 40	4.8	2

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	4	120	0	78	0	28	0	78	0	28	0	36
	5	120	0	78	0	28	0	78	0	28	0	58
	6	100	0	58	0	28	0	58	0	28	0	74
	7	110	0	68	0	28	0	68	0	28	0	22
	8	120	0	78	0	28	0	78	0	28	0	18
	9	105	0	63	0	28	0	63	0	28	0	26
	10	140	0	98	0	28	0	98	0	28	0	24
	11	140	0	98	0	28	0	98	0	28	0	30
	13	130	0	88	0	28	0	88	0	28	0	48
	14	130	0	88	0	28	0	88	0	28	0	84
	16	120	0	78	0	28	0	78	0	28	0	14
	17	130	0	88	0	28	0	88	0	28	0	120
	18	140	0	97	0	29	0	97	0	29	0	28
	19	100	0	58	0	28	0	58	0	28	0	40
	20	130	0	88	0	28	0	88	0	28	0	28

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0500	6	Su S
0600	6	M T W Th F
0630	11	M T W Th F
0730	10	M T W Th F
0900	11	M T W Th F
1000	9	M T W Th F
1000	7	Su S
1500	18	M T W Th F
1900	7	M T W Th F
1900	6	Su S
2100	6	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2981: SR- 9&NW 22 Av

Print Date: 2/9/2014

Print Time: 8:04 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2981	SR- 9&NW 22 Av	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	20 - 20 - 20	30 - 30 - 30	4	2
2	SBT	7 - 7 - 7	29 - 29 - 29	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	2.1
3	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	15 - 15 - 15	15 - 15 - 15	4.8	2
4	WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	30 - 30 - 30	35 - 35 - 35	4.8	2
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	20 - 20 - 20	30 - 30 - 30	4	2
6	NBT	7 - 7 - 7	29 - 29 - 29	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	2.1
7	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	15 - 15 - 15	15 - 15 - 15	4.8	2
8	EBT	7 - 7 - 7	22 - 22 - 22	7 - 7 - 7	2.5 - 2.5 - 2.5	30 - 30 - 30	35 - 35 - 35	4.8	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	-234-678
External Permit 1	-234-678
External Permit 2	-234-678

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT	Ring Offset	Offset
	2	125	29	32	15	23	29	32	15	23	0	33
	3	120	25	31	15	23	25	31	15	23	0	109
	4	120	25	31	15	23	25	31	15	23	0	109
	6	120	25	31	15	23	25	31	15	23	0	109
	7	120	25	31	15	23	25	31	15	23	0	30
	8	125	29	32	15	23	29	32	15	23	0	33
	9	125	29	32	15	23	29	32	15	23	0	33
	10	120	25	31	15	23	25	31	15	23	0	100
	13	130	17	52	12	23	17	52	12	23	0	41
	14	130	17	47	15	25	17	47	15	25	0	28
	16	120	25	31	15	23	25	31	15	23	0	109

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Free	M T W Th F
0100	Free	Su M T W Th F S
0530	Free	Su S
0530	Free	M T W Th F
0615	16	M T W Th F
0645	4	M T W Th F
0700	9	Su S
0700	10	M T W Th F
0800	Free	Su S
0800	6	M T W Th F
0845	3	M T W Th F
0930	Free	M T W Th F
1330	8	M T W Th F
1400	2	M T W Th F
1530	Free	M T W Th F
1615	7	M T W Th F
1900	Free	M T W Th F
2200	Free	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 5166: Rutland St&NW 22 Av

Print Date: 8/17/2013

Print Time: 5:48 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5166	Rutland St&NW 22 Av	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	0 - 7 - 7	0 - 12 - 12	12 - 7 - 7	1 - 1 - 1	25 - 25 - 25	0 - 49 - 49	4	0.5
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 12 - 12	49 - 49 - 49	4	1.4
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	0 - 7 - 7	0 - 12 - 12	12 - 7 - 7	1 - 1 - 1	25 - 25 - 25	0 - 49 - 49	4	0.5
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	0 - 7 - 7	0 - 21 - 21	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 12 - 12	49 - 49 - 49	4	1.4

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-234-6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	2	85	0	26	0	50	0	26	0	50	0	79
	3	120	0	61	0	50	0	61	0	50	0	116
	4	120	0	84	0	26	0	84	0	26	0	7
	5	85	0	49	0	26	0	49	0	26	0	74
	6	120	0	61	0	50	0	61	0	50	0	116
	7	120	0	84	0	26	0	84	0	26	0	37
	8	85	0	26	0	50	0	26	0	50	0	79
	10	120	0	61	0	50	0	61	0	50	0	6
	13	130	0	94	0	26	0	94	0	26	0	55
	14	130	0	94	0	26	0	94	0	26	0	58
	16	120	0	84	0	26	0	84	0	26	0	7
	18	70	0	34	0	26	0	34	0	26	0	26
	20	70	0	34	0	26	0	34	0	26	0	26

Local TOD Schedule

Time	Plan	DOW
0000	18	Su S
0000	20	M T W Th F
0100	Free	Su M T W Th F S
0530	Free	Su S
0530	5	M T W Th F
0615	16	M T W Th F
0630	4	M T W Th F
0700	Free	Su S
0700	10	M T W Th F
0800	5	Su S
0800	6	M T W Th F
0845	3	M T W Th F
0930	5	M T W Th F
1330	8	M T W Th F
1345	2	M T W Th F
1500	8	W
1600	8	M T Th F
1615	7	M T W Th F
1900	5	M T W Th
1930	5	F
2200	18	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7-----1	SuM T W ThF S
0100	TOD OUTPUTS	-7-----1	SuM T W ThF S
0800	TOD OUTPUTS	-7---3--	Su S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7-----1	SuM T W ThF S
0100	TOD OUTPUTS	-7-----1	SuM T W ThF S
0530	TOD OUTPUTS	-7---3--	M T W ThF
0700	TOD OUTPUTS	--------	M T W ThF
0800	TOD OUTPUTS	-7---3--	Su S
0930	TOD OUTPUTS	-7---3--	M T W ThF
1330	TOD OUTPUTS	--------	M T W ThF
1615	TOD OUTPUTS	-7---3--	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3265: Opa-Locka Blvd&NW 22 Av

Print Date: 8/17/2013

Print Time: 2:43 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3265	Opa-Locka Blvd&NW 22 Av	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	17 - 0 - 0	3	0
2	SBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	4 - 4 - 4	16 - 16 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	56 - 0 - 0	4	1.5
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	2	85	13	30	0	29	0	46	0	0	0	47
	3	120	12	45	0	50	0	60	0	0	0	111
	4	120	12	45	0	50	0	60	0	0	0	111
	5	85	13	30	0	29	0	46	0	0	0	47
	6	120	12	45	0	50	0	60	0	0	0	111
	7	120	18	46	0	43	0	67	0	0	0	17
	8	85	13	30	0	29	0	46	0	0	0	47
	9	70	10	17	0	30	0	30	0	0	0	27
	10	120	12	45	0	50	0	60	0	0	0	111
	13	130	18	61	0	38	0	82	0	0	0	31
	14	130	12	53	0	52	0	68	0	0	0	119
	16	120	12	45	0	50	0	60	0	0	0	111
	18	70	10	17	0	30	0	30	0	0	0	27
	19	70	10	17	0	30	0	30	0	0	0	27
	20	70	10	17	0	30	0	30	0	0	0	27
	21	70	10	17	0	30	0	30	0	0	0	27

Local TOD Schedule

Time	Plan	DOW
0000	18	Su S
0000	20	M T W Th F
0100	19	Su M T W Th F S
0530	21	Su S
0530	5	M T W Th F
0615	16	M T W Th F
0630	4	M T W Th F
0700	9	Su S
0700	10	M T W Th F
0800	5	Su S
0800	6	M T W Th F
0845	3	M T W Th F
0930	5	M T W Th F
1330	8	M T W Th F
1345	2	M T W Th F
1500	8	W
1600	8	M T Th F
1615	7	M T W Th F
1900	5	M T W Th
1930	5	F
2200	18	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3934: NW 22 Av&NW 151 St

Print Date: 8/17/2013

Print Time: 3:55 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3934	NW 22 Av&NW 151 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 5 - 10	20 - 10 - 0	3	0
2	SBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	1 - 1 - 1	40 - 30 - 40	0 - 30 - 0	4	1
3	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 5 - 10	10 - 10 - 0	3	0
4	WBT	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	2.5 - 2.5 - 2.5	26 - 20 - 26	30 - 26 - 0	4	1.3
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 5 - 10	20 - 10 - 0	3	0
6	NBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	1 - 1 - 1	40 - 30 - 40	0 - 30 - 0	4	1
7	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 5 - 10	10 - 10 - 0	3	0
8	EBT	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	2.5 - 2.5 - 2.5	26 - 20 - 26	30 - 26 - 0	4	1.3

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT	Ring Offset	Offset
	2	85	10	24	8	27	10	24	8	27	0	34
	3	120	10	57	10	27	10	57	10	27	0	57
	4	120	10	57	10	27	10	57	10	27	0	57
	5	85	0	44	0	31	0	44	0	31	0	51
	6	120	10	57	10	27	10	57	10	27	0	57
	7	120	20	47	10	27	20	47	10	27	0	86
	8	85	10	24	8	27	10	24	8	27	0	35
	9	70	0	33	0	27	0	33	0	27	0	33
	10	120	10	57	10	27	10	57	10	27	0	57
	13	130	20	57	10	27	20	57	10	27	0	106
	14	130	8	69	10	27	8	69	10	27	0	33
	16	120	10	57	10	27	10	57	10	27	0	57
	18	70	0	33	0	27	0	33	0	27	0	33
	20	70	0	33	0	27	0	33	0	27	0	33
	21	70	0	33	0	27	0	33	0	27	0	33

Local TOD Schedule

Time	Plan	DOW
0000	18	Su S
0000	20	M T W Th F
0100	Flash	Su M T W Th F S
0530	21	Su S
0530	5	M T W Th F
0615	16	M T W Th F
0630	4	M T W Th F
0700	9	Su S
0700	10	M T W Th F
0800	5	Su S
0800	6	M T W Th F
0845	3	M T W Th F
0930	5	M T W Th F
1330	8	M T W Th F
1345	2	M T W Th F
1500	8	W
1600	8	M T Th F
1615	7	M T W Th F
1900	5	M T W Th
1930	5	F
2200	18	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3687: NW 22 Av&NW 143 St

Print Date: 8/17/2013

Print Time: 3:28 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3687	NW 22 Av&NW 143 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	40 - 35 - 40	0 - 40 - 40	4	1.3
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	40 - 35 - 40	0 - 40 - 40	4	1.3
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBL	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 15 - 20	28 - 28 - 28	4	1.5

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 -	5 -	6 NBT	7 -	8 EBL	Ring Offset	Offset
	2	85	0	64	0	0	0	64	0	11	0	64
	3	120	0	97	0	0	0	97	0	13	0	21
	4	120	0	97	0	0	0	97	0	13	0	21
	5	85	0	64	0	0	0	64	0	11	0	70
	6	120	0	97	0	0	0	97	0	13	0	21
	7	120	0	99	0	0	0	99	0	11	0	86
	8	85	0	64	0	0	0	64	0	11	0	64
	9	70	0	38	0	0	0	38	0	21	0	60
	10	120	0	97	0	0	0	97	0	13	0	21
	13	130	0	94	0	0	0	94	0	26	0	57
	14	130	0	99	0	0	0	99	0	21	0	37
	16	120	0	97	0	0	0	97	0	13	0	21
	18	70	0	48	0	0	0	48	0	11	0	0
	20	70	0	50	0	0	0	50	0	9	0	2
	21	70	0	38	0	0	0	38	0	21	0	60

Local TOD Schedule

Time	Plan	DOW
0000	18	Su S
0000	20	M T W Th F
0100	Flash	Su M T W Th F S
0530	21	Su S
0530	5	M T W Th F
0615	16	M T W Th F
0630	4	M T W Th F
0700	9	Su S
0700	10	M T W Th F
0800	5	Su S
0800	6	M T W Th F
0845	3	M T W Th F
0930	5	M T W Th F
1330	8	M T W Th F
1345	2	M T W Th F
1500	8	W
1600	8	M T Th F
1615	7	M T W Th F
1900	5	M T W Th
1930	5	F
2200	18	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 4624: NW 22 Av&NW 139 St

Print Date: 8/17/2013

Print Time: 4:55 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4624	NW 22 Av&NW 139 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	0 - 7 - 7	0 - 10 - 10	12 - 7 - 7	1 - 1 - 1	25 - 25 - 25	0 - 31 - 25	4	1
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	0 - 7 - 7	0 - 17 - 17	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 12 - 12	25 - 31 - 25	4	1
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	0 - 7 - 7	0 - 10 - 10	12 - 7 - 7	1 - 1 - 1	25 - 25 - 25	0 - 31 - 25	4	1
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	2	85	0	25	0	50	0	25	0	0	0	28
	3	120	0	60	0	50	0	60	0	0	0	53
	4	120	0	95	0	15	0	95	0	0	0	76
	5	85	0	60	0	15	0	60	0	0	0	73
	6	120	0	60	0	50	0	60	0	0	0	53
	7	120	0	95	0	15	0	95	0	0	0	19
	8	85	0	25	0	50	0	25	0	0	0	28
	9	70	0	45	0	15	0	45	0	0	0	67
	10	120	0	60	0	50	0	60	0	0	0	63
	13	130	0	100	0	20	0	100	0	0	0	14
	14	130	0	100	0	20	0	100	0	0	0	71
	16	120	0	95	0	15	0	95	0	0	0	76
	18	70	0	45	0	15	0	45	0	0	0	67
	20	70	0	45	0	15	0	45	0	0	0	67
	21	70	0	45	0	15	0	45	0	0	0	67

Local TOD Schedule

Time	Plan	DOW
0000	18	Su S
0000	20	M T W Th F
0100	Flash	Su M T W Th F S
0530	21	Su S
0530	5	M T W Th F
0615	16	M T W Th F
0630	4	M T W Th F
0700	9	Su S
0700	10	M T W Th F
0800	5	Su S
0800	6	M T W Th F
0845	3	M T W Th F
0930	5	M T W Th F
1330	8	M T W Th F
1345	2	M T W Th F
1500	8	W
1600	8	M T Th F
1615	7	M T W Th F
1900	5	M T W Th
1930	5	F
2200	18	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7-----1	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7-----1	SuM T W ThF S
0700	TOD OUTPUTS	--------	M T W ThF
0930	TOD OUTPUTS	-7-----1	M T W ThF
1330	TOD OUTPUTS	--------	M T W ThF
1615	TOD OUTPUTS	-7-----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 3291: NW 22 Av&NW 135 St

Print Date: 8/17/2013

Print Time: 2:45 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3291	NW 22 Av&NW 135 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	17 - 0 - 0	3	0
6	NBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	4 - 4 - 4	16 - 16 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	50 - 0 - 0	4	1.5

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2--56-8
External Permit 0	-2---6-8
External Permit 1	-2---6-8
External Permit 2	-2---6-8

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	-	SBL	NBT	-	EBT		
	2	85	0	46	0	0	13	30	0	29	0	47
	3	120	0	60	0	0	12	45	0	50	0	111
	4	120	0	60	0	0	12	45	0	50	0	111
	5	85	0	46	0	0	13	30	0	29	0	47
	6	120	0	60	0	0	12	45	0	50	0	111
	7	120	0	67	0	0	18	46	0	43	0	17
	8	85	0	46	0	0	13	30	0	29	0	47
	9	70	0	30	0	0	10	17	0	30	0	27
	10	120	0	60	0	0	12	45	0	50	0	111
	13	130	0	82	0	0	18	61	0	38	0	31
	14	130	0	68	0	0	12	53	0	52	0	119
	16	120	0	60	0	0	12	45	0	50	0	111
	18	70	0	30	0	0	10	17	0	30	0	27
	19	70	0	30	0	0	10	17	0	30	0	27
	20	70	0	30	0	0	10	17	0	30	0	27
	21	70	0	30	0	0	10	17	0	30	0	27

Local TOD Schedule

Time	Plan	DOW
0000	18	Su S
0000	20	M T W Th F
0100	19	Su M T W Th F S
0530	21	Su S
0530	5	M T W Th F
0615	16	M T W Th F
0630	4	M T W Th F
0700	9	Su S
0700	10	M T W Th F
0800	5	Su S
0800	6	M T W Th F
0845	3	M T W Th F
0930	5	M T W Th F
1330	8	M T W Th F
1345	2	M T W Th F
1500	8	W
1600	8	M T Th F
1615	7	M T W Th F
1900	5	M T W Th
1930	5	F
2200	18	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 2976: Ali Baba Av&NW 22 Av

Print Date: 8/17/2013

Print Time: 2:19 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2976	Ali Baba Av&NW 22 Av	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	19 - 19 - 19	3.2	0
2	SBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 30 - 30	4	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 12 - 12	26 - 26 - 26	4	1.5
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 30 - 30	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 12 - 12	26 - 26 - 26	4	1.5

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	2	85	20	27	0	25	0	50	0	25	0	5
	3	120	8	73	0	25	0	85	0	25	0	0
	4	120	8	73	0	25	0	85	0	25	0	0
	5	85	20	27	0	25	0	50	0	25	0	80
	6	120	8	73	0	25	0	85	0	25	0	0
	7	120	10	71	0	25	0	85	0	25	0	53
	8	85	20	27	0	25	0	50	0	25	0	5
	9	70	0	35	0	25	0	35	0	25	0	23
	10	120	8	73	0	25	0	85	0	25	0	0
	13	130	10	81	0	25	0	95	0	25	0	53
	14	130	8	83	0	25	0	95	0	25	0	24
	16	120	8	73	0	25	0	85	0	25	0	0
	18	70	0	35	0	25	0	35	0	25	0	23
	20	70	0	35	0	25	0	35	0	25	0	23
	21	70	0	35	0	25	0	35	0	25	0	23

Local TOD Schedule

Time	Plan	DOW
0000	18	Su S
0000	20	M T W Th F
0100	Flash	Su M T W Th F S
0530	21	Su S
0530	5	M T W Th F
0615	16	M T W Th F
0645	4	M T W Th F
0700	9	Su S
0700	10	M T W Th F
0800	5	Su S
0800	6	M T W Th F
0845	3	M T W Th F
0930	5	M T W Th F
1330	8	M T W Th F
1400	2	M T W Th F
1530	5	M T W Th F
1615	7	M T W Th F
1900	5	M T W Th F
2200	18	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	Su S
0100	TOD OUTPUTS	---5----	Su S
0530	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	Su S
0000	TOD OUTPUTS	---5----	M T W ThF
0100	TOD OUTPUTS	---5----	Su S
0530	TOD OUTPUTS	--------	SuM T W ThF S
2200	TOD OUTPUTS	---5----	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 4305: E 4 Av&E 65 St

Print Date: 8/17/2013

Print Time: 4:22 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4305	E 4 Av&E 65 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	1
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	15 - 15 - 15	3	0
6 EBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	1
7 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	15 - 15 - 15	40 - 40 - 40	4	1
8 SBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	3 - 3 - 3	10 - 10 - 10	30 - 30 - 30	4	1

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2--5678
External Permit 0	--------
External Permit 1	-2---678
External Permit 2	-2---678

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	WBT	-	-	WBL	EBT	NBT	SBT		
	5	110	0	56	0	0	10	43	29	10	0	44
	6	120	0	60	0	0	10	47	34	11	0	50
	8	90	0	43	0	0	6	34	23	9	0	38
	9	110	0	57	0	0	7	47	27	11	0	54
	12	110	0	54	0	0	8	43	31	10	0	48

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	Free	M T W Th F
0700	Free	Su S
0700	5	M T W Th F
0800	8	Su S
0800	6	M T W Th F
0900	8	M T W Th F
1330	9	M T W Th F
1430	8	W
1530	8	M T Th F
1600	12	M T W Th F
1800	8	M T W Th F
2000	Free	Su S
2000	Free	M T W Th F
2300	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0800	TOD OUTPUTS	--------	Su S
2000	TOD OUTPUTS	---5----	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0700	TOD OUTPUTS	--------	M T W ThF
0800	TOD OUTPUTS	--------	Su S
2000	TOD OUTPUTS	---5----	SuM T W ThF S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3458: Ahmad St&Sharazad Blvd

Print Date: 12/30/2013

Print Time: 8:22 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3458	Ahmad St&Sharazad Blvd	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 0 - 7	21 - 0 - 21	7 - 16 - 7	1 - 1 - 1	50 - 45 - 50	0 - 45 - 50	4	1
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 30 - 35	35 - 30 - 35	4	0.6
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	7 - 0 - 7	21 - 0 - 21	7 - 16 - 7	1 - 1 - 1	50 - 45 - 50	0 - 45 - 50	4	1
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	7 - 0 - 7	19 - 0 - 19	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 30 - 35	35 - 30 - 35	4	0.6

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

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-234-6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0500	Free	M T W Th F
0600	Free	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7------	SuM T W ThF S
0630	TOD OUTPUTS	-------1	M T W ThF
0915	TOD OUTPUTS	-7------	M T W ThF
1415	TOD OUTPUTS	-------1	M T W ThF
1700	TOD OUTPUTS	-7------	M T ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7------	SuM T W ThF S
0630	TOD OUTPUTS	-------1	M T W ThF
0915	TOD OUTPUTS	-7------	M T W ThF
1415	TOD OUTPUTS	-------1	M T W ThF
1600	TOD OUTPUTS	-7------	W
1700	TOD OUTPUTS	-7------	M T 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 3353: LeJeune Rd&NW 135 St

Print Date: 8/17/2013

Print Time: 2:52 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3353	LeJeune Rd&NW 135 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	7	5	5	20	20	20	3	0
2 WBT	0	0	0	0	0	0	18	18	18	1	1	1	35	35	35	0	40	40	4.4	1.4
3 SBL	0	0	0	0	0	0	7	7	7	2	2	2	7	5	5	35	35	35	3.8	0
4 NBT	7	7	7	16	16	16	7	7	7	2.5	2.5	2.5	20	15	15	35	35	35	4	1.2
5 WBL	0	0	0	0	0	0	5	5	5	2	2	2	7	5	5	20	20	20	3	0
6 EBT	0	0	0	0	0	0	18	18	18	1	1	1	35	35	35	0	40	40	4.4	1.4
7 NBL	0	0	0	0	0	0	7	7	7	2	2	2	7	5	5	35	35	35	3.8	0
8 SBT	7	7	7	16	16	16	7	7	7	2.5	2.5	2.5	20	15	15	35	35	35	4	1.2

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	1	120	19	43	18	22	19	43	18	22	0	42
	2	120	15	37	22	28	15	37	22	28	0	54
	3	120	15	33	28	26	15	33	28	26	0	102

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

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Free	M T W Th F
0030	Free	Su S
0600	2	M T W Th F
0900	1	M T W Th F
1600	3	M T W Th F
1900	1	M T W Th F
1930	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0900	TOD OUTPUTS	--------	Su S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0600	TOD OUTPUTS	--------	M T W ThF
0900	TOD OUTPUTS	--------	Su S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3225: LeJeune Rd&E 65 St

Print Date: 8/17/2013

Print Time: 2:39 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3225	LeJeune Rd&E 65 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	20 - 20 - 20	3	2
2	SBT	7 - 7 - 7	26 - 26 - 26	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 40 - 40	4	1.4
3	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	12 - 12 - 12	3	0
4	WBT	7 - 7 - 7	22 - 22 - 22	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	40 - 40 - 40	4	1.4
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	20 - 20 - 20	3	0
6	NBT	7 - 7 - 7	26 - 26 - 26	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 40 - 40	4	1.4
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	7 - 7 - 7	22 - 22 - 22	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	40 - 40 - 40	4	1.4

Last In Service Date: unknown

Permitted Phases

	12345678
Default	123456-8
External Permit 0	--------
External Permit 1	12-4-6-8
External Permit 2	12-4-6-8

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 -	8 EBT	Ring Offset	Offset
	5	90	13	27	7	25	13	29	0	35	0	32
	6	100	11	31	11	29	11	33	0	43	0	38
	7	110	17	33	11	31	17	35	0	45	0	30
	15	100	15	31	9	27	15	33	0	39	0	44
	16	110	17	33	11	31	17	35	0	45	0	38
	17	110	17	33	11	31	17	35	0	45	0	30

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Flash	M T W Th F
0100	Flash	Su S
0530	Free	M T W Th F
0600	Free	Su S
0600	Free	M T W Th F
0700	Free	Su S
0700	6	M T W Th F
0800	16	M T W Th F
0900	5	Su S
0900	15	M T W Th F
0930	5	M T W Th F
1330	15	M T W Th F
1615	7	M T W Th F
1800	5	M T W Th F
1830	Free	M T W Th F
1900	Free	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0900	TOD OUTPUTS	--------	Su S
1900	TOD OUTPUTS	---5----	Su S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0700	TOD OUTPUTS	--------	M T W ThF
0900	TOD OUTPUTS	--------	Su S
1830	TOD OUTPUTS	---5----	M T W ThF
1900	TOD OUTPUTS	---5----	Su S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 2980: Opa-Locka Blvd&NW 27 Av

Print Date: 1/8/2014

Print Time: 8:06 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2980	Opa-Locka Blvd&NW 27 Av	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	25 - 25 - 25	3	0
2	SBT	7 - 7 - 7	28 - 28 - 28	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4.8	2
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	0 - 0 - 0	0 - 0 - 0	12 - 12 - 12	3 - 3 - 3	30 - 30 - 30	40 - 40 - 40	4.8	2
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	28 - 28 - 28	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4.8	2
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	4	120	14	59	0	26	0	80	0	0	0	66
	5	120	9	71	0	19	0	87	0	0	0	110
	6	100	9	51	0	19	0	67	0	0	0	14
	7	110	9	61	0	19	0	77	0	0	0	52
	8	120	14	59	0	26	0	80	0	0	0	36
	9	105	9	56	0	19	0	72	0	0	0	70
	10	140	9	91	0	19	0	107	0	0	0	62
	11	140	9	91	0	19	0	107	0	0	0	58
	13	130	14	69	0	26	0	90	0	0	0	16
	14	130	14	69	0	26	0	90	0	0	0	106
	16	120	13	61	0	25	0	81	0	0	0	26
	17	130	13	79	0	17	0	99	0	0	0	44
	18	140	13	71	0	35	0	91	0	0	0	130
	19	100	9	53	0	17	0	69	0	0	0	8
	20	130	9	77	0	23	0	93	0	0	0	90

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0500	6	Su S
0600	6	M T W Th F
0630	11	M T W Th F
0730	10	M T W Th F
0900	11	M T W Th F
1000	9	M T W Th F
1000	7	Su S
1500	18	M T W Th F
1900	7	M T W Th F
1900	6	Su S
2100	6	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 4759: Opa-Locka Blvd&NW 19 Av

Print Date: 9/22/2013

Print Time: 8:04 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4759	Opa-Locka Blvd&NW 19 Av	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 35 - 40	0 - 35 - 0	4	1
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	2 - 2 - 2	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 15 - 25	35 - 15 - 0	4	1
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	2 - 2 - 2	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 15 - 25	35 - 15 - 0	4	1

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 -	6 -	7 -	8 SBT	Ring Offset	Offset
	2	85	0	55	0	20	0	0	0	20	0	5
	3	120	0	80	0	30	0	0	0	30	0	47
	4	120	0	80	0	30	0	0	0	30	0	47
	5	85	0	55	0	20	0	0	0	20	0	5
	6	120	0	80	0	30	0	0	0	30	0	47
	7	120	0	80	0	30	0	0	0	30	0	82
	8	85	0	55	0	20	0	0	0	20	0	5
	10	120	0	80	0	30	0	0	0	30	0	47
	13	130	0	85	0	35	0	0	0	35	0	87
	14	130	0	85	0	35	0	0	0	35	0	42
	16	120	0	80	0	30	0	0	0	30	0	47

Last In Service Date: unknown

Permitted Phases

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

Local TOD Schedule

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

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0800	TOD OUTPUTS	--------	Su S
2200	TOD OUTPUTS	-------1	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0530	TOD OUTPUTS	--------	M T W ThF
0800	TOD OUTPUTS	--------	Su S
2200	TOD OUTPUTS	-------1	SuM T W ThF S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3330: Opa-Locka Blvd&NW 17 Av

Print Date: 9/22/2013

Print Time: 8:03 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3330	Opa-Locka Blvd&NW 17 Av	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	WBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 45 - 0	4.3	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	NBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	21 - 21 - 21	45 - 45 - 0	4	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	21 - 21 - 21	45 - 45 - 0	4	1

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 -	6 -	7 -	8 SBT	Ring Offset	Offset
	2	85	0	54	0	21	0	0	0	21	0	19
	3	120	0	80	0	30	0	0	0	30	0	63
	4	120	0	80	0	30	0	0	0	30	0	63
	5	85	0	54	0	21	0	0	0	21	0	19
	6	120	0	80	0	30	0	0	0	30	0	63
	7	120	0	65	0	45	0	0	0	45	0	86
	8	85	0	54	0	21	0	0	0	21	0	19
	9	70	0	44	0	16	0	0	0	16	0	18
	10	120	0	80	0	30	0	0	0	30	0	63
	13	130	0	85	0	35	0	0	0	35	0	106
	14	130	0	85	0	35	0	0	0	35	0	58
	16	120	0	80	0	30	0	0	0	30	0	63
	18	70	0	44	0	16	0	0	0	16	0	18
	19	70	0	44	0	16	0	0	0	16	0	18
	20	70	0	44	0	16	0	0	0	16	0	18
	21	70	0	44	0	16	0	0	0	16	0	18

Local TOD Schedule

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

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

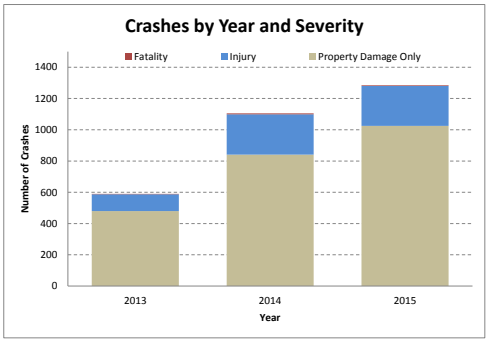
D. Crash Data and Analysis

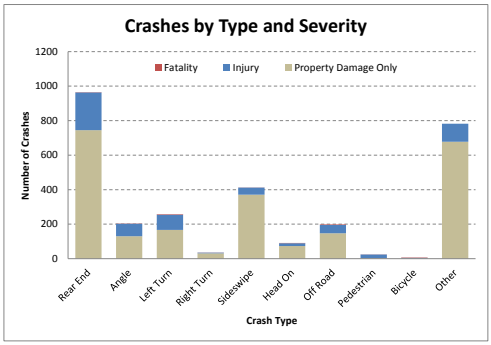
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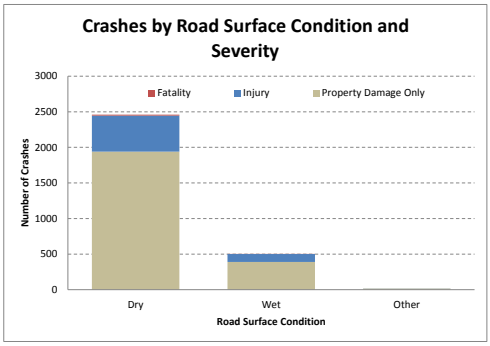
CRASH ANALYSIS - OPA-LOCKA

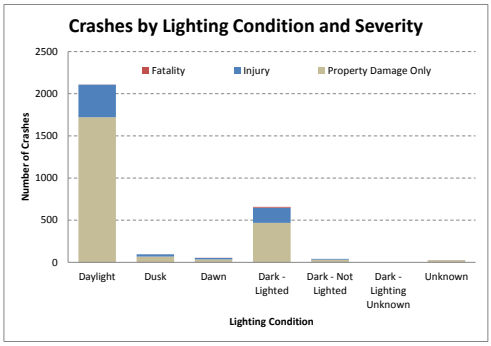
					Severity			Total	Average	Percent
		2013	2014	2015	Property Damage Only	Injury	Fatality			
Type of Crash	Rear End	162	368	435	745	219	1	965	193.00	32.4%
	Angle	42	72	90	130	73	1	204	40.80	6.8%
	Left Turn	58	89	111	167	88	3	258	51.60	8.7%
	Right Turn	7	12	17	31	4	1	36	7.20	1.2%
	Sideswipe	75	137	201	371	41	1	413	82.60	13.9%
	Head On	25	33	33	73	17	1	91	18.20	3.1%
	Off Road	38	79	82	147	49	3	199	39.80	6.7%
	Pedestrian	5	10	10	3	21	1	25	5.00	0.8%
	Bicycle	3	3	1	1	4	2	7	1.40	0.2%
	Other	175	302	305	678	104	0	782	156.40	26.2%
	Total Crashes	**590**	**1105**	**1285**	**2346**	**620**	**14**	**2980**	**596.00**	**100.0%**
Crash Severity	Property Damage Only	480	841	1025				2346	469.20	78.7%
	Injury	107	258	255				620	124.00	20.8%
	Fatality	3	6	5				14	2.80	0.5%
Light Conditions	Daylight	425	804	880	1721	386	2	2109	421.80	70.8%
	Dusk	15	40	40	68	27	0	95	19.00	3.2%
	Dawn	14	15	24	35	17	1	53	10.60	1.8%
	Dark - Lighted	118	232	308	469	179	10	658	131.60	22.1%
	Dark - Not Lighted	7	9	25	31	10	0	41	8.20	1.4%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0.00	0.0%
	Unknown	11	5	8	22	1	1	24	4.80	0.8%
Surface Condition	Dry	477	906	1076	1940	507	12	2459	491.80	82.5%
	Wet	103	195	205	390	111	2	503	100.60	16.9%
	Other	10	4	4	16	2	0	18	3.60	0.6%
Month	January	39	93	96	171	55	2	228	45.60	7.7%
	February	67	78	94	200	36	3	239	47.80	8.0%
	March	56	101	128	229	56	0	285	57.00	9.6%
	April	62	93	107	203	57	2	262	52.40	8.8%
	May	74	104	118	242	54	0	296	59.20	9.9%
	June	12	95	67	132	42	0	174	34.80	5.8%
	July	55	83	100	182	54	2	238	47.60	8.0%
	August	12	103	109	174	50	0	224	44.80	7.5%
	September	69	112	118	234	65	0	299	59.80	10.0%
	October	71	105	134	246	62	2	310	62.00	10.4%
	November	65	75	112	196	54	2	252	50.40	8.5%
	December	8	63	102	137	35	1	173	34.60	5.8%
Day of Week	Monday	92	144	188	323	99	2	424	84.80	14.2%
	Tuesday	106	178	185	390	77	2	469	93.80	15.7%
	Wednesday	83	164	178	330	93	2	425	85.00	14.3%
	Thursday	83	185	200	389	79	0	468	93.60	15.7%
	Friday	105	194	219	400	116	2	518	103.60	17.4%
	Saturday	68	145	188	314	85	2	401	80.20	13.5%
	Sunday	53	95	127	200	71	4	275	55.00	9.2%
Hour of Day	0:00	7	21	28	39	15	2	56	11.20	1.9%
	1:00	11	16	13	26	12	2	40	8.00	1.3%
	2:00	5	8	19	20	12	0	32	6.40	1.1%
	3:00	6	7	10	15	8	0	23	4.60	0.8%
	4:00	3	12	16	20	11	0	31	6.20	1.0%
	5:00	13	8	18	26	11	2	39	7.80	1.3%
	6:00	19	31	35	54	29	2	85	17.00	2.9%
	7:00	46	58	61	136	29	0	165	33.00	5.5%
	8:00	45	85	87	181	36	0	217	43.40	7.3%
	9:00	40	52	52	121	23	0	144	28.80	4.8%
	10:00	30	50	60	108	32	0	140	28.00	4.7%
	11:00	42	55	52	123	25	1	149	29.80	5.0%
	12:00	30	60	65	133	22	0	155	31.00	5.2%
	13:00	33	60	70	136	27	0	163	32.60	5.5%
	14:00	42	61	61	130	33	1	164	32.80	5.5%
	15:00	28	83	83	159	35	0	194	38.80	6.5%
	16:00	37	81	101	179	40	0	219	43.80	7.3%
	17:00	36	94	119	196	53	0	249	49.80	8.4%
	18:00	33	86	96	169	45	1	215	43.00	7.2%
	19:00	26	49	60	105	30	0	135	27.00	4.5%
	20:00	17	46	68	96	33	2	131	26.20	4.4%
	21:00	22	35	42	70	29	0	99	19.80	3.3%
	22:00	12	24	37	56	16	1	73	14.60	2.4%
	23:00	7	23	32	48	14	0	62	12.40	2.1%
Time Period	12AM-6AM	45	72	104	146	69	6	221	44.20	7.4%
	6AM-12PM	222	331	347	723	174	3	900	180.00	30.2%
	12PM-6PM	206	439	499	933	210	1	1144	228.80	38.4%
	6PM-12AM	117	263	335	544	167	4	715	143.00	24.0%
Alcohol & Drugs	None	579	1082	1261	2313	596	13	2922	584.40	98.1%
	Alcohol Involved	10	21	18	27	21	1	49	9.80	1.6%
	Drugs Involved	1	1	5	6	1	0	7	1.40	0.2%
	Alcohol and Drugs	0	1	1	0	2	0	2	0.40	0.1%
	Undetermined	0	0	0	0	0	0	0	0.00	0.0%
Distraction Related	Y	67	155	199	327	91	3	421	84.20	14.1%
	N	523	950	1086	2019	529	11	2559	511.80	85.9%

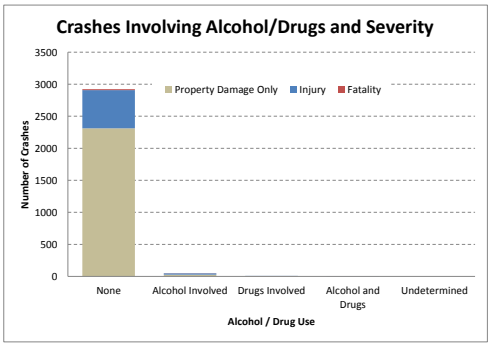
CRASH ANALYSIS - OPA-LOCKA

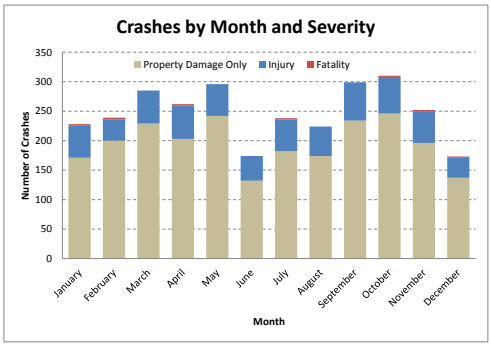


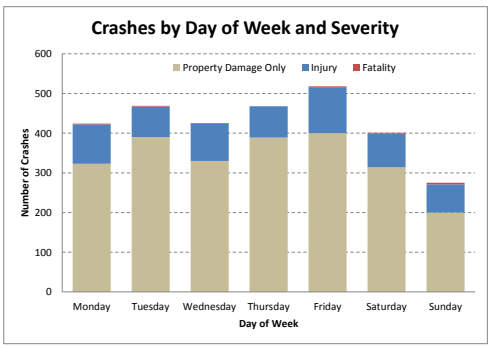


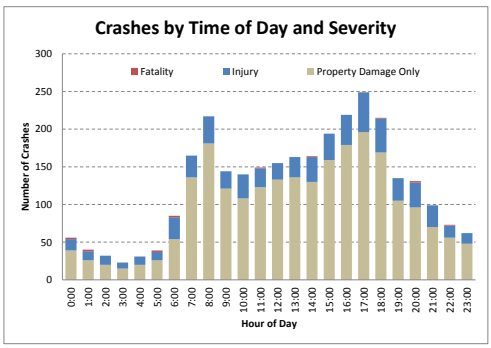








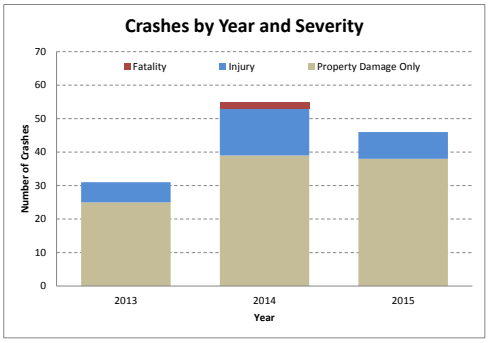


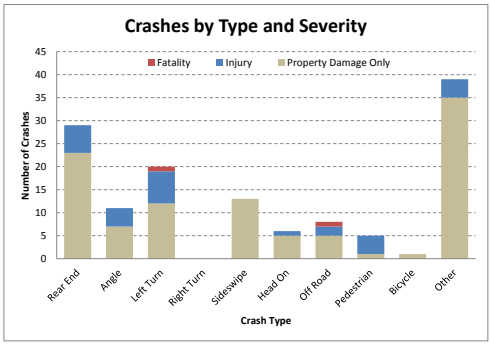


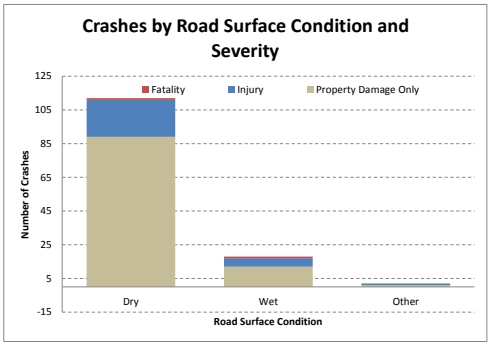
CRASH ANALYSIS - OPA-LOCKA: Industrial Area 1

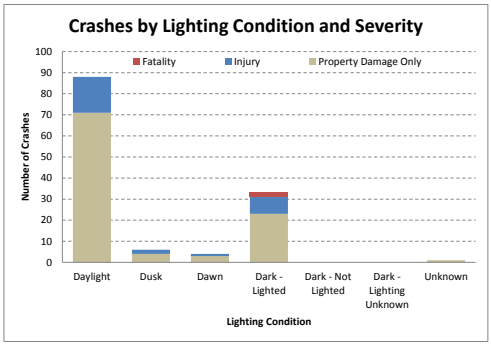
					Severity			Total	Average	Percent
		2013	2014	2015	Property Damage Only	Injury	Fatality			
Type of Crash	Rear End	6	8	15	23	6	0	29	5.80	22.0%
	Angle	2	5	4	7	4	0	11	2.20	8.3%
	Left Turn	7	8	5	12	7	1	20	4.00	15.2%
	Right Turn	0	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	3	6	4	13	0	0	13	2.60	9.8%
	Head On	1	3	2	5	1	0	6	1.20	4.5%
	Off Road	2	3	3	5	2	1	8	1.60	6.1%
	Pedestrian	2	2	1	1	4	0	5	1.00	3.8%
	Bicycle	1	0	0	1	0	0	1	0.20	0.8%
	Other	7	20	12	35	4	0	39	7.80	29.5%
	Total Crashes	**31**	**55**	**46**	**102**	**28**	**2**	**132**	**26.40**	**100.0%**
Crash Severity	Property Damage Only	25	39	38				102	20.40	77.3%
	Injury	6	14	8				28	5.60	21.2%
	Fatality	0	2	0				2	0.40	1.5%
Light Conditions	Daylight	19	39	30	71	17	0	88	17.60	66.7%
	Dusk	3	3	0	4	2	0	6	1.20	4.5%
	Dawn	2	0	2	3	1	0	4	0.80	3.0%
	Dark - Lighted	7	13	13	23	8	2	33	6.60	25.0%
	Dark - Not Lighted	0	0	0	0	0	0	0	0.00	0.0%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0.00	0.0%
	Unknown	0	0	1	1	0	0	1	0.20	0.8%
Surface Condition	Dry	24	48	40	89	22	1	112	22.40	84.8%
	Wet	7	6	5	12	5	1	18	3.60	13.6%
	Other	0	1	1	1	1	0	2	0.40	1.5%
Month	January	1	6	1	4	3	1	8	1.60	6.1%
	February	4	9	1	11	3	0	14	2.80	10.6%
	March	3	6	7	11	5	0	16	3.20	12.1%
	April	1	3	4	6	2	0	8	1.60	6.1%
	May	6	6	7	14	5	0	19	3.80	14.4%
	June	0	8	1	7	2	0	9	1.80	6.8%
	July	5	5	2	10	1	1	12	2.40	9.1%
	August	0	2	3	4	1	0	5	1.00	3.8%
	September	4	4	6	10	4	0	14	2.80	10.6%
	October	2	3	3	7	1	0	8	1.60	6.1%
	November	5	3	5	12	1	0	13	2.60	9.8%
	December	0	0	6	6	0	0	6	1.20	4.5%
Day of Week	Monday	2	15	8	20	5	0	25	5.00	18.9%
	Tuesday	14	10	4	23	5	0	28	5.60	21.2%
	Wednesday	6	5	6	12	4	1	17	3.40	12.9%
	Thursday	2	4	8	12	2	0	14	2.80	10.6%
	Friday	4	12	11	22	5	0	27	5.40	20.5%
	Saturday	2	4	7	7	6	0	13	2.60	9.8%
	Sunday	1	5	2	6	1	1	8	1.60	6.1%
Hour of Day	0:00	0	3	0	2	0	1	3	0.60	2.3%
	1:00	1	1	0	1	1	0	2	0.40	1.5%
	2:00	0	1	1	1	1	0	2	0.40	1.5%
	3:00	0	0	1	1	0	0	1	0.20	0.8%
	4:00	0	1	2	2	1	0	3	0.60	2.3%
	5:00	0	1	1	0	1	1	2	0.40	1.5%
	6:00	1	0	1	0	2	0	2	0.40	1.5%
	7:00	2	2	3	5	2	0	7	1.40	5.3%
	8:00	6	8	4	13	5	0	18	3.60	13.6%
	9:00	2	3	1	5	1	0	6	1.20	4.5%
	10:00	0	1	3	3	1	0	4	0.80	3.0%
	11:00	2	1	1	3	1	0	4	0.80	3.0%
	12:00	0	4	1	3	2	0	5	1.00	3.8%
	13:00	0	3	1	4	0	0	4	0.80	3.0%
	14:00	1	1	2	2	2	0	4	0.80	3.0%
	15:00	2	5	4	9	2	0	11	2.20	8.3%
	16:00	2	4	3	9	0	0	9	1.80	6.8%
	17:00	1	6	5	11	1	0	12	2.40	9.1%
	18:00	3	3	6	11	1	0	12	2.40	9.1%
	19:00	3	2	0	4	1	0	5	1.00	3.8%
	20:00	2	2	0	2	2	0	4	0.80	3.0%
	21:00	1	2	3	5	1	0	6	1.20	4.5%
	22:00	2	0	1	3	0	0	3	0.60	2.3%
	23:00	0	1	2	3	0	0	3	0.60	2.3%
Time Period	12AM-6AM	1	7	5	7	4	2	13	2.60	9.8%
	6AM-12PM	13	15	13	29	12	0	41	8.20	31.1%
	12PM-6PM	6	23	16	38	7	0	45	9.00	34.1%
	6PM-12AM	11	10	12	28	5	0	33	6.60	25.0%
Alcohol & Drugs	None	30	55	46	102	27	2	131	26.20	99.2%
	Alcohol Involved	1	0	0	0	1	0	1	0.20	0.8%
	Drugs Involved	0	0	0	0	0	0	0	0.00	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0.00	0.0%
	Undetermined	0	0	0	0	0	0	0	0.00	0.0%
Distraction Related	Y	3	8	8	14	4	1	19	3.80	14.4%
	N	28	47	38	88	24	1	113	22.60	85.6%

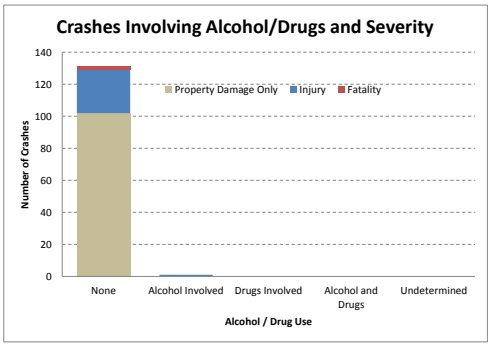
CRASH ANALYSIS - OPA-LOCKA: Industrial Area 1

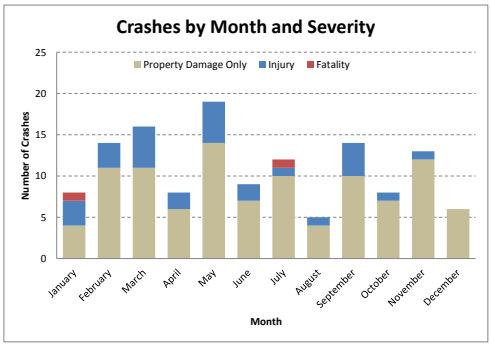


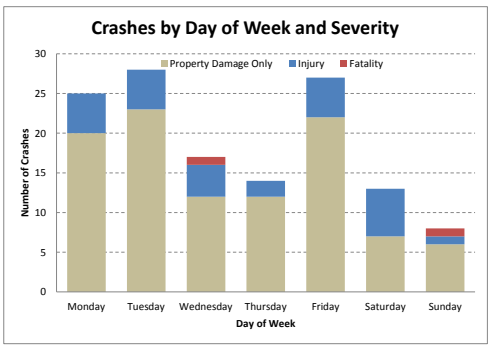


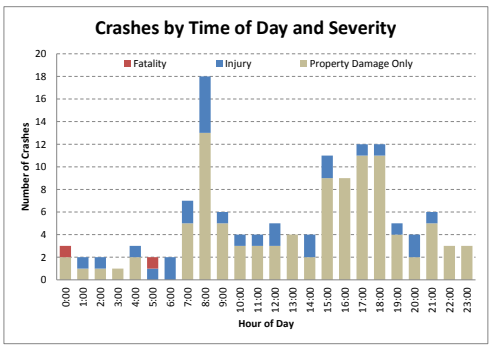








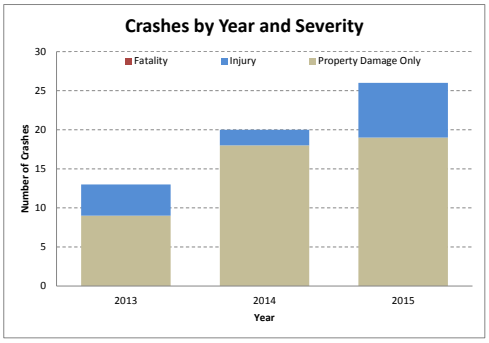


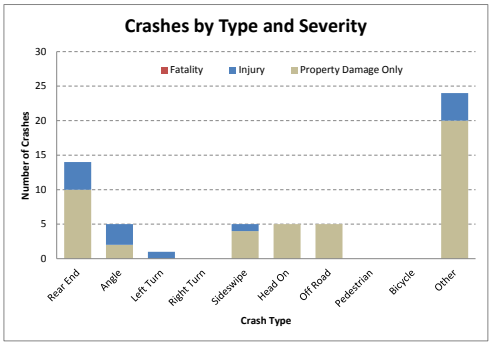


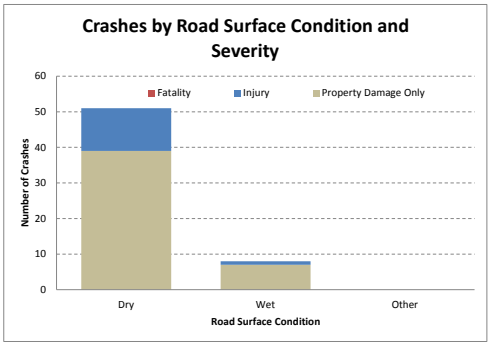
CRASH ANALYSIS - OPA-LOCKA: Industrial Area 2

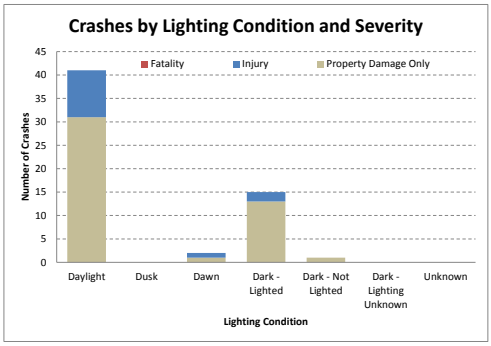
					Severity			Total	Average	Percent
		2013	2014	2015	Property Damage Only	Injury	Fatality			
Type of Crash	Rear End	5	4	5	10	4	0	14	2.80	23.7%
	Angle	2	3	0	2	3	0	5	1.00	8.5%
	Left Turn	0	1	0	0	1	0	1	0.20	1.7%
	Right Turn	0	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	1	1	3	4	1	0	5	1.00	8.5%
	Head On	0	1	4	5	0	0	5	1.00	8.5%
	Off Road	0	1	4	5	0	0	5	1.00	8.5%
	Pedestrian	0	0	0	0	0	0	0	0.00	0.0%
	Bicycle	0	0	0	0	0	0	0	0.00	0.0%
	Other	5	9	10	20	4	0	24	4.80	40.7%
	Total Crashes	**13**	**20**	**26**	**46**	**13**	**0**	**59**	**11.80**	**100.0%**
Crash Severity	Property Damage Only	9	18	19				46	9.20	78.0%
	Injury	4	2	7				13	2.60	22.0%
	Fatality	0	0	0				0	0.00	0.0%
Light Conditions	Daylight	11	12	18	31	10	0	41	8.20	69.5%
	Dusk	0	0	0	0	0	0	0	0.00	0.0%
	Dawn	1	0	1	1	1	0	2	0.40	3.4%
	Dark - Lighted	1	8	6	13	2	0	15	3.00	25.4%
	Dark - Not Lighted	0	0	1	1	0	0	1	0.20	1.7%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0.00	0.0%
	Unknown	0	0	0	0	0	0	0	0.00	0.0%
Surface Condition	Dry	11	17	23	39	12	0	51	10.20	86.4%
	Wet	2	3	3	7	1	0	8	1.60	13.6%
	Other	0	0	0	0	0	0	0	0.00	0.0%
Month	January	1	3	1	5	0	0	5	1.00	8.5%
	February	1	2	4	6	1	0	7	1.40	11.9%
	March	2	2	2	4	2	0	6	1.20	10.2%
	April	0	4	5	9	0	0	9	1.80	15.3%
	May	4	3	2	8	1	0	9	1.80	15.3%
	June	0	2	0	2	0	0	2	0.40	3.4%
	July	1	1	3	3	2	0	5	1.00	8.5%
	August	0	2	4	3	3	0	6	1.20	10.2%
	September	0	0	2	1	1	0	2	0.40	3.4%
	October	2	1	2	2	3	0	5	1.00	8.5%
	November	2	0	0	2	0	0	2	0.40	3.4%
	December	0	0	1	1	0	0	1	0.20	1.7%
Day of Week	Monday	2	4	2	4	4	0	8	1.60	13.6%
	Tuesday	1	2	0	1	2	0	3	0.60	5.1%
	Wednesday	4	2	4	9	1	0	10	2.00	16.9%
	Thursday	1	1	4	5	1	0	6	1.20	10.2%
	Friday	3	5	7	12	3	0	15	3.00	25.4%
	Saturday	2	4	5	10	1	0	11	2.20	18.6%
	Sunday	0	2	4	5	1	0	6	1.20	10.2%
Hour of Day	0:00	0	0	0	0	0	0	0	0.00	0.0%
	1:00	0	0	1	0	1	0	1	0.20	1.7%
	2:00	0	0	0	0	0	0	0	0.00	0.0%
	3:00	0	1	0	1	0	0	1	0.20	1.7%
	4:00	0	2	0	2	0	0	2	0.40	3.4%
	5:00	0	0	0	0	0	0	0	0.00	0.0%
	6:00	1	0	0	0	1	0	1	0.20	1.7%
	7:00	0	0	1	1	0	0	1	0.20	1.7%
	8:00	1	0	0	1	0	0	1	0.20	1.7%
	9:00	0	0	2	1	1	0	2	0.40	3.4%
	10:00	3	0	1	2	2	0	4	0.80	6.8%
	11:00	0	0	1	0	1	0	1	0.20	1.7%
	12:00	2	2	0	3	1	0	4	0.80	6.8%
	13:00	0	3	2	3	2	0	5	1.00	8.5%
	14:00	1	1	2	4	0	0	4	0.80	6.8%
	15:00	1	1	1	3	0	0	3	0.60	5.1%
	16:00	2	3	5	9	1	0	10	2.00	16.9%
	17:00	0	1	3	3	1	0	4	0.80	6.8%
	18:00	0	1	3	4	0	0	4	0.80	6.8%
	19:00	1	0	0	0	1	0	1	0.20	1.7%
	20:00	1	1	1	3	0	0	3	0.60	5.1%
	21:00	0	1	2	3	0	0	3	0.60	5.1%
	22:00	0	2	0	2	0	0	2	0.40	3.4%
	23:00	0	1	1	1	1	0	2	0.40	3.4%
Time Period	12AM-6AM	0	3	1	3	1	0	4	0.80	6.8%
	6AM-12PM	5	0	5	5	5	0	10	2.00	16.9%
	12PM-6PM	6	11	13	25	5	0	30	6.00	50.8%
	6PM-12AM	2	6	7	13	2	0	15	3.00	25.4%
Alcohol & Drugs	None	13	20	26	46	13	0	59	11.80	100.0%
	Alcohol Involved	0	0	0	0	0	0	0	0.00	0.0%
	Drugs Involved	0	0	0	0	0	0	0	0.00	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0.00	0.0%
	Undetermined	0	0	0	0	0	0	0	0.00	0.0%
Distraction Related	Y	3	4	6	10	3	0	13	2.60	22.0%
	N	10	16	20	36	10	0	46	9.20	78.0%

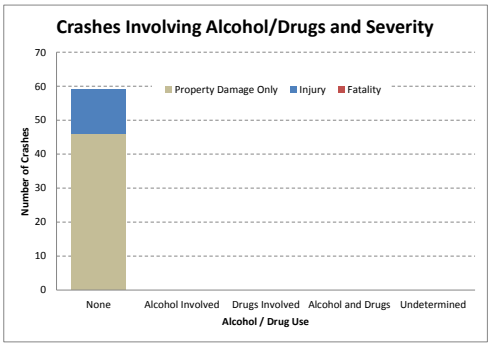
CRASH ANALYSIS - OPA-LOCKA: Industrial Area 2

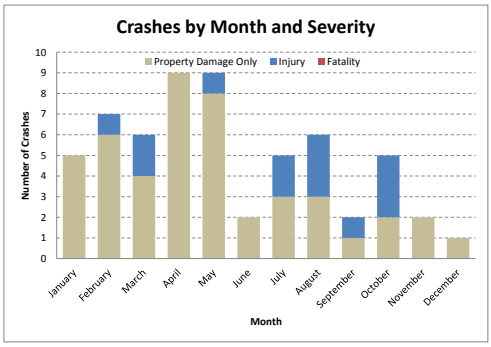


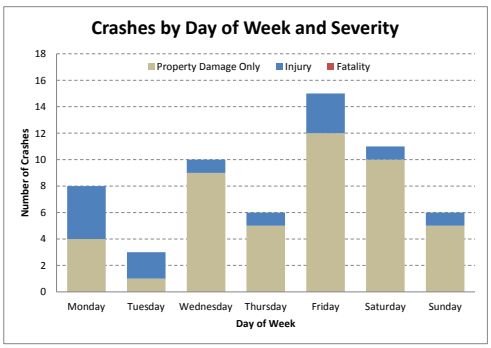


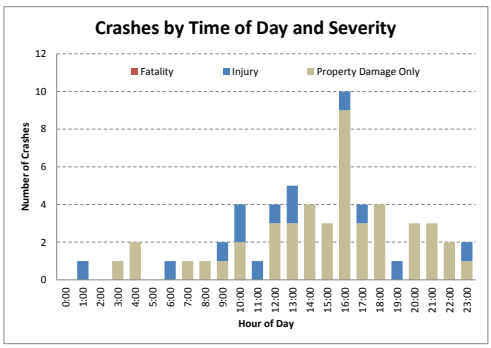








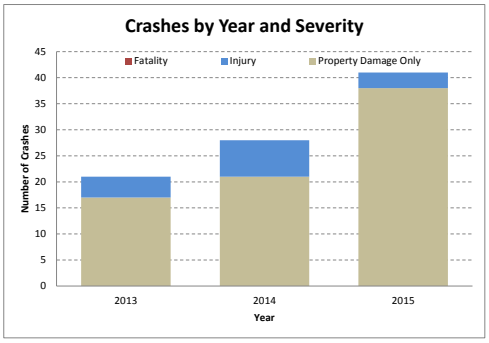


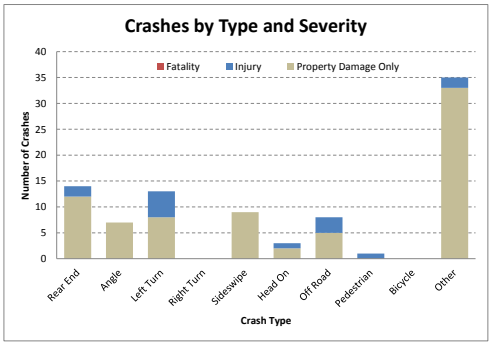


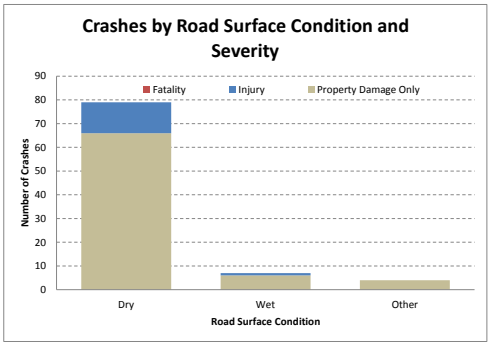
CRASH ANALYSIS - OPA-LOCKA: Industrial Area 3

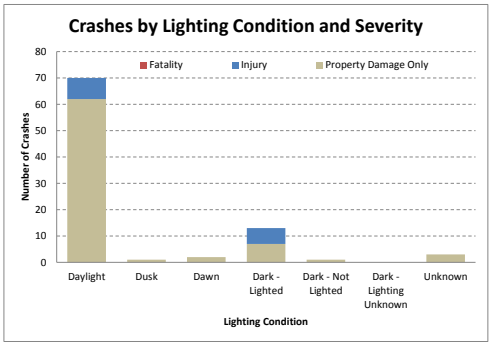
					Severity			Total	Average	Percent
		2013	2014	2015	Property Damage Only	Injury	Fatality			
Type of Crash	Rear End	5	3	6	12	2	0	14	2.80	15.6%
	Angle	2	1	4	7	0	0	7	1.40	7.8%
	Left Turn	4	5	4	8	5	0	13	2.60	14.4%
	Right Turn	0	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	1	5	3	9	0	0	9	1.80	10.0%
	Head On	0	0	3	2	1	0	3	0.60	3.3%
	Off Road	1	2	5	5	3	0	8	1.60	8.9%
	Pedestrian	1	0	0	0	1	0	1	0.20	1.1%
	Bicycle	0	0	0	0	0	0	0	0.00	0.0%
	Other	7	12	16	33	2	0	35	7.00	38.9%
	Total Crashes	**21**	**28**	**41**	**76**	**14**	**0**	**90**	**18.00**	**100.0%**
Crash Severity	Property Damage Only	17	21	38				76	15.20	84.4%
	Injury	4	7	3				14	2.80	15.6%
	Fatality	0	0	0				0	0.00	0.0%
Light Conditions	Daylight	15	22	33	62	8	0	70	14.00	77.8%
	Dusk	0	0	1	1	0	0	1	0.20	1.1%
	Dawn	1	1	0	2	0	0	2	0.40	2.2%
	Dark - Lighted	5	4	4	7	6	0	13	2.60	14.4%
	Dark - Not Lighted	0	0	1	1	0	0	1	0.20	1.1%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0.00	0.0%
	Unknown	0	1	2	3	0	0	3	0.60	3.3%
Surface Condition	Dry	19	25	35	66	13	0	79	15.80	87.8%
	Wet	2	2	3	6	1	0	7	1.40	7.8%
	Other	0	1	3	4	0	0	4	0.80	4.4%
Month	January	1	2	0	2	1	0	3	0.60	3.3%
	February	2	2	6	8	2	0	10	2.00	11.1%
	March	1	2	6	8	1	0	9	1.80	10.0%
	April	2	0	4	4	2	0	6	1.20	6.7%
	May	1	4	5	10	0	0	10	2.00	11.1%
	June	0	1	0	1	0	0	1	0.20	1.1%
	July	2	6	3	10	1	0	11	2.20	12.2%
	August	0	2	5	4	3	0	7	1.40	7.8%
	September	7	5	4	14	2	0	16	3.20	17.8%
	October	2	2	3	7	0	0	7	1.40	7.8%
	November	3	2	5	8	2	0	10	2.00	11.1%
	December	0	0	0	0	0	0	0	0.00	0.0%
Day of Week	Monday	1	8	4	11	2	0	13	2.60	14.4%
	Tuesday	3	7	5	12	3	0	15	3.00	16.7%
	Wednesday	3	2	7	10	2	0	12	2.40	13.3%
	Thursday	1	1	9	11	0	0	11	2.20	12.2%
	Friday	8	5	9	19	3	0	22	4.40	24.4%
	Saturday	5	3	5	11	2	0	13	2.60	14.4%
	Sunday	0	2	2	2	2	0	4	0.80	4.4%
Hour of Day	0:00	0	0	0	0	0	0	0	0.00	0.0%
	1:00	0	0	0	0	0	0	0	0.00	0.0%
	2:00	0	0	0	0	0	0	0	0.00	0.0%
	3:00	0	0	0	0	0	0	0	0.00	0.0%
	4:00	1	0	0	0	1	0	1	0.20	1.1%
	5:00	0	0	0	0	0	0	0	0.00	0.0%
	6:00	0	2	0	1	1	0	2	0.40	2.2%
	7:00	2	0	2	4	0	0	4	0.80	4.4%
	8:00	1	1	1	2	1	0	3	0.60	3.3%
	9:00	0	1	2	3	0	0	3	0.60	3.3%
	10:00	3	2	3	6	2	0	8	1.60	8.9%
	11:00	4	3	4	10	1	0	11	2.20	12.2%
	12:00	1	2	5	8	0	0	8	1.60	8.9%
	13:00	2	3	3	7	1	0	8	1.60	8.9%
	14:00	0	3	1	3	1	0	4	0.80	4.4%
	15:00	3	2	5	10	0	0	10	2.00	11.1%
	16:00	0	2	4	5	1	0	6	1.20	6.7%
	17:00	0	2	3	4	1	0	5	1.00	5.6%
	18:00	2	2	2	4	2	0	6	1.20	6.7%
	19:00	0	1	2	3	0	0	3	0.60	3.3%
	20:00	0	2	1	1	2	0	3	0.60	3.3%
	21:00	1	0	2	3	0	0	3	0.60	3.3%
	22:00	0	0	0	0	0	0	0	0.00	0.0%
	23:00	1	0	1	2	0	0	2	0.40	2.2%
Time Period	12AM-6AM	1	0	0	0	1	0	1	0.20	1.1%
	6AM-12PM	10	9	12	26	5	0	31	6.20	34.4%
	12PM-6PM	6	14	21	37	4	0	41	8.20	45.6%
	6PM-12AM	4	5	8	13	4	0	17	3.40	18.9%
Alcohol & Drugs	None	19	28	41	75	13	0	88	17.60	97.8%
	Alcohol Involved	2	0	0	1	1	0	2	0.40	2.2%
	Drugs Involved	0	0	0	0	0	0	0	0.00	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0.00	0.0%
	Undetermined	0	0	0	0	0	0	0	0.00	0.0%
Distraction Related	Y	3	4	5	9	3	0	12	2.40	13.3%
	N	18	24	36	67	11	0	78	15.60	86.7%

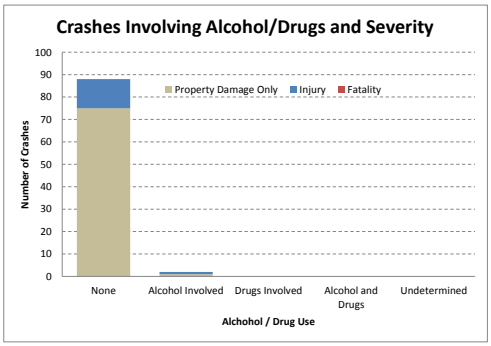
CRASH ANALYSIS - OPA-LOCKA: Industrial Area 3

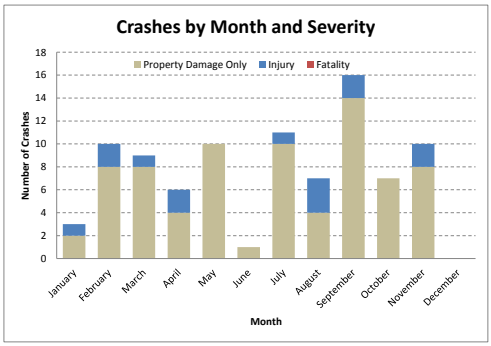


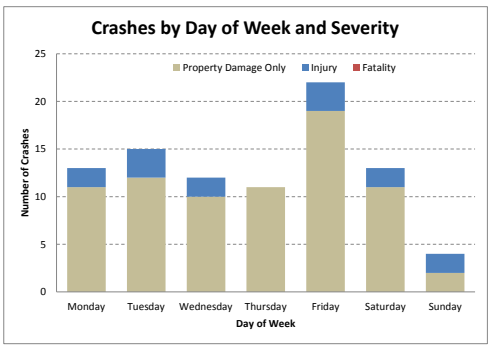


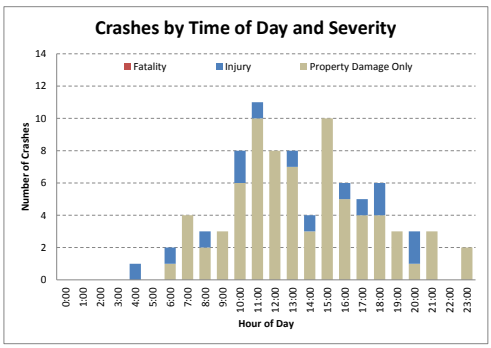








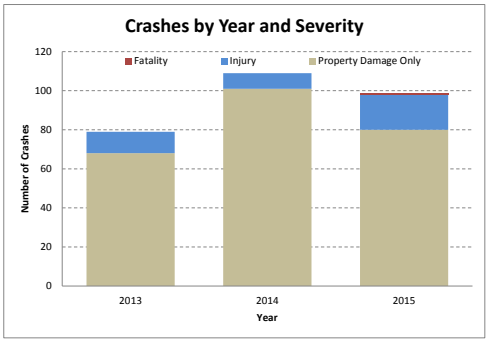


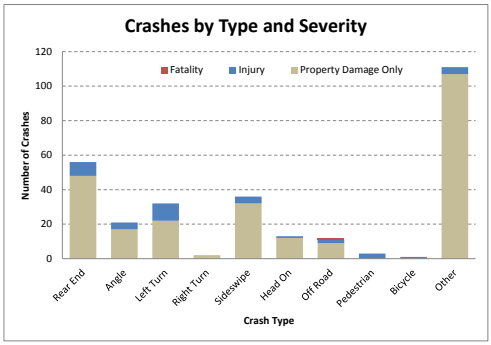


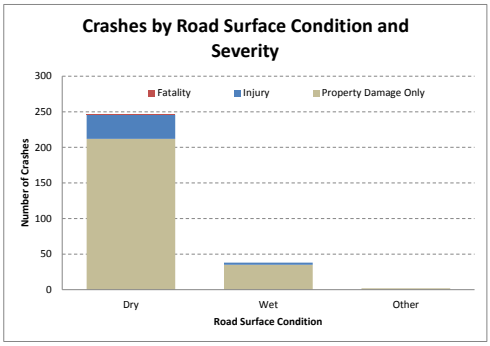
CRASH ANALYSIS - OPA-LOCKA: Industrial Area 4

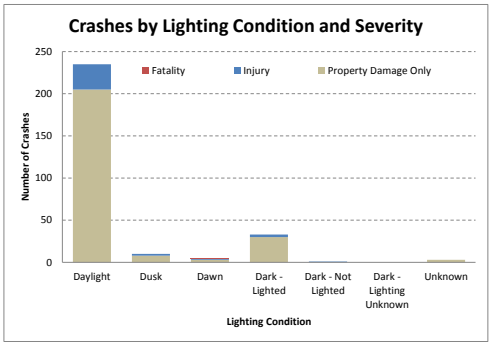
					Severity			Total	Average	Percent
		2013	2014	2015	Property Damage Only	Injury	Fatality			
Type of Crash	Rear End	22	22	12	48	8	0	56	11.20	19.5%
	Angle	4	10	7	17	4	0	21	4.20	7.3%
	Left Turn	9	12	11	22	10	0	32	6.40	11.1%
	Right Turn	1	1	0	2	0	0	2	0.40	0.7%
	Sideswipe	10	14	12	32	4	0	36	7.20	12.5%
	Head On	3	7	3	12	1	0	13	2.60	4.5%
	Off Road	5	2	5	9	2	1	12	2.40	4.2%
	Pedestrian	1	1	1	0	3	0	3	0.60	1.0%
	Bicycle	0	1	0	0	1	0	1	0.20	0.3%
	Other	24	39	48	107	4	0	111	22.20	38.7%
	Total Crashes	**79**	**109**	**99**	**249**	**37**	**1**	**287**	**57.40**	**100.0%**
Crash Severity	Property Damage Only	68	101	80				249	49.80	86.8%
	Injury	11	8	18				37	7.40	12.9%
	Fatality	0	0	1				1	0.20	0.3%
Light Conditions	Daylight	66	87	82	205	30	0	235	47.00	81.9%
	Dusk	2	4	4	8	2	0	10	2.00	3.5%
	Dawn	1	1	3	3	1	1	5	1.00	1.7%
	Dark - Lighted	7	17	9	30	3	0	33	6.60	11.5%
	Dark - Not Lighted	0	0	1	0	1	0	1	0.20	0.3%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0.00	0.0%
	Unknown	3	0	0	3	0	0	3	0.60	1.0%
Surface Condition	Dry	65	97	85	212	34	1	247	49.40	86.1%
	Wet	12	12	14	35	3	0	38	7.60	13.2%
	Other	2	0	0	2	0	0	2	0.40	0.7%
Month	January	8	12	7	22	5	0	27	5.40	9.4%
	February	11	13	8	28	4	0	32	6.40	11.1%
	March	6	8	13	25	2	0	27	5.40	9.4%
	April	4	13	9	20	6	0	26	5.20	9.1%
	May	16	13	14	37	6	0	43	8.60	15.0%
	June	1	8	0	9	0	0	9	1.80	3.1%
	July	6	8	5	17	2	0	19	3.80	6.6%
	August	1	8	16	21	4	0	25	5.00	8.7%
	September	8	8	4	16	4	0	20	4.00	7.0%
	October	13	10	10	30	2	1	33	6.60	11.5%
	November	5	6	10	19	2	0	21	4.20	7.3%
	December	0	2	3	5	0	0	5	1.00	1.7%
Day of Week	Monday	15	14	19	38	10	0	48	9.60	16.7%
	Tuesday	9	22	12	38	5	0	43	8.60	15.0%
	Wednesday	13	14	16	39	4	0	43	8.60	15.0%
	Thursday	14	19	15	46	2	0	48	9.60	16.7%
	Friday	16	18	18	46	6	0	52	10.40	18.1%
	Saturday	8	12	13	28	5	0	33	6.60	11.5%
	Sunday	4	10	6	14	5	1	20	4.00	7.0%
Hour of Day	0:00	0	1	2	3	0	0	3	0.60	1.0%
	1:00	1	1	0	2	0	0	2	0.40	0.7%
	2:00	0	0	1	1	0	0	1	0.20	0.3%
	3:00	1	0	0	1	0	0	1	0.20	0.3%
	4:00	0	0	2	2	0	0	2	0.40	0.7%
	5:00	1	1	1	2	1	0	3	0.60	1.0%
	6:00	3	4	3	8	1	1	10	2.00	3.5%
	7:00	4	10	2	15	1	0	16	3.20	5.6%
	8:00	6	5	8	16	3	0	19	3.80	6.6%
	9:00	5	3	4	11	1	0	12	2.40	4.2%
	10:00	5	3	7	14	1	0	15	3.00	5.2%
	11:00	5	5	5	14	1	0	15	3.00	5.2%
	12:00	7	5	8	17	3	0	20	4.00	7.0%
	13:00	8	11	8	24	3	0	27	5.40	9.4%
	14:00	10	5	7	18	4	0	22	4.40	7.7%
	15:00	3	14	6	22	1	0	23	4.60	8.0%
	16:00	7	10	17	28	6	0	34	6.80	11.8%
	17:00	6	9	5	15	5	0	20	4.00	7.0%
	18:00	3	10	6	16	3	0	19	3.80	6.6%
	19:00	1	3	1	5	0	0	5	1.00	1.7%
	20:00	1	6	4	9	2	0	11	2.20	3.8%
	21:00	2	2	2	5	1	0	6	1.20	2.1%
	22:00	0	0	0	0	0	0	0	0.00	0.0%
	23:00	0	1	0	1	0	0	1	0.20	0.3%
Time Period	12AM-6AM	3	3	6	11	1	0	12	2.40	4.2%
	6AM-12PM	28	30	29	78	8	1	87	17.40	30.3%
	12PM-6PM	41	54	51	124	22	0	146	29.20	50.9%
	6PM-12AM	7	22	13	36	6	0	42	8.40	14.6%
Alcohol & Drugs	None	78	108	98	248	36	0	284	56.80	99.0%
	Alcohol Involved	1	1	1	1	1	1	3	0.60	1.0%
	Drugs Involved	0	0	0	0	0	0	0	0.00	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0.00	0.0%
	Undetermined	0	0	0	0	0	0	0	0.00	0.0%
Distraction Related	Y	11	11	19	35	5	1	41	8.20	14.3%
	N	68	98	80	214	32	0	246	49.20	85.7%

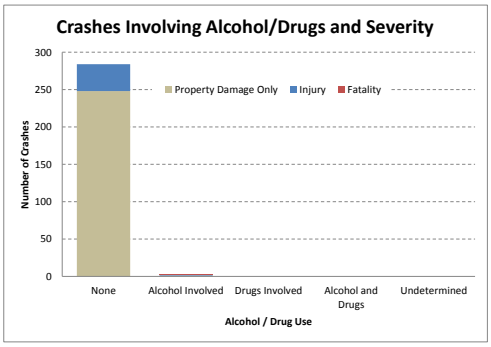
CRASH ANALYSIS - OPA-LOCKA: Industrial Area 4

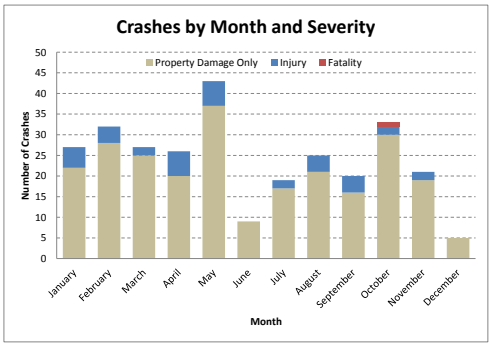


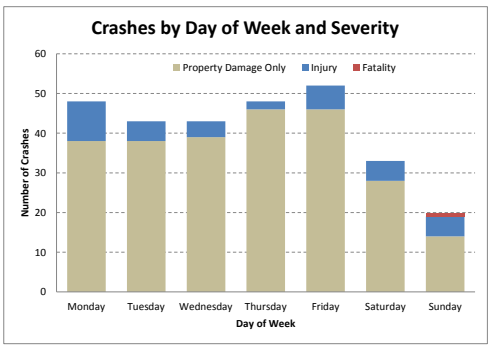


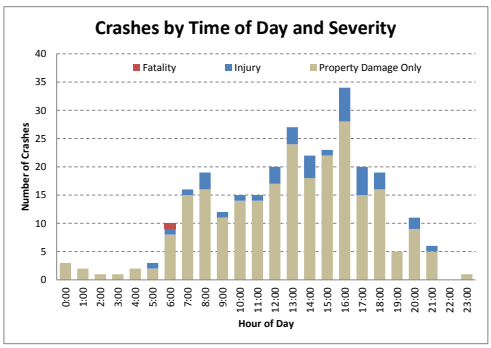








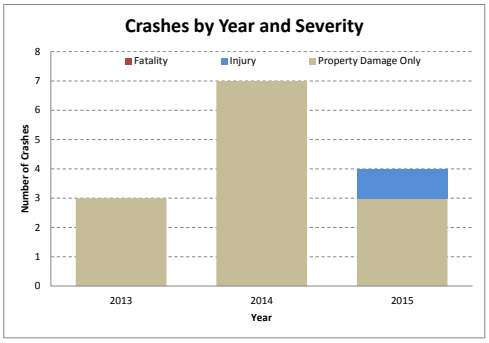


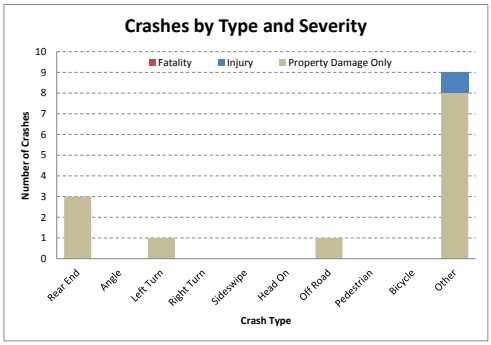


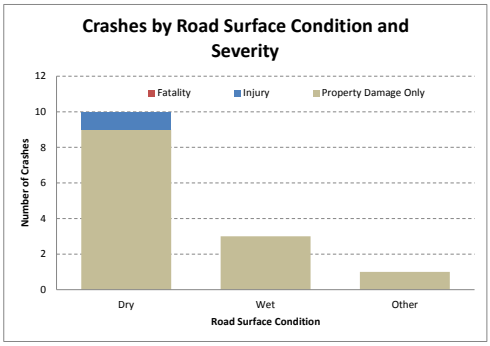
CRASH ANALYSIS - OPA-LOCKA: Industrial Area 5

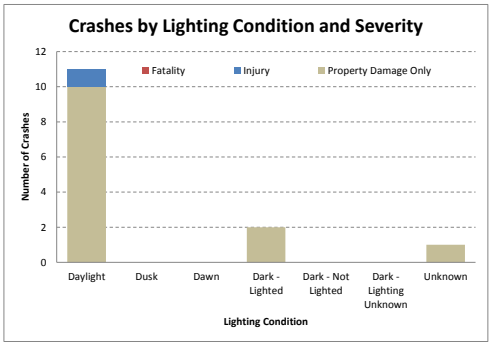
					Severity			Total	Average	Percent
		2013	2014	2015	Property Damage Only	Injury	Fatality			
Type of Crash	Rear End	0	2	1	3	0	0	3	0.60	21.4%
	Angle	0	0	0	0	0	0	0	0.00	0.0%
	Left Turn	0	0	1	1	0	0	1	0.20	7.1%
	Right Turn	0	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	0	0	0	0	0	0	0	0.00	0.0%
	Head On	0	0	0	0	0	0	0	0.00	0.0%
	Off Road	0	1	0	1	0	0	1	0.20	7.1%
	Pedestrian	0	0	0	0	0	0	0	0.00	0.0%
	Bicycle	0	0	0	0	0	0	0	0.00	0.0%
	Other	3	4	2	8	1	0	9	1.80	64.3%
	Total Crashes	**3**	**7**	**4**	**13**	**1**	**0**	**14**	**2.80**	**100.0%**
Crash Severity	Property Damage Only	3	7	3				13	2.60	92.9%
	Injury	0	0	1				1	0.20	7.1%
	Fatality	0	0	0				0	0.00	0.0%
Light Conditions	Daylight	1	7	3	10	1	0	11	2.20	78.6%
	Dusk	0	0	0	0	0	0	0	0.00	0.0%
	Dawn	0	0	0	0	0	0	0	0.00	0.0%
	Dark - Lighted	1	0	1	2	0	0	2	0.40	14.3%
	Dark - Not Lighted	0	0	0	0	0	0	0	0.00	0.0%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0.00	0.0%
	Unknown	1	0	0	1	0	0	1	0.20	7.1%
Surface Condition	Dry	1	5	4	9	1	0	10	2.00	71.4%
	Wet	1	2	0	3	0	0	3	0.60	21.4%
	Other	1	0	0	1	0	0	1	0.20	7.1%
Month	January	0	1	1	2	0	0	2	0.40	14.3%
	February	0	0	0	0	0	0	0	0.00	0.0%
	March	0	2	0	2	0	0	2	0.40	14.3%
	April	1	0	0	1	0	0	1	0.20	7.1%
	May	0	1	0	1	0	0	1	0.20	7.1%
	June	0	3	0	3	0	0	3	0.60	21.4%
	July	0	0	1	1	0	0	1	0.20	7.1%
	August	0	0	0	0	0	0	0	0.00	0.0%
	September	0	0	1	1	0	0	1	0.20	7.1%
	October	1	0	1	1	1	0	2	0.40	14.3%
	November	0	0	0	0	0	0	0	0.00	0.0%
	December	1	0	0	1	0	0	1	0.20	7.1%
Day of Week	Monday	0	1	0	1	0	0	1	0.20	7.1%
	Tuesday	0	0	1	1	0	0	1	0.20	7.1%
	Wednesday	2	1	0	3	0	0	3	0.60	21.4%
	Thursday	0	4	2	6	0	0	6	1.20	42.9%
	Friday	1	1	1	2	1	0	3	0.60	21.4%
	Saturday	0	0	0	0	0	0	0	0.00	0.0%
	Sunday	0	0	0	0	0	0	0	0.00	0.0%
Hour of Day	0:00	0	0	0	0	0	0	0	0.00	0.0%
	1:00	0	0	0	0	0	0	0	0.00	0.0%
	2:00	0	0	0	0	0	0	0	0.00	0.0%
	3:00	0	0	0	0	0	0	0	0.00	0.0%
	4:00	0	0	0	0	0	0	0	0.00	0.0%
	5:00	0	0	0	0	0	0	0	0.00	0.0%
	6:00	0	1	1	2	0	0	2	0.40	14.3%
	7:00	0	0	1	0	1	0	1	0.20	7.1%
	8:00	1	0	0	1	0	0	1	0.20	7.1%
	9:00	0	1	0	1	0	0	1	0.20	7.1%
	10:00	0	0	0	0	0	0	0	0.00	0.0%
	11:00	0	1	1	2	0	0	2	0.40	14.3%
	12:00	1	1	0	2	0	0	2	0.40	14.3%
	13:00	0	0	0	0	0	0	0	0.00	0.0%
	14:00	0	1	0	1	0	0	1	0.20	7.1%
	15:00	0	1	0	1	0	0	1	0.20	7.1%
	16:00	0	0	1	1	0	0	1	0.20	7.1%
	17:00	0	1	0	1	0	0	1	0.20	7.1%
	18:00	0	0	0	0	0	0	0	0.00	0.0%
	19:00	0	0	0	0	0	0	0	0.00	0.0%
	20:00	0	0	0	0	0	0	0	0.00	0.0%
	21:00	0	0	0	0	0	0	0	0.00	0.0%
	22:00	1	0	0	1	0	0	1	0.20	7.1%
	23:00	0	0	0	0	0	0	0	0.00	0.0%
Time Period	12AM-6AM	0	0	0	0	0	0	0	0.00	0.0%
	6AM-12PM	1	3	3	6	1	0	7	1.40	50.0%
	12PM-6PM	1	4	1	6	0	0	6	1.20	42.9%
	6PM-12AM	1	0	0	1	0	0	1	0.20	7.1%
Alcohol & Drugs	None	3	7	4	13	1	0	14	2.80	100.0%
	Alcohol Involved	0	0	0	0	0	0	0	0.00	0.0%
	Drugs Involved	0	0	0	0	0	0	0	0.00	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0.00	0.0%
	Undetermined	0	0	0	0	0	0	0	0.00	0.0%
Distraction Related	Y	0	1	0	1	0	0	1	0.20	7.1%
	N	3	6	4	12	1	0	13	2.60	92.9%

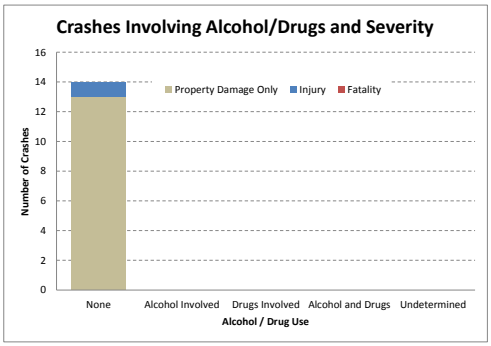
CRASH ANALYSIS - OPA-LOCKA: Industrial Area 5

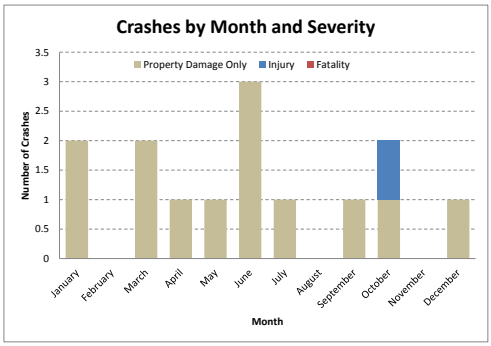


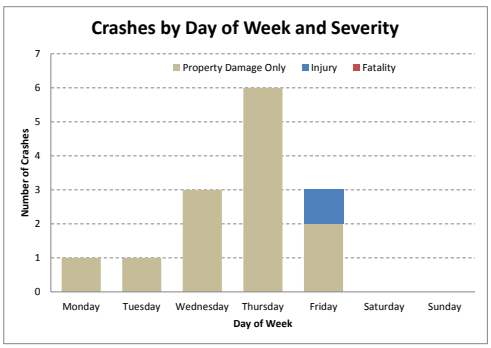


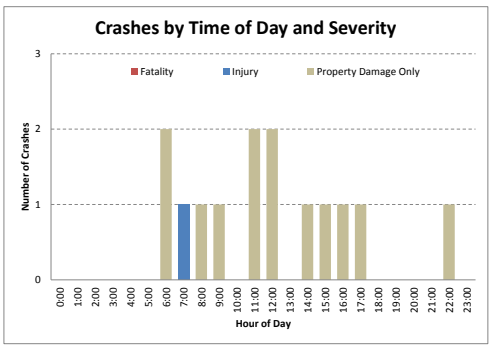








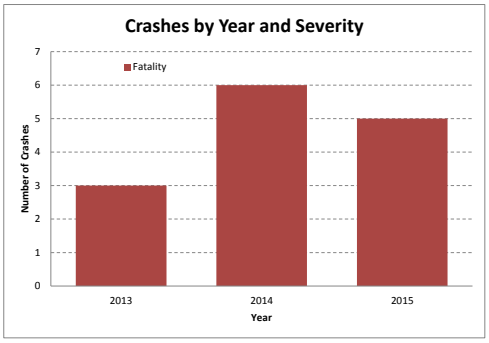


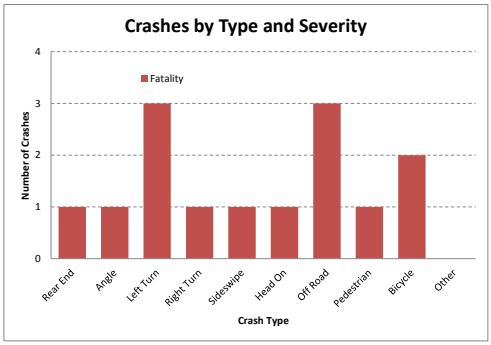


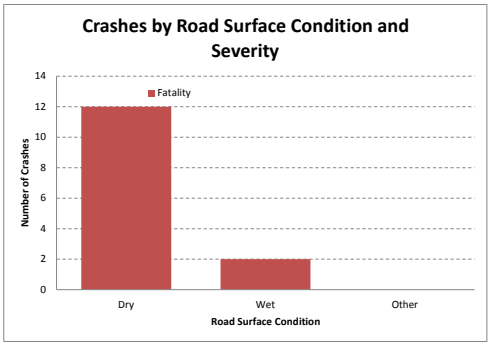
CRASH ANALYSIS - OPA-LOCKA: Fatal Crashes

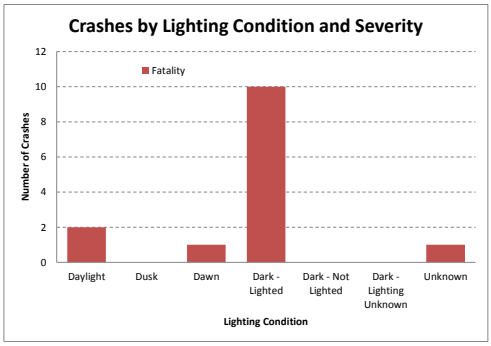
					Severity			Total	Average	Percent
		2013	2014	2015	Property Damage Only	Injury	Fatality			
Type of Crash	Rear End	0	0	1	0	0	1	1	0.20	7.1%
	Angle	1	0	0	0	0	1	1	0.20	7.1%
	Left Turn	0	1	2	0	0	3	3	0.60	21.4%
	Right Turn	0	1	0	0	0	1	1	0.20	7.1%
	Sideswipe	0	0	1	0	0	1	1	0.20	7.1%
	Head On	1	0	0	0	0	1	1	0.20	7.1%
	Off Road	1	1	1	0	0	3	3	0.60	21.4%
	Pedestrian	0	1	0	0	0	1	1	0.20	7.1%
	Bicycle	0	2	0	0	0	2	2	0.40	14.3%
	Other	0	0	0	0	0	0	0	0.00	0.0%
	Total Crashes	**3**	**6**	**5**	**0**	**0**	**14**	**14**	**2.80**	**100.0%**
Crash Severity	Property Damage Only	0	0	0				0	0.00	0.0%
	Injury	0	0	0				0	0.00	0.0%
	Fatality	3	6	5				14	2.80	100.0%
Light Conditions	Daylight	0	0	2	0	0	2	2	0.40	14.3%
	Dusk	0	0	0	0	0	0	0	0.00	0.0%
	Dawn	0	0	1	0	0	1	1	0.20	7.1%
	Dark - Lighted	3	5	2	0	0	10	10	2.00	71.4%
	Dark - Not Lighted	0	0	0	0	0	0	0	0.00	0.0%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0.00	0.0%
	Unknown	0	1	0	0	0	1	1	0.20	7.1%
Surface Condition	Dry	2	5	5	0	0	12	12	2.40	85.7%
	Wet	1	1	0	0	0	2	2	0.40	14.3%
	Other	0	0	0	0	0	0	0	0.00	0.0%
Month	January	0	2	0	0	0	2	2	0.40	14.3%
	February	2	1	0	0	0	3	3	0.60	21.4%
	March	0	0	0	0	0	0	0	0.00	0.0%
	April	0	1	1	0	0	2	2	0.40	14.3%
	May	0	0	0	0	0	0	0	0.00	0.0%
	June	0	0	0	0	0	0	0	0.00	0.0%
	July	1	1	0	0	0	2	2	0.40	14.3%
	August	0	0	0	0	0	0	0	0.00	0.0%
	September	0	0	0	0	0	0	0	0.00	0.0%
	October	0	1	1	0	0	2	2	0.40	14.3%
	November	0	0	2	0	0	2	2	0.40	14.3%
	December	0	0	1	0	0	1	1	0.20	7.1%
Day of Week	Monday	1	0	1	0	0	2	2	0.40	14.3%
	Tuesday	1	1	0	0	0	2	2	0.40	14.3%
	Wednesday	0	2	0	0	0	2	2	0.40	14.3%
	Thursday	0	0	0	0	0	0	0	0.00	0.0%
	Friday	0	0	2	0	0	2	2	0.40	14.3%
	Saturday	1	0	1	0	0	2	2	0.40	14.3%
	Sunday	0	3	1	0	0	4	4	0.80	28.6%
Hour of Day	0:00	0	1	1	0	0	2	2	0.40	14.3%
	1:00	2	0	0	0	0	2	2	0.40	14.3%
	2:00	0	0	0	0	0	0	0	0.00	0.0%
	3:00	0	0	0	0	0	0	0	0.00	0.0%
	4:00	0	0	0	0	0	0	0	0.00	0.0%
	5:00	0	1	1	0	0	2	2	0.40	14.3%
	6:00	0	1	1	0	0	2	2	0.40	14.3%
	7:00	0	0	0	0	0	0	0	0.00	0.0%
	8:00	0	0	0	0	0	0	0	0.00	0.0%
	9:00	0	0	0	0	0	0	0	0.00	0.0%
	10:00	0	0	0	0	0	0	0	0.00	0.0%
	11:00	0	0	1	0	0	1	1	0.20	7.1%
	12:00	0	0	0	0	0	0	0	0.00	0.0%
	13:00	0	0	0	0	0	0	0	0.00	0.0%
	14:00	0	0	1	0	0	1	1	0.20	7.1%
	15:00	0	0	0	0	0	0	0	0.00	0.0%
	16:00	0	0	0	0	0	0	0	0.00	0.0%
	17:00	0	0	0	0	0	0	0	0.00	0.0%
	18:00	0	1	0	0	0	1	1	0.20	7.1%
	19:00	0	0	0	0	0	0	0	0.00	0.0%
	20:00	0	2	0	0	0	2	2	0.40	14.3%
	21:00	0	0	0	0	0	0	0	0.00	0.0%
	22:00	1	0	0	0	0	1	1	0.20	7.1%
	23:00	0	0	0	0	0	0	0	0.00	0.0%
Time Period	12AM-6AM	2	2	2	0	0	6	6	1.20	42.9%
	6AM-12PM	0	1	2	0	0	3	3	0.60	21.4%
	12PM-6PM	0	0	1	0	0	1	1	0.20	7.1%
	6PM-12AM	1	3	0	0	0	4	4	0.80	28.6%
Alcohol & Drugs	None	3	6	4	0	0	13	13	2.60	92.9%
	Alcohol Involved	0	0	1	0	0	1	1	0.20	7.1%
	Drugs Involved	0	0	0	0	0	0	0	0.00	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0.00	0.0%
	Undetermined	0	0	0	0	0	0	0	0.00	0.0%
Distraction Related	Y	0	1	2	0	0	3	3	0.60	21.4%
	N	3	5	3	0	0	11	11	2.20	78.6%

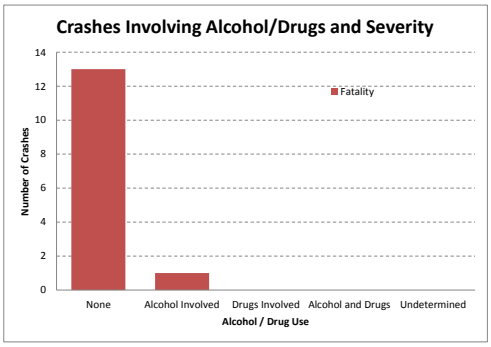
CRASH ANALYSIS - OPA-LOCKA: Fatal Crashes

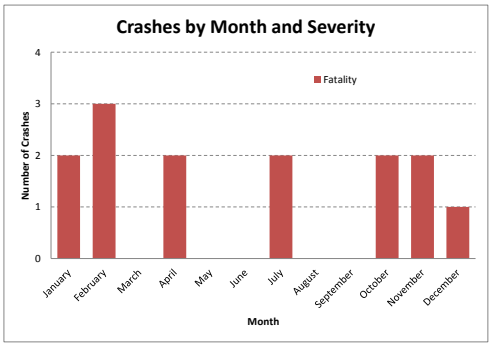


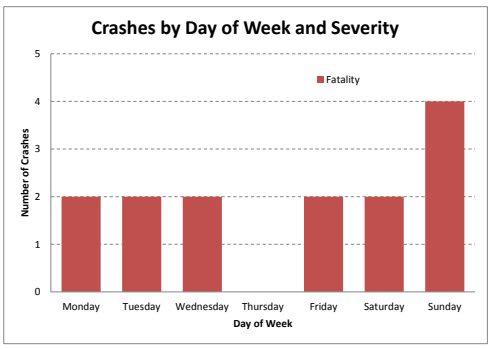


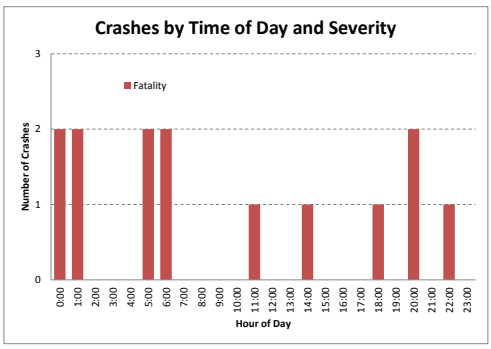








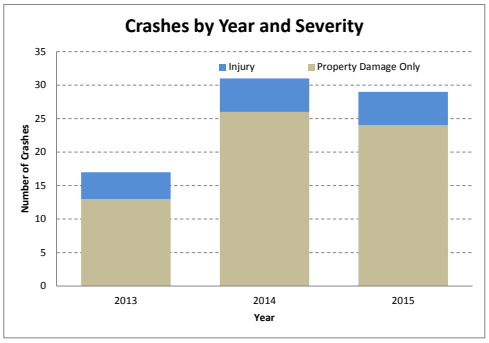


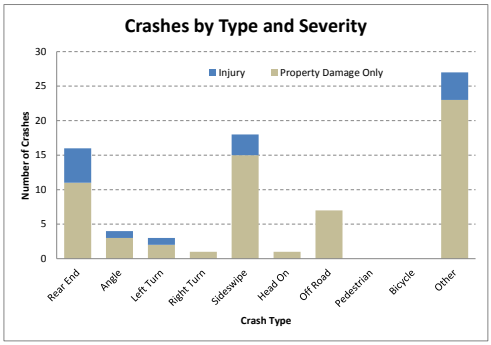


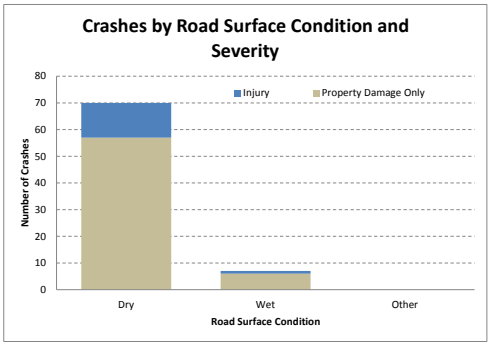
CRASH ANALYSIS - OPA-LOCKA: Truck Related Crashes

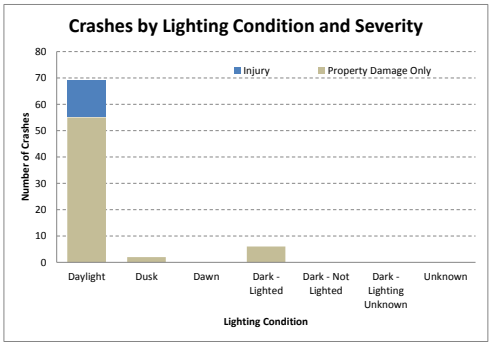
					Severity			Total	Average	Percent
		2013	2014	2015	Property Damage Only	Injury	Fatality			
Type of Crash	Rear End	4	8	4	11	5	0	16	3.20	20.8%
	Angle	1	0	3	3	1	0	4	0.80	5.2%
	Left Turn	1	0	2	2	1	0	3	0.60	3.9%
	Right Turn	0	0	1	1	0	0	1	0.20	1.3%
	Sideswipe	3	8	7	15	3	0	18	3.60	23.4%
	Head On	0	1	0	1	0	0	1	0.20	1.3%
	Off Road	3	2	2	7	0	0	7	1.40	9.1%
	Pedestrian	0	0	0	0	0	0	0	0.00	0.0%
	Bicycle	0	0	0	0	0	0	0	0.00	0.0%
	Other	5	12	10	23	4	0	27	5.40	35.1%
	Total Crashes	**17**	**31**	**29**	**63**	**14**	**0**	**77**	**15.40**	**100.0%**
Crash Severity	Property Damage Only	13	26	24				63	12.60	81.8%
	Injury	4	5	5				14	2.80	18.2%
	Fatality	0	0	0				0	0.00	0.0%
Light Conditions	Daylight	17	29	23	55	14	0	69	13.80	89.6%
	Dusk	0	0	2	2	0	0	2	0.40	2.6%
	Dawn	0	0	0	0	0	0	0	0.00	0.0%
	Dark - Lighted	0	2	4	6	0	0	6	1.20	7.8%
	Dark - Not Lighted	0	0	0	0	0	0	0	0.00	0.0%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0.00	0.0%
	Unknown	0	0	0	0	0	0	0	0.00	0.0%
Surface Condition	Dry	16	28	26	57	13	0	70	14.00	90.9%
	Wet	1	3	3	6	1	0	7	1.40	9.1%
	Other	0	0	0	0	0	0	0	0.00	0.0%
Month	January	1	3	4	7	1	0	8	1.60	10.4%
	February	3	6	3	12	0	0	12	2.40	15.6%
	March	1	1	2	3	1	0	4	0.80	5.2%
	April	2	8	3	10	3	0	13	2.60	16.9%
	May	2	3	4	7	2	0	9	1.80	11.7%
	June	0	0	3	2	1	0	3	0.60	3.9%
	July	3	1	2	6	0	0	6	1.20	7.8%
	August	0	1	1	1	1	0	2	0.40	2.6%
	September	3	2	1	4	2	0	6	1.20	7.8%
	October	2	2	2	5	1	0	6	1.20	7.8%
	November	0	0	1	1	0	0	1	0.20	1.3%
	December	0	4	3	5	2	0	7	1.40	9.1%
Day of Week	Monday	4	6	6	12	4	0	16	3.20	20.8%
	Tuesday	2	6	7	10	5	0	15	3.00	19.5%
	Wednesday	4	6	6	16	0	0	16	3.20	20.8%
	Thursday	2	3	4	8	1	0	9	1.80	11.7%
	Friday	5	9	5	16	3	0	19	3.80	24.7%
	Saturday	0	1	1	1	1	0	2	0.40	2.6%
	Sunday	0	0	0	0	0	0	0	0.00	0.0%
Hour of Day	0:00	0	0	0	0	0	0	0	0.00	0.0%
	1:00	0	0	0	0	0	0	0	0.00	0.0%
	2:00	0	0	1	1	0	0	1	0.20	1.3%
	3:00	0	1	0	1	0	0	1	0.20	1.3%
	4:00	0	0	2	2	0	0	2	0.40	2.6%
	5:00	0	0	0	0	0	0	0	0.00	0.0%
	6:00	0	0	0	0	0	0	0	0.00	0.0%
	7:00	3	2	4	7	2	0	9	1.80	11.7%
	8:00	0	6	3	7	2	0	9	1.80	11.7%
	9:00	2	2	2	5	1	0	6	1.20	7.8%
	10:00	2	5	4	6	5	0	11	2.20	14.3%
	11:00	2	4	1	7	0	0	7	1.40	9.1%
	12:00	1	4	3	7	1	0	8	1.60	10.4%
	13:00	1	1	1	2	1	0	3	0.60	3.9%
	14:00	3	1	1	5	0	0	5	1.00	6.5%
	15:00	1	2	1	4	0	0	4	0.80	5.2%
	16:00	1	1	1	2	1	0	3	0.60	3.9%
	17:00	0	1	1	1	1	0	2	0.40	2.6%
	18:00	1	0	1	2	0	0	2	0.40	2.6%
	19:00	0	1	0	1	0	0	1	0.20	1.3%
	20:00	0	0	1	1	0	0	1	0.20	1.3%
	21:00	0	0	0	0	0	0	0	0.00	0.0%
	22:00	0	0	1	1	0	0	1	0.20	1.3%
	23:00	0	0	1	1	0	0	1	0.20	1.3%
Time Period	12AM-6AM	0	1	3	4	0	0	4	0.80	5.2%
	6AM-12PM	9	19	14	32	10	0	42	8.40	54.5%
	12PM-6PM	7	10	8	21	4	0	25	5.00	32.5%
	6PM-12AM	1	1	4	6	0	0	6	1.20	7.8%
Alcohol & Drugs	None	17	31	29	63	14	0	77	15.40	100.0%
	Alcohol Involved	0	0	0	0	0	0	0	0.00	0.0%
	Drugs Involved	0	0	0	0	0	0	0	0.00	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0.00	0.0%
	Undetermined	0	0	0	0	0	0	0	0.00	0.0%
Distraction Related	Y	5	2	2	9	0	0	9	1.80	11.7%
	N	12	29	27	54	14	0	68	13.60	88.3%

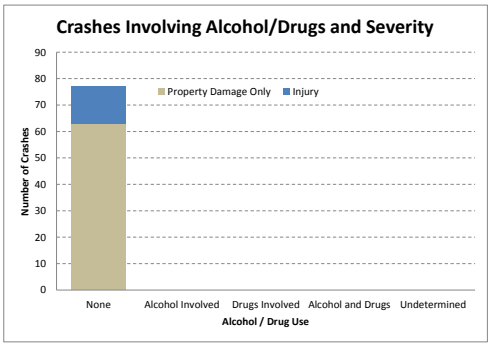
CRASH ANALYSIS - OPA-LOCKA: Truck Related Crashes

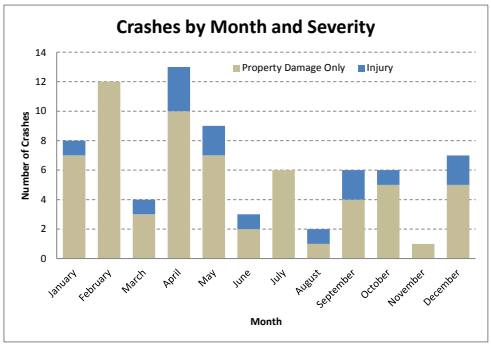


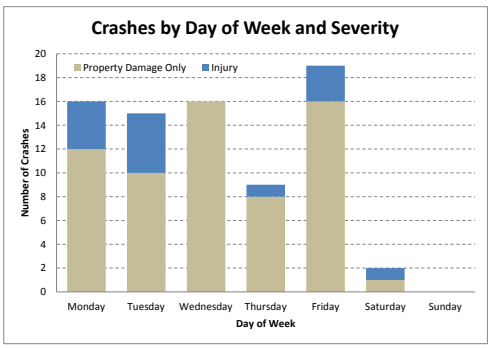


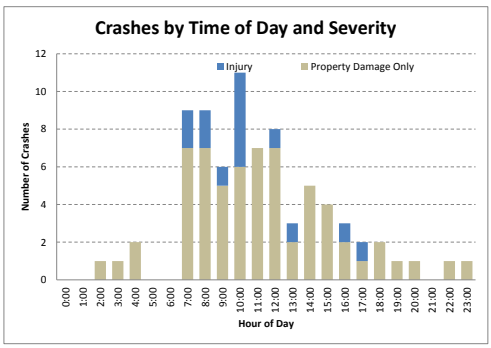












E. Railroad Crossings

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U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)*	B. Reporting Agency	C. Reason for Update *(Select only one)*	D. DOT Crossing Inventory Number
06 / 27 / 2016	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☒ Change in Primary Operating RR ☐ Admin. Correction	628334W

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
South Florida Regional Transit Authority [SFRV]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near CAROL CITY	NW 135TH ST *(Street/Road Name)* | * *(Block Number)*	SR 916

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☒ Yes ☐ No If Yes, Specify RR ATK

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None MIAMI	☐ None	| 1030.50 | *(prefix) | (nnnn.nnn) | (suffix)*

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR *(if applicable)*	16. Crossing Owner *(if applicable)*
SX	OPA LOCKA	☒ N/A	☐ N/A FDT

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access *(if Private Crossing)*	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone *(FRA provided)*
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	*(WGS84 std: nn.nnnnnnn)* 25.8966971	*(WGS84 std: -nnn.nnnnnnn)* -80.2583557	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative *(Railroad Use)* *	32.B. Narrative *(State Use)* *

33. Emergency Notification Telephone No. *(posted)*	34. Railroad Contact *(Telephone No.)*	35. State Contact *(Telephone No.)*
800-232-0144		850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)*	1.B. Total Night Thru Trains *(6 PM to 6 AM)*	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
33	18	6		

2. Year of Train Count Data *(YYYY)*	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed *(mph)* 45 3.B. Typical Speed Range Over Crossing *(mph)* From 40 to 45

4. Type and Count of Tracks
Main 1 Siding 1 Yard ____ Transit ____ Industry ____

5. Train Detection *(Main Track only)*
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
06/27/2016		628334W

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
4	0		☒ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☐ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☒ Yes ☐ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count 2 Specify Type ____ Count 0 Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 4	3.E. Total Count of Flashing Light Pairs
Roadway 4 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 2 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	10

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☒ Yes ☐ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 4	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☒ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* -500	☐ 0° – 29° ☒ 30° – 59° ☐ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☒ Yes ☐ No	45 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2008 AADT 028500	04 %	☒ Yes ☐ No Average Number per Day 60	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
06 / 27 / 2016	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☒ Change in Primary Operating RR ☐ Admin. Correction	628322C

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
South Florida Regional Transit Authority [SFRV]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near CAROL CITY	CODADAD AVE (Street/Road Name) | * (Block Number)	

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☒ Yes ☐ No If Yes, Specify RR ATK

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None MIAMI	☐ None	(prefix) | 1029.75 | (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
SX	OPA LOCKA	☒ N/A	☐ N/A FDT

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☐ Industrial ☒ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn) 25.9024439	(WGS84 std: -nnn.nnnnnnn) -80.2478153	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-232-0144		850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
33	18	5		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 45 3.B. Typical Speed Range Over Crossing (mph) From 40 to 45

4. Type and Count of Tracks
Main 1 Siding ____ Yard ____ Transit ____ Industry ____

5. Train Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
06/27/2016		628322C

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
2	0		☒ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☐ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 4	3.E. Total Count of Flashing Light Pairs
Roadway 4 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☒ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* -200	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	30 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2008 AADT 002049	05 %	☒ Yes ☐ No Average Number per Day 8	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)*	B. Reporting Agency	C. Reason for Update *(Select only one)*	D. DOT Crossing Inventory Number
06 / 27 / 2016	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☒ Change in Primary Operating RR ☐ Admin. Correction	628325X

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
South Florida Regional Transit Authority [SFRV]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near CAROL CITY	DUNAD AVE *(Street/Road Name)* | * *(Block Number)*	

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☒ Yes ☐ No If Yes, Specify RR ATK

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None MIAMI	☐ None	| 1030.18 | *(prefix) | (nnnn.nnn) | (suffix)*

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR *(if applicable)*	16. Crossing Owner *(if applicable)*
SX	OPA LOCKA	☒ N/A	☐ N/A FDT

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access *(if Private Crossing)*	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☐ Industrial ☒ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone *(FRA provided)*
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	*(WGS84 std: nn.nnnnnnn)* 25.8989097	*(WGS84 std: -nnn.nnnnnnn)* -80.2549499	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative *(Railroad Use)* *	32.B. Narrative *(State Use)* *

33. Emergency Notification Telephone No. *(posted)*	34. Railroad Contact *(Telephone No.)*	35. State Contact *(Telephone No.)*
800-232-0144		850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)*	1.B. Total Night Thru Trains *(6 PM to 6 AM)*	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
33	18	6		

2. Year of Train Count Data *(YYYY)*	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed *(mph)* 45 3.B. Typical Speed Range Over Crossing *(mph)* From 40 to 45

4. Type and Count of Tracks
Main 1 Siding 1 Yard Transit Industry

5. Train Detection *(Main Track only)*
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
06/27/2016		628325X

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
2	0		☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☐ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic Number of Lanes 2 ☐ Divided Traffic	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * ____ Length * ____
☐ 1 Timber ☒ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* -200	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	25 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2008 AADT 001171	05 %	☒ Yes ☐ No Average Number per Day 6	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)*	B. Reporting Agency	C. Reason for Update *(Select only one)*	D. DOT Crossing Inventory Number
06 / 27 / 2016	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☒ Change in Primary Operating RR ☐ Admin. Correction	621466H

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
South Florida Regional Transit Authority [SFRV]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MIAMI	GRATIGNY PKWY *(Street/Road Name)* | * *(Block Number)*	

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☐ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☐ No
If Yes, Specify RR _____, _____, _____, _____	If Yes, Specify RR _____, _____, _____, _____

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None MIAMI	☐ None	_____ | 1031.50 | _____ *(prefix) | (nnnn.nnn) | (suffix)*

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR *(if applicable)*	16. Crossing Owner *(if applicable)*
SX	MIAMI	☒ N/A	☐ N/A FDT

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access *(if Private Crossing)*	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☐ At Grade ☒ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☐ Industrial ☒ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone *(FRA provided)*
☐ Yes ☐ No If Yes, Provide Crossing Number _____	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established _____

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
_____ ☐ N/A	*(WGS84 std: nn.nnnnnnn)* 25.8830667	*(WGS84 std: -nnn.nnnnnnn)* -80.2604237	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative *(Railroad Use)* *	32.B. Narrative *(State Use)* *

33. Emergency Notification Telephone No. *(posted)*	34. Railroad Contact *(Telephone No.)*	35. State Contact *(Telephone No.)*
800-232-0144		850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)*	1.B. Total Night Thru Trains *(6 PM to 6 AM)*	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
33	20	6		

2. Year of Train Count Data *(YYYY)*	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed *(mph)* 45 3.B. Typical Speed Range Over Crossing *(mph)* From 40 to 45

4. Type and Count of Tracks
Main 0 Siding _____ Yard _____ Transit _____ Industry _____

5. Train Detection *(Main Track only)*
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
06/27/2016		621466H

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☐ Yes ☒ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0		☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☐ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☐ Yes ☒ No

2.J. Other MUTCD Signs ☐ Yes ☒ No
Specify Type _____ Count _____
Specify Type _____ Count _____
Specify Type _____ Count _____

2.K. Private Crossing Signs *(if private)* ☐ Yes ☐ No

2.L. LED Enhanced Signs *(List types)*

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian _____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	0

3.J. Non-Train Active Warning
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None

3.K. Other Flashing Lights or Warning Devices
Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic Number of Lanes 6 ☐ Divided Traffic	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* _____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☐ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☒ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	35 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2010 AADT 000001	00 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
06 / 27 / 2016	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☒ Change in Primary Operating RR ☐ Admin. Correction	628320N

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
South Florida Regional Transit Authority [SFRV]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near CAROL CITY	NW 22ND AVE (Street/Road Name) | (* Block Number)	

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☒ Yes ☐ No If Yes, Specify RR ATK

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None MIAMI	☐ None	(prefix) | 1028.85 | (suffix) (nnnn.nnn)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
SX	OPA LOCKA	☒ N/A	☐ N/A FDT

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn) 25.9083133	(WGS84 std: -nnn.nnnnnnn) -80.2359498	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) * 355794311-2 FILES; 448521714-2 FILES	32.B. Narrative (State Use) * 355794311-2 FILES; 448521714-2 FILES

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-232-0144		850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
33	19	3		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 74 to 79

4. Type and Count of Tracks
Main 1 Siding ____ Yard ____ Transit ____ Industry ____

5. Train Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
06/27/2016		628320N

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
4	0		☒ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☐ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☒ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 8	3.E. Total Count of Flashing Light Pairs
Roadway 4 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 2 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☒ Yes ☐ No	☐ Not Interconnected ☒ For Traffic Signals ☐ For Warning Signs	☒ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic Number of Lanes 5 ☐ Divided Traffic	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * ____ Length * ____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☒ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* -75	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☒ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☒ Yes ☐ No	30 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2008 AADT 030500	08 %	☒ Yes ☐ No Average Number per Day 54	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)*	B. Reporting Agency	C. Reason for Update *(Select only one)*	D. DOT Crossing Inventory Number
06 / 27 / 2016	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☒ Change in Primary Operating RR ☐ Admin. Correction	628321V

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
South Florida Regional Transit Authority [SFRV]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near CAROL CITY	NW 27TH AVE *(Street/Road Name)* | * *(Block Number)*	SR 817

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☒ Yes ☐ No If Yes, Specify RR ATK

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None MIAMI	☐ None	| 1029.40 | *(prefix) | (nnnn.nnn) | (suffix)*

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR *(if applicable)*	16. Crossing Owner *(if applicable)*
SX	OPA LOCKA	☒ N/A	☐ N/A FDT

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access *(if Private Crossing)*	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone *(FRA provided)*
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	*(WGS84 std: nn.nnnnnnn)* 25.9043891	*(WGS84 std: -nnn.nnnnnnn)* -80.2438811	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative *(Railroad Use)* *	32.B. Narrative *(State Use)* *

33. Emergency Notification Telephone No. *(posted)*	34. Railroad Contact *(Telephone No.)*	35. State Contact *(Telephone No.)*
800-232-0144		850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)*	1.B. Total Night Thru Trains *(6 PM to 6 AM)*	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
33	19	3		

2. Year of Train Count Data *(YYYY)*	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed *(mph)* 45 3.B. Typical Speed Range Over Crossing *(mph)* From 40 to 45

4. Type and Count of Tracks
Main 1 Siding ____ Yard ____ Transit ____ Industry ____

5. Train Detection *(Main Track only)*
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
06/27/2016		628321V

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
4	0		☒ W10-1 ☐ W10-3 ☐ W10-11 ☐ W10-2 ☐ W10-4 ☐ W10-12

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☐ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 6	3.E. Total Count of Flashing Light Pairs
Roadway 4 Pedestrian _____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 2 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☒ Yes ☐ No	☐ Not Interconnected ☒ For Traffic Signals ☐ For Warning Signs	☒ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 5	☒ Yes ☐ No	☒ Yes ☐ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* -200	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☒ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☒ Yes ☐ No	35 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2008 AADT 042000	04 %	☒ Yes ☐ No Average Number per Day 50	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)*	B. Reporting Agency	C. Reason for Update *(Select only one)*	D. DOT Crossing Inventory Number
06 / 27 / 2016	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☒ Change in Primary Operating RR ☐ Admin. Correction	628323J

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
South Florida Regional Transit Authority [SFRV]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near CAROL CITY	OPA-LOCKA BLVD *(Street/Road Name)* | * *(Block Number)*	

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☒ Yes ☐ No If Yes, Specify RR ATK

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None MIAMI	☐ None	| 1029.88 | *(prefix) | (nnnn.nnn) | (suffix)*

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR *(if applicable)*	16. Crossing Owner *(if applicable)*
SX	OPA LOCKA	☒ N/A	☐ N/A FDT

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access *(if Private Crossing)*	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone *(FRA provided)*
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	*(WGS84 std: nn.nnnnnnn)* 25.9011476	*(WGS84 std: -nnn.nnnnnnn)* -80.2504284	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative *(Railroad Use)* *	32.B. Narrative *(State Use)* *

33. Emergency Notification Telephone No. *(posted)*	34. Railroad Contact *(Telephone No.)*	35. State Contact *(Telephone No.)*
800-232-0144		850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)*	1.B. Total Night Thru Trains *(6 PM to 6 AM)*	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
33	18	6		

2. Year of Train Count Data *(YYYY)*	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed *(mph)* 45 3.B. Typical Speed Range Over Crossing *(mph)* From 40 to 45

4. Type and Count of Tracks
Main 1 Siding ____ Yard ____ Transit ____ Industry ____

5. Train Detection *(Main Track only)*
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
06/27/2016		628323J

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
2	0		☒ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☐ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 4	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 2 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * ____ Length * ____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* -200	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	25 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2008 AADT 007896	05 %	☒ Yes ☐ No Average Number per Day 24	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

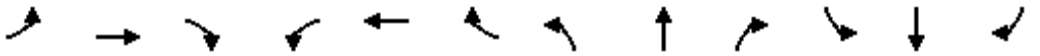
Submitted by ____ Organization ____ Phone ____ Date ____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

F. Synchro Analysis Outputs

F.1 EXISTING CONDITIONS – AM

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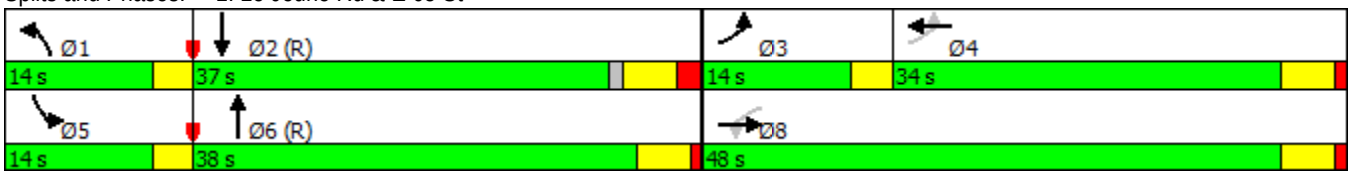


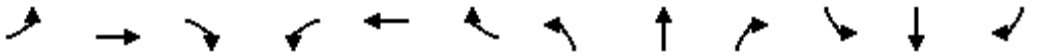
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	357	725	129	4	414	90	65	503	21	62	510	533
Future Volume (vph)	357	725	129	4	414	90	65	503	21	62	510	533
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	175		0	230		1000	230		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.91	0.91
Frt		0.977			0.973			0.994			0.923	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3448	0	1805	3309	0	3127	3381	0	1492	4648	0
Flt Permitted	0.237			0.202			0.950			0.950		
Satd. Flow (perm)	446	3448	0	384	3309	0	3127	3381	0	1492	4648	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			26			4			279	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		591			1003			1305			5350	
Travel Time (s)		13.4			22.8			29.7			121.6	
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
Heavy Vehicles (%)	1%	2%	4%	0%	4%	16%	12%	5%	33%	21%	3%	3%
Adj. Flow (vph)	388	788	140	4	450	98	71	547	23	67	554	579
Shared Lane Traffic (%)												
Lane Group Flow (vph)	388	928	0	4	548	0	71	570	0	67	1133	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.Pm	NA		Prot	NA		Prot	NA	
Protected Phases	3	8			4		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8								
Detector Phase	3	8		8	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		7.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	8.0	12.5		12.5	12.5		10.0	13.0		8.0	13.0	
Total Split (s)	14.0	48.0		48.0	34.0		14.0	38.0		14.0	37.0	
Total Split (%)	14.0%	48.0%		48.0%	34.0%		14.0%	38.0%		14.0%	37.0%	
Maximum Green (s)	11.0	43.0		43.0	29.0		11.0	33.0		11.0	31.0	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	1.0		1.0	1.0		0.0	1.0		0.0	2.0	
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		5.0	5.0		3.0	5.0		3.0	6.0	
Lead/Lag	Lead				Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.5	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	44.0	45.0		45.0	21.3		6.7	34.7		8.8	35.8	
Actuated g/C Ratio	0.44	0.45		0.45	0.21		0.07	0.35		0.09	0.36	
v/c Ratio	0.82	0.59		0.02	0.75		0.34	0.48		0.51	0.61	
Control Delay	36.8	21.9		7.2	26.9		73.2	10.1		56.3	21.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.8	21.9		7.2	26.9		73.2	10.1		56.3	21.7	
LOS	D	C		A	C		E	B		E	C	
Approach Delay		26.3			26.7			17.1			23.7	
Approach LOS		C			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 38 (38%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 23.9		Intersection LOS: C	
Intersection Capacity Utilization 75.9%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 42 and E65			

Splits and Phases: 1: Le Jeune Rd & E 65 St



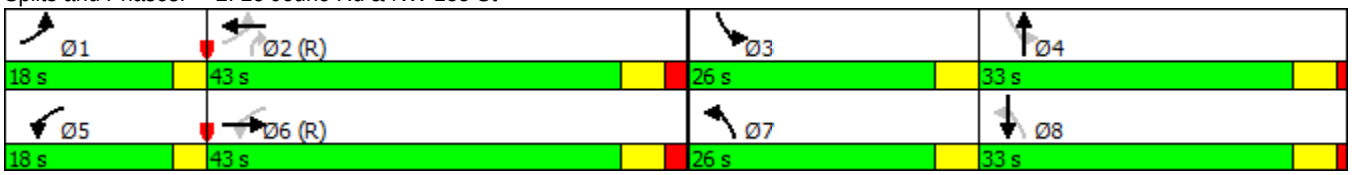


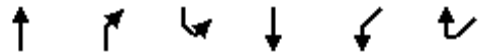
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	582	333	207	589	17	276	188	146	27	637	262
Future Volume (vph)	125	582	333	207	589	17	276	188	146	27	637	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	300		0	500		0	300		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.945			0.996				0.850		0.956	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3221	0	1719	3397	0	1687	3374	1455	1736	3332	0
Flt Permitted	0.273			0.109			0.124			0.624		
Satd. Flow (perm)	494	3221	0	197	3397	0	220	3374	1455	1140	3332	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		97			2				159		49	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2136			2526			5350			2065	
Travel Time (s)		48.5			57.4			121.6			46.9	
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
Heavy Vehicles (%)	5%	7%	4%	5%	6%	0%	7%	7%	11%	4%	3%	5%
Adj. Flow (vph)	136	633	362	225	640	18	300	204	159	29	692	285
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	995	0	225	658	0	300	204	159	29	977	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	custom	D.P+P	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		2	4		
Detector Phase	1	6		5	2		7	4	2	3	8	
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		7.0	7.0	18.0	7.0	7.0	
Minimum Split (s)	8.0	24.0		8.0	24.0		11.0	23.0	24.0	11.0	23.0	
Total Split (s)	18.0	43.0		18.0	43.0		26.0	33.0	43.0	26.0	33.0	
Total Split (%)	15.0%	35.8%		15.0%	35.8%		21.7%	27.5%	35.8%	21.7%	27.5%	
Maximum Green (s)	15.0	37.0		15.0	37.0		22.0	28.0	37.0	22.0	28.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	1.0	2.0	0.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		4.0	5.0	6.0	4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.0	2.5	1.0	2.0	2.5	
Recall Mode	None	C-Max		None	C-Min		None	None	C-Min	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	55.0	38.3		55.0	42.1		51.0	47.4	42.1	52.6	30.6	
Actuated g/C Ratio	0.46	0.32		0.46	0.35		0.42	0.40	0.35	0.44	0.26	
v/c Ratio	0.42	0.91		0.85	0.55		0.91	0.15	0.26	0.05	1.10	
Control Delay	21.6	48.6		55.5	33.9		63.2	25.0	5.6	18.4	102.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	21.6	48.6		55.5	33.9		63.2	25.0	5.6	18.4	102.7	
LOS	C	D		E	C		E	C	A	B	F	
Approach Delay		45.4			39.4			37.6			100.2	
Approach LOS		D			D			D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 54 (45%), Referenced to phase 2:WBEB and 6:EBWB, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 57.5		Intersection LOS: E	
Intersection Capacity Utilization 95.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 2: Le Jeune Rd & NW 135 St



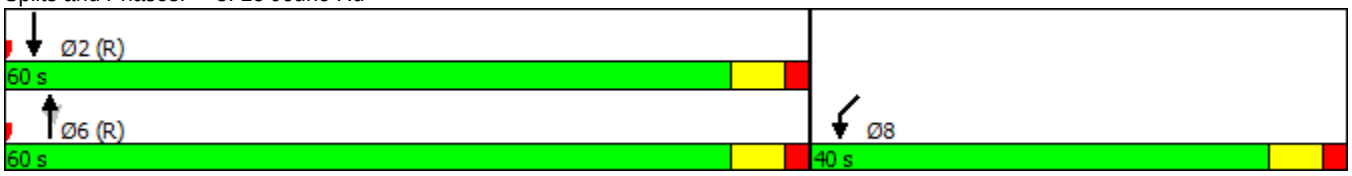


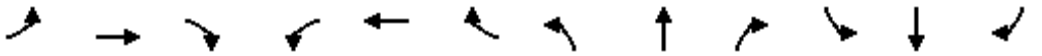
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	599	792	0	688	1114	0
Future Volume (vph)	599	792	0	688	1114	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.88	1.00	0.91	0.97	1.00
Frt		0.850				
Flt Protected					0.950	
Satd. Flow (prot)	3471	2760	0	5036	3367	0
Flt Permitted					0.950	
Satd. Flow (perm)	3471	2760	0	5036	3367	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		861				
Link Speed (mph)	30			30	30	
Link Distance (ft)	566			1305	937	
Travel Time (s)	12.9			29.7	21.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	3%	2%	3%	4%	2%
Adj. Flow (vph)	651	861	0	748	1211	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	651	861	0	748	1211	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1		2	1	
Detector Template	Thru	Right		Thru	Left	
Leading Detector (ft)	100	20		100	20	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	6	20		6	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm		NA	Prot	
Protected Phases	6			2	8	
Permitted Phases		6				
Detector Phase	6	6		2	8	
Switch Phase						

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0	12.0		12.0	12.0	
Minimum Split (s)	35.0	35.0		35.0	35.0	
Total Split (s)	60.0	60.0		60.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	44.6	44.6		44.6	43.4	
Actuated g/C Ratio	0.45	0.45		0.45	0.43	
v/c Ratio	0.42	0.50		0.33	0.83	
Control Delay	19.6	2.2		22.6	32.0	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	19.6	2.2		22.6	32.0	
LOS	B	A		C	C	
Approach Delay	9.7			22.6	32.0	
Approach LOS	A			C	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 20.3		Intersection LOS: C	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 42 and Douglas			

Splits and Phases: 3: Le Jeune Rd





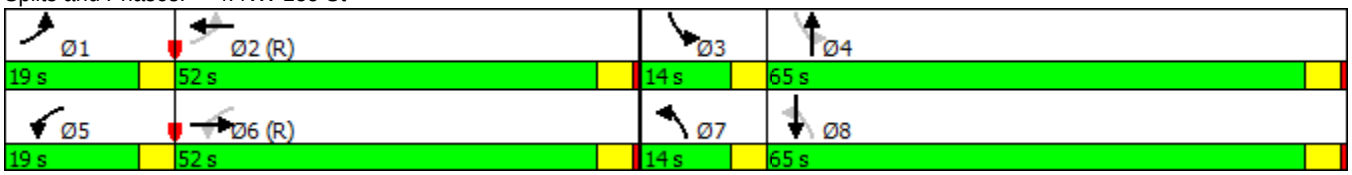
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	537	24	265	610	97	120	755	325	112	1074	149
Future Volume (vph)	139	537	24	265	610	97	120	755	325	112	1074	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	200		0	275		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.994			0.979			0.955			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3306	0	1656	3300	0	1671	3258	0	1719	3361	0
Flt Permitted	0.155			0.226			0.064			0.090		
Satd. Flow (perm)	268	3306	0	394	3300	0	113	3258	0	163	3361	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			12			53			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2526			3939			4553			705	
Travel Time (s)		57.4			89.5			103.5			16.0	
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
Heavy Vehicles (%)	10%	8%	21%	9%	6%	14%	8%	4%	10%	5%	5%	9%
Adj. Flow (vph)	151	584	26	288	663	105	130	821	353	122	1167	162
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	610	0	288	768	0	130	1174	0	122	1329	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	1	6		5	2		7	4		3	8	

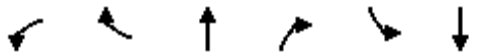
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	23.0		9.0	23.0		9.0	23.0		9.0	23.0	
Total Split (s)	19.0	52.0		19.0	52.0		14.0	65.0		14.0	65.0	
Total Split (%)	12.7%	34.7%		12.7%	34.7%		9.3%	43.3%		9.3%	43.3%	
Maximum Green (s)	15.0	47.0		15.0	47.0		10.0	60.0		10.0	60.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	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)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	58.4	40.5		58.4	44.7		75.6	63.9		75.6	62.9	
Actuated g/C Ratio	0.39	0.27		0.39	0.30		0.50	0.43		0.50	0.42	
v/c Ratio	0.69	0.68		0.98	0.77		0.73	0.83		0.64	0.94	
Control Delay	44.6	52.8		82.4	54.0		54.1	42.7		39.9	53.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	12.2	
Total Delay	44.6	52.8		82.4	54.0		54.1	42.7		39.9	65.7	
LOS	D	D		F	D		D	D		D	E	
Approach Delay		51.2			61.7			43.8			63.5	
Approach LOS		D			E			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 134 (89%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 55.4 Intersection LOS: E
Intersection Capacity Utilization 86.4% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4: NW 135 St





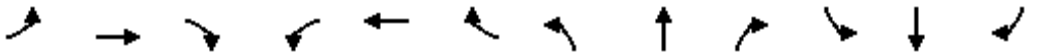
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	499	156	791	263	215	1665
Future Volume (vph)	499	156	791	263	215	1665
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.95	0.95	1.00	0.95
Frt	0.995	0.850	0.963			
Flt Protected	0.954				0.950	
Satd. Flow (prot)	3425	1374	3327	0	1805	3574
Flt Permitted	0.954				0.181	
Satd. Flow (perm)	3425	1374	3327	0	344	3574
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)	2	153				
Link Speed (mph)	30		30			30
Link Distance (ft)	4626		2844			621
Travel Time (s)	105.1		64.6			14.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	7%	5%	3%	0%	1%
Adj. Flow (vph)	542	170	860	286	234	1810
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	559	153	1146	0	234	1810
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane	Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		D.P+P	NA
Protected Phases	4		6		5	2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4			6	
Detector Phase	4	4	6		5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0
Minimum Split (s)	23.0	23.0	23.0		8.0	23.0
Total Split (s)	34.0	34.0	70.0		16.0	86.0
Total Split (%)	28.3%	28.3%	58.3%		13.3%	71.7%
Maximum Green (s)	29.0	29.0	65.0		13.0	81.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		3.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	24.7	24.7	71.9		84.3	85.3
Actuated g/C Ratio	0.21	0.21	0.60		0.70	0.71
v/c Ratio	0.79	0.38	0.58		0.64	0.71
Control Delay	51.5	12.4	15.8		14.6	12.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	51.5	12.4	15.8		14.6	12.8
LOS	D	B	B		B	B
Approach Delay	43.1		15.8			13.0
Approach LOS	D		B			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 112 (93%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 19.3		Intersection LOS: B	
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 6: NW 151 St





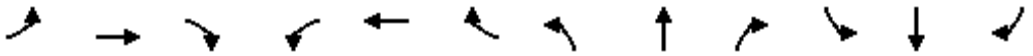
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	645	109	0	0	0	0	1046	184	326	2082	0
Future Volume (vph)	370	645	109	0	0	0	0	1046	184	326	2082	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.91	1.00
Frt			0.850					0.978				
Flt Protected	0.950	0.992								0.950		
Satd. Flow (prot)	1338	4555	1455	0	0	0	0	6025	0	1752	4940	0
Flt Permitted	0.950	0.992								0.146		
Satd. Flow (perm)	1338	4555	1455	0	0	0	0	6025	0	269	4940	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86					41				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1110			1755			1122			264	
Travel Time (s)		25.2			39.9			25.5			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
Heavy Vehicles (%)	16%	5%	11%	2%	2%	2%	2%	7%	1%	3%	5%	2%
Adj. Flow (vph)	402	701	118	0	0	0	0	1137	200	354	2263	0
Shared Lane Traffic (%)	33%											
Lane Group Flow (vph)	269	834	118	0	0	0	0	1337	0	354	2263	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		D.P+P	NA	
Protected Phases		8						6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8							6		
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0	25.0					25.0		12.0	25.0	
Total Split (s)	34.0	34.0	34.0					70.0		36.0	106.0	
Total Split (%)	24.3%	24.3%	24.3%					50.0%		25.7%	75.7%	
Maximum Green (s)	27.0	27.0	27.0					63.0		29.0	99.0	
Yellow Time (s)	5.0	5.0	5.0					5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	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)	7.0	7.0	7.0					7.0		7.0	7.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					1.0		2.0	1.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)	27.0	27.0	27.0					69.3		92.0	99.0	
Actuated g/C Ratio	0.19	0.19	0.19					0.50		0.66	0.71	
v/c Ratio	1.04	0.95	0.34					0.45		0.85	0.65	
Control Delay	121.4	76.0	18.9					23.4		49.4	8.9	
Queue Delay	0.0	0.0	0.0					0.0		14.0	0.9	
Total Delay	121.4	76.0	18.9					23.4		63.4	9.8	
LOS	F	E	B					C		E	A	
Approach Delay		80.5						23.4			17.1	
Approach LOS		F						C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 54 (39%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 33.7		Intersection LOS: C	
Intersection Capacity Utilization 72.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: NW 27 Ave & NW 135 St



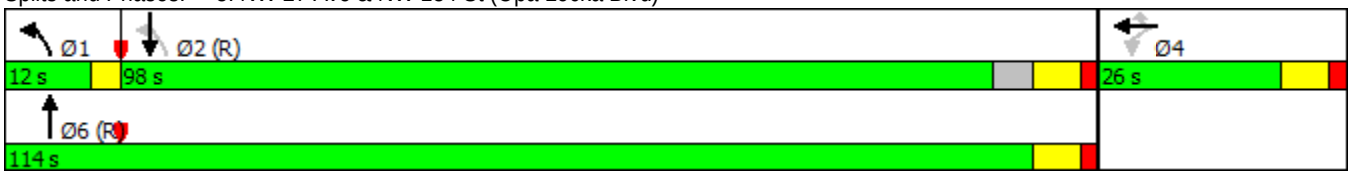


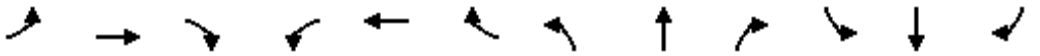
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	241	473	56	0	1398	0	0	2286	398
Future Volume (vph)	0	0	0	241	473	56	0	1398	0	0	2286	398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		0	0		0	300		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.86	0.86
Frt					0.998	0.850					0.978	
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1703	3349	1386	1652	4673	0	0	6060	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1703	3349	1386	1652	4673	0	0	6060	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1	55					70	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			2679			264			995	
Travel Time (s)		26.4			60.9			6.0			22.6	
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
Heavy Vehicles (%)	2%	2%	2%	6%	3%	6%	15%	11%	2%	2%	4%	14%
Adj. Flow (vph)	0	0	0	262	514	61	0	1520	0	0	2485	433
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	0	0	262	520	55	0	1520	0	0	2918	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4	2					
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	5.0	1.0			7.0	
Minimum Split (s)				25.0	25.0	25.0	8.0	25.0			25.0	
Total Split (s)				26.0	26.0	26.0	12.0	114.0			98.0	
Total Split (%)				18.6%	18.6%	18.6%	8.6%	81.4%			70.0%	
Maximum Green (s)				19.0	19.0	19.0	9.0	107.0			91.0	
Yellow Time (s)				5.0	5.0	5.0	3.0	5.0			5.0	
All-Red Time (s)				2.0	2.0	2.0	0.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	3.0	7.0			7.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	2.0	1.0			1.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)				19.0	19.0	19.0		107.0			107.0	
Actuated g/C Ratio				0.14	0.14	0.14		0.76			0.76	
v/c Ratio				1.13	1.14	0.23		0.43			0.63	
Control Delay				153.0	140.1	15.6		1.8			8.0	
Queue Delay				5.3	0.0	0.0		0.1			0.0	
Total Delay				158.3	140.1	15.6		1.9			8.0	
LOS				F	F	B		A			A	
Approach Delay					137.6			1.9			8.0	
Approach LOS					F			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 58 (41%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay: 26.8		Intersection LOS: C	
Intersection Capacity Utilization 72.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: NW 27 Ave & NW 134 St (Opa Locka Blvd)



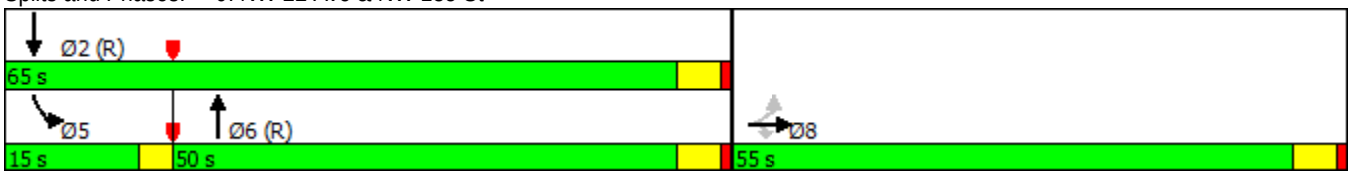


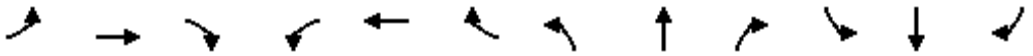
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	1018	110	0	0	0	0	653	97	362	1135	0
Future Volume (vph)	156	1018	110	0	0	0	0	653	97	362	1135	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.981				
Flt Protected		0.993								0.950		
Satd. Flow (prot)	0	4909	1568	0	0	0	0	3333	0	1752	3471	0
Flt Permitted		0.993								0.950		
Satd. Flow (perm)	0	4909	1568	0	0	0	0	3333	0	1752	3471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			45					16				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		905			938			1431			270	
Travel Time (s)		20.6			21.3			32.5			6.1	
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
Heavy Vehicles (%)	11%	4%	3%	2%	2%	2%	2%	6%	8%	3%	4%	2%
Adj. Flow (vph)	170	1107	120	0	0	0	0	710	105	393	1234	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1277	120	0	0	0	0	815	0	393	1234	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		8						6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8									
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0	23.0					23.0		8.0	23.0	
Total Split (s)	55.0	55.0	55.0					50.0		15.0	65.0	
Total Split (%)	45.8%	45.8%	45.8%					41.7%		12.5%	54.2%	
Maximum Green (s)	50.0	50.0	50.0					45.0		12.0	60.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		0.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.0		3.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	2.5	2.5	2.5					1.0		2.0	1.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		42.2	42.2					45.0		19.8	67.8	
Actuated g/C Ratio		0.35	0.35					0.38		0.16	0.56	
v/c Ratio		0.74	0.21					0.65		1.36	0.63	
Control Delay		36.5	16.2					33.2		222.9	6.5	
Queue Delay		0.0	0.0					0.0		0.0	0.9	
Total Delay		36.5	16.2					33.2		222.9	7.4	
LOS		D	B					C		F	A	
Approach Delay		34.8						33.2			59.4	
Approach LOS		C						C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 111 (93%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.36			
Intersection Signal Delay: 44.9		Intersection LOS: D	
Intersection Capacity Utilization 75.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: NW 22 Ave & NW 135 St



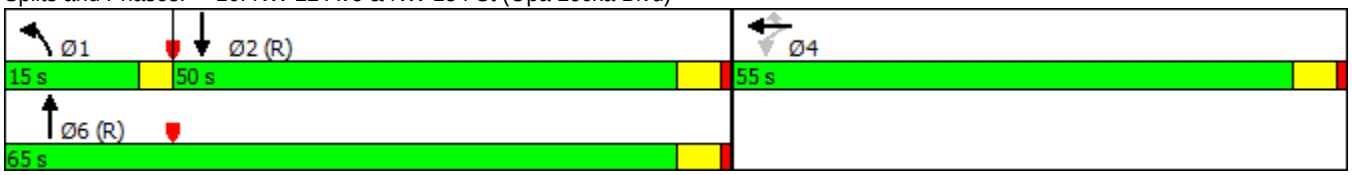


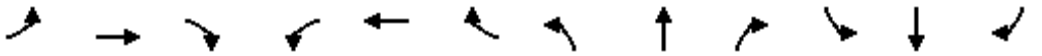
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	101	688	272	129	650	0	0	1342	97
Future Volume (vph)	0	0	0	101	688	272	129	650	0	0	1342	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.990	
Flt Protected					0.994		0.950					
Satd. Flow (prot)	0	0	0	0	4927	1538	1752	3374	0	0	3504	0
Flt Permitted					0.994		0.950					
Satd. Flow (perm)	0	0	0	0	4927	1538	1752	3374	0	0	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						170					7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2679			1312			270			3549	
Travel Time (s)		60.9			29.8			6.1			80.7	
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
Heavy Vehicles (%)	2%	2%	2%	9%	4%	5%	3%	7%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	0	110	748	296	140	707	0	0	1459	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	858	296	140	707	0	0	1564	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0	5.0	15.0			15.0	
Minimum Split (s)				23.5	23.5	23.5	8.0	23.0			23.0	
Total Split (s)				55.0	55.0	55.0	15.0	65.0			50.0	
Total Split (%)				45.8%	45.8%	45.8%	12.5%	54.2%			41.7%	
Maximum Green (s)				50.0	50.0	50.0	12.0	60.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	0.0	1.0			1.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					5.0	5.0	3.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.5	2.5	2.5	2.0	1.0			1.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)					30.5	30.5	14.6	79.5			61.8	
Actuated g/C Ratio					0.25	0.25	0.12	0.66			0.52	
v/c Ratio					0.68	0.57	0.66	0.32			0.87	
Control Delay					42.9	19.7	72.2	5.4			37.3	
Queue Delay					0.0	0.0	0.0	0.4			0.0	
Total Delay					42.9	19.7	72.2	5.8			37.3	
LOS					D	B	E	A			D	
Approach Delay					36.9			16.8			37.3	
Approach LOS					D			B			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 111 (93%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 32.3		Intersection LOS: C	
Intersection Capacity Utilization 75.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 10: NW 22 Ave & NW 134 St (Opa Locka Blvd)



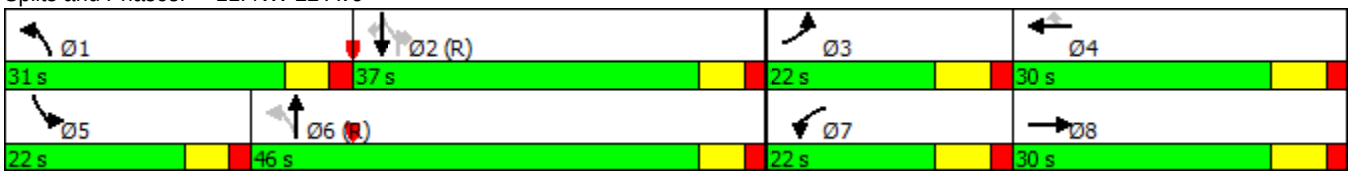


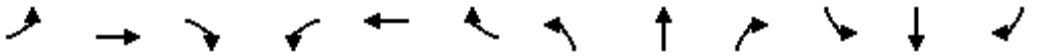
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	562	4	465	900	80	6	102	227	267	1136	32
Future Volume (vph)	70	562	4	465	900	80	6	102	227	267	1136	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	800		0	350		350	150		250	75		0
Storage Lanes	2		0	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3213	3021	0	3335	3374	1538	1805	2560	1482	1719	3471	1429
Flt Permitted	0.950			0.950			0.108			0.682		
Satd. Flow (perm)	3213	3021	0	3335	3374	1538	205	2560	1482	1234	3471	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						200			247			209
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1683			1421			3549			373	
Travel Time (s)		38.3			32.3			80.7			8.5	
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
Heavy Vehicles (%)	9%	19%	75%	5%	7%	5%	0%	41%	9%	5%	4%	13%
Adj. Flow (vph)	76	611	4	505	978	87	7	111	247	290	1235	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	615	0	505	978	87	7	111	247	290	1235	35
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases						4	6		2	2		2
Minimum Split (s)	12.0	25.0		12.0	25.0	25.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	22.0	30.0		22.0	30.0	30.0	31.0	46.0	37.0	22.0	37.0	37.0
Total Split (%)	18.3%	25.0%		18.3%	25.0%	25.0%	25.8%	38.3%	30.8%	18.3%	30.8%	30.8%
Maximum Green (s)	15.0	23.0		15.0	23.0	23.0	25.0	40.0	31.0	16.0	31.0	31.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	15.0	23.0		15.0	23.0	23.0	62.0	40.0	31.0	47.0	31.0	31.0
Actuated g/C Ratio	0.12	0.19		0.12	0.19	0.19	0.52	0.33	0.26	0.39	0.26	0.26

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.19	1.06		1.21	1.51	0.19	0.02	0.13	0.44	0.53	1.38	0.07
Control Delay	48.4	101.4		160.9	273.8	0.9	10.2	19.5	8.3	30.6	213.3	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Total Delay	48.4	101.4		160.9	273.8	0.9	10.2	19.5	8.3	30.6	213.7	0.2
LOS	D	F		F	F	A	B	B	A	C	F	A
Approach Delay		95.6			222.4			11.7			174.9	
Approach LOS		F			F			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 100 (83%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.51			
Intersection Signal Delay: 165.4		Intersection LOS: F	
Intersection Capacity Utilization 77.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 11: NW 22 Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	68	241	117	67	72	238	1021	117	74	1044	150
Future Volume (vph)	149	68	241	117	67	72	238	1021	117	74	1044	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	400		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.883			0.923			0.985			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	2772	0	1570	2897	0	1570	3092	0	1570	3079	0
Flt Permitted	0.647			0.456			0.083			0.129		
Satd. Flow (perm)	1069	2772	0	753	2897	0	137	3092	0	213	3079	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		236			78			14			18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2647			2398			1128			1010	
Travel Time (s)		60.2			54.5			25.6			23.0	
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
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Adj. Flow (vph)	162	74	262	127	73	78	259	1110	127	80	1135	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	162	336	0	127	151	0	259	1237	0	80	1298	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	

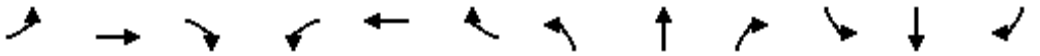
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.5	23.0		9.6	23.0		9.5	23.0		9.5	23.0	
Total Split (s)	13.0	31.0		13.0	32.0		13.0	62.0		13.0	62.0	
Total Split (%)	10.8%	25.8%		10.8%	26.7%		10.8%	51.7%		10.8%	51.7%	
Maximum Green (s)	10.0	26.0		10.0	27.0		10.0	57.0		10.0	57.0	
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	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	39.4	27.7		38.6	27.3		71.4	61.5		66.1	57.0	
Actuated g/C Ratio	0.33	0.23		0.32	0.23		0.60	0.51		0.55	0.48	
v/c Ratio	0.41	0.41		0.42	0.21		1.29	0.78		0.41	0.88	
Control Delay	30.8	19.8		32.4	19.5		183.9	36.0		16.6	36.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.8	19.8		32.4	19.5		183.9	36.0		16.6	36.6	
LOS	C	B		C	B		F	D		B	D	
Approach Delay		23.4			25.4			61.6			35.4	
Approach LOS		C			C			E			D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 57 (48%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 43.8 Intersection LOS: D
Intersection Capacity Utilization 78.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 12: NW 22 Ave & NW 151 St





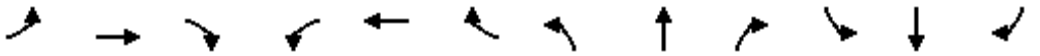
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	108	60	20	62	24	26	909	36	0	2039	18
Future Volume (vph)	37	108	60	20	62	24	26	909	36	0	2039	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	25			25			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.994			0.999	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1719	1863	1468	1641	1681	1495	1805	4845	0	0	4982	0
Flt Permitted	0.713			0.597			0.062					
Satd. Flow (perm)	1290	1863	1468	1031	1681	1495	118	4845	0	0	4982	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			31			31		10			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1955			1497			482			2468	
Travel Time (s)		44.4			34.0			11.0			56.1	
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
Heavy Vehicles (%)	5%	2%	10%	10%	13%	8%	0%	6%	17%	2%	4%	6%
Adj. Flow (vph)	40	117	65	22	67	26	28	988	39	0	2216	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	117	65	22	67	26	28	1027	0	0	2236	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2			2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100			100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA			NA	
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8	4		4	6					
Detector Phase	8	8	8	4	4	4	6	6			2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0			25.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	105.0	105.0			105.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	75.0%	75.0%			75.0%	
Maximum Green (s)	28.0	28.0	28.0	28.0	28.0	28.0	98.0	98.0			98.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			2.0	
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)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max			C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0			0	
Act Effct Green (s)	14.1	14.1	14.1	14.1	14.1	14.1	111.9	111.9			111.9	
Actuated g/C Ratio	0.10	0.10	0.10	0.10	0.10	0.10	0.80	0.80			0.80	
v/c Ratio	0.31	0.63	0.37	0.21	0.40	0.15	0.30	0.27			0.56	
Control Delay	63.1	74.4	38.6	60.9	64.7	16.2	11.4	1.7			6.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1			0.0	
Total Delay	63.1	74.4	38.6	60.9	64.7	16.2	11.4	1.8			6.1	
LOS	E	E	D	E	E	B	B	A			A	
Approach Delay		61.9			53.0			2.1			6.1	
Approach LOS		E			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 30 (21%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 9.8		Intersection LOS: A	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: NW 27 Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	325	220	86	207	65	121	724	32	206	1903	160
Future Volume (vph)	137	325	220	86	207	65	121	724	32	206	1903	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	150		0	325		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.939			0.964			0.994			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3310	0	1752	3238	0	1752	4801	0	1736	4972	0
Flt Permitted	0.410			0.198			0.065			0.288		
Satd. Flow (perm)	764	3310	0	365	3238	0	120	4801	0	526	4972	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		123			31			7			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4626			2647			2468			1579	
Travel Time (s)		105.1			60.2			56.1			35.9	
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
Heavy Vehicles (%)	2%	2%	3%	3%	7%	9%	3%	7%	16%	4%	3%	4%
Adj. Flow (vph)	149	353	239	93	225	71	132	787	35	224	2068	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	592	0	93	296	0	132	822	0	224	2242	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	

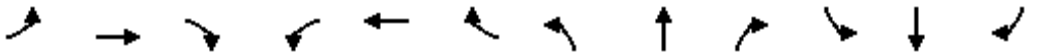
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.0	23.0		9.0	23.0		9.0	23.0		9.0	23.0	
Total Split (s)	16.0	29.0		16.0	29.0		14.0	61.0		14.0	61.0	
Total Split (%)	13.3%	24.2%		13.3%	24.2%		11.7%	50.8%		11.7%	50.8%	
Maximum Green (s)	12.0	24.0		12.0	24.0		10.0	56.0		10.0	56.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	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)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	33.7	21.8		30.4	20.2		70.8	61.5		73.1	62.6	
Actuated g/C Ratio	0.28	0.18		0.25	0.17		0.59	0.51		0.61	0.52	
v/c Ratio	0.49	0.84		0.47	0.52		0.72	0.33		0.54	0.86	
Control Delay	28.4	39.9		21.4	29.4		43.7	18.4		15.6	30.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.4	39.9		21.4	29.4		43.7	18.4		15.6	30.4	
LOS	C	D		C	C		D	B		B	C	
Approach Delay		37.6			27.5			21.9			29.1	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 64 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 28.8 Intersection LOS: C
Intersection Capacity Utilization 82.8% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 16: NW 27 Ave & NW 151 St





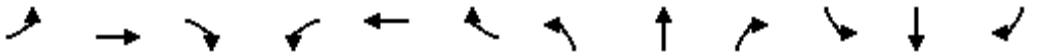
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	16	592	60	28	28	903	0	0	2074	51
Future Volume (vph)	0	0	16	592	60	28	28	903	0	0	2074	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	350		0	0		0
Storage Lanes	0		1	1		1	1		0	0		0
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Frt			0.865			0.850					0.996	
Flt Protected				0.950	0.961		0.950					
Satd. Flow (prot)	0	0	1550	1588	1620	1553	1530	4848	0	0	4972	0
Flt Permitted				0.950	0.961		0.043					
Satd. Flow (perm)	0	0	1550	1588	1620	1553	69	4848	0	0	4972	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			47					5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			1312			1109			482	
Travel Time (s)		8.3			29.8			25.2			11.0	
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
Heavy Vehicles (%)	2%	2%	6%	8%	3%	4%	18%	7%	2%	2%	4%	0%
Adj. Flow (vph)	0	0	17	643	65	30	30	982	0	0	2254	55
Shared Lane Traffic (%)				45%								
Lane Group Flow (vph)	0	0	17	354	354	30	30	982	0	0	2309	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2	1	1	2			2	
Detector Template			Right	Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)			20	20	100	20	20	100			100	
Trailing Detector (ft)			0	0	0	0	0	0			0	
Detector 1 Position(ft)			0	0	0	0	0	0			0	
Detector 1 Size(ft)			20	20	6	20	20	6			6	
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type			Perm	Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4	4		4	2					
Detector Phase			4	4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)			7.0	7.0	7.0	7.0	5.0	7.0			7.0	
Minimum Split (s)			23.0	23.0	23.0	23.0	9.0	23.0			23.0	
Total Split (s)			32.0	32.0	32.0	32.0	12.0	107.0			96.0	
Total Split (%)			22.9%	22.9%	22.9%	22.9%	8.6%	76.4%			68.6%	
Maximum Green (s)			27.0	27.0	27.0	27.0	8.0	102.0			91.0	
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)			1.0	1.0	1.0	1.0	0.0	1.0			1.0	
Lost Time Adjust (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)			5.0	5.0	5.0	5.0	4.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)			3.0	3.0	3.0	3.0	2.0	1.0			1.0	
Recall Mode			None	None	None	None	None	C-Max			C-Max	
Walk Time (s)			7.0	7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)			11.0	11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)			0	0	0	0		0			0	
Act Effct Green (s)			27.0	27.0	27.0	27.0	101.6	103.0			97.2	
Actuated g/C Ratio			0.19	0.19	0.19	0.19	0.73	0.74			0.69	
v/c Ratio			0.05	1.16	1.13	0.09	0.29	0.28			0.67	
Control Delay			0.2	149.9	142.3	6.1	12.1	6.4			9.0	
Queue Delay			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay			0.2	149.9	142.3	6.1	12.1	6.4			9.0	
LOS			A	F	F	A	B	A			A	
Approach Delay		0.3			140.4			6.5			9.0	
Approach LOS		A			F			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 34 (24%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 32.1		Intersection LOS: C	
Intersection Capacity Utilization 77.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 17: NW 27 Ave





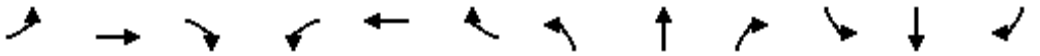
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	419	6	294	251	930	0	0	1432	203
Future Volume (vph)	0	0	0	419	6	294	251	930	0	0	1432	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	475		0	0		450
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1509	1612	4893	0	0	3312	1392
Flt Permitted					0.953		0.075					
Satd. Flow (perm)	0	0	0	0	1648	1509	127	4893	0	0	3312	1392
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						105						221
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		509			295			1076			4553	
Travel Time (s)		11.6			6.7			24.5			103.5	
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
Heavy Vehicles (%)	2%	2%	2%	10%	0%	7%	12%	6%	2%	2%	9%	16%
Adj. Flow (vph)	0	0	0	455	7	320	273	1011	0	0	1557	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	462	320	273	1011	0	0	1557	221
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	custom
Protected Phases					4		1	6			2	
Permitted Phases				4		4	2					6
Minimum Split (s)				10.0	10.0	10.0	8.0	23.0			23.0	23.0
Total Split (s)				42.0	42.0	42.0	10.0	68.0			58.0	68.0
Total Split (%)				38.2%	38.2%	38.2%	9.1%	61.8%			52.7%	61.8%
Maximum Green (s)				37.0	37.0	37.0	7.0	63.0			53.0	63.0
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	4.0
All-Red Time (s)				1.0	1.0	1.0	0.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.0	5.0	3.0	5.0			5.0	5.0
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Walk Time (s)								7.0			7.0	7.0
Flash Dont Walk (s)								11.0			11.0	11.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)					37.0	37.0	62.0	63.0			53.0	63.0
Actuated g/C Ratio					0.34	0.34	0.56	0.57			0.48	0.57

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio					0.83	0.55	1.64	0.36			0.98	0.25
Control Delay					48.5	23.7	338.1	13.1			46.1	2.2
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					48.5	23.7	338.1	13.1			46.1	2.2
LOS					D	C	F	B			D	A
Approach Delay					38.4			82.2			40.6	
Approach LOS					D			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 50 (45%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.64			
Intersection Signal Delay: 54.0		Intersection LOS: D	
Intersection Capacity Utilization 88.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 18:





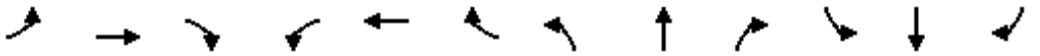
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	453	380	16	0	0	0	0	673	52	231	1266	538
Future Volume (vph)	453	380	16	0	0	0	0	673	52	231	1266	538
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	0		0	475		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850					0.989			0.955	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1703	1810	1524	0	0	0	0	3269	0	1687	3243	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1703	1810	1524	0	0	0	0	3269	0	1687	3243	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65					12			135	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1003			1080			759			1076	
Travel Time (s)		22.8			24.5			17.3			24.5	
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
Heavy Vehicles (%)	6%	5%	6%	2%	2%	2%	2%	9%	12%	7%	6%	7%
Adj. Flow (vph)	492	413	17	0	0	0	0	732	57	251	1376	585
Shared Lane Traffic (%)												
Lane Group Flow (vph)	492	413	17	0	0	0	0	789	0	251	1961	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Minimum Split (s)	10.0	10.0	10.0					24.0		8.0	24.0	
Total Split (s)	29.0	29.0	29.0					60.0		11.0	71.0	
Total Split (%)	29.0%	29.0%	29.0%					60.0%		11.0%	71.0%	
Maximum Green (s)	24.0	24.0	24.0					54.0		8.0	65.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					6.0		3.0	6.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	24.0	24.0	24.0					54.0		8.0	65.0	
Actuated g/C Ratio	0.24	0.24	0.24					0.54		0.08	0.65	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.21	0.95	0.04					0.45		1.87	0.91	
Control Delay	137.8	57.1	0.9					13.6		447.9	21.9	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	137.8	57.1	0.9					13.6		447.9	21.9	
LOS	F	E	A					B		F	C	
Approach Delay		99.2						13.6			70.2	
Approach LOS		F						B			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 32 (32%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.87			
Intersection Signal Delay: 65.6		Intersection LOS: E	
Intersection Capacity Utilization 86.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 19: E 65 St





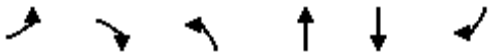
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	26	15	214	19	38	22	44	195	48	35	0
Future Volume (vph)	0	26	15	214	19	38	22	44	195	48	35	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	200		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	0			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.945				0.850		0.878				
Flt Protected				0.950	0.960		0.950			0.950		
Satd. Flow (prot)	1810	1710	0	1633	1650	1538	1719	3019	0	1719	3438	0
Flt Permitted				0.950	0.960		0.731			0.591		
Satd. Flow (perm)	1810	1710	0	1633	1650	1538	1323	3019	0	1069	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				121		212				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		323			3297			2065			606	
Travel Time (s)		7.3			74.9			46.9			13.8	
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
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	28	16	233	21	41	24	48	212	52	38	0
Shared Lane Traffic (%)				46%								
Lane Group Flow (vph)	0	44	0	126	128	41	24	260	0	52	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	4	4		8	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	16.0		5.0	16.0	
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	8.0	23.0		8.0	23.0	
Total Split (s)	20.0	20.0		20.0	20.0	20.0	10.0	40.0		10.0	40.0	
Total Split (%)	22.2%	22.2%		22.2%	22.2%	22.2%	11.1%	44.4%		11.1%	44.4%	
Maximum Green (s)	15.0	15.0		15.0	15.0	15.0	7.0	35.0		7.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	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	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		3.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)		7.5		11.9	11.9	11.9	61.1	54.8		60.5	56.9	
Actuated g/C Ratio		0.08		0.13	0.13	0.13	0.68	0.61		0.67	0.63	
v/c Ratio		0.28		0.58	0.58	0.13	0.03	0.14		0.07	0.02	
Control Delay		32.2		46.7	46.8	0.9	7.4	3.6		7.3	11.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		32.2		46.7	46.8	0.9	7.4	3.6		7.3	11.0	
LOS		C		D	D	A	A	A		A	B	
Approach Delay		32.2			40.4			4.0			8.9	
Approach LOS		C			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 42.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 46: Le Jeune Rd





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	130	130	132	1234	1297	132
Future Volume (vph)	130	130	132	1234	1297	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.986	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3213	1482	1656	3312	3266	0
Flt Permitted	0.950		0.123			
Satd. Flow (perm)	3213	1482	214	3312	3266	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		141			14	
Link Speed (mph)	30			30	30	
Link Distance (ft)	3297			918	2844	
Travel Time (s)	74.9			20.9	64.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%
Adj. Flow (vph)	141	141	143	1341	1410	143
Shared Lane Traffic (%)						
Lane Group Flow (vph)	141	141	143	1341	1553	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	D.P+P	NA	NA	
Protected Phases	8		1	6	2	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		8	2			
Detector Phase	8	8	1	6	2	
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	18.0	18.0	
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	
Total Split (s)	34.0	34.0	15.0	86.0	71.0	
Total Split (%)	28.3%	28.3%	12.5%	71.7%	59.2%	
Maximum Green (s)	29.0	29.0	12.0	81.0	66.0	
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	3.0	5.0	5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5	2.5	1.0	1.0	2.0	
Recall Mode	None	None	None	C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	10.2	10.2	98.8	99.8	87.4	
Actuated g/C Ratio	0.08	0.08	0.82	0.83	0.73	
v/c Ratio	0.52	0.56	0.49	0.49	0.65	
Control Delay	59.1	16.9	9.3	3.7	9.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	59.1	16.9	9.3	3.7	9.1	
LOS	E	B	A	A	A	
Approach Delay	38.0			4.2	9.1	
Approach LOS	D			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 8 (7%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 9.4		Intersection LOS: A	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 47:





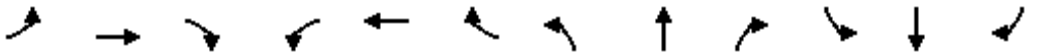
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	74	74	1291	72	72	1291
Future Volume (vph)	74	74	1291	72	72	1291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	300		0	150	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.95	0.95	1.00	0.95
Frt	0.959	0.850	0.992			
Flt Protected	0.965				0.950	
Satd. Flow (prot)	3129	1348	3285	0	1656	3312
Flt Permitted	0.965				0.950	
Satd. Flow (perm)	3129	1348	3285	0	1656	3312
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	30	50	9			
Link Speed (mph)	30		30			30
Link Distance (ft)	475		705			972
Travel Time (s)	10.8		16.0			22.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%
Adj. Flow (vph)	80	80	1403	78	78	1403
Shared Lane Traffic (%)		37%				
Lane Group Flow (vph)	110	50	1481	0	78	1403
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	4		6		5	2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4				
Detector Phase	4	4	6		5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0
Minimum Split (s)	22.5	22.5	23.0		9.5	23.0
Total Split (s)	24.0	24.0	37.0		14.0	51.0
Total Split (%)	32.0%	32.0%	49.3%		18.7%	68.0%
Maximum Green (s)	19.0	19.0	32.0		11.0	46.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		3.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.5	3.5	1.0		2.0	1.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)			7.0			7.0
Flash Dont Walk (s)			11.0			11.0
Pedestrian Calls (#/hr)			0			0
Act Effct Green (s)	8.1	8.1	50.9		8.0	60.3
Actuated g/C Ratio	0.11	0.11	0.68		0.11	0.80
v/c Ratio	0.30	0.26	0.66		0.44	0.53
Control Delay	24.9	13.4	12.3		38.6	4.4
Queue Delay	0.0	0.0	0.0		0.0	0.1
Total Delay	24.9	13.4	12.3		38.6	4.5
LOS	C	B	B		D	A
Approach Delay	21.3		12.3			6.3
Approach LOS	C		B			A

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 58 (77%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 49:





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	5	45	45	5	45	46	1312	46	46	1312	46
Future Volume (vph)	45	5	45	45	5	45	46	1312	46	46	1312	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	130		0	75		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.864			0.995			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	1652	1404	1570	1427	0	1570	3123	0	1570	3123	0
Flt Permitted	0.722			0.754			0.142			0.176		
Satd. Flow (perm)	1193	1652	1404	1246	1427	0	235	3123	0	291	3123	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55		49			7			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1445			617			373			1128	
Travel Time (s)		32.8			14.0			8.5			25.6	
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
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Adj. Flow (vph)	49	5	49	49	5	49	50	1426	50	50	1426	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	5	49	49	54	0	50	1476	0	50	1476	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		8			4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8	4			6			2		
Detector Phase	8	8	8	4	4		1	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	7.0		7.0	7.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0		9.0	23.0		23.0	23.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		12.0	90.0		78.0	78.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%		10.0%	75.0%		65.0%	65.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0		8.0	85.0		73.0	73.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
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)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		5.0	5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.0	1.0		1.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)	10.2	10.2	10.2	10.2	10.2		103.2	103.2		95.7	95.7	
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.08		0.86	0.86		0.80	0.80	
v/c Ratio	0.49	0.04	0.29	0.47	0.33		0.19	0.55		0.22	0.59	
Control Delay	67.3	48.4	15.4	65.5	21.1		3.4	4.0		8.3	13.0	
Queue Delay	0.0	0.0	2.4	7.5	0.0		0.0	0.7		0.0	1.5	
Total Delay	67.3	48.4	17.8	73.0	21.1		3.4	4.7		8.3	14.5	
LOS	E	D	B	E	C		A	A		A	B	
Approach Delay		42.8			45.8			4.6			14.3	
Approach LOS		D			D			A			B	

Intersection Summary

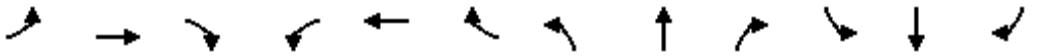
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 11.7 Intersection LOS: B
Intersection Capacity Utilization 61.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 60: NW 22 Ave



F.2 EXISTING CONDITIONS - PM

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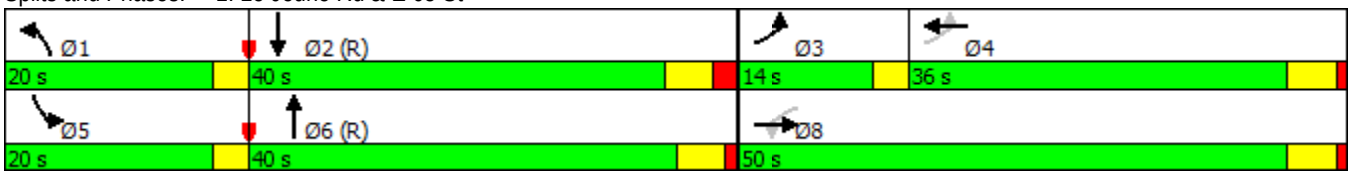


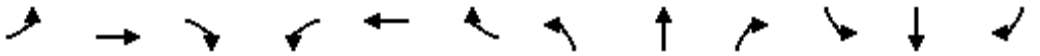
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	278	530	111	9	543	65	233	622	39	143	584	515
Future Volume (vph)	278	530	111	9	543	65	233	622	39	143	584	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	175		0	230		1000	230		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.91	0.91
Frt		0.974			0.984			0.991			0.930	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3418	0	1014	3342	0	3467	3428	0	1626	4702	0
Flt Permitted	0.175			0.295			0.950			0.950		
Satd. Flow (perm)	323	3418	0	315	3342	0	3467	3428	0	1626	4702	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			12			6			209	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		591			1003			1305			5350	
Travel Time (s)		13.4			22.8			29.7			121.6	
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
Heavy Vehicles (%)	3%	2%	7%	78%	2%	42%	1%	4%	10%	11%	4%	1%
Adj. Flow (vph)	302	576	121	10	590	71	253	676	42	155	635	560
Shared Lane Traffic (%)												
Lane Group Flow (vph)	302	697	0	10	661	0	253	718	0	155	1195	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.Pm	NA		Prot	NA		Prot	NA	
Protected Phases	3	8			4		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8								
Detector Phase	3	8		8	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		7.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	8.0	12.5		12.5	12.5		10.0	13.0		8.0	13.0	
Total Split (s)	14.0	50.0		50.0	36.0		20.0	40.0		20.0	40.0	
Total Split (%)	12.7%	45.5%		45.5%	32.7%		18.2%	36.4%		18.2%	36.4%	
Maximum Green (s)	11.0	45.0		45.0	31.0		17.0	35.0		17.0	34.0	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	1.0		1.0	1.0		0.0	1.0		0.0	2.0	
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		5.0	5.0		3.0	5.0		3.0	6.0	
Lead/Lag	Lead				Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.5	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	46.0	47.0		47.0	26.5		12.4	36.0		14.0	36.7	
Actuated g/C Ratio	0.42	0.43		0.43	0.24		0.11	0.33		0.13	0.33	
v/c Ratio	0.84	0.47		0.07	0.81		0.65	0.64		0.75	0.70	
Control Delay	46.1	23.0		12.4	37.2		54.4	34.9		67.9	28.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	46.1	23.0		12.4	37.2		54.4	34.9		67.9	28.9	
LOS	D	C		B	D		D	C		E	C	
Approach Delay		30.0			36.9			40.0			33.4	
Approach LOS		C			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 30 (27%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 34.7		Intersection LOS: C	
Intersection Capacity Utilization 77.8%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 42 and E65			

Splits and Phases: 1: Le Jeune Rd & E 65 St



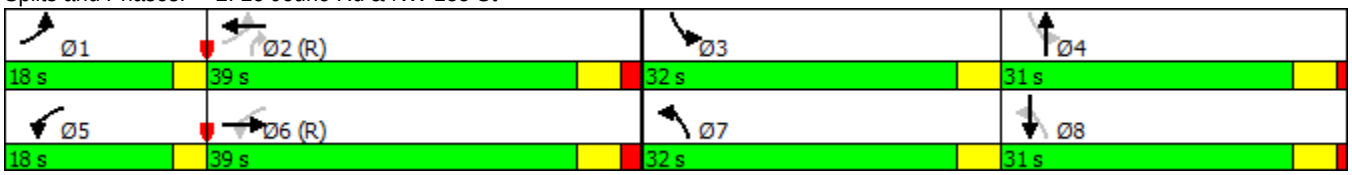


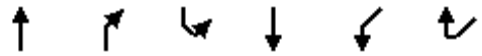
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	503	279	221	598	16	445	396	250	41	235	146
Future Volume (vph)	197	503	279	221	598	16	445	396	250	41	235	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	300		0	500		0	300		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.947			0.996				0.850		0.942	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3184	0	1641	3424	0	1736	3505	1509	1805	3251	0
Flt Permitted	0.286			0.156			0.248			0.418		
Satd. Flow (perm)	533	3184	0	269	3424	0	453	3505	1509	794	3251	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		87			2				272		103	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2136			2526			5350			2065	
Travel Time (s)		48.5			57.4			121.6			46.9	
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
Heavy Vehicles (%)	2%	7%	8%	10%	5%	6%	4%	3%	7%	0%	5%	4%
Adj. Flow (vph)	214	547	303	240	650	17	484	430	272	45	255	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	214	850	0	240	667	0	484	430	272	45	414	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	custom	D.P+P	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		2	4		
Detector Phase	1	6		5	2		7	4	2	3	8	
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		7.0	7.0	18.0	7.0	7.0	
Minimum Split (s)	8.0	24.0		8.0	24.0		11.0	23.0	24.0	11.0	23.0	
Total Split (s)	18.0	39.0		18.0	39.0		32.0	31.0	39.0	32.0	31.0	
Total Split (%)	15.0%	32.5%		15.0%	32.5%		26.7%	25.8%	32.5%	26.7%	25.8%	
Maximum Green (s)	15.0	33.0		15.0	33.0		28.0	26.0	33.0	28.0	26.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	1.0	2.0	0.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		4.0	5.0	6.0	4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.0	2.5	1.0	2.0	2.5	
Recall Mode	None	C-Max		None	C-Min		None	None	C-Min	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	60.5	39.9		60.5	44.9		45.5	39.6	44.9	46.3	16.9	
Actuated g/C Ratio	0.50	0.33		0.50	0.37		0.38	0.33	0.37	0.39	0.14	
v/c Ratio	0.54	0.76		0.72	0.52		1.04	0.37	0.37	0.12	0.76	
Control Delay	21.6	38.6		33.1	32.6		83.9	31.7	5.3	20.4	46.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	21.6	38.6		33.1	32.6		83.9	31.7	5.3	20.4	46.0	
LOS	C	D		C	C		F	C	A	C	D	
Approach Delay		35.2			32.8			47.0			43.5	
Approach LOS		D			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 102 (85%), Referenced to phase 2:WBEB and 6:EBWB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 39.5		Intersection LOS: D	
Intersection Capacity Utilization 86.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Le Jeune Rd & NW 135 St



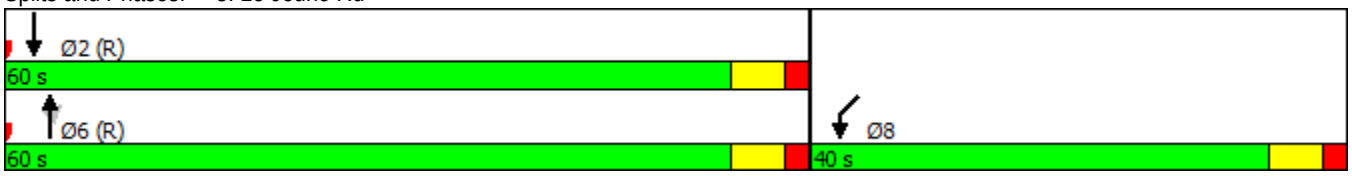


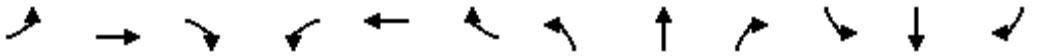
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1199	1206	0	705	961	0
Future Volume (vph)	1199	1206	0	705	961	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.88	1.00	0.91	0.97	1.00
Frt		0.850				
Flt Protected					0.950	
Satd. Flow (prot)	3539	2760	0	4988	3335	0
Flt Permitted					0.950	
Satd. Flow (perm)	3539	2760	0	4988	3335	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		1311				
Link Speed (mph)	30			30	30	
Link Distance (ft)	566			1305	937	
Travel Time (s)	12.9			29.7	21.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	2%	4%	5%	2%
Adj. Flow (vph)	1303	1311	0	766	1045	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1303	1311	0	766	1045	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1		2	1	
Detector Template	Thru	Right		Thru	Left	
Leading Detector (ft)	100	20		100	20	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	6	20		6	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm		NA	Prot	
Protected Phases	6			2	8	
Permitted Phases		6				
Detector Phase	6	6		2	8	
Switch Phase						

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0	12.0		12.0	12.0	
Minimum Split (s)	35.0	35.0		35.0	35.0	
Total Split (s)	60.0	60.0		60.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	54.5	54.5		54.5	33.5	
Actuated g/C Ratio	0.54	0.54		0.54	0.34	
v/c Ratio	0.68	0.62		0.28	0.94	
Control Delay	18.7	2.2		12.7	48.3	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	18.7	2.2		12.7	48.3	
LOS	B	A		B	D	
Approach Delay	10.4			12.7	48.3	
Approach LOS	B			B	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 19.8		Intersection LOS: B	
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 42 and Douglas			

Splits and Phases: 3: Le Jeune Rd





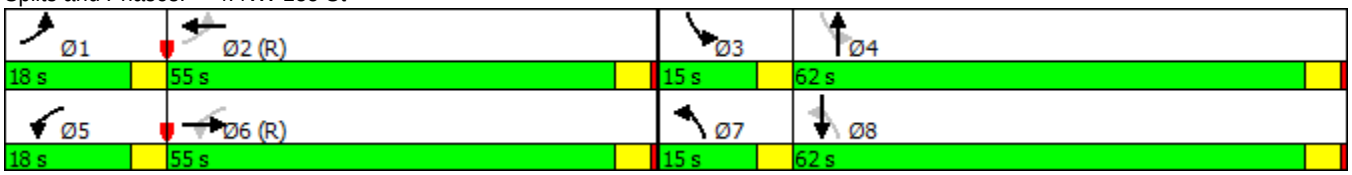
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	233	833	65	247	681	241	74	973	179	127	1181	122
Future Volume (vph)	233	833	65	247	681	241	74	973	179	127	1181	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	200		0	275		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.989			0.961			0.977			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3384	0	1671	3274	0	1736	3315	0	1687	3404	0
Flt Permitted	0.084			0.084			0.065			0.067		
Satd. Flow (perm)	153	3384	0	148	3274	0	119	3315	0	119	3404	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			36			16			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2526			3939			4553			705	
Travel Time (s)		57.4			89.5			103.5			16.0	
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
Heavy Vehicles (%)	4%	5%	12%	8%	7%	3%	4%	5%	14%	7%	4%	10%
Adj. Flow (vph)	253	905	71	268	740	262	80	1058	195	138	1284	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	253	976	0	268	1002	0	80	1253	0	138	1417	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	1	6		5	2		7	4		3	8	

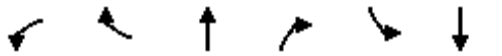
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	23.0		9.0	23.0		9.0	23.0		9.0	23.0	
Total Split (s)	18.0	55.0		18.0	55.0		15.0	62.0		15.0	62.0	
Total Split (%)	12.0%	36.7%		12.0%	36.7%		10.0%	41.3%		10.0%	41.3%	
Maximum Green (s)	14.0	50.0		14.0	50.0		11.0	57.0		11.0	57.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	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)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	62.5	47.5		62.5	47.5		71.5	59.6		71.5	61.5	
Actuated g/C Ratio	0.42	0.32		0.42	0.32		0.48	0.40		0.48	0.41	
v/c Ratio	1.20	0.91		1.32	0.94		0.52	0.94		0.81	1.01	
Control Delay	162.1	61.3		208.1	64.9		36.0	57.9		69.0	67.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	2.8	
Total Delay	162.1	61.3		208.1	64.9		36.0	57.9		69.0	70.4	
LOS	F	E		F	E		D	E		E	E	
Approach Delay		82.0			95.1			56.6			70.3	
Approach LOS		F			F			E			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 80 (53%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.32
Intersection Signal Delay: 75.4 Intersection LOS: E
Intersection Capacity Utilization 95.1% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 4: NW 135 St





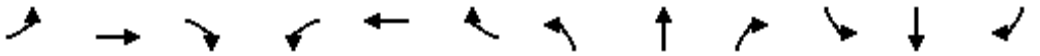
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	253	218	1691	215	212	1175
Future Volume (vph)	253	218	1691	215	212	1175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.95	0.95	1.00	0.95
Frt	0.968	0.850	0.983			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	3266	1348	3416	0	1805	3574
Flt Permitted	0.962				0.055	
Satd. Flow (perm)	3266	1348	3416	0	104	3574
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)	29	161				
Link Speed (mph)	30		30			30
Link Distance (ft)	4626		2844			621
Travel Time (s)	105.1		64.6			14.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	9%	4%	3%	0%	1%
Adj. Flow (vph)	275	237	1838	234	230	1277
Shared Lane Traffic (%)		32%				
Lane Group Flow (vph)	351	161	2072	0	230	1277
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane	Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		D.P+P	NA
Protected Phases	4		6		5	2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4			6	
Detector Phase	4	4	6		5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0
Minimum Split (s)	23.0	23.0	23.0		8.0	23.0
Total Split (s)	34.0	34.0	71.0		15.0	86.0
Total Split (%)	28.3%	28.3%	59.2%		12.5%	71.7%
Maximum Green (s)	29.0	29.0	66.0		12.0	81.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		3.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	17.4	17.4	72.5		91.6	92.6
Actuated g/C Ratio	0.14	0.14	0.60		0.76	0.77
v/c Ratio	0.70	0.48	1.00		0.71	0.46
Control Delay	65.9	22.1	43.5		42.4	5.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	65.9	22.1	43.5		42.4	5.9
LOS	E	C	D		D	A
Approach Delay	52.2		43.5			11.4
Approach LOS	D		D			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 88 (73%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 32.8		Intersection LOS: C	
Intersection Capacity Utilization 86.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 6: NW 151 St





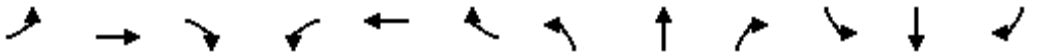
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	572	591	109	0	0	0	0	1130	77	213	1662	0
Future Volume (vph)	572	591	109	0	0	0	0	1130	77	213	1662	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.91	1.00
Frt			0.850					0.990				
Flt Protected	0.950	0.984								0.950		
Satd. Flow (prot)	1451	4595	1538	0	0	0	0	6108	0	1770	4893	0
Flt Permitted	0.950	0.984								0.160		
Satd. Flow (perm)	1451	4595	1538	0	0	0	0	6108	0	298	4893	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86					13				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1110			1755			1122			264	
Travel Time (s)		25.2			39.9			25.5			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
Heavy Vehicles (%)	7%	4%	5%	2%	2%	2%	2%	6%	5%	2%	6%	2%
Adj. Flow (vph)	622	642	118	0	0	0	0	1228	84	232	1807	0
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	311	953	118	0	0	0	0	1312	0	232	1807	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		D.P+P	NA	
Protected Phases		8						6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8							6		
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0	25.0					25.0		12.0	25.0	
Total Split (s)	34.0	34.0	34.0					70.0		36.0	106.0	
Total Split (%)	24.3%	24.3%	24.3%					50.0%		25.7%	75.7%	
Maximum Green (s)	27.0	27.0	27.0					63.0		29.0	99.0	
Yellow Time (s)	5.0	5.0	5.0					5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	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)	7.0	7.0	7.0					7.0		7.0	7.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					1.0		2.0	1.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)	27.0	27.0	27.0					78.2		92.0	99.0	
Actuated g/C Ratio	0.19	0.19	0.19					0.56		0.66	0.71	
v/c Ratio	1.11	1.08	0.32					0.38		0.68	0.52	
Control Delay	138.9	105.2	18.6					18.1		29.0	18.2	
Queue Delay	0.0	0.0	0.0					0.3		0.1	48.2	
Total Delay	138.9	105.2	18.6					18.4		29.1	66.4	
LOS	F	F	B					B		C	E	
Approach Delay		105.4						18.4			62.2	
Approach LOS		F						B			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 116 (83%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 62.7		Intersection LOS: E	
Intersection Capacity Utilization 96.2%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 7: NW 27 Ave & NW 135 St



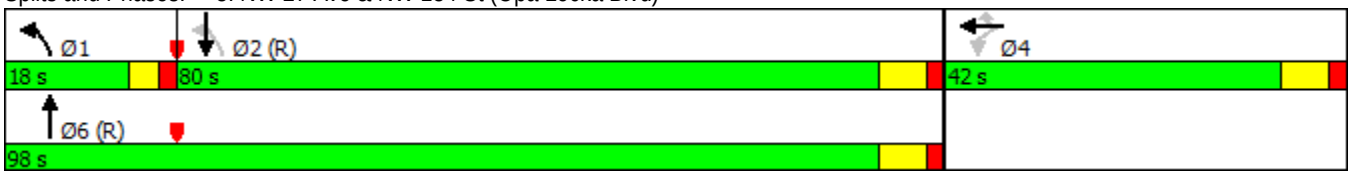


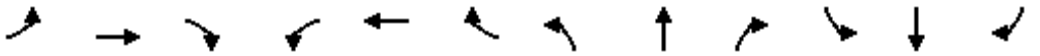
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	248	605	350	69	1890	0	0	1512	336
Future Volume (vph)	0	0	0	248	605	350	69	1890	0	0	1512	336
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		0	0		0	300		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.86	0.86
Frt					0.986	0.850					0.973	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1656	3276	1400	1671	4893	0	0	5908	0
Flt Permitted				0.950			0.059					
Satd. Flow (perm)	0	0	0	1656	3276	1400	104	4893	0	0	5908	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7	70					60	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			2679			264			995	
Travel Time (s)		26.4			60.9			6.0			22.6	
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
Heavy Vehicles (%)	2%	2%	2%	9%	4%	5%	8%	6%	2%	2%	6%	15%
Adj. Flow (vph)	0	0	0	270	658	380	75	2054	0	0	1643	365
Shared Lane Traffic (%)						18%						
Lane Group Flow (vph)	0	0	0	270	726	312	75	2054	0	0	2008	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4	2					
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	5.0	1.0			7.0	
Minimum Split (s)				25.0	25.0	25.0	10.0	25.0			25.0	
Total Split (s)				42.0	42.0	42.0	18.0	98.0			80.0	
Total Split (%)				30.0%	30.0%	30.0%	12.9%	70.0%			57.1%	
Maximum Green (s)				35.0	35.0	35.0	13.0	91.0			73.0	
Yellow Time (s)				5.0	5.0	5.0	3.0	5.0			5.0	
All-Red Time (s)				2.0	2.0	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)				7.0	7.0	7.0	5.0	7.0			7.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	2.0	1.0			1.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)				34.5	34.5	34.5	88.5	91.5			79.1	
Actuated g/C Ratio				0.25	0.25	0.25	0.63	0.65			0.56	
v/c Ratio				0.66	0.89	0.79	0.51	0.64			0.60	
Control Delay				56.3	64.9	52.8	26.1	21.3			20.5	
Queue Delay				0.0	0.0	0.0	0.0	24.3			2.1	
Total Delay				56.3	64.9	52.8	26.1	45.7			22.6	
LOS				E	E	D	C	D			C	
Approach Delay					60.2			45.0			22.6	
Approach LOS					E			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 24 (17%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 40.4		Intersection LOS: D	
Intersection Capacity Utilization 96.2%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 8: NW 27 Ave & NW 134 St (Opa Locka Blvd)



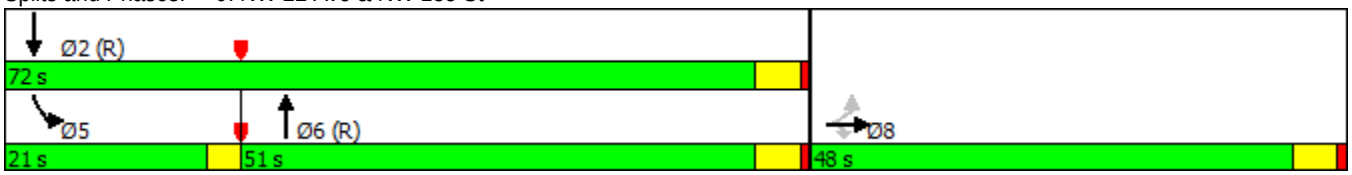


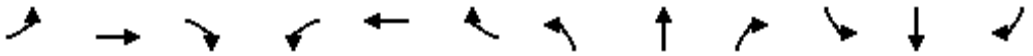
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	663	88	0	0	0	0	1118	97	210	884	0
Future Volume (vph)	151	663	88	0	0	0	0	1118	97	210	884	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.988				
Flt Protected		0.991								0.950		
Satd. Flow (prot)	0	4973	1538	0	0	0	0	3460	0	1687	3471	0
Flt Permitted		0.991								0.950		
Satd. Flow (perm)	0	4973	1538	0	0	0	0	3460	0	1687	3471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			96					9				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		905			938			1431			270	
Travel Time (s)		20.6			21.3			32.5			6.1	
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
Heavy Vehicles (%)	5%	3%	5%	2%	2%	2%	2%	3%	4%	7%	4%	2%
Adj. Flow (vph)	164	721	96	0	0	0	0	1215	105	228	961	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	885	96	0	0	0	0	1320	0	228	961	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		8						6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8									
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0	23.0					23.0		8.0	23.0	
Total Split (s)	48.0	48.0	48.0					51.0		21.0	72.0	
Total Split (%)	40.0%	40.0%	40.0%					42.5%		17.5%	60.0%	
Maximum Green (s)	43.0	43.0	43.0					46.0		18.0	67.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		0.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.0		3.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	2.5	2.5	2.5					1.0		2.0	1.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		29.4	29.4					56.0		21.5	80.6	
Actuated g/C Ratio		0.24	0.24					0.47		0.18	0.67	
v/c Ratio		0.73	0.21					0.81		0.75	0.41	
Control Delay		45.0	7.4					33.9		71.4	4.8	
Queue Delay		1.0	0.0					2.1		61.4	1.0	
Total Delay		46.0	7.4					36.0		132.9	5.8	
LOS		D	A					D		F	A	
Approach Delay		42.2						36.0			30.2	
Approach LOS		D						D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 17 (14%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 35.8		Intersection LOS: D	
Intersection Capacity Utilization 77.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: NW 22 Ave & NW 135 St



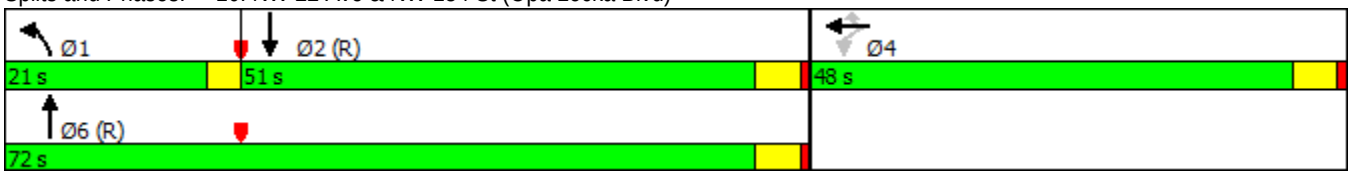


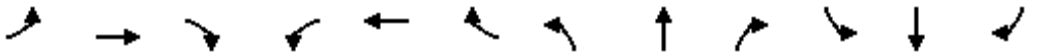
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	147	956	379	268	1008	0	0	912	133
Future Volume (vph)	0	0	0	147	956	379	268	1008	0	0	912	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.981	
Flt Protected					0.993		0.950					
Satd. Flow (prot)	0	0	0	0	4959	1524	1787	3505	0	0	3401	0
Flt Permitted					0.993		0.950					
Satd. Flow (perm)	0	0	0	0	4959	1524	1787	3505	0	0	3401	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						80					16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2679			1312			270			3549	
Travel Time (s)		60.9			29.8			6.1			80.7	
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
Heavy Vehicles (%)	2%	2%	2%	3%	4%	6%	1%	3%	2%	2%	4%	5%
Adj. Flow (vph)	0	0	0	160	1039	412	291	1096	0	0	991	145
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1199	412	291	1096	0	0	1136	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0	5.0	15.0			15.0	
Minimum Split (s)				23.5	23.5	23.5	8.0	23.0			23.0	
Total Split (s)				48.0	48.0	48.0	21.0	72.0			51.0	
Total Split (%)				40.0%	40.0%	40.0%	17.5%	60.0%			42.5%	
Maximum Green (s)				43.0	43.0	43.0	18.0	67.0			46.0	
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	0.0	1.0			1.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					5.0	5.0	3.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.5	2.5	2.5	2.0	1.0			1.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)					39.7	39.7	21.3	70.3			46.0	
Actuated g/C Ratio					0.33	0.33	0.18	0.59			0.38	
v/c Ratio					0.73	0.74	0.92	0.53			0.87	
Control Delay					38.1	36.7	93.3	8.2			25.1	
Queue Delay					3.1	0.0	48.1	0.8			0.7	
Total Delay					41.3	36.7	141.4	8.9			25.8	
LOS					D	D	F	A			C	
Approach Delay					40.1			36.7			25.8	
Approach LOS					D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 17 (14%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 35.1		Intersection LOS: D	
Intersection Capacity Utilization 77.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 10: NW 22 Ave & NW 134 St (Opa Locka Blvd)



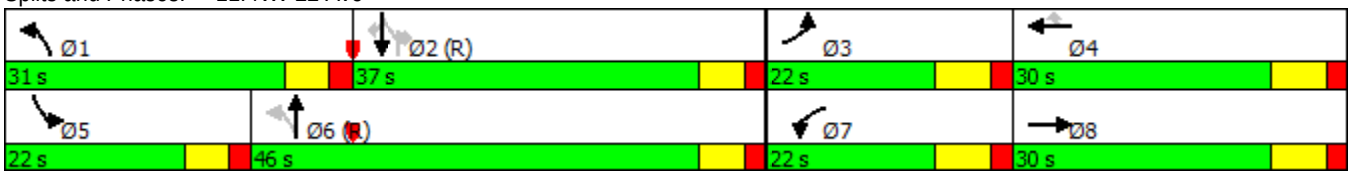


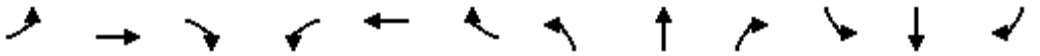
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	662	5	368	735	112	11	954	337	250	1159	27
Future Volume (vph)	146	662	5	368	735	112	11	954	337	250	1159	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	800		0	350		350	150		250	75		0
Storage Lanes	2		0	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3281	0	3335	3223	1524	1805	3471	1509	1703	3505	1282
Flt Permitted	0.950			0.950			0.108			0.129		
Satd. Flow (perm)	3400	3281	0	3335	3223	1524	205	3471	1509	231	3505	1282
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						200			298			209
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1683			1421			3549			373	
Travel Time (s)		38.3			32.3			80.7			8.5	
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
Heavy Vehicles (%)	3%	10%	0%	5%	12%	6%	0%	4%	7%	6%	3%	26%
Adj. Flow (vph)	159	720	5	400	799	122	12	1037	366	272	1260	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	725	0	400	799	122	12	1037	366	272	1260	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases						4	6		2	2		2
Minimum Split (s)	12.0	25.0		12.0	25.0	25.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	22.0	30.0		22.0	30.0	30.0	31.0	46.0	37.0	22.0	37.0	37.0
Total Split (%)	18.3%	25.0%		18.3%	25.0%	25.0%	25.8%	38.3%	30.8%	18.3%	30.8%	30.8%
Maximum Green (s)	15.0	23.0		15.0	23.0	23.0	25.0	40.0	31.0	16.0	31.0	31.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	15.0	23.0		15.0	23.0	23.0	62.0	40.0	31.0	47.0	31.0	31.0
Actuated g/C Ratio	0.12	0.19		0.12	0.19	0.19	0.52	0.33	0.26	0.39	0.26	0.26

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.37	1.15		0.96	1.29	0.27	0.03	0.90	0.60	0.95	1.39	0.06
Control Delay	51.0	130.0		87.9	184.0	1.5	11.2	49.5	17.0	74.4	216.4	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.3	0.0
Total Delay	51.0	130.0		87.9	184.0	1.5	11.2	50.8	17.0	74.4	216.7	0.2
LOS	D	F		F	F	A	B	D	B	E	F	A
Approach Delay		115.8			138.0			41.8			187.9	
Approach LOS		F			F			D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 110			
Control Type: Pretimed			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 123.0		Intersection LOS: F	
Intersection Capacity Utilization 90.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 11: NW 22 Ave





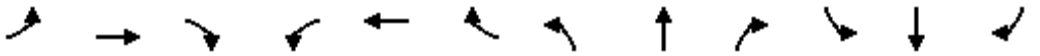
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	68	241	117	67	72	238	1021	117	74	1044	150
Future Volume (vph)	149	68	241	117	67	72	238	1021	117	74	1044	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	400		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.883			0.923			0.985			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3036	0	1719	3173	0	1719	3387	0	1719	3373	0
Flt Permitted	0.644			0.458			0.075			0.146		
Satd. Flow (perm)	1165	3036	0	829	3173	0	136	3387	0	264	3373	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		262			78			12			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2647			2398			1128			1010	
Travel Time (s)		60.2			54.5			25.6			23.0	
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
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	162	74	262	127	73	78	259	1110	127	80	1135	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	162	336	0	127	151	0	259	1237	0	80	1298	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.5	23.0		9.6	23.0		9.5	23.0		9.5	23.0	
Total Split (s)	13.0	32.0		13.0	32.0		23.0	52.0		23.0	52.0	
Total Split (%)	10.8%	26.7%		10.8%	26.7%		19.2%	43.3%		19.2%	43.3%	
Maximum Green (s)	10.0	27.0		10.0	27.0		20.0	47.0		20.0	47.0	
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	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	39.4	27.9		38.6	27.4		72.0	61.5		59.3	50.2	
Actuated g/C Ratio	0.33	0.23		0.32	0.23		0.60	0.51		0.49	0.42	
v/c Ratio	0.38	0.37		0.38	0.19		0.85	0.71		0.37	0.91	
Control Delay	22.7	8.8		31.2	19.3		49.2	20.2		16.4	44.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.7	8.8		31.2	19.3		49.2	20.2		16.4	44.2	
LOS	C	A		C	B		D	C		B	D	
Approach Delay		13.3			24.7			25.2			42.6	
Approach LOS		B			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 86 (72%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 30.1		Intersection LOS: C	
Intersection Capacity Utilization 78.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 12: NW 22 Ave & NW 151 St





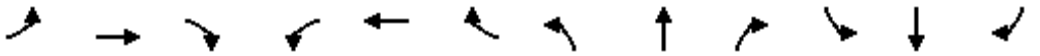
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	104	74	27	67	37	29	1769	24	0	1351	37
Future Volume (vph)	60	104	74	27	67	37	29	1769	24	0	1351	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	25			25			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.998			0.996	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1752	1810	1553	1626	1743	1568	1805	5014	0	0	5016	0
Flt Permitted	0.709			0.615			0.153					
Satd. Flow (perm)	1308	1810	1553	1053	1743	1568	291	5014	0	0	5016	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64			31		3			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1955			1497			482			2468	
Travel Time (s)		44.4			34.0			11.0			56.1	
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
Heavy Vehicles (%)	3%	5%	4%	11%	9%	3%	0%	3%	21%	2%	3%	3%
Adj. Flow (vph)	65	113	80	29	73	40	32	1923	26	0	1468	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	113	80	29	73	40	32	1949	0	0	1508	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2			2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100			100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA			NA	
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8	4		4	6					
Detector Phase	8	8	8	4	4	4	6	6			2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0			25.0	
Total Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	104.0	104.0			104.0	
Total Split (%)	25.7%	25.7%	25.7%	25.7%	25.7%	25.7%	74.3%	74.3%			74.3%	
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0	29.0	97.0	97.0			97.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			2.0	
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)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max			C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0			0	
Act Effct Green (s)	14.1	14.1	14.1	14.1	14.1	14.1	111.9	111.9			111.9	
Actuated g/C Ratio	0.10	0.10	0.10	0.10	0.10	0.10	0.80	0.80			0.80	
v/c Ratio	0.50	0.62	0.38	0.28	0.42	0.22	0.14	0.49			0.38	
Control Delay	71.4	74.7	23.0	63.1	65.2	25.8	1.5	1.5			4.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1			0.0	
Total Delay	71.4	74.7	23.0	63.1	65.2	25.8	1.5	1.5			4.5	
LOS	E	E	C	E	E	C	A	A			A	
Approach Delay		57.8			53.7			1.5			4.5	
Approach LOS		E			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 28 (20%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 8.3		Intersection LOS: A	
Intersection Capacity Utilization 63.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: NW 27 Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	244	108	68	259	84	251	1545	40	115	1146	137
Future Volume (vph)	184	244	108	68	259	84	251	1545	40	115	1146	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	150		0	325		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.954			0.963			0.996			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3290	0	1736	3359	0	1736	5019	0	1671	4913	0
Flt Permitted	0.265			0.396			0.111			0.091		
Satd. Flow (perm)	494	3290	0	723	3359	0	203	5019	0	160	4913	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52			32			4			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4626			2647			2468			1579	
Travel Time (s)		105.1			60.2			56.1			35.9	
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
Heavy Vehicles (%)	2%	5%	4%	4%	3%	5%	4%	3%	0%	8%	4%	3%
Adj. Flow (vph)	200	265	117	74	282	91	273	1679	43	125	1246	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	382	0	74	373	0	273	1722	0	125	1395	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	

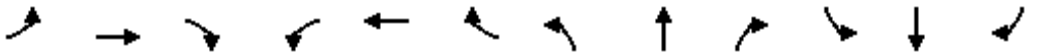
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.0	23.0		9.0	23.0		9.0	23.0		9.0	23.0	
Total Split (s)	14.0	29.0		14.0	29.0		14.0	63.0		14.0	63.0	
Total Split (%)	11.7%	24.2%		11.7%	24.2%		11.7%	52.5%		11.7%	52.5%	
Maximum Green (s)	10.0	24.0		10.0	24.0		10.0	58.0		10.0	58.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	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)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	30.0	21.0		26.3	17.3		78.8	65.9		67.8	58.0	
Actuated g/C Ratio	0.25	0.18		0.22	0.14		0.66	0.55		0.56	0.48	
v/c Ratio	0.87	0.62		0.33	0.73		0.79	0.62		0.62	0.58	
Control Delay	62.9	41.4		35.0	50.6		38.8	20.7		28.4	23.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	62.9	41.4		35.0	50.6		38.8	20.7		28.4	23.1	
LOS	E	D		C	D		D	C		C	C	
Approach Delay		48.8			48.0			23.2			23.6	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 111 (93%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 29.0 Intersection LOS: C
Intersection Capacity Utilization 74.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 16: NW 27 Ave & NW 151 St





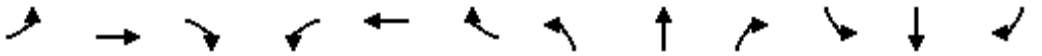
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	11	541	50	48	22	1653	0	0	1469	23
Future Volume (vph)	0	0	11	541	50	48	22	1653	0	0	1469	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	350		0	0		0
Storage Lanes	0		1	1		1	1		0	0		0
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Frt			0.865			0.850					0.998	
Flt Protected				0.950	0.960		0.950					
Satd. Flow (prot)	0	0	1208	1545	1573	1553	1467	5085	0	0	4978	0
Flt Permitted				0.950	0.960		0.112					
Satd. Flow (perm)	0	0	1208	1545	1573	1553	173	5085	0	0	4978	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132			47					3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			1312			1109			482	
Travel Time (s)		8.3			29.8			25.2			11.0	
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
Heavy Vehicles (%)	2%	2%	36%	11%	6%	4%	23%	2%	2%	2%	4%	4%
Adj. Flow (vph)	0	0	12	588	54	52	24	1797	0	0	1597	25
Shared Lane Traffic (%)				46%								
Lane Group Flow (vph)	0	0	12	318	324	52	24	1797	0	0	1622	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2	1	1	2			2	
Detector Template			Right	Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)			20	20	100	20	20	100			100	
Trailing Detector (ft)			0	0	0	0	0	0			0	
Detector 1 Position(ft)			0	0	0	0	0	0			0	
Detector 1 Size(ft)			20	20	6	20	20	6			6	
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type			Perm	Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4	4		4	2					
Detector Phase			4	4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)			7.0	7.0	7.0	7.0	5.0	7.0			7.0	
Minimum Split (s)			23.0	23.0	23.0	23.0	9.0	29.0			23.0	
Total Split (s)			40.0	40.0	40.0	40.0	13.0	100.0			87.0	
Total Split (%)			28.6%	28.6%	28.6%	28.6%	9.3%	71.4%			62.1%	
Maximum Green (s)			35.0	35.0	35.0	35.0	9.0	95.0			82.0	
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)			1.0	1.0	1.0	1.0	0.0	1.0			1.0	
Lost Time Adjust (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)			5.0	5.0	5.0	5.0	4.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)			3.0	3.0	3.0	3.0	2.0	1.0			1.0	
Recall Mode			None	None	None	None	None	C-Max			C-Max	
Walk Time (s)			7.0	7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)			11.0	11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)			0	0	0	0		0			0	
Act Effct Green (s)			32.3	32.3	32.3	32.3	96.3	97.7			91.9	
Actuated g/C Ratio			0.23	0.23	0.23	0.23	0.69	0.70			0.66	
v/c Ratio			0.03	0.89	0.90	0.13	0.14	0.51			0.50	
Control Delay			0.2	79.0	78.7	13.3	8.9	10.8			10.9	
Queue Delay			0.0	0.0	0.0	0.0	0.0	0.0			0.1	
Total Delay			0.2	79.0	78.7	13.3	8.9	10.8			11.0	
LOS			A	E	E	B	A	B			B	
Approach Delay		0.2			74.0			10.8			11.0	
Approach LOS		A			E			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 18 (13%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 17: NW 27 Ave





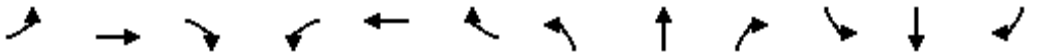
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	431	1	286	325	1019	0	0	1329	423
Future Volume (vph)	0	0	0	431	1	286	325	1019	0	0	1329	423
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	475		0	0		450
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1707	1468	1687	4988	0	0	3343	1380
Flt Permitted					0.952		0.078					
Satd. Flow (perm)	0	0	0	0	1707	1468	139	4988	0	0	3343	1380
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						83						460
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		509			295			1076			4553	
Travel Time (s)		11.6			6.7			24.5			103.5	
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
Heavy Vehicles (%)	2%	2%	2%	6%	0%	10%	7%	4%	2%	2%	8%	17%
Adj. Flow (vph)	0	0	0	468	1	311	353	1108	0	0	1445	460
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	469	311	353	1108	0	0	1445	460
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	custom
Protected Phases					4		1	6			2	
Permitted Phases				4		4	2					6
Minimum Split (s)				10.0	10.0	10.0	8.0	23.0			23.0	23.0
Total Split (s)				42.0	42.0	42.0	12.0	68.0			56.0	68.0
Total Split (%)				38.2%	38.2%	38.2%	10.9%	61.8%			50.9%	61.8%
Maximum Green (s)				37.0	37.0	37.0	9.0	63.0			51.0	63.0
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	4.0
All-Red Time (s)				1.0	1.0	1.0	0.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.0	5.0	3.0	5.0			5.0	5.0
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Walk Time (s)								7.0			7.0	7.0
Flash Dont Walk (s)								11.0			11.0	11.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)					37.0	37.0	62.0	63.0			51.0	63.0
Actuated g/C Ratio					0.34	0.34	0.56	0.57			0.46	0.57

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio					0.82	0.57	1.72	0.39			0.93	0.47
Control Delay					46.6	26.2	364.4	9.9			40.2	2.7
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					46.6	26.2	364.4	9.9			40.2	2.7
LOS					D	C	F	A			D	A
Approach Delay					38.5			95.5			31.1	
Approach LOS					D			F			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 50 (45%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.72			
Intersection Signal Delay: 55.2		Intersection LOS: E	
Intersection Capacity Utilization 90.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 18:





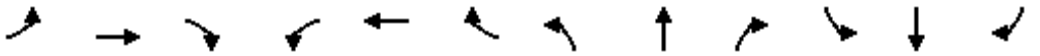
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	377	384	0	0	0	0	0	956	132	306	954	603
Future Volume (vph)	377	384	0	0	0	0	0	956	132	306	954	603
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	0		0	475		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt								0.982			0.942	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1703	1810	1863	0	0	0	0	3329	0	1626	3137	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1703	1810	1863	0	0	0	0	3329	0	1626	3137	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								21			256	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1003			1080			759			1076	
Travel Time (s)		22.8			24.5			17.3			24.5	
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
Heavy Vehicles (%)	6%	5%	2%	2%	2%	2%	2%	6%	10%	11%	8%	9%
Adj. Flow (vph)	410	417	0	0	0	0	0	1039	143	333	1037	655
Shared Lane Traffic (%)												
Lane Group Flow (vph)	410	417	0	0	0	0	0	1182	0	333	1692	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Minimum Split (s)	10.0	10.0	10.0					24.0		8.0	24.0	
Total Split (s)	33.0	33.0	33.0					64.0		13.0	77.0	
Total Split (%)	30.0%	30.0%	30.0%					58.2%		11.8%	70.0%	
Maximum Green (s)	28.0	28.0	28.0					58.0		10.0	71.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					6.0		3.0	6.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	28.0	28.0						58.0		10.0	71.0	
Actuated g/C Ratio	0.25	0.25						0.53		0.09	0.65	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.95	0.91						0.67		2.27	0.80	
Control Delay	63.8	55.6						21.0		603.3	17.9	
Queue Delay	0.0	0.0						0.0		0.0	0.0	
Total Delay	63.8	55.6						21.0		603.3	17.9	
LOS	E	E						C		F	B	
Approach Delay		59.7						21.0			114.2	
Approach LOS		E						C			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 40 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 2.27			
Intersection Signal Delay: 75.7		Intersection LOS: E	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 19: E 65 St





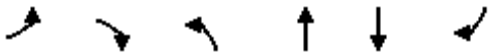
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	26	15	214	19	38	22	44	195	48	35	0
Future Volume (vph)	0	26	15	214	19	38	22	44	195	48	35	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	200		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	0			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.945				0.850		0.878				
Flt Protected				0.950	0.960		0.950			0.950		
Satd. Flow (prot)	1810	1710	0	1633	1650	1538	1719	3019	0	1719	3438	0
Flt Permitted				0.950	0.960		0.731			0.591		
Satd. Flow (perm)	1810	1710	0	1633	1650	1538	1323	3019	0	1069	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				121		212				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		323			3297			2065			606	
Travel Time (s)		7.3			74.9			46.9			13.8	
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
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	28	16	233	21	41	24	48	212	52	38	0
Shared Lane Traffic (%)				46%								
Lane Group Flow (vph)	0	44	0	126	128	41	24	260	0	52	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	4	4		8	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	16.0		5.0	16.0	
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	8.0	23.0		8.0	23.0	
Total Split (s)	20.0	20.0		20.0	20.0	20.0	10.0	40.0		10.0	40.0	
Total Split (%)	22.2%	22.2%		22.2%	22.2%	22.2%	11.1%	44.4%		11.1%	44.4%	
Maximum Green (s)	15.0	15.0		15.0	15.0	15.0	7.0	35.0		7.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	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	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		3.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)		7.5		11.9	11.9	11.9	61.1	54.8		60.5	56.9	
Actuated g/C Ratio		0.08		0.13	0.13	0.13	0.68	0.61		0.67	0.63	
v/c Ratio		0.28		0.58	0.58	0.13	0.03	0.14		0.07	0.02	
Control Delay		32.2		46.7	46.8	0.9	7.4	3.6		7.3	11.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		32.2		46.7	46.8	0.9	7.4	3.6		7.3	11.0	
LOS		C		D	D	A	A	A		A	B	
Approach Delay		32.2			40.4			4.0			8.9	
Approach LOS		C			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 42.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 46: Le Jeune Rd





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	130	130	132	1234	1297	132
Future Volume (vph)	130	130	132	1234	1297	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.986	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3273	1509	1687	3374	3327	0
Flt Permitted	0.950		0.123			
Satd. Flow (perm)	3273	1509	218	3374	3327	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		141			14	
Link Speed (mph)	30			30	30	
Link Distance (ft)	3297			918	2844	
Travel Time (s)	74.9			20.9	64.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	141	141	143	1341	1410	143
Shared Lane Traffic (%)						
Lane Group Flow (vph)	141	141	143	1341	1553	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	D.P+P	NA	NA	
Protected Phases	8		1	6	2	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		8	2			
Detector Phase	8	8	1	6	2	
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	18.0	18.0	
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	
Total Split (s)	34.0	34.0	15.0	86.0	71.0	
Total Split (%)	28.3%	28.3%	12.5%	71.7%	59.2%	
Maximum Green (s)	29.0	29.0	12.0	81.0	66.0	
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	3.0	5.0	5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5	2.5	1.0	1.0	2.0	
Recall Mode	None	None	None	C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	10.1	10.1	98.9	99.9	87.6	
Actuated g/C Ratio	0.08	0.08	0.82	0.83	0.73	
v/c Ratio	0.51	0.55	0.49	0.48	0.64	
Control Delay	58.9	16.8	8.9	3.6	10.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	58.9	16.8	8.9	3.6	10.1	
LOS	E	B	A	A	B	
Approach Delay	37.9			4.1	10.1	
Approach LOS	D			A	B	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 80 (67%), Referenced to phase 2:NBSB and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 64.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 47:





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	74	74	1291	72	72	1291
Future Volume (vph)	74	74	1291	72	72	1291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	300		0	150	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.95	0.95	1.00	0.95
Frt	0.959	0.850	0.992			
Flt Protected	0.965				0.950	
Satd. Flow (prot)	3188	1374	3347	0	1687	3374
Flt Permitted	0.965				0.950	
Satd. Flow (perm)	3188	1374	3347	0	1687	3374
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	30	50	6			
Link Speed (mph)	30		30			30
Link Distance (ft)	475		705			972
Travel Time (s)	10.8		16.0			22.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	80	80	1403	78	78	1403
Shared Lane Traffic (%)		37%				
Lane Group Flow (vph)	110	50	1481	0	78	1403
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	4		6		5	2

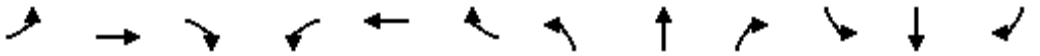


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4				
Detector Phase	4	4	6		5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0
Minimum Split (s)	22.5	22.5	23.0		9.5	23.0
Total Split (s)	46.0	46.0	90.0		14.0	104.0
Total Split (%)	30.7%	30.7%	60.0%		9.3%	69.3%
Maximum Green (s)	41.0	41.0	85.0		11.0	99.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		3.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.5	3.5	1.0		2.0	1.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)			7.0			7.0
Flash Dont Walk (s)			11.0			11.0
Pedestrian Calls (#/hr)			0			0
Act Effct Green (s)	9.8	9.8	115.8		11.5	130.2
Actuated g/C Ratio	0.07	0.07	0.77		0.08	0.87
v/c Ratio	0.47	0.37	0.57		0.61	0.48
Control Delay	55.0	23.7	4.0		85.8	2.9
Queue Delay	0.0	0.0	0.5		0.0	0.2
Total Delay	55.0	23.7	4.5		85.8	3.1
LOS	E	C	A		F	A
Approach Delay	45.2		4.5			7.5
Approach LOS	D		A			A

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 16 (11%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 8.0	Intersection LOS: A
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 49:





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	5	45	45	5	45	46	1312	46	46	1312	46
Future Volume (vph)	45	5	45	45	5	45	46	1312	46	46	1312	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	130		0	75		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.864			0.995			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1810	1538	1719	1563	0	1719	3421	0	1719	3421	0
Flt Permitted	0.722			0.754			0.143			0.176		
Satd. Flow (perm)	1306	1810	1538	1364	1563	0	259	3421	0	318	3421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55		49			7			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1445			617			373			1128	
Travel Time (s)		32.8			14.0			8.5			25.6	
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
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	49	5	49	49	5	49	50	1426	50	50	1426	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	5	49	49	54	0	50	1476	0	50	1476	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		8			4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8	4			6			2		
Detector Phase	8	8	8	4	4		1	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	7.0		7.0	7.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0		9.0	23.0		23.0	23.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		14.0	90.0		76.0	76.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%		11.7%	75.0%		63.3%	63.3%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0		10.0	85.0		71.0	71.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
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)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		5.0	5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.0	1.0		1.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)	9.8	9.8	9.8	9.8	9.8		103.6	103.6		96.2	96.2	
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.08		0.86	0.86		0.80	0.80	
v/c Ratio	0.46	0.03	0.28	0.44	0.31		0.17	0.50		0.20	0.54	
Control Delay	65.7	49.0	15.2	64.1	20.8		1.4	2.4		13.7	15.4	
Queue Delay	0.0	0.0	1.8	5.5	0.0		0.0	0.7		0.0	0.2	
Total Delay	65.7	49.0	17.1	69.6	20.8		1.4	3.1		13.7	15.6	
LOS	E	D	B	E	C		A	A		B	B	
Approach Delay		41.7			44.0			3.0			15.6	
Approach LOS		D			D			A			B	

Intersection Summary

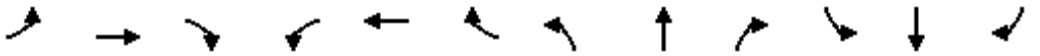
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 53 (44%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 11.4 Intersection LOS: B
Intersection Capacity Utilization 61.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 60: NW 22 Ave



F.3 FUTURE UNMITIGATED CONDITIONS - AM

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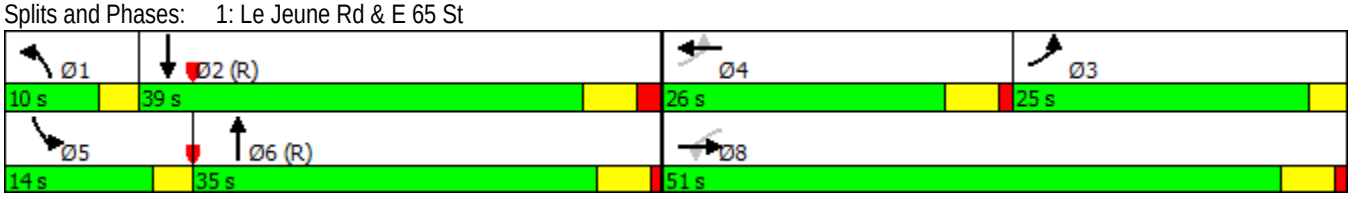
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	468	863	145	4	511	169	81	857	26	146	866	736
Future Volume (vph)	468	863	145	4	511	169	81	857	26	146	866	736
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	175		0	230		1000	230		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.91	0.91
Frt		0.978			0.963			0.996			0.931	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3452	0	1805	3280	0	3127	3398	0	1583	4664	0
Flt Permitted	0.190			0.145			0.950			0.950		
Satd. Flow (perm)	357	3452	0	276	3280	0	3127	3398	0	1583	4664	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			41			3			229	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		591			1003			1305			5350	
Travel Time (s)		13.4			22.8			29.7			121.6	
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
Heavy Vehicles (%)	1%	2%	4%	0%	4%	12%	12%	5%	33%	14%	4%	3%
Adj. Flow (vph)	509	938	158	4	555	184	88	932	28	159	941	800
Shared Lane Traffic (%)												
Lane Group Flow (vph)	509	1096	0	4	739	0	88	960	0	159	1741	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.Pm	NA		Prot	NA		Prot	NA	
Protected Phases	3	8			4		1	6		5	2	

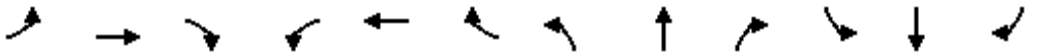
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8								
Detector Phase	3	8		8	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		7.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	8.0	12.5		12.5	12.5		10.0	13.0		8.0	13.0	
Total Split (s)	25.0	51.0		51.0	26.0		10.0	35.0		14.0	39.0	
Total Split (%)	25.0%	51.0%		51.0%	26.0%		10.0%	35.0%		14.0%	39.0%	
Maximum Green (s)	22.0	46.0		46.0	21.0		7.0	30.0		11.0	33.0	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	1.0		1.0	1.0		0.0	1.0		0.0	2.0	
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		5.0	5.0		3.0	5.0		3.0	6.0	
Lead/Lag	Lag				Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.5	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	45.0	46.0		46.0	21.0		6.5	30.0		11.0	35.1	
Actuated g/C Ratio	0.45	0.46		0.46	0.21		0.06	0.30		0.11	0.35	
v/c Ratio	1.07	0.68		0.03	1.02		0.44	0.94		0.91	1.14dr	
Control Delay	96.5	23.5		13.8	38.7		80.6	17.7		94.6	45.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	96.5	23.5		13.8	38.7		80.6	17.7		94.6	45.1	
LOS	F	C		B	D		F	B		F	D	
Approach Delay		46.6			38.5			23.0			49.2	
Approach LOS		D			D			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 36 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 41.8		Intersection LOS: D	
Intersection Capacity Utilization 98.7%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 42 and E65			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 1: Le Jeune Rd & E 65 St





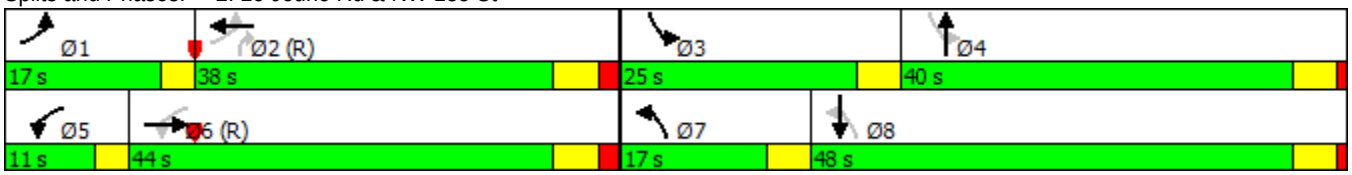
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	412	746	376	233	754	316	347	593	183	331	1159	601
Future Volume (vph)	412	746	376	233	754	316	347	593	183	331	1159	601
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	300		0	500		0	300		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.950			0.956				0.850		0.949	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	3236	0	1719	3274	0	1687	3406	1455	1736	3273	0
Flt Permitted	0.125			0.105			0.093			0.248		
Satd. Flow (perm)	224	3236	0	190	3274	0	165	3406	1455	453	3273	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77			52				199		86	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2136			2526			5350			2065	
Travel Time (s)		48.5			57.4			121.6			46.9	
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
Heavy Vehicles (%)	6%	7%	4%	5%	6%	4%	7%	6%	11%	4%	4%	6%
Adj. Flow (vph)	448	811	409	253	820	343	377	645	199	360	1260	653
Shared Lane Traffic (%)												
Lane Group Flow (vph)	448	1220	0	253	1163	0	377	645	199	360	1913	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	custom	D.P+P	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		2	4		
Detector Phase	1	6		5	2		7	4	2	3	8	
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		7.0	7.0	18.0	7.0	7.0	
Minimum Split (s)	8.0	24.0		8.0	24.0		11.0	23.0	24.0	11.0	23.0	
Total Split (s)	17.0	44.0		11.0	38.0		17.0	40.0	38.0	25.0	48.0	
Total Split (%)	14.2%	36.7%		9.2%	31.7%		14.2%	33.3%	31.7%	20.8%	40.0%	
Maximum Green (s)	14.0	38.0		8.0	32.0		13.0	35.0	32.0	21.0	43.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	1.0	2.0	0.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		4.0	5.0	6.0	4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.0	2.5	1.0	2.0	2.5	
Recall Mode	None	C-Max		None	C-Min		None	None	C-Min	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	49.0	38.0		49.0	32.0		57.0	36.8	32.0	57.0	43.0	
Actuated g/C Ratio	0.41	0.32		0.41	0.27		0.48	0.31	0.27	0.48	0.36	
v/c Ratio	1.70	1.13		1.41	1.28		1.55	0.62	0.37	0.86	1.56	
Control Delay	354.4	107.5		240.0	168.6		294.4	39.1	6.9	40.6	283.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	354.4	107.5		240.0	168.6		294.4	39.1	6.9	40.6	283.6	
LOS	F	F		F	F		F	D	A	D	F	
Approach Delay		173.8			181.4			112.7			245.1	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBEB and 6:EBWB, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.70
Intersection Signal Delay: 188.7 Intersection LOS: F
Intersection Capacity Utilization 140.1% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: Le Jeune Rd & NW 135 St

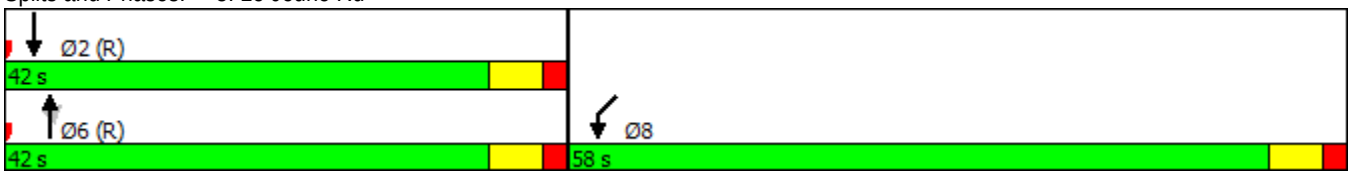


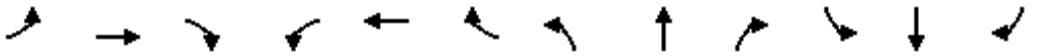
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	978	1051	0	1090	1457	0
Future Volume (vph)	978	1051	0	1090	1457	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.88	1.00	0.91	0.97	1.00
Frt		0.850				
Flt Protected					0.950	
Satd. Flow (prot)	3471	2733	0	5036	3335	0
Flt Permitted					0.950	
Satd. Flow (perm)	3471	2733	0	5036	3335	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		1142				
Link Speed (mph)	30			30	30	
Link Distance (ft)	566			1305	937	
Travel Time (s)	12.9			29.7	21.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	2%	3%	5%	2%
Adj. Flow (vph)	1063	1142	0	1185	1584	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1063	1142	0	1185	1584	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1		2	1	
Detector Template	Thru	Right		Thru	Left	
Leading Detector (ft)	100	20		100	20	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	6	20		6	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm		NA	Prot	
Protected Phases	6			2	8	
Permitted Phases		6				
Detector Phase	6	6		2	8	
Switch Phase						

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0	12.0		12.0	12.0	
Minimum Split (s)	35.0	35.0		35.0	35.0	
Total Split (s)	42.0	42.0		42.0	58.0	
Total Split (%)	42.0%	42.0%		42.0%	58.0%	
Maximum Green (s)	36.0	36.0		36.0	52.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	36.8	36.8		36.8	51.2	
Actuated g/C Ratio	0.37	0.37		0.37	0.51	
v/c Ratio	0.83	0.66		0.64	0.93	
Control Delay	36.0	3.5		31.1	15.4	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	36.0	3.5		31.1	15.4	
LOS	D	A		C	B	
Approach Delay	19.2			31.1	15.4	
Approach LOS	B			C	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 1 (1%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 20.8		Intersection LOS: C	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 42 and Douglas			

Splits and Phases: 3: Le Jeune Rd





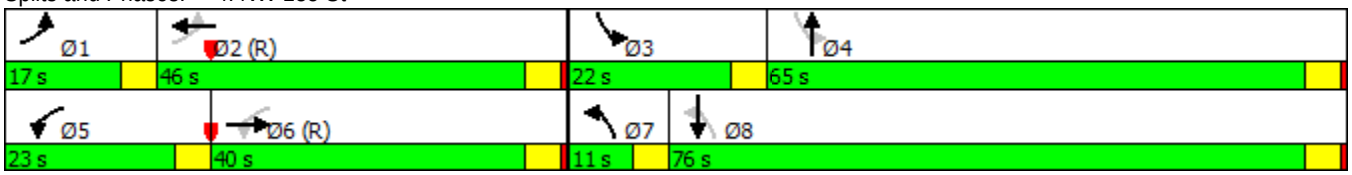
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	246	606	27	299	700	295	151	1236	409	326	1637	276
Future Volume (vph)	246	606	27	299	700	295	151	1236	409	326	1637	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	200		0	275		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.994			0.955			0.963			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	3306	0	1656	3166	0	1671	3249	0	1687	3322	0
Flt Permitted	0.098			0.123			0.056			0.067		
Satd. Flow (perm)	172	3306	0	214	3166	0	99	3249	0	119	3322	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			43			36			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2526			3939			4553			705	
Travel Time (s)		57.4			89.5			103.5			16.0	
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
Heavy Vehicles (%)	8%	8%	21%	9%	8%	11%	8%	6%	10%	7%	6%	8%
Adj. Flow (vph)	267	659	29	325	761	321	164	1343	445	354	1779	300
Shared Lane Traffic (%)												
Lane Group Flow (vph)	267	688	0	325	1082	0	164	1788	0	354	2079	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	1	6		5	2		7	4		3	8	

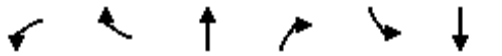
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	23.0		9.0	23.0		9.0	23.0		9.0	23.0	
Total Split (s)	17.0	40.0		23.0	46.0		11.0	65.0		22.0	76.0	
Total Split (%)	11.3%	26.7%		15.3%	30.7%		7.3%	43.3%		14.7%	50.7%	
Maximum Green (s)	13.0	35.0		19.0	41.0		7.0	60.0		18.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	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)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	55.0	35.0		55.0	41.0		79.0	60.0		79.0	71.0	
Actuated g/C Ratio	0.37	0.23		0.37	0.27		0.53	0.40		0.53	0.47	
v/c Ratio	1.39	0.89		1.25	1.21		1.31	1.35		1.42	1.31	
Control Delay	236.4	70.0		174.7	148.0		214.9	199.6		229.7	173.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.1	
Total Delay	236.4	70.0		174.7	148.0		214.9	199.6		229.7	174.0	
LOS	F	E		F	F		F	F		F	F	
Approach Delay		116.5			154.1			200.9			182.1	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 51 (34%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.42
Intersection Signal Delay: 172.4 Intersection LOS: F
Intersection Capacity Utilization 122.7% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 4: NW 135 St



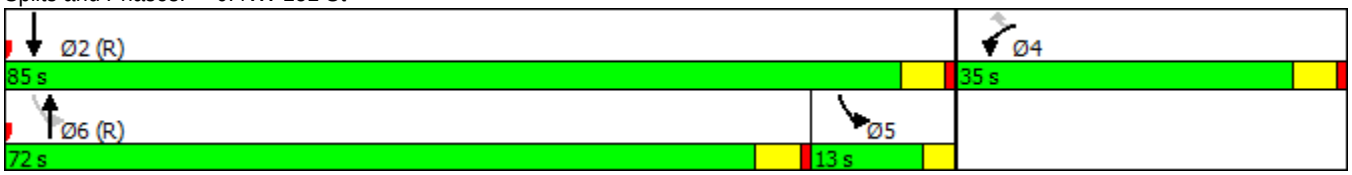


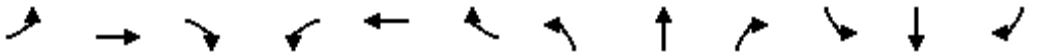
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	915	196	1380	618	270	2482
Future Volume (vph)	915	196	1380	618	270	2482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.95	0.95	1.00	0.95
Frt	0.997	0.850	0.954			
Flt Protected	0.953				0.950	
Satd. Flow (prot)	3397	1374	3321	0	1805	3574
Flt Permitted	0.953				0.060	
Satd. Flow (perm)	3397	1374	3321	0	114	3574
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)	2	142				
Link Speed (mph)	30		30			30
Link Distance (ft)	4626		2844			621
Travel Time (s)	105.1		64.6			14.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	7%	4%	3%	0%	1%
Adj. Flow (vph)	995	213	1500	672	293	2698
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	1016	192	2172	0	293	2698
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane	Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		D.P+P	NA
Protected Phases	4		6		5	2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4			6	
Detector Phase	4	4	6		5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0
Minimum Split (s)	23.0	23.0	23.0		8.0	23.0
Total Split (s)	35.0	35.0	72.0		13.0	85.0
Total Split (%)	29.2%	29.2%	60.0%		10.8%	70.8%
Maximum Green (s)	30.0	30.0	67.0		10.0	80.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		3.0	5.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	30.0	30.0	67.0		79.0	80.0
Actuated g/C Ratio	0.25	0.25	0.56		0.66	0.67
v/c Ratio	1.20	0.43	1.17		1.36	1.13
Control Delay	129.7	12.6	101.2		224.6	87.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	129.7	12.6	101.2		224.6	87.4
LOS	F	B	F		F	F
Approach Delay	111.1		101.2			100.8
Approach LOS	F		F			F

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 84 (70%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.36			
Intersection Signal Delay: 102.9		Intersection LOS: F	
Intersection Capacity Utilization 112.7%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 6: NW 151 St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	463	1015	200	0	0	0	0	1259	207	368	2352	0
Future Volume (vph)	463	1015	200	0	0	0	0	1259	207	368	2352	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.91	1.00
Frt			0.850					0.979				
Flt Protected	0.950	0.995								0.950		
Satd. Flow (prot)	1350	4565	1495	0	0	0	0	6028	0	1752	4940	0
Flt Permitted	0.950	0.995								0.098		
Satd. Flow (perm)	1350	4565	1495	0	0	0	0	6028	0	181	4940	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86					30				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1110			1755			1122			264	
Travel Time (s)		25.2			39.9			25.5			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
Heavy Vehicles (%)	15%	6%	8%	2%	2%	2%	2%	7%	1%	3%	5%	2%
Adj. Flow (vph)	503	1103	217	0	0	0	0	1368	225	400	2557	0
Shared Lane Traffic (%)	23%											
Lane Group Flow (vph)	387	1219	217	0	0	0	0	1593	0	400	2557	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		D.P+P	NA	
Protected Phases		8						6		5	2	

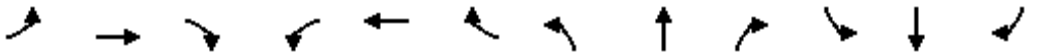
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8							6		
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0	25.0					25.0		12.0	25.0	
Total Split (s)	54.0	54.0	54.0					47.0		39.0	86.0	
Total Split (%)	38.6%	38.6%	38.6%					33.6%		27.9%	61.4%	
Maximum Green (s)	47.0	47.0	47.0					40.0		32.0	79.0	
Yellow Time (s)	5.0	5.0	5.0					5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	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)	7.0	7.0	7.0					7.0		7.0	7.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					1.0		2.0	1.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)	46.3	46.3	46.3					40.7		72.7	79.7	
Actuated g/C Ratio	0.33	0.33	0.33					0.29		0.52	0.57	
v/c Ratio	0.87	0.81	0.39					0.90		0.88	0.91	
Control Delay	64.3	47.7	23.3					54.6		26.1	5.8	
Queue Delay	0.7	0.1	0.0					0.0		0.0	17.8	
Total Delay	65.0	47.8	23.3					54.6		26.1	23.6	
LOS	E	D	C					D		C	C	
Approach Delay		48.5						54.6			24.0	
Approach LOS		D						D			C	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 1 (1%), Referenced to phase 2:SBT and 6:NBSB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 38.7 Intersection LOS: D
Intersection Capacity Utilization 94.5% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 7: NW 27 Ave & NW 135 St



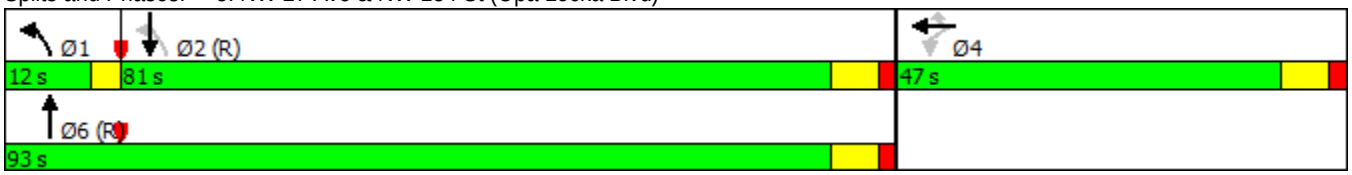


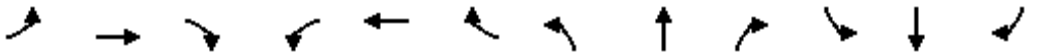
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	272	884	144	141	1625	0	0	2583	495
Future Volume (vph)	0	0	0	272	884	144	141	1625	0	0	2583	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		0	0		0	300		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.86	0.86
Frt					0.998	0.850					0.976	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1703	3317	1386	1656	4673	0	0	6050	0
Flt Permitted				0.950			0.054					
Satd. Flow (perm)	0	0	0	1703	3317	1386	94	4673	0	0	6050	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1	55					33	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			2679			264			995	
Travel Time (s)		26.4			60.9			6.0			22.6	
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
Heavy Vehicles (%)	2%	2%	2%	6%	4%	6%	9%	11%	2%	2%	4%	13%
Adj. Flow (vph)	0	0	0	296	961	157	153	1766	0	0	2808	538
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	0	0	296	977	141	153	1766	0	0	3346	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4	2					
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	5.0	1.0			7.0	
Minimum Split (s)				25.0	25.0	25.0	8.0	25.0			25.0	
Total Split (s)				47.0	47.0	47.0	12.0	93.0			81.0	
Total Split (%)				33.6%	33.6%	33.6%	8.6%	66.4%			57.9%	
Maximum Green (s)				40.0	40.0	40.0	9.0	86.0			74.0	
Yellow Time (s)				5.0	5.0	5.0	3.0	5.0			5.0	
All-Red Time (s)				2.0	2.0	2.0	0.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	3.0	7.0			7.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	2.0	1.0			1.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)				40.0	40.0	40.0	87.0	86.0			74.0	
Actuated g/C Ratio				0.29	0.29	0.29	0.62	0.61			0.53	
v/c Ratio				0.61	1.03	0.32	0.97	0.62			1.04	
Control Delay				49.6	85.8	25.9	93.0	7.5			60.3	
Queue Delay				0.0	0.0	0.0	0.0	3.3			24.7	
Total Delay				49.6	85.8	25.9	93.0	10.8			85.0	
LOS				D	F	C	F	B			F	
Approach Delay					72.2			17.3			85.0	
Approach LOS					E			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 62.9		Intersection LOS: E	
Intersection Capacity Utilization 94.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 8: NW 27 Ave & NW 134 St (Opa Locka Blvd)



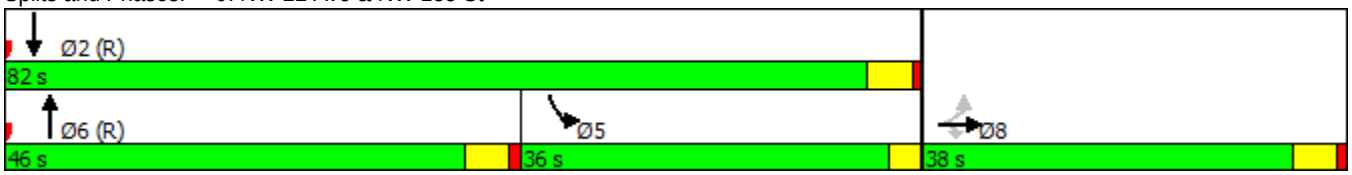


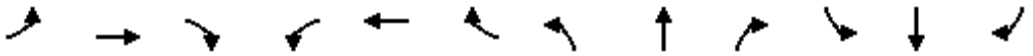
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	1366	145	0	0	0	0	1183	172	644	2020	0
Future Volume (vph)	225	1366	145	0	0	0	0	1183	172	644	2020	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.981				
Flt Protected		0.993								0.950		
Satd. Flow (prot)	0	4899	1568	0	0	0	0	3333	0	1752	3471	0
Flt Permitted		0.993								0.950		
Satd. Flow (perm)	0	4899	1568	0	0	0	0	3333	0	1752	3471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64					14				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		905			938			1431			270	
Travel Time (s)		20.6			21.3			32.5			6.1	
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
Heavy Vehicles (%)	12%	4%	3%	2%	2%	2%	2%	6%	8%	3%	4%	2%
Adj. Flow (vph)	245	1485	158	0	0	0	0	1286	187	700	2196	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1730	158	0	0	0	0	1473	0	700	2196	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		8						6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8									
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0	23.0					23.0		8.0	23.0	
Total Split (s)	38.0	38.0	38.0					46.0		36.0	82.0	
Total Split (%)	31.7%	31.7%	31.7%					38.3%		30.0%	68.3%	
Maximum Green (s)	33.0	33.0	33.0					41.0		33.0	77.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		0.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.0		3.0	5.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	2.5	2.5	2.5					1.0		2.0	1.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		33.0	33.0					41.0		33.0	77.0	
Actuated g/C Ratio		0.28	0.28					0.34		0.28	0.64	
v/c Ratio		1.28	0.33					1.28		1.46	0.99	
Control Delay		170.4	22.4					168.6		231.5	7.9	
Queue Delay		1.6	0.0					0.3		4.2	40.5	
Total Delay		172.0	22.4					168.9		235.7	48.4	
LOS		F	C					F		F	D	
Approach Delay		159.5						168.9			93.6	
Approach LOS		F						F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 17 (14%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.46			
Intersection Signal Delay: 131.2		Intersection LOS: F	
Intersection Capacity Utilization 120.1%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 9: NW 22 Ave & NW 135 St





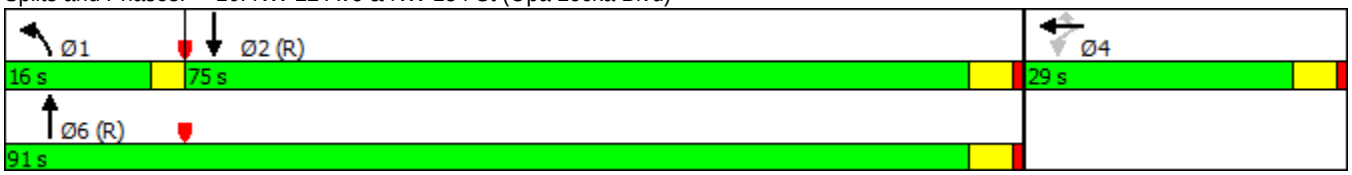
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	114	993	307	250	1206	0	0	2388	222
Future Volume (vph)	0	0	0	114	993	307	250	1206	0	0	2388	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.987	
Flt Protected					0.995		0.950					
Satd. Flow (prot)	0	0	0	0	4896	1538	1752	3374	0	0	3484	0
Flt Permitted					0.995		0.950					
Satd. Flow (perm)	0	0	0	0	4896	1538	1752	3374	0	0	3484	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						96					13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2679			1312			270			3549	
Travel Time (s)		60.9			29.8			6.1			80.7	
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
Heavy Vehicles (%)	2%	2%	2%	9%	5%	5%	3%	7%	2%	2%	2%	5%
Adj. Flow (vph)	0	0	0	124	1079	334	272	1311	0	0	2596	241
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1203	334	272	1311	0	0	2837	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2	

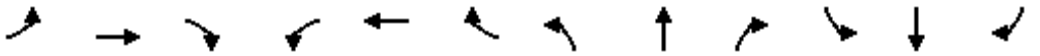
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0	5.0	15.0			15.0	
Minimum Split (s)				23.5	23.5	23.5	8.0	23.0			23.0	
Total Split (s)				29.0	29.0	29.0	16.0	91.0			75.0	
Total Split (%)				24.2%	24.2%	24.2%	13.3%	75.8%			62.5%	
Maximum Green (s)				24.0	24.0	24.0	13.0	86.0			70.0	
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	0.0	1.0			1.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					5.0	5.0	3.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.5	2.5	2.5	2.0	1.0			1.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)					24.0	24.0	13.0	86.0			70.0	
Actuated g/C Ratio					0.20	0.20	0.11	0.72			0.58	
v/c Ratio					1.23	0.87	1.44	0.54			1.39	
Control Delay					152.9	56.2	247.8	1.5			191.1	
Queue Delay					0.0	0.0	0.0	17.7			0.6	
Total Delay					152.9	56.2	247.8	19.2			191.7	
LOS					F	E	F	B			F	
Approach Delay					131.9			58.5			191.7	
Approach LOS					F			E			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 16 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.44
Intersection Signal Delay: 140.9 Intersection LOS: F
Intersection Capacity Utilization 120.1% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 10: NW 22 Ave & NW 134 St (Opa Locka Blvd)



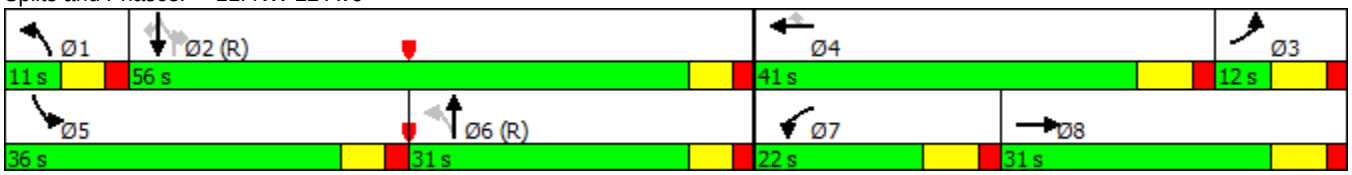


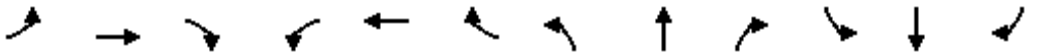
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	753	5	635	1179	126	10	181	453	500	2022	56
Future Volume (vph)	88	753	5	635	1179	126	10	181	453	500	2022	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	800		0	350		350	150		250	75		0
Storage Lanes	2		0	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3213	3047	0	3303	3374	1509	1805	2560	1468	1703	3471	1429
Flt Permitted	0.950			0.950			0.160			0.506		
Satd. Flow (perm)	3213	3047	0	3303	3374	1509	304	2560	1468	907	3471	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						200			467			218
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1683			1421			3549			373	
Travel Time (s)		38.3			32.3			80.7			8.5	
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
Heavy Vehicles (%)	9%	18%	75%	6%	7%	7%	0%	41%	10%	6%	4%	13%
Adj. Flow (vph)	96	818	5	690	1282	137	11	197	492	543	2198	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	823	0	690	1282	137	11	197	492	543	2198	61
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases						4	6		2	2		2
Minimum Split (s)	12.0	25.0		12.0	25.0	25.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	12.0	31.0		22.0	41.0	41.0	11.0	31.0	56.0	36.0	56.0	56.0
Total Split (%)	10.0%	25.8%		18.3%	34.2%	34.2%	9.2%	25.8%	46.7%	30.0%	46.7%	46.7%
Maximum Green (s)	5.0	24.0		15.0	34.0	34.0	5.0	25.0	50.0	30.0	50.0	50.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	5.0	24.0		15.0	34.0	34.0	30.0	25.0	50.0	61.0	50.0	50.0
Actuated g/C Ratio	0.04	0.20		0.12	0.28	0.28	0.25	0.21	0.42	0.51	0.42	0.42

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.72	1.35		1.67	1.34	0.24	0.08	0.37	0.56	0.82	1.52	0.08
Control Delay	85.8	206.6		347.3	196.4	1.9	29.4	58.1	17.2	11.0	256.9	0.0
Queue Delay	0.0	0.0		0.0	0.0	1.3	0.0	0.0	0.0	23.7	0.6	0.0
Total Delay	85.8	206.6		347.3	196.4	3.1	29.4	58.1	17.2	34.7	257.5	0.0
LOS	F	F		F	F	A	C	E	B	C	F	A
Approach Delay		194.0			233.2			28.9			208.7	
Approach LOS		F			F			C			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 78 (65%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 150			
Control Type: Pretimed			
Maximum v/c Ratio: 1.67			
Intersection Signal Delay: 195.3		Intersection LOS: F	
Intersection Capacity Utilization 120.8%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 11: NW 22 Ave





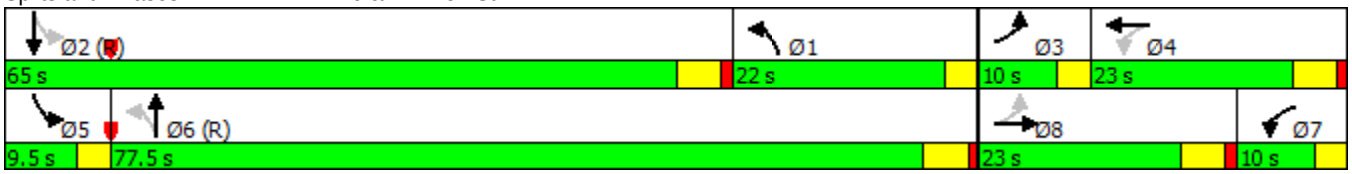
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	85	324	147	84	90	444	1838	208	131	1879	309
Future Volume (vph)	230	85	324	147	84	90	444	1838	208	131	1879	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	400		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.881			0.922			0.985			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1612	2785	0	1570	2894	0	1583	3092	0	1570	3081	0
Flt Permitted	0.615			0.471			0.072			0.075		
Satd. Flow (perm)	1043	2785	0	778	2894	0	120	3092	0	124	3081	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		248			98			18			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2647			2398			1128			1010	
Travel Time (s)		60.2			54.5			25.6			23.0	
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
Heavy Vehicles (%)	12%	15%	14%	15%	15%	15%	14%	15%	15%	15%	15%	13%
Adj. Flow (vph)	250	92	352	160	91	98	483	1998	226	142	2042	336
Shared Lane Traffic (%)												
Lane Group Flow (vph)	250	444	0	160	189	0	483	2224	0	142	2378	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	

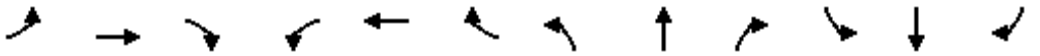
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.5	23.0		9.6	23.0		9.5	23.0		9.5	23.0	
Total Split (s)	10.0	23.0		10.0	23.0		22.0	77.5		9.5	65.0	
Total Split (%)	8.3%	19.2%		8.3%	19.2%		18.3%	64.6%		7.9%	54.2%	
Maximum Green (s)	7.0	18.0		7.0	18.0		19.0	72.5		6.5	60.0	
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	Lead		Lag	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	15.5	13.5		20.0	18.0		74.5	72.5		62.0	60.0	
Actuated g/C Ratio	0.13	0.11		0.17	0.15		0.62	0.60		0.52	0.50	
v/c Ratio	1.50	0.93dr		0.78	0.37		1.58	1.19		1.00	1.53	
Control Delay	264.4	16.4		75.8	24.2		292.1	107.1		101.4	269.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	264.4	16.4		75.8	24.2		292.1	107.1		101.4	269.4	
LOS	F	B		E	C		F	F		F	F	
Approach Delay		105.7			47.9			140.1			259.9	
Approach LOS		F			D			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 12 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.58
Intersection Signal Delay: 179.3 Intersection LOS: F
Intersection Capacity Utilization 122.4% ICU Level of Service H
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 12: NW 22 Ave & NW 151 St





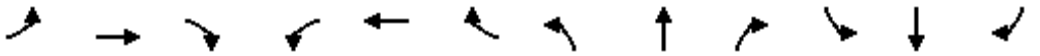
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	220	83	27	157	33	29	1027	40	0	2304	62
Future Volume (vph)	93	220	83	27	157	33	29	1027	40	0	2304	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	25			25			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.994			0.996	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1787	1810	1524	1770	1743	1583	1805	3453	0	0	2985	0
Flt Permitted	0.454			0.240			0.037					
Satd. Flow (perm)	854	1810	1524	447	1743	1583	70	3453	0	0	2985	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			31			36		12			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1955			1497			482			2468	
Travel Time (s)		44.4			34.0			11.0			56.1	
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
Heavy Vehicles (%)	1%	5%	6%	2%	9%	2%	0%	51%	6%	2%	75%	0%
Adj. Flow (vph)	101	239	90	29	171	36	32	1116	43	0	2504	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	239	90	29	171	36	32	1159	0	0	2571	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2			2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100			100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA			NA	
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8	4		4	6					
Detector Phase	8	8	8	4	4	4	6	6			2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0			25.0	
Total Split (s)	26.0	26.0	26.0	26.0	26.0	26.0	114.0	114.0			114.0	
Total Split (%)	18.6%	18.6%	18.6%	18.6%	18.6%	18.6%	81.4%	81.4%			81.4%	
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0	19.0	107.0	107.0			107.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			2.0	
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)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max			C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0			0	
Act Effct Green (s)	19.0	19.0	19.0	19.0	19.0	19.0	107.0	107.0			107.0	
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.14	0.14	0.76	0.76			0.76	
v/c Ratio	0.88	0.98	0.39	0.48	0.72	0.15	0.60	0.44			1.13	
Control Delay	115.2	111.2	41.6	83.4	76.1	17.3	59.3	4.6			82.0	
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0			1.2	
Total Delay	115.2	111.2	41.7	83.4	76.1	17.3	59.3	4.6			83.2	
LOS	F	F	D	F	E	B	E	A			F	
Approach Delay		97.6			68.0			6.1			83.2	
Approach LOS		F			E			A			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 104 (74%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 63.0		Intersection LOS: E	
Intersection Capacity Utilization 80.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 15: NW 27 Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	391	474	277	108	325	81	136	860	36	232	2192	399
Future Volume (vph)	391	474	277	108	325	81	136	860	36	232	2192	399
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	150		0	325		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.945			0.970			0.994			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3238	0	1752	3160	0	1736	3548	0	1656	3271	0
Flt Permitted	0.182			0.222			0.070			0.215		
Satd. Flow (perm)	336	3238	0	410	3160	0	128	3548	0	375	3271	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		90			22			6			48	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4626			2647			2468			1579	
Travel Time (s)		105.1			60.2			56.1			35.9	
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
Heavy Vehicles (%)	3%	5%	6%	3%	12%	6%	4%	47%	5%	9%	64%	5%
Adj. Flow (vph)	425	515	301	117	353	88	148	935	39	252	2383	434
Shared Lane Traffic (%)												
Lane Group Flow (vph)	425	816	0	117	441	0	148	974	0	252	2817	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	

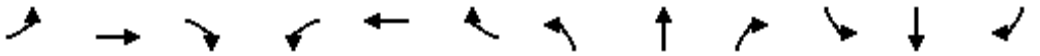
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.0	23.0		9.0	23.0		9.0	23.0		9.0	23.0	
Total Split (s)	18.0	32.0		9.0	23.0		9.0	57.0		22.0	70.0	
Total Split (%)	15.0%	26.7%		7.5%	19.2%		7.5%	47.5%		18.3%	58.3%	
Maximum Green (s)	14.0	27.0		5.0	18.0		5.0	52.0		18.0	65.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	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)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	37.0	27.0		24.0	18.0		63.2	57.2		74.9	65.0	
Actuated g/C Ratio	0.31	0.22		0.20	0.15		0.53	0.48		0.62	0.54	
v/c Ratio	1.59	1.02		0.85	0.90		1.10	0.57		0.68	1.57	
Control Delay	294.0	50.6		29.7	32.2		135.1	24.7		19.9	284.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	294.0	50.6		29.7	32.2		135.1	24.7		19.9	284.4	
LOS	F	D		C	C		F	C		B	F	
Approach Delay		134.0			31.7			39.2			262.7	
Approach LOS		F			C			D			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 58 (48%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.59
Intersection Signal Delay: 172.7 Intersection LOS: F
Intersection Capacity Utilization 107.0% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 16: NW 27 Ave & NW 151 St





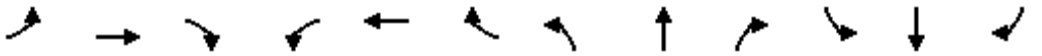
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	20	788	75	35	31	1020	0	0	2343	57
Future Volume (vph)	0	0	20	788	75	35	31	1020	0	0	2343	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	350		0	0		0
Storage Lanes	0		1	1		1	1		0	0		0
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Frt			0.865			0.850					0.996	
Flt Protected				0.950	0.960		0.950					
Satd. Flow (prot)	0	0	1627	1174	1253	1599	1719	3222	0	0	2949	0
Flt Permitted				0.950	0.960		0.048					
Satd. Flow (perm)	0	0	1627	1174	1253	1599	87	3222	0	0	2949	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65			47					4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			1312			1109			482	
Travel Time (s)		8.3			29.8			25.2			11.0	
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
Heavy Vehicles (%)	2%	2%	1%	46%	2%	1%	5%	61%	2%	2%	77%	0%
Adj. Flow (vph)	0	0	22	857	82	38	34	1109	0	0	2547	62
Shared Lane Traffic (%)				45%								
Lane Group Flow (vph)	0	0	22	471	468	38	34	1109	0	0	2609	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2	1	1	2			2	
Detector Template			Right	Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)			20	20	100	20	20	100			100	
Trailing Detector (ft)			0	0	0	0	0	0			0	
Detector 1 Position(ft)			0	0	0	0	0	0			0	
Detector 1 Size(ft)			20	20	6	20	20	6			6	
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type			Perm	Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4	4		4	2					
Detector Phase			4	4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)			7.0	7.0	7.0	7.0	5.0	7.0			7.0	
Minimum Split (s)			23.0	23.0	23.0	23.0	9.0	23.0			23.0	
Total Split (s)			44.0	44.0	44.0	44.0	9.0	96.0			87.0	
Total Split (%)			31.4%	31.4%	31.4%	31.4%	6.4%	68.6%			62.1%	
Maximum Green (s)			39.0	39.0	39.0	39.0	5.0	91.0			82.0	
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)			1.0	1.0	1.0	1.0	0.0	1.0			1.0	
Lost Time Adjust (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)			5.0	5.0	5.0	5.0	4.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)			3.0	3.0	3.0	3.0	2.0	1.0			1.0	
Recall Mode			None	None	None	None	None	C-Max			C-Max	
Walk Time (s)			7.0	7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)			11.0	11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)			0	0	0	0		0			0	
Act Effct Green (s)			39.0	39.0	39.0	39.0	89.6	91.0			85.6	
Actuated g/C Ratio			0.28	0.28	0.28	0.28	0.64	0.65			0.61	
v/c Ratio			0.04	1.44	1.34	0.08	0.30	0.53			1.45	
Control Delay			0.1	251.8	211.0	7.7	15.4	14.2			220.2	
Queue Delay			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay			0.1	251.8	211.0	7.7	15.4	14.2			220.2	
LOS			A	F	F	A	B	B			F	
Approach Delay		0.1			222.8			14.3			220.2	
Approach LOS		A			F			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay: 170.2		Intersection LOS: F	
Intersection Capacity Utilization 88.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 17: NW 27 Ave





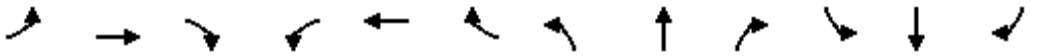
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	473	6	332	384	1269	0	0	1902	442
Future Volume (vph)	0	0	0	473	6	332	384	1269	0	0	1902	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	475		0	0		450
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1509	1626	4848	0	0	3312	1429
Flt Permitted					0.953		0.071					
Satd. Flow (perm)	0	0	0	0	1648	1509	122	4848	0	0	3312	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						71						480
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		509			295			1076			4553	
Travel Time (s)		11.6			6.7			24.5			103.5	
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
Heavy Vehicles (%)	2%	2%	2%	10%	0%	7%	11%	7%	2%	2%	9%	13%
Adj. Flow (vph)	0	0	0	514	7	361	417	1379	0	0	2067	480
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	521	361	417	1379	0	0	2067	480
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	custom
Protected Phases					4		1	6			2	
Permitted Phases				4		4	2					6
Minimum Split (s)				10.0	10.0	10.0	8.0	23.0			23.0	23.0
Total Split (s)				31.0	31.0	31.0	18.0	79.0			61.0	79.0
Total Split (%)				28.2%	28.2%	28.2%	16.4%	71.8%			55.5%	71.8%
Maximum Green (s)				26.0	26.0	26.0	15.0	74.0			56.0	74.0
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	4.0
All-Red Time (s)				1.0	1.0	1.0	0.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.0	5.0	3.0	5.0			5.0	5.0
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Walk Time (s)								7.0			7.0	7.0
Flash Dont Walk (s)								11.0			11.0	11.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)					26.0	26.0	73.0	74.0			56.0	74.0
Actuated g/C Ratio					0.24	0.24	0.66	0.67			0.51	0.67

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio					1.34	0.88	1.46	0.42			1.23	0.43
Control Delay					204.0	56.1	252.3	8.7			134.2	1.9
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					204.0	56.1	252.3	8.7			134.2	1.9
LOS					F	E	F	A			F	A
Approach Delay					143.5			65.3			109.2	
Approach LOS					F			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 130			
Control Type: Pretimed			
Maximum v/c Ratio: 1.46			
Intersection Signal Delay: 99.9		Intersection LOS: F	
Intersection Capacity Utilization 112.0%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 18:





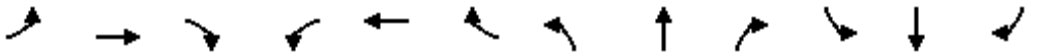
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	681	480	20	0	0	0	0	901	65	291	1649	785
Future Volume (vph)	681	480	20	0	0	0	0	901	65	291	1649	785
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	0		0	475		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850					0.990			0.952	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1703	1810	1524	0	0	0	0	3245	0	1687	3222	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1703	1810	1524	0	0	0	0	3245	0	1687	3222	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65					8			139	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1003			1080			759			1076	
Travel Time (s)		22.8			24.5			17.3			24.5	
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
Heavy Vehicles (%)	6%	5%	6%	2%	2%	2%	2%	10%	12%	7%	7%	6%
Adj. Flow (vph)	740	522	22	0	0	0	0	979	71	316	1792	853
Shared Lane Traffic (%)												
Lane Group Flow (vph)	740	522	22	0	0	0	0	1050	0	316	2645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Minimum Split (s)	10.0	10.0	10.0					24.0		8.0	24.0	
Total Split (s)	35.0	35.0	35.0					43.0		22.0	65.0	
Total Split (%)	35.0%	35.0%	35.0%					43.0%		22.0%	65.0%	
Maximum Green (s)	30.0	30.0	30.0					37.0		19.0	59.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					6.0		3.0	6.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	30.0	30.0	30.0					37.0		19.0	59.0	
Actuated g/C Ratio	0.30	0.30	0.30					0.37		0.19	0.59	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.45	0.96	0.04					0.87		0.99	1.35	
Control Delay	242.7	66.1	3.6					35.0		89.3	183.6	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	242.7	66.1	3.6					35.0		89.3	183.6	
LOS	F	E	A					D		F	F	
Approach Delay		166.8						35.0			173.6	
Approach LOS		F						D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 33 (33%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 130			
Control Type: Pretimed			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay: 144.4		Intersection LOS: F	
Intersection Capacity Utilization 117.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 19: E 65 St





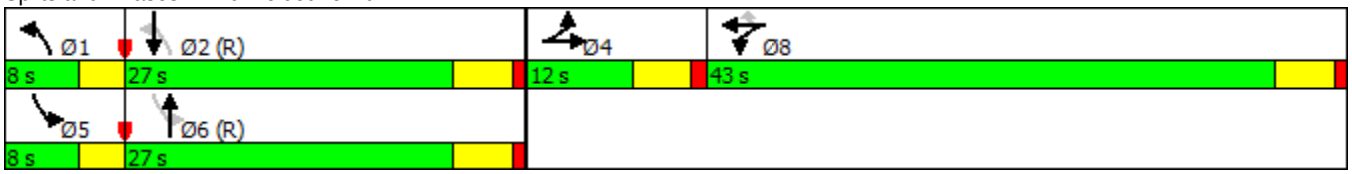
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	32	18	1183	23	47	27	55	1159	60	44	1
Future Volume (vph)	1	32	18	1183	23	47	27	55	1159	60	44	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	200		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	0			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.945				0.850		0.857			0.997	
Flt Protected	0.950			0.950	0.954		0.950			0.950		
Satd. Flow (prot)	1719	1710	0	1649	1655	1538	1719	2973	0	1719	3428	0
Flt Permitted	0.950			0.950	0.954		0.723			0.161		
Satd. Flow (perm)	1719	1710	0	1649	1655	1538	1308	2973	0	291	3428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				121		962			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		323			3297			2065			606	
Travel Time (s)		7.3			74.9			46.9			13.8	
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
Heavy Vehicles (%)	5%	5%	5%	4%	5%	5%	5%	5%	4%	5%	5%	5%
Adj. Flow (vph)	1	35	20	1286	25	51	29	60	1260	65	48	1
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	1	55	0	656	655	51	29	1320	0	65	49	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	4	4		8	8		1	6		5	2	

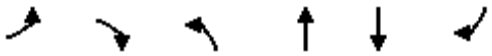
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	16.0		5.0	16.0	
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	8.0	23.0		8.0	23.0	
Total Split (s)	12.0	12.0		43.0	43.0	43.0	8.0	27.0		8.0	27.0	
Total Split (%)	13.3%	13.3%		47.8%	47.8%	47.8%	8.9%	30.0%		8.9%	30.0%	
Maximum Green (s)	7.0	7.0		38.0	38.0	38.0	5.0	22.0		5.0	22.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	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	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		3.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	7.0	7.0		37.6	37.6	37.6	33.6	26.4		32.4	29.6	
Actuated g/C Ratio	0.08	0.08		0.42	0.42	0.42	0.37	0.29		0.36	0.33	
v/c Ratio	0.01	0.36		0.95	0.95	0.07	0.06	1.11dr		0.35	0.04	
Control Delay	38.0	35.2		51.4	50.5	0.2	19.5	15.4		25.1	24.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	38.0	35.2		51.4	50.5	0.2	19.5	15.4		25.1	24.2	
LOS	D	D		D	D	A	B	B		C	C	
Approach Delay		35.2			49.1			15.5			24.7	
Approach LOS		D			D			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 32.1 Intersection LOS: C
Intersection Capacity Utilization 95.0% ICU Level of Service F
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 46: Le Jeune Rd



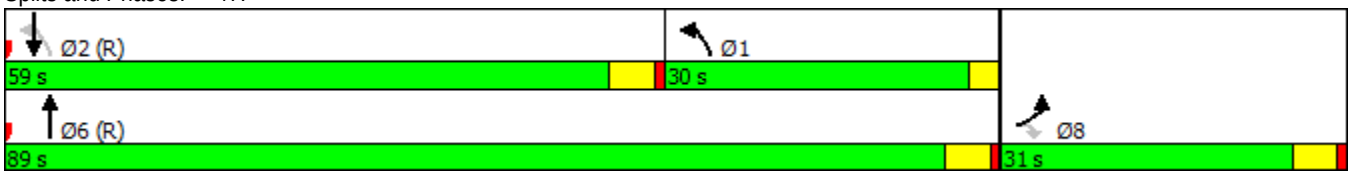


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	871	793	796	1554	1634	874
Future Volume (vph)	871	793	796	1554	1634	874
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.948	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3303	1482	1656	3312	3170	0
Flt Permitted	0.950		0.074			
Satd. Flow (perm)	3303	1482	129	3312	3170	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		348			107	
Link Speed (mph)	30			30	30	
Link Distance (ft)	3297			918	2844	
Travel Time (s)	74.9			20.9	64.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	9%	9%	9%	9%	6%
Adj. Flow (vph)	947	862	865	1689	1776	950
Shared Lane Traffic (%)						
Lane Group Flow (vph)	947	862	865	1689	2726	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	D.P+P	NA	NA	
Protected Phases	8		1	6	2	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		8	2			
Detector Phase	8	8	1	6	2	
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	18.0	18.0	
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	
Total Split (s)	31.0	31.0	30.0	89.0	59.0	
Total Split (%)	25.8%	25.8%	25.0%	74.2%	49.2%	
Maximum Green (s)	26.0	26.0	27.0	84.0	54.0	
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	3.0	5.0	5.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5	2.5	1.0	1.0	2.0	
Recall Mode	None	None	None	C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	26.0	26.0	83.0	84.0	54.0	
Actuated g/C Ratio	0.22	0.22	0.69	0.70	0.45	
v/c Ratio	1.32	1.45	2.00	0.73	1.84	
Control Delay	193.5	235.5	484.3	13.4	399.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	193.5	235.5	484.3	13.4	399.2	
LOS	F	F	F	B	F	
Approach Delay	213.5			172.9	399.2	
Approach LOS	F			F	F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 49 (41%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.00			
Intersection Signal Delay: 270.3		Intersection LOS: F	
Intersection Capacity Utilization 153.8%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 47:





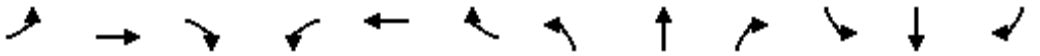
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	102	173	2185	90	161	2185
Future Volume (vph)	102	173	2185	90	161	2185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	300		0	150	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.95	0.95	1.00	0.95
Frt	0.932	0.850	0.994			
Flt Protected	0.973				0.950	
Satd. Flow (prot)	3054	1336	3292	0	1641	3312
Flt Permitted	0.973				0.950	
Satd. Flow (perm)	3054	1336	3292	0	1641	3312
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	92	96	8			
Link Speed (mph)	30		30			30
Link Distance (ft)	475		705			972
Travel Time (s)	10.8		16.0			22.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	10%	9%	9%	10%	9%
Adj. Flow (vph)	111	188	2375	98	175	2375
Shared Lane Traffic (%)		49%				
Lane Group Flow (vph)	203	96	2473	0	175	2375
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	4		6		5	2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4				
Detector Phase	4	4	6		5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0
Minimum Split (s)	22.5	22.5	23.0		9.5	23.0
Total Split (s)	22.5	22.5	42.5		10.0	52.5
Total Split (%)	30.0%	30.0%	56.7%		13.3%	70.0%
Maximum Green (s)	17.5	17.5	37.5		7.0	47.5
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		3.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.5	3.5	1.0		2.0	1.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)			7.0			7.0
Flash Dont Walk (s)			11.0			11.0
Pedestrian Calls (#/hr)			0			0
Act Effct Green (s)	8.9	8.9	38.2		14.9	56.1
Actuated g/C Ratio	0.12	0.12	0.51		0.20	0.75
v/c Ratio	0.46	0.40	1.47		0.54	0.96
Control Delay	20.1	12.1	233.0		34.8	21.4
Queue Delay	1.1	0.0	0.0		0.0	43.9
Total Delay	21.2	12.1	233.0		34.8	65.3
LOS	C	B	F		C	E
Approach Delay	18.3		233.0			63.2
Approach LOS	B		F			E

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 56 (75%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.47	
Intersection Signal Delay: 139.6	Intersection LOS: F
Intersection Capacity Utilization 89.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 49:





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	56	62	62	56	62	81	2360	81	81	2360	103
Future Volume (vph)	83	56	62	62	56	62	81	2360	81	81	2360	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	130		0	75		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.921			0.995			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1626	1652	1404	1570	1522	0	1570	3123	0	1570	3124	0
Flt Permitted	0.533			0.717			0.045			0.047		
Satd. Flow (perm)	912	1652	1404	1185	1522	0	74	3123	0	78	3124	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67		11			9			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1445			617			373			1128	
Travel Time (s)		32.8			14.0			8.5			25.6	
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
Heavy Vehicles (%)	11%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	12%
Adj. Flow (vph)	90	61	67	67	61	67	88	2565	88	88	2565	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	61	67	67	128	0	88	2653	0	88	2677	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		8			4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8	4			6			2		
Detector Phase	8	8	8	4	4		1	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	7.0		7.0	7.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0		9.0	23.0		23.0	23.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0		9.0	97.0		88.0	88.0	
Total Split (%)	19.2%	19.2%	19.2%	19.2%	19.2%		7.5%	80.8%		73.3%	73.3%	
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		5.0	92.0		83.0	83.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
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)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		5.0	5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.0	1.0		1.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)	14.6	14.6	14.6	14.6	14.6		96.4	95.4		85.7	85.7	
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12		0.80	0.80		0.71	0.71	
v/c Ratio	0.81	0.30	0.29	0.47	0.66		0.68	1.07		1.60	1.20	
Control Delay	96.6	50.6	14.1	58.6	61.3		44.6	55.4		296.7	103.2	
Queue Delay	0.0	0.0	0.1	0.0	0.0		0.0	13.7		0.0	0.9	
Total Delay	96.6	50.6	14.1	58.6	61.3		44.6	69.1		296.7	104.0	
LOS	F	D	B	E	E		D	E		F	F	
Approach Delay		58.4			60.4			68.3			110.2	
Approach LOS		E			E			E			F	

Intersection Summary

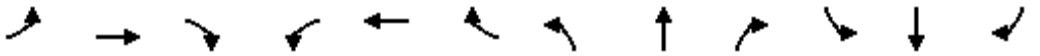
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 12 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.60
Intersection Signal Delay: 87.3 Intersection LOS: F
Intersection Capacity Utilization 92.7% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 60: NW 22 Ave



F.4 FUTURE UNMITIGATED CONDITIONS - PM

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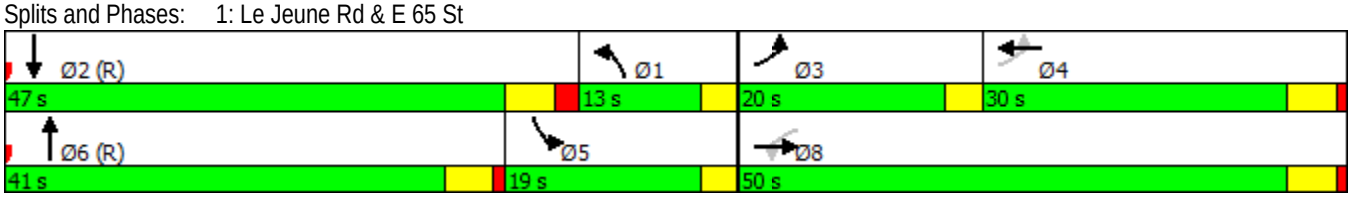
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	385	646	125	10	661	147	293	1026	49	253	978	719
Future Volume (vph)	385	646	125	10	661	147	293	1026	49	253	978	719
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	175		0	230		1000	230		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.91	0.91
Frt		0.976			0.973			0.993			0.936	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3427	0	1014	3313	0	3467	3438	0	1656	4726	0
Flt Permitted	0.160			0.216			0.950			0.950		
Satd. Flow (perm)	295	3427	0	231	3313	0	3467	3438	0	1656	4726	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			22			5			192	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		591			1003			1305			5350	
Travel Time (s)		13.4			22.8			29.7			121.6	
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
Heavy Vehicles (%)	3%	2%	7%	78%	2%	24%	1%	4%	10%	9%	4%	1%
Adj. Flow (vph)	418	702	136	11	718	160	318	1115	53	275	1063	782
Shared Lane Traffic (%)												
Lane Group Flow (vph)	418	838	0	11	878	0	318	1168	0	275	1845	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.Pm	NA		Prot	NA		Prot	NA	
Protected Phases	3	8			4		1	6		5	2	

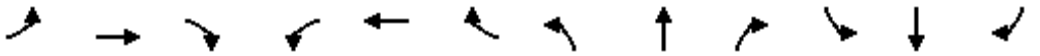
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8								
Detector Phase	3	8		8	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		7.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	8.0	12.5		12.5	12.5		10.0	13.0		8.0	13.0	
Total Split (s)	20.0	50.0		50.0	30.0		13.0	41.0		19.0	47.0	
Total Split (%)	18.2%	45.5%		45.5%	27.3%		11.8%	37.3%		17.3%	42.7%	
Maximum Green (s)	17.0	45.0		45.0	25.0		10.0	36.0		16.0	41.0	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	1.0		1.0	1.0		0.0	1.0		0.0	2.0	
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		5.0	5.0		3.0	5.0		3.0	6.0	
Lead/Lag	Lead				Lag		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.5	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	44.0	45.0		45.0	25.0		10.0	36.0		16.0	41.0	
Actuated g/C Ratio	0.40	0.41		0.41	0.23		0.09	0.33		0.15	0.37	
v/c Ratio	1.22	0.59		0.12	1.14		1.01	1.04		1.15	1.09dr	
Control Delay	150.3	26.6		7.4	90.3		103.5	73.1		146.1	47.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	150.3	26.6		7.4	90.3		103.5	73.1		146.1	47.7	
LOS	F	C		A	F		F	E		F	D	
Approach Delay		67.8			89.3			79.6			60.4	
Approach LOS		E			F			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 71.4		Intersection LOS: E	
Intersection Capacity Utilization 103.5%		ICU Level of Service G	
Analysis Period (min) 15			
Description: 42 and E65			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 1: Le Jeune Rd & E 65 St





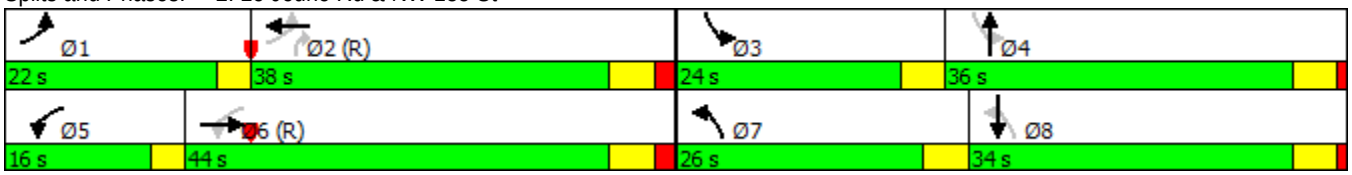
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	517	665	315	249	772	342	560	886	315	375	683	478
Future Volume (vph)	517	665	315	249	772	342	560	886	315	375	683	478
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	300		0	500		0	300		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.952			0.954				0.850		0.938	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3202	0	1641	3290	0	1736	3471	1509	1752	3225	0
Flt Permitted	0.125			0.105			0.138			0.129		
Satd. Flow (perm)	228	3202	0	181	3290	0	252	3471	1509	238	3225	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69			57				304		139	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2136			2526			5350			2065	
Travel Time (s)		48.5			57.4			121.6			46.9	
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
Heavy Vehicles (%)	4%	7%	8%	10%	5%	4%	4%	4%	7%	3%	5%	5%
Adj. Flow (vph)	562	723	342	271	839	372	609	963	342	408	742	520
Shared Lane Traffic (%)												
Lane Group Flow (vph)	562	1065	0	271	1211	0	609	963	342	408	1262	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	custom	D.P+P	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		2	4		
Detector Phase	1	6		5	2		7	4	2	3	8	
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		7.0	7.0	18.0	7.0	7.0	
Minimum Split (s)	8.0	24.0		8.0	24.0		11.0	23.0	24.0	11.0	23.0	
Total Split (s)	22.0	44.0		16.0	38.0		26.0	36.0	38.0	24.0	34.0	
Total Split (%)	18.3%	36.7%		13.3%	31.7%		21.7%	30.0%	31.7%	20.0%	28.3%	
Maximum Green (s)	19.0	38.0		13.0	32.0		22.0	31.0	32.0	20.0	29.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	1.0	2.0	0.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		4.0	5.0	6.0	4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.0	2.5	1.0	2.0	2.5	
Recall Mode	None	C-Max		None	C-Min		None	None	C-Min	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	54.0	38.0		54.0	32.0		52.0	31.0	32.0	52.0	29.0	
Actuated g/C Ratio	0.45	0.32		0.45	0.27		0.43	0.26	0.27	0.43	0.24	
v/c Ratio	1.65	1.00		1.13	1.32		1.60	1.07	0.55	1.15	1.43	
Control Delay	330.9	67.1		129.2	185.4		308.8	94.7	9.7	127.4	230.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	330.9	67.1		129.2	185.4		308.8	94.7	9.7	127.4	230.4	
LOS	F	E		F	F		F	F	A	F	F	
Approach Delay		158.2			175.1			147.6			205.2	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBEB and 6:EBWB, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.65
Intersection Signal Delay: 170.7 Intersection LOS: F
Intersection Capacity Utilization 142.0% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: Le Jeune Rd & NW 135 St



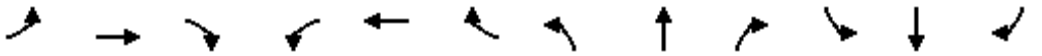
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1753	1576	0	1131	1268	0
Future Volume (vph)	1753	1576	0	1131	1268	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.88	1.00	0.91	0.97	1.00
Frt		0.850				
Flt Protected					0.950	
Satd. Flow (prot)	3539	2733	0	4988	3303	0
Flt Permitted					0.950	
Satd. Flow (perm)	3539	2733	0	4988	3303	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		1353				
Link Speed (mph)	30			30	30	
Link Distance (ft)	566			1305	937	
Travel Time (s)	12.9			29.7	21.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	4%	2%	4%	6%	2%
Adj. Flow (vph)	1905	1713	0	1229	1378	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1905	1713	0	1229	1378	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1		2	1	
Detector Template	Thru	Right		Thru	Left	
Leading Detector (ft)	100	20		100	20	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	6	20		6	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm		NA	Prot	
Protected Phases	6			2	8	
Permitted Phases		6				
Detector Phase	6	6		2	8	
Switch Phase						

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0	12.0		12.0	12.0	
Minimum Split (s)	35.0	35.0		35.0	35.0	
Total Split (s)	56.0	56.0		56.0	44.0	
Total Split (%)	56.0%	56.0%		56.0%	44.0%	
Maximum Green (s)	50.0	50.0		50.0	38.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	50.0	50.0		50.0	38.0	
Actuated g/C Ratio	0.50	0.50		0.50	0.38	
v/c Ratio	1.08	0.84		0.49	1.10	
Control Delay	71.3	8.5		17.4	87.5	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	71.3	8.5		17.4	87.5	
LOS	E	A		B	F	
Approach Delay	41.6			17.4	87.5	
Approach LOS	D			B	F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 47.0		Intersection LOS: D	
Intersection Capacity Utilization 94.6%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 42 and Douglas			

Splits and Phases: 3: Le Jeune Rd





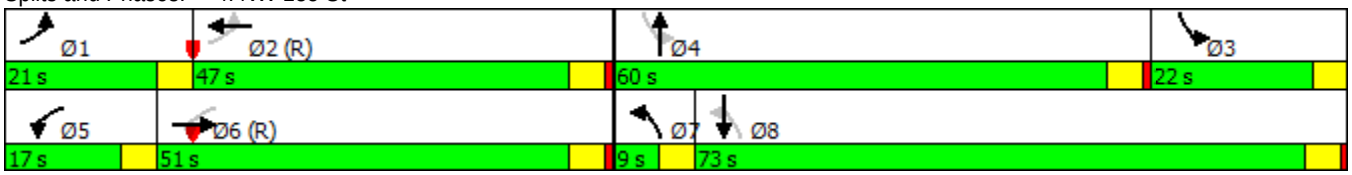
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	360	941	73	279	780	472	93	1533	225	360	1795	250
Future Volume (vph)	360	941	73	279	780	472	93	1533	225	360	1795	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	200		0	275		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.989			0.943			0.981			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3384	0	1671	3185	0	1736	3309	0	1687	3364	0
Flt Permitted	0.095			0.087			0.059			0.073		
Satd. Flow (perm)	174	3384	0	153	3185	0	108	3309	0	130	3364	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			84			12			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2526			3939			4553			705	
Travel Time (s)		57.4			89.5			103.5			16.0	
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
Heavy Vehicles (%)	4%	5%	12%	8%	8%	5%	4%	6%	14%	7%	5%	8%
Adj. Flow (vph)	391	1023	79	303	848	513	101	1666	245	391	1951	272
Shared Lane Traffic (%)												
Lane Group Flow (vph)	391	1102	0	303	1361	0	101	1911	0	391	2223	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	1	6		5	2		7	4		3	8	

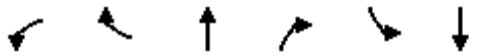
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	23.0		9.0	23.0		9.0	23.0		9.0	23.0	
Total Split (s)	21.0	51.0		17.0	47.0		9.0	60.0		22.0	73.0	
Total Split (%)	14.0%	34.0%		11.3%	31.3%		6.0%	40.0%		14.7%	48.7%	
Maximum Green (s)	17.0	46.0		13.0	42.0		5.0	55.0		18.0	68.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	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)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	60.0	46.0		60.0	42.0		74.0	55.0		74.0	68.0	
Actuated g/C Ratio	0.40	0.31		0.40	0.28		0.49	0.37		0.49	0.45	
v/c Ratio	1.59	1.06		1.58	1.43		0.94	1.57		1.56	1.45	
Control Delay	314.7	93.7		313.4	236.1		99.1	291.9		300.6	235.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.7		0.0	0.1	
Total Delay	314.7	93.7		313.4	236.1		99.1	292.6		300.6	235.2	
LOS	F	F		F	F		F	F		F	F	
Approach Delay		151.6			250.2			282.9			245.0	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 139 (93%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.59
Intersection Signal Delay: 238.0 Intersection LOS: F
Intersection Capacity Utilization 141.1% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 4: NW 135 St





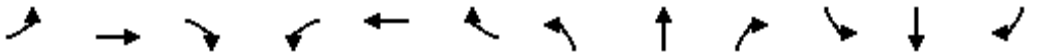
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	631	274	2550	583	267	1900
Future Volume (vph)	631	274	2550	583	267	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.95	0.95	1.00	0.95
Frt	0.994	0.850	0.972			
Flt Protected	0.954				0.950	
Satd. Flow (prot)	3354	1348	3407	0	1805	3574
Flt Permitted	0.954				0.051	
Satd. Flow (perm)	3354	1348	3407	0	97	3574
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)	3	104				
Link Speed (mph)	30		30			30
Link Distance (ft)	4626		2844			621
Travel Time (s)	105.1		64.6			14.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	9%	3%	3%	0%	1%
Adj. Flow (vph)	686	298	2772	634	290	2065
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	716	268	3406	0	290	2065
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane	Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		D.P+P	NA
Protected Phases	4		6		5	2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4			6	
Detector Phase	4	4	6		5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0
Minimum Split (s)	23.0	23.0	23.0		8.0	23.0
Total Split (s)	26.0	26.0	83.0		11.0	94.0
Total Split (%)	21.7%	21.7%	69.2%		9.2%	78.3%
Maximum Green (s)	21.0	21.0	78.0		8.0	89.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		3.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	21.0	21.0	78.0		88.0	89.0
Actuated g/C Ratio	0.18	0.18	0.65		0.73	0.74
v/c Ratio	1.22	0.83	1.54		1.57	0.78
Control Delay	134.1	26.2	264.9		306.2	12.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	134.1	26.2	264.9		306.2	12.2
LOS	F	C	F		F	B
Approach Delay	104.7		264.9			48.4
Approach LOS	F		F			D

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 22 (18%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.57			
Intersection Signal Delay: 165.9		Intersection LOS: F	
Intersection Capacity Utilization 136.4%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 6: NW 151 St





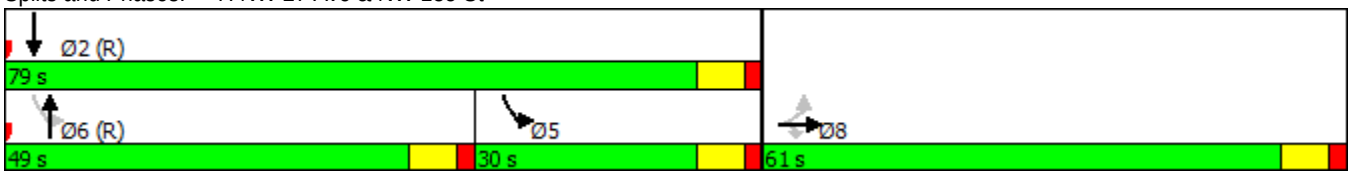
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	695	978	207	0	0	0	0	1360	87	240	1878	0
Future Volume (vph)	695	978	207	0	0	0	0	1360	87	240	1878	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.91	1.00
Frt			0.850					0.991				
Flt Protected	0.950	0.989								0.950		
Satd. Flow (prot)	1451	4597	1553	0	0	0	0	6114	0	1770	4893	0
Flt Permitted	0.950	0.989								0.093		
Satd. Flow (perm)	1451	4597	1553	0	0	0	0	6114	0	173	4893	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86					10				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1110			1755			1122			264	
Travel Time (s)		25.2			39.9			25.5			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
Heavy Vehicles (%)	7%	5%	4%	2%	2%	2%	2%	6%	5%	2%	6%	2%
Adj. Flow (vph)	755	1063	225	0	0	0	0	1478	95	261	2041	0
Shared Lane Traffic (%)	41%											
Lane Group Flow (vph)	445	1373	225	0	0	0	0	1573	0	261	2041	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		D.P+P	NA	
Protected Phases		8						6		5	2	

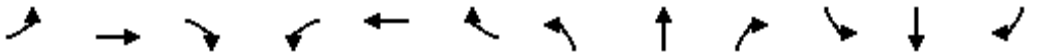
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8							6		
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0	25.0					25.0		12.0	25.0	
Total Split (s)	61.0	61.0	61.0					49.0		30.0	79.0	
Total Split (%)	43.6%	43.6%	43.6%					35.0%		21.4%	56.4%	
Maximum Green (s)	54.0	54.0	54.0					42.0		23.0	72.0	
Yellow Time (s)	5.0	5.0	5.0					5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	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)	7.0	7.0	7.0					7.0		7.0	7.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					1.0		2.0	1.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)	53.1	53.1	53.1					42.9		65.9	72.9	
Actuated g/C Ratio	0.38	0.38	0.38					0.31		0.47	0.52	
v/c Ratio	0.81	0.79	0.35					0.84		0.76	0.80	
Control Delay	51.7	42.3	20.1					50.0		34.2	9.6	
Queue Delay	54.5	3.2	0.0					0.0		24.8	0.8	
Total Delay	106.2	45.4	20.1					50.0		59.0	10.4	
LOS	F	D	C					D		E	B	
Approach Delay		55.9						50.0			15.9	
Approach LOS		E						D			B	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 134 (96%), Referenced to phase 2:SBT and 6:NBSB, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 38.8 Intersection LOS: D
Intersection Capacity Utilization 122.8% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 7: NW 27 Ave & NW 135 St



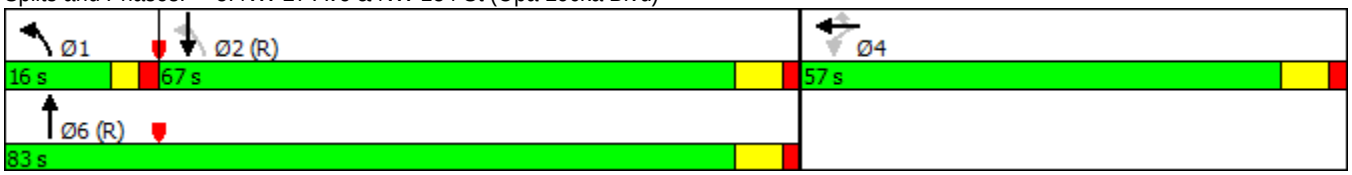


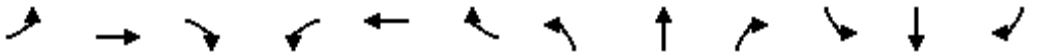
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	280	994	395	152	2184	0	0	1708	428
Future Volume (vph)	0	0	0	280	994	395	152	2184	0	0	1708	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		0	0		0	300		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.86	0.86
Frt					0.994	0.850					0.970	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1656	3274	1400	1719	4893	0	0	5892	0
Flt Permitted				0.950			0.066					
Satd. Flow (perm)	0	0	0	1656	3274	1400	119	4893	0	0	5892	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2	70					41	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			2679			264			995	
Travel Time (s)		26.4			60.9			6.0			22.6	
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
Heavy Vehicles (%)	2%	2%	2%	9%	5%	5%	5%	6%	2%	2%	6%	14%
Adj. Flow (vph)	0	0	0	304	1080	429	165	2374	0	0	1857	465
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	0	0	304	1123	386	165	2374	0	0	2322	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4	2					
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	5.0	1.0			7.0	
Minimum Split (s)				25.0	25.0	25.0	10.0	25.0			25.0	
Total Split (s)				57.0	57.0	57.0	16.0	83.0			67.0	
Total Split (%)				40.7%	40.7%	40.7%	11.4%	59.3%			47.9%	
Maximum Green (s)				50.0	50.0	50.0	11.0	76.0			60.0	
Yellow Time (s)				5.0	5.0	5.0	3.0	5.0			5.0	
All-Red Time (s)				2.0	2.0	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)				7.0	7.0	7.0	5.0	7.0			7.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	2.0	1.0			1.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)				50.0	50.0	50.0	73.0	76.0			60.3	
Actuated g/C Ratio				0.36	0.36	0.36	0.52	0.54			0.43	
v/c Ratio				0.51	0.96	0.71	0.90	0.89			0.91	
Control Delay				39.2	62.2	39.6	80.7	24.5			42.8	
Queue Delay				0.0	0.0	0.0	0.0	46.1			1.1	
Total Delay				39.2	62.2	39.6	80.7	70.6			43.9	
LOS				D	E	D	F	E			D	
Approach Delay					53.6			71.2			43.9	
Approach LOS					D			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 56.9		Intersection LOS: E	
Intersection Capacity Utilization 122.8%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: NW 27 Ave & NW 134 St (Opa Locka Blvd)





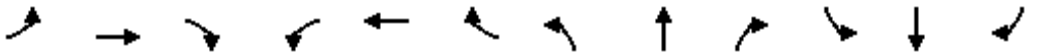
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	983	122	0	0	0	0	2013	172	373	1573	0
Future Volume (vph)	223	983	122	0	0	0	0	2013	172	373	1573	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.988				
Flt Protected		0.991								0.950		
Satd. Flow (prot)	0	4916	1553	0	0	0	0	3460	0	1687	3471	0
Flt Permitted		0.991								0.950		
Satd. Flow (perm)	0	4916	1553	0	0	0	0	3460	0	1687	3471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			45					11				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		905			938			1431			270	
Travel Time (s)		20.6			21.3			32.5			6.1	
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
Heavy Vehicles (%)	7%	4%	4%	2%	2%	2%	2%	3%	4%	7%	4%	2%
Adj. Flow (vph)	242	1068	133	0	0	0	0	2188	187	405	1710	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1310	133	0	0	0	0	2375	0	405	1710	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		8						6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8									
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0	23.0					23.0		8.0	23.0	
Total Split (s)	30.0	30.0	30.0					66.0		24.0	90.0	
Total Split (%)	25.0%	25.0%	25.0%					55.0%		20.0%	75.0%	
Maximum Green (s)	25.0	25.0	25.0					61.0		21.0	85.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		0.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.0		3.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	2.5	2.5	2.5					1.0		2.0	1.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		25.0	25.0					61.0		21.0	85.0	
Actuated g/C Ratio		0.21	0.21					0.51		0.18	0.71	
v/c Ratio		1.28	0.37					1.35		1.37	0.70	
Control Delay		172.5	30.0					187.4		216.8	2.1	
Queue Delay		0.1	0.0					0.8		4.0	36.6	
Total Delay		172.6	30.0					188.2		220.8	38.7	
LOS		F	C					F		F	D	
Approach Delay		159.4						188.2			73.6	
Approach LOS		F						F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.37			
Intersection Signal Delay: 140.4		Intersection LOS: F	
Intersection Capacity Utilization 122.2%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 9: NW 22 Ave & NW 135 St





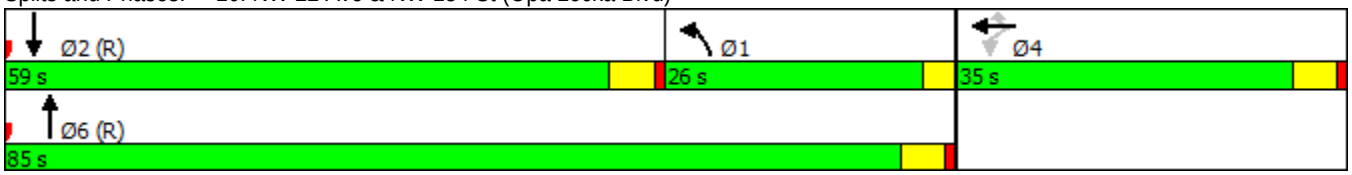
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	166	1314	428	500	1847	0	0	1623	290
Future Volume (vph)	0	0	0	166	1314	428	500	1847	0	0	1623	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.977	
Flt Protected					0.994		0.950					
Satd. Flow (prot)	0	0	0	0	4963	1524	1787	3505	0	0	3381	0
Flt Permitted					0.994		0.950					
Satd. Flow (perm)	0	0	0	0	4963	1524	1787	3505	0	0	3381	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						64					10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2679			1312			270			3549	
Travel Time (s)		60.9			29.8			6.1			80.7	
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
Heavy Vehicles (%)	2%	2%	2%	3%	4%	6%	1%	3%	2%	2%	4%	6%
Adj. Flow (vph)	0	0	0	180	1428	465	543	2008	0	0	1764	315
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1608	465	543	2008	0	0	2079	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2	

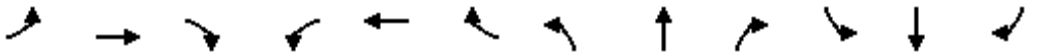
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0	5.0	15.0			15.0	
Minimum Split (s)				23.5	23.5	23.5	8.0	23.0			23.0	
Total Split (s)				35.0	35.0	35.0	26.0	85.0			59.0	
Total Split (%)				29.2%	29.2%	29.2%	21.7%	70.8%			49.2%	
Maximum Green (s)				30.0	30.0	30.0	23.0	80.0			54.0	
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	0.0	1.0			1.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					5.0	5.0	3.0	5.0			5.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.5	2.5	2.5	2.0	1.0			1.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)					30.0	30.0	23.0	80.0			54.0	
Actuated g/C Ratio					0.25	0.25	0.19	0.67			0.45	
v/c Ratio					1.30	1.08	1.59	0.86			1.36	
Control Delay					176.9	105.0	294.4	4.5			180.2	
Queue Delay					1.1	0.0	5.1	47.0			0.6	
Total Delay					178.0	105.0	299.6	51.5			180.8	
LOS					F	F	F	D			F	
Approach Delay					161.7			104.3			180.8	
Approach LOS					F			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 30 (25%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.59
Intersection Signal Delay: 145.8 Intersection LOS: F
Intersection Capacity Utilization 122.2% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 10: NW 22 Ave & NW 134 St (Opa Locka Blvd)



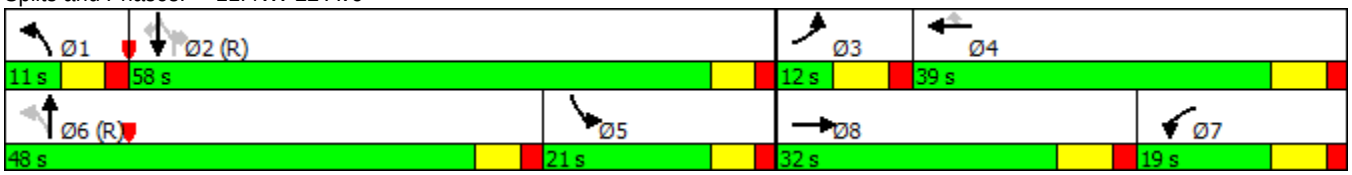


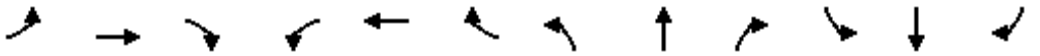
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	883	6	516	975	168	19	1698	653	472	2063	48
Future Volume (vph)	183	883	6	516	975	168	19	1698	653	472	2063	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	800		0	350		350	150		250	75		0
Storage Lanes	2		0	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3281	0	3303	3223	1509	1805	3471	1509	1687	3505	1282
Flt Permitted	0.950			0.950			0.108			0.108		
Satd. Flow (perm)	3400	3281	0	3303	3223	1509	205	3471	1509	192	3505	1282
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				200			425			218
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1683			1421			3549			373	
Travel Time (s)		38.3			32.3			80.7			8.5	
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
Heavy Vehicles (%)	3%	10%	0%	6%	12%	7%	0%	4%	7%	7%	3%	26%
Adj. Flow (vph)	199	960	7	561	1060	183	21	1846	710	513	2242	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	967	0	561	1060	183	21	1846	710	513	2242	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases						4	6		2	2		2
Minimum Split (s)	12.0	25.0		12.0	25.0	25.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	12.0	32.0		19.0	39.0	39.0	11.0	48.0	58.0	21.0	58.0	58.0
Total Split (%)	10.0%	26.7%		15.8%	32.5%	32.5%	9.2%	40.0%	48.3%	17.5%	48.3%	48.3%
Maximum Green (s)	5.0	25.0		12.0	32.0	32.0	5.0	42.0	52.0	15.0	52.0	52.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	5.0	25.0		12.0	32.0	32.0	42.0	42.0	52.0	52.0	52.0	52.0
Actuated g/C Ratio	0.04	0.21		0.10	0.27	0.27	0.35	0.35	0.43	0.43	0.43	0.43

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.41	1.41		1.70	1.23	0.33	0.15	1.52	0.79	1.90	1.48	0.08
Control Delay	262.9	230.9		360.9	153.5	5.3	30.3	269.3	23.1	432.1	240.2	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.3	0.0	0.6	0.0	0.0	0.5	0.0
Total Delay	262.9	230.9		360.9	153.5	5.7	30.3	269.9	23.1	432.1	240.7	0.0
LOS	F	F		F	F	A	C	F	C	F	F	A
Approach Delay		236.4			203.0			200.0			271.2	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 71 (59%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 150			
Control Type: Pretimed			
Maximum v/c Ratio: 1.90			
Intersection Signal Delay: 229.6		Intersection LOS: F	
Intersection Capacity Utilization 134.1%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 11: NW 22 Ave





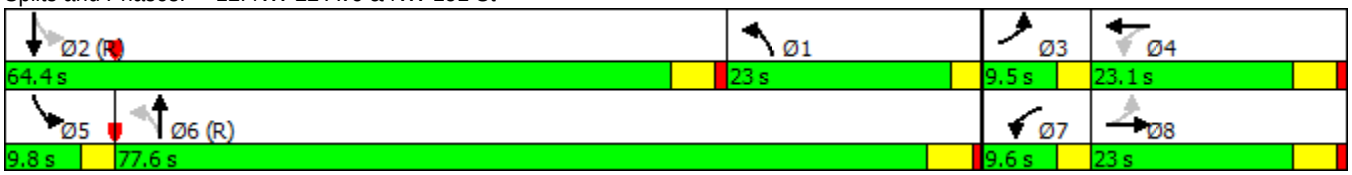
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	85	326	147	84	90	446	1840	208	131	1881	313
Future Volume (vph)	234	85	326	147	84	90	446	1840	208	131	1881	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	400		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.881			0.922			0.985			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3029	0	1719	3170	0	1719	3387	0	1719	3370	0
Flt Permitted	0.603			0.221			0.073			0.076		
Satd. Flow (perm)	1102	3029	0	400	3170	0	132	3387	0	138	3370	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		254			98			18			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2647			2398			1128			1010	
Travel Time (s)		60.2			54.5			25.6			23.0	
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
Heavy Vehicles (%)	4%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	4%
Adj. Flow (vph)	254	92	354	160	91	98	485	2000	226	142	2045	340
Shared Lane Traffic (%)												
Lane Group Flow (vph)	254	446	0	160	189	0	485	2226	0	142	2385	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	

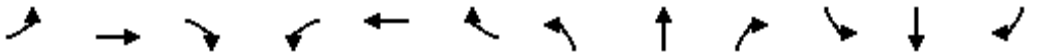
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.5	23.0		9.6	23.0		9.5	23.0		9.5	23.0	
Total Split (s)	9.5	23.0		9.6	23.1		23.0	77.6		9.8	64.4	
Total Split (%)	7.9%	19.2%		8.0%	19.3%		19.2%	64.7%		8.2%	53.7%	
Maximum Green (s)	6.5	18.0		6.6	18.1		20.0	72.6		6.8	59.4	
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		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	26.5	18.0		26.7	18.1		74.6	72.6		61.4	59.4	
Actuated g/C Ratio	0.22	0.15		0.22	0.15		0.62	0.60		0.51	0.50	
v/c Ratio	0.92	0.67		0.99	0.34		1.40	1.08		0.89	1.42	
Control Delay	65.6	16.4		111.7	23.7		220.9	65.7		69.8	220.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	65.6	16.4		111.7	23.7		220.9	65.7		69.8	220.1	
LOS	E	B		F	C		F	E		E	F	
Approach Delay		34.3			64.1			93.4			211.6	
Approach LOS		C			E			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 52 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.42
Intersection Signal Delay: 132.7 Intersection LOS: F
Intersection Capacity Utilization 122.7% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 12: NW 22 Ave & NW 151 St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	221	102	37	169	51	32	1998	27	0	1526	88
Future Volume (vph)	129	221	102	37	169	51	32	1998	27	0	1526	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	25			25			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.998			0.992	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1792	1553	1626	1743	1568	1805	5014	0	0	5001	0
Flt Permitted	0.489			0.354			0.105					
Satd. Flow (perm)	911	1792	1553	606	1743	1568	200	5014	0	0	5001	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32			31		3			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1955			1497			482			2468	
Travel Time (s)		44.4			34.0			11.0			56.1	
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
Heavy Vehicles (%)	2%	6%	4%	11%	9%	3%	0%	3%	21%	2%	3%	1%
Adj. Flow (vph)	140	240	111	40	184	55	35	2172	29	0	1659	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	240	111	40	184	55	35	2201	0	0	1755	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2			2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100			100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA			NA	
Protected Phases		8			4			6			2	

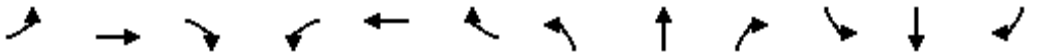
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8	4		4	6					
Detector Phase	8	8	8	4	4	4	6	6			2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0			25.0	
Total Split (s)	44.0	44.0	44.0	44.0	44.0	44.0	96.0	96.0			96.0	
Total Split (%)	31.4%	31.4%	31.4%	31.4%	31.4%	31.4%	68.6%	68.6%			68.6%	
Maximum Green (s)	37.0	37.0	37.0	37.0	37.0	37.0	89.0	89.0			89.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			2.0	
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)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max			C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0			0	
Act Effct Green (s)	25.4	25.4	25.4	25.4	25.4	25.4	100.6	100.6			100.6	
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.18	0.72	0.72			0.72	
v/c Ratio	0.85	0.74	0.36	0.37	0.58	0.18	0.24	0.61			0.49	
Control Delay	93.9	67.2	36.8	57.1	58.8	24.1	3.9	1.7			9.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2			0.0	
Total Delay	93.9	67.2	36.8	57.1	58.8	24.1	3.9	1.9			9.7	
LOS	F	E	D	E	E	C	A	A			A	
Approach Delay		67.9			51.7			1.9			9.7	
Approach LOS		E			D			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 10 (7%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 74.2% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 15: NW 27 Ave





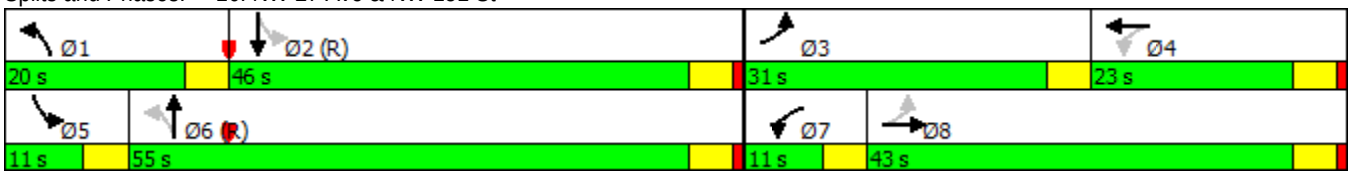
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	378	136	85	397	105	283	1792	45	129	1341	393
Future Volume (vph)	470	378	136	85	397	105	283	1792	45	129	1341	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	150		0	325		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.960			0.969			0.996			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3332	0	1736	3382	0	1736	5019	0	1671	4828	0
Flt Permitted	0.182			0.442			0.089			0.098		
Satd. Flow (perm)	339	3332	0	807	3382	0	163	5019	0	172	4828	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			23			4			67	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4626			2647			2468			1579	
Travel Time (s)		105.1			60.2			56.1			35.9	
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
Heavy Vehicles (%)	2%	4%	4%	4%	3%	5%	4%	3%	0%	8%	4%	3%
Adj. Flow (vph)	511	411	148	92	432	114	308	1948	49	140	1458	427
Shared Lane Traffic (%)												
Lane Group Flow (vph)	511	559	0	92	546	0	308	1997	0	140	1885	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	

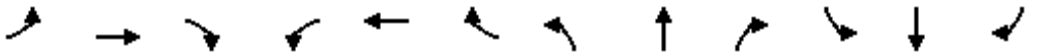
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.0	23.0		9.0	23.0		9.0	23.0		9.0	23.0	
Total Split (s)	31.0	43.0		11.0	23.0		20.0	55.0		11.0	46.0	
Total Split (%)	25.8%	35.8%		9.2%	19.2%		16.7%	45.8%		9.2%	38.3%	
Maximum Green (s)	27.0	38.0		7.0	18.0		16.0	50.0		7.0	41.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	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)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	50.0	38.3		25.7	18.0		62.0	50.0		49.0	41.0	
Actuated g/C Ratio	0.42	0.32		0.21	0.15		0.52	0.42		0.41	0.34	
v/c Ratio	1.10	0.51		0.41	1.04		1.05	0.95		0.89	1.11	
Control Delay	78.3	21.5		19.8	61.9		99.6	45.6		73.9	96.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	78.3	21.5		19.8	61.9		99.6	45.6		73.9	96.0	
LOS	E	C		B	E		F	D		E	F	
Approach Delay		48.6			55.8			52.8			94.5	
Approach LOS		D			E			D			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 110 (92%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 66.4 Intersection LOS: E
Intersection Capacity Utilization 105.7% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 16: NW 27 Ave & NW 151 St



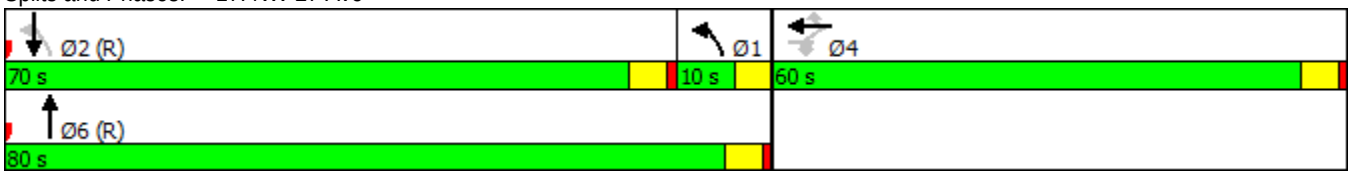


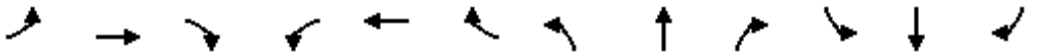
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	13	728	63	60	24	1867	0	0	1659	25
Future Volume (vph)	0	0	13	728	63	60	24	1867	0	0	1659	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	350		0	0		0
Storage Lanes	0		1	1		1	1		0	0		0
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Frt			0.865			0.850					0.998	
Flt Protected				0.950	0.960		0.950					
Satd. Flow (prot)	0	0	1208	1559	1584	1553	1467	5085	0	0	4978	0
Flt Permitted				0.950	0.960		0.065					
Satd. Flow (perm)	0	0	1208	1559	1584	1553	100	5085	0	0	4978	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			83			55					2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			1312			1109			482	
Travel Time (s)		8.3			29.8			25.2			11.0	
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
Heavy Vehicles (%)	2%	2%	36%	10%	6%	4%	23%	2%	2%	2%	4%	4%
Adj. Flow (vph)	0	0	14	791	68	65	26	2029	0	0	1803	27
Shared Lane Traffic (%)				46%								
Lane Group Flow (vph)	0	0	14	427	432	65	26	2029	0	0	1830	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2	1	1	2			2	
Detector Template			Right	Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)			20	20	100	20	20	100			100	
Trailing Detector (ft)			0	0	0	0	0	0			0	
Detector 1 Position(ft)			0	0	0	0	0	0			0	
Detector 1 Size(ft)			20	20	6	20	20	6			6	
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type			Perm	Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4	4		4	2					
Detector Phase			4	4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)			7.0	7.0	7.0	7.0	5.0	7.0			7.0	
Minimum Split (s)			23.0	23.0	23.0	23.0	9.0	29.0			23.0	
Total Split (s)			60.0	60.0	60.0	60.0	10.0	80.0			70.0	
Total Split (%)			42.9%	42.9%	42.9%	42.9%	7.1%	57.1%			50.0%	
Maximum Green (s)			55.0	55.0	55.0	55.0	6.0	75.0			65.0	
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)			1.0	1.0	1.0	1.0	0.0	1.0			1.0	
Lost Time Adjust (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)			5.0	5.0	5.0	5.0	4.0	5.0			5.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)			3.0	3.0	3.0	3.0	2.0	1.0			1.0	
Recall Mode			None	None	None	None	None	C-Max			C-Max	
Walk Time (s)			7.0	7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)			11.0	11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)			0	0	0	0		0			0	
Act Effct Green (s)			45.9	45.9	45.9	45.9	82.7	84.1			78.1	
Actuated g/C Ratio			0.33	0.33	0.33	0.33	0.59	0.60			0.56	
v/c Ratio			0.03	0.84	0.83	0.12	0.23	0.66			0.66	
Control Delay			0.2	57.8	57.2	9.2	29.9	21.1			17.9	
Queue Delay			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay			0.2	57.8	57.2	9.2	29.9	21.1			17.9	
LOS			A	E	E	A	C	C			B	
Approach Delay		0.2			54.1			21.2			17.9	
Approach LOS		A			D			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 26.2		Intersection LOS: C	
Intersection Capacity Utilization 72.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 17: NW 27 Ave





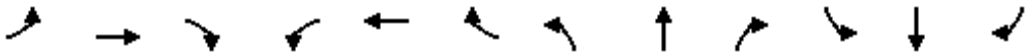
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	487	1	323	483	1389	0	0	1779	734
Future Volume (vph)	0	0	0	487	1	323	483	1389	0	0	1779	734
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	475		0	0		450
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1707	1468	1687	4940	0	0	3343	1404
Flt Permitted					0.952		0.077					
Satd. Flow (perm)	0	0	0	0	1707	1468	137	4940	0	0	3343	1404
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						56						798
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		509			295			1076			4553	
Travel Time (s)		11.6			6.7			24.5			103.5	
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
Heavy Vehicles (%)	2%	2%	2%	6%	0%	10%	7%	5%	2%	2%	8%	15%
Adj. Flow (vph)	0	0	0	529	1	351	525	1510	0	0	1934	798
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	530	351	525	1510	0	0	1934	798
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	custom
Protected Phases					4		1	6			2	
Permitted Phases				4		4	2					6
Minimum Split (s)				10.0	10.0	10.0	8.0	23.0			23.0	23.0
Total Split (s)				30.0	30.0	30.0	23.0	80.0			57.0	80.0
Total Split (%)				27.3%	27.3%	27.3%	20.9%	72.7%			51.8%	72.7%
Maximum Green (s)				25.0	25.0	25.0	20.0	75.0			52.0	75.0
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	4.0
All-Red Time (s)				1.0	1.0	1.0	0.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.0	5.0	3.0	5.0			5.0	5.0
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Walk Time (s)								7.0			7.0	7.0
Flash Dont Walk (s)								11.0			11.0	11.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)					25.0	25.0	74.0	75.0			52.0	75.0
Actuated g/C Ratio					0.23	0.23	0.67	0.68			0.47	0.68

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio					1.37	0.93	1.41	0.45			1.22	0.66
Control Delay					216.5	68.4	213.8	0.7			135.0	3.4
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					216.5	68.4	213.8	0.7			135.0	3.4
LOS					F	E	F	A			F	A
Approach Delay					157.5			55.7			96.6	
Approach LOS					F			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 93 (85%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 130			
Control Type: Pretimed			
Maximum v/c Ratio: 1.41			
Intersection Signal Delay: 91.3		Intersection LOS: F	
Intersection Capacity Utilization 114.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 18:





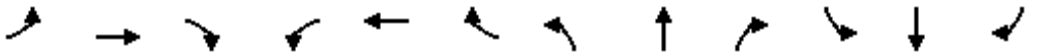
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	595	485	1	0	0	0	0	1261	166	385	1259	877
Future Volume (vph)	595	485	1	0	0	0	0	1261	166	385	1259	877
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	0		0	475		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850					0.983			0.938	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1719	1810	1615	0	0	0	0	3306	0	1626	3118	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1719	1810	1615	0	0	0	0	3306	0	1626	3118	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			60					15			292	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1003			1080			759			1076	
Travel Time (s)		22.8			24.5			17.3			24.5	
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
Heavy Vehicles (%)	5%	5%	0%	2%	2%	2%	2%	7%	10%	11%	9%	8%
Adj. Flow (vph)	647	527	1	0	0	0	0	1371	180	418	1368	953
Shared Lane Traffic (%)												
Lane Group Flow (vph)	647	527	1	0	0	0	0	1551	0	418	2321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Minimum Split (s)	10.0	10.0	10.0					24.0		8.0	24.0	
Total Split (s)	37.0	37.0	37.0					48.0		25.0	73.0	
Total Split (%)	33.6%	33.6%	33.6%					43.6%		22.7%	66.4%	
Maximum Green (s)	32.0	32.0	32.0					42.0		22.0	67.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					6.0		3.0	6.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	32.0	32.0	32.0					42.0		22.0	67.0	
Actuated g/C Ratio	0.29	0.29	0.29					0.38		0.20	0.61	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.29	1.00	0.00					1.22		1.29	1.15	
Control Delay	168.2	60.3	0.0					137.9		168.2	84.2	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	168.2	60.3	0.0					137.9		168.2	84.2	
LOS	F	E	A					F		F	F	
Approach Delay		119.7						137.9			97.0	
Approach LOS		F						F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 40 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Pretimed			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay: 113.5		Intersection LOS: F	
Intersection Capacity Utilization 106.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 19: E 65 St





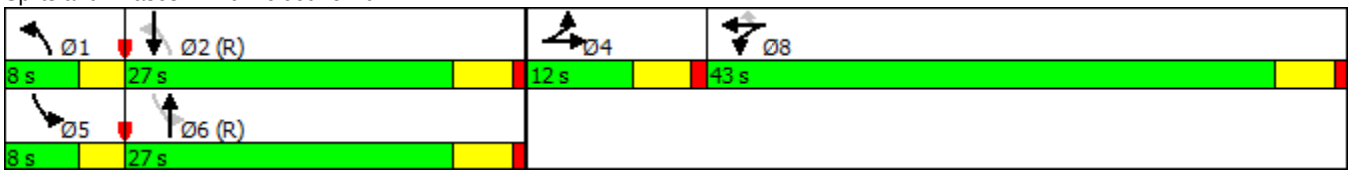
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	32	18	1264	23	47	27	55	1240	60	44	1
Future Volume (vph)	1	32	18	1264	23	47	27	55	1240	60	44	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	200		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	0			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.945				0.850		0.856			0.997	
Flt Protected	0.950			0.950	0.954		0.950			0.950		
Satd. Flow (prot)	1719	1710	0	1649	1655	1538	1719	2970	0	1719	3428	0
Flt Permitted	0.950			0.950	0.954		0.723			0.173		
Satd. Flow (perm)	1719	1710	0	1649	1655	1538	1308	2970	0	313	3428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				121		964			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		323			3297			2065			606	
Travel Time (s)		7.3			74.9			46.9			13.8	
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
Heavy Vehicles (%)	5%	5%	5%	4%	5%	5%	5%	5%	4%	5%	5%	5%
Adj. Flow (vph)	1	35	20	1374	25	51	29	60	1348	65	48	1
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	1	55	0	701	698	51	29	1408	0	65	49	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	4	4		8	8		1	6		5	2	

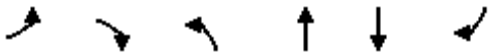
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	16.0		5.0	16.0	
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	8.0	23.0		8.0	23.0	
Total Split (s)	12.0	12.0		43.0	43.0	43.0	8.0	27.0		8.0	27.0	
Total Split (%)	13.3%	13.3%		47.8%	47.8%	47.8%	8.9%	30.0%		8.9%	30.0%	
Maximum Green (s)	7.0	7.0		38.0	38.0	38.0	5.0	22.0		5.0	22.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	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	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		3.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	7.0	7.0		39.3	39.3	39.3	31.9	24.7		30.7	27.9	
Actuated g/C Ratio	0.08	0.08		0.44	0.44	0.44	0.35	0.27		0.34	0.31	
v/c Ratio	0.01	0.36		0.97	0.97	0.07	0.06	1.20dr		0.35	0.05	
Control Delay	38.0	35.2		55.2	53.6	0.2	19.6	22.9		25.1	24.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	38.0	35.2		55.2	53.6	0.2	19.6	22.9		25.1	24.3	
LOS	D	D		E	D	A	B	C		C	C	
Approach Delay		35.2			52.5			22.9			24.7	
Approach LOS		D			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 37.2		Intersection LOS: D	
Intersection Capacity Utilization 99.9%		ICU Level of Service F	
Analysis Period (min) 15			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 46: Le Jeune Rd





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	932	844	847	1554	1634	935
Future Volume (vph)	932	844	847	1554	1634	935
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.945	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3335	1495	1671	3374	3210	0
Flt Permitted	0.950		0.074			
Satd. Flow (perm)	3335	1495	130	3374	3210	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		367			122	
Link Speed (mph)	30			30	30	
Link Distance (ft)	3297			918	2844	
Travel Time (s)	74.9			20.9	64.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	8%	8%	7%	7%	5%
Adj. Flow (vph)	1013	917	921	1689	1776	1016
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1013	917	921	1689	2792	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	D.P+P	NA	NA	
Protected Phases	8		1	6	2	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		8	2			
Detector Phase	8	8	1	6	2	
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	18.0	18.0	
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	
Total Split (s)	31.0	31.0	30.0	89.0	59.0	
Total Split (%)	25.8%	25.8%	25.0%	74.2%	49.2%	
Maximum Green (s)	26.0	26.0	27.0	84.0	54.0	
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	3.0	5.0	5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5	2.5	1.0	1.0	2.0	
Recall Mode	None	None	None	C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	26.0	26.0	83.0	84.0	54.0	
Actuated g/C Ratio	0.22	0.22	0.69	0.70	0.45	
v/c Ratio	1.40	1.50	2.11	0.72	1.85	
Control Delay	225.8	255.5	531.3	13.0	405.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	225.8	255.5	531.3	13.0	405.0	
LOS	F	F	F	B	F	
Approach Delay	239.9			195.9	405.0	
Approach LOS	F			F	F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 70 (58%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.11			
Intersection Signal Delay: 287.1		Intersection LOS: F	
Intersection Capacity Utilization 160.3%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 47:





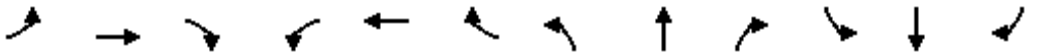
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	102	179	2231	90	167	2231
Future Volume (vph)	102	179	2231	90	167	2231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	300		0	150	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.95	0.95	1.00	0.95
Frt	0.930	0.850	0.994			
Flt Protected	0.974				0.950	
Satd. Flow (prot)	3107	1361	3354	0	1671	3374
Flt Permitted	0.974				0.950	
Satd. Flow (perm)	3107	1361	3354	0	1671	3374
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	98	97	6			
Link Speed (mph)	30		30			30
Link Distance (ft)	475		705			972
Travel Time (s)	10.8		16.0			22.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	8%	7%	7%	8%	7%
Adj. Flow (vph)	111	195	2425	98	182	2425
Shared Lane Traffic (%)		50%				
Lane Group Flow (vph)	209	97	2523	0	182	2425
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	4		6		5	2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4				
Detector Phase	4	4	6		5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0
Minimum Split (s)	22.5	22.5	23.0		9.5	23.0
Total Split (s)	22.5	22.5	108.1		19.4	127.5
Total Split (%)	15.0%	15.0%	72.1%		12.9%	85.0%
Maximum Green (s)	17.5	17.5	103.1		16.4	122.5
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		3.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.5	3.5	1.0		2.0	1.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)			7.0			7.0
Flash Dont Walk (s)			11.0			11.0
Pedestrian Calls (#/hr)			0			0
Act Effct Green (s)	11.4	11.4	104.6		21.0	128.6
Actuated g/C Ratio	0.08	0.08	0.70		0.14	0.86
v/c Ratio	0.64	0.50	1.08		0.78	0.84
Control Delay	44.2	20.5	49.9		84.7	9.6
Queue Delay	0.3	0.0	9.9		0.0	47.2
Total Delay	44.4	20.5	59.8		84.7	56.8
LOS	D	C	E		F	E
Approach Delay	36.8		59.8			58.7
Approach LOS	D		E			E

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 16 (11%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 58.0	Intersection LOS: E
Intersection Capacity Utilization 91.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 49:





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	60	62	62	60	62	81	2362	81	81	2362	105
Future Volume (vph)	85	60	62	62	60	62	81	2362	81	81	2362	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	130		0	75		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.924			0.995			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1696	1538	1719	1619	0	1719	3421	0	1719	3419	0
Flt Permitted	0.517			0.715			0.044			0.046		
Satd. Flow (perm)	945	1696	1538	1294	1619	0	80	3421	0	83	3419	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64		11			9			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1445			617			373			1128	
Travel Time (s)		32.8			14.0			8.5			25.6	
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
Heavy Vehicles (%)	4%	12%	5%	5%	12%	5%	5%	5%	5%	5%	5%	4%
Adj. Flow (vph)	92	65	67	67	65	67	88	2567	88	88	2567	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	65	67	67	132	0	88	2655	0	88	2681	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		8			4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8	4			6			2		
Detector Phase	8	8	8	4	4		1	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	7.0		7.0	7.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0		9.0	23.0		23.0	23.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0		9.0	97.0		88.0	88.0	
Total Split (%)	19.2%	19.2%	19.2%	19.2%	19.2%		7.5%	80.8%		73.3%	73.3%	
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		5.0	92.0		83.0	83.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
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)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		5.0	5.0	
Lead/Lag							Lag			Lead	Lead	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.0	1.0		1.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)	14.5	14.5	14.5	14.5	14.5		96.5	95.5		86.5	86.5	
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12		0.80	0.80		0.72	0.72	
v/c Ratio	0.81	0.32	0.28	0.43	0.64		0.67	0.97		1.49	1.09	
Control Delay	95.4	51.0	14.9	56.3	60.0		27.9	18.2		244.3	50.9	
Queue Delay	0.0	0.0	0.4	1.0	0.0		0.0	42.5		0.0	6.4	
Total Delay	95.4	51.0	15.3	57.3	60.0		27.9	60.6		244.3	57.3	
LOS	F	D	B	E	E		C	E		F	E	
Approach Delay		58.6			59.1			59.6			63.3	
Approach LOS		E			E			E			E	

Intersection Summary

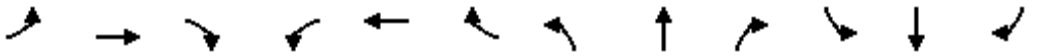
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 52 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.49
Intersection Signal Delay: 61.2 Intersection LOS: E
Intersection Capacity Utilization 93.9% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 60: NW 22 Ave



F.5 FUTURE MITIGATED CONDITIONS - AM

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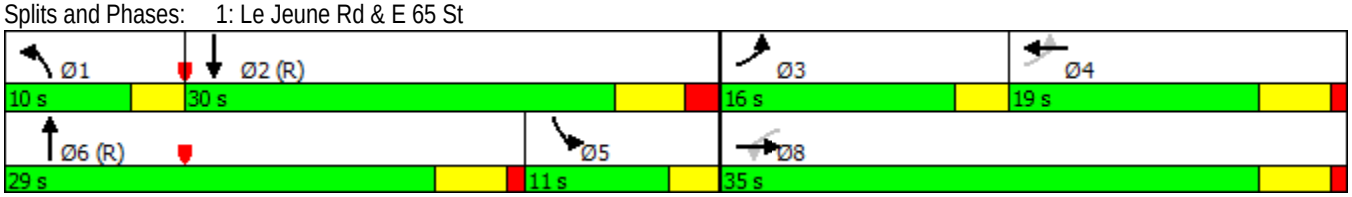
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	468	863	145	4	511	169	81	857	26	146	866	736
Future Volume (vph)	468	863	145	4	511	169	81	857	26	146	866	736
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	175		0	230		1000	230		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.91	0.91
Frt		0.978			0.963			0.996			0.931	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3452	0	1805	3280	0	3127	3398	0	1583	4664	0
Flt Permitted	0.286			0.133			0.950			0.950		
Satd. Flow (perm)	538	3452	0	253	3280	0	3127	3398	0	1583	4664	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			53			4			300	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		591			1003			1305			5350	
Travel Time (s)		13.4			22.8			29.7			121.6	
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
Heavy Vehicles (%)	1%	2%	4%	0%	4%	12%	12%	5%	33%	14%	4%	3%
Adj. Flow (vph)	509	938	158	4	555	184	88	932	28	159	941	800
Shared Lane Traffic (%)												
Lane Group Flow (vph)	509	1096	0	4	739	0	88	960	0	159	1741	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.Pm	NA		Prot	NA		Prot	NA	
Protected Phases	3	8			4		1	6		5	2	

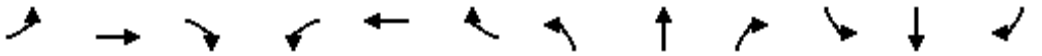
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8								
Detector Phase	3	8		8	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		7.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	8.0	12.5		12.5	12.5		10.0	13.0		8.0	13.0	
Total Split (s)	16.0	35.0		35.0	19.0		10.0	29.0		11.0	30.0	
Total Split (%)	21.3%	46.7%		46.7%	25.3%		13.3%	38.7%		14.7%	40.0%	
Maximum Green (s)	13.0	30.0		30.0	14.0		7.0	24.0		8.0	24.0	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	1.0		1.0	1.0		0.0	1.0		0.0	2.0	
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		5.0	5.0		3.0	5.0		3.0	6.0	
Lead/Lag	Lead				Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.5	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	29.0	30.0		30.0	14.0		6.2	23.0		9.0	26.4	
Actuated g/C Ratio	0.39	0.40		0.40	0.19		0.08	0.31		0.12	0.35	
v/c Ratio	1.20	0.78		0.04	1.13		0.34	0.92		0.84	1.07dr	
Control Delay	132.3	24.0		12.8	95.3		25.8	19.3		71.8	34.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	132.3	24.0		12.8	95.3		25.8	19.3		71.8	34.0	
LOS	F	C		B	F		C	B		E	C	
Approach Delay		58.3			94.9			19.8			37.1	
Approach LOS		E			F			B			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 35 (47%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.20			
Intersection Signal Delay: 48.2		Intersection LOS: D	
Intersection Capacity Utilization 98.7%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 42 and E65			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 1: Le Jeune Rd & E 65 St



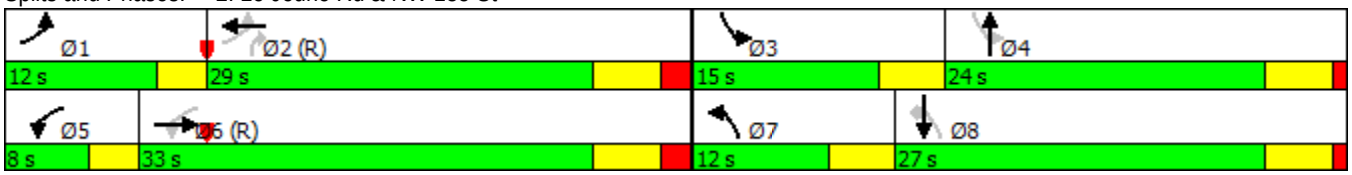


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	412	746	376	233	754	316	347	593	183	331	1159	601
Future Volume (vph)	412	746	376	233	754	316	347	593	183	331	1159	601
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	300		0	500		0	300		300
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.950			0.956				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	3236	0	1719	3274	0	1687	3406	1455	1736	3471	1524
Flt Permitted	0.174			0.148			0.182			0.211		
Satd. Flow (perm)	312	3236	0	268	3274	0	323	3406	1455	385	3471	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		119			81				199			200
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2136			2526			5350			2065	
Travel Time (s)		48.5			57.4			121.6			46.9	
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
Heavy Vehicles (%)	6%	7%	4%	5%	6%	4%	7%	6%	11%	4%	4%	6%
Adj. Flow (vph)	448	811	409	253	820	343	377	645	199	360	1260	653
Shared Lane Traffic (%)												
Lane Group Flow (vph)	448	1220	0	253	1163	0	377	645	199	360	1260	653
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	0
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	custom	D.P+P	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		2	4		8
Detector Phase	1	6		5	2		7	4	2	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		7.0	7.0	18.0	7.0	7.0	7.0
Minimum Split (s)	8.0	24.0		8.0	24.0		11.0	23.0	24.0	11.0	23.0	23.0
Total Split (s)	12.0	33.0		8.0	29.0		12.0	24.0	29.0	15.0	27.0	27.0
Total Split (%)	15.0%	41.3%		10.0%	36.3%		15.0%	30.0%	36.3%	18.8%	33.8%	33.8%
Maximum Green (s)	9.0	27.0		5.0	23.0		8.0	19.0	23.0	11.0	22.0	22.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	1.0	2.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.0		3.0	6.0		4.0	5.0	6.0	4.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.0	2.5	1.0	2.0	2.5	2.5
Recall Mode	None	C-Max		None	C-Min		None	None	C-Min	None	None	None
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	35.0	27.0		35.0	23.0		31.0	19.0	23.0	31.0	22.0	22.0
Actuated g/C Ratio	0.44	0.34		0.44	0.29		0.39	0.24	0.29	0.39	0.28	0.28
v/c Ratio	1.53	1.04		1.22	1.17		1.44	0.80	0.36	1.08	1.32	1.16
Control Delay	277.1	63.6		156.5	112.5		241.5	37.5	5.6	93.7	179.4	111.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	277.1	63.6		156.5	112.5		241.5	37.5	5.6	93.7	179.4	111.5
LOS	F	E		F	F		F	D	A	F	F	F
Approach Delay		120.9			120.3			95.3			146.3	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:WBEB and 6:EBWB, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.53			
Intersection Signal Delay: 124.8		Intersection LOS: F	
Intersection Capacity Utilization 120.9%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 2: Le Jeune Rd & NW 135 St

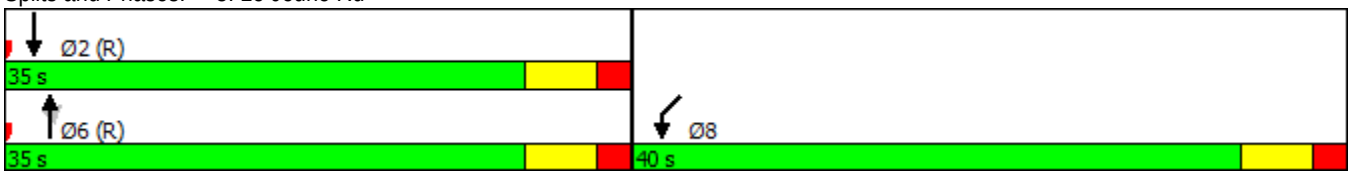


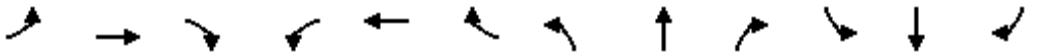
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	978	1051	0	1090	1457	0
Future Volume (vph)	978	1051	0	1090	1457	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.88	1.00	0.91	0.97	1.00
Frt		0.850				
Flt Protected					0.950	
Satd. Flow (prot)	3471	2733	0	5036	3335	0
Flt Permitted					0.950	
Satd. Flow (perm)	3471	2733	0	5036	3335	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		1142				
Link Speed (mph)	30			30	30	
Link Distance (ft)	566			1305	937	
Travel Time (s)	12.9			29.7	21.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	2%	3%	5%	2%
Adj. Flow (vph)	1063	1142	0	1185	1584	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1063	1142	0	1185	1584	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1		2	1	
Detector Template	Thru	Right		Thru	Left	
Leading Detector (ft)	100	20		100	20	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	6	20		6	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm		NA	Prot	
Protected Phases	6			2	8	
Permitted Phases		6				
Detector Phase	6	6		2	8	
Switch Phase						

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0	12.0		12.0	12.0	
Minimum Split (s)	35.0	35.0		35.0	35.0	
Total Split (s)	35.0	35.0		35.0	40.0	
Total Split (%)	46.7%	46.7%		46.7%	53.3%	
Maximum Green (s)	29.0	29.0		29.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	29.0	29.0		29.0	34.0	
Actuated g/C Ratio	0.39	0.39		0.39	0.45	
v/c Ratio	0.79	0.65		0.61	1.05	
Control Delay	25.7	3.1		8.5	47.0	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	25.7	3.1		8.5	47.0	
LOS	C	A		A	D	
Approach Delay	14.0			8.5	47.0	
Approach LOS	B			A	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 60 (80%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 23.2		Intersection LOS: C	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 42 and Douglas			

Splits and Phases: 3: Le Jeune Rd



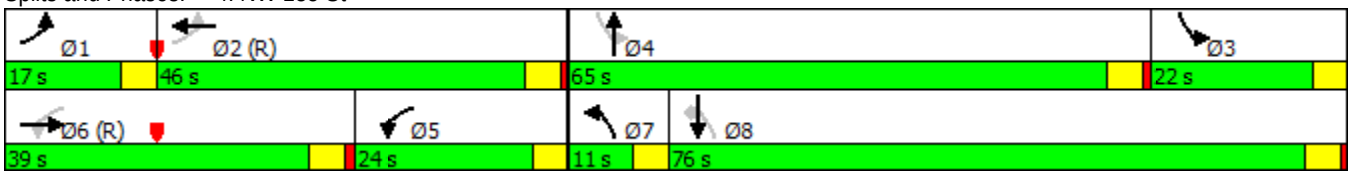


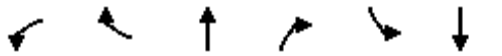
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	246	606	27	299	700	295	151	1236	409	326	1637	276
Future Volume (vph)	246	606	27	299	700	295	151	1236	409	326	1637	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	200		0	275		0	300		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.994			0.955			0.963				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	3306	0	1656	3166	0	1671	3249	0	1687	3406	1495
Flt Permitted	0.098			0.122			0.056			0.067		
Satd. Flow (perm)	172	3306	0	213	3166	0	99	3249	0	119	3406	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			43			36				161
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2526			3939			4553			705	
Travel Time (s)		57.4			89.5			103.5			16.0	
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
Heavy Vehicles (%)	8%	8%	21%	9%	8%	11%	8%	6%	10%	7%	6%	8%
Adj. Flow (vph)	267	659	29	325	761	321	164	1343	445	354	1779	300
Shared Lane Traffic (%)												
Lane Group Flow (vph)	267	688	0	325	1082	0	164	1788	0	354	1779	300
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	0
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	0
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		8
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.0	23.0		9.0	23.0		9.0	23.0		9.0	23.0	23.0
Total Split (s)	17.0	39.0		24.0	46.0		11.0	65.0		22.0	76.0	76.0
Total Split (%)	11.3%	26.0%		16.0%	30.7%		7.3%	43.3%		14.7%	50.7%	50.7%
Maximum Green (s)	13.0	34.0		20.0	41.0		7.0	60.0		18.0	71.0	71.0
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)	0.0	1.0		0.0	1.0		0.0	1.0		0.0	1.0	1.0
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)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	55.0	32.7		55.0	41.0		79.0	60.0		79.0	71.0	71.0
Actuated g/C Ratio	0.37	0.22		0.37	0.27		0.53	0.40		0.53	0.47	0.47
v/c Ratio	1.39	0.95		1.15	1.21		1.31	1.35		1.42	1.10	0.38
Control Delay	236.4	80.7		151.7	148.0		216.9	198.3		234.3	72.2	3.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	236.4	80.7		151.7	148.0		216.9	198.3		234.3	72.2	3.1
LOS	F	F		F	F		F	F		F	E	A
Approach Delay		124.2			148.8			199.8			87.3	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 53 (35%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.42			
Intersection Signal Delay: 137.9		Intersection LOS: F	
Intersection Capacity Utilization 122.7%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 4: NW 135 St



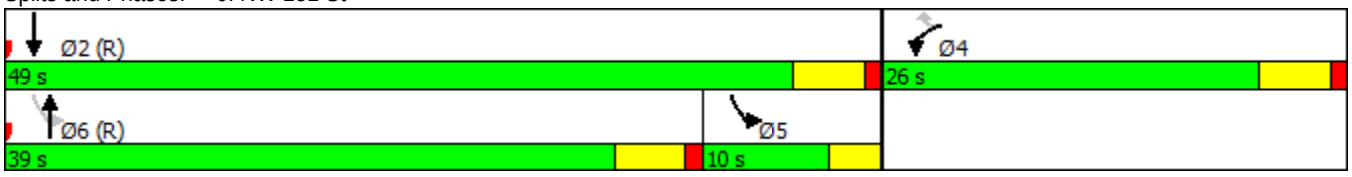


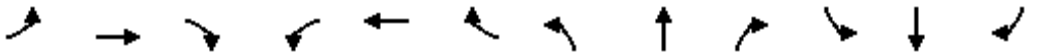
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	915	196	1380	618	270	2482
Future Volume (vph)	915	196	1380	618	270	2482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91
Frt	0.997	0.850	0.954			
Flt Protected	0.953				0.950	
Satd. Flow (prot)	3397	1374	4772	0	1805	5136
Flt Permitted	0.953				0.118	
Satd. Flow (perm)	3397	1374	4772	0	224	5136
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)	3	150				
Link Speed (mph)	30		30			30
Link Distance (ft)	4626		2844			621
Travel Time (s)	105.1		64.6			14.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	7%	4%	3%	0%	1%
Adj. Flow (vph)	995	213	1500	672	293	2698
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	1016	192	2172	0	293	2698
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane	Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		D.P+P	NA
Protected Phases	4		6		5	2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4			6	
Detector Phase	4	4	6		5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0
Minimum Split (s)	23.0	23.0	23.0		8.0	23.0
Total Split (s)	26.0	26.0	39.0		10.0	49.0
Total Split (%)	34.7%	34.7%	52.0%		13.3%	65.3%
Maximum Green (s)	21.0	21.0	34.0		7.0	44.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		3.0	5.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	21.0	21.0	34.0		43.0	44.0
Actuated g/C Ratio	0.28	0.28	0.45		0.57	0.59
v/c Ratio	1.07	0.39	1.00		1.07	0.90
Control Delay	61.6	7.6	44.2		100.5	18.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	61.6	7.6	44.2		100.5	18.8
LOS	E	A	D		F	B
Approach Delay	53.0		44.2			26.8
Approach LOS	D		D			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 15 (20%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 37.7		Intersection LOS: D	
Intersection Capacity Utilization 95.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 6: NW 151 St





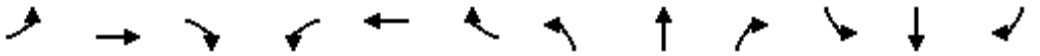
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	463	1015	200	0	0	0	0	1259	207	368	2352	0
Future Volume (vph)	463	1015	200	0	0	0	0	1259	207	368	2352	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	2		0	0		0	1		0	1		0
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.91	1.00
Frt		0.975						0.979				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3045	4756	0	0	0	0	0	6028	0	1752	4940	0
Flt Permitted	0.950									0.085		
Satd. Flow (perm)	3045	4756	0	0	0	0	0	6028	0	157	4940	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3						29				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1110			1755			1122			264	
Travel Time (s)		25.2			39.9			25.5			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
Heavy Vehicles (%)	15%	6%	8%	2%	2%	2%	2%	7%	1%	3%	5%	2%
Adj. Flow (vph)	503	1103	217	0	0	0	0	1368	225	400	2557	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	503	1320	0	0	0	0	0	1593	0	400	2557	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		D.P+P	NA	
Protected Phases		8						6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8									6		
Detector Phase	8	8						6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0						25.0		12.0	25.0	
Total Split (s)	52.0	52.0						54.0		44.0	98.0	
Total Split (%)	34.7%	34.7%						36.0%		29.3%	65.3%	
Maximum Green (s)	45.0	45.0						47.0		37.0	91.0	
Yellow Time (s)	5.0	5.0						5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0						2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0						0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0						7.0		7.0	7.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0						1.0		2.0	1.0	
Recall Mode	None	None						C-Max		None	C-Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	11.0	11.0						11.0			11.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	45.0	45.0						47.0		84.0	91.0	
Actuated g/C Ratio	0.30	0.30						0.31		0.56	0.61	
v/c Ratio	0.55	0.92						0.83		0.83	0.85	
Control Delay	46.8	62.3						51.7		27.4	5.0	
Queue Delay	0.2	0.0						0.4		53.9	4.4	
Total Delay	47.0	62.3						52.1		81.3	9.4	
LOS	D	E						D		F	A	
Approach Delay		58.1						52.1			19.1	
Approach LOS		E						D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 65 (43%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 38.5		Intersection LOS: D	
Intersection Capacity Utilization 94.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 7: NW 27 Ave & NW 135 St



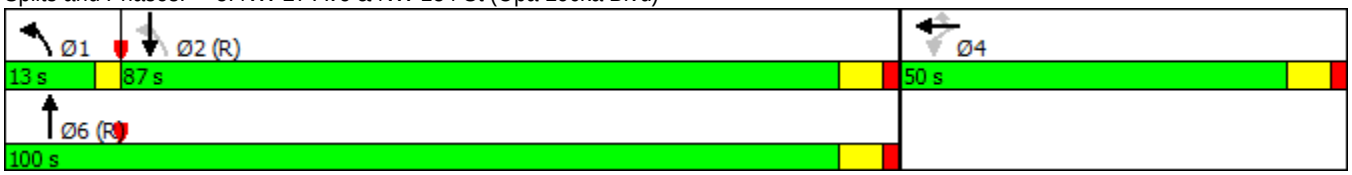


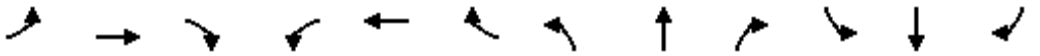
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	272	884	144	141	1625	0	0	2583	495
Future Volume (vph)	0	0	0	272	884	144	141	1625	0	0	2583	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		0	0		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	0			25			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.86	0.86
Frt					0.998	0.850					0.976	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1703	3317	1386	1656	4673	0	0	6050	0
Flt Permitted				0.950			0.050					
Satd. Flow (perm)	0	0	0	1703	3317	1386	87	4673	0	0	6050	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1	51					34	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			2679			264			995	
Travel Time (s)		26.4			60.9			6.0			22.6	
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
Heavy Vehicles (%)	2%	2%	2%	6%	4%	6%	9%	11%	2%	2%	4%	13%
Adj. Flow (vph)	0	0	0	296	961	157	153	1766	0	0	2808	538
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	0	0	296	977	141	153	1766	0	0	3346	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4	2					
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	5.0	1.0			7.0	
Minimum Split (s)				25.0	25.0	25.0	8.0	25.0			25.0	
Total Split (s)				50.0	50.0	50.0	13.0	100.0			87.0	
Total Split (%)				33.3%	33.3%	33.3%	8.7%	66.7%			58.0%	
Maximum Green (s)				43.0	43.0	43.0	10.0	93.0			80.0	
Yellow Time (s)				5.0	5.0	5.0	3.0	5.0			5.0	
All-Red Time (s)				2.0	2.0	2.0	0.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	3.0	7.0			7.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	2.0	1.0			1.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)				43.0	43.0	43.0	94.0	93.0			80.0	
Actuated g/C Ratio				0.29	0.29	0.29	0.63	0.62			0.53	
v/c Ratio				0.61	1.03	0.33	0.96	0.61			1.03	
Control Delay				60.6	81.3	40.5	107.3	11.4			59.0	
Queue Delay				0.0	0.0	0.0	0.0	2.8			28.3	
Total Delay				60.6	81.3	40.5	107.3	14.1			87.3	
LOS				E	F	D	F	B			F	
Approach Delay					72.9			21.6			87.3	
Approach LOS					E			C			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 70 (47%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 65.3		Intersection LOS: E	
Intersection Capacity Utilization 94.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 8: NW 27 Ave & NW 134 St (Opa Locka Blvd)



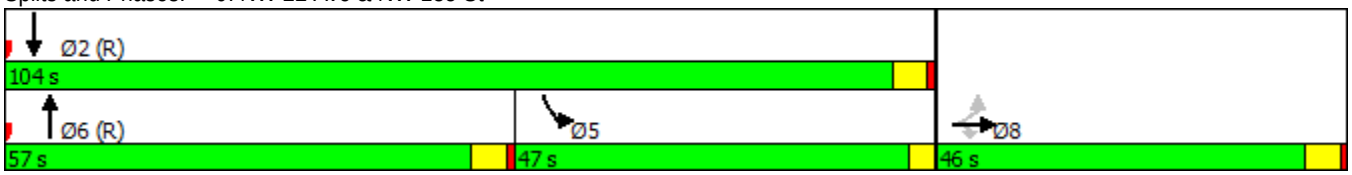


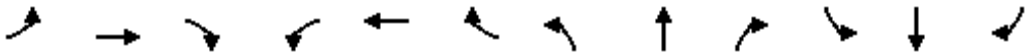
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	1366	145	0	0	0	0	1183	172	644	2020	0
Future Volume (vph)	225	1366	145	0	0	0	0	1183	172	644	2020	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.981				
Flt Protected		0.993								0.950		
Satd. Flow (prot)	0	4899	1568	0	0	0	0	3333	0	1752	3471	0
Flt Permitted		0.993								0.950		
Satd. Flow (perm)	0	4899	1568	0	0	0	0	3333	0	1752	3471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51					12				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		905			938			1431			270	
Travel Time (s)		20.6			21.3			32.5			6.1	
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
Heavy Vehicles (%)	12%	4%	3%	2%	2%	2%	2%	6%	8%	3%	4%	2%
Adj. Flow (vph)	245	1485	158	0	0	0	0	1286	187	700	2196	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1730	158	0	0	0	0	1473	0	700	2196	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		8						6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8									
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0	23.0					23.0		8.0	23.0	
Total Split (s)	46.0	46.0	46.0					57.0		47.0	104.0	
Total Split (%)	30.7%	30.7%	30.7%					38.0%		31.3%	69.3%	
Maximum Green (s)	41.0	41.0	41.0					52.0		44.0	99.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		0.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.0		3.0	5.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	2.5	2.5	2.5					1.0		2.0	1.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		41.0	41.0					52.0		44.0	99.0	
Actuated g/C Ratio		0.27	0.27					0.35		0.29	0.66	
v/c Ratio		1.29	0.34					1.27		1.36	0.96	
Control Delay		186.1	44.6					167.1		194.8	11.4	
Queue Delay		0.0	0.0					0.8		3.6	8.3	
Total Delay		186.1	44.6					167.9		198.4	19.8	
LOS		F	D					F		F	B	
Approach Delay		174.3						167.9			62.9	
Approach LOS		F						F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 65 (43%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.36			
Intersection Signal Delay: 121.2		Intersection LOS: F	
Intersection Capacity Utilization 116.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 9: NW 22 Ave & NW 135 St



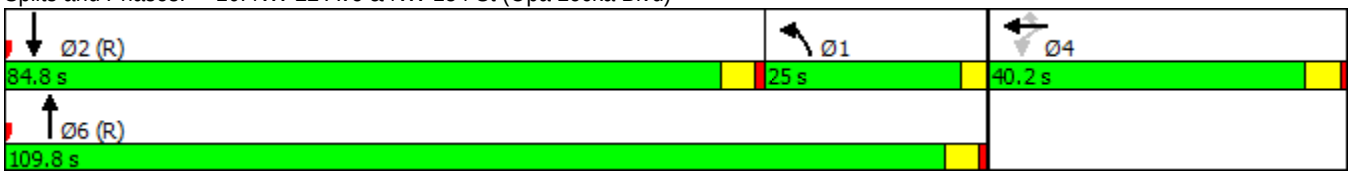


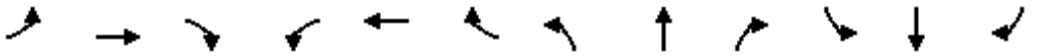
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	114	993	307	250	1206	0	0	2388	222
Future Volume (vph)	0	0	0	114	993	307	250	1206	0	0	2388	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Frt						0.850					0.987	
Flt Protected					0.995		0.950					
Satd. Flow (prot)	0	0	0	0	4896	1538	1752	3374	0	0	5007	0
Flt Permitted					0.995		0.950					
Satd. Flow (perm)	0	0	0	0	4896	1538	1752	3374	0	0	5007	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						90					15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2679			1312			270			3549	
Travel Time (s)		60.9			29.8			6.1			80.7	
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
Heavy Vehicles (%)	2%	2%	2%	9%	5%	5%	3%	7%	2%	2%	2%	5%
Adj. Flow (vph)	0	0	0	124	1079	334	272	1311	0	0	2596	241
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1203	334	272	1311	0	0	2837	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0	5.0	15.0			15.0	
Minimum Split (s)				23.5	23.5	23.5	8.0	23.0			23.0	
Total Split (s)				40.2	40.2	40.2	25.0	109.8			84.8	
Total Split (%)				26.8%	26.8%	26.8%	16.7%	73.2%			56.5%	
Maximum Green (s)				35.2	35.2	35.2	22.0	104.8			79.8	
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	0.0	1.0			1.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					5.0	5.0	3.0	5.0			5.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.5	2.5	2.5	2.0	1.0			1.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)					35.2	35.2	22.0	104.8			79.8	
Actuated g/C Ratio					0.23	0.23	0.15	0.70			0.53	
v/c Ratio					1.05	0.78	1.06	0.56			1.06	
Control Delay					94.5	52.4	105.9	12.6			40.7	
Queue Delay					21.0	0.0	19.0	50.3			16.3	
Total Delay					115.6	52.4	124.9	62.9			57.1	
LOS					F	D	F	E			E	
Approach Delay					101.8			73.6			57.1	
Approach LOS					F			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 73 (49%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 73.0		Intersection LOS: E	
Intersection Capacity Utilization 116.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 10: NW 22 Ave & NW 134 St (Opa Locka Blvd)



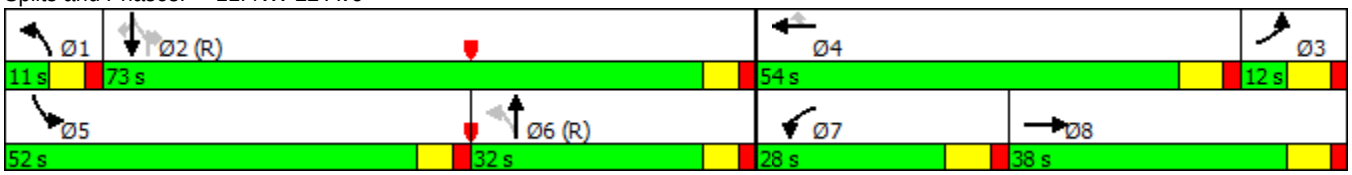


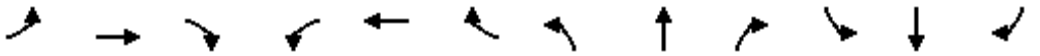
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	753	5	635	1179	126	10	181	453	500	2022	56
Future Volume (vph)	88	753	5	635	1179	126	10	181	453	500	2022	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	800		0	350		350	150		250	75		0
Storage Lanes	2		0	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3213	3047	0	3303	3374	1509	1805	3679	1468	1703	3471	1429
Flt Permitted	0.950			0.950			0.154			0.506		
Satd. Flow (perm)	3213	3047	0	3303	3374	1509	293	3679	1468	907	3471	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						160			480			175
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1683			1421			3549			373	
Travel Time (s)		38.3			32.3			80.7			8.5	
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
Heavy Vehicles (%)	9%	18%	75%	6%	7%	7%	0%	41%	10%	6%	4%	13%
Adj. Flow (vph)	96	818	5	690	1282	137	11	197	492	543	2198	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	823	0	690	1282	137	11	197	492	543	2198	61
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases						4	6		2	2		2
Minimum Split (s)	12.0	25.0		12.0	25.0	25.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	12.0	38.0		28.0	54.0	54.0	11.0	32.0	73.0	52.0	73.0	73.0
Total Split (%)	8.0%	25.3%		18.7%	36.0%	36.0%	7.3%	21.3%	48.7%	34.7%	48.7%	48.7%
Maximum Green (s)	5.0	31.0		21.0	47.0	47.0	5.0	26.0	67.0	46.0	67.0	67.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	5.0	31.0		21.0	47.0	47.0	31.0	26.0	67.0	78.0	67.0	67.0
Actuated g/C Ratio	0.03	0.21		0.14	0.31	0.31	0.21	0.17	0.45	0.52	0.45	0.45

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.90	1.31		1.49	1.21	0.24	0.10	0.31	0.53	0.76	1.42	0.08
Control Delay	132.9	195.6		275.5	148.3	4.0	25.9	40.2	4.4	18.4	216.5	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.5	0.0	0.0	0.0	51.3	0.8	0.0
Total Delay	132.9	195.6		275.5	148.3	4.6	25.9	40.2	4.4	69.7	217.3	0.0
LOS	F	F		F	F	A	C	D	A	E	F	A
Approach Delay		189.0			180.6			14.8			184.0	
Approach LOS		F			F			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 20 (13%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 150			
Control Type: Pretimed			
Maximum v/c Ratio: 1.49			
Intersection Signal Delay: 165.4		Intersection LOS: F	
Intersection Capacity Utilization 120.8%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 11: NW 22 Ave





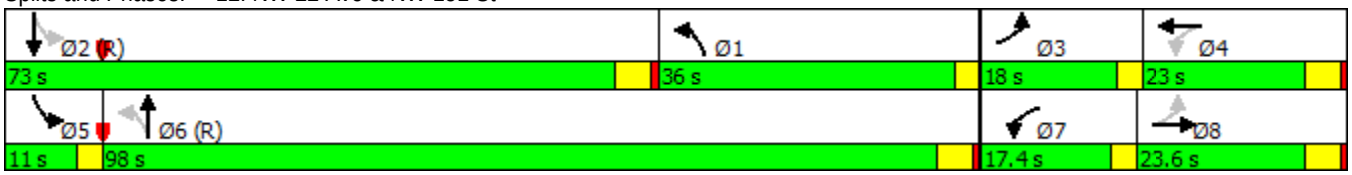
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	85	324	147	84	90	444	1838	208	131	1879	309
Future Volume (vph)	230	85	324	147	84	90	444	1838	208	131	1879	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	400		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.881			0.922			0.985			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1612	2785	0	1570	2894	0	1583	3092	0	1570	4427	0
Flt Permitted	0.506			0.222			0.065			0.067		
Satd. Flow (perm)	858	2785	0	367	2894	0	108	3092	0	111	4427	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		335			98			15			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2647			2398			1128			1010	
Travel Time (s)		60.2			54.5			25.6			23.0	
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
Heavy Vehicles (%)	12%	15%	14%	15%	15%	15%	14%	15%	15%	15%	15%	13%
Adj. Flow (vph)	250	92	352	160	91	98	483	1998	226	142	2042	336
Shared Lane Traffic (%)												
Lane Group Flow (vph)	250	444	0	160	189	0	483	2224	0	142	2378	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	

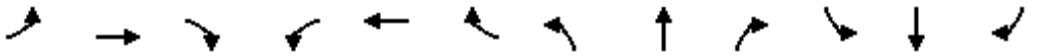
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.5	23.0		9.6	23.0		9.5	23.0		9.5	23.0	
Total Split (s)	18.0	23.6		17.4	23.0		36.0	98.0		11.0	73.0	
Total Split (%)	12.0%	15.7%		11.6%	15.3%		24.0%	65.3%		7.3%	48.7%	
Maximum Green (s)	15.0	18.6		14.4	18.0		33.0	93.0		8.0	68.0	
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		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	36.1	19.1		33.9	18.0		95.0	93.0		70.0	68.0	
Actuated g/C Ratio	0.24	0.13		0.23	0.12		0.63	0.62		0.47	0.45	
v/c Ratio	0.89	0.69		0.83	0.44		1.23	1.16		1.10	1.18	
Control Delay	45.1	11.8		79.7	32.5		147.6	96.3		140.0	121.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	45.1	11.8		79.7	32.5		147.6	96.3		140.0	121.6	
LOS	D	B		E	C		F	F		F	F	
Approach Delay		23.8			54.1			105.5			122.7	
Approach LOS		C			D			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 110 (73%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.23
Intersection Signal Delay: 100.5 Intersection LOS: F
Intersection Capacity Utilization 103.8% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 12: NW 22 Ave & NW 151 St





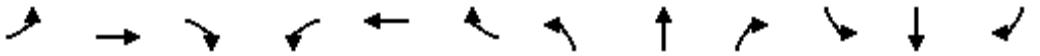
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	220	83	27	157	33	29	1027	40	0	2304	62
Future Volume (vph)	93	220	83	27	157	33	29	1027	40	0	2304	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	25			25			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.994			0.996	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1787	1810	1524	1770	1743	1583	1805	3453	0	0	2985	0
Flt Permitted	0.418			0.211			0.038					
Satd. Flow (perm)	786	1810	1524	393	1743	1583	72	3453	0	0	2985	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29			36		12			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1955			1497			482			2468	
Travel Time (s)		44.4			34.0			11.0			56.1	
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
Heavy Vehicles (%)	1%	5%	6%	2%	9%	2%	0%	51%	6%	2%	75%	0%
Adj. Flow (vph)	101	239	90	29	171	36	32	1116	43	0	2504	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	239	90	29	171	36	32	1159	0	0	2571	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2			2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100			100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA			NA	
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8	4		4	6					
Detector Phase	8	8	8	4	4	4	6	6			2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0			25.0	
Total Split (s)	26.0	26.0	26.0	26.0	26.0	26.0	124.0	124.0			124.0	
Total Split (%)	17.3%	17.3%	17.3%	17.3%	17.3%	17.3%	82.7%	82.7%			82.7%	
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0	19.0	117.0	117.0			117.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			2.0	
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)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max			C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0			0	
Act Effct Green (s)	19.0	19.0	19.0	19.0	19.0	19.0	117.0	117.0			117.0	
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13	0.13	0.78	0.78			0.78	
v/c Ratio	1.02	1.04	0.41	0.59	0.78	0.16	0.57	0.43			1.10	
Control Delay	158.4	132.8	46.9	80.7	72.8	18.5	53.3	4.3			58.5	
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0			0.7	
Total Delay	158.4	132.8	47.0	80.7	72.8	18.5	53.3	4.3			59.2	
LOS	F	F	D	F	E	B	D	A			E	
Approach Delay		120.8			65.5			5.6			59.2	
Approach LOS		F			E			A			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 72 (48%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 51.1		Intersection LOS: D	
Intersection Capacity Utilization 80.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 15: NW 27 Ave





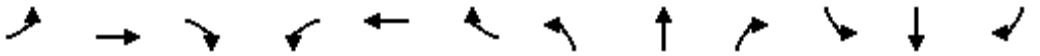
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	391	474	277	108	325	81	136	860	36	232	2192	399
Future Volume (vph)	391	474	277	108	325	81	136	860	36	232	2192	399
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	150		0	325		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.945			0.970			0.994			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3238	0	1752	3160	0	1736	3548	0	1656	3271	0
Flt Permitted	0.323			0.333			0.050			0.228		
Satd. Flow (perm)	596	3238	0	614	3160	0	91	3548	0	397	3271	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68			17			6			43	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4626			2647			2468			1579	
Travel Time (s)		105.1			60.2			56.1			35.9	
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
Heavy Vehicles (%)	3%	5%	6%	3%	12%	6%	4%	47%	5%	9%	64%	5%
Adj. Flow (vph)	425	515	301	117	353	88	148	935	39	252	2383	434
Shared Lane Traffic (%)												
Lane Group Flow (vph)	425	816	0	117	441	0	148	974	0	252	2817	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.0	23.0		9.0	23.0		9.0	23.0		9.0	23.0	
Total Split (s)	24.0	37.0		10.0	23.0		9.0	78.0		25.0	94.0	
Total Split (%)	16.0%	24.7%		6.7%	15.3%		6.0%	52.0%		16.7%	62.7%	
Maximum Green (s)	20.0	32.0		6.0	18.0		5.0	73.0		21.0	89.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	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)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	33.0	32.0		19.0	18.0		86.3	80.3		99.0	89.0	
Actuated g/C Ratio	0.22	0.21		0.13	0.12		0.58	0.54		0.66	0.59	
v/c Ratio	1.49	1.10		0.95	1.12		1.38	0.51		0.67	1.44	
Control Delay	269.5	98.3		71.4	107.7		252.9	21.8		19.5	227.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	269.5	98.3		71.4	107.7		252.9	21.8		19.5	227.5	
LOS	F	F		E	F		F	C		B	F	
Approach Delay		156.9			100.1			52.3			210.4	
Approach LOS		F			F			D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 46 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.49			
Intersection Signal Delay: 159.5		Intersection LOS: F	
Intersection Capacity Utilization 107.0%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 16: NW 27 Ave & NW 151 St





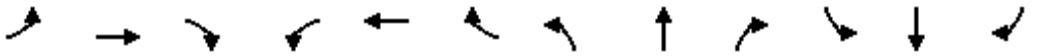
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	20	788	75	35	31	1020	0	0	2343	57
Future Volume (vph)	0	0	20	788	75	35	31	1020	0	0	2343	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	350		0	0		0
Storage Lanes	0		1	1		1	1		0	0		0
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.86	0.86
Frt			0.865			0.850					0.996	
Flt Protected				0.950	0.960		0.950					
Satd. Flow (prot)	0	0	1627	1174	1253	1599	1719	3222	0	0	3716	0
Flt Permitted				0.950	0.960		0.045					
Satd. Flow (perm)	0	0	1627	1174	1253	1599	81	3222	0	0	3716	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61			44					5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			1312			1109			482	
Travel Time (s)		8.3			29.8			25.2			11.0	
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
Heavy Vehicles (%)	2%	2%	1%	46%	2%	1%	5%	61%	2%	2%	77%	0%
Adj. Flow (vph)	0	0	22	857	82	38	34	1109	0	0	2547	62
Shared Lane Traffic (%)				45%								
Lane Group Flow (vph)	0	0	22	471	468	38	34	1109	0	0	2609	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2	1	1	2			2	
Detector Template			Right	Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)			20	20	100	20	20	100			100	
Trailing Detector (ft)			0	0	0	0	0	0			0	
Detector 1 Position(ft)			0	0	0	0	0	0			0	
Detector 1 Size(ft)			20	20	6	20	20	6			6	
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type			Perm	Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4	4		4	2					
Detector Phase			4	4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)			7.0	7.0	7.0	7.0	5.0	7.0			7.0	
Minimum Split (s)			23.0	23.0	23.0	23.0	9.0	23.0			23.0	
Total Split (s)			48.0	48.0	48.0	48.0	9.0	102.0			93.0	
Total Split (%)			32.0%	32.0%	32.0%	32.0%	6.0%	68.0%			62.0%	
Maximum Green (s)			43.0	43.0	43.0	43.0	5.0	97.0			88.0	
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)			1.0	1.0	1.0	1.0	0.0	1.0			1.0	
Lost Time Adjust (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)			5.0	5.0	5.0	5.0	4.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)			3.0	3.0	3.0	3.0	2.0	1.0			1.0	
Recall Mode			None	None	None	None	None	C-Max			C-Max	
Walk Time (s)			7.0	7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)			11.0	11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)			0	0	0	0		0			0	
Act Effct Green (s)			43.0	43.0	43.0	43.0	94.8	97.0			89.8	
Actuated g/C Ratio			0.29	0.29	0.29	0.29	0.63	0.65			0.60	
v/c Ratio			0.04	1.40	1.30	0.08	0.32	0.53			1.17	
Control Delay			0.1	237.4	197.6	9.1	17.5	15.4			97.0	
Queue Delay			0.0	0.0	0.0	0.0	0.0	0.0			0.2	
Total Delay			0.1	237.4	197.6	9.1	17.5	15.4			97.2	
LOS			A	F	F	A	B	B			F	
Approach Delay		0.1			209.4			15.5			97.2	
Approach LOS		A			F			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 112 (75%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.40			
Intersection Signal Delay: 100.2		Intersection LOS: F	
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 17: NW 27 Ave



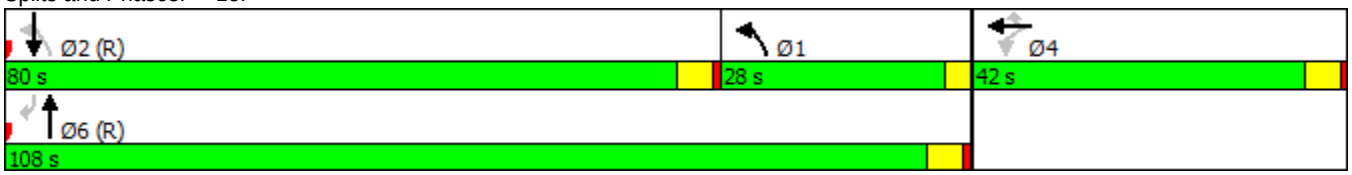


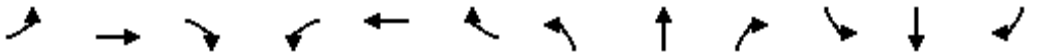
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	473	6	332	384	1269	0	0	1902	442
Future Volume (vph)	0	0	0	473	6	332	384	1269	0	0	1902	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	475		0	0		450
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1509	1626	4848	0	0	3312	1429
Flt Permitted					0.953		0.053					
Satd. Flow (perm)	0	0	0	0	1648	1509	91	4848	0	0	3312	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						75						480
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		509			295			1076			4553	
Travel Time (s)		11.6			6.7			24.5			103.5	
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
Heavy Vehicles (%)	2%	2%	2%	10%	0%	7%	11%	7%	2%	2%	9%	13%
Adj. Flow (vph)	0	0	0	514	7	361	417	1379	0	0	2067	480
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	521	361	417	1379	0	0	2067	480
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	custom
Protected Phases					4		1	6			2	
Permitted Phases				4		4	2					6
Minimum Split (s)				10.0	10.0	10.0	8.0	23.0			23.0	23.0
Total Split (s)				42.0	42.0	42.0	28.0	108.0			80.0	108.0
Total Split (%)				28.0%	28.0%	28.0%	18.7%	72.0%			53.3%	72.0%
Maximum Green (s)				37.0	37.0	37.0	25.0	103.0			75.0	103.0
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	4.0
All-Red Time (s)				1.0	1.0	1.0	0.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.0	5.0	3.0	5.0			5.0	5.0
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Walk Time (s)								7.0			7.0	7.0
Flash Dont Walk (s)								11.0			11.0	11.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)					37.0	37.0	102.0	103.0			75.0	103.0
Actuated g/C Ratio					0.25	0.25	0.68	0.69			0.50	0.69

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio					1.28	0.84	1.32	0.41			1.25	0.42
Control Delay					189.6	60.7	183.8	3.2			142.4	0.4
Queue Delay					0.0	0.0	0.0	0.0			1.7	0.0
Total Delay					189.6	60.7	183.8	3.2			144.0	0.4
LOS					F	E	F	A			F	A
Approach Delay					136.8			45.1			117.0	
Approach LOS					F			D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 34 (23%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 130			
Control Type: Pretimed			
Maximum v/c Ratio: 1.32			
Intersection Signal Delay: 95.6		Intersection LOS: F	
Intersection Capacity Utilization 112.0%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 18:



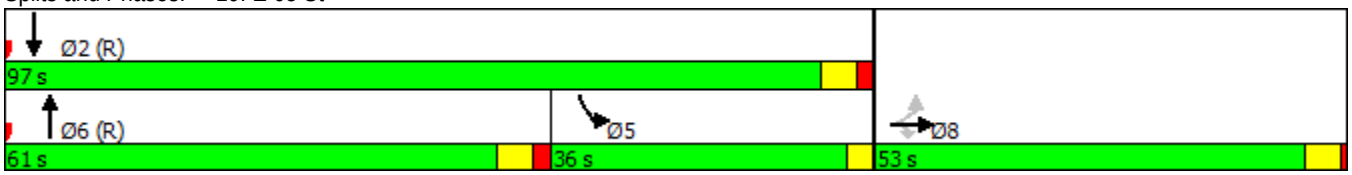


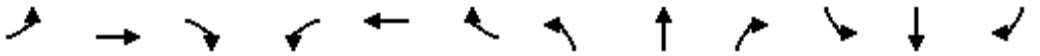
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	681	480	20	0	0	0	0	901	65	291	1649	785
Future Volume (vph)	681	480	20	0	0	0	0	901	65	291	1649	785
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	0		0	475		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850					0.990			0.952	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1703	1810	1524	0	0	0	0	3245	0	1687	3222	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1703	1810	1524	0	0	0	0	3245	0	1687	3222	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65					6			97	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1003			1080			759			1076	
Travel Time (s)		22.8			24.5			17.3			24.5	
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
Heavy Vehicles (%)	6%	5%	6%	2%	2%	2%	2%	10%	12%	7%	7%	6%
Adj. Flow (vph)	740	522	22	0	0	0	0	979	71	316	1792	853
Shared Lane Traffic (%)												
Lane Group Flow (vph)	740	522	22	0	0	0	0	1050	0	316	2645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Minimum Split (s)	10.0	10.0	10.0					24.0		8.0	24.0	
Total Split (s)	53.0	53.0	53.0					61.0		36.0	97.0	
Total Split (%)	35.3%	35.3%	35.3%					40.7%		24.0%	64.7%	
Maximum Green (s)	48.0	48.0	48.0					55.0		33.0	91.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					6.0		3.0	6.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	48.0	48.0	48.0					55.0		33.0	91.0	
Actuated g/C Ratio	0.32	0.32	0.32					0.37		0.22	0.61	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.36	0.90	0.04					0.88		0.85	1.33	
Control Delay	202.7	51.5	1.8					53.8		40.5	162.7	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	202.7	51.5	1.8					53.8		40.5	162.7	
LOS	F	D	A					D		D	F	
Approach Delay		137.8						53.8			149.6	
Approach LOS		F						D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 43 (29%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 130			
Control Type: Pretimed			
Maximum v/c Ratio: 1.36			
Intersection Signal Delay: 127.8		Intersection LOS: F	
Intersection Capacity Utilization 117.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 19: E 65 St





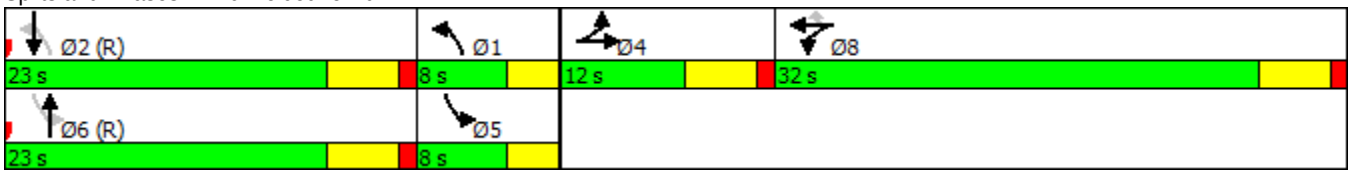
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	32	18	1183	23	47	27	55	1159	60	44	1
Future Volume (vph)	1	32	18	1183	23	47	27	55	1159	60	44	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	1000		0	200		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	0			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.945				0.850		0.857			0.997	
Flt Protected	0.950			0.950	0.954		0.950			0.950		
Satd. Flow (prot)	1719	1710	0	1649	1655	1538	1719	2973	0	1719	3428	0
Flt Permitted	0.950			0.950	0.954		0.723			0.282		
Satd. Flow (perm)	1719	1710	0	1649	1655	1538	1308	2973	0	510	3428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				145		955			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		323			3297			2065			606	
Travel Time (s)		7.3			74.9			46.9			13.8	
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
Heavy Vehicles (%)	5%	5%	5%	4%	5%	5%	5%	5%	4%	5%	5%	5%
Adj. Flow (vph)	1	35	20	1286	25	51	29	60	1260	65	48	1
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	1	55	0	656	655	51	29	1320	0	65	49	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	4	4		8	8		1	6		5	2	

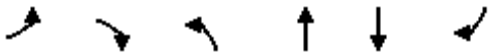
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	16.0		5.0	16.0	
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	8.0	23.0		8.0	23.0	
Total Split (s)	12.0	12.0		32.0	32.0	32.0	8.0	23.0		8.0	23.0	
Total Split (%)	16.0%	16.0%		42.7%	42.7%	42.7%	10.7%	30.7%		10.7%	30.7%	
Maximum Green (s)	7.0	7.0		27.0	27.0	27.0	5.0	18.0		5.0	18.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	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	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		3.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	7.0	7.0		33.4	33.4	33.4	26.2	18.0		25.0	21.2	
Actuated g/C Ratio	0.09	0.09		0.45	0.45	0.45	0.35	0.24		0.33	0.28	
v/c Ratio	0.01	0.31		0.89	0.89	0.07	0.06	1.15dr		0.26	0.05	
Control Delay	31.0	27.7		32.1	31.7	0.1	15.7	19.4		21.0	20.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	31.0	27.7		32.1	31.7	0.1	15.7	19.4		21.0	20.3	
LOS	C	C		C	C	A	B	B		C	C	
Approach Delay		27.8			30.7			19.3			20.7	
Approach LOS		C			C			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 41 (55%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 24.9 Intersection LOS: C
Intersection Capacity Utilization 95.0% ICU Level of Service F
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 46: Le Jeune Rd





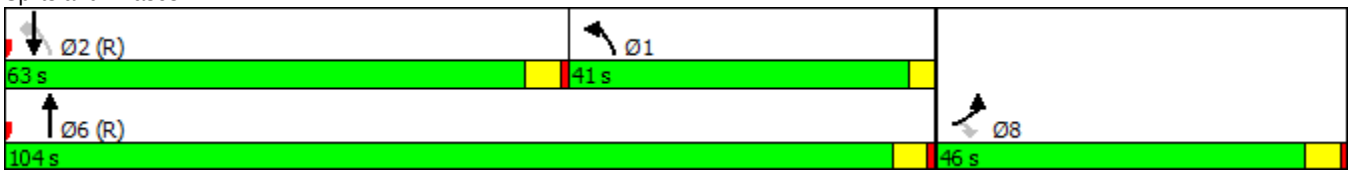
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	871	793	796	554	1634	874
Future Volume (vph)	871	793	796	554	1634	874
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	250	200			250
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	0.88	0.86	0.86	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950	0.980		
Satd. Flow (prot)	3303	2608	1424	4407	4759	1524
Flt Permitted	0.950		0.069	0.715		
Satd. Flow (perm)	3303	2608	103	3216	4759	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		642				603
Link Speed (mph)	30			30	30	
Link Distance (ft)	3297			918	2844	
Travel Time (s)	74.9			20.9	64.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	9%	9%	9%	9%	6%
Adj. Flow (vph)	947	862	865	602	1776	950
Shared Lane Traffic (%)			50%			
Lane Group Flow (vph)	947	862	432	1035	1776	950
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	0
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	0
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	D.P+P	NA	NA	Perm
Protected Phases	8		1	6	2	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		8	2			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	18.0	18.0	18.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	46.0	46.0	41.0	104.0	63.0	63.0
Total Split (%)	30.7%	30.7%	27.3%	69.3%	42.0%	42.0%
Maximum Green (s)	41.0	41.0	38.0	99.0	58.0	58.0
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	3.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	2.5	2.5	1.0	1.0	2.0	2.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	41.0	41.0	98.0	99.0	58.0	58.0
Actuated g/C Ratio	0.27	0.27	0.65	0.66	0.39	0.39
v/c Ratio	1.05	0.73	1.08	1.03dl	0.97	0.99
Control Delay	87.7	11.0	111.1	20.8	47.8	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.7	11.0	111.1	20.8	47.8	30.9
LOS	F	B	F	C	D	C
Approach Delay	51.2			47.4	41.9	
Approach LOS	D			D	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 65 (43%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 46.0		Intersection LOS: D	
Intersection Capacity Utilization 91.0%		ICU Level of Service E	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 47:





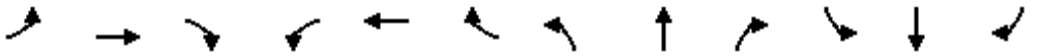
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	102	173	2185	90	161	2185
Future Volume (vph)	102	173	2185	90	161	2185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	300		0	150	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91
Frt	0.932	0.850	0.994			
Flt Protected	0.973				0.950	
Satd. Flow (prot)	3054	1336	4730	0	1641	4759
Flt Permitted	0.973				0.950	
Satd. Flow (perm)	3054	1336	4730	0	1641	4759
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	92	96	8			
Link Speed (mph)	30		30			30
Link Distance (ft)	475		705			972
Travel Time (s)	10.8		16.0			22.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	10%	9%	9%	10%	9%
Adj. Flow (vph)	111	188	2375	98	175	2375
Shared Lane Traffic (%)		49%				
Lane Group Flow (vph)	203	96	2473	0	175	2375
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	4		6		5	2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4				
Detector Phase	4	4	6		5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0
Minimum Split (s)	22.5	22.5	23.0		9.5	23.0
Total Split (s)	23.0	23.0	97.4		29.6	127.0
Total Split (%)	15.3%	15.3%	64.9%		19.7%	84.7%
Maximum Green (s)	18.0	18.0	92.4		26.6	122.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		3.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.5	3.5	1.0		2.0	1.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)			7.0			7.0
Flash Dont Walk (s)			11.0			11.0
Pedestrian Calls (#/hr)			0			0
Act Effct Green (s)	11.5	11.5	105.2		20.3	128.5
Actuated g/C Ratio	0.08	0.08	0.70		0.14	0.86
v/c Ratio	0.64	0.51	0.74		0.79	0.58
Control Delay	45.3	20.7	5.1		80.2	1.7
Queue Delay	0.0	0.0	0.9		0.0	0.0
Total Delay	45.4	20.7	6.0		80.2	1.7
LOS	D	C	A		F	A
Approach Delay	37.4		6.0			7.1
Approach LOS	D		A			A

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 82 (55%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 49:





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	56	62	62	56	62	81	2360	81	81	2360	103
Future Volume (vph)	83	56	62	62	56	62	81	2360	81	81	2360	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	130		0	75		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.921			0.995			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1626	1652	1404	1570	1522	0	1570	3123	0	1570	3124	0
Flt Permitted	0.477			0.717			0.034			0.035		
Satd. Flow (perm)	816	1652	1404	1185	1522	0	56	3123	0	58	3124	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			56		15			9			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1445			617			373			1128	
Travel Time (s)		32.8			14.0			8.5			25.6	
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
Heavy Vehicles (%)	11%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	12%
Adj. Flow (vph)	90	61	67	67	61	67	88	2565	88	88	2565	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	61	67	67	128	0	88	2653	0	88	2677	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		8			4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8	4			6			2		
Detector Phase	8	8	8	4	4		1	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	7.0		7.0	7.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0		9.0	23.0		23.0	23.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0		9.0	127.0		118.0	118.0	
Total Split (%)	15.3%	15.3%	15.3%	15.3%	15.3%		6.0%	84.7%		78.7%	78.7%	
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		5.0	122.0		113.0	113.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
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)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		5.0	5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.0	1.0		1.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)	17.5	17.5	17.5	17.5	17.5		123.5	122.5		113.0	113.0	
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12		0.82	0.82		0.75	0.75	
v/c Ratio	0.96	0.32	0.31	0.49	0.67		0.87	1.04		2.05	1.14	
Control Delay	126.7	86.0	56.3	74.4	73.8		89.5	42.9		497.0	80.6	
Queue Delay	0.0	0.0	0.1	0.0	0.0		0.0	25.1		0.0	0.9	
Total Delay	126.7	86.0	56.4	74.4	73.8		89.5	68.0		497.0	81.4	
LOS	F	F	E	E	E		F	E		F	F	
Approach Delay		93.7			74.0			68.7			94.6	
Approach LOS		F			E			E			F	

Intersection Summary

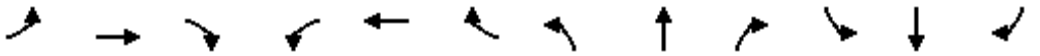
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 92 (61%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.05
Intersection Signal Delay: 81.9 Intersection LOS: F
Intersection Capacity Utilization 92.7% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 60: NW 22 Ave



F.6 FUTURE MITIGATED CONDITIONS - PM

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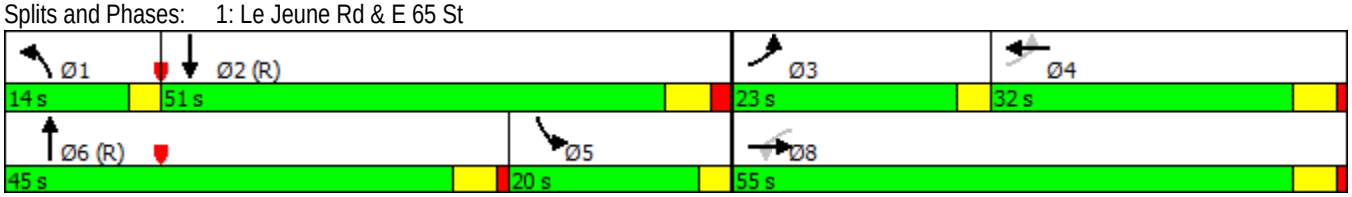
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	385	646	125	10	661	147	293	1026	49	253	978	719
Future Volume (vph)	385	646	125	10	661	147	293	1026	49	253	978	719
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	175		0	230		1000	230		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.91	0.91
Frt		0.976			0.973			0.993			0.936	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3427	0	1014	3313	0	3467	3438	0	1656	4726	0
Flt Permitted	0.148			0.217			0.950			0.950		
Satd. Flow (perm)	273	3427	0	232	3313	0	3467	3438	0	1656	4726	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			21			4			177	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		591			1003			1305			5350	
Travel Time (s)		13.4			22.8			29.7			121.6	
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
Heavy Vehicles (%)	3%	2%	7%	78%	2%	24%	1%	4%	10%	9%	4%	1%
Adj. Flow (vph)	418	702	136	11	718	160	318	1115	53	275	1063	782
Shared Lane Traffic (%)												
Lane Group Flow (vph)	418	838	0	11	878	0	318	1168	0	275	1845	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.Pm	NA		Prot	NA		Prot	NA	
Protected Phases	3	8			4		1	6		5	2	

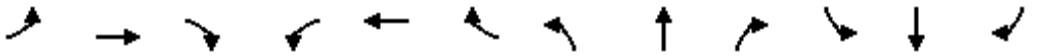
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8								
Detector Phase	3	8		8	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		7.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	8.0	12.5		12.5	12.5		10.0	13.0		8.0	13.0	
Total Split (s)	23.0	55.0		55.0	32.0		14.0	45.0		20.0	51.0	
Total Split (%)	19.2%	45.8%		45.8%	26.7%		11.7%	37.5%		16.7%	42.5%	
Maximum Green (s)	20.0	50.0		50.0	27.0		11.0	40.0		17.0	45.0	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	1.0		1.0	1.0		0.0	1.0		0.0	2.0	
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		5.0	5.0		3.0	5.0		3.0	6.0	
Lead/Lag	Lead				Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.5	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	49.0	50.0		50.0	27.0		11.0	40.0		17.0	45.0	
Actuated g/C Ratio	0.41	0.42		0.42	0.22		0.09	0.33		0.14	0.38	
v/c Ratio	1.17	0.58		0.11	1.15		1.00	1.02		1.18	1.10dr	
Control Delay	134.3	28.1		38.4	124.2		61.2	33.8		146.8	39.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	134.3	28.1		38.4	124.2		61.2	33.8		146.8	39.5	
LOS	F	C		D	F		E	C		F	D	
Approach Delay		63.5			123.2			39.7			53.4	
Approach LOS		E			F			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 57 (48%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 62.8		Intersection LOS: E	
Intersection Capacity Utilization 103.5%		ICU Level of Service G	
Analysis Period (min) 15			
Description: 42 and E65			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 1: Le Jeune Rd & E 65 St





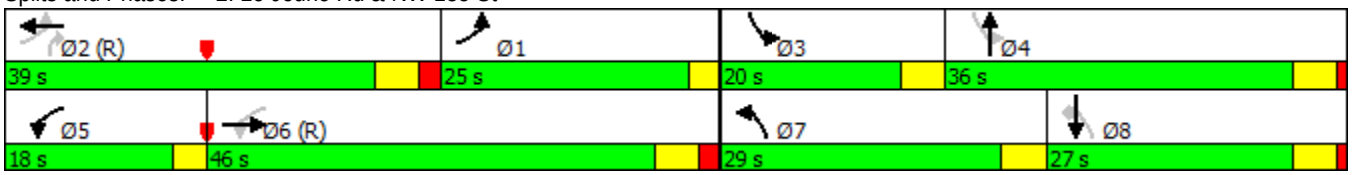
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	517	665	315	249	772	342	560	886	315	375	683	478
Future Volume (vph)	517	665	315	249	772	342	560	886	315	375	683	478
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	300		0	500		0	300		300
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.952			0.954				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3202	0	1641	3290	0	1736	3471	1509	1752	3438	1538
Flt Permitted	0.121			0.100			0.182			0.129		
Satd. Flow (perm)	221	3202	0	173	3290	0	332	3471	1509	238	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		70			58				307			315
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2136			2526			5350			2065	
Travel Time (s)		48.5			57.4			121.6			46.9	
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
Heavy Vehicles (%)	4%	7%	8%	10%	5%	4%	4%	4%	7%	3%	5%	5%
Adj. Flow (vph)	562	723	342	271	839	372	609	963	342	408	742	520
Shared Lane Traffic (%)												
Lane Group Flow (vph)	562	1065	0	271	1211	0	609	963	342	408	742	520
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	0
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	0
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	custom	D.P+P	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		2	4		8
Detector Phase	1	6		5	2		7	4	2	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		7.0	7.0	18.0	7.0	7.0	7.0
Minimum Split (s)	8.0	24.0		8.0	24.0		11.0	23.0	24.0	11.0	23.0	23.0
Total Split (s)	25.0	46.0		18.0	39.0		29.0	36.0	39.0	20.0	27.0	27.0
Total Split (%)	20.8%	38.3%		15.0%	32.5%		24.2%	30.0%	32.5%	16.7%	22.5%	22.5%
Maximum Green (s)	22.0	40.0		15.0	33.0		25.0	31.0	33.0	16.0	22.0	22.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	1.0	2.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.0		3.0	6.0		4.0	5.0	6.0	4.0	5.0	5.0
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.0	2.5	1.0	2.0	2.5	2.5
Recall Mode	None	C-Max		None	C-Min		None	None	C-Min	None	None	None
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	58.0	40.0		58.0	33.0		48.0	31.0	33.0	48.0	22.0	22.0
Actuated g/C Ratio	0.48	0.33		0.48	0.28		0.40	0.26	0.28	0.40	0.18	0.18
v/c Ratio	1.46	0.96		1.01	1.28		1.43	1.07	0.54	1.37	1.18	0.96
Control Delay	255.7	55.2		78.2	169.9		223.6	79.2	14.0	217.1	138.8	50.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	255.7	55.2		78.2	169.9		223.6	79.2	14.0	217.1	138.8	50.7
LOS	F	E		E	F		F	E	B	F	F	D
Approach Delay		124.5			153.1			113.5			130.5	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 2 (2%), Referenced to phase 2:WBEB and 6:EBWB, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.46
Intersection Signal Delay: 129.2 Intersection LOS: F
Intersection Capacity Utilization 126.7% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: Le Jeune Rd & NW 135 St

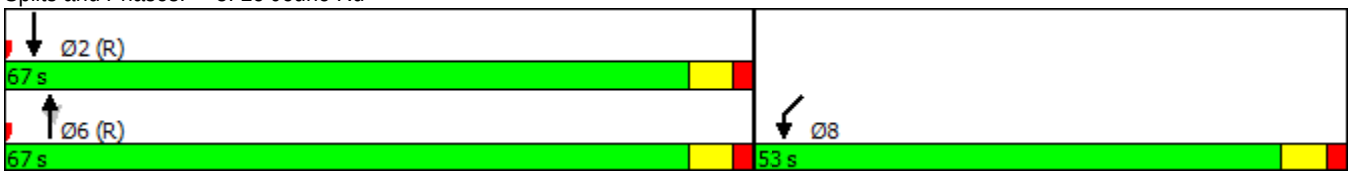


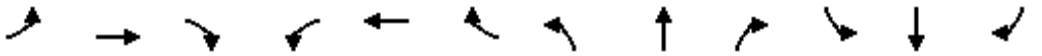
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1753	1576	0	1131	1268	0
Future Volume (vph)	1753	1576	0	1131	1268	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.88	1.00	0.91	0.97	1.00
Frt		0.850				
Flt Protected					0.950	
Satd. Flow (prot)	3539	2733	0	4988	3303	0
Flt Permitted					0.950	
Satd. Flow (perm)	3539	2733	0	4988	3303	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		1146				
Link Speed (mph)	30			30	30	
Link Distance (ft)	566			1305	937	
Travel Time (s)	12.9			29.7	21.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	4%	2%	4%	6%	2%
Adj. Flow (vph)	1905	1713	0	1229	1378	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1905	1713	0	1229	1378	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1		2	1	
Detector Template	Thru	Right		Thru	Left	
Leading Detector (ft)	100	20		100	20	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	6	20		6	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm		NA	Prot	
Protected Phases	6			2	8	
Permitted Phases		6				
Detector Phase	6	6		2	8	
Switch Phase						

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0	12.0		12.0	12.0	
Minimum Split (s)	35.0	35.0		35.0	35.0	
Total Split (s)	67.0	67.0		67.0	53.0	
Total Split (%)	55.8%	55.8%		55.8%	44.2%	
Maximum Green (s)	61.0	61.0		61.0	47.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	61.0	61.0		61.0	47.0	
Actuated g/C Ratio	0.51	0.51		0.51	0.39	
v/c Ratio	1.06	0.88		0.48	1.07	
Control Delay	68.6	14.3		11.0	61.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	68.6	14.3		11.0	61.6	
LOS	E	B		B	E	
Approach Delay	42.9			11.0	61.6	
Approach LOS	D			B	E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 104 (87%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 40.7		Intersection LOS: D	
Intersection Capacity Utilization 94.6%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 42 and Douglas			

Splits and Phases: 3: Le Jeune Rd



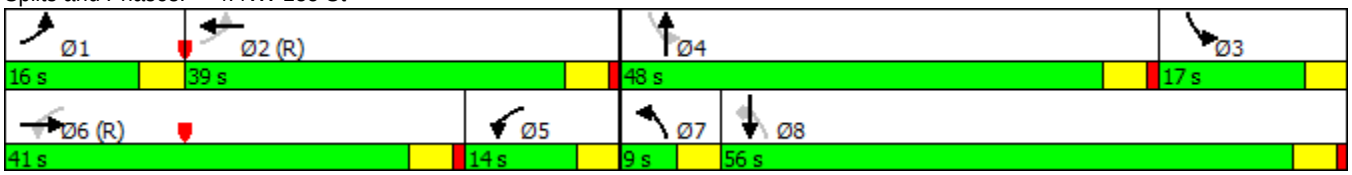


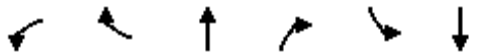
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	360	941	73	279	780	472	93	1533	225	360	1795	250
Future Volume (vph)	360	941	73	279	780	472	93	1533	225	360	1795	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	200		0	275		0	300		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.989			0.943			0.981				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3384	0	1671	3185	0	1736	3309	0	1687	3438	1495
Flt Permitted	0.118			0.111			0.078			0.093		
Satd. Flow (perm)	216	3384	0	195	3185	0	142	3309	0	165	3438	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			106			15				152
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2526			3939			4553			705	
Travel Time (s)		57.4			89.5			103.5			16.0	
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
Heavy Vehicles (%)	4%	5%	12%	8%	8%	5%	4%	6%	14%	7%	5%	8%
Adj. Flow (vph)	391	1023	79	303	848	513	101	1666	245	391	1951	272
Shared Lane Traffic (%)												
Lane Group Flow (vph)	391	1102	0	303	1361	0	101	1911	0	391	1951	272
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	0
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	0
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		8
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.0	23.0		9.0	23.0		9.0	23.0		9.0	23.0	23.0
Total Split (s)	16.0	41.0		14.0	39.0		9.0	48.0		17.0	56.0	56.0
Total Split (%)	13.3%	34.2%		11.7%	32.5%		7.5%	40.0%		14.2%	46.7%	46.7%
Maximum Green (s)	12.0	36.0		10.0	34.0		5.0	43.0		13.0	51.0	51.0
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)	0.0	1.0		0.0	1.0		0.0	1.0		0.0	1.0	1.0
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)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	47.0	36.0		47.0	34.0		57.0	43.0		57.0	51.0	51.0
Actuated g/C Ratio	0.39	0.30		0.39	0.28		0.48	0.36		0.48	0.42	0.42
v/c Ratio	1.66	1.08		1.52	1.39		0.76	1.60		1.61	1.34	0.38
Control Delay	324.5	71.1		292.8	214.5		51.4	298.4		318.4	181.3	6.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	324.5	71.1		292.8	214.5		51.4	298.4		318.4	181.3	6.3
LOS	F	E		F	F		D	F		F	F	A
Approach Delay		137.5			228.7			286.0			183.6	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 99 (83%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.66			
Intersection Signal Delay: 210.9		Intersection LOS: F	
Intersection Capacity Utilization 141.1%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 4: NW 135 St





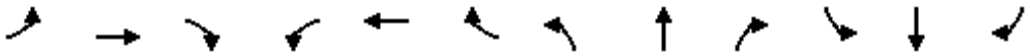
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	631	274	2550	583	267	1900
Future Volume (vph)	631	274	2550	583	267	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91
Frt	0.994	0.850	0.972			
Flt Protected	0.954				0.950	
Satd. Flow (prot)	3354	1348	4895	0	1805	5136
Flt Permitted	0.954				0.052	
Satd. Flow (perm)	3354	1348	4895	0	99	5136
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)	3	93				
Link Speed (mph)	30		30			30
Link Distance (ft)	4626		2844			621
Travel Time (s)	105.1		64.6			14.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	9%	3%	3%	0%	1%
Adj. Flow (vph)	686	298	2772	634	290	2065
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	716	268	3406	0	290	2065
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane	Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		D.P+P	NA
Protected Phases	4		6		5	2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4			6	
Detector Phase	4	4	6		5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0
Minimum Split (s)	23.0	23.0	23.0		8.0	23.0
Total Split (s)	26.0	26.0	82.0		12.0	94.0
Total Split (%)	21.7%	21.7%	68.3%		10.0%	78.3%
Maximum Green (s)	21.0	21.0	77.0		9.0	89.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		3.0	5.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	21.0	21.0	77.0		88.0	89.0
Actuated g/C Ratio	0.18	0.18	0.64		0.73	0.74
v/c Ratio	1.22	0.86	1.08		1.45	0.54
Control Delay	128.7	21.4	59.5		260.2	7.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	128.7	21.4	59.5		260.2	7.3
LOS	F	C	E		F	A
Approach Delay	99.5		59.5			38.5
Approach LOS	F		E			D

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 18 (15%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay: 58.0		Intersection LOS: E	
Intersection Capacity Utilization 109.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 6: NW 151 St





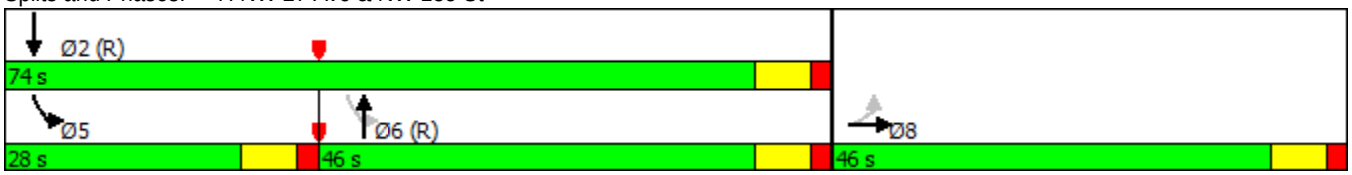
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	695	978	207	0	0	0	0	1360	87	240	1878	0
Future Volume (vph)	695	978	207	0	0	0	0	1360	87	240	1878	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	2		0	0		0	1		0	1		0
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.91	1.00
Frt		0.974						0.991				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3273	4820	0	0	0	0	0	6114	0	1770	4893	0
Flt Permitted	0.950									0.093		
Satd. Flow (perm)	3273	4820	0	0	0	0	0	6114	0	173	4893	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						12				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1110			1755			1122			264	
Travel Time (s)		25.2			39.9			25.5			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
Heavy Vehicles (%)	7%	5%	4%	2%	2%	2%	2%	6%	5%	2%	6%	2%
Adj. Flow (vph)	755	1063	225	0	0	0	0	1478	95	261	2041	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	755	1288	0	0	0	0	0	1573	0	261	2041	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		D.P+P	NA	
Protected Phases		8						6		5	2	

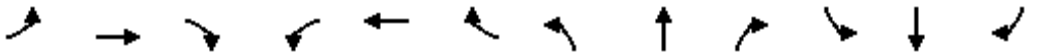
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8									6		
Detector Phase	8	8						6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0						25.0		12.0	25.0	
Total Split (s)	46.0	46.0						46.0		28.0	74.0	
Total Split (%)	38.3%	38.3%						38.3%		23.3%	61.7%	
Maximum Green (s)	39.0	39.0						39.0		21.0	67.0	
Yellow Time (s)	5.0	5.0						5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0						2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0						0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0						7.0		7.0	7.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0						1.0		2.0	1.0	
Recall Mode	None	None						C-Max		None	C-Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	11.0	11.0						11.0			11.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	39.0	39.0						43.1		60.0	67.0	
Actuated g/C Ratio	0.32	0.32						0.36		0.50	0.56	
v/c Ratio	0.71	0.82						0.71		0.84	0.75	
Control Delay	40.0	42.3						35.7		65.3	4.7	
Queue Delay	29.0	0.0						0.0		4.0	0.6	
Total Delay	68.9	42.3						35.7		69.3	5.3	
LOS	E	D						D		E	A	
Approach Delay		52.1						35.7			12.5	
Approach LOS		D						D			B	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 8 (7%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 32.4		Intersection LOS: C	
Intersection Capacity Utilization 121.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 7: NW 27 Ave & NW 135 St



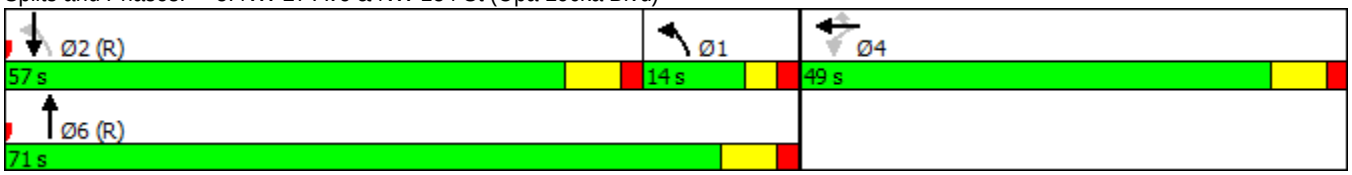


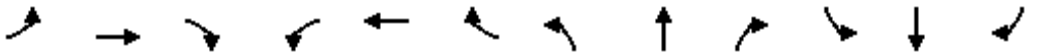
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	280	994	395	152	2184	0	0	1708	428
Future Volume (vph)	0	0	0	280	994	395	152	2184	0	0	1708	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		0	0		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	0			25			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.86	0.86
Frt					0.994	0.850					0.970	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1656	3274	1400	1719	4893	0	0	5892	0
Flt Permitted				0.950			0.080					
Satd. Flow (perm)	0	0	0	1656	3274	1400	145	4893	0	0	5892	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2	100					36	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			2679			264			995	
Travel Time (s)		26.4			60.9			6.0			22.6	
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
Heavy Vehicles (%)	2%	2%	2%	9%	5%	5%	5%	6%	2%	2%	6%	14%
Adj. Flow (vph)	0	0	0	304	1080	429	165	2374	0	0	1857	465
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	0	0	304	1123	386	165	2374	0	0	2322	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4	2					
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	5.0	1.0			7.0	
Minimum Split (s)				25.0	25.0	25.0	10.0	25.0			25.0	
Total Split (s)				49.0	49.0	49.0	14.0	71.0			57.0	
Total Split (%)				40.8%	40.8%	40.8%	11.7%	59.2%			47.5%	
Maximum Green (s)				42.0	42.0	42.0	9.0	64.0			50.0	
Yellow Time (s)				5.0	5.0	5.0	3.0	5.0			5.0	
All-Red Time (s)				2.0	2.0	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)				7.0	7.0	7.0	5.0	7.0			7.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	2.0	1.0			1.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)				42.0	42.0	42.0	61.0	64.0			50.0	
Actuated g/C Ratio				0.35	0.35	0.35	0.51	0.53			0.42	
v/c Ratio				0.53	0.98	0.70	0.86	0.91			0.94	
Control Delay				11.4	20.7	5.5	67.5	23.3			41.7	
Queue Delay				0.3	0.0	0.0	0.0	13.7			0.2	
Total Delay				11.8	20.7	5.5	67.5	37.0			41.9	
LOS				B	C	A	E	D			D	
Approach Delay					16.0			38.9			41.9	
Approach LOS					B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 110 (92%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 33.7		Intersection LOS: C	
Intersection Capacity Utilization 121.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: NW 27 Ave & NW 134 St (Opa Locka Blvd)





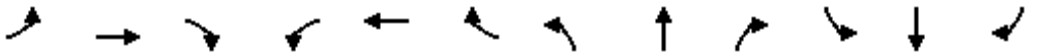
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	983	122	0	0	0	0	2013	172	373	1573	0
Future Volume (vph)	223	983	122	0	0	0	0	2013	172	373	1573	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.988				
Flt Protected		0.991								0.950		
Satd. Flow (prot)	0	4916	1553	0	0	0	0	3460	0	1687	3471	0
Flt Permitted		0.991								0.950		
Satd. Flow (perm)	0	4916	1553	0	0	0	0	3460	0	1687	3471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			45					11				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		905			938			1431			270	
Travel Time (s)		20.6			21.3			32.5			6.1	
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
Heavy Vehicles (%)	7%	4%	4%	2%	2%	2%	2%	3%	4%	7%	4%	2%
Adj. Flow (vph)	242	1068	133	0	0	0	0	2188	187	405	1710	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1310	133	0	0	0	0	2375	0	405	1710	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		8						6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8									
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0	23.0					23.0		8.0	23.0	
Total Split (s)	30.0	30.0	30.0					66.0		24.0	90.0	
Total Split (%)	25.0%	25.0%	25.0%					55.0%		20.0%	75.0%	
Maximum Green (s)	25.0	25.0	25.0					61.0		21.0	85.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		0.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.0		3.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	2.5	2.5	2.5					1.0		2.0	1.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		25.0	25.0					61.0		21.0	85.0	
Actuated g/C Ratio		0.21	0.21					0.51		0.18	0.71	
v/c Ratio		1.28	0.37					1.35		1.37	0.70	
Control Delay		157.5	12.6					187.4		222.6	4.5	
Queue Delay		0.2	0.0					0.6		4.4	8.6	
Total Delay		157.7	12.6					188.0		227.0	13.2	
LOS		F	B					F		F	B	
Approach Delay		144.3						188.0			54.1	
Approach LOS		F						F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 56 (47%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.37			
Intersection Signal Delay: 129.6		Intersection LOS: F	
Intersection Capacity Utilization 117.0%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 9: NW 22 Ave & NW 135 St



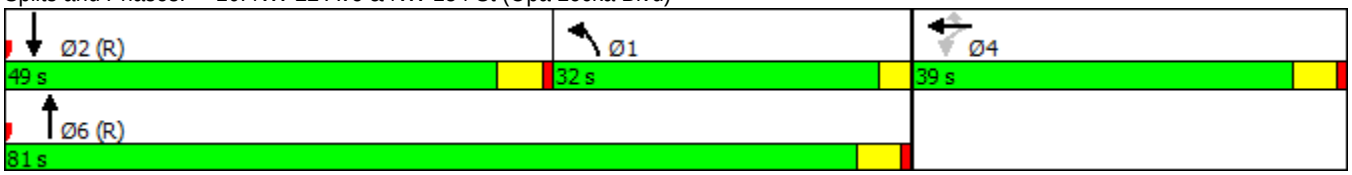


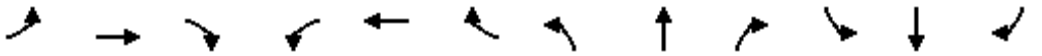
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	166	1314	428	500	1847	0	0	1623	290
Future Volume (vph)	0	0	0	166	1314	428	500	1847	0	0	1623	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Frt						0.850					0.977	
Flt Protected					0.994		0.950					
Satd. Flow (prot)	0	0	0	0	4963	1524	1787	3505	0	0	4859	0
Flt Permitted					0.994		0.950					
Satd. Flow (perm)	0	0	0	0	4963	1524	1787	3505	0	0	4859	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						64					24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2679			1312			270			3549	
Travel Time (s)		60.9			29.8			6.1			80.7	
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
Heavy Vehicles (%)	2%	2%	2%	3%	4%	6%	1%	3%	2%	2%	4%	6%
Adj. Flow (vph)	0	0	0	180	1428	465	543	2008	0	0	1764	315
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1608	465	543	2008	0	0	2079	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0	5.0	15.0			15.0	
Minimum Split (s)				23.5	23.5	23.5	8.0	23.0			23.0	
Total Split (s)				39.0	39.0	39.0	32.0	81.0			49.0	
Total Split (%)				32.5%	32.5%	32.5%	26.7%	67.5%			40.8%	
Maximum Green (s)				34.0	34.0	34.0	29.0	76.0			44.0	
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	0.0	1.0			1.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					5.0	5.0	3.0	5.0			5.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.5	2.5	2.5	2.0	1.0			1.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)					34.0	34.0	29.0	76.0			44.0	
Actuated g/C Ratio					0.28	0.28	0.24	0.63			0.37	
v/c Ratio					1.14	0.97	1.26	0.90			1.16	
Control Delay					113.1	72.7	145.4	7.0			88.7	
Queue Delay					1.7	0.0	4.2	46.0			0.5	
Total Delay					114.7	72.7	149.6	53.0			89.3	
LOS					F	E	F	D			F	
Approach Delay					105.3			73.6			89.3	
Approach LOS					F			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 88.2		Intersection LOS: F	
Intersection Capacity Utilization 117.0%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 10: NW 22 Ave & NW 134 St (Opa Locka Blvd)



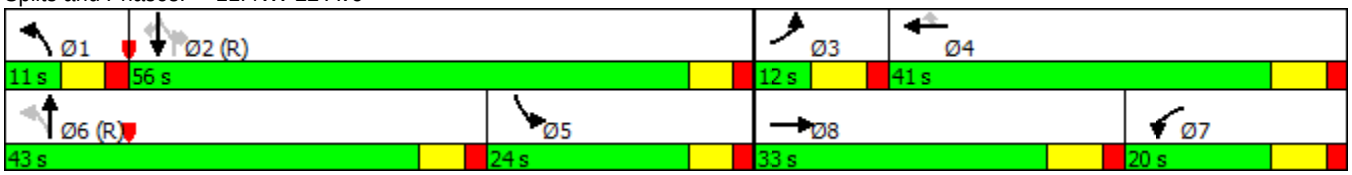


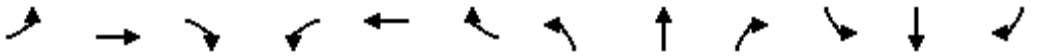
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	883	6	516	975	168	19	1698	653	472	2063	48
Future Volume (vph)	183	883	6	516	975	168	19	1698	653	472	2063	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	800		0	350		350	150		250	75		0
Storage Lanes	2		0	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3281	0	3303	3223	1509	1805	4988	1509	1687	5036	1282
Flt Permitted	0.950			0.950			0.125			0.125		
Satd. Flow (perm)	3400	3281	0	3303	3223	1509	238	4988	1509	222	5036	1282
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				200			532			218
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1683			1421			3549			373	
Travel Time (s)		38.3			32.3			80.7			8.5	
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
Heavy Vehicles (%)	3%	10%	0%	6%	12%	7%	0%	4%	7%	7%	3%	26%
Adj. Flow (vph)	199	960	7	561	1060	183	21	1846	710	513	2242	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	967	0	561	1060	183	21	1846	710	513	2242	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases						4	6		2	2		2
Minimum Split (s)	12.0	25.0		12.0	25.0	25.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	12.0	33.0		20.0	41.0	41.0	11.0	43.0	56.0	24.0	56.0	56.0
Total Split (%)	10.0%	27.5%		16.7%	34.2%	34.2%	9.2%	35.8%	46.7%	20.0%	46.7%	46.7%
Maximum Green (s)	5.0	26.0		13.0	34.0	34.0	5.0	37.0	50.0	18.0	50.0	50.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	5.0	26.0		13.0	34.0	34.0	37.0	37.0	50.0	50.0	50.0	50.0
Actuated g/C Ratio	0.04	0.22		0.11	0.28	0.28	0.31	0.31	0.42	0.42	0.42	0.42

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.41	1.36		1.57	1.16	0.32	0.15	1.20	0.76	1.64	1.07	0.08
Control Delay	262.9	208.1		305.9	123.7	5.0	28.3	128.8	18.2	329.4	65.4	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0
Total Delay	262.9	208.1		305.9	123.7	5.0	28.3	128.8	18.2	329.4	73.6	0.2
LOS	F	F		F	F	A	C	F	B	F	E	A
Approach Delay		217.5			168.3			97.5			119.0	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 80 (67%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 150			
Control Type: Pretimed			
Maximum v/c Ratio: 1.64			
Intersection Signal Delay: 136.8		Intersection LOS: F	
Intersection Capacity Utilization 119.9%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 11: NW 22 Ave





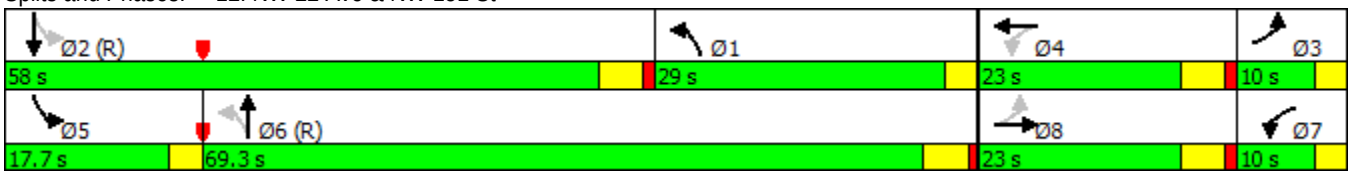
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	85	326	147	84	90	446	1840	208	131	1881	313
Future Volume (vph)	234	85	326	147	84	90	446	1840	208	131	1881	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	400		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.86	0.86	1.00	0.91	0.91
Frt		0.881			0.922			0.985			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3029	0	1719	3170	0	1719	6131	0	1719	4843	0
Flt Permitted	0.576			0.255			0.090			0.094		
Satd. Flow (perm)	1052	3029	0	461	3170	0	163	6131	0	170	4843	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		336			98			35			34	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2647			2398			1128			1010	
Travel Time (s)		60.2			54.5			25.6			23.0	
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
Heavy Vehicles (%)	4%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	4%
Adj. Flow (vph)	254	92	354	160	91	98	485	2000	226	142	2045	340
Shared Lane Traffic (%)												
Lane Group Flow (vph)	254	446	0	160	189	0	485	2226	0	142	2385	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	

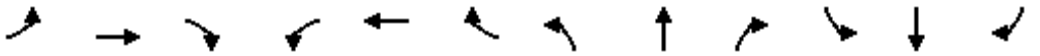
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.5	23.0		9.6	23.0		9.5	23.0		9.5	23.0	
Total Split (s)	10.0	23.0		10.0	23.0		29.0	69.3		17.7	58.0	
Total Split (%)	8.3%	19.2%		8.3%	19.2%		24.2%	57.8%		14.8%	48.3%	
Maximum Green (s)	7.0	18.0		7.0	18.0		26.0	64.3		14.7	53.0	
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	Lag	Lead		Lag	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	Max		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	19.7	10.7		29.6	18.0		70.5	68.5		55.0	53.0	
Actuated g/C Ratio	0.16	0.09		0.25	0.15		0.59	0.57		0.46	0.44	
v/c Ratio	1.20	0.77		0.61	0.34		1.12	0.63		0.67	1.11	
Control Delay	162.6	29.1		57.0	23.8		101.4	8.8		37.7	87.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	162.6	29.1		57.0	23.8		101.4	8.8		37.7	87.3	
LOS	F	C		E	C		F	A		D	F	
Approach Delay		77.5			39.0			25.4			84.5	
Approach LOS		E			D			C			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 75 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay: 55.7 Intersection LOS: E
Intersection Capacity Utilization 104.1% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 12: NW 22 Ave & NW 151 St





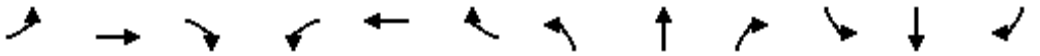
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	221	102	37	169	51	32	1998	27	0	1526	88
Future Volume (vph)	129	221	102	37	169	51	32	1998	27	0	1526	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	25			25			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.998			0.992	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1792	1553	1626	1743	1568	1805	5014	0	0	5001	0
Flt Permitted	0.523			0.390			0.104					
Satd. Flow (perm)	974	1792	1553	668	1743	1568	198	5014	0	0	5001	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36			36		3			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1955			1497			482			2468	
Travel Time (s)		44.4			34.0			11.0			56.1	
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
Heavy Vehicles (%)	2%	6%	4%	11%	9%	3%	0%	3%	21%	2%	3%	1%
Adj. Flow (vph)	140	240	111	40	184	55	35	2172	29	0	1659	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	240	111	40	184	55	35	2201	0	0	1755	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2			2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100			100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA			NA	
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8	4		4	6					
Detector Phase	8	8	8	4	4	4	6	6			2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0			25.0	
Total Split (s)	39.0	39.0	39.0	39.0	39.0	39.0	81.0	81.0			81.0	
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	32.5%	67.5%	67.5%			67.5%	
Maximum Green (s)	32.0	32.0	32.0	32.0	32.0	32.0	74.0	74.0			74.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			2.0	
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)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max			C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0			0	
Act Effct Green (s)	22.3	22.3	22.3	22.3	22.3	22.3	83.7	83.7			83.7	
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19	0.19	0.70	0.70			0.70	
v/c Ratio	0.78	0.72	0.35	0.33	0.57	0.17	0.25	0.63			0.50	
Control Delay	72.7	57.8	29.7	35.0	39.7	10.8	5.2	2.7			3.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay	72.7	57.8	29.7	35.0	39.7	10.8	5.2	2.7			3.7	
LOS	E	E	C	D	D	B	A	A			A	
Approach Delay		55.7			33.3			2.7			3.7	
Approach LOS		E			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 5 (4%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 15: NW 27 Ave





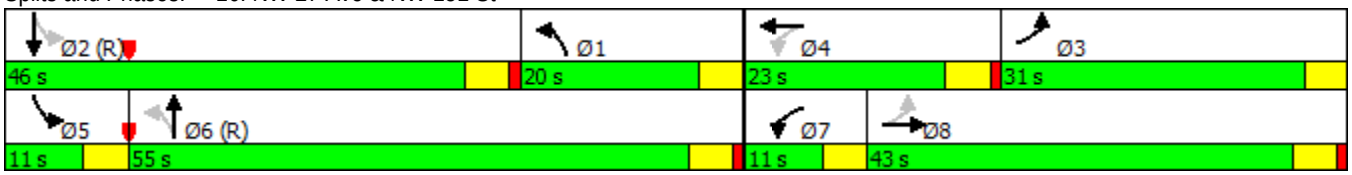
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	378	136	85	397	105	283	1792	45	129	1341	393
Future Volume (vph)	470	378	136	85	397	105	283	1792	45	129	1341	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	150		0	325		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.960			0.969			0.996			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3332	0	1736	3382	0	1736	5019	0	1671	4828	0
Flt Permitted	0.328			0.357			0.114			0.118		
Satd. Flow (perm)	611	3332	0	652	3382	0	208	5019	0	208	4828	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			23			4			67	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4626			2647			2468			1579	
Travel Time (s)		105.1			60.2			56.1			35.9	
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
Heavy Vehicles (%)	2%	4%	4%	4%	3%	5%	4%	3%	0%	8%	4%	3%
Adj. Flow (vph)	511	411	148	92	432	114	308	1948	49	140	1458	427
Shared Lane Traffic (%)												
Lane Group Flow (vph)	511	559	0	92	546	0	308	1997	0	140	1885	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	

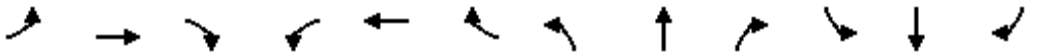
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.0	23.0		9.0	23.0		9.0	23.0		9.0	23.0	
Total Split (s)	31.0	43.0		11.0	23.0		20.0	55.0		11.0	46.0	
Total Split (%)	25.8%	35.8%		9.2%	19.2%		16.7%	45.8%		9.2%	38.3%	
Maximum Green (s)	27.0	38.0		7.0	18.0		16.0	50.0		7.0	41.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	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)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	39.2	38.2		19.0	18.0		51.0	50.0		42.0	41.0	
Actuated g/C Ratio	0.33	0.32		0.16	0.15		0.42	0.42		0.35	0.34	
v/c Ratio	1.11	0.51		0.56	1.04		1.05	0.95		0.89	1.11	
Control Delay	92.5	29.2		54.8	77.1		95.4	29.8		78.5	96.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	92.5	29.2		54.8	77.1		95.4	29.8		78.5	96.0	
LOS	F	C		D	E		F	C		E	F	
Approach Delay		59.4			73.9			38.6			94.8	
Approach LOS		E			E			D			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 80 (67%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 64.9 Intersection LOS: E
Intersection Capacity Utilization 105.7% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 16: NW 27 Ave & NW 151 St





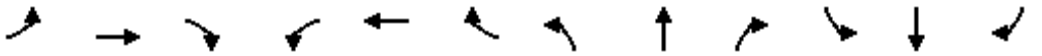
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	13	728	63	60	24	1867	0	0	1659	25
Future Volume (vph)	0	0	13	728	63	60	24	1867	0	0	1659	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	350		0	0		0
Storage Lanes	0		1	1		1	1		0	0		0
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.86	0.86
Frt			0.865			0.850					0.998	
Flt Protected				0.950	0.960		0.950					
Satd. Flow (prot)	0	0	1208	1559	1584	1553	1467	5085	0	0	6272	0
Flt Permitted				0.950	0.960		0.071					
Satd. Flow (perm)	0	0	1208	1559	1584	1553	110	5085	0	0	6272	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			64					3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			1312			1109			482	
Travel Time (s)		8.3			29.8			25.2			11.0	
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
Heavy Vehicles (%)	2%	2%	36%	10%	6%	4%	23%	2%	2%	2%	4%	4%
Adj. Flow (vph)	0	0	14	791	68	65	26	2029	0	0	1803	27
Shared Lane Traffic (%)				46%								
Lane Group Flow (vph)	0	0	14	427	432	65	26	2029	0	0	1830	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2	1	1	2			2	
Detector Template			Right	Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)			20	20	100	20	20	100			100	
Trailing Detector (ft)			0	0	0	0	0	0			0	
Detector 1 Position(ft)			0	0	0	0	0	0			0	
Detector 1 Size(ft)			20	20	6	20	20	6			6	
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type			Perm	Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4	4		4	2					
Detector Phase			4	4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)			7.0	7.0	7.0	7.0	5.0	7.0			7.0	
Minimum Split (s)			23.0	23.0	23.0	23.0	9.0	29.0			23.0	
Total Split (s)			52.0	52.0	52.0	52.0	9.0	68.0			59.0	
Total Split (%)			43.3%	43.3%	43.3%	43.3%	7.5%	56.7%			49.2%	
Maximum Green (s)			47.0	47.0	47.0	47.0	5.0	63.0			54.0	
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)			1.0	1.0	1.0	1.0	0.0	1.0			1.0	
Lost Time Adjust (s)			0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)			5.0	5.0	5.0	5.0	4.0	5.0			5.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)			3.0	3.0	3.0	3.0	2.0	1.0			1.0	
Recall Mode			None	None	None	None	None	C-Max			C-Max	
Walk Time (s)			7.0	7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)			11.0	11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)			0	0	0	0		0			0	
Act Effct Green (s)			39.9	39.9	39.9	39.9	68.7	70.1			64.7	
Actuated g/C Ratio			0.33	0.33	0.33	0.33	0.57	0.58			0.54	
v/c Ratio			0.03	0.82	0.82	0.12	0.22	0.68			0.54	
Control Delay			0.2	50.0	49.5	6.3	26.5	19.9			4.6	
Queue Delay			0.0	0.0	0.0	0.0	0.0	0.0			0.1	
Total Delay			0.2	50.0	49.5	6.3	26.5	19.9			4.7	
LOS			A	D	D	A	C	B			A	
Approach Delay		0.2			46.7			20.0			4.7	
Approach LOS		A			D			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 8 (7%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 19.2		Intersection LOS: B	
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 17: NW 27 Ave



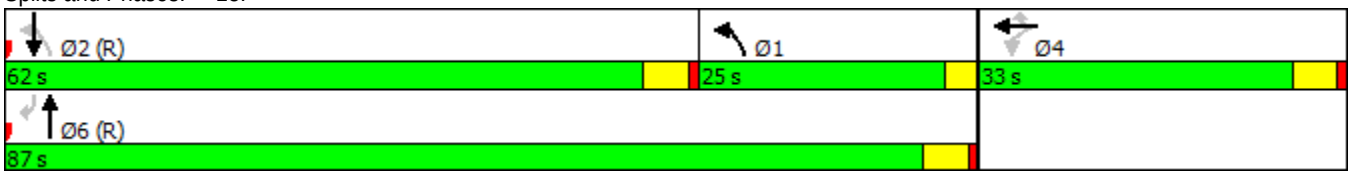


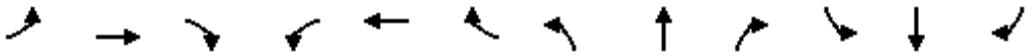
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	487	1	323	483	1389	0	0	1779	734
Future Volume (vph)	0	0	0	487	1	323	483	1389	0	0	1779	734
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	475		0	0		450
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1707	1468	1687	4940	0	0	3343	1404
Flt Permitted					0.952		0.070					
Satd. Flow (perm)	0	0	0	0	1707	1468	124	4940	0	0	3343	1404
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						64						798
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		509			295			1076			4553	
Travel Time (s)		11.6			6.7			24.5			103.5	
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
Heavy Vehicles (%)	2%	2%	2%	6%	0%	10%	7%	5%	2%	2%	8%	15%
Adj. Flow (vph)	0	0	0	529	1	351	525	1510	0	0	1934	798
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	530	351	525	1510	0	0	1934	798
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	custom
Protected Phases					4		1	6			2	
Permitted Phases				4		4	2					6
Minimum Split (s)				10.0	10.0	10.0	8.0	23.0			23.0	23.0
Total Split (s)				33.0	33.0	33.0	25.0	87.0			62.0	87.0
Total Split (%)				27.5%	27.5%	27.5%	20.8%	72.5%			51.7%	72.5%
Maximum Green (s)				28.0	28.0	28.0	22.0	82.0			57.0	82.0
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	4.0
All-Red Time (s)				1.0	1.0	1.0	0.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.0	5.0	3.0	5.0			5.0	5.0
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Walk Time (s)								7.0			7.0	7.0
Flash Dont Walk (s)								11.0			11.0	11.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)					28.0	28.0	81.0	82.0			57.0	82.0
Actuated g/C Ratio					0.23	0.23	0.68	0.68			0.48	0.68

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio					1.33	0.90	1.42	0.45			1.22	0.66
Control Delay					202.8	63.0	215.0	0.5			115.8	2.7
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					202.8	63.0	215.0	0.5			115.8	2.7
LOS					F	E	F	A			F	A
Approach Delay					147.1			55.9			82.8	
Approach LOS					F			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 2 (2%), Referenced to phase 2:NBSB and 6:NBT, Start of Green			
Natural Cycle: 130			
Control Type: Pretimed			
Maximum v/c Ratio: 1.42			
Intersection Signal Delay: 83.1		Intersection LOS: F	
Intersection Capacity Utilization 114.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 18:



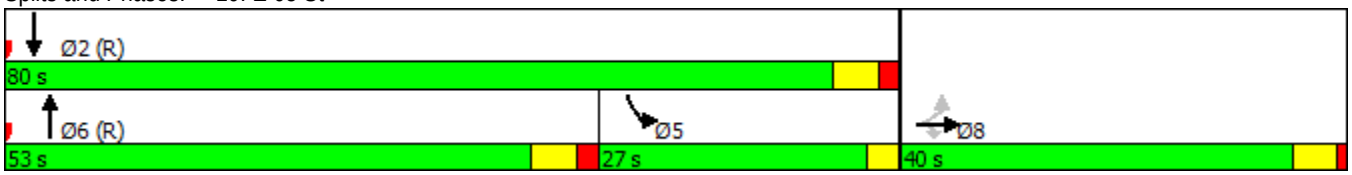


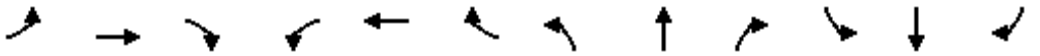
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	595	485	1	0	0	0	0	1261	166	385	1259	877
Future Volume (vph)	595	485	1	0	0	0	0	1261	166	385	1259	877
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	0		0	475		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850					0.983			0.938	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1719	1810	1615	0	0	0	0	3306	0	1626	3118	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1719	1810	1615	0	0	0	0	3306	0	1626	3118	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82					14			273	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1003			1080			759			1076	
Travel Time (s)		22.8			24.5			17.3			24.5	
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
Heavy Vehicles (%)	5%	5%	0%	2%	2%	2%	2%	7%	10%	11%	9%	8%
Adj. Flow (vph)	647	527	1	0	0	0	0	1371	180	418	1368	953
Shared Lane Traffic (%)												
Lane Group Flow (vph)	647	527	1	0	0	0	0	1551	0	418	2321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Minimum Split (s)	10.0	10.0	10.0					24.0		8.0	24.0	
Total Split (s)	40.0	40.0	40.0					53.0		27.0	80.0	
Total Split (%)	33.3%	33.3%	33.3%					44.2%		22.5%	66.7%	
Maximum Green (s)	35.0	35.0	35.0					47.0		24.0	74.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					6.0		3.0	6.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	35.0	35.0	35.0					47.0		24.0	74.0	
Actuated g/C Ratio	0.29	0.29	0.29					0.39		0.20	0.62	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.29	1.00	0.00					1.19		1.29	1.15	
Control Delay	184.9	87.6	0.0					119.8		161.1	75.1	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	184.9	87.6	0.0					119.8		161.1	75.1	
LOS	F	F	A					F		F	E	
Approach Delay		141.1						119.8			88.2	
Approach LOS		F						F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 10 (8%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Pretimed			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay: 108.6		Intersection LOS: F	
Intersection Capacity Utilization 106.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 19: E 65 St





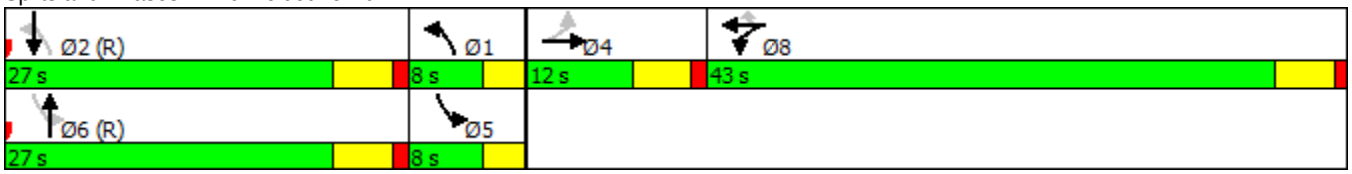
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	32	18	1264	23	47	27	55	1240	60	44	1
Future Volume (vph)	1	32	18	1264	23	47	27	55	1240	60	44	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	1000		0	200		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	0			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.945				0.850		0.856			0.997	
Flt Protected	0.950			0.950	0.954		0.950			0.950		
Satd. Flow (prot)	1719	1710	0	1649	1655	1538	1719	2970	0	1719	3428	0
Flt Permitted	0.714			0.950	0.954		0.723			0.183		
Satd. Flow (perm)	1292	1710	0	1649	1655	1538	1308	2970	0	331	3428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				121		965			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		323			3297			2065			606	
Travel Time (s)		7.3			74.9			46.9			13.8	
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
Heavy Vehicles (%)	5%	5%	5%	4%	5%	5%	5%	5%	4%	5%	5%	5%
Adj. Flow (vph)	1	35	20	1374	25	51	29	60	1348	65	48	1
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	1	55	0	701	698	51	29	1408	0	65	49	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Split	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases		4		8	8		1	6		5	2	

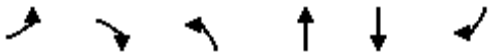
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4					8	2			6		
Detector Phase	4	4		8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	16.0		5.0	16.0	
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	8.0	23.0		8.0	23.0	
Total Split (s)	12.0	12.0		43.0	43.0	43.0	8.0	27.0		8.0	27.0	
Total Split (%)	13.3%	13.3%		47.8%	47.8%	47.8%	8.9%	30.0%		8.9%	30.0%	
Maximum Green (s)	7.0	7.0		38.0	38.0	38.0	5.0	22.0		5.0	22.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	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	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		3.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.0	1.0		2.0	1.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	7.0	7.0		39.3	39.3	39.3	32.9	24.7		31.7	27.9	
Actuated g/C Ratio	0.08	0.08		0.44	0.44	0.44	0.37	0.27		0.35	0.31	
v/c Ratio	0.01	0.36		0.97	0.97	0.07	0.06	1.20dr		0.34	0.05	
Control Delay	39.0	35.2		55.2	53.6	0.2	19.7	22.8		31.2	24.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	39.0	35.2		55.2	53.6	0.2	19.7	22.8		31.2	24.3	
LOS	D	D		E	D	A	B	C		C	C	
Approach Delay		35.2			52.5			22.8			28.2	
Approach LOS		D			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 37.3		Intersection LOS: D	
Intersection Capacity Utilization 99.9%		ICU Level of Service F	
Analysis Period (min) 15			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 46: Le Jeune Rd





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	932	844	847	554	1634	935
Future Volume (vph)	932	844	847	554	1634	935
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	250	200			250
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	0.88	0.86	0.86	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950	0.979		
Satd. Flow (prot)	3335	2632	1437	4467	4848	1538
Flt Permitted	0.950		0.087	0.737		
Satd. Flow (perm)	3335	2632	132	3363	4848	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		744				590
Link Speed (mph)	30			30	30	
Link Distance (ft)	3297			918	2844	
Travel Time (s)	74.9			20.9	64.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	8%	8%	7%	7%	5%
Adj. Flow (vph)	1013	917	921	602	1776	1016
Shared Lane Traffic (%)			50%			
Lane Group Flow (vph)	1013	917	460	1063	1776	1016
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	0
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	0
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	D.P+P	NA	NA	Perm
Protected Phases	8		1	6	2	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		8	2			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	18.0	18.0	18.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	37.0	37.0	32.0	83.0	51.0	51.0
Total Split (%)	30.8%	30.8%	26.7%	69.2%	42.5%	42.5%
Maximum Green (s)	32.0	32.0	29.0	78.0	46.0	46.0
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	3.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	2.5	2.5	1.0	1.0	2.0	2.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	32.0	32.0	77.0	78.0	46.0	46.0
Actuated g/C Ratio	0.27	0.27	0.64	0.65	0.38	0.38
v/c Ratio	1.14	0.74	1.15	1.11dl	0.96	1.07
Control Delay	116.7	11.4	124.2	6.5	37.5	53.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	116.7	11.4	124.2	6.5	37.5	53.3
LOS	F	B	F	A	D	D
Approach Delay	66.7			42.1	43.3	
Approach LOS	E			D	D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 65 (54%), Referenced to phase 2:NBSB and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 50.2	Intersection LOS: D
Intersection Capacity Utilization 94.1%	ICU Level of Service F
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 47:





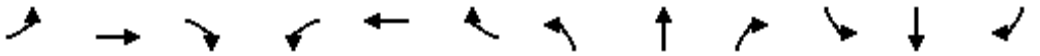
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	102	179	2231	90	167	2231
Future Volume (vph)	102	179	2231	90	167	2231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	300		0	150	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91
Frt	0.930	0.850	0.994			
Flt Protected	0.974				0.950	
Satd. Flow (prot)	3107	1361	4819	0	1671	4848
Flt Permitted	0.974				0.950	
Satd. Flow (perm)	3107	1361	4819	0	1671	4848
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	98	97	9			
Link Speed (mph)	30		30			30
Link Distance (ft)	475		705			972
Travel Time (s)	10.8		16.0			22.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	8%	7%	7%	8%	7%
Adj. Flow (vph)	111	195	2425	98	182	2425
Shared Lane Traffic (%)		50%				
Lane Group Flow (vph)	209	97	2523	0	182	2425
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	4		6		5	2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4				
Detector Phase	4	4	6		5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0
Minimum Split (s)	22.5	22.5	23.0		9.5	23.0
Total Split (s)	22.6	22.6	75.4		22.0	97.4
Total Split (%)	18.8%	18.8%	62.8%		18.3%	81.2%
Maximum Green (s)	17.6	17.6	70.4		19.0	92.4
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		3.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.5	3.5	1.0		2.0	1.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)			7.0			7.0
Flash Dont Walk (s)			11.0			11.0
Pedestrian Calls (#/hr)			0			0
Act Effct Green (s)	10.4	10.4	79.4		17.2	99.6
Actuated g/C Ratio	0.09	0.09	0.66		0.14	0.83
v/c Ratio	0.58	0.47	0.79		0.76	0.60
Control Delay	34.0	17.4	4.4		74.2	1.9
Queue Delay	0.1	0.0	0.8		0.0	0.5
Total Delay	34.1	17.4	5.2		74.2	2.4
LOS	C	B	A		E	A
Approach Delay	28.8		5.2			7.4
Approach LOS	C		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 7 (6%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 71.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 49:





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	60	62	62	60	62	81	2362	81	81	2362	105
Future Volume (vph)	85	60	62	62	60	62	81	2362	81	81	2362	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	130		0	75		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.86	0.86
Frt			0.850		0.924			0.995			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1696	1538	1719	1619	0	1719	6194	0	1719	6190	0
Flt Permitted	0.517			0.715			0.044			0.046		
Satd. Flow (perm)	945	1696	1538	1294	1619	0	80	6194	0	83	6190	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64		11			17			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1445			617			373			1128	
Travel Time (s)		32.8			14.0			8.5			25.6	
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
Heavy Vehicles (%)	4%	12%	5%	5%	12%	5%	5%	5%	5%	5%	5%	4%
Adj. Flow (vph)	92	65	67	67	65	67	88	2567	88	88	2567	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	65	67	67	132	0	88	2655	0	88	2681	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		8			4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8	4			6			2		
Detector Phase	8	8	8	4	4		1	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	7.0		7.0	7.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0		9.0	23.0		23.0	23.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0		9.0	97.0		88.0	88.0	
Total Split (%)	19.2%	19.2%	19.2%	19.2%	19.2%		7.5%	80.8%		73.3%	73.3%	
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		5.0	92.0		83.0	83.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
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)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		5.0	5.0	
Lead/Lag							Lag			Lead	Lead	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.0	1.0		1.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)	14.5	14.5	14.5	14.5	14.5		96.5	95.5		86.5	86.5	
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12		0.80	0.80		0.72	0.72	
v/c Ratio	0.81	0.32	0.28	0.43	0.64		0.67	0.54		1.49	0.60	
Control Delay	56.0	17.3	3.4	56.3	60.0		34.6	2.1		268.3	1.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.6		0.0	0.3	
Total Delay	56.0	17.3	3.5	56.3	60.0		34.6	2.8		268.3	1.8	
LOS	E	B	A	E	E		C	A		F	A	
Approach Delay		29.1			58.8			3.8			10.2	
Approach LOS		C			E			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 57 (48%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.49			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 60: NW 22 Ave



G. Related Plans and Projects

G.1 MIAMI-DADE TPO

2040 LRTP

Table 6-6 | Priority I Projects (Values in Millions YOE $)

MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013 $)	Project Costs Funded via 2040 Plan	
1	Caribbean Blvd	Coral Sea Rd	SW 87 Ave	Add center turn lane	$4.467			
2	East-West Corridor (Flagler Enhanced Bus)**	Miami Downtown Terminal	FIU-MMC (SW 112 Ave)	Incremental improvement on PTP corridor	$2.000	$13.000	$15.730	
3	Golden Glades Interchange: SR-826 (Palmetto)	SR-826 (Palmetto) EB Ramp	I-95 NB	Modify interchange	$171.428			
4	Golden Glades Interchange Improvements	Florida's Turnpike		Interchange improvement	$74.448			
5	Golden Glades Multi-Modal Terminal (Phase 1)			Modal hub capacity improvements	$51.243			
6	I-395	I-95	MacArthur Causeway Bridge	Modify interchange	$760.584		$200.010	
7	I-75	South of NW 170 St	Miami-Dade County Line	ITS communications	$6.593			
8	I-75 Managed Lanes System	NW 170 St	South of SR-821 (HEFT) Interchange	Managed lanes	$38.853			
9	I-75 Managed Lanes System	South of SR-821 (HEFT) Interchange	Miami-Dade County Line	Managed lanes	$108.037			
n/a	Implementation of Quiet Zones for All Aboard Florida	Miami-Dade/Broward County Line	Downtown Miami	19 intersection for quiet zones in the County		$3.200	$3.872	
10	Improvements at SW 312 St (Campbell) Interchange	SR-821 (HEFT)/ SW 312 St (Campbell)		Interchange improvements	$3.984			
11	IRIS Connection	CSX Mainline	FEC Mainline	Rail capacity project	$8.304			
12	Kendall Park-and Ride Facility	SW 127 Ave/ SW 88 St (Kendall)		Park-and-Ride facility with 160 spaces	$0.741			
13	Lehman Yard Rehabilitation & Expansion (Phase 1)	Lehman Center		Rehabilitation and expansion	$1.232			
n/a	Miami Intermodal Center (MIC) Repayment***				$199.046			
14	Miami Intermodal Center (MIC) Connection To NW 37 Ave	Miami Intermodal Center (MIC)	NW 37 Ave	New 2 lane road construction	$9.827			
15	Miami River-Miami Intermodal Center (MIC) Capacity Improvement			Double track remaining single track of Tri-Rail near Miami River	$50.400	$49.000	$59.290	
16	NE 203 St and NE 215 St	US-1	West Dixie Highway	Intersection improvements, passing track/siding	$42.960			
17	NW 215 St Transit Terminal Facility**	At NW 27 Ave		Park-and-Ride facility	$2.994			
18	North Corridor (NW 27 Ave) Enhanced Bus**	Miami Intermodal Center (MIC)	NW 215 St Terminal	Enhanced bus service	$27.000			
19	NW 36 St	NW 42 Ave (LeJeune)	US-27 (Okeechobee)	Replace bridge and add lanes	$10.280			
20	NW 37 Ave	North River Dr	NW 79 St	Add 2 lanes and center turn lane and reconstruct	$17.508			
21	NW 47 Ave	NW 183 St	Miami-Dade/Broward County Line	Capacity improvements	$41.657			
22	NW 57 Ave (Red)	W 65 St	W 84 St	Add 2 lanes and reconstruct	$22.587			
23	NW 57 Ave (Red)	W 53 St	W 65 St	Add 2 lanes and reconstruct	$23.907			
24	NW 74 St	SR-821 (HEFT)	SR-826 (Palmetto)	Add 2 lanes and reconstruct	$8.476			
25	NW 87 Ave	NW 154 St	NW 186 St	Add 2 lanes and reconstruct	$6.483			
26	NW 87 Ave	NW 74 St	NW 103 St	New 2 lane road construction	$36.822			
27	NW 97 Ave	NW 70 St	NW 74 St	New 4 lane road construction	$0.977			

Bolded phase funds are included in the 2015/2019 Miami-Dade TIP
**denotes portions of phase values are included in both the TIP and 2040 Plan*
*** denotes Operations and Maintenance is funded via MDT system efficiencies*
****denotes Repayment of TIFIA Loan is funded through Local Funds Not in Escrow (LPNE) with payments scheduled to 2034.*
n/a - not applicable, project not shown on map

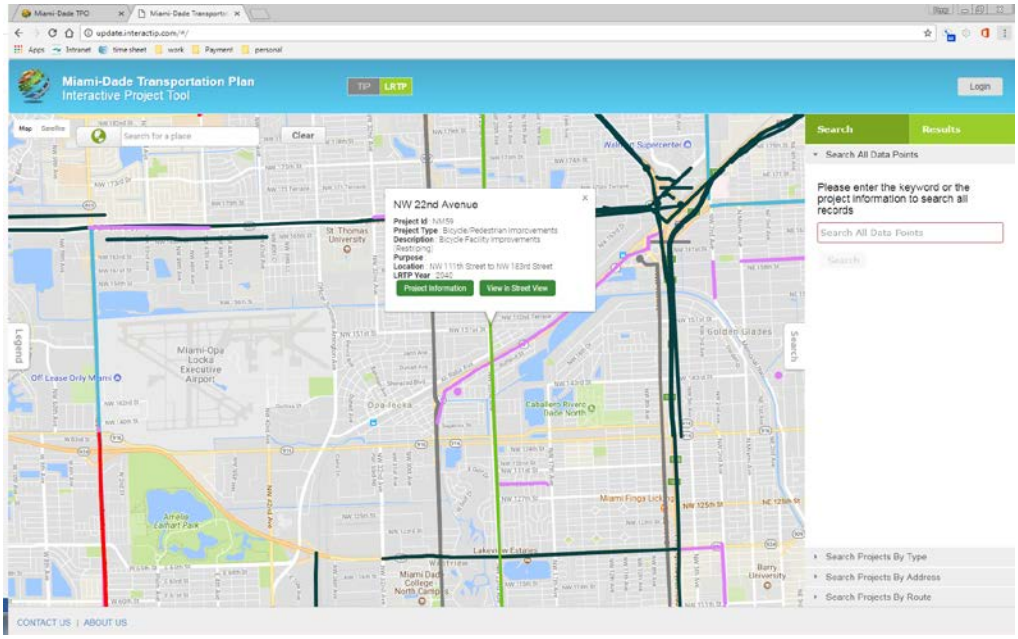
6-10 | MOBILITY OPTIONS

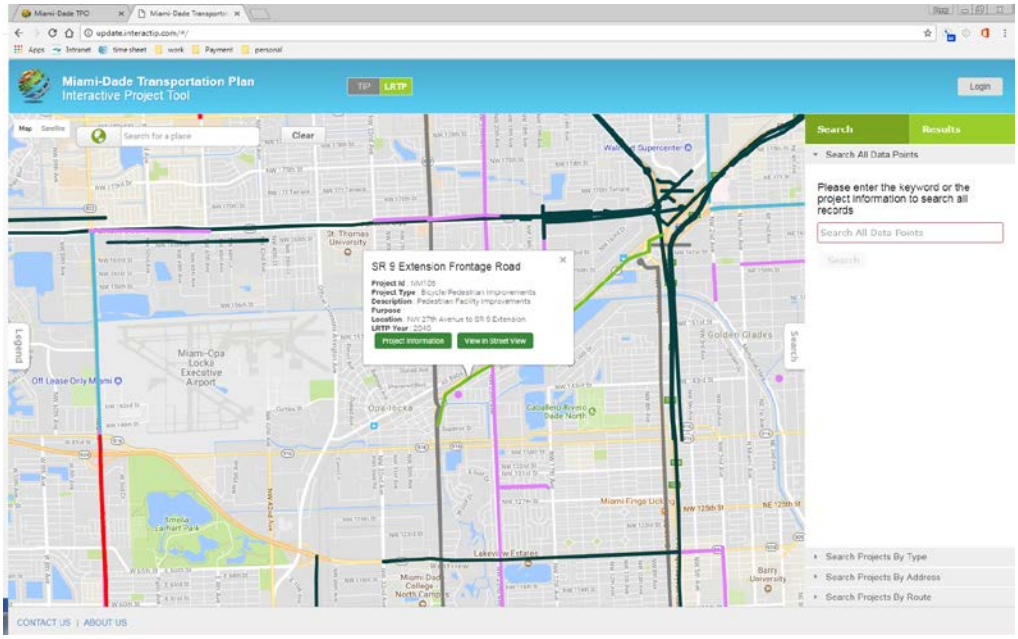
Table 6-9 | Priority IV Projects (Values in Millions YOE $)

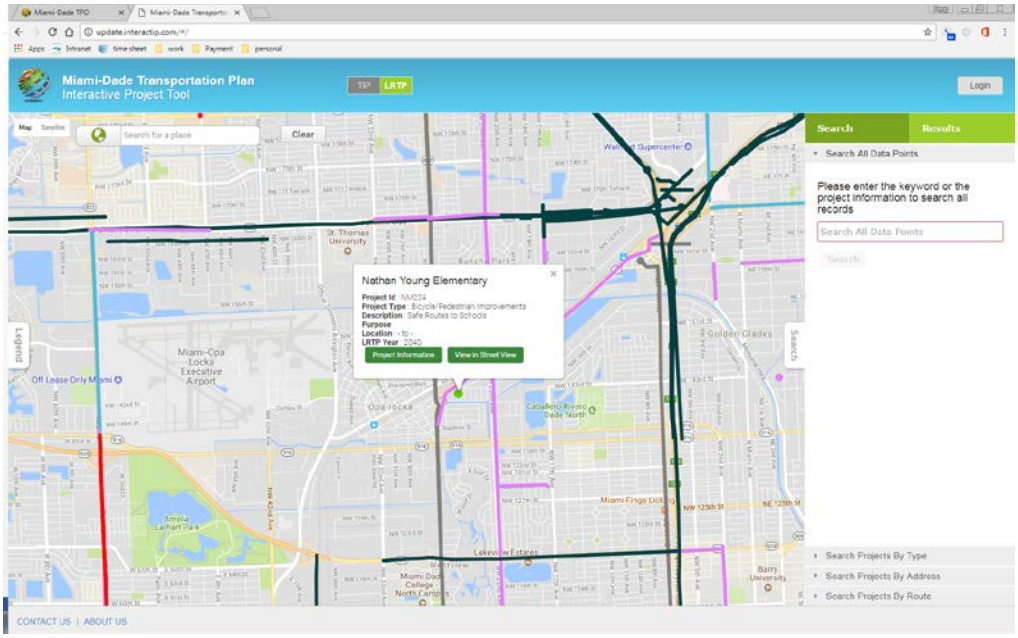
MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013 $)	Project Costs Funded via 2040 Plan	
1	I-75	SR-826 (Palmetto)	NW 170 St	Widen with express lanes			$550.000	
2	I-75	At Miami Garden Dr		Modify Interchange	$8.520		$132.820	
3	N. Miami Ave	NW 14 St	Miami City Limits	Roadway improvements		$3.358	$7.576	
4	NE 159 St	NE 6 Ave	West Dixie Highway	Add 2 lanes and reconstruct		$13.731	$ 28.032	
5	North Canal Dr	SW 162 Ave	SW 152 Ave	Add 2 lanes and divided roadway with loft		$8.493	$17.321	
6	North Corridor (NW 27 Ave) BRT with Dedicated Lanes	Miami Intermodal Center (MIC)	NW 215 St	Full bus rapid transit		$291.120	$625.975	
7	NW 107 Ave***	NW 170 St	Broward County line	Extend NW 107 Ave to the County Line		$34.404	$70.887	
8	NW 14 St	Civic Center	US-1	Widen to 3 lanes and resurface		$7.857	$16.056	
9	NW 186 St	NW 97 Ave	I-75	New 4 lane road construction		$5.355	$10.906	
10	NW 36 St	At NW 72 Ave (Milam Dairy)		Grade separation of NW 36 St over NW 72 Ave		$39.705	$80.601	
11	NW 74 St	SR-826 (Palmetto)	FEC Intermodal Yard	Modify connector			$130.900	
12	NW 79 St/NW 81 St/NW 82 St	NW 13 Ct	Biscayne Bay	Capacity improvements		$16.859	$34.223	
13	NW 97 Ave	NW 58 St	NW 52 St	Add 2 lanes and reconstruct		$2.514	$5.132	
n/a	Port of Miami Tunnel	Port of Miami	SR 836 (Dolphin)/I-395	Financing/repayments	$10.264		$6.500	
n/a	Port of Miami Tunnel	Port of Miami	SR 836 (Dolphin)/I-395	Financing/repayments	$2,611.161		$1,463.342	
n/a	Port Tunnel / Miami-Dade County MPO Priority			FDOT repayment to Miami-Dade County	$110.000		$382.000	
14	SR-821 (HEFT)	SW 40 St (Bird)	SW 8 St (Tamiami	Transportation systems management and operations (TSM&O)		$8.640	$17.539	
15	SR-821 (HEFT)	NW 12 St	NW 74 St	Transportation systems management and operations (TSM&O)		$17.064	$34.640	
16	SR-821 (HEFT)	SW 88 St (Kendall)	SW 40 St (Bird)	Transportation systems management and operations (TSM&O)		$13.997	$28.414	
17	SR-821 (HEFT)	SR-874 (Don Shula)	Kilian Pkwy	Widen to 10 lanes		$52.742	$101.973	
18	SR-821 (HEFT)	NW 57 Ave (Red)	Turnpike (Mainline)	Widen to 8 lanes		$40.238	$90.991	
19	SR-821 (HEFT)	I-75	NW 57 St (Red)	Widen to 8 lanes		$47.176	$93.266	
20	SR-826 (Palmetto)	NW 103 St	NW 154 St	Widen with express lanes			$763.400	
21	SR-826 (Palmetto)	SR-836 (Dolphin)	NW 103 St	Add 4 special use lanes			$763.400	
22	SW 102 Ave	Tamiami Canal		New bridge over Tamiami Canal		$5.520	$11.221	
23	SW 104 St	SW 147 Ave	SW 137 Ave	Add 2 lanes and reconstruct		$7.568	$15.442	
24	SW 104 St	Hammocks Blvd	SW 147 Ave	Add 2 lanes and reconstruct		$5.245	$10.702	
25	SW 120 St	SW 137 Ave	SW 117 Ave	Add 2 lanes and reconstruct		$15.285	$31.190	
26	SW 137 Ave	US-1	SW 184 St	Add 2 lanes and reconstruct		$10.466	$21.581	

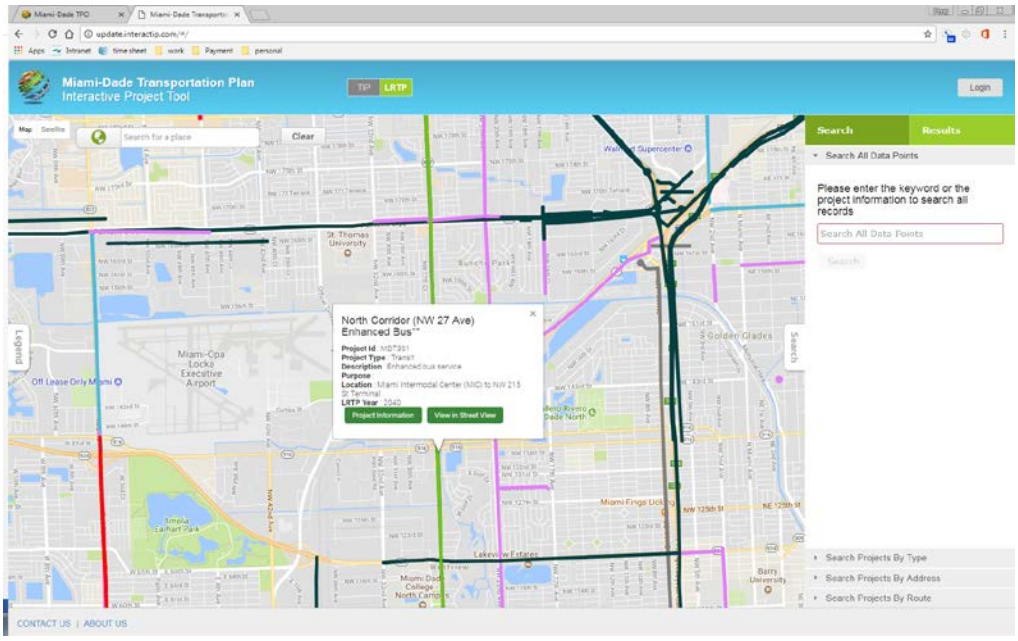
Bolded phase funds are included in the 2015/2019 Miami-Dade TIP
** denotes portions of phase values are included in both the TIP and 2040 Plan*
*** denotes Operations and Maintenance is funded via MDT system efficiencies*
****Project does not comply with the CDMP*
n/a - not applicable, project not shown on map

TIP (FY 2017 – 2020)

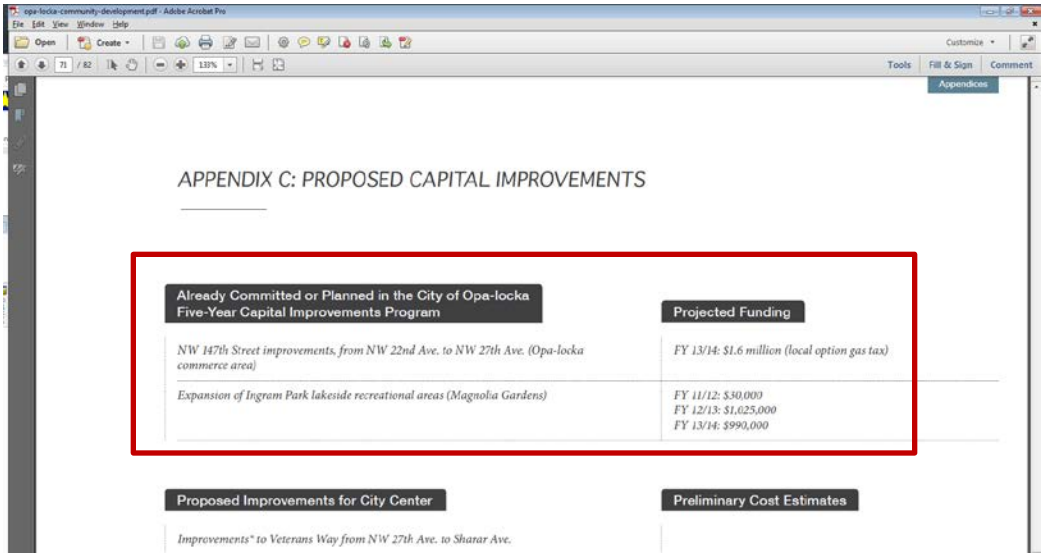





Miami-Dade Transportation Plan
Interactive Project Tool
TIP
LRTP
Login
Search
Results
Search All Data Points
Please enter the keyword or the project information to search all records
Search All Data Points
Nathan Young Elementary
Project Id: NMD24
Project Type: Bicycle/Pedestrian Improvements
Description: Safe Routes to Schools
Purpose
Location: - to -
LRTP Year: 2040
Project Information
View in Street View
Search Projects By Type
Search Projects By Address
Search Projects By Route
CONTACT US | ABOUT US


Miami-Dade Transportation Plan
Interactive Project Tool
TIP
LRTP
Login
Search
Results
Search All Data Points
Please enter the keyword or the project information to search all records
Search All Data Points
North Corridor (NW 27 Ave) Enhanced Bus**
Project Id: MDT391
Project Type: Transit
Description: Enhanced bus service
Purpose
Location: Miami Intermodal Center (MIC) to NW 215 St Terminal
LRTP Year: 2040
Project Information
View in Street View
Search Projects By Type
Search Projects By Address
Search Projects By Route
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G.2 CITY OF OPA-LOCKA COMMUNITY IMPROVEMENT PROJECTS

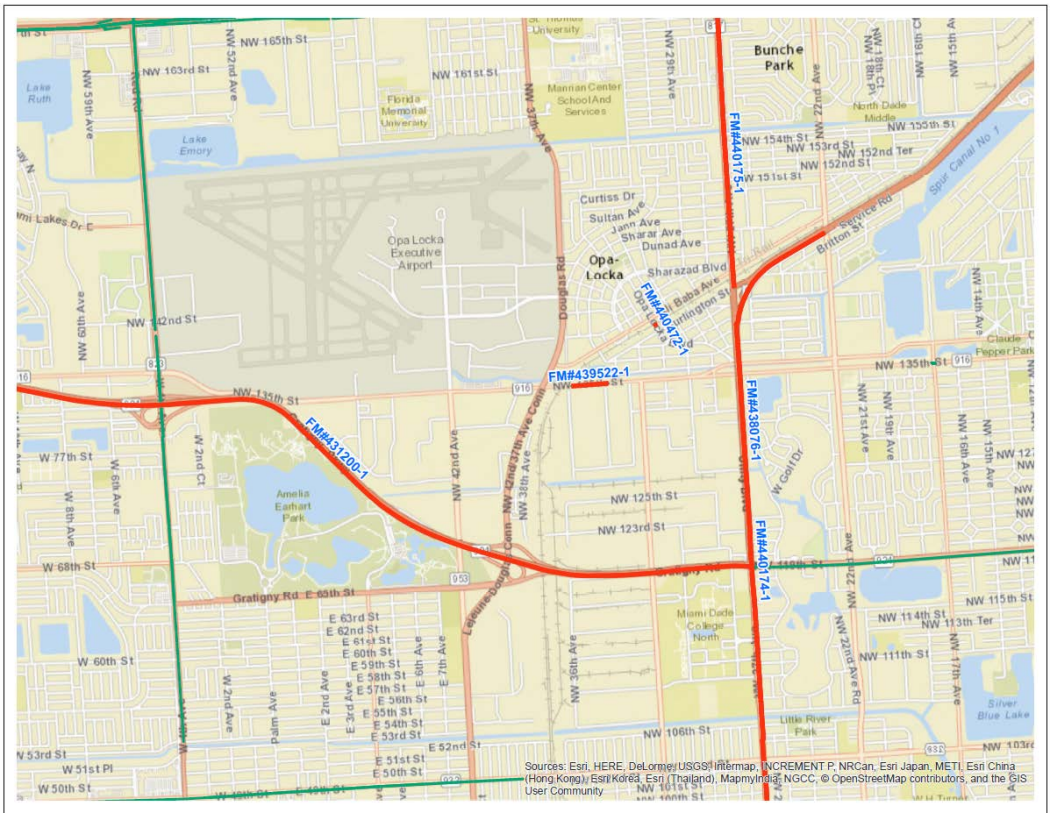


APPENDIX C: PROPOSED CAPITAL IMPROVEMENTS

Already Committed or Planned in the City of Opa-locka Five-Year Capital Improvements Program	Projected Funding
NW 147th Street improvements, from NW 22nd Ave. to NW 27th Ave. (Opa-locka commerce area)	*FY 13/14: $1.6 million (local option gas tax)*
Expansion of Ingram Park lakeside recreational areas (Magnolia Gardens)	*FY 11/12: $30,000* *FY 12/13: $1,025,000* *FY 13/14: $990,000*

Proposed Improvements for City Center	Preliminary Cost Estimates
Improvements" to Veterans Way from NW 27th Ave. to Sharar Ave.	

G.3 FDOT WORK PROGRAM



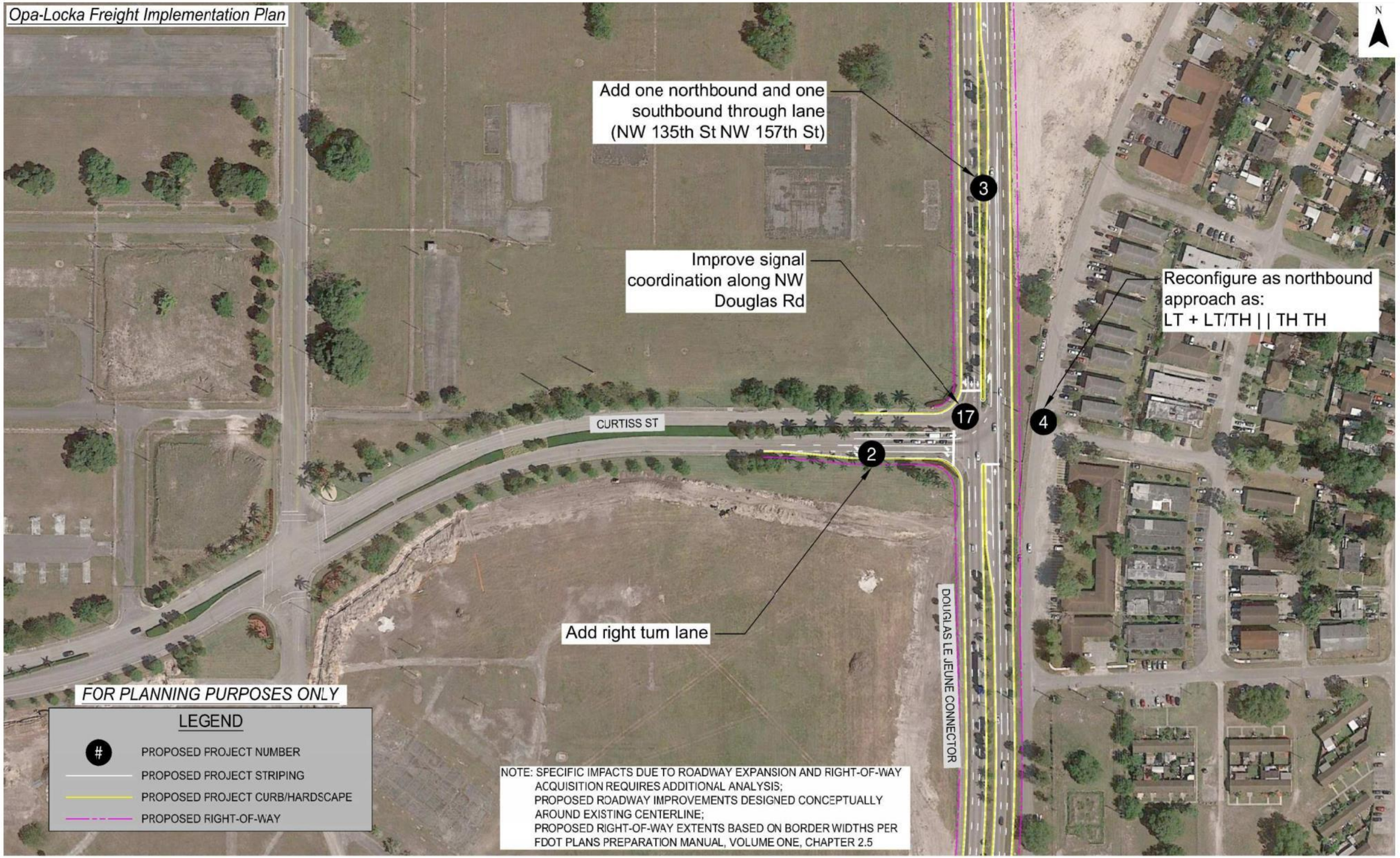
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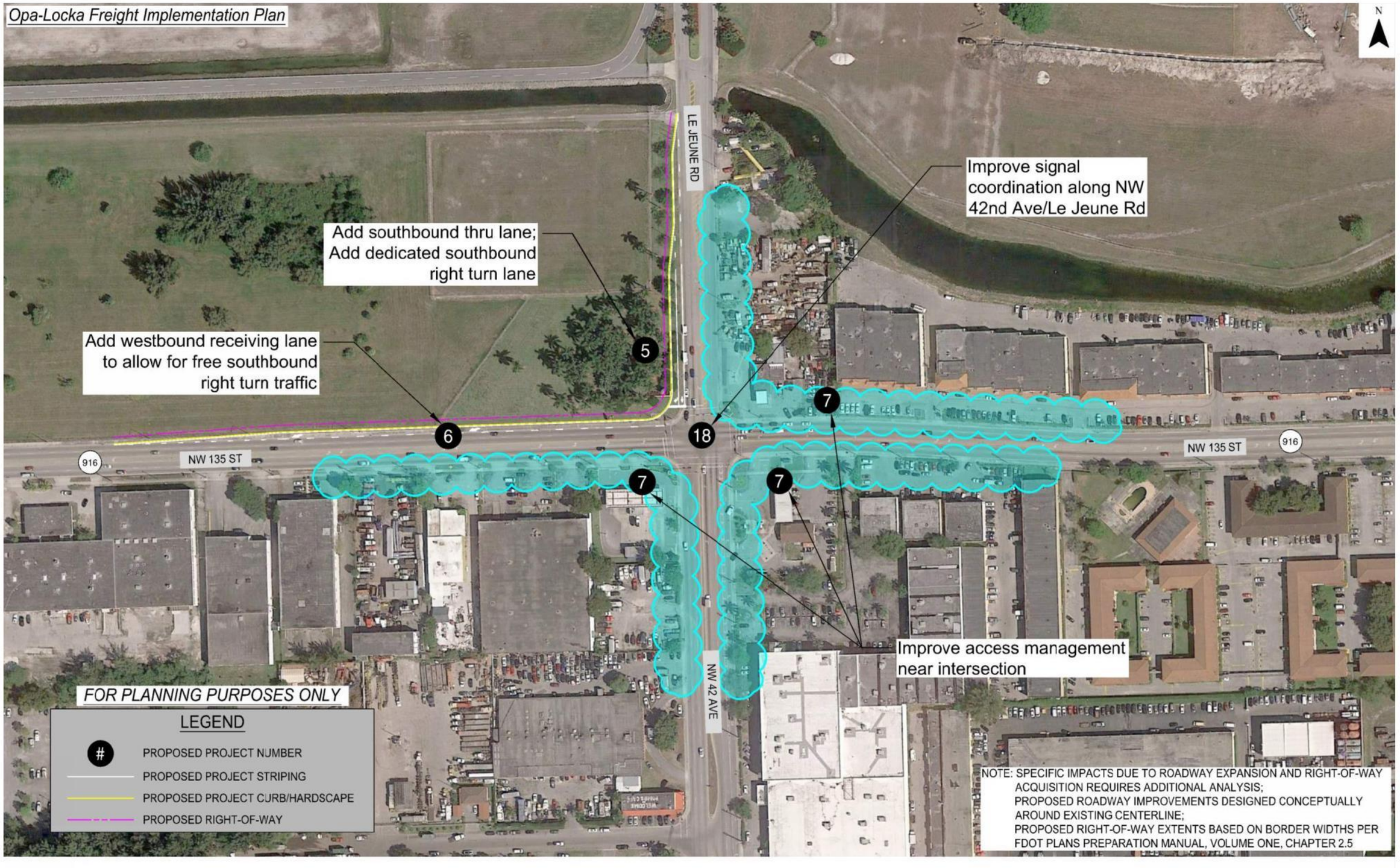
H. Proposed Projects

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Opa-Locka Freight Implementation Plan
N
MUSICK ST
CURTISS ST
LE JEUNE RD
1
Extend left turn lane storage; close median
FOR PLANNING PURPOSES ONLY
LEGEND
PROPOSED PROJECT NUMBER
PROPOSED PROJECT STRIPING
PROPOSED PROJECT CURB/HARDSCAPE
PROPOSED RIGHT-OF-WAY

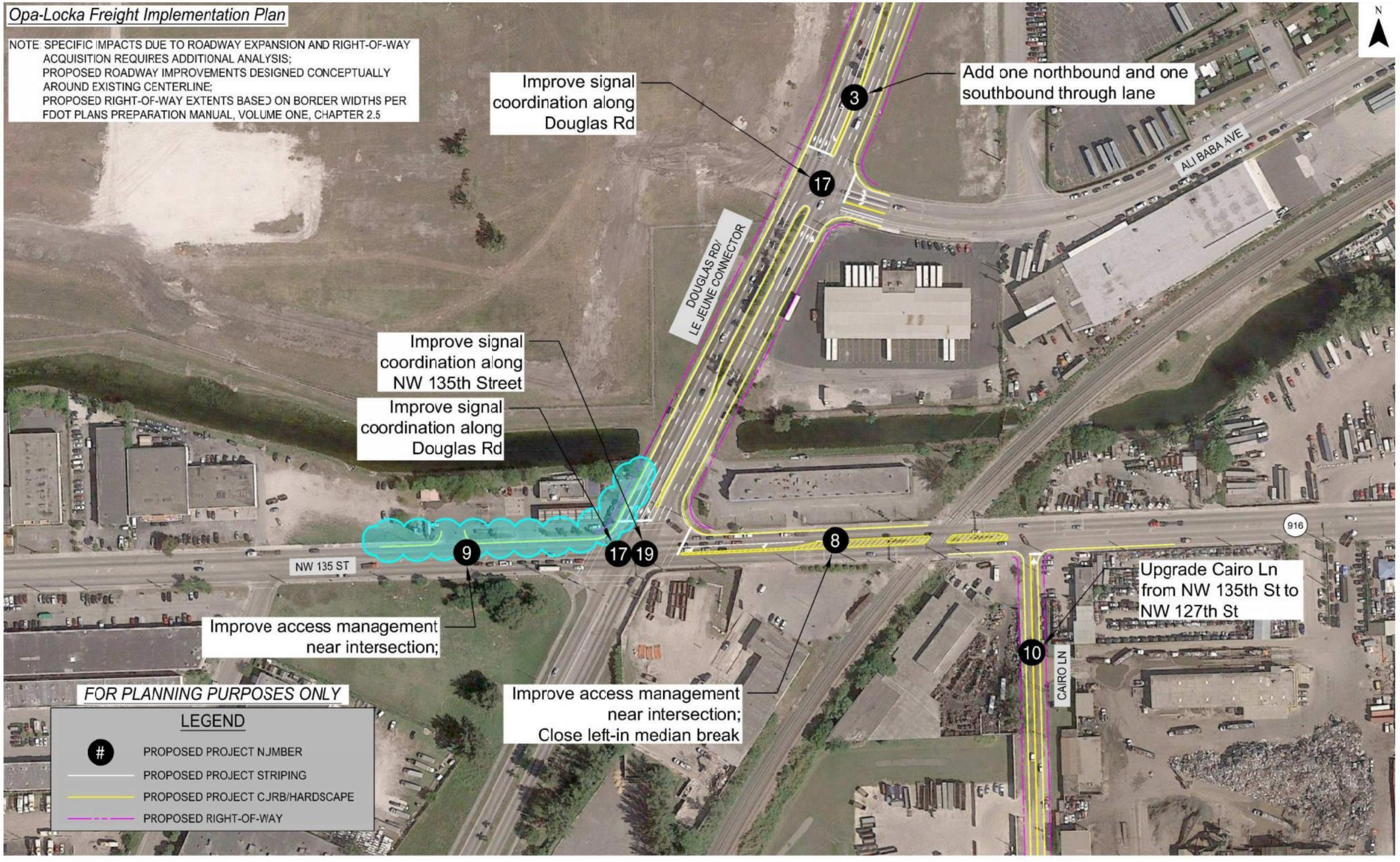
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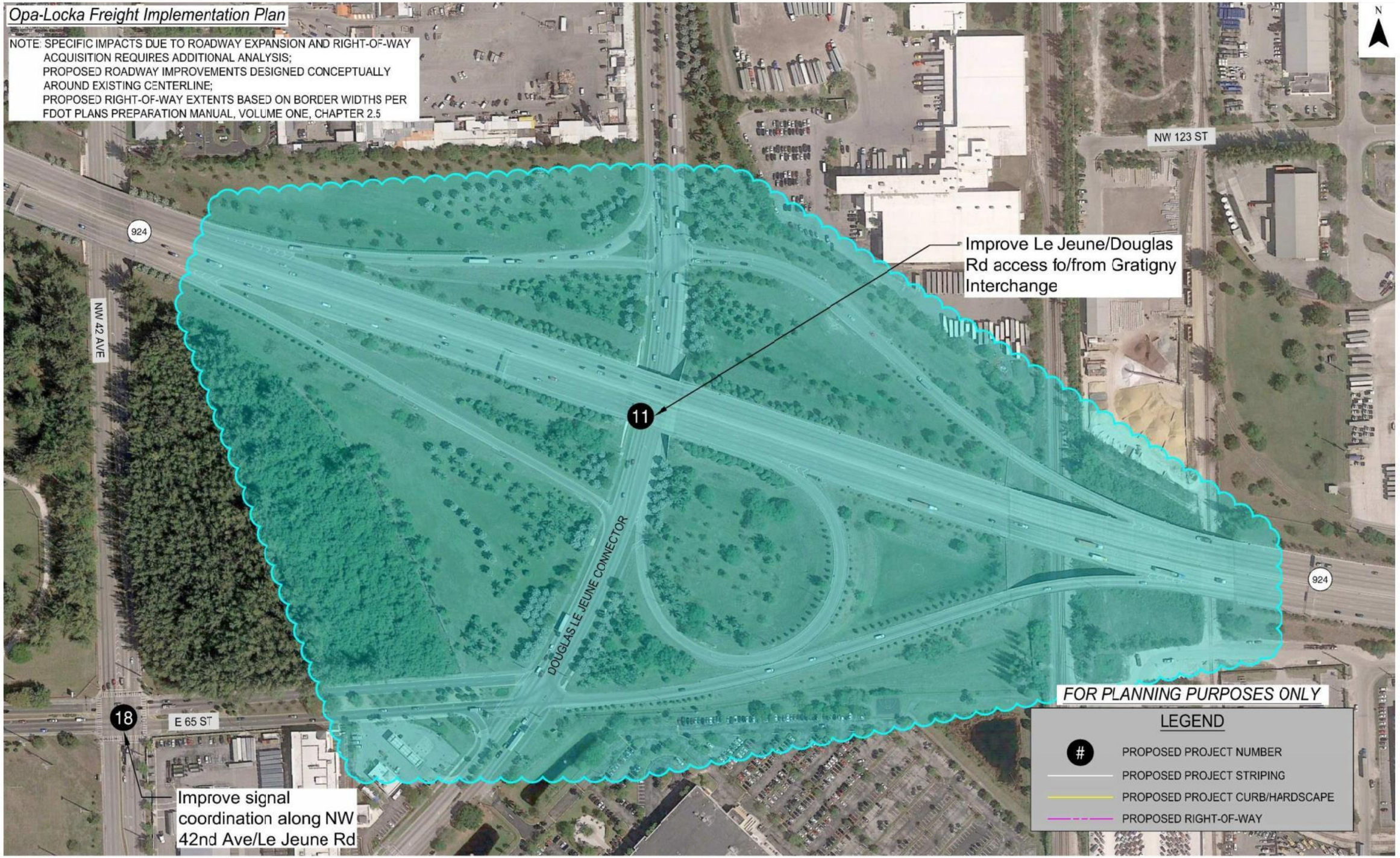

N
Add one northbound and one southbound through lane (NW 135th St NW 157th St)
3
Improve signal coordination along NW Douglas Rd
17
Reconfigure as northbound approach as:
LT + LT/TH | | TH TH
4
CURTISS ST
2
Add right turn lane
DOUGLAS LE JEUNE CONNECTOR
FOR PLANNING PURPOSES ONLY
LEGEND
PROPOSED PROJECT NUMBER
PROPOSED PROJECT STRIPING
PROPOSED PROJECT CURB/HARDSCAPE
PROPOSED RIGHT-OF-WAY
NOTE: SPECIFIC IMPACTS DUE TO ROADWAY EXPANSION AND RIGHT-OF-WAY ACQUISITION REQUIRES ADDITIONAL ANALYSIS;
PROPOSED ROADWAY IMPROVEMENTS DESIGNED CONCEPTUALLY AROUND EXISTING CENTERLINE;
PROPOSED RIGHT-OF-WAY EXTENTS BASED ON BORDER WIDTHS PER FDOT PLANS PREPARATION MANUAL, VOLUME ONE, CHAPTER 2.5

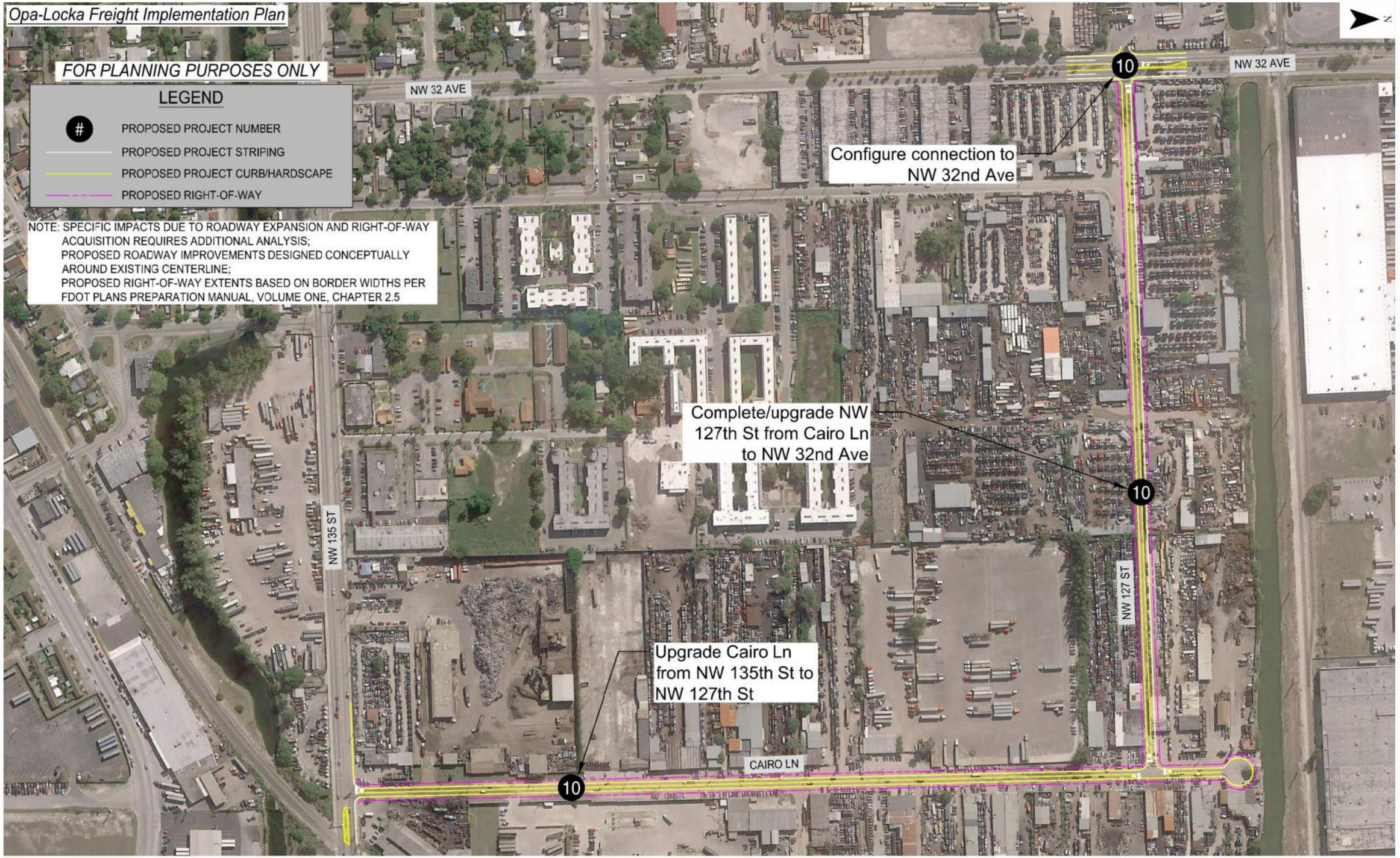

N
LE JEUNE RD
Add southbound thru lane;
Add dedicated southbound
right turn lane
Add westbound receiving lane
to allow for free southbound
right turn traffic
Improve signal
coordination along NW
42nd Ave/Le Jeune Rd
5
6
7
18
7
7
916
NW 135 ST
NW 135 ST
916
NW 42 AVE
Improve access management
near intersection
FOR PLANNING PURPOSES ONLY
LEGEND
PROPOSED PROJECT NUMBER
PROPOSED PROJECT STRIPING
PROPOSED PROJECT CURB/HARDSCAPE
PROPOSED RIGHT-OF-WAY
NOTE: SPECIFIC IMPACTS DUE TO ROADWAY EXPANSION AND RIGHT-OF-WAY
ACQUISITION REQUIRES ADDITIONAL ANALYSIS;
PROPOSED ROADWAY IMPROVEMENTS DESIGNED CONCEPTUALLY
AROUND EXISTING CENTERLINE;
PROPOSED RIGHT-OF-WAY EXTENTS BASED ON BORDER WIDTHS PER
FDOT PLANS PREPARATION MANUAL, VOLUME ONE, CHAPTER 2.5

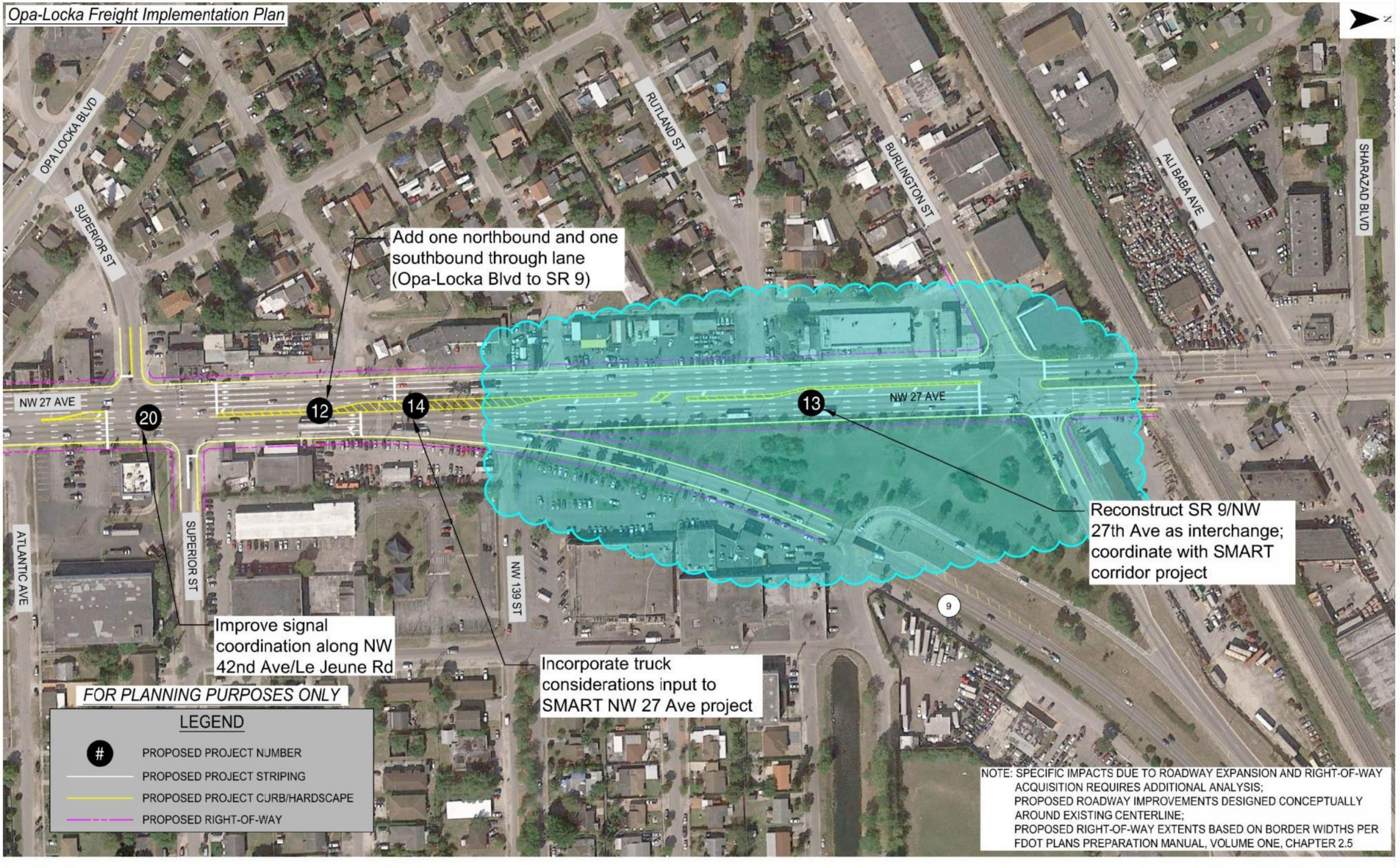
Opa-Locka Freight Implementation Plan

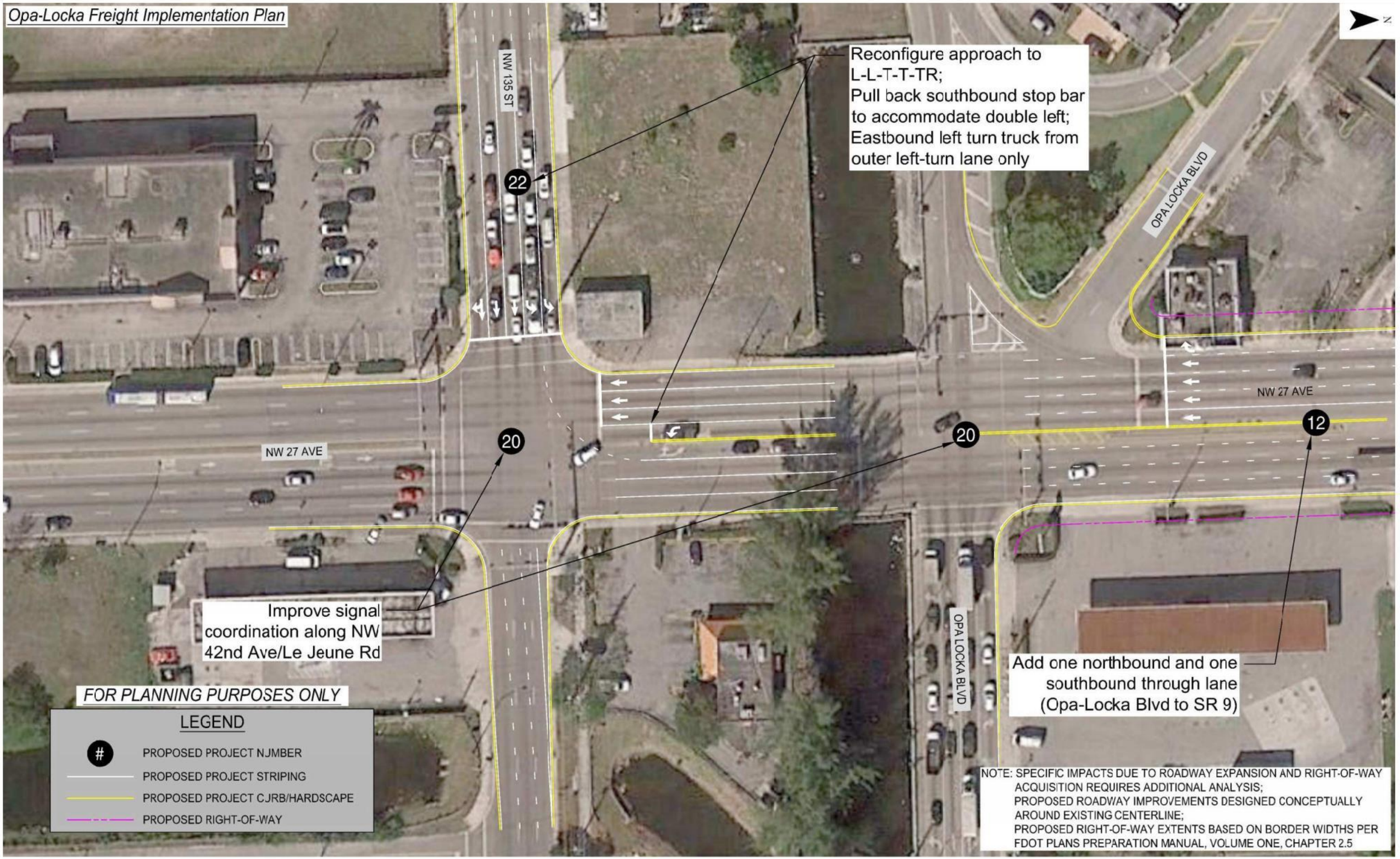
NOTE: SPECIFIC IMPACTS DUE TO ROADWAY EXPANSION AND RIGHT-OF-WAY ACQUISITION REQUIRES ADDITIONAL ANALYSIS;
PROPOSED ROADWAY IMPROVEMENTS DESIGNED CONCEPTUALLY AROUND EXISTING CENTERLINE;
PROPOSED RIGHT-OF-WAY EXTENTS BASED ON BORDER WIDTHS PER FDOT PLANS PREPARATION MANUAL, VOLUME ONE, CHAPTER 2.5

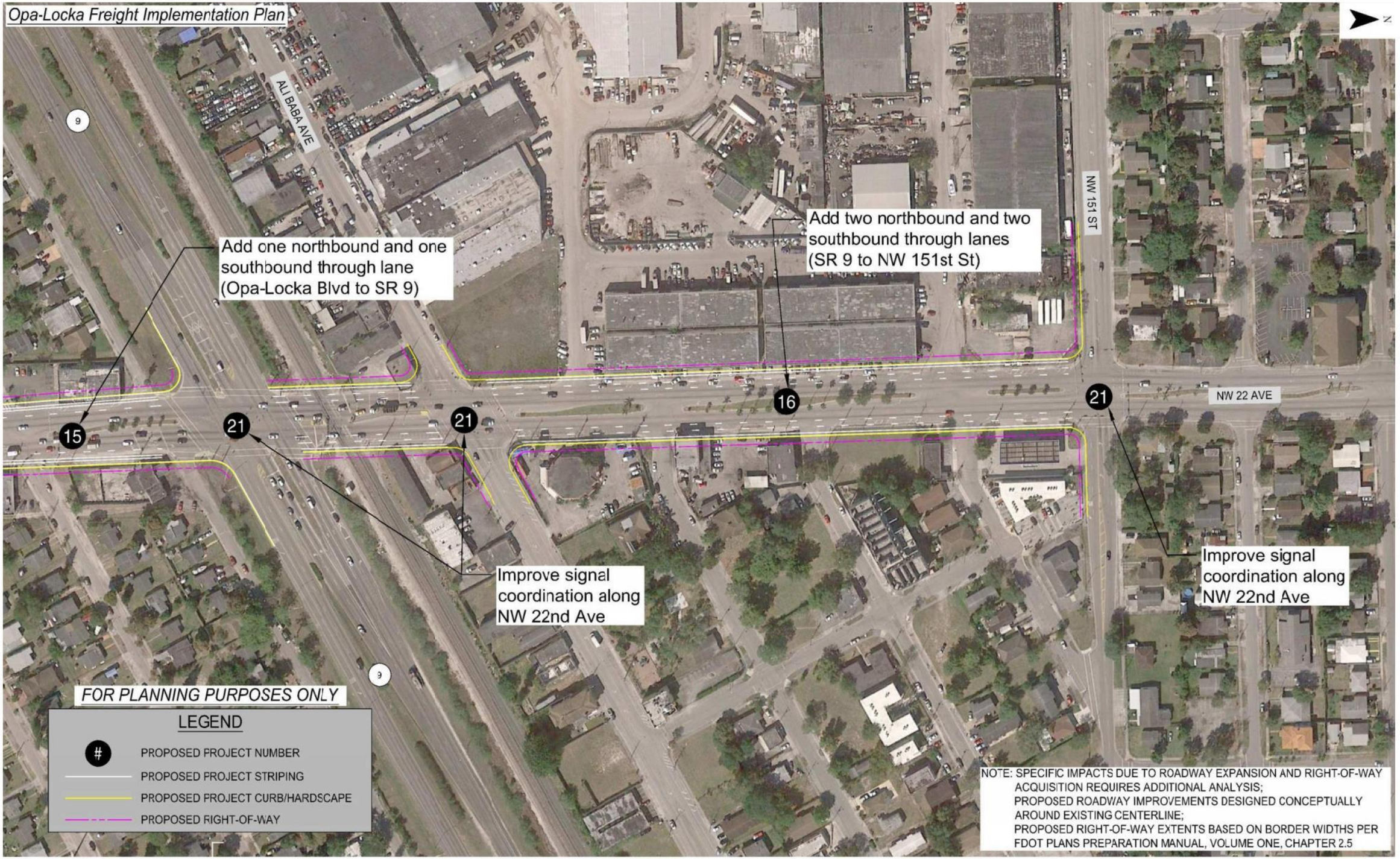



Opa-Locka Freight Implementation Plan
NOTE: SPECIFIC IMPACTS DUE TO ROADWAY EXPANSION AND RIGHT-OF-WAY ACQUISITION REQUIRES ADDITIONAL ANALYSIS;
PROPOSED ROADWAY IMPROVEMENTS DESIGNED CONCEPTUALLY AROUND EXISTING CENTERLINE;
PROPOSED RIGHT-OF-WAY EXTENTS BASED ON BORDER WIDTHS PER FDOT PLANS PREPARATION MANUAL, VOLUME ONE, CHAPTER 2.5
N
NW 123 ST
924
NW 42 AVE
Improve Le Jeune/Douglas Rd access fo/from Gratigny Interchange
11
DOUGLAS LE JEUNE CONNECTOR
924
18
E 65 ST
Improve signal coordination along NW 42nd Ave/Le Jeune Rd
FOR PLANNING PURPOSES ONLY
LEGEND
PROPOSED PROJECT NUMBER
PROPOSED PROJECT STRIPING
PROPOSED PROJECT CURB/HARDSCAPE
PROPOSED RIGHT-OF-WAY

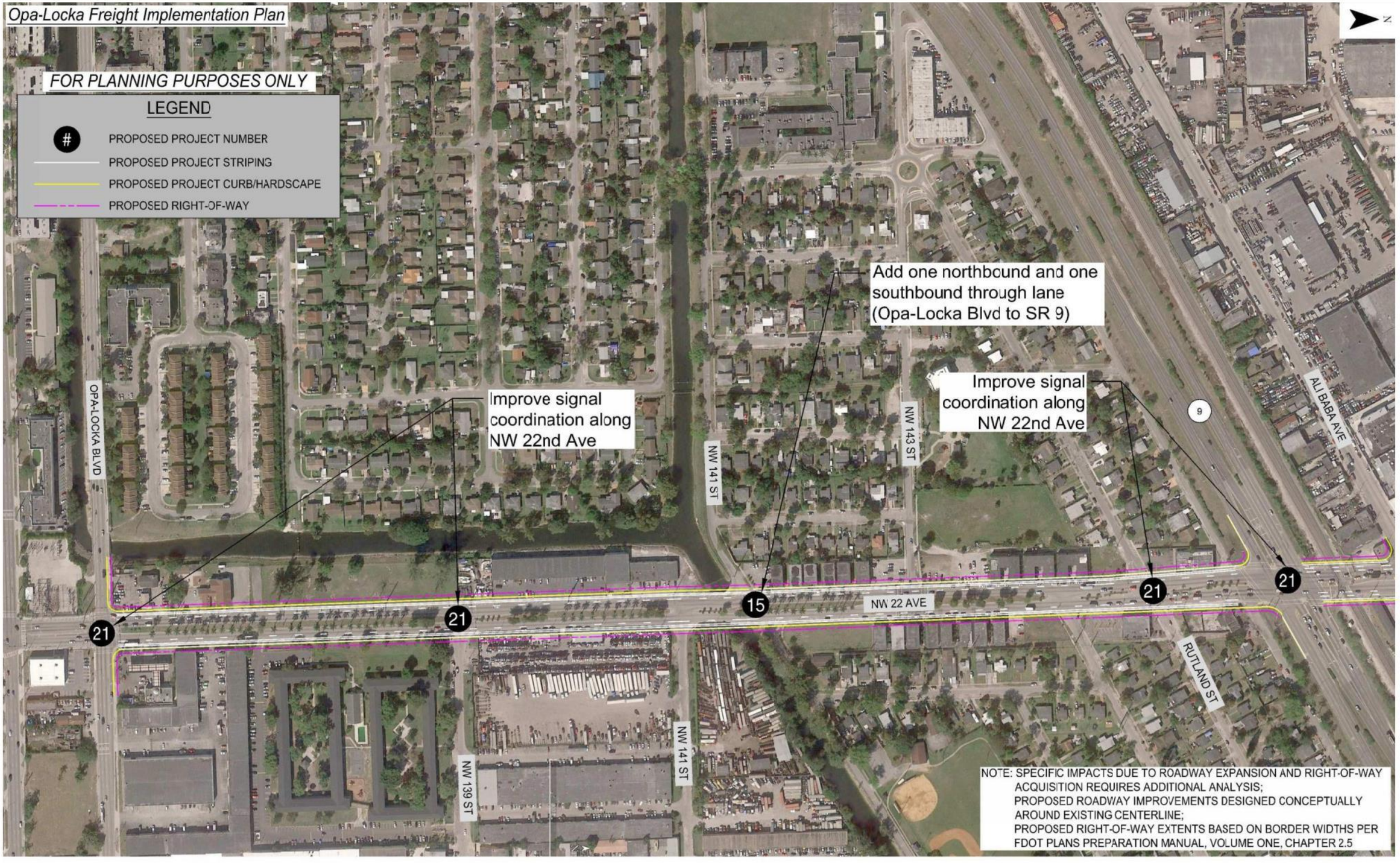

Opa-Locka Freight Implementation Plan
FOR PLANNING PURPOSES ONLY
LEGEND
PROPOSED PROJECT NUMBER
PROPOSED PROJECT STRIPING
PROPOSED PROJECT CURB/HARDSCAPE
PROPOSED RIGHT-OF-WAY
NOTE: SPECIFIC IMPACTS DUE TO ROADWAY EXPANSION AND RIGHT-OF-WAY ACQUISITION REQUIRES ADDITIONAL ANALYSIS;
PROPOSED ROADWAY IMPROVEMENTS DESIGNED CONCEPTUALLY AROUND EXISTING CENTERLINE;
PROPOSED RIGHT-OF-WAY EXTENTS BASED ON BORDER WIDTHS PER FDOT PLANS PREPARATION MANUAL, VOLUME ONE, CHAPTER 2.5
NW 32 AVE
NW 32 AVE
10
Configure connection to NW 32nd Ave
Complete/upgrade NW 127th St from Cairo Ln to NW 32nd Ave
10
NW 135 ST
NW 127 ST
Upgrade Cairo Ln from NW 135th St to NW 127th St
CAIRO LN
10
N


Opa-Locka Freight Implementation Plan
N
OPA LOCKA BLVD
SUPERIOR ST
RUTLAND ST
BURLINGTON ST
ALI BABA AVE
SHARAZAD BLVD
NW 27 AVE
NW 27 AVE
ATLANTIC AVE
SUPERIOR ST
NW 139 ST
9
20
12
14
13
Add one northbound and one southbound through lane (Opa-Locka Blvd to SR 9)
Reconstruct SR 9/NW 27th Ave as interchange; coordinate with SMART corridor project
Improve signal coordination along NW 42nd Ave/Le Jeune Rd
Incorporate truck considerations input to SMART NW 27 Ave project
FOR PLANNING PURPOSES ONLY
LEGEND
PROPOSED PROJECT NUMBER
PROPOSED PROJECT STRIPING
PROPOSED PROJECT CURB/HARDSCAPE
PROPOSED RIGHT-OF-WAY
NOTE: SPECIFIC IMPACTS DUE TO ROADWAY EXPANSION AND RIGHT-OF-WAY ACQUISITION REQUIRES ADDITIONAL ANALYSIS;
PROPOSED ROADWAY IMPROVEMENTS DESIGNED CONCEPTUALLY AROUND EXISTING CENTERLINE;
PROPOSED RIGHT-OF-WAY EXTENTS BASED ON BORDER WIDTHS PER FDOT PLANS PREPARATION MANUAL, VOLUME ONE, CHAPTER 2.5


N
NW 135 ST
22
Reconfigure approach to
L-L-T-T-TR;
Pull back southbound stop bar
to accommodate double left;
Eastbound left turn truck from
outer left-turn lane only
OPA LOCKA BLVD
NW 27 AVE
12
NW 27 AVE
20
20
Improve signal
coordination along NW
42nd Ave/Le Jeune Rd
OPA LOCKA BLVD
Add one northbound and one
southbound through lane
(Opa-Locka Blvd to SR 9)
FOR PLANNING PURPOSES ONLY
LEGEND
PROPOSED PROJECT NJMBER
PROPOSED PROJECT STRIPING
PROPOSED PROJECT CJRB/HARDSCAPE
PROPOSED RIGHT-OF-WAY
NOTE: SPECIFIC IMPACTS DUE TO ROADWAY EXPANSION AND RIGHT-OF-WAY
ACQUISITION REQUIRES ADDITIONAL ANALYSIS;
PROPOSED ROADWAY IMPROVEMENTS DESIGNED CONCEPTUALLY
AROUND EXISTING CENTERLINE;
PROPOSED RIGHT-OF-WAY EXTENTS BASED ON BORDER WIDTHS PER
FDOT PLANS PREPARATION MANUAL, VOLUME ONE, CHAPTER 2.5


ALI BABA AVE
NW 151 ST
NW 22 AVE
Add one northbound and one southbound through lane (Opa-Locka Blvd to SR 9)
Add two northbound and two southbound through lanes (SR 9 to NW 151st St)
Improve signal coordination along NW 22nd Ave
Improve signal coordination along NW 22nd Ave
15
16
21
21
21
9
9
N
FOR PLANNING PURPOSES ONLY
LEGEND
PROPOSED PROJECT NUMBER
PROPOSED PROJECT STRIPING
PROPOSED PROJECT CURB/HARDSCAPE
PROPOSED RIGHT-OF-WAY
NOTE: SPECIFIC IMPACTS DUE TO ROADWAY EXPANSION AND RIGHT-OF-WAY ACQUISITION REQUIRES ADDITIONAL ANALYSIS;
PROPOSED ROADWAY IMPROVEMENTS DESIGNED CONCEPTUALLY AROUND EXISTING CENTERLINE;
PROPOSED RIGHT-OF-WAY EXTENTS BASED ON BORDER WIDTHS PER FDOT PLANS PREPARATION MANUAL, VOLUME ONE, CHAPTER 2.5

Opa-Locka Freight Implementation Plan



City of Opa-locka Freight Implementation Plan

Appendix C – Cost Estimates



prepared for

FDOT District 6

prepared by

Cambridge Systematics, Inc.

with

FR Aleman and Associates, Inc.

Kittelson and Associates, Inc.

Whitehouse Group, Inc.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

FLP

Office of Freight, Logistics and Passenger Operations

FDOT

November 30, 2017

KITTELSON & ASSOCIATES
200 SW 1ST AVENUE, SUITE 1070
FORT LAUDERDALE, FL 33301
P 954.828.1730 F 954.828.1787

MEMORANDUM

Date: November 28, 2017

Project #: 19691

To: Karen Kiselewski,
Cambridge Systematics

From: Eric Lindstrom, P.E., Jon Crisafi, P.E., Constanza Suarez, P.E.

Project: Opa-Locka Freight Implementation Study

Subject: FINAL Cost Estimate Assumptions Summary

This memorandum summarizes the assumptions used to develop the cost estimates for the twenty-two (22) proposed projects recommended in the Opa-Locka Freight Implementation Study. Most estimates are derived from FDOT's Long Range Estimates (LRE) Cost Per Mile Models (available at http://www.fdot.gov/programmanagement/Estimates/LRE/CostPerMileModels/CPMSummary.shtm) and dated June 2016, therefore estimates are calculated in 2016 dollars. The cost estimate is provided in **Attachment A**.

FULL DEPTH PAVEMENT

Areas quantified as full depth pavement were determined by any areas of a proposed project currently unpaved (as existing roadway) that would require full depth pavement (e.g. road widening or turn lane addition). The assumed pay items included for full depth pavement are summarized in **Table 1**.

Table 1 - Full Depth Pavement Assumed Pay Items

Description	FDOT Pay Item #	Unit
Litter removal	107-1	AC
Mowing	107-2	AC
Clearing and Grubbing	110-1-1	AC
Regular Excavation	120-1	CY
Type B Stabilization (12")	160-4	SY
Optional Base, Base Group 09 (6")	285-709	SY
Superpave asphalt conc. Traffic D (165 lb/sy spread rate)	334-1-24	TN
Asphalt conc. Traffic B, FC-12.5	337-7-41	TN

RECONSTRUCTED PAVEMENT

Areas considered for reconstructed pavement were determined by examining sections of existing pavement likely needing to be reconstructed due to changes in crown or approach to a newly widened road. This situation most often occurs at intersections where a roadway is widened and the side street connection needs to be reconstructed. The example in **Figure 1** shows the area of reconstructed pavement as it integrates with road widening.

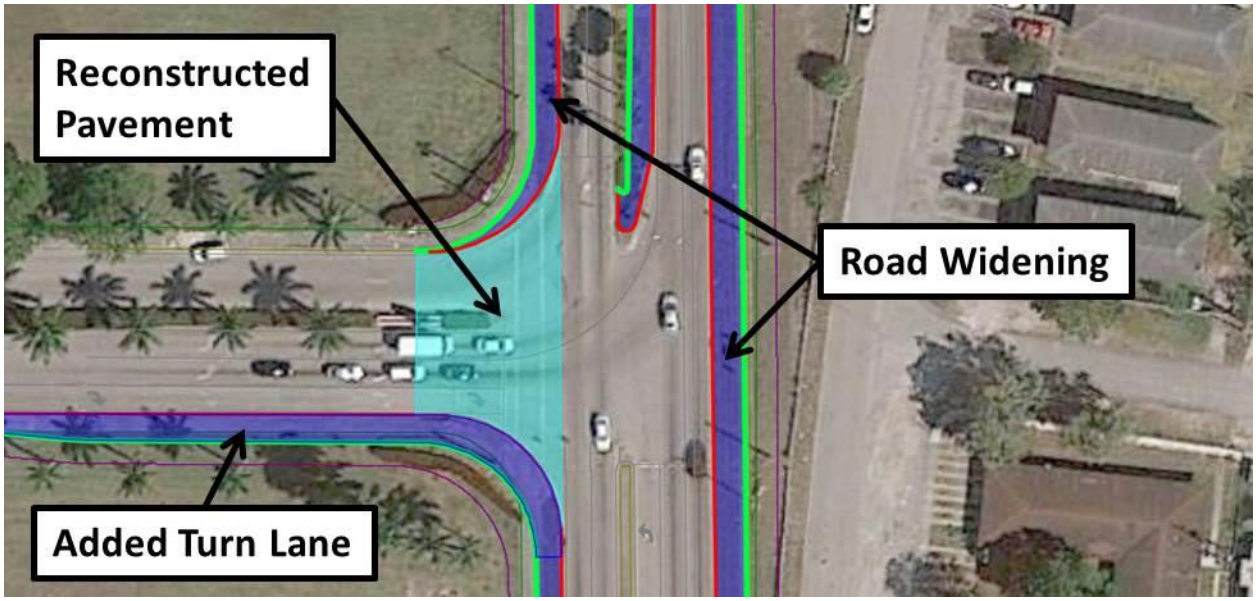


Figure 1 - Example of Area Assumed for Reconstructed Pavement (Cyan)

The assumed pay items included for reconstructed pavement are summarized in **Table 2.**

Table 2 – Reconstruction Pavement Assumed Pay Items

Description	FDOT Pay Item #	Unit
Milling existing asphalt, (1")	327-70-1	SY
Superpave asphalt conc, Traffic C	334-1-13	TN

NEW SIDEWALK, INSTALLATION/REMOVAL OF CURB AND GUTTER

Sidewalk is assumed to be related to the installation of any new curb on the outside of a roadway facility (i.e. any median installed curb is not considered for sidewalk quantities). The linear footage of new curb is assumed to have the same linear footage of new 6-ft sidewalk (4” thick). New curb is assumed to be installed along any roadway widening in conjunction with removal of the existing curb. Assumed pay items are summarized in **Table 3**.

Table 3 – New Sidewalk, Installation/Removal of Curb/Gutter Assumed Pay Items

Description	FDOT Pay Item #	Unit
Removal of existing concrete	110-4-10	SY
Concrete sidewalk, 4" thick	522-1	SY
New Curb/Gutter, Type F	520-1-10	LF

NEW MEDIAN CONSTRUCTION

New median construction is anticipated for any project where a median needs to be modified to accommodate turning movements or to close off access. New median construction is assumed to be filled with performance turf/sod. Assumed pay items are summarized in **Table 4**.

Table 4 – New Median Construction Assumed Pay Items

Description	FDOT Pay Item #	Unit
Clearing and Grubbing	110-1-1	AC
Milling existing asphalt (1.5")	327-70-6	SY
Concrete curb and gutter, Type F	520-1-10	SY
Performance Turf/Sod	570-1-2	SY

BRIDGE WIDENING

Quantities for bridge widening are associated specifically with Project #15 which proposes to widen the overall typical section of NE 22 Avenue. The estimate cost for bridge widening of $150.00 per square foot was determined based on historical information and Long Range Estimate for other bridge widening projects.

RIGHT-OF-WAY ACQUISITION

Right-of-way (ROW) acquisition was determined at a planning level as existing ROW maps were not available. Existing ROW was assumed to be back of existing sidewalk for most facilities. The new ROW needed was assumed to follow the minimum border widths outlined in Section 2.5 of the FDOT Plans Preparation Manual (PPM). Areas were calculated between the new extents of the project determined by the border widths and the assumed existing ROW.

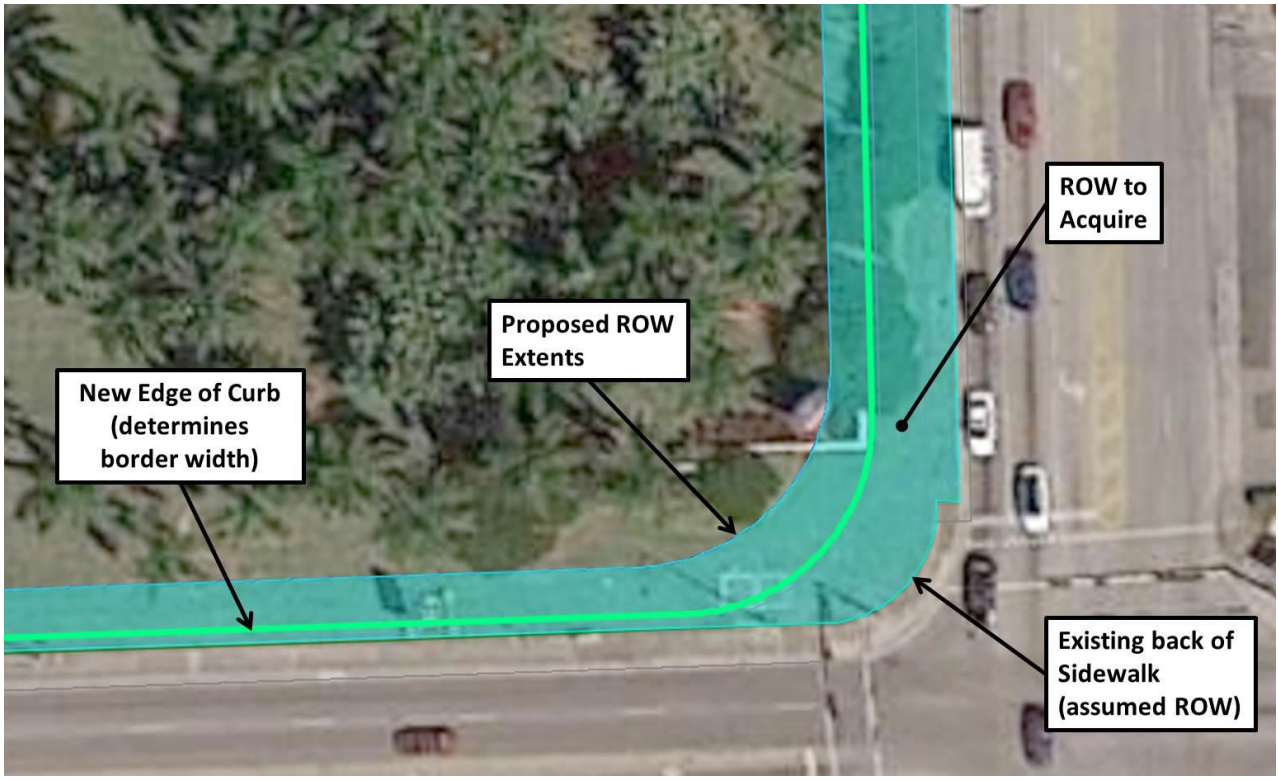


Figure 2 - Example of Border Width Determining Proposed ROW Extent (Cyan)

Determining the approximate cost per acre for acquired ROW was done through a random sampling of property values listed online and averaged. The properties are mostly located around the main arterials and include both developed and undeveloped parcels. Properties were evaluated in October 2017 and are summarized in **Attachment B**.

ACCESS MANAGEMENT IMPROVEMENTS

Improvements to access management were derived from the linear frontage of affected area identified by a specific project. Because access management improvements take on a variety of forms (e.g. cross-over easements, driveway consolidation, new curbing), engineering judgement was used to assume approximately $50 per linear foot of frontage would be required for any such improvement.

INTERCHANGE IMPROVEMENTS

Interchange improvements to the Gratigny Interchange and the existing connection between SR 9 and NE 27 Avenue are difficult to anticipate the level of effort without specifically investigating the needs of either project. Given the wide range of possibilities (lane additions, grade separations, signal retiming), the estimates were given a conservative lump sum cost of $25,000,000.

SMART COORDINATION PROJECTS

A SMART corridor project is a major coordination effort intended to specifically address freight travel as a priority. A place holder of $500,000 has been included to represent coordination and initial design work related to truck considerations.

NEW SIGNAL CONSTRUCTION

The potential need for new signal equipment was assessed on locations of existing equipment and the anticipated extents of proposed construction, particularly on widenings. Assumed pay items for new signal construction are summarized in **Table 5**.

Table 5 – New Signal Construction Assumed Pay Items

Description	FDOT Pay Item #	Unit
Conduit	630-2-12	LF
Pull boxes	635-2-11	EA
Mast arms - assume 70' arms	649-21-15	EA
Mast arms - Dual arms (60' - 60')	649-21-14	EA
3- section signal heads	650-1-14	EA
5- section signal heads	650-1-18	EA
Detection Loops	660-2-106	AS
Controller - modified	670-5-400	AS

SIGNAL COORDINATION

The cost estimate for signal coordination projects were estimated to be approximately $5,000 per intersection based on engineering judgement.

SIGNING/STRIPING

New striping has been measured out and quantified on a planning concept level. Assumed pay items are summarized in **Table 6**.

Table 6 – New Striping Assumed Pay Items

Description	FDOT Pay Item #	Unit
Retroreflective Pavement Markers	706-3	EA
6" White Thermoplastic	711-16-101	GM
6" White (Skip 10' - 30') Thermoplastic	711-16-131	GM
6" Yellow Thermoplastic	711-16-201	GM
White Arrow	711-11-170	EA

SIGNAL TIMING/PHASING

The cost estimate for signal timing/phasing projects were estimated to be approximately $8,000 per intersection based on engineering judgement.

DRAINAGE

Planning-level estimates for drainage were derived from the LREs developed by FDOT and the cost-per-mile models associated with that. The number of affected inlets was quantified to provide a clearer resolution to these estimates. Assumed pay items are summarized in **Table 7**.

Table 7 – Reconstruction Pavement Assumed Pay Items

Description	FDOT Pay Item #	Unit
Inlets, Curb, Type P-5	425-1-351	EA
Pipe Culvert, Opt. Material, Round, 24"	430-175-124	LF

ATTACHMENTS

Attachment A – Opa-Locka Freight Implementation Plan Cost Estimate

Attachment B – Opa-Locka ROW Parcel Cost Data

Attachment A Opa-Locka Freight Implementation Plan Cost Estimate

Proposed Project Cost Estimates

Project	Project #	Cost Estimate	25% Contingency	Planning-Level Cost Estimate
Curtiss St/NW 42nd Ave Left-turn Lane	**1**	$ 68,794	$ 85,992	$ 86,000
Curtiss St/Douglas Rd Right-turn Lane	**2**	$ 115,979	$ 144,974	$ 145,000
Douglas Rd Widening + Turbo Lanes	**3 & 4**	$ 2,292,797	$ 2,865,996	$ 2,866,000
NW 42nd/135th Improvements SB Right-turn + W Receiving Lanes	**5 & 6**	$ 720,665	$ 900,831	$ 901,000
NW 42nd Ave/NW 135th St Access Management	**7**	$ 300,000	$ 375,000	$ 375,000
NW 135th St Access Management	**8**	$ 16,872	$ 21,090	$ 21,000
Douglas Rd/NW 135th St Access Management	**9**	$ 100,000	$ 125,000	$ 125,000
Cairo Ln/NW 127th S Road Construction	**10**	$ 3,665,932	$ 4,582,415	$ 4,582,000
Douglas/Gratigny Interchange Reconfiguration	**11**	$ 25,000,000	$ 31,250,000	$ 31,250,000
NW 27th Ave Widening	**12**	$ 1,234,545	$ 1,543,181	$ 1,543,000
SR-9/NW 27th Ave Interchange/SMART Coordination	**13**	$ 25,000,000	$ 31,250,000	$ 31,250,000
NW 27th Ave SMART Coordination	**14**	$ 400,000	$ 500,000	$ 500,000
NW 22nd Ave Widening (2 lanes)	**15**	$ 3,862,428	$ 4,828,035	$ 4,828,000
NW 22nd Ave Widening (4 Lanes)	**16**	$ 1,568,328	$ 1,960,410	$ 1,960,000
Douglas Rd Signal Coordination	**17**	$ 45,000	$ 56,250	$ 56,000
NW 42nd Ave Signal Coordination	**18**	$ 20,000	$ 25,000	$ 25,000
NW 135th St Signal Coordination	**19**	$ 90,000	$ 112,500	$ 113,000
NW 27th Ave Signal Coordination	**20**	$ 45,000	$ 56,250	$ 56,000
NW 22nd Ave Signal Coordination	**21**	$ 45,000	$ 56,250	$ 56,000
EB 135 and NW 27th Ave Lane Reconfiguation + Signal Retiming	**22**	$ 43,924	$ 54,905	$ 55,000
IMPLEMENTATION PLAN TOTAL		**$ 64,635,263**	**$ 80,794,078**	**$ 80,793,000**

Item	Specific Elements	FDOT Pay Item Number	Unit	Project Quantities (Detailed) 1	2	3 & 4	5 & 6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	Total	Cost/Unit	Implementation Plan Total
Full Depth Pavement	Litter removal	107-1	AC	0.124	0.089	3.113	0.445				2.844		1.127			1.968	1.017						0.007	10.733	$ 13.10	$ 140.60
	Mowing	107-2	AC	0.124	0.089	3.113	0.445				2.844		1.127			1.968	1.017						0.007	10.733	$ 72.82	$ 781.57
	Clearing and Grubbing	110-1-1	AC	0.124	0.089	3.113	0.445		0.000		2.844		1.127			1.968	1.017						0.007	10.733	$ 23,586.21	$ 253,149.99
	Regular Excavation	120-1	CY	383.83	274.51	9624.72	1374.53		22.15		8794.16		3485.85			6086.91	3143.55						20.66	33210.86	$ 9.75	$ 323,805.93
	Type B Stabilization (12")	160-4	SY	600.78	429.67	15064.78	2151.44				13764.78		5456.11			9527.33	4920.33						32.33	51947.56	$ 1.09	$ 56,622.84
	Optional Base, Base Group 09 (6")	285-709	SY	600.78	429.67	15064.78	2151.44				13764.78		5456.11			9527.33	4920.33						32.33	51947.56	$ 14.41	$ 748,564.28
	Superpave asphalt conc. Traffic D (165 lb/sy spread rate)	334-1-24	TN	49.56	35.45	1242.84	177.49				1135.59		450.13			786.01	405.93						2.67	4285.67	$ 118.00	$ 505,709.45
	Asphalt conc. Traffic B, FC-12.5	337-7-41	TN	49.56	35.45	1242.84	177.49				1135.59		450.13			786.01	405.93						2.67	4285.67	$ 85.91	$ 368,182.20
Reconstruction	Milling existing asphalt, (1")	327-70-1	SY	533.33		482.028							415.75			796.444	381.083							2608.638889	$ 2.62	$ 6,834.63
Pavement	Superpave asphalt conc, Traffic C	334-1-13	TN	29.33		108.456							93.544			179.2	85.744							496.2773333	$ 91.53	$ 45,424.26
New sidewalk	Concrete sidewalk, 4" thick	522-1	SY	224.00	78.89	2580.00	337.33		129.78		2158.00		960.22			1403.56	568.67						30.89	8471.3333	$ 37.64	$ 318,860.99
New Curb/Gutter	New Curb/Gutter, Type F	520-1-10	LF	1008	355	11610	1518		584		9711		4321			6316	2559						139	38121	$ 19.80	$ 754,795.80
Remove Curb/Gutter	Removal of existing concrete	110-4-10	SY	44.11	20.89	642.72	86.28				16.61		257.33			371.22	155.67						7.11	1601.94	$ 21.71	$ 34,778.21
New Median	Clearing and Grubbing	110-1-1	AC	0.124	0.089	3.113	0.445				2.844		1.127			1.968	1.017						0.007	10.733	$ 23,586.21	$ 253,149.99
Construction	Milling existing asphalt (1.5")	327-70-6	SY	600.78	429.67	15064.78	2151.44				13764.78		5456.11			9527.33	4920.33						32.33	51947.56	4.23	$ 219,738.16
	Concrete curb and gutter, Type F	520-1-10	SY	44.11	20.89	642.72	86.28				16.61		257.33			371.22	155.67						7.11	1601.94	21.95	$ 35,162.68
	Performance Turf/Sod	570-1-2	SY	903.33	0.00	0.00	0.00		66.44		94.89													1064.67	3.13	$ 3,332.41
Bridge widening	Bridge widening	-	SF													3074								3074	150	$ 461,100.00
R/W Acquistion	R/W acquisition	-	AC		0.093	1.277	0.631				3.001		0.906			3.024	1.375							10.306	$ 889,000.00	$ 9,162,128.70
Lump Sum Items	Access management improvements		LF					6000		2000														8000	$ 50.00	$ 400,000
	Interchange Reconfiguration (major)		EA									1		1										2	$ 25,000,000.00	$ 50,000,000
	Interchange Reconfiguration (minor)		EA																					0	$ 15,000,000.00	$ -
	SMART coordination project		EA												1									1	$ 400,000.00	$ 400,000
Signal-related	Signal Coordination		Intx															9	4	18	9	9		49	$ 5,000.00	$ 245,000
	Signing/striping		EA																				1	1	$ 30,000.00	$ 30,000
	Signal timing/phasing		EA																				1	1	$ 8,000.00	$ 8,000
New Signal Equipment	Mast arms - assume 70' arms	649-21-15	EA		3		2						1			2	8							16	$ 36,792.69	$ 588,683
	Mast arms - Dual arms (60' - 60')	649-21-14	EA																					0	$ 54,091.13	$ -
	3- section signal heads	650-1-14	EA		8		2						3			3	28							44	$ 999.84	$ 43,993
	5- section signal heads	650-1-18	EA		1		2						1			2	3							9	$ 1,318.75	$ 11,869
	Conduit	630-2-12	LF		3000		1500						1500			1500	3000							10500	$ 17.22	$ 180,810
	Pull boxes	635-2-11	EA		10		4						4			2	10							30	$ 709.85	$ 21,296
	Controller - modified	670-5-400	AS		1		1						1			1	1							5	$ 8,592.02	$ 42,960
	Detection Loops	660-2-106	AS	3	1																			4	$ 1,452.78	$ 5,811
Striping	6" White Thermoplastic	711-16-101	GM	0.154	0.909	1.818					1.667		0.909			1.250	0.568						0.182	7.457	$ 4,144.66	$ 30,908
	6" White (Skip 10' - 30') Thermoplastic	711-16-131	GM	0.128	0.038	4.000							1.136			1.250	1.136						0.205	7.893	$ 1,445.81	$ 11,412
	6" Yellow Thermoplastic	711-16-201	GM	0.154	0.038	2.00					1.667		0.379											4.238	$ 4,171.98	$ 17,680
	White Arrow	711-11-170	EA	6	4	13					4		4										2	33	$ 60.24	$ 1,988
	Retroreflective Pavement Markers	706-3	EA	65	35	608					110		440			165	150						50	1623	$ 3.50	$ 5,681
Drainage	Inlets, Curb, Type P-5	425-1-351	EA		1	30					16		7			24	10							88	$ 5,205.36	$ 458,072
	Pipe Culvert, Opt. Material, Round, 24"	430-175-124	LF		150	11610					8800		2000			6600	3000							32160	$ 81.50	$ 2,621,040

Attachment B Opa-Locka ROW Parcel Cost Data

Lot	Cost	Acreage	$/Acre	Link
1	$ 58,000.00	0.18	$ 322,222.22	http://www.landwatch.com/Miami-Dade-County-Florida-Land-for-sale/pid/27970611
2	$ 399,000.00	0.11	$ 3,627,272.73	http://www.landwatch.com/Miami-Dade-County-Florida-Land-for-sale/pid/3979378
3	$ 250,000.00	0.09	$ 2,778,061.22	http://www.landwatch.com/Miami-Dade-County-Florida-Land-for-sale/pid/327153168
4	$ 325,000.00	0.67	$ 485,074.63	http://www.landwatch.com/Miami-Dade-County-Florida-Land-for-sale/pid/3487492
5	$ 480,000.00	0.98	$ 489,795.92	http://www.landwatch.com/Miami-Dade-County-Florida-Land-for-sale/pid/27925520
6	$ 799,000.00	0.14	$ 5,707,142.86	http://www.landwatch.com/Miami-Dade-County-Florida-Land-for-sale/pid/3938339
7	$ 899,000.00	0.92	$ 977,173.91	http://www.landwatch.com/Miami-Dade-County-Florida-Land-for-sale/pid/3475908
8	$ 1,450,000.00	2.28	$ 635,964.91	http://www.landwatch.com/Miami-Dade-County-Florida-Land-for-sale/pid/323347920
9	$ 390,000.00	0.35	$ 1,114,285.71	http://www.landwatch.com/Miami-Dade-County-Florida-Land-for-sale/pid/28521744
10	$ 250,000.00	0.24	$ 1,041,666.67	http://www.landwatch.com/Miami-Dade-County-Florida-Land-for-sale/pid/327133485
TOTAL	**$ 5,300,000.00**	**5.96**	**$ 889,263.12**	

Average Cost/Acre = *$ 889,000.00*

City of Opa-locka Freight Implementation Plan

Appendix D – Area of Interest



prepared for

FDOT District 6

prepared by

Cambridge Systematics, Inc.

with

FR Aleman and Associates, Inc.

Kittelson and Associates, Inc.

Whitehouse Group, Inc.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

FLP

Office of Freight, Logistics and Passenger Operations

FDOT

November 30, 2017

GIS Analysis Report - All Results

Opa-Locka Freight (OPA-22) Area of Interest

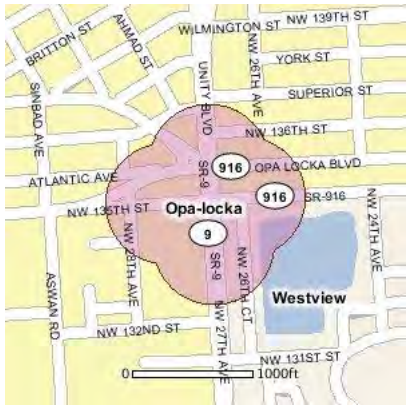
EB 135 and NW 27th Ave

This AOI will be available in the EST until 08/31/2017

Last updated by Alexis Thomas @ FDOT District 6

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1 Summary









Analysis Type	Date Run	*Features within AOI* Count
Basemap		
2000 Census Block Data	08/01/2017	13
2000 Census Data Block Groups - Housing	08/01/2017	4
2000 Census Data Block Groups - Income	08/01/2017	4
2000 Census Data Block Groups - Language	08/01/2017	4
2000 Census Data Block Groups - Percentages	08/01/2017	4
2000 Census Data Block Groups - Population Densities	08/01/2017	4
2000 Census Data Block Groups - Population Totals	08/01/2017	4
2000 Census Data Block Groups - Transportation	08/01/2017	4
2000 US Census Block Data - Minority Population greater than 40%	08/01/2017	13
2001 Intermodal Terminal Facilities	08/01/2017	0
2003 FFWCC Habitat and Landcover GRID	08/01/2017	N/A
2008 SFWMD FL Land Use and Land Cover	08/01/2017	13
2009 SJRWMD FL Land Use and Land Cover	08/01/2017	0
2010 Amtrak Intercity Railroad Terminals	08/01/2017	0
2010 Census County Demographics	08/01/2017	1
2010 Census Data Block Groups - Housing	08/01/2017	4
2010 Census Data Block Groups - Income	08/01/2017	4

Analysis Type	Date Run	Count
2010 Census Data Block Groups - Language	08/01/2017	4
2010 Census Data Block Groups - Percentages	08/01/2017	4
2010 Census Data Block Groups - Population Densities	08/01/2017	4
2010 Census Data Block Groups - Population Totals	08/01/2017	4
2010 Census Data Block Groups - Race and Ethnicity	08/01/2017	4
2010 Census Data Block Groups - Transportation	08/01/2017	4
2010 Census Designated Places	08/01/2017	2
2010 US Census Block Data	08/01/2017	25
2010 US Census Block Data - Minority Population greater than 40%	08/01/2017	12
2011 SWFWMD FL Land Use and Land Cover	08/01/2017	0
2013 NWFWMD FL Land Use and Land Cover	08/01/2017	0
2014 SRWMD FL Land Use and Land Cover	08/01/2017	0
2015 American Community Survey Block Group Data - Housing	08/01/2017	4
2015 American Community Survey Block Group Data - Income	08/01/2017	4
2015 American Community Survey Block Group Data - Language	08/01/2017	4
2015 American Community Survey Block Group Data - Percentages	08/01/2017	4
2015 American Community Survey Block Group Data - Population Densities	08/01/2017	4
2015 American Community Survey Block Group Data - Population Totals	08/01/2017	4
2015 American Community Survey Block Group Data - Race and Ethnicity	08/01/2017	4
2015 American Community Survey Block Group Data - Transportation	08/01/2017	4
AM Tower Structures	08/01/2017	0
Abandoned Rails (Subset of BTS Rails)	08/01/2017	0
Abandoned Rails 2015 (Subset of BTS Rails)	08/01/2017	0
Adopted Total Maximum Daily Loads (TMDLs) in Florida	08/01/2017	2
Air Quality Maintenance Areas	08/01/2017	1
Airport Runways (Polygons)	08/01/2017	0
Airports	08/01/2017	0
Ambient Air Monitoring Sites	08/01/2017	0
American Crocodile Critical Habitat	08/01/2017	0
American Indian Lands and Native Entities In Florida	08/01/2017	0
Areas of Critical State Concern in Florida	08/01/2017	0
Atlantic Coast Plants Consultation Area	08/01/2017	0
Audubons Crested Caracara Occurrences in Florida (1992-2009)	08/01/2017	0
Aviation Transportation Facilities	08/01/2017	0
Bald Eagle Nesting Territories	08/01/2017	0
Basin Management Action Plans (BMAP) Areas in Florida	08/01/2017	0
Biomedical Waste	08/01/2017	0
Black Bear Range	08/01/2017	1
Black Bear Road Kills	08/01/2017	0
Brownfield Location Boundaries	08/01/2017	2
Bus Transit Routes	08/01/2017	8
CLIP Version 4 Aggregated CLIP Priorities	08/01/2017	N/A
CLIP Version 4 Aquifer Recharge	08/01/2017	N/A
CLIP Version 4 Biodiversity Resource Priorities	08/01/2017	N/A

Analysis Type	Date Run	Count
CLIP Version 4 Critical Lands and Waters Identification - High Priority Private Wetlands and Uplands	08/01/2017	N/A
CLIP Version 4 Florida Ecological Greenways Network	08/01/2017	N/A
CLIP Version 4 Landscape Integrity Index	08/01/2017	N/A
CLIP Version 4 Landscape Resource Priorities	08/01/2017	N/A
CLIP Version 4 Natural Floodplain	08/01/2017	N/A
CLIP Version 4 Potential Habitat Richness	08/01/2017	N/A
CLIP Version 4 Priority Natural Communities	08/01/2017	N/A
CLIP Version 4 Rare Species Habitat Conservation Priorities	08/01/2017	N/A
CLIP Version 4 Significant Surface Waters	08/01/2017	N/A
CLIP Version 4 Strategic Habitat Conservation Areas	08/01/2017	N/A
CLIP Version 4 Surface Water Resource Priorities	08/01/2017	N/A
CLIP Version 4 Wetlands	08/01/2017	N/A
Cape Sable Seaside Sparrow Consultation Area	08/01/2017	0
Cape Sable Seaside Sparrow Historic Range	08/01/2017	0
Cape Sable Sparrow Critical Habitat	08/01/2017	0
Caracara Consultation Area	08/01/2017	0
Cellular Antenna Locations	08/01/2017	0
Cemeteries (Points)	08/01/2017	0
Cemeteries (Polygons)	08/01/2017	0
Census Bureau Landmarks - Points	08/01/2017	0
Census Bureau Landmarks - Polygons	08/01/2017	1
Coastal Assessment Framework	08/01/2017	1
Coastal Barrier Resource System	08/01/2017	0
Coastal Change Analysis Program - 2010	08/01/2017	N/A
Coastal Emergency Management Flood Data	08/01/2017	0
Coastline	08/01/2017	1
Community Boundaries (User Defined)	08/01/2017	0
Community Centers (Points)	08/01/2017	0
Community and Fraternal Center Boundaries in Florida - 2015	08/01/2017	1
Comprehensive Everglades Restoration Plan (CERP) Project Boundaries	08/01/2017	0
Cooperative Land Cover (CLC v3.2)	08/01/2017	N/A
Correctional Facilities	08/01/2017	0
Cotton Mouse Consultation Area	08/01/2017	0
County Demographics - 2000 Census	08/01/2017	1
Critical Habitat for the Reticulated Flatwoods Salamander and Frosted Flatwoods	08/01/2017	0
Critical Habitat in Florida for the West Indian Manatee - 2005	08/01/2017	0
Crocodile Consultation Area	08/01/2017	0
Cross Florida Barge Canal Structures	08/01/2017	0
Cultural Centers (Polygons)	08/01/2017	0
Cultural Centers (Points)	08/01/2017	0
D1 - Year Built by Decade (1970's)	08/01/2017	0
D1 - Year Built by Decade (Before 1970)	08/01/2017	0
D2 - Year Built by Decade (1970's)	08/01/2017	0
D2 - Year Built by Decade (Before 1970)	08/01/2017	0

Analysis Type	Date Run	Count
D3 - Year Built by Decade (1970's)	08/01/2017	0
D3 - Year Built by Decade (Before 1970)	08/01/2017	0
D4 - Year Built by Decade (1970's)	08/01/2017	0
D4 - Year Built by Decade (Before 1970)	08/01/2017	0
D5 - Year Built by Decade (1970's)	08/01/2017	0
D5 - Year Built by Decade (Before 1970)	08/01/2017	0
D6 - Year Built by Decade (1970's)	08/01/2017	6
D6 - Year Built by Decade (Before 1970)	08/01/2017	27
D7 - Year Built by Decade (1970's)	08/01/2017	0
D7 - Year Built by Decade (Before 1970)	08/01/2017	0
DERM Contaminated Sites in Miami-Dade County	08/01/2017	6
DFIRM 100-Year Flood Plain	08/01/2017	3
DFIRM Flood Hazard Zones	08/01/2017	5
DRASTIC Coverage for the Floridan Aquifer System	08/01/2017	0
DRASTIC Coverage for the Intermediate Aquifer	08/01/2017	0
DRASTIC Coverage for the Surficial Aquifer System	08/01/2017	1
Developments of Regional Impact (DRI)	08/01/2017	0
District 1 Generalized Landuse	08/01/2017	0
District 2 Generalized Landuse	08/01/2017	0
District 3 Generalized Landuse	08/01/2017	0
District 4 Generalized Landuse	08/01/2017	0
District 5 Generalized Landuse	08/01/2017	0
District 6 Generalized Landuse	08/01/2017	36
District 7 Generalized Landuse	08/01/2017	0
EPA Water Quality Data Monitoring Stations	08/01/2017	0
Ecosystem Management Areas	08/01/2017	1
Enterprise Zones	08/01/2017	1
Environmental Geology	08/01/2017	1
Environmentally Sensitive Shorelines	08/01/2017	0
Existing Recreational Trails	08/01/2017	0
FDEM Places of Worship	08/01/2017	0
FDEP Dry Cleaning Program Sites	08/01/2017	0
FDEP Institutional Control Registry	08/01/2017	0
FDEP Mitigation Banks	08/01/2017	0
FDEP Off Site Contamination Notices	08/01/2017	0
FDEP Springs 2009	08/01/2017	0
FDOT RCI Bridges	08/01/2017	1
FEMA Flood Insurance Rate Maps 1996	08/01/2017	3
FFWCC IWHRS Reclass 2009	08/01/2017	N/A
FFWCC Management Areas	08/01/2017	0
FFWCC Potential Habitat Richness - 2009	08/01/2017	N/A
FFWCC State Manatee Protection Zones	08/01/2017	0
FFWCC Strategic Habitat Conservation Areas Priority Rankings - 2009	08/01/2017	N/A
FFWCC Strategic Habitat Conservation Areas Richness - 2009	08/01/2017	N/A

Analysis Type	Date Run	Count
FFWCC Strategic Habitat Conservation Areas by Species - 2009	08/01/2017	N/A
FFWCC Wildlife Observations	08/01/2017	0
FNAI Bird Rookeries	08/01/2017	0
FNAI Element Occurrence	08/01/2017	0
FWC 1999 Wading Bird Rookery Surveys	08/01/2017	0
FWC Black Bear Nuisance Reports	08/01/2017	0
Facility Crossings	08/01/2017	1
Fatal Crashes On Florida Local and State Highway System (SHS) Roadways (2005 - 2007)	08/01/2017	2
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2008 - 2009)	08/01/2017	0
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2010)	08/01/2017	0
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2011)	08/01/2017	0
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2012)	08/01/2017	0
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2013)	08/01/2017	0
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2014)	08/01/2017	0
Federal Aviation Administration Obstructions	08/01/2017	0
Final Designation of Critical Habitat in Florida for Anaea Troglodyta Floridalis (Florida Leafwing Butterfly) - 2014	08/01/2017	0
Final Designation of Critical Habitat in Florida for Chromolaena Frustrata (Cape Sable Thoroughwort) - 2014	08/01/2017	0
Final Designation of Critical Habitat in Florida for Strymon Acis (Bartram's Scrub-Hairstreak) - 2014	08/01/2017	0
Final Designation of Critical Habitat in Florida for the Elkhorn and Staghorn Corals - 2009	08/01/2017	0
Final Designation of Critical Habitat in Florida for the Smalltooth Sawfish - 2009	08/01/2017	0
Fixed-Guideway Transit Network Stations	08/01/2017	0
Fixed-Guideway Transit and Ferry Network	08/01/2017	0
Florida 5 Year Crash Rates	08/01/2017	3
Florida Artificial Reefs	08/01/2017	0
Florida Forever BOT Projects	08/01/2017	0
Florida Grasshopper Sparrow Consultation Area	08/01/2017	0
Florida Invasive Plants	08/01/2017	0
Florida Managed Areas	08/01/2017	0
Florida National Wildlife Refuges	08/01/2017	0
Florida Panther Mortality (1972 through August 2010)	08/01/2017	0
Florida Reef Locations and Names	08/01/2017	0
Florida Sand Skink and Blue-tailed (Bluetail) Mole Skink Suitability	08/01/2017	0
Florida Scenic Highways and Byways	08/01/2017	0
Florida Sea Grass Bed Scar Damage	08/01/2017	0
Florida Site File Archaeological or Historic Sites	08/01/2017	0
Florida Site File Areas with No Field Survey Project Boundary Present	08/01/2017	0
Florida Site File Cemeteries	08/01/2017	0
Florida Site File Field Survey Project Boundaries	08/01/2017	5
Florida Site File Historic Bridges	08/01/2017	0
Florida Site File Historic Standing Structures	08/01/2017	2
Florida Site File Resource Groups	08/01/2017	1
Florida Species Observations 2007	08/01/2017	0
Florida State Parks	08/01/2017	0
Floridan Aquifer System FAVA Response Theme	08/01/2017	N/A

Analysis Type	Date Run	Count
Fm Tower Structures	08/01/2017	0
Forest Inventory and Analysis	08/01/2017	0
Freshwater Mussels Critical Habitat	08/01/2017	0
Front Porch Communities	08/01/2017	1
Future Land Use 2008	08/01/2017	10
Generalized Agricultural Land Use	08/01/2017	0
Geocoded Assisted Housing	08/01/2017	0
Geocoded Civic Centers	08/01/2017	0
Geocoded Fire Stations	08/01/2017	0
Geocoded Government Buildings	08/01/2017	0
Geocoded Health Care Facilities	08/01/2017	0
Geocoded Homeowner and Condominium Associations	08/01/2017	0
Geocoded Hospitals	08/01/2017	0
Geocoded Laser Facilities	08/01/2017	0
Geocoded Law Enforcement Facilities	08/01/2017	0
Geocoded Schools	08/01/2017	1
Geocoded Social Service Facilities	08/01/2017	0
Geocoded Veteran Facilities	08/01/2017	0
Geological Features	08/01/2017	0
Golf Courses	08/01/2017	0
Gopher Tortoise Relocation Permit Recipient Sites in Florida	08/01/2017	0
Groundwater Monitoring Wells	08/01/2017	0
Group Care Facilities	08/01/2017	1
Gulf Sturgeon Critical Marine Habitat	08/01/2017	0
Gulf Sturgeon Critical Riverine Habitat	08/01/2017	0
HUD Empowerment Zones / Enterprise Communities	08/01/2017	0
Hazardous Waste Facilities	08/01/2017	0
Hydrologic Cataloging Units of Florida	08/01/2017	1
Impact on Prescribed Burning	08/01/2017	0
Intermediate Aquifer System FAVA Response Theme	08/01/2017	N/A
Johnson Seagrass Critical Habitat	08/01/2017	0
Key Deer Consultation Area	08/01/2017	0
Lake Wales Ridge Plants Consultation Area	08/01/2017	0
Large Quantity Generators of Hazardous Waste	08/01/2017	0
Limited Use Drinking Water Wells	08/01/2017	0
List of Aquatic Preserves	08/01/2017	0
List of Hydric Soils Classified by NRCS	08/01/2017	0
List of Specific Soils - SSURGO	08/01/2017	2
Local Florida Parks and Recreational Facility Boundaries	08/01/2017	0
Lower Keys Marsh Rabbit Consultatio Area	08/01/2017	0
Major Dams - 2010	08/01/2017	0
Managed Burn Zones (Lake Wales Ridge)	08/01/2017	0
Manatee Consultation Area	08/01/2017	0
Mangroves	08/01/2017	0

Analysis Type	Date Run	Count
Miami-Dade Keys Plants Consultation Area	08/01/2017	0
Migrant Labor Camps	08/01/2017	0
Mitigation Property managed by NWFWMD	08/01/2017	0
Mobile Home and RV Parks	08/01/2017	0
NPDES Stormwater Permits	08/01/2017	2
NWFMD Agricultural Lands 2013	08/01/2017	0
NWFWMD Industrial Areas 2013	08/01/2017	0
NWFWMD Residential Areas 2013	08/01/2017	0
NWFWMD Wetlands 2013	08/01/2017	0
National Bridge Inventory	08/01/2017	1
National Estuarine Research Reserves	08/01/2017	0
National Forests	08/01/2017	0
National Historic Preservation Act - Florida Certified Local Governments	08/01/2017	1
National Marine Sanctuary Areas	08/01/2017	0
National Park Projects	08/01/2017	0
National Parks and Seashores	08/01/2017	0
National Priority List Sites	08/01/2017	0
National Register of Historic Places	08/01/2017	0
National Wetlands Inventory	08/01/2017	1
Noise Barriers	08/01/2017	0
Nonfatal Crashes On Florida Local and State Highway System (SHS) Roadways (2005 - 2007)	08/01/2017	55
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2008 - 2009)	08/01/2017	25
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2010)	08/01/2017	47
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2011)	08/01/2017	9
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2012)	08/01/2017	14
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2013)	08/01/2017	58
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2014)	08/01/2017	93
Northern Everglades and Estuaries Protection Program (NEEP) Watersheds - 2011	08/01/2017	0
Nuclear Site Locations	08/01/2017	0
OGT: Hiking Trails Priorities (2013-2017)	08/01/2017	0
OGT: Multi-Use Trails Opportunities	08/01/2017	0
OGT: Paddling Trails Opportunities	08/01/2017	0
Ocean Dredged Material Disposal Sites	08/01/2017	0
Okeechobee Gourd Consultation Area	08/01/2017	0
Onsite Sewage	08/01/2017	9
Other Outstanding Florida Waters	08/01/2017	0
Panther Consultation Area	08/01/2017	0
Panther Zones	08/01/2017	0
Parcel Derived Civic Centers	08/01/2017	0
Parcel Derived Health Care Facilities	08/01/2017	1
Parcel Derived Intermodal Facilities	08/01/2017	0
Parcel Derived Right of Ways	08/01/2017	0
Parcel Derived Schools	08/01/2017	0
Parcel Derived Social Service Facilities	08/01/2017	0

Analysis Type	Date Run	Count
Parks and Recreational Facilities (Points)	08/01/2017	0
Petroleum Contamination Monitoring Sites	08/01/2017	6
Phosphorous Restrictive Basins	08/01/2017	0
Piping Plover	08/01/2017	0
Piping Plover Consultation Area	08/01/2017	0
Piping Plover Critical Habitat	08/01/2017	0
Planned Unit Development	08/01/2017	0
Potable Water Wells	08/01/2017	0
Potential Navigable Waterways	08/01/2017	0
Prime Farm Land	08/01/2017	0
Prime Farmland in Florida with Associated Level 3 Water Management District Land Use Descriptions	08/01/2017	0
Principal Aquifers of the State of Florida	08/01/2017	1
Proposed Designation of Critical Habitat in Florida for Brickellia Mosieri (Florida Brickell-Bush) - 2013	08/01/2017	0
Proposed Designation of Critical Habitat in Florida for Linum Carteri Carteri (Carter's Small-Flowered Flax) - 2013	08/01/2017	0
Public Land	08/01/2017	0
RCI - Wildlife Crossings	08/01/2017	0
RCI-NHD24FLOWLINE intersect (USCG D7)	08/01/2017	3
RCI-NHD24FLOWLINE intersect (USCG D8)	08/01/2017	0
Railroads in the State of Florida	08/01/2017	0
Rare and Imperiled Fish	08/01/2017	0
Rare and Imperiled Fish in Florida	08/01/2017	0
Recharge Areas of the Floridan Aquifer	08/01/2017	1
Reclass of Wetland Habitats of High Priority to Endangered and Threatened Species in Florida - 2012	08/01/2017	N/A
Red-Cockaded Woodpecker Consultation Area	08/01/2017	0
Red-cockaded Woodpecker Active and Inactive Occurrences in Florida - 2005	08/01/2017	0
Religious Centers (Points)	08/01/2017	1
Religious Centers (Polygons)	08/01/2017	1
Restoration Area Plans and Non-BMAP TMDL Implementation	08/01/2017	0
SFWMD - Save Our Rivers Lands	08/01/2017	0
SFWMD Agricultural Lands 2008	08/01/2017	0
SFWMD Canals	08/01/2017	0
SFWMD Industrial Areas 2008	08/01/2017	0
SFWMD Residential Areas 2008	08/01/2017	4
SFWMD Wetlands 2008	08/01/2017	0
SJRWMD Agricultural Lands 2009	08/01/2017	0
SJRWMD Industrial Areas 2009	08/01/2017	0
SJRWMD Residential Areas 2009	08/01/2017	0
SJRWMD Spring Capture Zones (Springsheds) - 2013	08/01/2017	0
SJRWMD Springs and Seeps 2007	08/01/2017	0
SJRWMD Wetlands 2009	08/01/2017	0
SJWMD - Save Our Rivers Lands	08/01/2017	0
SRWMD Agricultural Lands 2014	08/01/2017	0
SRWMD Industrial Areas 2014	08/01/2017	0
SRWMD Residential Areas 2014	08/01/2017	0

Analysis Type	Date Run	Count
SRWMD Springs Locations	08/01/2017	0
SRWMD Wetlands 2014	08/01/2017	0
SWFWM Works of the District	08/01/2017	0
SWFWMD Agricultural Lands 2011	08/01/2017	0
SWFWMD Dredge and Fill Permits	08/01/2017	0
SWFWMD Environmental Resource Permit Project Activity Areas	08/01/2017	0
SWFWMD Industrial Areas 2011	08/01/2017	0
SWFWMD Residential Areas 2011	08/01/2017	0
SWFWMD Storm Water Management Permit Points	08/01/2017	0
SWFWMD Water Use Permit Boundaries	08/01/2017	0
SWFWMD Well Construction Permit Locations	08/01/2017	0
SWFWMD Wetlands 2011	08/01/2017	0
Sand Skink Consultation Area	08/01/2017	0
Schaus Swallowtail Butterfly Consultation Area	08/01/2017	0
Scrub Jay Consultation Area	08/01/2017	0
Scrub Jay Occurrences in Florida (1992-1993)	08/01/2017	0
Scrub Jay Service Area	08/01/2017	0
Seagrass Beds (Showing Continuous/Discontinuous)	08/01/2017	0
Sensitive Karst Areas in the SWFWMD - 2002	08/01/2017	0
Shared-Use Nonmotorized (SUN) Trail Network in Florida	08/01/2017	0
Short-Tailed Hawk and Swallow-Tailed Kite Nests	08/01/2017	0
Snail Kite Consultation Area	08/01/2017	1
Snail Kite Critical Habitat	08/01/2017	0
Snail Kite Priority Management Zones	08/01/2017	0
Snowy Plover Nest Locations 2006	08/01/2017	0
Sole Source Aquifers	08/01/2017	1
Solid Waste Facilities	08/01/2017	0
South Florida Water Management District Critical Restoration Project	08/01/2017	0
Special Flood Hazard Areas	08/01/2017	2
Special or Outstanding Florida Waters	08/01/2017	0
State Forests	08/01/2017	0
State Historic Highways	08/01/2017	0
State funded Hazardous Waste Cleanup Sites	08/01/2017	0
Stock Island Tree Snail Consultation Area	08/01/2017	0
Storage Tank Contamination Monitoring (STCM)	08/01/2017	4
Submerged Lands Act	08/01/2017	0
Subsidence Incident Reports for the State of Florida	08/01/2017	0
Summary of Hydric Soils Classified by NRCS	08/01/2017	0
Summary of Specific Soils - SSURGO	08/01/2017	2
Super Act Risk Sources	08/01/2017	3
Super Act Wells	08/01/2017	0
Superfund Hazardous Waste Sites	08/01/2017	0
Surface Water Classification	08/01/2017	0
Surficial Aquifer System FAVA Response Theme	08/01/2017	N/A

Analysis Type	Date Run	Count
Surficial Geology	08/01/2017	1
Swallet Locations in Florida - 2007	08/01/2017	0
TNC Ecological Resource Conservation Areas	08/01/2017	0
Television Broadcast Structure Locations	08/01/2017	0
Threatened or Endangered Species	08/01/2017	0
Township Range Section	08/01/2017	4
Toxic Release Inventory Sites	08/01/2017	0
Traffic Analysis Zones 2000	08/01/2017	1
Transportation Disadvantaged Service Provider Areas (TDSP) in Florida - 2010	08/01/2017	2
Treaters, Storers, and Disposers of Hazardous Waste	08/01/2017	0
U.S. Military Installations	08/01/2017	0
US Army Corps of Engineers Ports	08/01/2017	0
US Coast Guard Aids to Navigation	08/01/2017	0
US EPA National Pollutant Discharge Elimination System (NPDES)	08/01/2017	0
US EPA Power Plants	08/01/2017	0
US EPA Regulated Air Emissions Facilities (ICIS-AIR)	08/01/2017	0
US EPA Resource Conservation and Recovery Act (RCA) Regulated Facilities	08/01/2017	2
USFWS Ecological Services Area Federally Listed Species	08/01/2017	1
USGS Geographic Names Information System	08/01/2017	1
USGS Springs (SRWMD)	08/01/2017	0
Urbanized Areas	08/01/2017	1
Verified Impaired Florida Waters: Run 48 - August 2013	08/01/2017	2
WBIDs with Verified Nutrient or Dissolved Oxygen Impairment or Adopted TMDLs or RAPs for the State of Florida	08/01/2017	0
Waste Cleanup Responsible Party Sites - Closed	08/01/2017	1
Waste Cleanup Responsible Party Sites - Inactive	08/01/2017	0
Waste Cleanup Responsible Party Sites - Open	08/01/2017	0
Wastewater Facilities	08/01/2017	0
Water Management District Boundaries	08/01/2017	1
Water Management District Owned Lands	08/01/2017	0
Waterbody IDs	08/01/2017	2
Waterfronts Florida Program Designated Communities	08/01/2017	0
Wild and Scenic Rivers	08/01/2017	0
Wireless Antenna Structure Locations	08/01/2017	0
Woodstork Core Foraging Areas	08/01/2017	1
Woodstork Nests	08/01/2017	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

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860004033026	214	128	124	72	0	0	152	4	63	1.67	87	127	0
120860004033027	97	37	4	91	0	0	4	1	31.8	2.62	44	53	0
120860004033028	621	248	19	582	0	0	29	2	24	2.5	288	333	0
120860004044001	127	38	0	122	0	0	8	0	31.5	3.34	59	68	0
120860004044002	7	2	0	7	0	0	3	0	34.5	3.5	5	2	0
120860005032014	17	4	9	3	0	0	15	0	24.3	4.25	10	7	0
120860005032018	92	24	42	46	0	0	57	4	44	3.83	45	47	0
120860005032019	27	8	13	11	0	0	19	0	40.5	3.38	15	12	0
120860005032020	5	1	0	5	0	0	0	0	4.5	5	1	4	0
120860005032021	25	5	7	10	0	0	15	7	52.5	2.6	6	19	0
120860005033000	137	114	48	78	0	0	65	3	74.1	1.2	50	87	0
120860005033001	293	100	38	239	0	0	58	0	22.9	2.91	125	168	0
120860005033002	8	4	0	8	0	0	0	0	44.5	2	5	3	0
Totals	1,670	713	304	1,274	0	0	425	21	N/A	N/A	740	930	0

Summary: 43.32 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Housing

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2000.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Blockgroup number	Total # Housing Units	# Occupied Housing Units	# Vacant Housing Units	Total Population
120860005033	1173	1077	96	3059
120860005032	426	426	0	1531
120860004044	953	820	133	2597
120860004033	1105	1046	59	2759
Totals	3,657	3,369	288	9,946

Summary: 43.32 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Income

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2000.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005033	13496	1.26078301	1657	133	54.74066733	3059
120860005032	24327	8.06794055	401	18	26.32961261	1531
120860004044	26612	3.81791483	752	73	29.21522922	2597
120860004033	28375	2.57425743	760	67	27.59622367	2759
Totals	N/A	N/A	3,570	291	N/A	9,946

Summary: 43.32 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Language

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2000.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005033	0.02520338	0.17852392	1.3667426	9.68109339	36	255	3059
120860005032	0.3300749	1.44725149	3.50640593	15.3742414	52	228	1531
120860004044	0.08951446	0.18211563	1.23931624	2.52136752	29	59	2597
120860004033	0.18936704	0.36821369	1.44752714	2.81463611	36	70	2759
Totals	N/A	N/A	N/A	N/A	153	612	9,946

Summary: 43.32 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Percentages

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2000.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005033	0	0	81.79143511	15.3644982	0	31.81473045
120860005032	0	1.11038537	35.79359895	59.30764206	9.34030046	13.55932203
120860004044	0.23103581	0.30804775	89.94994224	7.00808625	0	27.94871795
120860004033	0	0	91.26495107	9.13374411	1.48604567	25.69360676

Summary: 43.32 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Population Densities

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2000.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005033	0	0	1.75163472	0.32904409	0	0.58667861
120860005032	0	0.1079091	3.47848166	5.76361559	0.90770598	1.26951885
120860004044	0.01852023	0.02469364	7.21054419	0.56178041	0	2.01870544
120860004033	0	0	13.24517246	1.32556928	0.21566802	3.36126497

Summary: 43.32 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Population Totals

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2000.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005033	425	744	200	575	452	184	201	278
120860005032	48	465	37	137	161	286	257	140
120860004044	257	627	175	389	416	297	333	103
120860004033	272	642	228	325	410	345	294	243
Totals	1,002	2,478	640	1,426	1,439	1,112	1,085	764

Summary: 43.32 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Transportation

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2000.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005033	432	491	123	19	0	12	98
120860005032	22	172	142	75	15	0	62
120860004044	151	385	236	31	11	6	157
120860004033	294	500	226	18	8	0	114
Totals	899	1,548	727	143	34	18	431

Summary: 43.32 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.fla-etat.org/est/metadata/cenblk.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Census Block number	Percent Minority	2000 Population
120860004033026	98	214
120860004033027	99	97
120860004033028	100	621
120860004044001	100	127
120860004044002	100	7
120860005032014	100	17
120860005032018	100	92
120860005032019	100	27
120860005032020	100	5
120860005032021	100	25
120860005033000	98	137
120860005033001	99	293
120860005033002	100	8
Totals	N/A	1,670

Summary: 43.32 acres, 100 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

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
HIGH IMPACT URBAN	41.8	96.49%
LOW IMPACT URBAN	1.52	3.51%

2008 SFWMD FL Land Use and Land Cover

Metadata: http://www.fla-etat.org/est/metadata/lu_sfwmd_2008.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Land Use Classification	Area of Interest	
	Acr	Pct
1210 FIXED SINGLE FAMILY UNITS	8.45	19.52%
1330 MULTIPLE DWELLING UNITS - LOW RISE	1.12	2.57%
1340 MULTIPLE DWELLING UNITS - HIGH RISE	2.12	4.9%
1400 COMMERCIAL AND SERVICES	17.96	41.46%
1700 INSTITUTIONAL	5.79	13.37%
5120 CHANNELIZED WATERWAYS - CANALS	2.13	4.92%
5300 RESERVOIRS	1.7	3.92%
8140 ROADS AND HIGHWAYS	4.05	9.35%

2010 Census County Demographics

2010 Census General Demographic Profile by County

Metadata: http://www.fla-etat.org/est/metadata/cntdem2010.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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: 43.32 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Housing

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2010.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Blockgroup number	Total # Housing Units	# Occupied Housing Units	# Vacant Housing Units	Total Population
120860005032	452	422	30	1514
120860004041	1109	924	185	2520
120860004033	1273	1082	191	2788
120860005034	1067	922	145	2593
Totals	3,901	3,350	551	9,415

Summary: 43.32 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Income

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2010.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005032	45545	2.45098039	95	0	7.996633	1514
120860004041	33947	3.82795699	644	17	28.13455657	2520
120860004033	26536	3.94154119	350	19	15.50044287	2788
120860005034	27903	2.18926554	1057	70	37.32344633	2593
Totals	N/A	N/A	2,146	106	N/A	9,415

Summary: 43.32 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Language

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2010.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005032	0.8416252	1.18353544	10.45751634	14.70588235	128	180	139	1514
120860004041	0.16416845	0.14896766	2.52572498	2.29186155	54	49	107	2520
120860004033	1.0706887	0.92373143	9.85031386	8.49831	204	176	86	2788
120860005034	0.21352373	0.17935993	4.87139517	4.09197194	125	105	266	2593

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
Totals	N/A	N/A	N/A	N/A	511	510	598	9,415

Summary: 43.32 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Percentages

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2010.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Blockgroup number	% American Indian and Alaska Native	% Asian	% Black or African American	% Hispanic or Latino	% Some Other Race
120860005032	0.19815059	0	30.64729194	69.81505945	7.99207398
120860004041	0.51587302	0.15873016	78.0952381	20.55555556	4.16666667
120860004033	0.25107604	0.10760402	83.78766141	17.46771879	1.50645624
120860005034	0.1156961	0.57848052	80.17740069	20.78673351	1.96683378

Summary: 43.32 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Population Densities

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2010.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005032	0.01972559	0	3.05089137	6.94998313	0.79559883
120860004041	0.03952203	0.01216063	5.98302782	1.57480102	0.31921642
120860004033	0.03673932	0.01574542	12.26043535	2.55600686	0.22043591
120860005034	0.00512457	0.02562285	3.55132665	0.92071432	0.08711768

Summary: 43.32 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Population Totals

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2010.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005032	96	249	81	183	185	232	303	185
120860004041	218	374	185	344	292	293	474	340

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
120860004033	243	553	177	361	334	317	443	360
120860005034	306	591	206	399	365	245	276	205
Totals	863	1,767	649	1,287	1,176	1,087	1,496	1,090

Summary: 43.32 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

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005032	888	464	0	0	121	38	1057	3
120860004041	365	1968	0	4	105	65	518	13
120860004033	362	2336	10	3	42	28	487	7
120860005034	383	2079	2	15	51	60	539	3
Totals	1,998	6,847	12	22	319	191	2,601	26

Summary: 43.32 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Transportation

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2010.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005032	32	226	54	65	20	33	0
120860004041	95	575	110	106	19	26	54
120860004033	331	530	164	18	0	0	178
120860005034	173	557	259	36	27	0	98
Totals	631	1,888	587	225	66	59	330

Summary: 43.32 acres, 100 percent of analysis area.

2010 Census Designated Places

Metadata: http://www.fla-etat.org/est/metadata/cenplace2010.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Name
Opa-locka
Westview

Summary: 43.32 acres, 100 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

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860004033025	0	0	0	0	0	0	0	0	0	0	0	0	0
120860004033026	0	0	0	0	0	0	0	0	0	0	0	0	0
120860004033027	202	129	108	85	0	0	126	5	60.8	2	85	117	0
120860004033028	95	27	2	93	0	0	3	0	28.5	4	50	45	0
120860004033035	0	0	0	0	0	0	0	0	0	0	0	0	0
120860004033036	501	215	48	423	4	1	75	7	27.3	2	236	265	10
120860004033037	0	0	0	0	0	0	0	0	0	0	0	0	0
120860004041001	139	37	18	115	0	0	29	5	34.1	4	61	78	0
120860004041002	0	0	0	0	0	0	0	0	0	0	0	0	0
120860004041003	0	0	0	0	0	0	0	0	0	0	0	0	0
120860004	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
41004													
120860005032024	0	0	0	0	0	0	0	0	0	0	0	0	0
120860005032025	1	1	1	0	0	0	1	0	47.5	1	1	0	0
120860005032026	0	0	0	0	0	0	0	0	0	0	0	0	0
120860005032027	17	5	10	7	0	0	11	0	45.5	3	9	8	0
120860005032028	7	3	7	0	0	0	7	0	51.5	2	5	2	0
120860005032029	0	0	0	0	0	0	0	0	0	0	0	0	0
120860005032030	0	0	0	0	0	0	0	0	0	0	0	0	0
120860005032031	0	0	0	0	0	0	0	0	0	0	0	0	0
120860005032032	0	0	0	0	0	0	0	0	0	0	0	0	0
120860005032033	46	11	24	22	0	0	30	0	26.7	4	21	25	0
120860005032050	3	1	0	3	0	0	0	0	55.5	3	2	1	0
120860005032051	13	4	8	5	0	0	6	0	60.5	2	5	8	0
120860005034000	137	114	42	87	0	0	64	4	76.1	1	46	91	0
120860005034001	263	91	50	199	0	0	66	7	24.9	3	111	152	0
Totals	1,424	638	318	1,039	4	1	418	28	N/A	N/A	632	792	10

Summary: 43.32 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

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Census Block number	Percent Minority	2010 Population
120860005032051	84.6	13
120860004033028	100	95
120860005032025	100	1
120860005034001	99.6	263
120860005032027	100	17
120860005032028	100	7
120860004041001	100	139
120860004033027	99	202
120860005032033	100	46
120860005032050	100	3
120860004033036	99.2	501
120860005034000	97.8	137
Totals	N/A	1,424

Summary: 31.63 acres, 73.02 percent of analysis area.

2015 American Community Survey Block Group Data - Housing

Metadata: http://www.fla-etat.org/est/metadata/cenacs_2015.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Blockgroup number	Total # Housing Units	# Occupied Housing Units	# Vacant Housing Units	Total Population
120860005032	575	575	0	2211
120860005034	971	615	356	1720
120860004033	1480	1303	177	2914
120860004041	916	866	50	2753
Totals	3,942	3,359	583	9,598

Summary: 43.32 acres, 100 percent of analysis area.

2015 American Community Survey Block Group Data - Income

Metadata: http://www.fla-etat.org/est/metadata/cenacs_2015.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
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
120860005032		7.46268657	747	0	33.78561737	2211

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
120860005034		1.45348837	719	13	41.80232558	1720
120860004033		5.83390528	917	19	31.53370014	2914
120860004041		3.9229931	560	8	20.3414457	2753
Totals	N/A	N/A	2,943	40	N/A	9,598

Summary: 43.32 acres, 100 percent of analysis area.

2015 American Community Survey Block Group Data - Language

Metadata: http://www.fla-etat.org/est/metadata/cenacs_2015.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005032	1.93967506	3.1232056	14.9291498	24.03846154	295	475	402	2211
120860005034	0.11444852	0.03074736	4.04345202	1.08630054	67	18	187	1720
120860004033	1.00197943	0.49312076	7.07669507	3.4827714	191	94	102	2914
120860004041	0.17346453	0.46257207	2.19992281	5.86646083	57	152	222	2753
Totals	N/A	N/A	N/A	N/A	610	739	913	9,598

Summary: 43.32 acres, 100 percent of analysis area.

2015 American Community Survey Block Group Data - Percentages

Metadata: http://www.fla-etat.org/est/metadata/cenacs_2015.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005032	0	7.68882858	23.83536861	71.41564903	3.9800995	4.09711684
120860005034	0	0.87209302	95.87209302	14.01162791	0	4.17052827
120860004033	0	0	75.08579272	23.95332876	0.82361016	11.15126484
120860004041	0	0	73.9193607	30.47584453	0	10.36088475

Summary: 43.32 acres, 100 percent of analysis area.

2015 American Community Survey Block Group Data - Population Densities

Metadata: http://www.fla-etat.org/est/metadata/cenacs_2015.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005032	0	1.11777885	3.46511442	10.38219293	0.57861493	0.35505916
120860005034	0	0.0256228	2.8168002	0.41167304	0	0.07686841
120860004033	0	0	11.47817269	3.66168397	0.12590317	1.13312857
120860004041	0	0	6.19298792	2.5532761	0	0.54169624

Summary: 43.32 acres, 100 percent of analysis area.

2015 American Community Survey Block Group Data - Population Totals

Metadata: http://www.fla-etat.org/est/metadata/cenacs_2015.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005032	235	469	80	63	509	309	394	152
120860005034	63	340	24	369	249	194	243	238
120860004033	215	389	55	208	453	377	844	373
120860004041	162	371	195	242	218	557	579	429
Totals	675	1,569	354	882	1,429	1,437	2,060	1,192

Summary: 43.32 acres, 100 percent of analysis area.

2015 American Community Survey Block Group Data - Race and Ethnicity

Metadata: http://www.fla-etat.org/est/metadata/cenacs_2015.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005032	1426	527	0	170	88	0	1579	0
120860005034	43	1649	0	15	0	13	241	0
120860004033	702	2188	0	0	24	0	698	0
120860004041	656	2035	0	0	0	62	839	0
Totals	2,827	6,399	0	185	112	75	3,357	0

Summary: 43.32 acres, 100 percent of analysis area.

2015 American Community Survey Block Group Data - Transportation

Metadata: http://www.fla-etat.org/est/metadata/cenacs_2015.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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
120860005032	92	260	192	31	0	0	0
120860005034	232	292	45	0	46	0	38
120860004033	368	701	211	23	0	0	89
120860004041	155	374	244	76	17	0	116
Totals	847	1,627	692	130	63	0	243

Summary: 43.32 acres, 100 percent of analysis area.

Adopted Total Maximum Daily Loads (TMDLs) in Florida

Metadata: http://www.fla-etat.org/est/metadata/adopted_tmdls.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

TMDL Status	Description
STATE ADOPTED AND EPA APPROVED TMDLS	C-7/LITTLE RIVER [WBID: 3287]
STATE ADOPTED AND EPA APPROVED TMDLS	C-8/BISCAYNE CANAL [WBID: 3285]

Summary: 43.32 acres, 100 percent of analysis area.

Air Quality Maintenance Areas

Metadata: http://www.fla-etat.org/est/metadata/airqual_maintarea.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Name
Southeast FL Airshed

Summary: 43.32 acres, 100 percent of analysis area.

Black Bear Range

Metadata: http://www.fla-etat.org/est/metadata/bear_range.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Name
RARE

Summary: 43.32 acres, 100 percent of analysis area.

Brownfield Location Boundaries

Metadata: http://www.fla-etat.org/est/metadata/brownfields_areas.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Area Name	Area of Interest	
	Acr	Pct
MODEL CITY\\BROWNSVILLE AREA	10.36	23.92%
OPA-LOCKA AREA	23.19	53.53%

Bus Transit Routes

Metadata: http://www.fla-etat.org/est/metadata/trrts.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Bus Route	0 Ft.
ROUTE R21N	1654.4908
ROUTE R21S	1654.4908
ROUTE R27N	1654.4908
ROUTE R27S	1654.4908
ROUTE R28E	1649.9094
ROUTE R28W	1201.3846
ROUTE R97N	1654.4908
ROUTE R97S	1654.4908

CLIP Version 4 Aggregated CLIP Priorities

Metadata: http://www.fla-etat.org/est/metadata/clipv4_prio.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Description	Area of Interest	
	Acr	Pct
PRIORITY 4	3.55	8.19%
UNKNOWN DESCRIPTION	39.77	91.81%

CLIP Version 4 Aquifer Recharge

Metadata: http://www.fla-etat.org/est/metadata/clipv4_recharge.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Description	Area of Interest	
	Acr	Pct
PRIORITY 3	33.16	76.55%

Description	Acr	Pct
PRIORITY 4	10.16	23.45%

CLIP Version 4 Biodiversity Resource Priorities

Metadata: http://www.fla-etat.org/est/metadata/clipv4_bidivrp.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	43.32	100.00%

CLIP Version 4 Critical Lands and Waters Identification - High Priority Private Wetlands and Uplands

Metadata: http://www.fla-etat.org/est/metadata/clipv4_private_p1p2.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	43.32	100.00%

CLIP Version 4 Florida Ecological Greenways Network

Metadata: http://www.fla-etat.org/est/metadata/clipv4_fegn.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	43.32	100.00%

CLIP Version 4 Landscape Integrity Index

Metadata: http://www.fla-etat.org/est/metadata/clipv4_lsinteg.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
1 - LOWEST INTEGRITY	43.32	100.00%

CLIP Version 4 Landscape Resource Priorities

Metadata: http://www.fla-etat.org/est/metadata/clipv4_lndscprp.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	43.32	100.00%

CLIP Version 4 Natural Floodplain

Metadata: http://www.fla-etat.org/est/metadata/clipv4_fldpln.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Description	Area of Interest	
	Acr	Pct
PRIORITY 6	3.55	8.19%
UNKNOWN DESCRIPTION	39.77	91.81%

CLIP Version 4 Potential Habitat Richness

Metadata: http://www.fla-etat.org/est/metadata/clipv4_phrich.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	43.32	100.00%

CLIP Version 4 Priority Natural Communities

Metadata: http://www.fla-etat.org/est/metadata/clipv4_natcom.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	43.32	100.00%

CLIP Version 4 Rare Species Habitat Conservation Priorities

Metadata: http://www.fla-etat.org/est/metadata/clipv4_fnaihab.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

	Area of Interest

Description	Acr	Pct
UNKNOWN DESCRIPTION	43.32	100.00%

CLIP Version 4 Significant Surface Waters

Metadata: http://www.fla-etat.org/est/metadata/clipv4_surfwtr.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
PRIORITY 5	3.55	8.19%
UNKNOWN DESCRIPTION	39.77	91.81%

CLIP Version 4 Strategic Habitat Conservation Areas

Metadata: http://www.fla-etat.org/est/metadata/clipv4_shca.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	43.32	100.00%

CLIP Version 4 Surface Water Resource Priorities

Metadata: http://www.fla-etat.org/est/metadata/clipv4_srfwtrrp.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
PRIORITY 4	3.55	8.19%
UNKNOWN DESCRIPTION	39.77	91.81%

CLIP Version 4 Wetlands

Metadata: http://www.fla-etat.org/est/metadata/clipv4_wetland.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	43.32	100.00%

Census Bureau Landmarks - Polygons

Metadata: http://www.fla-etat.org/est/metadata/lmarks.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description
PERENNIAL LAKE OR POND

Summary: .62 acres, 1.43 percent of analysis area.

Coastal Assessment Framework

Metadata: http://www.fla-etat.org/est/metadata/caffl.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
BISCAYNE BAY EDA	43.32	100%

Coastal Change Analysis Program - 2010

Metadata: http://www.fla-etat.org/est/metadata/ccap_2010.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
DEVELOPED - HIGH INTENSITY	16.34	37.72%
DEVELOPED - LOW INTENSITY	7.22	16.67%
DEVELOPED - MEDIUM INTENSITY	14.82	34.21%
DEVELOPED - OPEN SPACE	2.66	6.14%
PALUSTRINE EMERGENT WETLAND	0.76	1.75%
PALUSTRINE FORESTED WETLAND	1.52	3.51%

Coastline

Florida coastline including estuaries and tidal rivers, measured in linear feet.

Metadata: http://www.fla-etat.org/est/metadata/coast.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Coastline	0 Ft.
COASTLINE	4880.2903

Community and Fraternal Center Boundaries in Florida - 2015

Metadata: http://www.fla-etat.org/est/metadata/gc_communitycenterbnd.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Name
MCCARTHY RESIDENCE

Summary: .41 acres, .94 percent of analysis area.

Cooperative Land Cover (CLC v3.2)

Metadata: http://www.fla-etat.org/est/metadata/clc_v3_2_state.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Description	Area of Interest	
	Acr	Pct
1822 - HIGH INTENSITY URBAN	26.48	61.13%
1840 - TRANSPORTATION	13.2	30.46%
3200 - CULTURAL-LACUSTRINE	1.16	2.67%
4200 - CULTURAL-RIVERINE	2.49	5.74%

County Demographics - 2000 Census

2000 Census General Demographic Profile by County

Metadata: http://www.fla-etat.org/est/metadata/cntdem.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
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: 43.32 acres, 100 percent of analysis area.

D6 - Year Built by Decade (1970's)

Metadata: http://www.fla-etat.org/est/metadata/yb_decades_d6.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Decade Built	Parcel count
1970 - 1979	2
1970 - 1979	1
1970 - 1979	1
1970 - 1979	1
1970 - 1979	1
1970 - 1979	1
Totals	7

Summary: 2.3 acres, 5.3 percent of analysis area.

D6 - Year Built by Decade (Before 1970)

Metadata: http://www.fla-etat.org/est/metadata/yb_decades_d6.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Decade Built	Count
1930 - 1939	1
1920 - 1929	1
1940 - 1949	1
1940 - 1949	12
1940 - 1949	5
1940 - 1949	2
1940 - 1949	2
1940 - 1949	1
1950 - 1959	2
1950 - 1959	5
1950 - 1959	2
1950 - 1959	4
1950 - 1959	1
1950 - 1959	1
1950 - 1959	1
1950 - 1959	1
1950 - 1959	1
1950 - 1959	2
1950 - 1959	2
1950 - 1959	1
1960 - 1969	2
1960 - 1969	1

Decade Built	Count
1960 - 1969	1
1960 - 1969	1
1960 - 1969	1
1960 - 1969	1
1960 - 1969	1
Totals	56

Summary: 11.66 acres, 26.93 percent of analysis area.

DERM Contaminated Sites in Miami-Dade County

Metadata: http://www.fla-etat.org/est/metadata/miami_dade_derm.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Permit Type	Permit Phase	Name
UT	01	SANCHEZ MOBIL INC 02-A11
UT	01	SANCHEZ MOBIL INC 02-A11
UT	05	SANCHEZ MOBIL INC/MDTA PARCEL 192
UT	01	WEST VIEW U-GAS
UT	02	FLORIDA 76
UT	01	WEST VIEW U-GAS

Summary: 6 feature(s) found within buffer.

DFIRM 100-Year Flood Plain

Metadata: http://www.fla-etat.org/est/metadata/dfirm_sfha_sv.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Flood Zone	Area of Interest	
	Acr	Pct
AE	20.44	47.18%
AH	3.69	8.53%

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

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Flood Zone	Area of Interest	
	Acr	Pct
AE	20.44	47.18%

Flood Zone	Acr	Pct
AH	3.69	8.53%
X	19.19	44.29%

DRASTIC Coverage for the Surficial Aquifer System

Metadata: http://www.fla-etat.org/est/metadata/aqdrsu.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Index Score (Sum of Weighted Scores)	Area of Interest	
	Acr	Pct
226	43.32	100%

District 6 Generalized Landuse

Metadata: http://www.fla-etat.org/est/metadata/d6_lu_gen.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
INDUSTRIAL	< 0.1	0.1%
INSTITUTIONAL	5.3	12.25%
PARCELS WITH NO VALUES	0.31	0.71%
PUBLIC/SEMI-PUBLIC	0.49	1.13%
RESIDENTIAL	7.82	18.06%
RETAIL/OFFICE	9.46	21.83%
VACANT NONRESIDENTIAL	1.2	2.78%
VACANT RESIDENTIAL	0.52	1.2%

Ecosystem Management Areas

Florida Department of Environmental Protection Ecosystem Management Areas.

Metadata: http://www.fla-etat.org/est/metadata/emabnd.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Ecosystem Management Area	Section	Area of Interest	
		Acr	Pct
SOUTH FLORIDA EMA	LOWER EAST COAST	43.32	100%

Enterprise Zones

Metadata: http://www.fla-etat.org/est/metadata/enterprise_zones.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Description	Area of Interest	
	Acr	Pct
MIAMI - DADE COUNTY [EZ-1301]	32.75	75.59%

Environmental Geology

Metadata: http://www.fla-etat.org/est/metadata/fdepgeo.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Geologic Category	Area of Interest	
	Acr	Pct
LIMESTONE	43.32	100%

FDOT RCI Bridges

Metadata: http://www.fla-etat.org/est/metadata/bridges.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Bridge Number
870090

Summary: 16.09 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

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Zone	Area of Interest	
	Acr	Pct
AE	33.87	78.2%
X500	9.45	21.8%

FFWCC IWHRS Reclass 2009

Integrated Wildlife Habitat Results - 2009
Metadata: http://www.fla-etat.org/est/metadata/iwhrs_reclass_2009.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

	Area of Interest

Description	Acr	Pct
LOW	43.32	100.00%

FFWCC Potential Habitat Richness - 2009

FFWCC Potential Habitat Richness 2009

Metadata: http://www.fla-etat.org/est/metadata/pothab_rch_reclass.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	43.32	100.00%

FFWCC Strategic Habitat Conservation Areas Priority Rankings - 2009

Metadata: http://www.fla-etat.org/est/metadata/shca_prio.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	43.32	100.00%

FFWCC Strategic Habitat Conservation Areas Richness - 2009

Metadata: http://www.fla-etat.org/est/metadata/shca_rch.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	43.32	100.00%

FFWCC Strategic Habitat Conservation Areas by Species - 2009

Metadata: http://www.fla-etat.org/est/metadata/shca_qry.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
NO SPECIES DATA	43.32	100.00%

Facility Crossings

Metadata: http://www.fla-etat.org/est/metadata/faccross.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Name
OPA-LOCKA CANAL

Summary: 12.87 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

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Calendar Year	0 Ft.
2005	2

Florida 5 Year Crash Rates

Metadata: http://www.fla-etat.org/est/metadata/fdot_crash_counts.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

State Rd	RCI Roadway ID	Safety Ratio	Percent Confidence
SR916	87008001	7.25262763	99.99
SR916	87008000	5.03582108	99.99
SR9	87240000	1.08445327	31.56

Summary: 944.92 linear feet within buffer.

Florida Site File Field Survey Project Boundaries

Field Survey Project Boundaries

Metadata: http://www.fla-etat.org/est/metadata/shpo_surveys.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Title	Publication Date	Manuscript Number
DADE COUNTY ARCHAEOLOGICAL SURVEY INTERIM REPORT	1980	340
DADE COUNTY HISTORIC SURVEY, PHASE II: FINAL REPORT.	1989	2127
A CULTURAL RESOURCE ASSESSMENT SURVEY OF THE NORTH CORRIDOR PROJECT, DADE COUNTY, FLORIDA [VOLUME 1 REPORT, AND 2 APPENDICES]	1997	5212
CULTURAL RESOURCE ASSESSMENT OF THE EGGX TOWER LOCATION IN MIAMI-DADE COUNTY, FLORIDA	2003	9070
PROPOSED IMPROVEMENTS TO NW 135TH ST & OPA-LOCKA BLVD, FROM NW 7TH AVE TO NW 27TH AVE,	1988	1594

Title	Publication Date	Manuscript Number
IN DADE COUNTY, FLORIDA		

Summary: 120.61 acres, 278.42 percent of analysis area.

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

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Site ID	Structure Name	Year Built	Survey Evaluation	SHPO Evaluation
DA06266	WILSON HART HARDWARE	1945	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP
DA09159	13730 NW 27TH AVENUE	1950	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP

Summary: 2 feature(s) found within buffer.

Florida Site File Resource Groups

Resource Groups

Metadata: http://www.fla-etat.org/est/metadata/shpo_res_groups.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Site ID	Site Name	Resource Group Type	Time Period of Significance	Time Period of Significance	SHPO Evaluation
DA06348	OPA-LOCKA HOUSING DEVELOPMENT	HISTORICAL DISTRICT	MODERN, 1950-PRESENT	WORLD WAR II & AFTERMATH 1941-1950	POTENTIALLY ELIGIBLE FOR NRHP

Summary: .74 acres, 1.71 percent of analysis area.

Floridan Aquifer System FAVA Response Theme

Metadata: http://www.fla-etat.org/est/metadata/fava_fas.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	43.32	100.00%

Front Porch Communities

Metadata: http://www.fla-etat.org/est/metadata/front_porch.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Name
OPA-LOCKA

Summary: 21.8 acres, 50.31 percent of analysis area.

Future Land Use 2008

Metadata: http://www.fla-etat.org/est/metadata/flu_2008.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Land Use	Area of Interest	
	Acr	Pct
COMMERCIAL, OFFICE, TOURISM, MARINA	24.86	57.39%
RESIDENTIAL HIGH MORE THAN RM AND > 12DU	4.95	11.42%
RESIDENTIAL MEDIUM MORE THAN RL, < 13DU	8.76	20.21%
WATER BODIES (OPTIONAL)	4.76	10.98%

Geocoded Schools

Metadata: http://www.fla-etat.org/est/metadata/gc_schools.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Name	Operating Entity Class	Enrollment	Educational Level	Title 1 School	Number of Free Lunches	Number of Reduced Lunches
GRACE ACADEMY INTERNATIONAL	PRIVATE	138	COMBINATION ELEMENTARY & SECONDARY		0	0

Summary: 1 feature(s) found within buffer.

Group Care Facilities

FDOH Group Care Facilities

Metadata: http://www.fla-etat.org/est/metadata/groupcare.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Status	Permit Number	Program Subtype	Description
ACTIVE	13-51-1206082	CHARTER SCHOOL	FLORIDA INTERNATIONAL ACADEMY

Summary: 1 feature(s) found within buffer.

Hydrologic Cataloging Units of Florida

Metadata: http://www.fla-etat.org/est/metadata/watershed.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description
SOUTHEAST FLORIDA COAST

Summary: 43.32 acres, 100 percent of analysis area.

Intermediate Aquifer System FAVA Response Theme

Metadata: http://www.fla-etat.org/est/metadata/fava_ias.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	43.32	100.00%

List of Specific Soils - SSURGO

List of Specific Soils characteristics

Metadata: http://www.fla-etat.org/est/metadata/nrcs_soils.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Mapunit Key	Component Name	Component Percent	Mapunit Name	Mapunit acres	Hydric Soil Rating	Soil Drainage Class	Mapunit Kind
631579	URBAN LAND	98	URBAN LAND	137230	UNRANKED		CONSOCIATION
750490	WATER	100	WATER	38200	UNRANKED		CONSOCIATION

Summary: 43.32 acres, 100 percent of analysis area.

NPDES Stormwater Permits

Metadata: http://www.fla-etat.org/est/metadata/npdes_stormwater.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Permittee	Permit ID
CITY OF HIALEAH	FLS000023
CITY OF OPA-LOCKA	FLS000003

Summary: 43.32 acres, 100 percent of analysis area.

National Bridge Inventory

Metadata: http://www.fla-etat.org/est/metadata/bts_bridge.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description
OPALOCKA CANAL BRIDGE [N.W. 27 AVE. SR-9 - S OF OPA LOCKA BLVD]

Summary: 1 feature(s) found within buffer.

National Historic Preservation Act - Florida Certified Local Governments

Metadata: http://www.fla-etat.org/est/metadata/clgbnd.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

FCLG	Contact Name
MIAMI-DADE COUNTY	MS. KATHLEEN KAUFFMAN, HISTORIC PRESERVATION CHIEF

Summary: 11.2 acres, 25.85 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

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

System	Area of Interest	
	Acr	Pct
PALUSTRINE	1.89	4.36%

Nonfatal Crashes On Florida Local and State Highway System (SHS) Roadways (2005 - 2007)
Metadata: http://www.fla-etat.org/est/metadata/fdot_crash_2005_2007_nonfatal.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Calendar Year	0 Ft.
2005	21
2006	18
2007	16

Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2008 - 2009)
Metadata: http://www.fla-etat.org/est/metadata/fdot_crash_2008_2009_nonfatal.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Calendar Year	0 Ft.
2008	15
2009	10

Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2010)
Metadata: http://www.fla-etat.org/est/metadata/fdot_crash_2010_nonfatal.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Calendar Year	0 Ft.
2010	47

Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2011)

Metadata: http://www.fla-etat.org/est/metadata/fdot_crash_2011_nonfatal.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Calendar Year	0 Ft.
2011	9

Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2012)

Metadata: http://www.fla-etat.org/est/metadata/fdot_crash_2012_nonfatal.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Calendar Year	0 Ft.
2012	14

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

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Calendar Year	0 Ft.
2013	58

Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2014)

Metadata: http://www.fla-etat.org/est/metadata/fdot_crash_2014_nonfatal.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Calendar Year	0 Ft.
2014	93

Onsite Sewage

FDOH Onsite Sewage

Metadata: http://www.fla-etat.org/est/metadata/septic.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Status	Permit Number	Description
ACTIVE	13-SG-23502	TLMC ENTERPRISES, INC.
ACTIVE	13-SG-20276	GUZMAN, LLC
ACTIVE	13-SG-20275	GUZMAN, LLC
ACTIVE	13-SG-02462	PROPERTY ONE INC.
ACTIVE	13-SG-20274	GUZMAN, LLC
ACTIVE	13-SG-20273	GUZMAN, LLC
ACTIVE	13-SC-1297989	NO DESCRIPT AVAILABLE
ACTIVE	13-SG-20272	GUZMAN, LLC
ACTIVE	13-SG-15366	DISCOUNT AUTO PARTS

Summary: 9 feature(s) found within buffer.

Parcel Derived Health Care Facilities

Metadata: http://www.fla-etat.org/est/metadata/par_health.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Name	Use type
OPA LOCKA VILLAGE INC	HOMES FOR AGED

Summary: .41 acres, .94 percent of analysis area.

Petroleum Contamination Monitoring Sites

Metadata: http://www.fla-etat.org/est/metadata/pcts.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Facility Status	Facility ID	Name
WORK UNDERWAY	8506134	7-ELEVEN STORE #37575
WORK UNDERWAY	8506134	7-ELEVEN STORE #37575
WORK UNDERWAY	8506134	7-ELEVEN STORE #37575
WORK UNDERWAY	8840811	FLORIDA #76
WORK UNDERWAY	8842260	WEST VIEW U GAS
WORK UNDERWAY	8842260	WEST VIEW U GAS

Summary: 6 feature(s) found within buffer.

Principal Aquifers of the State of Florida

Metadata: http://www.fla-etat.org/est/metadata/aquip.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Area of Interest

Description	Acr	Pct
BISCAYNE AQUIFER	43.32	100%

RCI-NHD24FLOWLINE intersect (USCG D7)

Metadata: http://www.fla-etat.org/est/metadata/rci_nhd24flow_uscg_d7.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	GNIS Name	NHD ReachCode	Latitude	Longitude
CANAL/DITCH AT NW 27 AVE		03090206031043	25.8978650074	-80.2435647472
CANAL/DITCH AT NW 136 ST		03090206031043	25.8978030214	-80.2451670998
CANAL/DITCH AT NW 135 ST	SPUR CANAL NUMBER ONE	03090206031070	25.8972833932	-80.2429997315

Summary: 3 feature(s) found within buffer.

Recharge Areas of the Floridan Aquifer

Metadata: http://www.fla-etat.org/est/metadata/rcharg.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
DISCHARGE/LESS THAN 1	43.32	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

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	43.32	100.00%

Religious Centers (Points)

Metadata: http://www.fla-etat.org/est/metadata/gc_religion.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Name	Description
OUR LADY OF PERPETUAL HELP CHURCH	OUR LADY OF PERPETUAL HELP CHURCH

Summary: 1 feature(s) found within buffer.

Religious Centers (Polygons)

Metadata: http://www.fla-etat.org/est/metadata/gc_religionbnd.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Name	Type
OUR LADY OF PERPETUAL HELP CHURCH	CATHOLIC CHURCHES

Summary: 4.9 acres, 11.32 percent of analysis area.

SFWMD Residential Areas 2008

Metadata: http://www.fla-etat.org/est/metadata/lu_sf_resident_08.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Land Use Classification	Area of Interest	
	Acr	Pct
1210 FIXED SINGLE FAMILY UNITS	8.45	19.52%
1330 MULTIPLE DWELLING UNITS - LOW RISE	1.12	2.57%
1340 MULTIPLE DWELLING UNITS - HIGH RISE	2.12	4.9%

Snail Kite Consultation Area

Metadata: http://www.fla-etat.org/est/metadata/ca_snail_kite.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
SNAIL KITE CONSULTATION AREA	43.32	100%

Sole Source Aquifers

Metadata: http://www.fla-etat.org/est/metadata/epassa.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Aquifer
BISCAYNE AQUIFER SSA

Summary: 43.32 acres, 100 percent of analysis area.

Special Flood Hazard Areas

Metadata: http://www.fla-etat.org/est/metadata/sfha.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

	Area of Interest

Zone	Acr	Pct
AE	33.87	78.2%

Storage Tank Contamination Monitoring (STCM)

Storage Tank Contamination Monitoring

Metadata: http://www.fla-etat.org/est/metadata/stcm.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Facility ID	Facility Status	Site type
8506134	OPEN	FUEL USER/NON-RETAIL
9800896	OPEN	RETAIL STATION
8840811	CLOSED	RETAIL STATION
8842260	OPEN	RETAIL STATION

Summary: 4 feature(s) found within buffer.

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.fla-etat.org/est/metadata/nrcs_soils.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Mapunit Key	Area of Interest	
	Acr	Pct
631579	41.65	96.14%
750490	1.67	3.86%

Super Act Risk Sources

FDOH Super Act Risk Sources

Metadata: http://www.fla-etat.org/est/metadata/superact_risk.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Substance type	Project	Description
PETROLEUM	SUPER	FMR FLORIDA #76
PETROLEUM	SUPER	MOBIL
PETROLEUM	SUPER	WEST VIEW U GAS

Summary: 3 feature(s) found within buffer.

Surficial Aquifer System FAVA Response Theme

Metadata: http://www.fla-etat.org/est/metadata/fava_sas.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Description	Area of Interest	
	Acr	Pct
MORE VULNERABLE	42.56	98.25%
UNKNOWN DESCRIPTION	0.76	1.75%

Surficial Geology

Metadata: http://www.fla-etat.org/est/metadata/surgeo.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Description	Area of Interest	
	Acr	Pct
MIAMI LS	43.32	100%

Township Range Section

Public Land Surveys, Township Range Section
Metadata: http://www.fla-etat.org/est/metadata/plss.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

Township, Range, Section
52S41E21
52S41E22
52S41E27
52S41E28

Summary: 41.55 acres, 95.9 percent of analysis area.

Traffic Analysis Zones 2000

Metadata: http://www.fla-etat.org/est/metadata/taz2000.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.
Footprint analyzed

2000 Population
2253362

Summary: 43.32 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

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

County	Description
MIAMI-DADE	MIAMI-DADE TRANSIT AGENCY
MIAMI-DADE, SARASOTA, VOLUSIA	LOGISTICARE SOLUTIONS LLC

Summary: 86.64 acres, 200 percent of analysis area.

US EPA Resource Conservation and Recovery Act (RCA) Regulated Facilities

US EPA Resource Conservation and Recovery Act (RCRA) Regulated Facilities

Metadata: http://www.fla-etat.org/est/metadata/eparcra.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Facility ID	Facility Name
110006385937	MOBIL OIL CORP SS #A11
110005274443	CRAFTSMEN BUILDER SUPPLY INC

Summary: 2 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

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

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,PUMA,WEST INDIAN MANATEE	AUDUBON'S CRESTED CARACARA,BACHMAN'S WARBLER,CAPE SABLE SEASIDE SPARROW,EVERGLADE SNAIL KITE,FLORIDA GRASSHOPPER SPARROW,FLORIDA SCRUB-	GULF STURGEON,SMALLTOOTH SAWFISH	AMERICAN ALLIGATOR,AMERICAN CROCODILE,EASTERN INDIGO SNAKE,HAWKSBILL SEA TURTLE,LEATHERBACK SEA TURTLE				BEACH JACQUEMONTIA,BLODGETT'S SILVERBUSH,CAPE SABLE THOROUGHWORT,CARTER'S MUSTARD,CARTER'S SMALL-FLOWERED FLAX,CRENULATE LEAD-PLANT,DELTOID SPURGE,	FLORIDA SEMAPHORE CACTUS,GARBER'S SPURGE,JOHNSON'S SEAGRASS,OKEECHOBEE GOURD,PINELAND SANDMAT,SAND FLAX,SMALL'S MILKPEA,TINY POLYGALA	FLORIDA BRISTLE FERN	BARTRAM'S HAIRSTREAK BUTTERFLY,ELKHORN CORAL,FLORIDA LEAFWING BUTTERFLY,MIAMI BLUE BUTTERFLY,SCHAUS SWALLOWTAIL BUTTERFLY,STAGHORN	

County	Office	Mammals	Birds	Fish	Reptiles	Amphibians	Mollusks	Crustaceans	Plants	Plants continued	Ferns and Allies	Invertebrates	Lichen
			JAY,IVORY-BILLED WOODPECKER,KIRTLAND'S WARBLER,PIPING PLOVER,RED KNOT,RED-COCKADED WOODPECKER,WOOD STORK						EVERGLADES BULLY,FLORIDA BRICKELL-BUSH,FLORIDA PINELAND CRABGRASS,FLORIDA PRAIRIE-CLOVER			CORAL,STOCK ISLAND TREE SNAIL	

Summary: 43.32 acres, 100 percent of analysis area.

USGS Geographic Names Information System

Metadata: http://www.fla-etat.org/est/metadata/gnis.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Name
OUR LADY OF PERPETUAL HELP CHURCH

Summary: 1 feature(s) found within buffer.

Urbanized Areas

Urban Exclusion Area

Metadata: http://www.fla-etat.org/est/metadata/urban.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Name
MIAMI

Summary: 43.32 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

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Name	Unique Water Body Identifier Number	Impairment(s) that Failed Water Quality Standards
C-8/BISCAYNE CANAL	3285	FECAL COLIFORM
C-7/LITTLE RIVER	3287	FECAL COLIFORM

Summary: 43.32 acres, 100 percent of analysis area.

Waste Cleanup Responsible Party Sites - Closed

Metadata: http://www.fla-etat.org/est/metadata/wcu_closed.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Waste Cleanup Responsible Party Site ID - Closed	Waste Cleanup Responsible Party Site Name - Closed
56251	CRAFTSMAN BUILDERS SUPPLY

Summary: 1 feature(s) found within buffer.

Water Management District Boundaries

Metadata: http://www.fla-etat.org/est/metadata/wmdbnd.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description
SOUTH FLORIDA WATER MANAGEMENT DISTRICT

Summary: 43.32 acres, 100 percent of analysis area.

Waterbody IDs

FDEP Waterbody IDs

Metadata: http://www.fla-etat.org/est/metadata/wbids.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Description
C-7/LITTLE RIVER
C-8/BISCAYNE CANAL

Summary: 43.32 acres, 100 percent of analysis area.

Woodstork Core Foraging Areas

Metadata: http://www.fla-etat.org/est/metadata/woodstork_areas.htm

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1, analyzed on 08/01/2017.

Footprint analyzed

Name	Area of Interest	
	Acr	Pct
WOOD STORK AREAS	43.32	100%

Appendix 1: Analysis Issue Matrix

Opa-Locka Freight (OPA-22) Area of Interest

EB 135 and NW 27th Ave

This AOI will be available in the EST until 08/31/2017

Last updated by Alexis Thomas @ FDOT District 6

The table below lists all of the analysis types that have been run for this project, crossreferenced with environmental resource issues.

	Social and Economic							Cultural			Natural					Physical					
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
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 SWFWMD FL Land Use and Land Cover	✔	✔				✔									✔						
2013 NWFWMD FL Land Use and Land Cover	✔	✔				✔									✔						
2014 SRWMD FL Land Use and Land Cover	✔	✔				✔									✔						
2015 American Community Survey Block Group Data - Housing		✔				✔															
2015 American Community Survey Block Group Data - Income		✔				✔															
2015 American Community Survey Block Group Data - Language		✔				✔															
2015 American Community Survey Block Group Data - Percentages		✔				✔															
2015 American Community Survey Block Group Data - Population Densities		✔				✔															
2015 American Community Survey Block Group Data - Population Totals		✔				✔															
2015 American Community Survey Block Group Data - Race and Ethnicity		✔				✔															
2015 American Community Survey Block Group Data - Transportation		✔				✔															
AM Tower Structures																✔			✔		
Abandoned Rails (Subset of BTS Rails)									✔	✔								✔			
Abandoned Rails 2015 (Subset of BTS Rails)									✔	✔								✔			
Adopted Total Maximum Daily Loads (TMDLs) in Florida												✔		✔							
Air Quality Maintenance Areas																	✔				
Airport Runways (Polygons)		✔				✔	✔									✔			✔		
Airports		✔				✔	✔									✔			✔		
Ambient Air Monitoring Sites																	✔				

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
American Crocodile Critical Habitat														✔							
American Indian Lands and Native Entities In Florida		✔				✔			✔												✔
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 4 Aggregated CLIP Priorities														✔							
CLIP Version 4 Aquifer Recharge														✔							
CLIP Version 4 Biodiversity Resource Priorities														✔							
CLIP Version 4 Critical Lands and Waters Identification - High Priority Private Wetlands and Uplands														✔							
CLIP Version 4 Florida Ecological Greenways Network														✔							
CLIP Version 4 Landscape Integrity Index														✔							
CLIP Version 4 Landscape Resource Priorities														✔							
CLIP Version 4 Natural Floodplain														✔							
CLIP Version 4 Potential Habitat Richness														✔							
CLIP Version 4 Priority Natural Communities														✔							
CLIP Version 4 Rare Species Habitat Conservation Priorities														✔							
CLIP Version 4 Significant Surface Waters														✔							
CLIP Version 4 Strategic Habitat Conservation Areas														✔							
CLIP Version 4 Surface Water Resource Priorities														✔							
CLIP Version 4 Wetlands														✔							
Cape Sable Seaside Sparrow Consultation Area														✔							
Cape Sable Seaside Sparrow Historic Range														✔							
Cape Sable Sparrow Critical Habitat														✔							

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
Caracara Consultation Area														✓							
Cellular Antenna Locations																			✓		
Cemeteries (Points)		✓														✓					
Cemeteries (Polygons)		✓														✓					
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 v3.2)														✓							
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)									✓												

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
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)									✓												
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											✓								✓		

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
FDEP Off Site Contamination Notices																		✔			
FDEP Springs 2009												✔									
FDOT RCI Bridges		✔						✔	✔												
FEMA Flood Insurance Rate Maps 1996												✔	✔								
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)	✔	✔					✔		✔												
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2014)	✔	✔					✔		✔												
Federal Aviation Administration Obstructions							✔												✔		
Final Designation of Critical Habitat in Florida for Anaea Troglodyta Floridalis (Florida Leafwing Butterfly) - 2014														✔							

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
Final Designation of Critical Habitat in Florida for Chromolaena Frustrata (Cape Sable Thoroughwort) - 2014														✓							
Final Designation of Critical Habitat in Florida for Strymon Acis (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 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												✓						✓			

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
Fm Tower Structures																✔			✔		
Forest Inventory and Analysis														✔							
Freshwater Mussels Critical Habitat														✔							
Front Porch Communities		✔																			
Future Land Use 2008	✔	✔				✔															
Generalized Agricultural Land Use				✔																	
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														✔							
Golf Courses									✔	✔											
Gopher Tortoise Relocation Permit Recipient Sites in Florida														✔							
Groundwater Monitoring Wells		✔																			
Group Care Facilities		✔					✔									✔					
Gulf Sturgeon Critical Marine Habitat														✔							
Gulf Sturgeon Critical Riverine Habitat														✔							
HUD Empowerment Zones / Enterprise Communities	✔	✔	✔		✔	✔	✔									✔					
Hazardous Waste Facilities													✔					✔	✔		
Hydrologic Cataloging Units of Florida												✔									
Impact on Prescribed Burning														✔							
Intermediate Aquifer System FAVA Response Theme												✔						✔			
Johnson Seagrass Critical Habitat											✔			✔	✔						
Key Deer Consultation Area														✔							

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
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		✓								✓						✓					
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 NWFWMD											✓								✓		
Mobile Home and RV Parks		✓	✓			✓	✓														
NPDES Stormwater Permits																		✓			✓
NWFMD Agricultural Lands 2013				✓														✓			
NWFWMD Industrial Areas 2013																✓	✓				
NWFWMD Residential Areas 2013		✓	✓		✓											✓					
NWFWMD Wetlands 2013											✓			✓						✓	
National Bridge Inventory		✓						✓	✓												
National Estuarine Research Reserves												✓	✓		✓	✓					✓
National Forests								✓		✓				✓							✓
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											✓									✓	

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
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 (SHS) Roadways (2012)	✔	✔					✔		✔												
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2013)	✔	✔					✔		✔												
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2014)	✔	✔					✔		✔												
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													✔					✔	✔		

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
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				✔																	
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														✔							
RCI-NHD24FLOWLINE intersect (USCG D7)																				✔	
RCI-NHD24FLOWLINE intersect (USCG D8)																				✔	
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												✔								✔	

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
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 2014				✓														✓			
SRWMD Industrial Areas 2014																✓	✓				
SRWMD Residential Areas 2014		✓	✓		✓											✓					
SRWMD Springs Locations												✓									
SRWMD Wetlands 2014											✓			✓						✓	
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												✓						✓			✓

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
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													✓								✓
Special or Outstanding Florida Waters												✓									✓
State Forests								✓		✓				✓							✓
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	✓								✓		✓	✓		✓							

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
Toxic Release Inventory Sites																		✔			
Traffic Analysis Zones 2000							✔														
Transportation Disadvantaged Service Provider Areas (TDSP) in Florida - 2010							✔									✔					
Treaters, Storers, and Disposers of Hazardous Waste													✔					✔	✔		
U.S. Military Installations	✔															✔					
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 Regulated Air Emissions Facilities (ICIS-AIR)																	✔	✔			
US EPA Resource Conservation and Recovery Act (RCA) Regulated Facilities																		✔			
USFWS Ecological Services Area Federally Listed Species														✔							
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														✔							

Sociocultural Data Report

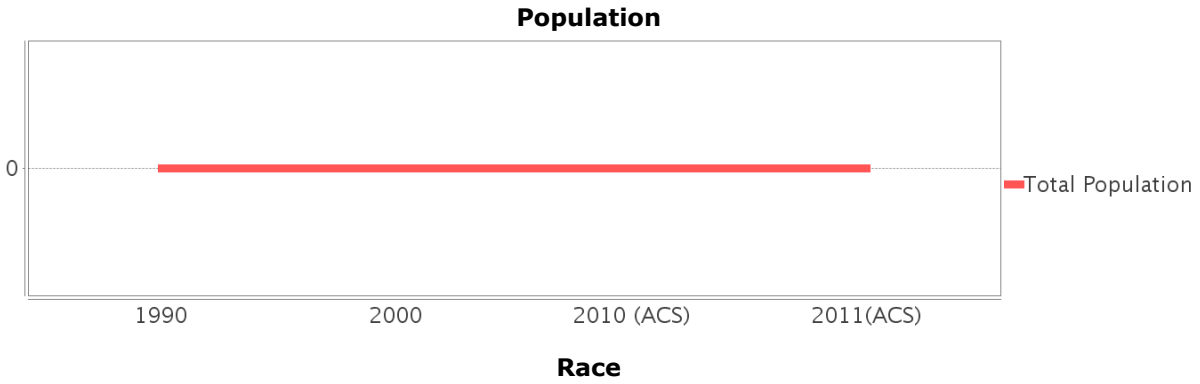
Area of Interest Opa-Locka Freight (OPA-1) - Alternative #1

Area: 0.065 square miles

Jurisdiction(s): **Cities:** Opa-locka
Counties: Miami-dade

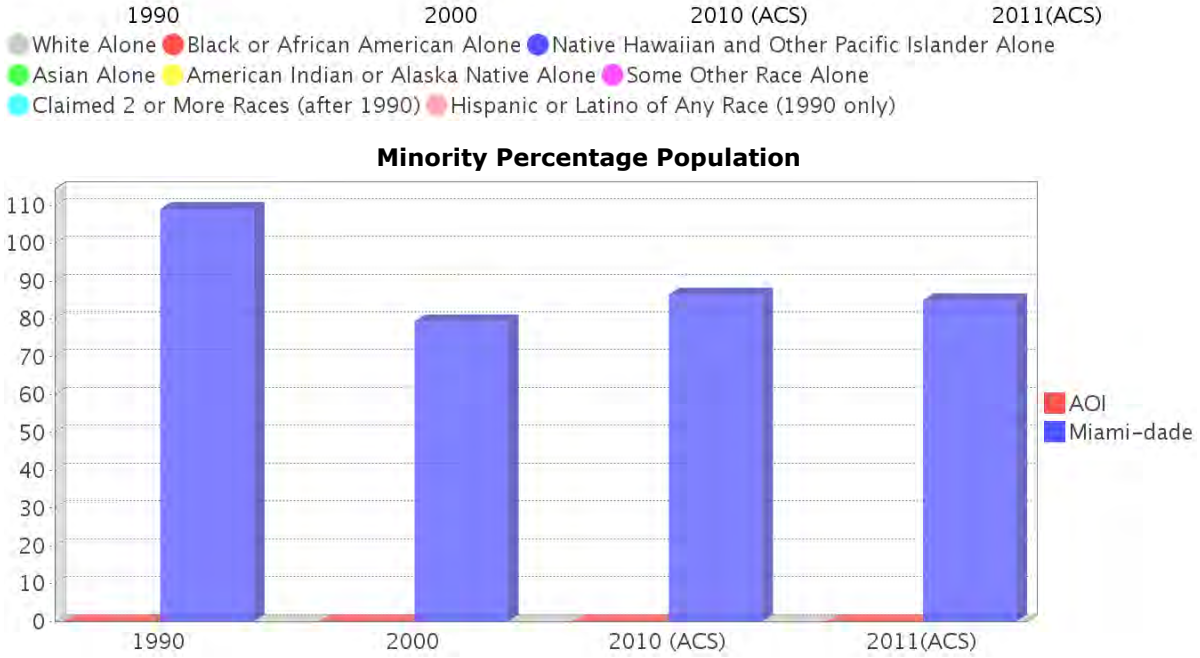
General Population Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Total Population	NA	NA	NA	NA
Total Households	NA	NA	NA	NA
Average Persons per Acre	NA	NA	NA	NA
Average Persons per Household	NA	NA	NA	NA
Average Persons per Family	NA	NA	NA	NA
Males	NA	NA	NA	NA
Females	NA	NA	NA	NA



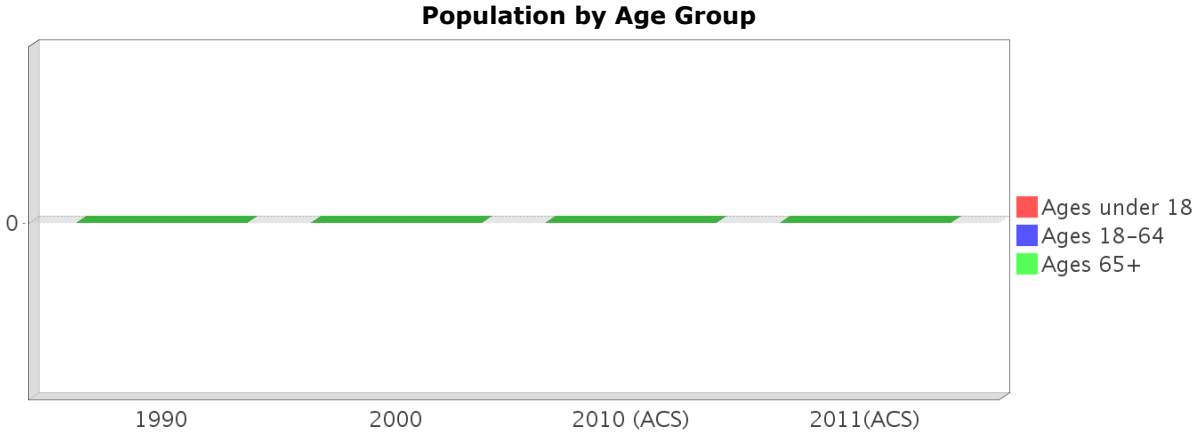
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
White Alone	NA (NA)	NA (NA)	NA (NA)	NA (NA)
Black or African American Alone	NA (NA)	NA (NA)	NA (NA)	NA (NA)
Native Hawaiian and Other Pacific Islander Alone	NA (NA)	NA (NA)	NA (NA)	NA (NA)
Asian Alone	NA (NA)	NA (NA)	NA (NA)	NA (NA)
American Indian or Alaska Native Alone	NA (NA)	NA (NA)	NA (NA)	NA (NA)
Some Other Race Alone	NA (NA)	NA (NA)	NA (NA)	NA (NA)
Claimed 2 or More Races	NA (NA)	NA (NA)	NA (NA)	NA (NA)
Hispanic or Latino of Any Race	NA (NA)	NA (NA)	NA (NA)	NA (NA)
Not Hispanic or Latino	NA (NA)	NA (NA)	NA (NA)	NA (NA)
Minority	NA (NA)	NA (NA)	NA (NA)	NA (NA)



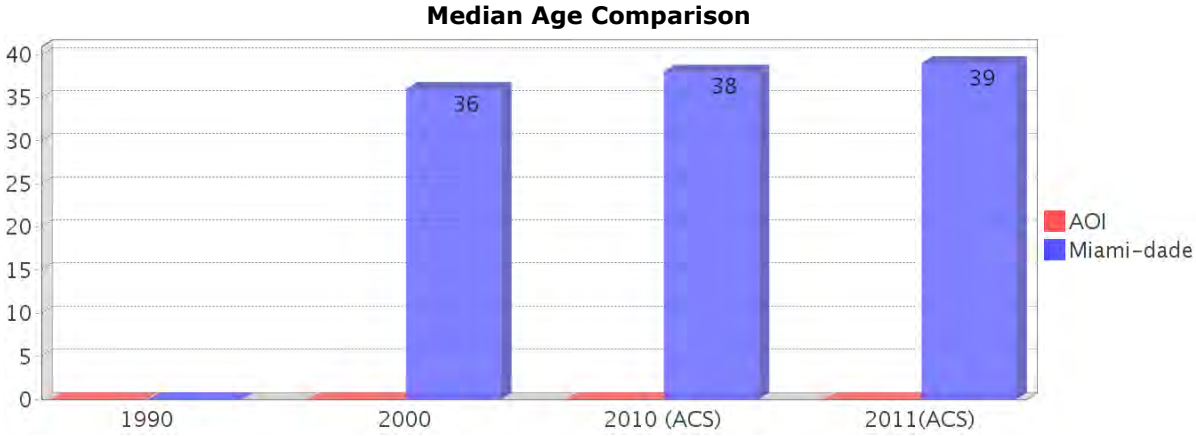
Age Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Under Age 5	NA	NA	NA	NA
Ages 5-17	NA	NA	NA	NA
Ages 18-21	NA	NA	NA	NA
Ages 22-29	NA	NA	NA	NA
Ages 30-39	NA	NA	NA	NA
Ages 40-49	NA	NA	NA	NA
Ages 50-64	NA	NA	NA	NA
Age 65 and Over	NA	NA	NA	NA
-Ages 65-74	NA	NA	NA	NA
-Ages 75-84	NA	NA	NA	NA
-Age 85 and Over	NA	NA	NA	NA
Median Age	NA	NA	NA	NA



Income Trends

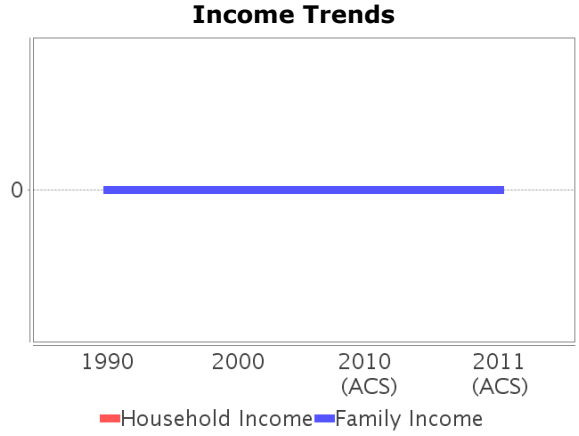
Description	1990	2000	2010 (ACS)	2011(ACS)
Median Household Income	NA	NA	NA	NA
Median Family Income	NA	NA	NA	NA
Population below Poverty Level	NA	NA	NA	NA
Households below Poverty Level	NA	NA	NA	NA
Households with Public Assistance Income	NA	NA	NA	NA

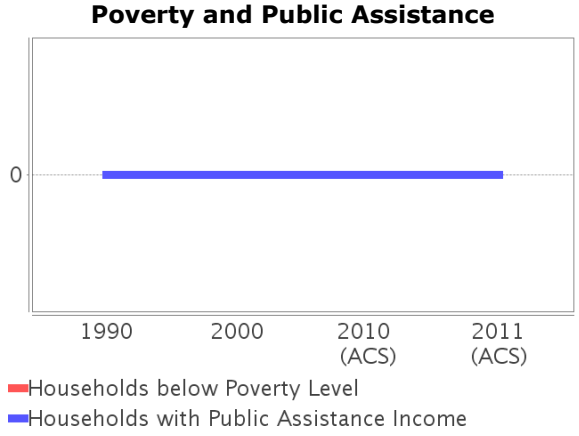


Disability Trends

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2011(ACS)
Population 16 To 64 Years with a disability				
Population 20 To 64 Years with a disability				





Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Less than 9th Grade	NA (NA)	NA (NA)	NA (NA)	NA (NA)
9th to 12th Grade, No Diploma	NA (NA)	NA (NA)	NA (NA)	NA (NA)
High School Graduate or Higher	NA (NA)	NA (NA)	NA (NA)	NA (NA)
Bachelor's Degree or Higher	NA (NA)	NA (NA)	NA (NA)	NA (NA)

Language Trends

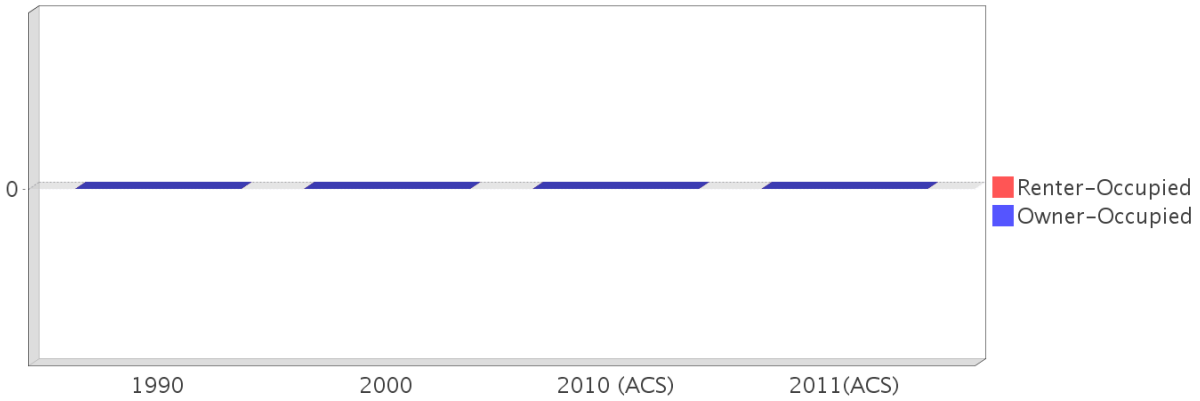
Age 5 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Speaks English Well	NA (NA)	NA (NA)	NA (NA)	NA (NA)
Speaks English Not Well	NA (NA)	NA (NA)	NA (NA)	NA (NA)
Speaks English Not at All	NA (NA)	NA (NA)	NA (NA)	NA (NA)
Speaks English Not Well or Not at All	NA (NA)	NA (NA)	NA (NA)	NA (NA)

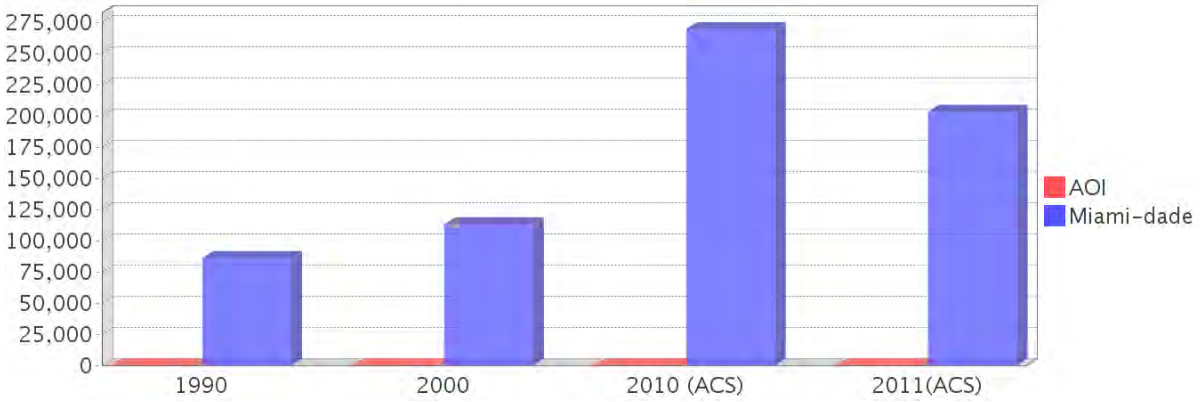
Housing Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Total	NA	NA	NA	NA
Units per Acre	NA	NA	NA	NA
Single-Family Units	NA	NA	NA	NA
Multi-Family Units	NA	NA	NA	NA
Mobile Home Units	NA	NA	NA	NA
Owner-Occupied Units	NA	NA	NA	NA
Renter-Occupied Units	NA	NA	NA	NA
Vacant Units	NA	NA	NA	NA
Median Housing Value	NA	NA	NA	NA
Occupied Housing Units w/No Vehicle	NA (NA)	NA (NA)	NA (NA)	NA (NA)

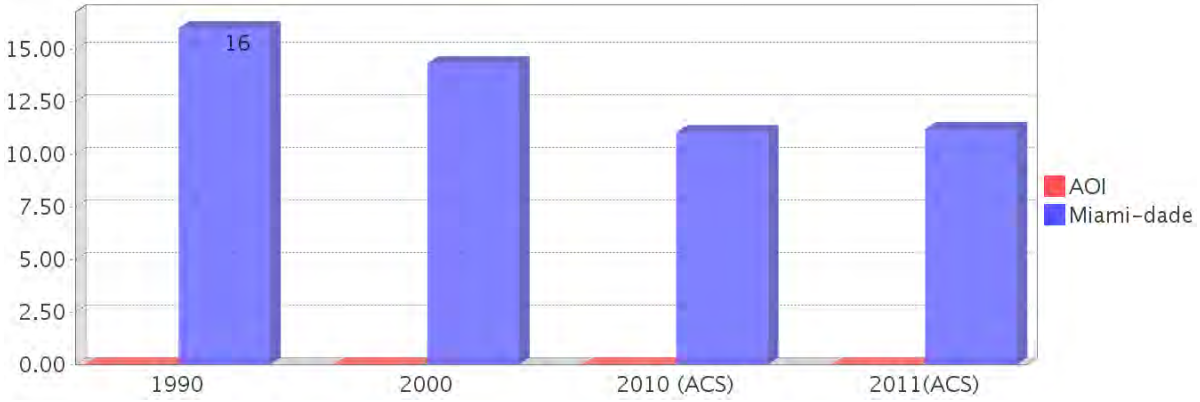
Housing Tenure



Median Housing Value Comparison

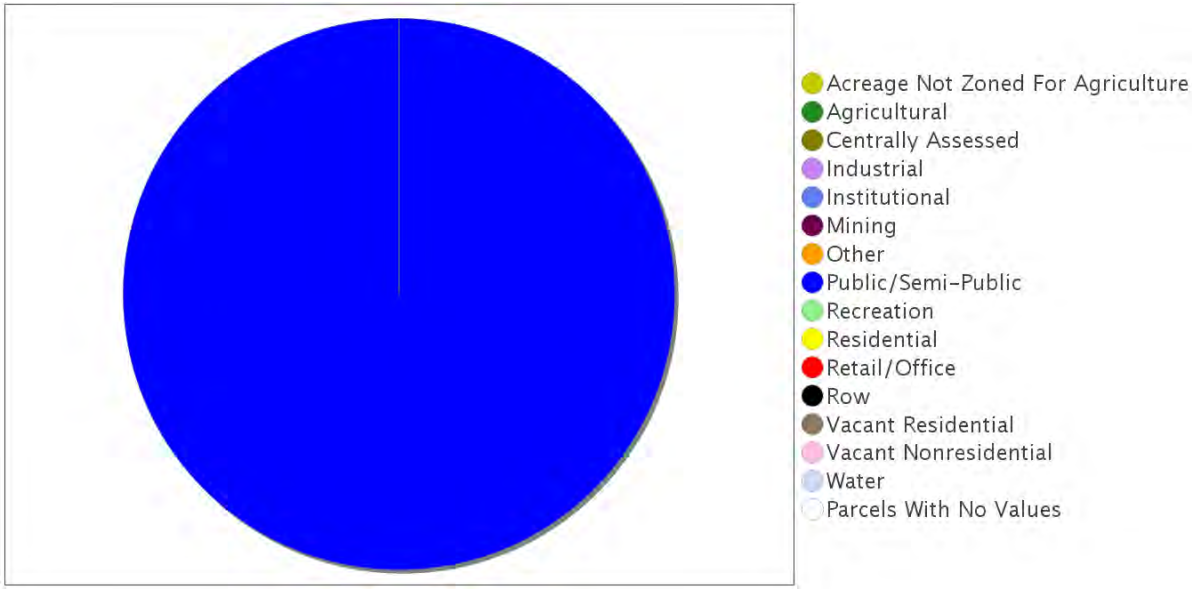


Occupied Units With No Vehicles Available

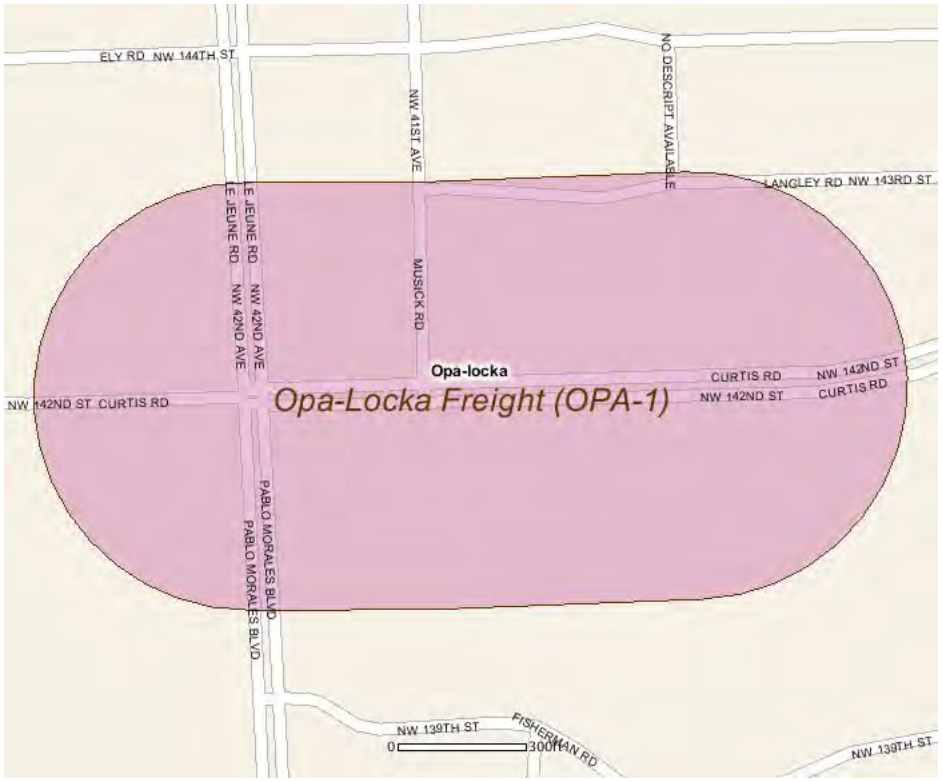


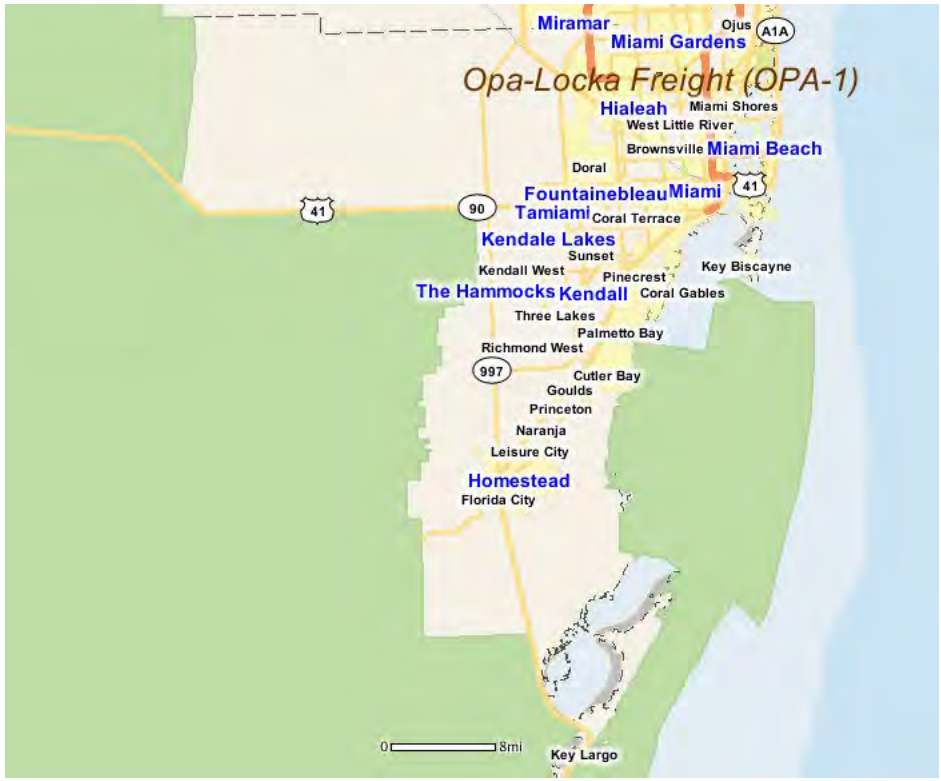
Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	0	0.00%
Institutional	0	0.00%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	42	100.20%
Recreation	0	0.00%
Residential	0	0.00%
Retail/Office	0	0.00%
Row	0	0.00%
Vacant Residential	0	0.00%
Vacant Nonresidential	0	0.00%
Water	0	0.00%
Parcels With No Values	0	0.00%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

US Census Places

Facility Name
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;
http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.

- Veteran Organizations and Facilities

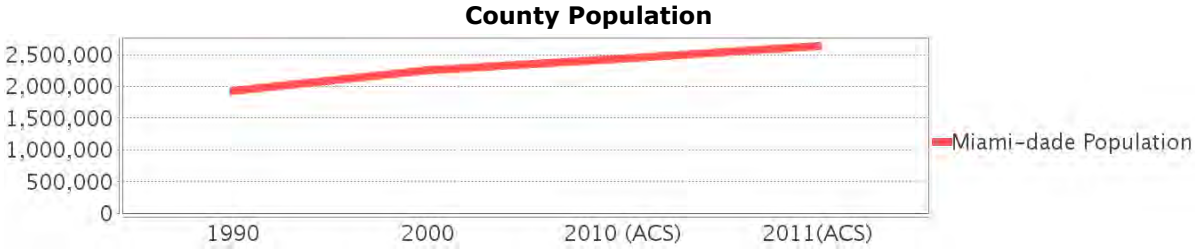
Miami-dade County Demographic Profile

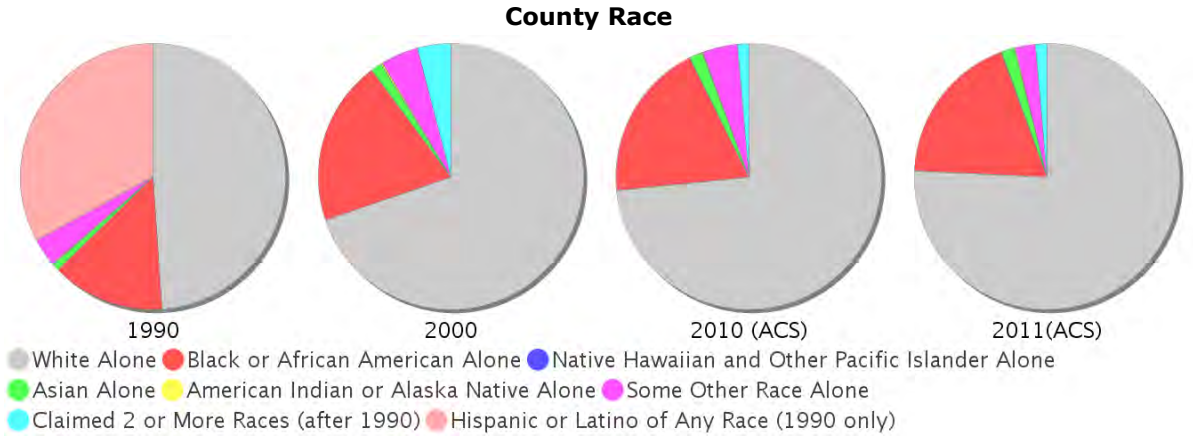
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

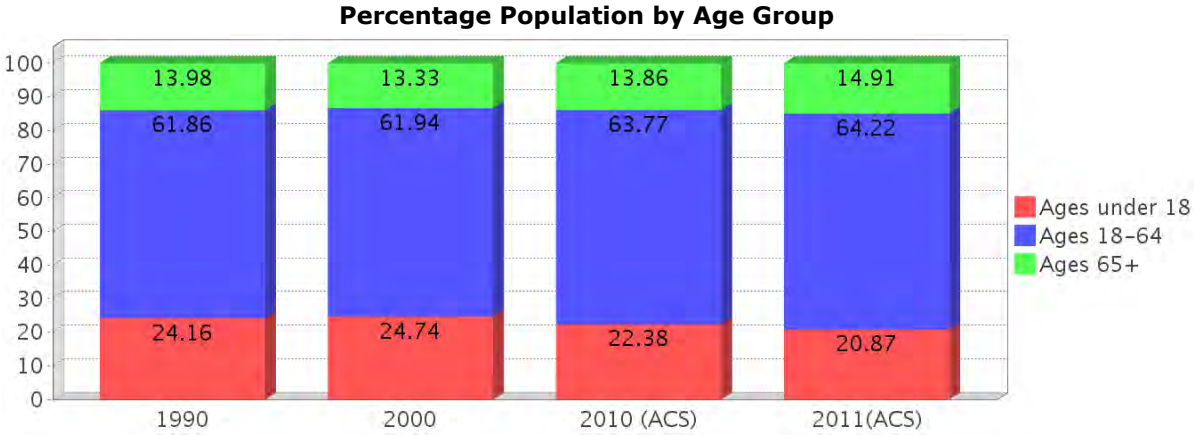
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





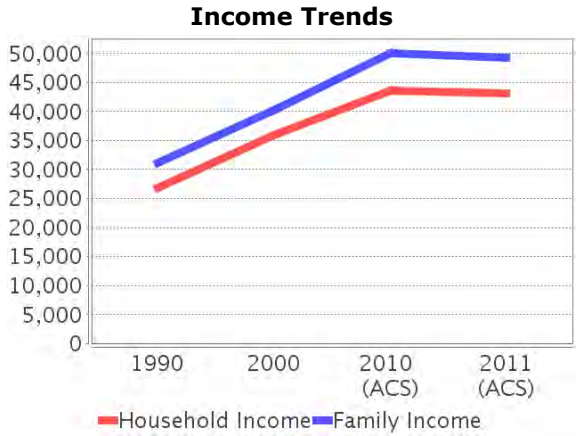
Age Trends - Miami-dade

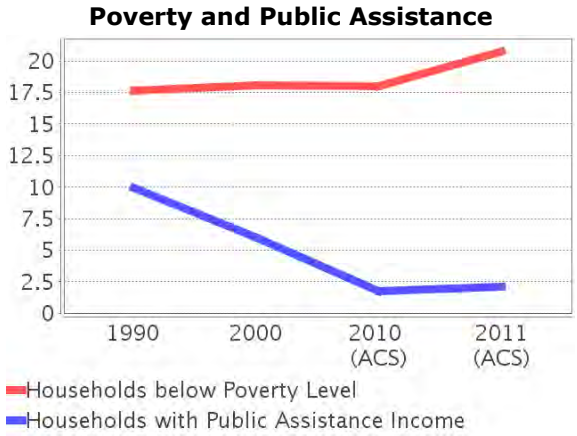
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

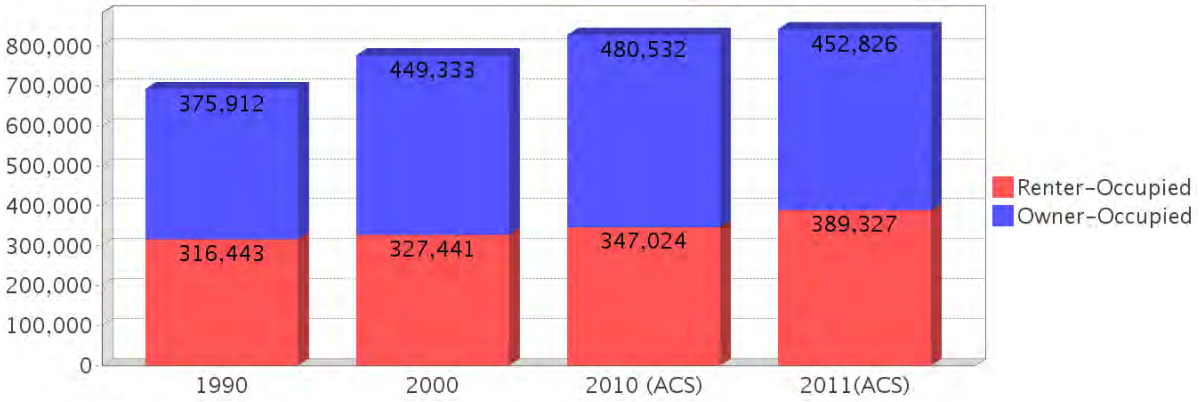
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;
http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.
Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-2) - Alternative #1

Area: 0.04 square miles

Jurisdiction(s): **Cities:** Opa-locka
Counties: Miami-dade

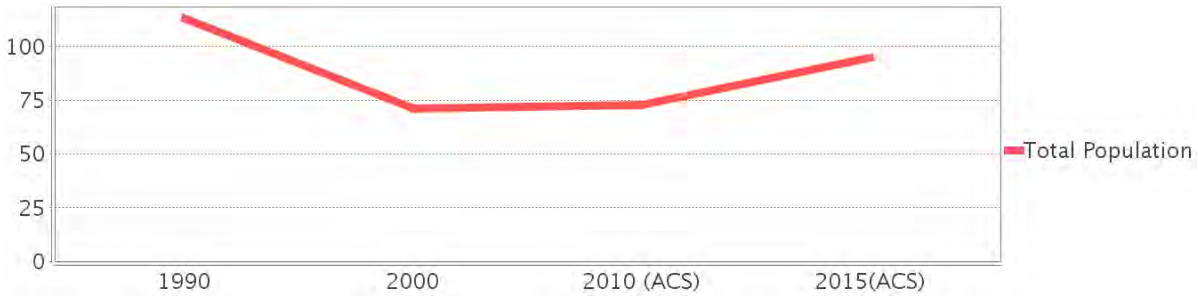
General Population Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	113	71	73	95
Total Households	39	28	27	32
Average Persons per Acre	21.00	13.05	13.36	17.51
Average Persons per Household	2.92	2.95	3.00	2.97
Average Persons per Family	3.58	3.77	3.00	3.28
Males	56	36	35	38
Females	58	36	38	57

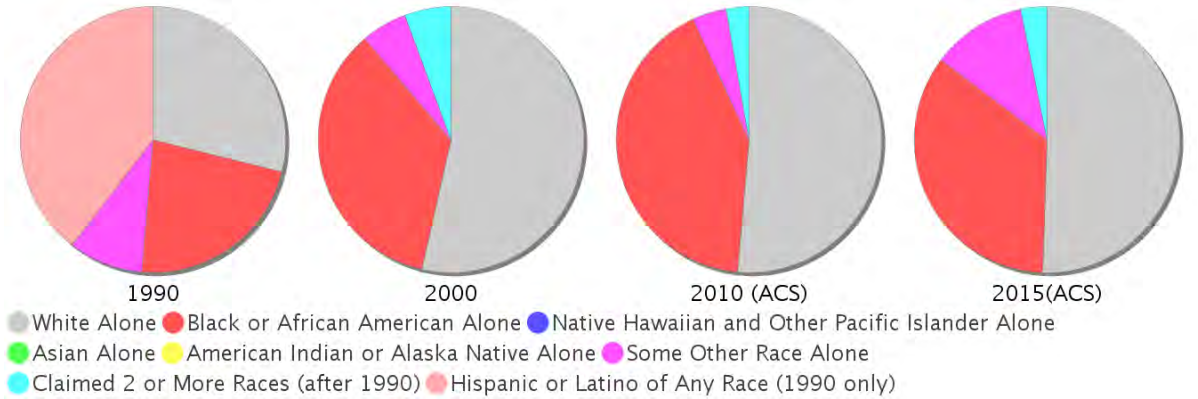
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	54 (47.79%)	38 (53.52%)	37 (50.68%)	48 (50.53%)
Black or African American Alone	42 (37.17%)	25 (35.21%)	30 (41.10%)	33 (34.74%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
Asian Alone	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
American Indian or Alaska Native Alone	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
Some Other Race Alone	17 (15.04%)	4 (5.63%)	3 (4.11%)	11 (11.58%)
Claimed 2 or More Races	NA (NA)	4 (5.63%)	2 (2.74%)	3 (3.16%)
Hispanic or Latino of Any Race	74 (65.49%)	43 (60.56%)	46 (63.01%)	64 (67.37%)
Not Hispanic or Latino	39 (34.51%)	28 (39.44%)	27 (36.99%)	31 (32.63%)
Minority	108 (95.58%)	69 (97.18%)	71 (97.26%)	95 (100.00%)

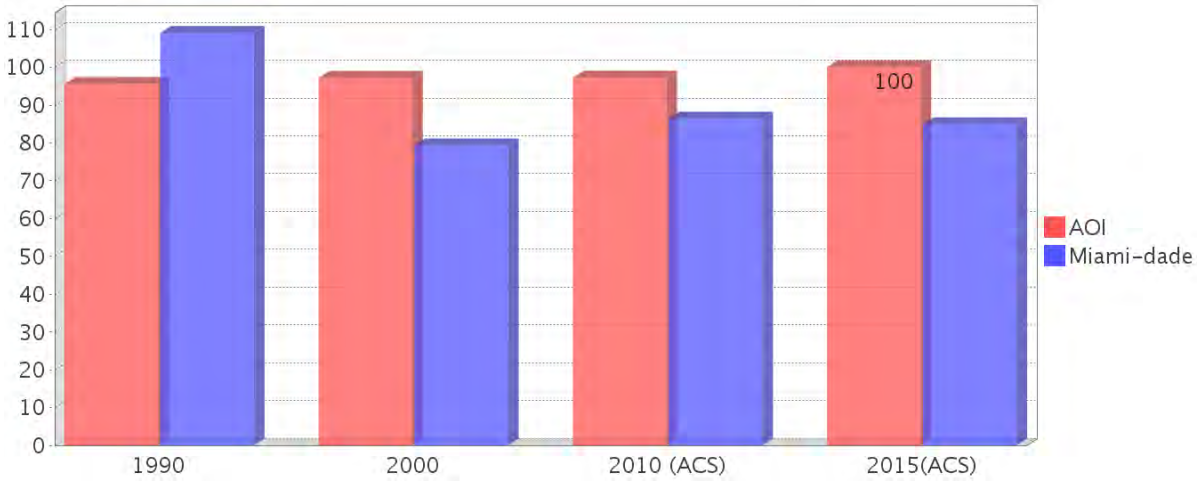
Population



Race



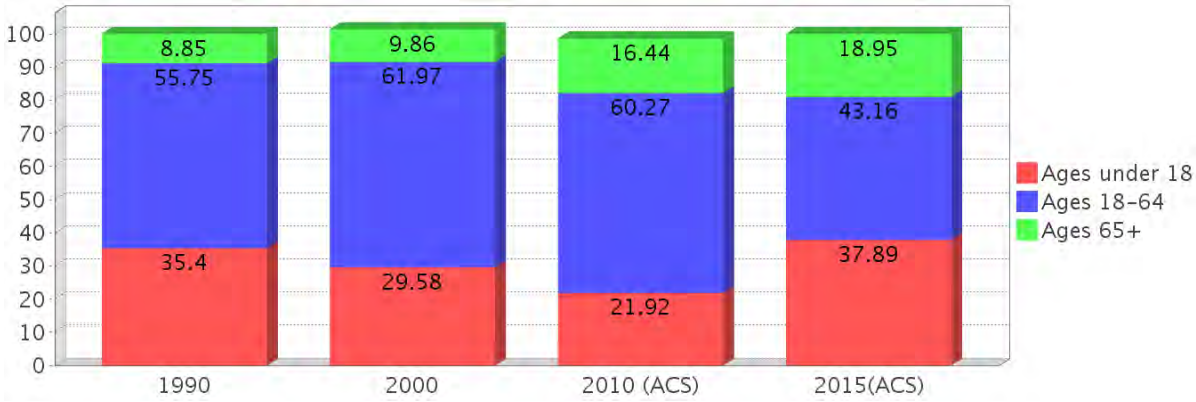
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	11.50%	8.45%	6.85%	17.89%
Ages 5-17	23.89%	21.13%	15.07%	20.00%
Ages 18-21	6.19%	5.63%	5.48%	6.32%
Ages 22-29	13.27%	15.49%	10.96%	10.53%
Ages 30-39	15.04%	12.68%	12.33%	10.53%
Ages 40-49	9.73%	14.08%	12.33%	7.37%
Ages 50-64	11.50%	14.08%	19.18%	8.42%
Age 65 and Over	8.85%	9.86%	16.44%	18.95%
-Ages 65-74	5.31%	7.04%	8.22%	12.63%
-Ages 75-84	2.65%	0.00%	6.85%	3.16%
-Age 85 and Over	0.00%	2.82%	1.37%	4.21%
Median Age	NA	32	39	28

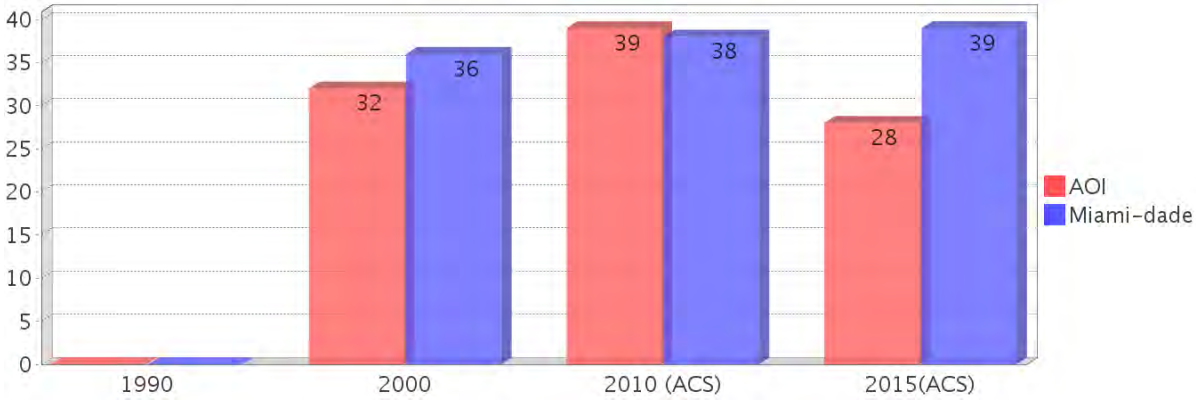
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$10,029	$14,777	$14,327	$15,407
Median Family Income	$11,047	$23,913	$16,923	NA
Population below Poverty Level	43.36%	38.03%	27.40%	48.42%
Households below Poverty Level	46.15%	32.14%	48.15%	53.12%
Households with Public Assistance Income	33.33%	7.14%	0.00%	3.12%

Median Age Comparison

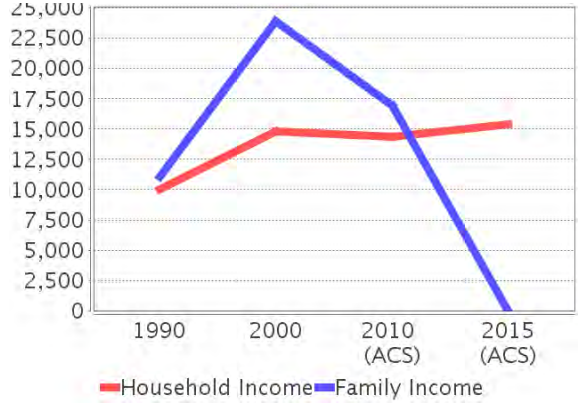


Disability Trends

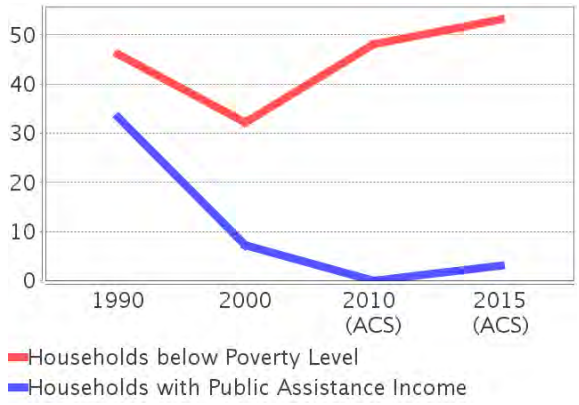
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	10 (12.82%)	12 (18.18%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	5 (12.50%)

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	27 (41.54%)	17 (41.46%)	18 (31.03%)	10 (19.23%)
9th to 12th Grade, No Diploma	20 (30.77%)	14 (34.15%)	8 (13.79%)	7 (13.46%)
High School Graduate or Higher	18 (27.69%)	11 (26.83%)	32 (55.17%)	35 (67.31%)
Bachelor's Degree or Higher	2 (3.08%)	3 (7.32%)	5 (8.62%)	1 (1.92%)

Language Trends

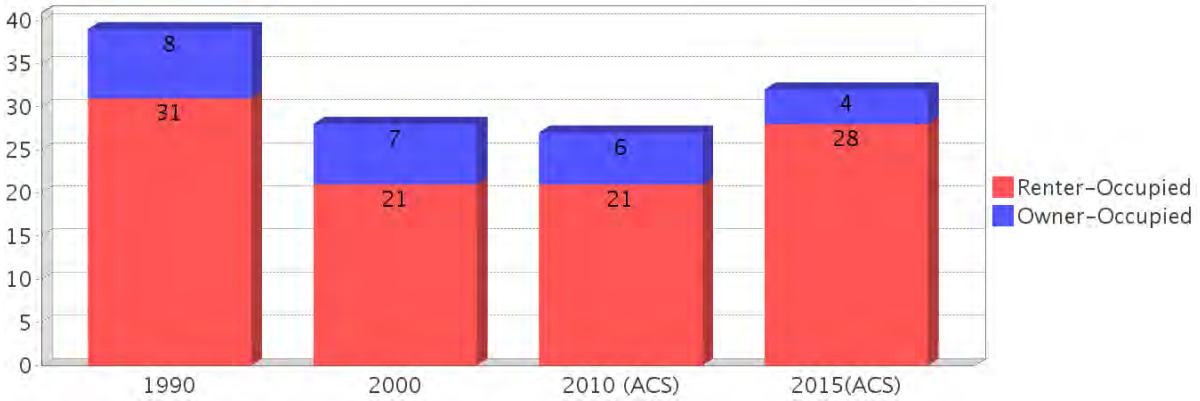
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	16 (15.24%)	8 (12.12%)	4 (5.71%)	14 (17.95%)
Speaks English Not Well	NA (NA)	10 (15.15%)	10 (14.29%)	8 (10.26%)
Speaks English Not at All	NA (NA)	8 (12.12%)	13 (18.57%)	12 (15.38%)
Speaks English Not Well or Not at All	36 (34.29%)	18 (27.27%)	23 (32.86%)	20 (25.64%)

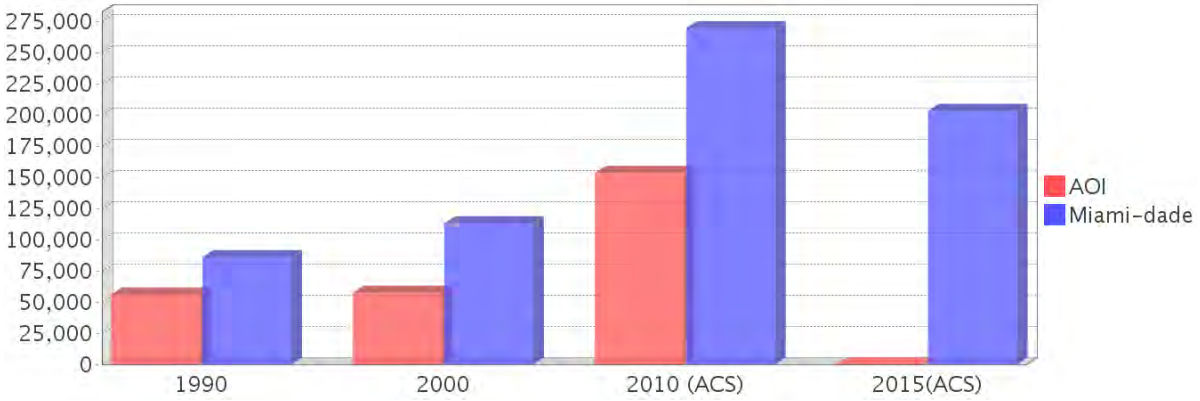
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	40	30	32	40
Units per Acre	NA	NA	NA	NA
Single-Family Units	9	13	16	19
Multi-Family Units	29	17	23	20
Mobile Home Units	0	0	0	0
Owner-Occupied Units	8	7	6	4
Renter-Occupied Units	31	21	21	28
Vacant Units	1	2	5	8
Median Housing Value	$56,000	$57,400	$153,500	$0
Occupied Housing Units w/No Vehicle	15 (38.46%)	10 (35.71%)	3 (11.11%)	7 (21.88%)

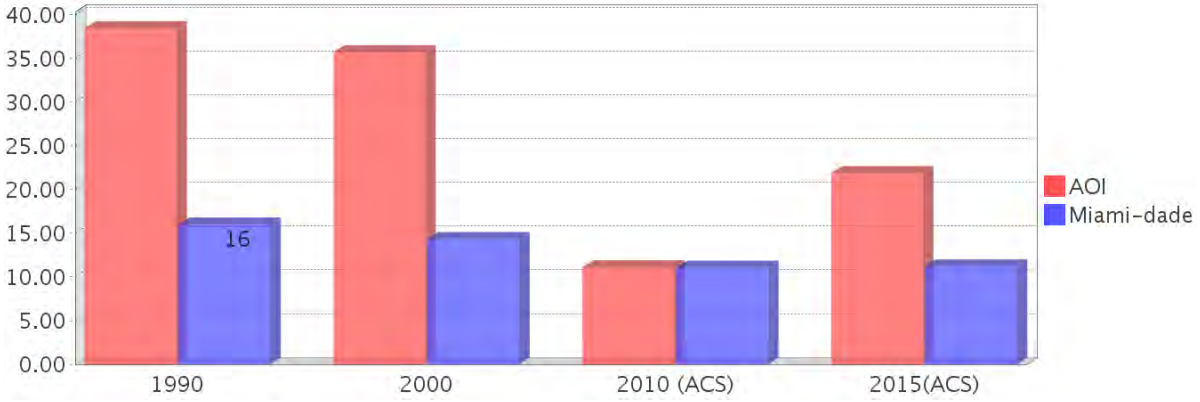
Housing Tenure



Median Housing Value Comparison

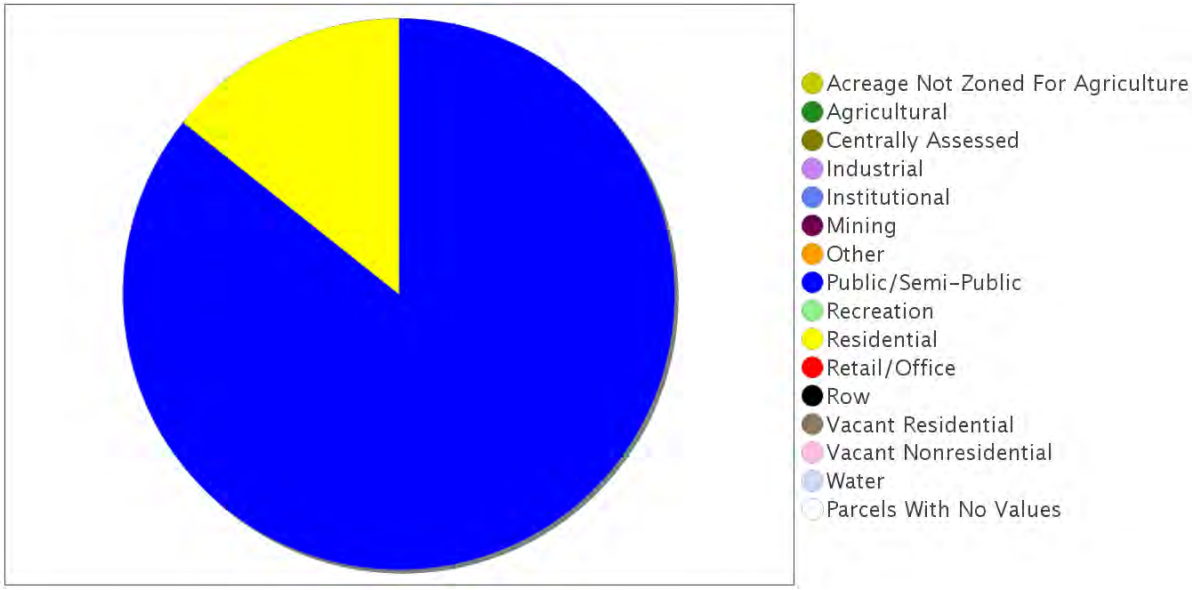


Occupied Units With No Vehicles Available

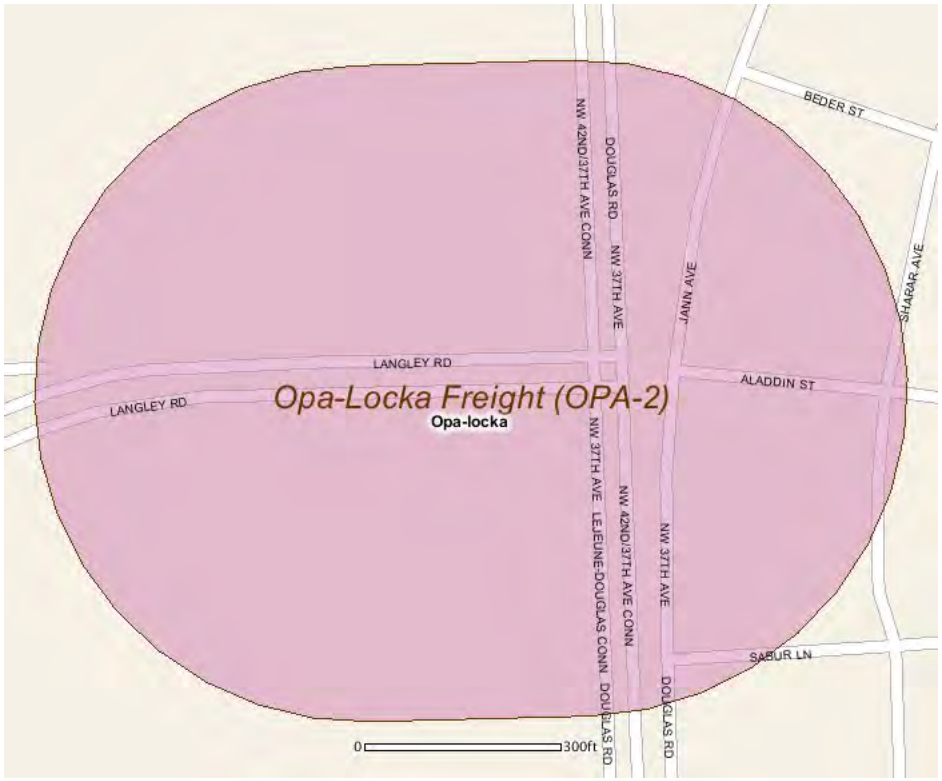


Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	0	0.00%
Institutional	0	0.00%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	18	70.48%
Recreation	0	0.00%
Residential	3	11.75%
Retail/Office	0	0.00%
Row	0	0.00%
Vacant Residential	<0.5	<1.96%
Vacant Nonresidential	0	0.00%
Water	0	0.00%
Parcels With No Values	0	0.00%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

US Census Places

Facility Name
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005023

2000 Census Block Groups

120860005023

2010 Census Block Groups

120860005043

2015 Census Block Groups

120860005043

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
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The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

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Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.

- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

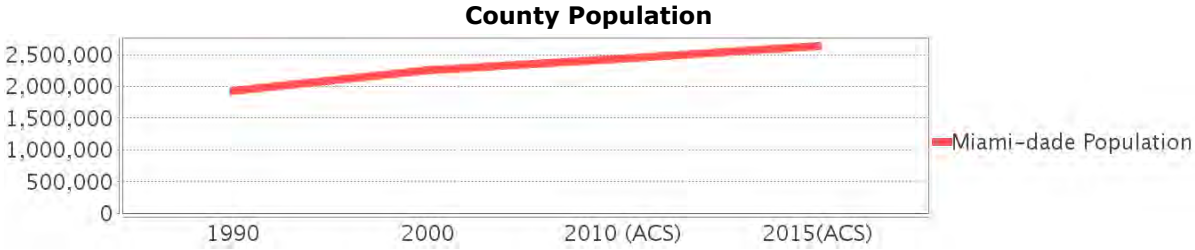
Miami-dade County Demographic Profile

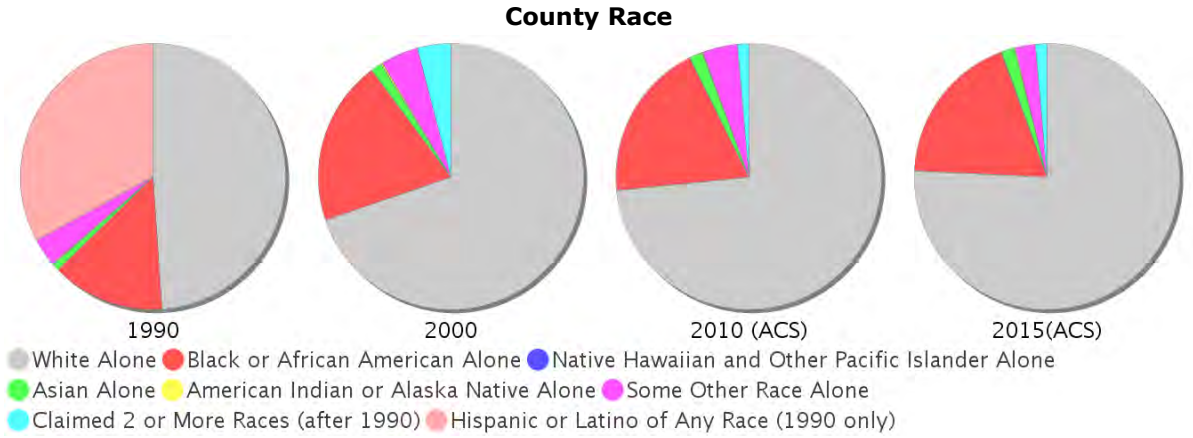
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

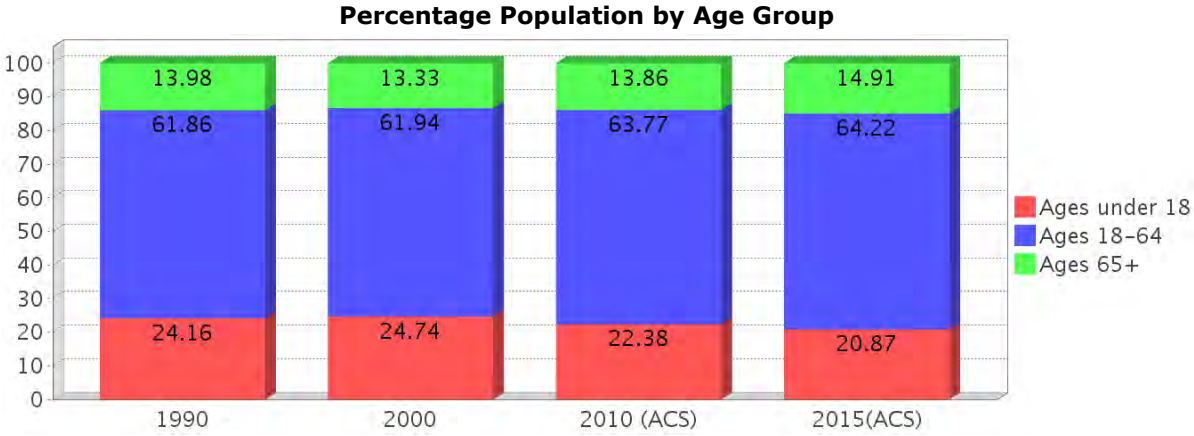
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





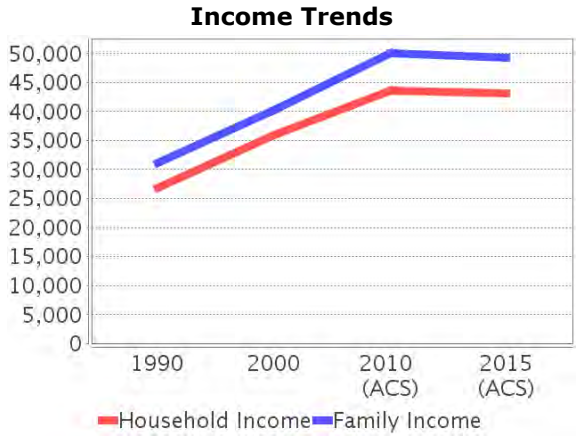
Age Trends - Miami-dade

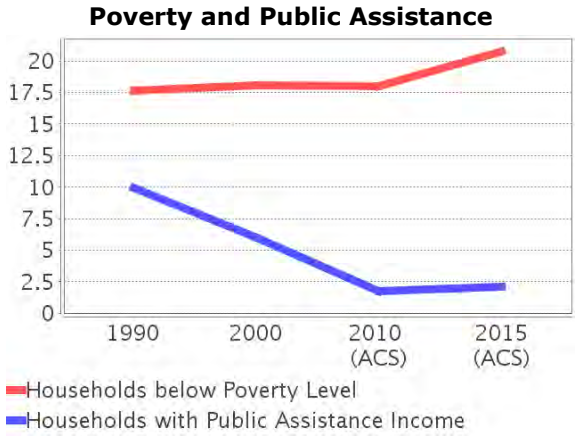
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

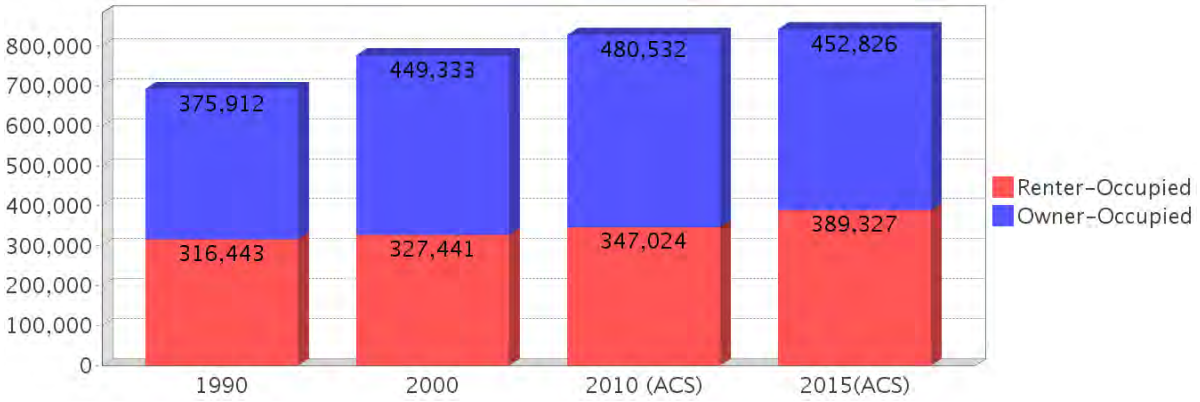
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
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http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.
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Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-3) - Alternative #1

Area: 0.305 square miles

Jurisdiction(s): **Cities:** Opa-locka, Miami Gardens
Counties: Miami-dade

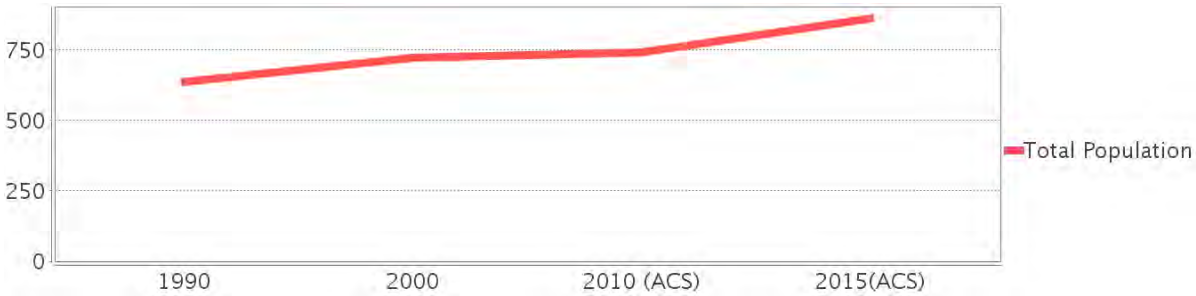
General Population Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	638	721	741	861
Total Households	189	220	226	247
Average Persons per Acre	9.36	7.67	9.38	10.79
Average Persons per Household	3.85	2.77	3.20	3.52
Average Persons per Family	3.89	3.22	3.80	4.23
Males	311	346	366	362
Females	327	376	375	499

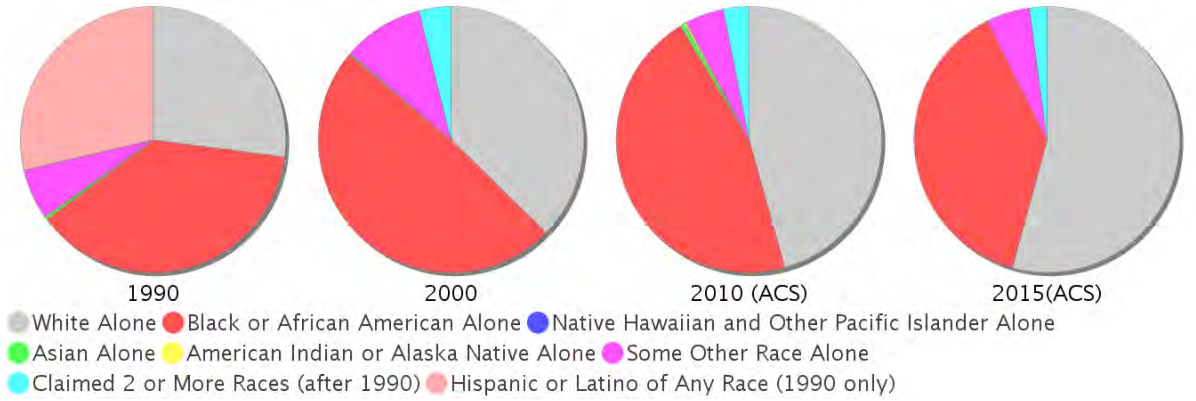
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	243 (38.09%)	269 (37.31%)	338 (45.61%)	467 (54.24%)
Black or African American Alone	337 (52.82%)	352 (48.82%)	339 (45.75%)	330 (38.33%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
Asian Alone	3 (0.47%)	1 (0.14%)	4 (0.54%)	0 (0.00%)
American Indian or Alaska Native Alone	1 (0.16%)	0 (0.00%)	2 (0.27%)	0 (0.00%)
Some Other Race Alone	55 (8.62%)	71 (9.85%)	35 (4.72%)	46 (5.34%)
Claimed 2 or More Races	NA (NA)	28 (3.88%)	23 (3.10%)	18 (2.09%)
Hispanic or Latino of Any Race	257 (40.28%)	327 (45.35%)	411 (55.47%)	514 (59.70%)
Not Hispanic or Latino	381 (59.72%)	394 (54.65%)	330 (44.53%)	347 (40.30%)
Minority	565 (88.56%)	668 (92.65%)	715 (96.49%)	820 (95.24%)

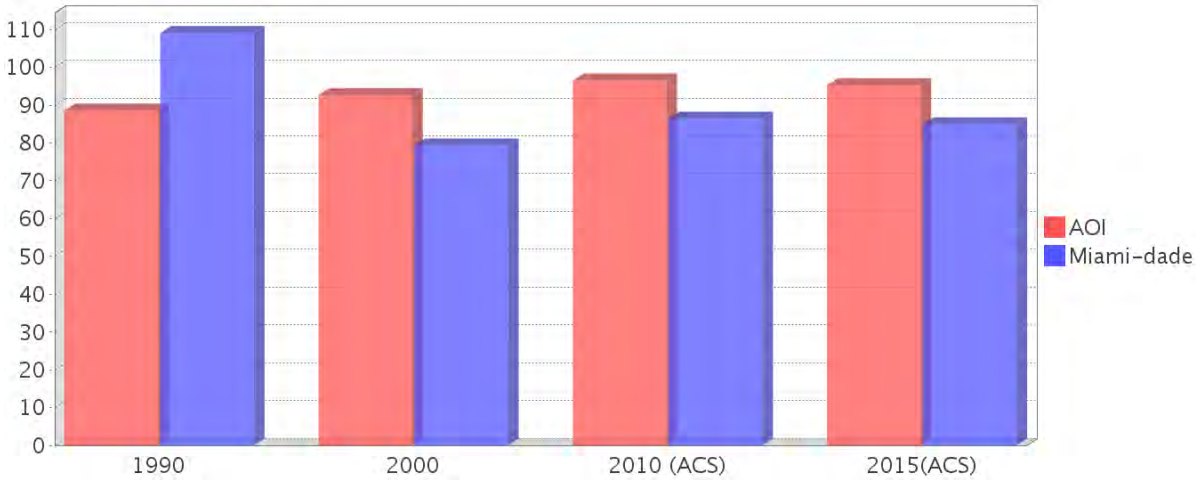
Population



Race



Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	9.87%	8.88%	7.02%	11.85%
Ages 5-17	24.14%	19.69%	17.27%	17.65%
Ages 18-21	8.31%	9.71%	8.23%	7.55%
Ages 22-29	13.64%	13.59%	11.88%	11.50%
Ages 30-39	15.99%	12.62%	12.01%	13.82%
Ages 40-49	10.82%	13.31%	12.82%	8.48%
Ages 50-64	10.66%	14.70%	18.62%	12.78%
Age 65 and Over	6.90%	7.49%	12.01%	16.26%
-Ages 65-74	4.55%	4.58%	7.29%	9.18%
-Ages 75-84	2.04%	1.94%	3.91%	4.30%
-Age 85 and Over	0.31%	1.11%	0.81%	2.79%
Median Age	NA	31	25	28

Income Trends

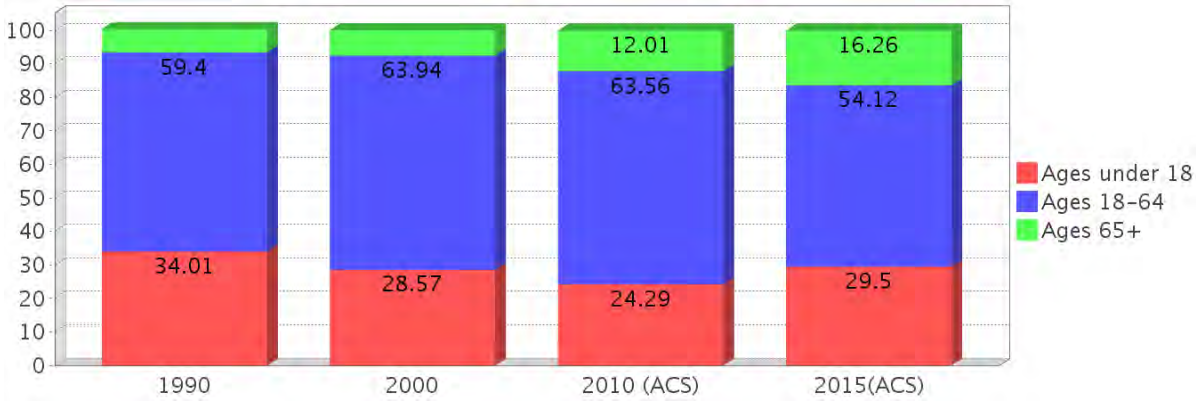
Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$24,124	$28,171	$18,571	$23,906
Median Family Income	$24,113	$26,538	$21,806	NA
Population below Poverty Level	28.68%	25.10%	17.54%	32.98%
Households below Poverty Level	31.22%	25.45%	33.19%	40.89%
Households with Public Assistance Income	19.05%	6.36%	2.21%	2.83%

Disability Trends

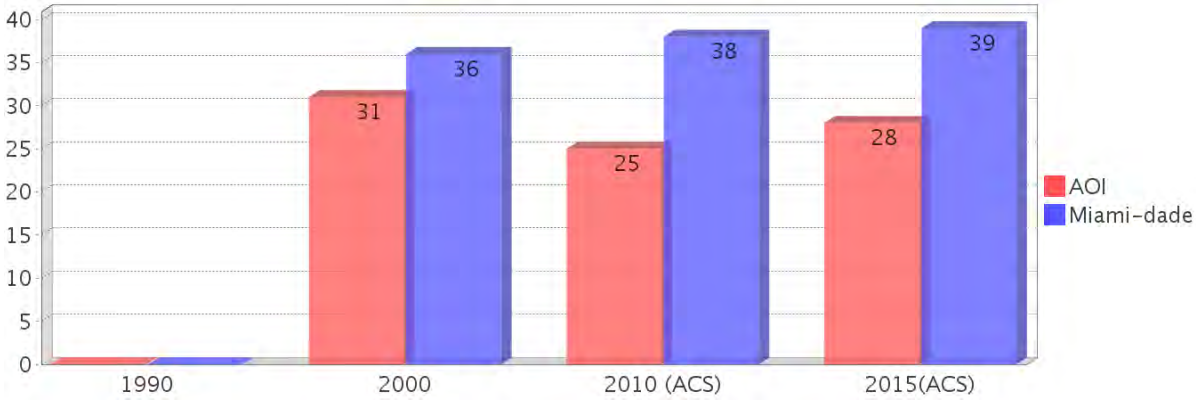
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	33 (7.43%)	132 (20.06%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	37 (8.67%)

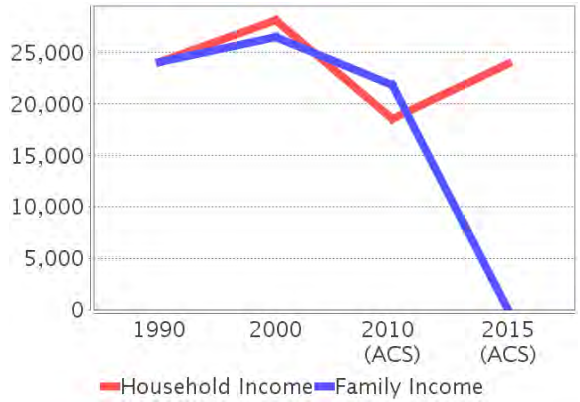
Population by Age Group



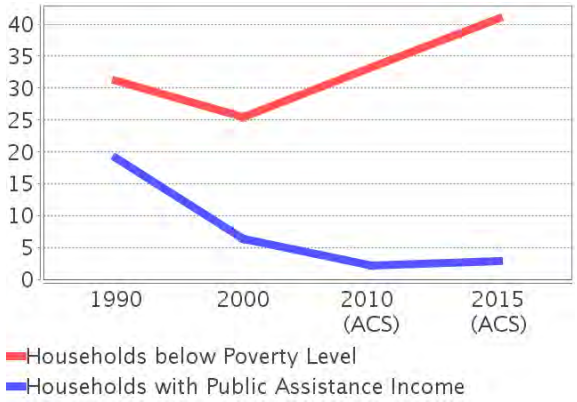
Median Age Comparison



Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	107 (30.31%)	95 (24.05%)	129 (27.51%)	99 (19.45%)
9th to 12th Grade, No Diploma	90 (25.50%)	117 (29.62%)	52 (11.09%)	88 (17.29%)
High School Graduate or Higher	156 (44.19%)	182 (46.08%)	289 (61.62%)	321 (63.06%)
Bachelor's Degree or Higher	14 (3.97%)	26 (6.58%)	48 (10.23%)	48 (9.43%)

Language Trends

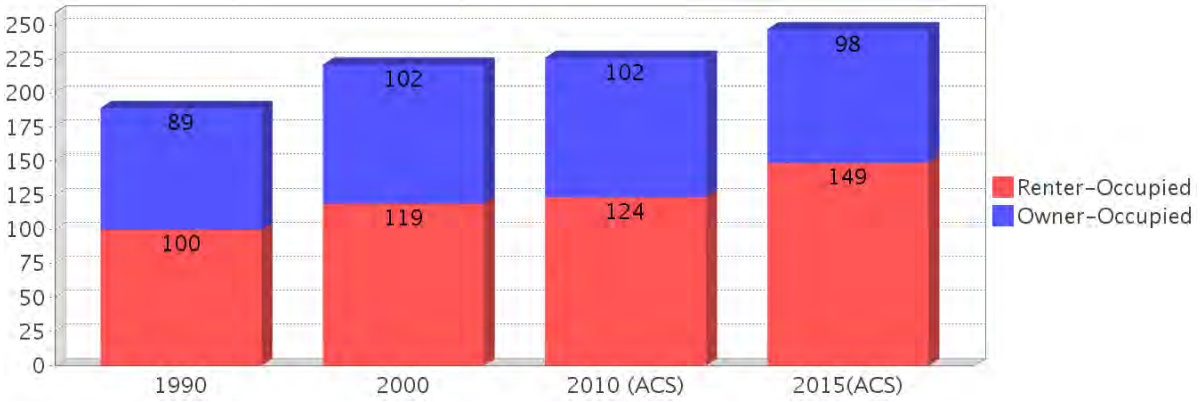
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	57 (9.64%)	51 (7.75%)	71 (9.90%)	105 (13.83%)
Speaks English Not Well	NA (NA)	63 (9.57%)	103 (14.37%)	92 (12.12%)
Speaks English Not at All	NA (NA)	39 (5.93%)	87 (12.13%)	87 (11.46%)
Speaks English Not Well or Not at All	114 (19.29%)	102 (15.50%)	190 (26.50%)	179 (23.58%)

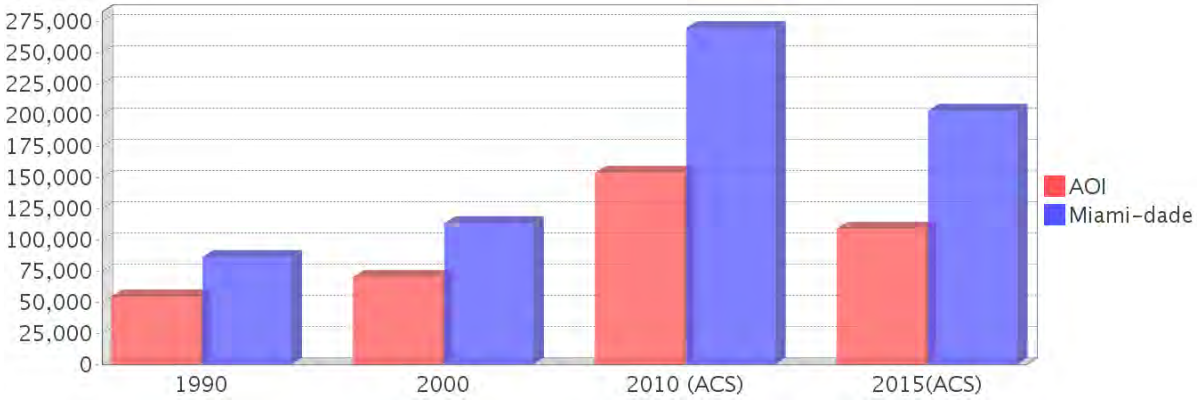
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	201	236	253	284
Units per Acre	NA	NA	NA	NA
Single-Family Units	107	152	183	175
Multi-Family Units	79	84	112	101
Mobile Home Units	0	1	0	8
Owner-Occupied Units	89	102	102	98
Renter-Occupied Units	100	119	124	149
Vacant Units	12	16	27	37
Median Housing Value	$54,250	$69,950	$153,500	$108,600
Occupied Housing Units w/No Vehicle	38 (20.11%)	57 (25.91%)	23 (10.18%)	43 (17.41%)

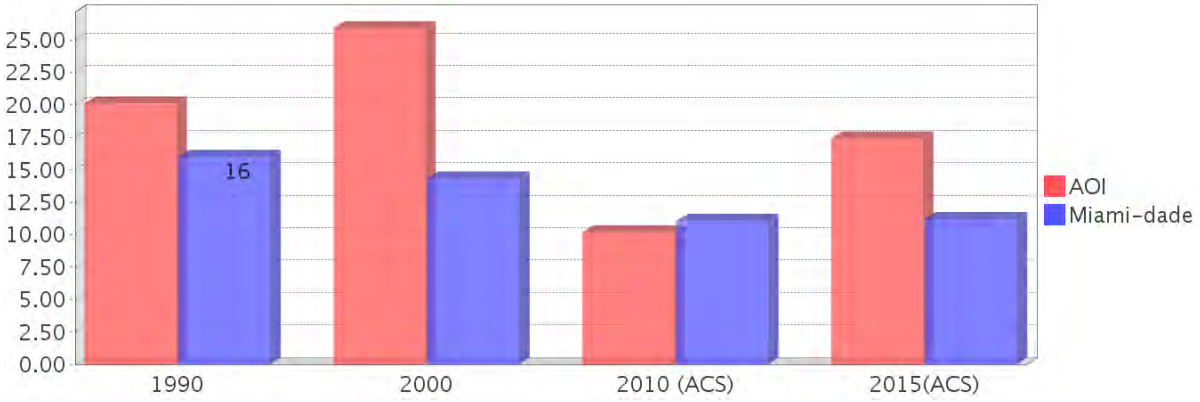
Housing Tenure



Median Housing Value Comparison

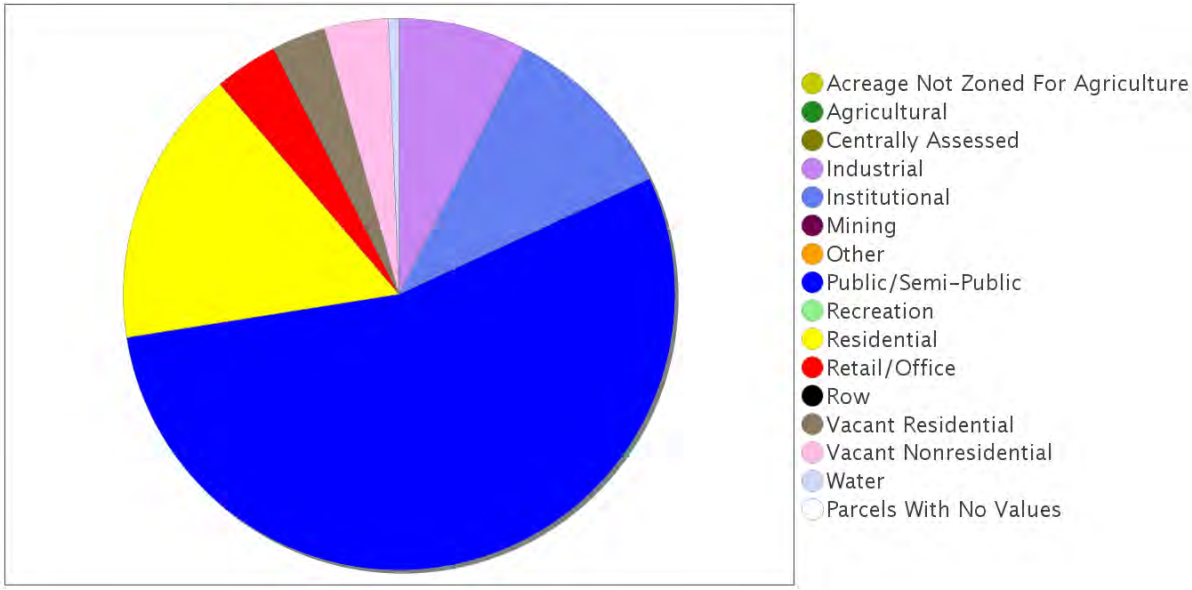


Occupied Units With No Vehicles Available



Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	12	6.15%
Institutional	17	8.71%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	87	44.58%
Recreation	0	0.00%
Residential	26	13.32%
Retail/Office	6	3.07%
Row	0	0.00%
Vacant Residential	5	2.56%
Vacant Nonresidential	6	3.07%
Water	1	0.51%
Parcels With No Values	<0.5	<0.26%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Religious Centers (Points)

Facility Name	Address	Zip Code
SISTER OF ST JOSEPH B COTTOLENGO CONVENT MARIANCENTER	15701 NW 37TH AVE	33054

US Census Places

Facility Name
Miami Gardens
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005014, 120250005022, 120250005013, 120250005024, 120250005033, 120250005032, 120250005029, 120250005023

2000 Census Block Groups

120860005032, 120860005014, 120860005023, 120860005022, 120860005013, 120860005024

2010 Census Block Groups

120860005012, 120860005033, 120860005043, 120860005014, 120860005041

2015 Census Block Groups

120860005012, 120860005033, 120860005043, 120860005014, 120860005041

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:

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Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.

- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

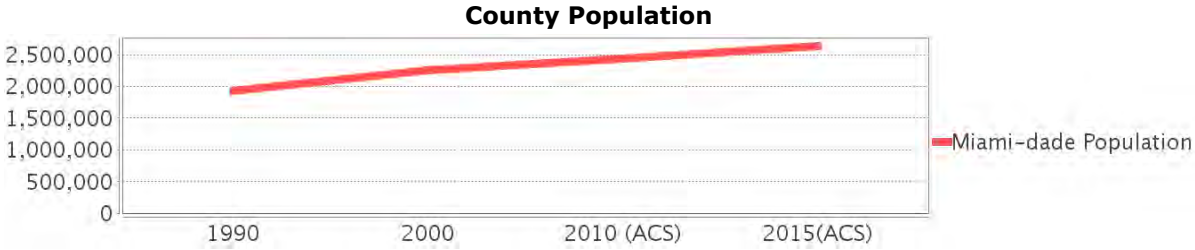
Miami-dade County Demographic Profile

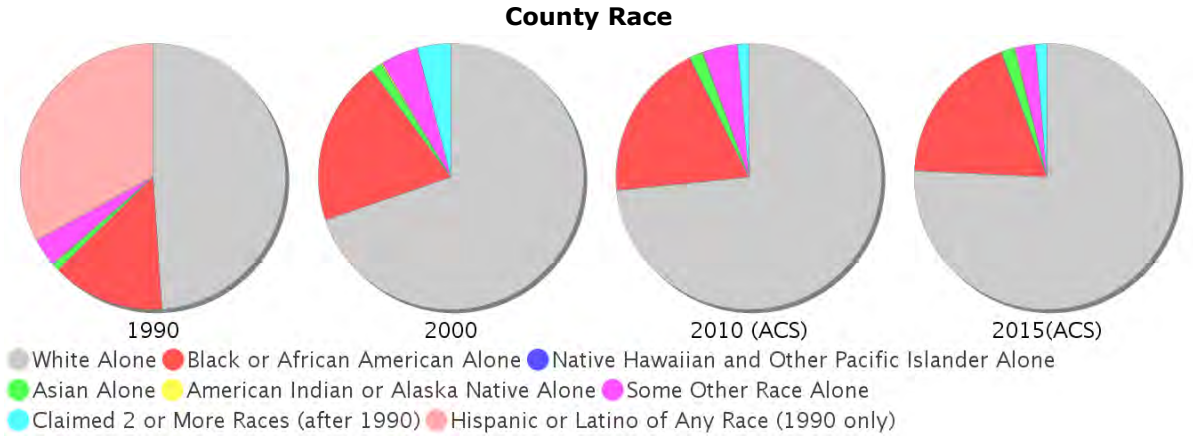
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

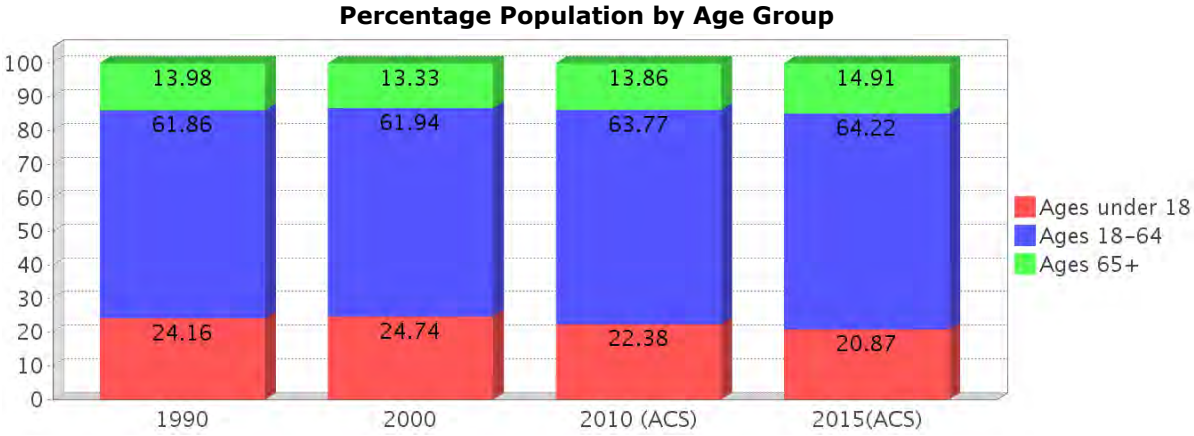
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





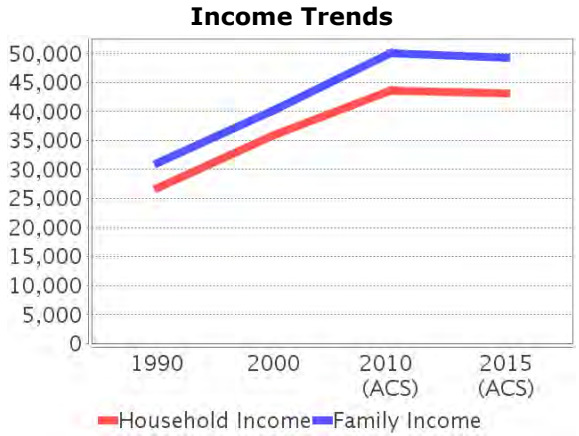
Age Trends - Miami-dade

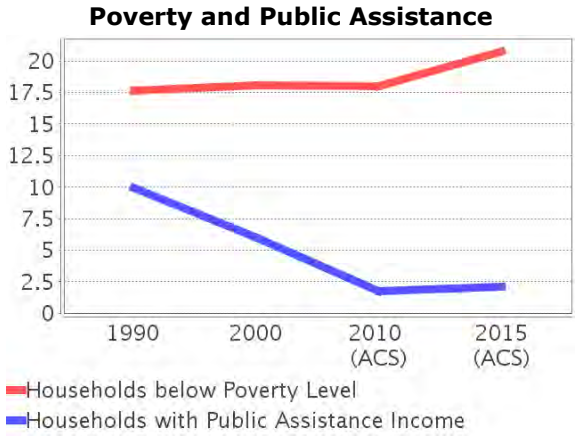
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

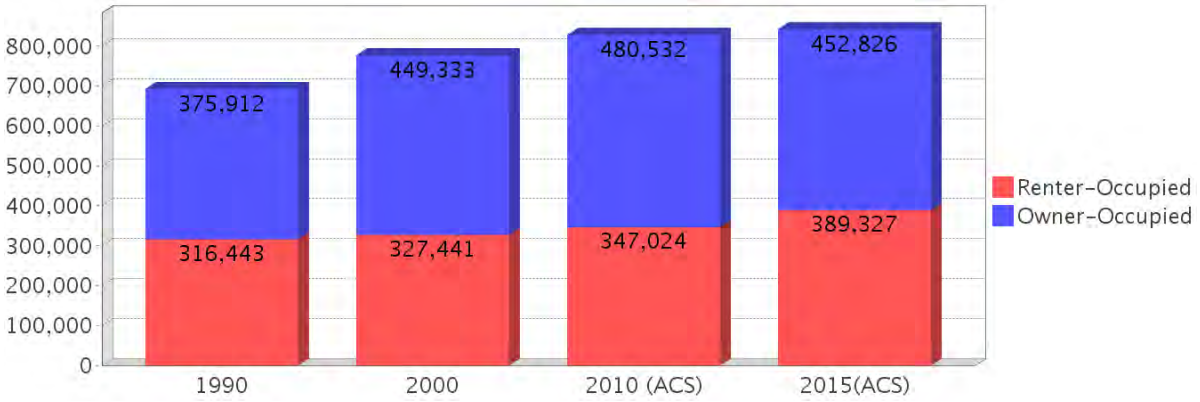
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;
http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.
Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-4) - Alternative #1

Area: 0.056 square miles

Jurisdiction(s): **Cities:** Opa-locka
Counties: Miami-dade

General Population Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	208	161	165	216
Total Households	71	63	62	72
Average Persons per Acre	21.00	13.05	13.36	17.51
Average Persons per Household	2.92	2.95	3.00	2.97
Average Persons per Family	3.58	3.77	3.00	3.28
Males	102	80	79	87
Females	106	81	85	129

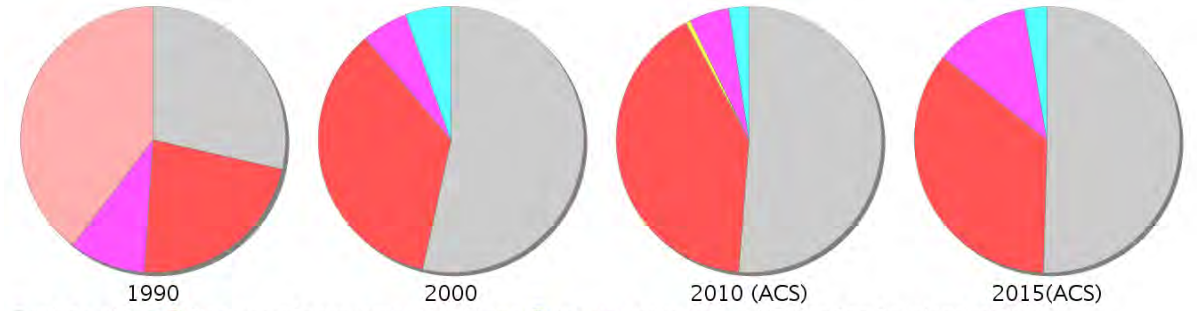
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	98 (47.12%)	86 (53.42%)	84 (50.91%)	109 (50.46%)
Black or African American Alone	77 (37.02%)	57 (35.40%)	67 (40.61%)	76 (35.19%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
Asian Alone	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
American Indian or Alaska Native Alone	0 (0.00%)	0 (0.00%)	1 (0.61%)	0 (0.00%)
Some Other Race Alone	32 (15.38%)	9 (5.59%)	8 (4.85%)	25 (11.57%)
Claimed 2 or More Races	NA (NA)	9 (5.59%)	4 (2.42%)	6 (2.78%)
Hispanic or Latino of Any Race	136 (65.38%)	97 (60.25%)	104 (63.03%)	145 (67.13%)
Not Hispanic or Latino	72 (34.62%)	64 (39.75%)	61 (36.97%)	71 (32.87%)
Minority	199 (95.67%)	157 (97.52%)	160 (96.97%)	214 (99.07%)

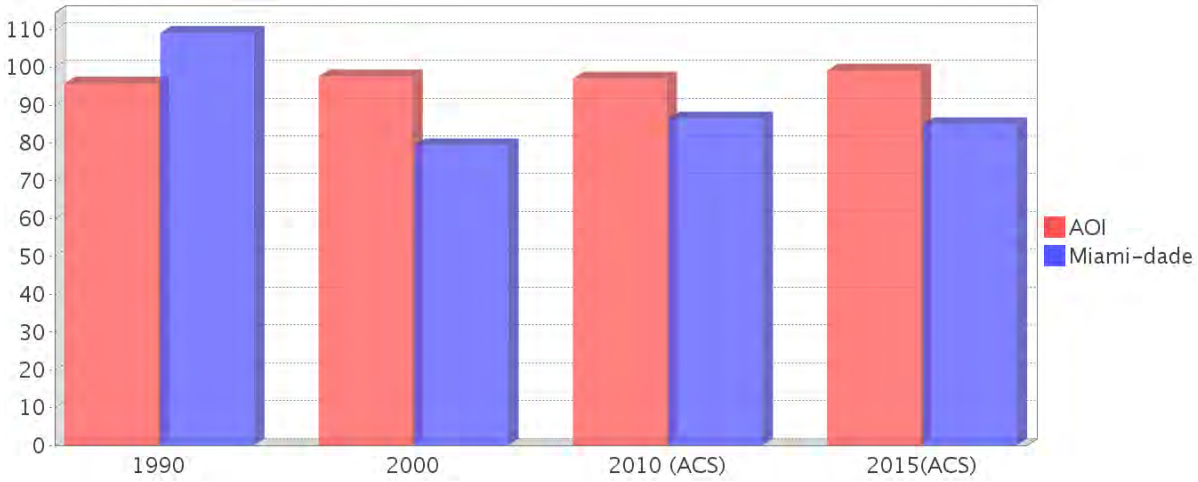
Population



Race



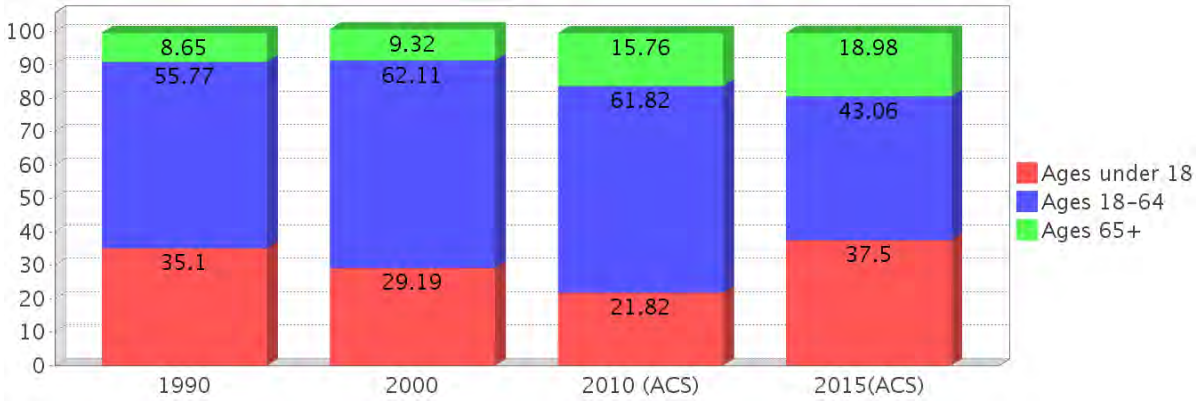
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	11.06%	8.07%	6.67%	18.06%
Ages 5-17	24.04%	21.12%	15.15%	19.44%
Ages 18-21	5.77%	6.21%	6.06%	6.02%
Ages 22-29	13.46%	15.53%	10.91%	10.65%
Ages 30-39	14.90%	13.04%	12.12%	10.65%
Ages 40-49	10.10%	13.66%	12.73%	6.94%
Ages 50-64	11.54%	13.66%	20.00%	8.80%
Age 65 and Over	8.65%	9.32%	15.76%	18.98%
-Ages 65-74	5.77%	6.21%	8.48%	12.50%
-Ages 75-84	2.88%	0.62%	6.67%	2.78%
-Age 85 and Over	0.48%	2.48%	1.21%	3.70%
Median Age	NA	32	39	28

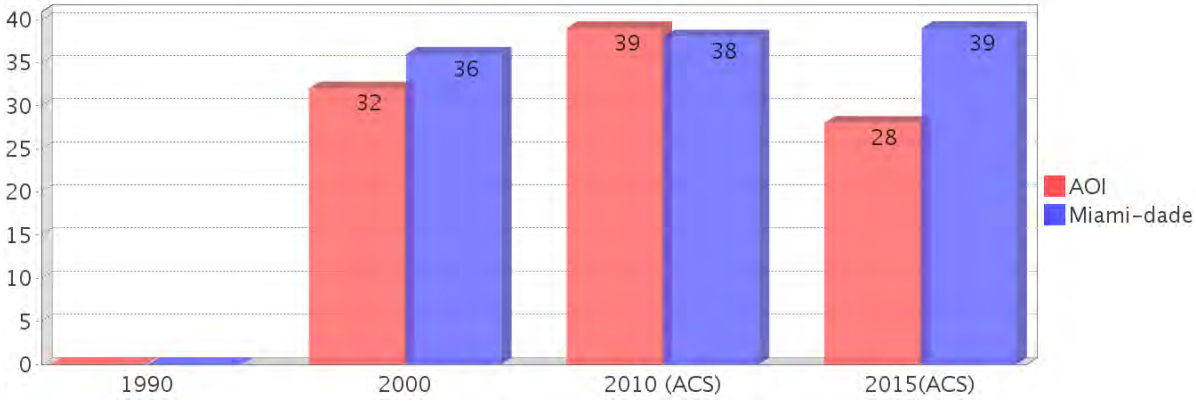
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$10,029	$14,777	$14,327	$15,407
Median Family Income	$11,047	$23,913	$16,923	NA
Population below Poverty Level	43.27%	37.89%	27.88%	48.15%
Households below Poverty Level	46.48%	33.33%	48.39%	52.78%
Households with Public Assistance Income	35.21%	6.35%	0.00%	2.78%

Median Age Comparison

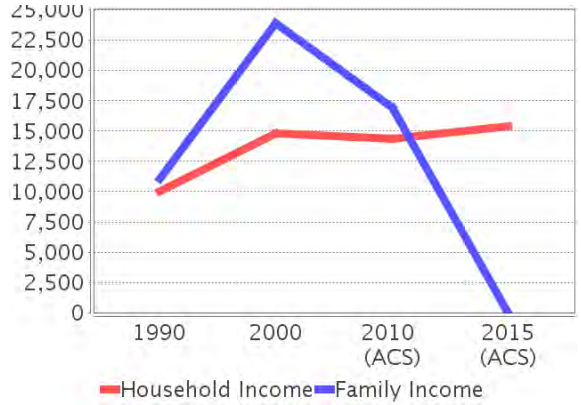


Disability Trends

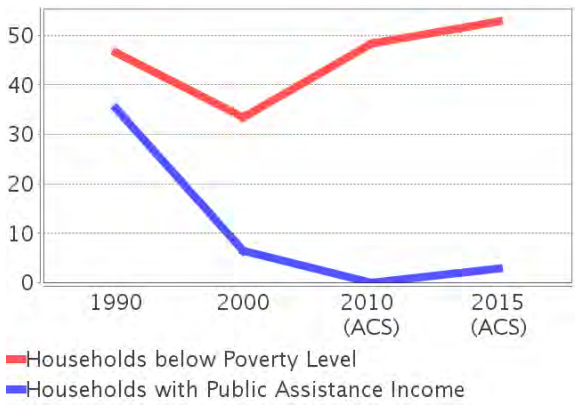
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	18 (12.50%)	28 (18.92%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	12 (13.33%)

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	50 (42.02%)	38 (40.86%)	40 (30.53%)	23 (19.33%)
9th to 12th Grade, No Diploma	37 (31.09%)	31 (33.33%)	18 (13.74%)	16 (13.45%)
High School Graduate or Higher	32 (26.89%)	25 (26.88%)	73 (55.73%)	79 (66.39%)
Bachelor's Degree or Higher	4 (3.36%)	6 (6.45%)	12 (9.16%)	3 (2.52%)

Language Trends

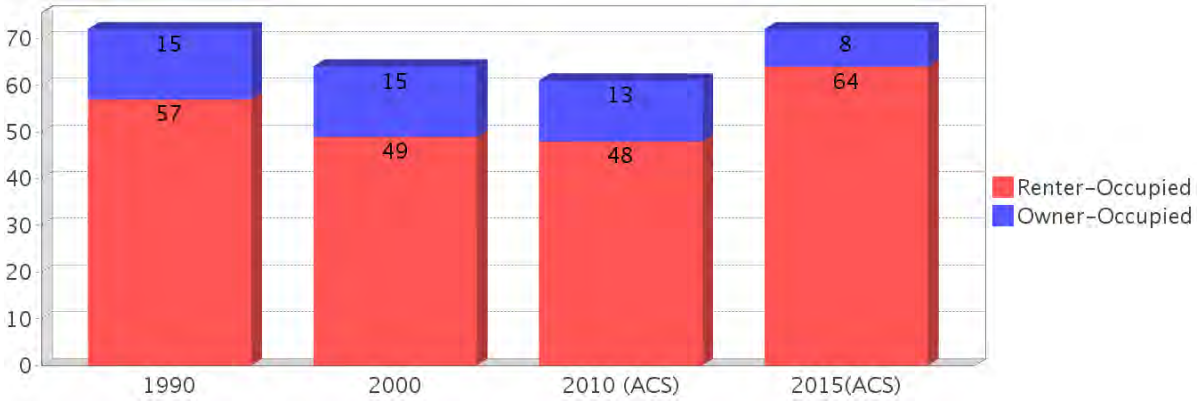
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	29 (15.03%)	17 (11.49%)	9 (5.70%)	32 (18.08%)
Speaks English Not Well	NA (NA)	24 (16.22%)	23 (14.56%)	17 (9.60%)
Speaks English Not at All	NA (NA)	18 (12.16%)	29 (18.35%)	26 (14.69%)
Speaks English Not Well or Not at All	66 (34.20%)	42 (28.38%)	52 (32.91%)	43 (24.29%)

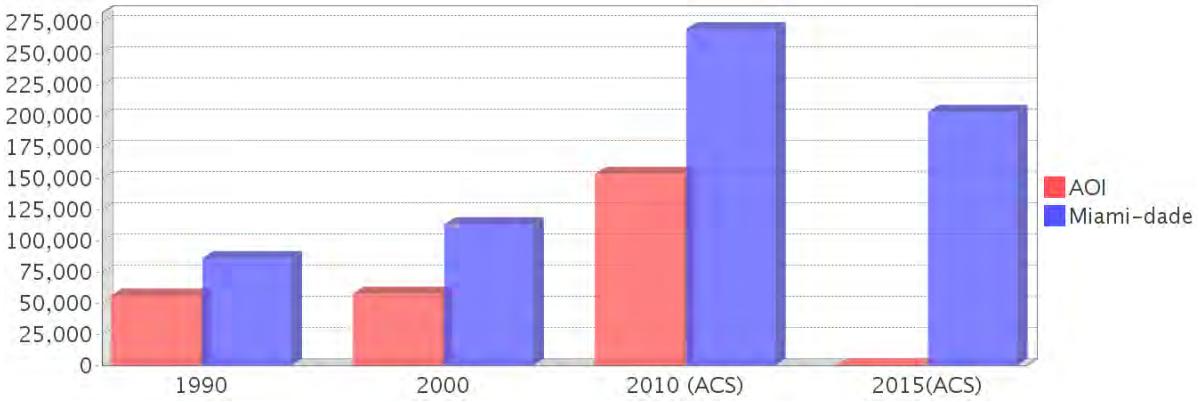
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	73	68	72	89
Units per Acre	NA	NA	NA	NA
Single-Family Units	17	29	36	43
Multi-Family Units	53	38	52	46
Mobile Home Units	0	0	0	0
Owner-Occupied Units	15	15	13	8
Renter-Occupied Units	57	49	48	64
Vacant Units	2	4	11	17
Median Housing Value	$56,000	$57,400	$153,500	$0
Occupied Housing Units w/No Vehicle	27 (38.03%)	22 (34.38%)	6 (9.84%)	15 (20.83%)

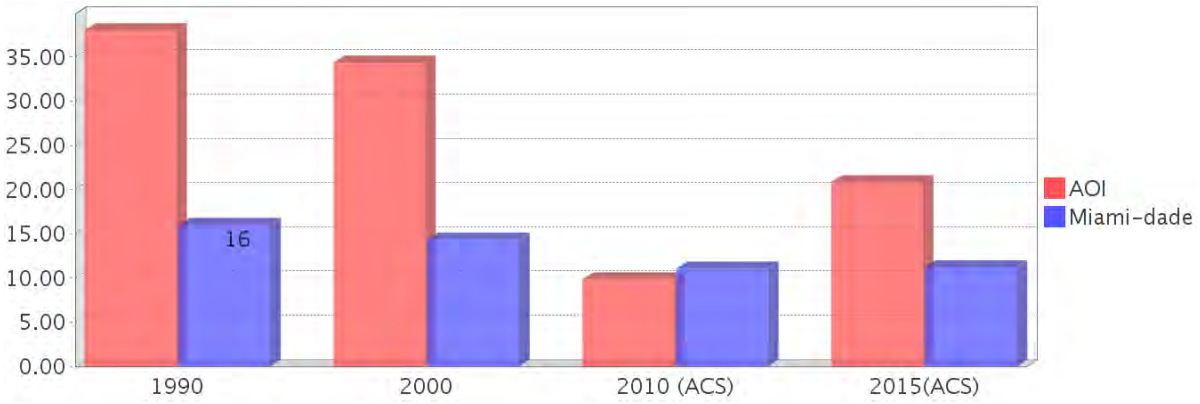
Housing Tenure



Median Housing Value Comparison

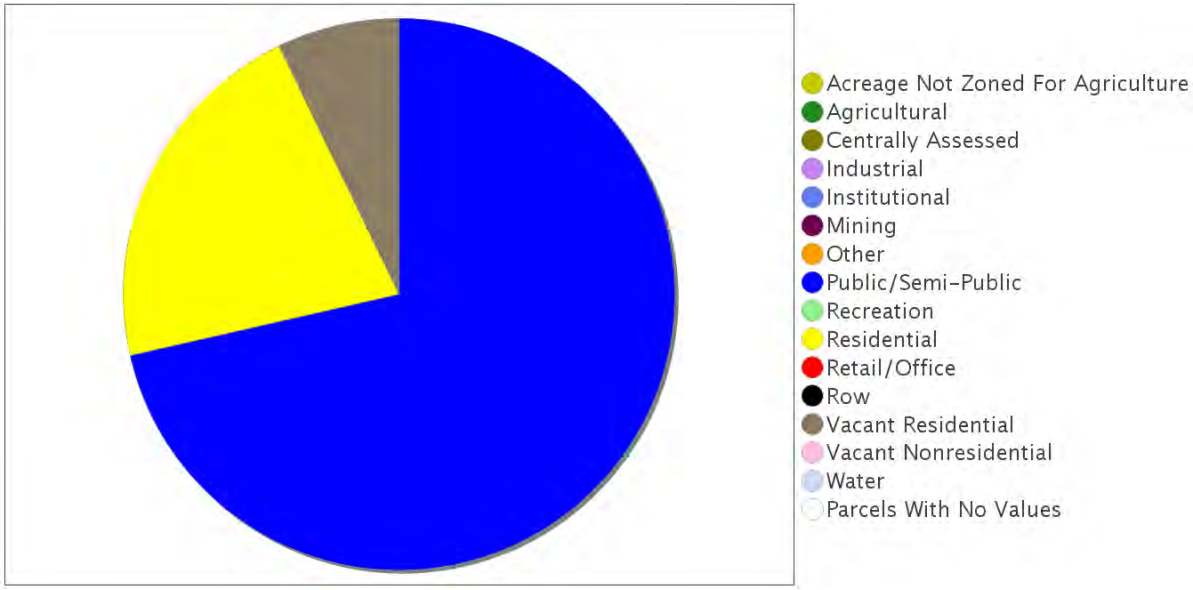


Occupied Units With No Vehicles Available

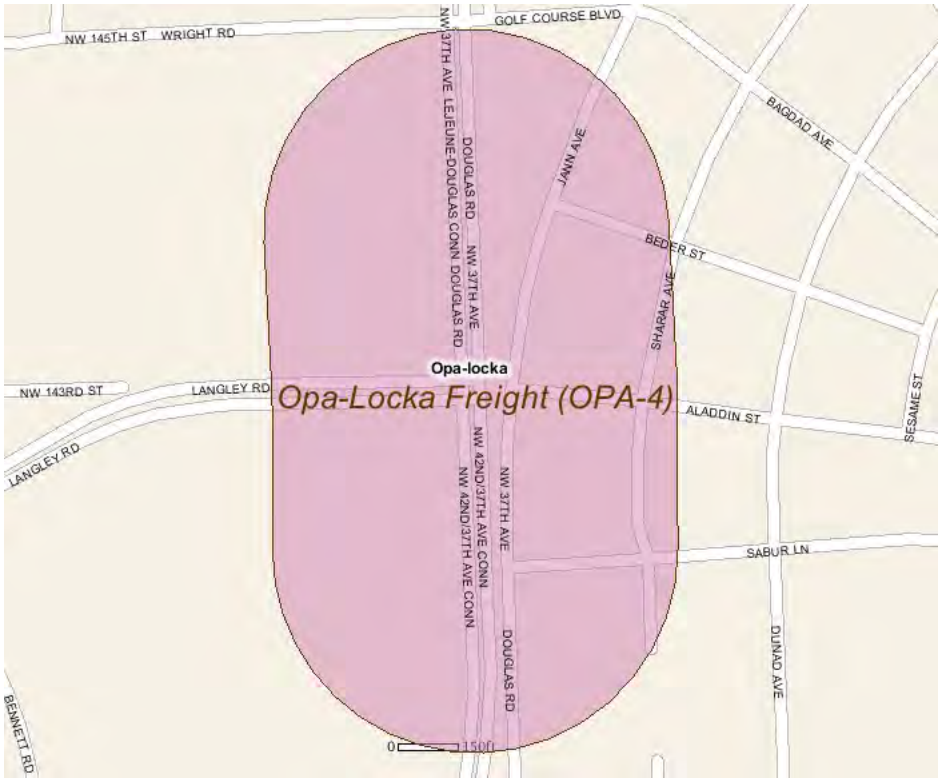


Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	0	0.00%
Institutional	0	0.00%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	20	55.56%
Recreation	0	0.00%
Residential	6	16.67%
Retail/Office	0	0.00%
Row	0	0.00%
Vacant Residential	2	5.56%
Vacant Nonresidential	0	0.00%
Water	0	0.00%
Parcels With No Values	0	0.00%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

US Census Places

Facility Name
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005023

2000 Census Block Groups

120860005023

2010 Census Block Groups

120860005043

2015 Census Block Groups

120860005043

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

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The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.

- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

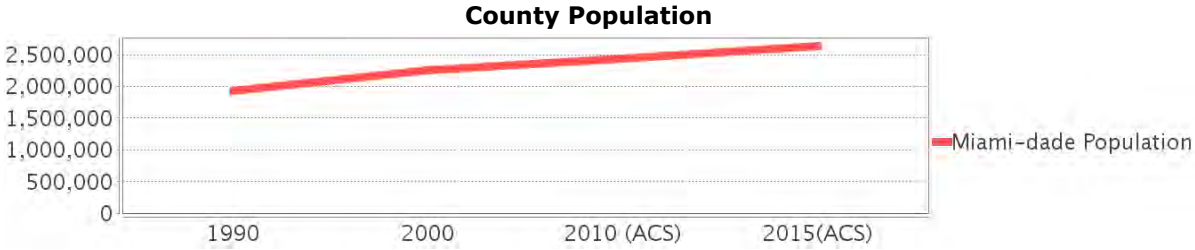
Miami-dade County Demographic Profile

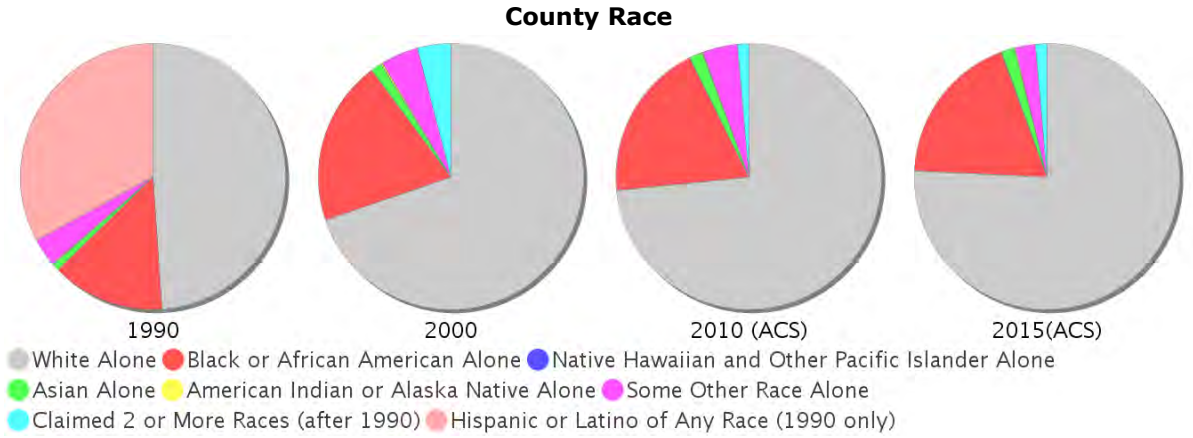
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

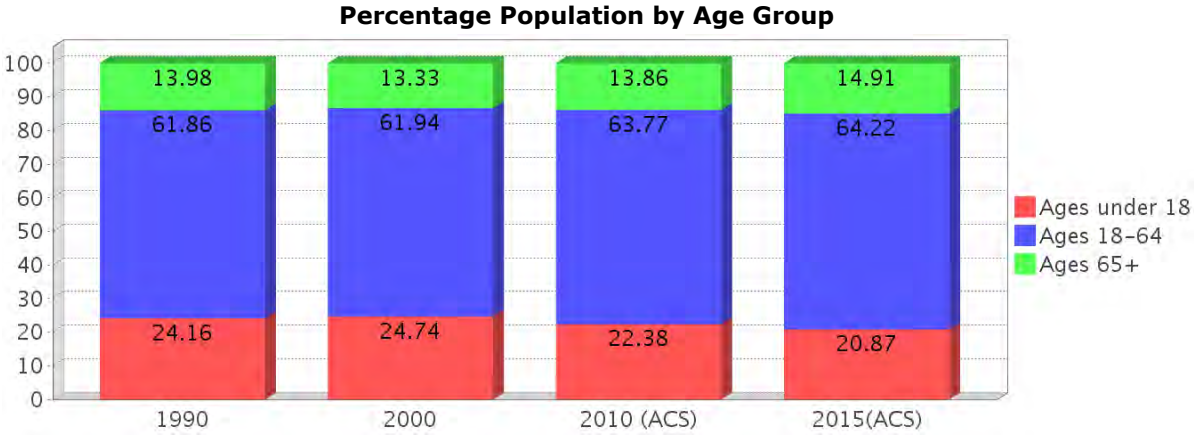
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





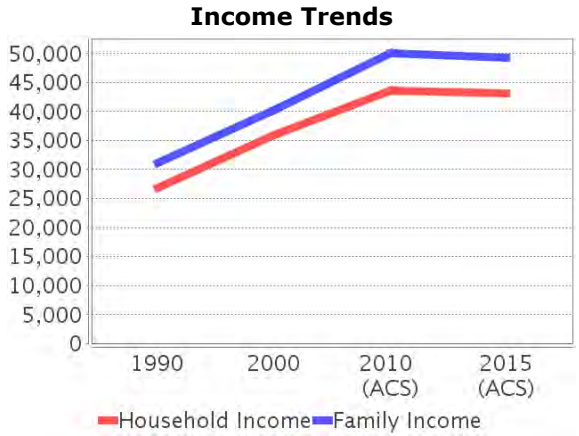
Age Trends - Miami-dade

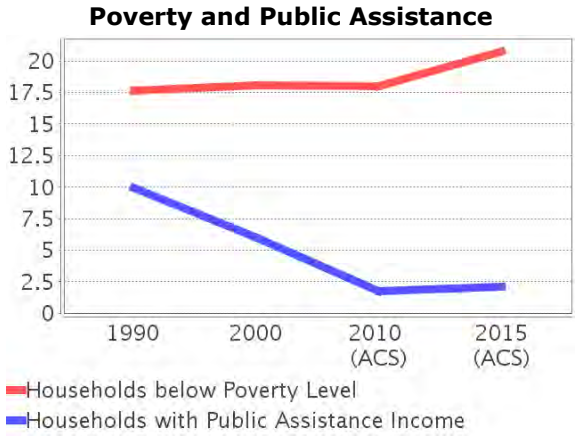
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

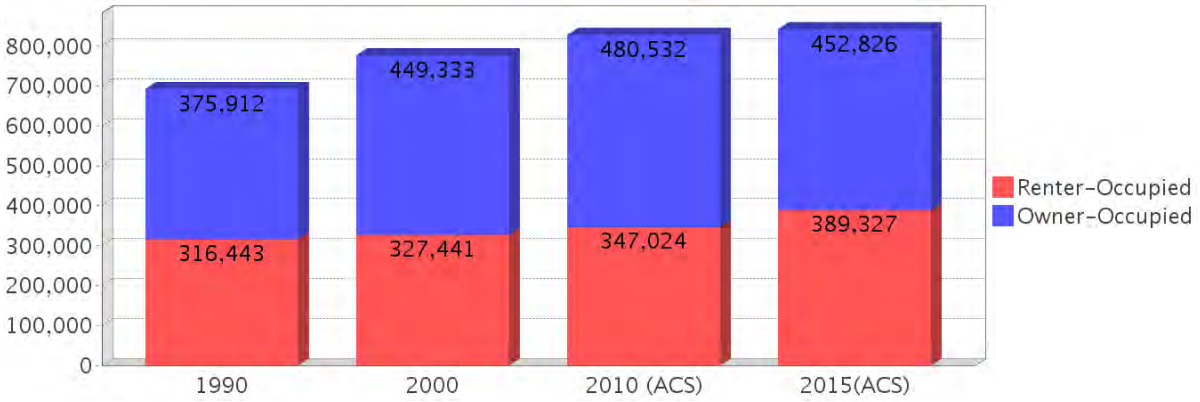
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

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source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-5) - Alternative #1

Area: 0.041 square miles

Jurisdiction(s): **Cities:** Opa-locka
Counties: Miami-dade

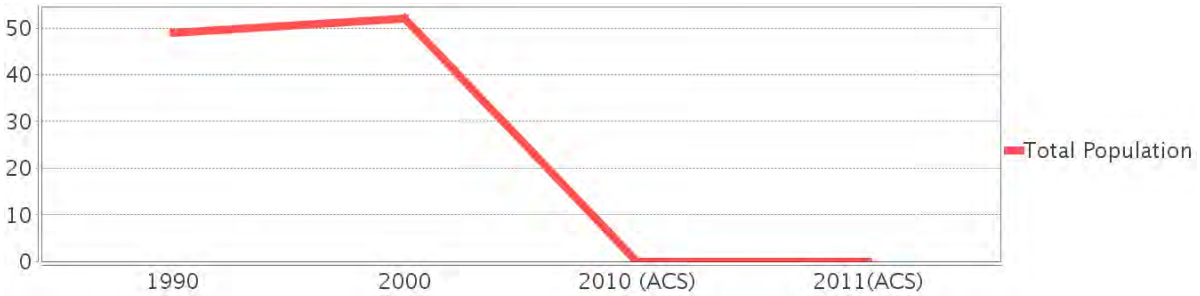
General Population Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Total Population	49	52	NA	NA
Total Households	16	18	NA	NA
Average Persons per Acre	9.14	9.88	NA	NA
Average Persons per Household	3.00	2.81	NA	NA
Average Persons per Family	3.40	3.29	NA	NA
Males	24	24	NA	NA
Females	25	28	NA	NA

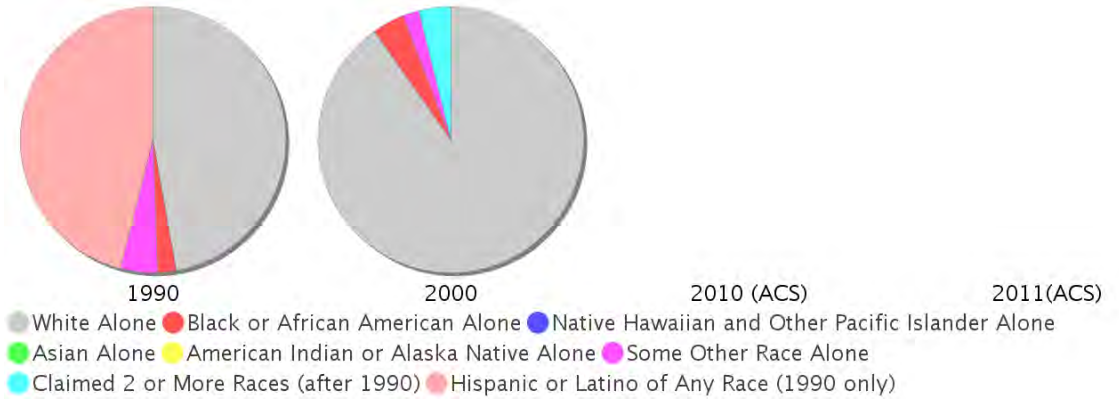
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
White Alone	42 (85.71%)	46 (88.46%)	NA (NA)	NA (NA)
Black or African American Alone	2 (4.08%)	2 (3.85%)	NA (NA)	NA (NA)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	NA (NA)	NA (NA)
Asian Alone	0 (0.00%)	0 (0.00%)	NA (NA)	NA (NA)
American Indian or Alaska Native Alone	0 (0.00%)	0 (0.00%)	NA (NA)	NA (NA)
Some Other Race Alone	4 (8.16%)	1 (1.92%)	NA (NA)	NA (NA)
Claimed 2 or More Races	NA (NA)	2 (3.85%)	NA (NA)	NA (NA)
Hispanic or Latino of Any Race	41 (83.67%)	48 (92.31%)	NA (NA)	NA (NA)
Not Hispanic or Latino	8 (16.33%)	4 (7.69%)	NA (NA)	NA (NA)
Minority	43 (87.76%)	49 (94.23%)	NA (NA)	NA (NA)

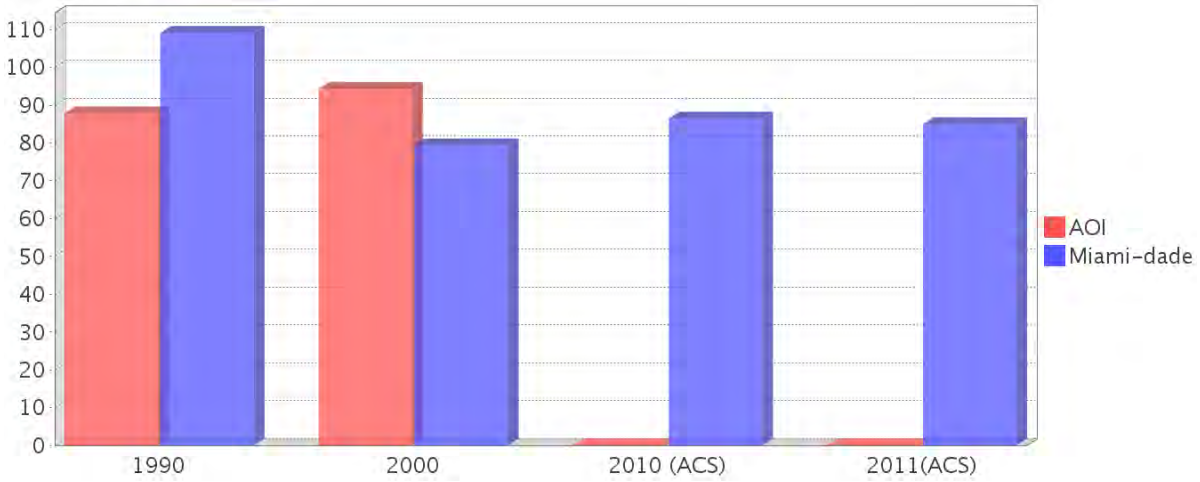
Population



Race



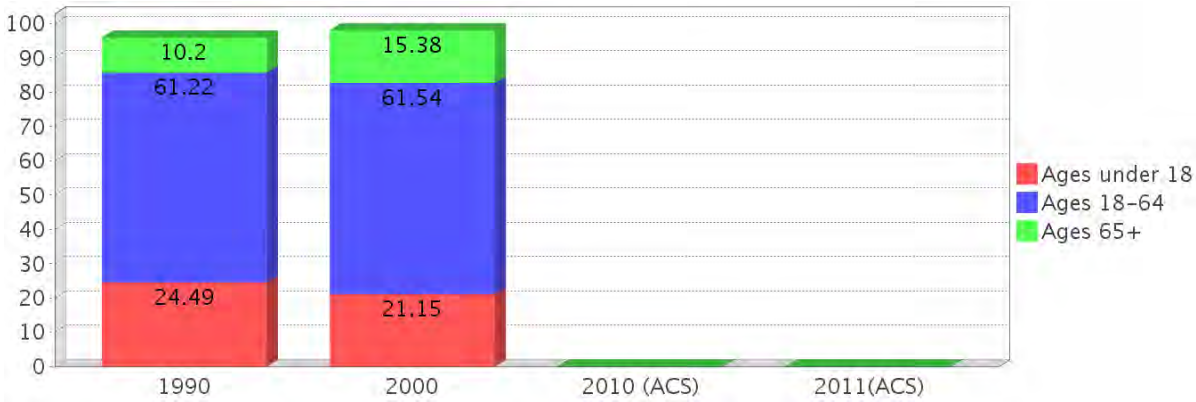
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Under Age 5	6.12%	3.85%	NA	NA
Ages 5-17	18.37%	17.31%	NA	NA
Ages 18-21	6.12%	5.77%	NA	NA
Ages 22-29	12.24%	9.62%	NA	NA
Ages 30-39	16.33%	17.31%	NA	NA
Ages 40-49	12.24%	13.46%	NA	NA
Ages 50-64	14.29%	15.38%	NA	NA
Age 65 and Over	10.20%	15.38%	NA	NA
-Ages 65-74	6.12%	9.62%	NA	NA
-Ages 75-84	4.08%	5.77%	NA	NA
-Age 85 and Over	0.00%	0.00%	NA	NA
Median Age	NA	36	NA	NA

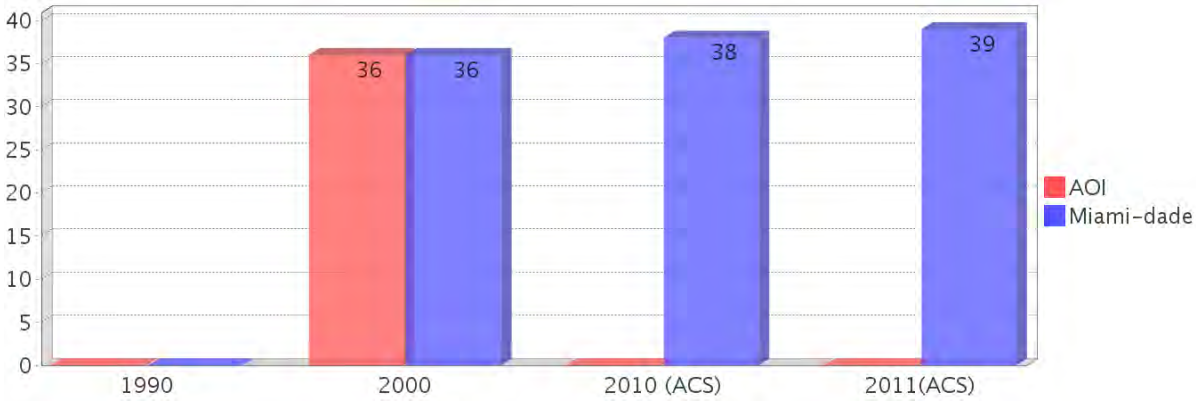
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Median Household Income	$23,248	$26,659	NA	NA
Median Family Income	$24,476	$31,477	NA	NA
Population below Poverty Level	18.37%	13.46%	NA	NA
Households below Poverty Level	25.00%	16.67%	NA	NA
Households with Public Assistance Income	18.75%	5.56%	NA	NA

Median Age Comparison

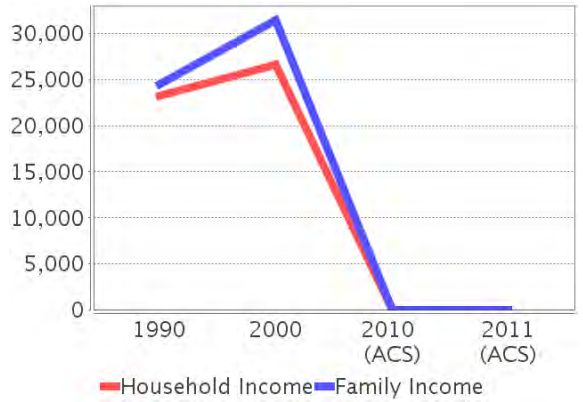


Disability Trends

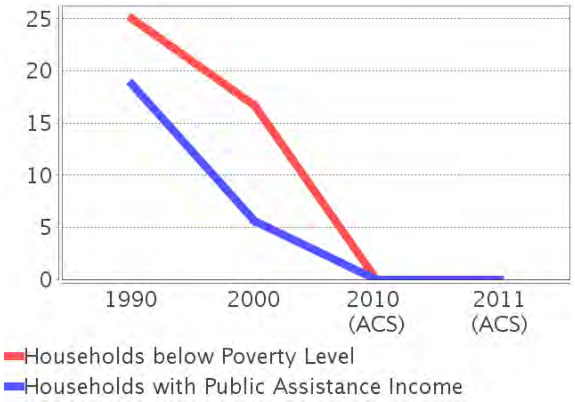
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2011(ACS)
Population 16 To 64 Years with a disability	2 (5.71%)	8 (16.67%)	(NA)	(NA)
Population 20 To 64 Years with a disability				

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Less than 9th Grade	9 (29.03%)	6 (16.67%)	NA (NA)	NA (NA)
9th to 12th Grade, No Diploma	6 (19.35%)	11 (30.56%)	NA (NA)	NA (NA)
High School Graduate or Higher	16 (51.61%)	19 (52.78%)	NA (NA)	NA (NA)
Bachelor's Degree or Higher	2 (6.45%)	4 (11.11%)	NA (NA)	NA (NA)

Language Trends

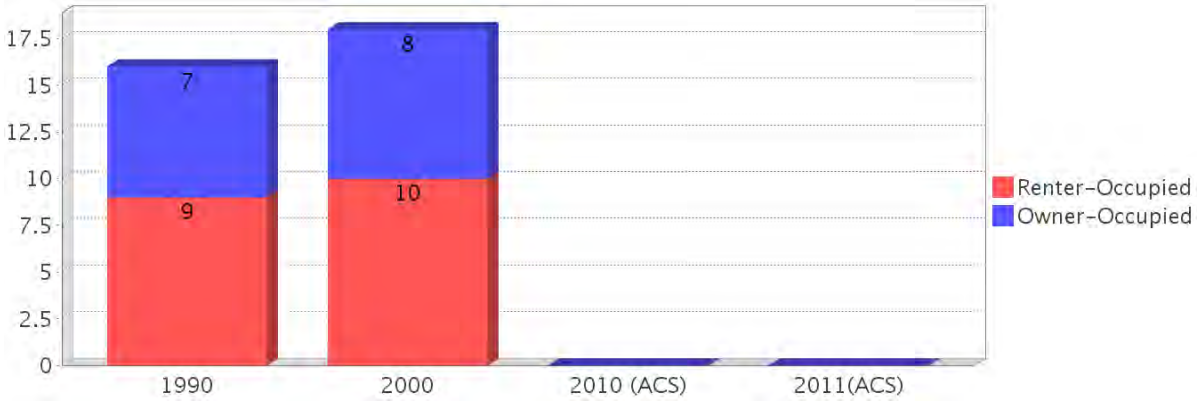
Age 5 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Speaks English Well	9 (19.57%)	9 (18.37%)	NA (NA)	NA (NA)
Speaks English Not Well	NA (NA)	11 (22.45%)	NA (NA)	NA (NA)
Speaks English Not at All	NA (NA)	10 (20.41%)	NA (NA)	NA (NA)
Speaks English Not Well or Not at All	14 (30.43%)	21 (42.86%)	0 (NA)	0 (NA)

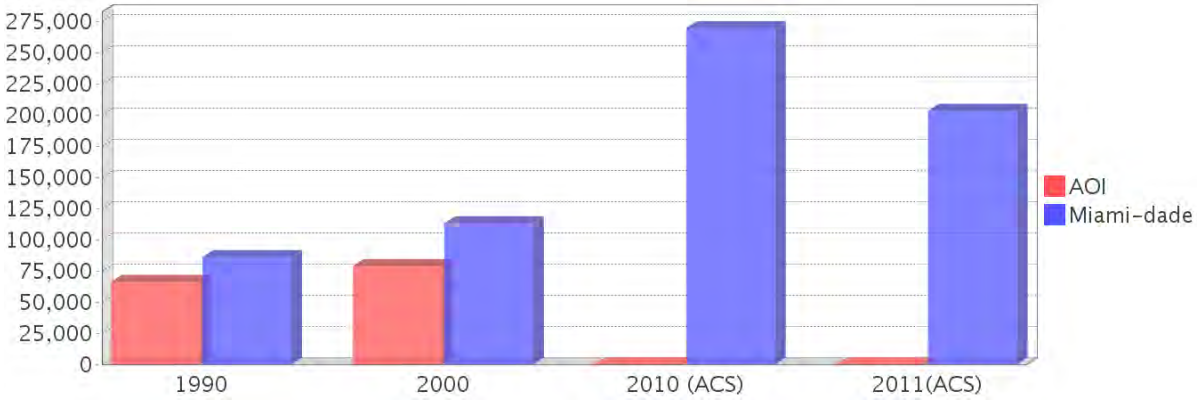
Housing Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Total	17	19	NA	NA
Units per Acre	NA	NA	NA	NA
Single-Family Units	5	5	NA	NA
Multi-Family Units	11	13	NA	NA
Mobile Home Units	0	0	NA	NA
Owner-Occupied Units	7	8	NA	NA
Renter-Occupied Units	9	10	NA	NA
Vacant Units	1	0	NA	NA
Median Housing Value	$66,200	$78,800	NA	NA
Occupied Housing Units w/No Vehicle	3 (18.75%)	3 (15.79%)	NA (NA)	NA (NA)

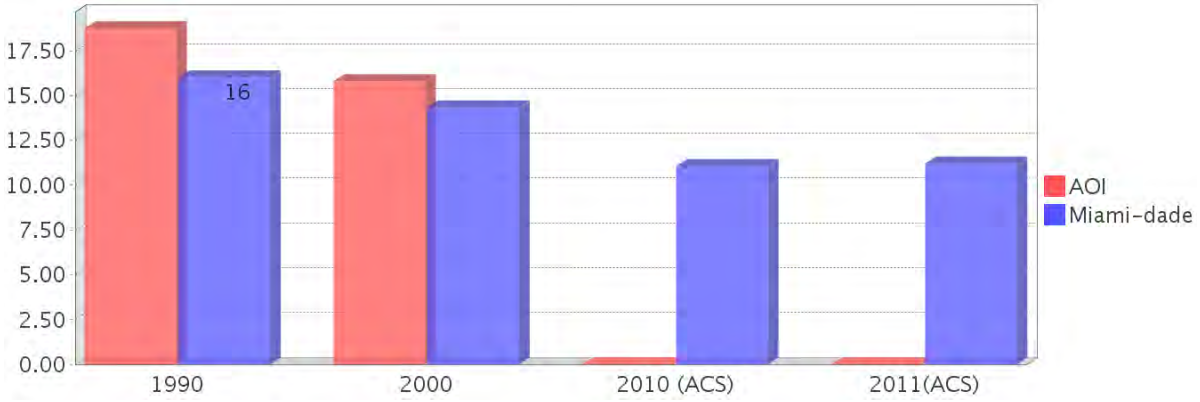
Housing Tenure



Median Housing Value Comparison

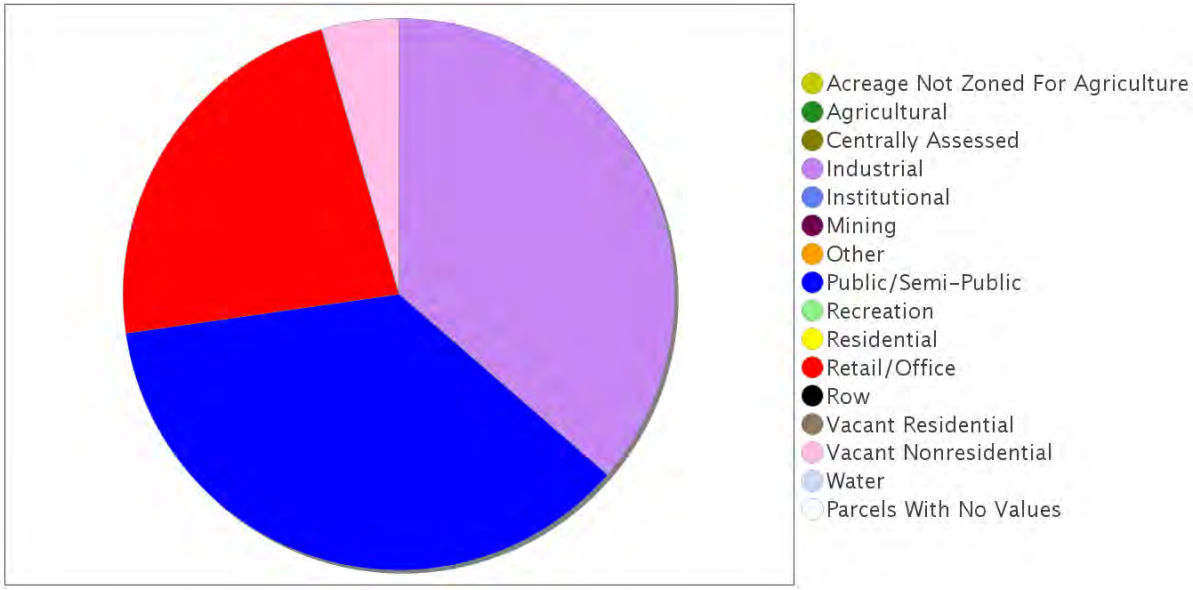


Occupied Units With No Vehicles Available



Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	8	30.25%
Institutional	0	0.00%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	8	30.25%
Recreation	0	0.00%
Residential	0	0.00%
Retail/Office	5	18.91%
Row	0	0.00%
Vacant Residential	0	0.00%
Vacant Nonresidential	1	3.78%
Water	0	0.00%
Parcels With No Values	0	0.00%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

US Census Places

Facility Name
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005029

2000 Census Block Groups

120860005029

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;

http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.

- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

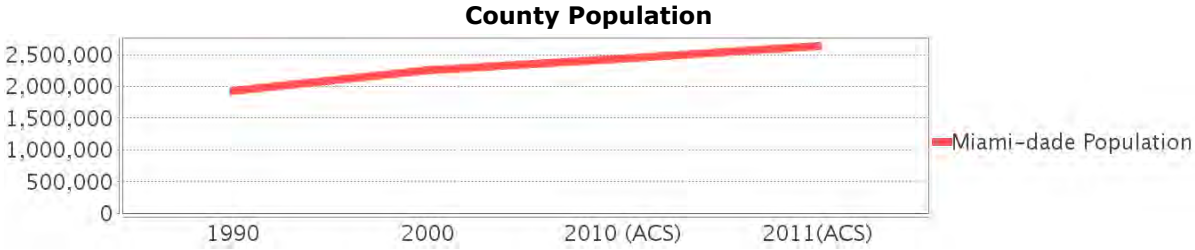
Miami-dade County Demographic Profile

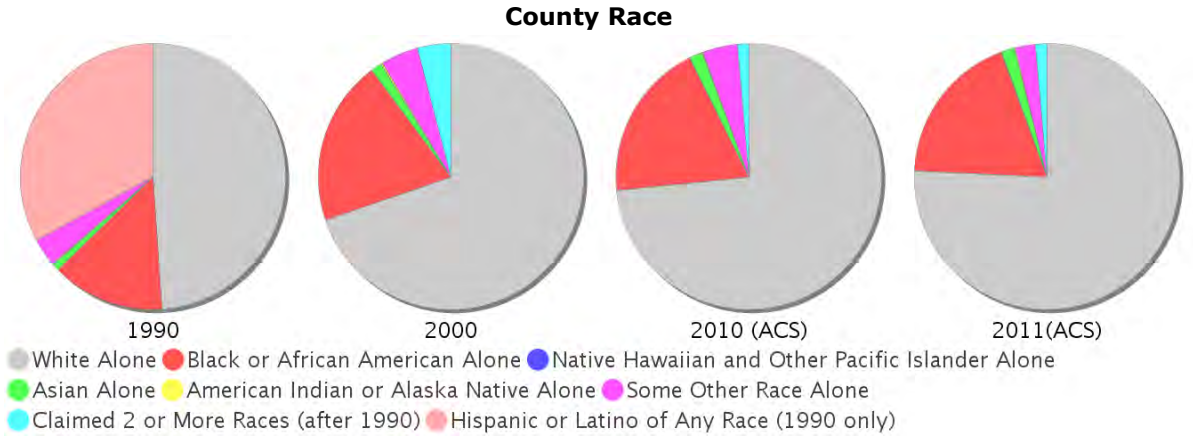
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

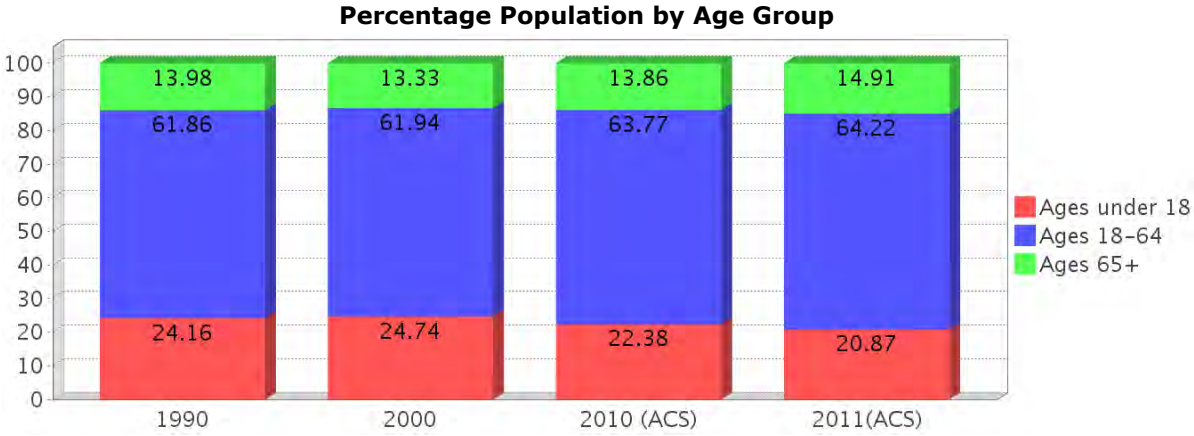
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





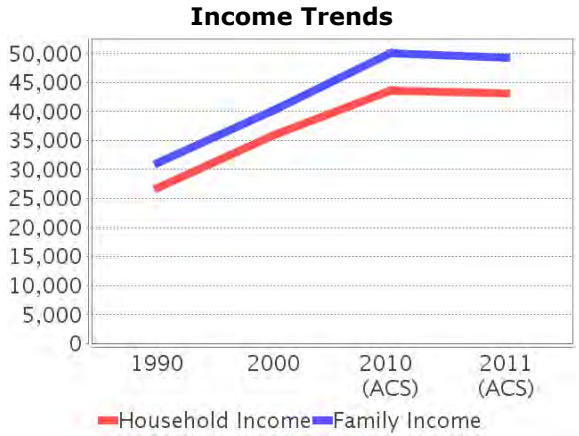
Age Trends - Miami-dade

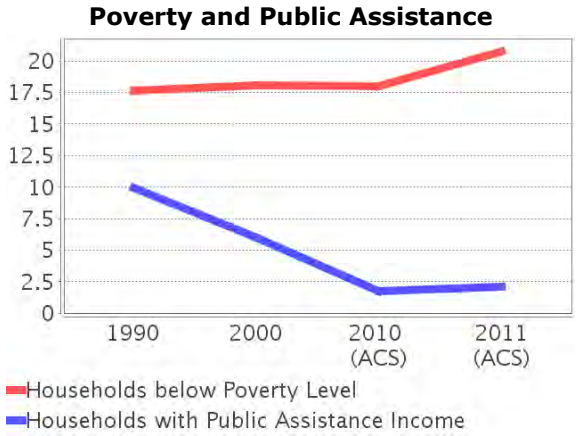
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

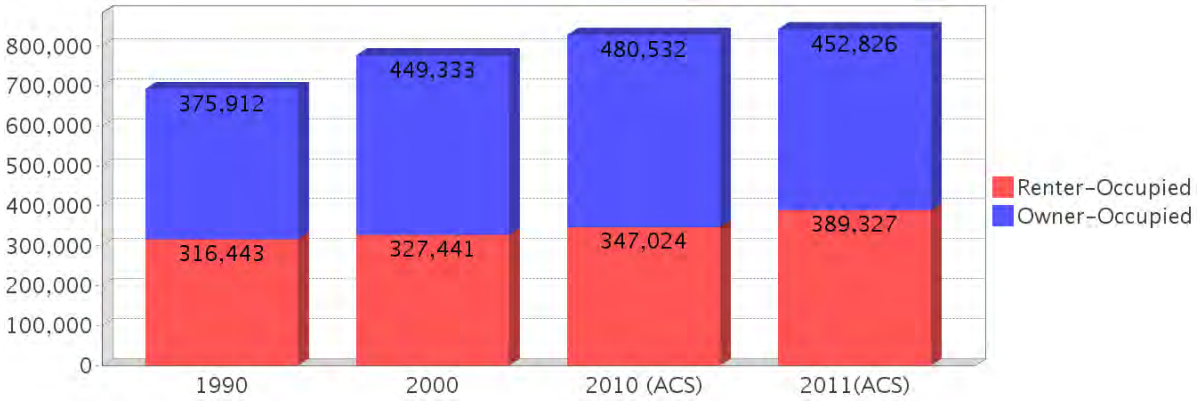
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
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http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

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source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-6) - Alternative #1

Area: 0.043 square miles

Jurisdiction(s): **Cities:** Opa-locka
Counties: Miami-dade

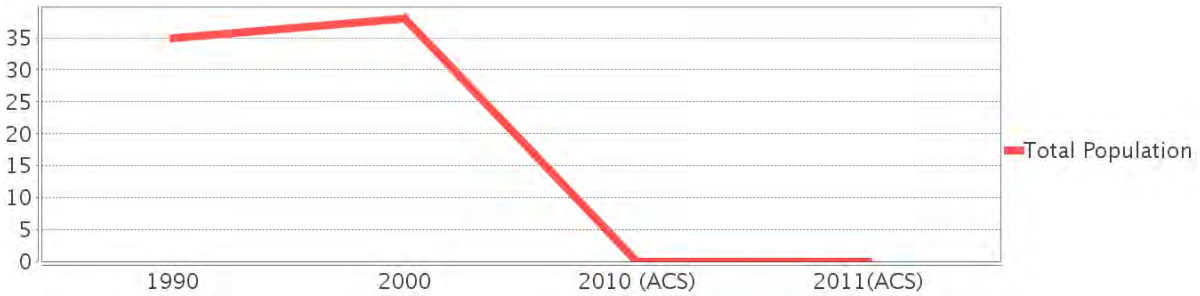
General Population Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Total Population	35	38	NA	NA
Total Households	12	13	NA	NA
Average Persons per Acre	9.14	9.88	NA	NA
Average Persons per Household	3.00	2.81	NA	NA
Average Persons per Family	3.40	3.29	NA	NA
Males	17	18	NA	NA
Females	18	20	NA	NA

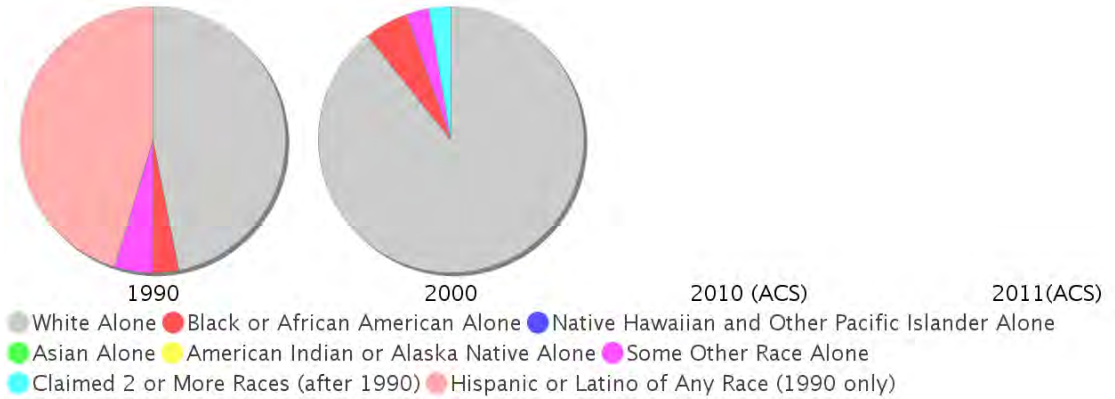
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
White Alone	30 (85.71%)	33 (86.84%)	NA (NA)	NA (NA)
Black or African American Alone	2 (5.71%)	2 (5.26%)	NA (NA)	NA (NA)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	NA (NA)	NA (NA)
Asian Alone	0 (0.00%)	0 (0.00%)	NA (NA)	NA (NA)
American Indian or Alaska Native Alone	0 (0.00%)	0 (0.00%)	NA (NA)	NA (NA)
Some Other Race Alone	3 (8.57%)	1 (2.63%)	NA (NA)	NA (NA)
Claimed 2 or More Races	NA (NA)	1 (2.63%)	NA (NA)	NA (NA)
Hispanic or Latino of Any Race	29 (82.86%)	35 (92.11%)	NA (NA)	NA (NA)
Not Hispanic or Latino	6 (17.14%)	3 (7.89%)	NA (NA)	NA (NA)
Minority	30 (85.71%)	36 (94.74%)	NA (NA)	NA (NA)

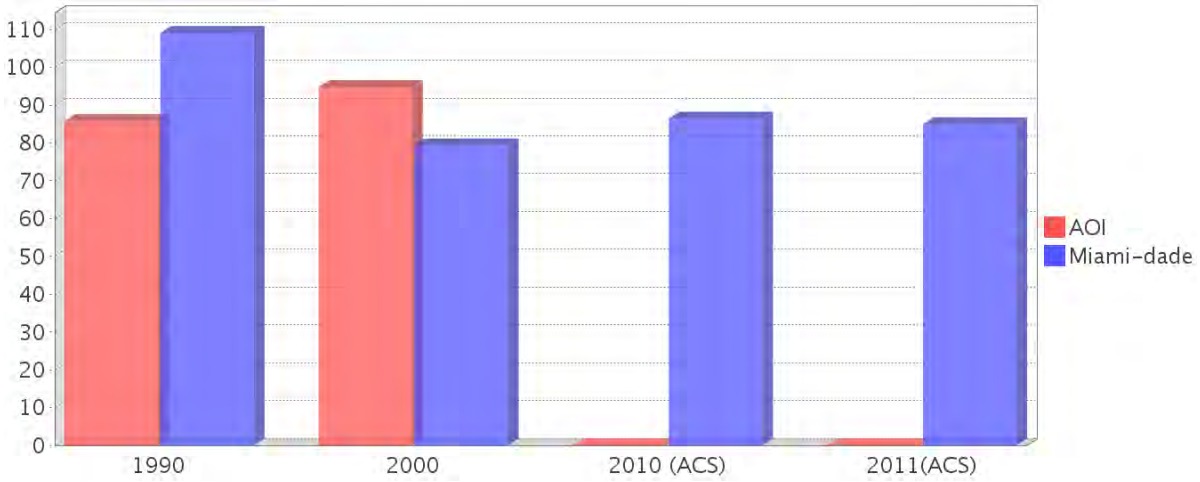
Population



Race



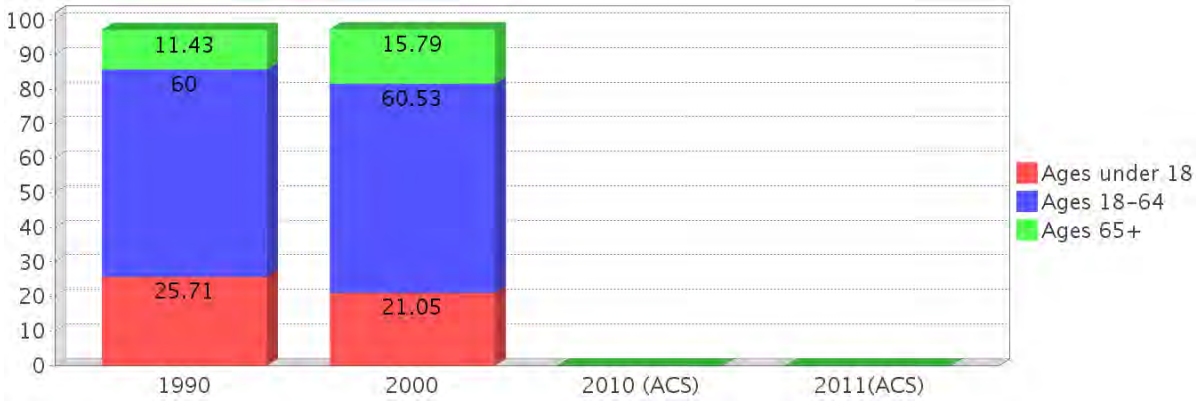
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Under Age 5	5.71%	5.26%	NA	NA
Ages 5-17	20.00%	15.79%	NA	NA
Ages 18-21	5.71%	5.26%	NA	NA
Ages 22-29	11.43%	10.53%	NA	NA
Ages 30-39	17.14%	15.79%	NA	NA
Ages 40-49	11.43%	13.16%	NA	NA
Ages 50-64	14.29%	15.79%	NA	NA
Age 65 and Over	11.43%	15.79%	NA	NA
-Ages 65-74	5.71%	10.53%	NA	NA
-Ages 75-84	2.86%	5.26%	NA	NA
-Age 85 and Over	0.00%	0.00%	NA	NA
Median Age	NA	36	NA	NA

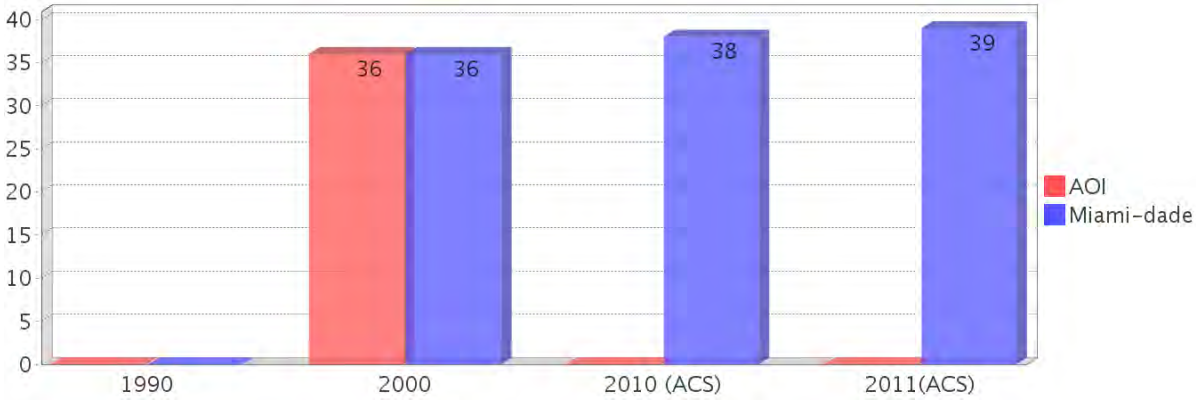
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Median Household Income	$23,248	$26,659	NA	NA
Median Family Income	$24,476	$31,477	NA	NA
Population below Poverty Level	17.14%	13.16%	NA	NA
Households below Poverty Level	25.00%	15.38%	NA	NA
Households with Public Assistance Income	16.67%	7.69%	NA	NA

Median Age Comparison

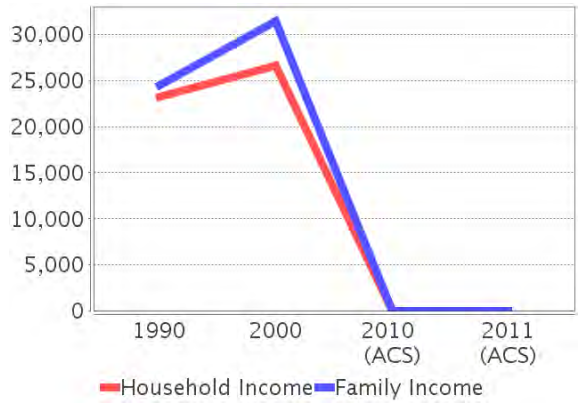


Disability Trends

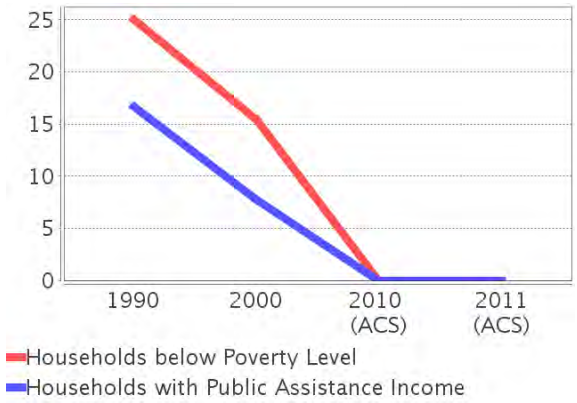
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2011(ACS)
Population 16 To 64 Years with a disability	1 (4.00%)	6 (17.14%)	(NA)	(NA)
Population 20 To 64 Years with a disability				

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Less than 9th Grade	6 (27.27%)	5 (19.23%)	NA (NA)	NA (NA)
9th to 12th Grade, No Diploma	4 (18.18%)	8 (30.77%)	NA (NA)	NA (NA)
High School Graduate or Higher	11 (50.00%)	14 (53.85%)	NA (NA)	NA (NA)
Bachelor's Degree or Higher	2 (9.09%)	3 (11.54%)	NA (NA)	NA (NA)

Language Trends

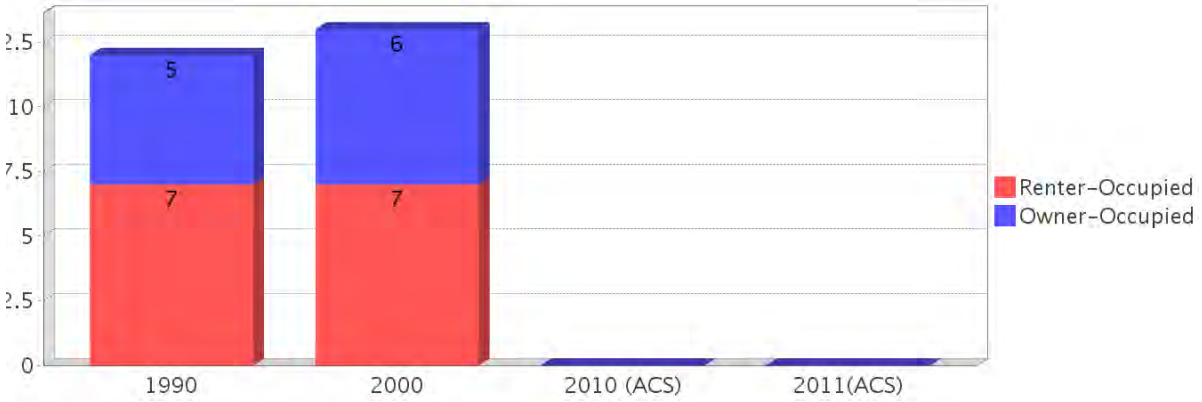
Age 5 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Speaks English Well	6 (18.75%)	6 (16.67%)	NA (NA)	NA (NA)
Speaks English Not Well	NA (NA)	8 (22.22%)	NA (NA)	NA (NA)
Speaks English Not at All	NA (NA)	7 (19.44%)	NA (NA)	NA (NA)
Speaks English Not Well or Not at All	10 (31.25%)	15 (41.67%)	0 (NA)	0 (NA)

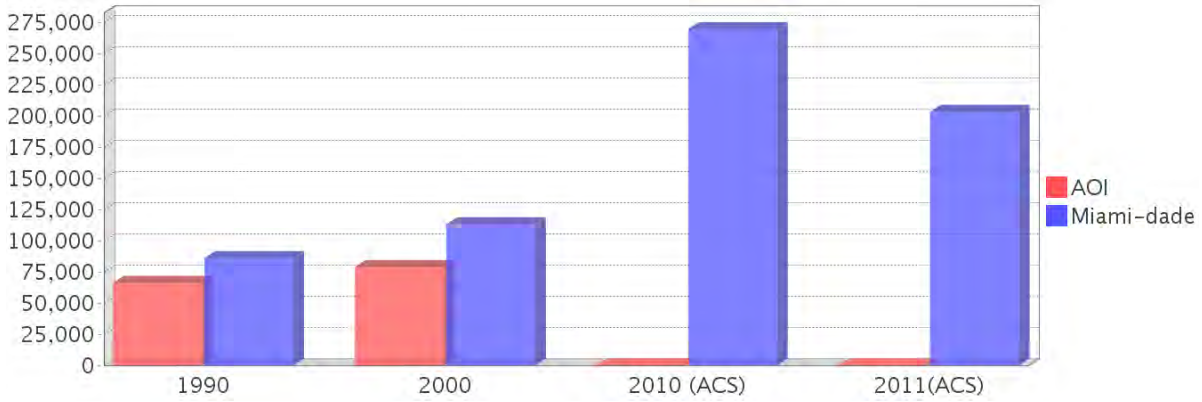
Housing Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Total	12	14	NA	NA
Units per Acre	NA	NA	NA	NA
Single-Family Units	4	4	NA	NA
Multi-Family Units	8	10	NA	NA
Mobile Home Units	0	0	NA	NA
Owner-Occupied Units	5	6	NA	NA
Renter-Occupied Units	7	7	NA	NA
Vacant Units	1	0	NA	NA
Median Housing Value	$66,200	$78,800	NA	NA
Occupied Housing Units w/No Vehicle	2 (18.18%)	2 (14.29%)	NA (NA)	NA (NA)

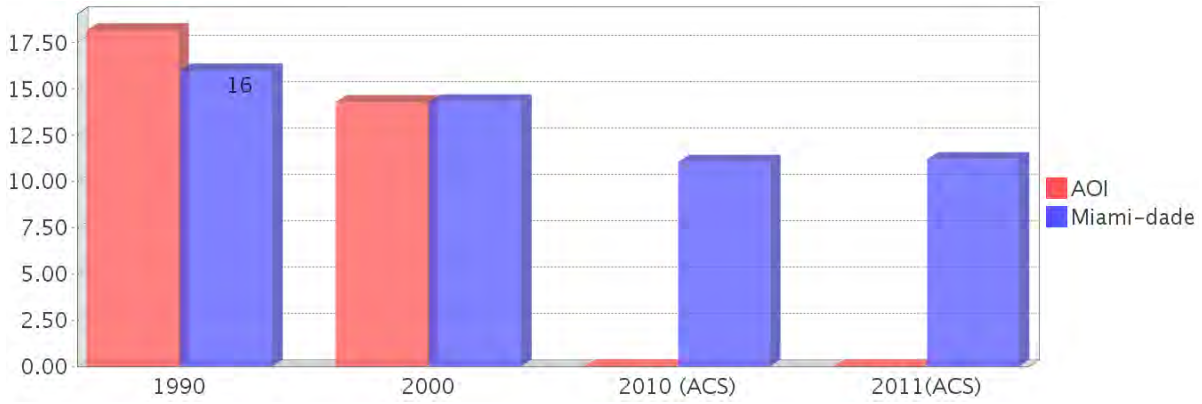
Housing Tenure



Median Housing Value Comparison

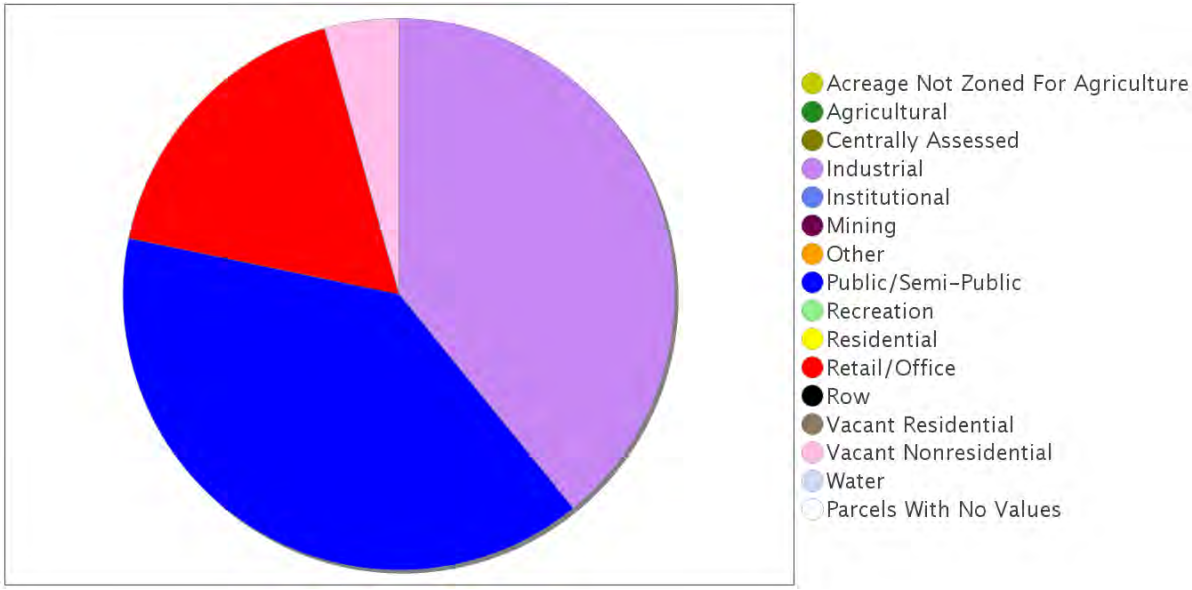


Occupied Units With No Vehicles Available

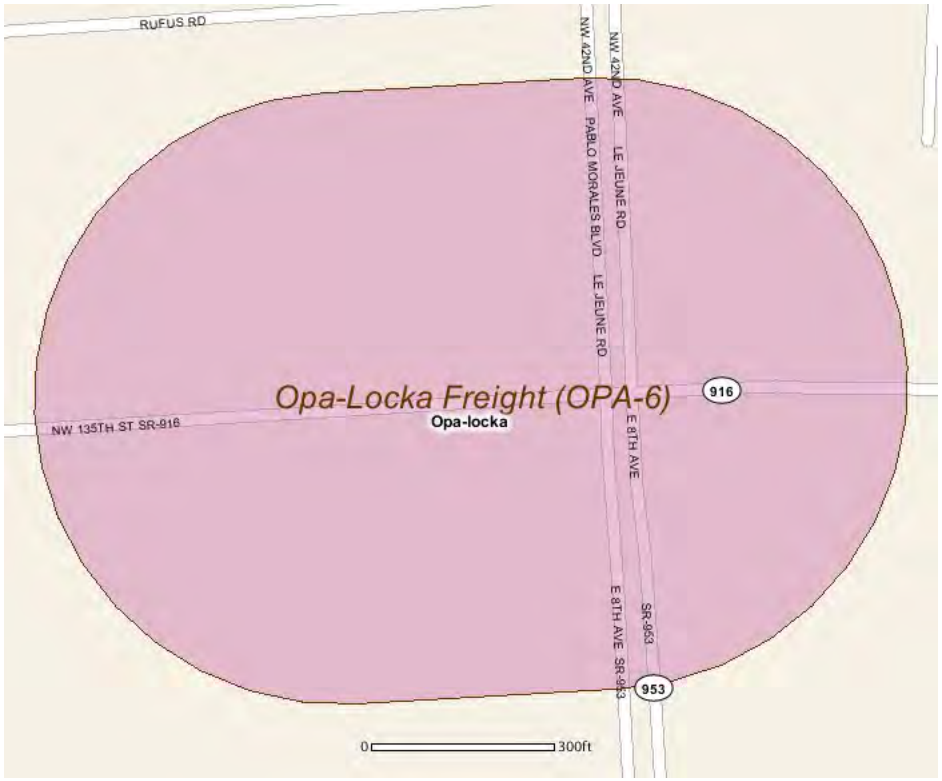


Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	9	32.38%
Institutional	0	0.00%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	9	32.38%
Recreation	0	0.00%
Residential	0	0.00%
Retail/Office	4	14.39%
Row	0	0.00%
Vacant Residential	0	0.00%
Vacant Nonresidential	1	3.60%
Water	0	0.00%
Parcels With No Values	0	0.00%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

US Census Places

Facility Name
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005029

2000 Census Block Groups

120860005029

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;

http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.

- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

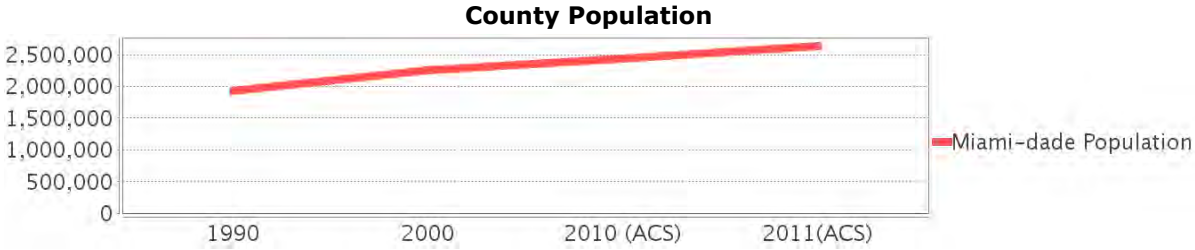
Miami-dade County Demographic Profile

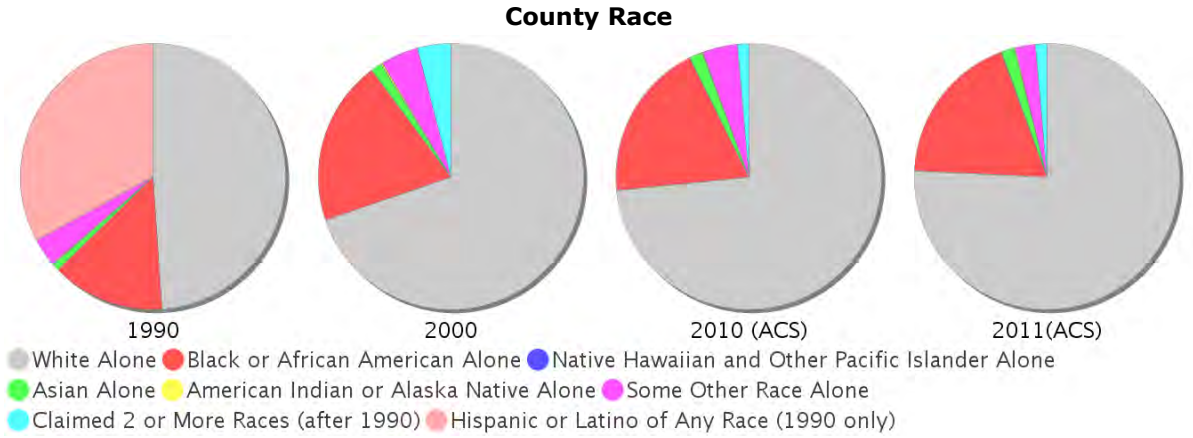
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

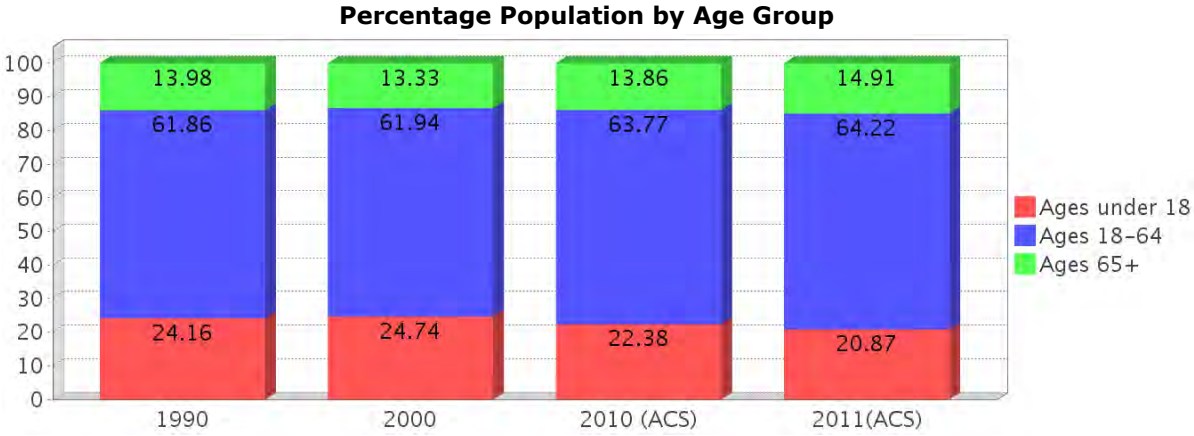
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





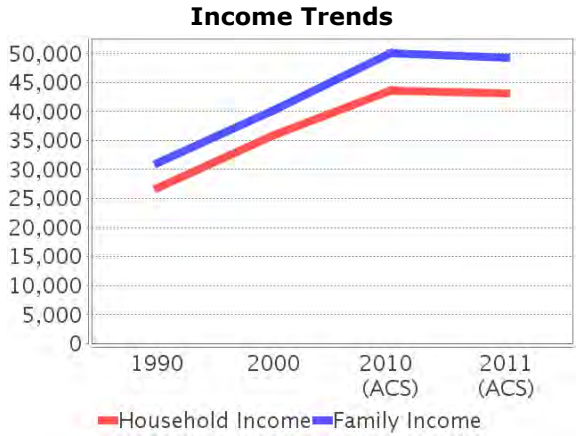
Age Trends - Miami-dade

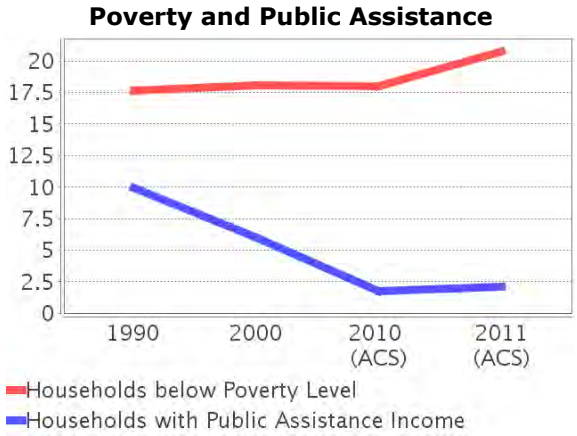
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

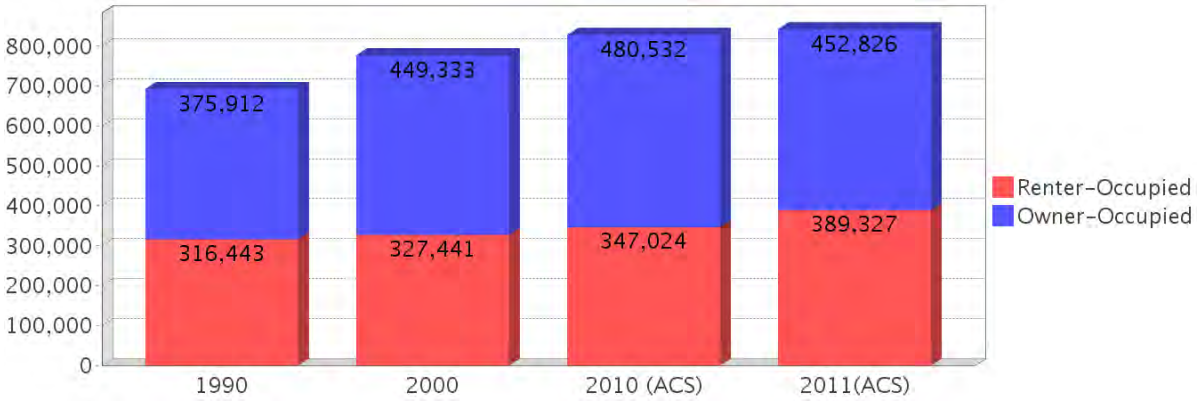
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

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Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-7) - Alternative #1

Area: 0.121 square miles

Jurisdiction(s): **Cities:** Opa-locka
Counties: Miami-dade

General Population Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	180	180	73	92
Total Households	60	64	24	25
Average Persons per Acre	9.14	9.88	27.29	34.67
Average Persons per Household	3.00	2.81	3.00	3.62
Average Persons per Family	3.40	3.29	3.00	4.57
Males	87	84	36	45
Females	93	96	37	47

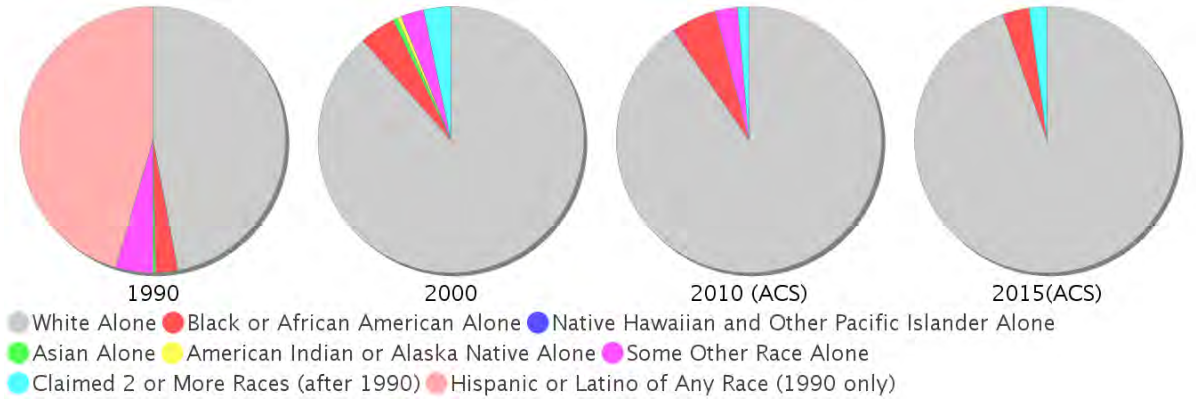
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	156 (86.67%)	160 (88.89%)	66 (90.41%)	87 (94.57%)
Black or African American Alone	9 (5.00%)	8 (4.44%)	4 (5.48%)	3 (3.26%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
Asian Alone	1 (0.56%)	1 (0.56%)	0 (0.00%)	0 (0.00%)
American Indian or Alaska Native Alone	0 (0.00%)	1 (0.56%)	0 (0.00%)	0 (0.00%)
Some Other Race Alone	15 (8.33%)	5 (2.78%)	2 (2.74%)	0 (0.00%)
Claimed 2 or More Races	NA (NA)	6 (3.33%)	1 (1.37%)	2 (2.17%)
Hispanic or Latino of Any Race	151 (83.89%)	168 (93.33%)	66 (90.41%)	86 (93.48%)
Not Hispanic or Latino	29 (16.11%)	12 (6.67%)	7 (9.59%)	6 (6.52%)
Minority	158 (87.78%)	171 (95.00%)	68 (93.15%)	88 (95.65%)

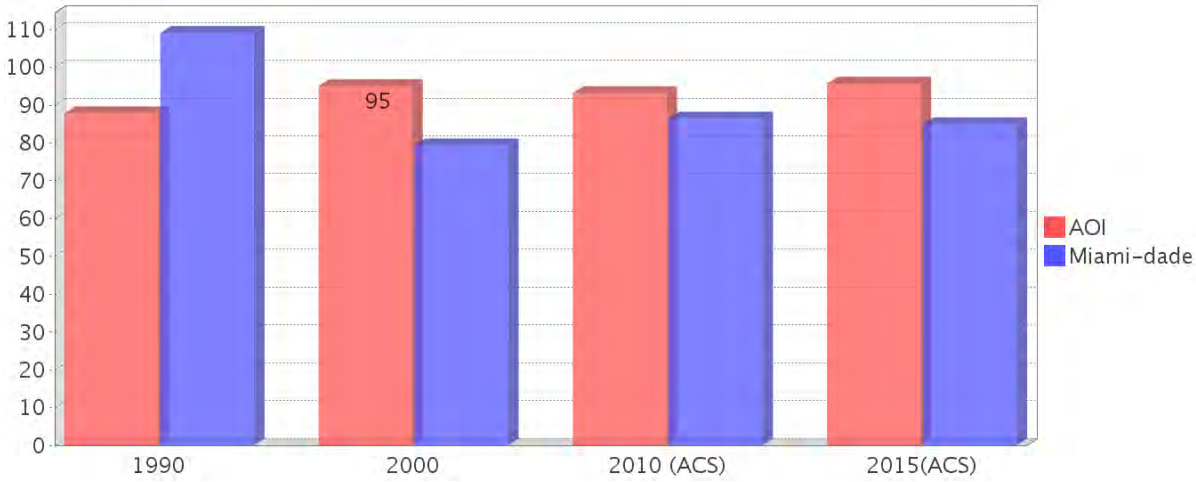
Population



Race



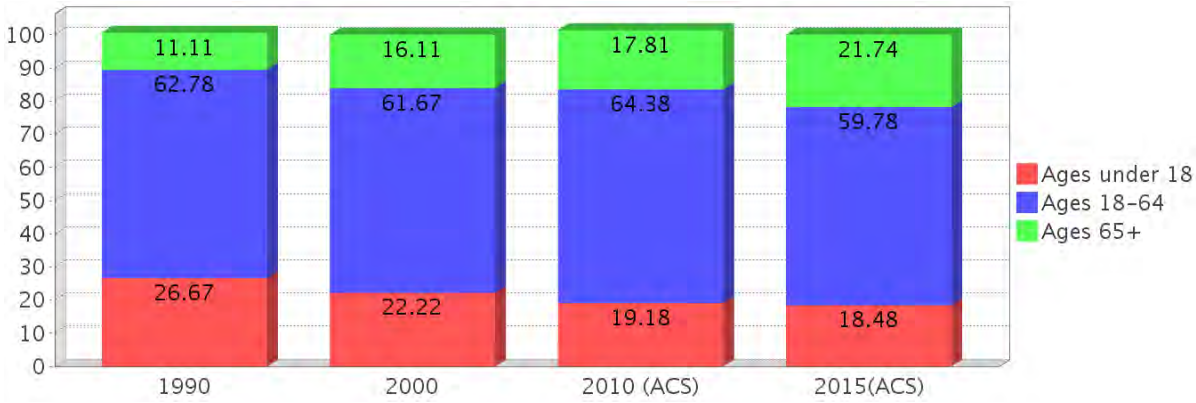
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.22%	5.00%	5.48%	5.43%
Ages 5-17	19.44%	17.22%	13.70%	13.04%
Ages 18-21	6.11%	5.00%	5.48%	5.43%
Ages 22-29	12.78%	9.44%	10.96%	9.78%
Ages 30-39	16.11%	16.67%	12.33%	11.96%
Ages 40-49	12.78%	14.44%	17.81%	15.22%
Ages 50-64	15.00%	16.11%	17.81%	17.39%
Age 65 and Over	11.11%	16.11%	17.81%	21.74%
-Ages 65-74	6.67%	9.44%	8.22%	8.70%
-Ages 75-84	3.89%	6.11%	6.85%	11.96%
-Age 85 and Over	0.56%	1.11%	2.74%	1.09%
Median Age	NA	36	41	44

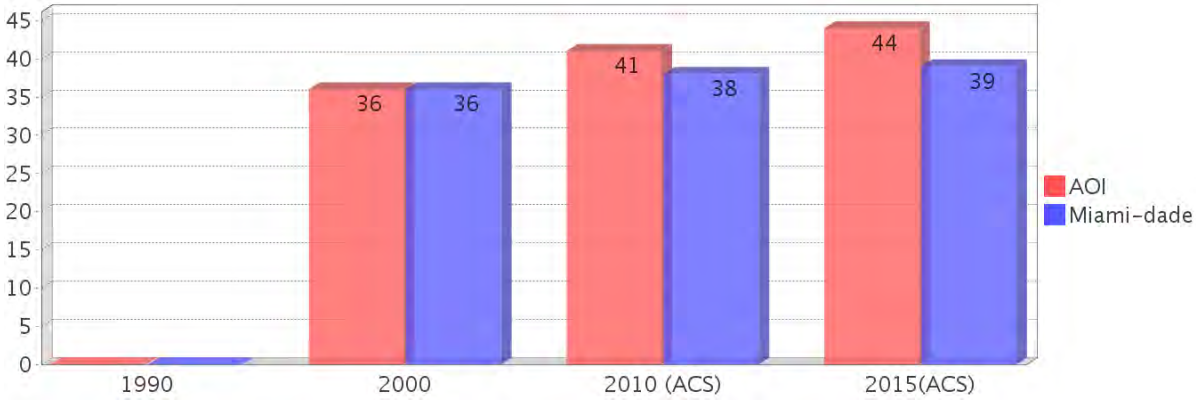
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$23,248	$26,659	$30,802	$32,165
Median Family Income	$24,476	$31,477	$32,485	NA
Population below Poverty Level	18.89%	13.89%	23.29%	17.39%
Households below Poverty Level	21.67%	15.62%	29.17%	32.00%
Households with Public Assistance Income	16.67%	7.81%	4.17%	4.00%

Median Age Comparison

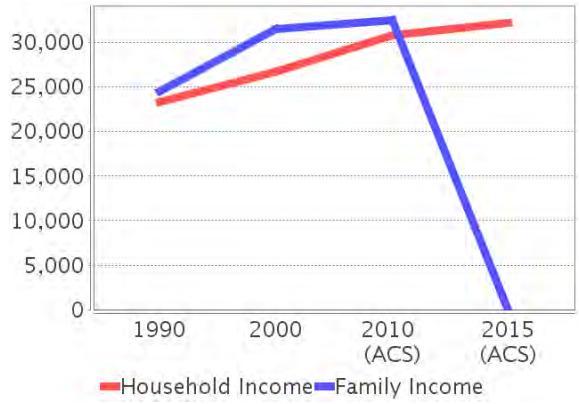


Disability Trends

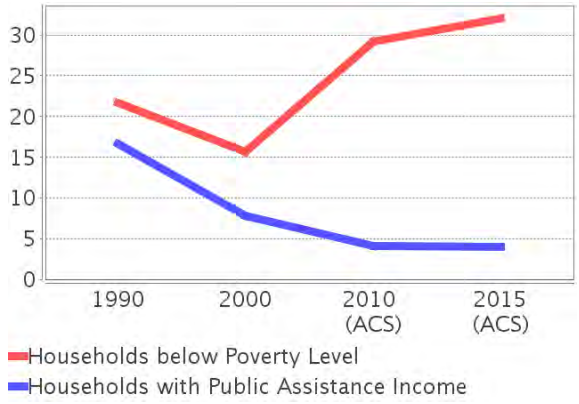
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	6 (4.62%)	27 (16.07%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	6 (11.76%)

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	33 (29.20%)	22 (17.60%)	7 (12.96%)	13 (19.40%)
9th to 12th Grade, No Diploma	23 (20.35%)	37 (29.60%)	10 (18.52%)	12 (17.91%)
High School Graduate or Higher	57 (50.44%)	67 (53.60%)	38 (70.37%)	43 (64.18%)
Bachelor's Degree or Higher	9 (7.96%)	14 (11.20%)	10 (18.52%)	14 (20.90%)

Language Trends

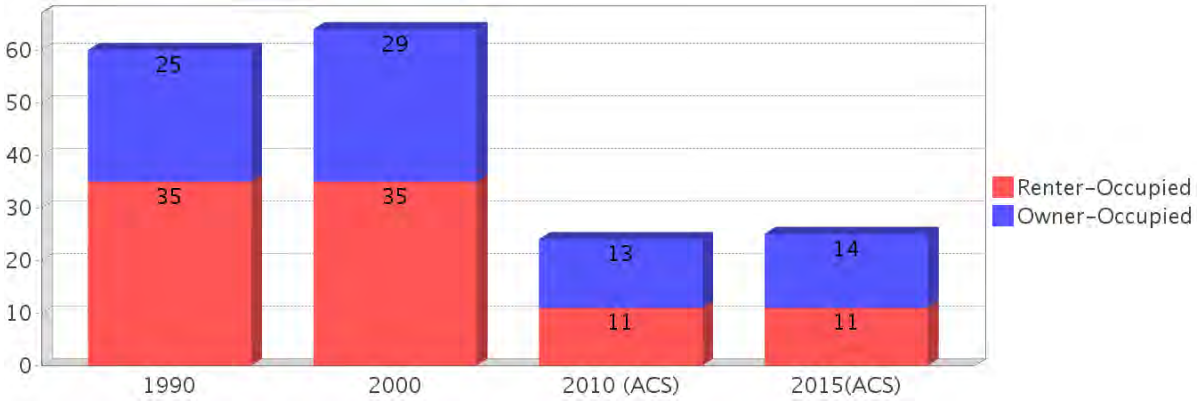
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	33 (19.64%)	31 (18.13%)	14 (19.18%)	13 (14.94%)
Speaks English Not Well	NA (NA)	38 (22.22%)	12 (16.44%)	17 (19.54%)
Speaks English Not at All	NA (NA)	35 (20.47%)	11 (15.07%)	19 (21.84%)
Speaks English Not Well or Not at All	52 (30.95%)	73 (42.69%)	23 (31.51%)	36 (41.38%)

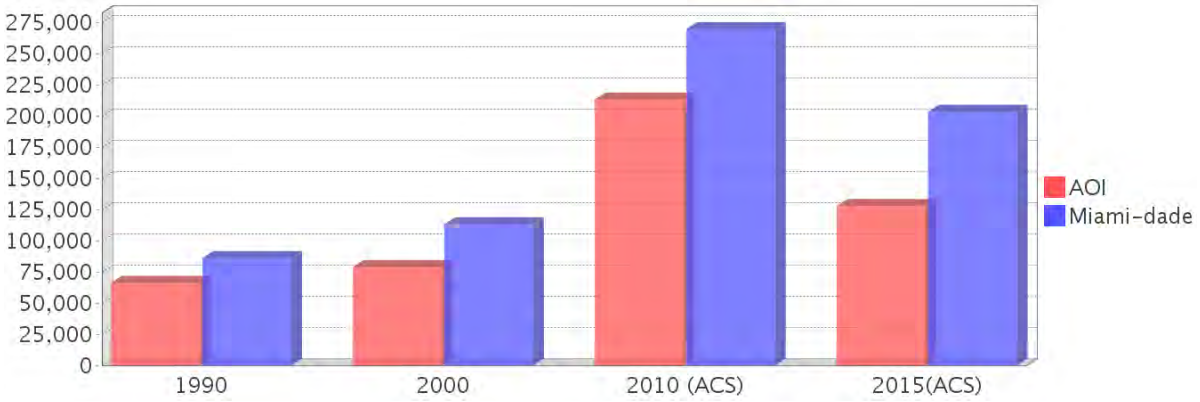
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	64	65	25	26
Units per Acre	NA	NA	NA	NA
Single-Family Units	18	19	13	15
Multi-Family Units	41	46	15	11
Mobile Home Units	0	0	0	0
Owner-Occupied Units	25	29	13	14
Renter-Occupied Units	35	35	11	11
Vacant Units	4	1	1	1
Median Housing Value	$66,200	$78,800	$213,100	$127,800
Occupied Housing Units w/No Vehicle	10 (16.67%)	9 (14.06%)	5 (20.83%)	5 (20.00%)

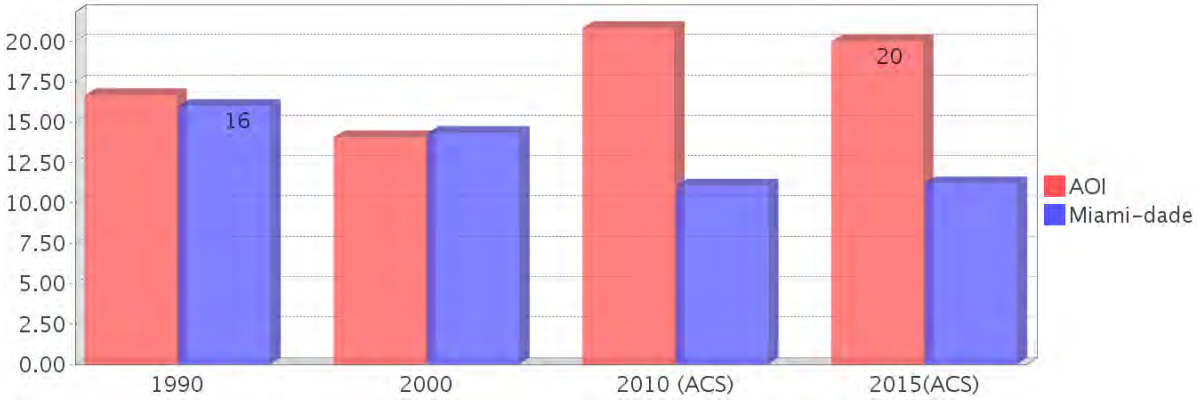
Housing Tenure



Median Housing Value Comparison

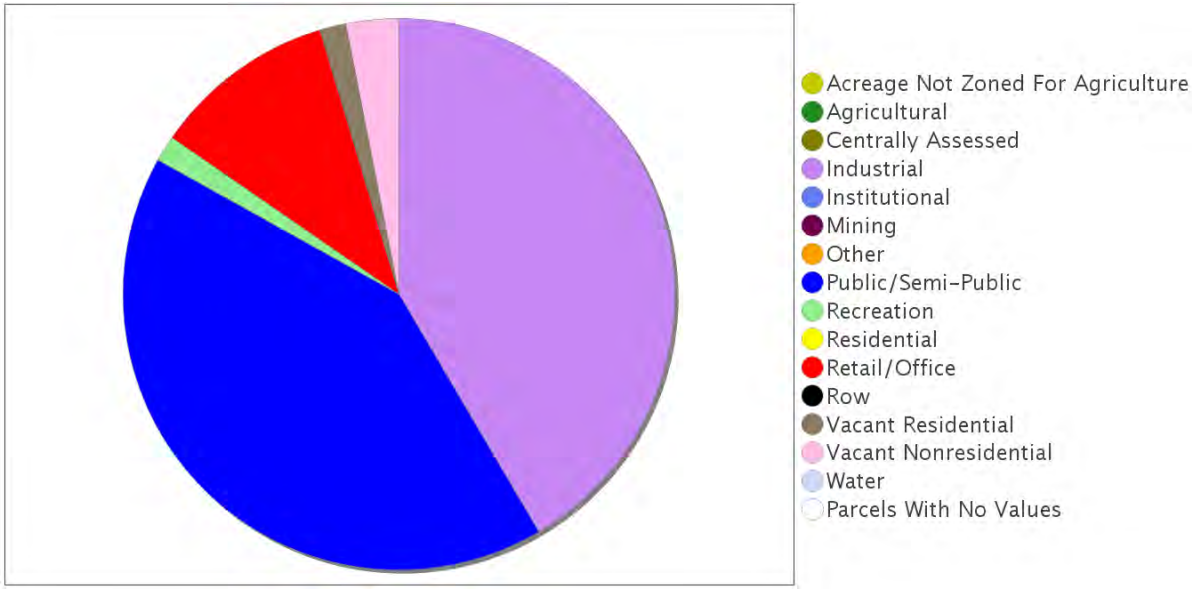


Occupied Units With No Vehicles Available

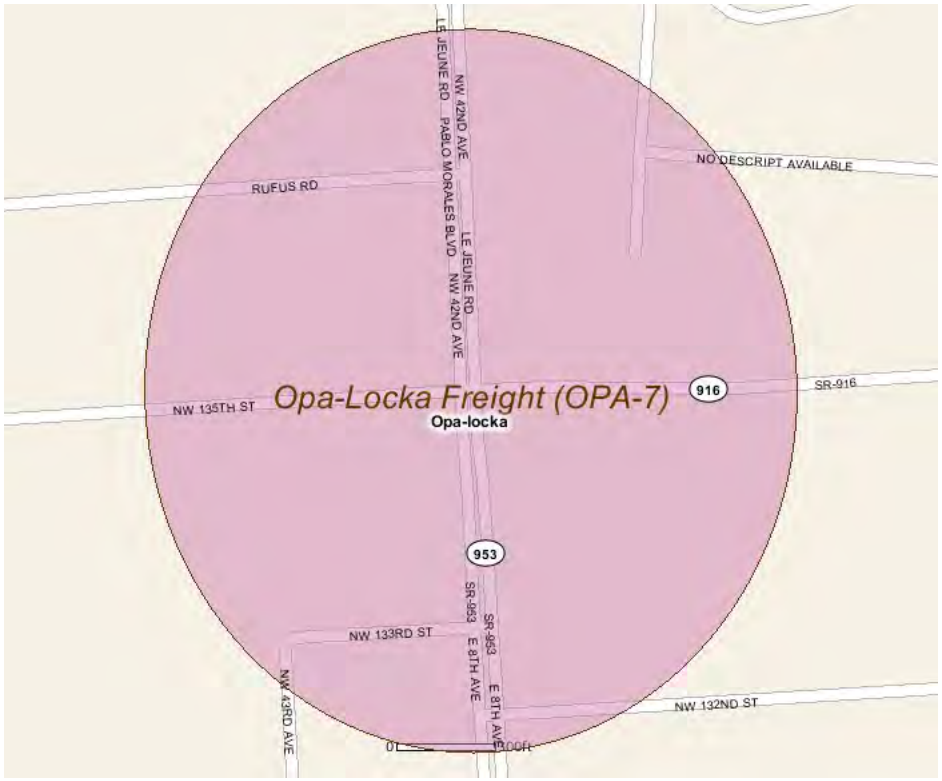


Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	27	34.79%
Institutional	0	0.00%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	27	34.79%
Recreation	1	1.29%
Residential	0	0.00%
Retail/Office	7	9.02%
Row	0	0.00%
Vacant Residential	1	1.29%
Vacant Nonresidential	2	2.58%
Water	0	0.00%
Parcels With No Values	0	0.00%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Healthcare Facilities (Geocoded)

Facility Name	Address	Zip Code
DOCTOR'S MEDICAL CENTER	4105 NW 135 STREET	33054

US Census Places

Facility Name
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005029

2000 Census Block Groups

120860005029

2010 Census Block Groups

120860005052

2015 Census Block Groups

120860005052

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf; http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.

- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

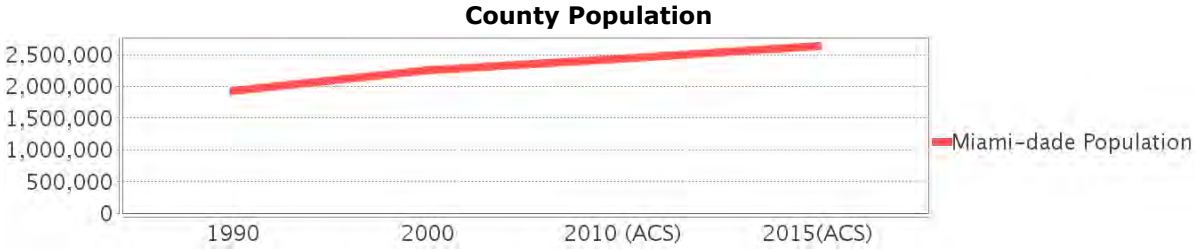
Miami-dade County Demographic Profile

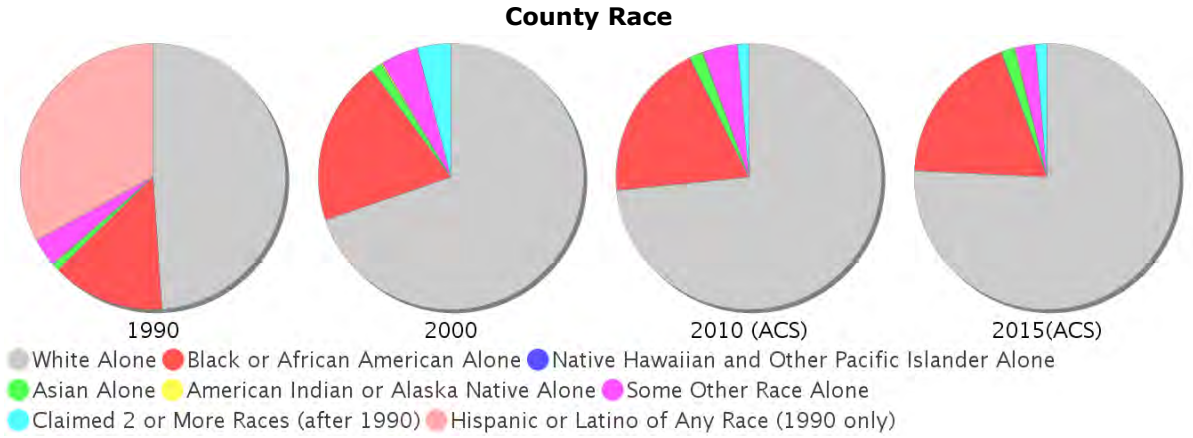
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

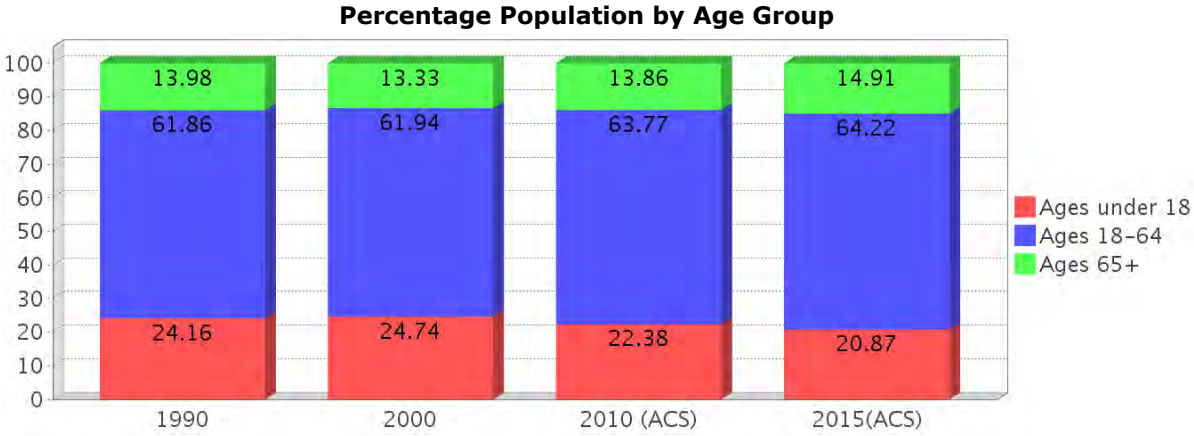
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





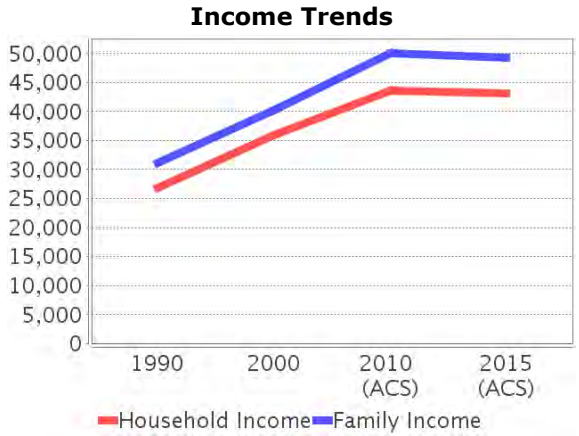
Age Trends - Miami-dade

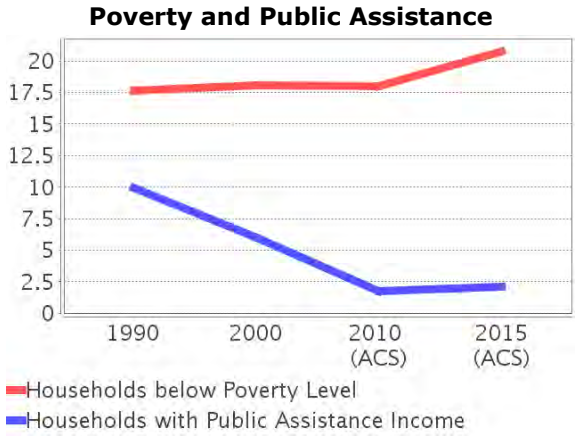
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

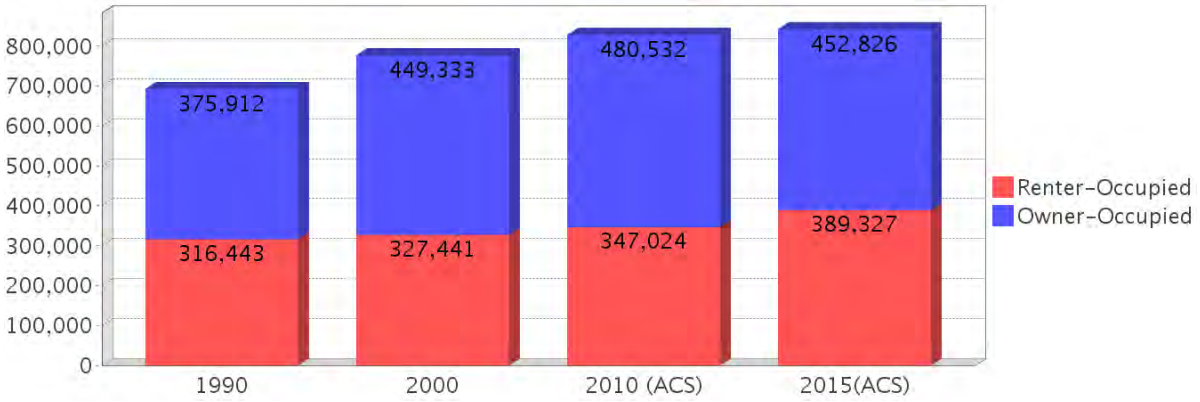
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;
http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.
Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-8) - Alternative #1

Area: 0.144 square miles

Jurisdiction(s): **Cities:** Opa-locka
Counties: Miami-dade

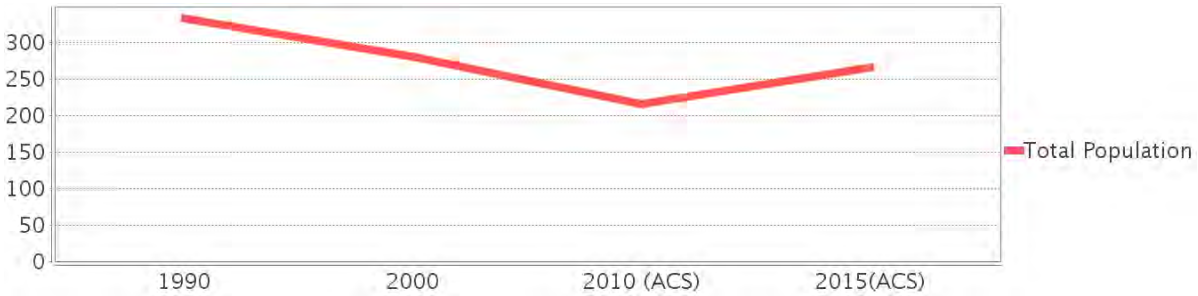
General Population Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	333	280	216	266
Total Households	110	96	71	74
Average Persons per Acre	10.29	10.19	17.05	21.18
Average Persons per Household	3.18	3.14	3.00	3.40
Average Persons per Family	3.76	3.66	3.50	4.92
Males	161	129	103	120
Females	172	151	113	145

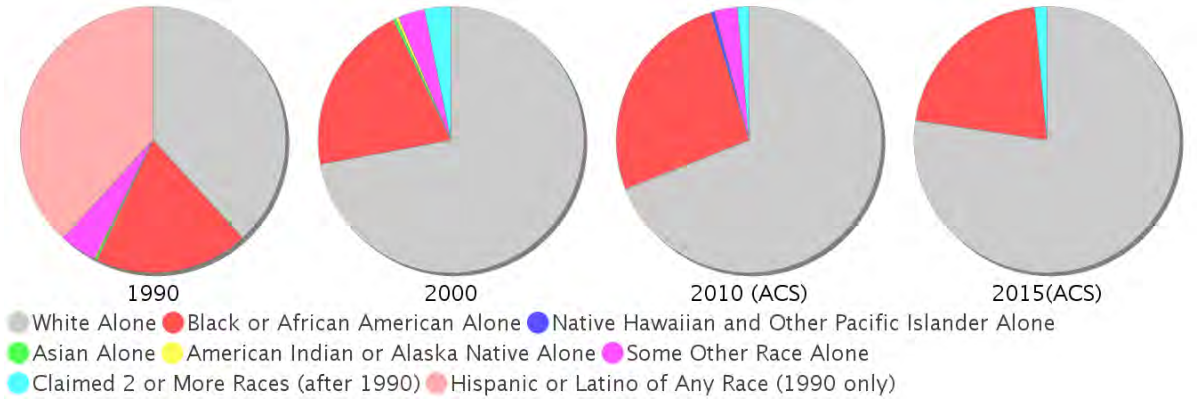
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	206 (61.86%)	201 (71.79%)	149 (68.98%)	205 (77.07%)
Black or African American Alone	101 (30.33%)	58 (20.71%)	57 (26.39%)	56 (21.05%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	1 (0.46%)	0 (0.00%)
Asian Alone	1 (0.30%)	1 (0.36%)	0 (0.00%)	0 (0.00%)
American Indian or Alaska Native Alone	1 (0.30%)	1 (0.36%)	0 (0.00%)	0 (0.00%)
Some Other Race Alone	24 (7.21%)	9 (3.21%)	6 (2.78%)	0 (0.00%)
Claimed 2 or More Races	NA (NA)	9 (3.21%)	3 (1.39%)	4 (1.50%)
Hispanic or Latino of Any Race	206 (61.86%)	214 (76.43%)	154 (71.30%)	203 (76.32%)
Not Hispanic or Latino	127 (38.14%)	66 (23.57%)	62 (28.70%)	63 (23.68%)
Minority	301 (90.39%)	268 (95.71%)	207 (95.83%)	256 (96.24%)

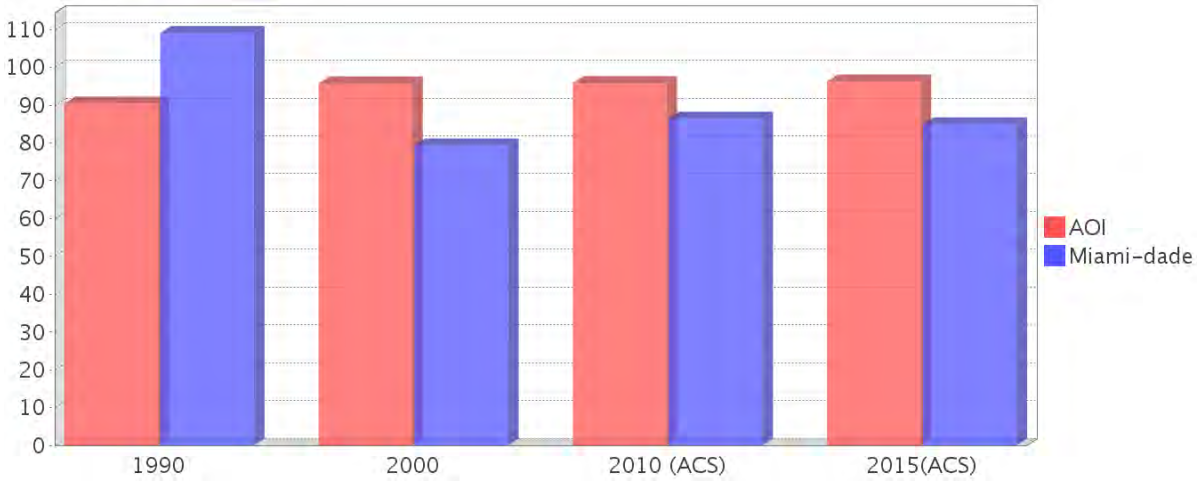
Population



Race



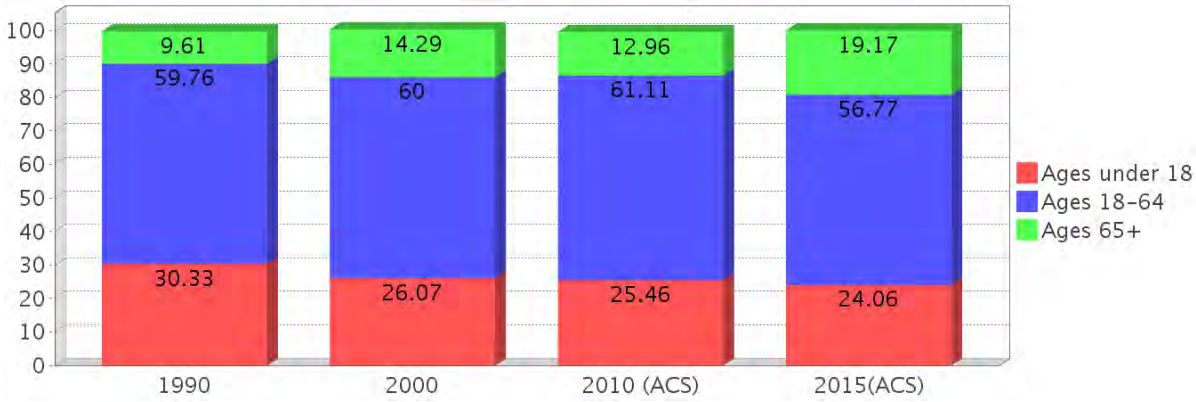
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	9.31%	6.07%	7.87%	10.15%
Ages 5-17	21.02%	20.00%	17.59%	13.91%
Ages 18-21	6.31%	5.00%	6.48%	5.64%
Ages 22-29	13.81%	11.07%	12.50%	12.03%
Ages 30-39	16.52%	15.71%	12.50%	11.28%
Ages 40-49	11.41%	13.57%	15.28%	12.41%
Ages 50-64	11.71%	14.64%	14.35%	15.41%
Age 65 and Over	9.61%	14.29%	12.96%	19.17%
-Ages 65-74	5.71%	8.21%	6.48%	6.77%
-Ages 75-84	3.30%	5.36%	4.63%	9.02%
-Age 85 and Over	0.60%	0.71%	1.39%	3.38%
Median Age	NA	34	31	33

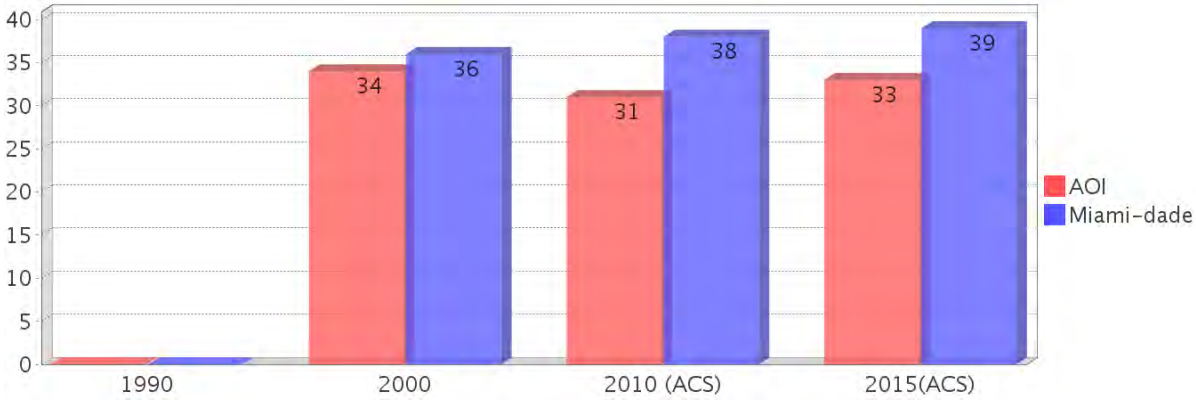
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$21,667	$23,911	$18,535	$17,332
Median Family Income	$19,716	$24,327	$18,701	NA
Population below Poverty Level	26.73%	21.79%	38.43%	35.71%
Households below Poverty Level	27.27%	23.96%	46.48%	44.59%
Households with Public Assistance Income	20.91%	8.33%	7.04%	1.35%

Median Age Comparison

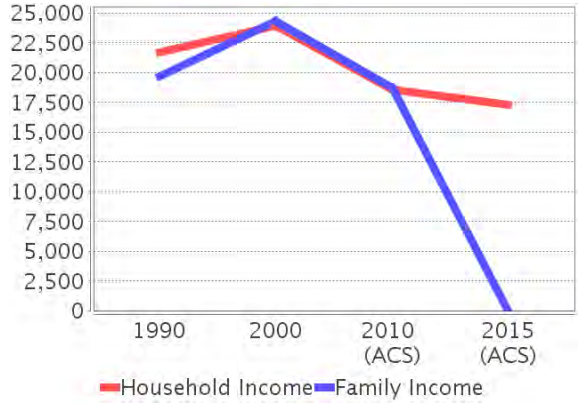


Disability Trends

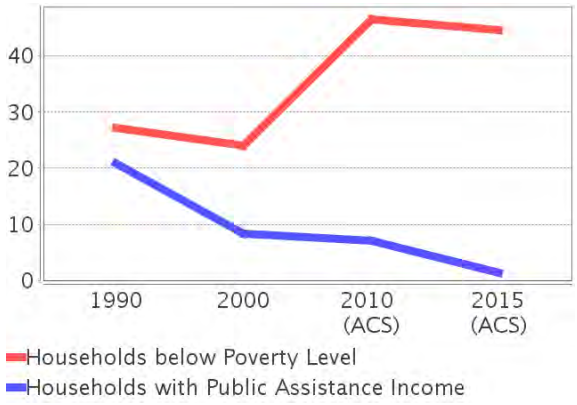
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	12 (5.06%)	47 (18.08%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	14 (10.29%)

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	50 (25.38%)	34 (18.58%)	24 (15.58%)	34 (19.77%)
9th to 12th Grade, No Diploma	47 (23.86%)	52 (28.42%)	27 (17.53%)	29 (16.86%)
High School Graduate or Higher	101 (51.27%)	97 (53.01%)	103 (66.88%)	109 (63.37%)
Bachelor's Degree or Higher	13 (6.60%)	18 (9.84%)	25 (16.23%)	32 (18.60%)

Language Trends

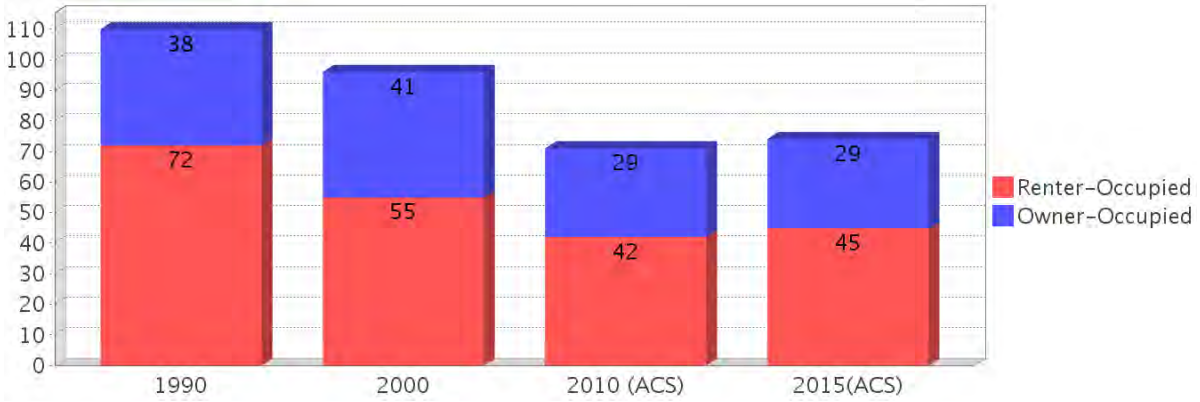
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	47 (15.41%)	42 (15.97%)	31 (13.96%)	33 (13.81%)
Speaks English Not Well	NA (NA)	51 (19.39%)	41 (18.47%)	46 (19.25%)
Speaks English Not at All	NA (NA)	41 (15.59%)	23 (10.36%)	43 (17.99%)
Speaks English Not Well or Not at All	73 (23.93%)	92 (34.98%)	64 (28.83%)	89 (37.24%)

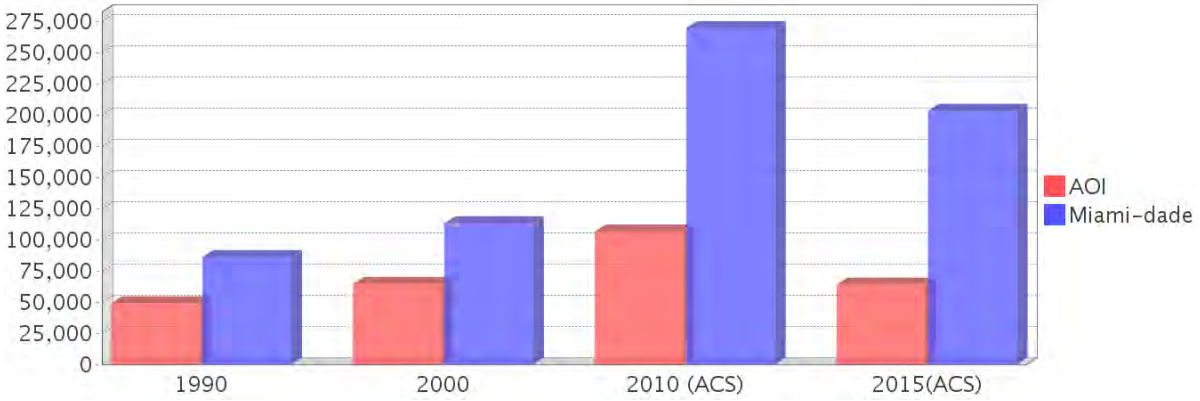
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	129	99	78	84
Units per Acre	NA	NA	NA	NA
Single-Family Units	33	32	30	35
Multi-Family Units	76	67	58	49
Mobile Home Units	0	0	0	0
Owner-Occupied Units	38	41	29	29
Renter-Occupied Units	72	55	42	45
Vacant Units	19	3	7	11
Median Housing Value	$49,000	$64,500	$106,550	$63,900
Occupied Housing Units w/No Vehicle	24 (21.82%)	17 (17.71%)	19 (26.76%)	18 (24.66%)

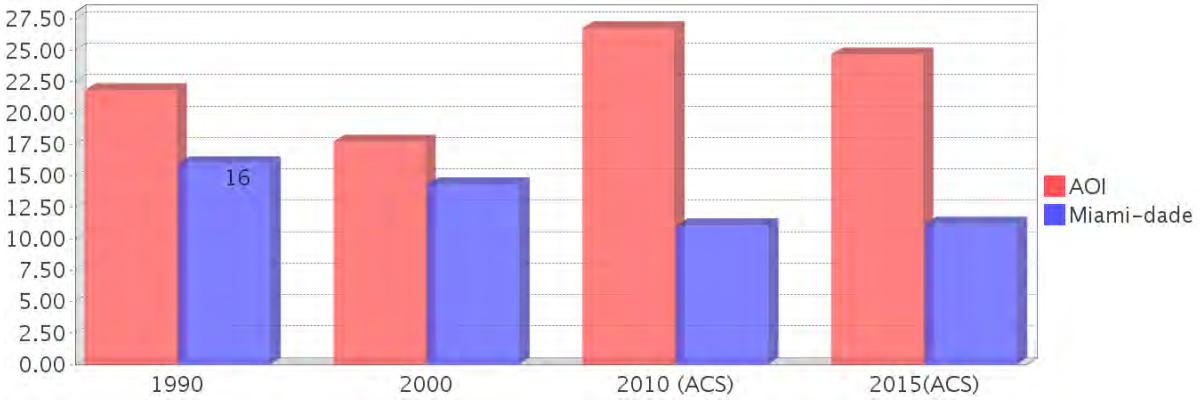
Housing Tenure



Median Housing Value Comparison

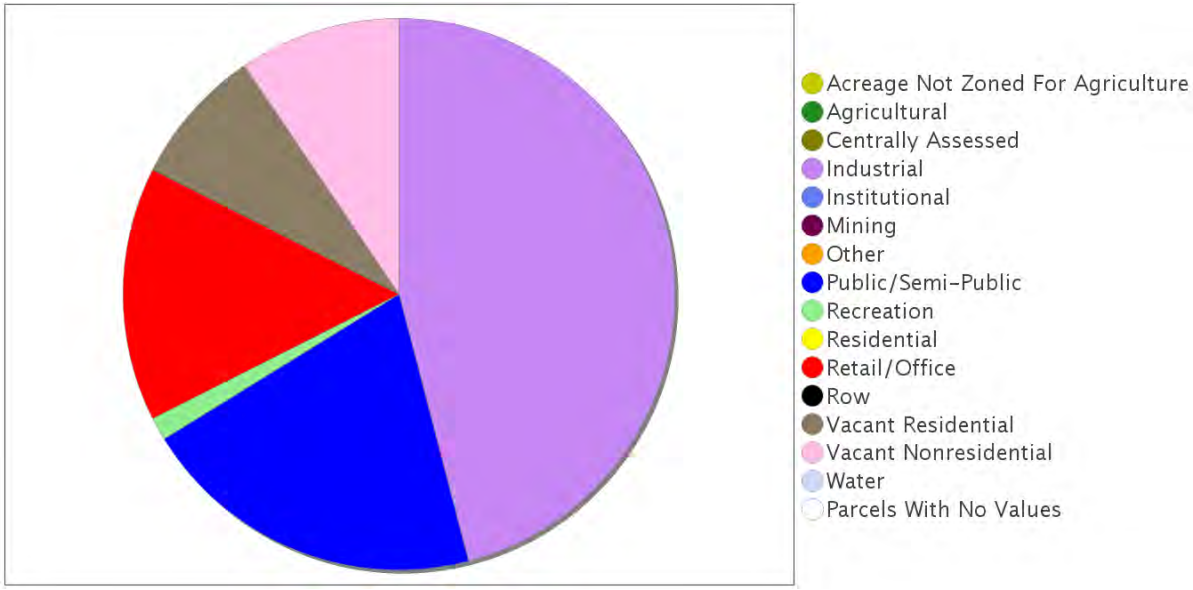


Occupied Units With No Vehicles Available

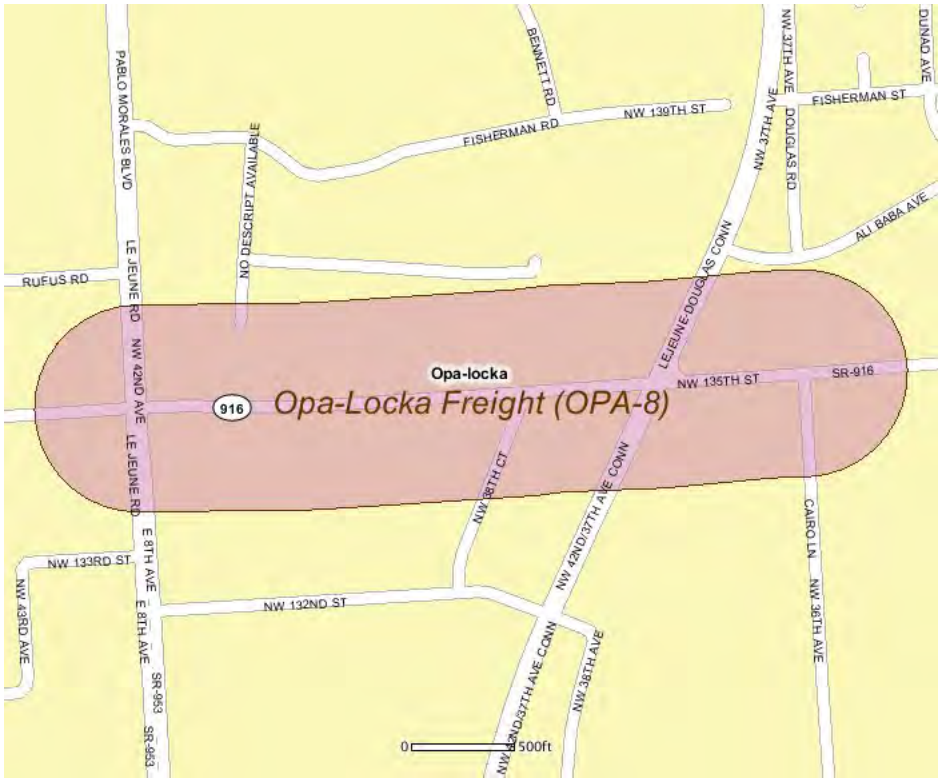


Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	<0.5	<0.54%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	34	36.97%
Institutional	0	0.00%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	15	16.31%
Recreation	1	1.09%
Residential	0	0.00%
Retail/Office	11	11.96%
Row	0	0.00%
Vacant Residential	6	6.52%
Vacant Nonresidential	7	7.61%
Water	0	0.00%
Parcels With No Values	0	0.00%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Healthcare Facilities (Geocoded)

Facility Name	Address	Zip Code
DOCTOR'S MEDICAL CENTER	4105 NW 135 STREET	33054

US Census Places

Facility Name
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005033, 120250005032, 120250005029

2000 Census Block Groups

120860005029, 120860005032, 120860005033

2010 Census Block Groups

120860005052, 120860005033

2015 Census Block Groups

120860005033, 120860005052

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
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Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.

- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

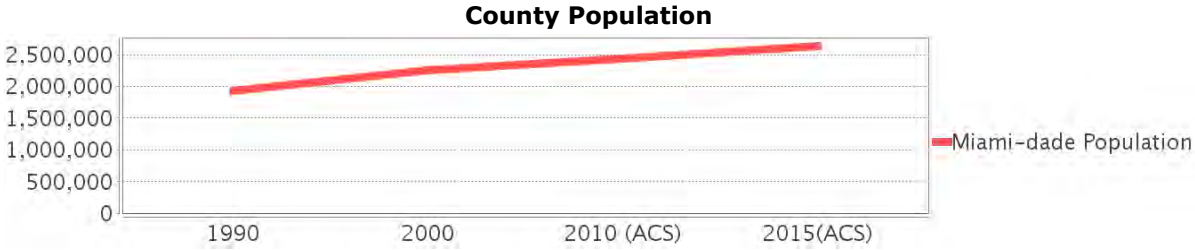
Miami-dade County Demographic Profile

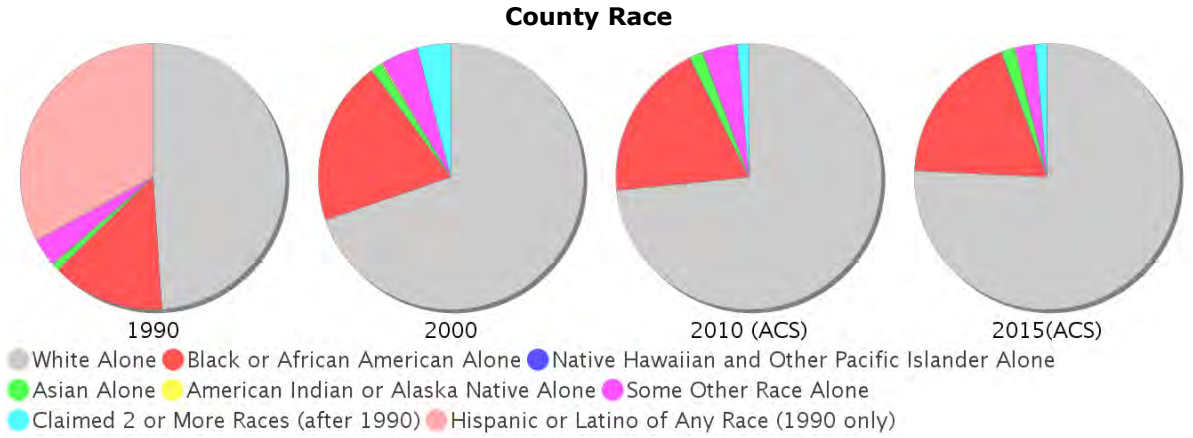
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

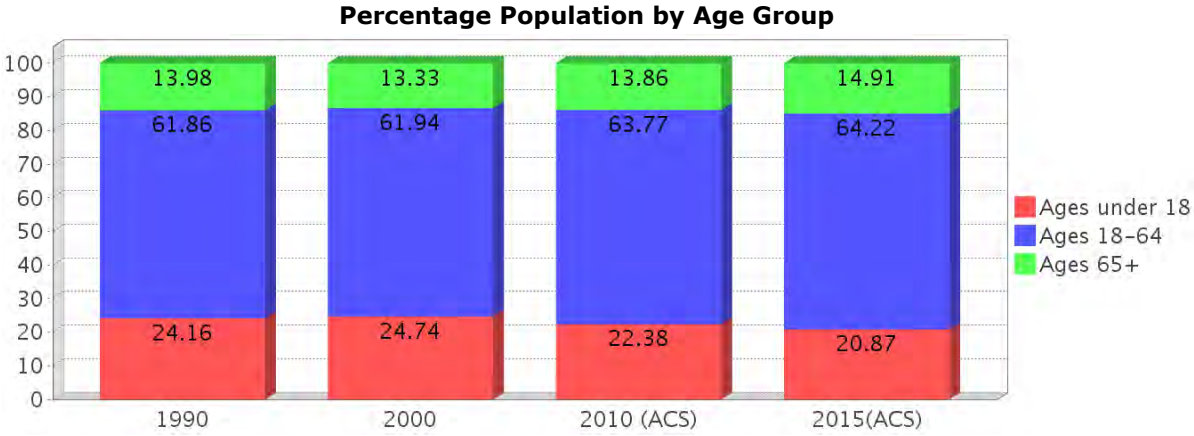
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





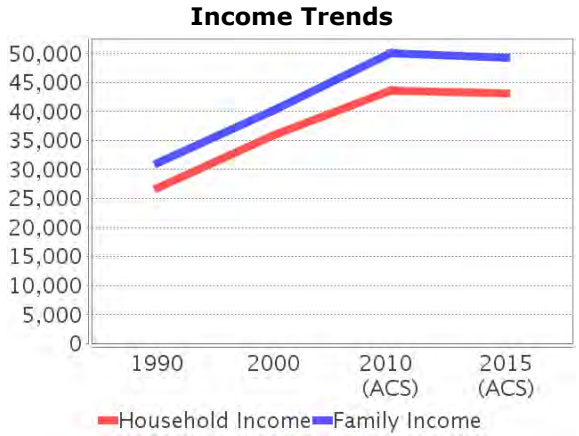
Age Trends - Miami-dade

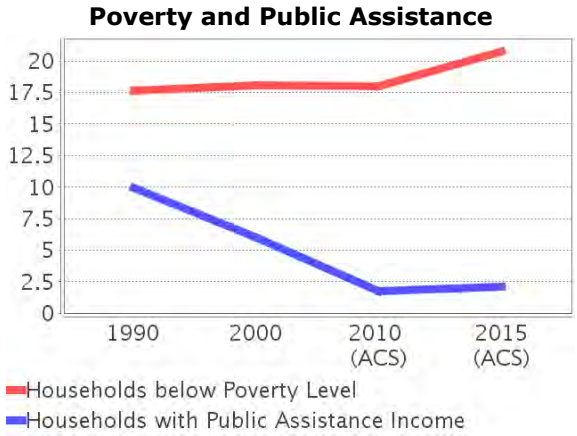
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

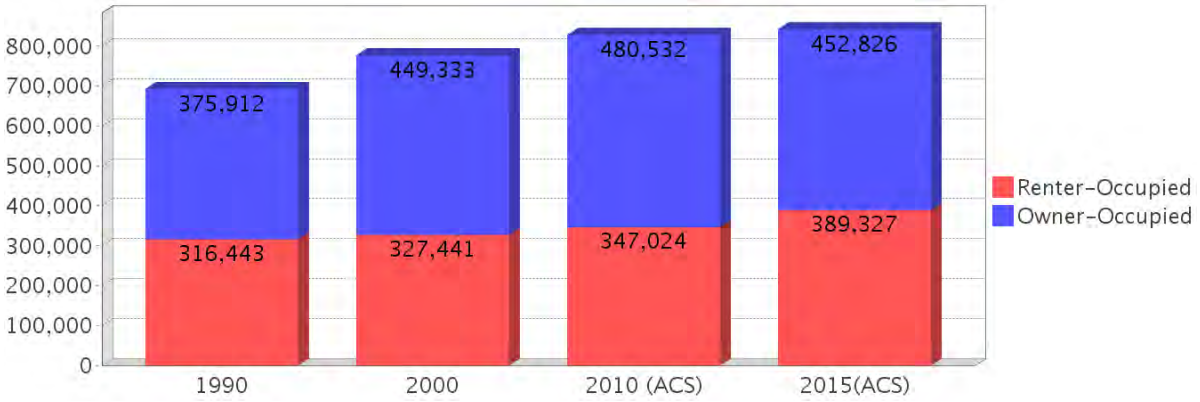
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;
http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.
Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-9) - Alternative #1

Area: 0.126 square miles

Jurisdiction(s): **Cities:** Opa-locka
Counties: Miami-dade

General Population Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	251	86	114	129
Total Households	84	29	37	41
Average Persons per Acre	10.29	10.91	10.09	12.60
Average Persons per Household	3.18	3.09	3.00	3.08
Average Persons per Family	3.76	3.69	3.50	4.27
Males	120	39	50	45
Females	130	47	64	84

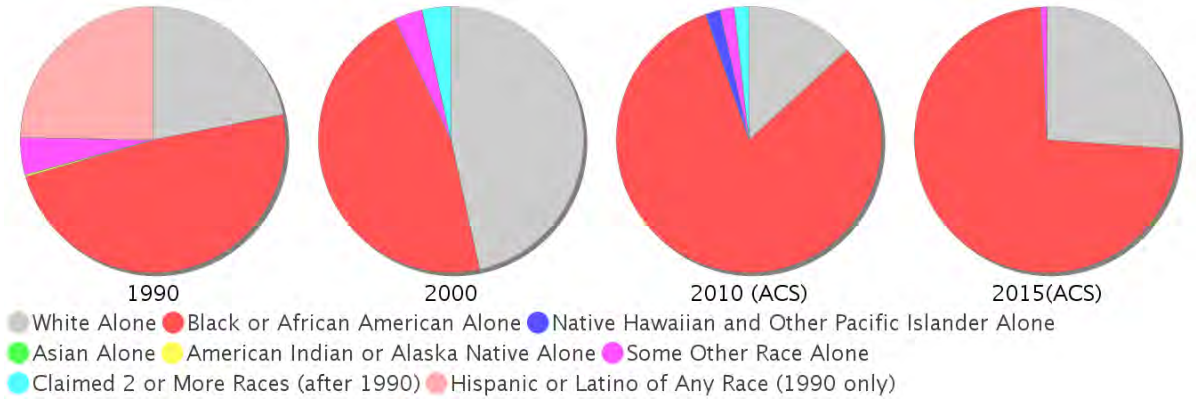
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	73 (29.08%)	40 (46.51%)	15 (13.16%)	34 (26.36%)
Black or African American Alone	161 (64.14%)	40 (46.51%)	92 (80.70%)	95 (73.64%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	2 (1.75%)	0 (0.00%)
Asian Alone	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
American Indian or Alaska Native Alone	1 (0.40%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
Some Other Race Alone	15 (5.98%)	3 (3.49%)	2 (1.75%)	1 (0.78%)
Claimed 2 or More Races	NA (NA)	3 (3.49%)	2 (1.75%)	0 (0.00%)
Hispanic or Latino of Any Race	82 (32.67%)	43 (50.00%)	22 (19.30%)	37 (28.68%)
Not Hispanic or Latino	169 (67.33%)	43 (50.00%)	92 (80.70%)	92 (71.32%)
Minority	236 (94.02%)	83 (96.51%)	113 (99.12%)	129 (100.00%)

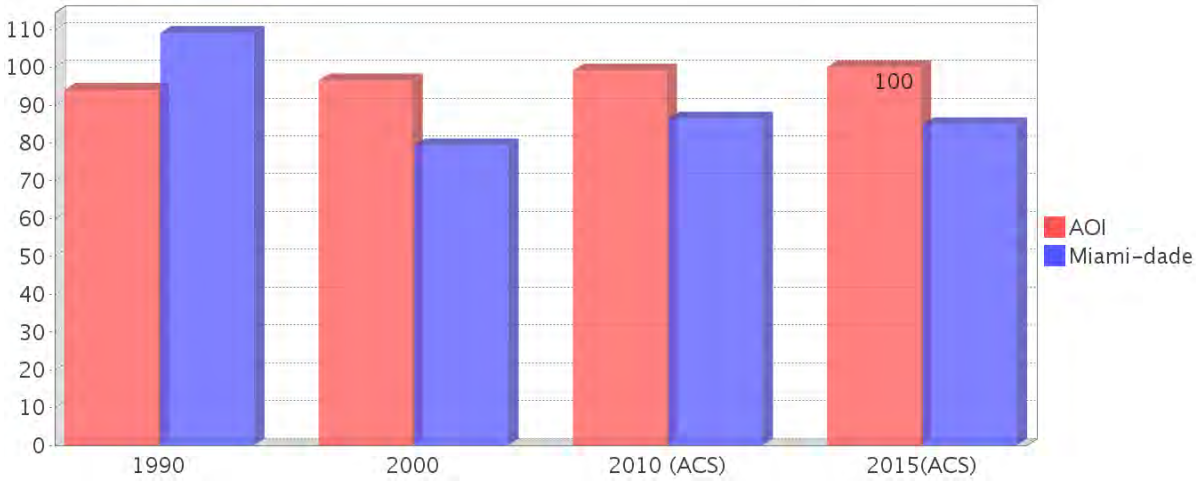
Population



Race



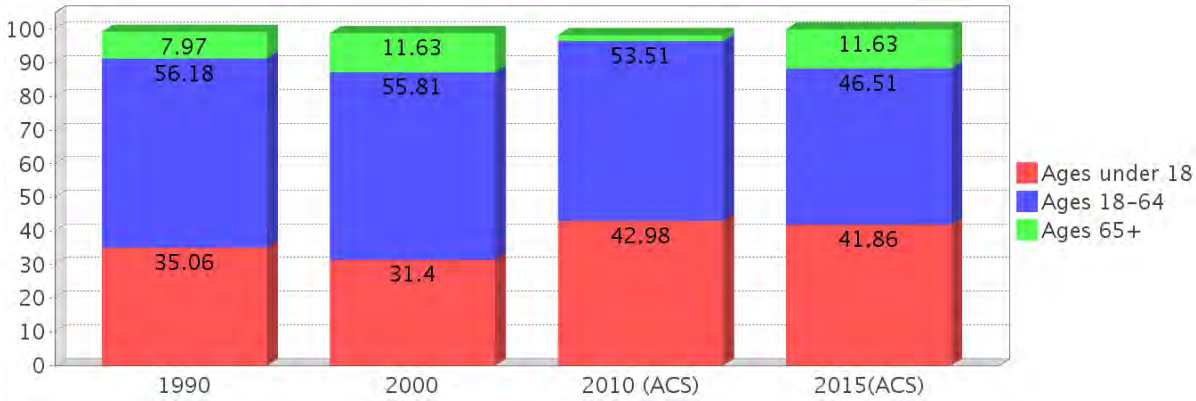
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	12.35%	8.14%	14.91%	24.03%
Ages 5-17	22.71%	23.26%	28.07%	17.83%
Ages 18-21	6.77%	4.65%	7.02%	6.98%
Ages 22-29	15.54%	13.95%	15.79%	18.60%
Ages 30-39	17.13%	13.95%	14.04%	7.75%
Ages 40-49	9.56%	11.63%	8.77%	4.65%
Ages 50-64	7.17%	11.63%	7.89%	8.53%
Age 65 and Over	7.97%	11.63%	1.75%	11.63%
-Ages 65-74	5.18%	6.98%	1.75%	0.78%
-Ages 75-84	2.79%	3.49%	0.88%	0.00%
-Age 85 and Over	0.40%	0.00%	0.00%	10.85%
Median Age	NA	33	30	25

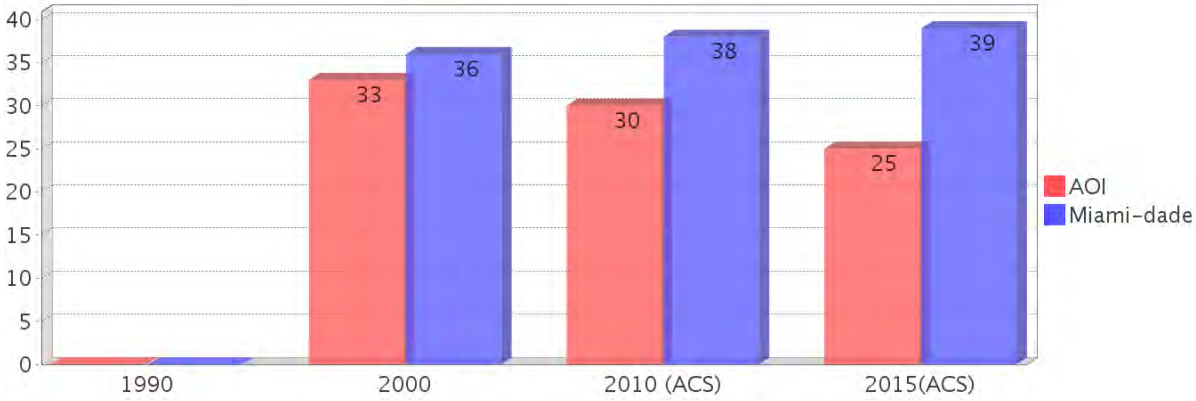
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$21,667	$19,344	$10,298	$8,953
Median Family Income	$19,716	$24,120	$10,920	NA
Population below Poverty Level	37.05%	34.88%	76.32%	88.37%
Households below Poverty Level	34.52%	37.93%	91.89%	75.61%
Households with Public Assistance Income	26.19%	10.34%	8.11%	0.00%

Median Age Comparison

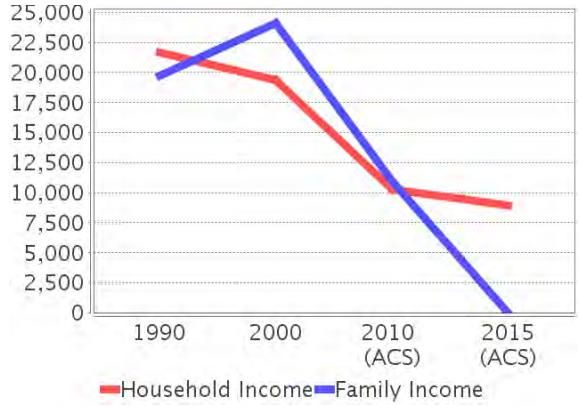


Disability Trends

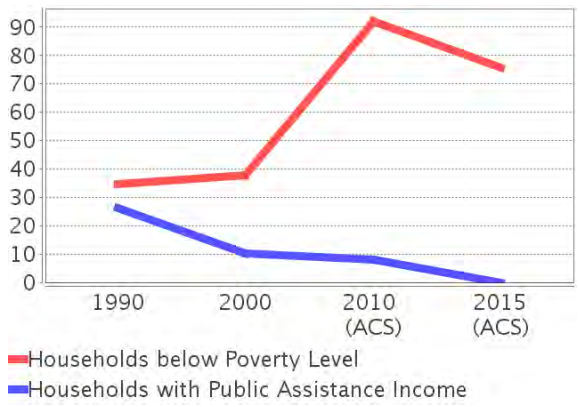
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	9 (5.17%)	17 (21.79%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	3 (5.88%)

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	24 (17.52%)	10 (20.00%)	19 (26.03%)	14 (26.92%)
9th to 12th Grade, No Diploma	39 (28.47%)	14 (28.00%)	12 (16.44%)	5 (9.62%)
High School Graduate or Higher	74 (54.01%)	26 (52.00%)	41 (56.16%)	33 (63.46%)
Bachelor's Degree or Higher	8 (5.84%)	4 (8.00%)	7 (9.59%)	4 (7.69%)

Language Trends

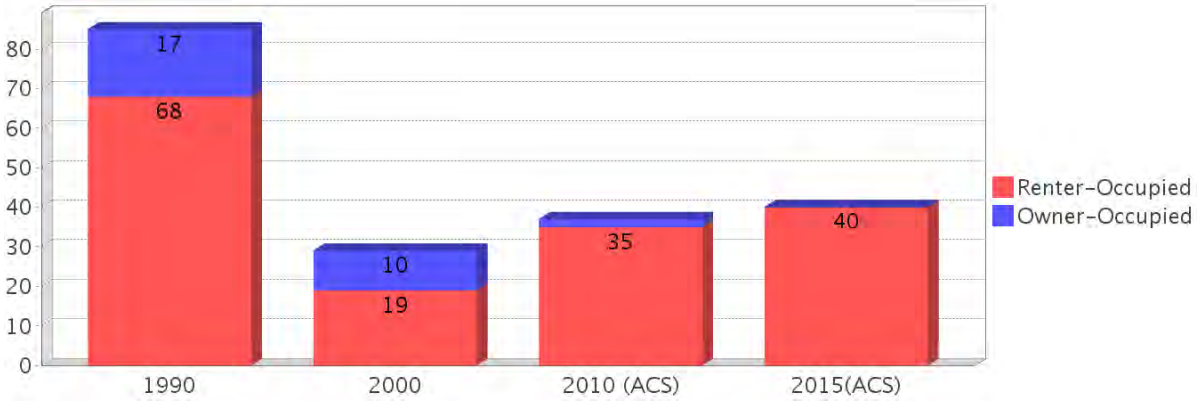
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	21 (9.29%)	10 (12.66%)	0 (0.00%)	9 (9.18%)
Speaks English Not Well	NA (NA)	12 (15.19%)	30 (24.19%)	18 (18.37%)
Speaks English Not at All	NA (NA)	6 (7.59%)	1 (0.81%)	4 (4.08%)
Speaks English Not Well or Not at All	31 (13.72%)	18 (22.78%)	31 (25.00%)	22 (22.45%)

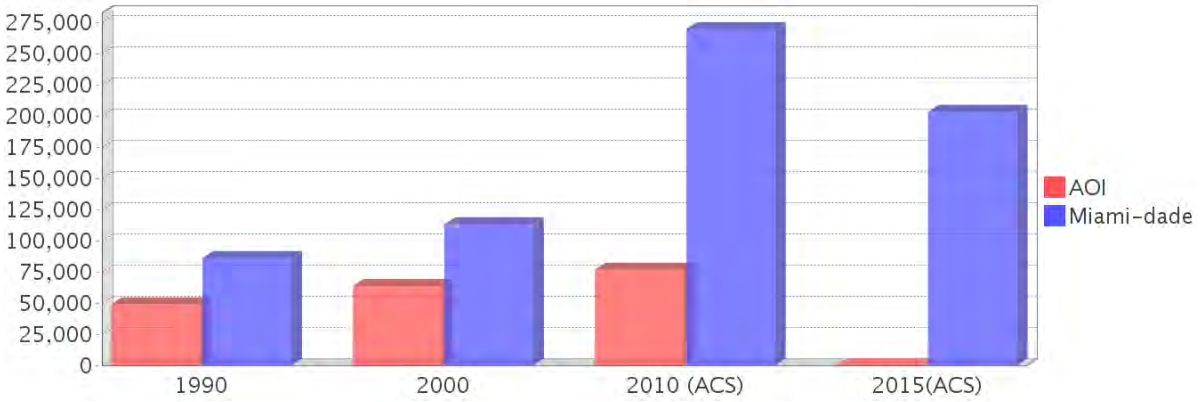
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	112	30	47	56
Units per Acre	NA	NA	NA	NA
Single-Family Units	18	10	6	7
Multi-Family Units	66	20	49	49
Mobile Home Units	0	0	0	0
Owner-Occupied Units	17	10	2	0
Renter-Occupied Units	68	19	35	40
Vacant Units	28	1	10	15
Median Housing Value	$49,000	$63,650	$76,750	$0
Occupied Housing Units w/No Vehicle	24 (28.57%)	7 (24.14%)	16 (43.24%)	15 (36.59%)

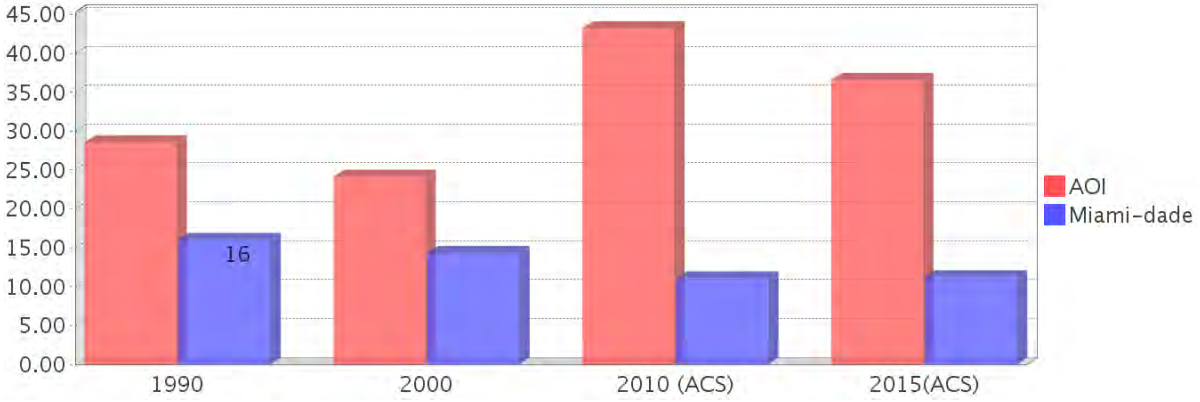
Housing Tenure



Median Housing Value Comparison

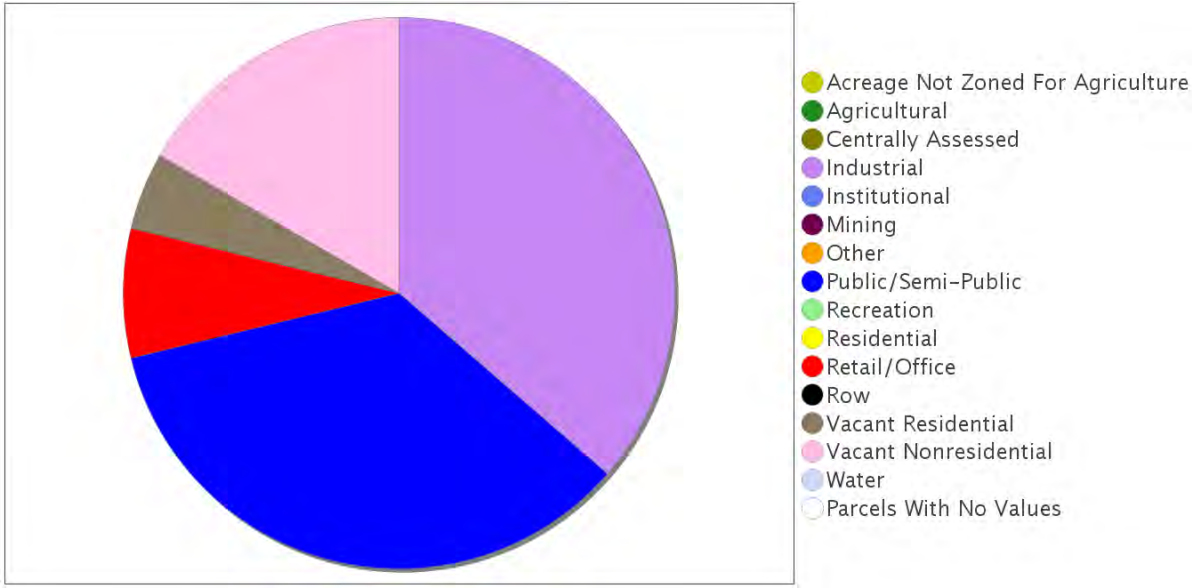


Occupied Units With No Vehicles Available

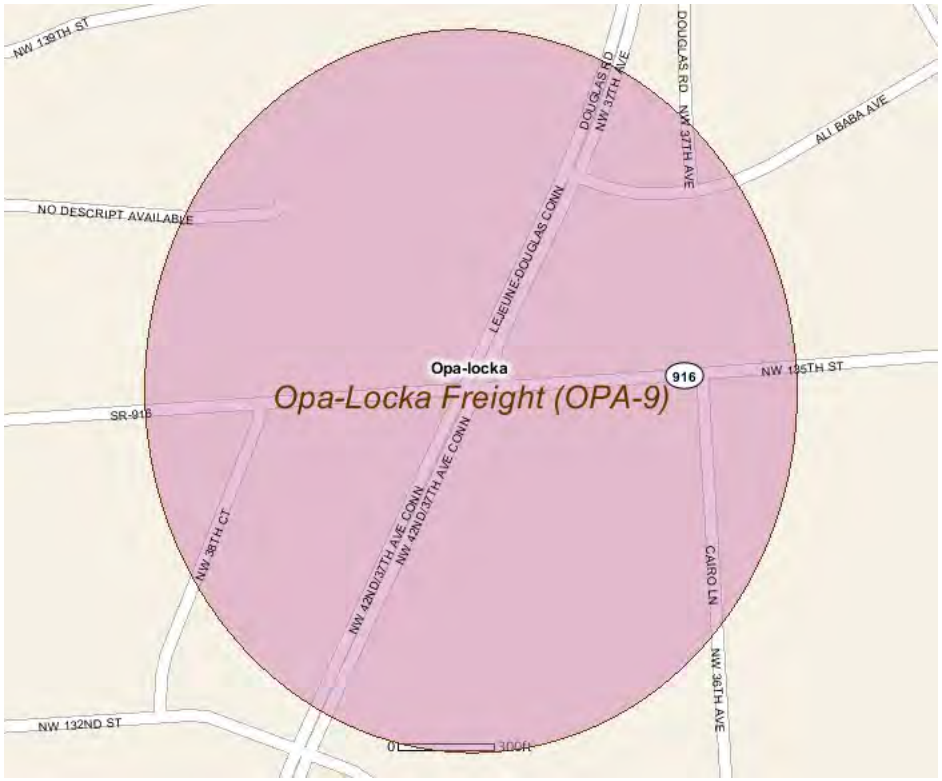


Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	<0.5	<0.62%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	24	29.71%
Institutional	0	0.00%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	23	28.47%
Recreation	0	0.00%
Residential	0	0.00%
Retail/Office	5	6.19%
Row	0	0.00%
Vacant Residential	3	3.71%
Vacant Nonresidential	11	13.62%
Water	0	0.00%
Parcels With No Values	0	0.00%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

US Census Places

Facility Name
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005033, 120250005032, 120250005029

2000 Census Block Groups

120860005029, 120860005032, 120860005023, 120860005033

2010 Census Block Groups

120860005033, 120860005043

2015 Census Block Groups

120860005033, 120860005043

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
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Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf; http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.

- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

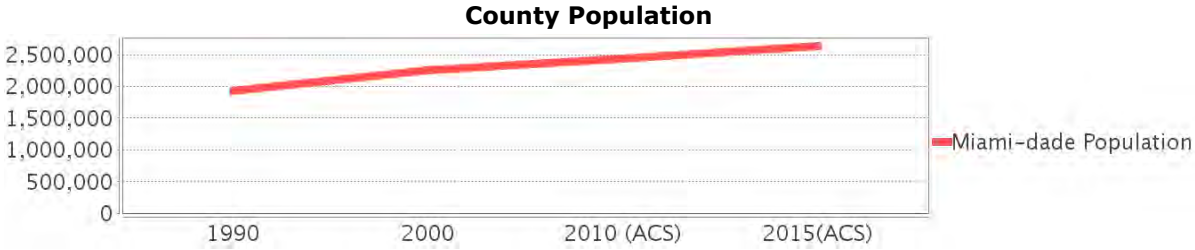
Miami-dade County Demographic Profile

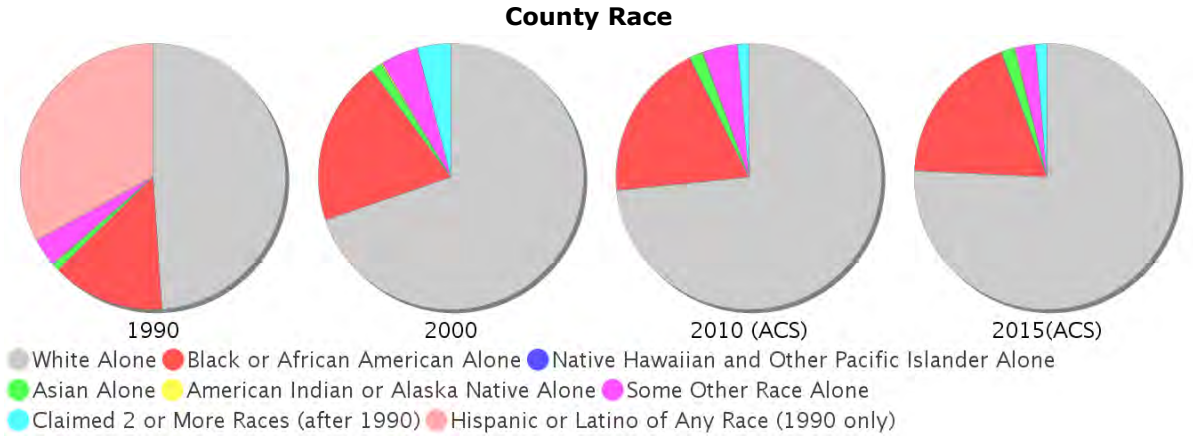
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

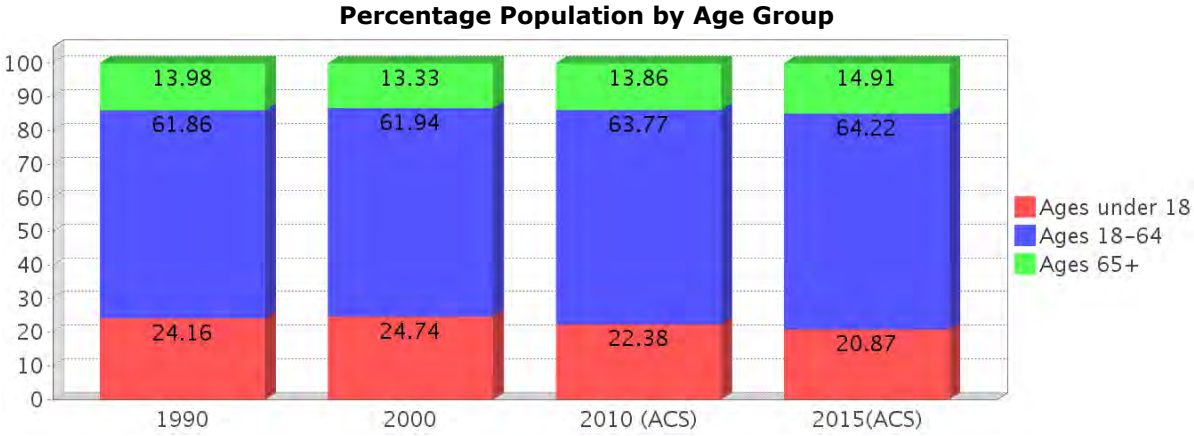
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





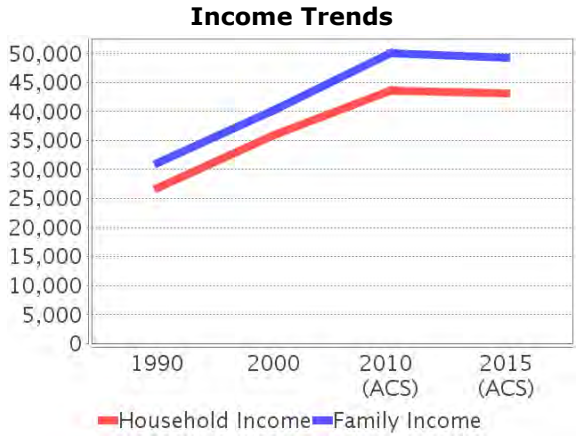
Age Trends - Miami-dade

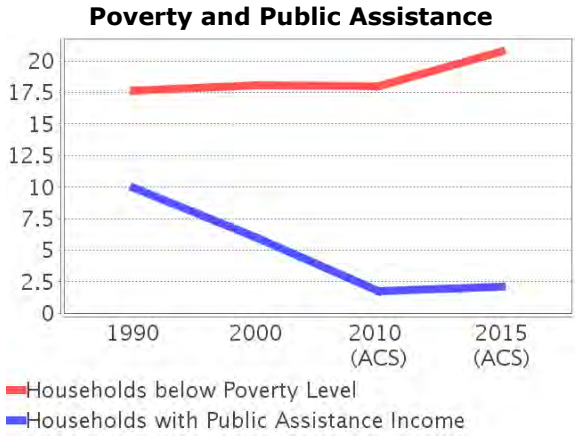
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

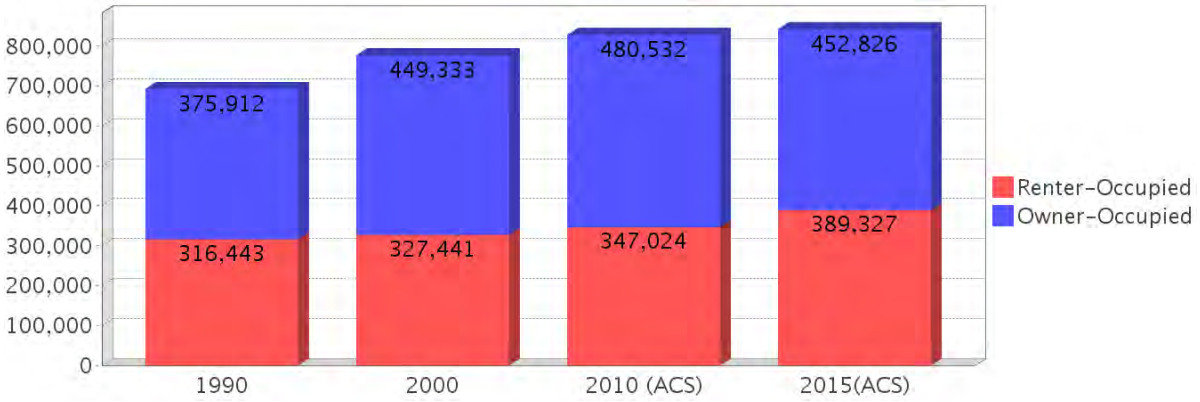
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

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source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-10) - Alternative #1

Area: 0.181 square miles

Jurisdiction(s): **Cities:** Opa-locka
Counties: Miami-dade

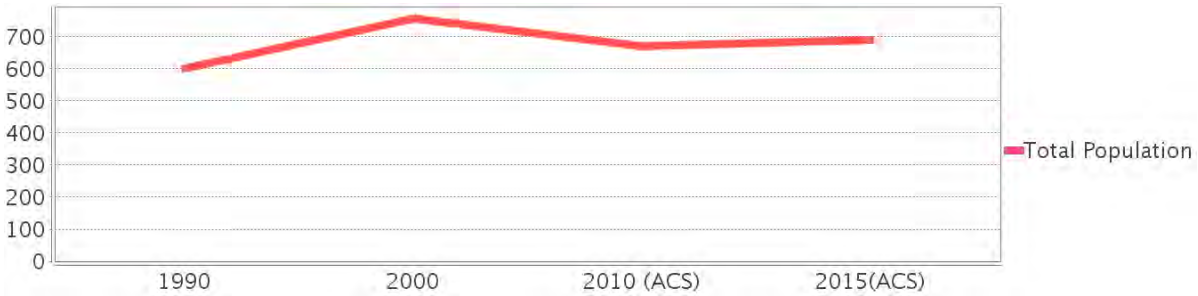
General Population Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	601	756	670	691
Total Households	205	264	222	221
Average Persons per Acre	10.87	10.35	12.11	9.62
Average Persons per Household	3.27	3.30	3.00	3.00
Average Persons per Family	3.94	3.84	3.50	4.76
Males	287	326	294	243
Females	314	430	376	448

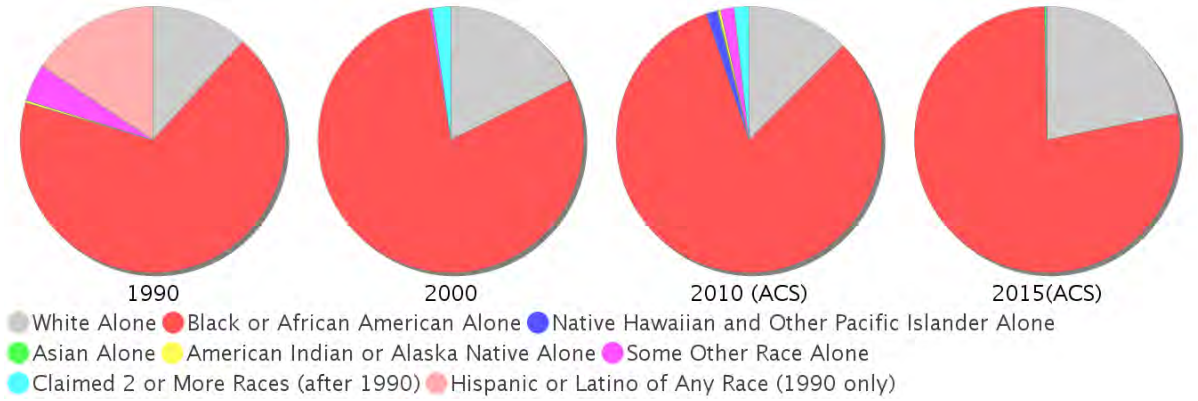
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	84 (13.98%)	133 (17.59%)	84 (12.54%)	151 (21.85%)
Black or African American Alone	483 (80.37%)	602 (79.63%)	551 (82.24%)	539 (78.00%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	9 (1.34%)	0 (0.00%)
Asian Alone	0 (0.00%)	0 (0.00%)	1 (0.15%)	1 (0.14%)
American Indian or Alaska Native Alone	2 (0.33%)	0 (0.00%)	2 (0.30%)	0 (0.00%)
Some Other Race Alone	32 (5.32%)	3 (0.40%)	11 (1.64%)	0 (0.00%)
Claimed 2 or More Races	NA (NA)	17 (2.25%)	12 (1.79%)	1 (0.14%)
Hispanic or Latino of Any Race	112 (18.64%)	131 (17.33%)	122 (18.21%)	175 (25.33%)
Not Hispanic or Latino	489 (81.36%)	625 (82.67%)	548 (81.79%)	516 (74.67%)
Minority	575 (95.67%)	739 (97.75%)	665 (99.25%)	691 (100.00%)

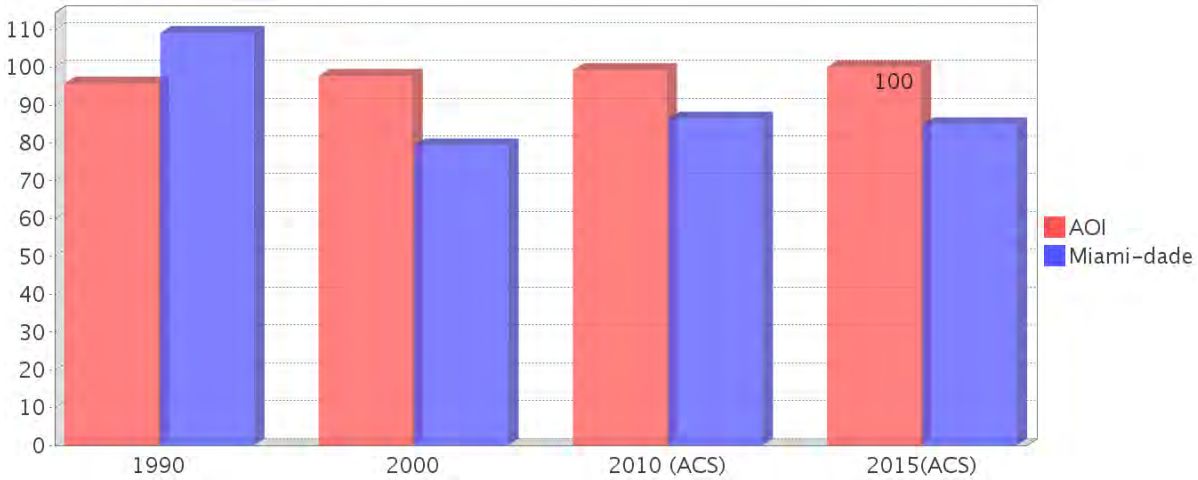
Population



Race



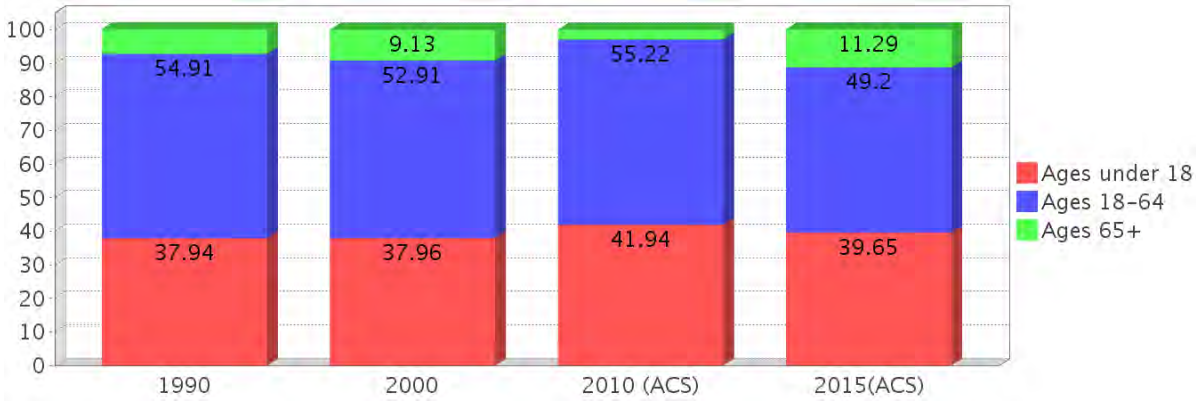
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	14.14%	13.36%	14.78%	21.42%
Ages 5-17	23.79%	24.60%	27.16%	18.23%
Ages 18-21	6.99%	6.35%	7.61%	6.66%
Ages 22-29	16.81%	18.39%	16.27%	19.54%
Ages 30-39	17.14%	14.55%	14.33%	8.39%
Ages 40-49	8.82%	6.61%	8.96%	5.35%
Ages 50-64	5.16%	7.01%	8.06%	9.26%
Age 65 and Over	7.32%	9.13%	2.84%	11.29%
-Ages 65-74	4.66%	5.16%	1.64%	0.87%
-Ages 75-84	2.16%	3.70%	0.90%	1.01%
-Age 85 and Over	0.50%	0.26%	0.30%	9.41%
Median Age	NA	28	24	26

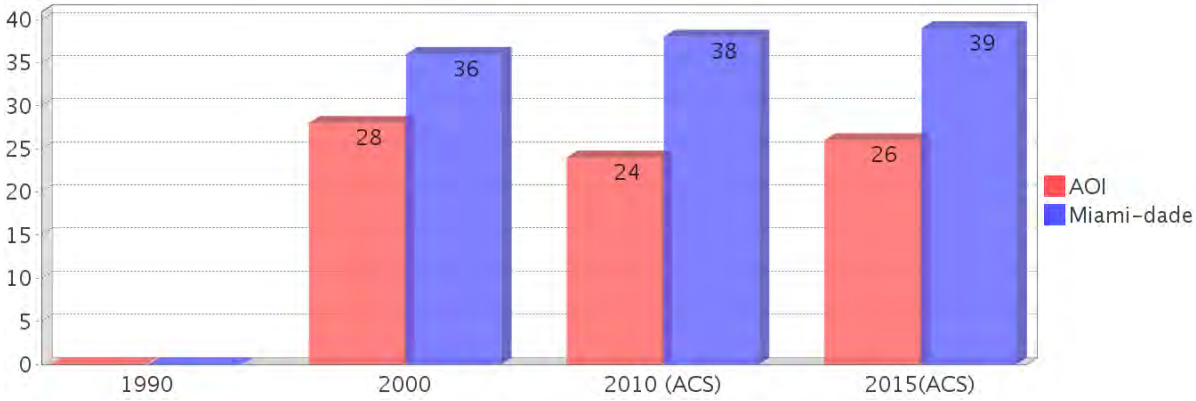
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$18,116	$17,764	$14,050	$8,450
Median Family Income	$16,089	$18,912	$16,410	NA
Population below Poverty Level	41.93%	52.91%	70.45%	83.65%
Households below Poverty Level	38.54%	56.82%	83.78%	74.66%
Households with Public Assistance Income	27.32%	12.12%	8.56%	0.45%

Median Age Comparison

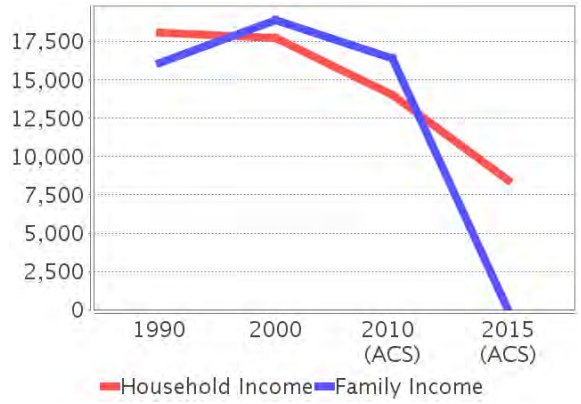


Disability Trends

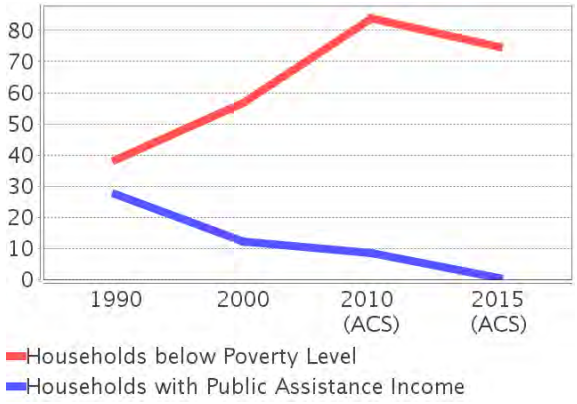
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	21 (5.10%)	202 (30.84%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	14 (4.75%)

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	43 (13.56%)	67 (17.77%)	101 (24.51%)	73 (24.25%)
9th to 12th Grade, No Diploma	99 (31.23%)	120 (31.83%)	69 (16.75%)	29 (9.63%)
High School Graduate or Higher	175 (55.21%)	189 (50.13%)	242 (58.74%)	199 (66.11%)
Bachelor's Degree or Higher	18 (5.68%)	12 (3.18%)	38 (9.22%)	22 (7.31%)

Language Trends

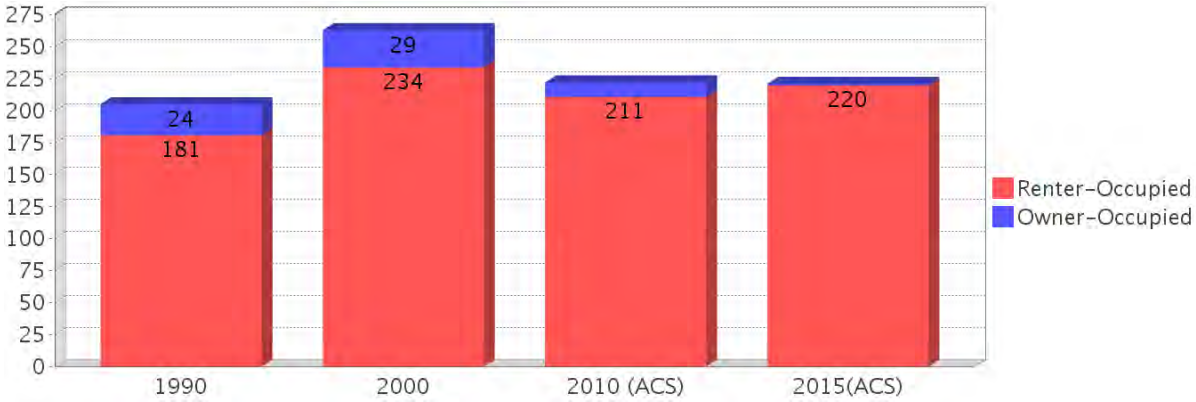
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	34 (6.33%)	32 (4.89%)	14 (1.94%)	52 (9.58%)
Speaks English Not Well	NA (NA)	65 (9.92%)	146 (20.25%)	85 (15.65%)
Speaks English Not at All	NA (NA)	10 (1.53%)	7 (0.97%)	18 (3.31%)
Speaks English Not Well or Not at All	46 (8.57%)	75 (11.45%)	153 (21.22%)	103 (18.97%)

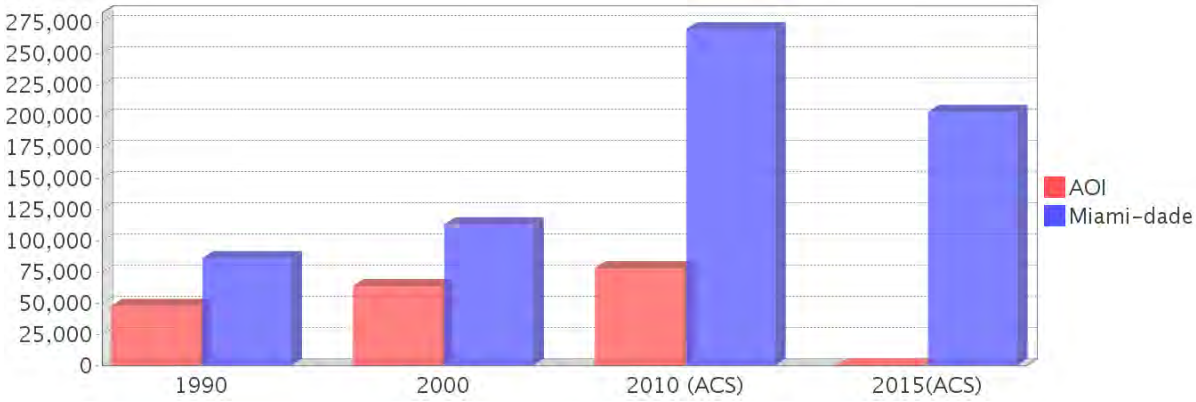
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	289	286	276	312
Units per Acre	NA	NA	NA	NA
Single-Family Units	31	41	36	36
Multi-Family Units	172	243	289	276
Mobile Home Units	0	0	0	0
Owner-Occupied Units	24	29	11	1
Renter-Occupied Units	181	234	211	220
Vacant Units	84	23	54	91
Median Housing Value	$47,700	$63,650	$77,950	$0
Occupied Housing Units w/No Vehicle	66 (32.20%)	102 (38.78%)	84 (37.84%)	83 (37.56%)

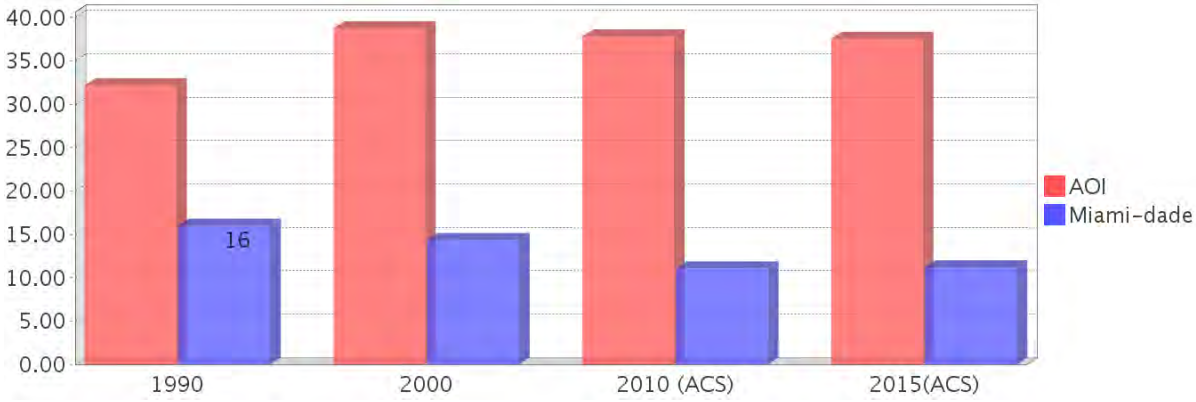
Housing Tenure



Median Housing Value Comparison

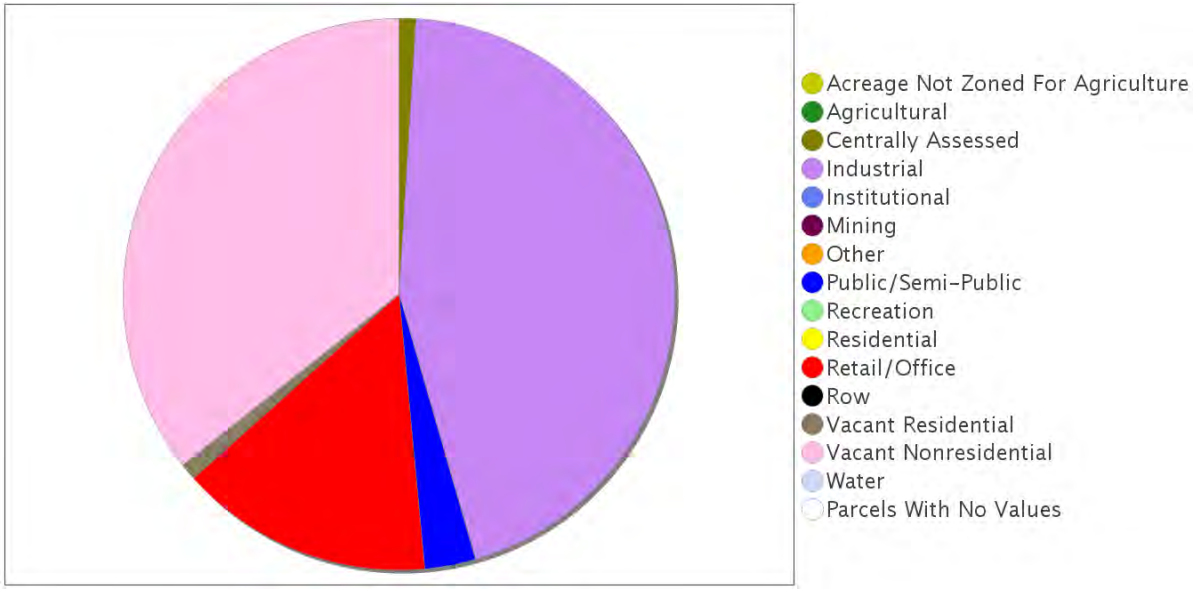


Occupied Units With No Vehicles Available

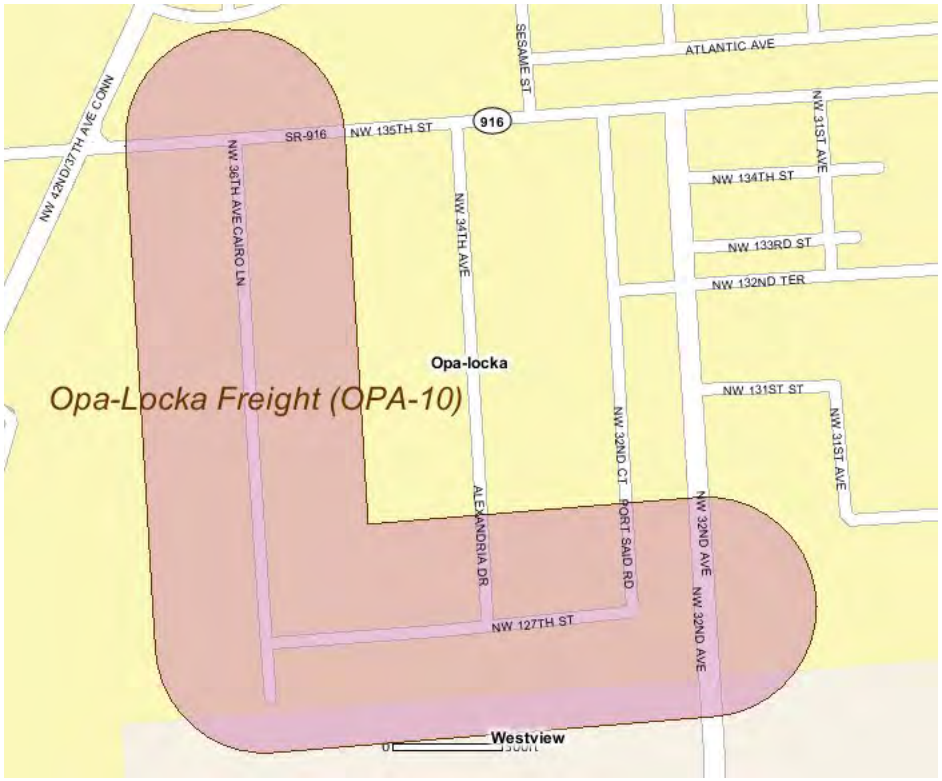


Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	<0.5	<0.43%
Agricultural	0	0.00%
Centrally Assessed	1	0.86%
Industrial	45	38.92%
Institutional	0	0.00%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	3	2.59%
Recreation	0	0.00%
Residential	0	0.00%
Retail/Office	15	12.97%
Row	0	0.00%
Vacant Residential	1	0.86%
Vacant Nonresidential	36	31.13%
Water	0	0.00%
Parcels With No Values	0	0.00%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

US Census Places

Facility Name
Westview
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005033, 120250005032

2000 Census Block Groups

120860005032, 120860005033

2010 Census Block Groups

120860005033, 120860005034

2015 Census Block Groups

120860005033, 120860005034

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf; http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.

- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

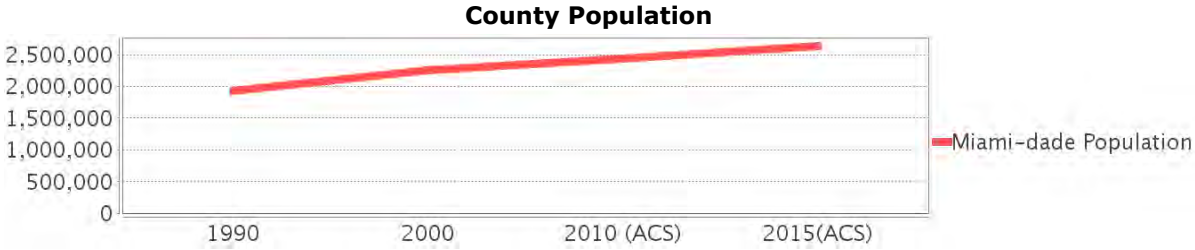
Miami-dade County Demographic Profile

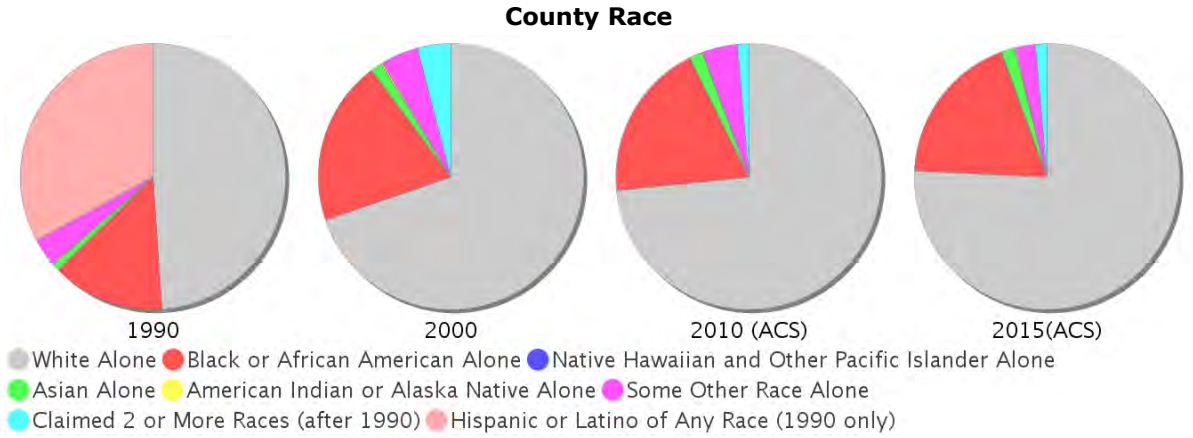
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

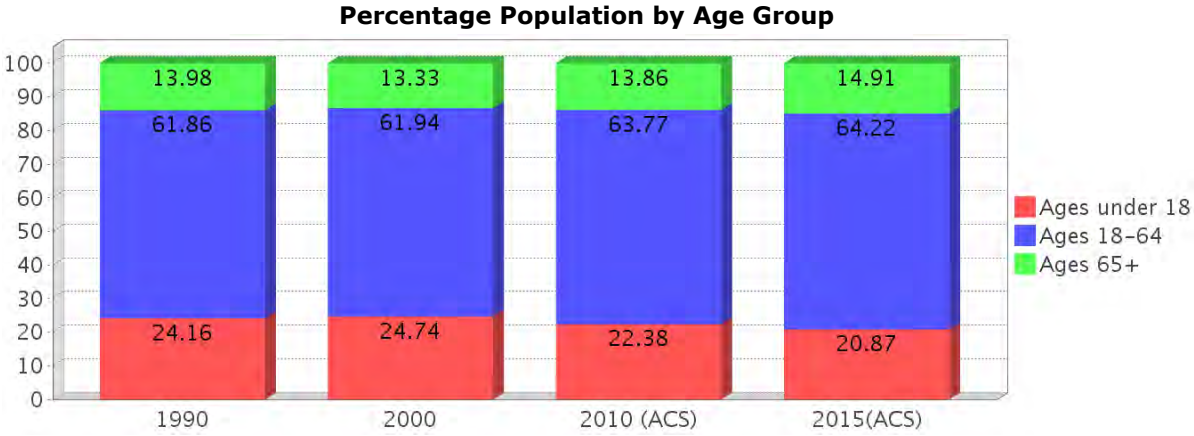
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





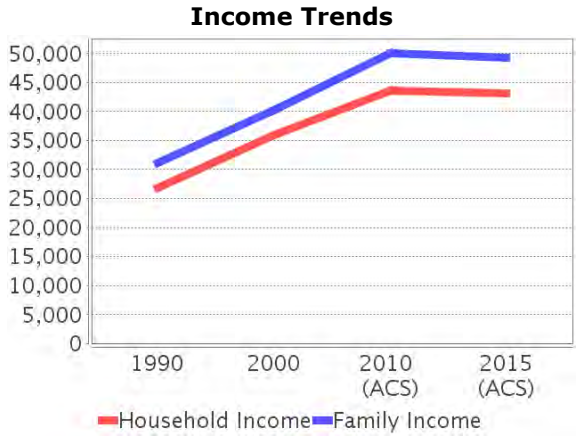
Age Trends - Miami-dade

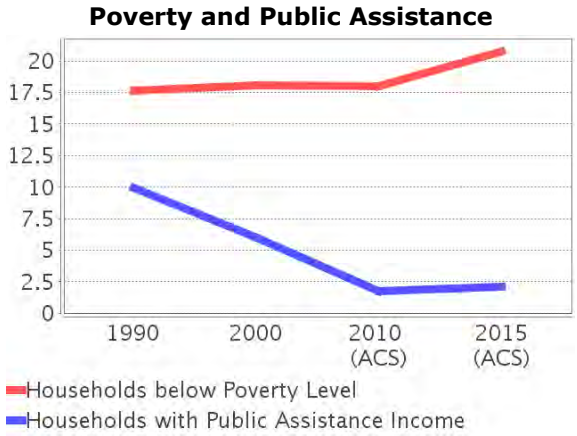
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

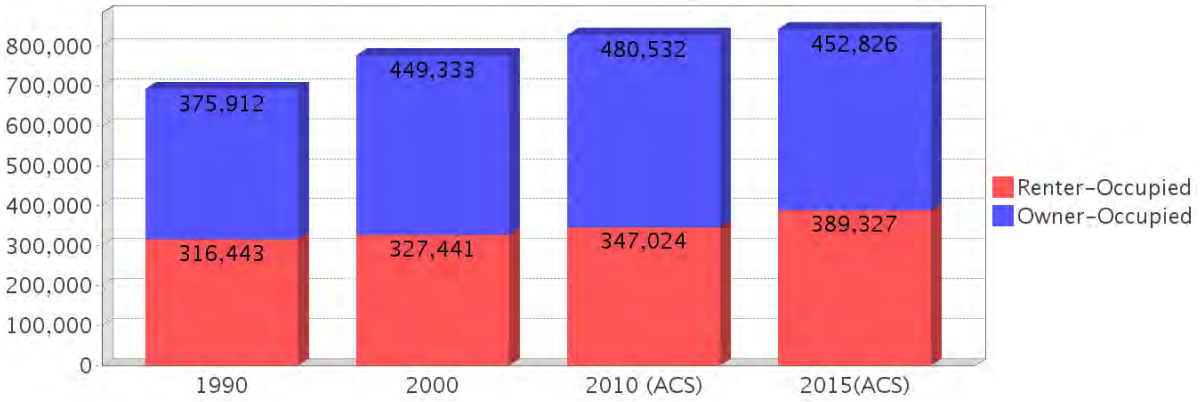
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

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source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-11) - Alternative #1

Area: 0.312 square miles

Jurisdiction(s): **Cities:** Opa-locka, Hialeah
Counties: Miami-dade

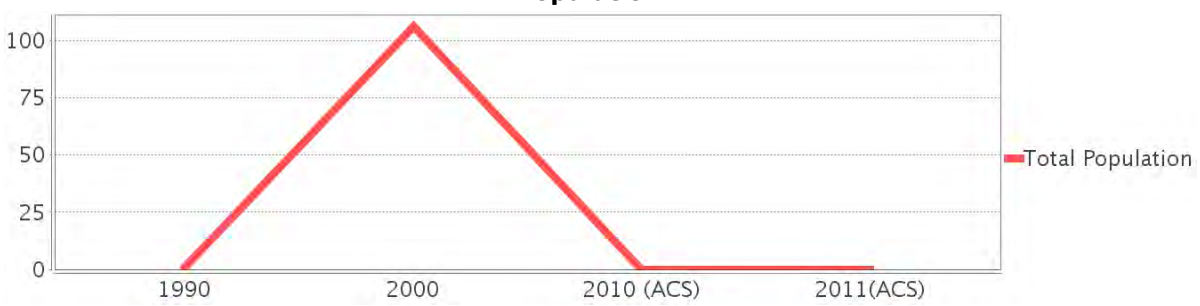
General Population Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Total Population	1	106	NA	NA
Total Households	0	37	NA	NA
Average Persons per Acre	12.13	9.97	NA	NA
Average Persons per Household	3.31	2.42	NA	NA
Average Persons per Family	3.89	3.17	NA	NA
Males	0	46	NA	NA
Females	0	61	NA	NA

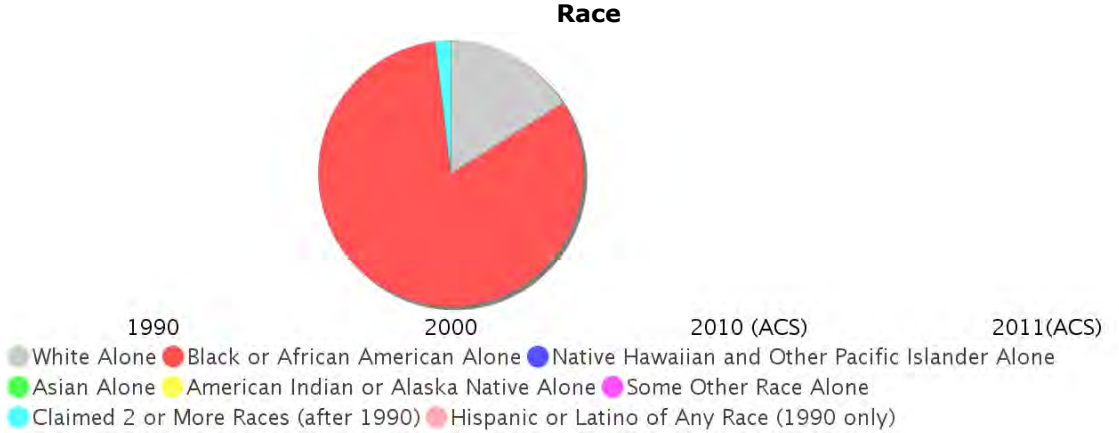
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
White Alone	0 (0.00%)	17 (16.04%)	NA (NA)	NA (NA)
Black or African American Alone	0 (0.00%)	87 (82.08%)	NA (NA)	NA (NA)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	NA (NA)	NA (NA)
Asian Alone	0 (0.00%)	0 (0.00%)	NA (NA)	NA (NA)
American Indian or Alaska Native Alone	0 (0.00%)	0 (0.00%)	NA (NA)	NA (NA)
Some Other Race Alone	0 (0.00%)	0 (0.00%)	NA (NA)	NA (NA)
Claimed 2 or More Races	NA (NA)	2 (1.89%)	NA (NA)	NA (NA)
Hispanic or Latino of Any Race	0 (0.00%)	16 (15.09%)	NA (NA)	NA (NA)
Not Hispanic or Latino	1 (100.00%)	90 (84.91%)	NA (NA)	NA (NA)
Minority	1 (100.00%)	104 (98.11%)	NA (NA)	NA (NA)

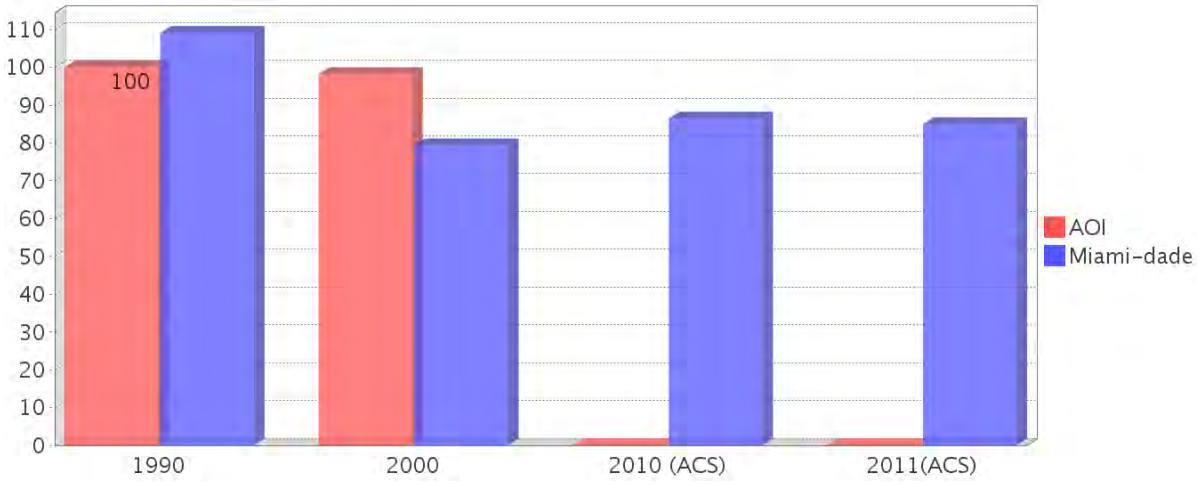
Population



Race



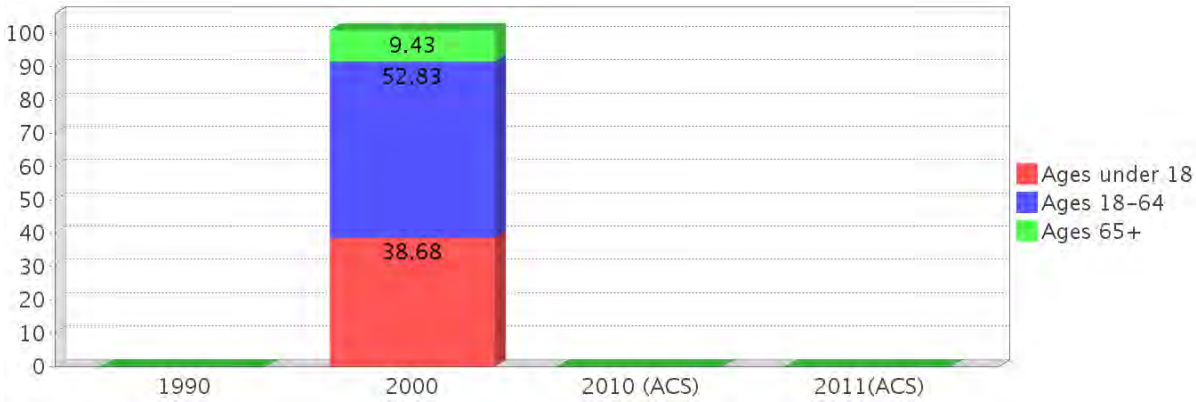
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Under Age 5	0.00%	14.15%	NA	NA
Ages 5-17	0.00%	24.53%	NA	NA
Ages 18-21	0.00%	6.60%	NA	NA
Ages 22-29	0.00%	18.87%	NA	NA
Ages 30-39	0.00%	15.09%	NA	NA
Ages 40-49	0.00%	5.66%	NA	NA
Ages 50-64	0.00%	6.60%	NA	NA
Age 65 and Over	0.00%	9.43%	NA	NA
-Ages 65-74	0.00%	4.72%	NA	NA
-Ages 75-84	0.00%	3.77%	NA	NA
-Age 85 and Over	0.00%	0.00%	NA	NA
Median Age	NA	22	NA	NA

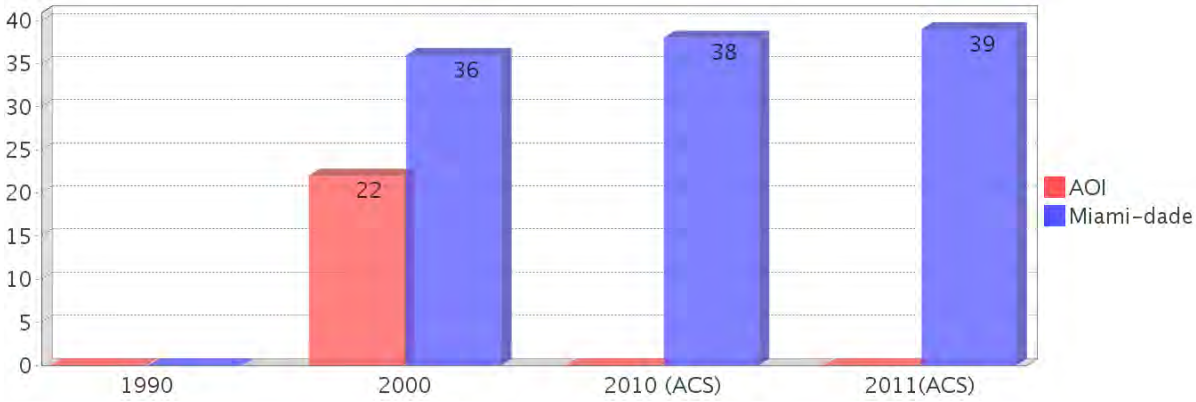
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Median Household Income	$22,952	$11,616	NA	NA
Median Family Income	$24,044	$13,496	NA	NA
Population below Poverty Level	0.00%	54.72%	NA	NA
Households below Poverty Level		59.46%	NA	NA
Households with Public Assistance Income		13.51%	NA	NA

Median Age Comparison

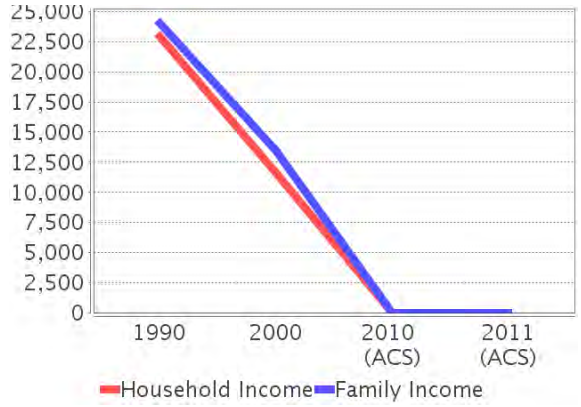


Disability Trends

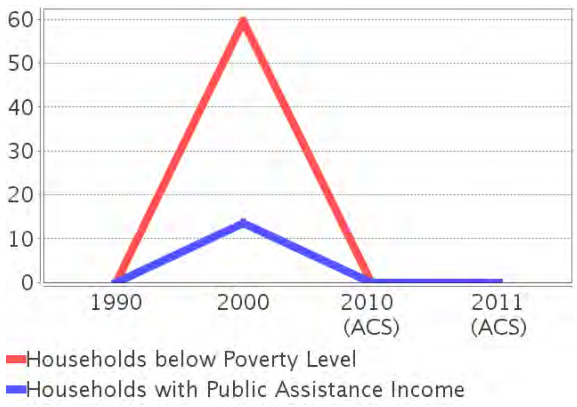
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2011(ACS)
Population 16 To 64 Years with a disability	0 (0.00%)	29 (31.52%)	(NA)	(NA)
Population 20 To 64 Years with a disability				

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Less than 9th Grade	0 ( )	9 (17.31%)	NA (NA)	NA (NA)
9th to 12th Grade, No Diploma	0 ( )	17 (32.69%)	NA (NA)	NA (NA)
High School Graduate or Higher	0 ( )	26 (50.00%)	NA (NA)	NA (NA)
Bachelor's Degree or Higher	0 ( )	1 (1.92%)	NA (NA)	NA (NA)

Language Trends

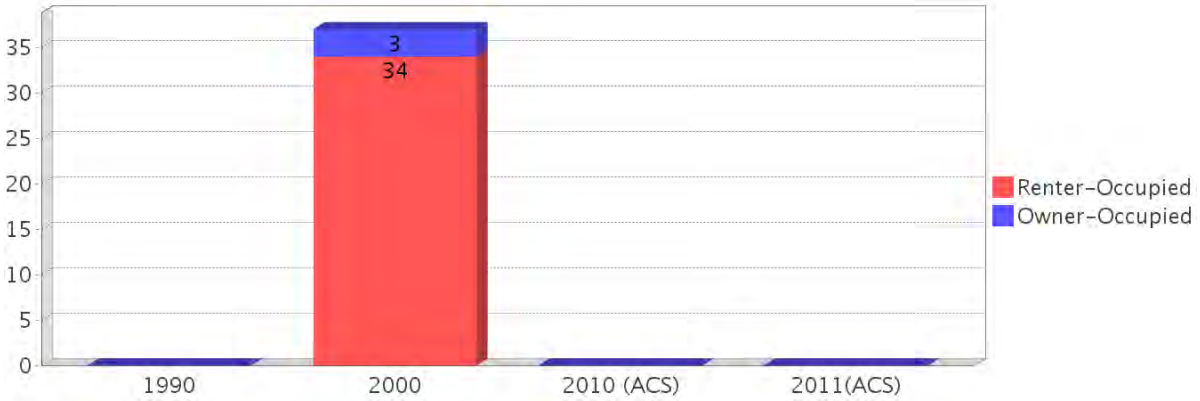
Age 5 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Speaks English Well	0 (0.00%)	4 (4.35%)	NA (NA)	NA (NA)
Speaks English Not Well	NA (NA)	9 (9.78%)	NA (NA)	NA (NA)
Speaks English Not at All	NA (NA)	1 (1.09%)	NA (NA)	NA (NA)
Speaks English Not Well or Not at All	0 (0.00%)	10 (10.87%)	0 (NA)	0 (NA)

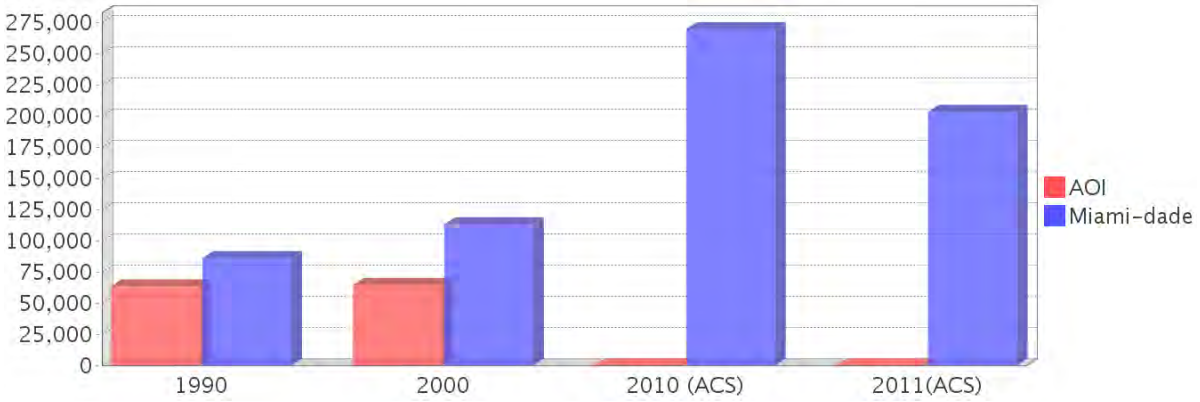
Housing Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Total	0	41	NA	NA
Units per Acre	NA	NA	NA	NA
Single-Family Units	0	5	NA	NA
Multi-Family Units	0	36	NA	NA
Mobile Home Units	0	0	NA	NA
Owner-Occupied Units	0	3	NA	NA
Renter-Occupied Units	0	34	NA	NA
Vacant Units	0	3	NA	NA
Median Housing Value	$63,350	$64,500	NA	NA
Occupied Housing Units w/No Vehicle	0 ( )	15 (39.47%)	NA (NA)	NA (NA)

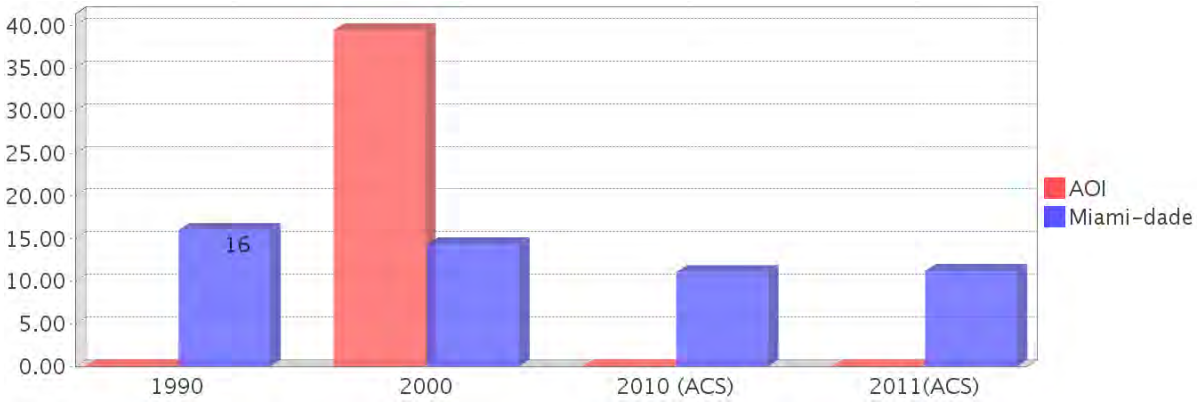
Housing Tenure



Median Housing Value Comparison

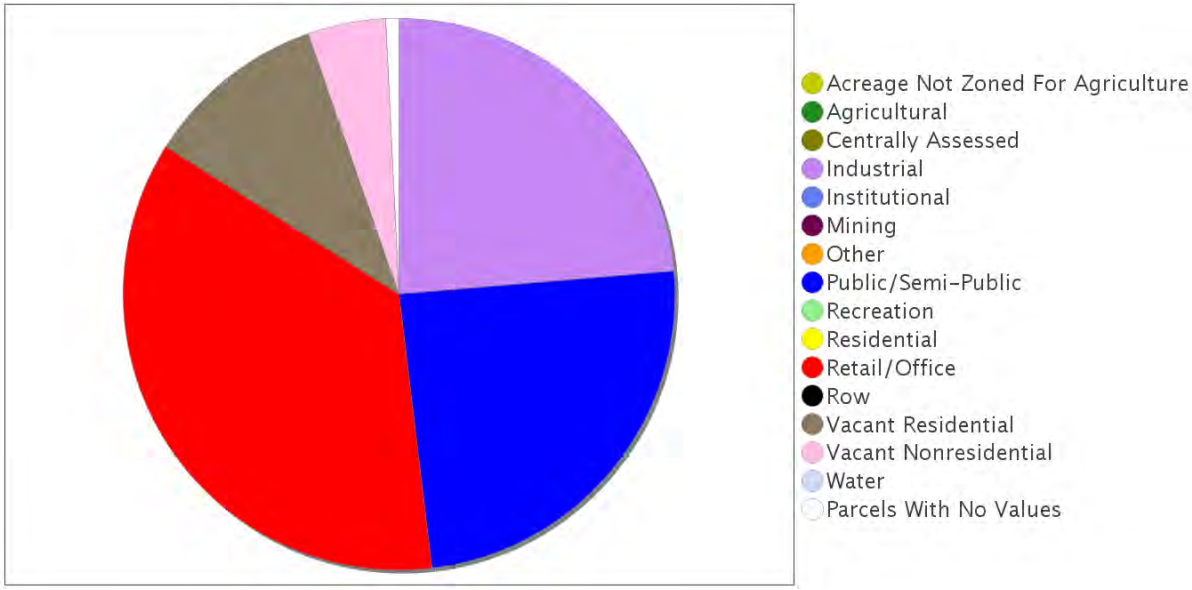


Occupied Units With No Vehicles Available



Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	31	15.52%
Institutional	0	0.00%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	32	16.03%
Recreation	0	0.00%
Residential	0	0.00%
Retail/Office	47	23.54%
Row	0	0.00%
Vacant Residential	14	7.01%
Vacant Nonresidential	6	3.00%
Water	0	0.00%
Parcels With No Values	1	0.50%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Government Building

Facility Name	Address	Zip Code
FLORIDA DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES SERVICE CENTER	12601 NW 42 AVE	33054

US Census Places

Facility Name
Hialeah
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250006011, 120250005033

2000 Census Block Groups

120860005033

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;

http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.

- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

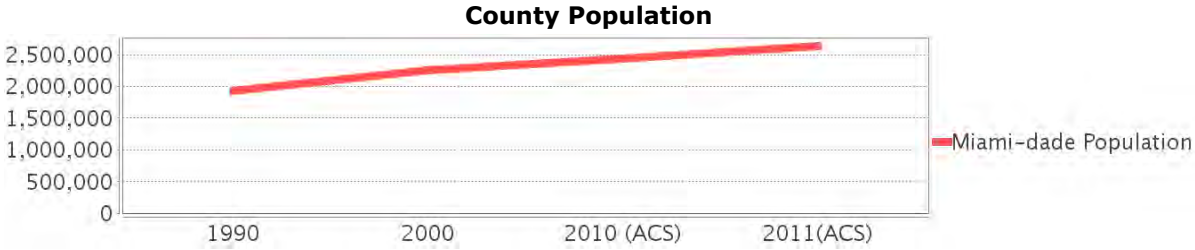
Miami-dade County Demographic Profile

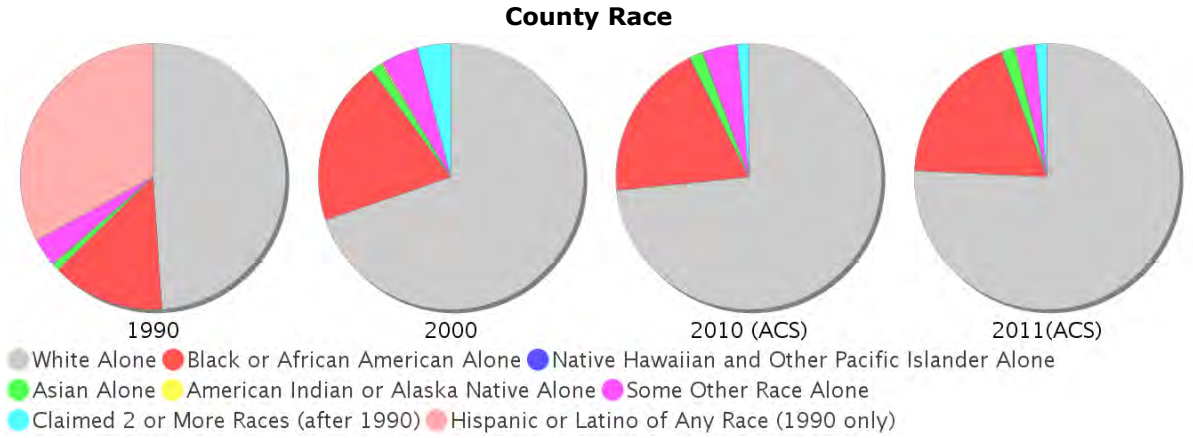
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

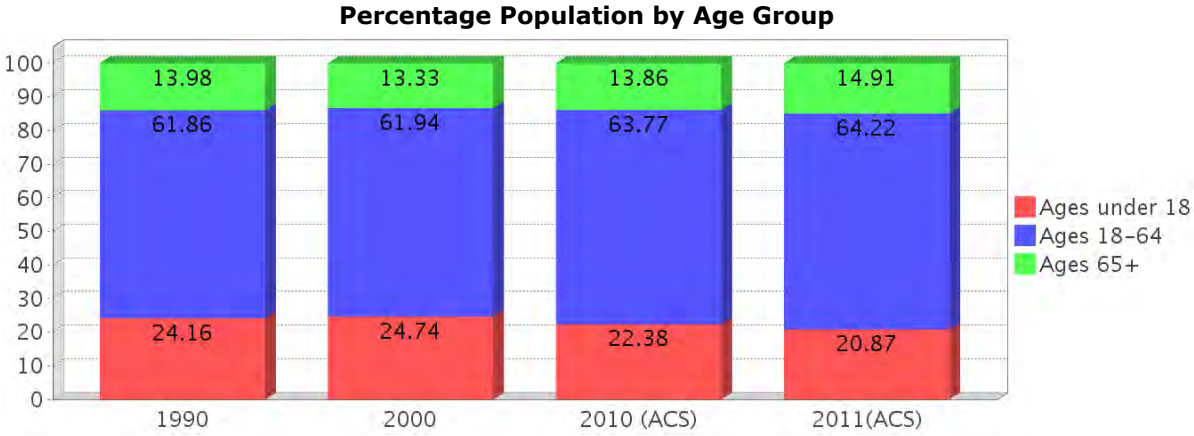
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





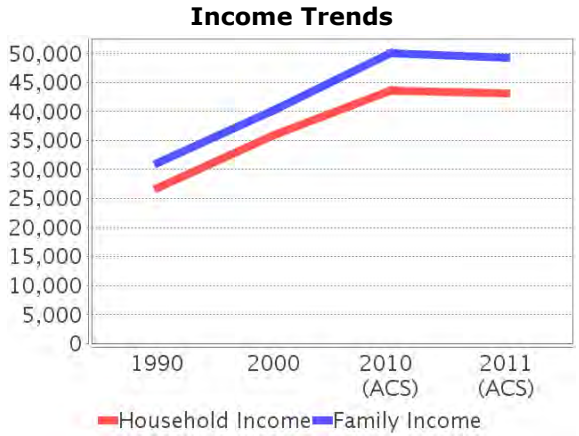
Age Trends - Miami-dade

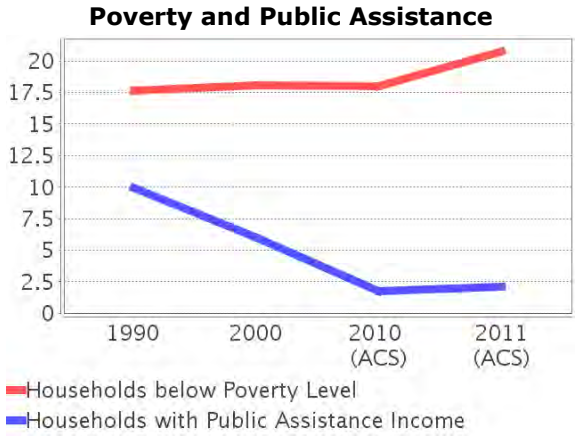
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

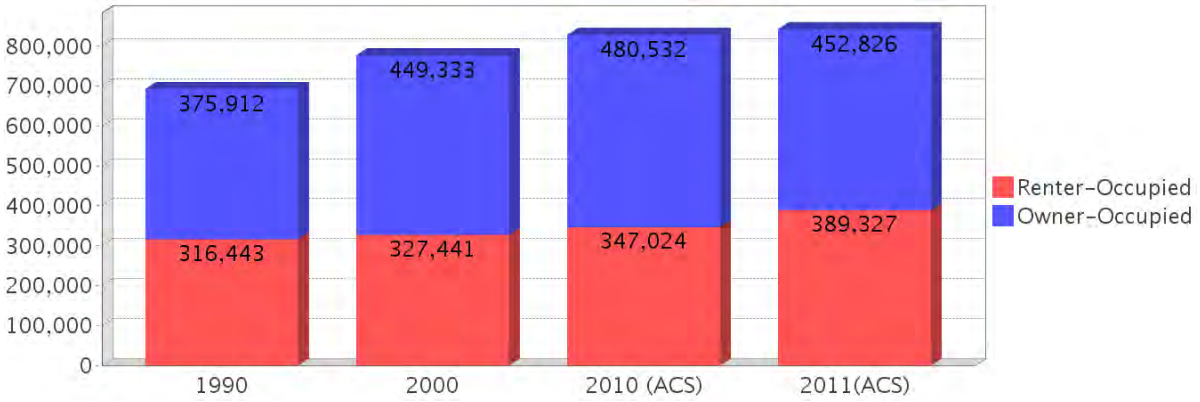
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
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http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

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Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-12) - Alternative #1

Area: 0.06 square miles

Jurisdiction(s): **Cities:** Opa-locka
Counties: Miami-dade

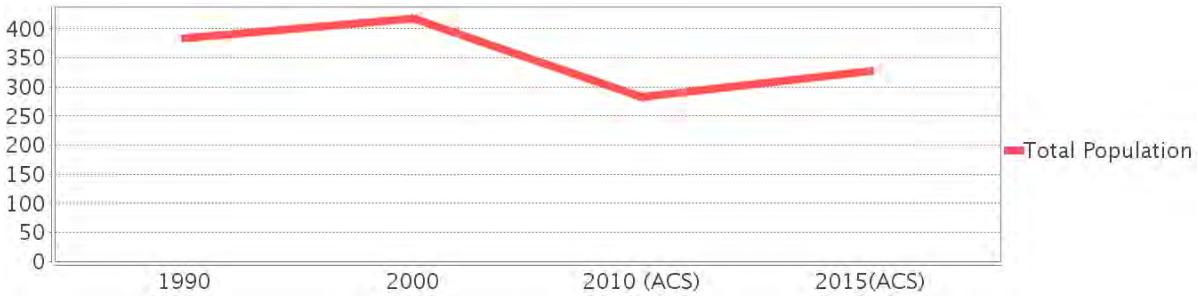
General Population Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	383	417	283	327
Total Households	123	138	96	113
Average Persons per Acre	13.16	12.98	14.90	15.55
Average Persons per Household	3.11	3.07	3.25	3.01
Average Persons per Family	3.79	3.75	3.25	3.96
Males	183	194	132	167
Females	200	222	151	160

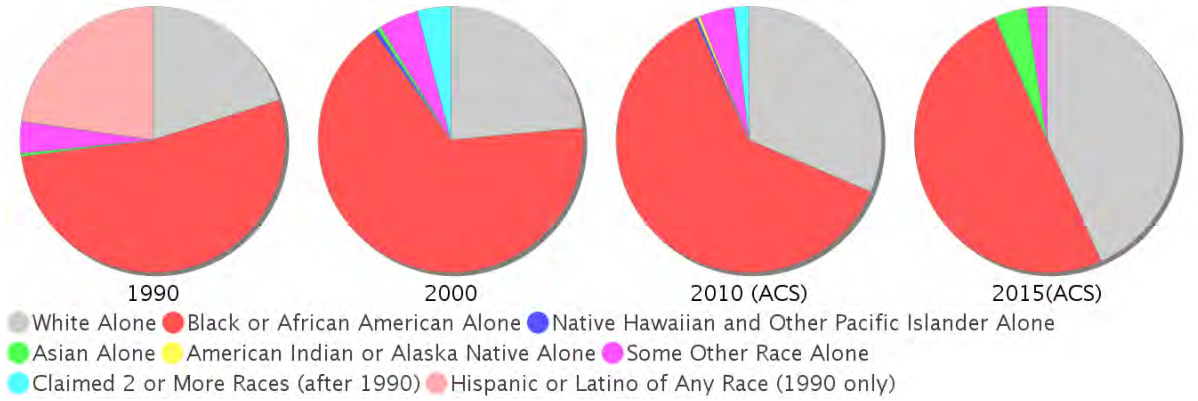
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	100 (26.11%)	98 (23.50%)	89 (31.45%)	142 (43.43%)
Black or African American Alone	262 (68.41%)	277 (66.43%)	175 (61.84%)	165 (50.46%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	2 (0.48%)	1 (0.35%)	0 (0.00%)
Asian Alone	2 (0.52%)	2 (0.48%)	0 (0.00%)	13 (3.98%)
American Indian or Alaska Native Alone	0 (0.00%)	0 (0.00%)	1 (0.35%)	0 (0.00%)
Some Other Race Alone	19 (4.96%)	20 (4.80%)	12 (4.24%)	8 (2.45%)
Claimed 2 or More Races	NA (NA)	17 (4.08%)	5 (1.77%)	0 (0.00%)
Hispanic or Latino of Any Race	113 (29.50%)	130 (31.18%)	110 (38.87%)	156 (47.71%)
Not Hispanic or Latino	270 (70.50%)	287 (68.82%)	173 (61.13%)	171 (52.29%)
Minority	360 (93.99%)	405 (97.12%)	276 (97.53%)	318 (97.25%)

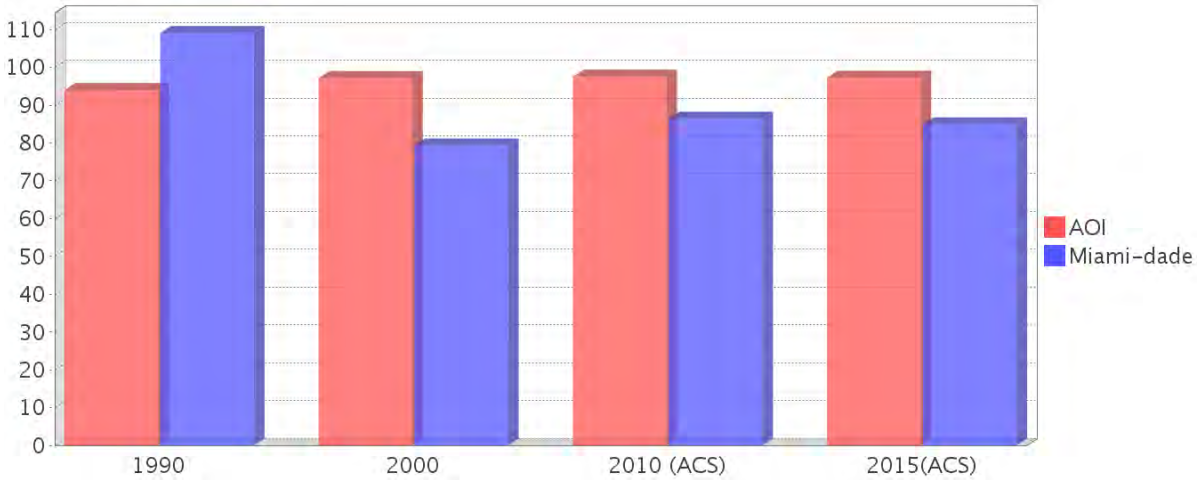
Population



Race



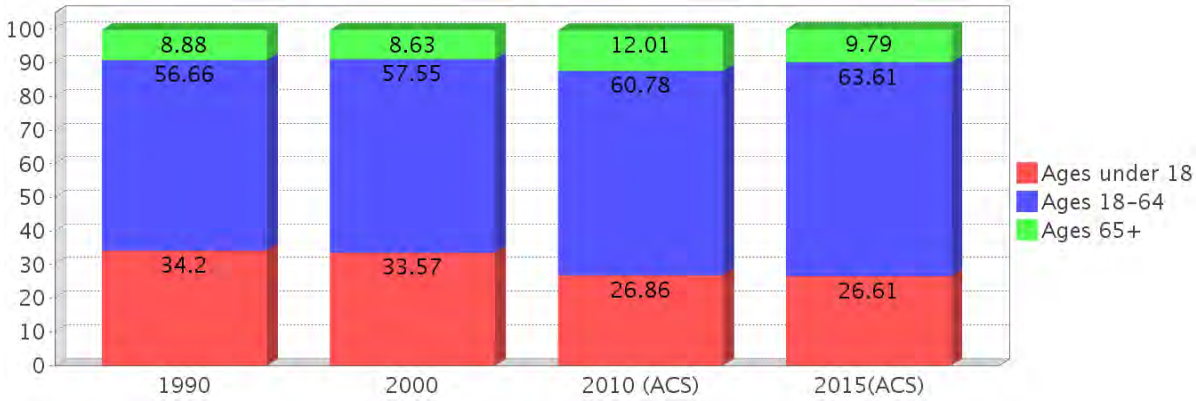
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	10.44%	7.19%	8.13%	8.87%
Ages 5-17	23.76%	26.38%	18.73%	17.74%
Ages 18-21	6.27%	5.52%	6.01%	2.75%
Ages 22-29	12.79%	11.03%	12.72%	5.81%
Ages 30-39	16.71%	12.95%	12.37%	19.27%
Ages 40-49	9.92%	14.87%	12.72%	13.46%
Ages 50-64	10.97%	13.19%	16.96%	22.32%
Age 65 and Over	8.88%	8.63%	12.01%	9.79%
-Ages 65-74	5.74%	5.28%	7.07%	6.42%
-Ages 75-84	2.61%	3.36%	4.24%	3.36%
-Age 85 and Over	0.52%	0.24%	1.06%	0.31%
Median Age	NA	28	34	40

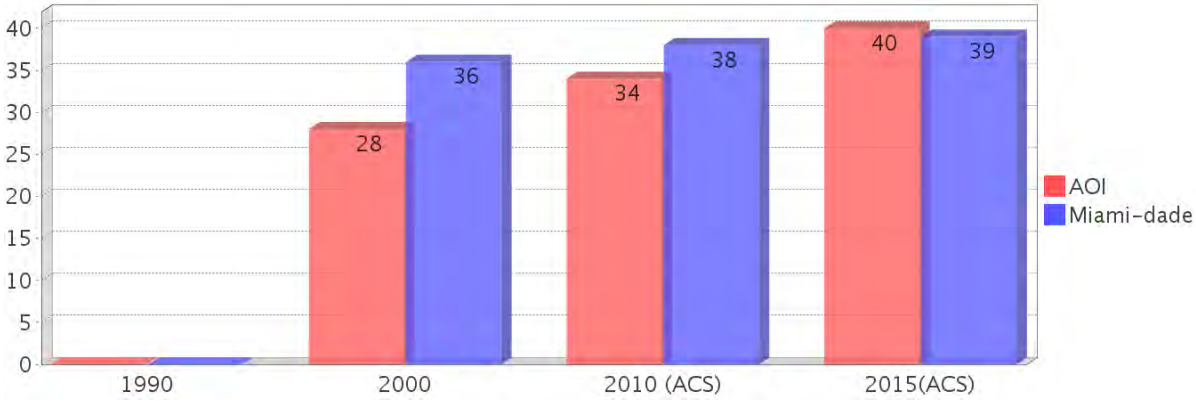
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$18,116	$21,906	$24,381	$23,094
Median Family Income	$17,000	$25,470	$30,925	NA
Population below Poverty Level	34.73%	28.06%	13.07%	33.03%
Households below Poverty Level	38.21%	29.71%	21.88%	40.71%
Households with Public Assistance Income	25.20%	5.80%	2.08%	0.88%

Median Age Comparison

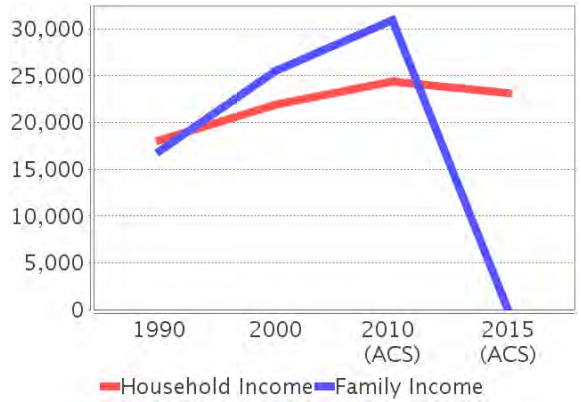


Disability Trends

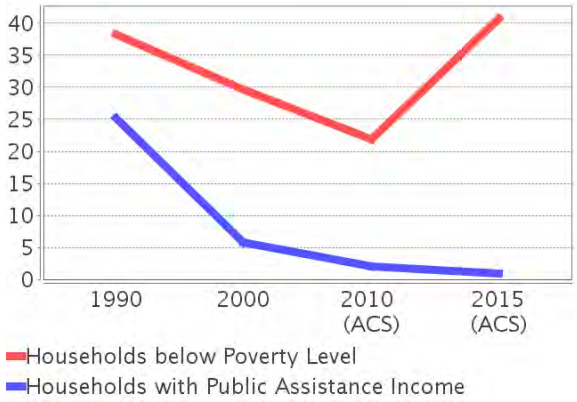
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	25 (9.54%)	79 (20.47%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	15 (7.32%)

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	51 (24.64%)	41 (17.15%)	31 (19.02%)	31 (14.22%)
9th to 12th Grade, No Diploma	57 (27.54%)	63 (26.36%)	21 (12.88%)	30 (13.76%)
High School Graduate or Higher	99 (47.83%)	135 (56.49%)	112 (68.71%)	157 (72.02%)
Bachelor's Degree or Higher	9 (4.35%)	16 (6.69%)	9 (5.52%)	21 (9.63%)

Language Trends

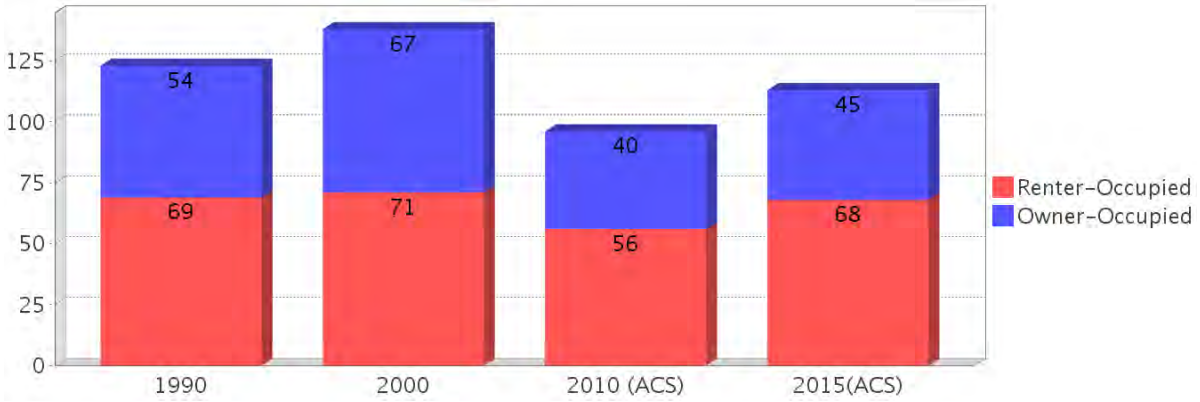
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	27 (8.01%)	43 (11.11%)	18 (8.00%)	38 (12.71%)
Speaks English Not Well	NA (NA)	34 (8.79%)	23 (10.22%)	41 (13.71%)
Speaks English Not at All	NA (NA)	9 (2.33%)	21 (9.33%)	32 (10.70%)
Speaks English Not Well or Not at All	56 (16.62%)	43 (11.11%)	44 (19.56%)	73 (24.41%)

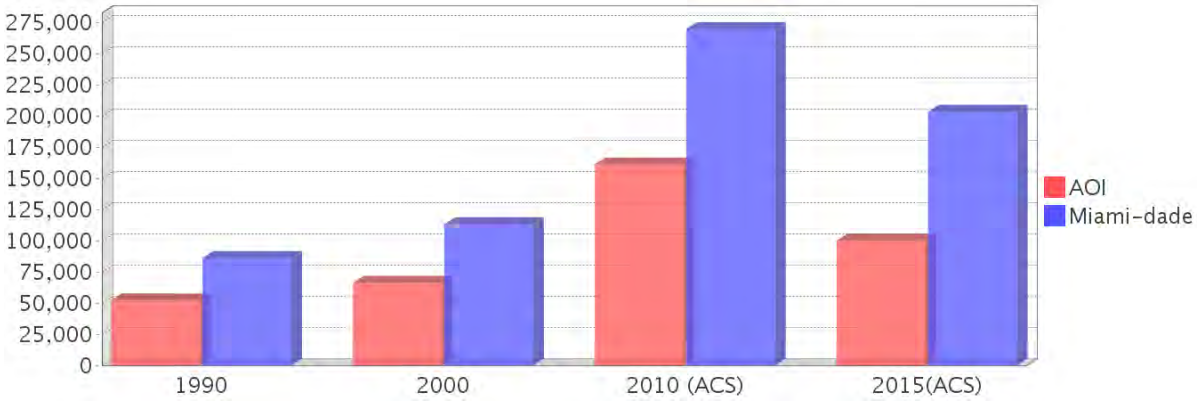
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	134	144	110	125
Units per Acre	NA	NA	NA	NA
Single-Family Units	69	84	49	75
Multi-Family Units	52	60	63	51
Mobile Home Units	0	0	0	0
Owner-Occupied Units	54	67	40	45
Renter-Occupied Units	69	71	56	68
Vacant Units	12	6	13	13
Median Housing Value	$52,050	$66,150	$161,000	$100,050
Occupied Housing Units w/No Vehicle	29 (23.77%)	27 (19.57%)	21 (21.65%)	27 (24.11%)

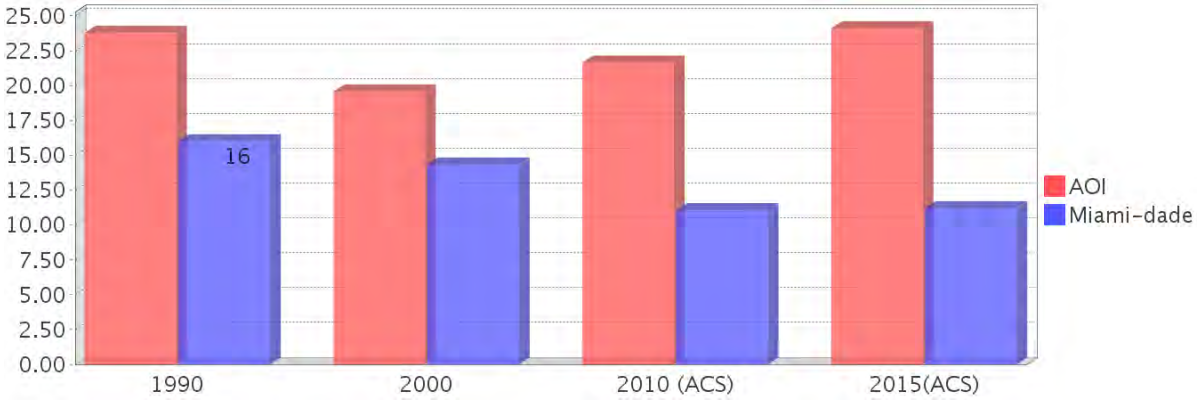
Housing Tenure



Median Housing Value Comparison

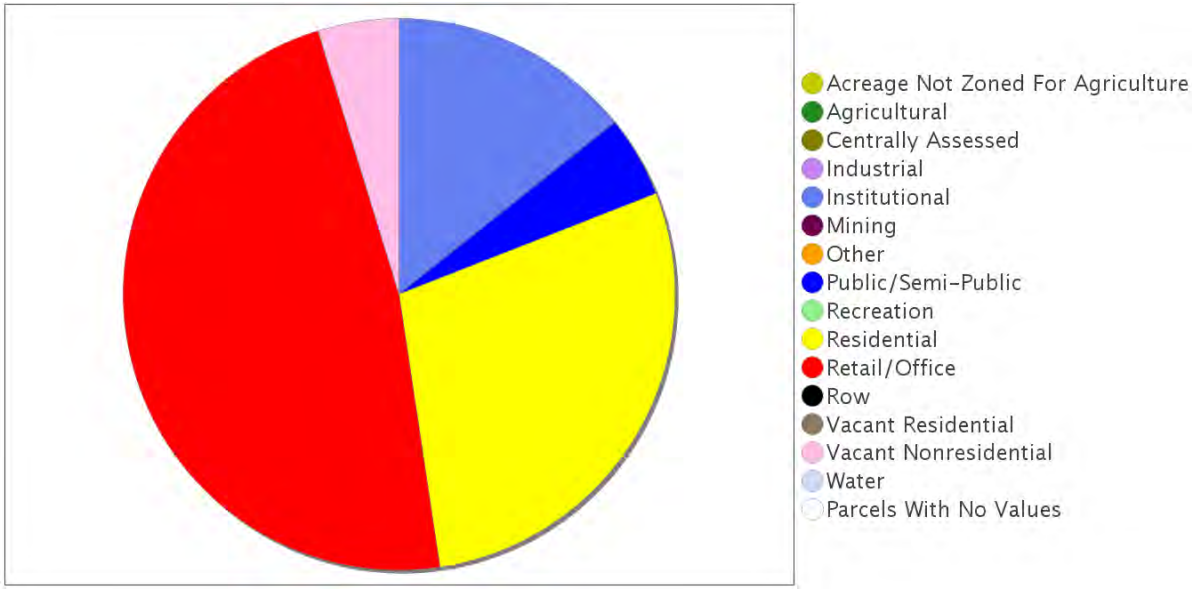


Occupied Units With No Vehicles Available

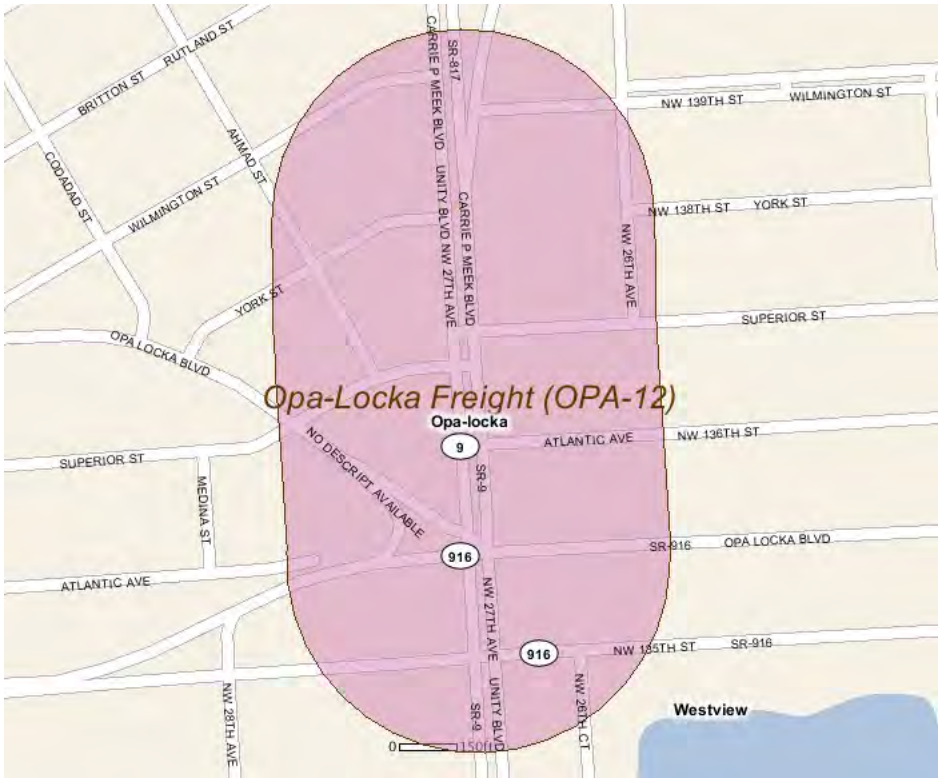


Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	<0.5	<1.30%
Institutional	3	7.82%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	1	2.61%
Recreation	0	0.00%
Residential	6	15.64%
Retail/Office	10	26.06%
Row	0	0.00%
Vacant Residential	<0.5	<1.30%
Vacant Nonresidential	1	2.61%
Water	0	0.00%
Parcels With No Values	<0.5	<1.30%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Public and Private Schools (Points)

Facility Name	Address	Zip Code
FCAA ACADEMIC EXCELLENCE ACADEMY	13850 NW 26TH AVE	33054

US Census Places

Facility Name
Westview
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005033, 120250004033, 120250004044, 120250005032

2000 Census Block Groups

120860005032, 120860004033, 120860004044, 120860005033

2010 Census Block Groups

120860004033, 120860005032, 120860004041, 120860005034

2015 Census Block Groups

120860005032, 120860004033, 120860005034, 120860004041

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf; http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.

- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

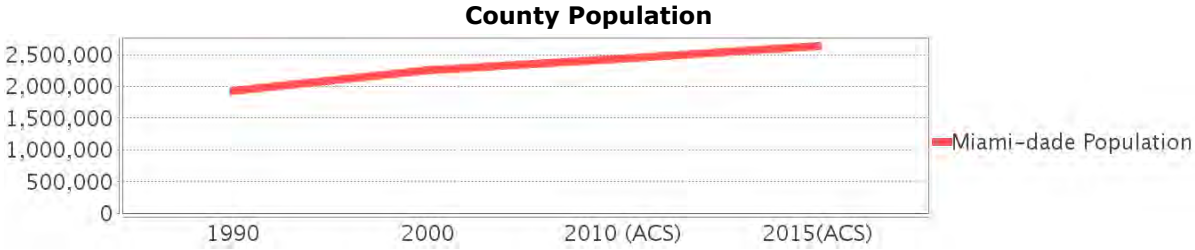
Miami-dade County Demographic Profile

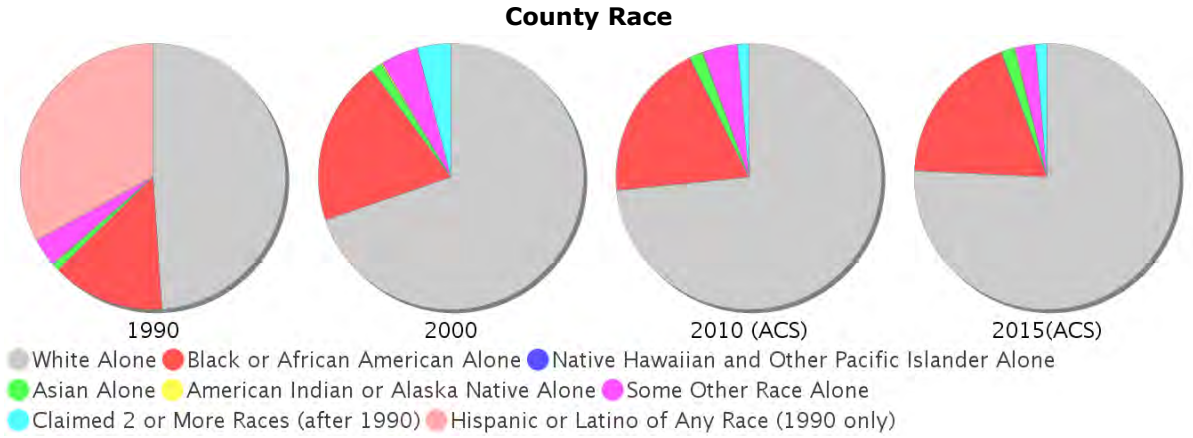
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

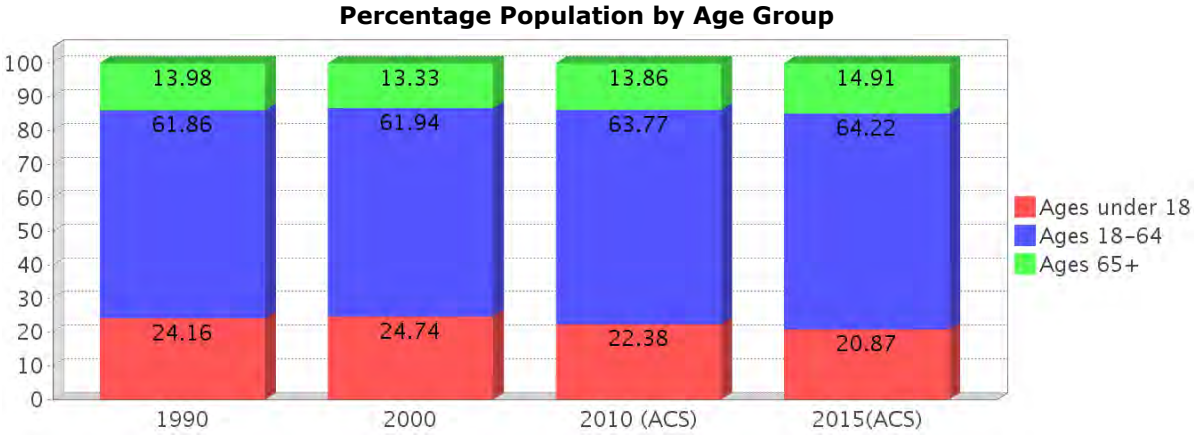
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





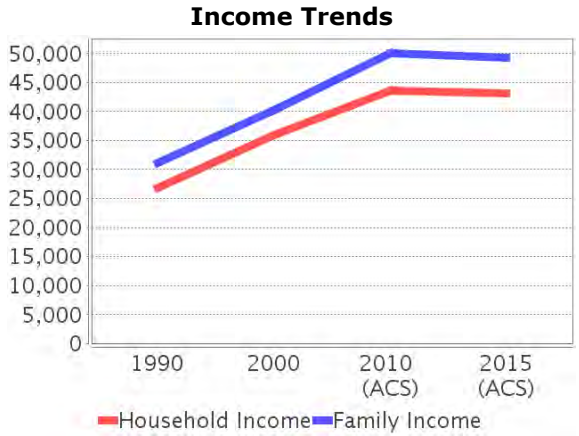
Age Trends - Miami-dade

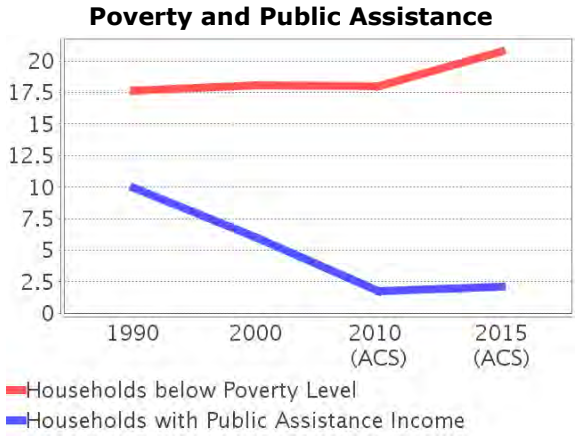
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

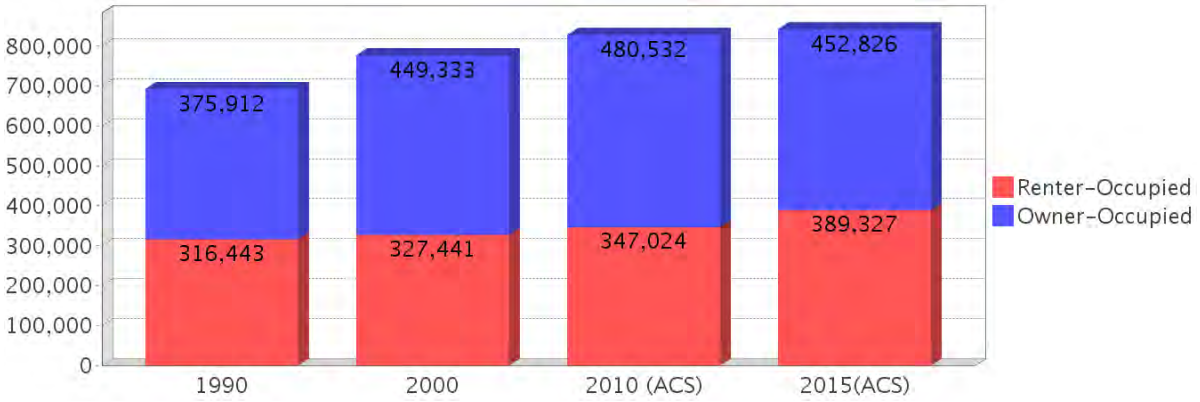
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;
http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.
Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-13) - Alternative #1

Area: 0.009 square miles

Jurisdiction(s): **Cities:** Opa-locka
Counties: Miami-dade

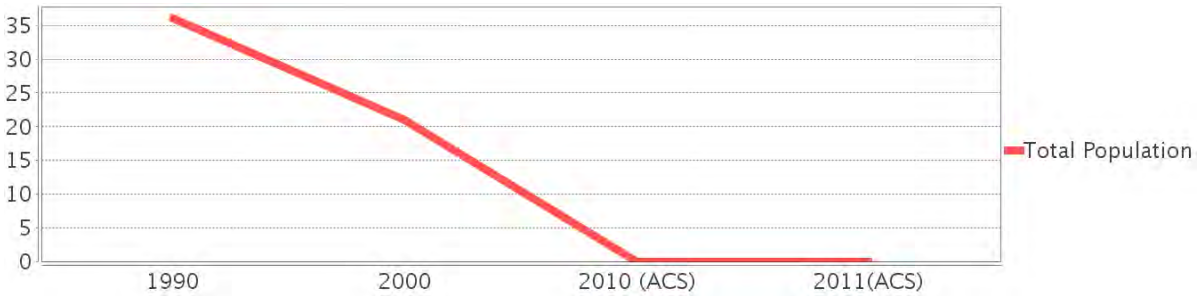
General Population Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Total Population	36	21	NA	NA
Total Households	10	6	NA	NA
Average Persons per Acre	11.23	10.72	NA	NA
Average Persons per Household	3.65	4.17	NA	NA
Average Persons per Family	4.16	4.52	NA	NA
Males	19	10	NA	NA
Females	18	11	NA	NA

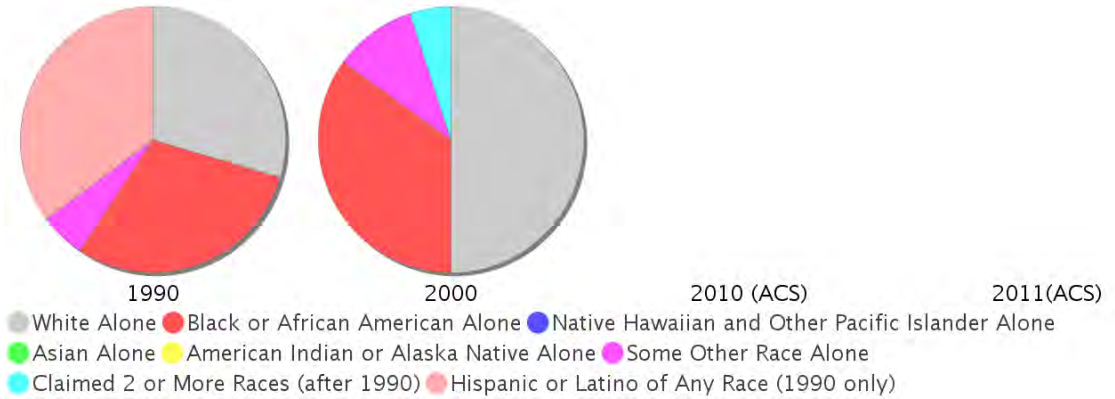
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
White Alone	16 (44.44%)	10 (47.62%)	NA (NA)	NA (NA)
Black or African American Alone	16 (44.44%)	7 (33.33%)	NA (NA)	NA (NA)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	NA (NA)	NA (NA)
Asian Alone	0 (0.00%)	0 (0.00%)	NA (NA)	NA (NA)
American Indian or Alaska Native Alone	0 (0.00%)	0 (0.00%)	NA (NA)	NA (NA)
Some Other Race Alone	3 (8.33%)	2 (9.52%)	NA (NA)	NA (NA)
Claimed 2 or More Races	NA (NA)	1 (4.76%)	NA (NA)	NA (NA)
Hispanic or Latino of Any Race	19 (52.78%)	12 (57.14%)	NA (NA)	NA (NA)
Not Hispanic or Latino	17 (47.22%)	9 (42.86%)	NA (NA)	NA (NA)
Minority	33 (91.67%)	20 (95.24%)	NA (NA)	NA (NA)

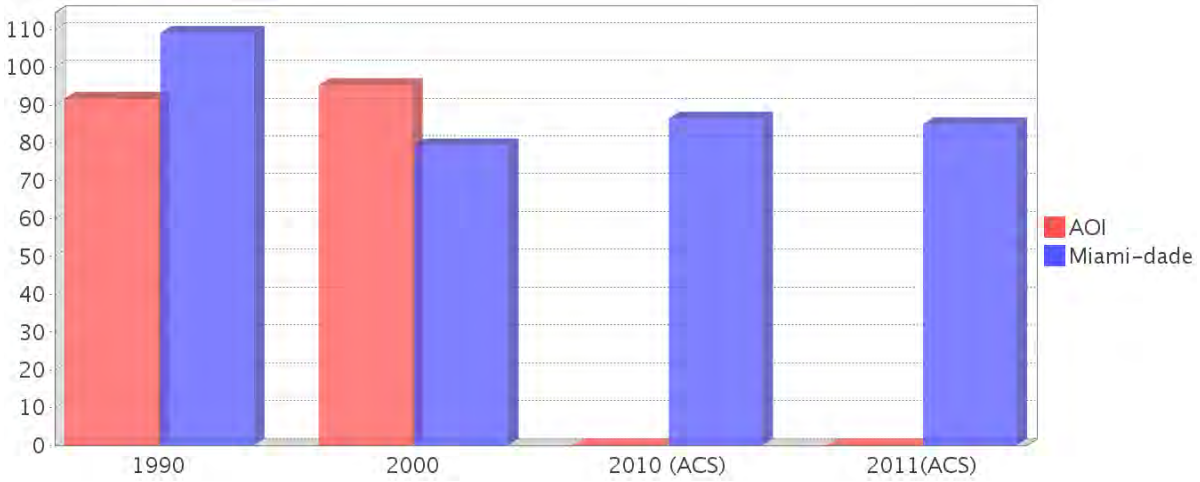
Population



Race



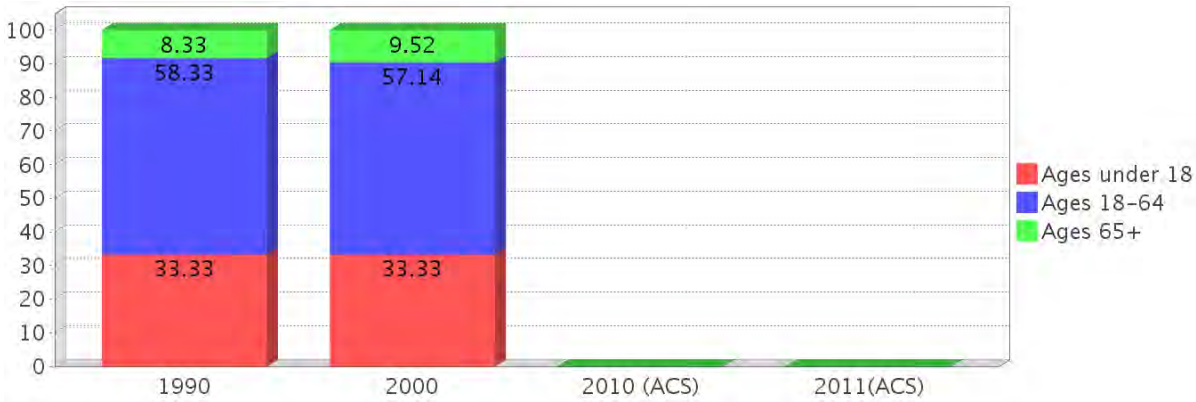
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Under Age 5	11.11%	4.76%	NA	NA
Ages 5-17	22.22%	28.57%	NA	NA
Ages 18-21	5.56%	4.76%	NA	NA
Ages 22-29	11.11%	9.52%	NA	NA
Ages 30-39	16.67%	9.52%	NA	NA
Ages 40-49	11.11%	19.05%	NA	NA
Ages 50-64	13.89%	14.29%	NA	NA
Age 65 and Over	8.33%	9.52%	NA	NA
-Ages 65-74	5.56%	4.76%	NA	NA
-Ages 75-84	2.78%	4.76%	NA	NA
-Age 85 and Over	0.00%	0.00%	NA	NA
Median Age	NA	34	NA	NA

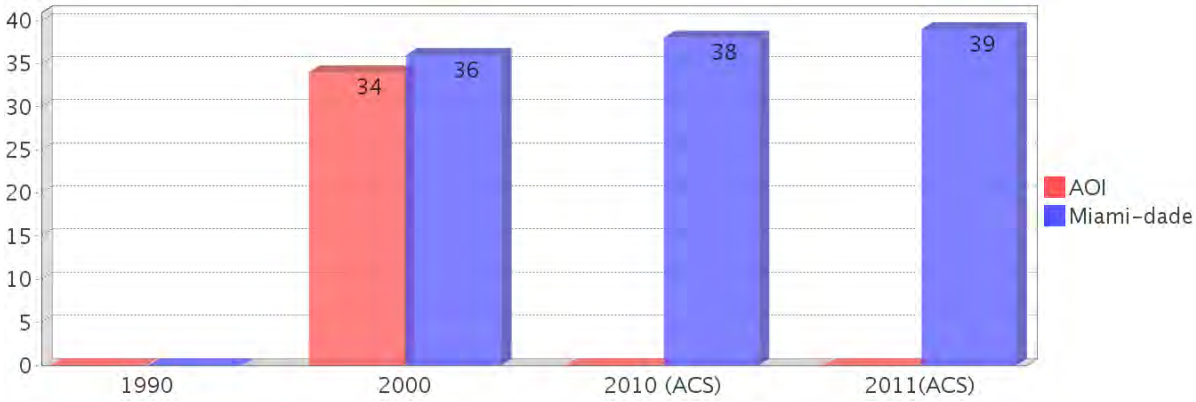
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Median Household Income	$21,667	$23,911	NA	NA
Median Family Income	$19,716	$24,327	NA	NA
Population below Poverty Level	33.33%	23.81%	NA	NA
Households below Poverty Level	30.00%	16.67%	NA	NA
Households with Public Assistance Income	30.00%	0.00%	NA	NA

Median Age Comparison

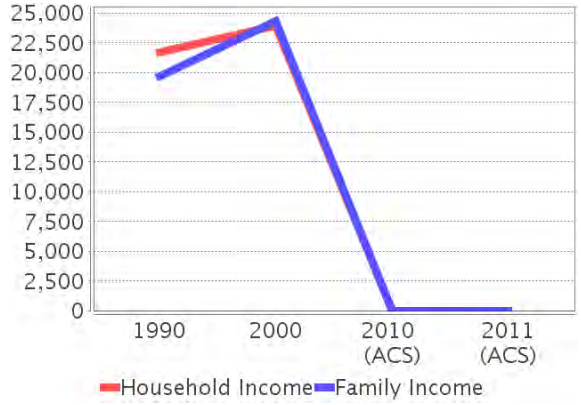


Disability Trends

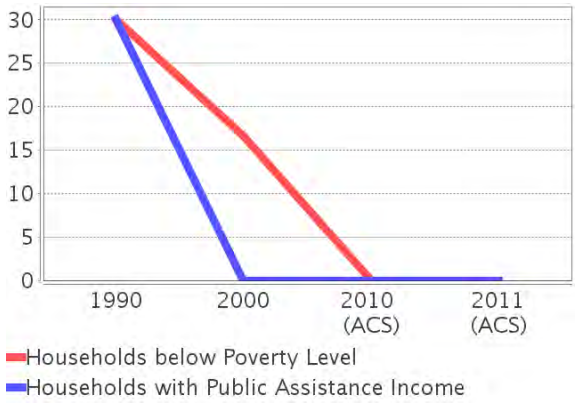
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2011(ACS)
Population 16 To 64 Years with a disability	2 (7.69%)	3 (15.00%)	(NA)	(NA)
Population 20 To 64 Years with a disability				

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Less than 9th Grade	6 (30.00%)	3 (23.08%)	NA (NA)	NA (NA)
9th to 12th Grade, No Diploma	6 (30.00%)	2 (15.38%)	NA (NA)	NA (NA)
High School Graduate or Higher	8 (40.00%)	7 (53.85%)	NA (NA)	NA (NA)
Bachelor's Degree or Higher	1 (5.00%)	1 (7.69%)	NA (NA)	NA (NA)

Language Trends

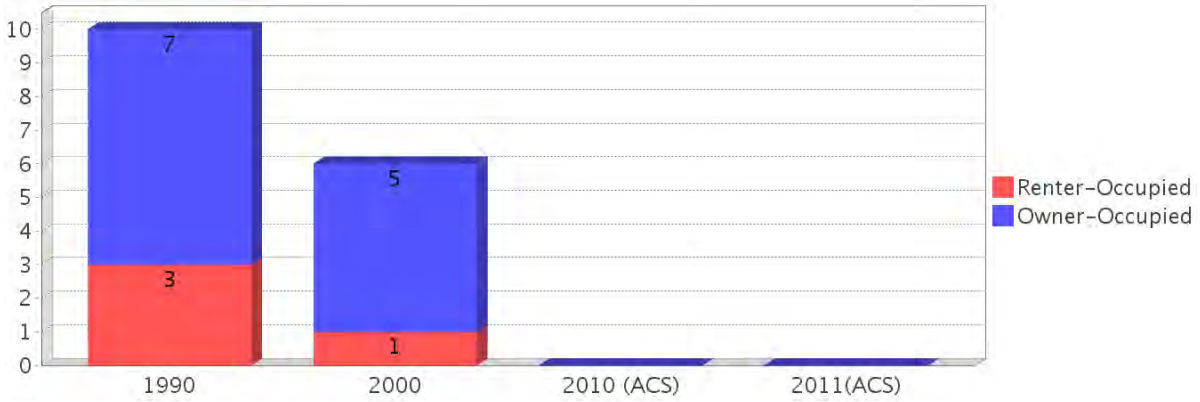
Age 5 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Speaks English Well	4 (12.50%)	4 (20.00%)	NA (NA)	NA (NA)
Speaks English Not Well	NA (NA)	3 (15.00%)	NA (NA)	NA (NA)
Speaks English Not at All	NA (NA)	1 (5.00%)	NA (NA)	NA (NA)
Speaks English Not Well or Not at All	9 (28.12%)	4 (20.00%)	0 (NA)	0 (NA)

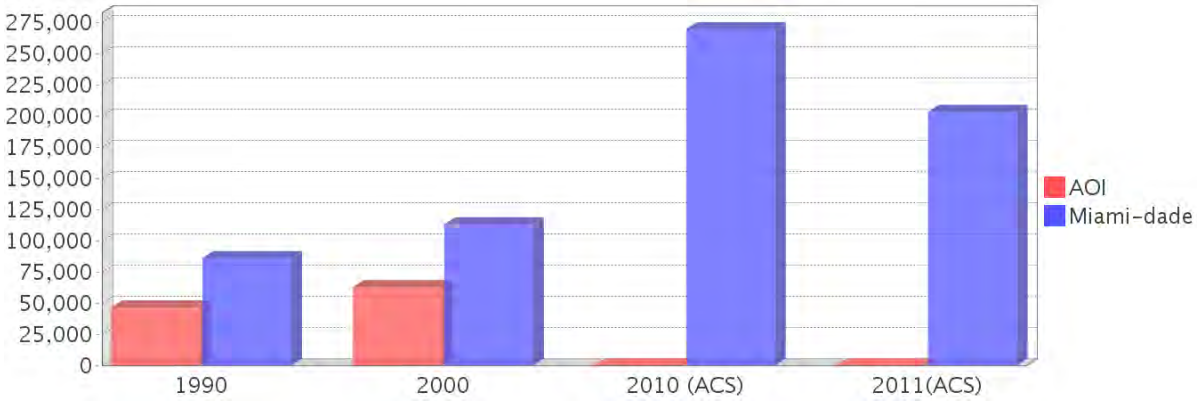
Housing Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Total	11	6	NA	NA
Units per Acre	NA	NA	NA	NA
Single-Family Units	9	5	NA	NA
Multi-Family Units	1	0	NA	NA
Mobile Home Units	0	0	NA	NA
Owner-Occupied Units	7	5	NA	NA
Renter-Occupied Units	3	1	NA	NA
Vacant Units	1	0	NA	NA
Median Housing Value	$46,400	$62,800	NA	NA
Occupied Housing Units w/No Vehicle	2 (20.00%)	0 (0.00%)	NA (NA)	NA (NA)

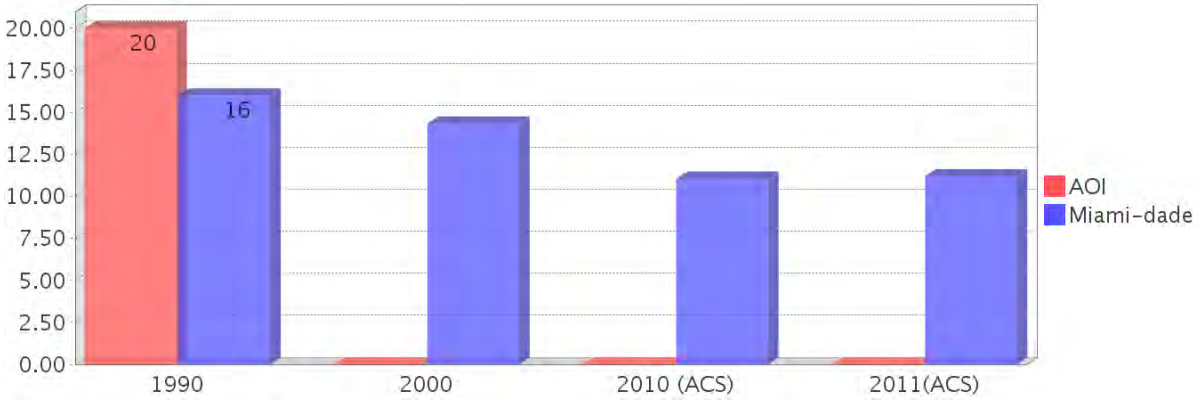
Housing Tenure



Median Housing Value Comparison

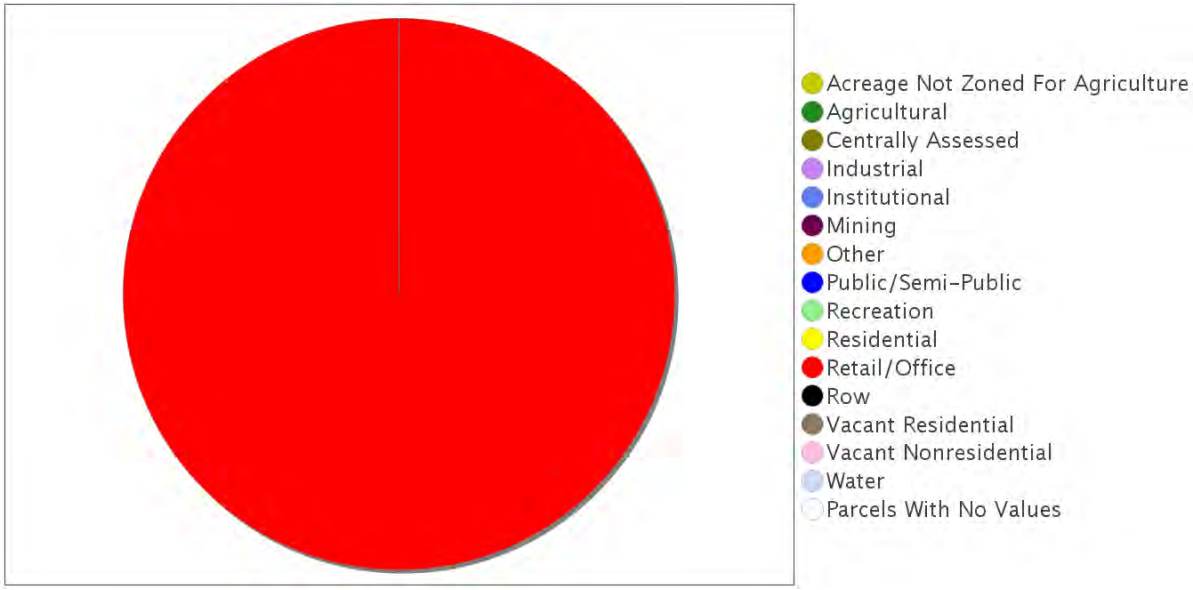


Occupied Units With No Vehicles Available



Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	<0.5	<8.75%
Institutional	0	0.00%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	<0.5	<8.75%
Recreation	0	0.00%
Residential	0	0.00%
Retail/Office	1	17.51%
Row	0	0.00%
Vacant Residential	0	0.00%
Vacant Nonresidential	<0.5	<8.75%
Water	0	0.00%
Parcels With No Values	0	0.00%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

US Census Places

Facility Name
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005032

2000 Census Block Groups

120860005032

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
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http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

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Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.

- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

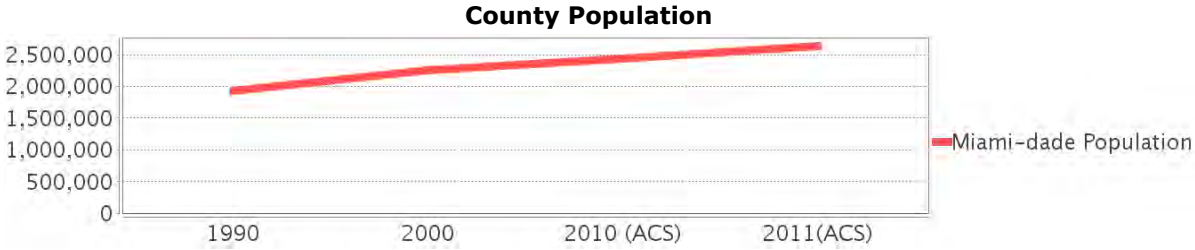
Miami-dade County Demographic Profile

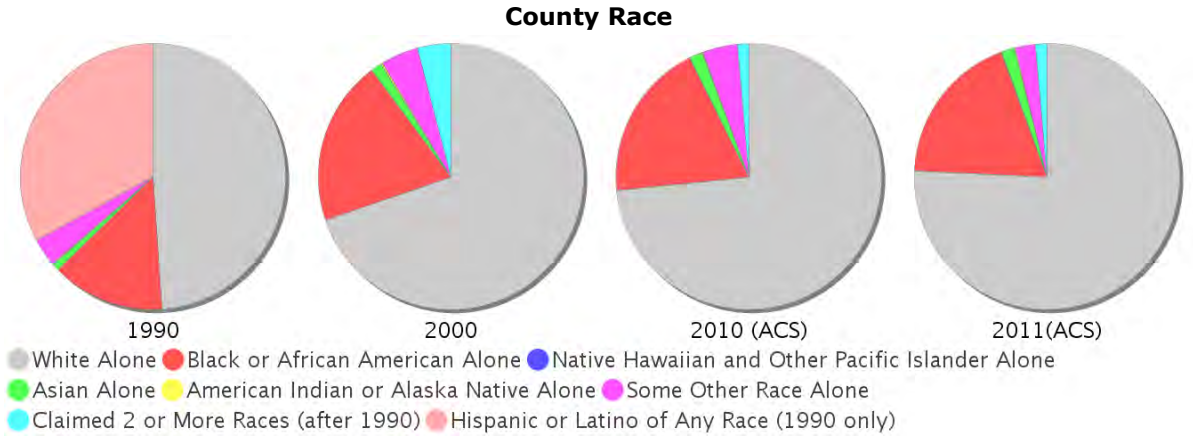
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

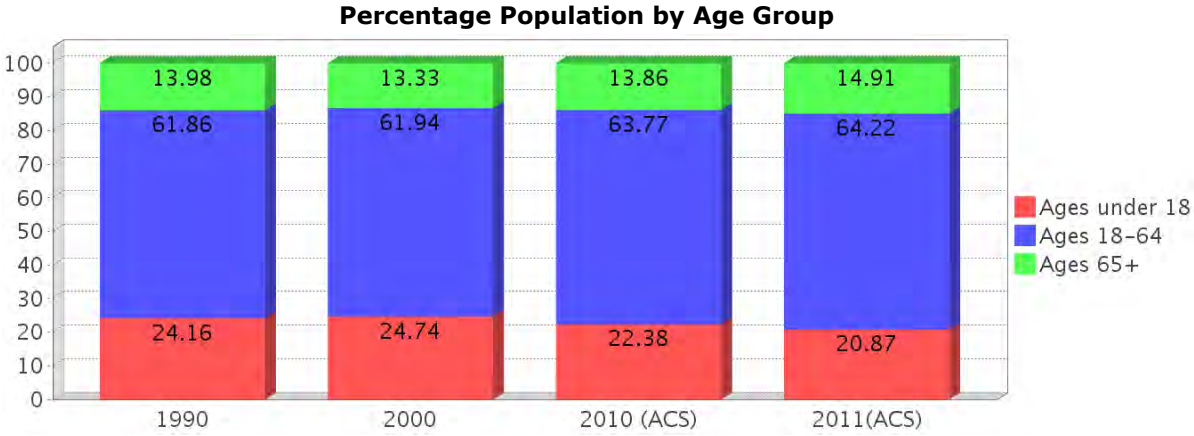
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





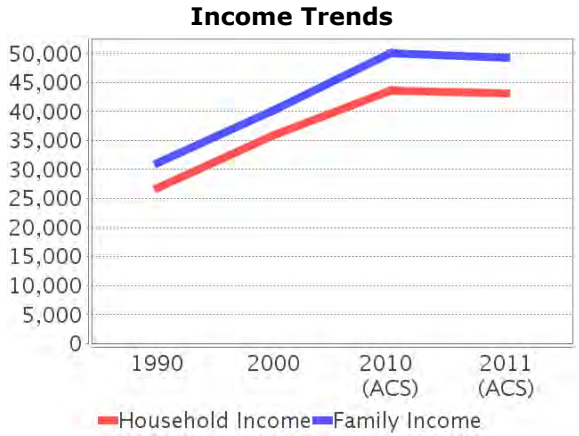
Age Trends - Miami-dade

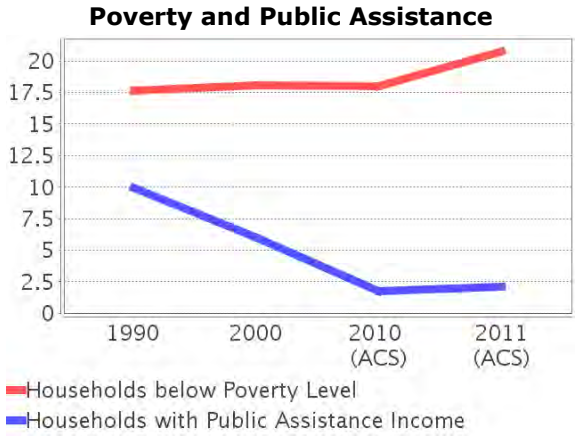
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

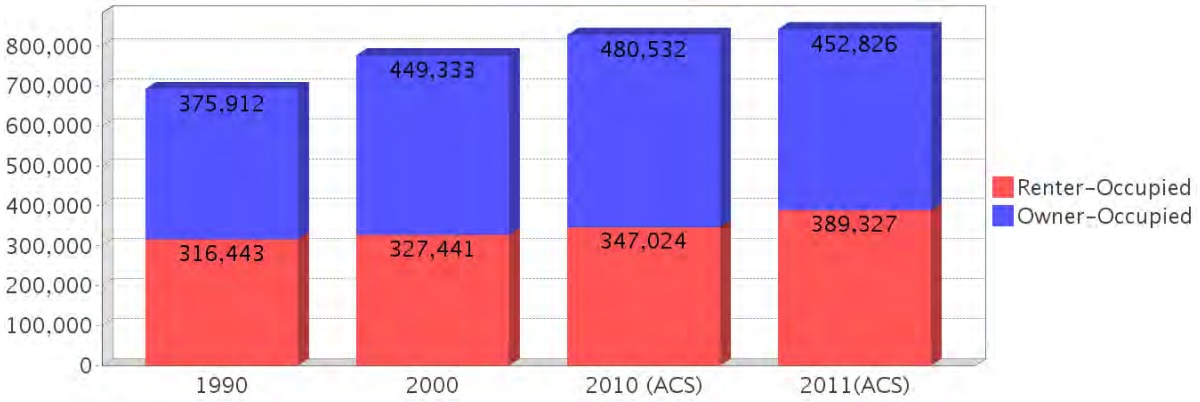
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;
http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.
Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-14) - Alternative #1

Area: 0.314 square miles

Jurisdiction(s): **Cities:** Opa-locka, Miami Gardens
Counties: Miami-dade

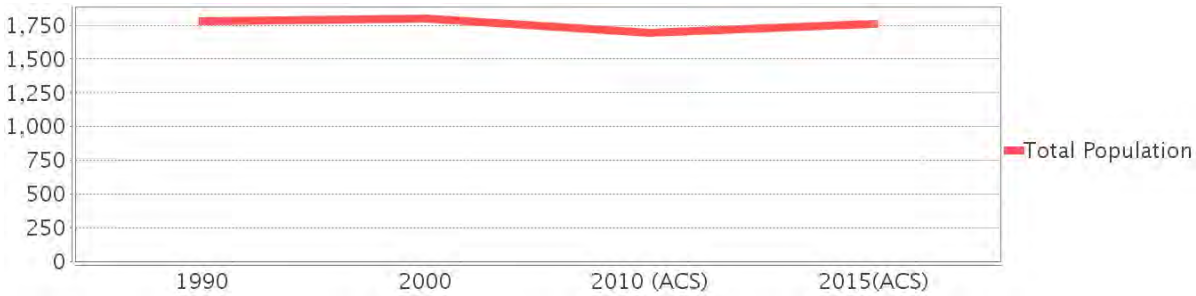
General Population Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,778	1,799	1,692	1,758
Total Households	559	562	564	545
Average Persons per Acre	12.34	12.04	13.58	14.82
Average Persons per Household	3.16	3.48	3.38	3.27
Average Persons per Family	3.90	4.00	3.50	4.07
Males	853	856	795	866
Females	925	943	897	892

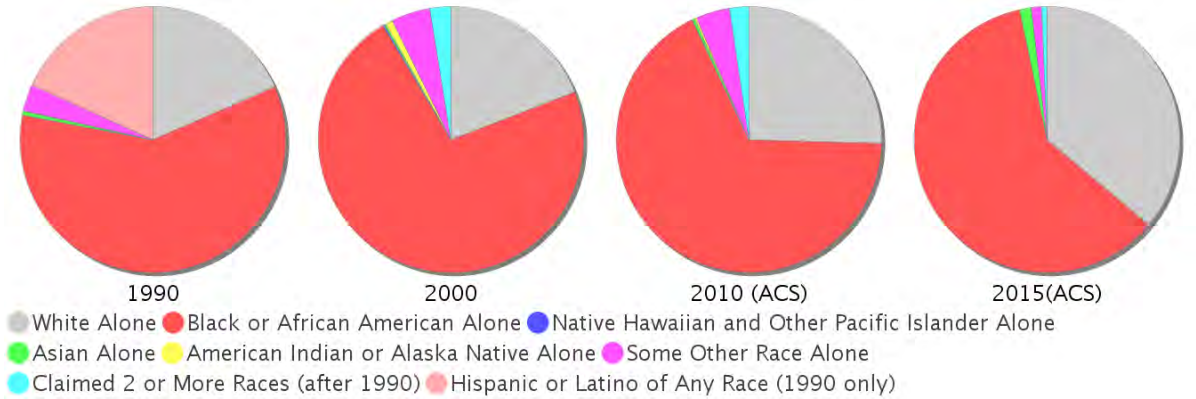
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	403 (22.67%)	345 (19.18%)	430 (25.41%)	634 (36.06%)
Black or African American Alone	1,294 (72.78%)	1,300 (72.26%)	1,141 (67.43%)	1,066 (60.64%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	3 (0.17%)	1 (0.06%)	0 (0.00%)
Asian Alone	10 (0.56%)	4 (0.22%)	5 (0.30%)	25 (1.42%)
American Indian or Alaska Native Alone	2 (0.11%)	16 (0.89%)	4 (0.24%)	0 (0.00%)
Some Other Race Alone	69 (3.88%)	85 (4.72%)	70 (4.14%)	21 (1.19%)
Claimed 2 or More Races	NA (NA)	46 (2.56%)	40 (2.36%)	12 (0.68%)
Hispanic or Latino of Any Race	398 (22.38%)	427 (23.74%)	560 (33.10%)	784 (44.60%)
Not Hispanic or Latino	1,380 (77.62%)	1,372 (76.26%)	1,132 (66.90%)	974 (55.40%)
Minority	1,639 (92.18%)	1,716 (95.39%)	1,653 (97.70%)	1,731 (98.46%)

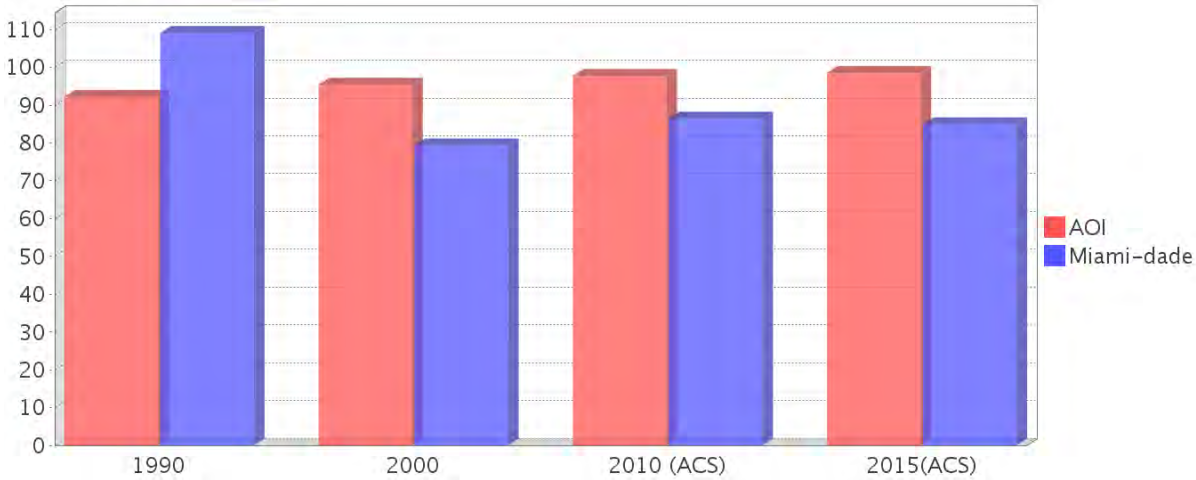
Population



Race



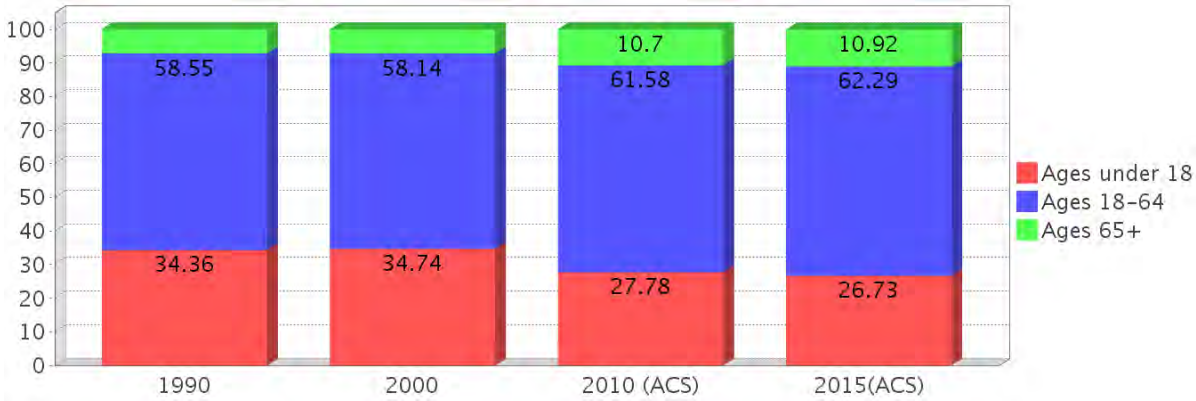
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	10.69%	9.56%	8.75%	6.88%
Ages 5-17	23.68%	25.18%	19.03%	19.85%
Ages 18-21	6.92%	7.12%	6.80%	4.04%
Ages 22-29	13.78%	12.12%	13.12%	10.41%
Ages 30-39	17.15%	14.06%	12.65%	15.70%
Ages 40-49	10.85%	12.78%	12.00%	13.31%
Ages 50-64	9.84%	12.06%	17.02%	18.83%
Age 65 and Over	7.14%	7.12%	10.70%	10.92%
-Ages 65-74	4.67%	4.00%	6.44%	5.97%
-Ages 75-84	2.02%	2.67%	3.31%	4.10%
-Age 85 and Over	0.45%	0.39%	0.95%	0.85%
Median Age	NA	30	36	36

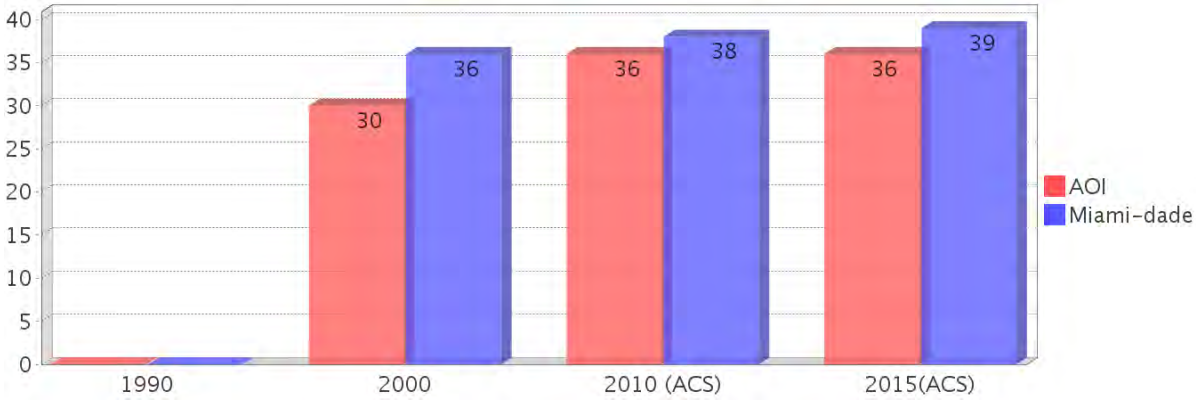
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$16,776	$23,125	$26,479	$23,144
Median Family Income	$19,716	$24,327	$30,925	NA
Population below Poverty Level	28.46%	31.18%	25.41%	34.98%
Households below Poverty Level	28.98%	30.78%	31.21%	39.82%
Households with Public Assistance Income	16.82%	9.25%	3.01%	1.28%

Median Age Comparison

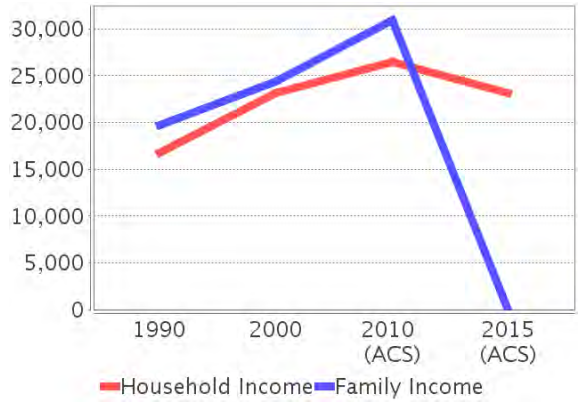


Disability Trends

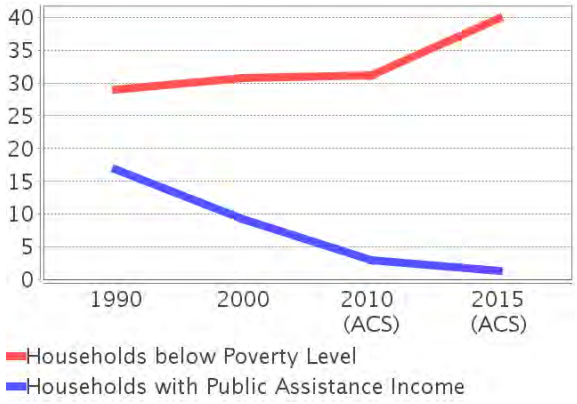
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	83 (6.88%)	393 (24.18%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	58 (5.47%)

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	175 (18.38%)	135 (14.08%)	179 (18.14%)	124 (10.85%)
9th to 12th Grade, No Diploma	271 (28.47%)	260 (27.11%)	166 (16.82%)	191 (16.71%)
High School Graduate or Higher	506 (53.15%)	563 (58.71%)	642 (65.05%)	827 (72.35%)
Bachelor's Degree or Higher	45 (4.73%)	55 (5.74%)	77 (7.80%)	90 (7.87%)

Language Trends

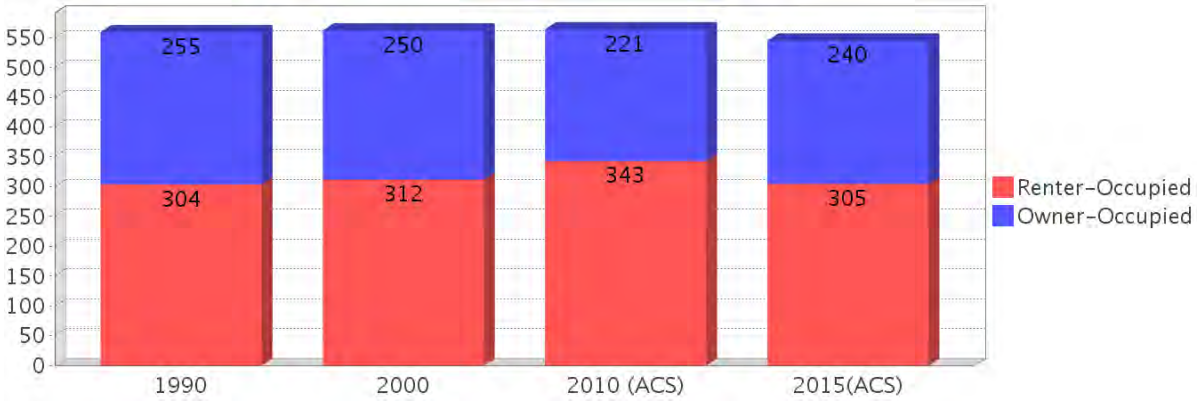
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	132 (8.39%)	112 (6.88%)	127 (8.32%)	208 (12.71%)
Speaks English Not Well	NA (NA)	110 (6.76%)	133 (8.72%)	160 (9.77%)
Speaks English Not at All	NA (NA)	30 (1.84%)	114 (7.47%)	135 (8.25%)
Speaks English Not Well or Not at All	173 (10.99%)	140 (8.60%)	247 (16.19%)	295 (18.02%)

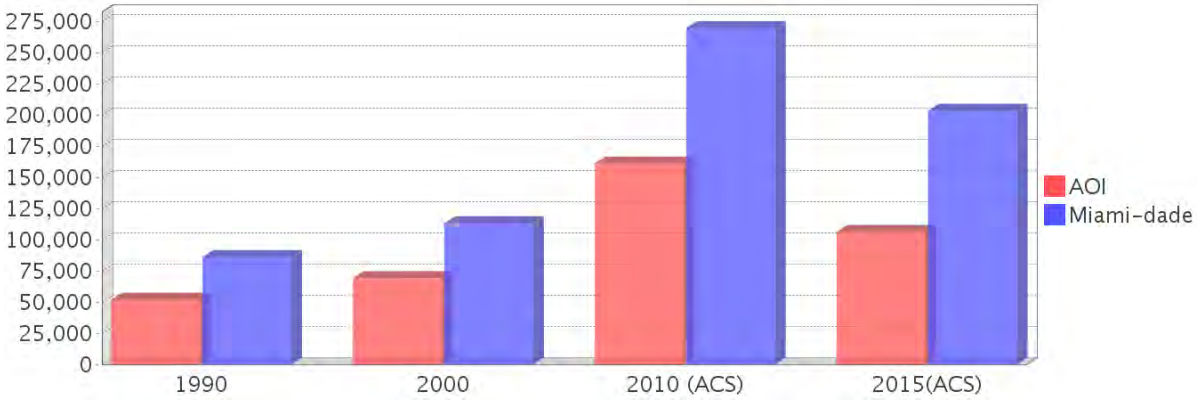
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	635	622	652	683
Units per Acre	NA	NA	NA	NA
Single-Family Units	310	337	327	405
Multi-Family Units	242	283	383	274
Mobile Home Units	1	1	0	4
Owner-Occupied Units	255	250	221	240
Renter-Occupied Units	304	312	343	305
Vacant Units	76	60	88	139
Median Housing Value	$51,800	$69,100	$161,000	$106,200
Occupied Housing Units w/No Vehicle	116 (20.75%)	131 (23.31%)	91 (16.13%)	114 (20.96%)

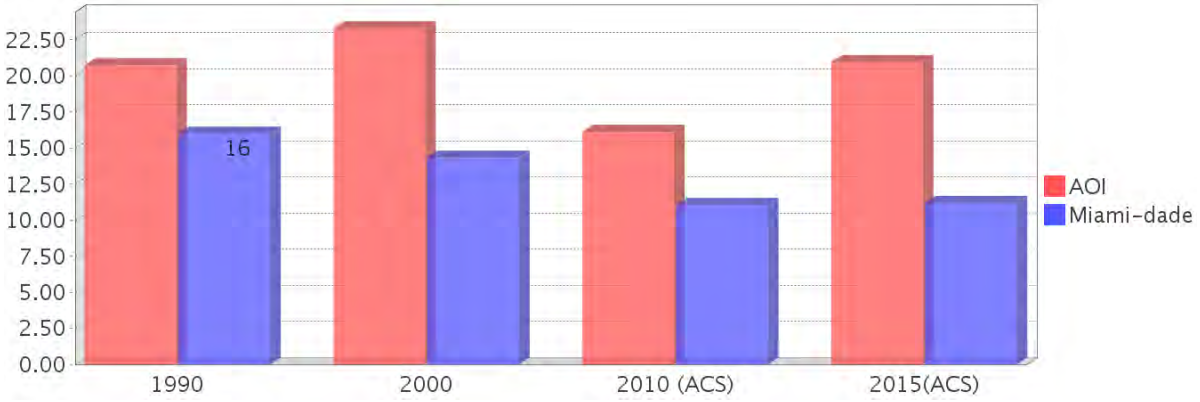
Housing Tenure



Median Housing Value Comparison

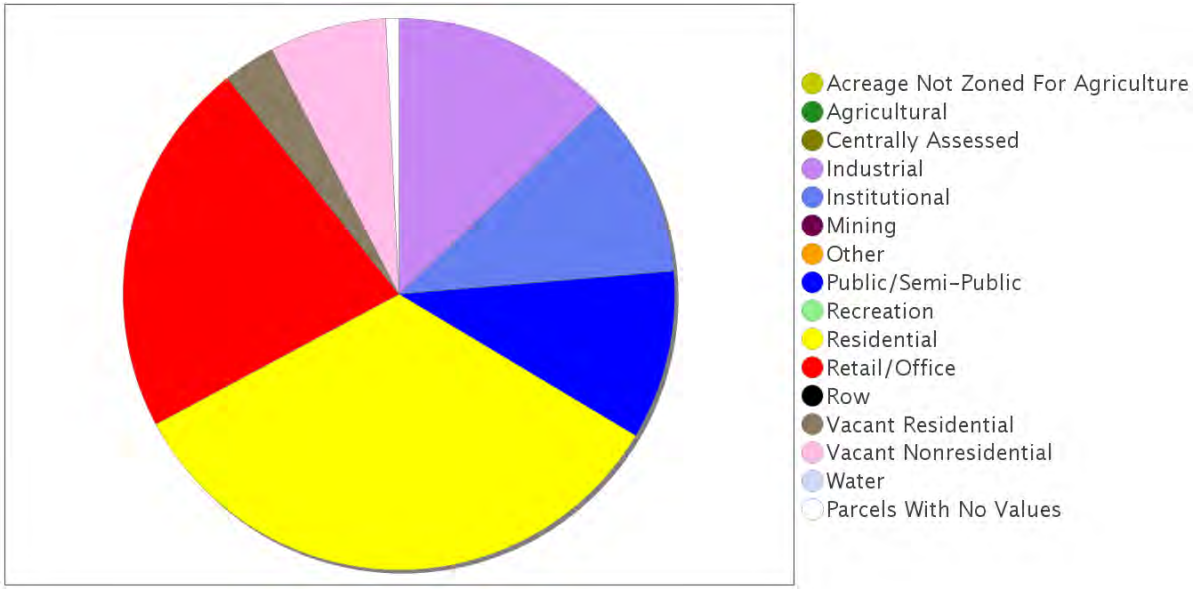


Occupied Units With No Vehicles Available

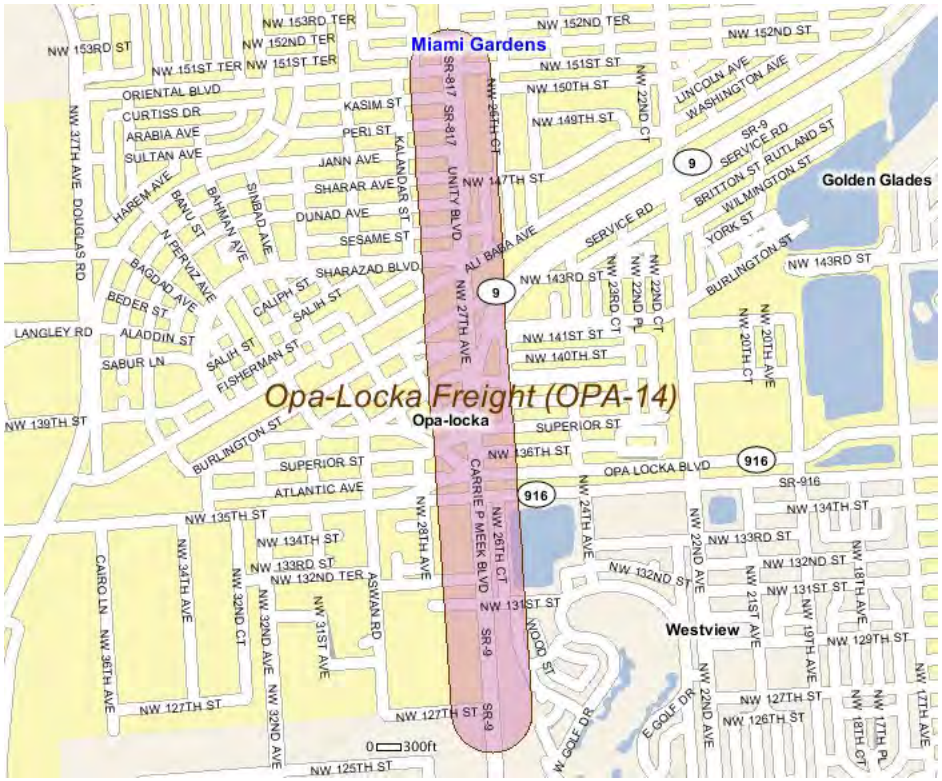


Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	17	8.46%
Institutional	14	6.97%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	13	6.47%
Recreation	0	0.00%
Residential	44	21.90%
Retail/Office	29	14.43%
Row	0	0.00%
Vacant Residential	4	1.99%
Vacant Nonresidential	9	4.48%
Water	0	0.00%
Parcels With No Values	1	0.50%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Assisted Housing (Points)

Facility Name	Address	Zip Code
ARCHBISHOP MCCARTHY RESIDENCE	13201 NW 28TH AVE	33054

Community Centers (Points)

Facility Name	Address	Zip Code
MCCARTHY RESIDENCE	13201 NW 28TH AVE	33054

Hospitals (Points)

Facility Name	Address	Zip Code
JACKSON NORTH SPECIALTY AND DIAGNOSTIC CENTER	16555 NW 25TH AVE	33054

Public and Private Schools (Points)

Facility Name	Address	Zip Code
FCAA ACADEMIC EXCELLENCE ACADEMY	13850 NW 26TH AVE	33054
GRACE ACADEMY INTERNATIONAL	13400 NW 28TH AVE	33054

Religious Centers (Points)

Facility Name	Address	Zip Code
LIGHTHOUSE ON THE ROCK	14701 NORTHWEST 27TH AVENUE	33054
OUR LADY OF PERPETUAL HELP CHURCH	13401 NW 28TH AVENUE	33054
NEW MT PLEASANT BAPTIST CHURCH	15000 NW 27TH AVENUE	33054

US Census Places

Facility Name
Miami Gardens
Westview
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005022, 120250005031, 120250005033, 120250004033, 120250005021, 120250004044, 120250005032, 120250004036, 120250004034

2000 Census Block Groups

120860005032, 120860004033, 120860005022, 120860004044, 120860004036, 120860005021, 120860005031, 120860005033, 120860004034

2010 Census Block Groups

120860004032, 120860004033, 120860005032, 120860004041, 120860005034, 120860005042, 120860005041, 120860005031

2015 Census Block Groups

120860004032, 120860005031, 120860005032, 120860004033, 120860005034, 120860005041, 120860004041, 120860005042

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about

one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

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http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.

- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

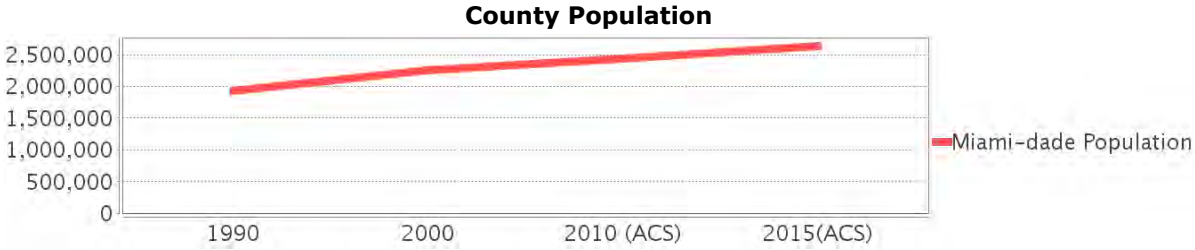
Miami-dade County Demographic Profile

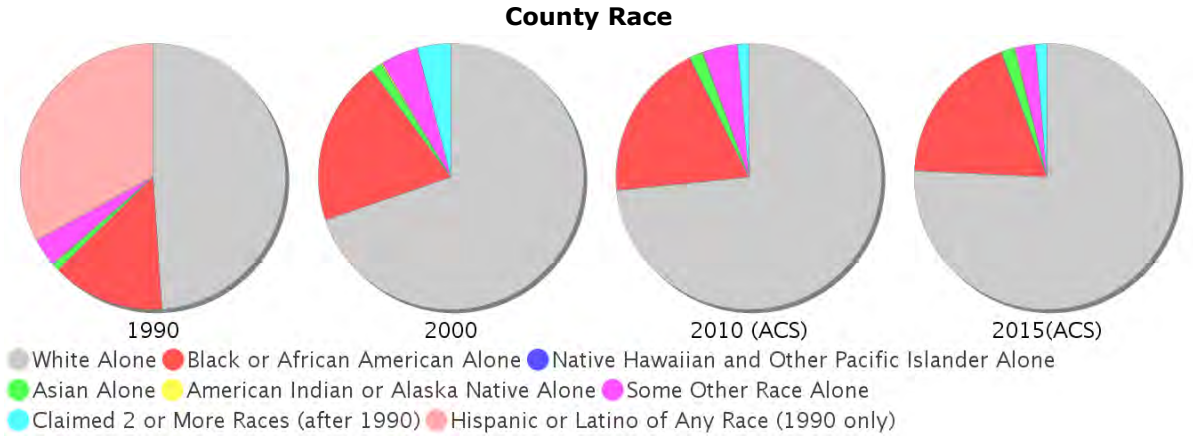
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

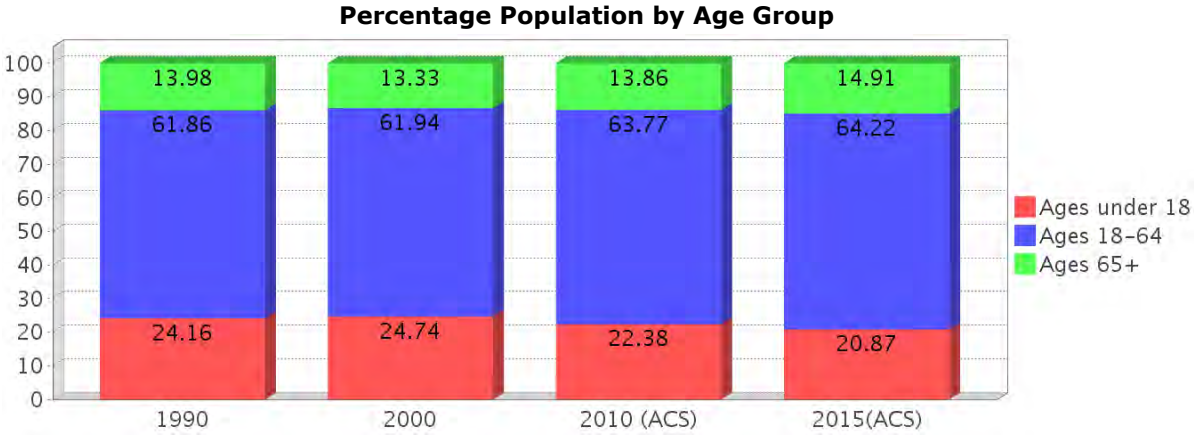
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





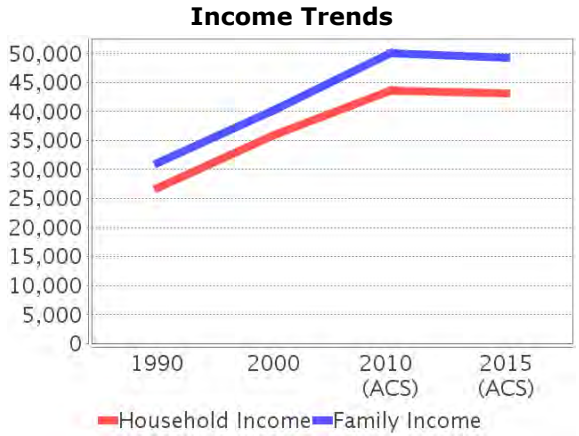
Age Trends - Miami-dade

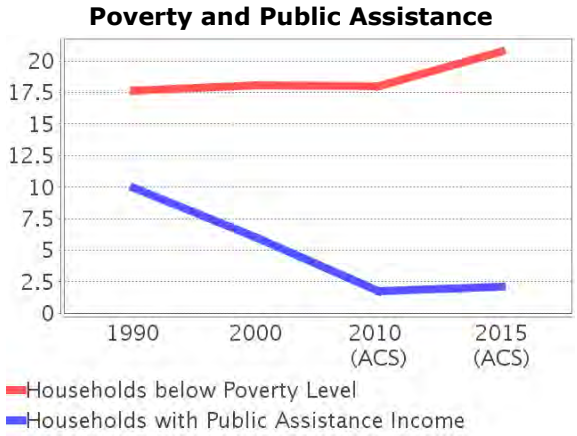
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

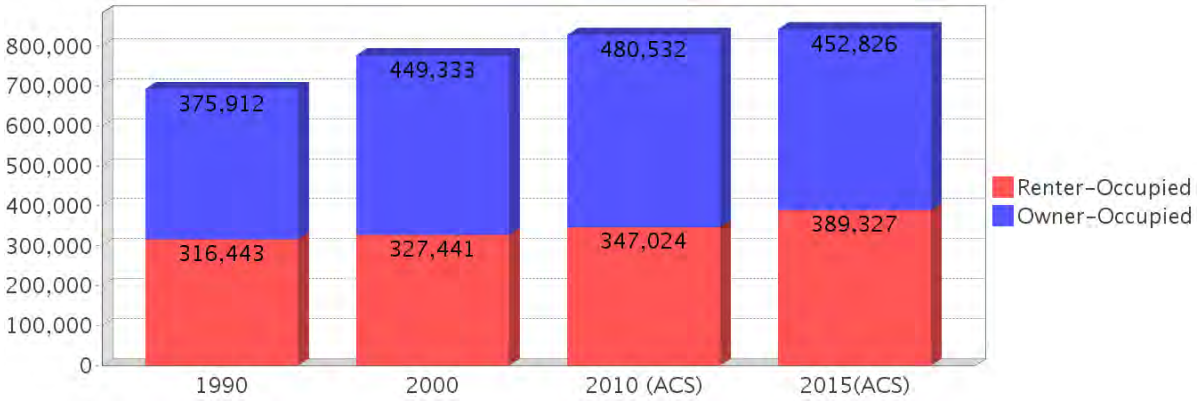
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

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source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-15) - Alternative #1

Area: 0.153 square miles

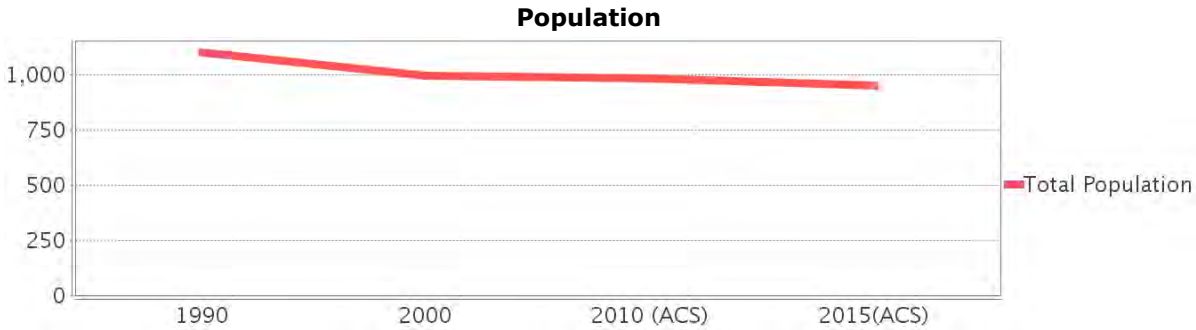
Jurisdiction(s): **Cities:** Opa-locka
Counties: Miami-dade

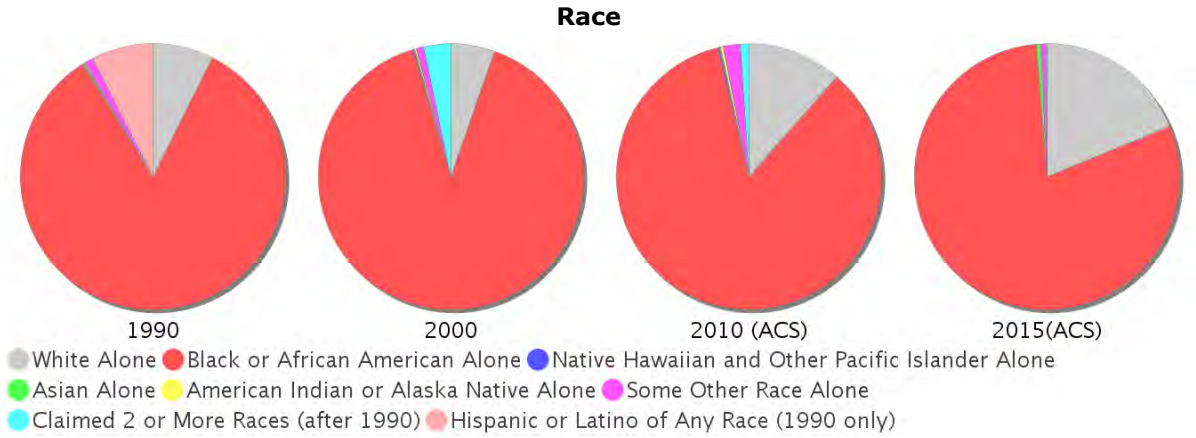
General Population Trends

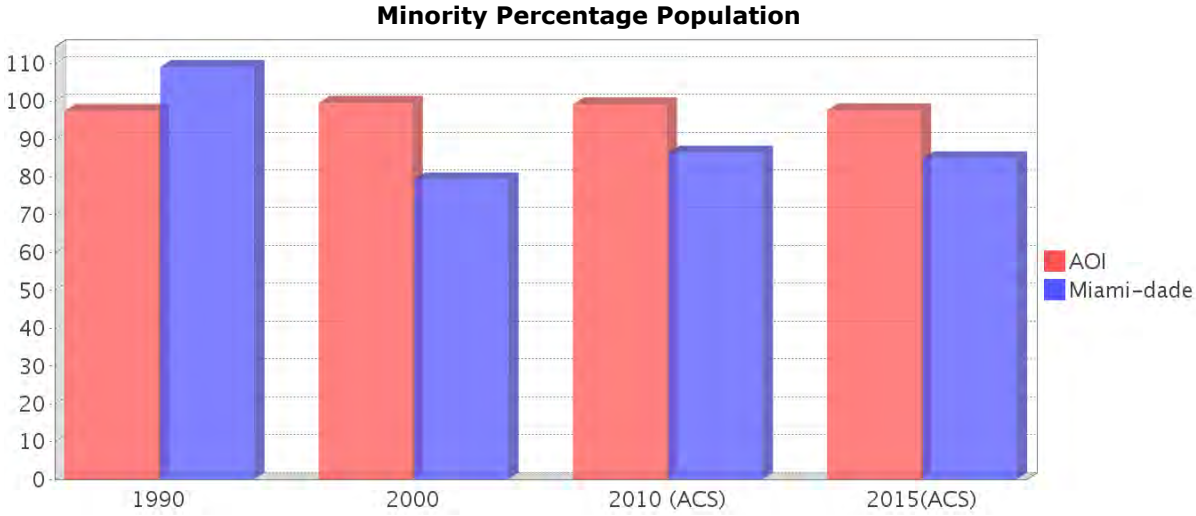
Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,100	995	983	950
Total Households	376	351	352	388
Average Persons per Acre	12.85	10.18	13.08	12.60
Average Persons per Household	3.11	3.63	3.20	3.14
Average Persons per Family	3.93	4.05	3.60	4.36
Males	483	440	443	480
Females	616	555	540	470

Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	88 (8.00%)	53 (5.33%)	113 (11.50%)	179 (18.84%)
Black or African American Alone	995 (90.45%)	897 (90.15%)	833 (84.74%)	759 (79.89%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	1 (0.10%)	2 (0.20%)	0 (0.00%)
Asian Alone	2 (0.18%)	1 (0.10%)	1 (0.10%)	5 (0.53%)
American Indian or Alaska Native Alone	2 (0.18%)	2 (0.20%)	3 (0.31%)	0 (0.00%)
Some Other Race Alone	13 (1.18%)	9 (0.90%)	21 (2.14%)	6 (0.63%)
Claimed 2 or More Races	NA (NA)	33 (3.32%)	10 (1.02%)	1 (0.11%)
Hispanic or Latino of Any Race	89 (8.09%)	85 (8.54%)	157 (15.97%)	173 (18.21%)
Not Hispanic or Latino	1,011 (91.91%)	910 (91.46%)	826 (84.03%)	777 (81.79%)
Minority	1,072 (97.45%)	991 (99.60%)	975 (99.19%)	927 (97.58%)



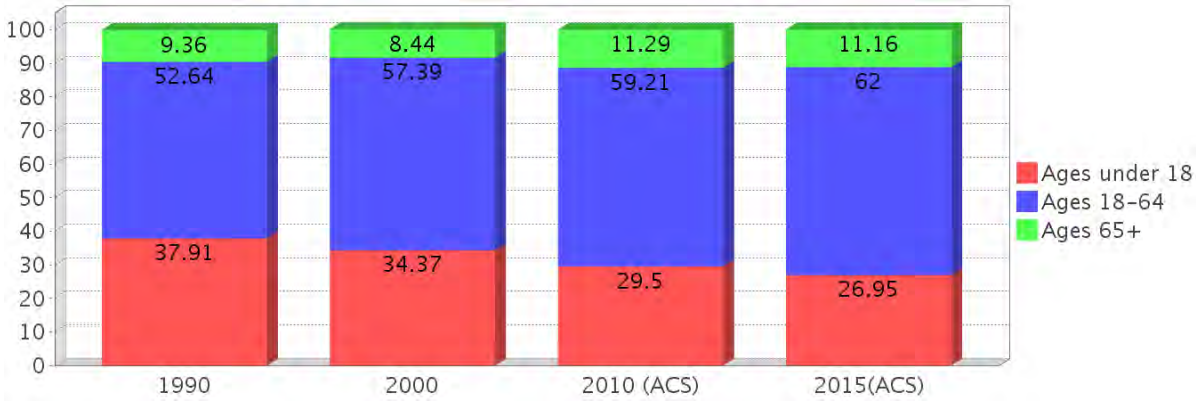




Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	11.82%	8.24%	9.56%	7.16%
Ages 5-17	26.09%	26.13%	19.94%	19.79%
Ages 18-21	5.82%	7.94%	6.92%	1.58%
Ages 22-29	12.64%	10.35%	12.92%	8.84%
Ages 30-39	14.82%	15.68%	11.90%	15.05%
Ages 40-49	8.64%	11.56%	11.60%	10.74%
Ages 50-64	10.73%	11.86%	15.87%	25.79%
Age 65 and Over	9.36%	8.44%	11.29%	11.16%
-Ages 65-74	6.45%	4.62%	6.51%	6.32%
-Ages 75-84	2.45%	3.22%	3.76%	3.58%
-Age 85 and Over	0.36%	0.60%	1.02%	1.26%
Median Age	NA	33	34	38

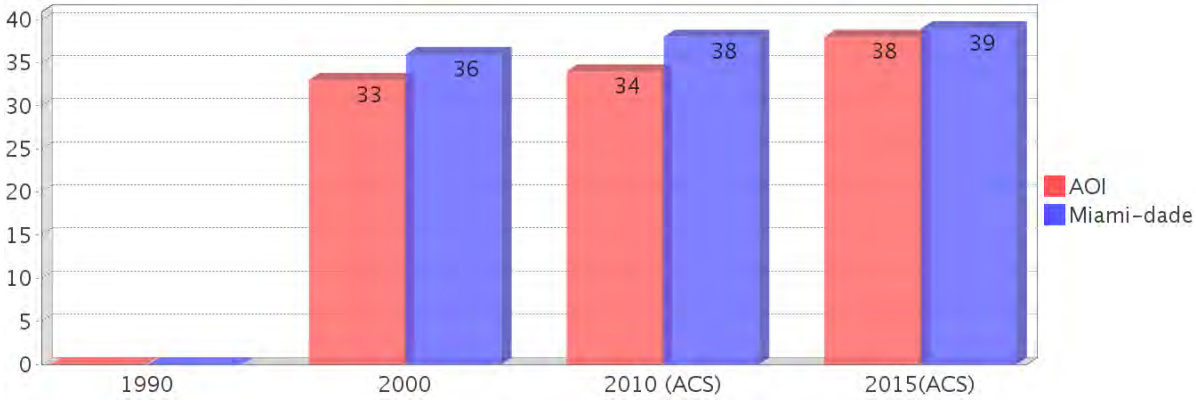
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$12,630	$21,094	$14,905	$13,140
Median Family Income	$13,621	$25,774	$23,458	NA
Population below Poverty Level	43.91%	33.17%	31.13%	40.95%
Households below Poverty Level	47.87%	35.61%	43.75%	41.24%
Households with Public Assistance Income	27.39%	8.26%	4.83%	4.38%

Median Age Comparison

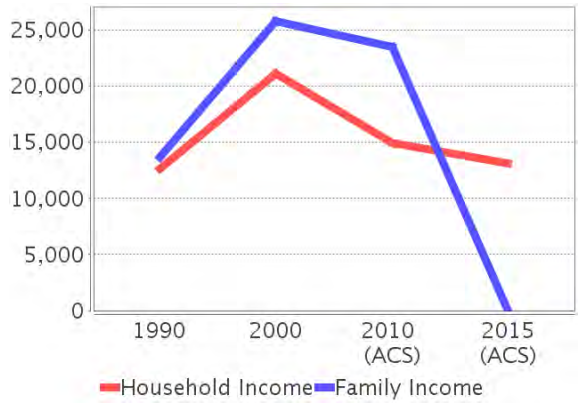


Disability Trends

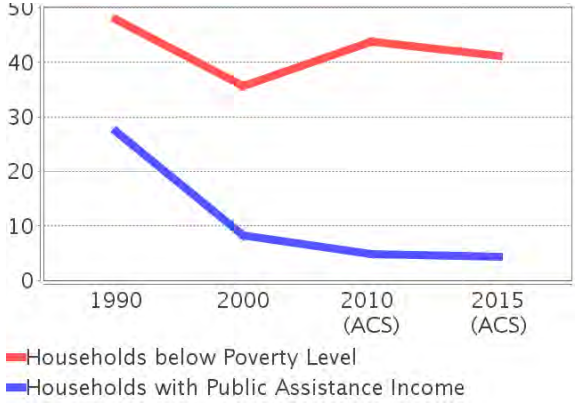
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	66 (9.24%)	227 (24.86%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	53 (9.01%)

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	111 (19.51%)	49 (9.04%)	78 (14.97%)	53 (8.33%)
9th to 12th Grade, No Diploma	162 (28.47%)	174 (32.10%)	87 (16.70%)	110 (17.30%)
High School Graduate or Higher	296 (52.02%)	318 (58.67%)	357 (68.52%)	473 (74.37%)
Bachelor's Degree or Higher	32 (5.62%)	32 (5.90%)	44 (8.45%)	71 (11.16%)

Language Trends

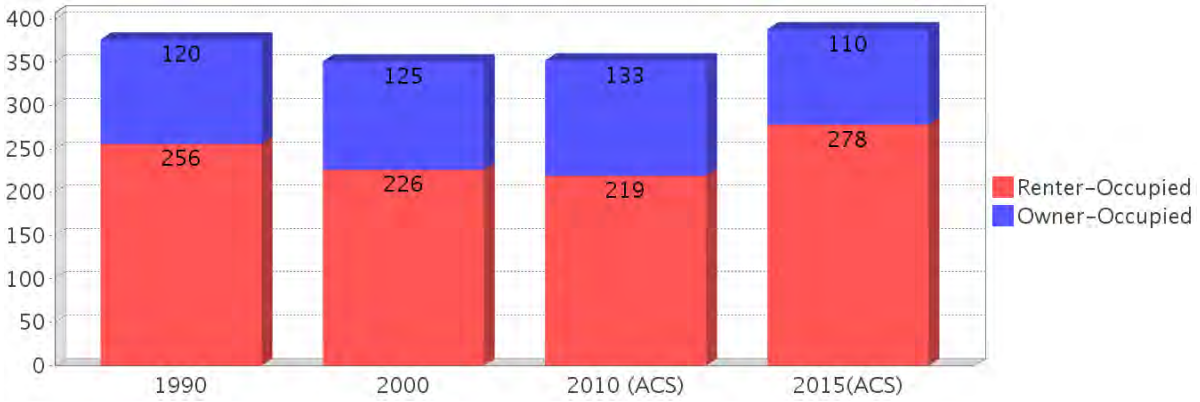
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	45 (4.63%)	40 (4.38%)	39 (4.95%)	26 (2.95%)
Speaks English Not Well	NA (NA)	22 (2.41%)	39 (4.95%)	26 (2.95%)
Speaks English Not at All	NA (NA)	13 (1.42%)	54 (6.85%)	43 (4.88%)
Speaks English Not Well or Not at All	48 (4.94%)	35 (3.83%)	93 (11.80%)	69 (7.82%)

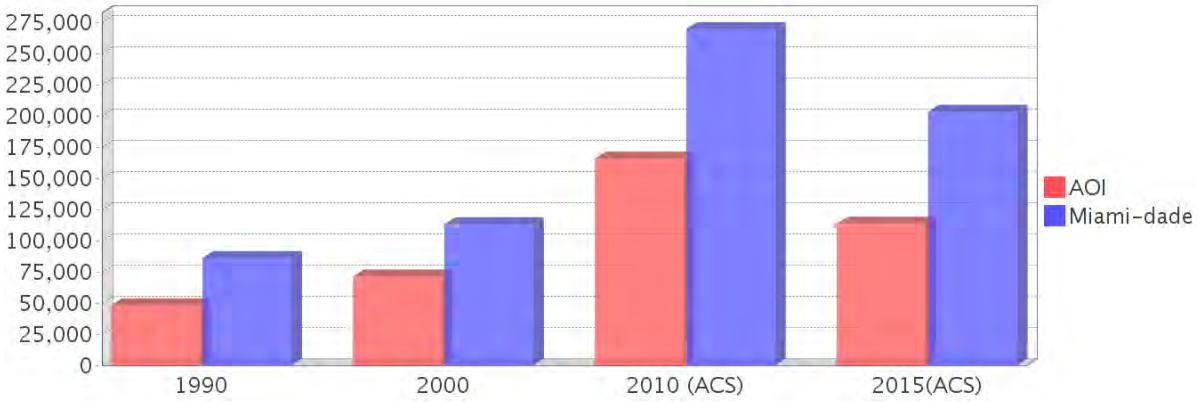
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	414	392	420	441
Units per Acre	NA	NA	NA	NA
Single-Family Units	152	173	193	208
Multi-Family Units	216	218	274	233
Mobile Home Units	4	2	0	0
Owner-Occupied Units	120	125	133	110
Renter-Occupied Units	256	226	219	278
Vacant Units	38	42	68	54
Median Housing Value	$48,100	$71,300	$165,800	$113,600
Occupied Housing Units w/No Vehicle	128 (34.04%)	105 (30.00%)	143 (40.62%)	123 (31.78%)

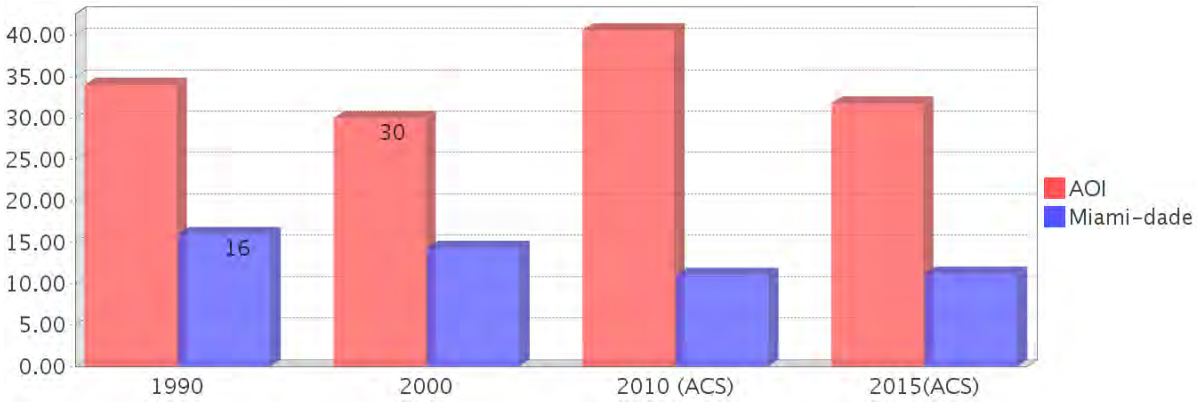
Housing Tenure



Median Housing Value Comparison

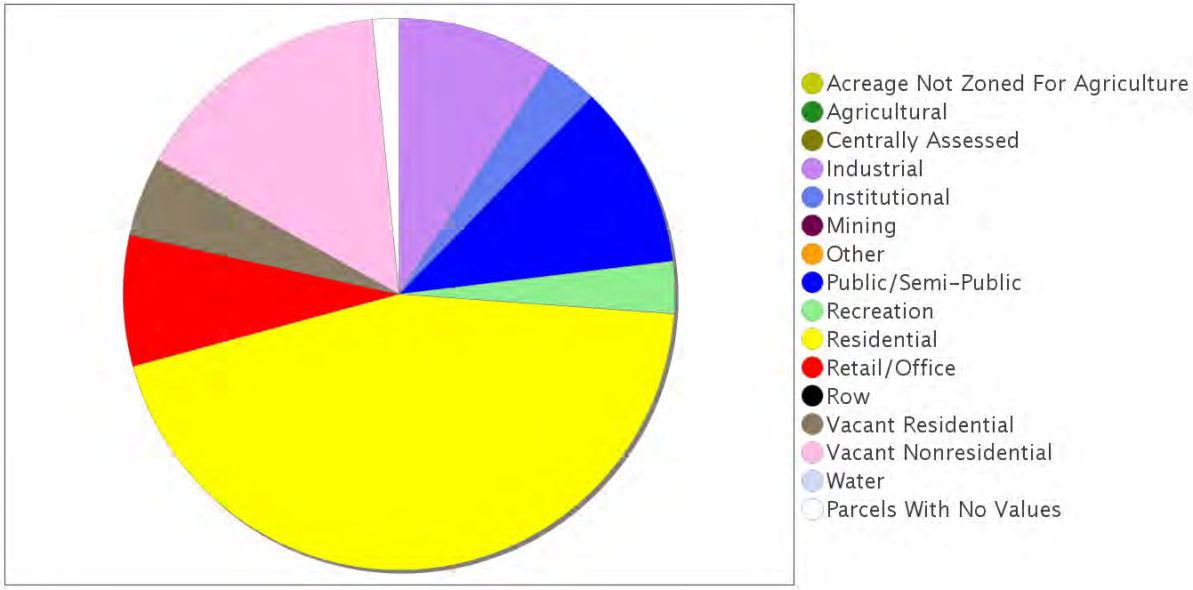


Occupied Units With No Vehicles Available

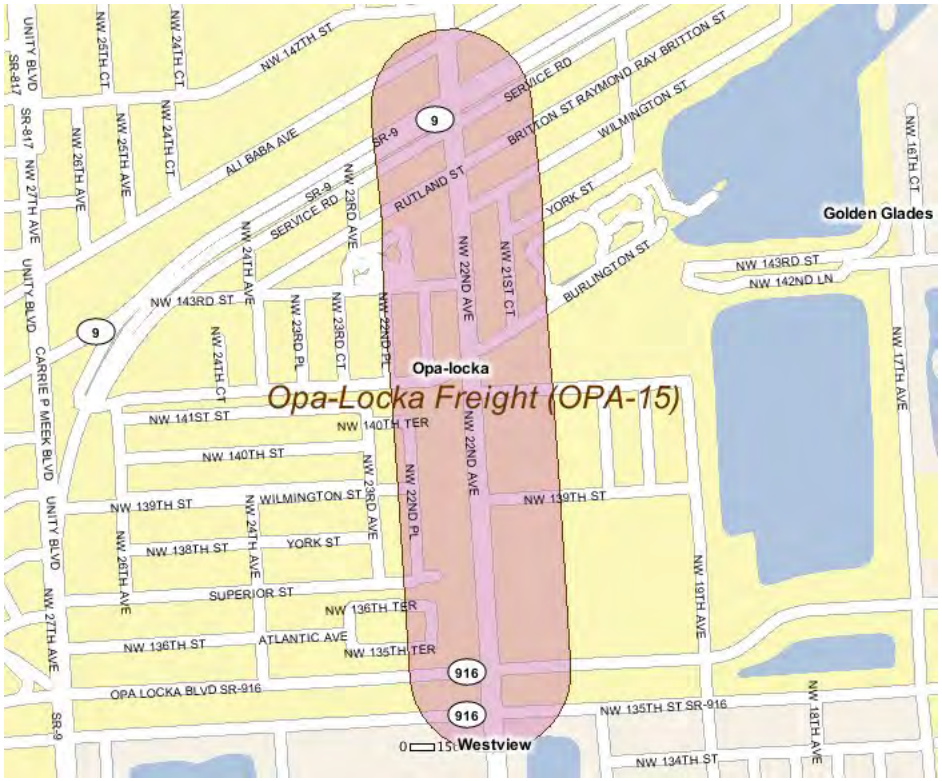


Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	6	6.11%
Institutional	2	2.04%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	7	7.13%
Recreation	2	2.04%
Residential	29	29.54%
Retail/Office	5	5.09%
Row	0	0.00%
Vacant Residential	3	3.06%
Vacant Nonresidential	10	10.18%
Water	0	0.00%
Parcels With No Values	1	1.02%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Assisted Housing (Points)

Facility Name	Address	Zip Code
22ND AVENUE APARTMENTS	13875 NW 22ND AVE.	33054
OPA LOCKA PORTFOLIO	13875 NORTHWEST 22 AVENUE	33054

Community Centers (Points)

Facility Name	Address	Zip Code
FREEMAN COLLINS RAYMON BRITTON SENIOR CENTER	14295 NW 21 CT	33054

Public and Private Schools (Points)

Facility Name	Address	Zip Code
DR JOHN A MCKINNEY CHRISTIAN ACADEMY	2300 NW 135TH ST	33167

Religious Centers (Points)

Facility Name	Address	Zip Code
KING'S TEMPLE & REVIVAL CENTER	2254 ALI BABA AVENUE	33054
PEACEFUL MISSIONARY BAPTIST CHURCH	2232 ALI BABA AVE	33054

US Census Places

Facility Name
Westview
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250004015, 120250004033, 120250004032, 120250004044, 120250004043, 120250004034

2000 Census Block Groups

120860004032, 120860004033, 120860004015, 120860004034, 120860004043

2010 Census Block Groups

120860004032, 120860004043, 120860004033, 120860004034, 120860004133

2015 Census Block Groups

120860004032, 120860004133, 120860004033, 120860004043, 120860004034

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf; http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.

- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

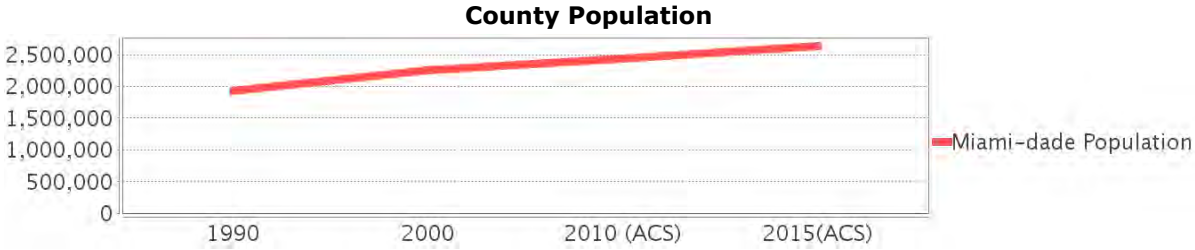
Miami-dade County Demographic Profile

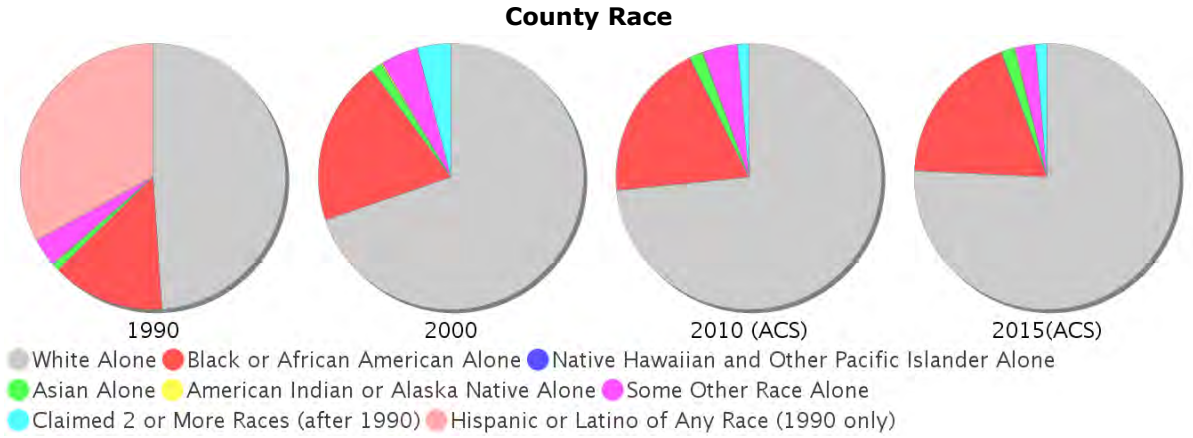
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

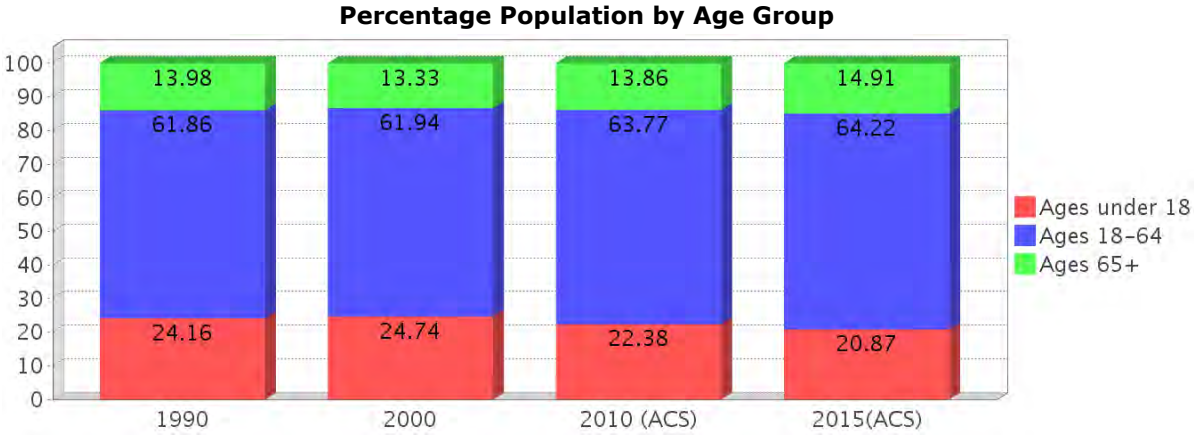
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





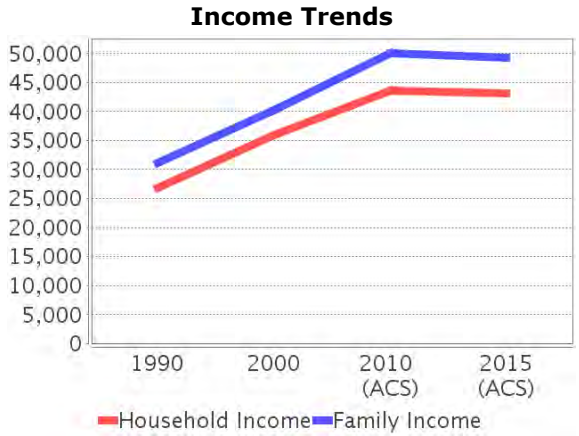
Age Trends - Miami-dade

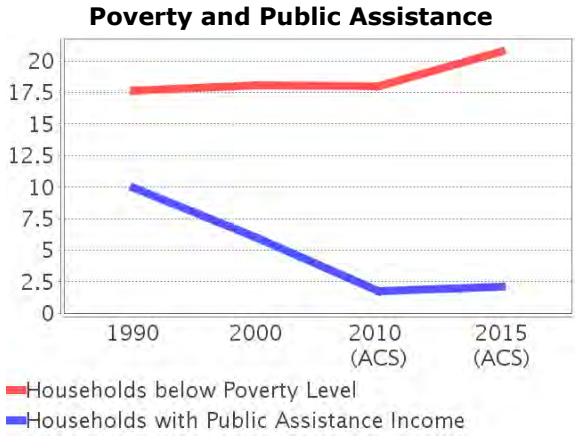
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

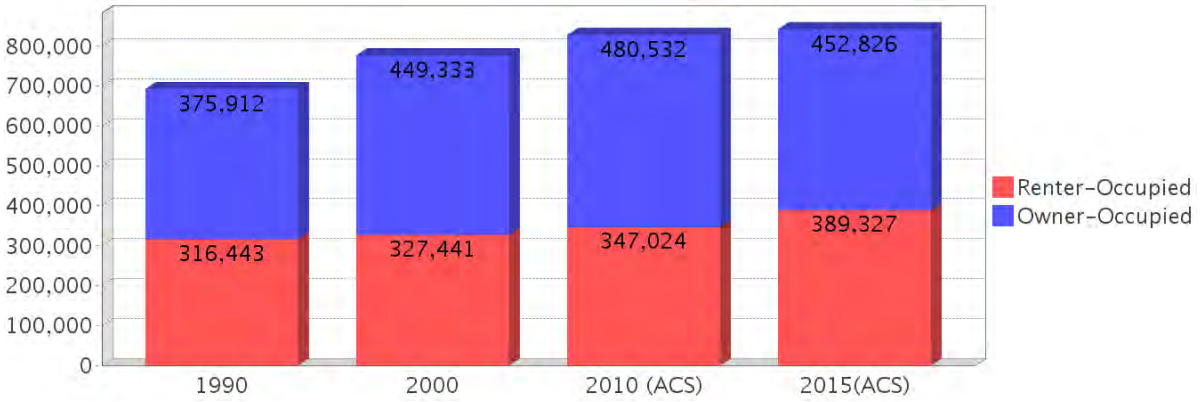
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

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http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.
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source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-16) - Alternative #1

Area: 0.08 square miles

Jurisdiction(s): **Cities:** Opa-locka, Miami Gardens
Counties: Miami-dade

General Population Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	431	384	401	330
Total Households	142	126	133	133
Average Persons per Acre	12.72	11.61	13.36	13.31
Average Persons per Household	2.98	3.44	3.00	2.59
Average Persons per Family	3.94	4.04	3.50	3.55
Males	193	164	185	177
Females	238	220	215	154

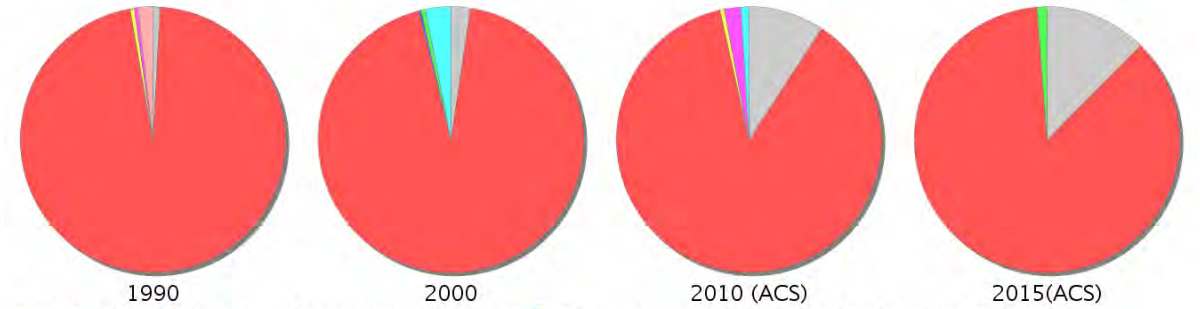
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	4 (0.93%)	9 (2.34%)	37 (9.23%)	41 (12.42%)
Black or African American Alone	422 (97.91%)	360 (93.75%)	350 (87.28%)	285 (86.36%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	1 (0.26%)	0 (0.00%)	0 (0.00%)
Asian Alone	0 (0.00%)	2 (0.52%)	0 (0.00%)	4 (1.21%)
American Indian or Alaska Native Alone	2 (0.46%)	0 (0.00%)	2 (0.50%)	0 (0.00%)
Some Other Race Alone	2 (0.46%)	0 (0.00%)	8 (2.00%)	0 (0.00%)
Claimed 2 or More Races	NA (NA)	12 (3.12%)	4 (1.00%)	0 (0.00%)
Hispanic or Latino of Any Race	8 (1.86%)	10 (2.60%)	53 (13.22%)	41 (12.42%)
Not Hispanic or Latino	423 (98.14%)	374 (97.40%)	348 (86.78%)	289 (87.58%)
Minority	429 (99.54%)	383 (99.74%)	397 (99.00%)	321 (97.27%)

Population



Race



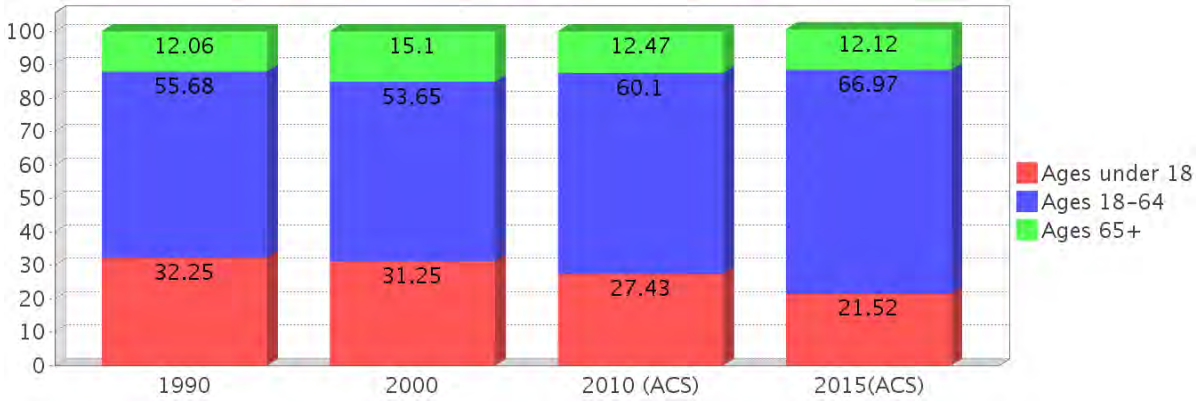
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	9.51%	5.73%	8.73%	4.24%
Ages 5-17	22.74%	25.52%	18.70%	17.27%
Ages 18-21	5.80%	8.59%	6.73%	2.42%
Ages 22-29	11.14%	7.03%	11.72%	10.61%
Ages 30-39	14.39%	11.20%	10.97%	16.97%
Ages 40-49	9.51%	13.28%	12.22%	15.45%
Ages 50-64	14.85%	13.54%	18.45%	21.52%
Age 65 and Over	12.06%	15.10%	12.47%	12.12%
-Ages 65-74	8.35%	7.81%	6.73%	5.15%
-Ages 75-84	3.02%	5.47%	3.99%	2.12%
-Age 85 and Over	0.70%	1.56%	1.75%	4.85%
Median Age	NA	34	34	39

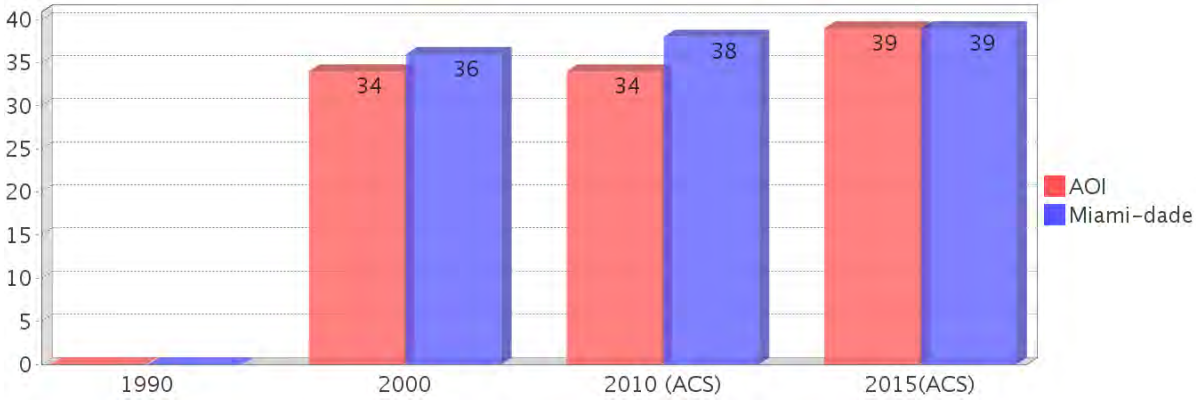
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$13,138	$21,094	$18,290	$17,395
Median Family Income	$13,393	$25,774	$24,997	NA
Population below Poverty Level	35.96%	33.07%	36.66%	46.67%
Households below Poverty Level	42.25%	30.16%	53.38%	45.11%
Households with Public Assistance Income	21.13%	8.73%	3.76%	8.27%

Median Age Comparison

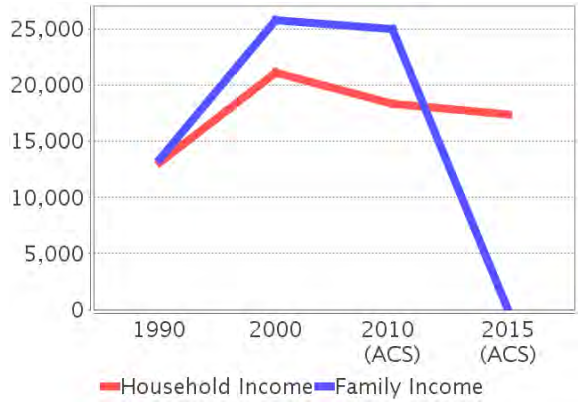


Disability Trends

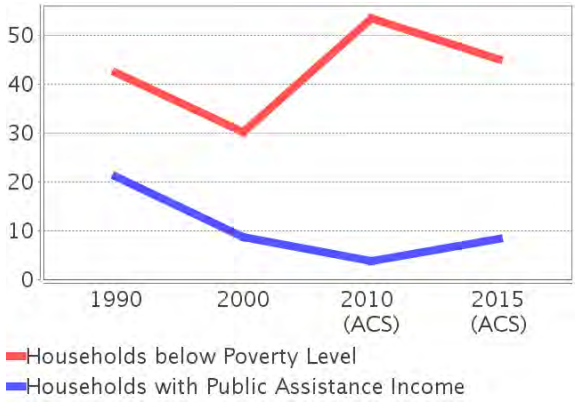
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	24 (7.97%)	76 (20.99%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	7 (3.29%)

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	66 (25.88%)	25 (11.36%)	21 (9.63%)	7 (2.92%)
9th to 12th Grade, No Diploma	71 (27.84%)	70 (31.82%)	45 (20.64%)	43 (17.92%)
High School Graduate or Higher	118 (46.27%)	125 (56.82%)	152 (69.72%)	189 (78.75%)
Bachelor's Degree or Higher	12 (4.71%)	18 (8.18%)	21 (9.63%)	40 (16.67%)

Language Trends

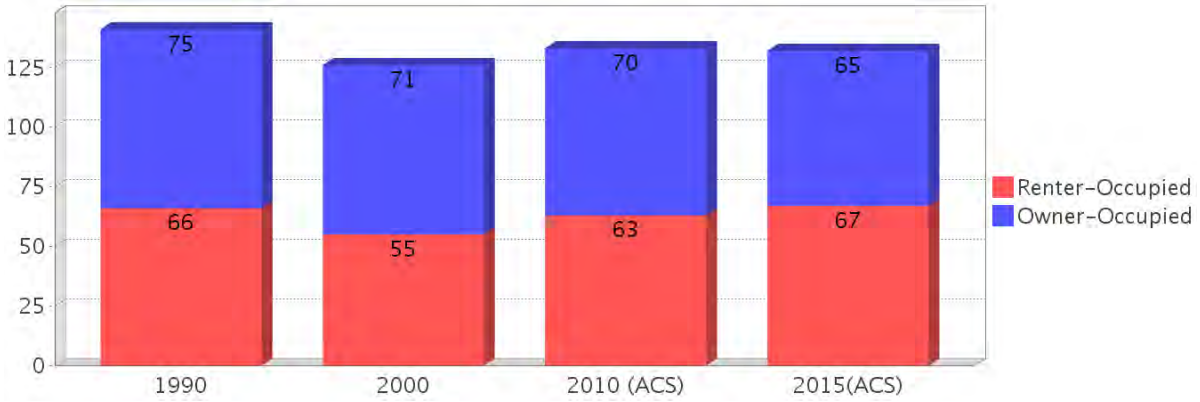
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	6 (1.53%)	3 (0.83%)	12 (3.82%)	14 (4.43%)
Speaks English Not Well	NA (NA)	1 (0.28%)	9 (2.87%)	5 (1.58%)
Speaks English Not at All	NA (NA)	0 (0.00%)	9 (2.87%)	13 (4.11%)
Speaks English Not Well or Not at All	2 (0.51%)	1 (0.28%)	18 (5.73%)	18 (5.70%)

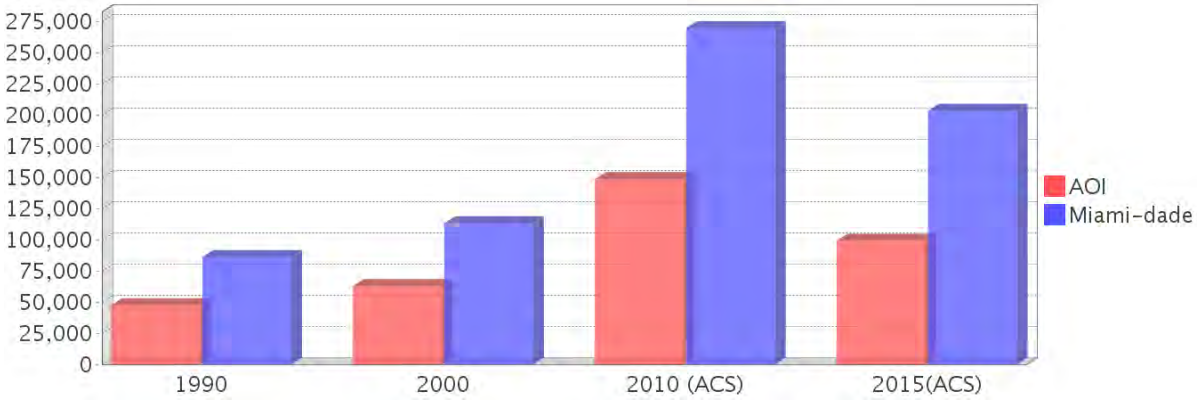
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	160	155	167	160
Units per Acre	NA	NA	NA	NA
Single-Family Units	94	106	136	114
Multi-Family Units	46	48	62	46
Mobile Home Units	0	0	0	0
Owner-Occupied Units	75	71	70	65
Renter-Occupied Units	66	55	63	67
Vacant Units	19	29	34	27
Median Housing Value	$47,300	$62,800	$148,550	$99,150
Occupied Housing Units w/No Vehicle	40 (28.37%)	35 (27.78%)	60 (45.11%)	29 (21.80%)

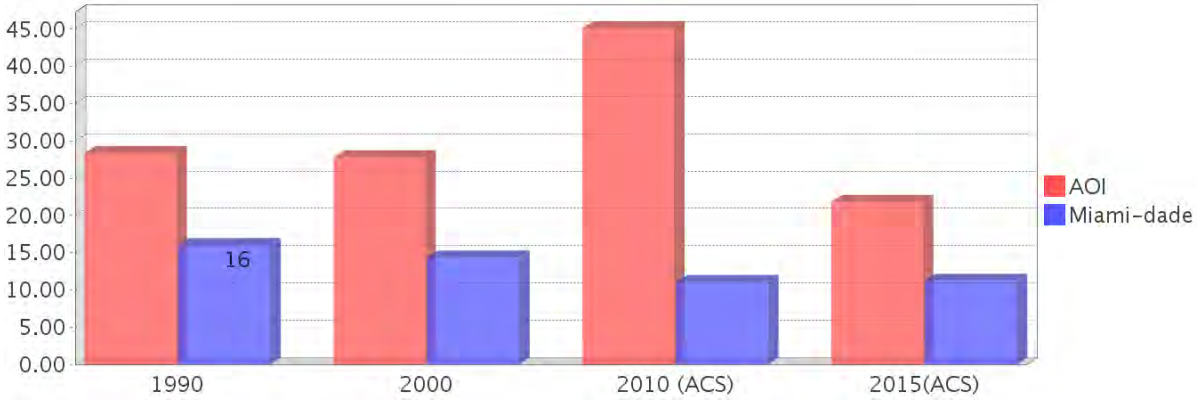
Housing Tenure



Median Housing Value Comparison

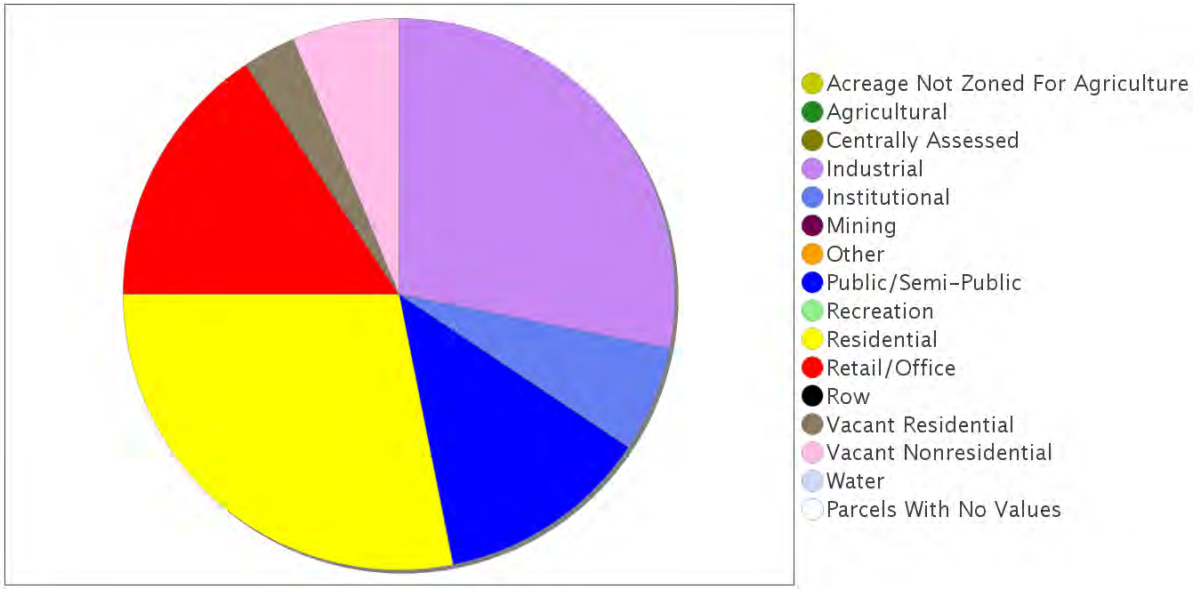


Occupied Units With No Vehicles Available

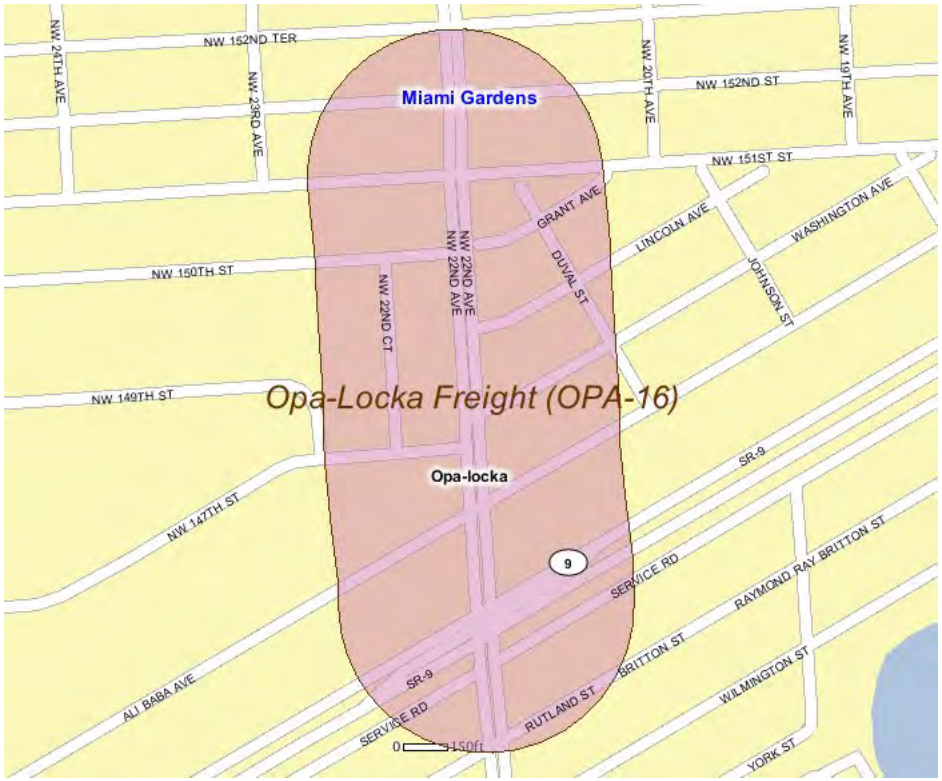


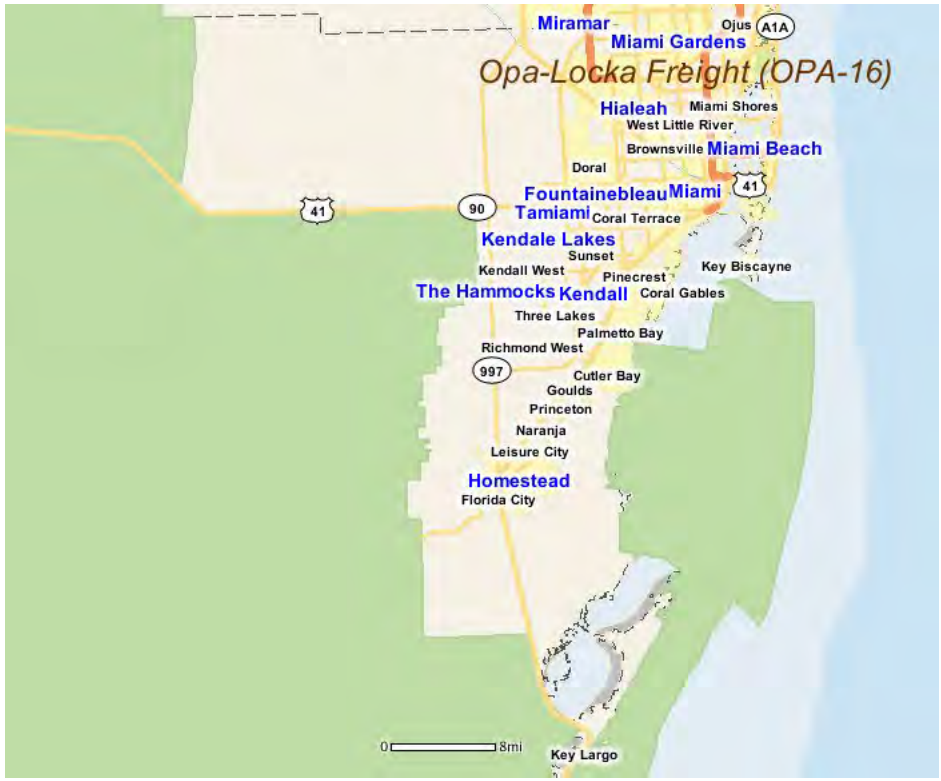
Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	9	17.54%
Institutional	2	3.90%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	4	7.80%
Recreation	0	0.00%
Residential	9	17.54%
Retail/Office	5	9.75%
Row	0	0.00%
Vacant Residential	1	1.95%
Vacant Nonresidential	2	3.90%
Water	0	0.00%
Parcels With No Values	0	0.00%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Religious Centers (Points)

Facility Name	Address	Zip Code
MT ZION AME CHURCH	15250 NW 22ND AVENUE	33054
TRIUMPH THE CHURCH & KINGDOM OF GOD IN CHRIST	14901 NORTHWEST 22ND AVENUE	33054
KING'S TEMPLE & REVIVAL CENTER	2254 ALI BABA AVENUE	33054
PEACEFUL MISSIONARY BAPTIST CHURCH	2232 ALI BABA AVE	33054
HOME OF THE NAZARENE INC	2199 ALI BABA AVE	33054
CROOM TEMPLE CHURCH OF GOD	2090 NW 151ST STREET	33054

US Census Places

Facility Name
Miami Gardens
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250004031, 120250004033, 120250004032, 120250004035, 120250004034

2000 Census Block Groups

120860004031, 120860004032, 120860004033, 120860004035, 120860004034

2010 Census Block Groups

120860004032, 120860004031, 120860004033, 120860004034

2015 Census Block Groups

120860004032, 120860004033, 120860004031, 120860004034

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf; http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.

- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

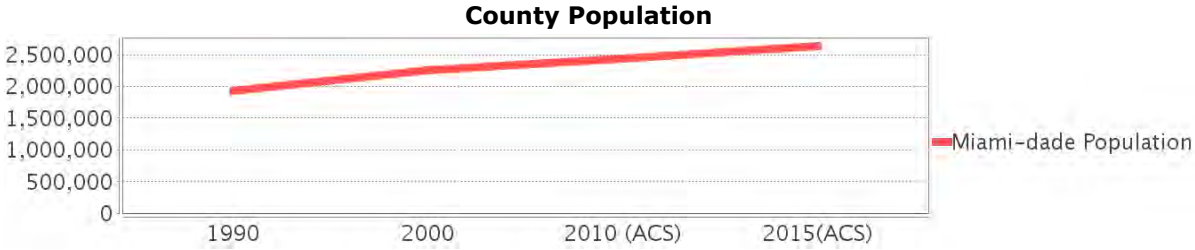
Miami-dade County Demographic Profile

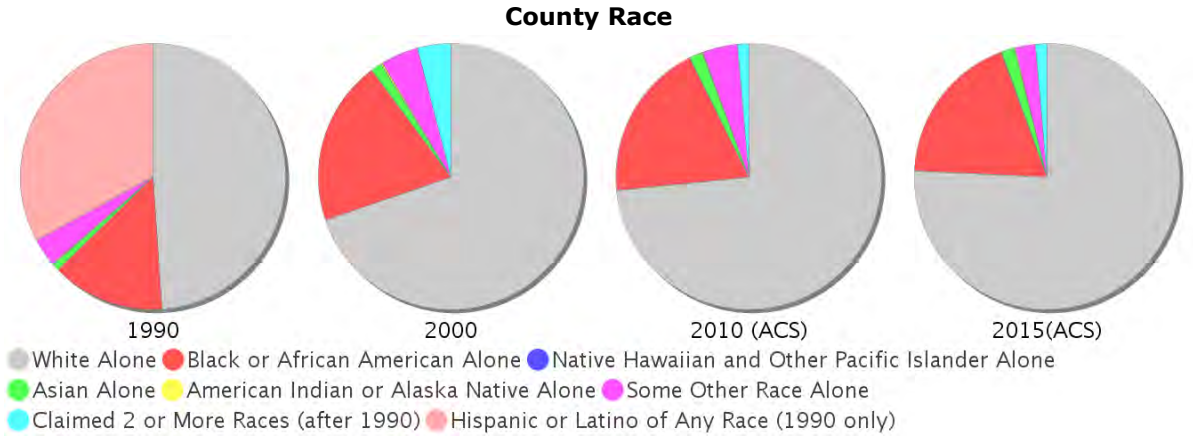
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

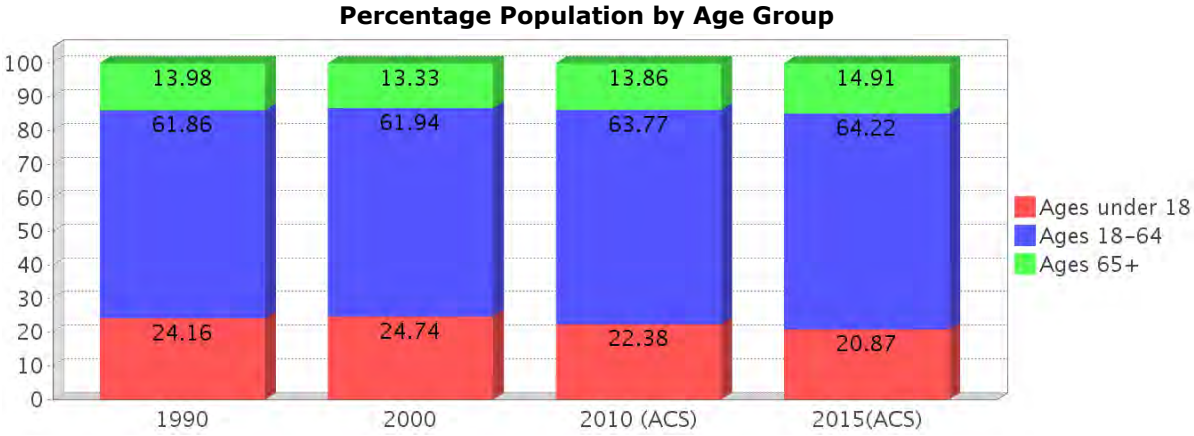
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





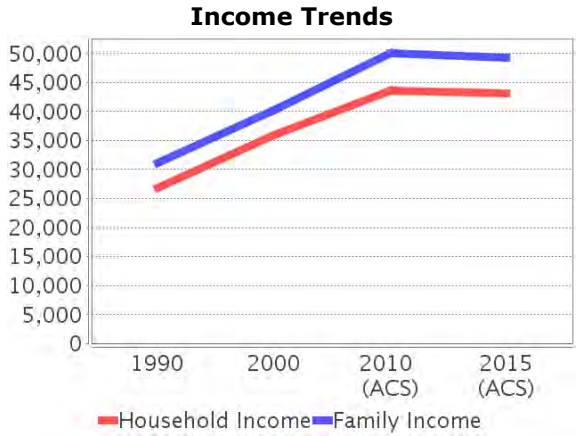
Age Trends - Miami-dade

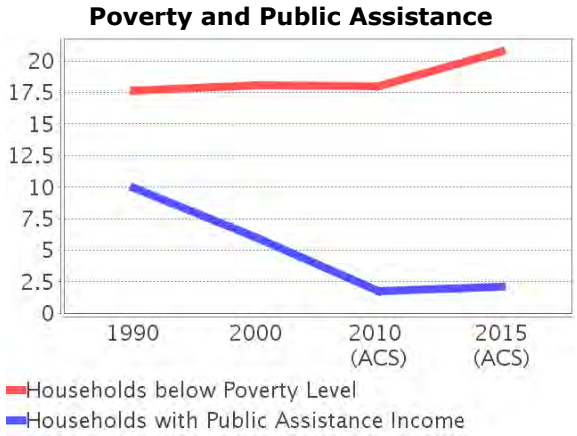
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

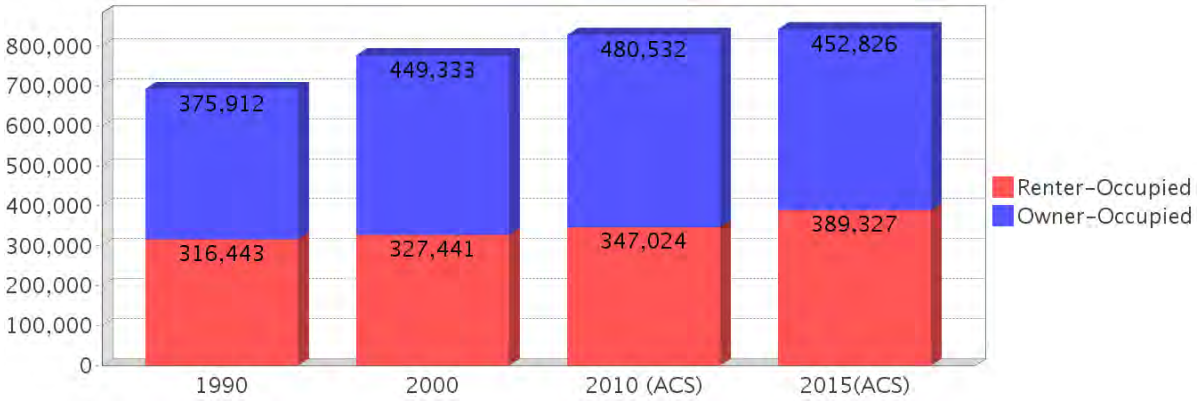
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;
http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.
Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-17) - Alternative #1

Area: 0.425 square miles

Jurisdiction(s): **Cities:** Opa-locka, Miami Gardens, Hialeah
Counties: Miami-dade

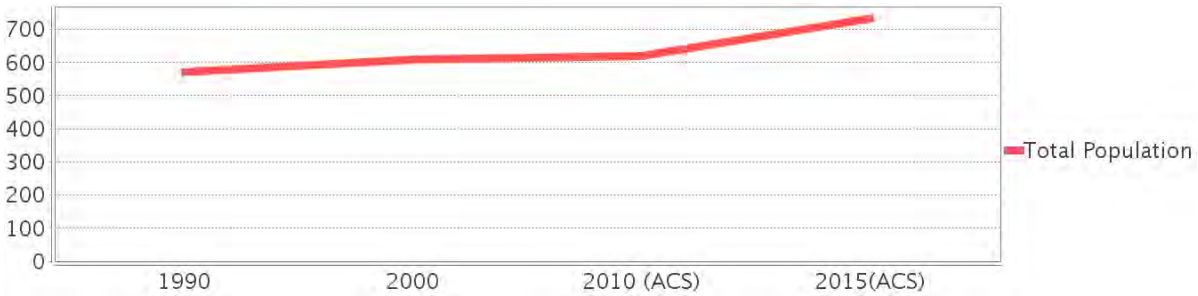
General Population Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	571	610	619	732
Total Households	178	193	199	221
Average Persons per Acre	11.08	9.70	11.37	13.37
Average Persons per Household	3.86	2.63	3.33	3.32
Average Persons per Family	3.89	3.11	3.67	4.29
Males	277	295	308	302
Females	294	315	311	430

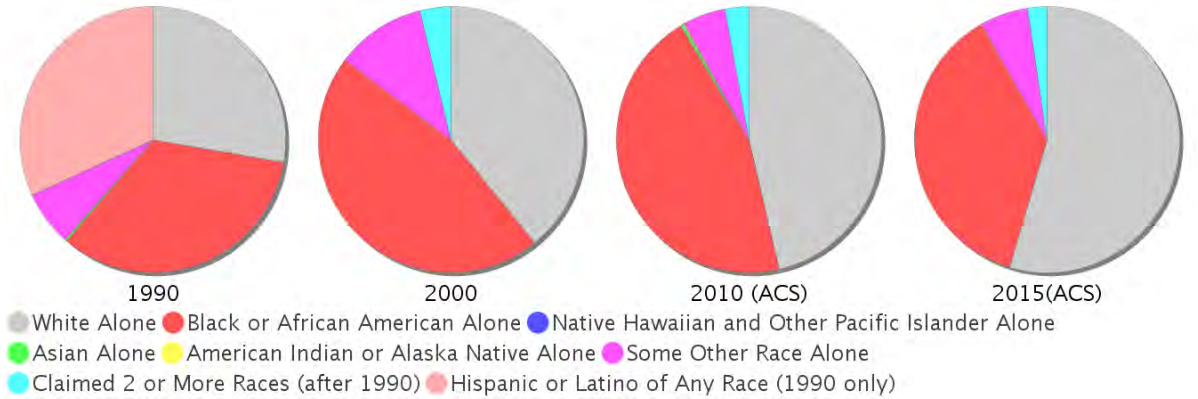
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	232 (40.63%)	239 (39.18%)	286 (46.20%)	399 (54.51%)
Black or African American Alone	280 (49.04%)	282 (46.23%)	278 (44.91%)	272 (37.16%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
Asian Alone	2 (0.35%)	0 (0.00%)	2 (0.32%)	0 (0.00%)
American Indian or Alaska Native Alone	0 (0.00%)	0 (0.00%)	1 (0.16%)	0 (0.00%)
Some Other Race Alone	56 (9.81%)	67 (10.98%)	32 (5.17%)	43 (5.87%)
Claimed 2 or More Races	NA (NA)	23 (3.77%)	18 (2.91%)	17 (2.32%)
Hispanic or Latino of Any Race	266 (46.58%)	301 (49.34%)	357 (57.67%)	447 (61.07%)
Not Hispanic or Latino	305 (53.42%)	309 (50.66%)	262 (42.33%)	285 (38.93%)
Minority	519 (90.89%)	569 (93.28%)	601 (97.09%)	712 (97.27%)

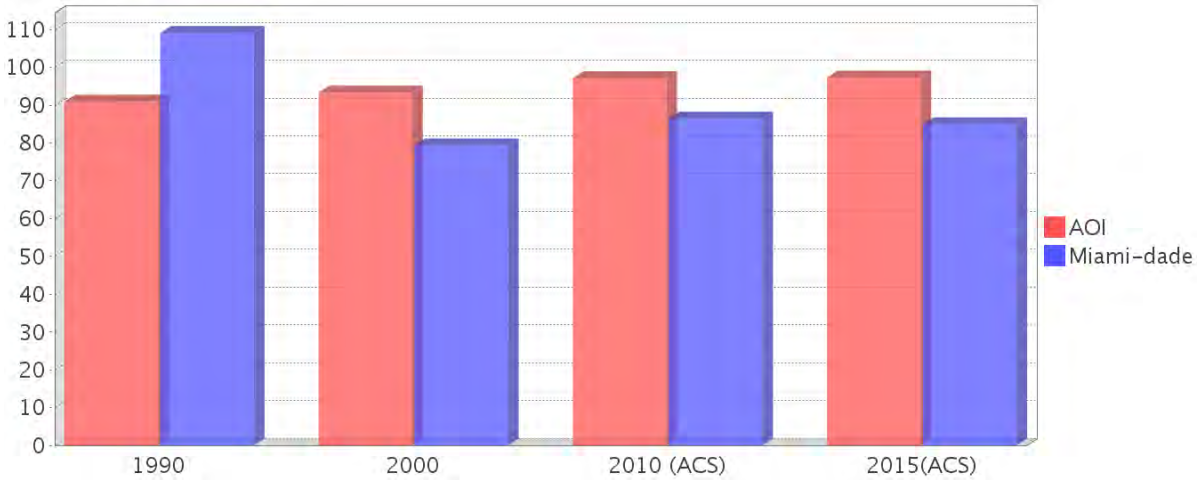
Population



Race



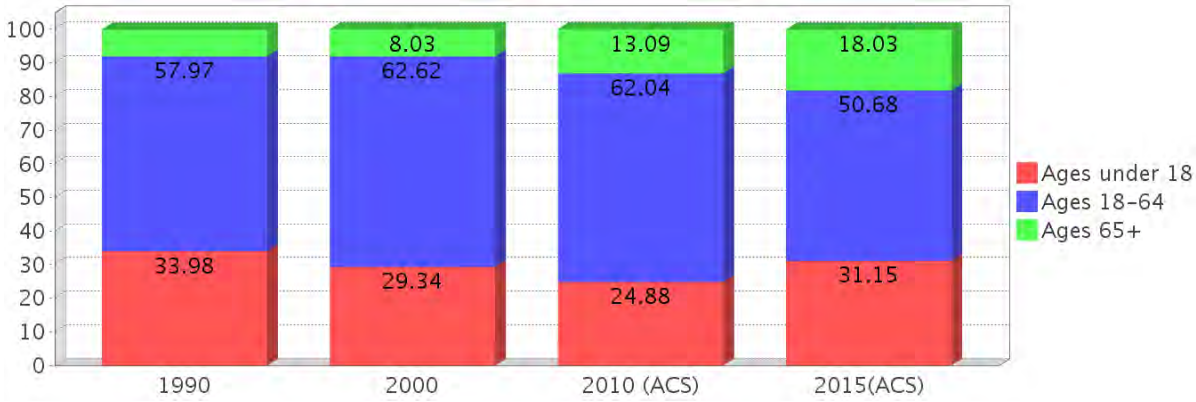
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	9.98%	9.51%	7.43%	12.70%
Ages 5-17	23.99%	19.84%	17.45%	18.44%
Ages 18-21	6.30%	8.20%	5.98%	5.60%
Ages 22-29	13.31%	12.95%	11.15%	11.34%
Ages 30-39	16.11%	13.44%	12.28%	13.66%
Ages 40-49	10.86%	12.79%	12.92%	8.06%
Ages 50-64	11.38%	15.25%	19.71%	12.02%
Age 65 and Over	7.88%	8.03%	13.09%	18.03%
-Ages 65-74	5.25%	4.75%	7.92%	10.11%
-Ages 75-84	2.45%	1.97%	4.36%	4.51%
-Age 85 and Over	0.35%	1.31%	0.81%	3.42%
Median Age	NA	32	36	28

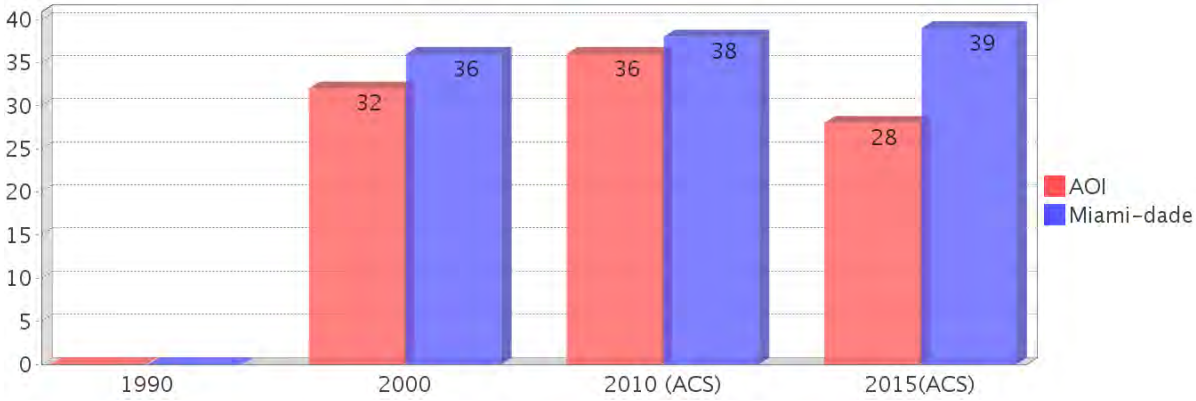
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$22,458	$19,344	$14,327	$15,407
Median Family Income	$22,096	$24,120	$16,923	NA
Population below Poverty Level	31.35%	26.72%	18.58%	34.97%
Households below Poverty Level	32.58%	26.94%	34.67%	42.99%
Households with Public Assistance Income	21.35%	6.22%	2.01%	2.71%

Median Age Comparison

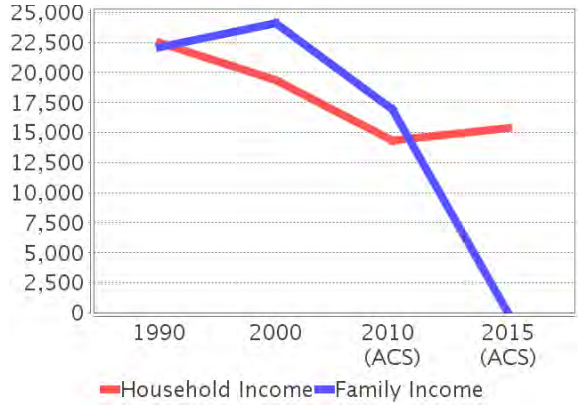


Disability Trends

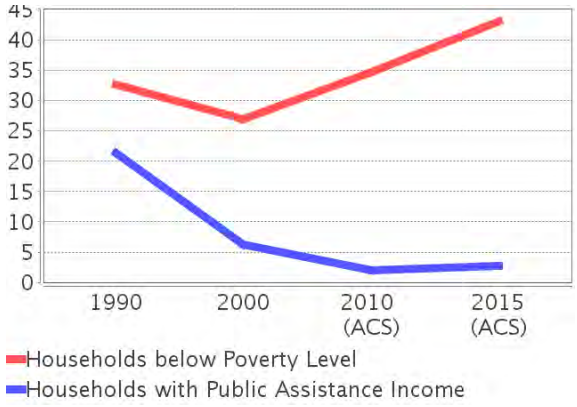
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	32 (8.02%)	114 (20.65%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	30 (8.43%)

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	109 (32.73%)	93 (27.11%)	122 (29.19%)	94 (21.51%)
9th to 12th Grade, No Diploma	86 (25.83%)	100 (29.15%)	44 (10.53%)	84 (19.22%)
High School Graduate or Higher	138 (41.44%)	150 (43.73%)	251 (60.05%)	259 (59.27%)
Bachelor's Degree or Higher	9 (2.70%)	19 (5.54%)	38 (9.09%)	29 (6.64%)

Language Trends

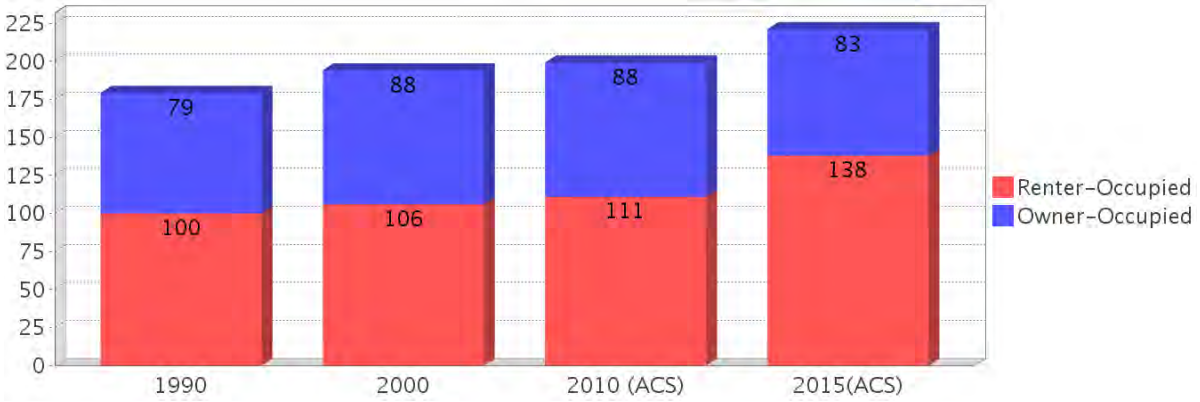
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	60 (11.24%)	44 (7.97%)	63 (10.21%)	86 (13.48%)
Speaks English Not Well	NA (NA)	60 (10.87%)	96 (15.56%)	86 (13.48%)
Speaks English Not at All	NA (NA)	38 (6.88%)	81 (13.13%)	81 (12.70%)
Speaks English Not Well or Not at All	120 (22.47%)	98 (17.75%)	177 (28.69%)	167 (26.18%)

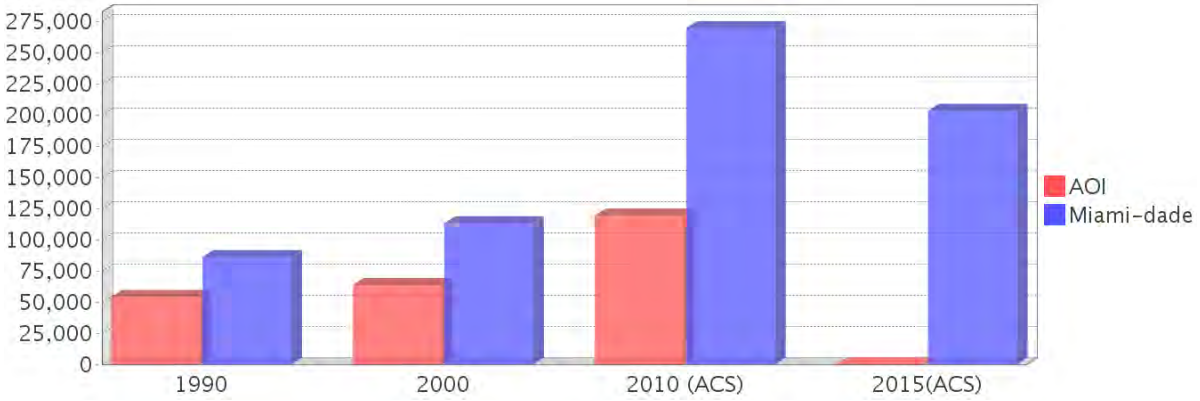
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	192	206	225	258
Units per Acre	NA	NA	NA	NA
Single-Family Units	89	130	157	152
Multi-Family Units	86	76	110	98
Mobile Home Units	0	0	0	8
Owner-Occupied Units	79	88	88	83
Renter-Occupied Units	100	106	111	138
Vacant Units	14	13	26	37
Median Housing Value	$53,900	$63,650	$119,300	$0
Occupied Housing Units w/No Vehicle	40 (22.47%)	53 (27.46%)	22 (11.06%)	43 (19.46%)

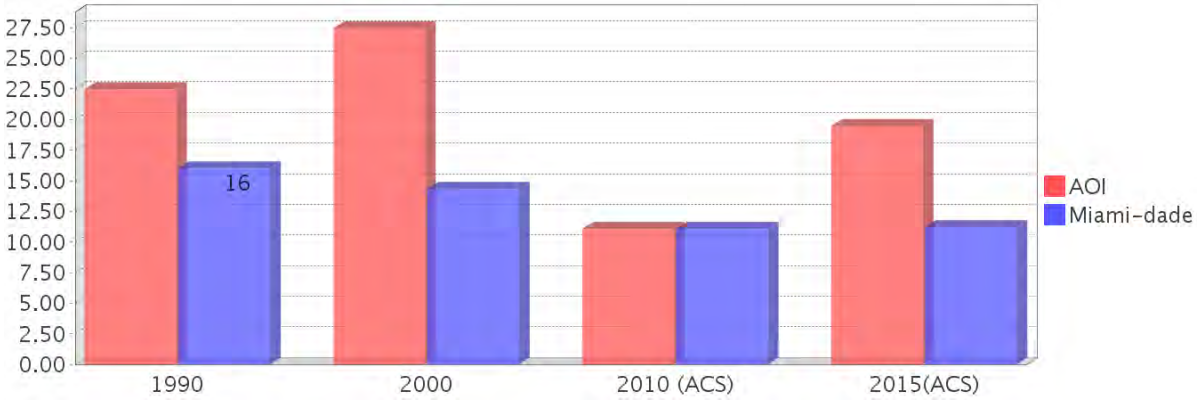
Housing Tenure



Median Housing Value Comparison

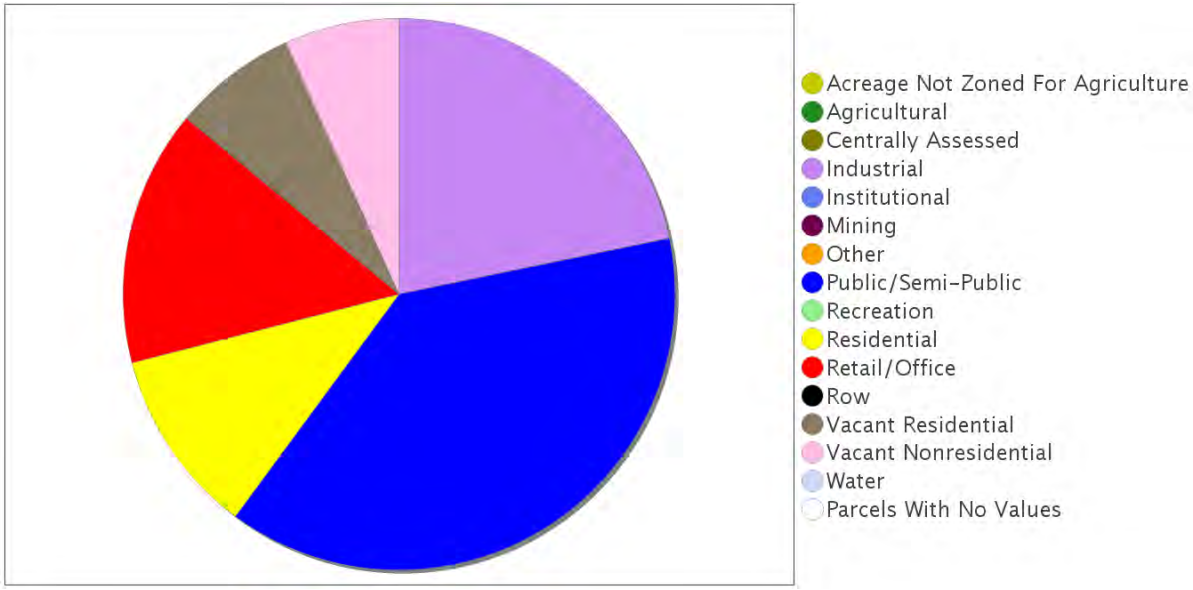


Occupied Units With No Vehicles Available



Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	42	15.43%
Institutional	0	0.00%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	74	27.18%
Recreation	0	0.00%
Residential	21	7.71%
Retail/Office	29	10.65%
Row	0	0.00%
Vacant Residential	14	5.14%
Vacant Nonresidential	13	4.77%
Water	0	0.00%
Parcels With No Values	0	0.00%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Religious Centers (Points)

Facility Name	Address	Zip Code
SISTER OF ST JOSEPH B COTTOLENGO CONVENT MARIANCENTER	15701 NW 37TH AVE	33054

US Census Places

Facility Name
Miami Gardens
Hialeah
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005022, 120250005024, 120250005033, 120250005032, 120250005029, 120250005023

2000 Census Block Groups

120860005029, 120860005032, 120860005023, 120860005022, 120860005024, 120860005033

2010 Census Block Groups

120860005033, 120860005043, 120860005041

2015 Census Block Groups

120860005033, 120860005043, 120860005041

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
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The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.

- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

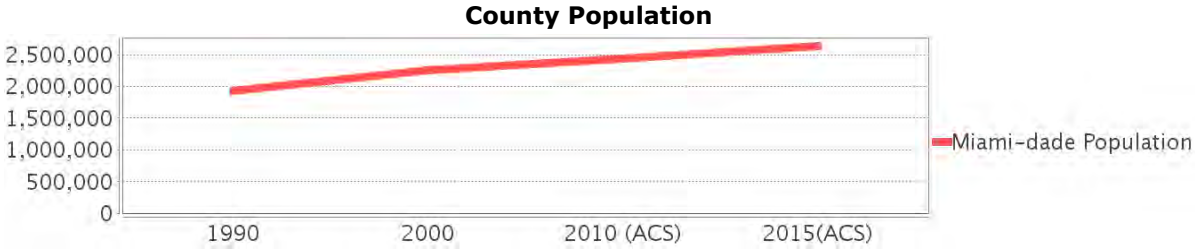
Miami-dade County Demographic Profile

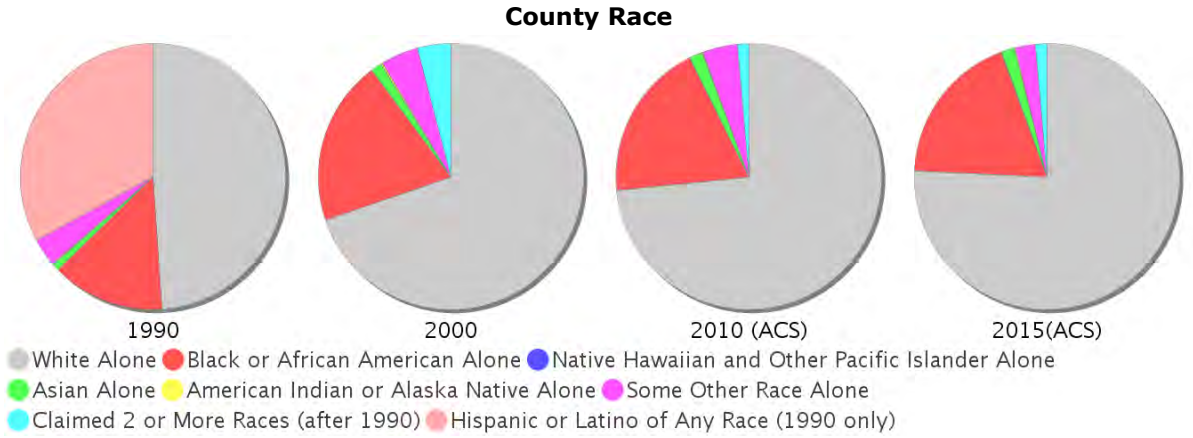
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

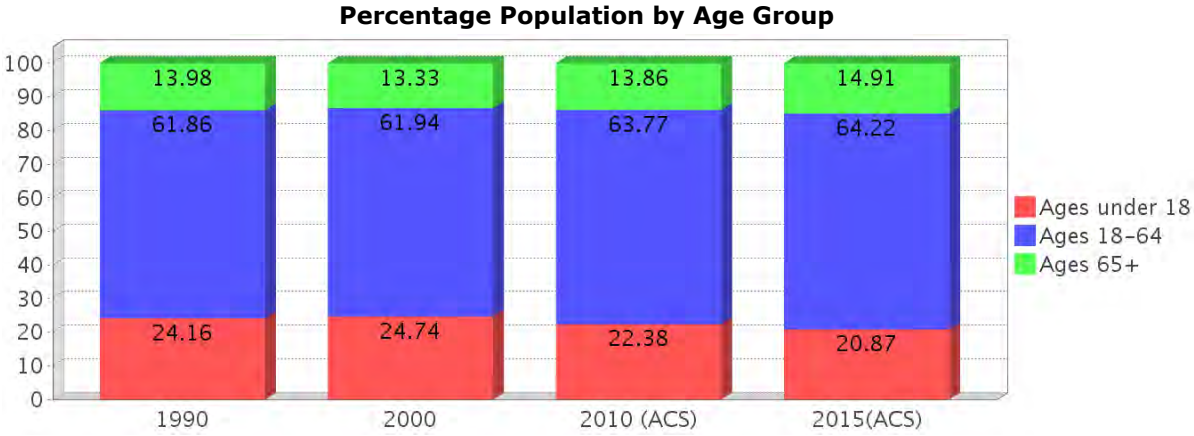
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





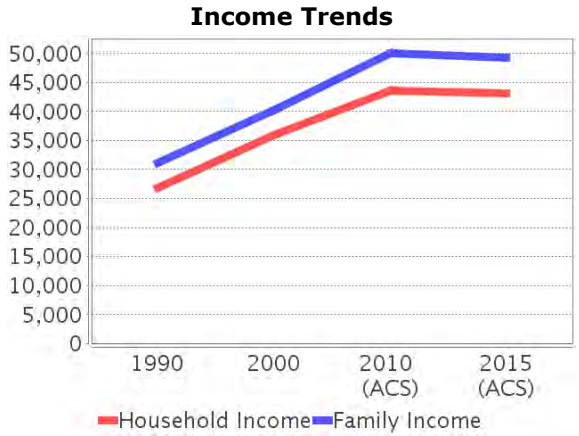
Age Trends - Miami-dade

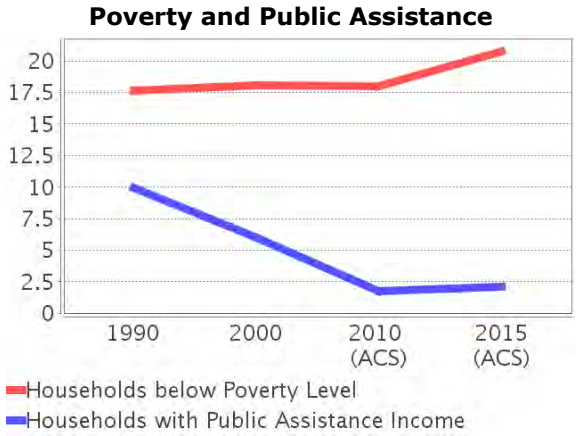
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

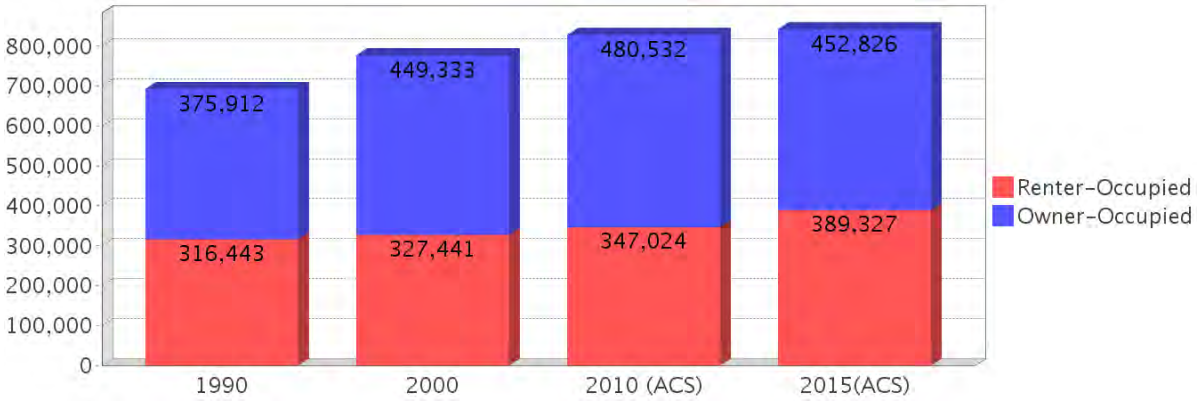
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;
http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.
Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-18) - Alternative #1

Area: 0.244 square miles

Jurisdiction(s): **Cities:** Opa-locka, Hialeah
Counties: Miami-dade

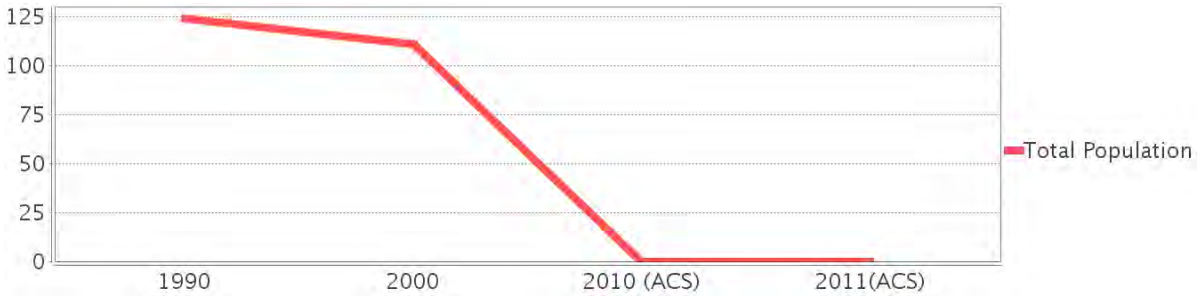
General Population Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Total Population	124	111	NA	NA
Total Households	41	39	NA	NA
Average Persons per Acre	9.14	9.88	NA	NA
Average Persons per Household	3.00	2.81	NA	NA
Average Persons per Family	3.40	3.29	NA	NA
Males	60	52	NA	NA
Females	64	59	NA	NA

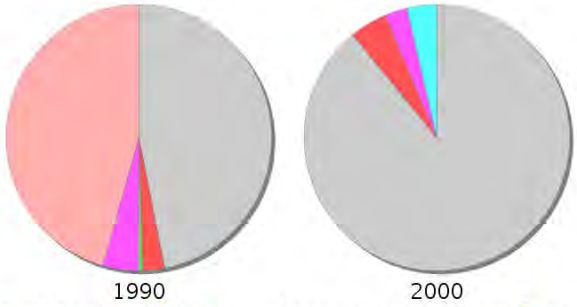
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
White Alone	107 (86.29%)	98 (88.29%)	NA (NA)	NA (NA)
Black or African American Alone	6 (4.84%)	5 (4.50%)	NA (NA)	NA (NA)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	NA (NA)	NA (NA)
Asian Alone	1 (0.81%)	0 (0.00%)	NA (NA)	NA (NA)
American Indian or Alaska Native Alone	0 (0.00%)	0 (0.00%)	NA (NA)	NA (NA)
Some Other Race Alone	10 (8.06%)	3 (2.70%)	NA (NA)	NA (NA)
Claimed 2 or More Races	NA (NA)	4 (3.60%)	NA (NA)	NA (NA)
Hispanic or Latino of Any Race	104 (83.87%)	103 (92.79%)	NA (NA)	NA (NA)
Not Hispanic or Latino	20 (16.13%)	8 (7.21%)	NA (NA)	NA (NA)
Minority	109 (87.90%)	105 (94.59%)	NA (NA)	NA (NA)

Population

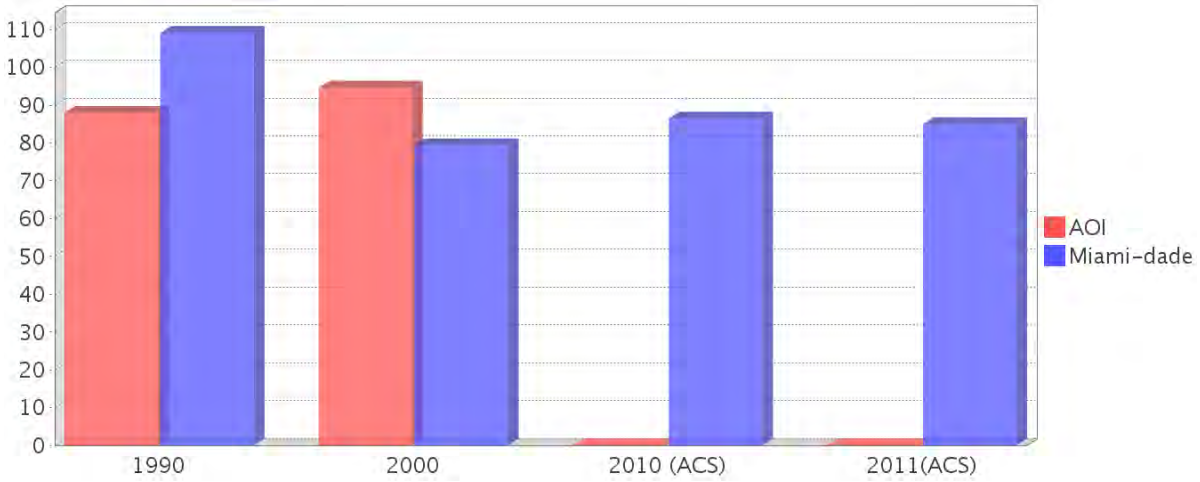


Race



White Alone, Black or African American Alone, Native Hawaiian and Other Pacific Islander Alone, Asian Alone, American Indian or Alaska Native Alone, Some Other Race Alone, Claimed 2 or More Races (after 1990), Hispanic or Latino of Any Race (1990 only)

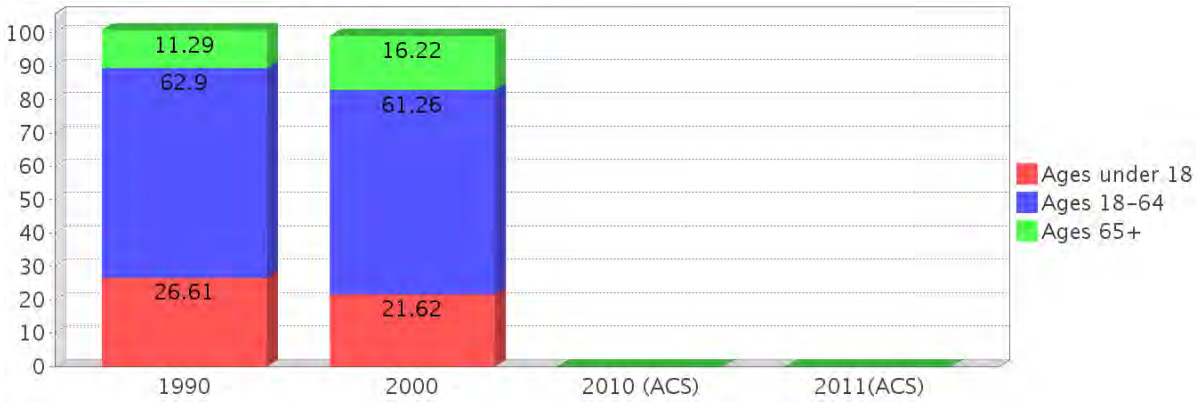
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Under Age 5	7.26%	4.50%	NA	NA
Ages 5-17	19.35%	17.12%	NA	NA
Ages 18-21	6.45%	4.50%	NA	NA
Ages 22-29	12.90%	9.91%	NA	NA
Ages 30-39	16.13%	16.22%	NA	NA
Ages 40-49	12.90%	14.41%	NA	NA
Ages 50-64	14.52%	16.22%	NA	NA
Age 65 and Over	11.29%	16.22%	NA	NA
-Ages 65-74	6.45%	9.01%	NA	NA
-Ages 75-84	4.03%	6.31%	NA	NA
-Age 85 and Over	0.81%	0.90%	NA	NA
Median Age	NA	36	NA	NA

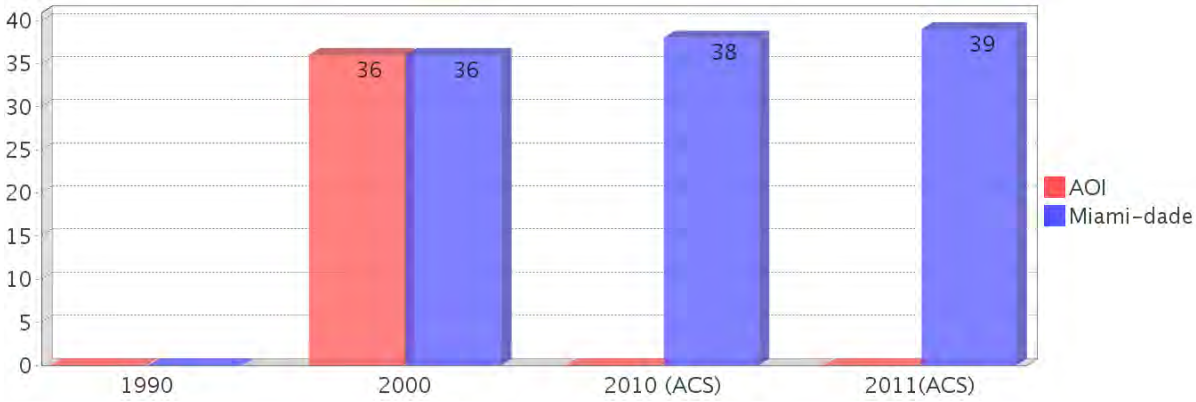
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Median Household Income	$23,248	$26,659	NA	NA
Median Family Income	$24,476	$31,477	NA	NA
Population below Poverty Level	18.55%	13.51%	NA	NA
Households below Poverty Level	21.95%	15.38%	NA	NA
Households with Public Assistance Income	17.07%	7.69%	NA	NA

Median Age Comparison

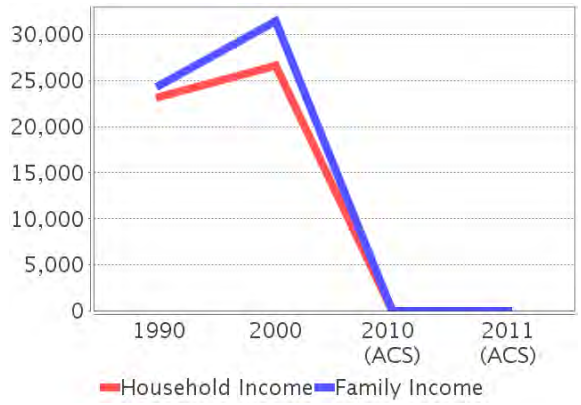


Disability Trends

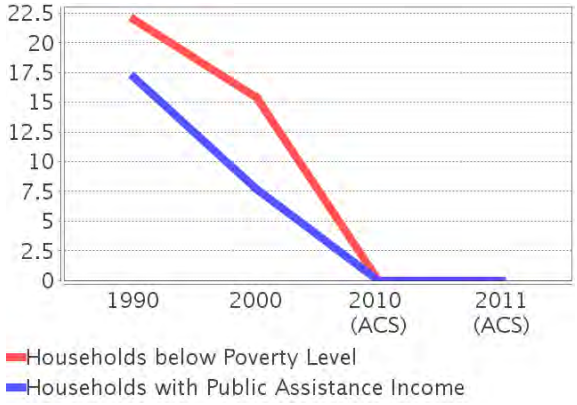
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2011(ACS)
Population 16 To 64 Years with a disability	4 (4.49%)	17 (16.35%)	(NA)	(NA)
Population 20 To 64 Years with a disability				

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Less than 9th Grade	23 (29.49%)	14 (18.18%)	NA (NA)	NA (NA)
9th to 12th Grade, No Diploma	16 (20.51%)	23 (29.87%)	NA (NA)	NA (NA)
High School Graduate or Higher	39 (50.00%)	41 (53.25%)	NA (NA)	NA (NA)
Bachelor's Degree or Higher	6 (7.69%)	8 (10.39%)	NA (NA)	NA (NA)

Language Trends

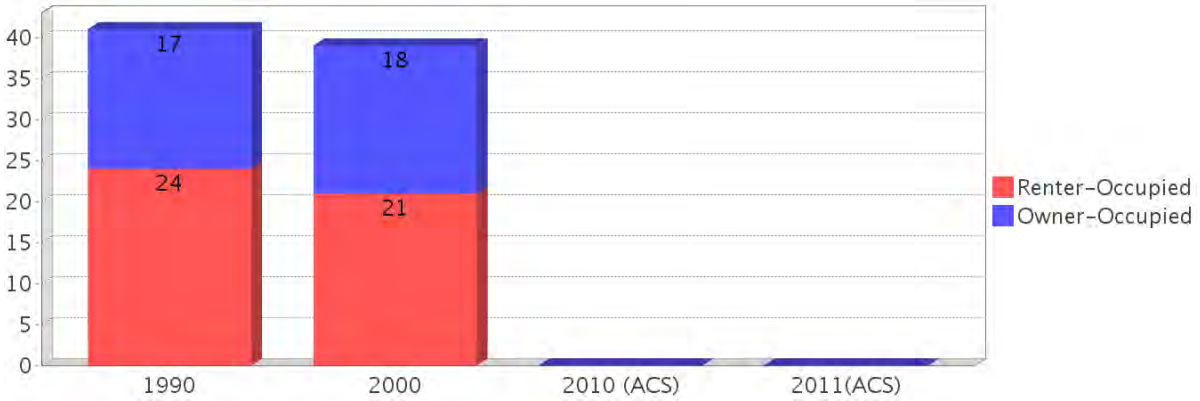
Age 5 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Speaks English Well	23 (20.00%)	19 (18.10%)	NA (NA)	NA (NA)
Speaks English Not Well	NA (NA)	23 (21.90%)	NA (NA)	NA (NA)
Speaks English Not at All	NA (NA)	22 (20.95%)	NA (NA)	NA (NA)
Speaks English Not Well or Not at All	36 (31.30%)	45 (42.86%)	0 (NA)	0 (NA)

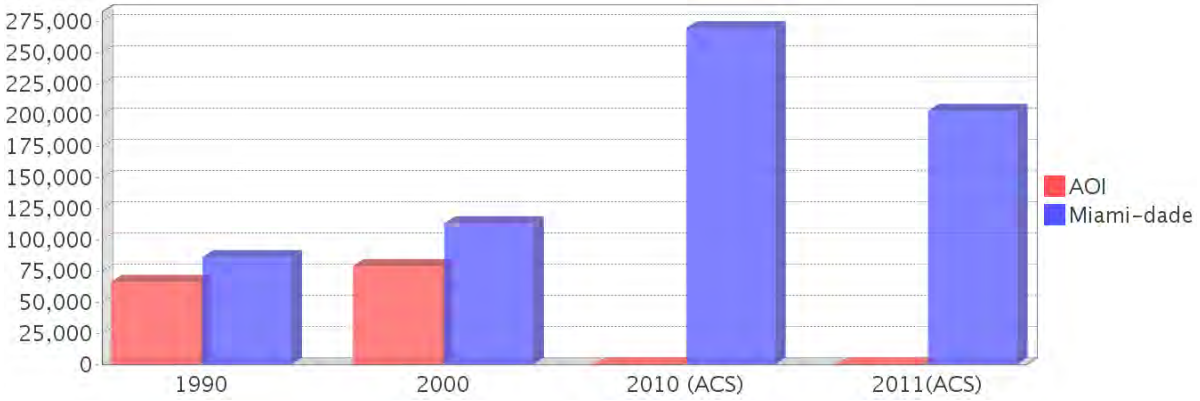
Housing Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Total	44	40	NA	NA
Units per Acre	NA	NA	NA	NA
Single-Family Units	13	11	NA	NA
Multi-Family Units	28	28	NA	NA
Mobile Home Units	0	0	NA	NA
Owner-Occupied Units	17	18	NA	NA
Renter-Occupied Units	24	21	NA	NA
Vacant Units	3	1	NA	NA
Median Housing Value	$66,200	$78,800	NA	NA
Occupied Housing Units w/No Vehicle	7 (17.07%)	6 (15.38%)	NA (NA)	NA (NA)

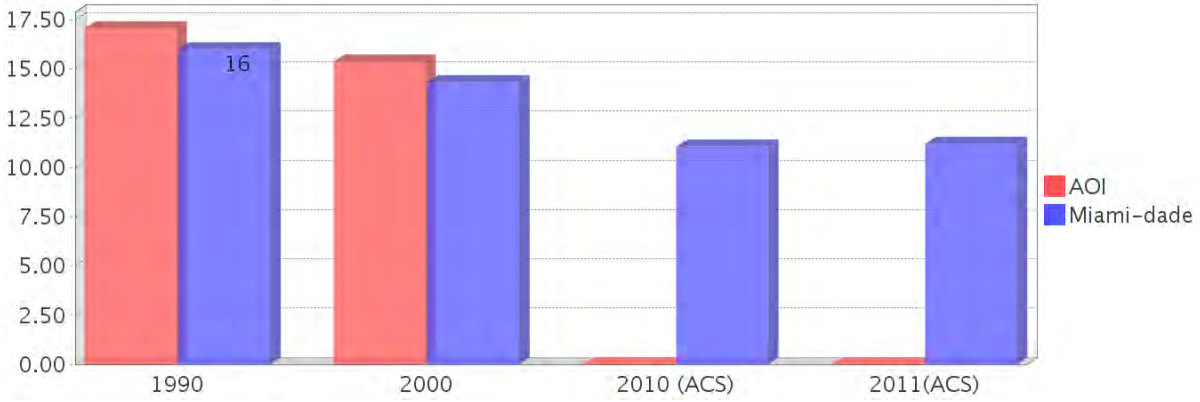
Housing Tenure



Median Housing Value Comparison

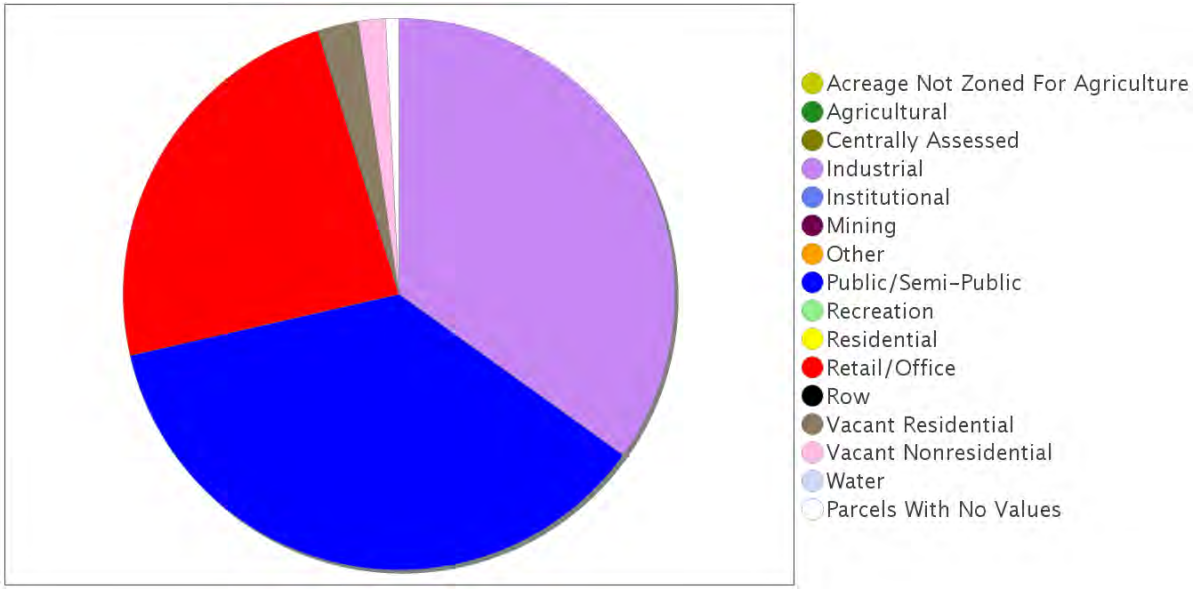


Occupied Units With No Vehicles Available



Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	44	28.22%
Institutional	0	0.00%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	46	29.51%
Recreation	0	0.00%
Residential	0	0.00%
Retail/Office	30	19.24%
Row	0	0.00%
Vacant Residential	3	1.92%
Vacant Nonresidential	2	1.28%
Water	0	0.00%
Parcels With No Values	1	0.64%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Government Building

Facility Name	Address	Zip Code
FLORIDA DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES SERVICE CENTER	12601 NW 42 AVE	33054

US Census Places

Facility Name
Hialeah
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005029

2000 Census Block Groups

120860005029

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
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Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.

- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

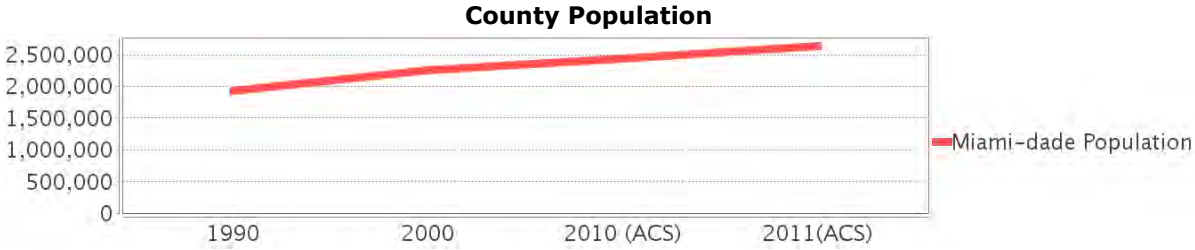
Miami-dade County Demographic Profile

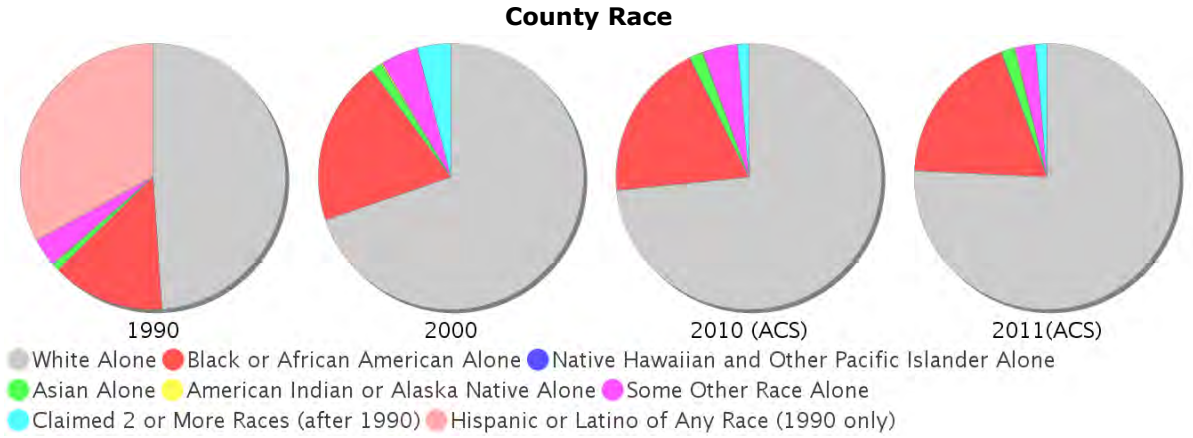
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

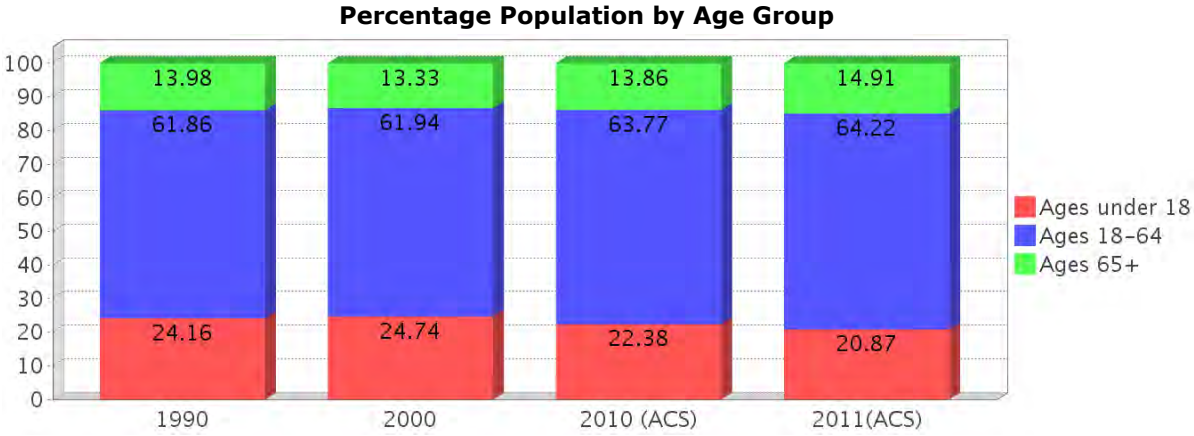
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





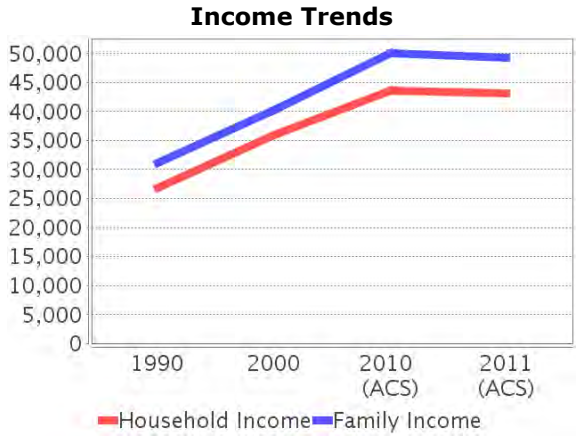
Age Trends - Miami-dade

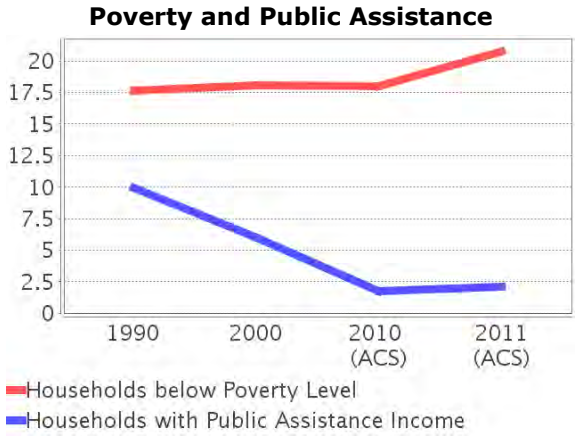
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

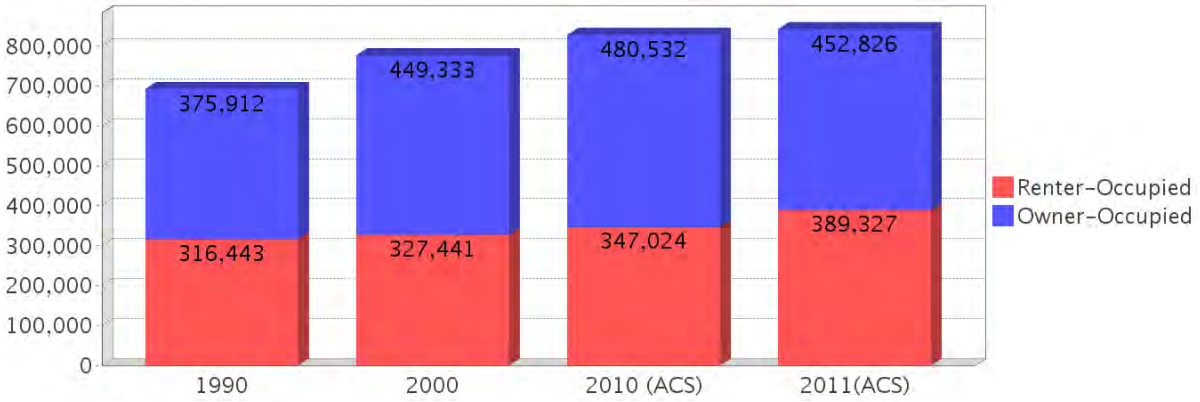
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;
http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.
Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-19) - Alternative #1

Area: 0.595 square miles

Jurisdiction(s): **Cities:** Opa-locka, North Miami
Counties: Miami-dade

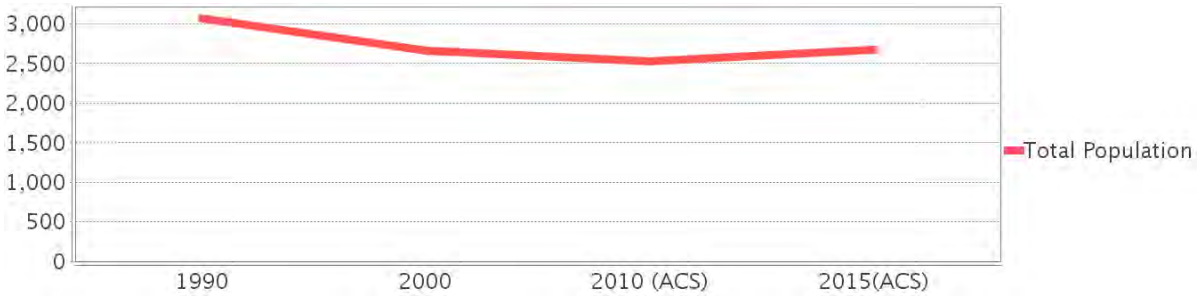
General Population Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	3,065	2,660	2,529	2,676
Total Households	954	855	826	835
Average Persons per Acre	12.40	11.99	14.56	15.22
Average Persons per Household	3.34	3.29	3.40	3.47
Average Persons per Family	3.85	3.79	3.60	4.56
Males	1,432	1,215	1,169	1,272
Females	1,634	1,444	1,360	1,404

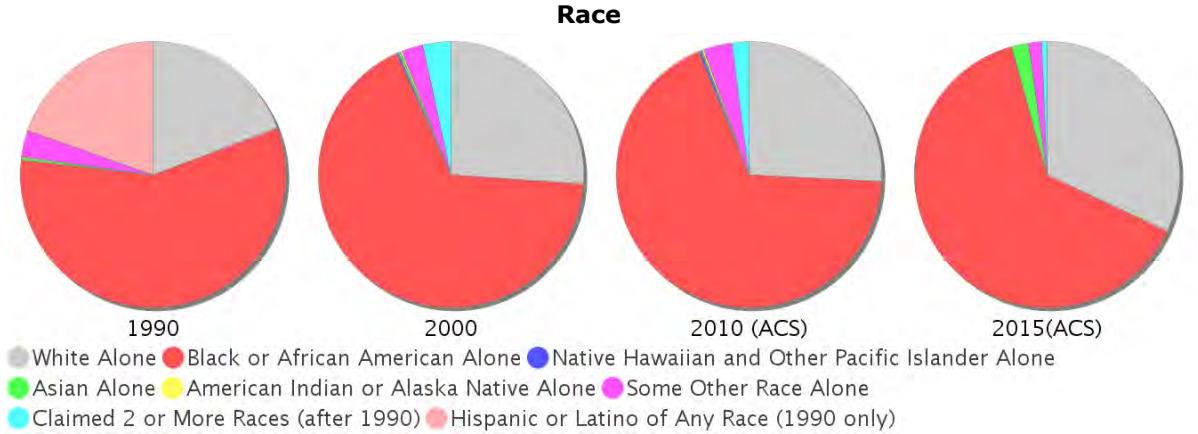
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	737 (24.05%)	695 (26.13%)	653 (25.82%)	856 (31.99%)
Black or African American Alone	2,191 (71.48%)	1,785 (67.11%)	1,719 (67.97%)	1,705 (63.71%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	6 (0.23%)	6 (0.24%)	0 (0.00%)
Asian Alone	10 (0.33%)	8 (0.30%)	5 (0.20%)	54 (2.02%)
American Indian or Alaska Native Alone	4 (0.13%)	4 (0.15%)	5 (0.20%)	0 (0.00%)
Some Other Race Alone	124 (4.05%)	71 (2.67%)	88 (3.48%)	43 (1.61%)
Claimed 2 or More Races	NA (NA)	90 (3.38%)	52 (2.06%)	17 (0.64%)
Hispanic or Latino of Any Race	747 (24.37%)	793 (29.81%)	804 (31.79%)	971 (36.29%)
Not Hispanic or Latino	2,318 (75.63%)	1,867 (70.19%)	1,725 (68.21%)	1,705 (63.71%)
Minority	2,864 (93.44%)	2,579 (96.95%)	2,475 (97.86%)	2,617 (97.80%)

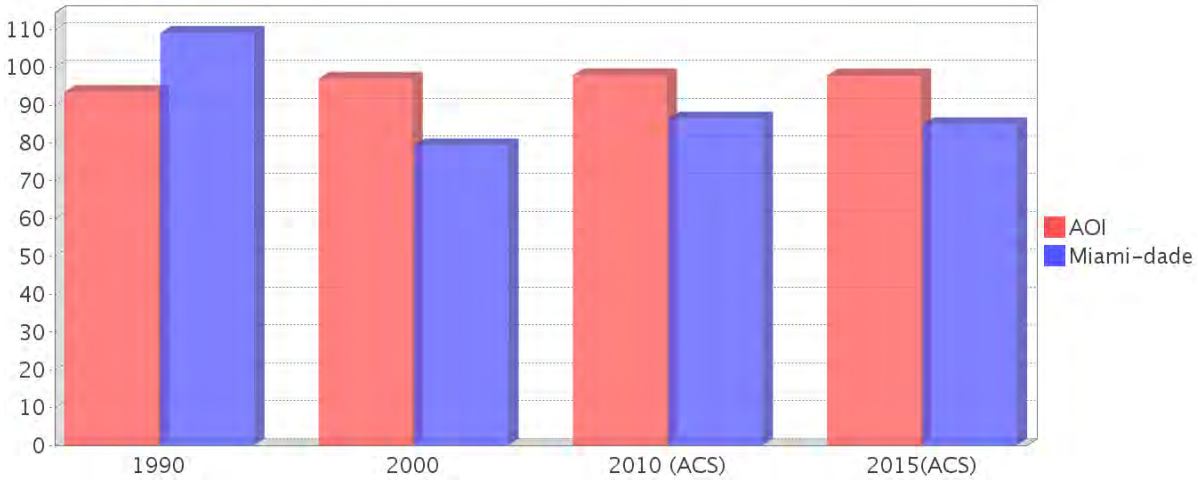
Population



Race



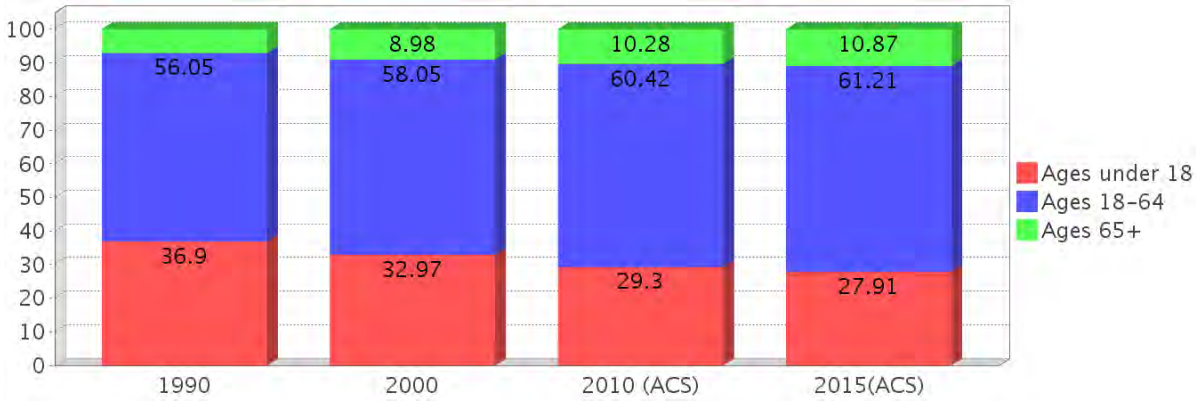
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	11.52%	8.01%	9.33%	8.93%
Ages 5-17	25.38%	24.96%	19.97%	18.98%
Ages 18-21	6.59%	5.83%	6.96%	3.70%
Ages 22-29	13.47%	12.67%	13.36%	10.50%
Ages 30-39	15.82%	14.44%	12.73%	16.74%
Ages 40-49	10.34%	12.63%	11.86%	10.54%
Ages 50-64	9.82%	12.48%	15.50%	19.73%
Age 65 and Over	7.08%	8.98%	10.28%	10.87%
-Ages 65-74	4.70%	5.41%	6.01%	5.75%
-Ages 75-84	1.99%	3.20%	3.40%	4.00%
-Age 85 and Over	0.42%	0.38%	0.91%	1.12%
Median Age	NA	32	36	40

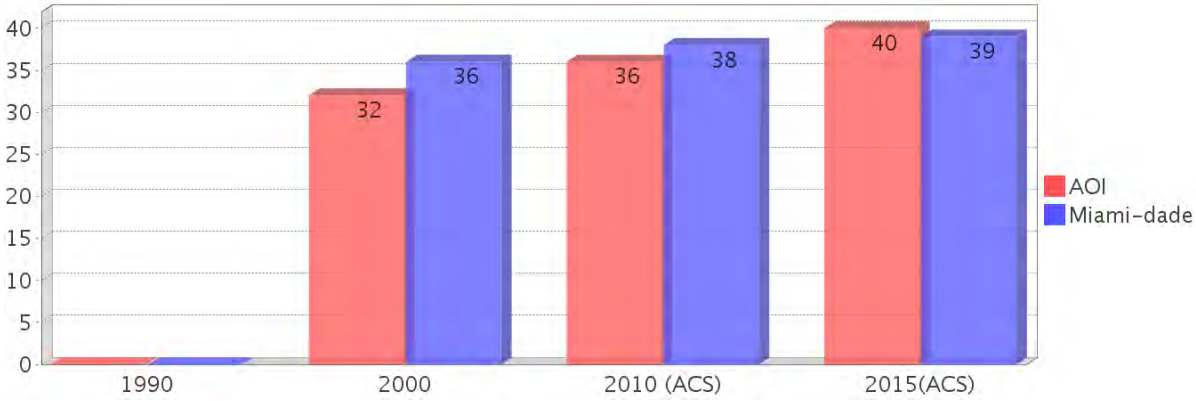
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$25,518	$26,659	$28,866	$27,700
Median Family Income	$24,832	$28,375	$33,216	NA
Population below Poverty Level	35.50%	32.44%	29.93%	34.38%
Households below Poverty Level	35.74%	33.92%	38.14%	40.96%
Households with Public Assistance Income	23.48%	8.30%	4.72%	2.40%

Median Age Comparison

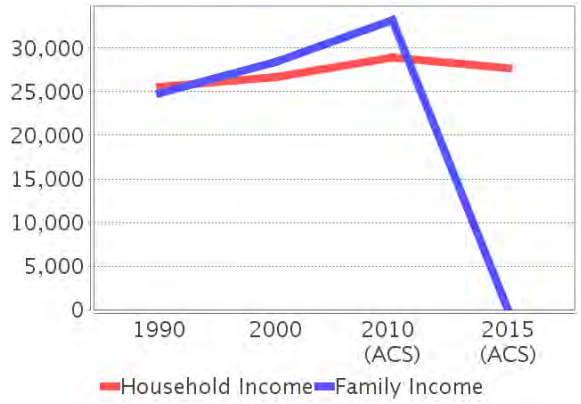


Disability Trends

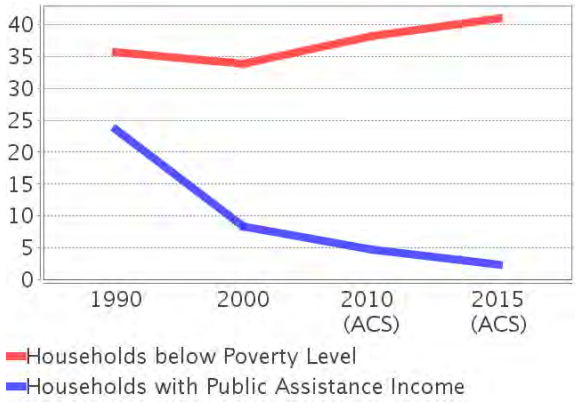
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	141 (6.86%)	569 (23.32%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	119 (7.44%)

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	295 (18.43%)	237 (15.62%)	251 (17.20%)	208 (12.20%)
9th to 12th Grade, No Diploma	434 (27.11%)	399 (26.30%)	233 (15.97%)	209 (12.26%)
High School Graduate or Higher	872 (54.47%)	881 (58.08%)	974 (66.76%)	1,289 (75.60%)
Bachelor's Degree or Higher	110 (6.87%)	106 (6.99%)	132 (9.05%)	199 (11.67%)

Language Trends

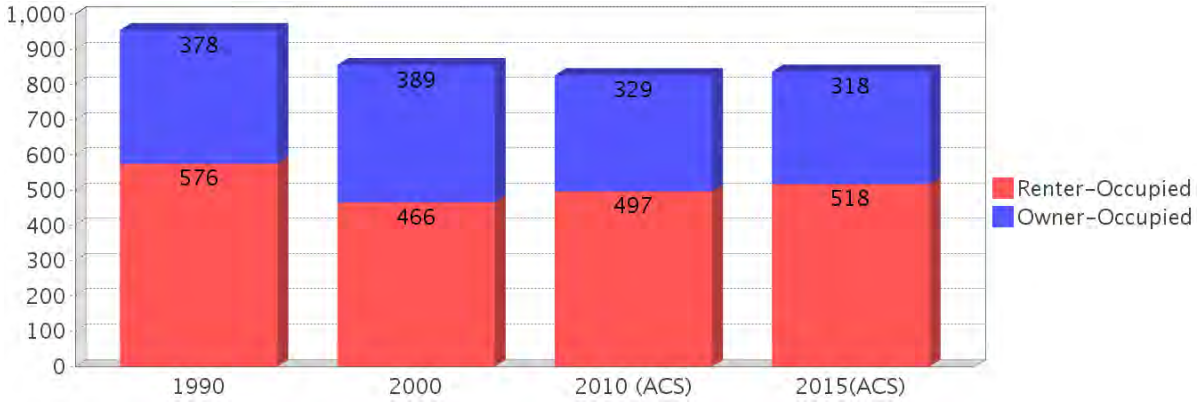
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	246 (9.02%)	247 (10.09%)	202 (8.83%)	244 (10.01%)
Speaks English Not Well	NA (NA)	241 (9.85%)	215 (9.40%)	247 (10.14%)
Speaks English Not at All	NA (NA)	95 (3.88%)	156 (6.82%)	176 (7.22%)
Speaks English Not Well or Not at All	316 (11.59%)	336 (13.73%)	371 (16.22%)	423 (17.36%)

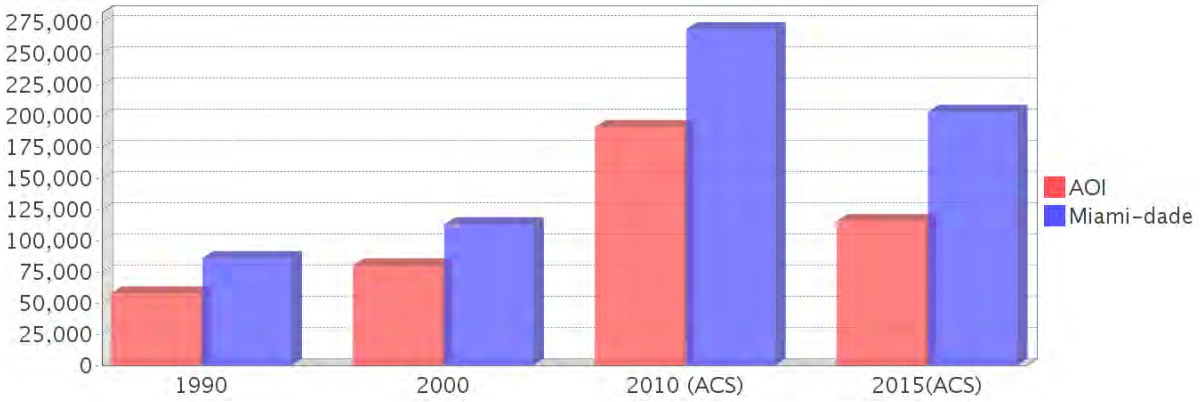
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	1,090	899	934	985
Units per Acre	NA	NA	NA	NA
Single-Family Units	436	442	398	487
Multi-Family Units	498	448	623	498
Mobile Home Units	11	7	0	0
Owner-Occupied Units	378	389	329	318
Renter-Occupied Units	576	466	497	518
Vacant Units	135	44	108	150
Median Housing Value	$57,800	$80,200	$191,050	$115,700
Occupied Housing Units w/No Vehicle	265 (27.75%)	196 (22.92%)	187 (22.64%)	216 (25.87%)

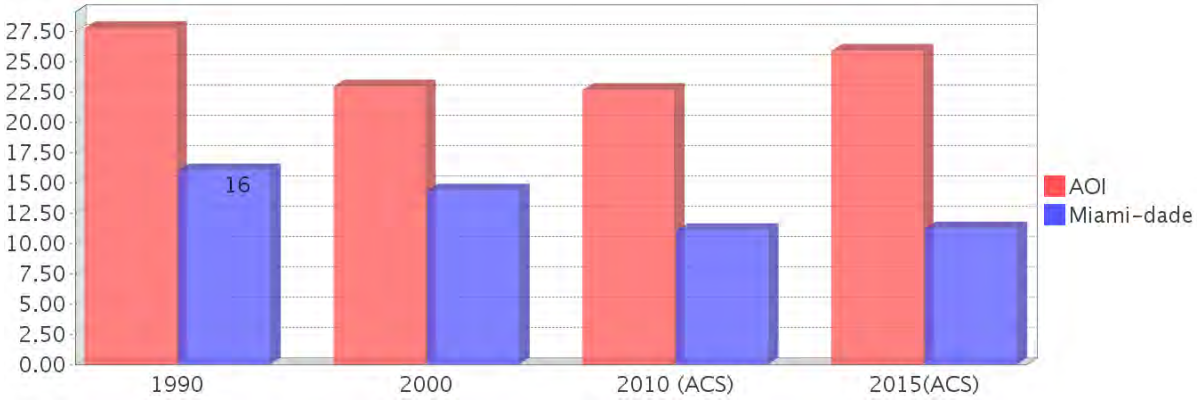
Housing Tenure



Median Housing Value Comparison

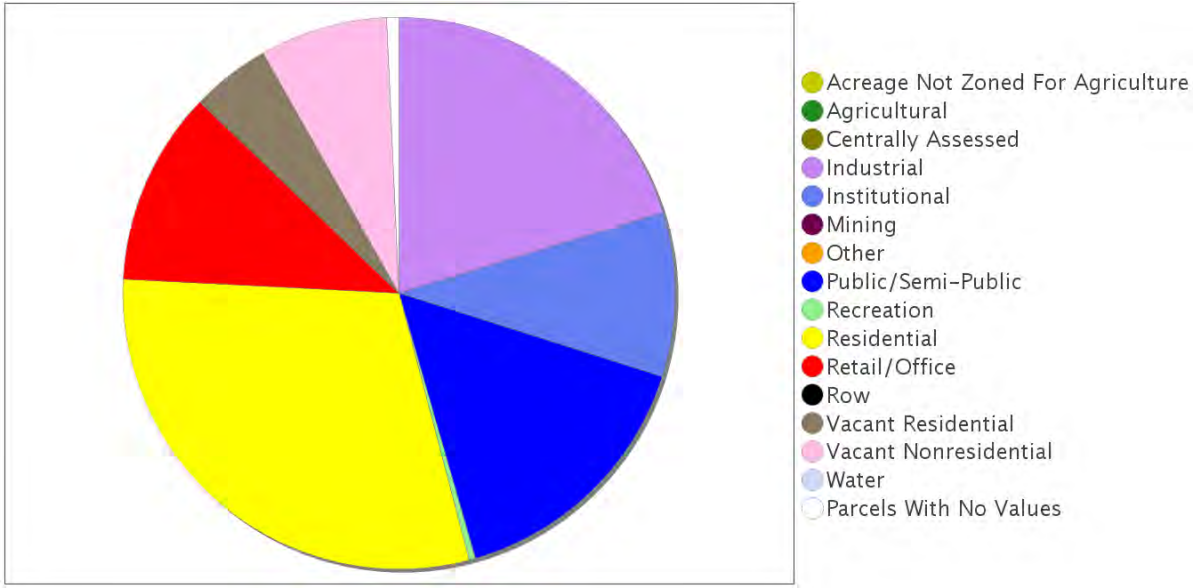


Occupied Units With No Vehicles Available

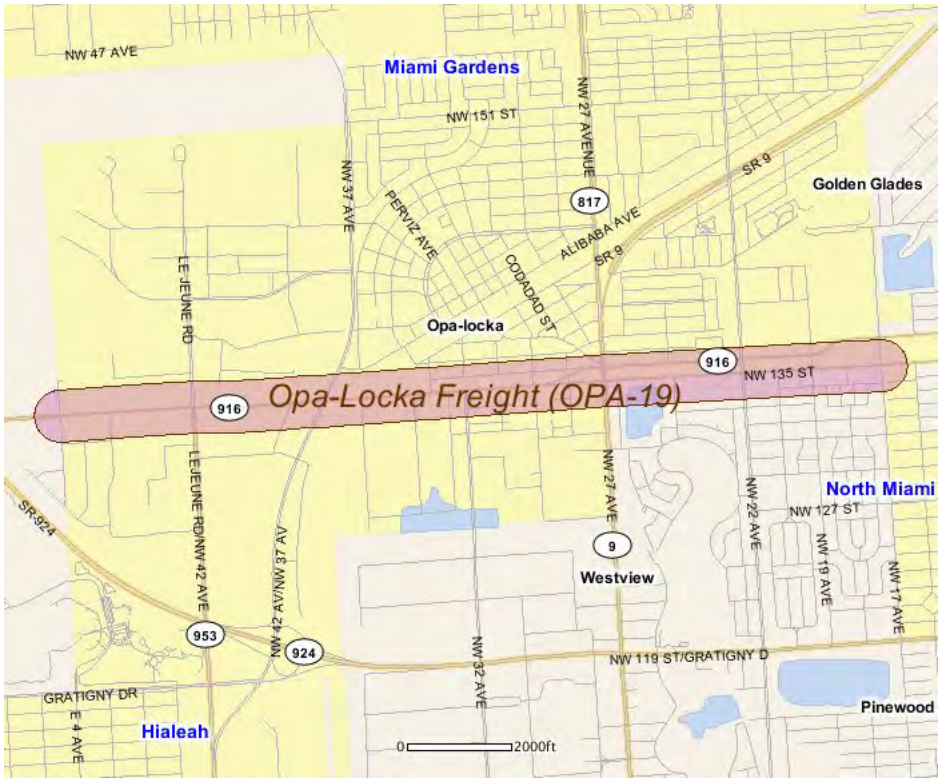


Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	<0.5	<0.13%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	57	14.98%
Institutional	27	7.09%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	44	11.56%
Recreation	1	0.26%
Residential	84	22.07%
Retail/Office	32	8.41%
Row	0	0.00%
Vacant Residential	13	3.42%
Vacant Nonresidential	21	5.52%
Water	0	0.00%
Parcels With No Values	2	0.53%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Assisted Housing (Points)

Facility Name	Address	Zip Code
LOCK TOWNS IND LVG APTS.	2351 NW 135TH ST	33054
ROYAL PALM APARTMENTS	2375 OPA LOCKA BLVD	33054
135TH STREET APARTMENTS	2860 NW 135TH ST, APT 117	33054

Florida Parks and Recreational Facilities (Points)

Facility Name	Address	Zip Code
NILE GARDENS PARK (FUTURE)	3090 NW 135TH ST	33054

Healthcare Facilities (Geocoded)

Facility Name	Address	Zip Code
DOCTOR'S MEDICAL CENTER	4105 NW 135 STREET	33054

Law Enforcement Facilities (Points)

Facility Name	Address	Zip Code
OPA-LOCKA POLICE DEPARTMENT (SUBSTATION)	2040 OPA LOCKA BLVD	33054

Public and Private Schools (Points)

Facility Name	Address	Zip Code
BETESDA CHRISTIAN SCHOOL	3300 NW 135TH ST	33054
WINDSOR ACADEMY	13301 NW 24TH AVE	33167
DR JOHN A MCKINNEY CHRISTIAN ACADEMY	2300 NW 135TH ST	33167
GRACE ACADEMY INTERNATIONAL	13400 NW 28TH AVE	33054

Religious Centers (Points)

Facility Name	Address	Zip Code
BETESDA ASSEMBLY OF GOD	3300 NW 135TH STREET	33054
OUR LADY OF PERPETUAL HELP CHURCH	13401 NW 28TH AVENUE	33054
ST KEVIN'S EPISCOPAL CHURCH	3280 NW 135TH STREET	33054
WESTVIEW BAPTIST CHURCH	13301 NW 24TH AVENUE	33167
NEW BIRTH BAPTIST CHURCH	2300 NORTHWEST 135TH STREET	33167

Social Services (Geocoded)

Facility Name	Address	Zip Code
LOCK TOWNS RESIDENTIAL	2351 NW 135TH ST	33167

US Census Places

Facility Name
Westview
North Miami
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250004015, 120250004041, 120250005033, 120250004033, 120250004044, 120250005032, 120250004054, 120250004043, 120250004014, 120250005029

2000 Census Block Groups

120860005029, 120860005032, 120860004041, 120860004033, 120860004044, 120860004015, 120860004054, 120860005033, 120860004043

2010 Census Block Groups

120860004043, 120860004033, 120860005032, 120860004041, 120860005052, 120860005033, 120860005034, 120860004054, 120860004133, 120860004042

2015 Census Block Groups

120860005033, 120860004133, 120860005032, 120860004033, 120860005034, 120860004054, 120860004041, 120860004043, 120860004042, 120860005052

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about

one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;
http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.

- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

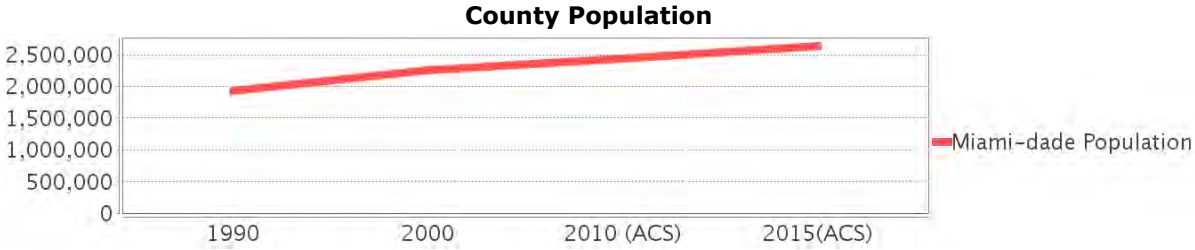
Miami-dade County Demographic Profile

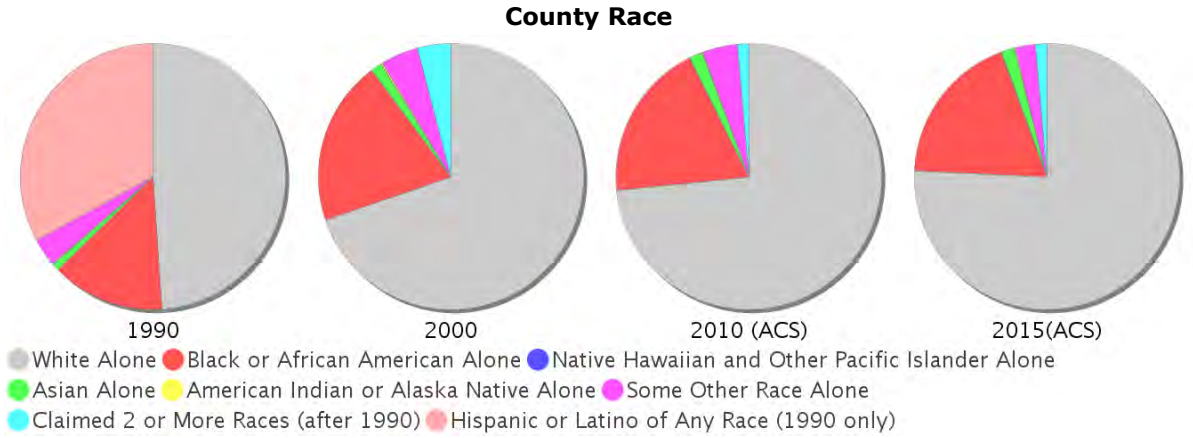
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

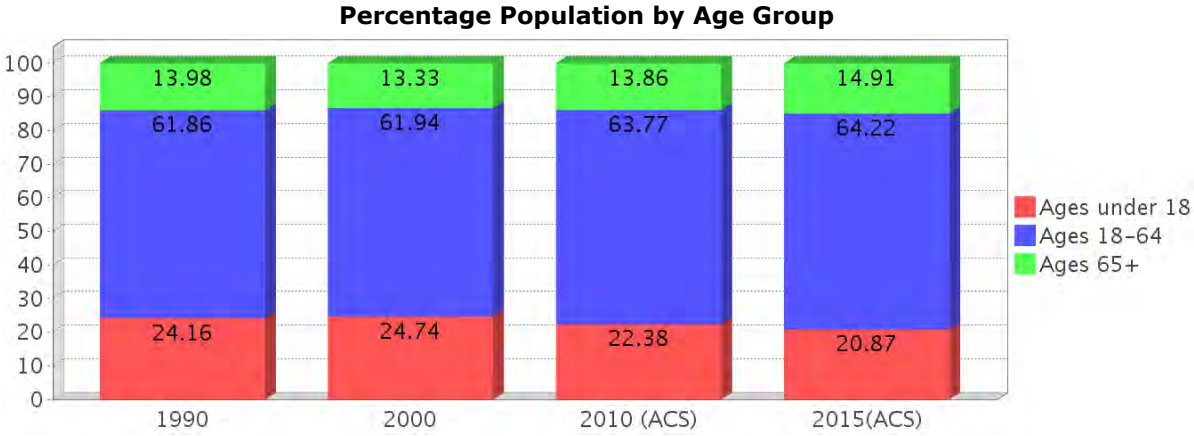
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





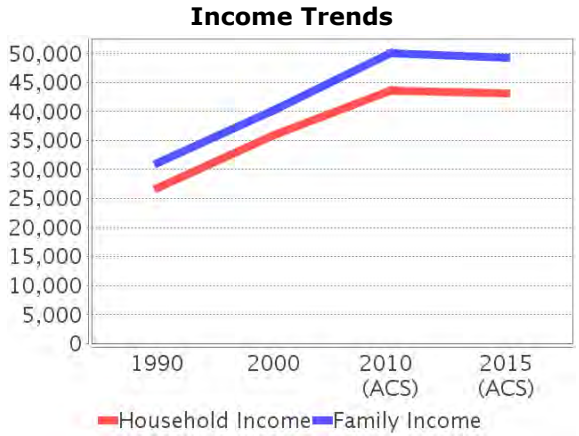
Age Trends - Miami-dade

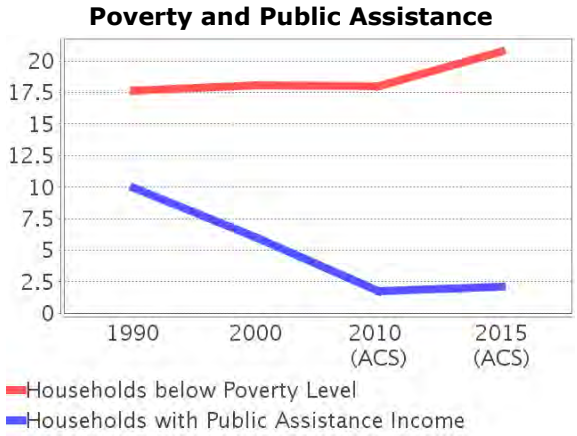
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

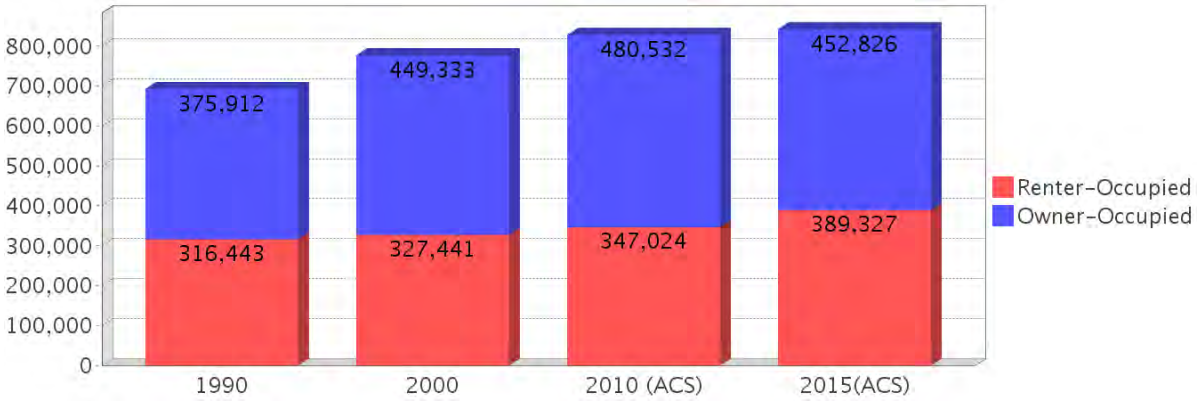
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

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Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
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source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-20) - Alternative #1

Area: 0.314 square miles

Jurisdiction(s): **Cities:** Opa-locka, Miami Gardens
Counties: Miami-dade

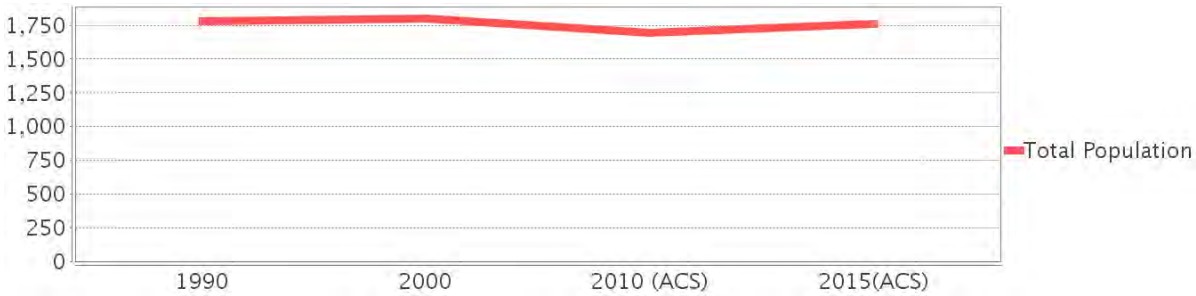
General Population Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,778	1,799	1,692	1,758
Total Households	559	562	564	544
Average Persons per Acre	12.34	12.04	13.58	14.82
Average Persons per Household	3.16	3.48	3.38	3.27
Average Persons per Family	3.90	4.00	3.50	4.07
Males	853	856	795	866
Females	925	943	897	892

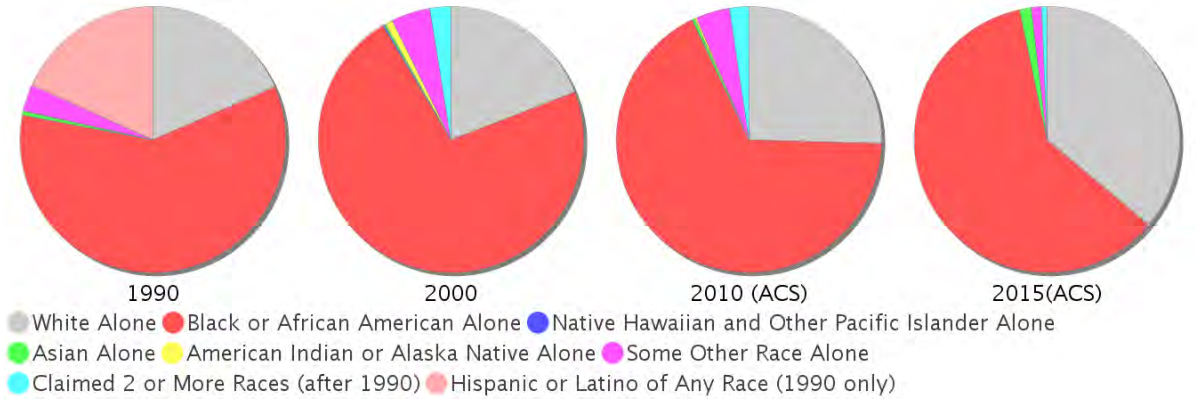
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	403 (22.67%)	345 (19.18%)	430 (25.41%)	634 (36.06%)
Black or African American Alone	1,294 (72.78%)	1,300 (72.26%)	1,141 (67.43%)	1,066 (60.64%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	3 (0.17%)	1 (0.06%)	0 (0.00%)
Asian Alone	10 (0.56%)	4 (0.22%)	5 (0.30%)	25 (1.42%)
American Indian or Alaska Native Alone	2 (0.11%)	16 (0.89%)	4 (0.24%)	0 (0.00%)
Some Other Race Alone	69 (3.88%)	85 (4.72%)	70 (4.14%)	21 (1.19%)
Claimed 2 or More Races	NA (NA)	46 (2.56%)	40 (2.36%)	12 (0.68%)
Hispanic or Latino of Any Race	398 (22.38%)	427 (23.74%)	560 (33.10%)	784 (44.60%)
Not Hispanic or Latino	1,380 (77.62%)	1,372 (76.26%)	1,132 (66.90%)	974 (55.40%)
Minority	1,639 (92.18%)	1,716 (95.39%)	1,653 (97.70%)	1,731 (98.46%)

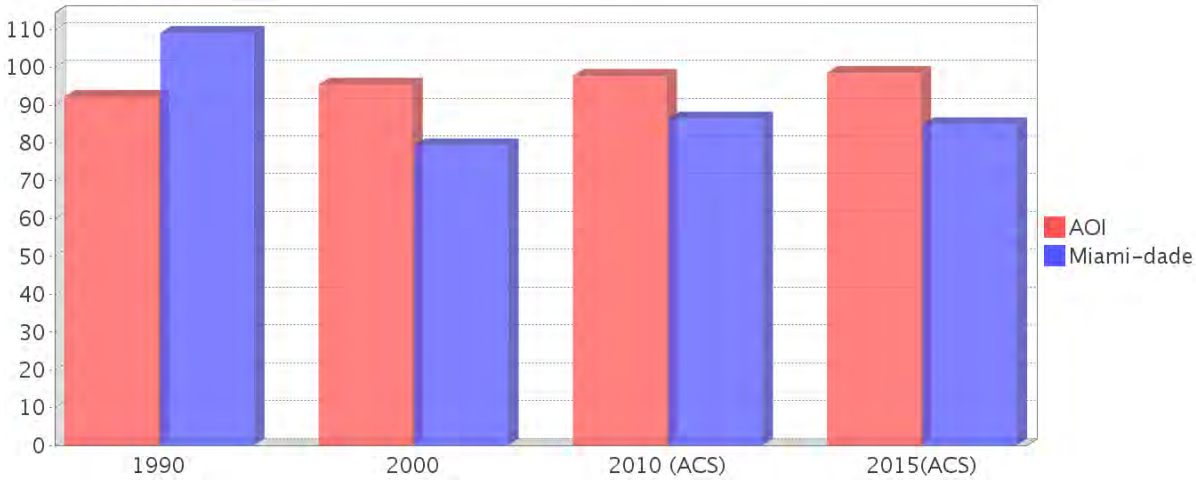
Population



Race



Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	10.69%	9.56%	8.75%	6.88%
Ages 5-17	23.68%	25.18%	19.03%	19.85%
Ages 18-21	6.92%	7.12%	6.80%	4.04%
Ages 22-29	13.78%	12.12%	13.12%	10.41%
Ages 30-39	17.15%	14.06%	12.65%	15.70%
Ages 40-49	10.85%	12.78%	12.00%	13.31%
Ages 50-64	9.84%	12.06%	17.02%	18.83%
Age 65 and Over	7.14%	7.12%	10.70%	10.92%
-Ages 65-74	4.67%	4.00%	6.44%	5.97%
-Ages 75-84	2.02%	2.67%	3.31%	4.10%
-Age 85 and Over	0.45%	0.39%	0.95%	0.85%
Median Age	NA	30	36	36

Income Trends

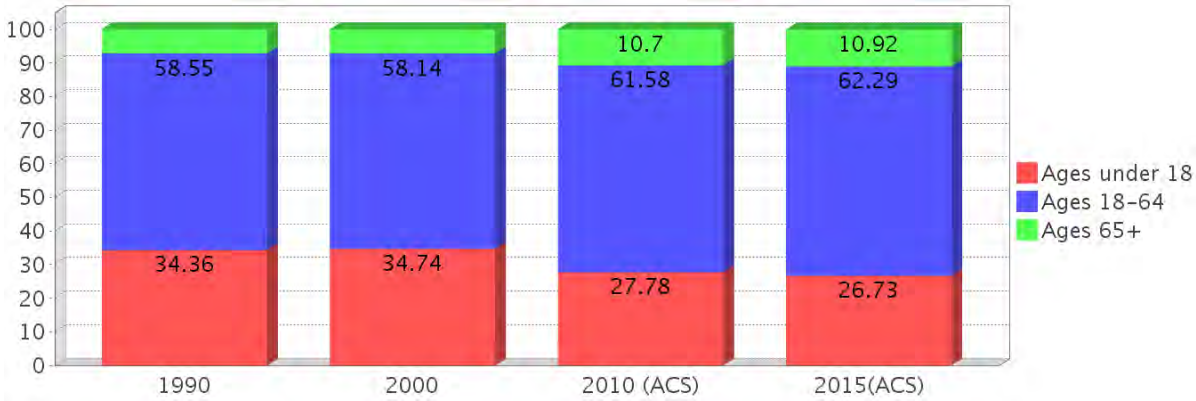
Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$16,776	$23,125	$26,479	$23,144
Median Family Income	$19,716	$24,327	$30,925	NA
Population below Poverty Level	28.46%	31.18%	25.41%	34.98%
Households below Poverty Level	28.98%	30.78%	31.21%	39.89%
Households with Public Assistance Income	16.82%	9.25%	3.01%	1.29%

Disability Trends

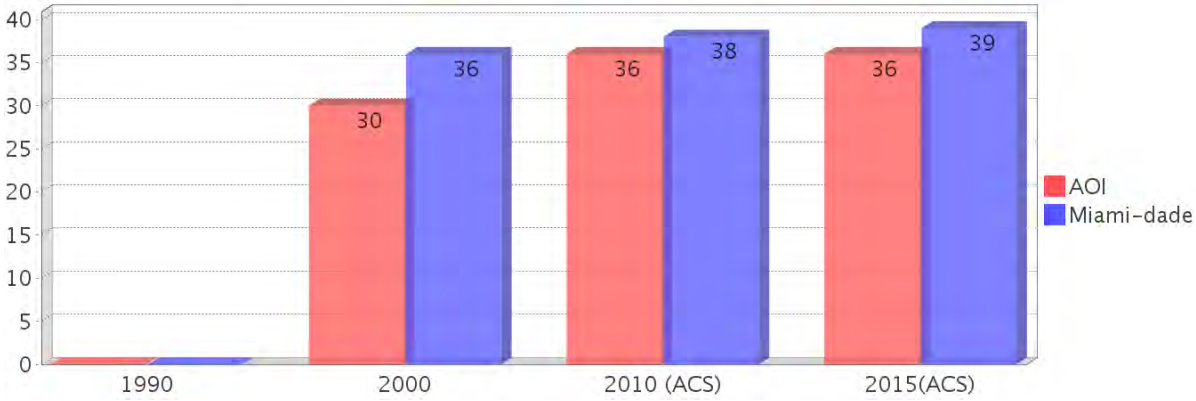
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	83 (6.88%)	393 (24.18%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	58 (5.47%)

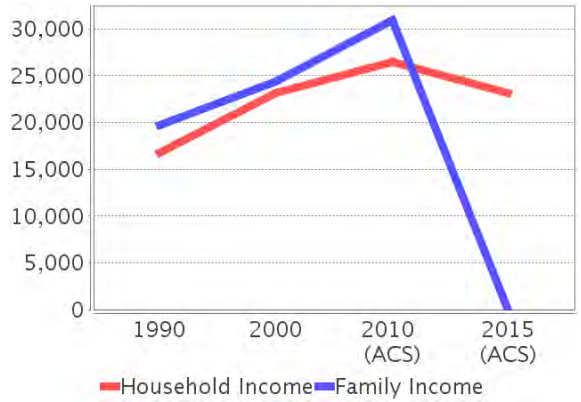
Population by Age Group



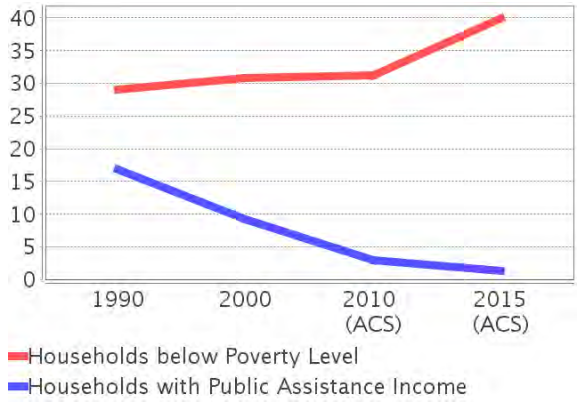
Median Age Comparison



Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	175 (18.38%)	135 (14.08%)	179 (18.14%)	124 (10.85%)
9th to 12th Grade, No Diploma	271 (28.47%)	260 (27.11%)	166 (16.82%)	191 (16.71%)
High School Graduate or Higher	506 (53.15%)	563 (58.71%)	642 (65.05%)	827 (72.35%)
Bachelor's Degree or Higher	45 (4.73%)	55 (5.74%)	77 (7.80%)	90 (7.87%)

Language Trends

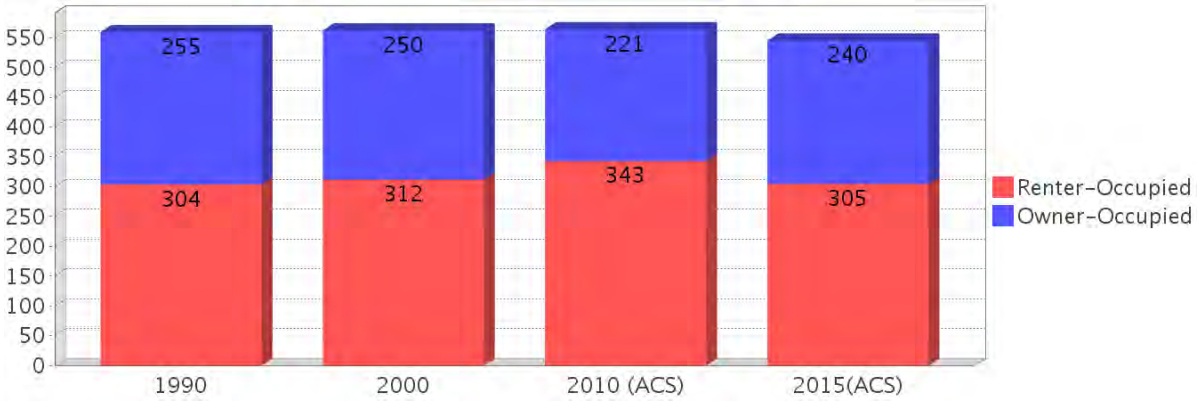
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	132 (8.39%)	112 (6.88%)	127 (8.33%)	208 (12.71%)
Speaks English Not Well	NA (NA)	110 (6.76%)	133 (8.72%)	160 (9.77%)
Speaks English Not at All	NA (NA)	30 (1.84%)	114 (7.48%)	135 (8.25%)
Speaks English Not Well or Not at All	173 (10.99%)	140 (8.60%)	247 (16.20%)	295 (18.02%)

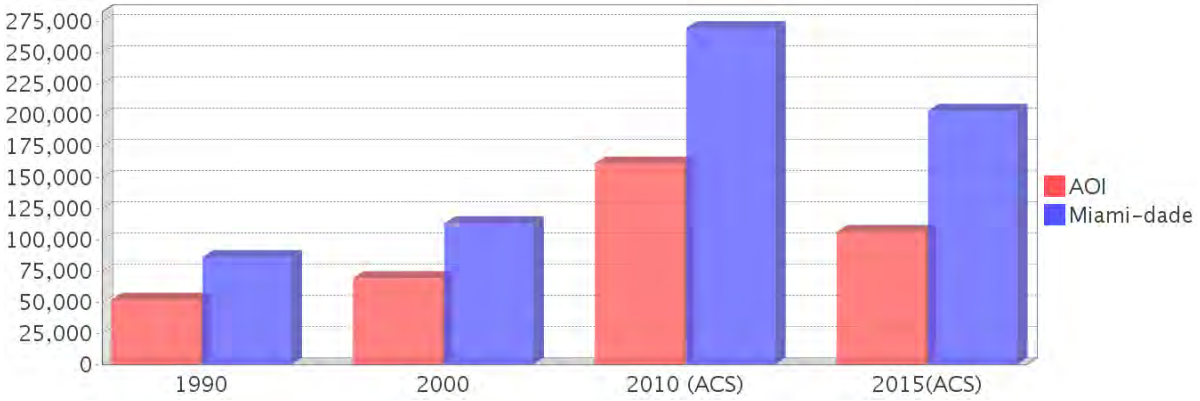
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	635	622	652	683
Units per Acre	NA	NA	NA	NA
Single-Family Units	310	337	327	405
Multi-Family Units	242	283	383	274
Mobile Home Units	1	1	0	4
Owner-Occupied Units	255	250	221	240
Renter-Occupied Units	304	312	343	305
Vacant Units	76	60	88	139
Median Housing Value	$51,800	$69,100	$161,000	$106,200
Occupied Housing Units w/No Vehicle	116 (20.75%)	131 (23.31%)	91 (16.13%)	114 (20.96%)

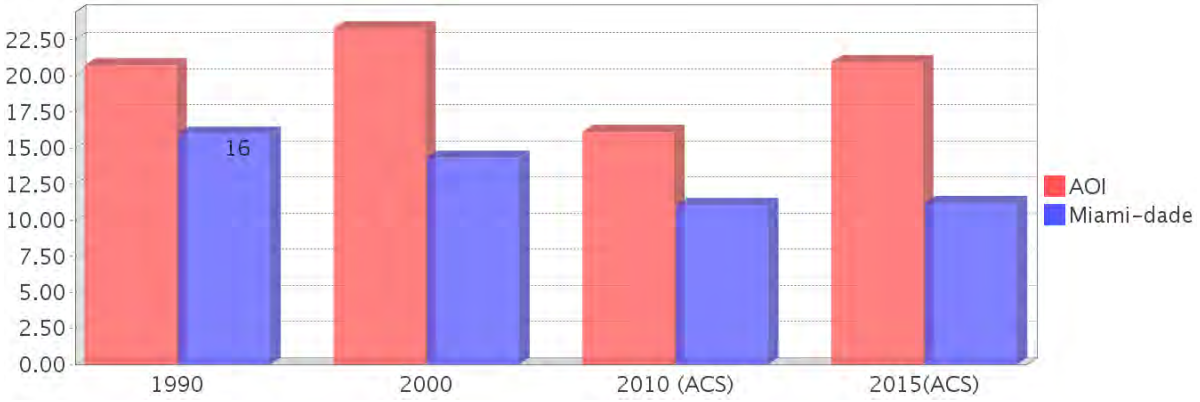
Housing Tenure



Median Housing Value Comparison

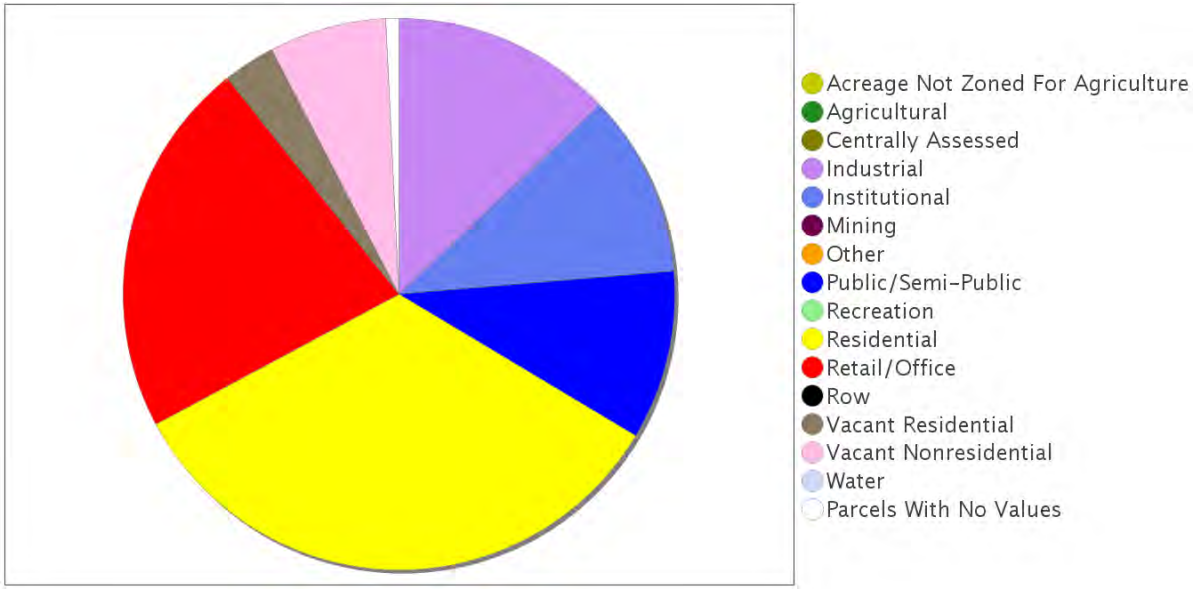


Occupied Units With No Vehicles Available

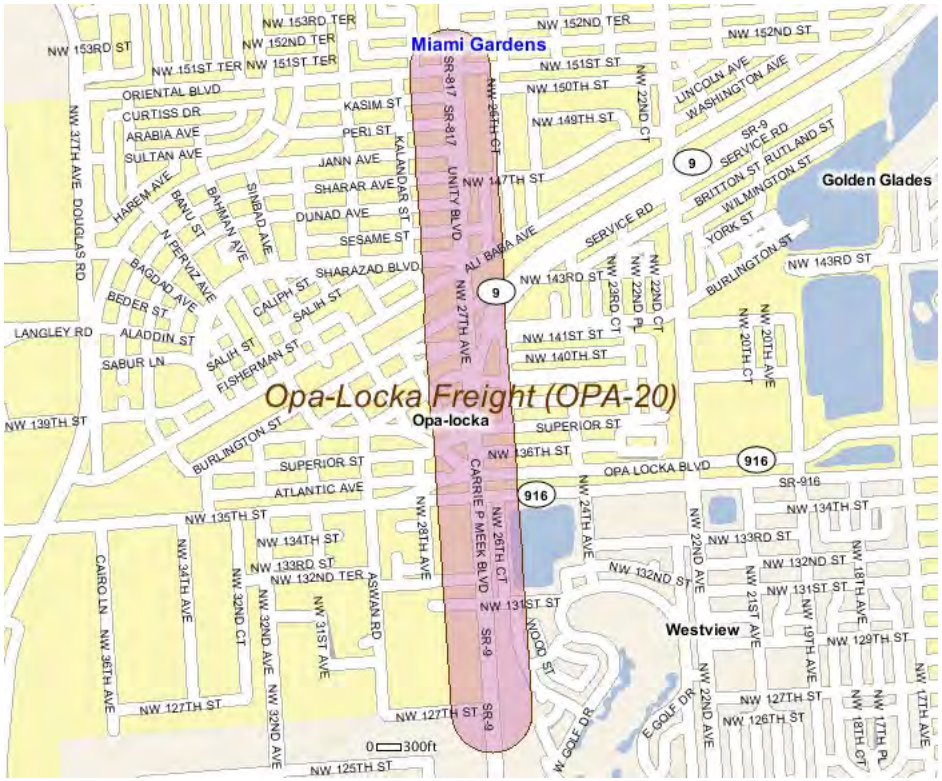


Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	17	8.46%
Institutional	14	6.97%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	13	6.47%
Recreation	0	0.00%
Residential	44	21.90%
Retail/Office	29	14.43%
Row	0	0.00%
Vacant Residential	4	1.99%
Vacant Nonresidential	9	4.48%
Water	0	0.00%
Parcels With No Values	1	0.50%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Assisted Housing (Points)

Facility Name	Address	Zip Code
ARCHBISHOP MCCARTHY RESIDENCE	13201 NW 28TH AVE	33054

Community Centers (Points)

Facility Name	Address	Zip Code
MCCARTHY RESIDENCE	13201 NW 28TH AVE	33054

Hospitals (Points)

Facility Name	Address	Zip Code
JACKSON NORTH SPECIALTY AND DIAGNOSTIC CENTER	16555 NW 25TH AVE	33054

Public and Private Schools (Points)

Facility Name	Address	Zip Code
FCAA ACADEMIC EXCELLENCE ACADEMY	13850 NW 26TH AVE	33054
GRACE ACADEMY INTERNATIONAL	13400 NW 28TH AVE	33054

Religious Centers (Points)

Facility Name	Address	Zip Code
LIGHTHOUSE ON THE ROCK	14701 NORTHWEST 27TH AVENUE	33054
OUR LADY OF PERPETUAL HELP CHURCH	13401 NW 28TH AVENUE	33054
NEW MT PLEASANT BAPTIST CHURCH	15000 NW 27TH AVENUE	33054

US Census Places

Facility Name
Miami Gardens
Westview
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005022, 120250005031, 120250005033, 120250004033, 120250005021, 120250004044, 120250005032, 120250004036, 120250004034

2000 Census Block Groups

120860005032, 120860004033, 120860005022, 120860004044, 120860004036, 120860005021, 120860005031, 120860005033, 120860004034

2010 Census Block Groups

120860004032, 120860004033, 120860005032, 120860004041, 120860005034, 120860005042, 120860005041, 120860005031

2015 Census Block Groups

120860004032, 120860005031, 120860005032, 120860004033, 120860005034, 120860005041, 120860004041, 120860005042

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about

one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;
http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.

- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

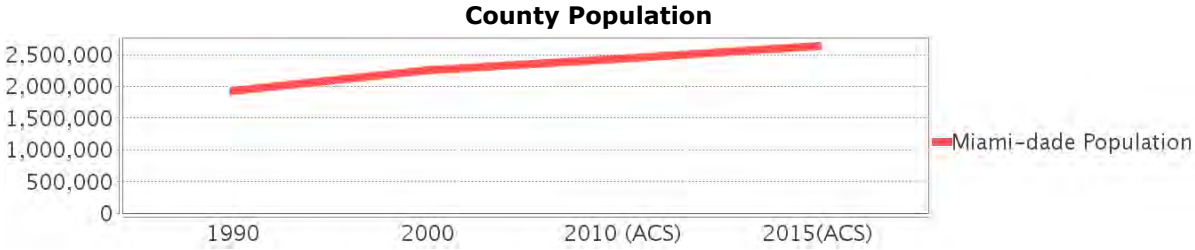
Miami-dade County Demographic Profile

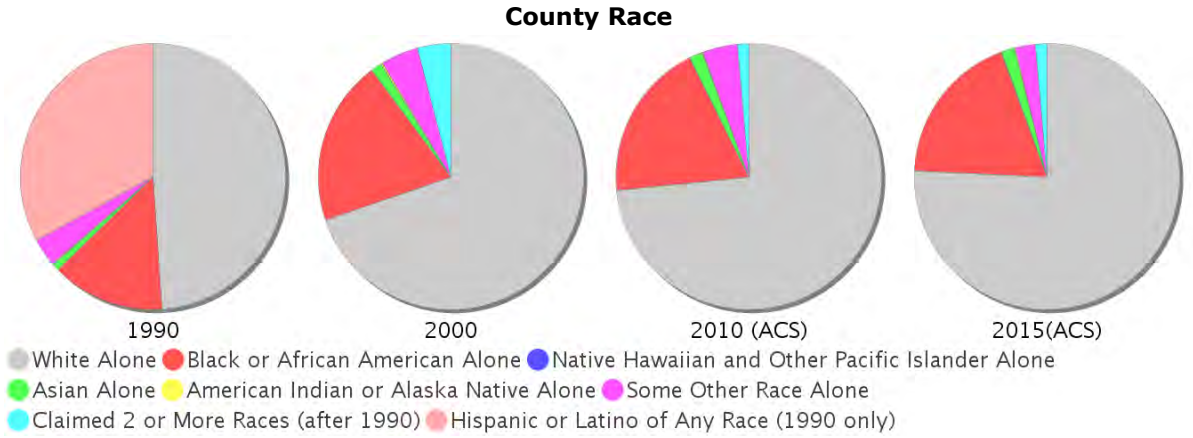
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

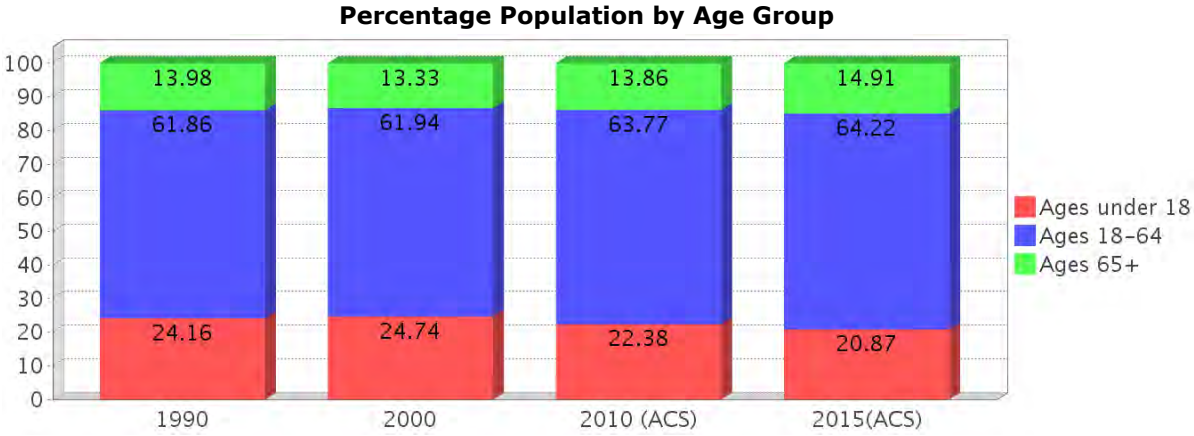
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





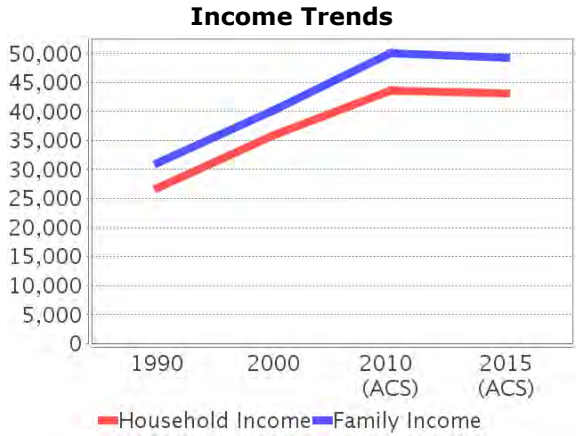
Age Trends - Miami-dade

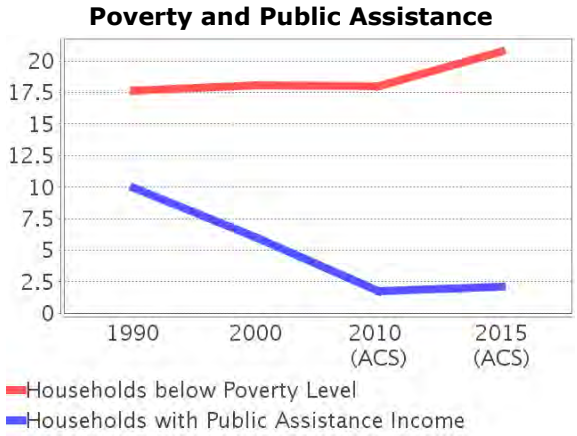
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

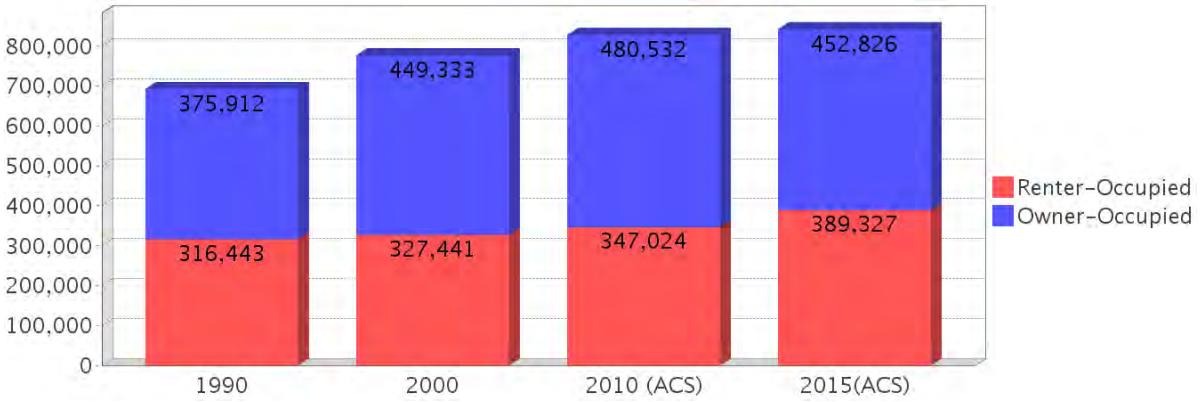
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

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http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

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source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-21) - Alternative #1

Area: 0.219 square miles

Jurisdiction(s): **Cities:** Opa-locka, Miami Gardens
Counties: Miami-dade

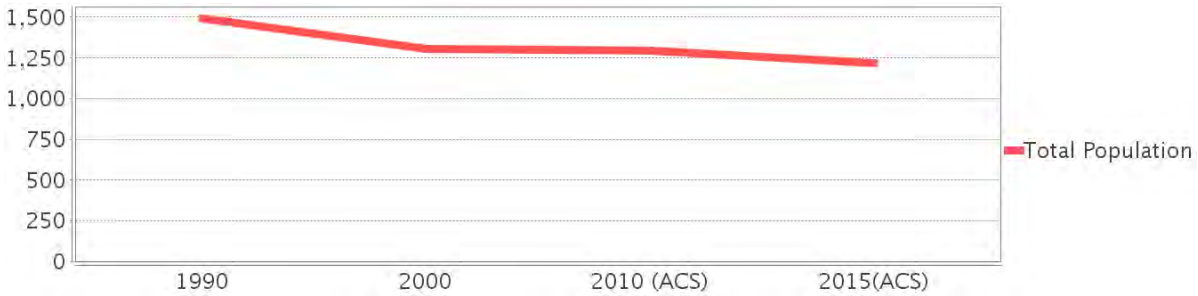
General Population Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,491	1,304	1,292	1,218
Total Households	500	449	450	483
Average Persons per Acre	13.28	10.79	13.15	13.43
Average Persons per Household	3.16	3.45	3.17	3.22
Average Persons per Family	3.93	3.97	3.67	4.35
Males	660	572	587	624
Females	830	732	705	594

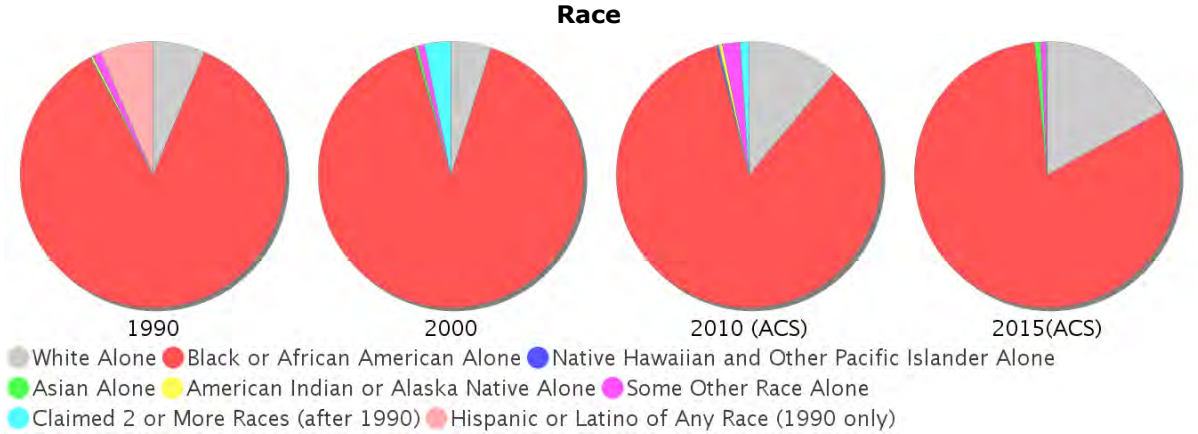
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	101 (6.77%)	64 (4.91%)	144 (11.15%)	207 (17.00%)
Black or African American Alone	1,368 (91.75%)	1,183 (90.72%)	1,098 (84.98%)	992 (81.44%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	1 (0.08%)	3 (0.23%)	0 (0.00%)
Asian Alone	2 (0.13%)	3 (0.23%)	1 (0.08%)	9 (0.74%)
American Indian or Alaska Native Alone	4 (0.27%)	2 (0.15%)	5 (0.39%)	0 (0.00%)
Some Other Race Alone	16 (1.07%)	10 (0.77%)	28 (2.17%)	8 (0.66%)
Claimed 2 or More Races	NA (NA)	42 (3.22%)	14 (1.08%)	1 (0.08%)
Hispanic or Latino of Any Race	103 (6.91%)	97 (7.44%)	200 (15.48%)	205 (16.83%)
Not Hispanic or Latino	1,388 (93.09%)	1,207 (92.56%)	1,092 (84.52%)	1,013 (83.17%)
Minority	1,456 (97.65%)	1,298 (99.54%)	1,280 (99.07%)	1,188 (97.54%)

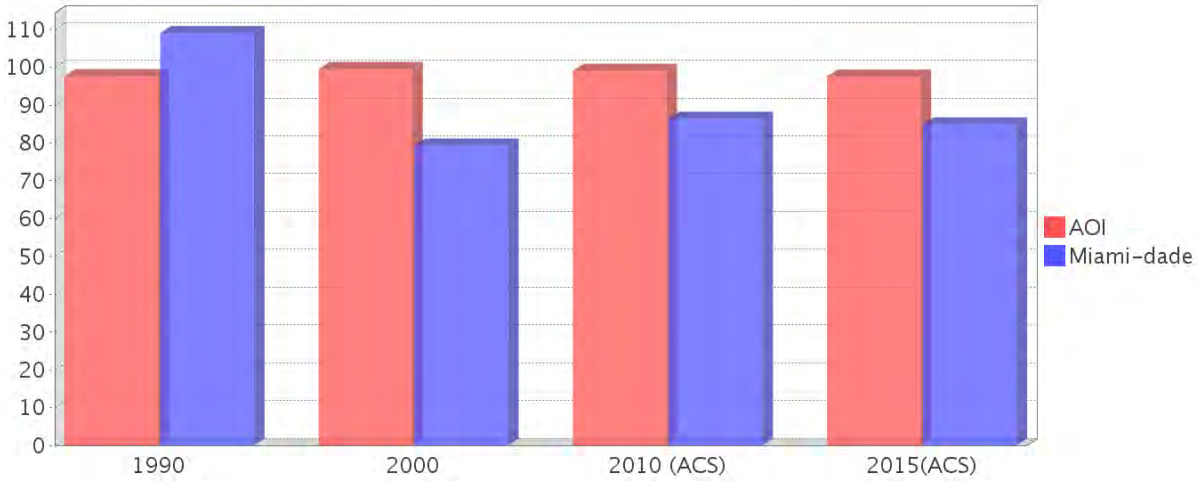
Population



Race



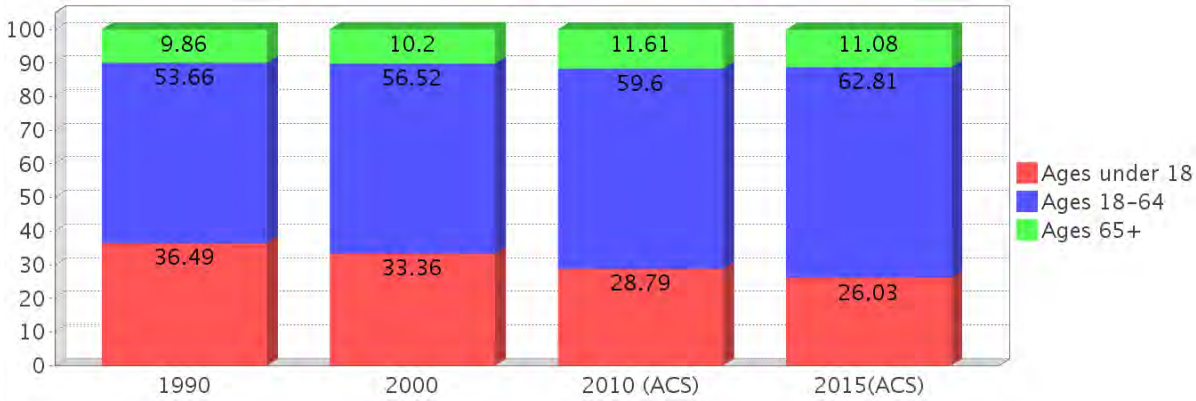
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	11.20%	7.59%	9.21%	6.81%
Ages 5-17	25.29%	25.77%	19.58%	19.21%
Ages 18-21	5.97%	7.98%	6.89%	1.81%
Ages 22-29	12.27%	9.74%	12.62%	9.28%
Ages 30-39	14.76%	14.57%	11.69%	15.93%
Ages 40-49	8.99%	12.04%	11.76%	11.41%
Ages 50-64	11.67%	12.19%	16.64%	24.38%
Age 65 and Over	9.86%	10.20%	11.61%	11.08%
-Ages 65-74	6.84%	5.44%	6.50%	5.99%
-Ages 75-84	2.55%	3.83%	3.87%	3.12%
-Age 85 and Over	0.47%	0.84%	1.24%	1.97%
Median Age	NA	33	34	36

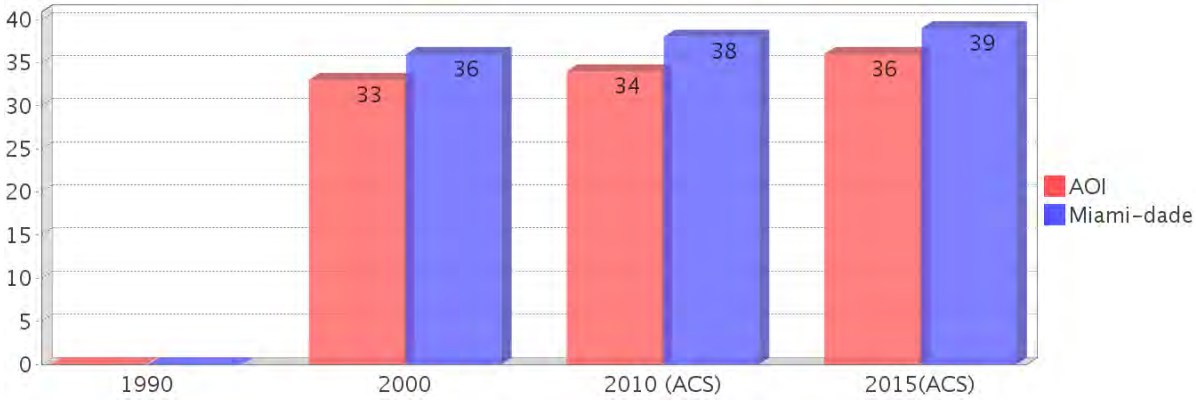
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$17,706	$21,094	$18,290	$17,395
Median Family Income	$13,838	$25,774	$24,997	NA
Population below Poverty Level	40.58%	33.44%	32.12%	41.13%
Households below Poverty Level	44.80%	34.74%	45.33%	41.82%
Households with Public Assistance Income	25.00%	8.46%	4.44%	4.97%

Median Age Comparison

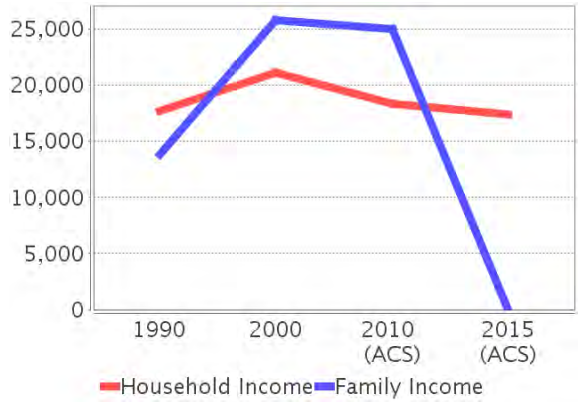


Disability Trends

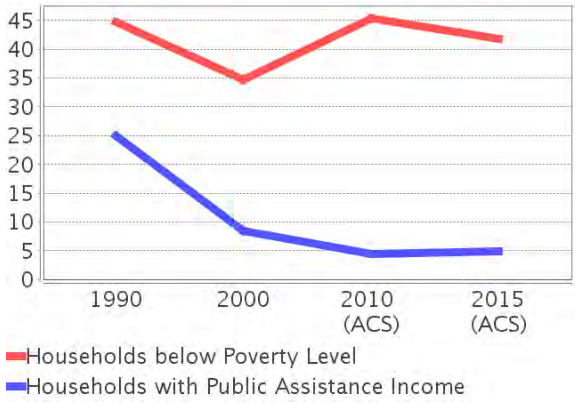
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	85 (8.61%)	289 (23.96%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	57 (7.50%)

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	166 (20.80%)	71 (9.85%)	95 (13.79%)	58 (7.00%)
9th to 12th Grade, No Diploma	223 (27.94%)	230 (31.90%)	122 (17.71%)	141 (17.03%)
High School Graduate or Higher	410 (51.38%)	419 (58.11%)	472 (68.51%)	629 (75.97%)
Bachelor's Degree or Higher	45 (5.64%)	46 (6.38%)	62 (9.00%)	106 (12.80%)

Language Trends

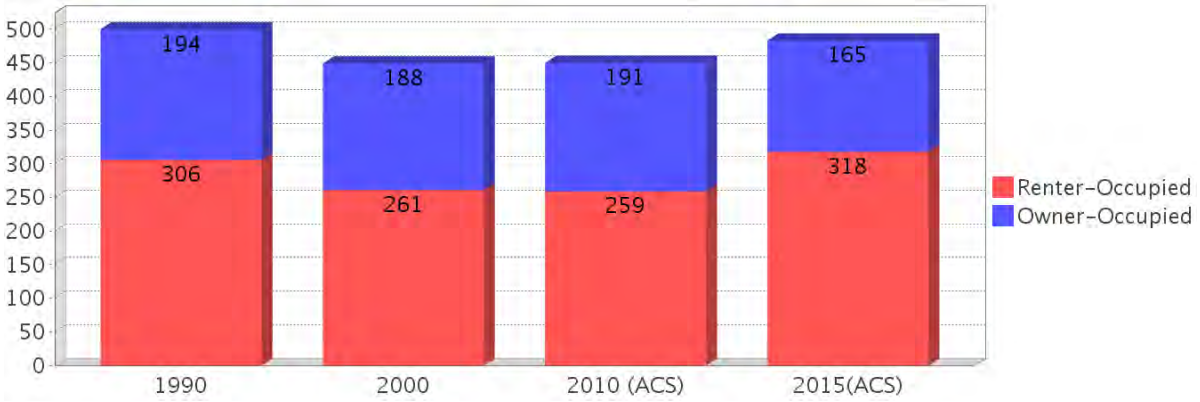
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	57 (4.29%)	44 (3.65%)	50 (4.84%)	40 (3.52%)
Speaks English Not Well	NA (NA)	26 (2.16%)	47 (4.55%)	30 (2.64%)
Speaks English Not at All	NA (NA)	14 (1.16%)	61 (5.91%)	51 (4.49%)
Speaks English Not Well or Not at All	53 (3.99%)	40 (3.32%)	108 (10.47%)	81 (7.14%)

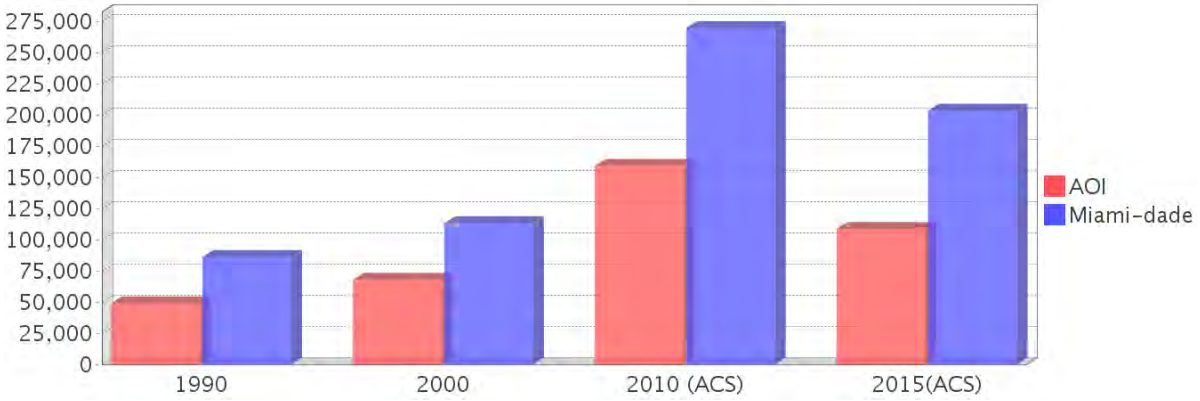
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	552	510	542	555
Units per Acre	NA	NA	NA	NA
Single-Family Units	241	261	301	297
Multi-Family Units	249	246	309	258
Mobile Home Units	4	3	0	0
Owner-Occupied Units	194	188	191	165
Renter-Occupied Units	306	261	259	318
Vacant Units	52	61	92	73
Median Housing Value	$48,800	$67,800	$159,100	$108,550
Occupied Housing Units w/No Vehicle	157 (31.40%)	132 (29.40%)	183 (40.67%)	140 (29.05%)

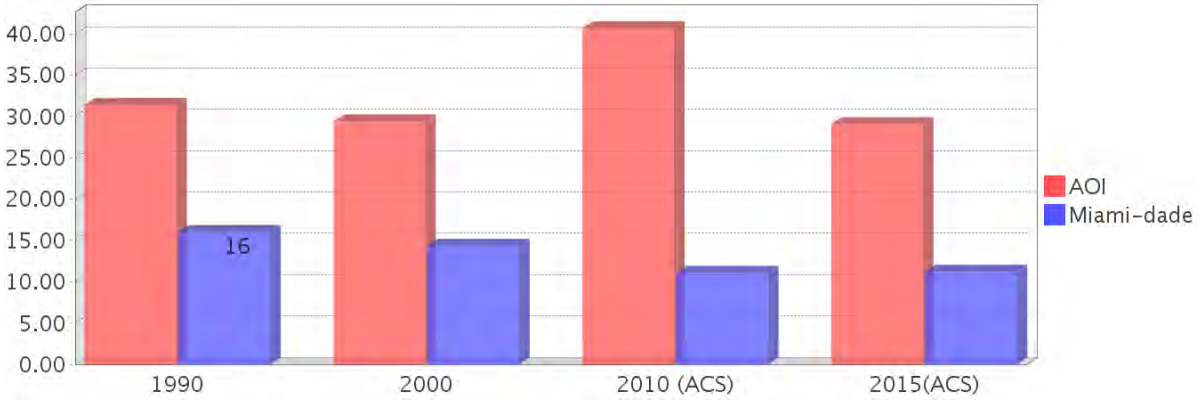
Housing Tenure



Median Housing Value Comparison

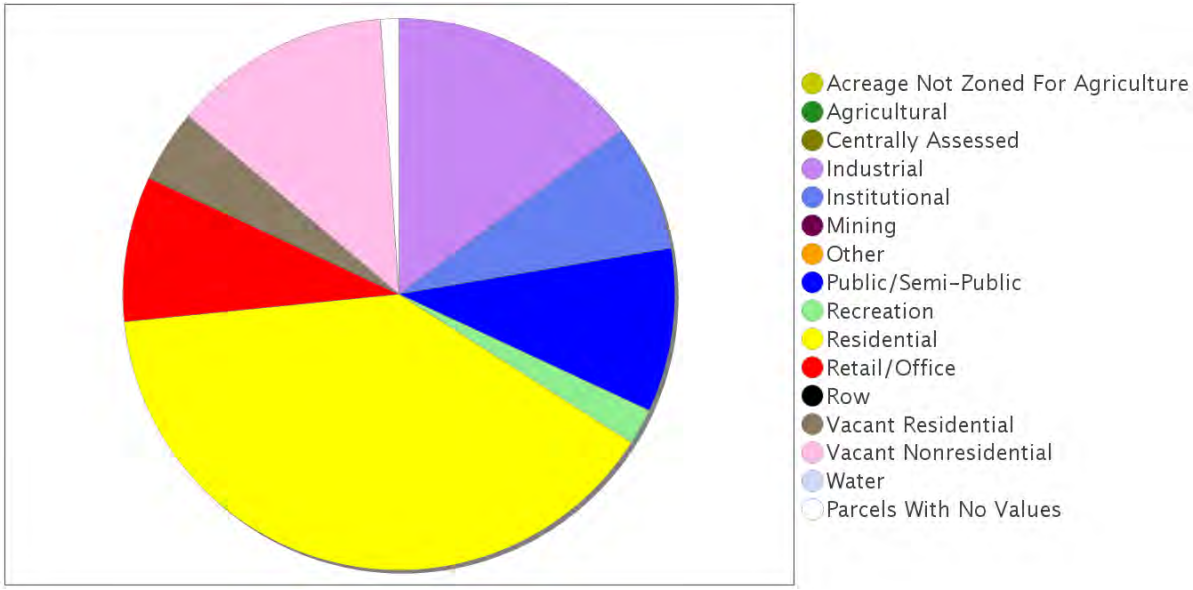


Occupied Units With No Vehicles Available

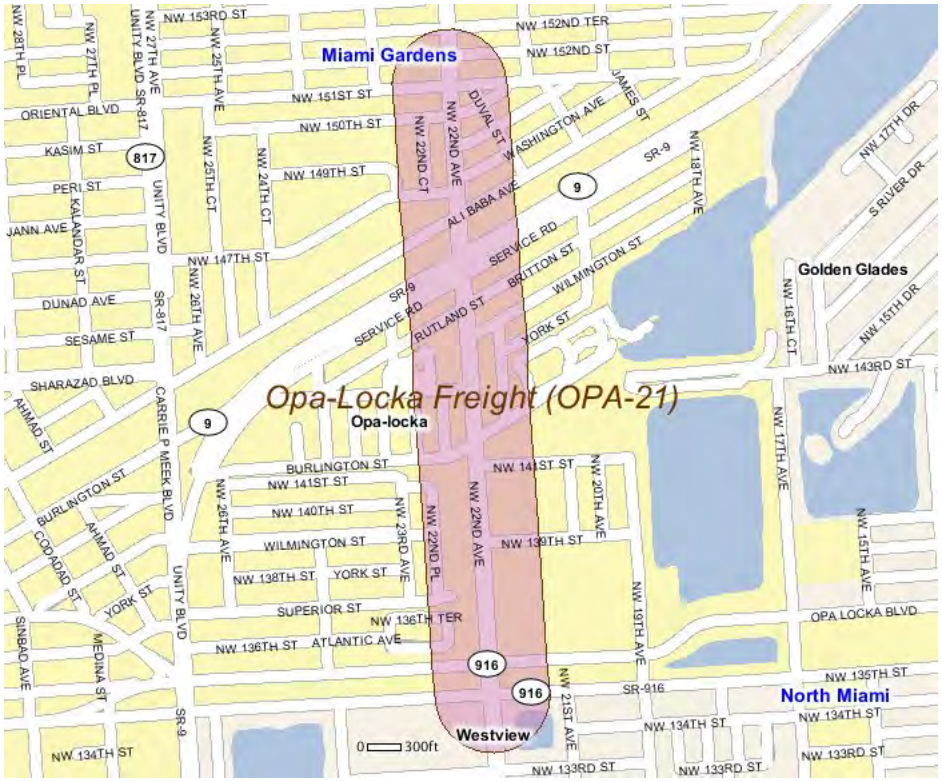


Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	14	10.00%
Institutional	7	5.00%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	9	6.43%
Recreation	2	1.43%
Residential	37	26.44%
Retail/Office	8	5.72%
Row	0	0.00%
Vacant Residential	4	2.86%
Vacant Nonresidential	12	8.57%
Water	0	0.00%
Parcels With No Values	1	0.71%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Assisted Housing (Points)

Facility Name	Address	Zip Code
22ND AVENUE APARTMENTS	13875 NW 22ND AVE.	33054
OPA LOCKA PORTFOLIO	13875 NORTHWEST 22 AVENUE	33054

Community Centers (Points)

Facility Name	Address	Zip Code
FREEMAN COLLINS RAYMON BRITTON SENIOR CENTER	14295 NW 21 CT	33054

Public and Private Schools (Points)

Facility Name	Address	Zip Code
DR JOHN A MCKINNEY CHRISTIAN ACADEMY	2300 NW 135TH ST	33167

Religious Centers (Points)

Facility Name	Address	Zip Code
MT ZION AME CHURCH	15250 NW 22ND AVENUE	33054
TRIUMPH THE CHURCH & KINGDOM OF GOD IN CHRIST	14901 NORTHWEST 22ND AVENUE	33054
KING'S TEMPLE & REVIVAL CENTER	2254 ALI BABA AVENUE	33054
NEW BIRTH BAPTIST CHURCH	2300 NORTHWEST 135TH STREET	33167
PEACEFUL MISSIONARY BAPTIST CHURCH	2232 ALI BABA AVE	33054
HOME OF THE NAZARENE INC	2199 ALI BABA AVE	33054
CROOM TEMPLE CHURCH OF GOD	2090 NW 151ST STREET	33054

US Census Places

Facility Name
Miami Gardens
Westview
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250004031, 120250004015, 120250004033, 120250004032, 120250004044, 120250004035, 120250004043, 120250004034

2000 Census Block Groups

120860004031, 120860004032, 120860004033, 120860004035, 120860004015, 120860004034, 120860004043

2010 Census Block Groups

120860004032, 120860004043, 120860004031, 120860004033, 120860004034, 120860004133

2015 Census Block Groups

120860004032, 120860004133, 120860004033, 120860004031, 120860004043, 120860004034

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:

http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf; http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.

- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

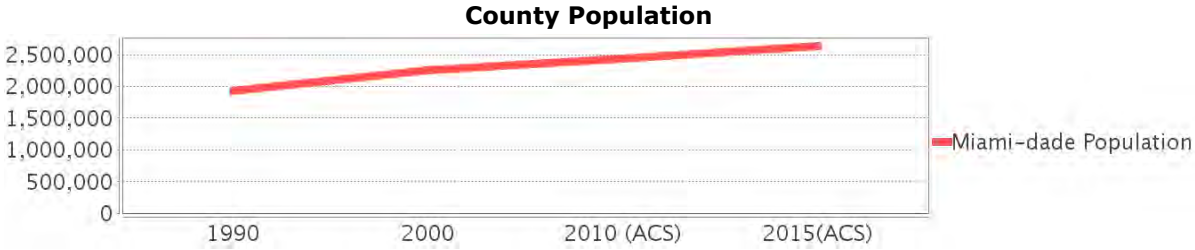
Miami-dade County Demographic Profile

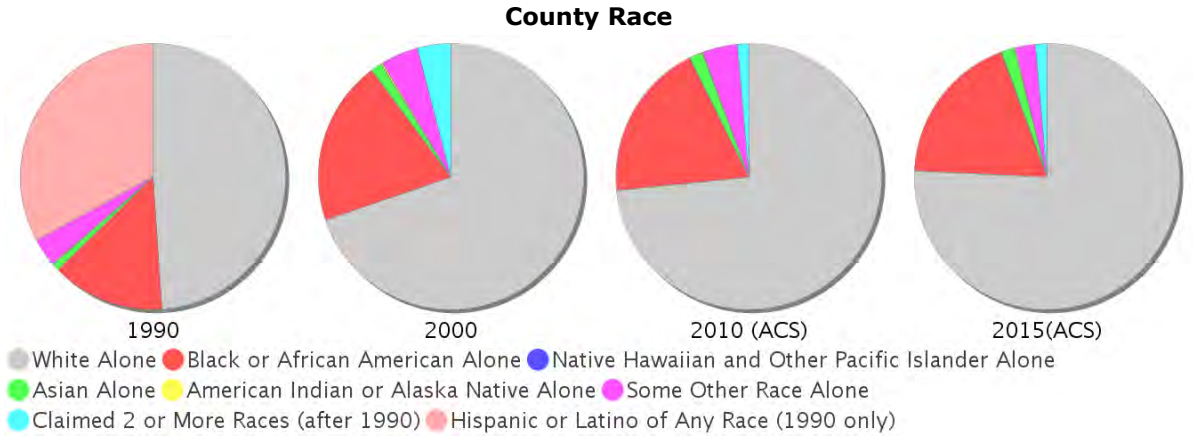
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

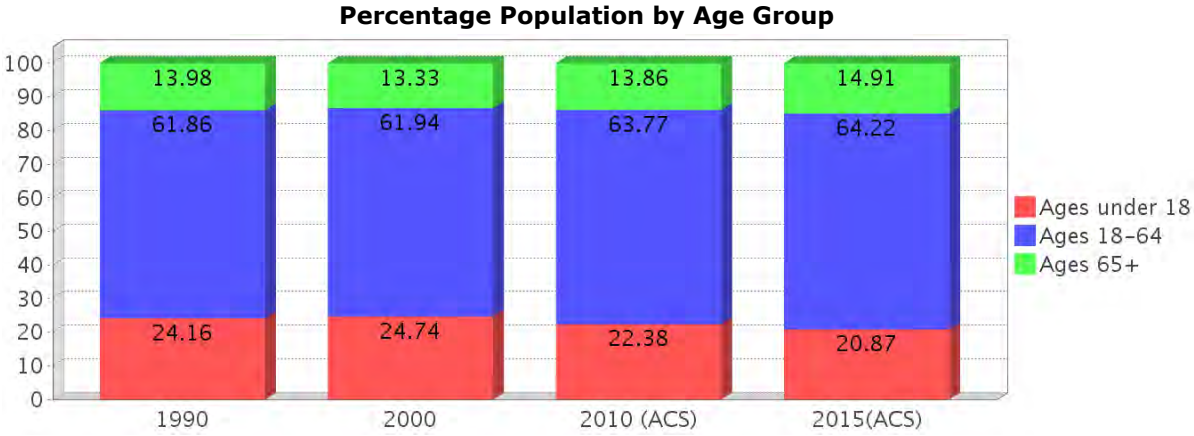
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





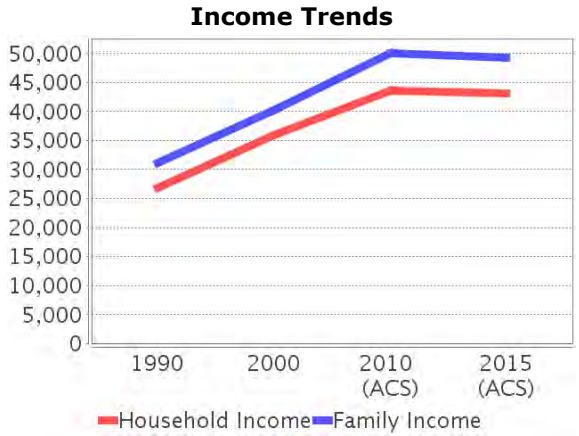
Age Trends - Miami-dade

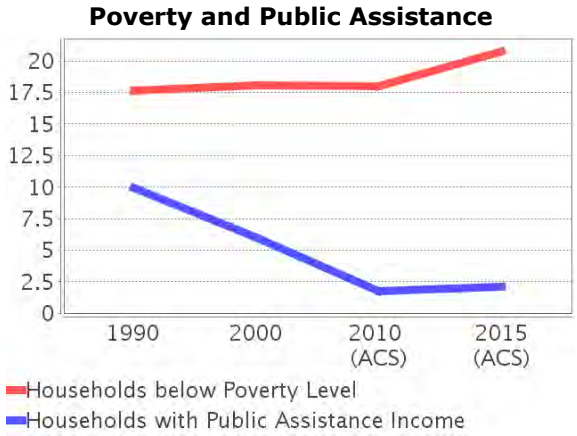
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

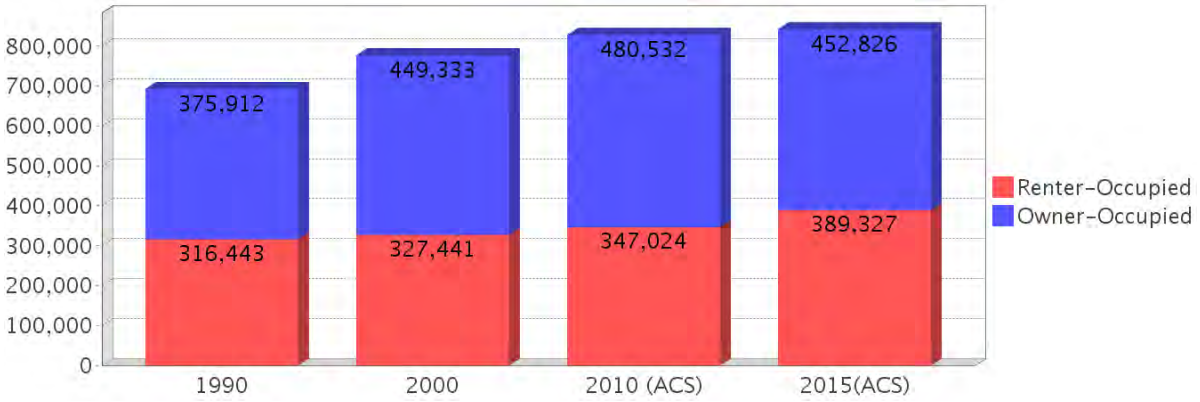
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;
http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.
Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
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Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Sociocultural Data Report

Area of Interest Opa-Locka Freight (OPA-22) - Alternative #1

Area: 0.067 square miles

Jurisdiction(s): **Cities:** Opa-locka
Counties: Miami-dade

General Population Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	469	555	452	424
Total Households	155	187	160	151
Average Persons per Acre	13.16	12.98	14.90	15.55
Average Persons per Household	3.11	3.07	3.25	3.01
Average Persons per Family	3.79	3.75	3.25	3.96
Males	221	259	204	207
Females	248	296	248	217

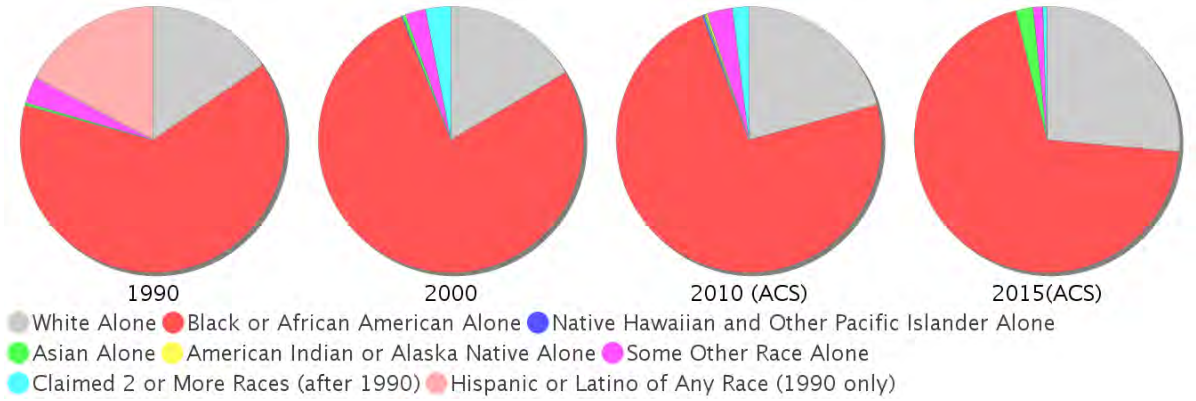
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	88 (18.76%)	92 (16.58%)	94 (20.80%)	112 (26.42%)
Black or African American Alone	361 (76.97%)	429 (77.30%)	333 (73.67%)	295 (69.58%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	1 (0.18%)	1 (0.22%)	0 (0.00%)
Asian Alone	2 (0.43%)	2 (0.36%)	1 (0.22%)	9 (2.12%)
American Indian or Alaska Native Alone	0 (0.00%)	0 (0.00%)	1 (0.22%)	0 (0.00%)
Some Other Race Alone	18 (3.84%)	14 (2.52%)	14 (3.10%)	5 (1.18%)
Claimed 2 or More Races	NA (NA)	17 (3.06%)	9 (1.99%)	2 (0.47%)
Hispanic or Latino of Any Race	98 (20.90%)	114 (20.54%)	123 (27.21%)	139 (32.78%)
Not Hispanic or Latino	371 (79.10%)	441 (79.46%)	329 (72.79%)	285 (67.22%)
Minority	445 (94.88%)	541 (97.48%)	444 (98.23%)	417 (98.35%)

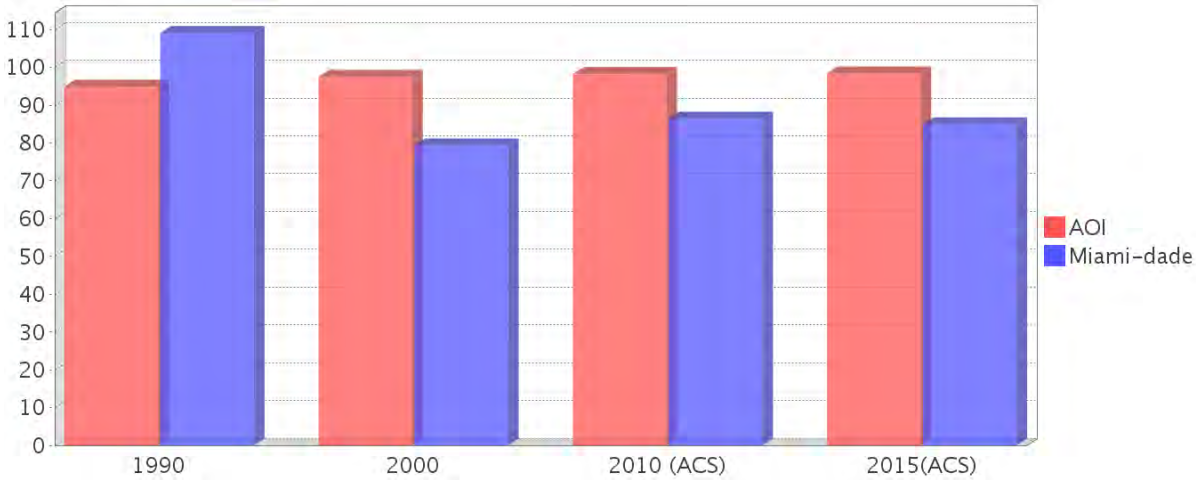
Population



Race



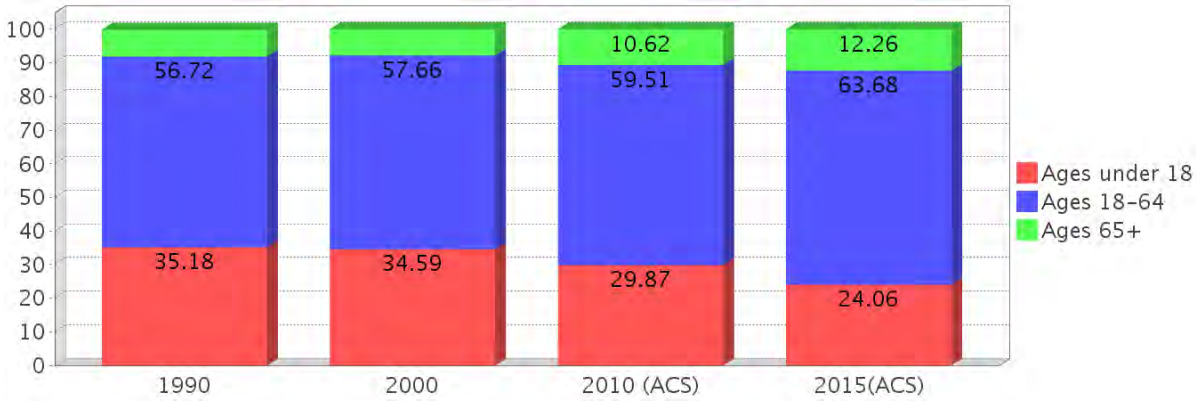
Minority Percentage Population



Age Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	11.51%	9.37%	9.73%	6.84%
Ages 5-17	23.67%	25.23%	20.13%	17.22%
Ages 18-21	6.82%	6.31%	7.08%	2.83%
Ages 22-29	14.07%	13.33%	13.94%	10.85%
Ages 30-39	16.63%	14.23%	12.83%	15.80%
Ages 40-49	10.02%	12.25%	11.06%	13.68%
Ages 50-64	9.17%	11.53%	14.60%	20.52%
Age 65 and Over	7.89%	7.75%	10.62%	12.26%
-Ages 65-74	5.12%	4.50%	6.19%	6.84%
-Ages 75-84	2.35%	3.06%	3.54%	5.19%
-Age 85 and Over	0.43%	0.36%	0.88%	0.24%
Median Age	NA	28	34	40

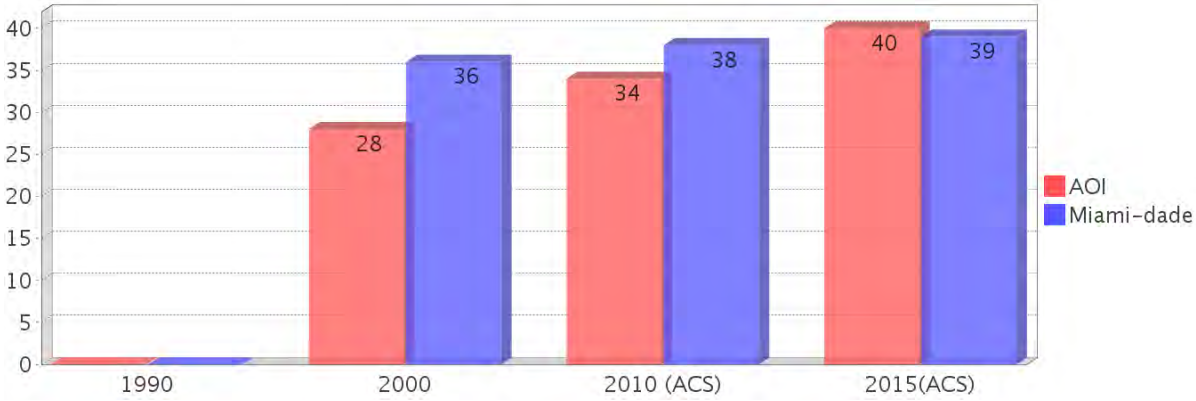
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$18,116	$21,906	$24,381	$23,094
Median Family Income	$17,000	$25,470	$30,925	NA
Population below Poverty Level	33.90%	33.15%	25.88%	33.73%
Households below Poverty Level	35.48%	35.29%	31.87%	41.06%
Households with Public Assistance Income	22.58%	8.02%	4.38%	1.32%

Median Age Comparison

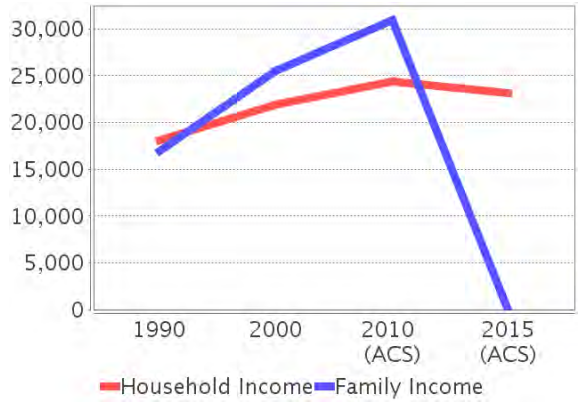


Disability Trends

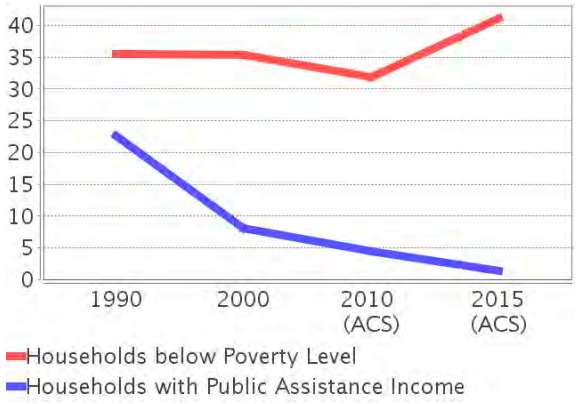
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	26 (8.15%)	124 (24.65%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	20 (7.49%)

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	48 (19.12%)	43 (14.19%)	40 (15.56%)	37 (12.85%)
9th to 12th Grade, No Diploma	70 (27.89%)	82 (27.06%)	41 (15.95%)	37 (12.85%)
High School Graduate or Higher	133 (52.99%)	177 (58.42%)	175 (68.09%)	214 (74.31%)
Bachelor's Degree or Higher	13 (5.18%)	17 (5.61%)	19 (7.39%)	22 (7.64%)

Language Trends

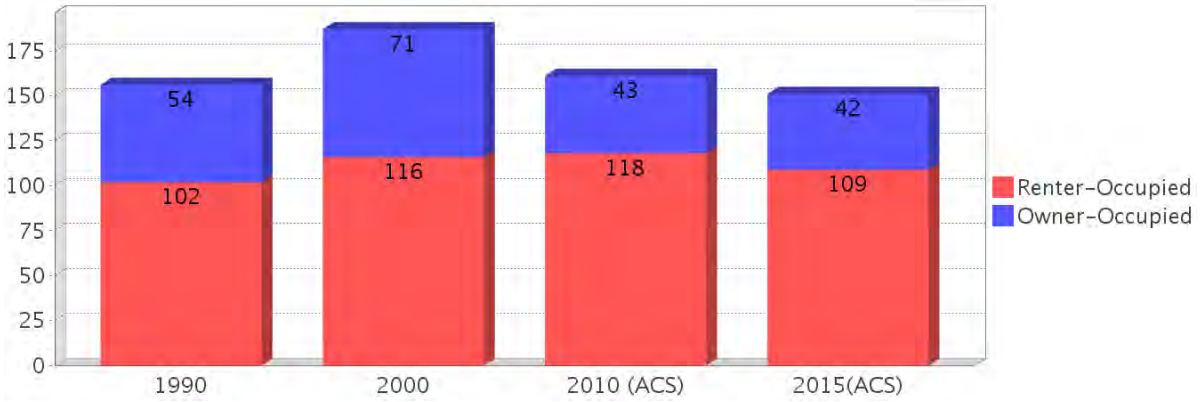
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	29 (7.00%)	36 (7.14%)	33 (8.33%)	42 (10.63%)
Speaks English Not Well	NA (NA)	35 (6.94%)	25 (6.31%)	30 (7.59%)
Speaks English Not at All	NA (NA)	9 (1.79%)	26 (6.57%)	28 (7.09%)
Speaks English Not Well or Not at All	48 (11.59%)	44 (8.73%)	51 (12.88%)	58 (14.68%)

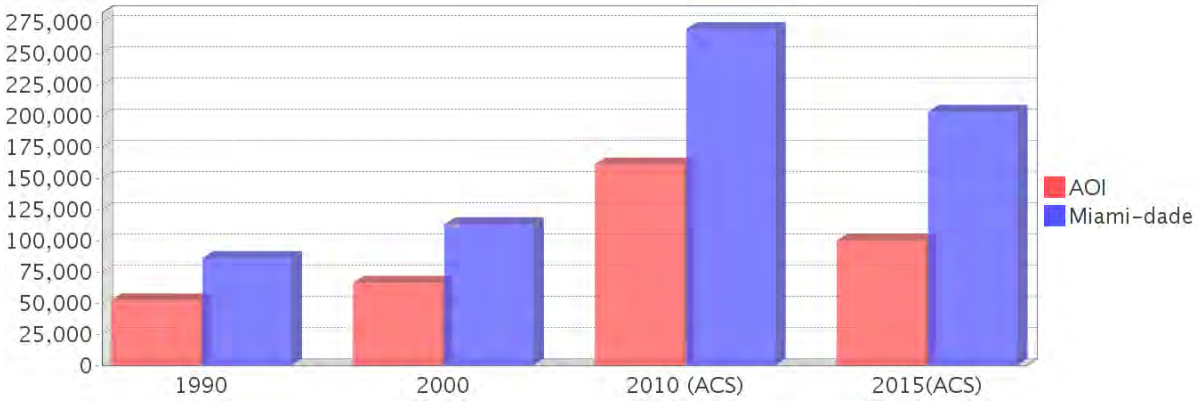
Housing Trends

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	181	202	186	188
Units per Acre	NA	NA	NA	NA
Single-Family Units	67	93	60	78
Multi-Family Units	86	108	141	110
Mobile Home Units	0	0	0	0
Owner-Occupied Units	54	71	43	42
Renter-Occupied Units	102	116	118	109
Vacant Units	26	14	25	37
Median Housing Value	$52,050	$66,150	$161,000	$100,050
Occupied Housing Units w/No Vehicle	39 (25.16%)	46 (24.47%)	32 (19.88%)	42 (27.81%)

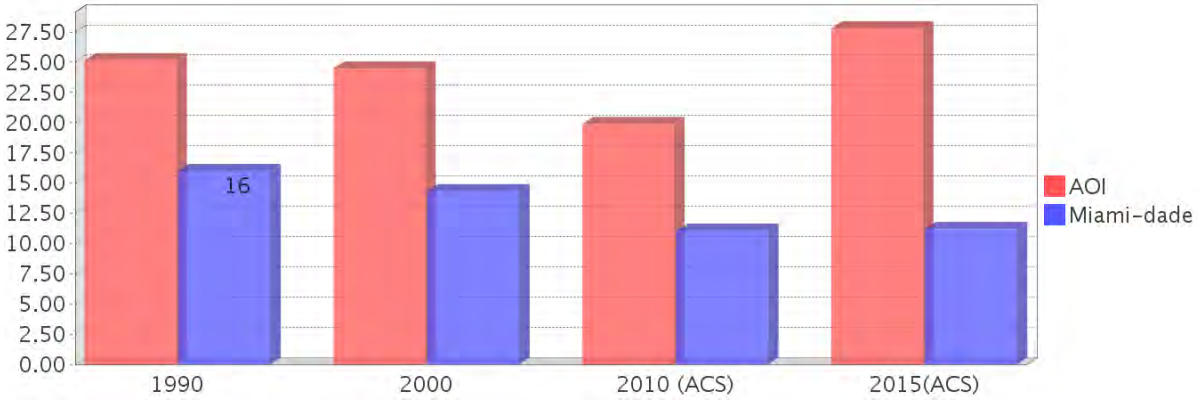
Housing Tenure



Median Housing Value Comparison

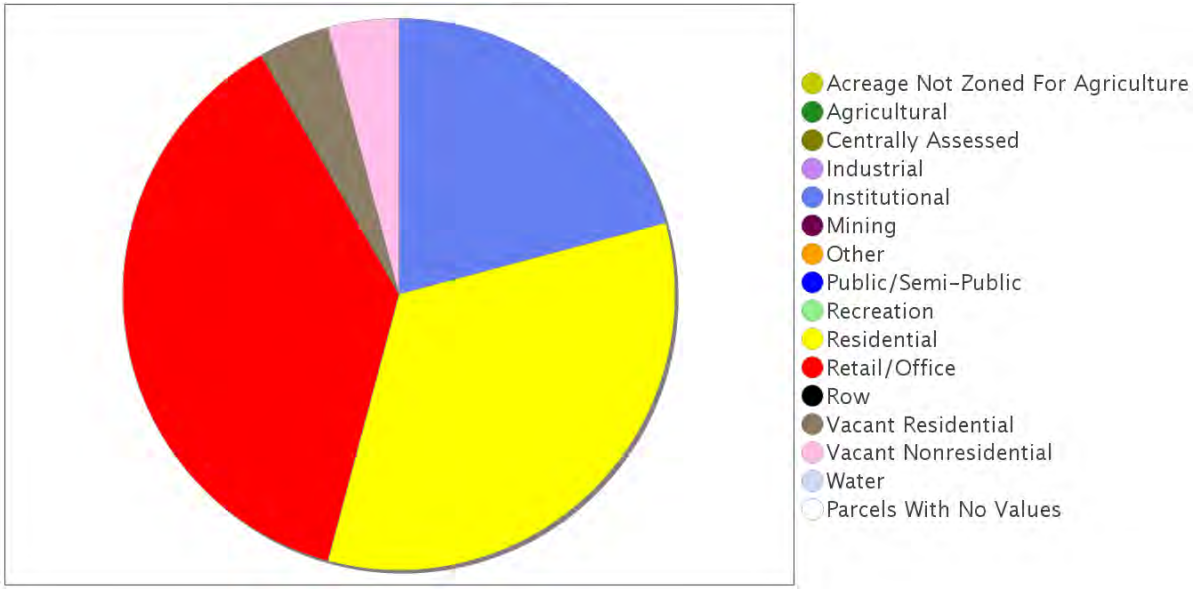


Occupied Units With No Vehicles Available

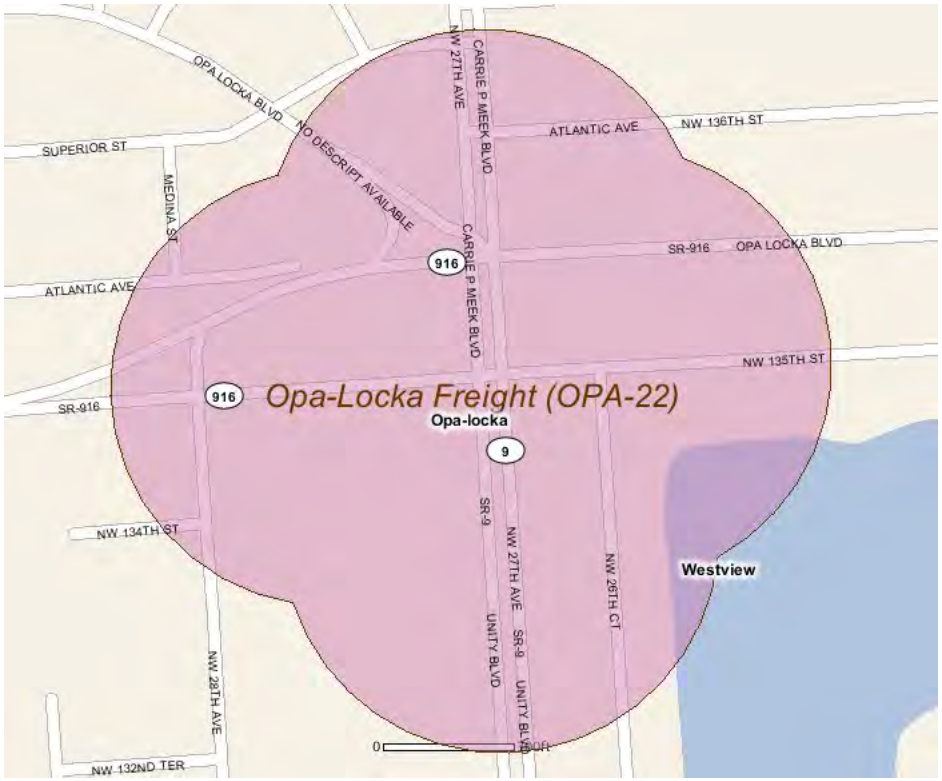


Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	<0.5	<1.16%
Institutional	5	11.58%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	<0.5	<1.16%
Recreation	0	0.00%
Residential	8	18.52%
Retail/Office	9	20.84%
Row	0	0.00%
Vacant Residential	1	2.32%
Vacant Nonresidential	1	2.32%
Water	0	0.00%
Parcels With No Values	<0.5	<1.16%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Public and Private Schools (Points)

Facility Name	Address	Zip Code
GRACE ACADEMY INTERNATIONAL	13400 NW 28TH AVE	33054

Religious Centers (Points)

Facility Name	Address	Zip Code
OUR LADY OF PERPETUAL HELP CHURCH	13401 NW 28TH AVENUE	33054

US Census Places

Facility Name
Westview
Opa-locka

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250005033, 120250004033, 120250004044, 120250005032

2000 Census Block Groups

120860005032, 120860004033, 120860004044, 120860005033

2010 Census Block Groups

120860004033, 120860005032, 120860004041, 120860005034

2015 Census Block Groups

120860005032, 120860004033, 120860005034, 120860004041

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
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The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

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Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.

- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

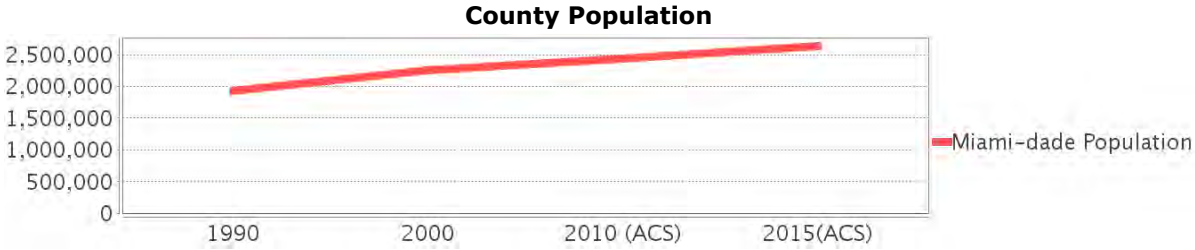
Miami-dade County Demographic Profile

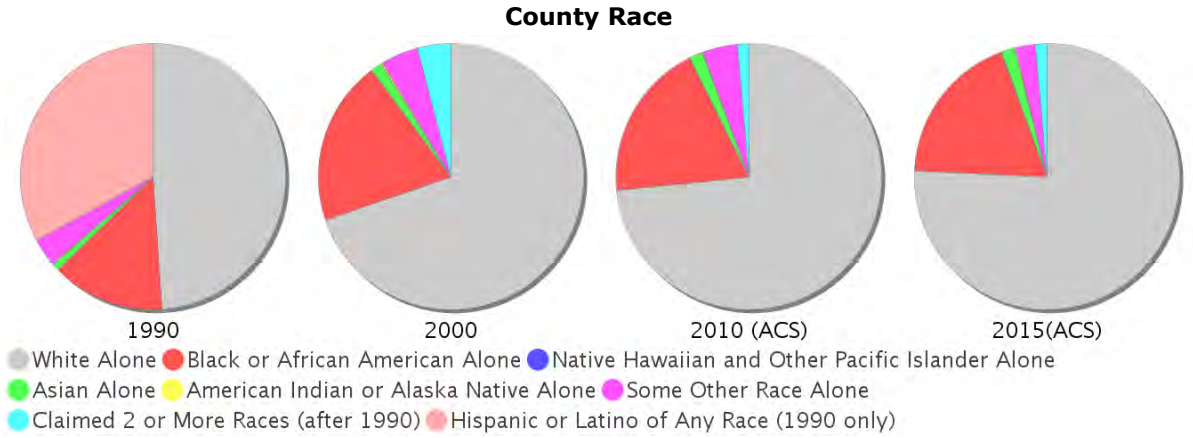
General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,639,042
Total Households	692,355	776,774	827,556	842,153
Average Persons per Acre	1.528	1.774	1.925	2.078
Average Persons per Household	2.798	2.84	3.00	3.08
Average Persons per Family	3.413	3.488	3.591	3.911
Males	928,411	1,086,558	1,182,784	1,280,221
Females	1,008,683	1,166,804	1,262,590	1,358,821

Race and Ethnicity Trends - Miami-dade

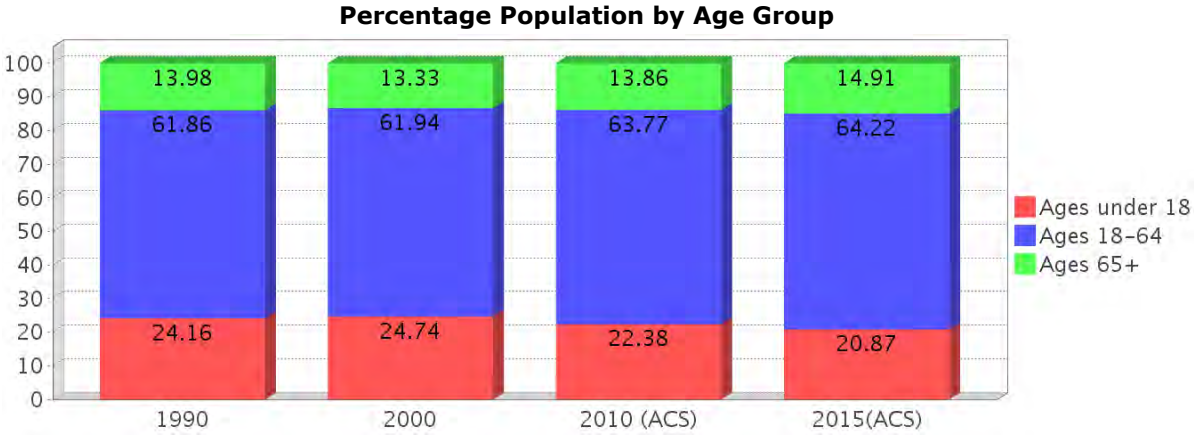
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,999,090 (75.75%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	491,978 (18.64%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	612 (0.02%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	41,871 (1.59%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,001 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	64,010 (2.43%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	37,480 (1.42%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,731,733 (65.62%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	907,309 (34.38%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,240,342 (84.89%)





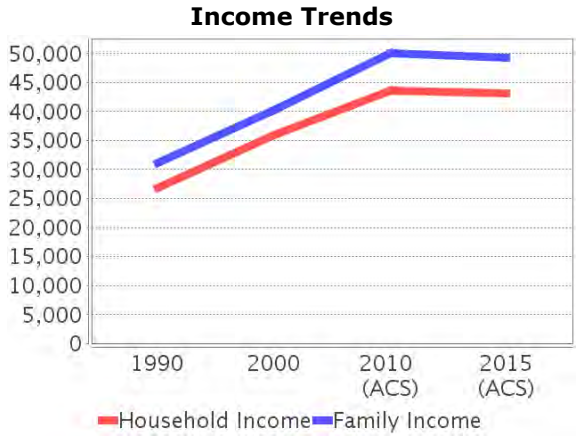
Age Trends - Miami-dade

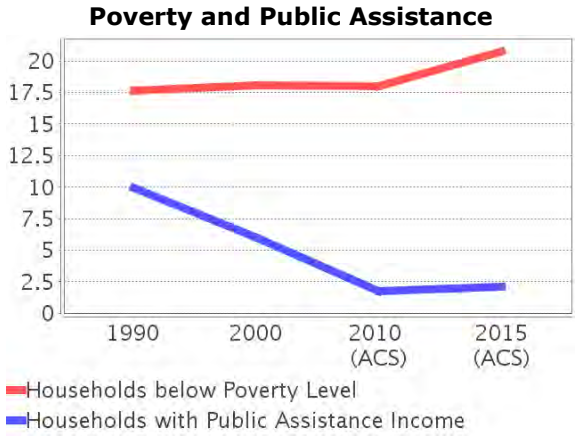
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	7.21%	6.43%	6.20%	5.87%
Ages 5-17	16.95%	18.31%	16.18%	15.00%
Ages 18-21	5.60%	5.24%	5.83%	5.32%
Ages 22-29	13.10%	10.97%	10.98%	11.33%
Ages 30-39	16.06%	16.33%	14.14%	13.82%
Ages 40-49	12.47%	14.49%	15.67%	15.02%
Ages 50-64	14.63%	14.90%	17.15%	18.74%
Age 65 and Over	13.98%	13.33%	13.86%	14.91%
-Ages 65-74	7.54%	7.23%	7.34%	7.91%
-Ages 75-84	4.88%	4.41%	4.71%	4.88%
-Age 85 and Over	1.55%	1.69%	1.81%	2.12%
Median Age	NA	36	38	39



Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$26,909	$35,966	$43,605	$43,129
Median Family Income	$31,113	$40,260	$50,065	$49,264
Population below Poverty Level	17.94%	17.97%	17.18%	20.40%
Households below Poverty Level	17.62%	18.10%	18.02%	20.74%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.10%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	116,429 (7.24%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	228,426	219,066	202,413	195,576
9th to 12th Grade, No Diploma	219,856	260,287	178,335	170,534
High School Graduate or Higher	833,013	1,012,436	1,274,809	1,472,636
Bachelor's Degree or Higher	240,460	323,399	434,574	495,023

Language Trends - Miami-dade

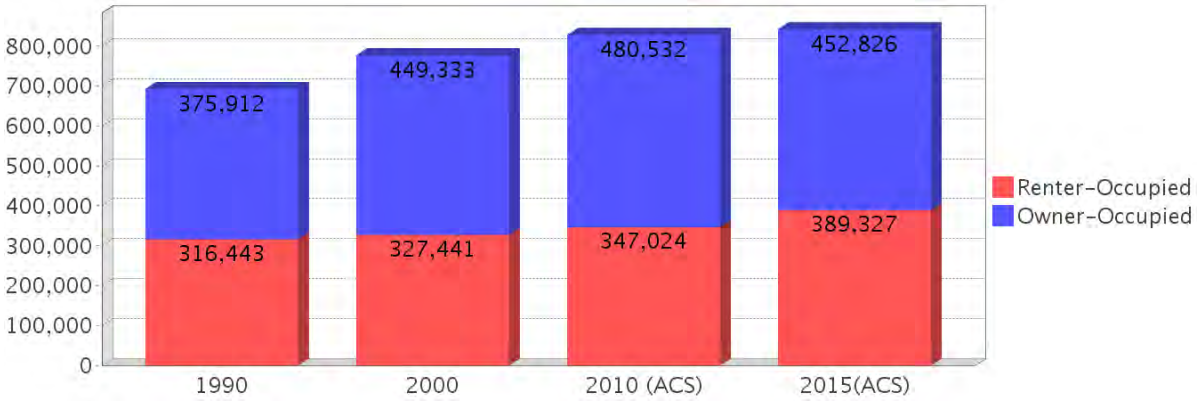
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	221,943	285,783	302,397	325,571
Speaks English Not Well	NA	261,782	294,777	300,399
Speaks English Not at All	NA	184,249	217,650	230,624
Speaks English Not Well or Not at All	341,005	446,031	512,427	531,023

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	771,288	852,278	980,580	998,833
Units per Acre	0.608	0.671	0.772	0.786
Single-Family Units	365,600	448,569	508,364	504,330
Multi-Family Units	301,870	387,550	457,465	480,870
Mobile Home Units	15,359	15,338	14,234	13,144
Owner-Occupied Units	375,912	449,333	480,532	452,826
Renter-Occupied Units	316,443	327,441	347,024	389,327
Vacant Units	78,933	75,504	153,024	156,680
Median Housing Value	$86,000	$113,200	$269,600	$203,300
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	94,281 (11.20%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;
http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.
Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

City of Opa-locka Freight Implementation Plan

Appendix E – FTAC Presentations



prepared for

FDOT District 6

prepared by

Cambridge Systematics, Inc.

with

FR Aleman and Associates, Inc.

Kittelson and Associates, Inc.

Whitehouse Group, Inc.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

FLP

Office of Freight, Logistics and Passenger Operations

FDOT

November 30, 2017



PRO MOTION

MOVING FLORIDA FASTER

Miami-Dade MPO

Freight Transportation Advisory Committee (FTAC)

January 11, 2017 | Miami, FL

Carlos A. Castro, District Freight Coordinator

City of Opa-locka

Financial Management Number: 435754-3-22-01

DISTRICT 6

FDOT

FLP

Agenda

- Study background
- Existing conditions
- Scenario development
- Stakeholder engagement
- Next steps and schedule

Study Background

Overview of Scope

- Assessment of existing conditions
- Stakeholder engagement
- Alternatives analysis
  - Three scenarios
  - Improvement options
  - Testing and analysis
- Cost estimates
- Recommendations

Task 1: Meetings
Engaging D6, Opa-locka, and key stakeholders in the project early and regularly

Task 2: Assessment of Existing Conditions
How does the network work today? What are the key strengths and weaknesses? What are the needs and opportunities? What additional data do we need?

Task 3: Programming
Define purpose and need, identify key performance measures, and apply environmental screening

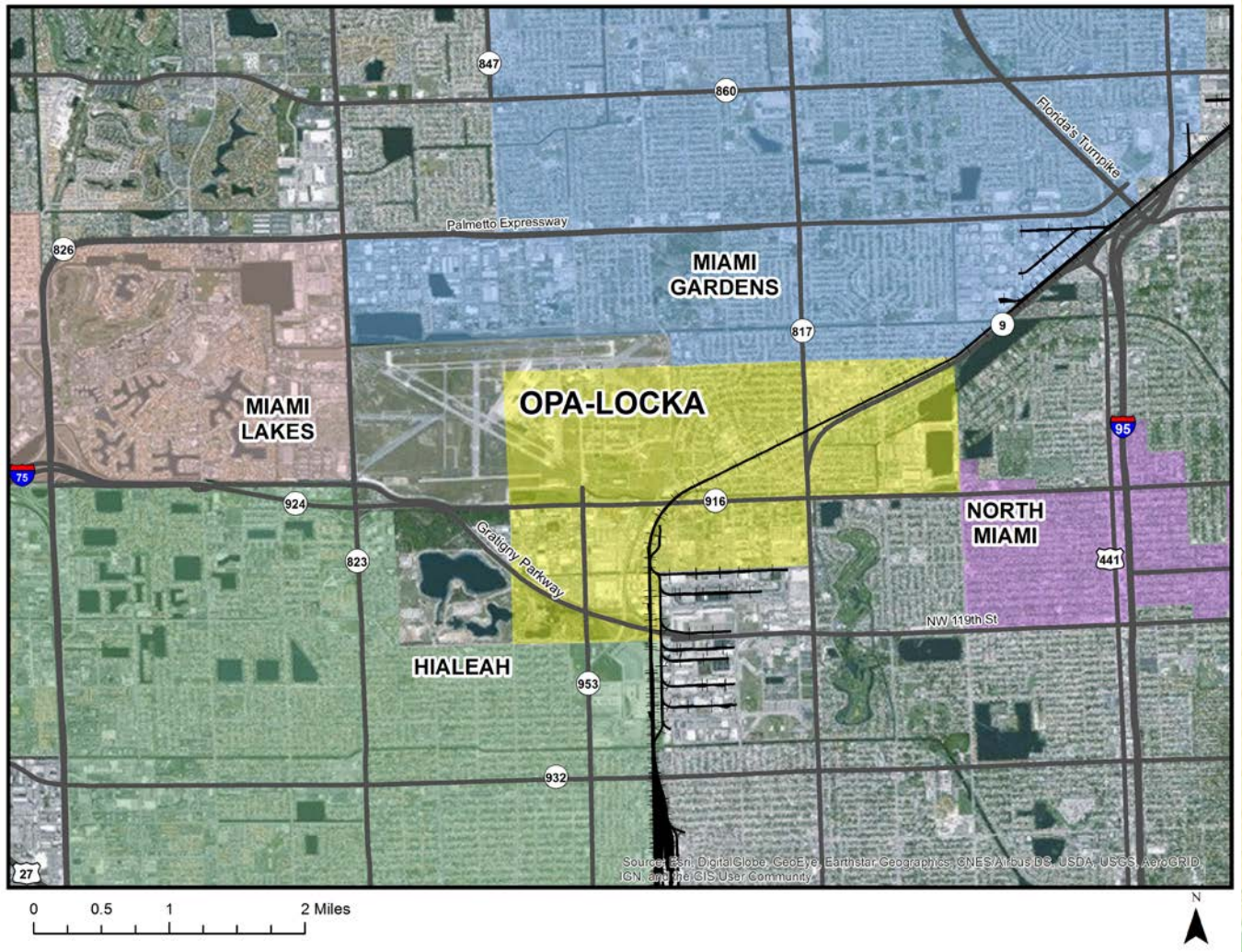
Task 4: Mapping
Develop comprehensive set of GIS maps describing study area, conditions, and needs

Task 5: Alternatives Analysis
Identify alternatives and options, develop improvement options, evaluate and test alternatives

Task 6: Cost Estimates
Develop cost estimates for selected alternatives

Task 7: Recommendations
Short- and long-term recommendations and plan of action

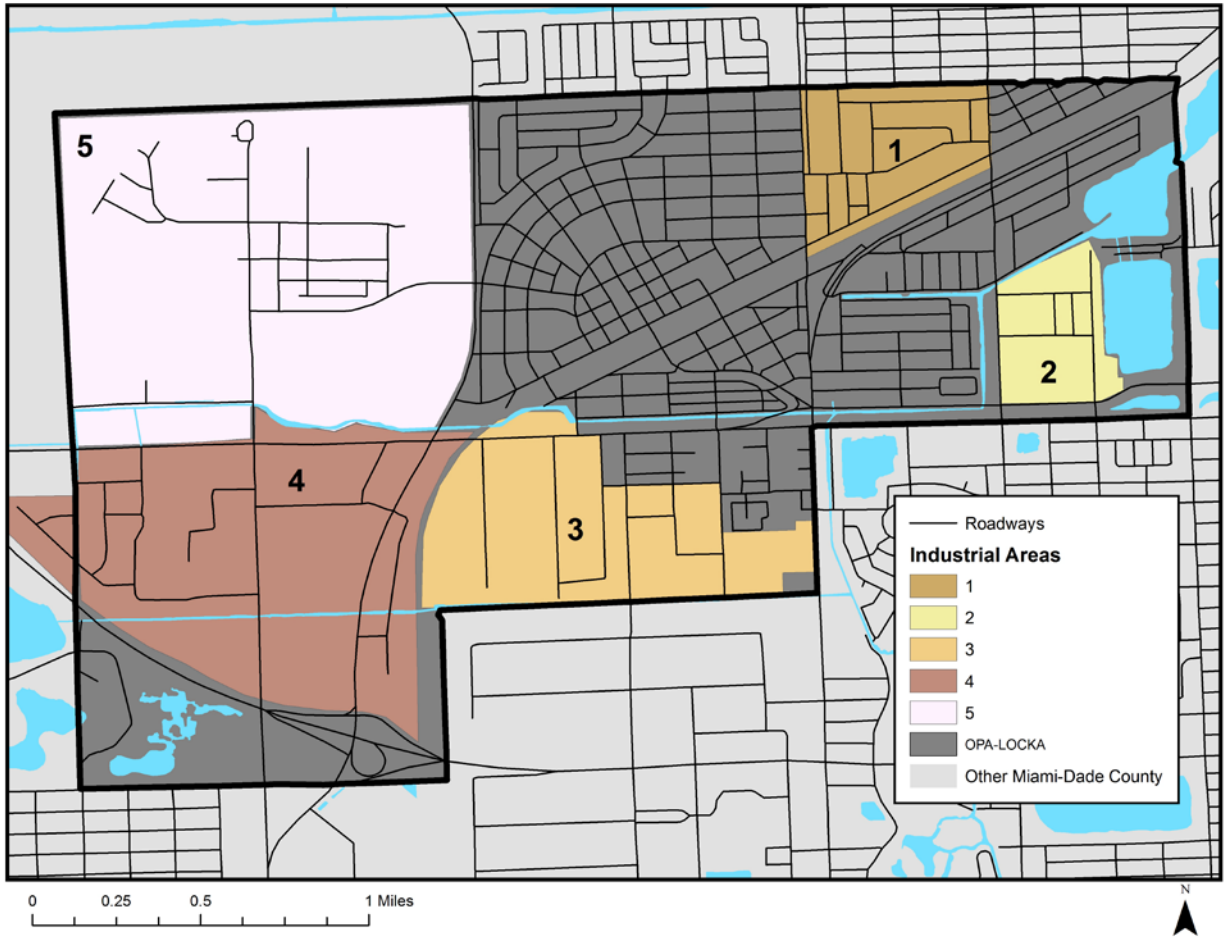
Study Area



- SFRC/CSX
- I-95
- I-75
- Florida's Turnpike
- Palmetto Exwy/826
- Gratigny Pkwy/924

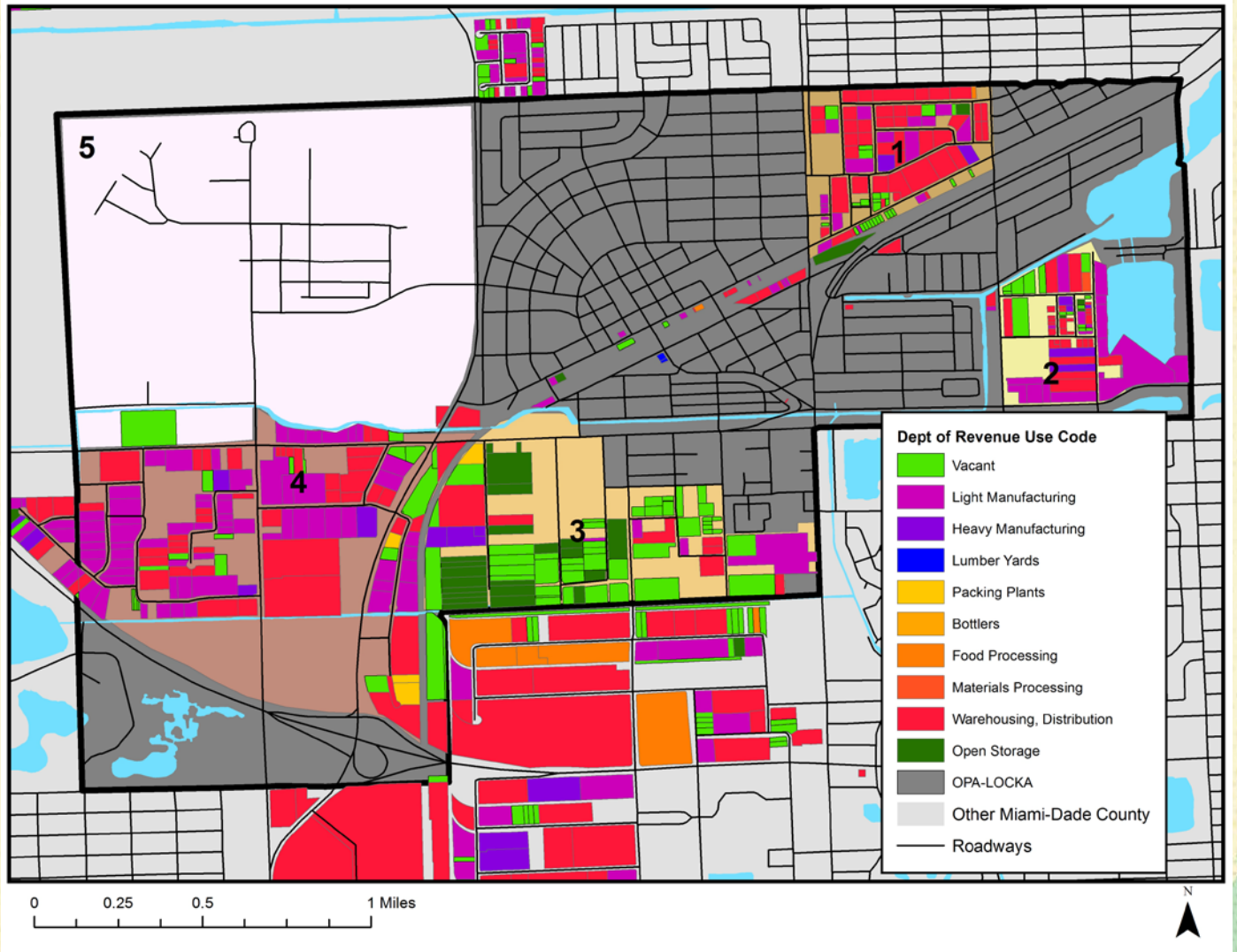
Existing Conditions

Five Sub Areas

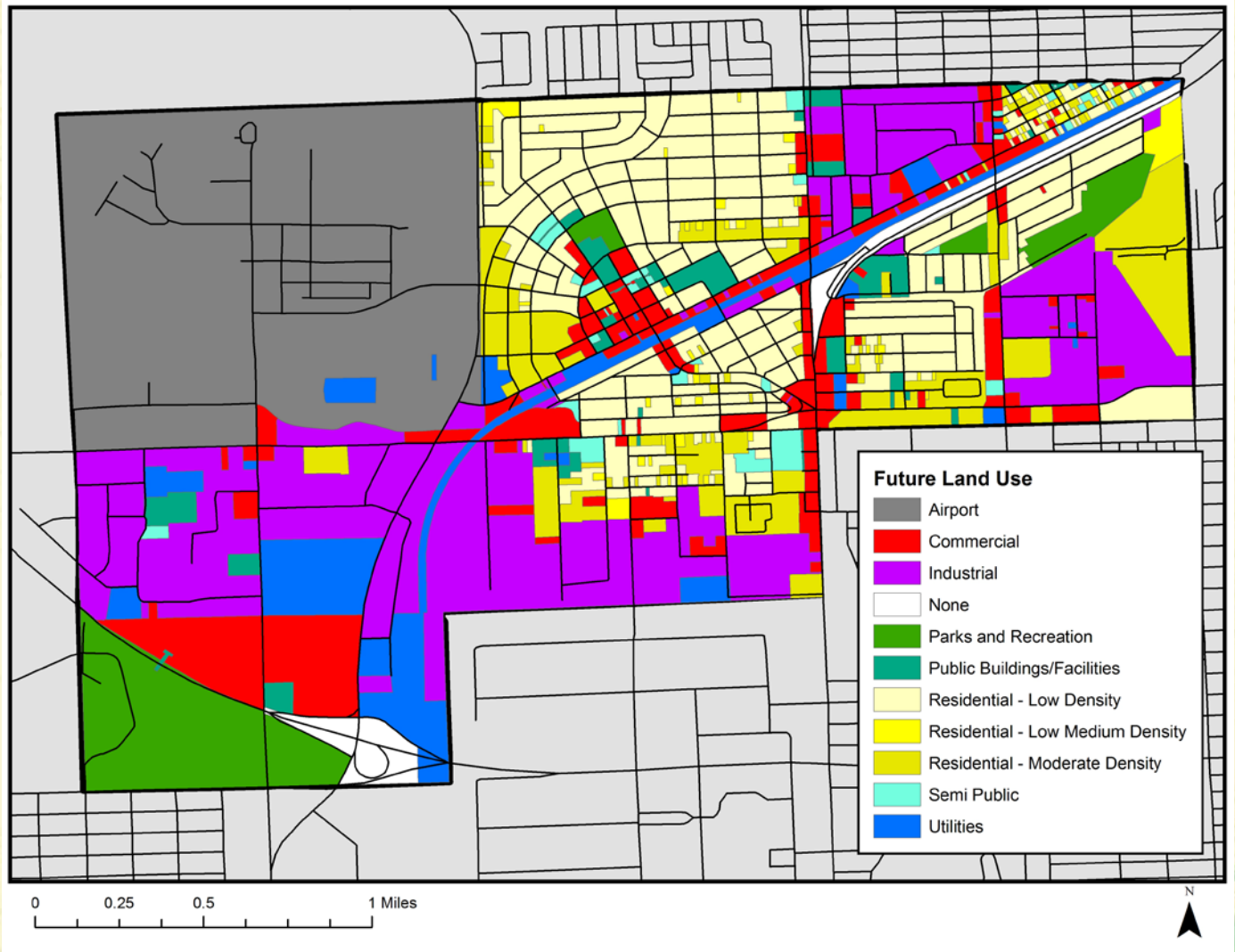


- Different needs and solutions
- #5 – airport
- #4 – industrial and commercial
- #3 – heavy industrial
- #1 and #2 – community serving

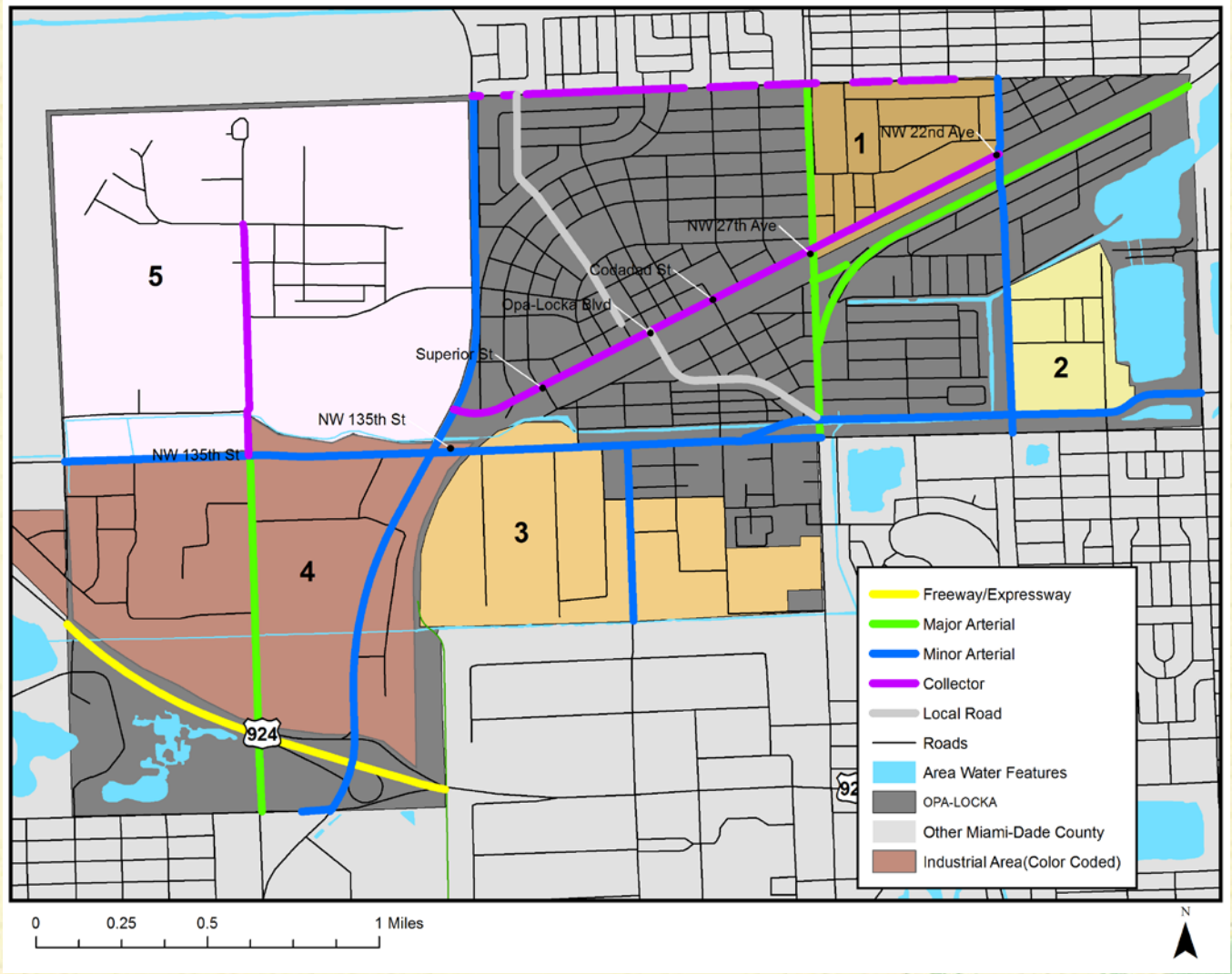
Freight Facilities



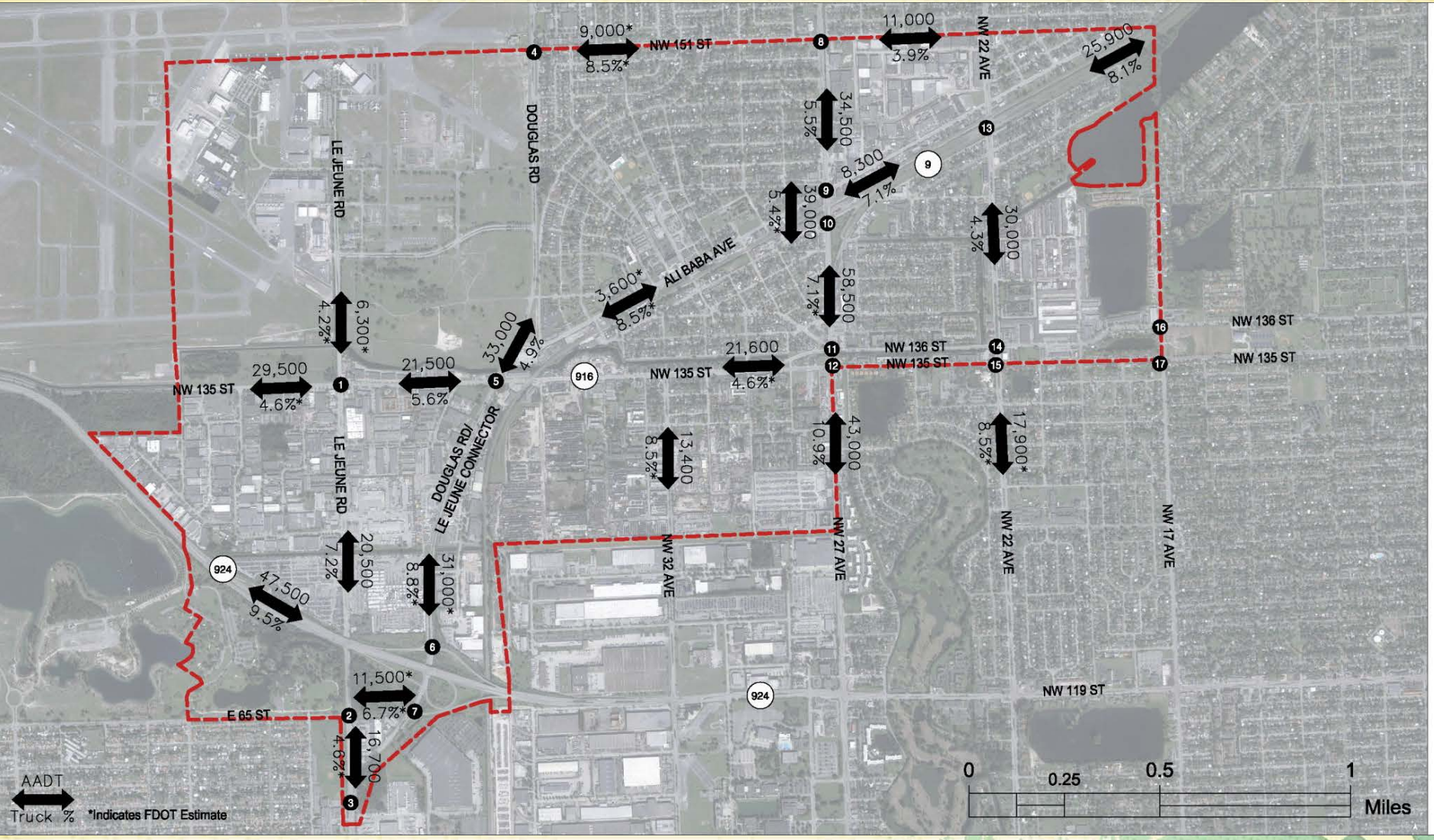
Future Land Uses



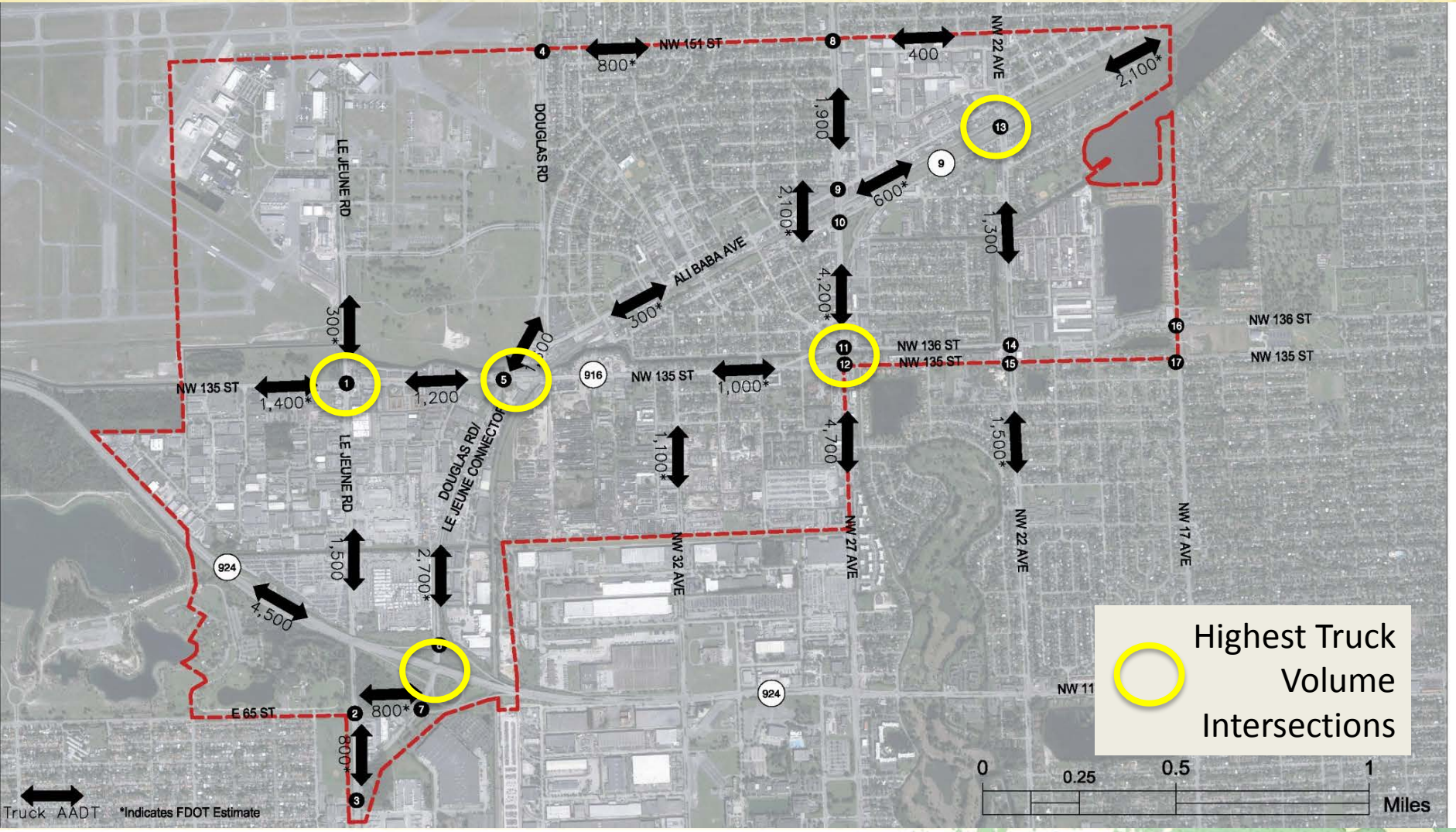
Roads in Opa-locka



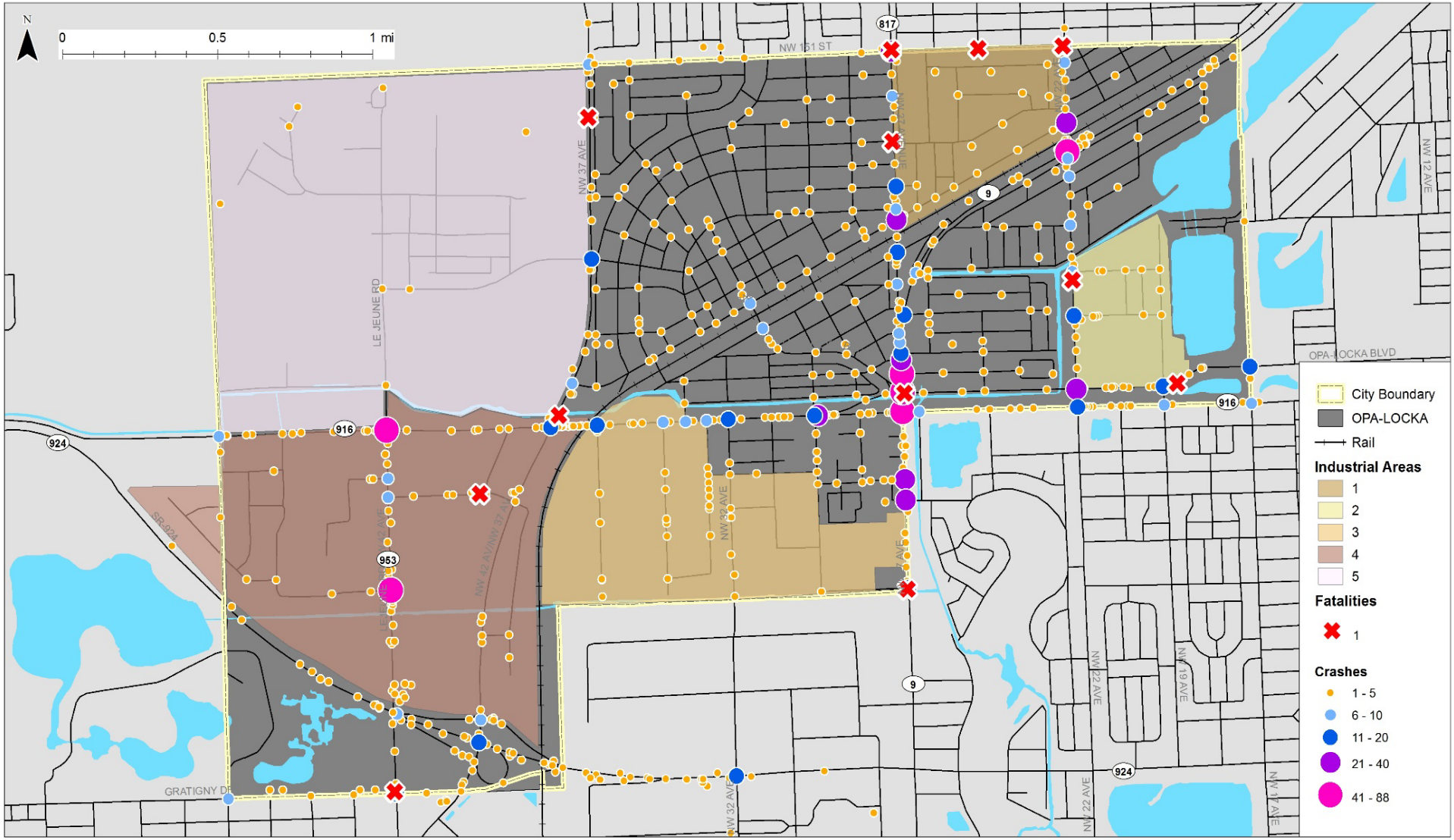
AADT and Truck Percentages



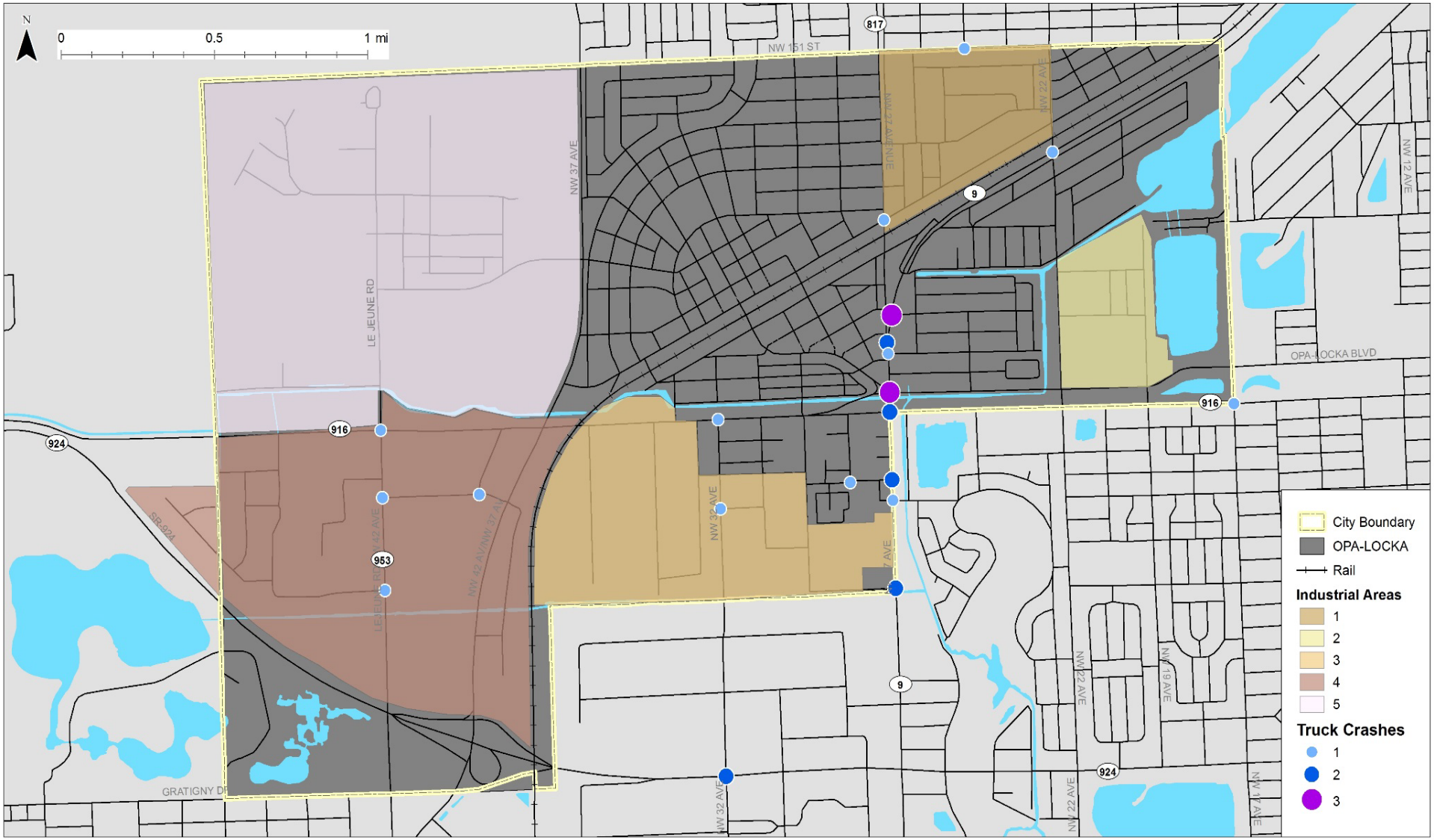
Avg Annual Daily Truck Volumes



All Crashes


N
0
0.5
1 mi
NW 151 ST
NW 37 AVE
LE JEUNE RD
NW 42 AVE/NW 37 AVE
NW 32 AVE
NW 27 AVE
NW 22 AVE
NW 19 AVE
NW 17 AVE
NW 12 AVE
OPA-LOCKA BLVD
GRATIGNY DR
SR 924
817
9
916
924
953
City Boundary
OPA-LOCKA
Rail
Industrial Areas
1
2
3
4
5
Fatalities
1
Crashes
1 - 5
6 - 10
11 - 20
21 - 40
41 - 88

Truck Related Crashes



Opa-locka Airport



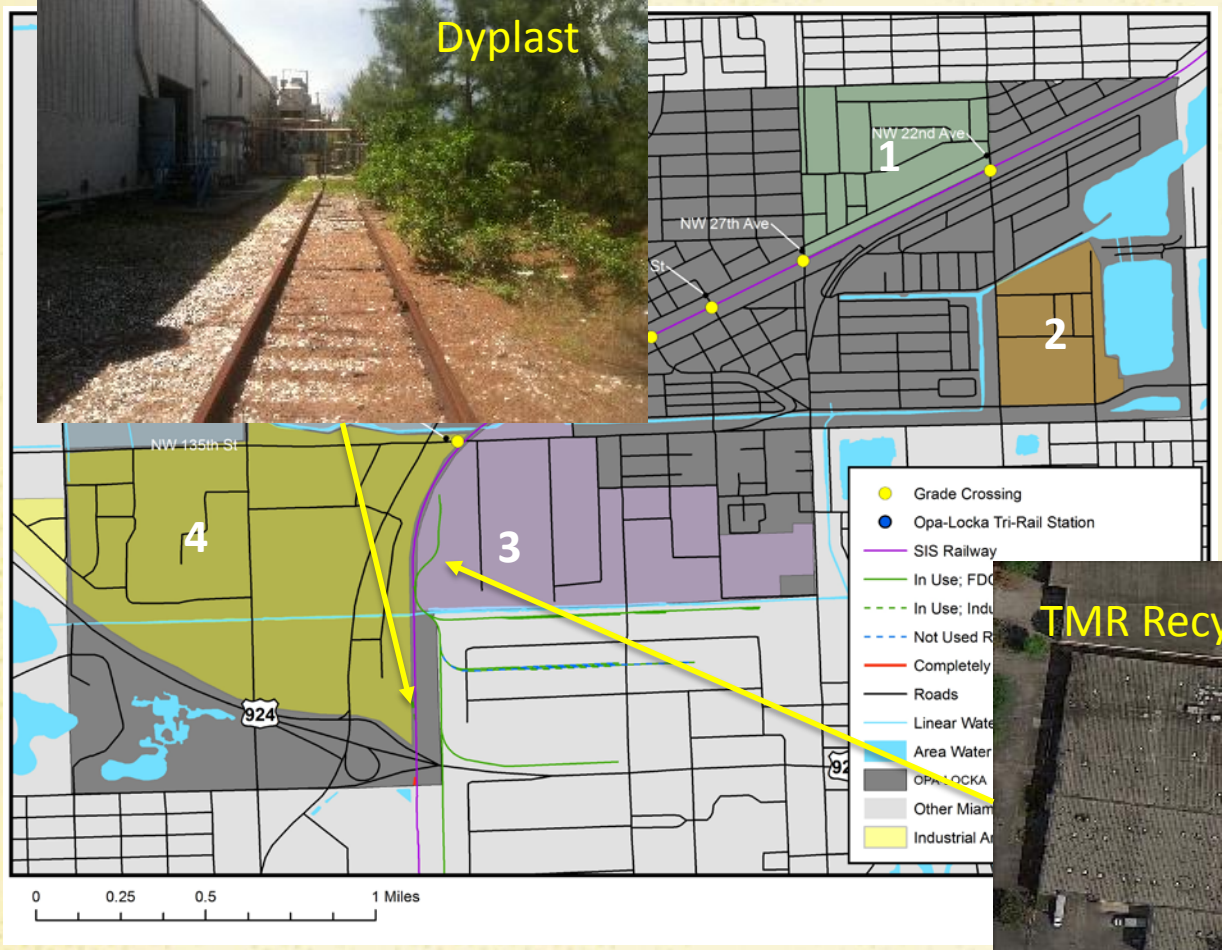
- MIA reliever, with long history
- 24/7 operation
- One of longest GA runways in country (8,002')
- 1,810 acres
- 108,504 flight operations (2008)
- Foreign Trade Zone #281



Opa-locka Airport

- Busiest US Coast Guard Air/Sea Rescue Station
- Miami-Dade Police and Fire Air units
- US Customs Service
- Full fixed-based operations service, repair and maintenance
- Two developers and four operators, supporting:
  - Business aviation
  - Large aircraft maintenance
  - Light cargo traffic to Caribbean

Rail in Opa-locka



Total Day Thru Trains (6AM-6PM)	33
Total Night Thru Trains (6PM-6AM)	18-20
Speed over Crossing (mph)	40 to 45



Scenario Development

Understanding Opa-locka

- Highest possible tax rate
- Municipal fiscal instability
- Obsolete infrastructure
- One of highest poverty rates
- Below average labor participation rate
- Property values lagging the region
- New development requires redevelopment

Observations - Challenges

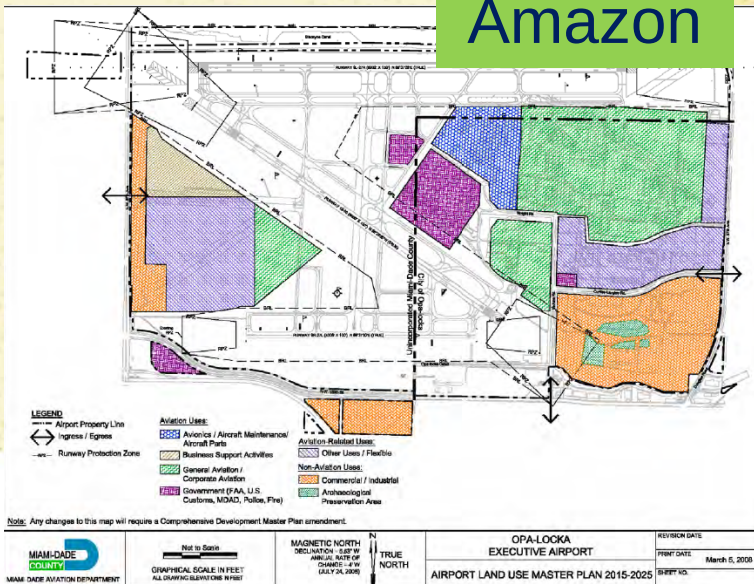
- Pavement condition/lack of pavement
- Access to industrial areas
- Drainage and flooding
- Utility infrastructure
- Lack of shoulders/breakdown lanes
- Lack of sidewalks/bike lanes
- Multiple owners of subdivided land
- Neighborhood compatibility
- Institutional challenges



Observations - Opportunities

- Opa-locka Airport
- Multiple access points to highway network
- Affordable land (active truck parking sites)
- Incentive and funding programs
  - Community Redevelopment Area (CRA)
  - Enterprise Zone
  - Empowerment Zone
  - Brownfield Program

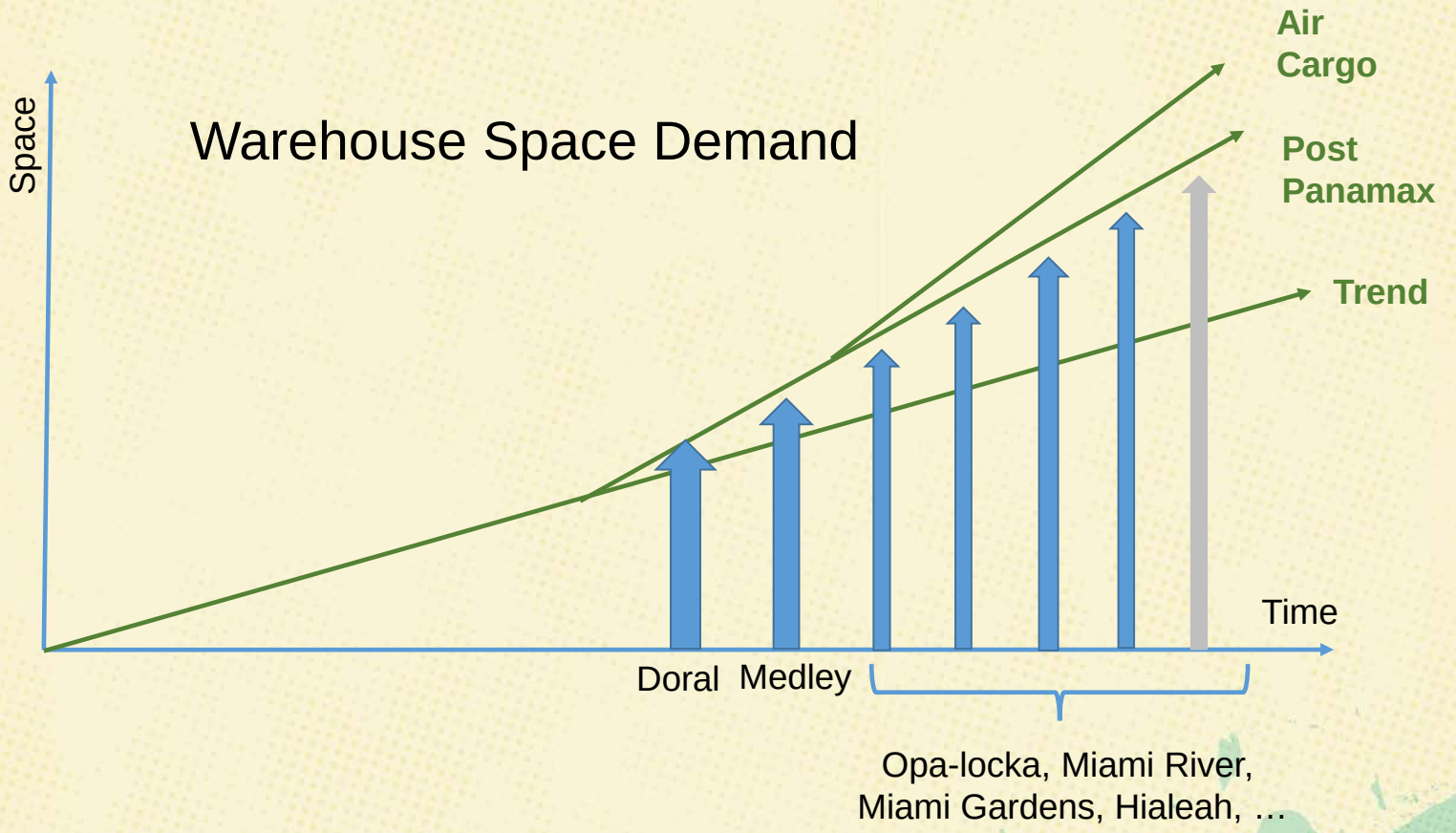
Amazon



Scenarios and Alternatives

- No Build: service reductions
- Trend: conditions continue as is
- Growth: freight increases, OPF develops
- Transformation: freight significantly increases, major redevelopment

How Will We Meet Demand?



Scenarios and Alternatives

- Improvement Options
  - Trucking routing and parking locations
  - Interstate access enhancements
  - OPF access and internal improvements
  - Access to other industrial areas
  - Internal improvements (e.g., drainage) in industrial areas
  - Rail siding/access improvements
  - Redevelopment (private sector led)

Stakeholder Engagement

Stakeholder Engagement

- City of Opa-locka
- Opa-locka Airport
- PortMiami
- Miami International Airport
- CSX & FEC
- Miami-Dade MPO/FTAC
- Local business owners and developers

Question for FTAC

- How does Opa-locka best fit into the regional freight system?
- What one thing will help Opa-locka become more competitive?

Next Steps and Schedule

Next Steps and Schedule

- Conduct stakeholder interviews
- Develop and test concept alternatives
- Develop improvement options

- Final Report is due June 30, 2017

Contacts

City of Opa-locka Freight Implementation Plan

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PRO MOTION

MOVING FLORIDA FASTER

Miami-Dade FTAC

July 12, 2017

City of Opa-locka Freight Implementation Plan

Financial Management Number: 435754-3-22-01

DISTRICT 6

FDOT

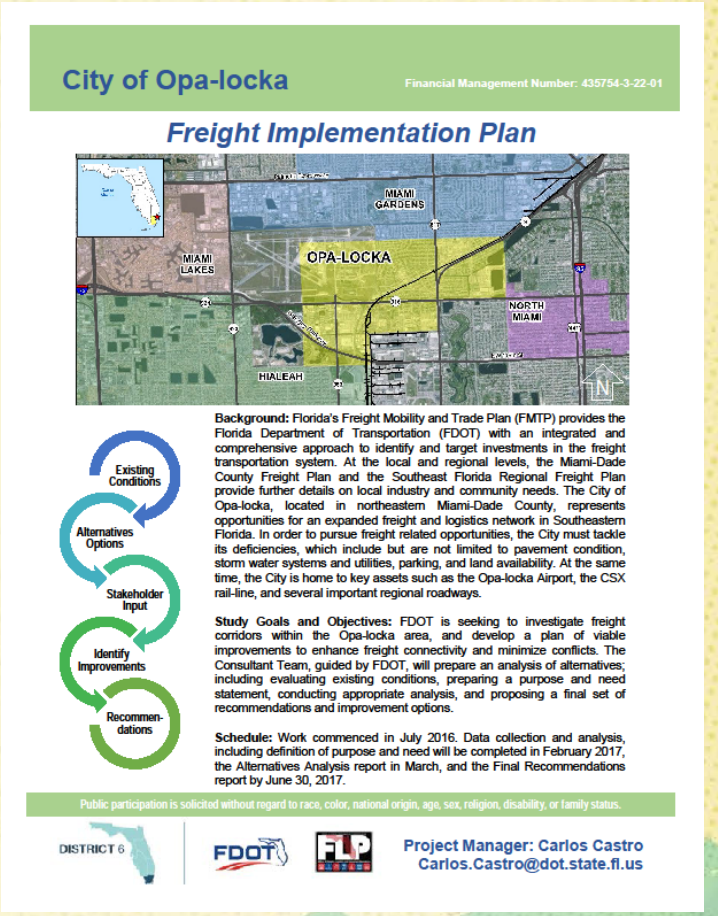
FLP

Agenda

- Study background
- Existing conditions
- Stakeholder engagement
- Scenario development and analysis
- Recommended improvements
- Next steps and schedule

Study Purpose

- Freight Mobility and Trade Plan provides an approach to identify and target freight investments
- Miami-Dade County Freight Plan and the Southeast Florida Regional Freight Plan provide further identification of needs
- City of Opa-locka provides opportunities to expand the regional freight system
- FDOT is seeking to investigate freight corridors within the Opa-locka area, and develop a plan of viable improvements to enhance freight connectivity and minimize conflicts



Overview of Scope

- Assessment of existing conditions
- Stakeholder engagement
- Alternatives analysis
  - Three scenarios
  - Improvement options
  - Testing and analysis
- Cost estimates
- Recommendations

Task 1: Meetings
Engaging D6, Opa-locka, and key stakeholders in the project early and regularly

Task 2: Assessment of Existing Conditions
How does the network work today? What are the key strengths and weaknesses? What are the needs and opportunities? What additional data do we need?

Task 3: Programming
Define purpose and need, identify key performance measures, and apply environmental screening

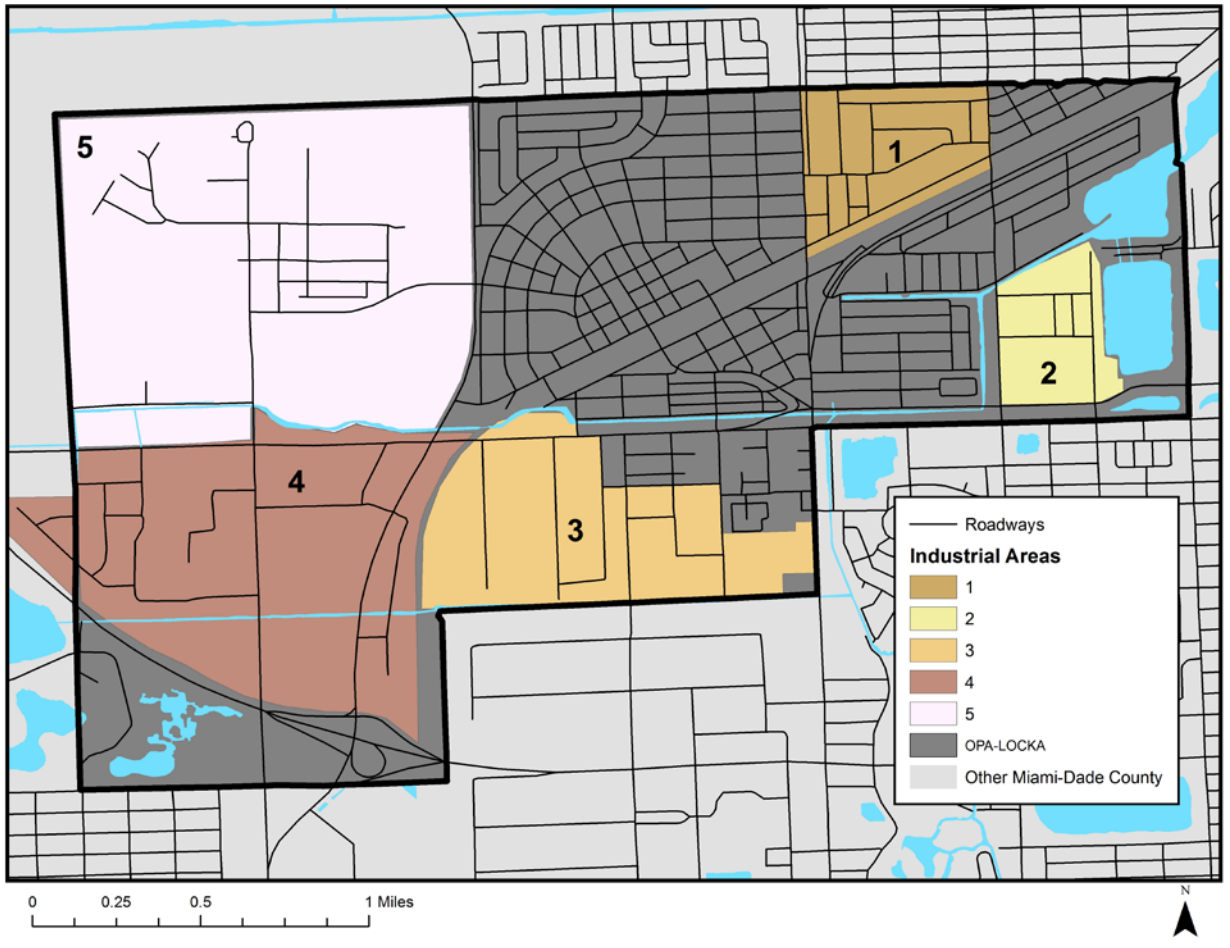
Task 4: Mapping
Develop comprehensive set of GIS maps describing study area, conditions, and needs

Task 5: Alternatives Analysis
Identify alternatives and options, develop improvement options, evaluate and test alternatives

Task 6: Cost Estimates
Develop cost estimates for selected alternatives

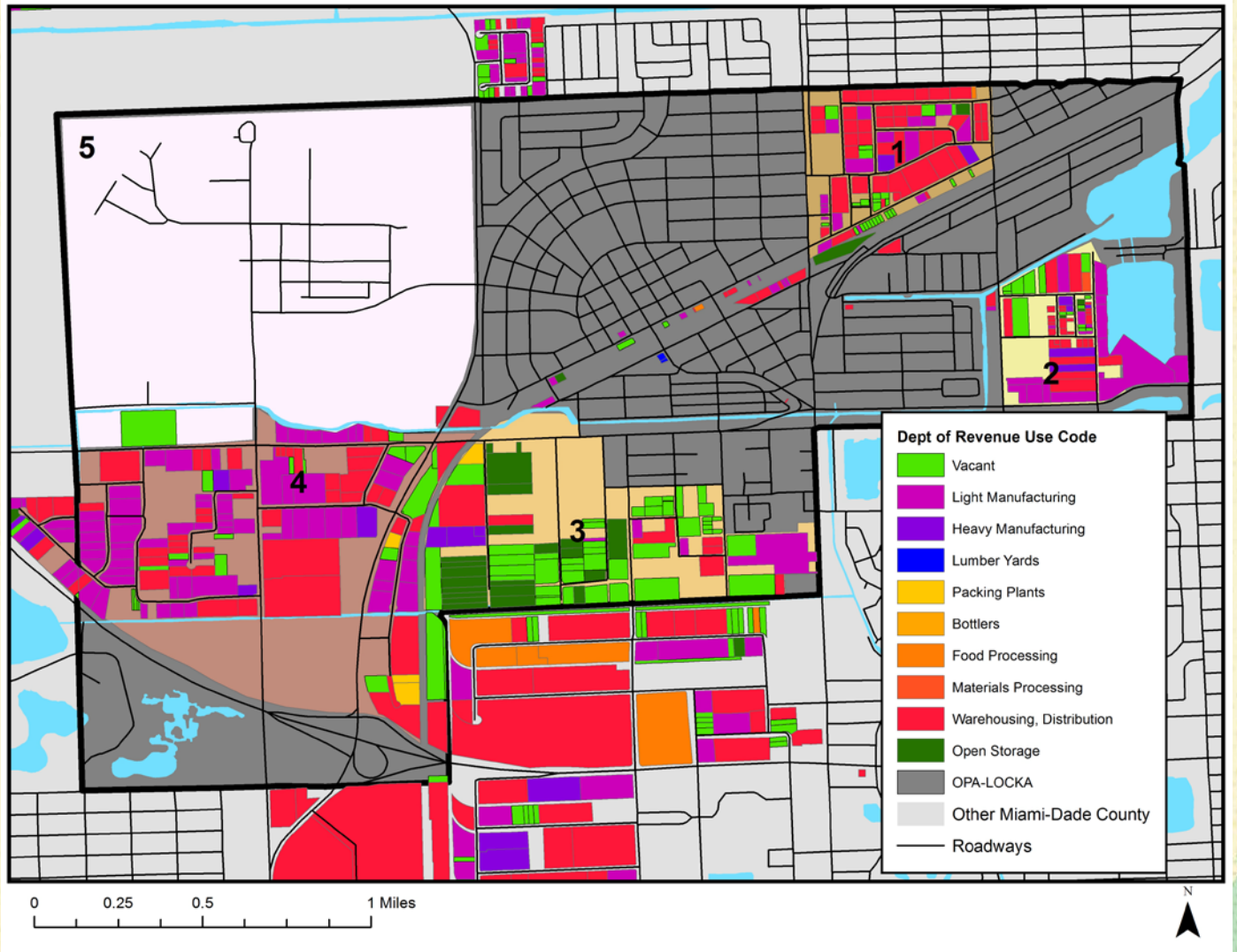
Task 7: Recommendations
Short- and long-term recommendations and plan of action

Five Sub Areas

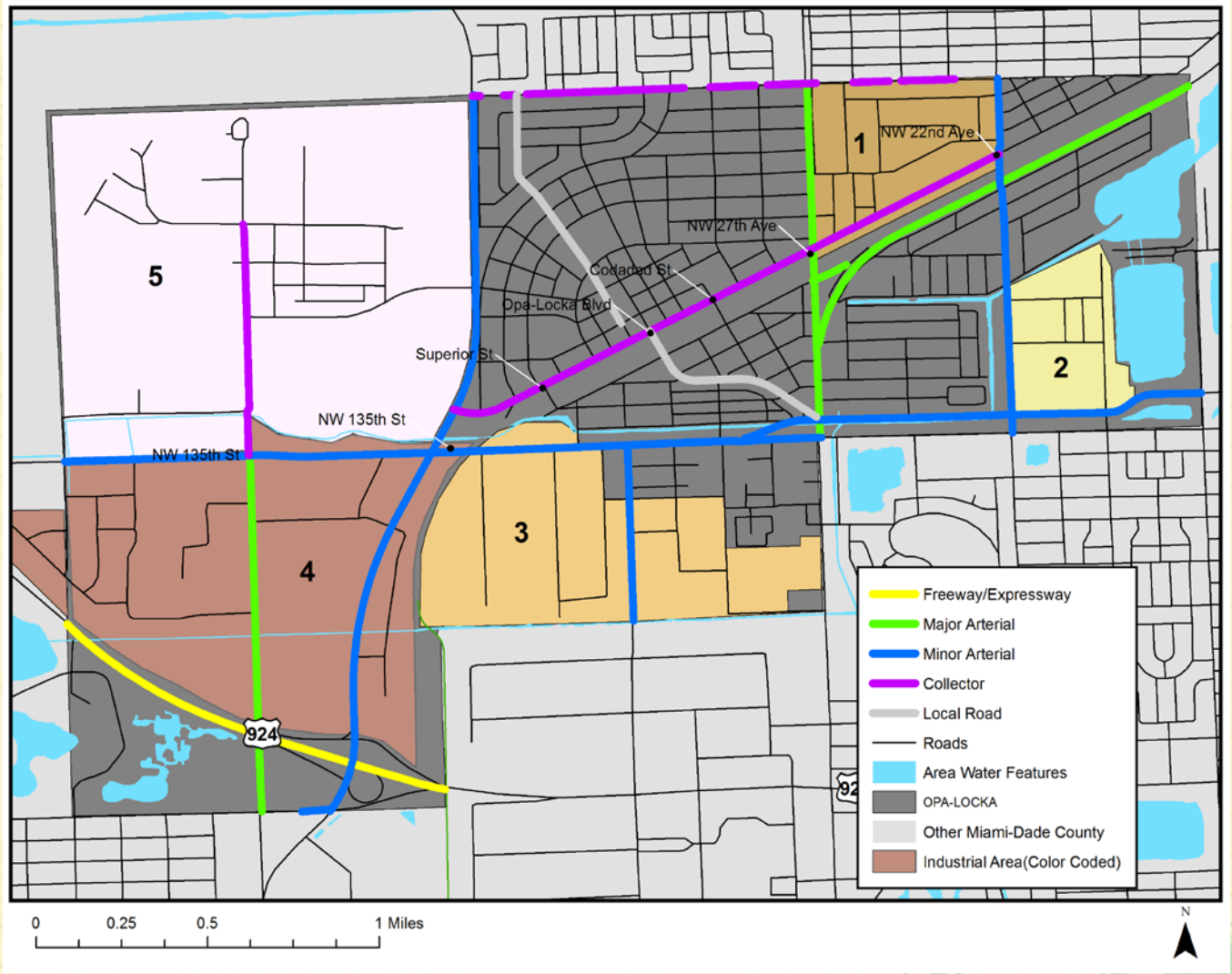


- Different needs and solutions
- #5 – airport
- #4 – industrial and commercial
- #3 – heavy industrial
- #1 and #2 – community serving

Freight Facilities



Roads in Opa-locka



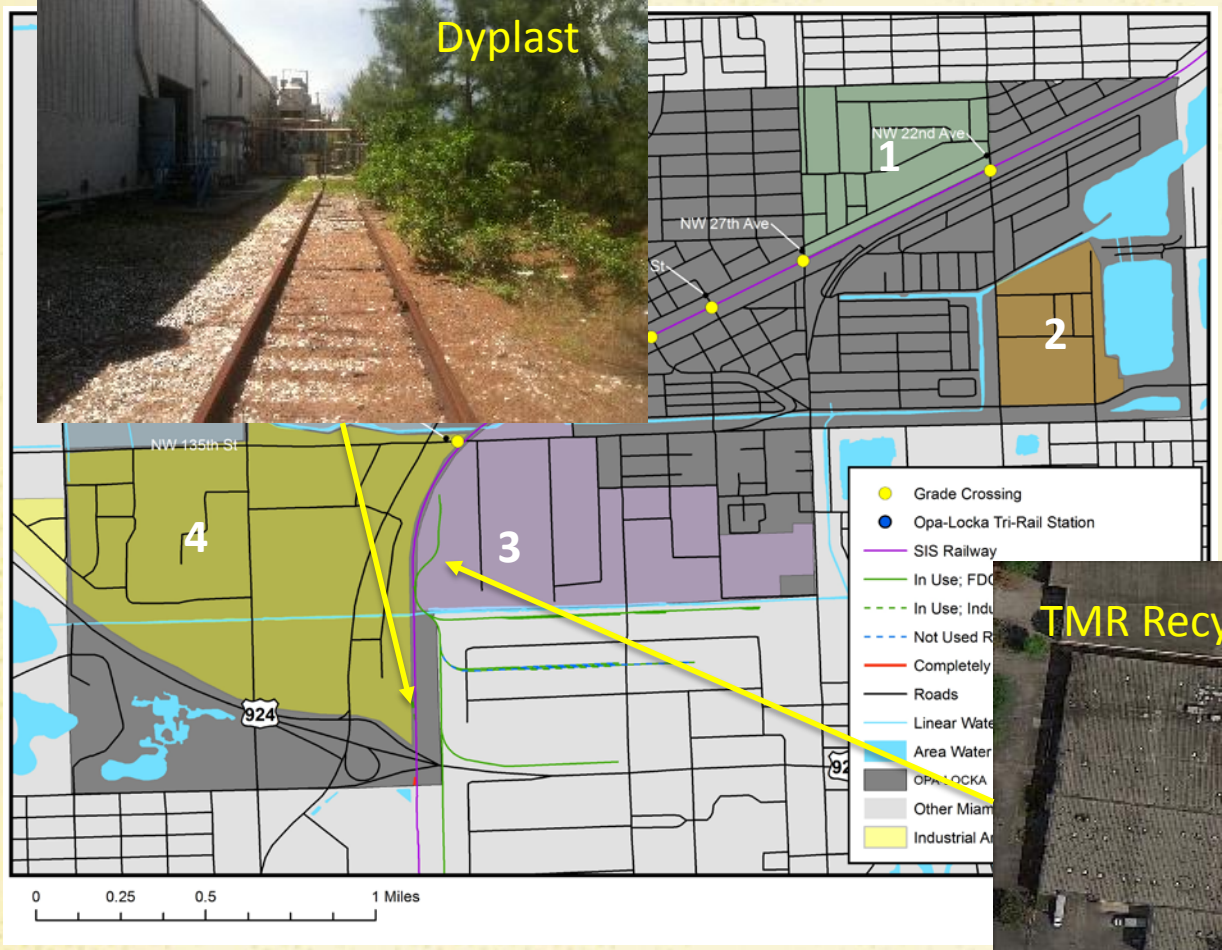
Opa-locka Airport

- MIA reliever, with long history
- 24/7 operation
- One of longest GA runways in country (8,002’)
- 1,810 acres
- 108,504 flight operations (2008)
- Foreign Trade Zone #281
- Busiest US Coast Guard Air/Sea Rescue Station
- Miami-Dade Police and Fire Air units
- US Customs Service
- Full fixed-based operations service, repair and maintenance
- Two developers and four operators





Rail in Opa-locka



Total Day Thru Trains (6AM-6PM)	33
Total Night Thru Trains (6PM-6AM)	18-20
Speed over Crossing (mph)	40 to 45



Issues















Site Observations

- Pavement condition/lack of pavement
- Turning radii
- Drainage and flooding
- Utility infrastructure
- Antiquated warehouse infrastructure
- Roadway width
- Lack of shoulders/breakdown lanes
- Lack of sidewalks/bike lanes
- Uncontrolled entry/exit to industrial areas

In the News…

The developer of a commercial center at Opa-locka Executive Airport plans to build a 110-room hotel there that will operate as a Fairfield Inn & Suites by Marriot.

Residents in Opa-locka Furious Over Loud Sounds Overnight From Nearby Recycling Facility

Opa-locka turned public utility into extortion racket

Eventually, the buyers have plans to develop the property into a mixed-use residential and commercial project, Ward said. He said they plan to continue to operate the flea market and the neighboring Insurance Auto Auctions.

Amazon makes it official, inks deal for Opa-locka distribution center

800,000 sf warehouse will be completed next year, marks third in Miami-Dade for Amazon

By Katherine Kallergis | June 07, 2017 05:00PM



An Amazon warehouse in Spain (Credit: Álvaro Ibáñez) and Jeff Bezos, founder and CEO of Amazon

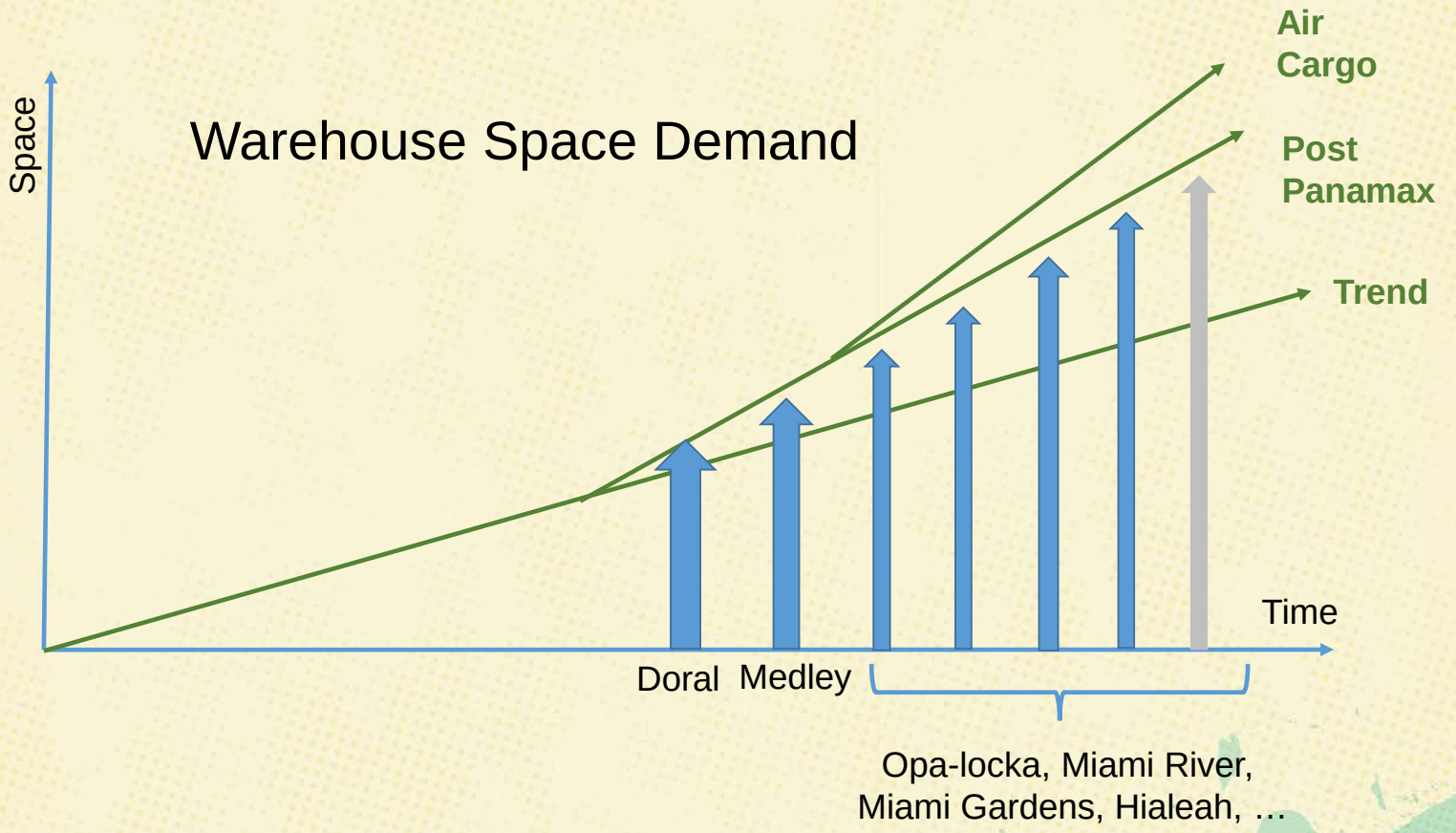
Stakeholder Input

- Opa-Locka Airport Administrator: January 11, 2017
- Opa-locka Planning Director, Public Works Director, and CRA Director: October 3, 2016
- Industrial Brokers: January 31, 2017
- Area #1: Caricom Freight Consolidators - February 8, 2017
- Area #2: Stainless Marine - February 9, 2017
- Area #3: North American Transport - February 14, 2017
- Area #5: AA Acquisition/Orion Jet Center - February 15, 2017

Industrial Brokers

- Opa-locka has great access
- Opa-locka accepts uses other places do not
- Few opportunities for major new development (100+ acres)
- Security is a major concern
- Future, long-term redevelopment
  - Assembly
  - Evolution
  - Institutional challenges

How Will We Meet Demand?



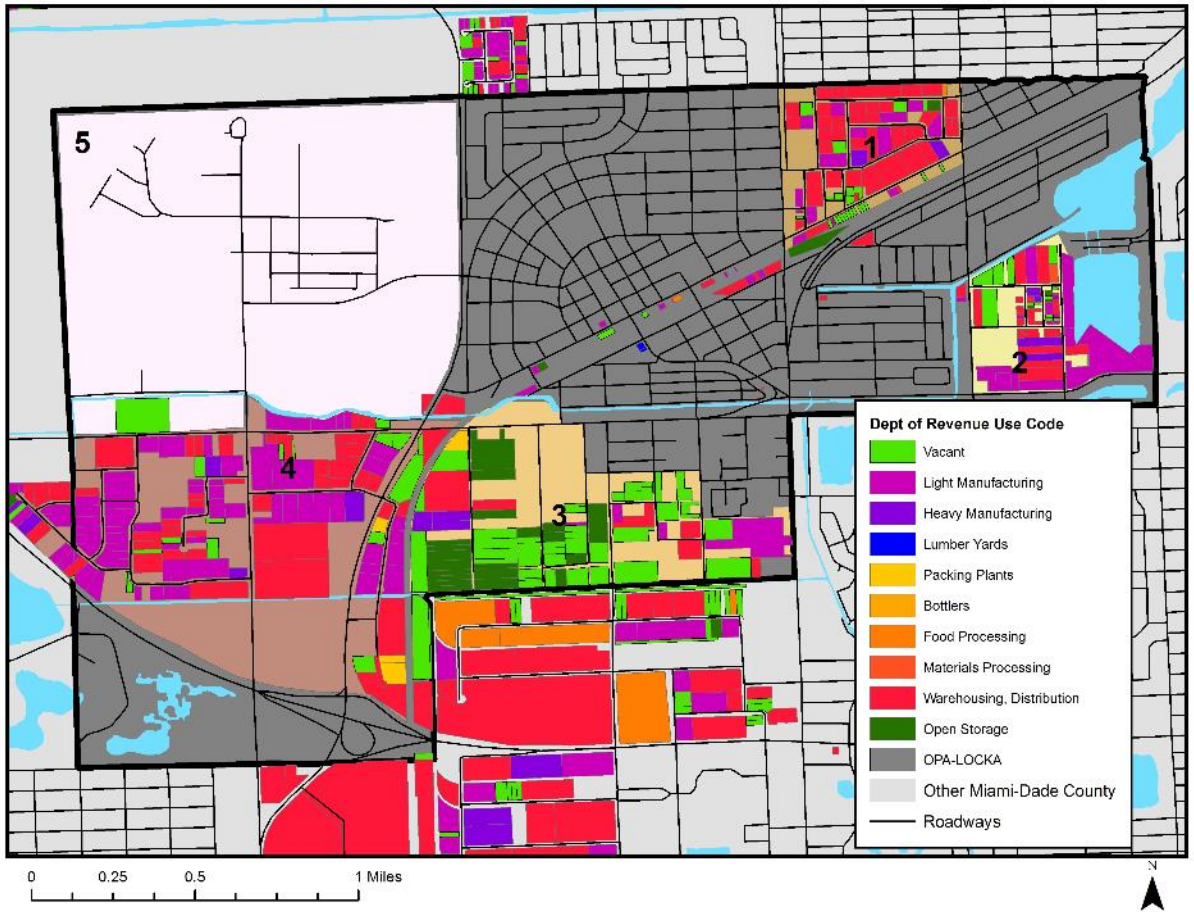
Scenarios/Alternatives

- **Trend**: conditions continue as is
- **Moderate Growth**: OPF develops, freight increases
- **High Growth**: freight significantly increases, major redevelopment

- **Trend**: next 5 years
- **Moderate Growth**: Next 10-15 years
- **High Growth**: 2040 horizon

Scenarios/Alternatives

- Redevelopment per scenario
- Identify number of trips for each scenario (by industrial area)
- Evaluate impacts to network and identify needs



	Acres	Vacant	Trend	Moderate	High	Most Likely
Area #1	96.6	5.7	2	3.7	20	Moderate
Area #2	75	3.6	3.6	5.5	31	Trend
Area #3 (Cairo Lane)	109	9.6	9.6	2.2	N/A	Trend
Area #4						
Area #4 West	169.4	1.7	1.7	5.3	15.5	Trend
Area #4 East P1	103	2.7	2.7	6.3	5.5	Trend
Area #4 East P2	60.9	0	0	0	10.7	Trend
	333.3	*4.4*	*4.4*	*11.6*	*31.7*	
Area #5 (OPF)						
Amazon	25	25	0	25	N/A	Moderate
Remainder of Foundry	64	64	0	16.6	47.4	Mod/High
AA Acquisitions/Orion	67.7	67.7	0	0	67.7	Airside Moderate
AVE	80.3	80.3	0	0	80.3	Airside Moderate
Trees/Truck Parking	26.2	26.2	0	26.2	N/A	Moderate
OPF Unleased	30.8	30.8	0	0	30.8	Moderate
Ali Baba Trk Pkg	2.9	3.3	0	3.3	N/A	Moderate
135 Trk Pkg	6.4	0.8	0.8	N/A	N/A	Trend
	303.3	*298.1*	*0.8*	*71.1*	*78.2*	
Grand Total	**917.2**	**321.4**	**20.4**	**94.1**	**308.9**	

Alternatives Testing

- Trip generation per industrial area

	Area	Daily Trips				AM Trips				AM in				AM out			
		Trend	Moderate	High	Most Likely	Trend	Moderate	High	Most Likely	Trend	Moderate	High	Most Likely	Trend	Moderate	High	Most Likely
Total Trips	1	109	311	420	311	18	50	100	50	13	38	58	38	4	12	42	12
	2	196	226	394	196	32	45	124	32	24	30	60	24	7	16	63	7
	3	288	288	288	288	52	52	52	52	25	25	25	25	27	27	27	27
	4	66	633	2,556	66	13	98	279	13	12	76	226	12	1	22	52	1
	5	58	15,072	21,261	15,766	11	1,928	2,886	1,973	10	1,603	2,428	1,634	1	325	458	339
Auto Trips	1	89	253	312	253	16	45	89	45	12	35	51	35	4	11	38	11
	2	159	176	267	159	29	41	108	29	22	26	51	22	7	14	56	7
	3	86	86	86	86	34	34	34	34	16	16	16	16	18	18	18	18
	4	63	519	2,184	63	12	89	255	12	12	69	210	12	1	20	46	1
	5	56	13,398	18,695	13,869	11	1,822	2,715	1,854	10	1,536	2,311	1,557	1	287	404	297
Truck Trips	1	20	58	108	58	2	5	12	5	1	4	7	4	0	1	5	1
	2	37	50	127	37	3	5	16	3	2	3	9	2	1	2	7	1
	3	202	202	202	202	18	18	18	18	9	9	9	9	9	9	9	9
	4	3	114	372	3	0	9	23	0	0	7	17	0	0	2	7	0
	5	2	1,674	2,566	1,897	0	105	171	119	0	67	118	77	0	38	53	42

Note: Trip generation excludes background traffic growth.

Overall Trip Distribution:

Area 1: Assume truck and auto trips follow pop/emp density.

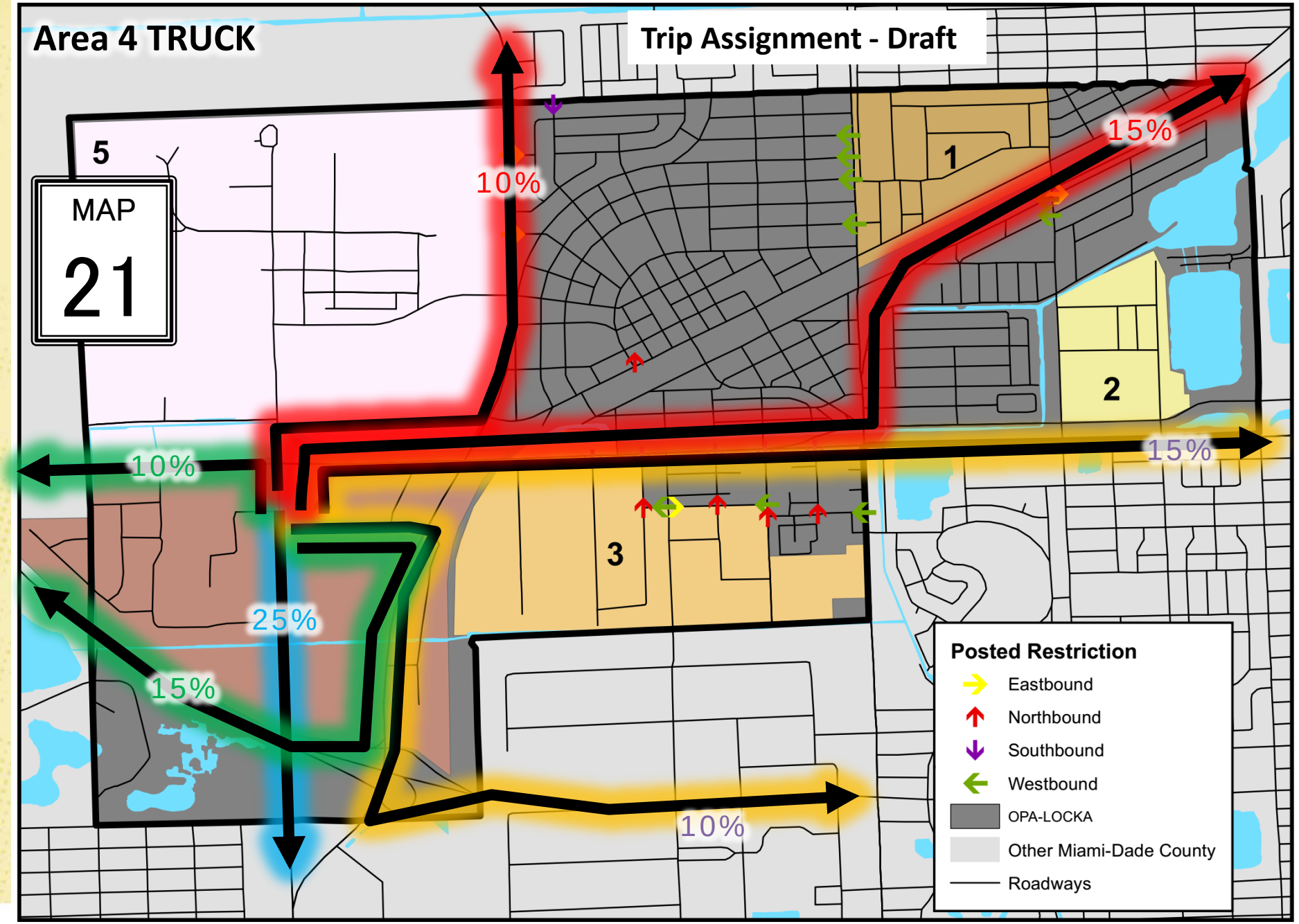
Area 2: Assume truck and auto trips follow pop/emp density.

Area 3: Assume auto trip distribution follows existing traffic pattern (link volume, turning movement count). Truck trips are distributed equally through major roadways.

Area 4: Assume auto trip distribution follows existing traffic pattern (link volume, turning movement count). Truck trips are distributed equally through major roadways.

Area 5: Assume auto trip distribution follows existing traffic pattern (link volume, turning movement count). Truck trips follow the attached (by quadrant) OD pattern along major roadways.

WORKING VERSION


Area 4 TRUCK
Trip Assignment - Draft
5
MAP
21
1
2
3
10%
15%
10%
15%
25%
15%
10%
Posted Restriction
Eastbound
Northbound
Southbound
Westbound
OPA-LOCKA
Other Miami-Dade County
Roadways
0
0.25
0.5
1 Miles
N

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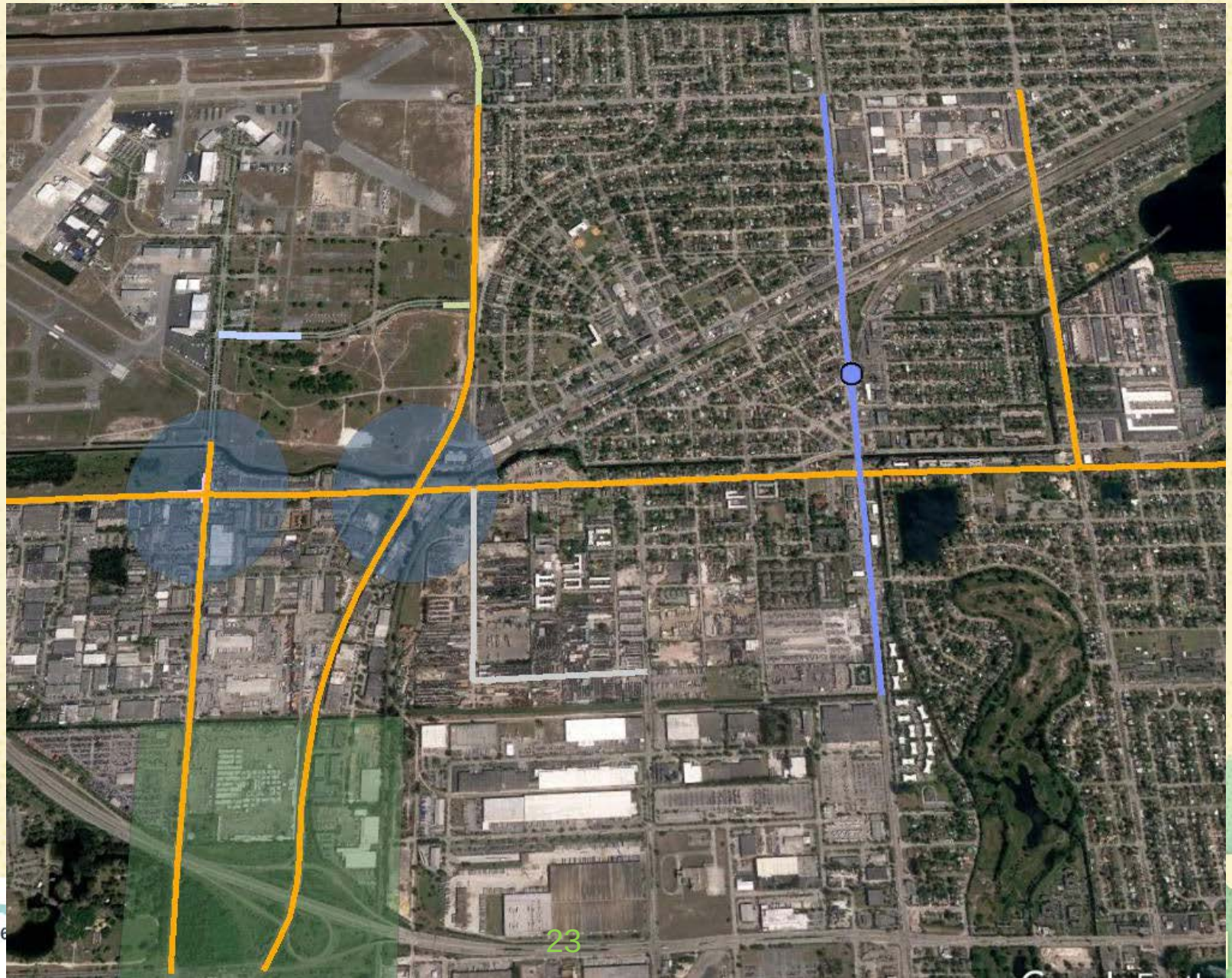
Types of Improvements

- Access Management
- TSM&O/ATMS
- Intersection geometry improvements (e.g., turn lanes, turn bays, turning radii)
- Capacity/widening
- Truck routing/restrictions
- Safety, pavement, drainage, rail access, etc.

Proposed Improvements (see handout)



Proposed Improvements



Airport Access Improvements



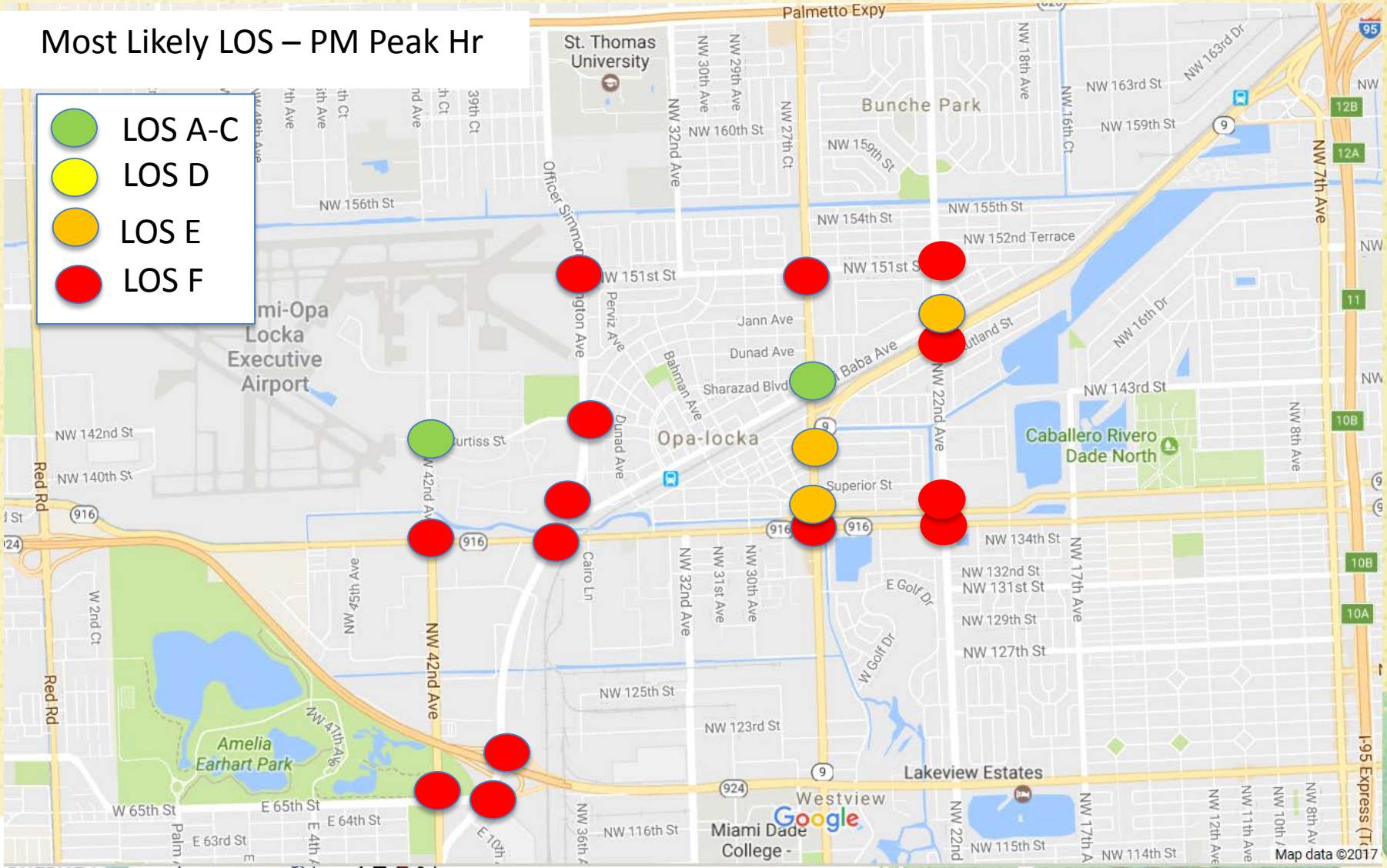
Airport Access Improvements

Map ID	Name	Project ID	Project Type	Description	Location
1	Curtiss St/NW 42nd Ave	1-OPA	Arterial/Collector	Extend left turn storage lane to 1,000 feet on Curtiss St. at WB approach to NW 42nd Ave; close median at Musick St.	Curtiss St. from NW 42nd Ave east 1,000 feet
2	Curtiss St/Douglas Rd	2-OPA	Arterial/Collector	Add additional EB right turn lane at Curtiss St. and Douglas Rd.	Curtiss St. at Douglas Rd
3	Douglas Rd Lanes	3-OPA	Arterial/Collector	Add two additional lanes on Douglas Rd from 135th St. to 157th St.	Douglas Rd from 135th St to 157th St.
4	Douglas Rd Turbo	4-OPA	Arterial/Collector	Add turbo lane for NB traffic along Douglas Rd at Curtiss St.	Douglas Rd South of Curtiss to North of Curtiss
5	NW 42nd Ave/135th St	5-OPA	Arterial/Collector	Add additional SB through lane and exclusive SB right turn lane at NW 42nd Ave and 135th St.	NW 42nd Ave at 135th St.
6	135th St/NW 42nd Ave	6-OPA	Arterial/Collector	Add additional receiving lane WB on 135th St. from NW 42 Ave SB	135th St West of NW 42nd Ave
7	NW 42nd Ave/NW 135th St Access	7-OPA	Arterial/Collector	Reduce access/close driveways along intersection legs of NW 42nd Ave/NW 135th St.	NW 42nd Ave and NW 135th Street within 1000 feet of intersection
8	NW 135th St	8-OPA	Arterial/Collector	Access management along NW 135th St. from NW 42nd Ave and raise median along NW 135th St. east of Douglas Rd to east of railroad to restrict business access	NW 135th St
9	Douglas Rd/NW 135th St Access	9-OPA	Arterial/Collector	Reduce access/close driveways along intersection legs of Douglas Rd/NW 135th St.	Douglas Rd and NW 135th Street within 1000 feet of intersection

Traffic Analysis

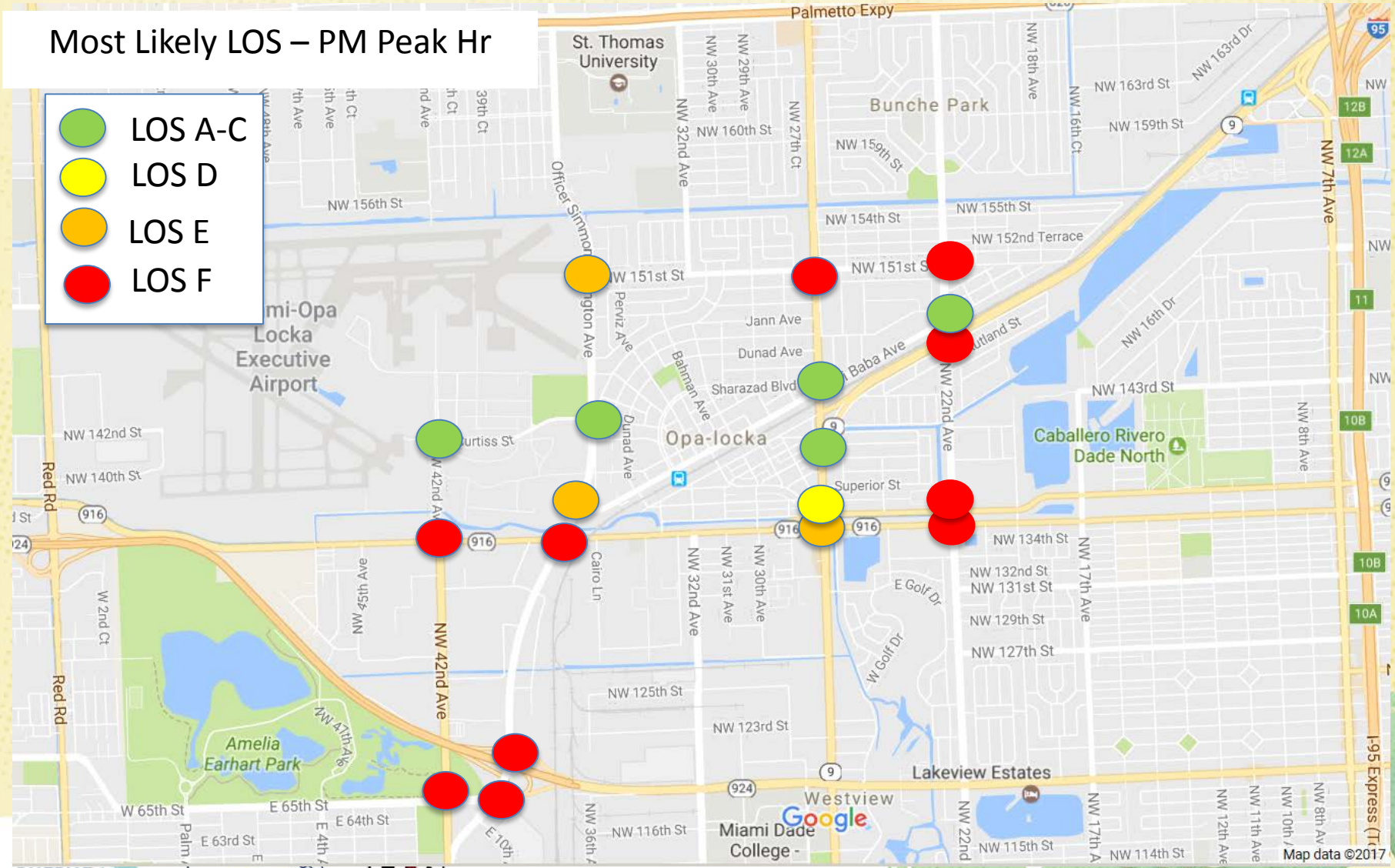
Intersection Assessment – Future (2040)

Most Likely LOS – PM Peak Hr



Traffic Analysis

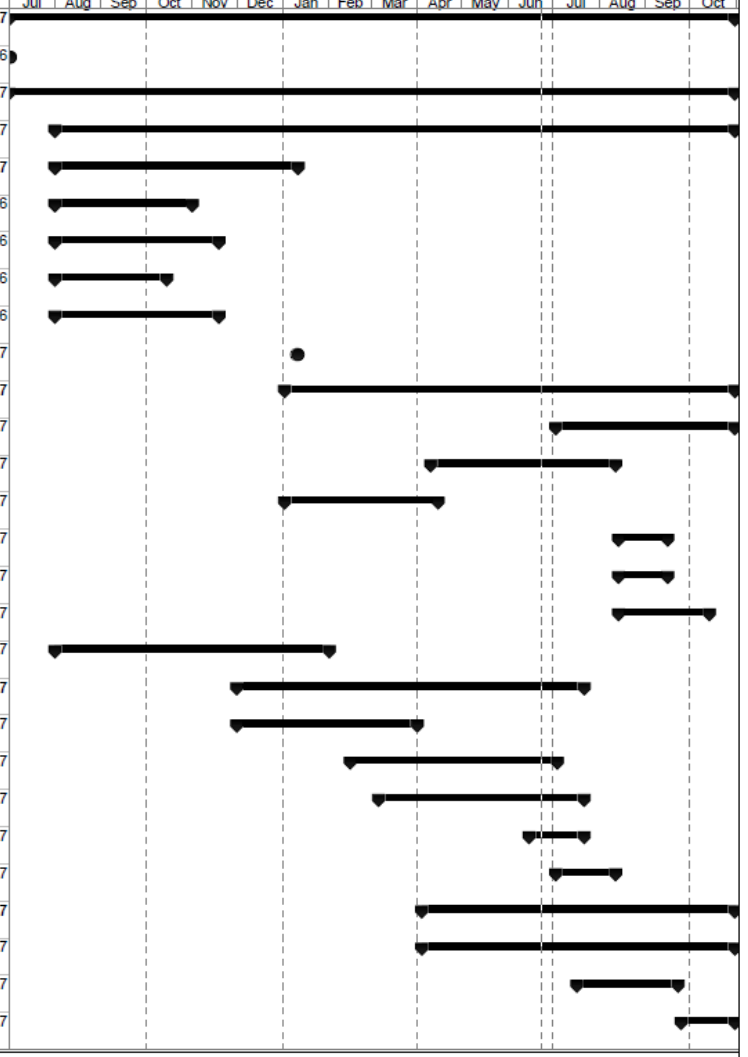
Intersection Assessment – 2040 with Improvements



Next Steps and Schedule

Opa-Locka Freight Plan - FM #435754-3-22-01

ID	Task Name	Duration	Start	Finish
1	**Task 1: Meetings**	**347 days**	**Fri 7/1/16**	**Mon 10/30/17**
2	Task 1.1: Project Kick-Off Meeting	1 day	Fri 7/1/16	Fri 7/1/16
3	Task 1.2: Project Management and Progress Meetings	347 days	Fri 7/1/16	Mon 10/30/17
4	Task 1.3: Key Stakeholders, FTAC, and Agencies Coordination	326 days	Mon 8/1/16	Mon 10/30/17
5	**Task 2: Assessment of Existing Conditions**	**117 days**	**Mon 8/1/16**	**Tue 1/10/17**
6	Task 2.1: Review of Previous and Ongoing Studies	66 days	Mon 8/1/16	Mon 10/31/16
7	Task 2.2: Identify Existing Freight Roadway Infrastructure	80 days	Mon 8/1/16	Fri 11/18/16
8	Task 2.3: Identify Existing Railway Connections	55 days	Mon 8/1/16	Fri 10/14/16
9	Task 2.4: Traffic Data Collection and Analysis	80 days	Mon 8/1/16	Fri 11/18/16
10	Draft Tech Report	1 day	Tue 1/10/17	Tue 1/10/17
11	**Task 3: Programming**	**216 days**	**Mon 1/2/17**	**Mon 10/30/17**
12	Task 3.1: Assess Financial Feasibility and Commitment	86 days	Mon 7/3/17	Mon 10/30/17
13	Task 3.2: Project Location and Logical Termini	90 days	Mon 4/10/17	Fri 8/11/17
14	Task 3.3: Development of Purpose and Need	75 days	Mon 1/2/17	Fri 4/14/17
15	Task 3.4: Enter Project into Environmental Screening Tool	25 days	Mon 8/14/17	Fri 9/15/17
16	Task 3.5: Conduct Programming Screen and Advance Notification (Review Coordination and Distribution)	25 days	Mon 8/14/17	Fri 9/15/17
17	Task 3.6: Publish Final Summary Report	45 days	Mon 8/14/17	Fri 10/13/17
18	Task 4: Mapping	132 days	Mon 8/1/16	Tue 1/31/17
19	**Task 5: Alternatives Analysis**	**167 days**	**Thu 12/1/16**	**Fri 7/21/17**
20	Task 5.1: Conceptual Alternatives Development	87 days	Thu 12/1/16	Fri 3/31/17
21	Task 5.2: Development of Improvement Options	99 days	Wed 2/15/17	Mon 7/3/17
22	Task 5.3: Testing and Analysis of Alternatives	100 days	Mon 3/6/17	Fri 7/21/17
23	Draft Tech Report	27 days	Thu 6/15/17	Fri 7/21/17
24	Task 6: Cost Estimates	30 days	Mon 7/3/17	Fri 8/11/17
25	**Task 7: Recommendations**	**150 days**	**Tue 4/4/17**	**Mon 10/30/17**
26	Task 7.1: Deliverables	150 days	Tue 4/4/17	Mon 10/30/17
27	Draft Tech Report	50 days	Mon 7/17/17	Fri 9/22/17
28	Final Tech Report	26 days	Mon 9/25/17	Mon 10/30/17



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Contacts

City of Opa-locka Freight Implementation Plan

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FDOT District 6
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Michael Williamson
Cambridge Systematics
(954) 331-6113
mwilliamson@camsys.com



PRO MOTION

MOVING FLORIDA FASTER

Miami-Dade FTAC

November 8, 2017

City of Opa-locka Freight Implementation Plan

Financial Management Number: 435754-3-22-01

DISTRICT 6

FDOT

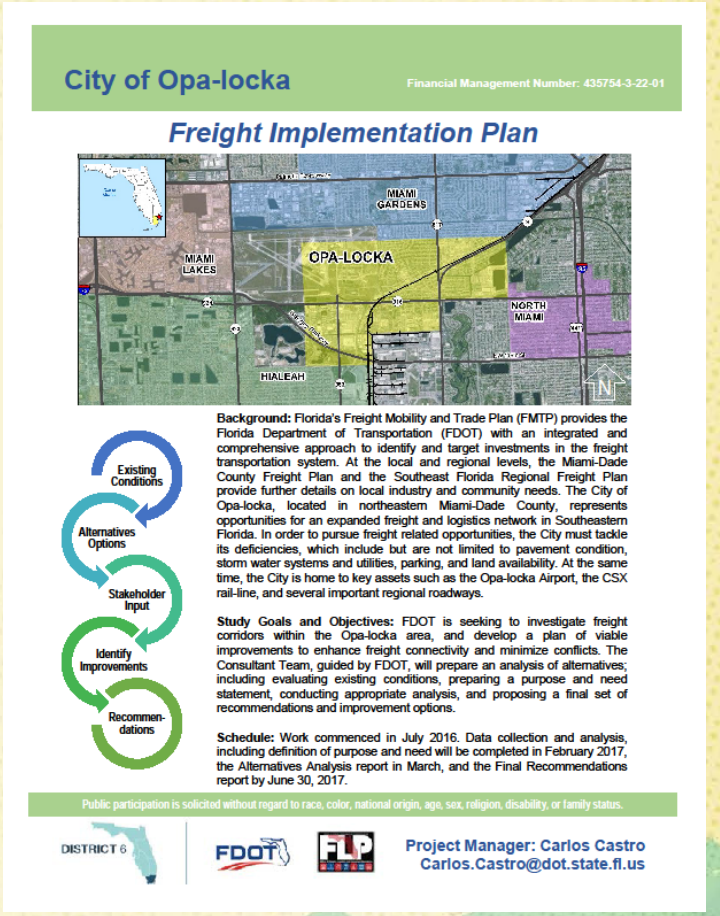
FLP

Agenda

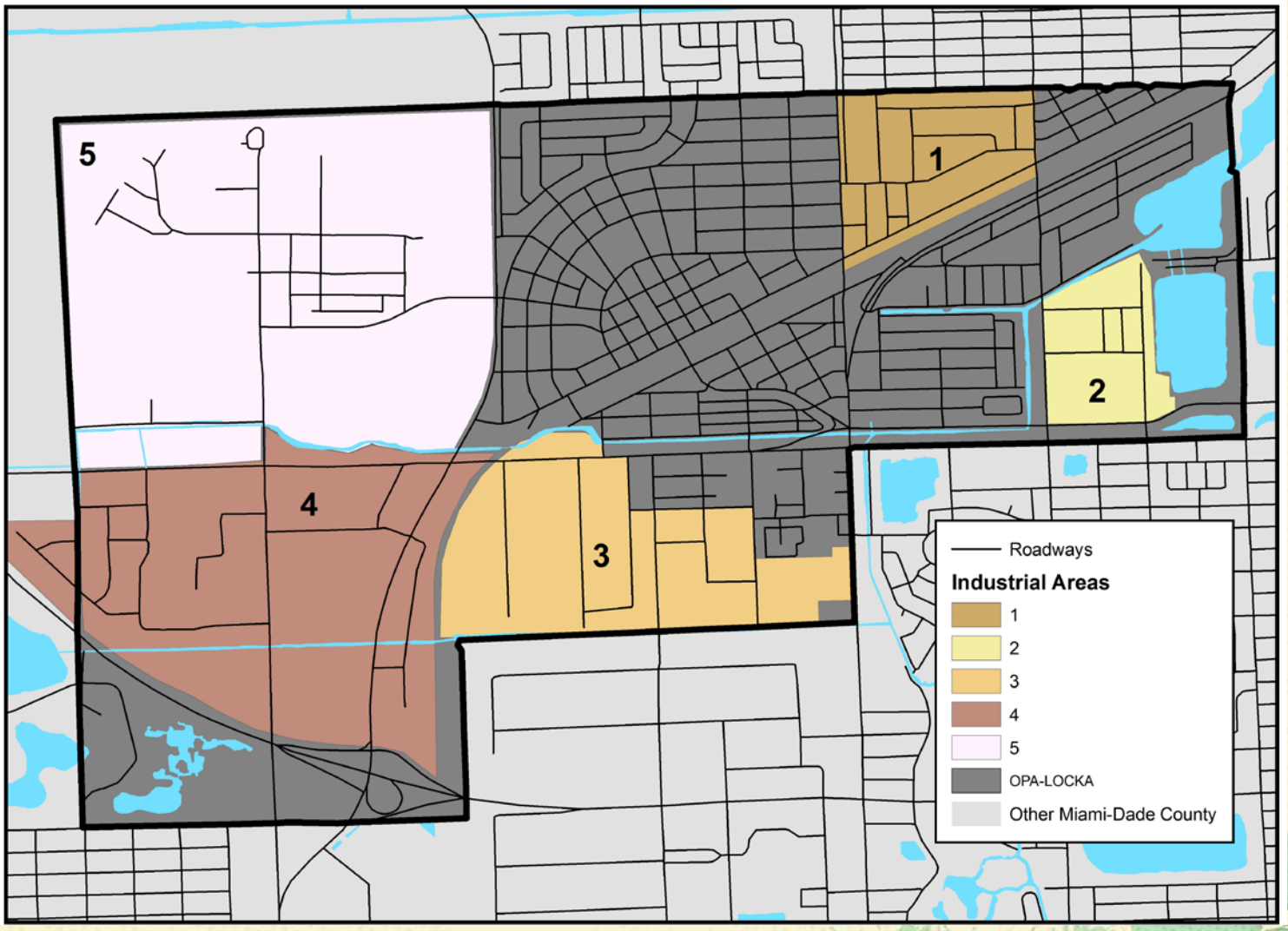
- Study purpose and overview
- Key opportunities and challenges
- Recommended improvements
- Other recommendations
- Questions?

Study Purpose

- Freight Mobility and Trade Plan provides an approach to identify and target freight investments
- Miami-Dade County Freight Plan and the Southeast Florida Regional Freight Plan provide further identification of needs
- City of Opa-locka provides opportunities to expand the regional freight system
- FDOT is seeking to investigate freight corridors within the Opa-locka area, and develop a plan of viable improvements to enhance freight connectivity and minimize conflicts



Five Sub Areas



Issues















Key Opportunities and Challenges

Opportunities	Challenges
• Centralized location for market access	• Dated/obsolete warehouse space
• Efficient roadway connections to regional network	• Poor condition of infrastructure and utilities
• Served by Class I railroad	• Numerous contaminated brownfield sites
• Transit served (bus and rail)	• Limited developable land
• Airport with unused capacity/possibility of expanded aviation operations	• City is bankrupt and has high tax rates
• Established heavy industrial base	• High crime rates
• Amazon fulfillment center will create jobs and could serve as local business incubator	• Community opposition to industrial development
• Workforce development and employment	• Competition from adjacent communities
• Easternmost location for warehouse space	• Congestion/network failure from Amazon related traffic
• Nearly half of city zoned industrial	• Lack of workforce preparedness

Short Term Improvement Projects

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Map ID	Name	Project Cost (000s)	Project Type	Description	Location
1	Curtiss St/NW 42nd Ave	$86	Arterial/Collector	Extend left turn storage lane to 1,000 feet on Curtiss St. at WB approach to NW 42nd Ave; close median at Musick St.	Curtiss St. from NW 42nd Ave east 1,000 feet
2	Curtiss St/Douglas Rd	$145	Arterial/Collector	Add additional EB right turn lane at Curtiss St. and Douglas Rd.	Curtiss St. at Douglas Rd
3	Douglas Rd Lanes	$2,866	Arterial/Collector	Add two additional through lanes on Douglas Rd from 135th St. to 157th St.	Douglas Rd from 135th St to 157th St.
4	Douglas Rd Turbo	Combined with #3	Arterial/Collector	Convert one NB through lane to continuous through lane for NB traffic along Douglas Rd at Curtiss St.	Douglas Rd South of Curtiss to North of Curtiss
5	NW 42nd Ave/135th St	$901	Arterial/Collector	Add additional SB through lane and exclusive SB right turn lane at NW 42nd Ave and 135th St.	NW 42nd Ave at 135th St.
6	135th St/NW 42nd Ave	Combined with #5	Arterial/Collector	Add additional receiving lane WB on 135th St. from NW 42 Ave SB right turn	135th St West of NW 42nd Ave
17	Douglas Rd Signals	$56	Operations	Improve signal coordination along Douglas Rd	Douglas Rd In Opa-locka
18	NW 42nd Ave Signals	$25	Operations	Improve signal coordination along NW 42nd Ave/Le Jeune Rd	NW 42nd Ave in Opa-locka
19	NW 135th St Signals	$113	Operations	Improve signal coordination along NW 135th St.	NW 135th St. In Opa-locka
20	NW 27th Ave Signals	$56	Operations	Improve signal coordination along NW 27th Ave	NW 27th Ave in Opa-locka
21	NW 22nd Ave Signals	$56	Operations	Improve signal coordination along NW 22nd Ave	NW 22nd Ave in Opa-locka
22	EB 135 and NW 27th Ave	$55	Operations	Change EB approach to 1 shared through right + 2 through + 2 left; sign to indicate EB trucks making LT to NB 27th Ave use outer LT lane only; pull back SBLT stop line, add pavement marking to align new EB through and left turn traffic pattern	NW 135th St and NW 27th Ave

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Medium Term Improvement Projects

Map ID	Name	Project Cost (000s)	Project Type	Description	Location
7	NW 42nd Ave/NW 135th St Access	$375	Arterial/Collector	Reduce access/close driveways along intersection legs of NW 42nd Ave/NW 135th St.	NW 42nd Ave and NW 135th Street within 1000 feet of intersection
8	NW 135th St	$21	Arterial/Collector	Access management along NW 135th St. from NW 42nd Ave and raise median along NW 135th St. east of Douglas Rd to east of railroad to restrict business access	NW 135th St
9	Douglas Rd/NW 135th St Access	$125	Arterial/Collector	Reduce access/close driveways along intersection legs of Douglas Rd/NW 135th St.	Douglas Rd and NW 135th Street within 1000 feet of intersection
10	Cairo Ln/NW 127th St	$4,582	Arterial/Collector	Upgrade Cairo Lane; complete and upgrade NW 127th St. from Cairo Lane to NW 32 Ave	Extent of Cairo Ln and NW 127th Street
11	Douglas/Gratigny	$31,250	Arterial/Collector	Improve Le Jeune Rd/Douglas Rd access to/from Gratigny interchange	Douglas Rd/Gratigny Access

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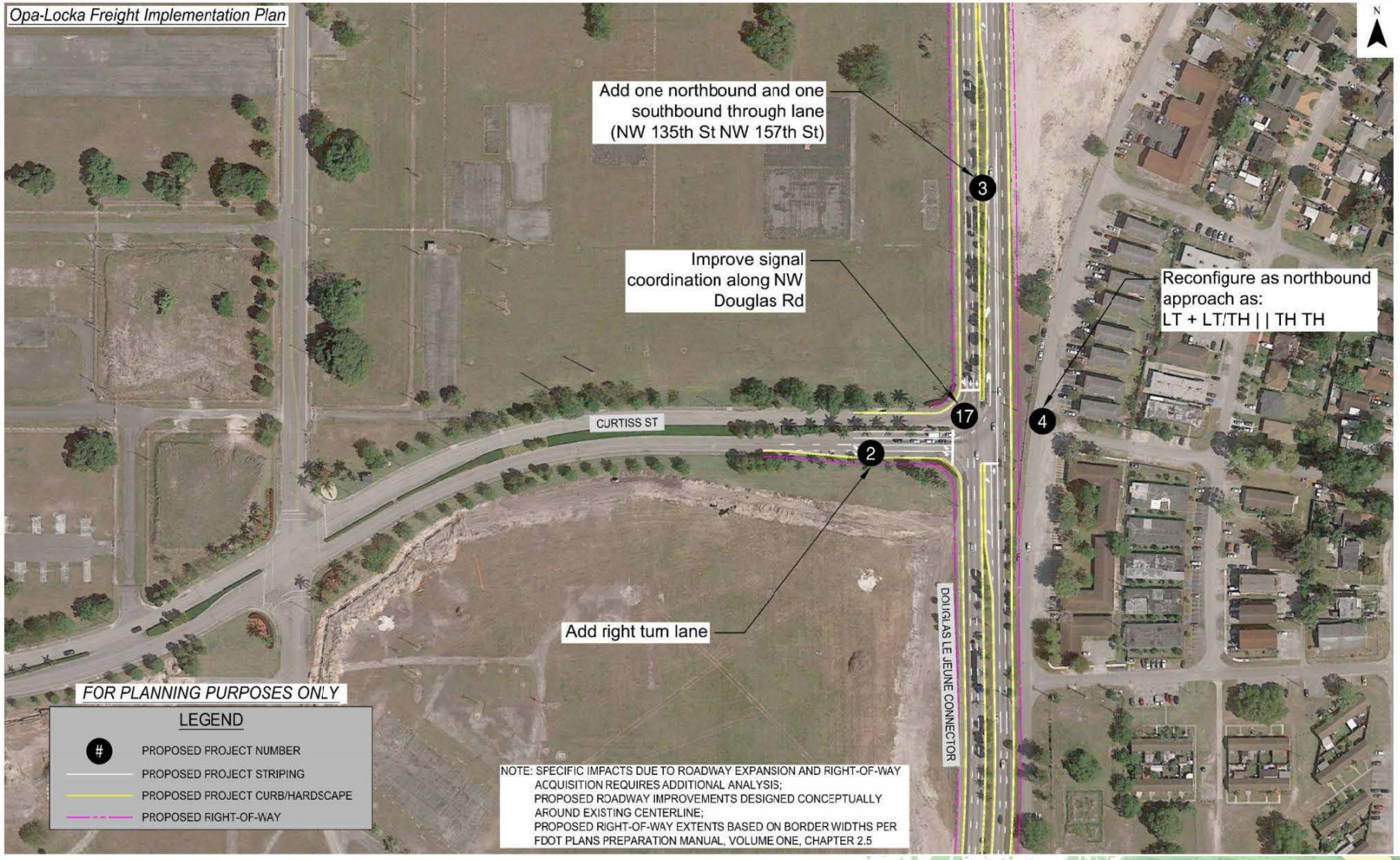
Longer Term Improvement Projects

Map ID	Name	Project Cost (000s)	Project Type	Description	Location
12	NW 27th Ave Lanes	$1,543	Arterial/Collector	Add two additional through lanes on NW 27th Ave from Opa-locka Blvd. to SR-9	NW 27th Ave from Opa-locka Blvd to SR-9
13	SR-9/NW 27th Ave Interchange	$31,250	Arterial/Collector	Reconstruct SR-9/NW 27th Ave interchange (coordinate with SMART corridor project)	SR-9/NW 27th Ave Interchange
14	NW 27th Ave SMART Coordination	$500	Arterial/Collector	Incorporate truck considerations input to SMART NW 27th Ave project	NW 27th Ave in Opa-locka
15	NW 22nd Ave 2 Lanes	$4,828	Arterial/Collector	Add two additional through lanes on NW 22nd Ave from Opa-locka Blvd. to SR-9	NW 22nd Ave from Opa-locka Blvd to SR-9
16	NW 22nd Ave 4 Lanes	$1,960	Arterial/Collector	Add four additional through lanes on NW 22nd Ave from SR-9 to NW 151st St.	NW 22nd Ave from SR-9 to NW 151st St

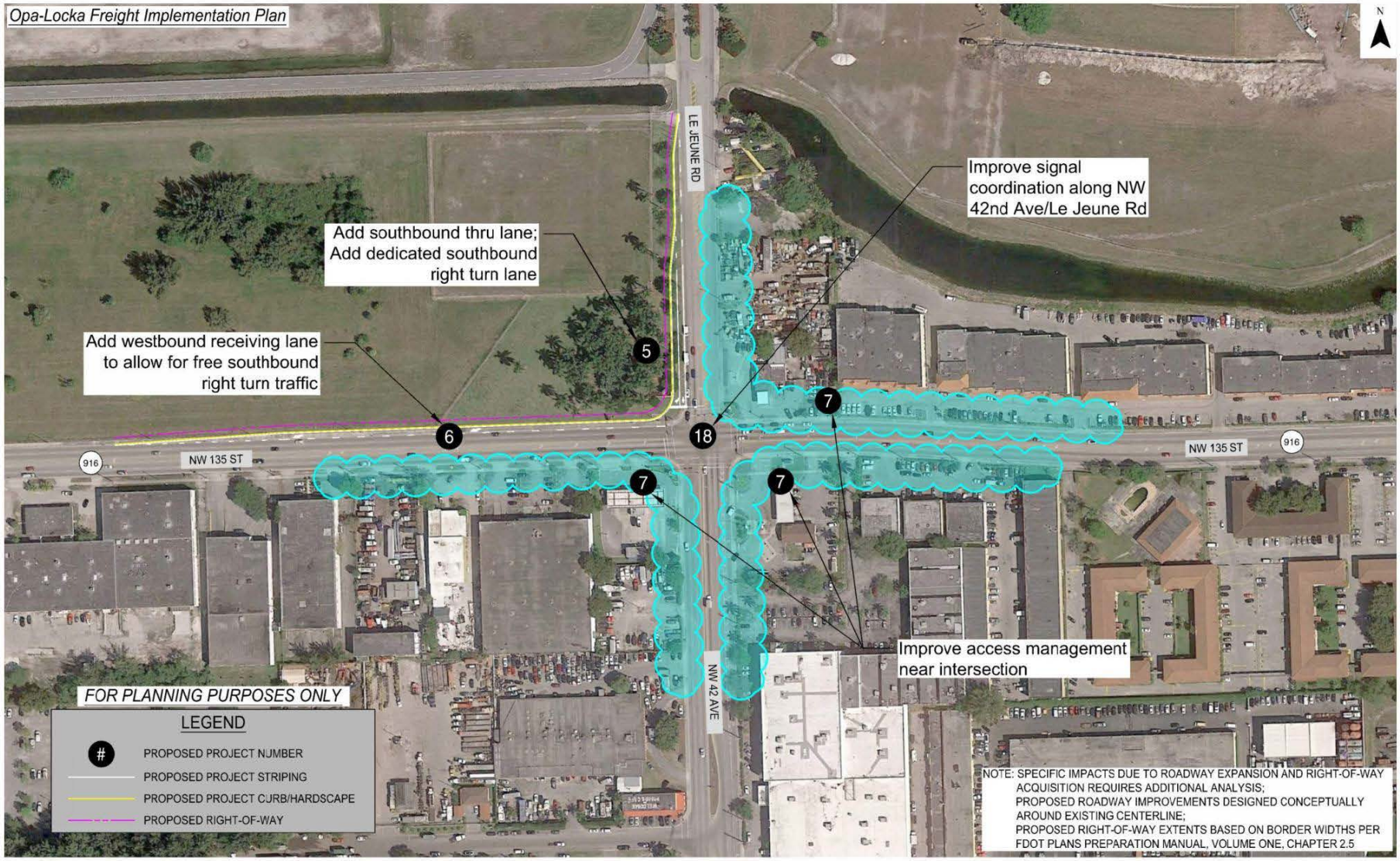
Project Location: 1-OPA



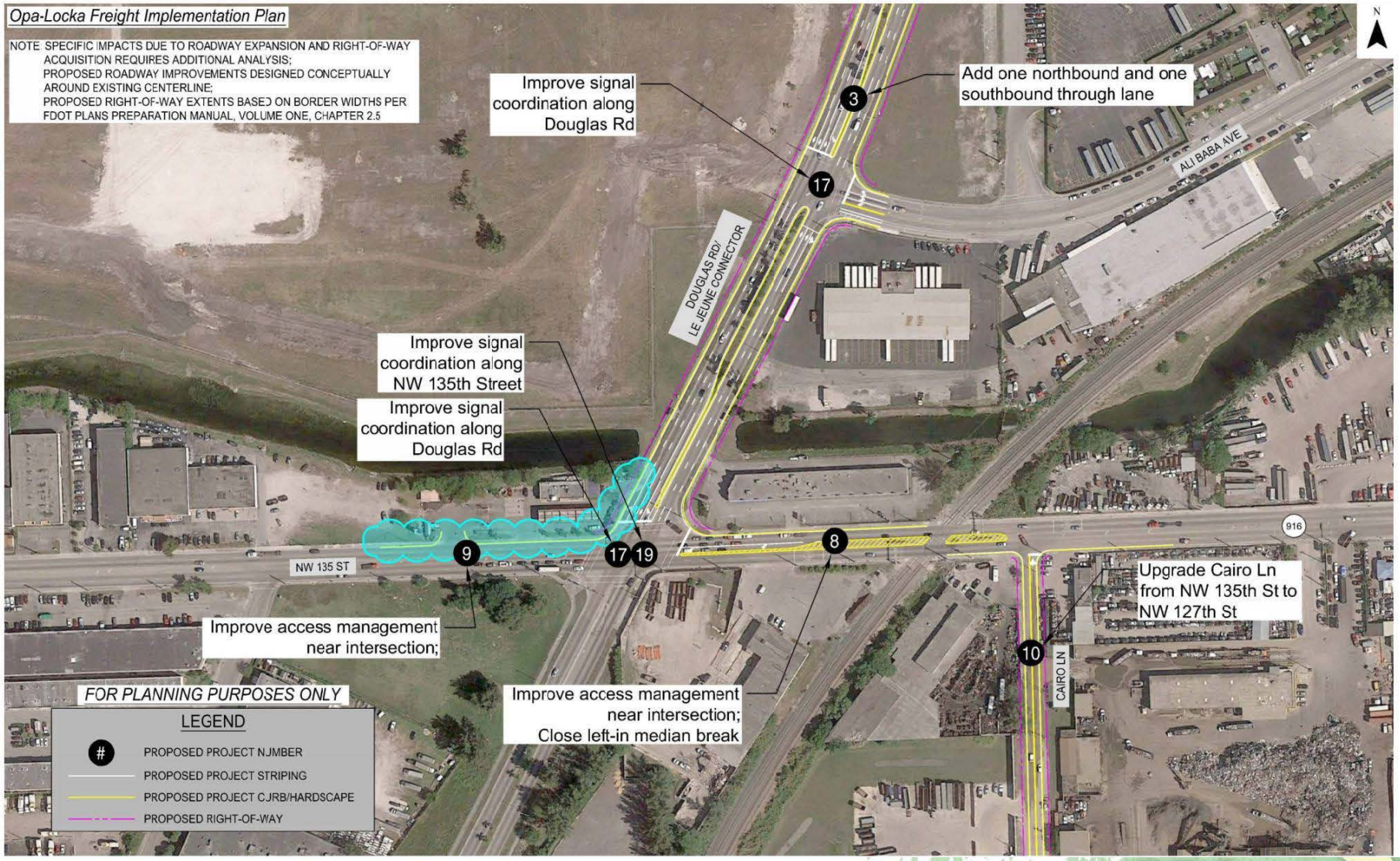
Project Locations: 2-OPA, 3-OPA, 4-OPA, & 17-OPA



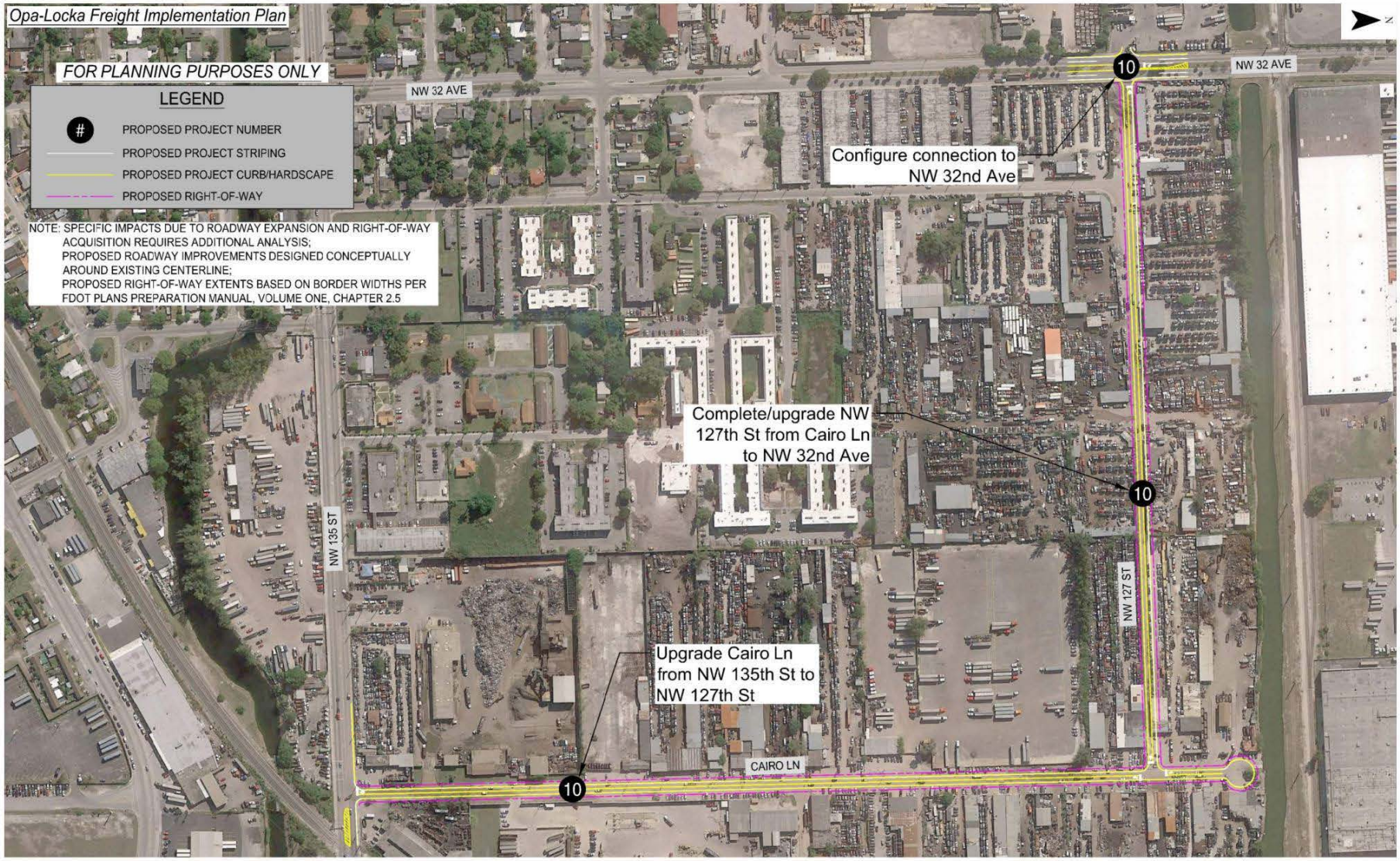
Project Locations: 5-OPA, 6-OPA, 7-OPA & 18-OPA



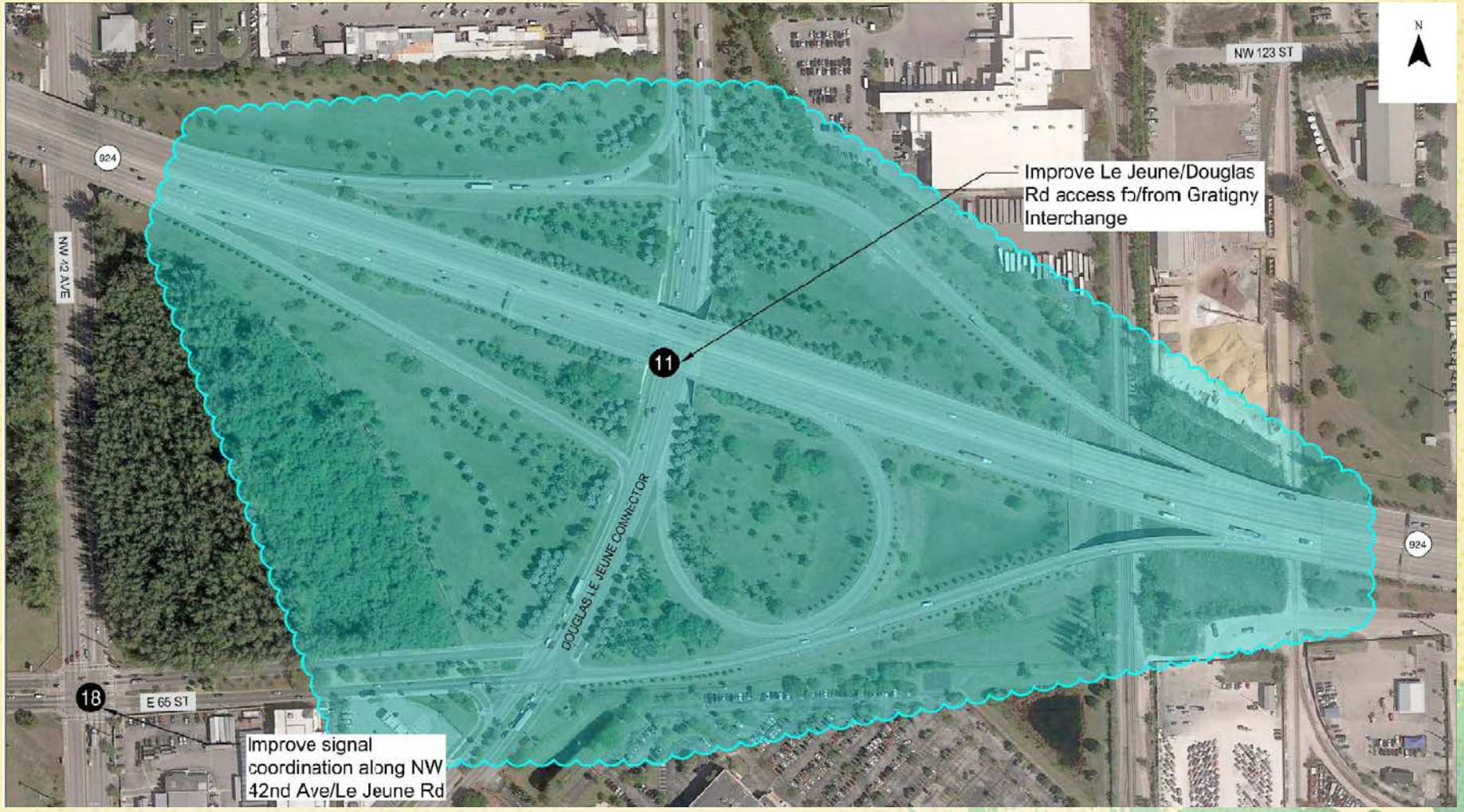
Project Locations: 8-OPA, 9-OPA, 17-OPA & 19-OPA



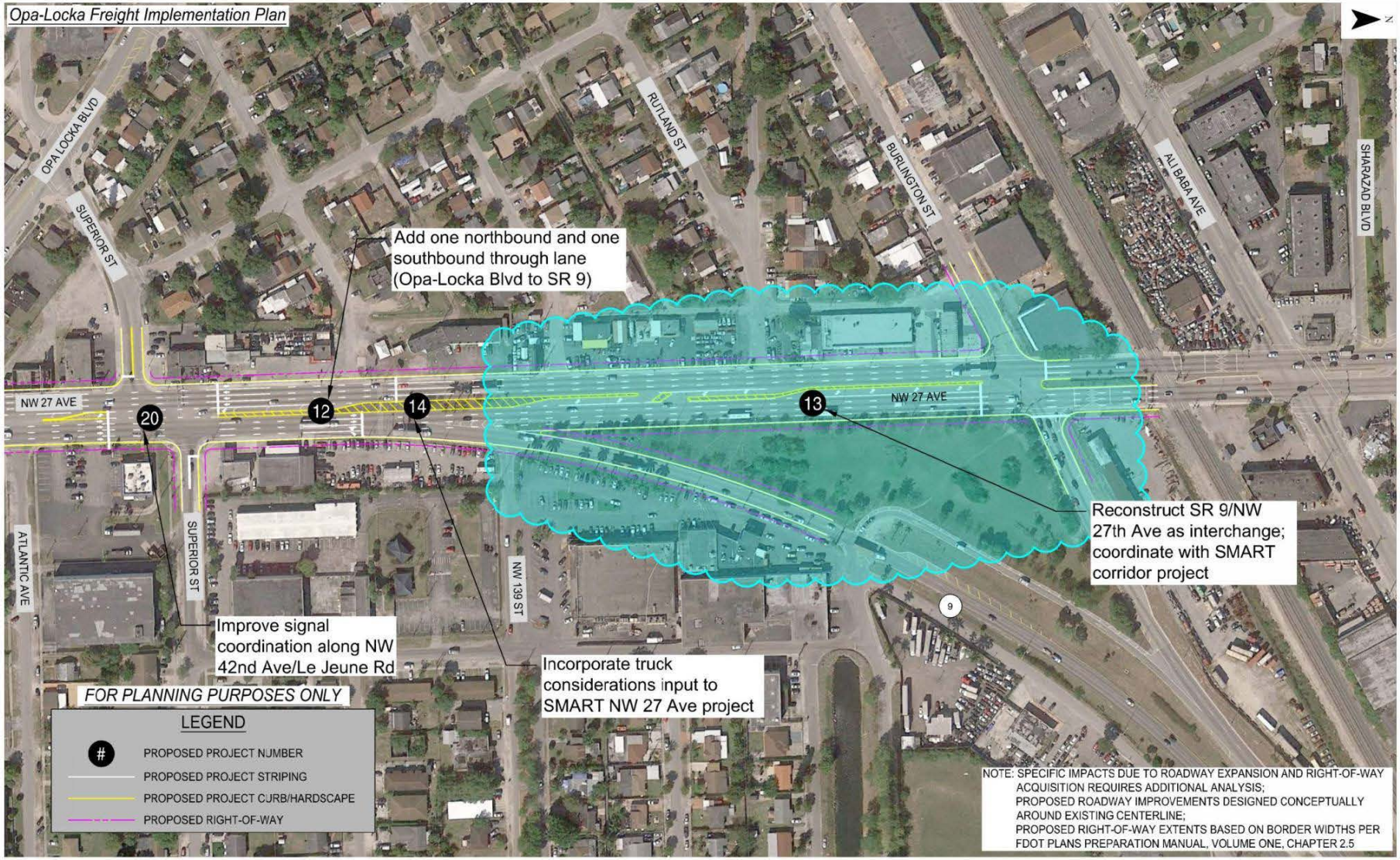
Project Location: 10-OPA



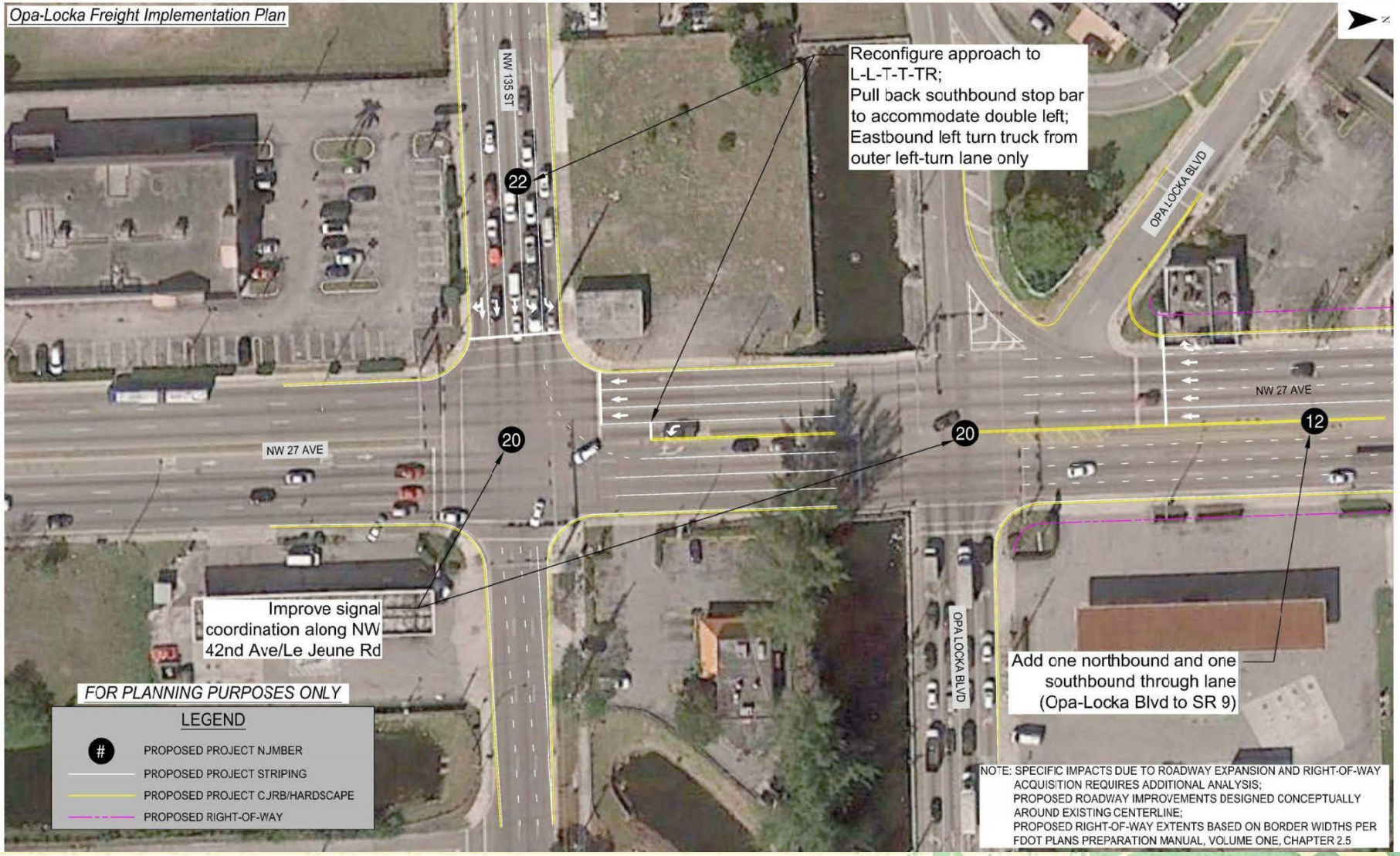
Project Location: 11-OPA



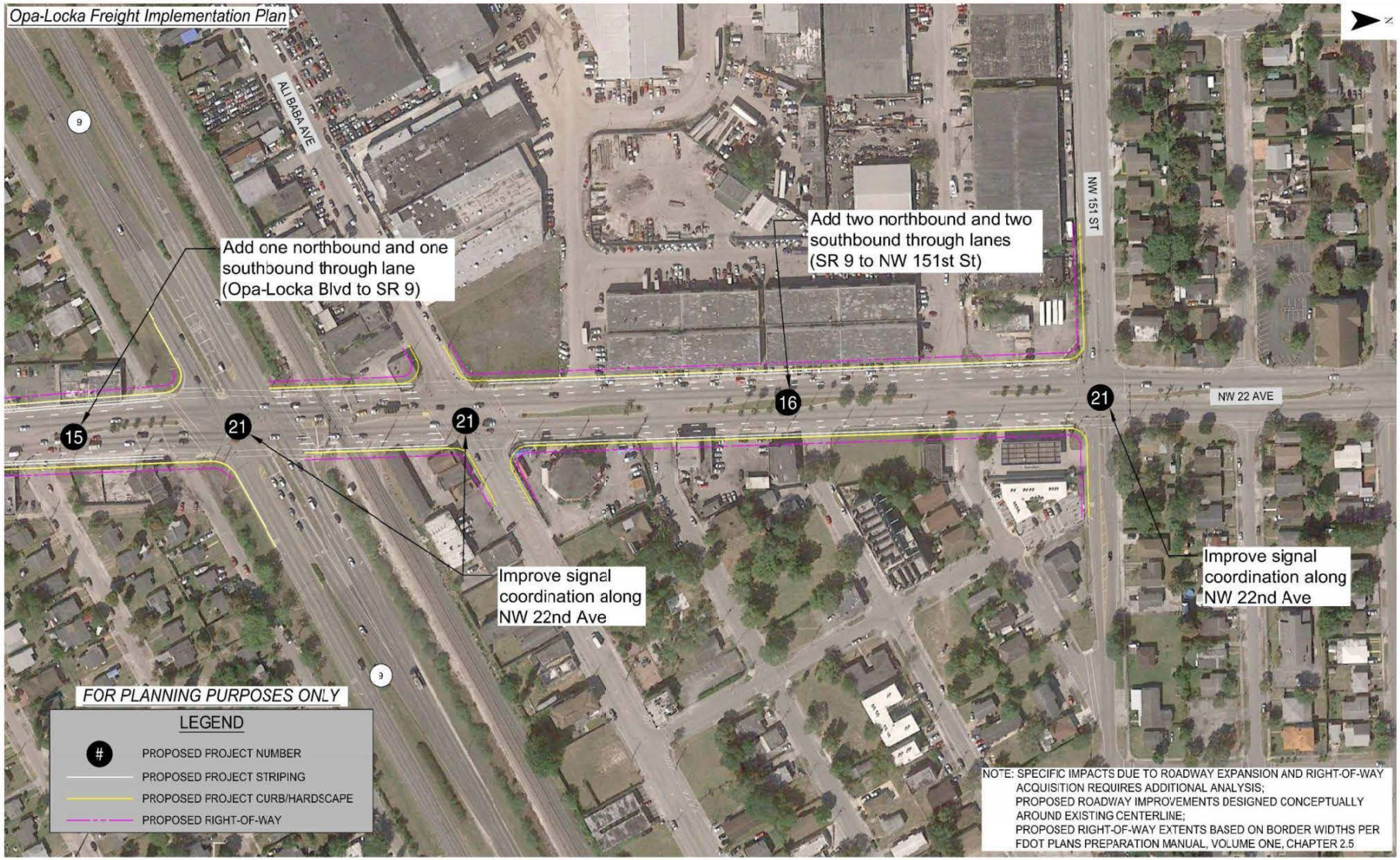
Project Locations: 12-OPA, 13-OPA, 14-OPA, & 20-OPA



Project Locations: 12-OPA and 20-OPA



Project Locations: 15-OPA, 16-OPA, & 21-OPA



Project Locations: 15-OPA and 21-OPA



Other Recommendations

- **Implement security program at designated industrial areas**
  - To support local businesses, attract new businesses, and promote overall economic development, an area-specific security program should be developed
  - This would include characteristics such as improved lighting, additional fencing, controlled access, and increased patrols
- **Develop a designated truck route network**
  - A city-wide truck route program should be developed to ensure trucks have efficient access to origins/destinations while minimizing the impact on the community
  - Program would designate preferred truck routes while also restricting trucks in sensitive communities

Other Recommendations

- **Capitalize on heavy industrial business opportunities**
  - Opa-locka should explore opportunities to grow its heavy industry base within defined areas
- **Investigate innovative opportunities for brownfield redevelopment**
  - City and state should look for opportunities to streamline the process of cleaning and redeveloping properties of this type
  - Could include proposing new innovative approaches, investigating available grant programs, and partnering with private industry

Other Recommendations

- **Expand operating authority of Miami-Opa-locka Executive Airport**
  - Over the medium to longer term, the county should re-visit the feasibility of allowing the airport to compete for and handle passenger and cargo operations as regional reliever to Miami International Airport
- **Incentivize and support new truck parking facilities**
  - City, in partnership with the county and state, should explore opportunities to stimulate investments in truck parking facilities
  - Could entail leasing public lands, and streamlining business application efforts

Other Recommendations

- **Identify, support and promote freight and logistics related workforce development programs**
  - City, in partnership with the county and state, should work with the educational community to provide programs for local residents to stimulate employment opportunities
  - Developments like the Amazon fulfillment center will provide employment for skilled workforce
- **Coordinate with SMART corridor projects to ensure local needs are addressed**
  - City, county and state should coordinate with the SMART program to ensure improvements to North Corridor #4 address truck mobility needs

Other Recommendations

- **Preserve and expand access to rail served properties**
  - City, in partnership with the state (the owner of the SFRC), should work with CSX to preserve, and expand when possible, the limited remaining rail served sites
- **Improve commuter access from Tri-Rail Station to Amazon facility**
  - Improvements to the transit connections should also be considered
  - Could consist of new and improved bike and pedestrian facilities along Ali Baba Avenue and other surround streets from the station to the airport, as well as the reintroduction of a shuttle service

Questions?

Contacts

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