



Public Works Traffic Analysis Comments

Date: 05-15-2026

Subject: Shelton Academy – Phase III

Permit: PLAN-2510-0115

Date Submitted: 05-15-2026

3rd Review

Results of the Review:

Conditional Approval Recommended

The Public Works Department has completed its review of the Traffic Impact Study performed by Langan Engineering and Environmental Services, LLC (LANGAN) for Shelton Academy (9455 NW 40 St Rd) Phase III which will increase enrollment by 400 students for a total enrollment of 1,000 students, with a proposed interim phase of 800 students. The Public Works Department recommends conditional approval with the following information provided below:

- Approval from Miami-Dade County Department of Public Works Traffic Engineering Division school section is required prior to issuance of Final Certificate of Occupancy.

Advisory comments below are necessary during site plan review process and implementation of the project:

- Prior to enrollment exceeding 850 students, Applicant shall perform a traffic signal warrant analysis at the intersection of NW 97th Avenue and NW 38th Street with the analysis subject to review by City of Doral Public Works Department and Miami-Dade County Department of Transportation and Public Works. If required, based on the results of the analysis, the Applicant will design and build a traffic signal at the intersection of NW 97th Avenue and NW 38th Street, subject to obtaining any required County and City approvals. Enrollment cannot surpass 850 students until County and City reviews are completed.
- The school is responsible for the installation of designated school speed zone along NW 40th St and along NW 38th St. The school zone is required to be installed prior to issuance of Final Certificate of Occupancy.
- Any modifications to approved site plan and student enrollment, a revised traffic analysis and updated school TOP is required and approved by MDC.
- Approval is subject to review from City of Doral Public Works Department - Plans Review.
- Compliance with the applicable sections of the City's Land Development Code Chapter 77.
- Implementation of the proposed project dealing with roadway construction work, installation of signage, pavement markings and other needed items shall conform to all applicable requirements, standards and regulations of the latest version of the Manual on Uniform Traffic Control Devices (MUTCD), City of Doral, Miami-Dade County Department of Transportation and Public Works, and Miami-Dade Fire Rescue Department.

TRAFFIC IMPACT STUDY

for

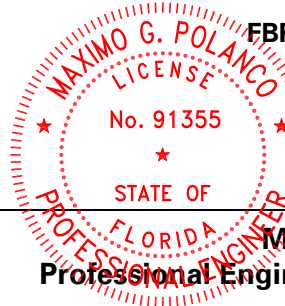
Shelton Academy – Phase III Doral, Florida

Prepared For:

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Prepared By:

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This item has been digitally signed and sealed by Maximo Polanco, PE on the date adjacent to the seal.
Signature must be verified on any electronic copies.

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Eric Schwarz, P.E., LEED AP
Senior Principal

September 2025;
April 2026;
Revised: May 2026

LANGAN

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EXECUTIVE SUMMARY

Langan Engineering and Environmental Services, LLC was retained by Shelton Academy, LLC to prepare a traffic-impact analysis report for the Shelton Academy PreK-12 private school proposed student increase. The school is currently approved for a maximum enrollment of 600-students and is requesting a 400-student increase for a total enrollment of a 1,000-students. This increase will be split into two phases, with the first phase increasing the enrollment to 800-students, followed by the second phase with the full enrollment of 1,000-students. The 3.99-acre site is located on the southeast corner of the curved roadway connection of NW 40th Street Road and NW 38th Street in Doral, Florida.

The study shows that the proposed student increase will not significantly impact the surrounding roadway network with the proposed improvements. In addition, the school will have the capacity to accommodate vehicles within its property during student drop-off and pick-up times and will not cause school traffic to queue onto adjacent streets.

We note that the intersections of NW 97th Avenue at NW 41st and NW 33rd streets are expected to operate beyond the City of Doral's adopted LOS D. Additionally, there is a significant LOS change between future no build and future build (from LOS C to E) at the unsignalized intersection of NW 97th Avenue and NW 38th Street. We optimized the signal timing, without changing the cycle length, of the signalized intersection of NW 41st Street & NW 97th Avenue to mitigate the delays for the movements and approaches that are expected to operate beyond capacity during the morning peak hour, and to improve the overall LOS to operate acceptably. Through the signal timing optimization, some movements are still operating beyond capacity, but the expected delays improve relative to the no build condition. The proposed development will only be adding at most 2.0% of the projected volumes at this intersection, which is below the five percent significance threshold from Miami-Dade County.

We analyzed the intersection of NW 41st Street and NW 97th Avenue with exclusive eastbound and southbound right-turn lanes for the no build and build conditions because a nearby development (Oasis at Doral) has committed to constructing these roadway improvements. In addition, we conducted a signal warrant analysis at the intersection of NW 97th Avenue & NW 38th Street and determined that, based on observed traffic operations and the limited duration of peak demands, signalization is not operationally justified at this time. Instead, to accommodate peak queues occurring during school operations, an extension of the existing southbound left turn and police office control at the intersection is proposed. The recommended police office is to be hired by the applicant for managing traffic at the intersections of NW 97th Avenue at NW 38th Street and NW 40th Street Road for school arrival and dismissal periods.

The school will have a maximum enrollment of 1,000 students with the proposed student increase and will continue providing classes from pre-kindergarten through twelfth grade. The proposed increase in enrollment is expected to generate 308 morning net-new peak-hour trips based on the *Institute of Transportation Engineers (ITE) 11th Edition Trip Generation Manual*. Vehicle accumulation data was collected at the existing Shelton Academy School (surrogate school) to determine the onsite vehicle accumulation of the proposed increase in enrollment at the school. We conducted capacity analyses for the existing, no-build (future without project), and build (future with project) conditions at the following intersections:

- NW 97th Avenue and NW 41st Street (signalized)
- NW 97th Avenue and NW 40th Street Road (unsignalized)
- NW 97th Avenue and NW 38th Street (unsignalized)
- NW 97th Avenue and NW 33rd Street (signalized)

The proposed school can accommodate 114 percent of the onsite vehicle accumulation at both drop-off area with two instructional shifts.

Proposed Improvements / Conditions

To mitigate the proposed school impacts the applicant is proposing the following improvements/conditions.

1. Extend the southbound left-turn lane at the intersection of NW 97th Avenue and NW 38th Street to enhance traffic flow and safety.
2. Employ off-duty police officers to manage traffic at the intersections of NW 97th Avenue at NW 38th Street and NW 40th Street Road. The recommended police offices are to be hired by the applicant for managing traffic at the two intersections for school arrival and dismissal periods.
3. Prior to enrollment exceeding 850 students, the Applicant shall perform a traffic signal warrant analysis at NW 97th Avenue and NW 38th Street. If required, based on the results of the traffic signal warrant analysis, the Applicant will design and build a traffic signal at the intersection of NW 97th Avenue and NW 38th Street, subject to obtaining any required County, and City approvals. Enrollment cannot surpass 850 students until Miami-Dade County's Department of Transportation and Public Works (or successor department) has completed their review and analysis of the traffic signal warrant analysis.

1.0 INTRODUCTION

Langan was retained by Shelton Academy, LLC to prepare a traffic-impact analysis report for the proposed student increase of the approved 600-student Shelton Academy PreK-12 private school into a 1,000-student enrollment private school. This increase will be split into two phases, with the first phase increasing the enrollment to 800-students, followed by the second phase with the full enrollment of 1,000-students. The 3.99-acre site (Folio No. 35-3028-015-0010 and 35-3028-015-0020) is located on the southeast corner of the curved roadway connection of NW 40th Street Road and NW 38th Street in Doral, Florida. The study shows that the proposed student increase will not significantly impact the surrounding roadway network, and the existing roadway network can accommodate the nominal increase in traffic without the need for additional roadway improvements. In addition, the school will have the capacity to accommodate vehicles within its property during student drop-off and pick-up times and will not cause school traffic to queue onto adjacent streets. The intersection capacity analyses show that the study intersections are expected to operate within an acceptable level of service (LOS) during the morning peak hour. We analyzed the intersection of NW 41st Street and NW 97th Avenue with exclusives eastbound and southbound right-turn lanes for the no build and build conditions because a nearby development (Oasis at Doral) has committed to installing these roadway improvements. This report includes a morning peak-hour roadway capacity analysis, a morning and an afternoon vehicle accumulation analysis, and a traffic operation plan following county methodology for school traffic impact analyses.

The Shelton Academy School was originally approved by the City of Doral and Miami-Dade County with an enrollment of 450-students and approved by the city under resolution No. 21-31 and approved by Miami-Dade County under application DR2020010228. In 2024, Miami-Dade County approved a student increase for a maximum enrollment of 600-students under application DR2024003719. The school was approved with the conditions to construct sidewalks along the south side of NW 38th Street and the north side of NW 40th Street Road, and to install school speed zone signs and pavement markings along NW 40th Street Road and NW 38th Street, both of which the school is actively in the process of implementing. The proposed Phase 3 request is to increase the enrollment to 1,000-students with the resubmittal of an updated Traffic Impact Study and Traffic Operations Plan (TOP). **Appendix A** contains the figures of this report. **Figure 1** illustrates the site location. **Appendix B** contains a copy of the site plan that shows the proposed development program and locations of the development's driveways. Appendix B also contains the county and city approvals of the school.

The school's access will remain the same, with one driveway connection to NW 40th Street Road (DW-1) and one driveway connection to NW 38th Street (DW-2). DW-1 provides access to the main Welcome Center, which is the drop-off and pick-up location for PreK through 1st grade as well as the main parking lot for the school. DW-1 operates as a full-access driveway. DW-2 provides access to the southern drop-off/pick-up location serving 2nd through 12th grades as well as parking for teachers and staff. DW-2 operates as a full access driveway. During drop-off/pickup time, DW-1 operates primarily as a left-turn only ingress and right-turn only egress driveway, which is controlled with the help of school personnel and cones. Additionally, during drop-off/pick-up time, DW-2 operates primarily as a right-turn only ingress and left-turn only egress driveway, which is controlled with the help of school personnel and cones. Service vehicles are permitted to use DW-2 and will not operate during drop-off/pick-up times. This report presents the collected traffic data and the traffic impact analysis for this proposed development.

1.1 Study Objective

The study's objectives were to analyze the weekday morning peak-hour LOS of the intersections listed in the traffic methodology and determine the number of instructional shifts that will keep the morning and afternoon vehicle accumulation within the school's property.

1.2 Study Methodology and Study Area

Langan undertook the following steps to prepare this study in accordance with the standard methodology developed by Miami-Dade County Traffic Engineering Division as well as the methodology reviewed and approved by the City of Doral.

- Collected traffic volumes from 7:00 to 9:00 AM at the following intersections (study intersections):
 - NW 97th Avenue and NW 41st Street (signalized)
 - NW 97th Avenue and NW 40th Street Road (unsignalized)
 - NW 97th Avenue and NW 38th Street (unsignalized)
 - NW 97th Avenue and NW 33rd Street (signalized)
- Identified the existing weekday morning peak-hour roadway traffic volumes based on the collected data.
- Prepared morning and afternoon vehicle-accumulation data collected at the existing Shelton Academy (surrogate school) at 9455 NW 40th Street Road, Doral, FL 33178.
- Calculated a growth rate for background traffic by using the highest growth rate calculated between FDOT historical data from traffic-count stations near the project, and from

comparing 2015 to 2045 SERPM Traffic Volume growth rates. A growth rate of 0.50% was used since the ten-year linear trend yielded the highest growth rate of 0.44%.

- Prepared trip-generation estimates for the proposed development, based on accepted trip-generation rates developed by the Institute of Transportation Engineers (ITE).
- Developed trip-distribution estimates for the project, based on the cardinal distribution for the corresponding Traffic Analysis Zone of the Miami-Dade County 2045 Long Range Transportation Plan (LRTP). A computer program used to develop the *2045 LRTP Directional Distribution Report* generates directional distributions for each TAZ for the eight secondary-intercardinal directions (NNE; ENE; ESE; SSE; SSW; WSW; WNW; NNW).
- Assigned site-generated trips to the existing roadway network based on the estimated distribution, existing driveway volumes, and likely travel routes motorists will use to and from the site.
- Developed 2028 build traffic volumes by adding site-generated trips to the no-build traffic volumes.
- Analyzed the intersection capacity for the weekday morning peak hours using Synchro software.
- Used the vehicle accumulation data collected at the existing school to develop morning and afternoon vehicle accumulation estimates for the proposed school.
- Prepared a traffic operations plan.

Performed a traffic signal warrant analysis at the intersection of NW 97th Avenue and NW 38th Street using observed traffic volumes and operational conditions during school-related peak periods.

Appendix C contains a copy of the submitted methodology. This report presents the database collected by Langan and the traffic analysis for this development.

1.3 School Traffic Operations

As previously stated, the site's access will remain the same, with one driveway connection to NW 40th Street Road (DW-1) and one driveway connection to NW 38th Street (DW-2). The existing school operates with two instructional arrival shifts, where 2nd through 12th grade arrive at 8:00 AM through the south driveway that connects to NW 38th Street (DW-2), and PreK through 1st grade arrive at 8:15 AM through the welcome center driveway (DW-1). The school also operates with two instructional dismissal shifts: at 2:30 PM 2nd through 12th graders are dismissed through the south exit of the school which leads to the south driveway connection to NW 38th Street and at 3:00 PM Pre-K through 1st grade are dismissed at the welcome center driveway. As directed

by Miami Dade-County Traffic Engineering Division, the school operations with the proposed student increase must stagger the shifts by 30-minutes. As such, with the 1,000-student enrollment, the operations will be adjusted for PreK through 5th grade to arrive at 8:15 AM and dismiss at 3:00 PM; and 6th through 12th grades will arrive at 7:45 AM and dismiss at 2:30 PM.

We prepared two different traffic operation plans for the school with a proposed enrollment of 800 students and a proposed enrollment of 1,00 students. For both scenarios, DW-1 provides access to the main Welcome Center, which is the drop-off and pick-up location for PreK through 1st grade as well as the main parking lot for the school. DW-1 operates as a full-access driveway, but during arrival and dismissal periods, the driveway will primarily operate as an ingress left-turn and egress right-turn only driveway for parents that intend to pick-up/drop-off students. The passenger vehicle drop-off and pick-up operation will be located near the exit of the existing school (Welcome Center) with a dedicated stacking area for safe arrival and departure. Under the 800-student enrollment, DW-1 will provide access to the proposed surface parking lot, queuing area, and drop-off zone. For the 1,000-student enrollment, DW-1 will also provide access to a new on-site parking garage, which will accommodate additional parking needs and offer expanded on-site queuing capacity, if needed.

For both enrollment scenarios, DW-2 provides access to the southern drop-off/pick-up location serving 2nd through 12th grades as well as parking for teachers and staff. DW-2 operates as a full access driveway, but during arrival and dismissal periods, the driveway will primarily operate as an ingress right-turn and egress left-turn only driveway for parents that intend to pick-up/drop-off students. The passenger vehicle drop-off and pick-up operation will be located on the west side of the school's soccer field of the existing school with a dedicated stacking area for safe arrival and departure. School staff will assist at the stacking areas and will guide traffic during pick-up and drop-off times. Service vehicles are permitted to use DW-2 and will not operate during drop-off/pick-up times. **Appendix D** contains the traffic-operation plans for both enrollments' scenarios of the proposed school.

2.0 EXISTING CONDITIONS

2.1 Data Collection

Langan collected traffic volume and field data to analyze the current traffic conditions of the study intersections.

2.1.1 Roadway Characteristics

Langan visited the intersections to collect lane configurations and traffic-control data. **Figure 2** shows the lane configurations for each of the study intersections. A summary of the roadway characteristics is provided below. Roadway classifications and adopted LOS standards are based on the Miami-Dade County and City of Doral comprehensive master plans. The maximum adopted LOS for roadways and intersections is LOS D.

NW 97th Avenue

NW 97th Avenue is a four-lane, divided, north-south, county-maintained major collector roadway with a 40 MPH posted speed limit.

NW 41st Street

NW 41st Street is a six-lane, divided, east-west, county-maintained principal arterial with a 40 MPH posted speed limit.

NW 40th Street Road

NW 40th Street Road is a two-lane, undivided, east-west, city-maintained local roadway with a 30 MPH posted speed limit with a two-way left-turn lane.

NW 38th Street

NW 38th Street is a two-lane, undivided, east-west, city-maintained local roadway with a 30 MPH posted speed limit with a two-way left-turn lane.

NW 33rd Street

NW 33rd Street is a four-lane, divided, east-west, city-maintained major collector roadway with a 35 MPH posted speed limit.

2.1.2 Traffic Counts

Traffic-volume data was collected on Wednesday May 14, 2025, and Tuesday, May 20, 2025, from 7 to 9 AM at each of the study intersections. We collected data at four intersections while

schools were in regular sessions based on the county-accepted methodology. We applied two different peak seasonal factors based on FDOT's peak season factor category report for North Miami-Dade County to convert collected volumes to 2025 peak-season volumes. We applied a peak seasonal factor of 1.07 for the data collected on May 14th and 1.08 for May 20th. We compared the data of each intersection and determined that the morning network peak hour occurs between 7:30 AM and 8:30 AM. However, to provide a conservative analysis, we used the peak hour for each individual intersection. **Figure 3** illustrates the existing weekday morning peak-hour traffic volumes. **Appendix E** contains the traffic data and seasonal adjustment factors.

2.2 Intersection Analysis

We conducted intersection capacity analyses and found that all study intersections are operating within an acceptable LOS during the morning peak hour. However, the intersections of NW 97th Avenue at NW 41st and NW 33rd streets operate beyond the City of Doral's adopted LOS D. Capacity analyses indicate the adequacy of road facilities to serve traffic demand. The evaluation criteria used to analyze the study-area intersections are based on methodologies in the Highway Capacity Manual 7th Edition published by the Transportation Research Board, as applied by the latest version of the Synchro software. **Table 1** summarizes the existing conditions analysis and shows the overall delay for the signalized intersections. **Appendix F** contains the intersection volume spreadsheets; **Appendix G** contains the capacity analysis reports of the intersections.

Table 1 - 2025 Existing Intersection Capacity Analysis Summary

Location	Time	Level of Service ^[1]							
		(1) NW 41 Street & NW 97 Avenue		(2) NW 97 Avenue & NW 40 Street Rd		(3) NW 97 Avenue & NW 38 Street		(4) NW 97 Avenue & NW 33 Street	
		Signalized		Unsignalized		Unsignalized		Signalized	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	AM	F	88.9					D	41.4
EBT	AM	E	58.8					F	97.0
EBR	AM	E	68.5					F	97.2
EB Approach	AM	E	63.1					F	93.9
WBL	AM	F	124.7					F	82.6
WBT	AM	C	31.2					D	48.9
WBR	AM	C	32.2					D	49.1
WB Approach	AM	D	49.6	B	14.8	C	19.2	D	54.8
NBL	AM	F	93.3					C	28.2
NBT	AM	F	158.1					D	42.1
NBR	AM	F	164.2					D	42.5
NB Approach	AM	F	148.3					D	40.8
SBL	AM	F	121.3					F	93.7
SBT	AM	F	81.8					D	37.9
SBR	AM	F	81.5					D	37.9
SB Approach	AM	F	96.6					D	51.5
Overall	AM	E	80.0					E	61.6

[1] Delay is average delay per vehicle in seconds

[2] Approach operates under Free-flow conditions

3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS

We reviewed the Transportation Planning Organization's Transportation Improvement Program (2025 through 2029), the county Long Range Transportation Plan (2050), and the FDOT Five Year Work Program (2025 through 2029) and found that there are no planned roadway improvements near the property that impact the study intersections.

We reviewed the Transportation Improvements from the latest adopted City Transportation Master Plan and found the following improvements adjacent to the site:

- At the intersections of NW 97th Avenue at NW 41st and NW 33^d streets, there are plans to construct special emphasis crosswalk markings on all legs of the intersections, as well as upgrade the signal heads with retroreflective borders for improved visibility. Additionally, there are plans for a new 10-foot asphalt side path along the western side of NW 97th Avenue to operate as a shared-use path for bikes and pedestrians.
- Crosswalk enhancements are also planned along NW 40th Street Road and NW 38th Street along NW 97th Avenue, which are part of the corridor safety upgrade program.

We note that these improvements will not impact the traffic operations of the analysis. Appendix E contains excerpts from the City Transportation Master Plan.

However, the recently approved Oasis at Doral development which is located at the southwest corner of the intersection of NW 41st Street and NW 97th Avenue has committed to constructing an exclusive eastbound and southbound right-turn lane. These improvements were incorporated for the no build and build conditions.

In addition, the developer is proposing an extension of the existing southbound left turn at NW 97th Avenue and NW 38th Street to accommodate peak queues occurring during the arrival/dismissal periods.

4.0 NO-BUILD CONDITIONS

This section of the report covers background traffic growth and future traffic volumes used to evaluate the no-build conditions. The no-build conditions evaluate future traffic volumes without the impacts of the proposed school.

4.1 Background Traffic

Background traffic volumes account for annual increases in traffic from approved and unbuilt land-development projects and historical increases in traffic volumes. The proposed school should be completed by the end of 2028. We developed 2028 no-build traffic volumes by applying a compounded growth rate to the 2025 volumes and by adding traffic from one proposed development (Oasis at Doral) as committed development. We conservatively used a 0.5% annual growth-rate factor, based on FDOT historical traffic volumes, to develop future background volumes as the highest calculated growth rate yielded value of 0.44%. **Figure 4** illustrates the 2028 no-build traffic volumes. Appendix D contains the FDOT historical traffic volumes and growth-rate calculation. **Appendix H** contains excerpts from the traffic report of the committed development.

4.2 Intersection Analysis

We conducted intersection capacity analyses for the no-build conditions and found that all study intersections are expected to operate within an acceptable LOS during the morning peak hour. However, the intersections of NW 97th Avenue at NW 41st and NW 33rd streets are expected to operate beyond the City of Doral's adopted LOS D. We analyzed the intersection of NW 41st Street and NW 97th Avenue with an exclusive eastbound right-turn lane and an exclusive southbound right-turn lane for the no build conditions because a nearby development (Oasis at Doral) has committed to installing these roadway improvements. **Table 2** summarizes the results of the 2028 no-build conditions analysis. Appendix G contains the capacity analysis worksheets.

Table 2 - 2028 No Build Intersection Capacity Analysis Summary

Location	Time	Level of Service ^[1]							
		(1) NW 41 Street & NW 97 Avenue		(2) NW 97 Avenue & NW 40 Street Rd		(3) NW 97 Avenue & NW 38 Street		(4) NW 97 Avenue & NW 33 Street	
		Signalized		Unsignalized		Unsignalized		Signalized	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	AM	F	88.1					D	41.4
EBT	AM	D	49.0					F	102.0
EBR	AM	D	36.5					F	102.3
EB Approach	AM	D	49.2					F	98.4
WBL	AM	F	129.4					F	90.1
WBT	AM	C	32.7					D	49.7
WBR	AM	C	33.8					D	50.0
WB Approach	AM	D	51.4	C	15.4	C	20.7	E	56.8
NBL	AM	F	93.2					C	31.2
NBT	AM	F	166.0					D	42.8
NBR	AM	F	172.0					D	43.2
NB Approach	AM	F	154.7					D	41.8
SBL	AM	F	127.4					F	110.9
SBT	AM	E	70.0					E	62.8
SBR	AM	D	51.5					E	62.8
SB Approach	AM	F	90.5					E	74.2
Overall	AM	E	74.0					E	69.8

[1] Delay is average delay per vehicle in seconds

[2] Approach operates under Free-flow conditions

5.0 BUILD CONDITIONS

This section of the report covers site-generated trips, trip distribution, and future traffic volumes used to evaluate the build conditions. The analysis of the build conditions evaluates the future traffic volumes for the anticipated build-out year of the school by adding its traffic to the 2028 no-build volumes.

5.1 School Traffic

5.1.1 Site Access

The site's access will remain the same, with one driveway connection to NW 40th Street Road (DW-1) and one driveway connection to NW 38th Street (DW-2). DW-1 provides access to the main Welcome Center, which is the drop-off and pick-up location for PreK through 1st grade as well as the main parking lot for the school. DW-1 operates as a full-access driveway, but during arrival and dismissal periods, the driveway will primarily operate as an ingress left-turn and egress right-turn only driveway for parents that intend to pick-up/drop-off students. DW-2 provides access to the southern drop-off/pick-up location serving 2nd through 12th grades as well as parking for teachers and staff. DW-2 operates as a full access driveway, but during arrival and dismissal periods, the driveway will primarily operate as an ingress right-turn and egress left-turn only driveway for parents that intend to pick-up/drop-off students. Service vehicles are permitted to DW-2 and will not operate during drop-off/pick-up times.

5.1.2 Trip Generation

The proposed school student increase is expected to generate 308 net-new morning peak-hour trips based on equations from the 11th Edition of the ITE *Trip Generation Manual*. **Table 3** summarizes the results of the trip-generation estimates. **Appendix H** includes the trip-generation data.

Table 3 - Trip Generation Estimates

Use	ITE Code	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Existing Uses									
Private School (K-12)	532	600 Students	1,488	300	176	476	44	58	102
Proposed Uses									
Private School (K-12)	532	1,000 Students	2,480	494	290	784	73	97	170
Net New Trips			992	194	114	308	29	39	68

5.1.3 Trip Distribution

We estimated project trip distributions based on the cardinal distribution for Traffic Analysis Zone 726 of the Miami-Dade County 2045 Transportation Model, as well as from the traffic data collected at the existing school driveways. **Table 4** below shows the interpolated cardinal distribution based on the 2028 build-out year. **Figure 5** shows the project traffic distribution at each of the study intersections. **Figure 6** shows project trip assignments. The proposed school is expected to serve the surrounding residential neighborhood area, but to provide a conservative analysis, the traffic assignment assumed that traffic would come from within and outside the area.

Table 4 - Cardinal Distribution

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	16.20%	11.10%	18.80%	15.20%	15.60%	9.60%	5.40%	8.20%
2045	15.20%	13.50%	19.60%	14.30%	15.20%	10.30%	4.10%	7.90%
2028	15.77%	12.14%	19.15%	14.81%	15.43%	9.90%	4.84%	8.07%

5.2 Intersection Analysis

We developed 2028 build traffic volumes by adding the total site-generated trips to the 2028 no-build traffic volumes. **Figure 7** illustrates the 2028 build morning peak-hour traffic volumes. Intersection capacity analyses were conducted for the build condition, and we found that the signalized intersections are expected to operate within an acceptable LOS during the morning peak hours except for the intersection of NW 41st Street & NW 97th Avenue which is expected to operate beyond its LOS during the morning peak hour.

We optimized the signal timing, without changing the cycle length, of the signalized intersection of NW 41st Street & NW 97th Avenue to mitigate the delays for the movements and approaches that are expected to operate beyond capacity during the morning peak hour, and to improve the overall LOS to operate acceptably. Through the signal timing optimization, some movements are still operating beyond capacity, but the expected delays improve relative to the no build condition. The proposed development will only be adding at most 2.0% of the projected volumes at this intersection, which is below the five percent significance threshold. As such, the development should not be responsible for mitigating the expected failures beyond signal timing optimization because it is not significantly impacting the intersection.

Additionally, we optimized the signal timing, without changing the cycle length, of the intersection of NW 97th Avenue and NW 33rd Street to mitigate the delay for the movements and approaches that are expected to operate beyond capacity during the morning peak hours.

The stop-controlled approaches of the stop-sign controlled intersections are expected to operate within their adopted LOS during the morning peak hour periods. However, the intersections of NW 97th Avenue at NW 41st, NW 38th, and NW 33rd streets are expected to operate beyond the City of Doral’s adopted LOS D. **Table 5** below summarizes the 2028 build LOS for the morning peak hour. Appendix G contains the capacity analysis reports.

Table 5 - 2028 Build Intersection Capacity Analysis Summary

Location	Time	Level of Service ^[1]											
		(1) NW 41 Street & NW 97 Avenue		(1) NW 41 Street & NW 97 Avenue ^[3]		(2) NW 97 Avenue & NW 40 Street Rd		(3) NW 97 Avenue & NW 38 Street		(4) NW 97 Avenue & NW 33 Street		NW 97 Avenue & NW 33 Street ^[3]	
		Signalized		Signalized		Unsignalized		Unsignalized		Signalized		Signalized	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	AM	F	88.1	F	88.0					D	41.7	D	38.8
EBT	AM	D	49.0	E	73.2					F	102.0	E	79.4
EBR	AM	D	36.9	D	46.3					F	102.3	E	79.7
EB Approach	AM	D	49.2	E	70.2					F	97.4	E	76.4
WBL	AM	F	153.7	F	115.5					F	90.1	E	68.1
WBT	AM	C	32.7	D	39.8					D	52.2	D	48.1
WBR	AM	C	33.8	D	41.5					D	52.6	D	48.4
WB Approach	AM	E	57.7	E	55.7	C	16.1	E	45.9	E	58.6	D	51.5
NBL	AM	F	94.8	F	90.8					C	32.0	D	40.0
NBT	AM	F	197.8	F	93.0					D	44.4	E	76.7
NBR	AM	F	203.0	F	96.6					D	44.8	E	77.9
NB Approach	AM	F	180.9	F	94.2					D	43.4	E	73.6
SBL	AM	F	127.4	F	115.9					F	166.5	F	82.2
SBT	AM	E	76.8	E	58.2					E	64.2	E	68.3
SBR	AM	D	51.8	D	44.5					E	64.2	E	68.4
SB Approach	AM	F	93.7	E	78.3					F	88.9	E	71.7
Overall	AM	F	80.7	E	72.0					E	74.1	E	70.0

[1] Delay is average delay per vehicle in seconds

[2] Approach operates under Free-flow conditions

[3] Optimized signal timing without changing cycle length

5.3 Driveway and Volumes and Turn-Lane Analysis

We developed site driveway volumes for the morning peak hour using the project-trip generation and driveway distribution percentages. **Figure 8** shows morning peak-hour volumes for the school's driveway. The driveway connections to NW 40th Street Road (DW-1) and NW 38th Street (DW-2) will operate as full-access driveways except during arrival and dismissal periods. The driveway connection to NW 40th Street Road (DW-1) provides access to the main Welcome Center, which is the drop-off and pick-up location for PreK through 1st grade as well as the main parking lot for the school. During arrival and dismissal periods, DW-1 will primarily operate as an ingress left-turn and egress right-turn only driveway for parents that intend to pick-up/drop-off students. The driveway connection to NW 40th Street Road has a two-way left turn lane which allows the left turns into the school. Additionally, DW-1 leads to the proposed three-level parking garage. DW-2 will primarily operate during arrival and dismissal periods as an ingress right-turn and egress left-turn only driveway for parents that intend to pick-up/drop-off students. Given the driveway operations, there are no expected conflicts to occur between vehicles leaving the school and vehicles entering the school. We analyzed the need for exclusive right-turn lane at the proposed southern driveway connection (DW-2) based on NCHRP Report 745 guidelines for left and right-turn treatment warrants and determined that the driveway connection to the public road does not meet the criteria to warrant exclusive turn lanes at the driveway entrance. Additionally, we determined that no exclusive turn lanes are warranted at the driveways entrances because there won't be traffic conflicts during the arrival and dismissal times due to the driveway's operations.

Additionally, we evaluated the need for a right-turn lane at driveway DW-2 in accordance with City of Doral Ordinance Chapter 77, Section 77-46, which requires a right-turn deceleration lane with 150 feet of storage and 100 feet of transition when the posted speed limit is 35 mph or greater or when a development is projected to generate 100 or more right-turn movements during the peak hour. Although the driveway experiences a total of 331 right-turning vehicles (inclusive of existing school traffic today), the posted speed limit at this location is 30 mph, and available right-of-way is very limited and would not meet the minimum turn lane requirements. For these reasons, we do not recommend constructing an exclusive right-turn lane at this driveway. **Table 6** summarizes the City's right-turn lane warrant thresholds and the existing conditions at the ingress driveway.

Table 6 - Right-Turn Lane Thresholds and Existing Conditions at the Ingress Driveway

Intersection		Speed Limit (MPH)	Storage Lane (ft)	Right-turn Volume (veh)
NW 38 th Street & Driveway 2	City Thresholds	35	250	100
	Existing Conditions	30	10*	331

* 10 feet of available space before outside of property

We also note that the operational characteristics of the roadway are unique: traffic volumes beyond school operations are very low, meaning an exclusive right-turn lane would not yield the same benefits typically observed on higher-volume corridors. With school personnel currently managing traffic at the driveway during arrival and dismissal periods, minimal to no on-street queuing has been observed, further reducing the need for a dedicated right-turn lane.

5.4 Vehicle Accumulation Assessment

Traffic studies for schools must include a vehicle accumulation assessment to determine the adequacy of the parking and student pick-up and drop-off vehicle-stacking area. Multiple school shifts are required for sites that are expected to cause vehicles to spill back into public roadways.

5.4.1 Methodology

The analysis is consistent with Miami-Dade County’s methodology for schools. Data was collected at the existing Shelton Academy (surrogate school) at 9455 NW 40th Street Road, Doral, FL 33178 to develop accumulation values.

5.4.2 Data Collection

Vehicle accumulation data was collected at the surrogate school on Wednesday, May 14, 2025, between 7:00 and 9:00 AM; and between 1:30 and 4:00 PM. Data was collected every five minutes and accounted for all the vehicles generated by the surrogate school. The data was collected at the two separate arrival/dismissal locations. **Appendix I** contains the vehicle accumulation assessment data.

5.4.3 Assessment Results

The proposed student increase is expected to accommodate 114 percent of its passenger vehicle accumulation within its property between both driveways, with two instructional shifts. The surrogate school’s highest total vehicle accumulation was 45 vehicles (16 vehicles at the welcome center/northern driveway and 29 vehicles at the southern arrival/dismissal point queuing area). The welcome center will provide a total of 44 parking spaces between the parking

lot and the first level of the proposed parking garage along with 35 queuing/stacking spaces (with double stacking present throughout portions of the on-site queuing). An additional 84 parking spaces will be available on the second and third levels of the parking garage. The southern arrival/dismissal point will maintain its parking and queuing area with 10 parking spaces and 55 queuing/stacking spaces. A multiplier of 1.75 was applied to the surrogate accumulation data to account for enrollment differences and determine the accommodation percentage of the proposed school. The school southern arrival/dismissal accumulation was analyzed based on doubling the ingress queue lines up to the crosswalk to maximize the queue capacity. **Table 7** shows the summary of the vehicle assessment. Appendix I contains the county's accumulation assessment form. We note that with the proposed parking garage, there is significantly more queuing space available if necessary to accommodate the future queuing operations.

Table 7 - Vehicle Accumulation Assessment Summary

# Shifts	Driveway Entrances	Vehicles Generated*	Multiplier	SHELTON ACADEMY PHASE 3			
				Spaces Required for School	Spaces Provided by School	Percent Accommodation	Requires Additional Shift
2	Both Driveways	45	1.75	79	90	114%	NO

* Based on Surrogate

6.0 ALTERNATE MODES OF TRANSPORTATION

Based on current enrollment, the school does not have any students who walk or use public transportation. This is further supported by traffic count data, which showed no pedestrians traveling to or from the school. As a result, the school does not anticipate a significant number of students walking or biking, due to the limited pedestrian and bicycle infrastructure in the area. However, following the previous approvals and conditions, the applicant is in the process of constructing new sidewalks along the south side of NW 38th Street and the north side of NW 40th Street Road to provide connectivity the pedestrian infrastructure in the area. In addition, the owner is in the process of installing school speed-zone signs and pavement markings along NW 40th Street Road and NW 38th Street in accordance with FDOT design standards to ensure the safety of the pedestrian crossing in the area.

The closest signalized intersection is to the north of the site and provides marked crosswalks to cross NW 41st Street and NW 97th Avenue. The intersection of NW 97th Avenue at NW 40th Street Road and NW 38th Street are two-way stop-sign controlled intersections with crosswalks along NW 97th Avenue. The transit routes serving the area are routes 95 and City of Doral Trolley. The nearest bus stop is north of the intersection of NW 97th Avenue and NW 40th Street Road, which is less than half a mile (1-minute walking) from the proposed school's driveways. **Figure 9** shows the existing and proposed sidewalks and transit stops near the project site.

7.0 SIGNAL WARRANT ANALYSIS

7.1 Data Collection and Analysis Methodology

We evaluated the need for a traffic signal at the intersection of NW 97th Avenue and NW 38th Street, a T-intersection, and determined that the existing volumes do meet the minimum thresholds of the MUTCD signal-warrants. We performed the following tasks to evaluate the traffic-signal warrants at the intersection:

- Collected 12-hours of turning movement traffic volumes on NW 97th Avenue and NW 38th Street on Wednesday, March 11th, 2026, and Thursday, March 12th, 2026, from 7:00 AM to 7:00 PM. We applied an FDOT seasonal-adjustment factor to convert the collected data into peak-season volumes. Appendix E contains the traffic data and peak-season conversion factors used.
- Used the higher-volume day for the minor-street approach (Wednesday, March 11th) and identified the highest minor-street volumes and corresponding major-street volumes to establish the highest eight hours for a conservative signal-warrant analysis.
- Evaluated the NW 38th Street westbound approach as a single-lane approach with a 30 MPH speed limit.
- Evaluated the NW 97th Avenue northbound and southbound approaches as multi-lane approaches with a 40 MPH speed limit.
- Evaluated all nine of the MUTCD traffic signal-warrants for the study intersection.
- Determined that the signal is warranted based on Warrants 2 and 3 in the existing conditions.

The current MUTCD provides nine traffic signal warrants, but only the first three are applicable to the subject intersection. Warrant 1 is evaluated using eight hours of intersection volume data and includes two criteria, conditions A and B. Condition A is based on the minimum vehicular volume and is intended for application where a large volume of intersecting traffic is the main reason for installing the traffic signal. Condition B is based on the interruption of continuous traffic and is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so high that traffic on the minor street experiences excessive delays or conflicts in entering or crossing the major street.

Conditions A and B are applied separately but can be combined when neither A nor B are met and should be applied after an adequate trial of other alternatives to reduce delay has failed. Warrant 2 is evaluated using the four hours with the highest traffic volumes and applies when intersecting traffic demand is the primary basis for considering signal installation, particularly

when pronounced peak periods occur but do not extend across a full eight hours. Warrant 3 is evaluated using the highest (or peak) hour of traffic volumes, and is applied when due to the traffic conditions, the minor street traffic suffers excessive delay and conflict when entering or crossing the major street.

Table 8 below summarizes the results of the analysis and indicates that the existing traffic conditions do cause the intersection to warrant a traffic signal. **Appendix K** contains the analysis tables and warrant forms used to perform the traffic signal-warrant evaluations.

Table 8 - Traffic Signal Warrant Analysis Summary

Warrant	NW 97 th Avenue and NW 38 th Street	
	Applicable	Warranted
1 - Eight-Hour Vehicular Volume	NO	NO
2 - Four-Hour Vehicular Volume	YES	YES
3 - Peak Hour	YES	YES
4 - Pedestrian Volume	NO	NO
5 - School Crossing	NO	NO
6 - Coordinated Signal System	NO	NO
7 - Crash Experience	NO	NO
8 - Roadway Network	NO	NO
9 - Intersection Near a Grade Crossing	NO	NO

7.2 Operational Observations and Queue Analysis

To assess the operational performance and queueing conditions at the intersections of NW 97th Avenue with NW 38th Street and NW 40th Street Road, traffic queue data was collected on Tuesday, April 14 and Wednesday, April 15 from 7:00 AM to 7:00 PM. The data specifically focused on southbound left-turn and westbound movements.

Westbound operations at the intersections were evaluated with emphasis on the westbound left-turn movement due to the constrained 75-foot storage bay accommodating three (3) passenger vehicles. The westbound right-turn movement, at both intersections, exhibited minimal delay given reduced conflict at the T-intersection and frequent acceptable gaps on NW 97th Avenue; the left-turn movement therefore represented the critical movement for operational review. The westbound left turn functions as a two-stage maneuver utilizing the physical median on NW 97th Avenue with storage for one (1) vehicle.

Across both observation days, westbound left-turn queues remained controlled, with a maximum queue of nine (9) vehicles at about 7:50 AM (school drop-off period) during the morning peak at the intersection of NW 97th Avenue and NW 38th Street; where the maximum delay for the first vehicle queued was 2.5 minutes, after which each vehicle and observed queue in the study period cleared more rapidly. Outside peak periods and during the afternoon pick-up periods, queues were limited to one (1) to four (4) vehicles and cleared within a maximum of 60 seconds, including during intervals of light rainfall on the second day of observation. Under these wet-weather conditions, the highest westbound left-turn queue reached three (3) vehicles. Across both days of observations, the westbound right-turns remained free-flowing, and confirmed minimal queues. The data was reviewed with emphasis on the periods during which westbound queues were observed to be highest, as these periods coincide with the school's drop-off and pick-up operations and represent the most critical conditions for southbound left-turn demand, as the school is the major generator of these movements at the subject intersections.

Southbound traffic operations were evaluated across two regular school days. During these peak periods, southbound left-turn queues generally cleared quickly with minor delay (as shown on the intersection capacity analysis), and the maximum observed queue of vehicles completely cleared within one (1) minute or less. While the southbound left-turn movement generally operated without prolonged queuing, queues occasionally exceeded available storage. The maximum observed southbound left-turn queue was approximately 13 vehicles. Maximum queues such as this were observed infrequently, and only during peak moments, and as mentioned earlier, did not appear to be sustained for extended durations.

During peak conditions, queued northbound traffic from the upstream signal was observed to spill back through both subject intersections. However, vehicles were observed as not blocking the intersections to allow vehicles to clear the subject intersections. From a safety perspective, this interaction between westbound left turns and southbound left turns represents the primary observed concern.

Overall, the intersections operated with consistent flow and low delay for most of the day, and the observed peak-period issues were limited in duration and primarily related to school-related arrival and dismissal volumes. As such, installation of a traffic signal at NW 97th Avenue and NW 38th Street is not expected to be necessary for day-to-day operations and could impact the traffic flow along NW 97th Avenue. To address the intermittent peak-period safety concerns, a police officer is recommended during school arrival and dismissal periods, and an extended southbound left-turn storage at NW 38th Street to accommodate expected queues. Additionally, a second

police officer is recommended at the intersection of NW 97th Avenue and NW 40th Street Road. Based on these findings, installation of a traffic signal at either intersection is not recommended, as it would introduce unnecessary control on NW 97th Avenue and could adversely affect arterial operations for much of the day, beyond the limited school-related peak periods.

7.3 Discussion and Recommendations

The MUTCD signal warrant evaluation indicates that a traffic signal is technically warranted under existing conditions based on Warrant 2 (4-hours) and Warrant 3 (1-hour). However, satisfaction of the warrant is driven primarily by short-duration peak demand associated with school drop-off and pick-up operations. Outside of these limited peak periods, observed traffic volumes and operations along NW 97th Avenue do not reflect conditions that would routinely benefit from signalization. Field observations indicate that southbound left-turn movements at NW 97th Avenue and NW 38th Street generally operate efficiently during school arrival and dismissal periods. Southbound queues typically clear quickly with low delay, and while queues occasionally exceed available storage during peak moments, these conditions are infrequent, short in duration, and not sustained. Intermittent safety concerns were observed when upstream northbound queues spill back and affect sight distance at NW 38th Street. Overall, observed operational issues are limited in duration and concentrated within school-related peak periods. Accordingly, installation of a traffic signal at NW 97th Avenue and NW 38th Street is not recommended at this time, as signalization would introduce unnecessary control and impacts to the traffic flow impact along NW 97th Avenue for much of the day.

Therefore, we recommend the applicant to hire two police officers to control traffic during school arrival and dismissal periods, to be station at NW 97th Avenue at NW 38th Street and NW 40th Street Road, with conditions to be reassessed as enrollment increases to 850 students.

8.0 CONCLUSIONS

Langan prepared a traffic impact analysis for the proposed 400-student increase of the existing Shelton Academy K-12 Private School to a 1,000-student enrollment. The study shows that the proposed student increase will not significantly impact the surrounding roadway network with the proposed improvements.

We note that the intersections of NW 97th Avenue at NW 41st and NW 33rd streets are expected to operate beyond the City of Doral's adopted LOS D. Additionally, there is a significant LOS change between future no build and future build (from LOS C to E) at the unsignalized intersection of NW 97th Avenue and NW 38th Street. The intersection capacity analyses show that the study intersections are expected to operate within an acceptable level of service (LOS) during the morning peak hour. We optimized the signal timing, without changing the cycle length, of the signalized intersection of NW 41st Street & NW 97th Avenue to mitigate the delays for the movements and approaches that are expected to operate beyond capacity during the morning peak hour, and to improve the overall LOS to operate acceptably. Through the signal timing optimization, some movements are still operating beyond capacity, but the expected delays improve relative to the no build condition. The proposed development will only be adding at most 2.0% of the projected volumes at this intersection, which is below the five percent significance threshold from Miami-Dade County. In addition, the school will have the capacity to accommodate vehicles within its property during student drop-off and pick-up times and will not cause school traffic to queue onto adjacent streets. The proposed school expansion is expected to accommodate 114 percent of the onsite vehicle accumulation at both driveways with two instructional shifts.

Proposed Improvements / Conditions

To mitigate the proposed school impacts the applicant is proposing the following improvements/conditions.

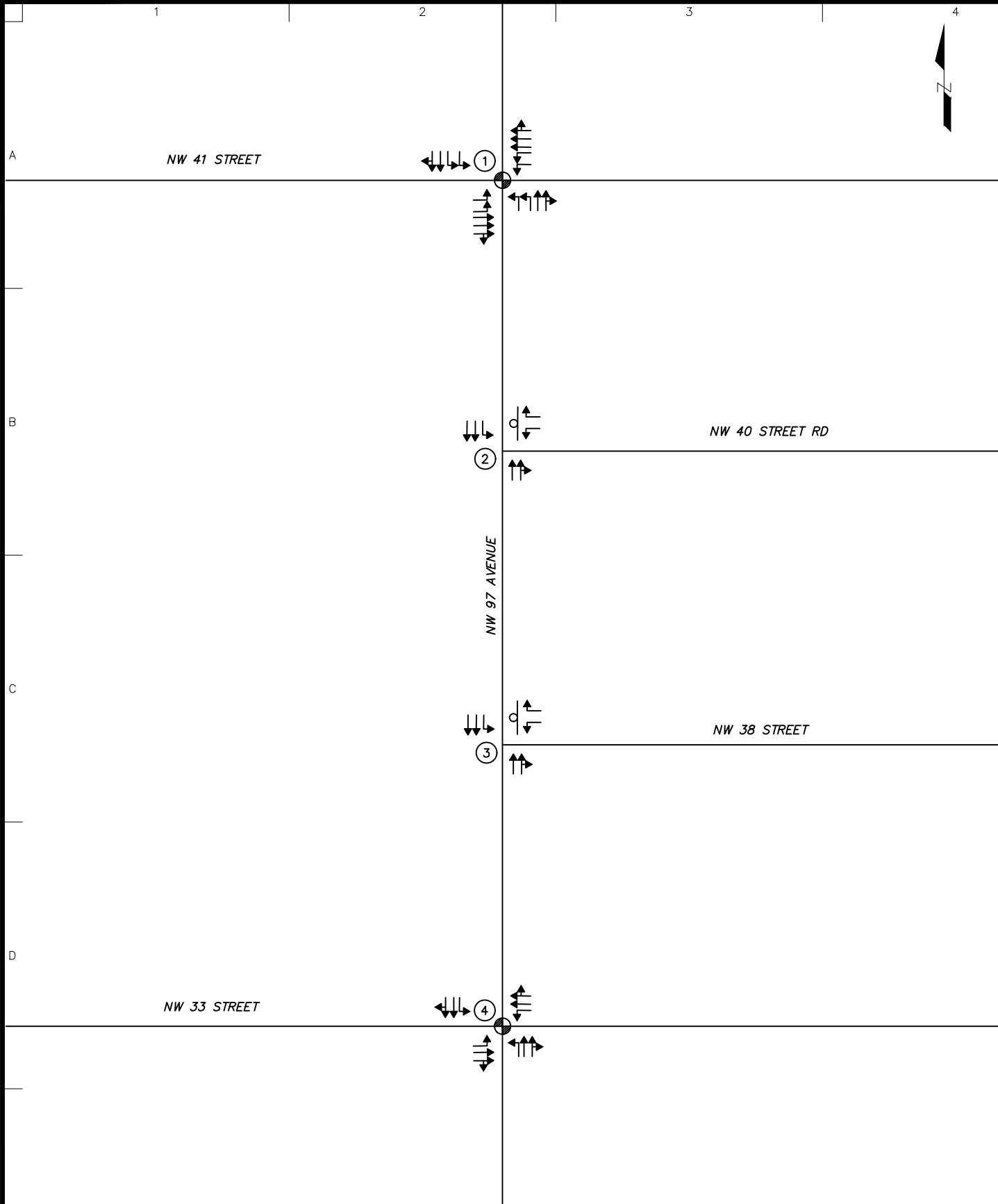
1. Extend the southbound left-turn lane at the intersection of NW 97th Avenue and NW 38th Street to enhance traffic flow and safety.
2. Employ off-duty police officers to manage traffic at the intersections of NW 97th Avenue at NW 38th Street and NW 40th Street Road. The recommended police offices are to be hired by the applicant for managing traffic at the two intersections for school arrival and dismissal periods.
3. Prior to enrollment exceeding 850 students, the Applicant shall perform a traffic signal warrant analysis at NW 97th Avenue and NW 38th Street. If required, based on the results of the traffic signal warrant analysis, the Applicant will design and build a traffic signal at the intersection of NW 97th Avenue and NW 38th Street, subject to obtaining any required


County, and City approvals. Enrollment cannot surpass 850 students until Miami-Dade County's Department of Transportation and Public Works (or successor department) has completed their review and analysis of the traffic signal warrant analysis.

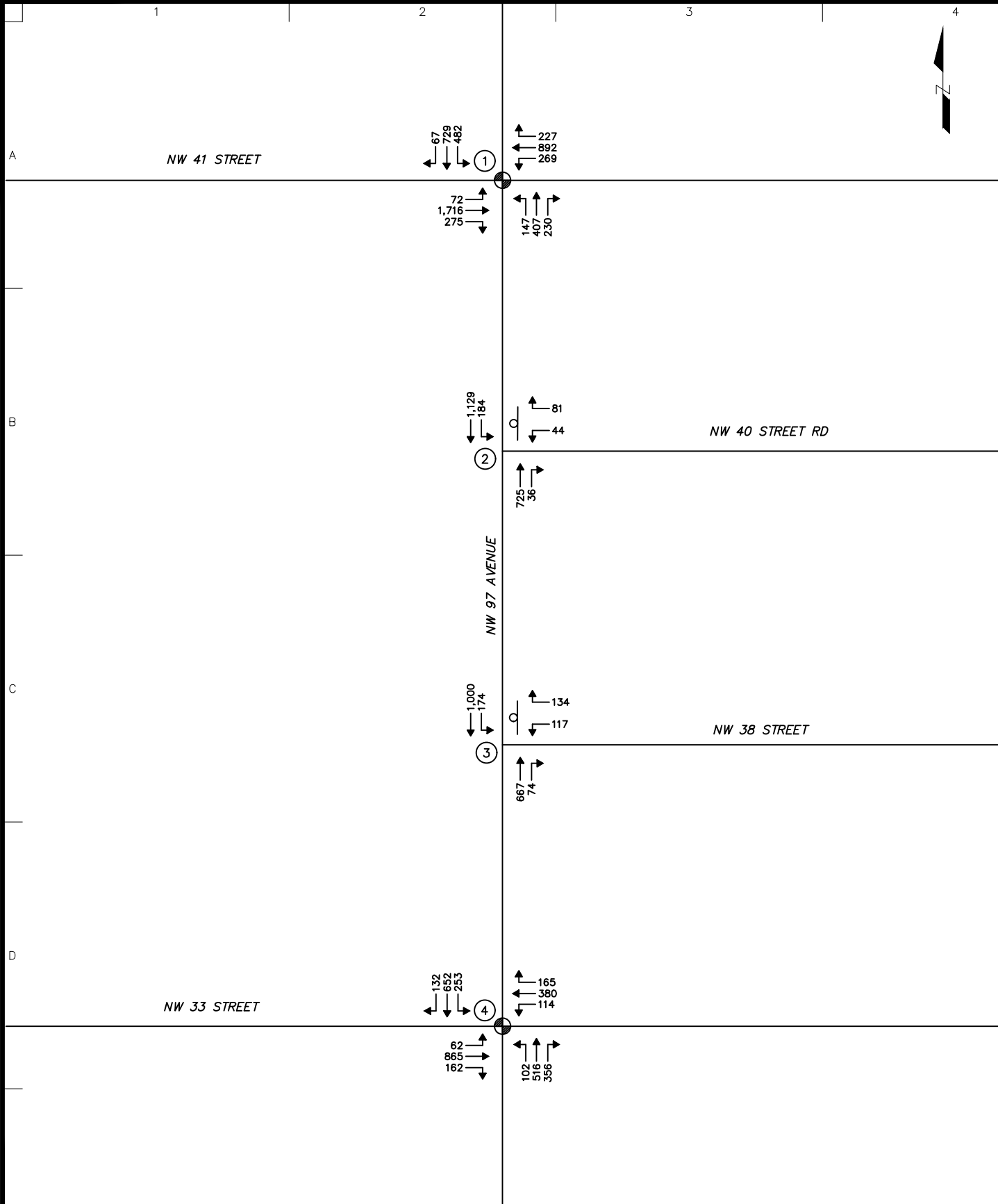
APPENDIX A
FIGURES



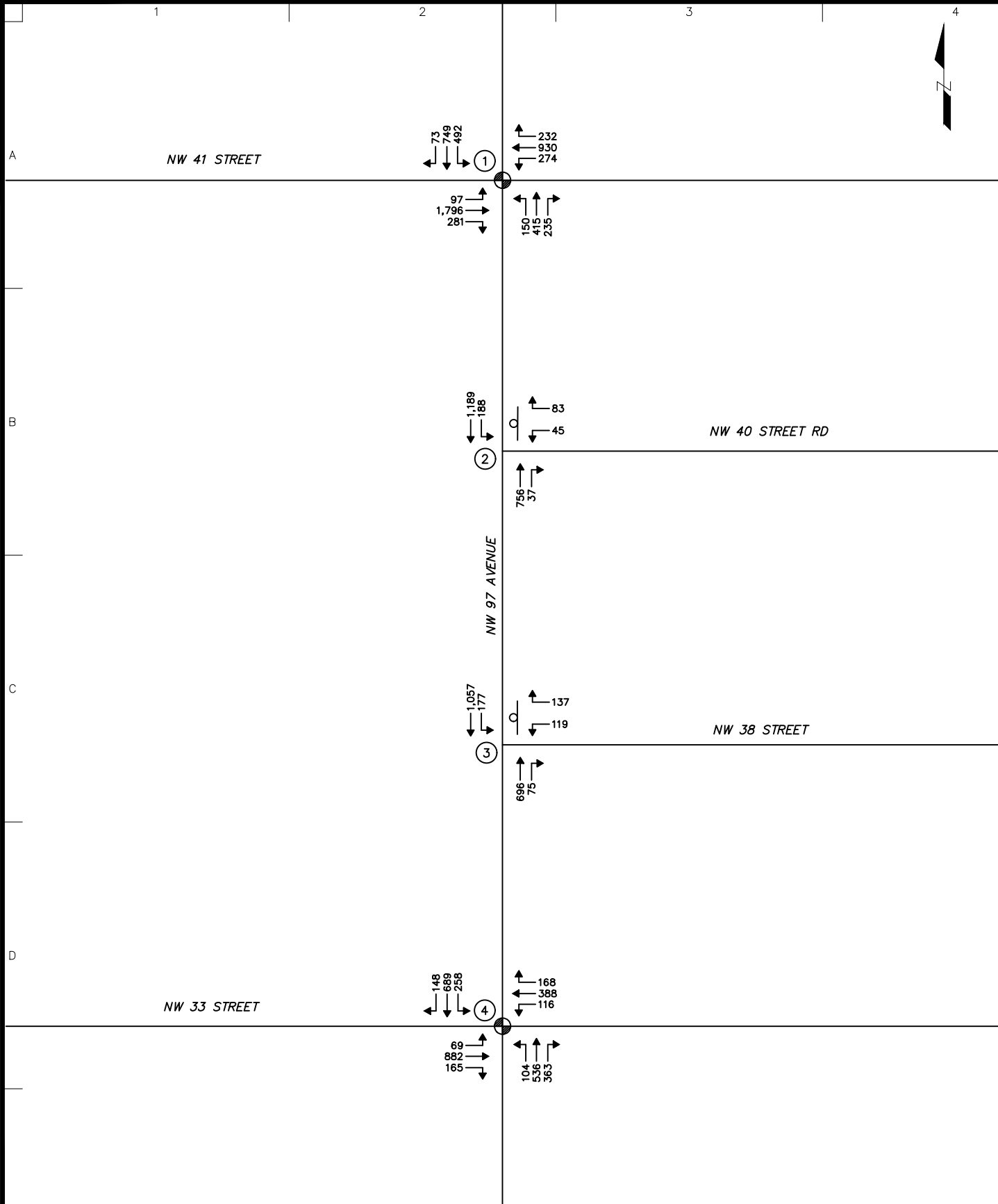
<p>LANGAN Langan Engineering and Environmental Services, LLC. 110 East Broward Boulevard, Suite 1500 Fort Lauderdale, FL 33301 T: 954.320.2100 F: 954.320.2101 www.langan.com</p>	Project	Drawing Title	Project No.	Figure
	SHELTON ACADEMY PHASE 3	SITE LOCATION MAP	330066203	
	MIAMI MIAMI-DADE COUNTY FLORIDA		Date AUGUST 2025	
			Drawn By RSM/MFLTA	
			Checked By MCP	Sheet of 1




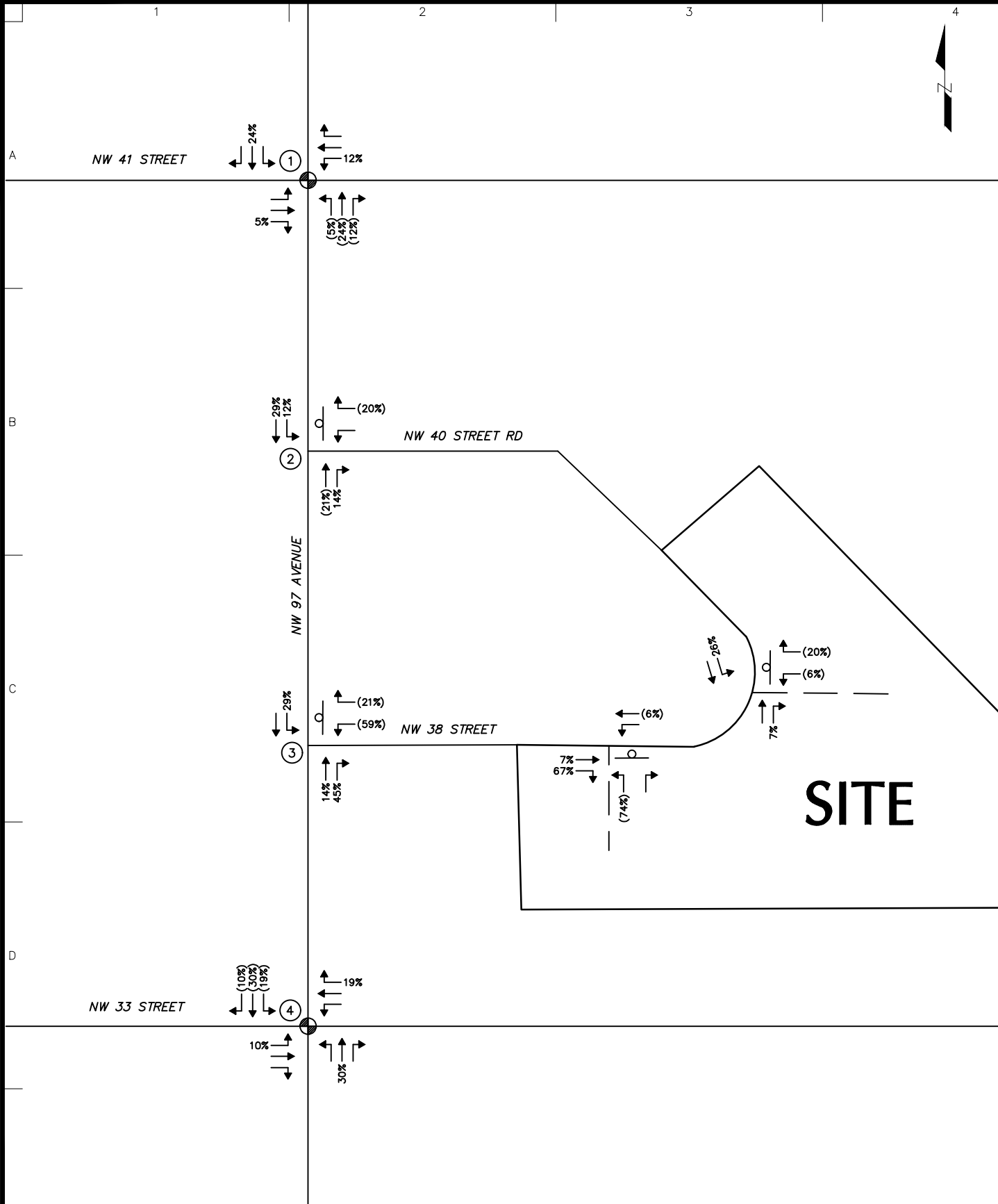
 Langan Engineering and Environmental Services, LLC. 110 East Broward Boulevard, Suite 1500 Fort Lauderdale, FL 33301 T: 954.320.2100 F: 954.320.2101 www.langan.com	Project	Drawing Title	Project No.	Figure 2 Sheet of 1
	MIAMI-DADE COUNTY MIAMI FLORIDA	INTERSECTION LANE CONFIGURATION	330066203	
			Date AUGUST 2025	
			Drawn By RSM/MF/LTA	
			Checked By MGP	



<p>LANGAN Langan Engineering and Environmental Services, LLC. 110 East Broward Boulevard, Suite 1500 Fort Lauderdale, FL 33301 T: 954.320.2100 F: 954.320.2101 www.langan.com</p>	Project	Drawing Title	Project No.	Figure 3 Sheet of 1
	MIAMI-DADE COUNTY	2025 EXISTING CONDITIONS	330066203	
	MIAMI FLORIDA		Date AUGUST 2025	
			Drawn By RSM/MF/LTA	
			Checked By MGP	



 Langan Engineering and Environmental Services, LLC. 110 East Broward Boulevard, Suite 1500 Fort Lauderdale, FL 33301 T: 954.320.2100 F: 954.320.2101 www.langan.com	Project	Drawing Title	Project No.	Figure
	MIAMI-DADE COUNTY MIAMI FLORIDA SHELTON ACADEMY PHASE 3	2028 NO BUILD CONDITIONS	330066203	4
			Date	
			AUGUST 2025	
Drawn By RSM/MF/LTA	Checked By MGP	Sheet of 1		



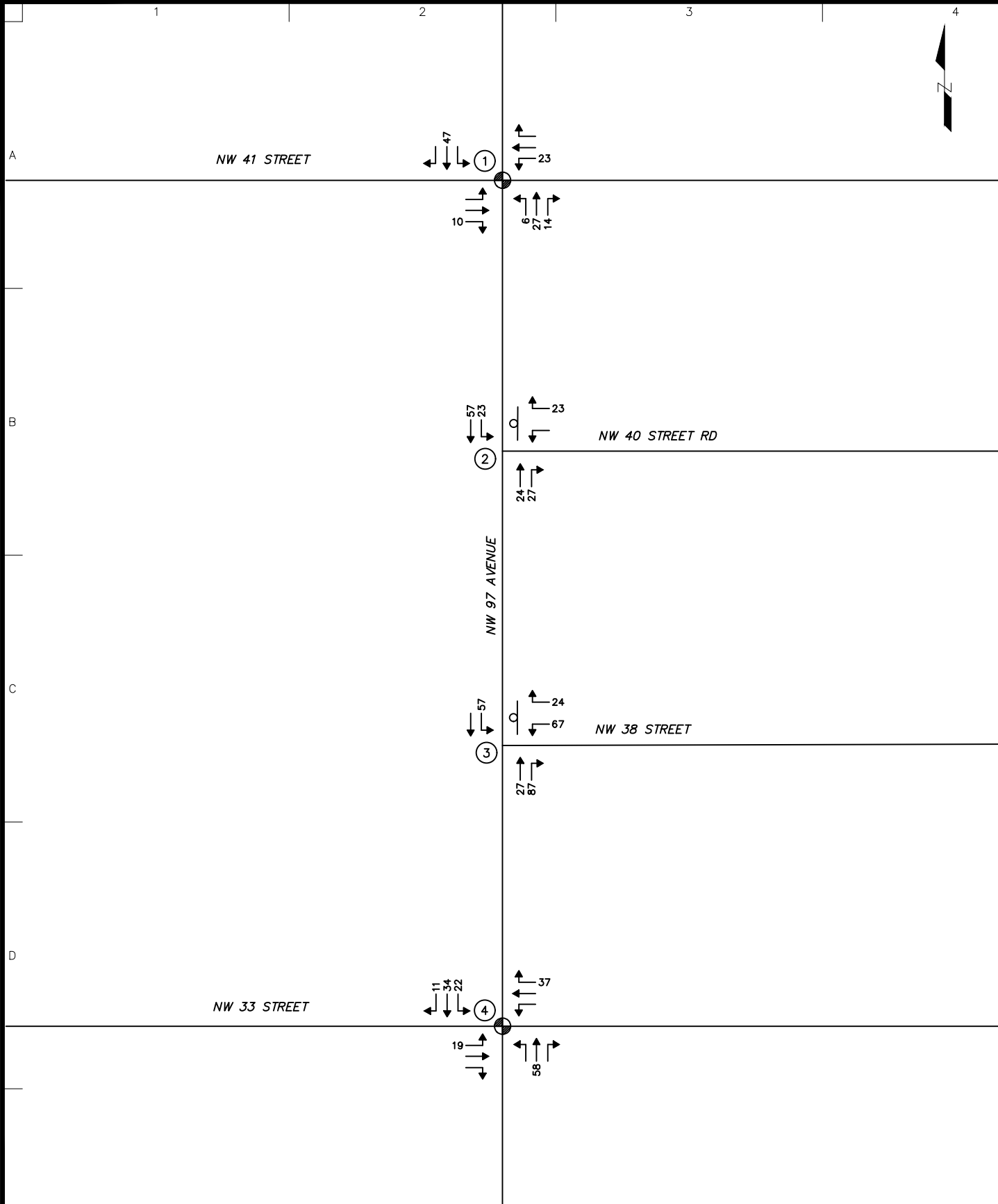
LANGAN
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 Fort Lauderdale, FL 33301
 T: 954.320.2100 F: 954.320.2101 www.langan.com

Project
SHELTON ACADEMY PHASE 3
 MIAMI MIAMI-DADE COUNTY FLORIDA

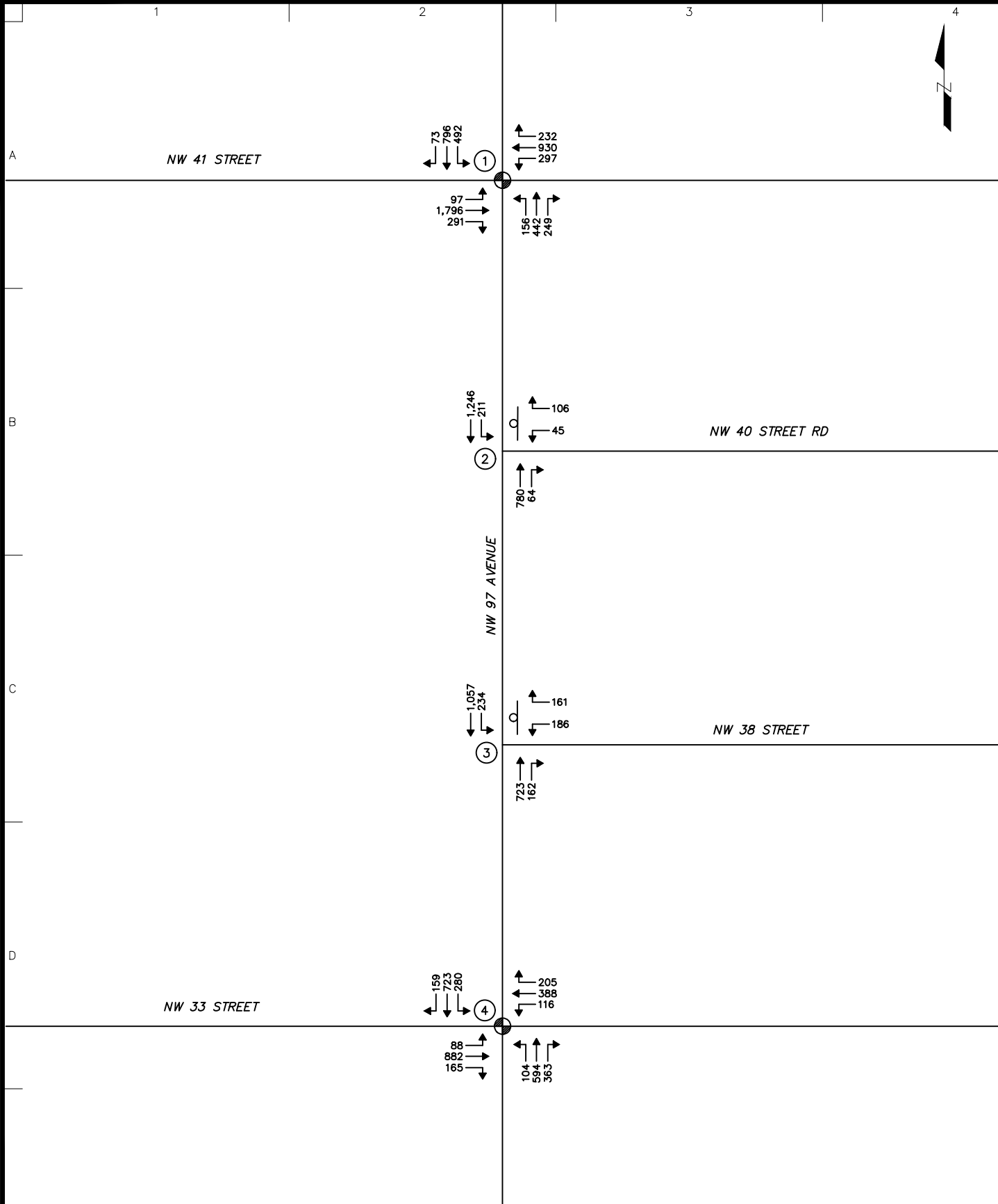
Drawing Title
PROJECT TRAFFIC DISTRIBUTION

Project No.
330066203
 Date
AUGUST 2025
 Drawn By
RSM/MF/LTA
 Checked By
MGP

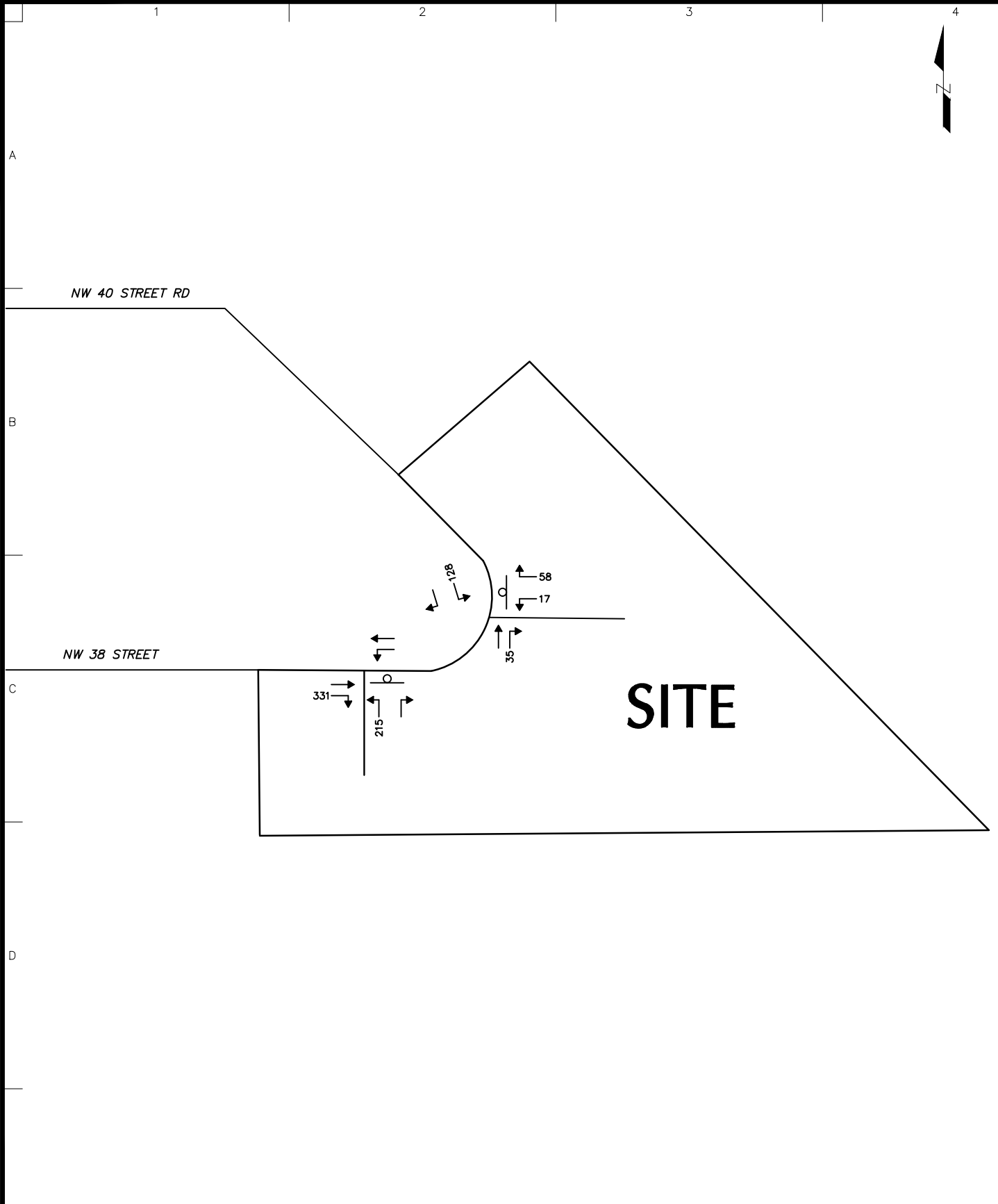
Figure
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 Sheet of 1



<p>LANGAN Langan Engineering and Environmental Services, LLC. 110 East Broward Boulevard, Suite 1500 Fort Lauderdale, FL 33301 T: 954.320.2100 F: 954.320.2101 www.langan.com</p>	Project	Drawing Title	Project No.	Figure
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	MIAMI-DADE COUNTY MIAMI FLORIDA		Date AUGUST 2025	
			Drawn By RSM/MF/LTA	
			Checked By MGP	Sheet of 1



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	MIAMI-DADE COUNTY	2028 BUILD VOLUMES	330066203	7
	FLORIDA		Date	
			AUGUST 2025	
			Drawn By	
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			Checked By	
			MGP	Sheet of 1



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	SHELTON ACADEMY PHASE 3	DRIVEWAY VOLUMES	330066203	
	MIAMI	FLORIDA	Date AUGUST 2025	
	MIAMI-DADE COUNTY		Drawn By RSM/MF/LTA	
			Checked By MGP	Sheet of 1



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Project
**SHELTON ACADEMY
 PHASE 3**
 MIAMI
 MIAMI-DADE COUNTY FLORIDA

Drawing Title
**PEDESTRIAN
 FIGURE**

Project No.
330066203
 Date
AUGUST 2025
 Drawn By
RSM/MF/LTA
 Checked By
MCP

Figure
9
 Sheet of 1

APPENDIX B
SITE PLAN & DEVELOPMENT AGREEMENT

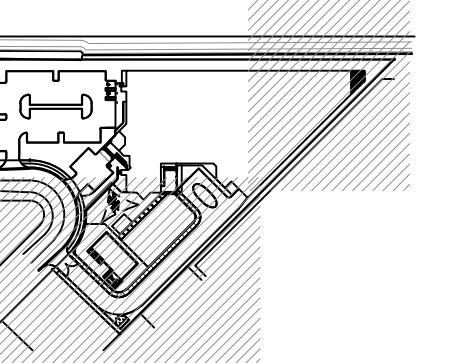


No.	DATE	REVISION	BY
1	03/09/26	PWKS CM/MTS	TKS

DRAWN BY: CG APPROVED BY: KS

DATE: 8/6/2025 SCALE: AS SHOWN

KEY PLAN



SEAL/SIGNATURE

TAYLOR NIEHL SEMLER
PLA-8667205

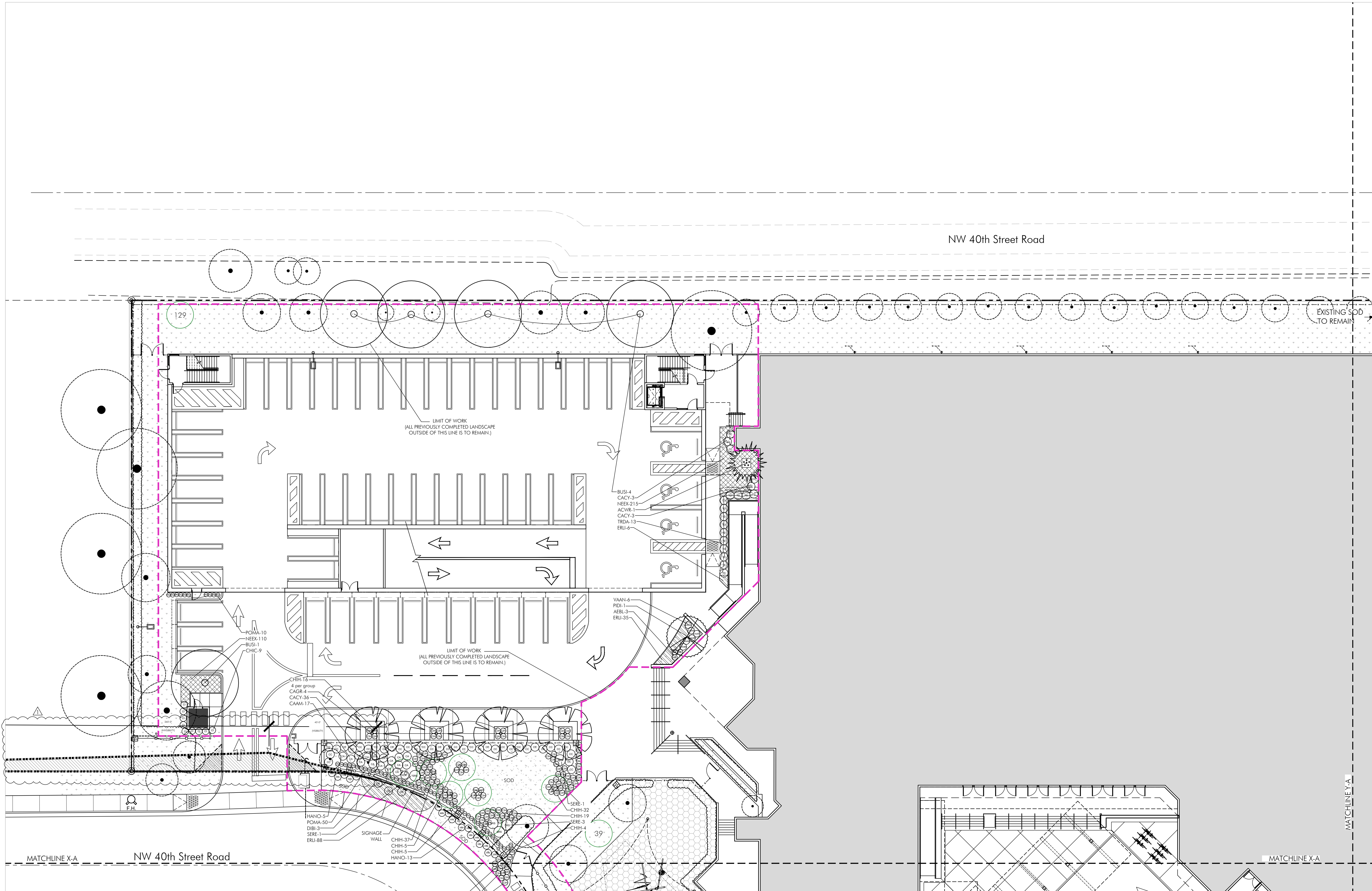
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SHEET TITLE

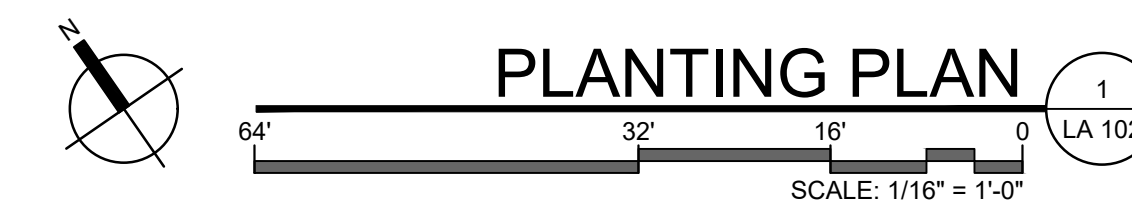
PLANTING PLAN
(1000 STUDENT
PHASE)

SHEET NUMBER

LA 102



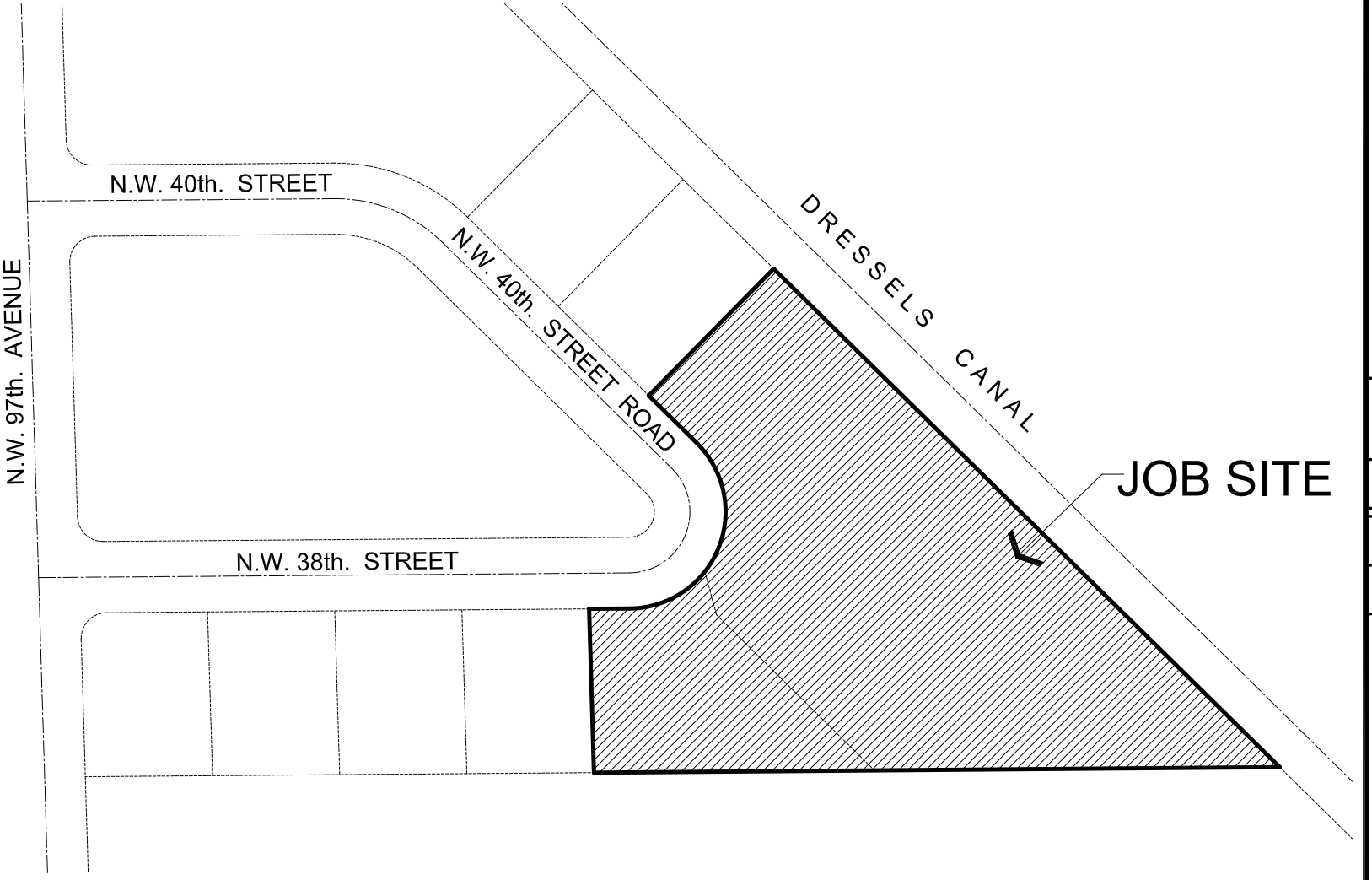
APPLICABLE LID PROPOSALS:
-PROVIDING 8,400 S.F. OF PERMEABLE PAVING/PARKING ON SITE
-GRADING SITE TO RETAIN ALL STORMWATER ON SITE



ALTA / NSPS LAND TITLE SURVEY

TITLE REVIEW NOTES: SCHEDULE B - SECTION II

- TITLE COMMITMENT PROVIDED BY:
FIDELITY NATIONAL TITLE INSURANCE COMPANY
Commitment No.: 11659871, Effective date: April 7, 2024 @ 8:00 AM, Revised May 14, 2024
Items 1 through 4: "General & Special Exceptions".
- INTENTIONALLY DELETED
 - INTENTIONALLY DELETED
 - Agreement for the Construction of Water Facilities and for the Provision of Water Service recorded in Official Records Book 11692, Page 978, which creates easements and provides for fees and connection charges. (Does affect Subject Property - Not a Plottable Survey Item)
 - Agreement for the Construction of Sanitary Sewage Facilities and for the Disposal of Sanitary Sewage recorded in Official Records Book 11692, Page 1002, which creates easements and provides for fees and connection charges. (Does affect Subject Property - Not a Plottable Survey Item)
 - Owner's Restrictions, Dade County Plat Restrictions, 20' Canal Maintenance Easement and 10' Utility Easement set forth on the Plat Eastern-Doral Acres Section Two Subdivision, as recorded in Plat Book 121, Page 59. (Does affect Subject Property - Recorded Plat restrictions - Plotted on Survey)
 - 6-Foot Easement for the construction, operation, and maintenance of overhead and underground electric utility facilities granted to Florida Power & Light Company, recorded in Official Records Book 14528, Page 2463. (Does affect Subject Property - Plotted on Survey)
 - Restrictions and easements contained on the Plat of Swiss Chalet Subdivision, as recorded in Plat Book 140, Page 79. (Does affect Subject Property - Recorded Plat restrictions - Plotted on Survey)
 - Terms and conditions of unrecorded lease between Swiss Chalet Fine Foods, Inc., a Florida corporation and AT&T Wireless Services of Florida, Inc., a Florida corporation as disclosed by the Memorandum of Lease recorded in Official Records Book 17488, Page 1886 and affected by instruments recorded in Official Records Book 32745, Page 4, Official Records Book 33248, Page 2841 and Official Records Book 33248, Page 3418. (Does affect Subject Property - Not a Plottable Survey Item)
 - Unrecorded Lease Agreement by and between Valgrat, LLC, Lessor, and Shelton Academy LLC, Lessee, as evidenced by those certain instruments recorded in Official Records Book 32688, Page 4233, Official Records Book 32963, Page 4285 and Official Records Book 33574, Page 2502. (Does affect Subject Property - Not a Plottable Survey Item)
 - Intentionally deleted.
 - Riparian and littoral rights are not insured.
 - Intentionally deleted.
 - Agreement for Water and Sanitary Sewage Facilities recorded in Official Records Book 32233, Page 1207, which contains covenants, restrictions, easements, fees, charges and approval of purchaser on a limited basis. (Does affect Subject Property - Not a Plottable Survey Item)
 - Unity of Title recorded in Official Records Book 32420, Page 1095, which contains conditions, restrictions and limitations. (Does affect Subject Property - Not a Plottable Survey Item)



LOCATION MAP NOT TO SCALE

PROPERTY ADDRESS:
9455 NW 40 STREET ROAD, DORAL, FLORIDA 33178
Folio # : 35-3028-015-0010 / 35-3028-015-0020

LEGAL DESCRIPTION
Lots 1 and 2, Block 1, of Swiss Chalet Subdivision, according to the plat thereof as recorded in Plat Book 140, Page 79, Public Records of Miami-Dade County, Florida.

SURVEYOR'S NOTES:

- The Legal Description to the Property was obtained from FIDELITY NATIONAL TITLE INSURANCE COMPANY, Commitment for Title Insurance.
- This Certification is only for the lands as described. It is not a certification of Title, Zoning, Easements, or Freedom of Encumbrances. OPINION OF TITLE.
- An examination of Commitment issued by FIDELITY NATIONAL TITLE INSURANCE COMPANY, Commitment No.: 11659871, Effective date: April 7, 2024 @ 8:00 AM, Revised May 14, 2024, was made to determine recorded instruments, if any affecting this property.
- Accuracy:
The Horizontal positional accuracy of well-defined improvement on this survey is +/- 0.2'.
The Vertical accuracy of elevations of well-defined improvement on this survey is +/- 0.1'.
All measurements shown hereon are made in accordance with the United States Standard Feet.
Foundations and/or footings that may cross beyond the boundary lines of the parcel herein described are not shown hereon.
- Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper. Additions or deletions to survey maps or reports by other than the signing party or parties are prohibited without written consent of the signing party or parties.
- Underground utilities are not depicted hereon, contact the appropriate authority prior to any design work or construction on the property herein described. Surveyor shall be notified as to any deviation from utilities shown hereon.
- The surveyor does not determine fence and/or wall ownership.
- Ownership subjects to: OPINION OF TITLE.
- Type of Survey: ALTA / NSPS LAND TITLE SURVEY.
- The North arrow and bearing shown as per recorded plat of "SWISS CHALET SUBDIVISION", according to the Plat thereof, as recorded in Plat Book 140, Page 79, of the Public Records of Miami-Dade County, Florida.
- Flood Zone Data: Community/ Panel #120041/0286/L Dated: 9/11/2009
Flood Zone: "AH" Base Flood Elevation = +6'
- Legal Description shown hereon as per above noted title commitment.
- Present Zoning: I1C (INDUSTRIAL - LIGHT MANUFACTURING DISTRICT)
- Building Setbacks: Source: City of Doral Zoning Department
Setbacks: Front = 20' / Rear & Interior Side = 5' (with openings in Building) 0' (without openings)
Building Height (maximum): 70 feet
- Subject property has access to a public right-of-ways: NW 38th Street and NW 40th Street Road
- All visible above ground utilities noted on survey sketch. Utilities for Subject Site are available via adjacent streets or easements.
- Area of Site = 173,958 square feet (3.99 +/- acres)
- Total Number of Parking Spaces = 54 standard spaces and 2 Handicap spaces
- Elevations shown hereon are relative to National Geodetic Vertical Datum (1929 Mean Sea Level)
- Benchmark Used: N/A
- There were no evidence of changes in street right of way lines nor evidence of recent street or sidewalk construction or repairs observed in the process of conducting the fieldwork.
- THIS PLAN OF SURVEY has been prepared for the exclusive use of the entities named hereon.
The Certificate does not extend to any unnamed party.

SURVEYOR'S CERTIFICATE:

THIS SURVEY CERTIFIED TO:
- AVILA RODRIGUEZ HERNANDEZ MENA & GARRO LLP
- AMERANT BANK, N.A., A NATIONAL BANKING ASSOCIATION, ISAOA
- FIDELITY NATIONAL TITLE INSURANCE COMPANY
- VALGRAT, LLC, A FLORIDA LIMITED LIABILITY COMPANY
- SHELTON ACADEMY, LLC, A FLORIDA LIMITED LIABILITY COMPANY

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 2, 3, 4, 6(a), 6(b), 7(c), 7(e), 8, 9, 10, 11, 13, 16, 17, 18, and 19 of Table A thereof. The field work was completed on April 17, 2024.

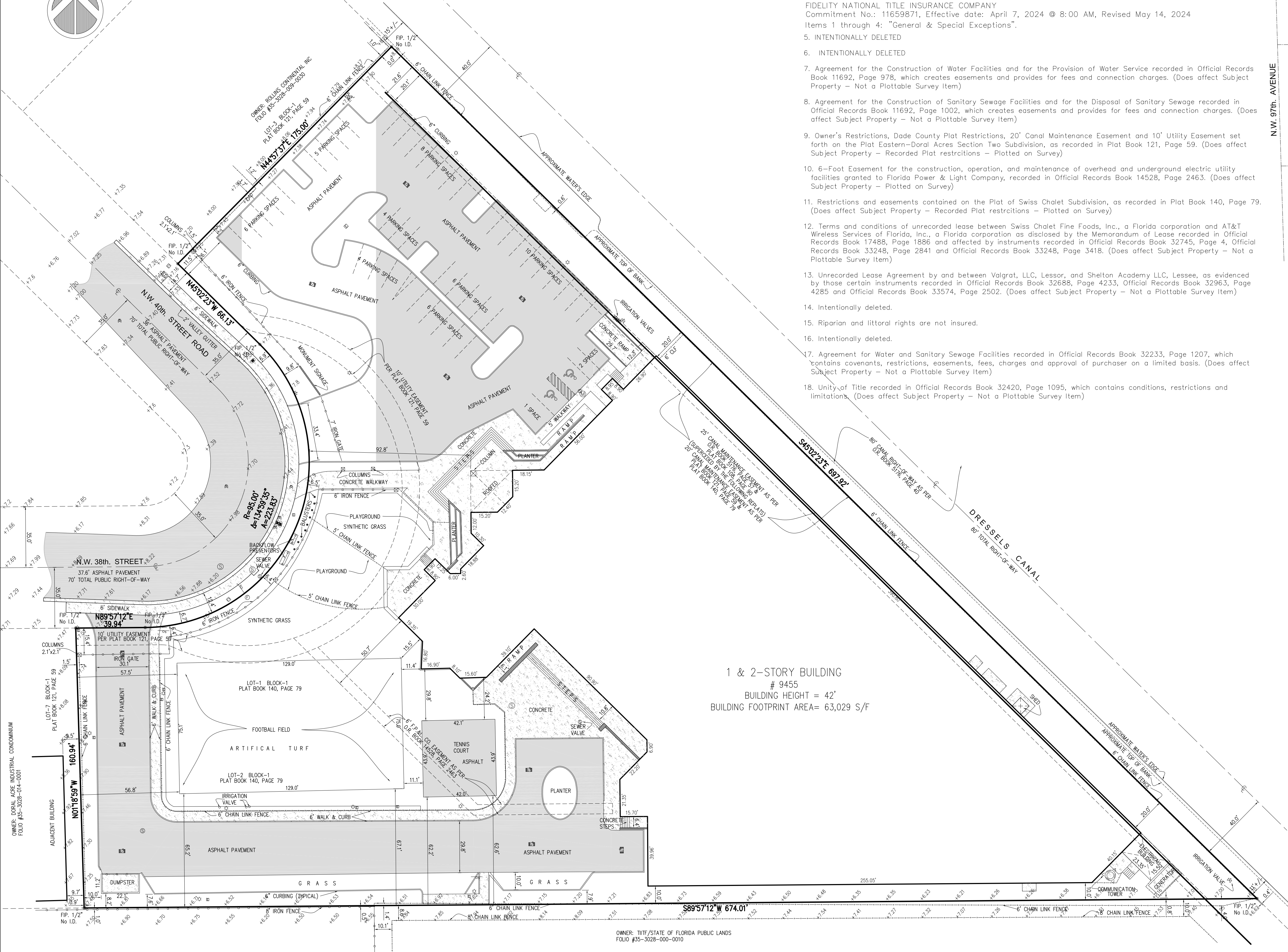
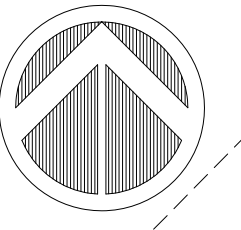
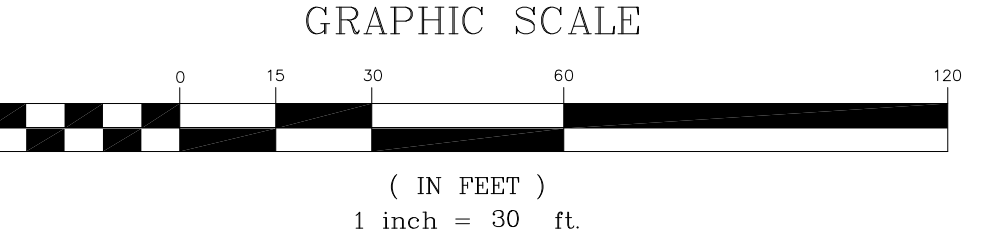
I further certify that this Survey meets the intent of the required Standards of Practice as set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper. Additions or deletions to this survey by other than the signing party are prohibited without written consent of the signing party.

ROYAL POINT LAND SURVEYORS, INC.
LB No. 7282

BY: JACOB GOMIS, Professional Surveyor & Mapper No. 6231
State of Florida
Date of Last Revision: May 17, 2024 (Revised Title Commitment)

Survey Performed By:
ROYAL POINT LAND SURVEYORS, INC.
6175 N.W. 153rd Street, Suite 321, Miami Lakes, Florida 33014
Phone: 305-821-1281 / 305-821-1220 / Fax: 305-827-9669



1 & 2-STORY BUILDING
9455
BUILDING HEIGHT = 42'
BUILDING FOOTPRINT AREA= 63,029 S/F

LEGEND

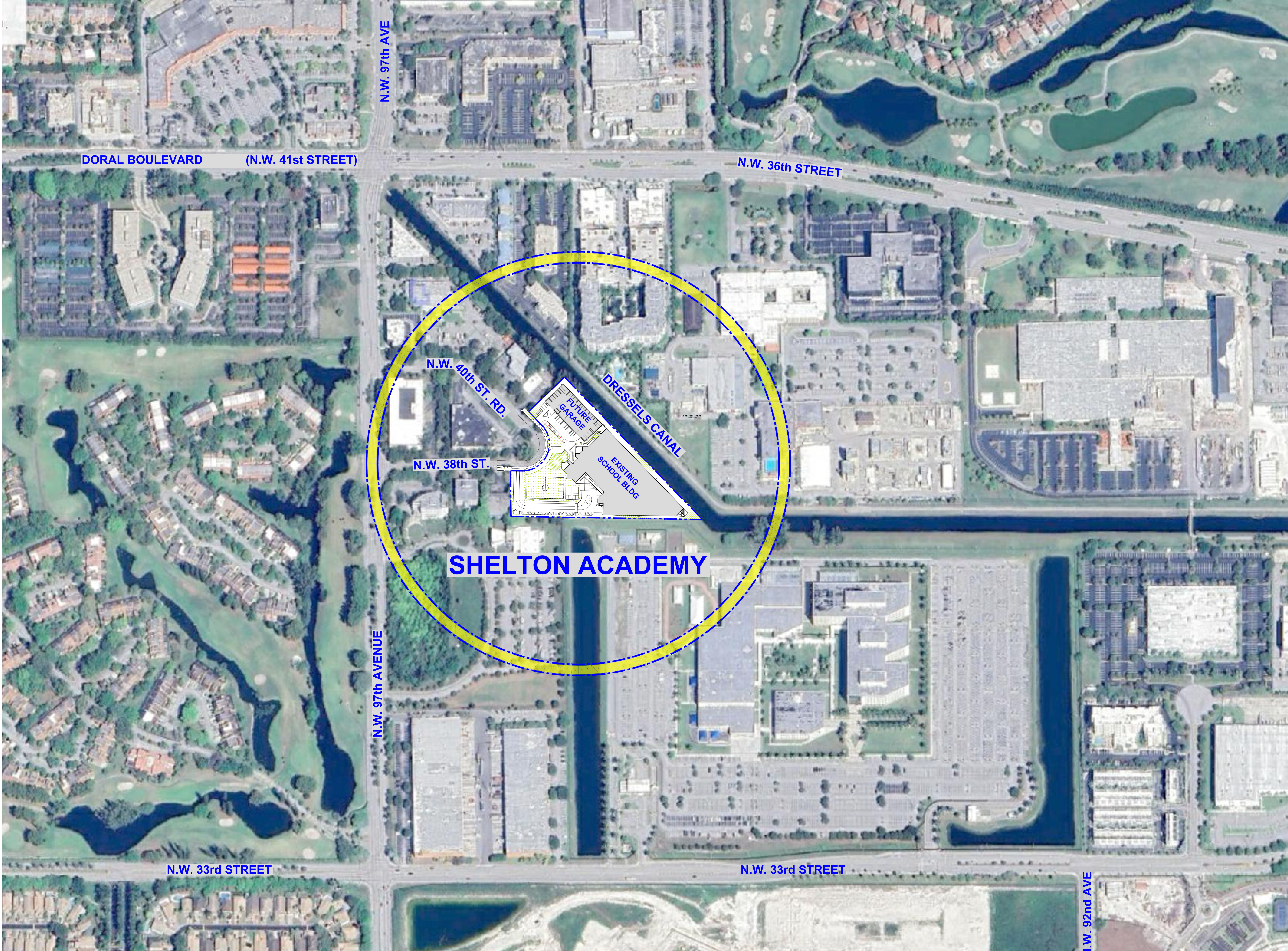
	Overhead Wire Line		A = Arc		Fire Hydrant		H = Height
	Wood Fence		Bearing		Water Valve		L.M.E. = Lake Maintenance Easement
	Chain Link Fence		C.H. = Chord		Hilet		M = Measured
	Iron Fence		Delta		Drainage Easement		(P) = Platted
	Monument Line		L = Length		D.M.E. = Drainage Maintenance Easement		P.O.B. = Point of Beginning
	Centerline		R = Radius		F.D.H. = Found Drill Hole		P.O.C. = Point of Commencement
	Property Line		T = Tangent		F.F.E. = Fresh Floor Elevation		(R) = Record
			Diameter		F.I.P. = Found Iron Pipe/Post		Res. = Residence
			Existing Elevations		F.I.R. = Found Iron Rebar		SIPR = Set Iron Pin/Rebar
			Fire Hydrant		F.N. = Found Nail		5 = Spread
			Water Valve		F.M.D. = Found Nail & Disc		U.E. = Utility Easement
			Hilet		Fluoride Power Light		
			Cable TV Box		Height		
			Electric Meter Box				
			Traffic Signal Box				
			Gas Valve				
			Monitoring Valve				
			Manhole				

NO.	DATE	DESCRIPTION	BY	APP.

ROYAL POINT
LAND SURVEYORS, INC. L.B.# 7282
info@RoyalPointLS.com
6175 NW 153rd STREET, SUITE 321, MIAMI LAKES, FL. 33014 *** TEL: 305-822-6062 *** FAX: 305-827-9669

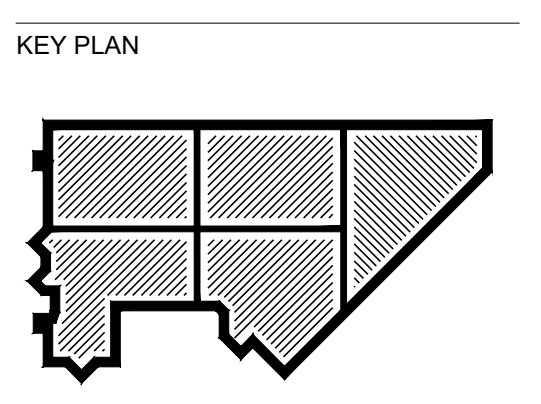
VALGRAT, LLC
ALTA / NSPS LAND TITLE SURVEY
9455 NW 40 STREET ROAD, DORAL, FLORIDA 33178

DRAWN: J.G.
CHECKED: P.J.A.
FILED: AS NOTED
SHEET DATE: 07/22/2025
JOB NO.: RP25-0994
SHEET:
1
OF 1 SHEET



No.	DATE	REVISION	BY

DRAWN BY: AD APPROVED BY: RL
DATE: 11/2020 SCALE: AS SHOWN



SEAL/SIGNATURE

This drawing is the property of CIVICA and is not to be reproduced or copied in whole or part. It is not to be used on any other project and is to be returned on request.
COPYRIGHT © 2025

SHEET TITLE
**PROJECT
LOCATION
AERIAL CONTEXT**

SHEET NUMBER
A-0.1



PROJECT LOCATION - AERIAL CONTEXT SITE PLAN

RESOLUTION No. 21-31

A RESOLUTION OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, APPROVING/DENYING THE SITE PLAN FOR SHELTON ACADEMY LOCATED AT 9455 NW 40 STREET ROAD, DORAL, FLORIDA; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, Orbis Fortium, LLC (the “Applicant”) has submitted an Application requesting Mayor and City Council site plan approval pursuant to Section 53-184(f) of the City’s Land Development Code (LDC), for Shelton Academy, a privately owned, Catholic based school, located at 9455 NW 40 Street Road, Doral, Florida, as legally described in “Exhibit A”; and

WHEREAS, a zoning workshop was held on July 9, 2020, at which meeting the public was afforded an opportunity to examine the project and provide feedback; and

WHEREAS, after notice of public hearing duly published and notifications of all property owners of record within 500-foot radius, a public hearing was held before the Mayor and City Council of the City of Doral on January 27, 2021, at which hearing all interested persons were afforded the opportunity to be heard; and

WHEREAS, Staff finds that the proposed site plan is consistent with the City’s Comprehensive Plan and complies with the requirements and standards of the Land Development Code; and

WHEREAS, the Mayor and City Council of the City of Doral find the adoption and implementation of this Resolution is in the best interest and welfare of the residents of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, AS FOLLOWS:

Section 1. The above recitals are confirmed, adopted, and incorporated herein and made part hereof by this reference.

Section 2. The City Council hereby approves the site plan for Shelton Academy, as legally described in “Exhibit A.” The site plan comprises of the new school campus for Shelton Academy consisting of grades K-12. A copy of the site plan is provided in “Exhibit B.” The approval of the site plan is subject to the following conditions. Violation of the conditions may result in a code compliance citation or the revocation of this Resolution.

1. That the private school be limited to grades K-12 and be limited to a maximum of 450 students.
2. That the Applicant submits an updated Traffic Impact Study (TIS) and Traffic Operation Plan (TOP) to Miami-Dade County Department of Transportation and Public Works (DTPW), for review and approval, updating the maximum number of students (450 students) before obtaining a Certificate of Use (CU). Additional signal requirements and/or off-site improvements may be required to address life safety concerns, inefficient queuing and traffic operations in the vicinity.
3. That at the time the Applicant proposes to increase the enrollment from 450 to 600 students, an updated Traffic Operation Plan (TOP) and Traffic Impact Study (TIS) shall be required for review and approval by the City’s Public Works Department and Miami-Dade County Department of Transportation and Public Works (DTPW). Additional off-site improvements associated with the proposed expansion may be required at the expense and/or the responsibility of the owner.
4. That prior to issuance of Certificate of Occupancy (CO), the Applicant constructs sidewalks within the public right-of-way connecting to NW 97 Avenue on both NW 40 Street Road and NW 38 Street.
5. That prior to issuance of Temporary Certificate of Occupancy (TCO) or Certificate of Occupancy (CO), Miami-Dade County approved plans be submitted to the City’s Public Works Department for review and approval for the requirements of new flashers and school zone striping and signage throughout.
6. All applicable impact fees shall be paid by the Applicant prior to issuance of a building permit.
7. The proposed project shall be built in substantial conformance with the plans entitled “Shelton Academy” prepared by Civica Architecture & Urban Design, consisting of 22 sheets, dated stamped received January 7, 2021.
8. The Property shall be landscaped in accordance with the landscape plan, prepared by Gardner + Semler Landscape Architecture, dated stamped

received January 7, 2021, as amended, and included with the site plan submittal.

9. Compliance with Ordinance No. 2015-09, "Public Arts Program" will be required at the time of building permit, if applicable.
10. Provide compliance with the Floodplain Management regulation (Chapter 23, Article II, Floodplain Management) of the City's Land Development Code.
11. Developer shall be responsible for providing the City a certified drainage inspection report prior to the issuance of a certificate of occupancy.
12. A Stormwater Pollution Prevention Plan (SWPPP) must be submitted by the Applicant at time of building permit. The Plan should provide guidelines for implementing an erosion and sedimentation control program before the site is cleared or graded, including areas where topsoil will be removed, and contours of slopes will be cleared. The Plan shall also include location and type of erosion control measures, storm water and sediment management systems, and a vegetative plan for temporary and permanent stabilization. The Plan shall remain on-site for the duration of the construction activity.
13. If more than one (1) acre of land is disturbed during construction the Contractor/Developer is responsible to obtain NPDES Stormwater permit coverage through the Florida Department of Environmental Protection (FDEP) Construction Generic Permit (CGP). If the project is less than one (1) acre, but part of a larger common plan of development or sale that will ultimately disturb one or more acres, permit coverage is also required. Instruction to request and obtain a CGP can be found at: <http://www.dep.state.fl.us/water/stormwater/npdes/docs/cgp.pdf>. Contractor/Developer should submit the Notice of Intent (NOI) with the appropriate processing fees to the NPDES Stormwater Notices Center. Contractor/Developer must apply for permit coverage at least two (2) days before construction begins.
14. The Applicant shall preserve existing trees (including native trees) during the development of the project, wherever possible. If the trees must be removed, the Applicant shall be required to mitigate the impact in accordance with DRER requirements. If the relocated trees do not survive, the Applicant shall be required to replace the trees in compliance with DRER requirements.
15. The hours of operation during the construction shall adhere to as per Noise Ordinance No. 2011-01.
16. Approval from Division of Environmental Resources Management (DERM) is required at time of building permit. If DERM's requirements result in a modification to the approved administrative site plan, which may include but is not limited to, the layout of proposed parking field, the Applicant will be fully responsible to meet those requirements prior to building permit approval.
17. Approval from Miami-Dade County Fire Department is required at time of building permit.
18. All applicable local, state and federal permits must be obtained before commencement of the development.

19. Issuance of this development permit by the City of Doral does not in any way create any right on the part of an Applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the City of Doral for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.
20. Noncompliance with the approved site plan and the terms of this approval shall be considered a violation of the City Code. Penalties for such violation(s) shall be prescribed by the City Code, which include, but are not limited to, the revocation of the approval granted by this Resolution.
21. Applicant shall comply with any other outstanding conditions recommended by the Mayor and City Council, Public Works Department, Planning & Zoning Department or Miami-Dade County.

Section 3. The City Manager or his/her designee are hereby authorized to take such action as may be necessary to implement the purpose and provisions of this Resolution.

Section 4. The Resolution shall take effect immediately upon adoption.

The foregoing Resolution was offered by Vice Mayor Cabrera who moved its adoption.

The motion was seconded by Councilmember Cabral and upon being put to a vote, the

vote was as follows:

Mayor Juan Carlos Bermudez	Yes
Vice Mayor Pete Cabrera	Yes
Councilwoman Digna Cabral	Yes
Councilwoman Claudia Mariaca	Yes
Councilman Oscar Puig-Corve	Yes

PASSED AND ADOPTED this 27 day of January, 2021.



JUAN CARLOS BERMUDEZ, MAYOR

ATTEST:

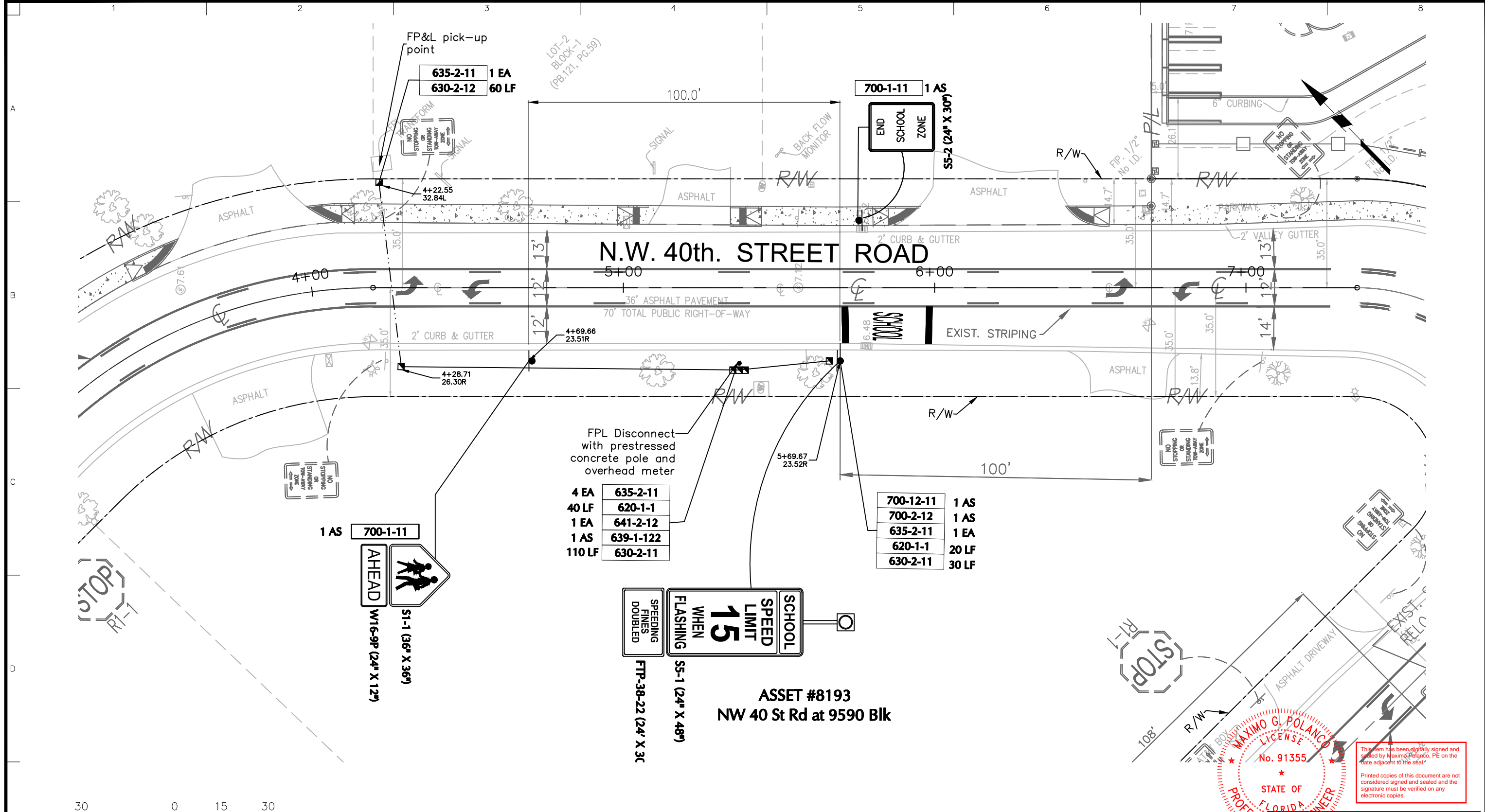


CONNIE DIAZ, MMC
CITY CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY
FOR THE USE AND RELIANCE OF THE CITY OF DORAL ONLY:



LUIS FIGUEREDO, ESQ.
CITY ATTORNEY



4 EA	635-2-11
40 LF	620-1-1
1 EA	641-2-12
1 AS	639-1-122
110 LF	630-2-11

1 AS	700-12-11
1 AS	700-2-12
1 EA	635-2-11
20 LF	620-1-1
30 LF	630-2-11



ASSET #8193
NW 40 St Rd at 9590 Blk

MAXIMO G. POLANCO
No. 91355
STATE OF FLORIDA
PROFESSIONAL ENGINEER

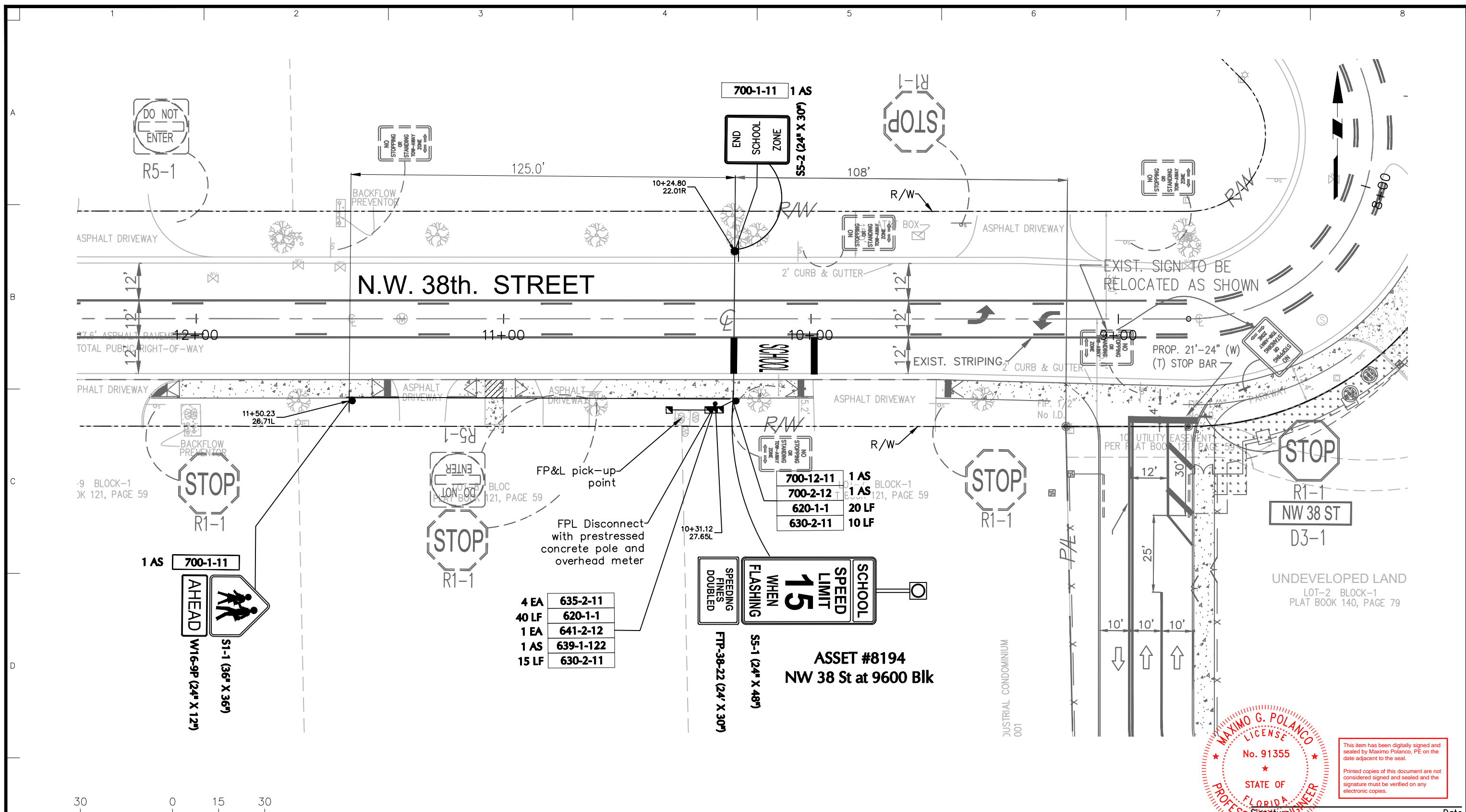
This item has been digitally signed and sealed by Maximo Polanco, PE on the date adjacent to the seal.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



- NOTES:**
1. FLASHERS WILL OPERATE MONDAY-FRIDAY FROM 7:00-9:00 AM & 1:45-3:45 PM .
 2. ALL YELLOW SCHOOL ZONE SIGNS WILL USE FLUORESCENT YELLOW GREEN (FYG).
 3. CONTRACTOR SHALL CONSTRUCT CONCRETE SLAB FOR ALL PULL-BOXES AND POLES LOCATED IN GRASS AREAS.

ASSET NO. 8193: NW 40TH STREET RD AT 9590 BLK

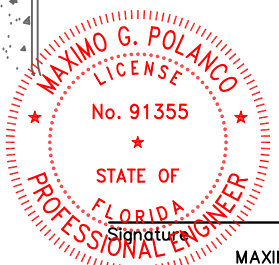
LANGAN Langan Engineering and Environmental Services, LLC 110 East Broward Boulevard, Suite 1500 Fort Lauderdale, FL 33301 T: 954.320.2100 F: 954.320.2101 www.langan.com FBPE Registry No. 00006601/LB8172/LB8198	Project SHELTON ACADEMY FLASHERS MIAMI-DADE COUNTY MIAMI FLORIDA	Drawing Title SCHOOL SPEED ZONE TRAFFIC SIGNALIZATION	Project No. 330081201	Drawing No. KO101
	Date 05/25/2022	Drawn By JMW	Checked By MGP	Date 05/25/2022	Sheet 3 of 1



4 EA	635-2-11
40 LF	620-1-1
1 EA	641-2-12
1 AS	639-1-122
15 LF	630-2-11

700-12-11	1 AS
700-2-12	1 AS
620-1-1	20 LF
630-2-11	10 LF

ASSET #8194
NW 38 St at 9600 Blk



This item has been digitally signed and sealed by Maximo Polanco, PE on the date adjacent to the seal.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



- NOTES:**
1. FLASHERS WILL OPERATE MONDAY-FRIDAY FROM 7:00-9:00 AM & 1:45-3:45 PM .
 2. ALL YELLOW SCHOOL ZONE SIGNS WILL USE FLUORESCENT YELLOW GREEN (FYG).
 3. CONTRACTOR SHALL CONSTRUCT CONCRETE SLAB FOR ALL PULL-BOXES AND POLES LOCATED IN GRASS AREAS.

ASSET NO. 8194: NW 38TH STREET AT 9600 BLK

LANGAN Langan Engineering and Environmental Services, LLC 110 East Broward Boulevard, Suite 1500 Fort Lauderdale, FL 33301 T: 954.320.2100 F: 954.320.2101 www.langan.com FBPE Registry No. 00006601/LB8172/LB8198	Project	SHELTON ACADEMY FLASHERS	Drawing Title	SCHOOL SPED ZONE TRAFFIC SIGNALIZATION	Project No.	330081201	Drawing No.	KO102
	MIAMI-DADE COUNTY MIAMI FLORIDA				Date	05/25/2022	Drawn By	JMW
					Checked By	MGP		Sheet 4 of 1

Application Status

Application Number 2020010228

Status Open

Work Order #

Created On 8/14/2020 10:15:03 AM

Created By jkim@langan.com

Job Address

9455 NW 40TH STREET ROAD (DORAL, FL)

Application Type

DR

Company Information

Name Langan Engineering and Environmental Services, Inc

Number

Address 15150 Northwest 79th Court Suite 200

City Miami Lakes

State FL

Zip 33016

Phone (786) 264-7226

Email Jkim@langan.com

Alternate Address

City

State

Zip

Alternate Phone

Alternate Email

Contact Name John Kim

Alternate Contact Name

Project Name: Shelton Academy

Work Information:

Traffic Impact Analysis (439 Peak-Hour Trips)

Supporting Documents

Type	Name	Comments	Date	
Other Plans	671490-Other Plans-2-19-2021-9.pdf	2021-02-16 Shelton Academy TIS SS.pdf	2/19/2021 4:25:05 PM	Download (/Docs/Download?docname=671490-Other%20Plans-2-19-2021-9.pdf) | View (/Docs/openPDF?docname=671490-Other%20Plans-2-19-2021-9.pdf)

Other Plans	671490-Other Plans-12-30-2020-8REV-3.pdf		12/30/2020 9:22:19 AM	Download (/Docs/Download?docname=671490-Other%20Plans-12-30-2020-8REV-3.pdf) | View (/Docs/openPDF?docname=671490-Other%20Plans-12-30-2020-8REV-3.pdf)
Other Plans	671490-Other Plans-12-30-2020-7REV-3.pdf		12/30/2020 9:21:18 AM	Download (/Docs/Download?docname=671490-Other%20Plans-12-30-2020-7REV-3.pdf) | View (/Docs/openPDF?docname=671490-Other%20Plans-12-30-2020-7REV-3.pdf)
DR Plans	671490-DR Plans-12-1-2020-6REV-2.pdf	Traffic Study	12/1/2020 1:26:04 PM	Download (/Docs/Download?docname=671490-DR%20Plans-12-1-2020-6REV-2.pdf) | View (/Docs/openPDF?docname=671490-DR%20Plans-12-1-2020-6REV-2.pdf)
DR Plans	671490-DR Plans-12-1-2020-5REV-2.pdf	Traffic Study Comment Responses	12/1/2020 1:02:53 PM	Download (/Docs/Download?docname=671490-DR%20Plans-12-1-2020-5REV-2.pdf) | View (/Docs/openPDF?docname=671490-DR%20Plans-12-1-2020-5REV-2.pdf)
DR Plans	671490-DR Plans-12-1-2020-4REV-2.pdf	Site Plan Comment Responses	12/1/2020 1:01:58 PM	Download (/Docs/Download?docname=671490-DR%20Plans-12-1-2020-4REV-2.pdf) | View (/Docs/openPDF?docname=671490-DR%20Plans-12-1-2020-4REV-2.pdf)
DR Plans	671490-DR Plans-12-1-2020-3REV-2.pdf	Site Plan	12/1/2020 1:00:33 PM	Download (/Docs/Download?docname=671490-DR%20Plans-12-1-2020-3REV-2.pdf) | View (/Docs/openPDF?docname=671490-DR%20Plans-12-1-2020-3REV-2.pdf)
DR Plans	671490-DR Plans-9-15-2020-2REV-1.pdf		9/15/2020 10:21:15 PM	Download (/Docs/Download?docname=671490-DR%20Plans-9-15-2020-2REV-1.pdf) | View (/Docs/openPDF?docname=671490-DR%20Plans-9-15-2020-2REV-1.pdf)
DR Plans	671490-DR Plans-8-14-2020-1.pdf		8/14/2020 10:26:39 AM	Download (/Docs/Download?docname=671490-DR%20Plans-8-14-2020-1.pdf) | View (/Docs/openPDF?docname=671490-DR%20Plans-8-14-2020-1.pdf)

Revision Log

Miami-Dade County Reviews

Print Revision Log (/Approvals/PrintApprovalHistory/671490)

*Click on approver's name to send email to approver.

Review Assignment Date	Review Due Date	Review Completed Date	Number of Days	Name 	Action	Approval Section	Comments	Attachments
Approval Round #: 1								
8/25/2020 10:21:53 AM	9/15/2020 10:07:44 AM	14	ORUE, JON (mailto:e209206@miamidade.gov?subject=DTPWPermits-2020010228)	Disapproved	Traffic Engineering Division-School Review	applicant will provide a new traffic study		
Approval Round #: 2								
9/15/2020 10:22:08 PM	10/13/2020 5:24:56 PM	20	WRAY, DAVID GUNNAR (mailto:e325729@miamidade.gov?subject=DTPWPermits-2020010228)	Disapproved	Traffic Engineering Division-School Review	Please see attached file for comments.		
Approval Round #: 3								

Review Assignment Date	Review Due Date	Review Completed Date	Number of Days	Name ⓘ	Action	Approval Section	Comments	Attachments
12/1/2020 1:26:54 PM		12/22/2020 10:06:31 AM	15	ORUE, JON (mailto:e209206@miamidade.gov?subject=DTPWPermits-2020010228)	Disapproved	Traffic Engineering Division-School Review	the applicant will resubmit a new traffic study having less enrollment . (650 students)	
Approval Round #: 4								
12/30/2020 9:23:24 AM		1/15/2021 4:53:33 PM	12	WRAY, DAVID GUNNAR (mailto:e325729@miamidade.gov?subject=DTPWPermits-2020010228)	Approved as Noted	Traffic Engineering Division-School Review	Application approved for enrollment of 450 students distributed evenly through the three shifts only. Applicant is required to come back to DTPW-TED with operations and needed improvements before increasing enrollment to 600 students. Applicant is required to submit an updated study and TOP showing the enrollment at 450 for the record before obtaining Certificate of Use.	

✂ Types of Work

TYPE OF WORK	DIMENSION	AMOUNT	COST
NON-REFUNDABLE UPFRONT FEE FOR DESIGN REVIEW	EA	1	\$70.00
DR TRAFF IMP STUDY REV GROSS PEAK HRS 300 TO 749	EA	1	\$2,110.00
Total: \$2,180.00 | Payments: \$2,180.00 | Balance: \$0.00			



OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On : 5/19/2020

Property Information	
Folio:	35-3028-015-0010
Property Address:	9455 NW 40 STREET RD Doral, FL 33178-2377
Owner	GEL REALTY LLC
Mailing Address	1 ATALANTA PLZ ELIZABETH, NJ 07206
PA Primary Zone	7100 INDUSTRIAL - LIGHT MFG
Primary Land Use	4837 WAREHOUSE TERMINAL OR STG : WAREHOUSE OR STORAGE
Beds / Baths / Half	0 / 0 / 0
Floors	2
Living Units	0
Actual Area	76,976 Sq.Ft
Living Area	Sq.Ft
Adjusted Area	76,976 Sq.Ft
Lot Size	141,275 Sq.Ft
Year Built	1991



Assessment Information			
Year	2019	2018	2017
Land Value	\$4,238,250	\$3,249,325	\$3,249,325
Building Value	\$2,361,750	\$3,102,595	\$3,200,675
XF Value	\$0	\$0	\$0
Market Value	\$6,600,000	\$6,351,920	\$6,450,000
Assessed Value	\$6,600,000	\$6,351,920	\$5,982,352

Benefits Information				
Benefit	Type	2019	2018	2017
Non-Homestead Cap	Assessment Reduction			\$467,648

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

Short Legal Description
SWISS CHALET SUB
PB 140-79
LOT 1 BLK 1
LOT SIZE 141275 SQ FT
F/A/U 30-3028-009-0040 & 0050

Taxable Value Information			
	2019	2018	2017
County			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$6,600,000	\$6,351,920	\$5,982,352
School Board			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$6,600,000	\$6,351,920	\$6,450,000
City			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$6,600,000	\$6,351,920	\$5,982,352
Regional			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$6,600,000	\$6,351,920	\$5,982,352

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
01/01/2007	\$9,500,000	25309-1571	Deeds that include more than one parcel

The Office of the Property Appraiser is continually editing and updating the tax roll. This website may not reflect the most current information on record. The Property Appraiser and Miami-Dade County assumes no liability, see full disclaimer and User Agreement at <http://www.miamidade.gov/info/disclaimer.asp>

Version:



OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On : 5/19/2020

Property Information	
Folio:	35-3028-015-0020
Property Address:	
Owner	GEL REALTY LLC
Mailing Address	1 ATALANTA PLZ ELIZABETH, NJ 07206
PA Primary Zone	7100 INDUSTRIAL - LIGHT MFG
Primary Land Use	4081 VACANT LAND - INDUSTRIAL : VACANT LAND
Beds / Baths / Half	0 / 0 / 0
Floors	0
Living Units	0
Actual Area	0 Sq.Ft
Living Area	0 Sq.Ft
Adjusted Area	0 Sq.Ft
Lot Size	32,683 Sq.Ft
Year Built	0



Assessment Information			
Year	2019	2018	2017
Land Value	\$817,075	\$817,075	\$817,075
Building Value	\$0	\$0	\$0
XF Value	\$0	\$0	\$0
Market Value	\$817,075	\$817,075	\$817,075
Assessed Value	\$752,695	\$684,269	\$622,063

Benefits Information				
Benefit	Type	2019	2018	2017
Non-Homestead Cap	Assessment Reduction	\$64,380	\$132,806	\$195,012

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

Short Legal Description
SWISS CHALET SUB
PB 140-79
LOT 2 BLK 1
LOT SIZE 32683 SQ FT
F/A/U 30-3028-009-0060

Taxable Value Information			
	2019	2018	2017
County			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$752,695	\$684,269	\$622,063
School Board			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$817,075	\$817,075	\$817,075
City			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$752,695	\$684,269	\$622,063
Regional			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$752,695	\$684,269	\$622,063

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
01/01/2007	\$9,500,000	25309-1571	Deeds that include more than one parcel
03/01/1991	\$190,000	14933-554	Other disqualified

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Version:

APPENDIX C
METHODOLOGY LETTER

Edna Sibila
Transportation Manager
8401 Northwest 53rd Terrace, 2nd Floor
Doral, FL 33166

**Re: Traffic Analysis Methodology
Shelton Academy K-12 Private School
Miami, Florida
Langan Project No.: 330066202**

Dear Ms. Sibila:

Langan Engineering and Environmental Services, LLC was retained to prepare a traffic-impact analysis for the proposed expansion of the Shelton Academy, which currently operates as a K-12 private school with a maximum enrollment of 450 students. The site will comprise approximately 3.99 acres on the southeast corner of the curved connection of NW 40th Street Road and NW 38th Street in Doral, Florida. The school is proposing to increase their student enrollment by 150 students. **Figure 1** below shows the site location. A copy of the proposed site plan is included in Attachment A. Please accept this letter as the traffic-analysis methodology for the proposed development.



Figure 1 – Site Aerial Photograph

Trip Generation

Trip generation will be based on information contained in the Institute of Transportation Engineer’s (ITE), Trip Generation Manual, 11th Edition. Attachment B contains the trip-generation calculations and excerpts from the ITE manual. The proposed development is expected to generate 118 daily and 75 morning peak-hour net new trips as summarized in **Table 1** below. Vehicle accumulation will be derived from data collected at the at the existing Shelton Academy (surrogate school) at 9455 NW 40th Street Road, Doral, FL 33178.

Table 3 - Trip Generation Estimates

Use	Size	Daily	Weekday Morning Peak Hour		
			In	Out	Total
Existing Uses					
Private School (K-12)	450 Students	1,116	224	132	356
Proposed Uses					
Private School (K-12)	600 Students	1,488	299	175	474
Net New Trips		372	75	43	118

Data Collection

Morning peak hour turning movement data will be collected on a typical weekday at the following intersections:

- NW 97th Avenue and NW 41st Street (signalized)
- NW 97th Avenue and NW 40th Street Road (unsignalized)
- NW 97th Avenue and NW 38th Street (unsignalized)
- NW 97th Avenue and NW 33rd Street (signalized)

Data will be collected for two hours between 7:00 and 9:00 AM and will be adjusted to reflect peak season traffic volumes by applying the Peak Season Conversion Factors (PSCF) from the *Florida Department of Transportation (FDOT)* to existing counts.

Project Distribution

Project trip distribution will be based on the average cardinal distribution for Traffic Analysis Zone 726 of the Miami-Dade County 2045 Transportation Model. **Table 2** below shows the cardinal distribution based on a 2025 build out year.

Table 2 - Cardinal Distribution

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	16.20%	11.10%	18.80%	15.20%	15.60%	9.60%	5.40%	8.20%
2045	15.20%	13.50%	19.60%	14.30%	15.20%	10.30%	4.10%	7.90%
2025	15.87%	11.90%	19.07%	14.90%	15.47%	9.83%	4.97%	8.10%

Future Traffic

We will develop future traffic volumes by applying a compound growth rate to the collected traffic data. The growth rate will be based on FDOT historical data from traffic count stations near the project. We will compare the linear, exponential, and decaying-trend growth rates to the 2015 to 2045 SERPM Traffic Volume growth rates and use the more conservative approach. A one-half

percent annual growth rate will be used if a negative growth rate is determined. **Tables 3a and 3b** below shows the results of the two growth rates. Attachment D contains the growth rate calculations.

Table 3a - FDOT Historical Volume Growth

Roadway	FDOT Site	5 Year Linear Trend	5 Year Exponential Trend	5 Year Decaying Trend
NW 41ST STREET 500 FT -- WEST OF NW 97TH AVE	7022	-5.25%	-5.71%	-5.59%
NW 36TH ST -- 200' WEST OF NW 87TH AVENUE	8359	0.69%	0.69%	0.46%
NW 25TH ST -- 100 FT. WEST OF NW 94TH AVE	7025	5.19%	4.83%	4.92%
Average Annual Growth Rate		0.21%	-0.06%	-0.07%

Table 3b - 2015 to 2045 SERPM Traffic Volumes Growth

Roadway	FDOT Site	2015	2045
NW 41ST STREET 500 FT -- WEST OF NW 97TH AVE	7022	20,483	30,390
NW 36TH ST -- 200' WEST OF NW 87TH AVENUE	8359	40,253	52,518
NW 25TH ST -- 100 FT. WEST OF NW 94TH AVE	7025	39,896	13,657
Total		100,632	96,565
Annual Growth Rate		-0.14%	

We will review the county's platting database and include traffic from any approved but unbuilt projects. We will also include any roadway improvements planned within the next three years.

Intersection Analysis

Intersection capacity analysis will be performed for the study intersection using software based on the Highway Capacity Manual 7th or 2000 Editions methodology. The analysis will be performed for the morning peak-hour conditions using Synchro Software. The analysis scenarios will include the existing (2023), no-build (2025 without the project), and build (2025 with project) conditions. Project driveways will be analyzed for the build conditions. We will provide tables in the appendices that summarize the LOS and delay for each intersection and intersection approaches for the existing, no-build, and build conditions. Tables summarizing the LOS and delay for each intersection and intersection approaches for the existing, no-build, and build conditions will be included in the report appendices. Synchro reports for the 95thtile queue lengths and tables summarizing this information for all exclusive turn-lanes will also be included in the report appendices.

Report

We will prepare a report, signed and sealed by a Florida registered professional engineer, which will include the methodology, data, analysis, findings and recommendations. The report will include a Traffic Operations Plan and county TOP document as an appendix.

We hope that you find this methodology acceptable. If you have any questions regarding the information contained herein, please do not hesitate to contact me at (954) 320-2155.

Sincerely,

Langan Engineering and Environmental Services, Inc.



Maximo G. Polanco, P.E.
Senior Project Manager

MGP:mgp

Attachments

- Attachment A – Site Plan
- Attachment B – Trip Generation Data & ITE Excerpts
- Attachment C – TAZ Data
- Attachment D – Growth Rate Calculations

FL Certificate of Authorization No. 6601

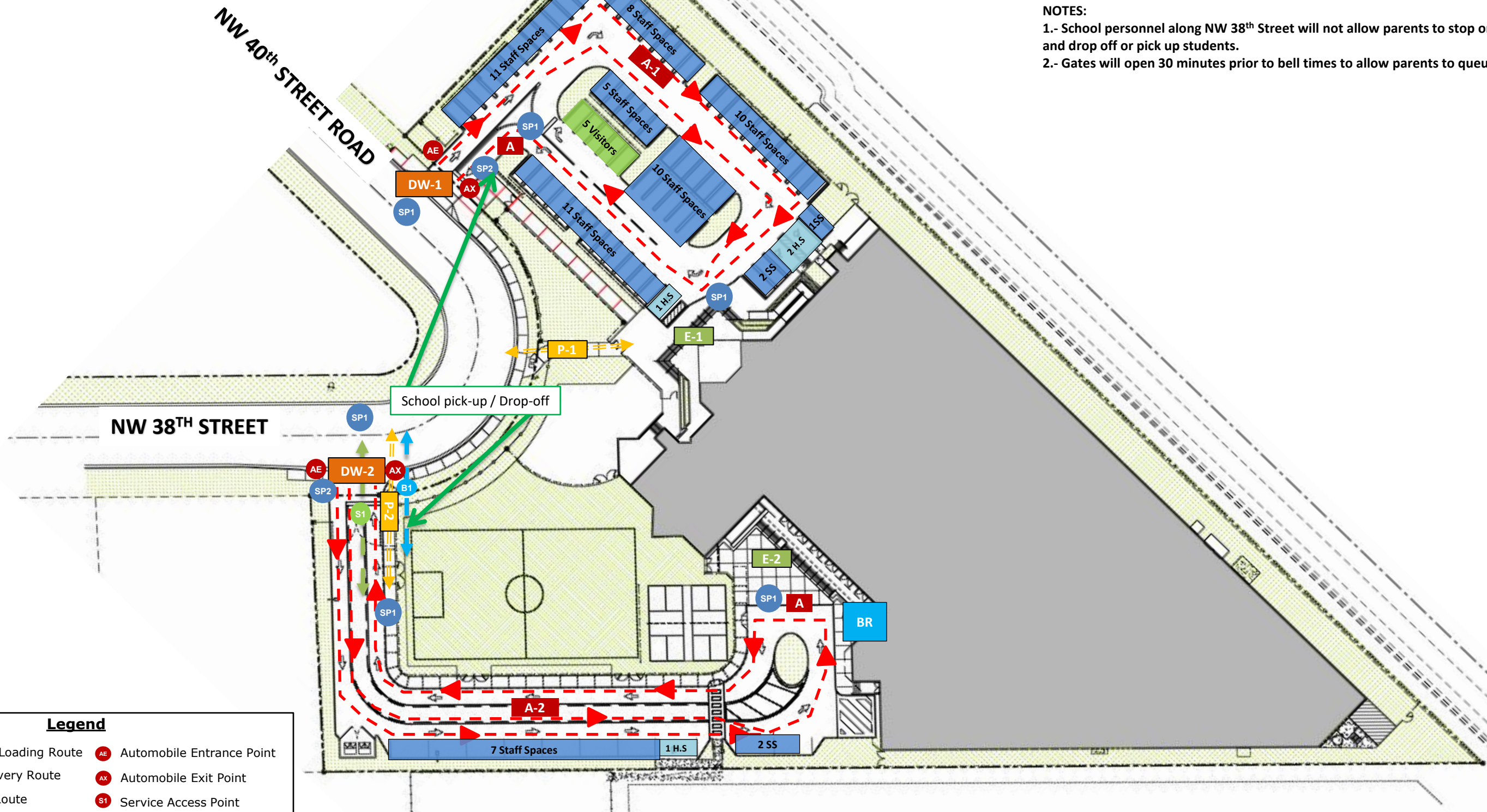
\\langan.com\data\FTL\data2\330066202\Project Data\Correspondence\Methodology\2024-02-20 Shelton Academy Methodology.docx

APPENDIX D
TRAFFIC OPERATIONS PLAN

School Schedule (800 students)

Two (2) Instructional Shifts

PreK & Elementary (PreK – 5th): 8:15 AM – 3:00 PM
 Middle & High School (6th - 12th): 7:45 AM – 2:30 PM



NOTES:
 1.- School personnel along NW 38th Street will not allow parents to stop on street and drop off or pick up students.
 2.- Gates will open 30 minutes prior to bell times to allow parents to queue on site.

Legend

- - - - - **A**-Automobile Loading Route
- - - - - **S**-Service Delivery Route
- - - - - **P**-Pedestrian Route
- - - - - **B**-Bicycle Route
- A Auto Loading Zone
- BR Bike Rack
- Cones
- AE** Automobile Entrance Point
- AX** Automobile Exit Point
- S1** Service Access Point
- P** Pedestrian Access Point
- SP** School Personnel
- E** Building Entrance Point
- DW** Driveway

Date	Description	No.
REVISIONS		

SIGNATURE _____ DATE SIGNED _____
 MAXIMO POLANCO
 PROFESSIONAL ENGINEER FL Lic. No. 91355

LANGAN
 ENGINEERING & ENVIRONMENTAL SERVICES
 1221 Brickell Ave, Suite 1800, Miami, FL 33131
 P: 786.264.7200 F: 786.264.7201 www.langan.com
 FL CERTIFICATE OF AUTHORIZATION No. 00006601

Project
Shelton Academy Phase K-12 Private School
 Doral
 MIAMI-DADE COUNTY FLORIDA

Drawing Title
TRAFFIC OPERATIONS PLAN

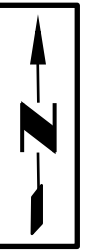
Project No. 330066203	
Date APRIL 2026	
Scale Not to Scale	
Drawn By LTA	Checked By JCG
Submittal Date	

Drawing No.
TOP - 1.0

School Schedule (1000 students)

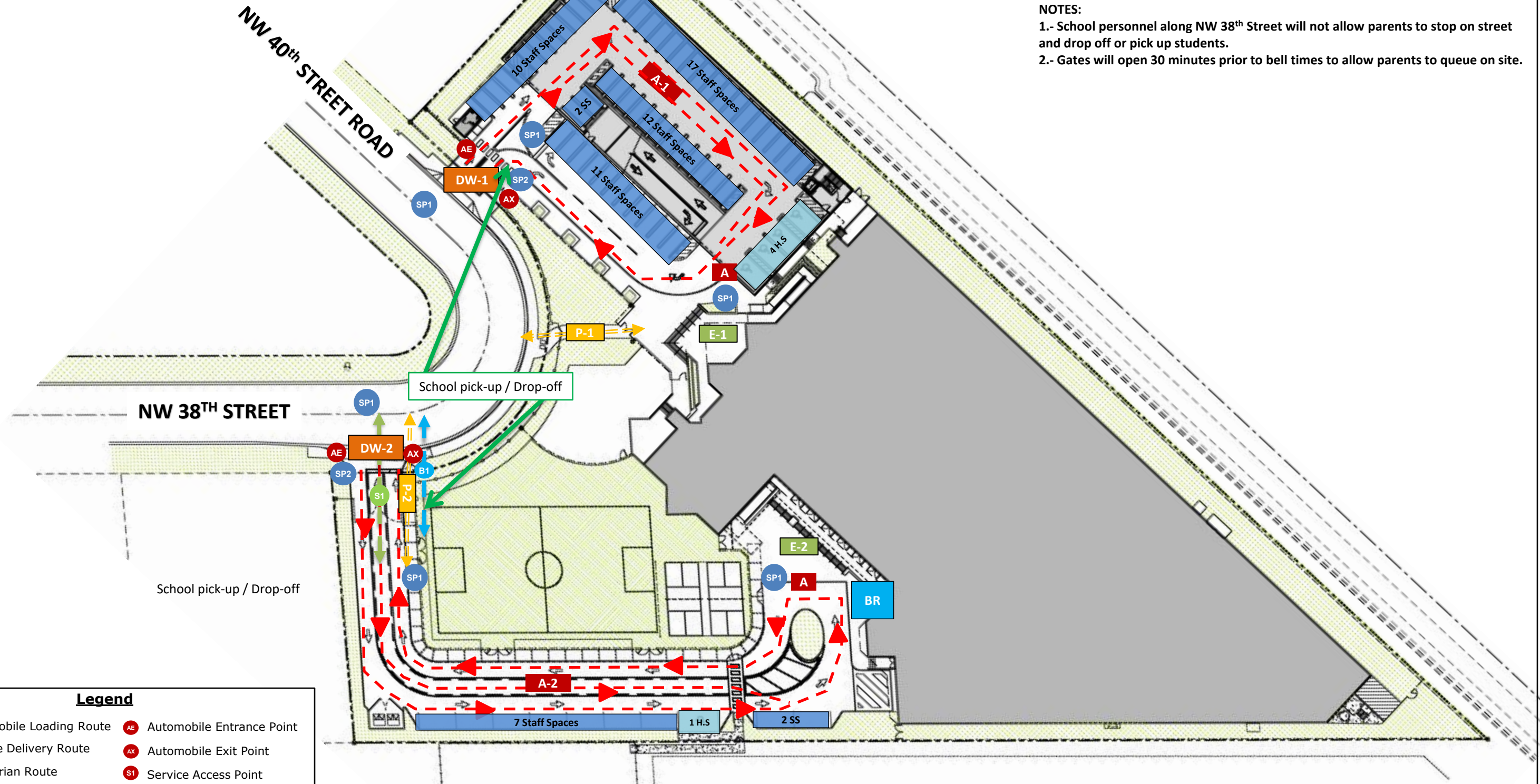
Two (2) Instructional Shifts

PreK & Elementary (PreK – 5th): 8:15 AM – 3:00 PM
 Middle & High School (6th - 12th): 7:45 AM – 2:30 PM



NOTES:

- 1.- School personnel along NW 38th Street will not allow parents to stop on street and drop off or pick up students.
- 2.- Gates will open 30 minutes prior to bell times to allow parents to queue on site.



Legend

- - - - - **A**-Automobile Loading Route
- - - - - **S**-Service Delivery Route
- - - - - **P**-Pedestrian Route
- - - - - **B**-Bicycle Route
- A Auto Loading Zone
- BR Bike Rack
- Cones
- AE Automobile Entrance Point
- AX Automobile Exit Point
- S1 Service Access Point
- P Pedestrian Access Point
- SP School Personnel
- E Building Entrance Point
- DW Driveway

Date	Description	No.
REVISIONS		

SIGNATURE _____ DATE SIGNED _____
 MAXIMO POLANCO
 PROFESSIONAL ENGINEER FL Lic. No. 91355

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 P: 786.264.7200 F: 786.264.7201 www.langan.com
 FL CERTIFICATE OF AUTHORIZATION No. 00006601

Project
Shelton Academy Phase K-12 Private School
 Doral
 MIAMI-DADE COUNTY FLORIDA

Drawing Title
TRAFFIC OPERATIONS PLAN

Project No. **330066203**
 Date **APRIL 2026**
 Scale **Not to Scale**
 Drawn By **LTA** Checked By **JCG**
 Submittal Date _____

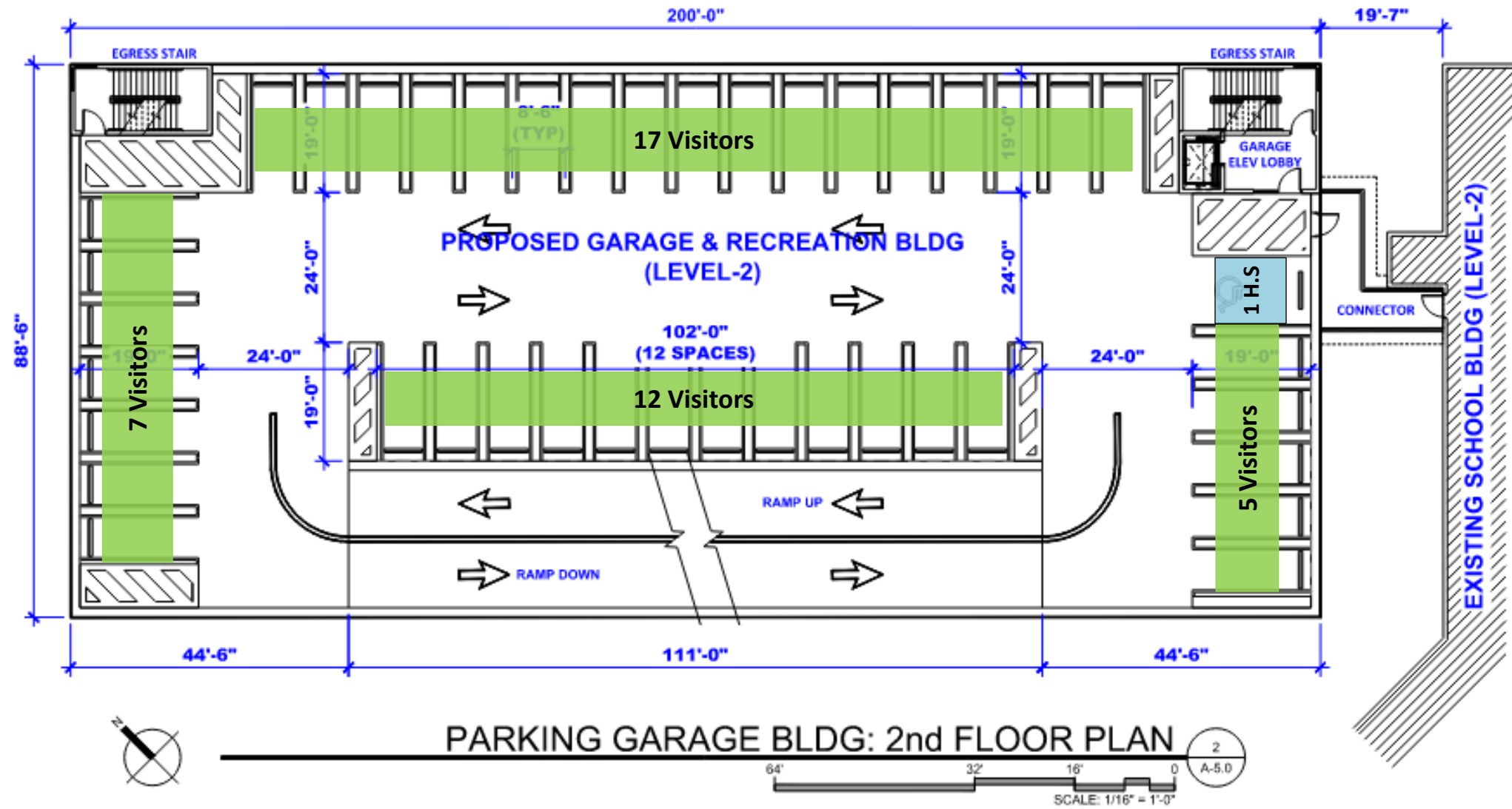
Drawing No.
TOP - 1.0

School Schedule (1000 students)

Two (2) Instructional Shifts

PreK & Elementary (PreK – 5th): 8:15 AM – 3:00 PM

Middle & High School (6th - 12th): 7:45 AM – 2:30 PM



PARKING GARAGE BLDG: 2nd FLOOR PLAN

Legend

- - - - - **A**-Automobile Loading Route
- - - - - **S**-Service Delivery Route
- - - - - **P**-Pedestrian Route
- - - - - **B**-Bicycle Route
- A Auto Loading Zone
- BR Bike Rack
- Cones
- AE Automobile Entrance Point
- AX Automobile Exit Point
- S1 Service Access Point
- P Pedestrian Access Point
- SP School Personnel
- E Building Entrance Point
- DW Driveway

NOTES:

- 1.- School personnel along NW 38th Street will not allow parents to stop on street and drop off or pick up students.
- 2.- Gates will open 30 minutes prior to bell times to allow parents to queue on site.

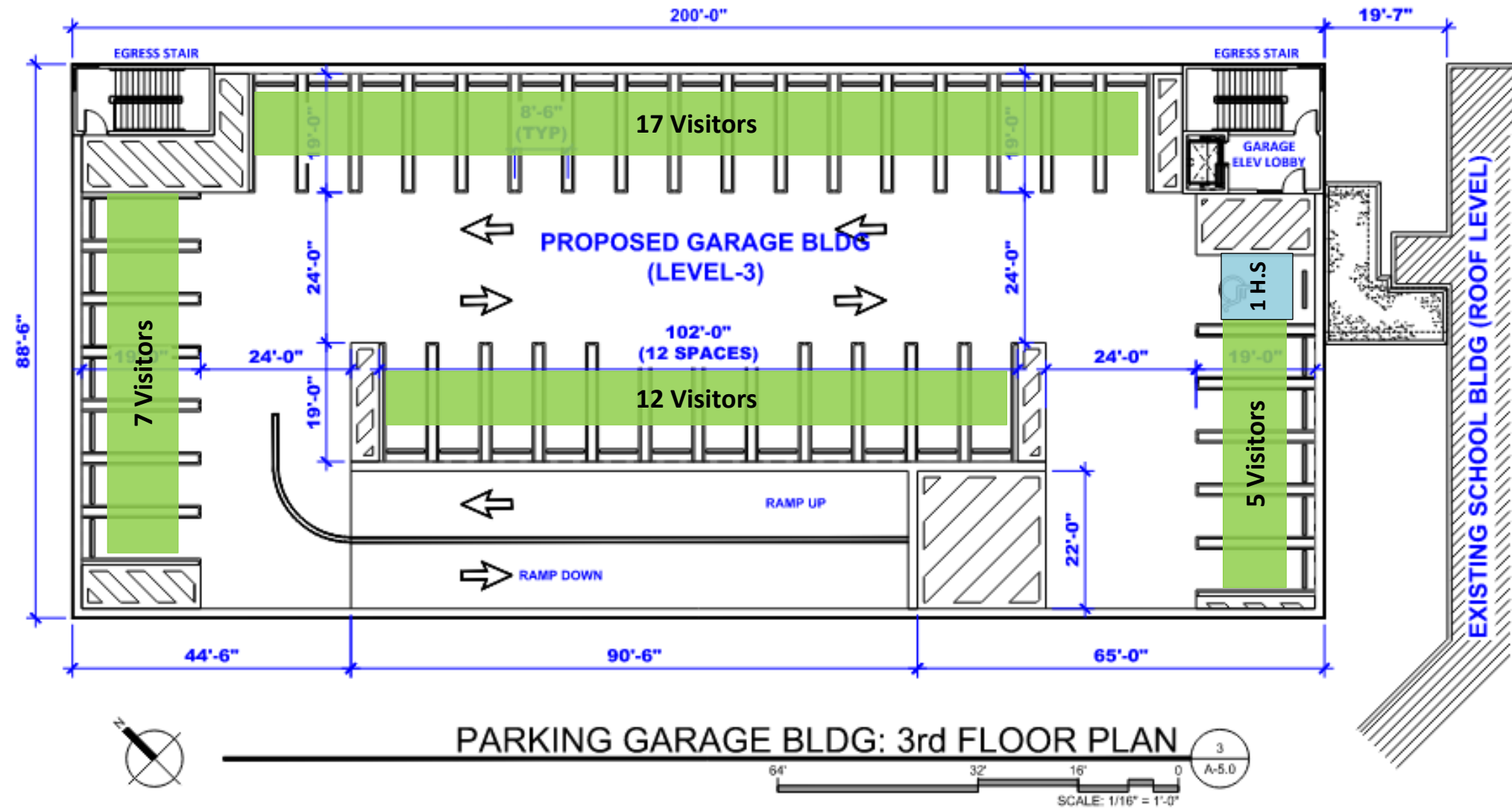
	 1221 Brickell Ave, Suite 1800, Miami, FL 33131 P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601	Project Shelton Academy Phase K-12 Private School Doral MIAMI-DADE COUNTY FLORIDA	Drawing Title TRAFFIC OPERATIONS PLAN						
SIGNATURE _____ DATE SIGNED _____ MAXIMO POLANCO PROFESSIONAL ENGINEER FL Lic. No. 91355		Project No. 330066203 Date September 2025 Scale Not to Scale Drawn By LTA Checked By JCG Submittal Date	TOP - 1.1						
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Date</th> <th>Description</th> <th>No.</th> </tr> </thead> <tbody> <tr> <td colspan="3" style="text-align: center;">REVISIONS</td> </tr> </tbody> </table>		Date	Description	No.	REVISIONS				
Date	Description	No.							
REVISIONS									

School Schedule (1000 students)

Two (2) Instructional Shifts

PreK & Elementary (PreK – 5th): 8:15 AM – 3:00 PM

Middle & High School (6th - 12th): 7:45 AM – 2:30 PM



PARKING GARAGE BLDG: 3rd FLOOR PLAN



Legend

- - - - - **A**-Automobile Loading Route
- - - - - **S**-Service Delivery Route
- - - - - **P**-Pedestrian Route
- - - - - **B**-Bicycle Route
- A Auto Loading Zone
- BR Bike Rack
- Cones
- AE Automobile Entrance Point
- AX Automobile Exit Point
- S1 Service Access Point
- P Pedestrian Access Point
- SP School Personnel
- E Building Entrance Point
- DW Driveway

NOTES:

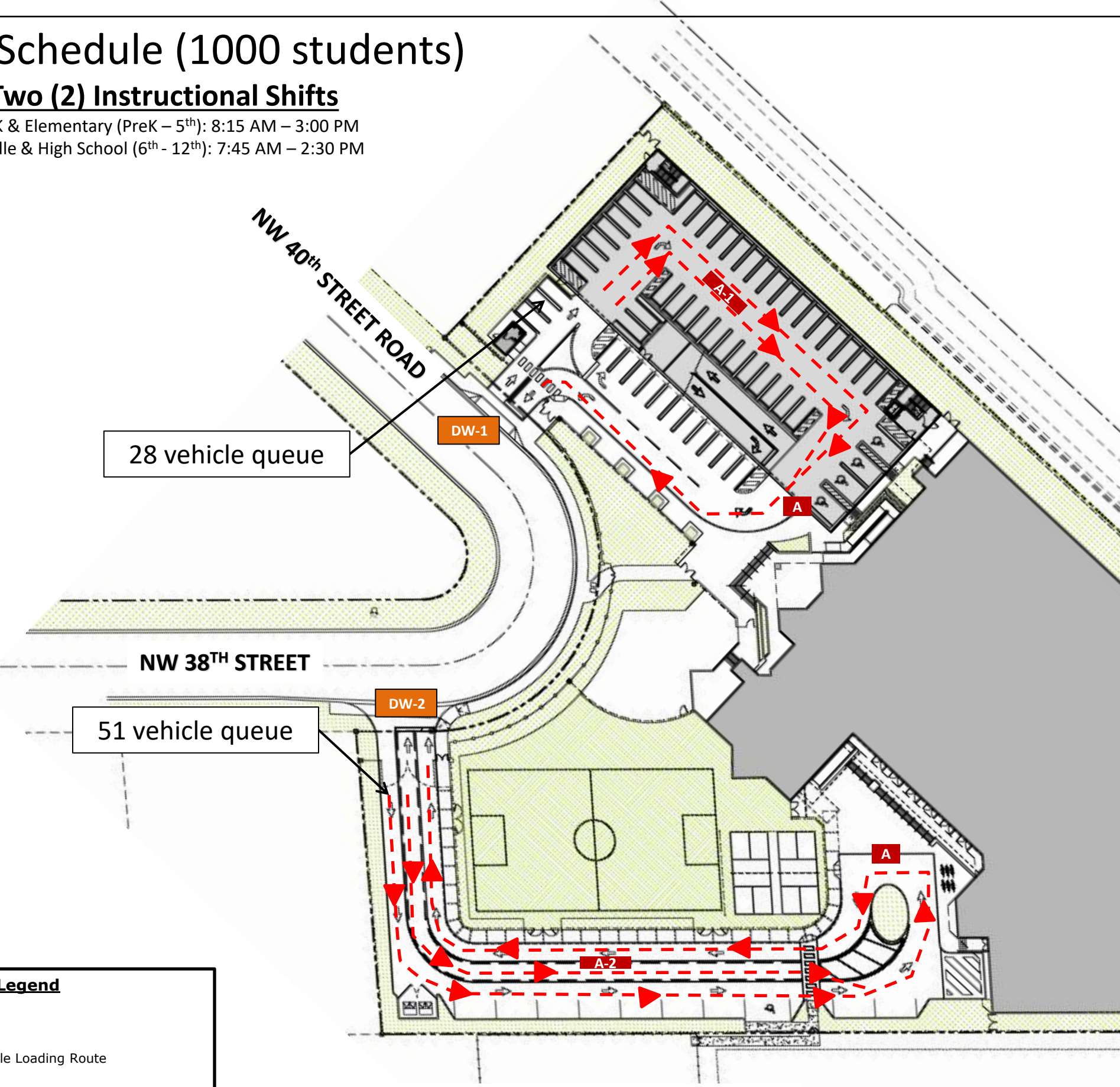
- 1.- School personnel along NW 38th Street will not allow parents to stop on street and drop off or pick up students.
- 2.- Gates will open 30 minutes prior to bell times to allow parents to queue on site.

	 ENGINEERING & ENVIRONMENTAL SERVICES 1221 Brickell Ave, Suite 1800, Miami, FL 33131 P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601	Project Shelton Academy Phase K-12 Private School Doral MIAMI-DADE COUNTY FLORIDA	Drawing Title TRAFFIC OPERATIONS PLAN
Date Description No. REVISIONS	SIGNATURE DATE SIGNED MAXIMO POLANCO PROFESSIONAL ENGINEER FL Lic. No. 91355	Project No. 330066203 Date September 2025 Scale Not to Scale Drawn By LTA Checked By JCG Submittal Date	Drawing No. TOP - 1.2

School Schedule (1000 students)

Two (2) Instructional Shifts

PreK & Elementary (PreK – 5th): 8:15 AM – 3:00 PM
 Middle & High School (6th - 12th): 7:45 AM – 2:30 PM



28 vehicle queue

51 vehicle queue

Legend

- DW Driveway
- - - - - ▶ A-Automobile Loading Route
- A Auto Loading Zone

NOTES:
 1.- School personnel along NW 38th Street will not allow parents to stop on street and drop off or pick up students.
 2.- Gates will open 30 minutes prior to bell times to allow parents to queue on site.

Date	Description	No.
REVISIONS		

SIGNATURE _____ DATE SIGNED _____
 MAXIMO POLANCO
 PROFESSIONAL ENGINEER FL Lic. No. 91355

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 FL CERTIFICATE OF AUTHORIZATION No. 00006601

Project
Shelton Academy Phase K-12 Private School
 Doral
 MIAMI-DADE COUNTY FLORIDA

Drawing Title
PROJECTED QUEUE LENGTHS

Project No.
330066203
 Date
APRIL 2026
 Scale
 Not to Scale
 Drawn By
KAL
 Checked By
JCG
 Submittal Date

Drawing No.
TOP - 1.3

ACCUMULATION ASSESSMENT DW-1		
Two (2) Arrival/Dismissal Shifts		
<i>(This form is used to assess the impact of the accumulation of loading vehicles staged at dismissal time)</i>		
New School Name	SHELTON ACADEMY PHASE 3	
Surrogate School Name	SHELTON ACADEMY PHASE 3	
Date / Day / Time of Data Collection	14-May-25	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment	189	students, E (verified by school staff on same date as data collection)
Capacity of New School	330	student stations, C: (max # students for each separate dismissal period @ 30 minute intervals, imposed p/u 'window' and 30% to aftercare.)
Multiplier ²	1.75	[C / E]
Surrogate Accumulations ³	16	passenger vehicles (including commercial vans)
	0	large school buses
	0	student vehicles (for high schools only)
Projected Accumulations	28	passenger vehicles
	0	large school buses
	0	student vehicles
Provided Spaces ⁴	35	passenger vehicles (legal staging areas on and contiguous to site)
	0	large school buses
	0	student vehicles (legal parking on and contiguous to site)
Percent Accommodated ⁵	125%	passenger vehicles
Parameters Used		
Enrollment on Day Collected	572	students
Proposed Enrollment	1000	students
Vehicle Length	22	feet
Queue Length Accommodated	765	feet
Percent of Traffic using DW-2	33%	passenger vehicles

² This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

³ These are all school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school site.

⁴ Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is required. Onstreet bus loading bays are required to have a minimum 14 foot width, onstreet passenger vehicle loading bays are required to have a minimum 10 foot width, and onstreet passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

⁵ This is calculated as, [(Provided Spaces / Projected Accumulations) x 100], for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

ACCUMULATION ASSESSMENT DW-2		
Two (2) Arrival/Dismissal Shifts		
<i>(This form is used to assess the impact of the accumulation of loading vehicles staged at dismissal time)</i>		
New School Name	SHELTON ACADEMY PHASE 3	
Surrogate School Name	SHELTON ACADEMY PHASE 3	
Date / Day / Time of Data Collection	14-May-25	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment	383	students, E (verified by school staff on same date as data collection)
Capacity of New School	670	student stations, C: (max # students for each separate dismissal period @ 30 minute intervals, imposed p/u 'window' and 30% to aftercare.)
Multiplier ²	1.75	[C / E]
Surrogate Accumulations ³	29	passenger vehicles (including commercial vans)
	0	large school buses
	0	student vehicles (for high schools only)
Projected Accumulations	51	passenger vehicles
	0	large school buses
	0	student vehicles
Provided Spaces ⁴	55	passenger vehicles (legal staging areas on and contiguous to site)
	0	large school buses
	0	student vehicles (legal parking on and contiguous to site)
Percent Accommodated ⁵	108%	passenger vehicles
Parameters Used		
Enrollment on Day Collected	572	students
Proposed Enrollment	1000	students
Vehicle Length	22	feet
Queue Length Accommodated	1222	feet
Percent of Traffic using DW-2	67%	passenger vehicles

School Traffic Operation Plan (TOP) Form

This form has been created by Miami-Dade County Department of Transportation and Public Works (DTPW) to document a school's traffic operations and commitments. All form worksheets and illustrations have been completed for the operation at

Contents

1.0	Definitions	5.6	Service Vehicle Operations
2.0	School Location	6.0	Pedestrian and Bicycle Facilities
3.0	Educational Program and Enrollment	7.0	Onsite Traffic Personnel and Devices
4.0	School Schedule	8.0	School Crossing and Speed Zone
4.1	School Schedule Commitment	9.0	Offsite Traffic Control Officers
4.2	School Schedule Example	9.1	State Crossing Guards
5.0	Vehicle Operations	10.0	Special Event Provisions
5.1	Vehicle Routes	11.0	Parent Traffic Handbook
5.2	Vehicle Stacking and Staging Spaces	12.0	Table Worksheets
5.3	Automobile Curbside Passenger Loading Zone	13.0	Attachments
5.4	School Bus Passenger Loading Zone	14.0	Endorsement
5.4a	School Bus Commitment		
5.5	Parking Stall Operations		

1.0 Definitions

For the purpose of this document, the following definitions for terms used herein shall apply to all sections unless the context clearly indicates otherwise:

- (1) *Educational program*: A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.
- (2) *Schedule Shift*: A period of time when students are anticipated to be at the school facility to engage in programmed activities
 - (2.1) *Instructional Shift*: A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."
 - (2.2) *Early Arrival Shift*: A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).
 - (2.3) *After School Shift*: A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)
 - (2.4) *Study Hall*: A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.
 - (2.5) *Arrival Period*: A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.

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- (2.6) *Dismissal Period:* A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.
- (3) *Vehicle Route:* A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.
- (4) *Vehicle Stacking Space:* A space in which pickup and delivery of children can take place.
- (5) *Vehicle Queuing Space:* A space where a vehicle can idle while waiting to enter into a stacking space.
- (6) *Vehicle Staging Space:* A space where a service vehicle may remain idle while providing their service.
- (7) *By-Pass Lane:* A minimum 10-foot-wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.
- (8) *Open Parking Space:* A parking space that has no assigned use during the arrival and dismissal operations.
- (9) *Staff Parking Space:* A parking space designated for staff use during the school's hours of operation.
- (10) *Student Parking:* A parking space designated for student use during the school's hours of operation.
- (11) *Pedestrian Route:* A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.
- (12) *Bicycle Route:* A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.
- (13) *Bicycle Storage:* A designated area where bicycles may be secured and remain in place for the school day.
- (14) *School Traffic Personnel:* A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.
- (15) *Traffic Control Officer:* An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.
- (16) *School Special Event:* An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.
- (17) *School Crossing:* An official school student crossing on an adopted school route plan of a school safety program. Any crossing not so officially designated is termed a "pedestrian crossing."

2.0 School Location

Specify the school's name, site address, folio and hours of operation within the **Table 2.0-1**.

3.0 Educational Program and Enrollment

A school provides instructions to students through its *educational programs* (Elementary, Middle, High, etc.). Specify the school's educational programs and maximum enrollment by completing **Table 3.0-1**. Indicate the school's programs by entering the student enrollment associated with each program and/or enter "None" for student enrollment if a particular program does not operate at the school.

School may offer educational programs that vary substantially from programs typically offered in schools. Provide a description of the school's educational programs in **Table 3.0-2**.

4.0 School Schedule

A school schedule is composed of *schedule shifts*. A schedule shift may be classified as either a non-instructional shift (Breakfast Program, After School Care, or Extra Curricular Activity) or an *instructional shift*. The educational programs are scheduled by *instructional shifts*. Therefore, every schedule will include at least one instructional shift. A school's *arrival period*, as well as *dismissal period*, should be minimized as much as possible because of its effect on school speed zone hours. The different educational programs may be scheduled independently or concurrently, but an educational program may not be divided by multiple instructional shifts. Instructional shifts must be scheduled a minimum of 30 minutes apart to have their vehicle accumulation events be considered as independent events. The schedule may also include an *early arrival shift* and an *after-school shift*. A school that proposes to operate with multiple instructional shifts must enact the multiple shifts from inauguration, regardless of student enrollment. For example, a K-8 school, which has two educational programs (K-5 and 6-8), may operate with one or two instructional shifts, but may not operate with three instructional shifts.

A school's schedule may often be influenced by the site's vehicle accumulation capacity and other off-site traffic operational factors. A site's vehicle accumulation capacity and other factors are typically defined within a traffic study conducted by the school.

Schools that operate with multiple instructional shifts are required to operate a "*study hall*" period. The study hall period begins with the school's first arrival time and ends at the school's last dismissal time. This period must be provided free of charge for car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time due to co-passenger students.

4.1 School Schedule Commitment

The school schedule will maintain the maximum number of students allowed per instructional shift and operate with the number of instructional shifts stated in **Table 4.1-1**, with a minimum 30-minute separation between any two instructional shifts. Parental vehicular access to onsite passenger loading facilities shall be open a minimum of 30 minutes prior to all arrival and dismissal time(s).

The school will operate a "study hall" period when its schedule has more than one instructional shift.

4.2 School Schedule Example

The school is required to maintain the schedule commitment, at all times. This commitment will define the school staggered shift schedule format, but actual start and end times may differ. Provide an example of the school schedule at full capacity in **Table 4.2-1**.

School may offer educational programs that vary substantially from programs typically offered in schools. Provide a description of the school’s schedule shifts in **Table 4.2-1**.

5.0 Vehicle Operations

A school has various vehicle types that access the site regularly. These vehicle types may include automobiles, school buses, and service vehicles such as food delivery trucks and trash collecting trucks. The various vehicles require clear traffic patterns to maintain the site’s safety and maneuverability when accessing the site. These patterns are termed *vehicle routes* and must be shown on the signed and sealed site plan. Once vehicles are on site, they accumulate as parking, *stacking*, *queuing*, or *staging*. The following section will formally define these vehicle routes and spaces within the TOP.

5.1 Vehicle Routes

Vehicle routes consist of an entry, a pathway, and an exit. All routes must provide the appropriate geometry (e.g. lane width, effective radii) to accommodate the intended vehicles. The route should minimize the number of conflicts throughout its pathway. Each portion of the route must be identified using the following formats stated below.

Vehicle Route Naming Format: Each route must be assigned a name that indicates its intended “purpose” and “service”. Use the abbreviations contained in **Table 5.1-1** to appropriately name the routes. For example, a curbside automobile passenger loading zone that is to be used by parents dropping-off elementary school students would be named “A(K-5)”.

Table 5.1-1 Route Name Key

“Purpose”		“Service”	
A	Automobile Loading Zone	K-12	Student Passengers –specify grade range
B	Bus Loading Zone	Food	Food Delivery
P	Parking	Trash	Garbage Pick-up
S	Service Vehicle	Delivery	General Delivery
PED	Pedestrian Pathway		
BIK	Bicycle Pathway		

Route Entry and Exit Label Format: Each route’s entry and exit location must be assigned a label. Each location label will be composed of an abbreviated location type and a number. Use **Table 5.1-2** to provide the correct abbreviated location type and number. **Route names, entries, and exits must be illustrated in a plan view and attached to this document.**

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Table 5.1-2 Route Entry and Exit Location - Labeling Key

Location Type		Number
DW	Driveway accessing the site	Number all the locations sequentially for each “location type” set. Start with the number 1. Begin numbering from the NE corner of the plan and increase the numbers sequentially in a clockwise direction until all locations are labeled.
P	Point located within a plan	
E	Pedestrian and Bicycle Entrance and/or Exit	

Example: The entry and exit locations for a site that has two driveways (DW-1, DW-2) connecting to the public right-of-way, an internal drive aisle (P-1) connecting to the adjacent property, and a sidewalk connecting the main entrance (E-1) to the public right-of-way (E-2); will have three vehicle locations labeled as DW-1, DW-2, and P-1 and two pedestrian locations labeled E1 and E2.

Entry and exit points along the vehicle route may have operational restrictions. The restrictions may be in place permanently or only during the times when the TOP is in effect. Use **Table 5.1-3** to better understand the restriction notes to be used throughout this form.

Table 5.1-3 Route Restrictions Note Key

Restriction Note	Description
Right In Only	Vehicles may only enter into this location via a right turn movement.
Left In Only	Vehicles may only enter into this location via a left turn movement.
One Way Only	All traffic is moving solely in one direction at this location.
Right Out Only	Vehicles may only exit out of this location via a right turn movement.
Left Out Only	Vehicles may only exit out of this location via a left turn movement.

5.2 Vehicle Stacking and Staging Spaces

All stacking and staging spaces must be accessed through a vehicle route. The stacking, queuing, and staging spaces along a vehicle route may not impede the operations of any other concurrently operating vehicle route or space operation.

Vehicle stacking spaces within passenger loading zones must have a passenger landing area for entering and exiting the vehicle. A 10-foot minimum *by-pass lane* should be provided for passenger loading zones whose combined stacking and queuing spaces are longer than 3 consecutive vehicle spaces. Parking spaces shall not be designated as stacking spaces. Access to the vehicle stacking spaces must be opened 30 minutes before the first scheduled time of use.

5.3 Automobile Curbside Passenger Loading Zone Operations

An automobile passenger loading zone is a designated area for stacking automobiles and vans to load and unload passengers to and from a prescribed landing area. The pedestrian landing area for automobile loading zones must be located on the right side of the vehicle and should have a minimum size of 5 feet by 5 feet. Typically, these landing areas are considered curbside passenger loading areas because the vehicles stack adjacent to a curbed sidewalk. Automobile passenger loading zones that have a by-pass lane must taper the

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head of the zone (the front space of the stacking line) towards the by-pass lane to merge the exiting stacked vehicles into the by-pass lane.

Specify if the school operates one or more automobile passenger loading zones by providing information of the vehicle route that provides access to the zone within the **Table 5.3-1** or indicate no zone by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document.**

The use of automobile passenger loading zones is limited to automobiles and vans only. Each vehicle space is measured at 22 feet long and 8 feet wide. If the school operates with an automobile passenger loading zone, indicate its capacity in **Table 5.3-2**. Enter zero (0) for the total capacity if the school does not have an automobile passenger loading zone.

Safe pedestrian pathways must be provided to and from loading zones and the school entrance.

5.4 School Bus Passenger Loading Zone Operations

A school bus passenger loading zone is a designated zone for stacking school buses to load and unload passengers to and from a prescribed landing area. The pedestrian landing area for school bus passenger loading zones must be located on the right side of the vehicle and should have a minimum size of 8 feet by 8 feet.

Specify if the school operates one or more school bus passenger loading zones by providing information of the vehicle route that provides access to the zone within the **Table 5.4-1** or indicate no zone by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document.**

The use of school bus passenger loading zones is limited to only school buses during arrival and dismissal operations. Each bus vehicle space measures 50 feet long and 10 feet wide unless otherwise stated in **Table 5.4a-2**. If the school operates with a school bus passenger loading zone, indicate its capacity in **Table 5.4-2**. Enter zero (0) for the total capacity if the school does not have a school bus passenger loading zone.

The school's bus operations may be voluntary, recommended in a traffic study, and/or mandated by zoning resolution. Complete the section 5.4a to specify the minimum number of school buses required to operate at the school.

5.4a School Bus Commitment

Specify the school's busing commitment by completing **Table 5.4a-1** and **Table 5.4a-2**. Report zero (0) number of buses if the school has no busing commitment. Standard bus types have been provided in Table 5.4a-2 for convenience.

The school is required to provide a school bus program that maintains the required minimum bus ridership participation reported in **Table 5.4a-1** and **Table 5.4a-2**; and manage the program to ensure that bus accumulations are contained within the designated bus stacking and queuing spaces.

5.5 Parking Stall Operations

All parking spaces used during the school's operation must be identified. The parking spaces must meet all governing parking stall codes.

Parked stacking spaces must have an unobstructed vehicle route to access these spaces during arrival and

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dismissal shifts. Parking spaces that have no assigned use during arrival and dismissal operations due to vehicle route obstructions will be termed *open parking spaces*. A cross parking agreement is required for all off-site privately managed parking spaces.

Specify the school's parking space usage and quantities by completing **Table 5.5-1**. **The parking spaces must be illustrated in a plan view and attached to this document.**

If the school has parked stacking spaces or *student parking spaces*, specify the route information that provides access to those spaces within the **Table 5.5-2**, or indicate no routes by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document.**

5.6 Service Vehicle Operations

Schools often require service vehicles to enter and maneuver within the site to provide facility services. Specify the school's service vehicle routes by providing the vehicle route information within the **Table 5.6-1** or indicate no routes by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document.**

6.0 Pedestrian and Bicycle Facilities

A *pedestrian route* originating from the public right-of-way must be provided to all school building entrances. The route should be a minimum of 5 feet wide and have all the required elements when crossing a motorized vehicle travel lane (crosswalk, pedestrian ramp, etc.). All student entrances to the school site and buildings must be labeled by using **Table 5.1-2**. Only the main entrance is required to be labeled when multiple buildings are interconnected with pedestrian pathways.

Bicycle routes that are combined with pedestrian traffic must have an eight (8) foot minimum width.

For sites that have a bicycle storage area and that only provide standard pedestrian path widths are required to institute the following policy: "*All bicyclists must dismount their bicycles and walk their bicycles to the designated bicycle storage when entering or exiting to the school site.*"

Specify the pedestrian routes by providing the route information within the **Table 6.0-1**. **The pedestrian route must be illustrated in a plan view and attached to this document.**

Specify the bicycle routes by providing the route information within the **Table 6.0-2** or indicate no routes by entering "None" for the route name. **The bicycle route must be illustrated in a plan view and attached to this document.**

Identify the *bicycle storage* locations throughout the site by labeling each location according to the following instructions: Each location must be label with the letters BS followed by a number (e.g. BS1). Begin with number 1. Do not repeat any location labels. List the storage locations and its capacity in **Table 6.0-3**. Enter "None" for the location to indicate no bicycle storage. **The bicycle storage location must be illustrated in a plan view and attached to this document.**

7.0 Onsite Traffic Personnel & Devices

A functioning school TOP requires adherence to the prescribed routes and operations. Often *school traffic personnel* are required to guide pedestrians within passenger loading zones, assist with traffic flow at route conflict points, and encourage adherence to prescribed routes in areas not defined by the infrastructure's geometry. The school shall supply staff to direct any vehicles which may stage or stack in through travel lanes or non-designated parking areas within the public rights-of-way onto the school site.

School traffic personnel should be stationed and assigned the following duties at the corresponding locations: assist students entering and exiting vehicles at loading zones (loading); guide traffic at points where active route pathways intersect (conflict); and encourage adherence at pathway decision points along the route (diverting). School traffic personnel should be on duty at least 30 minutes prior to scheduled shifts.

Identify the school traffic personnel stations throughout the site by labeling each station according to the following instructions: Each station must be labeled with the letter S followed by a number (e.g. S1). Begin with number 1. Do not repeat any station labels. List the station locations and personnel duties in **Table 7.0-1**. Enter "None" for the location to indicate no school traffic personnel stations. **The school traffic personnel stations must be illustrated in a plan view and attached to this document.**

Temporary traffic control devices (e.g. parking cones) may be useful at points within the routes that are not defined by the infrastructure's geometry and where school traffic personnel are not stationed. These temporary traffic devices may not be used in the public right-of-way.

Identify the temporary traffic control devices located throughout the site by labeling each location according to the following instructions: Each location must be labeled with the letter C followed by a number (e.g. C1). Begin with number 1. Do not repeat any station labels. List the device location and description in **Table 7.0-2**. Enter "None" for the location to indicate that no devices will be used. **The device locations must be illustrated in a plan view and attached to this document.**

7.1 School Personnel Commitment

The school is required to provide the school traffic personnel and temporary traffic control devices stated in **Table 7.0-1** and **Table 7.0-2**. School traffic personnel must direct the school's traffic into onsite by-pass lanes or any available vehicle staging spaces during peak traffic generation periods to create additional onsite accumulation capacity when school related vehicles are queuing within non-designated areas of the right-of-way and/or through travel lanes.

8.0 School Zone and Crossings

School zones must be designed and provided for eligible schools based on the latest FDOT Speed Zoning Manual and applicable standards to alert drivers that they will be traveling near a school. School zones may be provided for high schools based on a traffic study on a case-by-case basis. A school zone is composed of signs, pavement markings, flashing beacons, and a speed zone component that requires drivers to reduce their travel speed. The school zones must be installed prior to school opening and/or operating.

Indicate the existing and/or proposed school crossing(s) serving the school site within **Table 8.0-1**. Enter "None" for the road name to indicate that no school crossing exists or is proposed for this school. **The school crossing locations must be illustrated in a plan view and attached to this document.**

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Indicate the existing and/or proposed school zones associated with the school site within **Table 8.0-2**. Enter “None” for the road name to indicate that no school zone exists or is proposed for this school. Indicate if a speed zone is a component of the school zone by marking the appropriate check box.

A school speed zone should not have a continuous duration longer than necessary. If this school is served by a school speed zone, then specify the zone’s posted hours in **Table 8.0-3**. Enter “None” for the period to indicate no posted hours. Use FDOT School Speed Zone Manual to determine appropriate time periods. Note that if the school is located in close proximity to an existing school speed zone (less than 300 feet), the zone and time period may be modified to cover both schools. Indicate below if the times are paired. If paired, provide aerial view illustrating adjacent school(s).

9.0 Offsite Traffic Control Officers

Enforcement of the TOP routes and operations within the public right-of-way may only be performed by *traffic control officers* as per section 316.640 of the Florida Statute. Traffic control officers should be present during the start of each semester (first two weeks) to reinforce the traffic patterns established by the TOP. Specify the number, location, and duration of traffic control officers required to adequately enforce the TOP within **Table 9.0-1**.

The school’s endorsement of the traffic control officer enforcement plan must be stated within **Table 9.0-2**.

A traffic control officer may be stationed at an intersection to improve vehicle delays and operations during a peak traffic demand period. Schools may be required to provide the officer or may do so voluntarily. Specify the commitment, location, and duration of the traffic control officer stations required for LOS management within **Table 9.0-3**. Enter “None” for the intersection to indicate that no officer management is voluntarily offered or required.

9.1 State Crossing Guards

A school may implement a crossing guard program to assist young (K-8) students traversing school crossings when walking to and from school. A crossing guard is not traffic control officer, unless the guard is trained as a traffic control officer and employed subject to the conditions described in section 316.640, F.S. Specify the crossing guard stations and duration within **Table 9.1-1**. Enter “None” for the station to indicate that no crossingguards are stationed to serve the school.

10.0 School Special Events

Planned school events, such as sporting events, school assemblies, and ceremonies may often generate larger peak traffic volumes and vehicle accumulations than a typical school day. The school will be required to manage the traffic impacts produced by a *school special event* within its neighborhood. Specify the special event types and provisions selected to mitigate its traffic impacts within **Table 10.0-1**. Enter “None” for event type to indicate that no school special events will be planned at the school site.

11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent's child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students should be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents should be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract should be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contract should be sent to DTPW Traffic Engineering Division.**

12.0 Table Worksheets

Complete this worksheet as per the instructions provided in sections 1.0 through 11.0 of this document.

Educational Program Worksheet

Table 2.0-1 School Location

Name	
Address	
Folio Number(s)	
Hours of Operations	

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
Total Facility Enrollment			

Table 3.0-2 Educational Program Descriptions

Educational Program	Description

School Schedule Worksheet

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Minimum Number of Instructional Shifts at Full Enrollment
Arrival		
Dismissal		

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students

Automobile Passenger Curbside Loading Zone Worksheet

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	None		<input type="checkbox"/>	None	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	None		<input type="checkbox"/>	None	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	None		<input type="checkbox"/>	None	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	None		<input type="checkbox"/>	None	

Table 5.3-2 Automobile Loading Zone Vehicle Capacity Summary (Automobiles and Vans)

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity

Bus Passenger Loading Zone Worksheet

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	None		<input type="checkbox"/>	None
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	None		<input type="checkbox"/>	None
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	None		<input type="checkbox"/>	None

Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period

Table 5.4a-2 Bus Type and Capacity

Quantity	Bus Type	Length	Width	Capacity	Student Total by Type
	S-BUS-11 [S-BUS-36]	45	10	65	
	S-BUS-12 [S-BUS-40]	50	10	84	
Students Grand Total					

Parking Summary Worksheet

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite			Offsite
	Req. by Code	Req. by Study	Provided	Provided
Staff				
Student				
Parked Stacking				
Open				
Total				

High School students are not allowed to drive to school.

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	None		<input type="checkbox"/>	None
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	None		<input type="checkbox"/>	None
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	None		<input type="checkbox"/>	None

Service Vehicle, Pedestrian and Bicycle Routes Worksheet

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	None		<input type="checkbox"/>	None	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	None		<input type="checkbox"/>	None	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	None		<input type="checkbox"/>	None	

Service vehicles will enter and exit through DW-2 and will use the internal roadway to maneuver

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)

Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity

Traffic Personnel, Equipment, Enforcement Worksheet

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To

Table 7.0-2 Onsite Temporary Traffic Control Devices

Location Label	Device Description (Number of Cones, Barricades, or Gates)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To

Table 8.0-1 School Crossing Description

Location	East-West	North-South	Mid-Block	Uncontrolled
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Table 8.0-2 School Zone Description

Location	Existing [x]	Proposed [x]	Signs & Markings [x]	Speed Zone [x]	Flashing Beacons [x]
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Table 8.0-3 School Speed Zone Posted Times Is this a paired Zone? No Yes

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday				
Tuesday				
Wednesday				
Thursday				
Friday				

Name of Paired School(s)	Current Hours

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival	Dismissal	Semester Start	All Year
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

Check Box [x]	Reinforcement Commitment
<input type="checkbox"/>	By marking this check box, the school agrees to provide all necessary resources to ensure traffic control officers will be present to enforce the TOP, as stated in Table 9.0-1 .

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Table 9.0-3 Traffic Control Officer Stations for LOS Management Plan

Intersection	Required (R) Voluntarily (V)	Arrival Time Period		Dismissal Time Period	
		From	To	From	To

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions

Comments/Notes:

School Traffic Operations Plan (TOP) Form

13.0 Attachments

The following documents are required to be attached to the TOP.

1. A plan sheet showing all required illustrations stated within this TOP form. (It is suggested that TOP operations that vary by instructional shifts be shown in independent plan sheets.)
2. A Parent Traffic Handbook and contract sample.
3. A Cross-parking agreement (if utilized).

14.0 Endorsement

By signing below, the school owner agrees to operate the school as prescribed within this document and will uphold all commitments specified herein.

Signature

Date

Print Owner Name

School Traffic Operation Plan (TOP) Form

This form has been created by Miami-Dade County Department of Transportation and Public Works (DTPW) to document a school's traffic operations and commitments. All form worksheets and illustrations have been completed for the operation at

Contents

1.0	Definitions	5.6	Service Vehicle Operations
2.0	School Location	6.0	Pedestrian and Bicycle Facilities
3.0	Educational Program and Enrollment	7.0	Onsite Traffic Personnel and Devices
4.0	School Schedule	8.0	School Crossing and Speed Zone
4.1	School Schedule Commitment	9.0	Offsite Traffic Control Officers
4.2	School Schedule Example	9.1	State Crossing Guards
5.0	Vehicle Operations	10.0	Special Event Provisions
5.1	Vehicle Routes	11.0	Parent Traffic Handbook
5.2	Vehicle Stacking and Staging Spaces	12.0	Table Worksheets
5.3	Automobile Curbside Passenger Loading Zone	13.0	Attachments
5.4	School Bus Passenger Loading Zone	14.0	Endorsement
5.4a	School Bus Commitment		
5.5	Parking Stall Operations		

1.0 Definitions

For the purpose of this document, the following definitions for terms used herein shall apply to all sections unless the context clearly indicates otherwise:

- (1) *Educational program*: A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.
- (2) *Schedule Shift*: A period of time when students are anticipated to be at the school facility to engage in programmed activities
 - (2.1) *Instructional Shift*: A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."
 - (2.2) *Early Arrival Shift*: A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).
 - (2.3) *After School Shift*: A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)
 - (2.4) *Study Hall*: A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.
 - (2.5) *Arrival Period*: A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.

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- (2.6) *Dismissal Period:* A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.
- (3) *Vehicle Route:* A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.
- (4) *Vehicle Stacking Space:* A space in which pickup and delivery of children can take place.
- (5) *Vehicle Queuing Space:* A space where a vehicle can idle while waiting to enter into a stacking space.
- (6) *Vehicle Staging Space:* A space where a service vehicle may remain idle while providing their service.
- (7) *By-Pass Lane:* A minimum 10-foot-wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.
- (8) *Open Parking Space:* A parking space that has no assigned use during the arrival and dismissal operations.
- (9) *Staff Parking Space:* A parking space designated for staff use during the school's hours of operation.
- (10) *Student Parking:* A parking space designated for student use during the school's hours of operation.
- (11) *Pedestrian Route:* A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.
- (12) *Bicycle Route:* A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.
- (13) *Bicycle Storage:* A designated area where bicycles may be secured and remain in place for the school day.
- (14) *School Traffic Personnel:* A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.
- (15) *Traffic Control Officer:* An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.
- (16) *School Special Event:* An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.
- (17) *School Crossing:* An official school student crossing on an adopted school route plan of a school safety program. Any crossing not so officially designated is termed a "pedestrian crossing."

2.0 School Location

Specify the school's name, site address, folio and hours of operation within the **Table 2.0-1**.

3.0 Educational Program and Enrollment

A school provides instructions to students through its *educational programs* (Elementary, Middle, High, etc.). Specify the school's educational programs and maximum enrollment by completing **Table 3.0-1**. Indicate the school's programs by entering the student enrollment associated with each program and/or enter "None" for student enrollment if a particular program does not operate at the school.

School may offer educational programs that vary substantially from programs typically offered in schools. Provide a description of the school's educational programs in **Table 3.0-2**.

4.0 School Schedule

A school schedule is composed of *schedule shifts*. A schedule shift may be classified as either a non-instructional shift (Breakfast Program, After School Care, or Extra Curricular Activity) or an *instructional shift*. The educational programs are scheduled by *instructional shifts*. Therefore, every schedule will include at least one instructional shift. A school's *arrival period*, as well as *dismissal period*, should be minimized as much as possible because of its effect on school speed zone hours. The different educational programs may be scheduled independently or concurrently, but an educational program may not be divided by multiple instructional shifts. Instructional shifts must be scheduled a minimum of 30 minutes apart to have their vehicle accumulation events be considered as independent events. The schedule may also include an *early arrival shift* and an *after-school shift*. A school that proposes to operate with multiple instructional shifts must enact the multiple shifts from inauguration, regardless of student enrollment. For example, a K-8 school, which has two educational programs (K-5 and 6-8), may operate with one or two instructional shifts, but may not operate with three instructional shifts.

A school's schedule may often be influenced by the site's vehicle accumulation capacity and other off-site traffic operational factors. A site's vehicle accumulation capacity and other factors are typically defined within a traffic study conducted by the school.

Schools that operate with multiple instructional shifts are required to operate a "*study hall*" period. The study hall period begins with the school's first arrival time and ends at the school's last dismissal time. This period must be provided free of charge for car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time due to co-passenger students.

4.1 School Schedule Commitment

The school schedule will maintain the maximum number of students allowed per instructional shift and operate with the number of instructional shifts stated in **Table 4.1-1**, with a minimum 30-minute separation between any two instructional shifts. Parental vehicular access to onsite passenger loading facilities shall be open a minimum of 30 minutes prior to all arrival and dismissal time(s).

The school will operate a "study hall" period when its schedule has more than one instructional shift.

4.2 School Schedule Example

The school is required to maintain the schedule commitment, at all times. This commitment will define the school staggered shift schedule format, but actual start and end times may differ. Provide an example of the school schedule at full capacity in **Table 4.2-1**.

School may offer educational programs that vary substantially from programs typically offered in schools. Provide a description of the school’s schedule shifts in **Table 4.2-1**.

5.0 Vehicle Operations

A school has various vehicle types that access the site regularly. These vehicle types may include automobiles, school buses, and service vehicles such as food delivery trucks and trash collecting trucks. The various vehicles require clear traffic patterns to maintain the site’s safety and maneuverability when accessing the site. These patterns are termed *vehicle routes* and must be shown on the signed and sealed site plan. Once vehicles are on site, they accumulate as parking, *stacking*, *queuing*, or *staging*. The following section will formally define these vehicle routes and spaces within the TOP.

5.1 Vehicle Routes

Vehicle routes consist of an entry, a pathway, and an exit. All routes must provide the appropriate geometry (e.g. lane width, effective radii) to accommodate the intended vehicles. The route should minimize the number of conflicts throughout its pathway. Each portion of the route must be identified using the following formats stated below.

Vehicle Route Naming Format: Each route must be assigned a name that indicates its intended “purpose” and “service”. Use the abbreviations contained in **Table 5.1-1** to appropriately name the routes. For example, a curbside automobile passenger loading zone that is to be used by parents dropping-off elementary school students would be named “A(K-5)”.

Table 5.1-1 Route Name Key

“Purpose”		“Service”	
A	Automobile Loading Zone	K-12	Student Passengers –specify grade range
B	Bus Loading Zone	Food	Food Delivery
P	Parking	Trash	Garbage Pick-up
S	Service Vehicle	Delivery	General Delivery
PED	Pedestrian Pathway		
BIK	Bicycle Pathway		

Route Entry and Exit Label Format: Each route’s entry and exit location must be assigned a label. Each location label will be composed of an abbreviated location type and a number. Use **Table 5.1-2** to provide the correct abbreviated location type and number. **Route names, entries, and exits must be illustrated in a plan view and attached to this document.**

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Table 5.1-2 Route Entry and Exit Location - Labeling Key

Location Type		Number
DW	Driveway accessing the site	Number all the locations sequentially for each “location type” set. Start with the number 1. Begin numbering from the NE corner of the plan and increase the numbers sequentially in a clockwise direction until all locations are labeled.
P	Point located within a plan	
E	Pedestrian and Bicycle Entrance and/or Exit	

Example: The entry and exit locations for a site that has two driveways (DW-1, DW-2) connecting to the public right-of-way, an internal drive aisle (P-1) connecting to the adjacent property, and a sidewalk connecting the main entrance (E-1) to the public right-of-way (E-2); will have three vehicle locations labeled as DW-1, DW-2, and P-1 and two pedestrian locations labeled E1 and E2.

Entry and exit points along the vehicle route may have operational restrictions. The restrictions may be in place permanently or only during the times when the TOP is in effect. Use **Table 5.1-3** to better understand the restriction notes to be used throughout this form.

Table 5.1-3 Route Restrictions Note Key

Restriction Note	Description
Right In Only	Vehicles may only enter into this location via a right turn movement.
Left In Only	Vehicles may only enter into this location via a left turn movement.
One Way Only	All traffic is moving solely in one direction at this location.
Right Out Only	Vehicles may only exit out of this location via a right turn movement.
Left Out Only	Vehicles may only exit out of this location via a left turn movement.

5.2 Vehicle Stacking and Staging Spaces

All stacking and staging spaces must be accessed through a vehicle route. The stacking, queuing, and staging spaces along a vehicle route may not impede the operations of any other concurrently operating vehicle route or space operation.

Vehicle stacking spaces within passenger loading zones must have a passenger landing area for entering and exiting the vehicle. A 10-foot minimum *by-pass lane* should be provided for passenger loading zones whose combined stacking and queuing spaces are longer than 3 consecutive vehicle spaces. Parking spaces shall not be designated as stacking spaces. Access to the vehicle stacking spaces must be opened 30 minutes before the first scheduled time of use.

5.3 Automobile Curbside Passenger Loading Zone Operations

An automobile passenger loading zone is a designated area for stacking automobiles and vans to load and unload passengers to and from a prescribed landing area. The pedestrian landing area for automobile loading zones must be located on the right side of the vehicle and should have a minimum size of 5 feet by 5 feet. Typically, these landing areas are considered curbside passenger loading areas because the vehicles stack adjacent to a curbed sidewalk. Automobile passenger loading zones that have a by-pass lane must taper the

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head of the zone (the front space of the stacking line) towards the by-pass lane to merge the exiting stacked vehicles into the by-pass lane.

Specify if the school operates one or more automobile passenger loading zones by providing information of the vehicle route that provides access to the zone within the **Table 5.3-1** or indicate no zone by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document.**

The use of automobile passenger loading zones is limited to automobiles and vans only. Each vehicle space is measured at 22 feet long and 8 feet wide. If the school operates with an automobile passenger loading zone, indicate its capacity in **Table 5.3-2**. Enter zero (0) for the total capacity if the school does not have an automobile passenger loading zone.

Safe pedestrian pathways must be provided to and from loading zones and the school entrance.

5.4 School Bus Passenger Loading Zone Operations

A school bus passenger loading zone is a designated zone for stacking school buses to load and unload passengers to and from a prescribed landing area. The pedestrian landing area for school bus passenger loading zones must be located on the right side of the vehicle and should have a minimum size of 8 feet by 8 feet.

Specify if the school operates one or more school bus passenger loading zones by providing information of the vehicle route that provides access to the zone within the **Table 5.4-1** or indicate no zone by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document.**

The use of school bus passenger loading zones is limited to only school buses during arrival and dismissal operations. Each bus vehicle space measures 50 feet long and 10 feet wide unless otherwise stated in **Table 5.4a-2**. If the school operates with a school bus passenger loading zone, indicate its capacity in **Table 5.4-2**. Enter zero (0) for the total capacity if the school does not have a school bus passenger loading zone.

The school's bus operations may be voluntary, recommended in a traffic study, and/or mandated by zoning resolution. Complete the section 5.4a to specify the minimum number of school buses required to operate at the school.

5.4a School Bus Commitment

Specify the school's busing commitment by completing **Table 5.4a-1** and **Table 5.4a-2**. Report zero (0) number of buses if the school has no busing commitment. Standard bus types have been provided in Table 5.4a-2 for convenience.

The school is required to provide a school bus program that maintains the required minimum bus ridership participation reported in **Table 5.4a-1** and **Table 5.4a-2**; and manage the program to ensure that bus accumulations are contained within the designated bus stacking and queuing spaces.

5.5 Parking Stall Operations

All parking spaces used during the school's operation must be identified. The parking spaces must meet all governing parking stall codes.

Parked stacking spaces must have an unobstructed vehicle route to access these spaces during arrival and

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dismissal shifts. Parking spaces that have no assigned use during arrival and dismissal operations due to vehicle route obstructions will be termed *open parking spaces*. A cross parking agreement is required for all off-site privately managed parking spaces.

Specify the school's parking space usage and quantities by completing **Table 5.5-1**. **The parking spaces must be illustrated in a plan view and attached to this document.**

If the school has parked stacking spaces or *student parking spaces*, specify the route information that provides access to those spaces within the **Table 5.5-2**, or indicate no routes by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document.**

5.6 Service Vehicle Operations

Schools often require service vehicles to enter and maneuver within the site to provide facility services. Specify the school's service vehicle routes by providing the vehicle route information within the **Table 5.6-1** or indicate no routes by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document.**

6.0 Pedestrian and Bicycle Facilities

A *pedestrian route* originating from the public right-of-way must be provided to all school building entrances. The route should be a minimum of 5 feet wide and have all the required elements when crossing a motorized vehicle travel lane (crosswalk, pedestrian ramp, etc.). All student entrances to the school site and buildings must be labeled by using **Table 5.1-2**. Only the main entrance is required to be labeled when multiple buildings are interconnected with pedestrian pathways.

Bicycle routes that are combined with pedestrian traffic must have an eight (8) foot minimum width.

For sites that have a bicycle storage area and that only provide standard pedestrian path widths are required to institute the following policy: "*All bicyclists must dismount their bicycles and walk their bicycles to the designated bicycle storage when entering or exiting to the school site.*"

Specify the pedestrian routes by providing the route information within the **Table 6.0-1**. **The pedestrian route must be illustrated in a plan view and attached to this document.**

Specify the bicycle routes by providing the route information within the **Table 6.0-2** or indicate no routes by entering "None" for the route name. **The bicycle route must be illustrated in a plan view and attached to this document.**

Identify the *bicycle storage* locations throughout the site by labeling each location according to the following instructions: Each location must be label with the letters BS followed by a number (e.g. BS1). Begin with number 1. Do not repeat any location labels. List the storage locations and its capacity in **Table 6.0-3**. Enter "None" for the location to indicate no bicycle storage. **The bicycle storage location must be illustrated in a plan view and attached to this document.**

7.0 Onsite Traffic Personnel & Devices

A functioning school TOP requires adherence to the prescribed routes and operations. Often *school traffic personnel* are required to guide pedestrians within passenger loading zones, assist with traffic flow at route conflict points, and encourage adherence to prescribed routes in areas not defined by the infrastructure's geometry. The school shall supply staff to direct any vehicles which may stage or stack in through travel lanes or non-designated parking areas within the public rights-of-way onto the school site.

School traffic personnel should be stationed and assigned the following duties at the corresponding locations: assist students entering and exiting vehicles at loading zones (loading); guide traffic at points where active route pathways intersect (conflict); and encourage adherence at pathway decision points along the route (diverting). School traffic personnel should be on duty at least 30 minutes prior to scheduled shifts.

Identify the school traffic personnel stations throughout the site by labeling each station according to the following instructions: Each station must be labeled with the letter S followed by a number (e.g. S1). Begin with number 1. Do not repeat any station labels. List the station locations and personnel duties in **Table 7.0-1**. Enter "None" for the location to indicate no school traffic personnel stations. **The school traffic personnel stations must be illustrated in a plan view and attached to this document.**

Temporary traffic control devices (e.g. parking cones) may be useful at points within the routes that are not defined by the infrastructure's geometry and where school traffic personnel are not stationed. These temporary traffic devices may not be used in the public right-of-way.

Identify the temporary traffic control devices located throughout the site by labeling each location according to the following instructions: Each location must be labeled with the letter C followed by a number (e.g. C1). Begin with number 1. Do not repeat any station labels. List the device location and description in **Table 7.0-2**. Enter "None" for the location to indicate that no devices will be used. **The device locations must be illustrated in a plan view and attached to this document.**

7.1 School Personnel Commitment

The school is required to provide the school traffic personnel and temporary traffic control devices stated in **Table 7.0-1** and **Table 7.0-2**. School traffic personnel must direct the school's traffic into onsite by-pass lanes or any available vehicle staging spaces during peak traffic generation periods to create additional onsite accumulation capacity when school related vehicles are queuing within non-designated areas of the right-of-way and/or through travel lanes.

8.0 School Zone and Crossings

School zones must be designed and provided for eligible schools based on the latest FDOT Speed Zoning Manual and applicable standards to alert drivers that they will be traveling near a school. School zones may be provided for high schools based on a traffic study on a case-by-case basis. A school zone is composed of signs, pavement markings, flashing beacons, and a speed zone component that requires drivers to reduce their travel speed. The school zones must be installed prior to school opening and/or operating.

Indicate the existing and/or proposed school crossing(s) serving the school site within **Table 8.0-1**. Enter "None" for the road name to indicate that no school crossing exists or is proposed for this school. **The school crossing locations must be illustrated in a plan view and attached to this document.**

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Indicate the existing and/or proposed school zones associated with the school site within **Table 8.0-2**. Enter “None” for the road name to indicate that no school zone exists or is proposed for this school. Indicate if a speed zone is a component of the school zone by marking the appropriate check box.

A school speed zone should not have a continuous duration longer than necessary. If this school is served by a school speed zone, then specify the zone’s posted hours in **Table 8.0-3**. Enter “None” for the period to indicate no posted hours. Use FDOT School Speed Zone Manual to determine appropriate time periods. Note that if the school is located in close proximity to an existing school speed zone (less than 300 feet), the zone and time period may be modified to cover both schools. Indicate below if the times are paired. If paired, provide aerial view illustrating adjacent school(s).

9.0 Offsite Traffic Control Officers

Enforcement of the TOP routes and operations within the public right-of-way may only be performed by *traffic control officers* as per section 316.640 of the Florida Statute. Traffic control officers should be present during the start of each semester (first two weeks) to reinforce the traffic patterns established by the TOP. Specify the number, location, and duration of traffic control officers required to adequately enforce the TOP within **Table 9.0-1**.

The school’s endorsement of the traffic control officer enforcement plan must be stated within **Table 9.0-2**.

A traffic control officer may be stationed at an intersection to improve vehicle delays and operations during a peak traffic demand period. Schools may be required to provide the officer or may do so voluntarily. Specify the commitment, location, and duration of the traffic control officer stations required for LOS management within **Table 9.0-3**. Enter “None” for the intersection to indicate that no officer management is voluntarily offered or required.

9.1 State Crossing Guards

A school may implement a crossing guard program to assist young (K-8) students traversing school crossings when walking to and from school. A crossing guard is not traffic control officer, unless the guard is trained as a traffic control officer and employed subject to the conditions described in section 316.640, F.S. Specify the crossing guard stations and duration within **Table 9.1-1**. Enter “None” for the station to indicate that no crossingguards are stationed to serve the school.

10.0 School Special Events

Planned school events, such as sporting events, school assemblies, and ceremonies may often generate larger peak traffic volumes and vehicle accumulations than a typical school day. The school will be required to manage the traffic impacts produced by a *school special event* within its neighborhood. Specify the special event types and provisions selected to mitigate its traffic impacts within **Table 10.0-1**. Enter “None” for event type to indicate that no school special events will be planned at the school site.

11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent’s child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students should be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents should be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract should be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contract should be sent to DTPW Traffic Engineering Division.**

12.0 Table Worksheets

Complete this worksheet as per the instructions provided in sections 1.0 through 11.0 of this document.

Educational Program Worksheet

Table 2.0-1 School Location

Name	
Address	
Folio Number(s)	
Hours of Operations	

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
Total Facility Enrollment			

Table 3.0-2 Educational Program Descriptions

Educational Program	Description

School Schedule Worksheet

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Minimum Number of Instructional Shifts at Full Enrollment
Arrival		
Dismissal		

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students

Automobile Passenger Curbside Loading Zone Worksheet

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	None		<input type="checkbox"/>	None	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	None		<input type="checkbox"/>	None	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	None		<input type="checkbox"/>	None	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	None		<input type="checkbox"/>	None	

Table 5.3-2 Automobile Loading Zone Vehicle Capacity Summary (Automobiles and Vans)

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity

Bus Passenger Loading Zone Worksheet

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	None		<input type="checkbox"/>	None
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	None		<input type="checkbox"/>	None
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	None		<input type="checkbox"/>	None

Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period

Table 5.4a-2 Bus Type and Capacity

Quantity	Bus Type	Length	Width	Capacity	Student Total by Type
	S-BUS-11 [S-BUS-36]	45	10	65	
	S-BUS-12 [S-BUS-40]	50	10	84	
Students Grand Total					

Parking Summary Worksheet

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite			Offsite
	Req. by Code	Req. by Study	Provided	Provided
Staff				
Student				
Parked Stacking				
Open				
Total				

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	None		<input type="checkbox"/>	None
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	None		<input type="checkbox"/>	None
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	None		<input type="checkbox"/>	None

Service Vehicle, Pedestrian and Bicycle Routes Worksheet

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	None		<input type="checkbox"/>	None	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	None		<input type="checkbox"/>	None	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	Left In Only		<input type="checkbox"/>	Left Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	None		<input type="checkbox"/>	None	

Service vehicles will enter and exit through DW-2 and will use the internal roadway to maneuver

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)

Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity

Traffic Personnel, Equipment, Enforcement Worksheet

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To

Table 7.0-2 Onsite Temporary Traffic Control Devices

Location Label	Device Description (Number of Cones, Barricades, or Gates)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To

Table 8.0-1 School Crossing Description

Location	East-West	North-South	Mid-Block	Uncontrolled
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

School Traffic Operations Plan (TOP) Form

Table 8.0-2 School Zone Description

Location	Existing [x]	Proposed [x]	Signs & Markings [x]	Speed Zone [x]	Flashing Beacons [x]
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Table 8.0-3 School Speed Zone Posted Times Is this a paired Zone? No Yes

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday				
Tuesday				
Wednesday				
Thursday				
Friday				

Name of Paired School(s)	Current Hours

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival	Dismissal	Semester Start	All Year
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

Check Box [x]	Reinforcement Commitment
<input type="checkbox"/>	By marking this check box, the school agrees to provide all necessary resources to ensure traffic control officers will be present to enforce the TOP, as stated in Table 9.0-1 .

School Traffic Operations Plan (TOP) Form

Table 9.0-3 Traffic Control Officer Stations for LOS Management Plan

Intersection	Required (R) Voluntarily (V)	Arrival Time Period		Dismissal Time Period	
		From	To	From	To

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions

Comments/Notes:

School Traffic Operations Plan (TOP) Form

13.0 Attachments

The following documents are required to be attached to the TOP.

1. A plan sheet showing all required illustrations stated within this TOP form. (It is suggested that TOP operations that vary by instructional shifts be shown in independent plan sheets.)
2. A Parent Traffic Handbook and contract sample.
3. A Cross-parking agreement (if utilized).

14.0 Endorsement

By signing below, the school owner agrees to operate the school as prescribed within this document and will uphold all commitments specified herein.

Signature

Date

Print Owner Name

APPENDIX E
TRAFFIC, TAZ, SIGNAL TIMING DATA, CENSUS DATA
& FDOT TABLES

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 97th Ave & NW 41st St/Doral Blvd
City: Doral
Control: Signalized

Project ID: 25-140172-001
Date: 5/14/2025

Data - Total

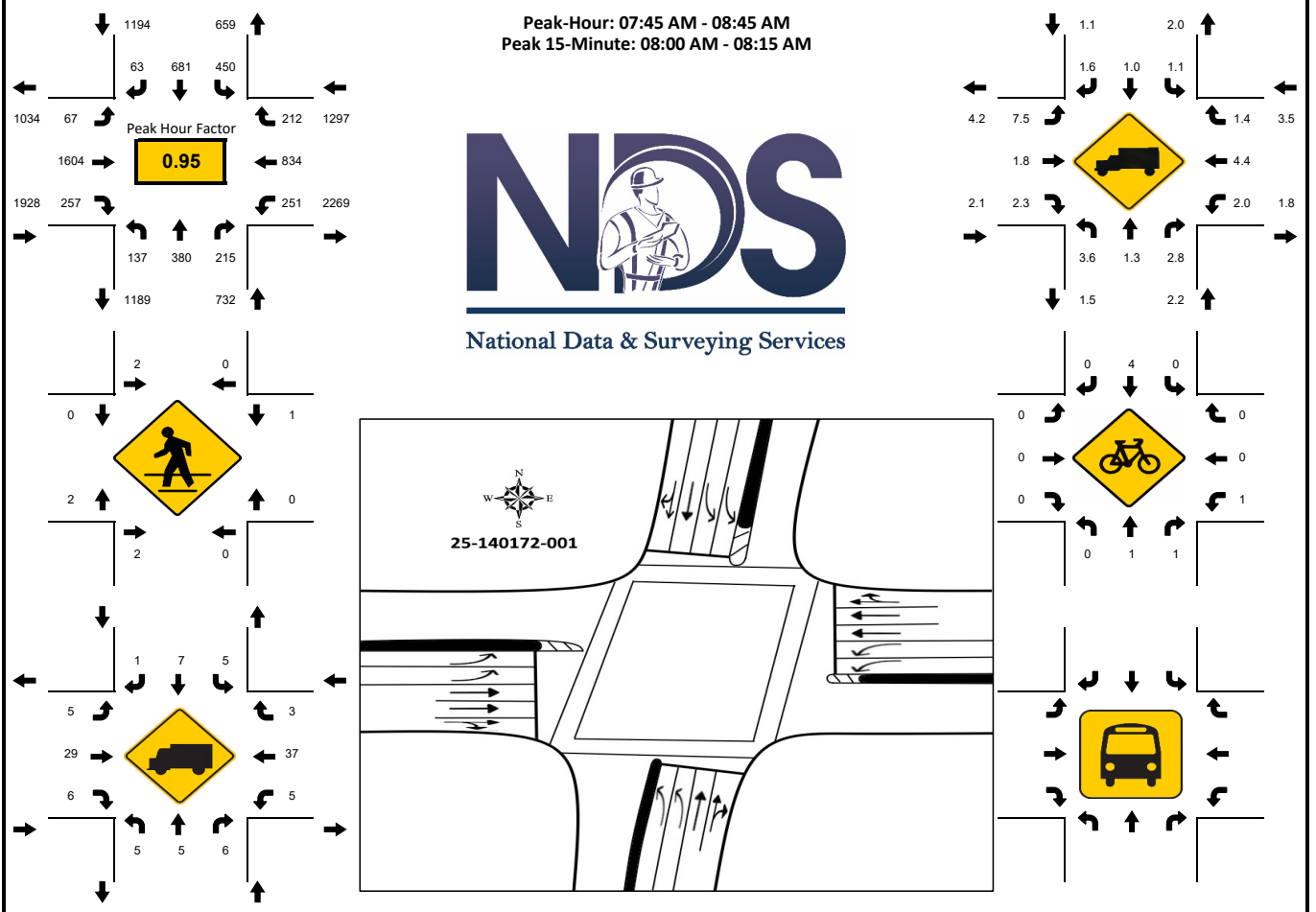
NS/EW Streets:	NW 97th Ave				NW 97th Ave				NW 41st St/Doral Blvd				NW 41st St/Doral Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	19	73	38	0	76	97	10	0	14	365	63	0	41	210	21	0	1027
7:15 AM	26	77	20	0	100	139	13	0	8	384	61	0	44	150	29	0	1051
7:30 AM	31	110	44	0	105	157	14	0	8	393	60	0	45	198	42	0	1207
7:45 AM	36	84	57	0	110	189	9	0	15	403	79	0	64	169	47	0	1262
8:00 AM	30	90	71	0	116	196	13	0	21	392	81	0	76	206	63	0	1355
8:15 AM	32	102	48	0	115	145	20	0	15	421	39	0	47	240	51	0	1275
8:30 AM	39	104	39	0	109	151	21	0	16	388	58	0	64	219	51	0	1259
8:45 AM	27	87	50	0	110	136	18	1	17	367	49	1	51	201	39	0	1154
TOTAL VOLUMES :	240	727	367	0	841	1210	118	1	114	3113	490	1	432	1593	343	0	9590
APPROACH %'s :	17.99%	54.50%	27.51%	0.00%	38.76%	55.76%	5.44%	0.05%	3.07%	83.73%	13.18%	0.03%	18.24%	67.27%	14.48%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	137	380	215	0	450	681	63	0	67	1604	257	0	251	834	212	0	5151
PEAK HR FACTOR :	0.878	0.913	0.757	0.000	0.970	0.869	0.750	0.000	0.798	0.952	0.793	0.000	0.826	0.869	0.841	0.000	0.950
	0.958				0.918				0.970				0.940				

National Data & Surveying Services

Intersection Turning Movement Count

LOCATION: NW 97th Ave, NW 41st St, Doral Blvd
CITY/STATE: Doral, FL

PROJECT ID: 25-140172-001
DATE: Wed, May 14, 2025



15-Min Count Period Beginning At	NW 97th Ave Northbound					NW 97th Ave Southbound					NW 41st St/Doral Blvd Eastbound					NW 41st St/Doral Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	19	73	38	0		76	97	10	0		14	365	63	0		41	210	21	0		1027	4547
7:15 AM	26	77	20	0		100	139	13	0		8	384	61	0		44	150	29	0		1051	4875
7:30 AM	31	110	44	0		105	157	14	0		8	393	60	0		45	198	42	0		1207	5099
7:45 AM	36	84	57	0		110	189	9	0		15	403	79	0		64	169	47	0		1262	5151
8:00 AM	30	90	71	0		116	196	13	0		21	392	81	0		76	206	63	0		1355	5043
8:15 AM	32	102	48	0		115	145	20	0		15	421	39	0		47	240	51	0		1275	3688
8:30 AM	39	104	39	0		109	151	21	0		16	388	58	0		64	219	51	0		1259	2413
8:45 AM	27	87	50	0		110	136	18	1		17	367	49	1		51	201	39	0		1154	1154
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	156	416	284	0		464	784	84	0		84	1684	324	0		304	960	252	0		5796	
Heavy Trucks	12	8	12	0		12	12	4	0		12	36	12	0		12	48	4	0		184	
Pedestrians	4						8				4					4					20	
Bicycles	0	4	4	0		0	8	0	0		0	0	0	0		4	0	0	0		20	
Buses																						
Stopped Buses																						

Location: NW 97th Ave & NW 40th St Rd
 City: Doral
 Control: 1-Way Stop(WB)

Project ID: 25-140172-002
 Date: 5/14/2025

Data - Total

NS/EW Streets:	NW 97th Ave				NW 97th Ave				NW 40th St Rd				NW 40th St Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	138	3	0	10	193	0	1	0	0	0	0	0	0	1	0	346
7:15 AM	0	130	3	0	17	225	0	1	0	0	0	0	0	0	0	0	376
7:30 AM	0	199	7	0	29	254	0	0	0	0	0	0	3	0	5	0	497
7:45 AM	0	170	14	0	56	289	0	1	0	0	0	0	4	0	18	0	552
8:00 AM	0	162	12	0	72	290	0	1	0	0	0	0	21	0	31	0	589
8:15 AM	0	147	1	0	13	222	0	0	0	0	0	0	13	0	22	0	418
8:30 AM	0	193	1	0	9	241	0	0	0	0	0	0	0	0	6	0	450
8:45 AM	0	156	1	0	10	213	0	0	0	0	0	0	4	0	2	0	386
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1295	42	0	216	1927	0	4	0	0	0	0	45	0	85	0	3614
	0.00%	96.86%	3.14%	0.00%	10.06%	89.75%	0.00%	0.19%					34.62%	0.00%	65.38%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																
PEAK HR VOL :	0	678	34	0	170	1055	0	2	0	0	0	0	41	0	76	0	2056
PEAK HR FACTOR :	0.000	0.852	0.607	0.000	0.590	0.909	0.000	0.500	0.000	0.000	0.000	0.000	0.488	0.000	0.613	0.000	0.873
	0.864				0.845								0.563				

Location: NW 97th Ave & NW 38th St
 City: Doral
 Control: 1-Way Stop(WB)

Project ID: 25-140172-003
 Date: 5/14/2025

Data - Total

NS/EW Streets:	NW 97th Ave				NW 97th Ave				NW 38th St				NW 38th St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	141	2	0	2	191	0	0	0	0	0	0	0	0	0	0	336
7:15 AM	0	133	4	0	8	215	0	0	0	0	0	0	2	0	0	0	362
7:30 AM	0	192	14	0	40	214	0	0	0	0	0	0	9	0	20	0	489
7:45 AM	0	152	36	0	75	222	0	0	0	0	0	0	37	0	49	0	571
8:00 AM	0	140	15	0	41	271	0	0	0	0	0	0	45	0	37	0	549
8:15 AM	0	139	4	0	7	228	0	0	0	0	0	0	18	0	19	0	415
8:30 AM	0	178	4	0	6	232	0	0	0	0	0	0	2	0	1	0	423
8:45 AM	0	133	7	0	2	218	0	0	0	0	0	0	2	0	2	0	364
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1208	86	0	181	1791	0	0	0	0	0	0	115	0	128	0	3509
	0.00%	93.35%	6.65%	0.00%	9.18%	90.82%	0.00%	0.00%	0	0	0	0	47.33%	0.00%	52.67%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	623	69	0	163	935	0	0	0	0	0	0	109	0	125	0	2024
PEAK HR FACTOR :	0.000	0.811	0.479	0.000	0.543	0.863	0.000	0.000	0.000	0.000	0.000	0.000	0.606	0.000	0.638	0.000	0.886
	0.840				0.880								0.680				

Location: NW 97th Ave & NW 33rd St
 City: Doral
 Control: Signalized

Project ID: 25-140172-004
 Date: 5/20/2025

Data - Total

NS/EW Streets:	NW 97th Ave				NW 97th Ave				NW 33rd St				NW 33rd St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	18	123	70	0	45	81	20	0	8	136	9	0	14	72	16	0	612
7:15 AM	15	79	65	0	97	131	20	0	17	192	19	0	21	77	31	0	764
7:30 AM	13	126	70	0	52	112	19	0	17	209	27	0	34	82	57	0	818
7:45 AM	24	127	88	0	57	161	29	0	23	213	37	0	24	94	36	0	913
8:00 AM	23	120	90	0	66	170	46	0	10	181	51	0	21	83	34	0	895
8:15 AM	34	105	82	0	59	161	28	0	7	198	35	0	27	93	26	0	855
8:30 AM	33	117	93	0	43	147	30	0	13	201	25	1	16	70	25	0	814
8:45 AM	17	102	67	0	65	139	20	1	15	203	31	0	19	63	39	0	781
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	177	899	625	0	484	1102	212	1	110	1533	234	1	176	634	264	0	6452
APPROACH %'s :	10.41%	52.85%	36.74%	0.00%	26.90%	61.26%	11.78%	0.06%	5.86%	81.63%	12.46%	0.05%	16.39%	59.03%	24.58%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																
PEAK HR VOL :	94	478	330	0	234	604	122	0	57	801	150	0	106	352	153	0	3481
PEAK HR FACTOR :	0.691	0.941	0.917	0.000	0.886	0.888	0.663	0.000	0.620	0.940	0.735	0.000	0.779	0.936	0.671	0.000	0.953
	0.944				0.851				0.923				0.883				

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 97th Ave & NW 38th St
City: Doral
Control: 1-Way Stop(WB)

Project ID: 26-570025-001
Date: 3/11/2026

Data - Total

NS/EW Streets:	NW 97th Ave				NW 97th Ave				NW 38th St				NW 38th St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	134	3	0	1	184	0	0	0	0	0	1	0	0	0	323	
7:15 AM	0	153	7	0	6	234	0	0	0	0	0	1	0	0	0	401	
7:30 AM	0	179	18	0	33	179	0	0	0	0	0	9	0	23	0	441	
7:45 AM	0	123	36	0	95	189	0	0	0	0	0	30	0	63	0	536	
8:00 AM	0	117	17	0	55	226	0	0	0	0	0	52	0	50	0	517	
8:15 AM	0	129	5	1	11	260	0	0	0	0	0	24	0	18	0	448	
8:30 AM	0	158	3	0	7	174	0	1	0	0	0	3	0	0	0	346	
8:45 AM	0	150	10	0	4	236	0	0	0	0	0	1	0	4	0	405	
9:00 AM	0	121	11	0	10	193	0	0	0	0	0	2	0	2	0	339	
9:15 AM	0	142	5	0	3	207	0	0	0	0	0	2	0	2	0	361	
9:30 AM	0	141	5	0	3	206	0	0	0	0	0	9	0	0	0	364	
9:45 AM	0	126	3	0	5	172	0	1	0	0	0	7	0	6	0	320	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1673	123	1	233	2460	0	2	0	0	0	0	141	0	168	0	4801
	0.00%	93.10%	6.84%	0.06%	8.65%	91.28%	0.00%	0.07%	0.00%	0.00%	0.00%	0.00%	45.63%	0.00%	54.37%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	548	76	1	194	854	0	0	0	0	0	115	0	154	0	1942	
PEAK HR FACTOR :	0.000	0.765	0.528	0.250	0.511	0.821	0.000	0.000	0.000	0.000	0.000	0.553	0.000	0.611	0.000	0.906	
	0.793				0.923								0.659				

NS/EW Streets:	NW 97th Ave				NW 97th Ave				NW 38th St				NW 38th St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	137	4	0	7	168	0	0	0	0	0	3	0	1	0	320	
10:15 AM	0	153	7	0	17	137	0	0	0	0	0	2	0	0	0	316	
10:30 AM	0	123	6	0	10	149	0	0	0	0	0	4	0	1	0	293	
10:45 AM	0	153	5	0	4	147	0	0	0	0	0	1	0	4	0	314	
11:00 AM	0	162	3	0	1	132	0	0	0	0	0	1	0	3	1	303	
11:15 AM	0	169	2	0	1	150	0	0	0	0	0	0	0	4	0	326	
11:30 AM	0	144	5	0	3	146	0	1	0	0	0	4	0	7	0	310	
11:45 AM	0	168	4	0	6	158	0	0	0	0	0	6	0	3	0	345	
12:00 PM	0	193	3	0	5	209	0	0	0	0	0	2	0	1	0	413	
12:15 PM	0	181	5	0	8	173	0	0	0	0	0	5	0	5	0	377	
12:30 PM	0	164	21	0	33	181	0	0	0	0	0	14	0	33	0	446	
12:45 PM	0	174	21	0	32	180	0	0	0	0	0	13	0	31	0	451	
1:00 PM	0	195	14	0	34	178	0	0	0	0	0	19	0	48	0	488	
1:15 PM	0	167	8	0	20	168	0	3	0	0	0	18	0	33	0	417	
1:30 PM	0	176	7	0	6	152	0	0	0	0	0	9	0	16	0	366	
1:45 PM	0	160	3	0	2	203	0	1	0	0	0	6	0	4	0	379	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2619	118	0	189	2631	0	5	0	0	0	107	0	194	1	5864	
	0.00%	95.69%	4.31%	0.00%	6.69%	93.13%	0.00%	0.18%	0.00%	0.00%	0.00%	35.43%	0.00%	64.24%	0.33%		
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	0	700	64	0	119	707	0	3	0	0	0	64	0	145	0	1802	
PEAK HR FACTOR :	0.000	0.897	0.762	0.000	0.875	0.977	0.000	0.250	0.000	0.000	0.000	0.842	0.000	0.755	0.000	0.923	
	0.914				0.968								0.780				

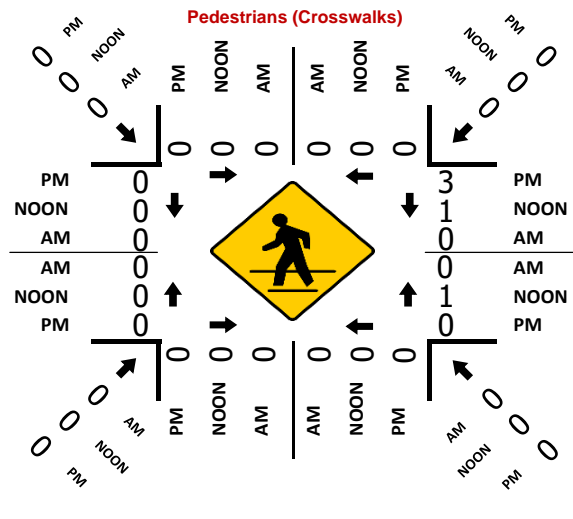
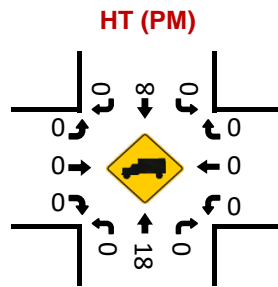
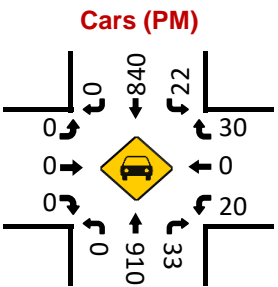
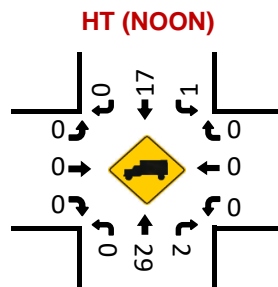
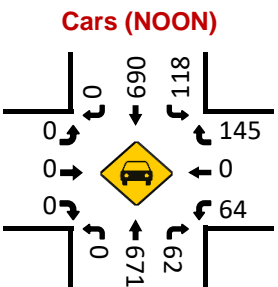
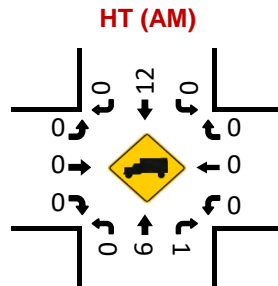
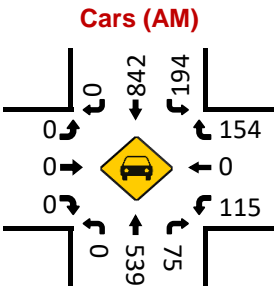
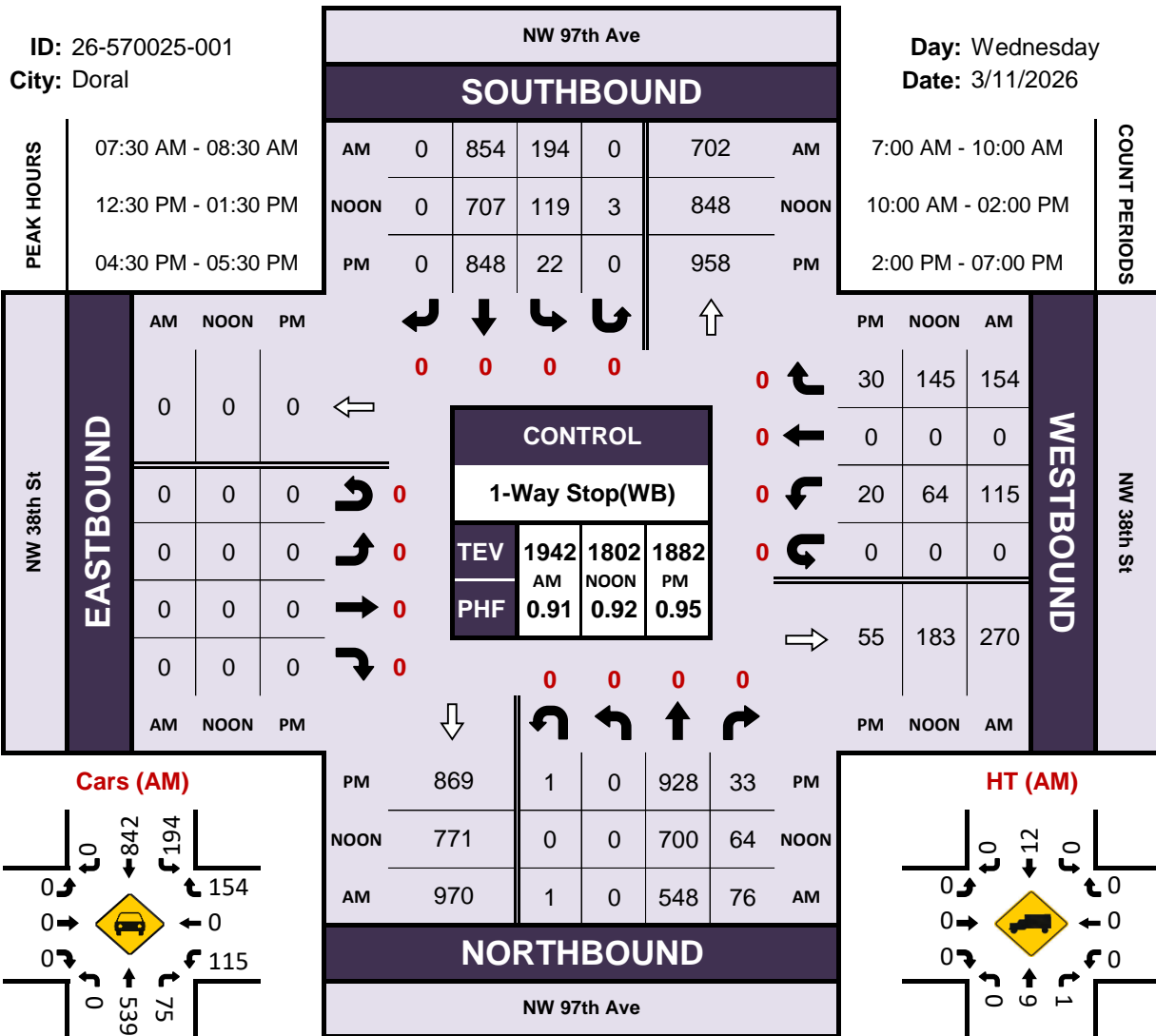
NS/EW Streets:	NW 97th Ave				NW 97th Ave				NW 38th St				NW 38th St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	170	3	0	9	186	0	0	0	0	0	4	0	5	0	377	
2:15 PM	0	155	4	0	4	199	0	0	0	0	0	6	0	7	0	375	
2:30 PM	0	184	6	0	4	208	0	0	0	0	0	8	0	7	0	417	
2:45 PM	0	197	4	0	4	180	0	0	0	0	0	7	0	6	0	398	
3:00 PM	0	180	4	1	3	165	0	0	0	0	0	14	0	10	0	377	
3:15 PM	0	161	2	0	1	184	0	0	0	0	0	3	0	5	0	356	
3:30 PM	0	171	8	0	2	198	0	0	0	0	0	8	0	5	0	392	
3:45 PM	0	194	5	0	3	169	0	0	0	0	0	8	0	2	0	381	
4:00 PM	0	225	2	0	2	217	0	1	0	0	0	4	0	5	0	456	
4:15 PM	0	205	8	0	2	184	0	0	0	0	0	6	0	11	0	416	
4:30 PM	0	229	6	0	6	215	0	0	0	0	0	7	0	9	0	472	
4:45 PM	0	230	14	1	7	214	0	0	0	0	0	4	0	2	0	472	
5:00 PM	0	251	4	0	3	219	0	0	0	0	0	3	0	13	0	493	
5:15 PM	0	218	9	0	6	200	0	0	0	0	0	6	0	6	0	445	
5:30 PM	0	218	10	0	8	199	0	1	0	0	0	5	0	7	0	448	
5:45 PM	0	236	24	0	15	178	0	0	0	0	0	12	0	7	0	472	
6:00 PM	0	213	16	0	11	168	0	0	0	0	0	11	0	11	0	430	
6:15 PM	0	183	10	0	13	177	0	0	0	0	0	4	0	9	0	396	
6:30 PM	0	200	6	0	11	156	0	0	0	0	0	5	0	2	0	380	
6:45 PM	0	194	9	0	6	161	0	0	0	0	0	3	0	1	0	374	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	4014	154	2	120	3777	0	2	0	0	0	128	0	130	0	8327	
	0.00%	96.26%	3.69%	0.05%	3.08%	96.87%	0.00%	0.05%	0.00%	0.00%	0.00%	49.61%	0.00%	50.39%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	928	33	1	22	848	0	0	0	0	0	20	0	30	0	1882	
PEAK HR FACTOR :	0.000	0.924	0.589	0.250	0.786	0.968	0.000	0.000	0.000	0.000	0.000	0.714	0.000	0.577	0.000	0.954	
	0.943				0.980								0.781				

NW 97th Ave & NW 38th St

Peak Hour Turning Movement Count

ID: 26-570025-001
City: Doral

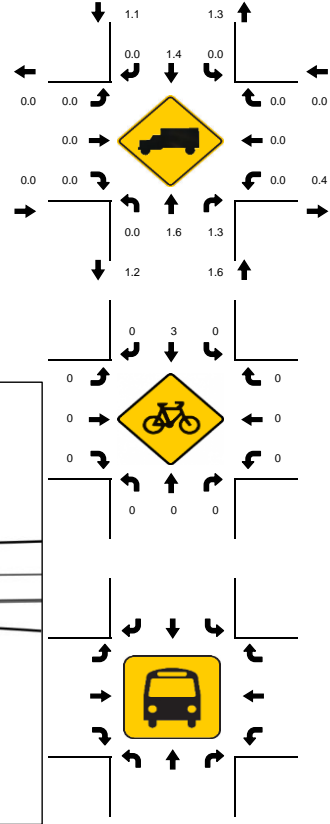
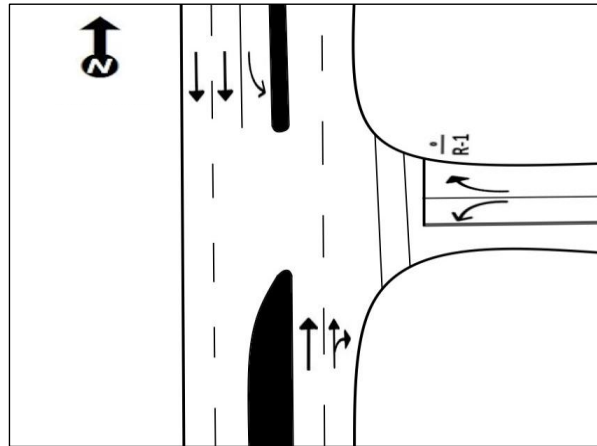
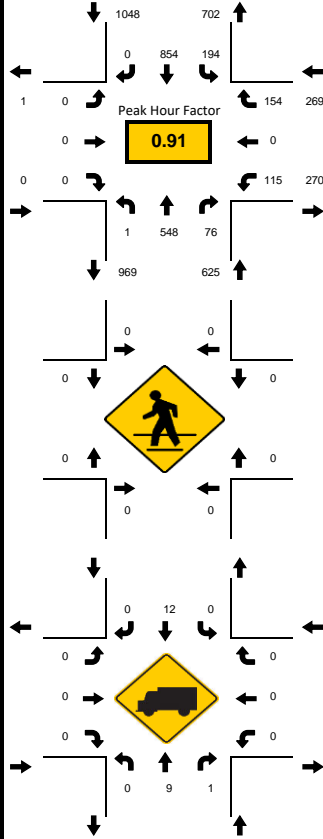
Day: Wednesday
Date: 3/11/2026



LOCATION: NW 97th Ave & NW 38th St
 CITY/STATE: Doral, FL

PROJECT ID: 26-570025-001
 DATE: Wed, Mar 11, 2026

Peak-Hour: 07:30 AM - 08:30 AM
 Peak 15-Minute: 07:45 AM - 08:00 AM

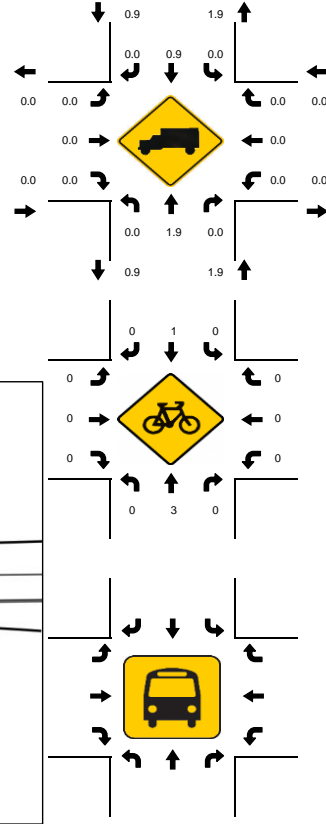
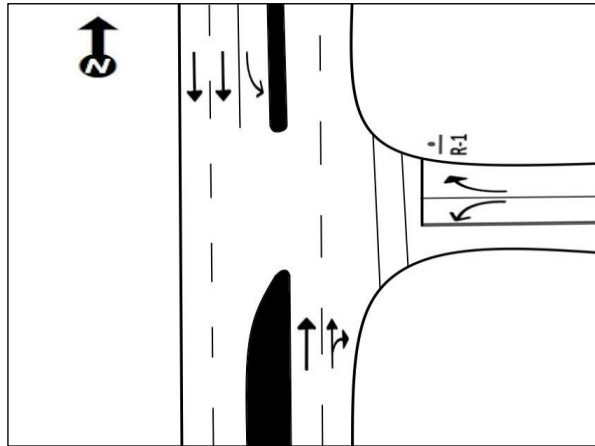
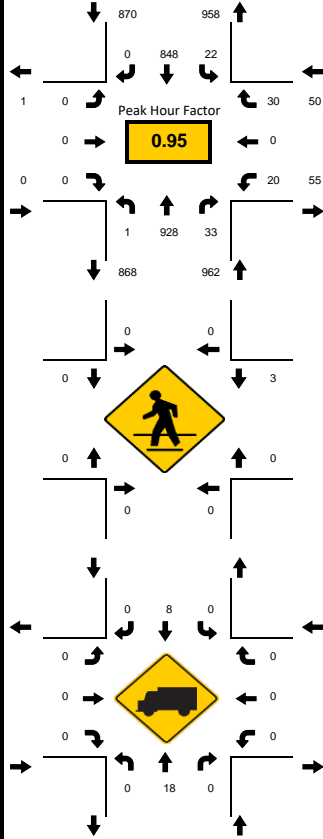


15-Min Count Period Beginning At	NW 97th Ave Northbound					NW 97th Ave Southbound					NW 38th St Eastbound					NW 38th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	134	3	0		1	184	0	0		0	0	0	0		1	0	0	0		323	1701
7:15 AM	0	153	7	0		6	234	0	0		0	0	0	0		1	0	0	0		401	1895
7:30 AM	0	179	18	0		33	179	0	0		0	0	0	0		9	0	23	0		441	1942
7:45 AM	0	123	36	0		95	189	0	0		0	0	0	0		30	0	63	0		536	1847
8:00 AM	0	117	17	0		55	226	0	0		0	0	0	0		52	0	50	0		517	1716
8:15 AM	0	129	5	1		11	260	0	0		0	0	0	0		24	0	18	0		448	1538
8:30 AM	0	158	3	0		7	174	0	1		0	0	0	0		3	0	0	0		346	1451
8:45 AM	0	150	10	0		4	236	0	0		0	0	0	0		1	0	4	0		405	1469
9:00 AM	0	121	11	0		10	193	0	0		0	0	0	0		2	0	2	0		339	1384
9:15 AM	0	142	5	0		3	207	0	0		0	0	0	0		2	0	2	0		361	1045
9:30 AM	0	141	5	0		3	206	0	0		0	0	0	0		9	0	0	0		364	684
9:45 AM	0	126	3	0		5	172	0	1		0	0	0	0		7	0	6	0		320	320
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	716	144	4		380	1040	0	0		0	0	0	0		208	0	252	0		2744	
Heavy Trucks	0	12	4	0		0	20	0	0		0	0	0	0		0	0	0	0		36	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Bicycles	0	0	0	0		0	8	0	0		0	0	0	0		0	0	0	0		8	
Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Stopped Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	

LOCATION: NW 97th Ave & NW 38th St
CITY/STATE: Doral, FL

PROJECT ID: 26-570025-001
DATE: Wed, Mar 11, 2026

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	NW 97th Ave Northbound					NW 97th Ave Southbound					NW 38th St Eastbound					NW 38th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
2:00 PM	0	170	3	0		9	186	0	0		0	0	0	0		4	0	5	0		377	1567
2:15 PM	0	155	4	0		4	199	0	0		0	0	0	0		6	0	7	0		375	1567
2:30 PM	0	184	6	0		4	208	0	0		0	0	0	0		8	0	7	0		417	1548
2:45 PM	0	197	4	0		4	180	0	0		0	0	0	0		7	0	6	0		398	1523
3:00 PM	0	180	4	1		3	165	0	0		0	0	0	0		14	0	10	0		377	1506
3:15 PM	0	161	2	0		1	184	0	0		0	0	0	0		3	0	5	0		356	1585
3:30 PM	0	171	8	0		2	198	0	0		0	0	0	0		8	0	5	0		392	1645
3:45 PM	0	194	5	0		3	169	0	0		0	0	0	0		8	0	2	0		381	1725
4:00 PM	0	225	2	0		2	217	0	1		0	0	0	0		4	0	5	0		456	1816
4:15 PM	0	205	8	0		2	184	0	0		0	0	0	0		6	0	11	0		416	1853
4:30 PM	0	229	6	0		6	215	0	0		0	0	0	0		7	0	9	0		472	1882
4:45 PM	0	230	14	1		7	214	0	0		0	0	0	0		4	0	2	0		472	1858
5:00 PM	0	251	4	0		3	219	0	0		0	0	0	0		3	0	13	0		493	1858
5:15 PM	0	218	9	0		6	200	0	0		0	0	0	0		6	0	6	0		445	1795
5:30 PM	0	218	10	0		8	199	0	1		0	0	0	0		5	0	7	0		448	1746
5:45 PM	0	236	24	0		15	178	0	0		0	0	0	0		12	0	7	0		472	1678
6:00 PM	0	213	16	0		11	168	0	0		0	0	0	0		11	0	11	0		430	1580
6:15 PM	0	183	10	0		13	177	0	0		0	0	0	0		4	0	9	0		396	1150
6:30 PM	0	200	6	0		11	156	0	0		0	0	0	0		5	0	2	0		380	754
6:45 PM	0	194	9	0		6	161	0	0		0	0	0	0		3	0	1	0		374	374
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	1004	56	4		28	876	0	0		0	0	0	0		28	0	52	0		2048	
Heavy Trucks	0	24	0	0		0	12	0	0		0	0	0	0		0	0	0	0		36	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	4	0	0		4	
Bicycles	0	8	0	0		0	4	0	0		0	0	0	0		0	0	0	0		12	
Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Stopped Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 97th Ave & NW 38th St
 City: Doral
 Control: 1-Way Stop(WB)

Project ID: 26-570025-001
 Date: 3/12/2026

Data - Total

NS/EW Streets:	NW 97th Ave				NW 97th Ave				NW 38th St				NW 38th St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	130	3	0	1	191	0	0	0	0	0	0	2	0	1	0	328
7:15 AM	0	141	8	0	6	213	0	0	0	0	0	0	2	0	1	0	371
7:30 AM	0	172	13	0	39	190	0	0	0	0	0	0	6	0	19	0	439
7:45 AM	0	146	32	0	91	197	0	0	0	0	0	0	35	0	56	0	557
8:00 AM	0	108	19	0	55	224	0	0	0	0	0	0	43	0	57	0	506
8:15 AM	0	132	5	0	5	250	0	0	0	0	0	0	22	0	13	0	427
8:30 AM	0	150	5	0	4	206	0	1	0	0	0	0	1	0	1	0	368
8:45 AM	0	134	9	0	5	203	0	0	0	0	0	0	2	0	0	0	353
9:00 AM	0	134	10	0	6	196	0	1	0	0	0	0	2	0	5	0	354
9:15 AM	0	134	6	0	11	163	0	0	0	0	0	0	4	0	2	0	320
9:30 AM	0	116	3	0	4	176	0	0	0	0	0	0	2	0	0	0	301
9:45 AM	0	131	5	0	1	172	0	0	0	0	0	0	3	0	0	0	312
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	93.24%	6.76%	0.00%	8.73%	91.19%	0.00%	0.08%	0	0	0	0	44.44%	0.00%	55.56%	0.00%	4636
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	558	69	0	190	861	0	0	0	0	0	0	106	0	145	0	1929
PEAK HR FACTOR :	0.000	0.811	0.539	0.000	0.522	0.861	0.000	0.000	0.000	0.000	0.000	0.000	0.616	0.000	0.636	0.000	0.866
	0.847				0.912								0.628				

NS/EW Streets:	NW 97th Ave				NW 97th Ave				NW 38th St				NW 38th St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	135	6	0	10	161	0	0	0	0	0	0	10	0	14	0	336
10:15 AM	0	151	7	0	9	150	0	0	0	0	0	0	3	0	2	0	322
10:30 AM	0	140	5	0	14	151	0	0	0	0	0	0	4	0	0	0	314
10:45 AM	0	163	4	0	5	156	0	0	0	0	0	0	2	0	4	0	334
11:00 AM	0	163	5	0	3	136	0	0	0	0	0	0	4	0	0	0	311
11:15 AM	0	142	2	0	5	148	0	0	0	0	0	0	3	0	1	0	301
11:30 AM	0	189	5	0	2	154	0	0	0	0	0	0	2	0	7	0	359
11:45 AM	0	159	2	0	5	140	0	0	0	0	0	0	2	0	3	0	311
12:00 PM	0	183	2	0	4	183	0	0	0	0	0	0	4	0	3	0	379
12:15 PM	0	173	4	0	2	189	0	0	0	0	0	0	4	0	8	0	380
12:30 PM	0	170	3	0	7	209	0	0	0	0	0	0	8	0	8	0	405
12:45 PM	0	200	3	0	2	171	0	0	0	0	0	0	2	0	11	0	389
1:00 PM	0	190	1	0	2	180	0	0	0	0	0	0	7	0	4	0	384
1:15 PM	0	171	3	0	8	174	0	0	0	0	0	0	5	0	8	0	369
1:30 PM	0	178	1	0	6	172	0	0	0	0	0	0	3	0	6	0	366
1:45 PM	0	183	5	0	7	182	0	0	0	0	0	0	4	0	2	0	383
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	97.89%	2.11%	0.00%	3.31%	96.69%	0.00%	0.00%	0	0	0	0	45.27%	0.00%	54.73%	0.00%	5643
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	733	11	0	13	749	0	0	0	0	0	0	21	0	31	0	1558
PEAK HR FACTOR :	0.000	0.916	0.688	0.000	0.464	0.896	0.000	0.000	0.000	0.000	0.000	0.000	0.656	0.000	0.705	0.000	0.962
	0.916				0.882								0.813				

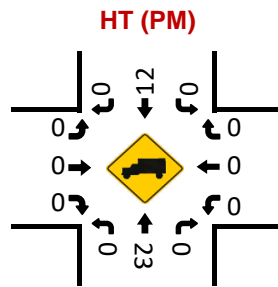
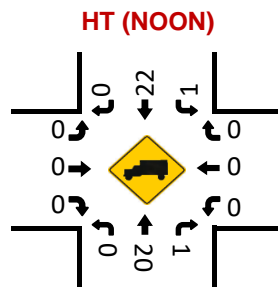
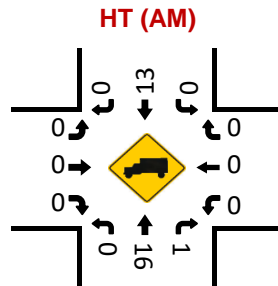
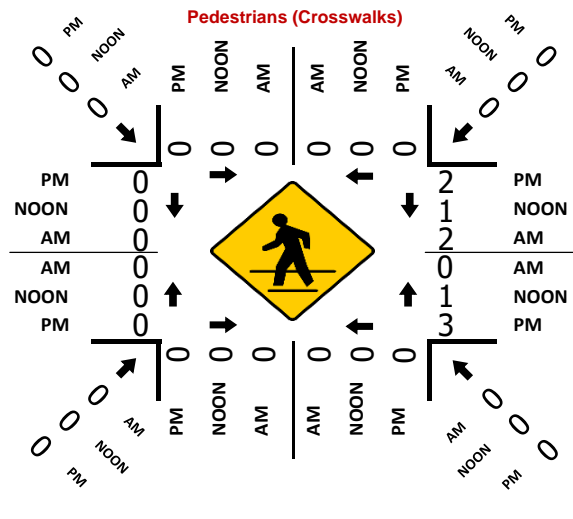
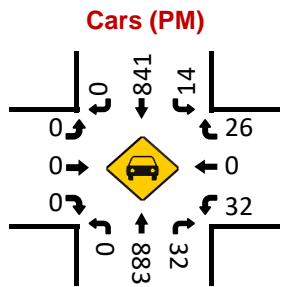
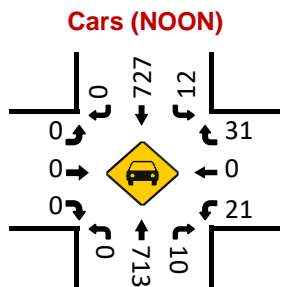
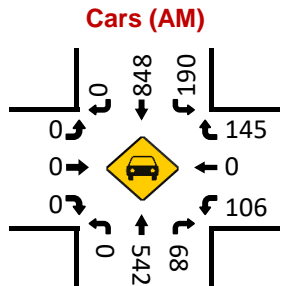
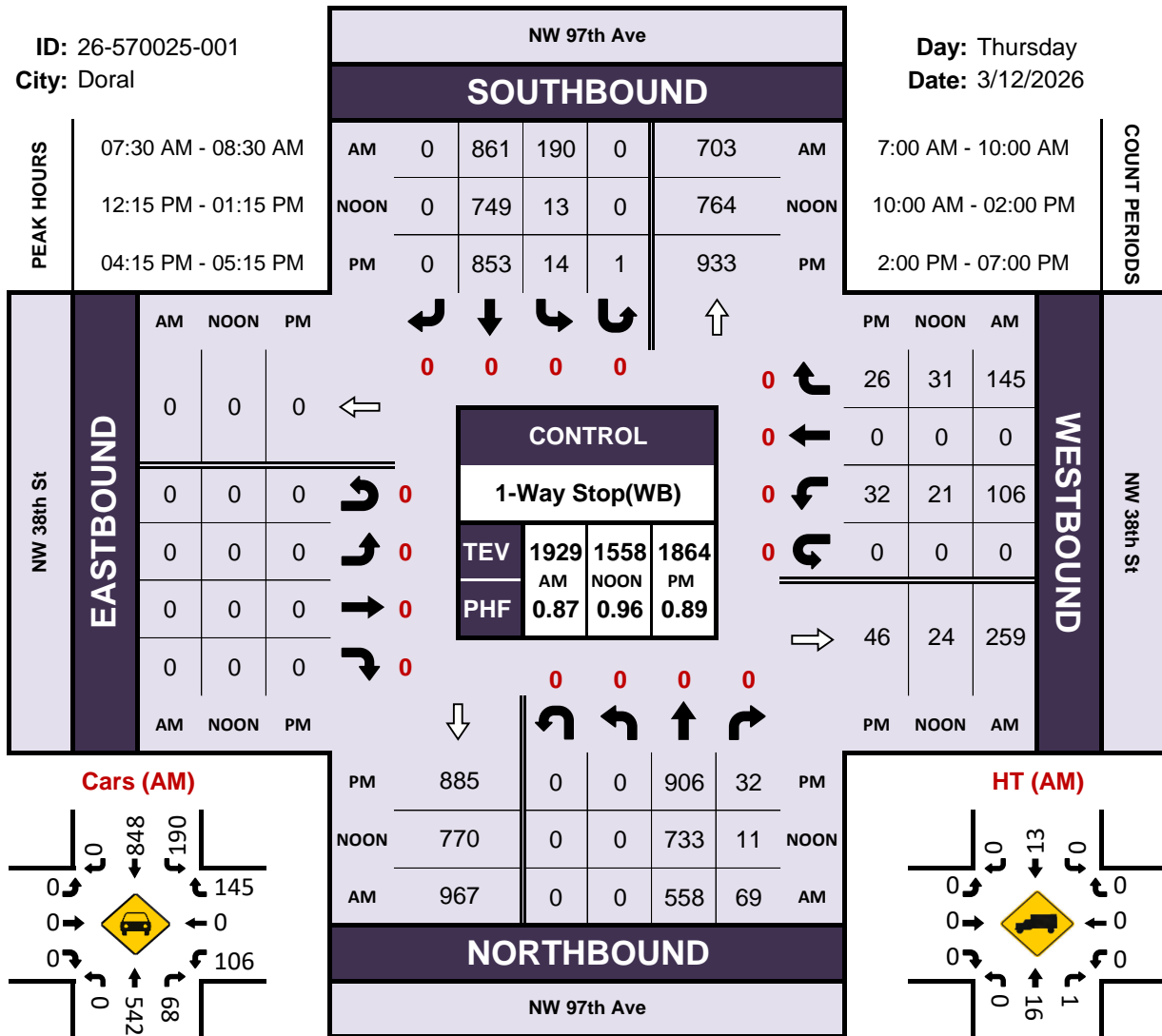
NS/EW Streets:	NW 97th Ave				NW 97th Ave				NW 38th St				NW 38th St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	181	11	0	11	180	0	1	0	0	0	0	5	0	8	0	397
2:15 PM	0	161	13	0	23	184	0	0	0	0	0	0	7	0	6	0	394
2:30 PM	0	192	13	0	22	176	0	0	0	0	0	0	18	0	48	0	469
2:45 PM	0	194	21	0	28	179	0	0	0	0	0	0	6	0	10	1	439
3:00 PM	0	168	11	0	28	217	0	0	0	0	0	0	26	0	41	0	491
3:15 PM	0	192	8	0	6	199	0	0	0	0	0	0	14	0	15	0	434
3:30 PM	0	201	10	0	1	219	0	0	0	0	0	0	16	0	10	0	457
3:45 PM	0	196	7	0	3	202	0	0	0	0	0	0	10	0	11	0	429
4:00 PM	0	227	5	0	7	196	0	0	0	0	0	0	6	0	7	0	448
4:15 PM	0	210	6	0	1	223	0	1	0	0	0	0	7	0	2	0	450
4:30 PM	0	226	7	0	3	216	0	0	0	0	0	0	11	0	6	0	469
4:45 PM	0	223	9	0	7	167	0	0	0	0	0	0	8	0	7	0	421
5:00 PM	0	247	10	0	3	247	0	0	0	0	0	0	6	0	11	0	524
5:15 PM	0	216	8	0	6	201	0	0	0	0	0	0	6	0	10	0	447
5:30 PM	0	259	8	0	6	177	0	0	0	0	0	0	7	0	4	0	461
5:45 PM	0	218	7	0	8	161	0	0	0	0	0	0	2	0	0	0	396
6:00 PM	0	216	5	0	7	178	0	0	0	0	0	0	12	0	10	0	428
6:15 PM	0	185	10	0	8	171	0	0	0	0	0	0	2	0	2	0	378
6:30 PM	0	177	6	0	12	164	0	0	0	0	0	0	5	0	6	0	370
6:45 PM	0	183	4	0	6	136	0	0	0	0	0	0	4	0	6	0	339
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	95.79%	4.21%	0.00%	4.91%	95.04%	0.00%	0.05%	0	0	0	0	44.61%	0.00%	55.14%	0.25%	8641
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	906	32	0	14	853	0	1	0	0	0	0	32	0	26	0	1864
PEAK HR FACTOR :	0.000	0.917	0.800	0.000	0.500	0.863	0.000	0.250	0.000	0.000	0.000	0.000	0.727	0.000	0.591	0.000	0.889
	0.912				0.868								0.853				

NW 97th Ave & NW 38th St

Peak Hour Turning Movement Count

ID: 26-570025-001
City: Doral

Day: Thursday
Date: 3/12/2026

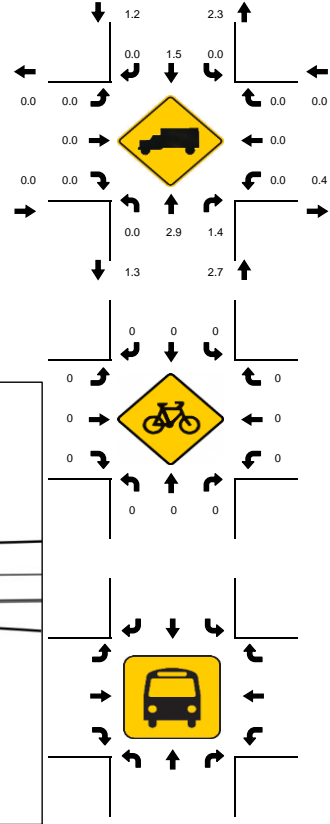
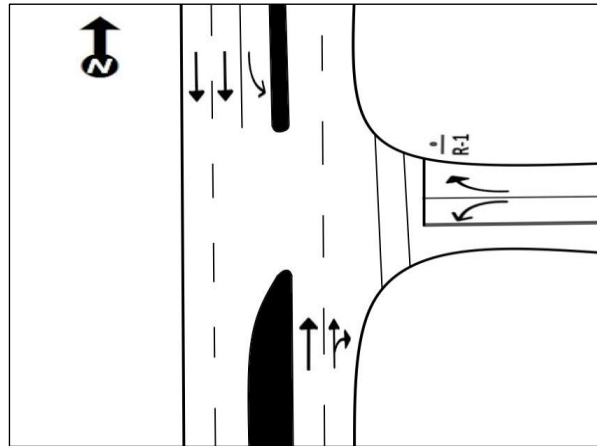
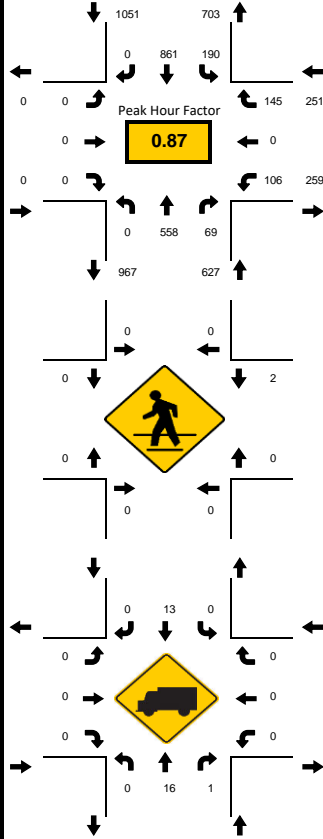


LOCATION: NW 97th Ave & NW 38th St
 CITY/STATE: Doral, FL

PROJECT ID: 26-570025-001
 DATE: Thu, Mar 12, 2026

Peak-Hour: 07:30 AM - 08:30 AM
 Peak 15-Minute: 07:45 AM - 08:00 AM

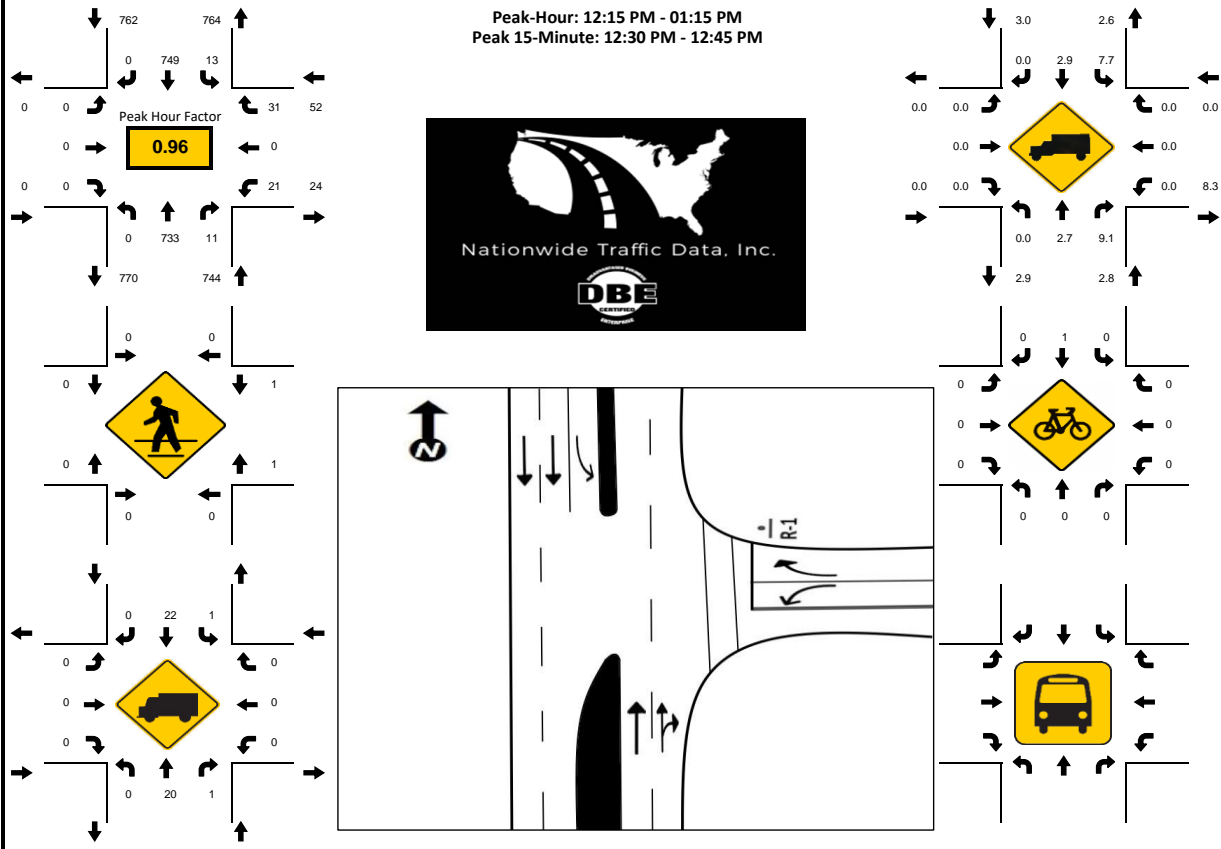
Peak Hour Factor
0.87



15-Min Count Period Beginning At	NW 97th Ave Northbound					NW 97th Ave Southbound					NW 38th St Eastbound					NW 38th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	130	3	0		1	191	0	0		0	0	0	0		2	0	1	0		328	1695
7:15 AM	0	141	8	0		6	213	0	0		0	0	0	0		2	0	1	0		371	1873
7:30 AM	0	172	13	0		39	190	0	0		0	0	0	0		6	0	19	0		439	1929
7:45 AM	0	146	32	0		91	197	0	0		0	0	0	0		35	0	56	0		557	1858
8:00 AM	0	108	19	0		55	224	0	0		0	0	0	0		43	0	57	0		506	1654
8:15 AM	0	132	5	0		5	250	0	0		0	0	0	0		22	0	13	0		427	1502
8:30 AM	0	150	5	0		4	206	0	1		0	0	0	0		1	0	1	0		368	1395
8:45 AM	0	134	9	0		5	203	0	0		0	0	0	0		2	0	0	0		353	1328
9:00 AM	0	134	10	0		6	196	0	1		0	0	0	0		2	0	5	0		354	1287
9:15 AM	0	134	6	0		11	163	0	0		0	0	0	0		4	0	2	0		320	933
9:30 AM	0	116	3	0		4	176	0	0		0	0	0	0		2	0	0	0		301	613
9:45 AM	0	131	5	0		1	172	0	0		0	0	0	0		3	0	0	0		312	312
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	688	128	0		364	1000	0	0		0	0	0	0		172	0	228	0		2580	
Heavy Trucks	0	24	4	0		0	28	0	0		0	0	0	0		0	0	0	0		56	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		8	0	0	0		8	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Stopped Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	

LOCATION: NW 97th Ave & NW 38th St
 CITY/STATE: Doral, FL

PROJECT ID: 26-570025-001
 DATE: Thu, Mar 12, 2026



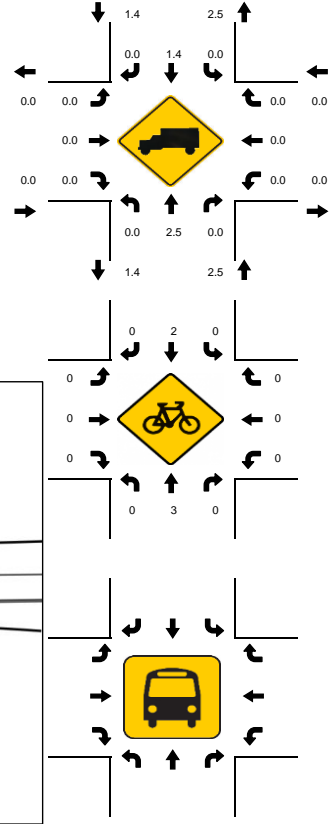
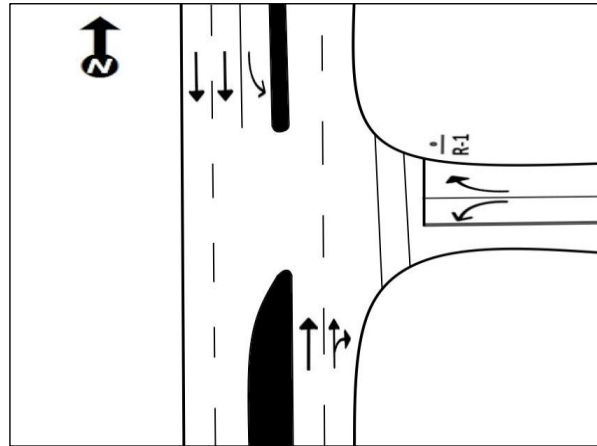
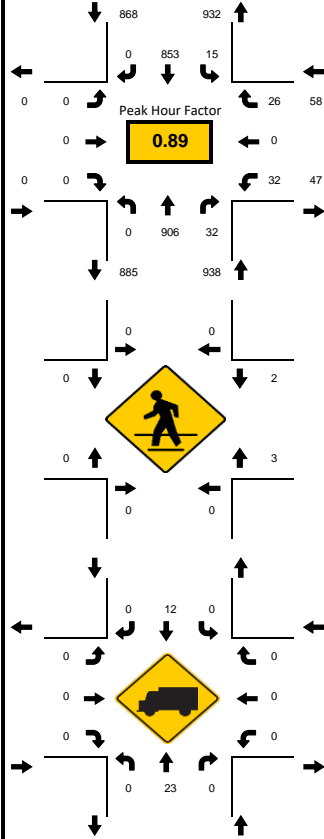
15-Min Count Period Beginning At	NW 97th Ave Northbound					NW 97th Ave Southbound					NW 38th St Eastbound					NW 38th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
10:00 AM	0	135	6	0		10	161	0	0		0	0	0	0		10	0	14	0		336	1306
10:15 AM	0	151	7	0		9	150	0	0		0	0	0	0		3	0	2	0		322	1281
10:30 AM	0	140	5	0		14	151	0	0		0	0	0	0		4	0	0	0		314	1260
10:45 AM	0	163	4	0		5	156	0	0		0	0	0	0		2	0	4	0		334	1305
11:00 AM	0	163	5	0		3	136	0	0		0	0	0	0		4	0	0	0		311	1282
11:15 AM	0	142	2	0		5	148	0	0		0	0	0	0		3	0	1	0		301	1350
11:30 AM	0	189	5	0		2	154	0	0		0	0	0	0		2	0	7	0		359	1429
11:45 AM	0	159	2	0		5	140	0	0		0	0	0	0		2	0	3	0		311	1475
12:00 PM	0	183	2	0		4	183	0	0		0	0	0	0		4	0	3	0		379	1553
12:15 PM	0	173	4	0		2	189	0	0		0	0	0	0		4	0	8	0		380	1558
12:30 PM	0	170	3	0		7	209	0	0		0	0	0	0		8	0	8	0		405	1547
12:45 PM	0	200	3	0		2	171	0	0		0	0	0	0		2	0	11	0		389	1508
1:00 PM	0	190	1	0		2	180	0	0		0	0	0	0		7	0	4	0		384	1502
1:15 PM	0	171	3	0		8	174	0	0		0	0	0	0		5	0	8	0		369	1118
1:30 PM	0	178	1	0		6	172	0	0		0	0	0	0		3	0	6	0		366	749
1:45 PM	0	183	5	0		7	182	0	0		0	0	0	0		4	0	2	0		383	383
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	800	16	0		28	836	0	0		0	0	0	0		32	0	44	0		1756	
Heavy Trucks	0	28	4	0		4	32	0	0		0	0	0	0		0	0	0	0		68	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		4	0	0	0		4	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0		4	
Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Stopped Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	

LOCATION: NW 97th Ave & NW 38th St
 CITY/STATE: Doral, FL

PROJECT ID: 26-570025-001
 DATE: Thu, Mar 12, 2026

Peak-Hour: 04:15 PM - 05:15 PM
 Peak 15-Minute: 05:00 PM - 05:15 PM

Peak Hour Factor
0.89



15-Min Count Period Beginning At	NW 97th Ave Northbound					NW 97th Ave Southbound					NW 38th St Eastbound					NW 38th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
2:00 PM	0	181	11	0		11	180	0	1		0	0	0	0		5	0	8	0		397	1699
2:15 PM	0	161	13	0		23	184	0	0		0	0	0	0		7	0	6	0		394	1793
2:30 PM	0	192	13	0		22	176	0	0		0	0	0	0		18	0	48	0		469	1833
2:45 PM	0	194	21	0		28	179	0	0		0	0	0	0		6	0	10	1		439	1821
3:00 PM	0	168	11	0		28	217	0	0		0	0	0	0		26	0	41	0		491	1811
3:15 PM	0	192	8	0		6	199	0	0		0	0	0	0		14	0	15	0		434	1768
3:30 PM	0	201	10	0		1	219	0	0		0	0	0	0		16	0	10	0		457	1784
3:45 PM	0	196	7	0		3	202	0	0		0	0	0	0		10	0	11	0		429	1796
4:00 PM	0	227	5	0		7	196	0	0		0	0	0	0		6	0	7	0		448	1788
4:15 PM	0	210	6	0		1	223	0	1		0	0	0	0		7	0	2	0		450	1864
4:30 PM	0	226	7	0		3	216	0	0		0	0	0	0		11	0	6	0		469	1861
4:45 PM	0	223	9	0		7	167	0	0		0	0	0	0		8	0	7	0		421	1853
5:00 PM	0	247	10	0		3	247	0	0		0	0	0	0		6	0	11	0		524	1828
5:15 PM	0	216	8	0		6	201	0	0		0	0	0	0		6	0	10	0		447	1732
5:30 PM	0	259	8	0		6	177	0	0		0	0	0	0		7	0	4	0		461	1663
5:45 PM	0	218	7	0		8	161	0	0		0	0	0	0		2	0	0	0		396	1572
6:00 PM	0	216	5	0		7	178	0	0		0	0	0	0		12	0	10	0		428	1515
6:15 PM	0	185	10	0		8	171	0	0		0	0	0	0		2	0	2	0		378	1087
6:30 PM	0	177	6	0		12	164	0	0		0	0	0	0		5	0	6	0		370	709
6:45 PM	0	183	4	0		6	136	0	0		0	0	0	0		4	0	6	0		339	339
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	988	40	0		28	988	0	4		0	0	0	0		44	0	44	0		2136	
Heavy Trucks	0	32	0	0		0	20	0	0		0	0	0	0		0	0	0	0		52	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		12	0	0	0		12	
Bicycles	0	8	0	0		0	4	0	0		0	0	0	0		0	0	0	0		12	
Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Stopped Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.07	1.13
2	01/07/2024 - 01/13/2024	1.03	1.08
3	01/14/2024 - 01/20/2024	1.00	1.05
4	01/21/2024 - 01/27/2024	0.98	1.03
* 5	01/28/2024 - 02/03/2024	0.97	1.02
* 6	02/04/2024 - 02/10/2024	0.96	1.01
* 7	02/11/2024 - 02/17/2024	0.95	1.00
* 8	02/18/2024 - 02/24/2024	0.95	1.00
* 9	02/25/2024 - 03/02/2024	0.94	0.99
*10	03/03/2024 - 03/09/2024	0.94	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.99
*12	03/17/2024 - 03/23/2024	0.94	0.99
*13	03/24/2024 - 03/30/2024	0.95	1.00
*14	03/31/2024 - 04/06/2024	0.95	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.01
*16	04/14/2024 - 04/20/2024	0.97	1.02
*17	04/21/2024 - 04/27/2024	0.98	1.03
18	04/28/2024 - 05/04/2024	0.99	1.04
19	05/05/2024 - 05/11/2024	1.00	1.05
20	05/12/2024 - 05/18/2024	1.02	1.07
21	05/19/2024 - 05/25/2024	1.03	1.08
22	05/26/2024 - 06/01/2024	1.04	1.09
23	06/02/2024 - 06/08/2024	1.05	1.11
24	06/09/2024 - 06/15/2024	1.06	1.12
25	06/16/2024 - 06/22/2024	1.05	1.11
26	06/23/2024 - 06/29/2024	1.04	1.09
27	06/30/2024 - 07/06/2024	1.03	1.08
28	07/07/2024 - 07/13/2024	1.02	1.07
29	07/14/2024 - 07/20/2024	1.02	1.07
30	07/21/2024 - 07/27/2024	1.01	1.06
31	07/28/2024 - 08/03/2024	1.01	1.06
32	08/04/2024 - 08/10/2024	1.01	1.06
33	08/11/2024 - 08/17/2024	1.01	1.06
34	08/18/2024 - 08/24/2024	1.01	1.06
35	08/25/2024 - 08/31/2024	1.01	1.06
36	09/01/2024 - 09/07/2024	1.01	1.06
37	09/08/2024 - 09/14/2024	1.01	1.06
38	09/15/2024 - 09/21/2024	1.01	1.06
39	09/22/2024 - 09/28/2024	1.01	1.06
40	09/29/2024 - 10/05/2024	1.01	1.06
41	10/06/2024 - 10/12/2024	1.01	1.06
42	10/13/2024 - 10/19/2024	1.02	1.07
43	10/20/2024 - 10/26/2024	1.02	1.07
44	10/27/2024 - 11/02/2024	1.02	1.07
45	11/03/2024 - 11/09/2024	1.02	1.07
46	11/10/2024 - 11/16/2024	1.03	1.08
47	11/17/2024 - 11/23/2024	1.03	1.08
48	11/24/2024 - 11/30/2024	1.04	1.09
49	12/01/2024 - 12/07/2024	1.05	1.11
50	12/08/2024 - 12/14/2024	1.06	1.12
51	12/15/2024 - 12/21/2024	1.07	1.13
52	12/22/2024 - 12/28/2024	1.03	1.08
53	12/29/2024 - 12/31/2024	1.00	1.05

* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

6_8700_PKSEASON.TXT









TOD Schedule Report
for 5580: NW 97 Av&NW 33 St

Print Date:
10/4/2021

Print Time:
8:30 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
5580	NW 97 Av&NW 33 St	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	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	9	7	9	20	15	20	4.4	2
2 SBT	5	5	5	14	14	14	7	7	7	1	1	1	55	20	30	0	32	30	4.4	2
3 EBL	0	0	0	0	0	0	5	5	5	2.5	-2.5	-2.5	18	12	18	30	15	30	4	2
4 WBT	5	5	5	15	15	15	7	7	7	3	-2.5	-2.5	35	35	20	70	40	70	4	2
5 SBL	0	0	0	0	0	0	5	5	5	2	2	3	9	7	9	20	15	28	4.4	2
6 NBT	5	5	5	14	14	14	7	7	7	1	1	1	55	20	30	0	32	30	4.4	2
7 WBL	0	0	0	0	0	0	5	5	5	2	2	2	10	12	18	30	15	30	4	2
8 EBT	5	5	5	15	15	15	7	7	7	3	-2.5	-2.5	35	35	20	70	40	70	4	2

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	12345678
External Permit 0	-----
External Permit 1	-234-678
External Permit 2	-2-4-6-8

TOD Schedule Report
for 5580: NW 97 Av&NW 33 St

Print Date:
10/4/2021

Print Time:
8:30 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT		
4		180	18	72	14	52	10	80	10	56	0	67
6		150	6	56	17	47	6	56	17	47	0	66
11		130	10	46	16	34	10	46	24	25	0	8
12		80	7	13	12	24	7	13	19	17	0	0
13		110	7	42	12	25	7	42	15	22	0	8
14		100	6	31	17	22	6	31	17	22	0	52
19		80	7	21	8	20	7	21	6	22	0	8
20		140	7	62	14	33	7	62	14	33	0	67

Local TOD Schedule		
Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0030	Free	Su S
0100	Free	M T W Th F
0600	Free	M T W Th F
0645	4	M T W Th F
0700	Free	Su S
0945	Free	M T W Th F
1500	Free	Su S
1530	11	M T W Th F
1830	13	M T W Th F
1900	Free	Su S
2000	Free	M T W Th F
2100	Free	Su S

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5---1	SuM T W ThF S
0600	TOD OUTPUTS	-----	M T W ThF
2000	TOD OUTPUTS	---5--2-	M T W ThF

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5---1	SuM T W ThF S
0600	TOD OUTPUTS	-----	M T W ThF
0730	TOD OUTPUTS	-----2-	Su S
1800	TOD OUTPUTS	--6---2-	Su S
2000	TOD OUTPUTS	---5--2-	M T W ThF

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

No Calendar Defined/Enabled

Miami-Dade, FL



TOD Schedule Report

4885 - NW 41st St. & NW 97th Ave.

2070 1C-Econolite Type-Cobalt

2/15/2021, 11:16 AM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	21	1	0	0	5	15	2	15	0	4.4	2.2
			2	0	0	5	8	2	7	0	4.4	2.2
			3	0	0	5	8	2	7	0	4.4	2.2
			4	0	0	5	35	5	40	0	3	1
2	W - T	77	1	5	31	16	30	1	40	0	4.4	2.2
			2	5	31	16	21	1	18	0	4.4	2.2
			3	5	31	16	21	1	18	0	4.4	2.2
			4	10	16	5	35	5	40	0	3	1
3	S - L	22	1	0	0	5	15	4	15	0	4.4	2.4
			2	0	0	5	9	2	7	0	4.4	2.4
			3	0	0	5	9	2	7	0	4.4	2.4
			4	0	0	5	35	5	40	0	3	1
4	N - T	50	1	7	22	7	20	3	25	0	4.4	2.4
			2	7	22	7	10	2.5	9	0	4.4	2.4
			3	7	22	7	10	2.5	9	0	4.4	2.4
			4	10	16	5	35	5	40	0	3	1
5	W - L	21	1	0	0	5	15	2	15	0	4.4	2.2
			2	0	0	5	8	2	7	0	4.4	2.2
			3	0	0	5	8	2	7	0	4.4	2.2
			4	0	0	5	35	5	40	0	3	1
6	E - T	77	1	5	31	16	30	1	40	0	4.4	2.2
			2	5	31	16	30	1	18	0	4.4	2.2
			3	5	31	16	30	1	18	0	4.4	2.2
			4	10	16	5	35	5	40	0	3	1
7	N - L	22	1	0	0	5	15	4	15	0	4.4	2.4
			2	0	0	5	9	2	7	0	4.4	2.4
			3	0	0	5	9	2	7	0	4.4	2.4
			4	0	0	5	35	5	40	0	3	1
8	S - T	50	1	7	22	7	20	3	25	0	4.4	2.4
			2	7	22	7	10	2.5	9	0	4.4	2.4
			3	7	22	7	10	2.5	9	0	4.4	2.4
			4	10	16	5	35	5	40	0	3	1

Schedule - 1

Day of Week												
SUN	MON	TUE	WED	THU	FRI	SAT						
-	X	X	X	X	X	-						

Day Plan - 1 -				E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T
Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	Free	-	-	-	-	-	-	-	-	-	-
06:00:00	2	120	37	19	47	26	28	19	47	26	18
06:45:00	4	180	150	22	86	33	39	22	86	33	39
09:45:00	6	160	77	19	69	24	48	19	69	24	48
11:15:00	7	170	85	21	77	22	50	21	77	22	50
15:30:00	11	180	31	24	61	30	65	24	61	30	65
19:00:00	13	150	32	22	58	27	43	22	58	27	43
20:00:00	14	120	8	19	54	24	23	19	54	24	23
22:00:00	Free	-	-	-	-	-	-	-	-	-	-

Schedule - 2

Day of Week							
SUN	MON	TUE	WED	THU	FRI	SAT	
X	-	-	-	-	-	X	

Day Plan - 2 -												
Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8	
00:00:00	Free	-	-	-	-	-	-	-	-	-	-	
07:00:00	19	100	15	15	43	18	24	15	43	18	24	
15:00:00	20	110	59	15	53	18	24	15	53	18	24	
19:00:00	21	90	68	17	34	21	18	17	34	21	18	
21:00:00	Free	-	-	-	-	-	-	-	-	-	-	

Action Plan

Name	Pattern	Enabled Logic Processor Statements
Free	Free	N/A
2	2	N/A
4	4	N/A
6	6	N/A
7	7	N/A
11	11	N/A
13	13	N/A
14	14	N/A
Free	Free	N/A

Miami-Dade, FL



4885 - NW 41st St. & NW 97th Ave. - 2070 1C - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Sequence 1																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 2																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 3																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 4																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 5																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 6																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 7																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 8																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 9																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 10																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 11																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 12																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 13																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.
Sequence 14																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.
Sequence 15																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.
Sequence 16																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	X	X	X	X	X	X								
Exclusive Ped																

Phase Compatibility (MM)

1-1-2

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Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Approach	E	W	S	N	W	E	N	S	N	N	N	N	N	N	N	N
Movement	L	T	L	T	L	T	L	T								
Associated PED																
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC No
 CRC (16 bit) 1254
 Enable Automatic Backup to Datakey Yes

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				+	Red	X		X
2	2	V				+	Yel		X	X
3	3	V				+	Red	X		
4	4	V				+	Red	X		
5	5	V				+	Red	X		X
6	6	V				+	Yel		X	X
7	7	V				+	Red	X		
8	8	V				+	Red	X		
9	0	O				+	.			
10	0	O				+	.			
11	0	O				+	.			
12	0	O				+	.			
13	2	P				+	.			
14	4	P				+	.			
15	6	P				+	.			
16	8	P				+	.			

Miami-Dade, FL



4885 - NW 41st St. & NW 97th Ave. - 2070 1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - "Phase Bank 1"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	5	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	7	0	5	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	31	0	22	0	31	0	22	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	4.0	3.0	2.0	1.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	30	15	20	15	30	15	20	0	0	0	0	0	0	0	0
Max2	15	40	15	25	15	40	15	25	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.2	2.2	2.4	2.4	2.2	2.2	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	2.0	2.5	2.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	5	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	7	0	5	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	31	0	22	0	31	0	22	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	2.0	2.5	2.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	8	21	9	10	8	30	9	10	0	0	0	0	0	0	0	0
Max2	7	18	7	9	7	18	7	9	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.2	2.2	2.4	2.4	2.2	2.2	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	2.0	2.5	2.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	5	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	7	0	5	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	31	0	22	0	31	0	22	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	2.0	2.5	2.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	8	21	9	10	8	30	9	10	0	0	0	0	0	0	0	0
Max2	7	18	7	9	7	18	7	9	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.2	2.2	2.4	2.4	2.2	2.2	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	2.0	2.5	2.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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4885 - NW 41st St. & NW 97th Ave. - 2070 1C - Econolite Type - Cobalt

Controller Overlaps**Vehicle Overlaps (MM) 2-2**

Overlap	Type	Lag Green	Yellow	Red	Adv. Green
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Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green
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PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable
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Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

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4885 - NW 41st St. & NW 97th Ave. - 2070 1C - Econolite Type - Cobalt

Controller Pedestrian Overlaps

Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps
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4885 - NW 41st St. & NW 97th Ave. - 2070 1C - Econolite Type - Cobalt

Coordination Options

Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	No
Local Zero	No	FO Added Ini	No
Override	No	Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

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4885 - NW 41st St. & NW 97th Ave. - 2070 1C - Econolite Type - Cobalt

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern 2 TS2 (Pat-Off) 0-2 Splits In Seconds
 Cycle 120 Std (COS) 17 Offsets In Seconds
 Offset Value 37s Dwell/Add Time 0
 Actuated Coord Yes Timing Plan 1
 Actuated Walk Rest Yes Sequence 1
 Phase No Action Plan 2
 Reservice No
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	19	47	26	28	19	47	26	18	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	110s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase																
Special Function Outputs																

Coordinator Pattern # 4

Split Pattern 4 TS2 (Pat-Off) 1-1 Splits In Seconds
 Cycle 180 Std (COS) 33 Offsets In Seconds
 Offset Value 150s Dwell/Add Time 0
 Actuated Coord Yes Timing Plan 1
 Actuated Walk Rest Yes Sequence 1
 Phase Reservice No Action Plan 4
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	22	86	33	39	22	86	33	39	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	180s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X														
Pedestrian Recall																
Recall to Max. Time				X			X									
Omit Phase																
Special Function Outputs																

Coordinator Pattern # 6

Split Pattern 6 TS2 (Pat-Off) 1-3 Splits In Seconds
 Cycle 160 Std (COS) 73 Offsets In Seconds
 Offset Value 77s Dwell/Add Time 0
 Actuated Coord Yes Timing Plan 1
 Actuated Walk Rest Yes Sequence 1
 Phase Reservice No Action Plan 6
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	19	69	24	48	19	69	24	48	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X														
Pedestrian Recall																
Recall to Max. Time						X										
Omit Phase																
Special Function Outputs																

Coordinator Pattern # 7

Split Pattern 7 TS2 (Pat-Off) 2-1 Splits In Seconds
 Cycle 170 Std (COS) 81 Offsets In Seconds
 Offset Value 85s Dwell/Add Time 0
 Actuated Coord Yes Timing Plan 1
 Actuated Walk Rest Yes Sequence 1
 Phase Reservice No Action Plan 7
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	21	77	22	50	21	77	22	50	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4	Misc. Data
Ring Split Ext	0	0	0	0	Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
Ring Displacement	-	0	0	0	Split Demand 0 Split Demand 0 Crossing Arterial Pat 0
Split Sum	170s	170s	0s	0s	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X														
Pedestrian Recall																
Recall to Max. Time						X										
Omit Phase																
Special Function Outputs																

Coordinator Pattern # 11

Split Pattern 11 TS2 (Pat-Off) 3-2 Splits In Seconds
 Cycle 180 Std (COS) 137 Offsets In Seconds
 Offset Value 31s Dwell/Add Time 0
 Actuated Coord Yes Timing Plan 1
 Actuated Walk Rest Yes Sequence 1
 Phase Reservice No Action Plan 11
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 11)	24	61	30	65	24	61	30	65	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4	Misc. Data
Ring Split Ext	0	0	0	0	Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
Ring Displacement	-	0	0	0	Split Demand 0 Split Demand 0 Crossing Arterial Pat 0
Split Sum	180s	180s	0s	0s	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time							X									
Omit Phase																
Special Function Outputs																

Coordinator Pattern # 13

Split Pattern 13 TS2 (Pat-Off) 4-1 Splits In Seconds
 Cycle 150 Std (COS) 153 Offsets In Seconds
 Offset Value 32s Dwell/Add Time 0
 Actuated Coord Yes Timing Plan 1
 Actuated Walk Rest Yes Sequence 1
 Phase Reservice No Action Plan 13
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	22	58	27	43	22	58	27	43	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	150s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase																
Special Function Outputs																

Coordinator Pattern # 14

Split Pattern 14 TS2 (Pat-Off) 4-2 Splits In Seconds
 Cycle 120 Std (COS) 161 Offsets In Seconds
 Offset Value 8s Dwell/Add Time 0
 Actuated Coord Yes Timing Plan 1
 Actuated Walk Rest Yes Sequence 1
 Phase Reservice No Action Plan 14
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	19	54	24	23	19	54	24	23	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase																

Special Funicton									
Outputs									

Coordinator Pattern # 19

Split Pattern 19 TS2 (Pat-Off) 6-1 Splits In Seconds
 Cycle 100 Std (COS) 225 Offsets In Seconds
 Offset Value 15s Dwell/Add Time 0
 Actuated Coord Yes Timing Plan 1
 Actuated Walk Rest Yes Sequence 1
 Phase Reservice No Action Plan 19
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 19)	15	43	18	24	15	43	18	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase																
Special Function Outputs																

Coordinator Pattern # 20

Split Pattern 20 TS2 (Pat-Off) 6-2 Splits In Seconds
 Cycle 110 Std (COS) 233 Offsets In Seconds
 Offset Value 59s Dwell/Add Time 0
 Actuated Coord Yes Timing Plan 1
 Actuated Walk Rest Yes Sequence 1
 Phase Reservice No Action Plan 20
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	15	53	18	24	15	53	18	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	110s	110s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase																

Special Funicton									
Outputs									

Coordinator Pattern # 21

Split Pattern	21	TS2 (Pat-Off)	6-3	Splits In	Seconds
Cycle	90	Std (COS)	10	Offsets In	Seconds
Offset Value	68s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	Yes	Sequence	1		
Phase Reservice	No	Action Plan	21		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 21)	17	34	21	18	17	34	21	18	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	90s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase																
Special Function Outputs																

Miami-Dade, FL



4885 - NW 41st St. & NW 97th Ave. - 2070 1C - Econolite Type - Cobalt

**Time Base Action Plan
Action Plan (MM) 5-2**

Action Plan - 2 - "2"

Pattern 2 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)																
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Aux Func (1-3)																
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 4 - "4"

Pattern 4 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 6 - "6"

Pattern 6 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 7 - "7"

Pattern 7 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 11 - "11"

Pattern 11 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 13 - "13"

Pattern 13 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)																
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Aux Func (1-3)																
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 14 - "14"

Pattern 14 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)																
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Aux Func (1-3)																
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 19 - "19"

Pattern 19 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 20 - "20"

Pattern 20 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 21 - "21"

Pattern 21 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)																
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Aux Func (1-3)																
----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 62 - "Free"

Pattern Free Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2	X	X	X	X	X	X	X	X								
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)	X															
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Aux Func (1-3)																
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 63 - "63"

Pattern Flash Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)

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Aux Func (1-3)

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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Miami-Dade, FL



4885 - NW 41st St. & NW 97th Ave. - 2070 1C - Econolite Type - Cobalt

**Time Base Day Plan/Schedule
Day Plan (MM) 5-3****Day Plan #1 - "Weekdays"**

Event	Action Plan	Start Time
1	62	00:00
2	2	06:00
3	4	06:45
4	6	09:45
5	7	11:15
6	11	15:30
7	13	19:00
8	14	20:00
9	62	22:00

Day Plan #2 - "Weekends"

Event	Action Plan	Start Time
1	62	00:00
2	19	07:00
3	20	15:00
4	21	19:00
5	62	21:00

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

**GROWTH RATE CALCULATION
SHELTON ACADEMY PHASE 3**

Table 3a - FDOT Historical Volume Growth

Roadway	FDOT Site	10 Year Linear Trend	10 Year Exponential Trend	10 Year Decaying Trend
NW 41ST STREET 500 FT -- WEST OF NW 97TH AVE	7022	0.22%	0.24%	-0.52%
NW 36TH ST -- 200' WEST OF NW 87TH AVENUE	8359	-0.55%	-0.56%	-0.60%
NW 25TH ST -- 100 FT. WEST OF NW 94TH AVE	7025	1.66%	1.58%	1.78%
Average Annual Growth Rate		0.44%	0.42%	0.22%

Using 0.5% growth

Table 3b - 2015 to 2045 SERPM Traffic Volumes Growth

Roadway	FDOT Site	2015	2045
NW 41ST STREET 500 FT -- WEST OF NW 97TH AVE	7022	20,483	30,390
NW 36TH ST -- 200' WEST OF NW 87TH AVENUE	8359	40,253	52,518
NW 25TH ST -- 100 FT. WEST OF NW 94TH AVE	7025	39,896	13,657
Total		100,632	96,565
Annual Growth Rate		-0.14%	



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 7022 - NW 41ST STREET 500 FT WEST OF NW 97TH AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	47000	E	E 24000		W 23000	9.00	52.70	7.40
2023	48000	S	E 24500		W 23500	9.00	63.10	7.90
2022	46000	F	E 23500		W 22500	9.00	56.50	4.00
2021	45000	C	E 23000		W 22000	9.00	55.00	5.50
2020	36500	F	E 18000		W 18500	9.00	56.00	5.50
2019	40500	C	E 20000		W 20500	9.00	56.00	5.50
2018	38000	F	E 19000		W 19000	9.00	54.30	6.70
2017	43000	C	E 21500		W 21500	9.00	54.00	6.70
2016	47500	F	E 24500		W 23000	9.00	56.10	5.20
2015	48500	C	E 25000		W 23500	9.00	57.40	5.20
2014	46000	F	E 23500		W 22500	9.00	59.30	9.80
2013	46000	C	E 23500		W 22500	9.00	58.90	9.80
2012	43500	F	E 22000		W 21500	9.00	59.70	2.40
2011	43500	C	E 22000		W 21500	9.00	58.20	3.30
2010	49500	F	E 24500		W 25000	7.87	58.27	3.00
2009	49500	C	E 24500		W 25000	7.98	59.96	2.70

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

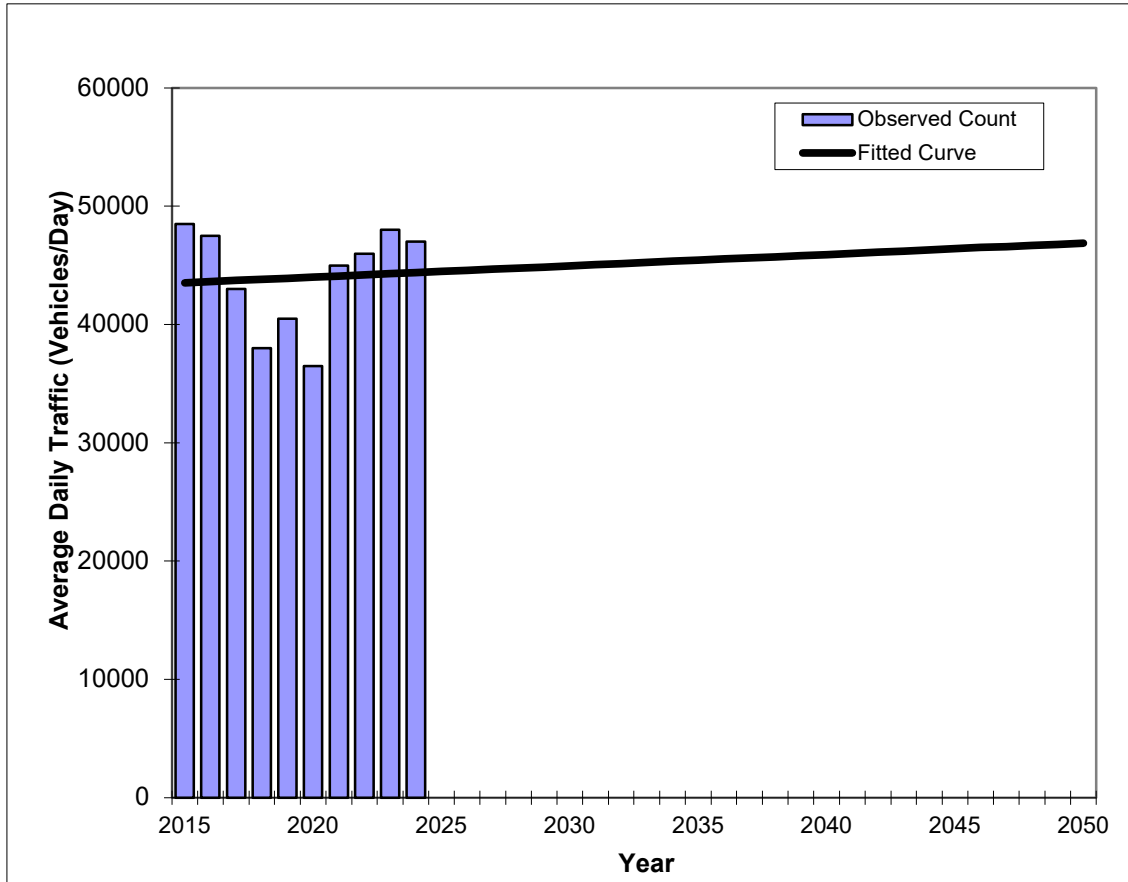
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2023

NW 41 ST -- NW 41ST STREET 500 FT WEST OF NW 97TH AVE

FM #	1234
Location	1

County:	Miami-Dade (87)
Station #:	877022
Roadway:	NW 41 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	48,500	43,530
2016	47,500	43,620
2017	43,000	43,720
2018	38,000	43,820
2019	40,500	43,910
2020	36,500	44,010
2021	45,000	44,100
2022	46,000	44,200
2023	48,000	44,300
2024	47,000	44,390
2028 Opening Year Trend		
2028	N/A	44,770
2040 Interim Year Trend		
2040	N/A	45,920
2050 Design Year Trend		
2050	N/A	46,880
FSUTMS Forecasts/Trends		

Annual Trend Increase:	96
Trend R-squared:	0.71%
Trend Annual Historic Growth Rate:	0.22%
Trend Growth Rate (2024 to Design Year):	0.22%
Printed:	7/29/2025
Linear Growth Option	

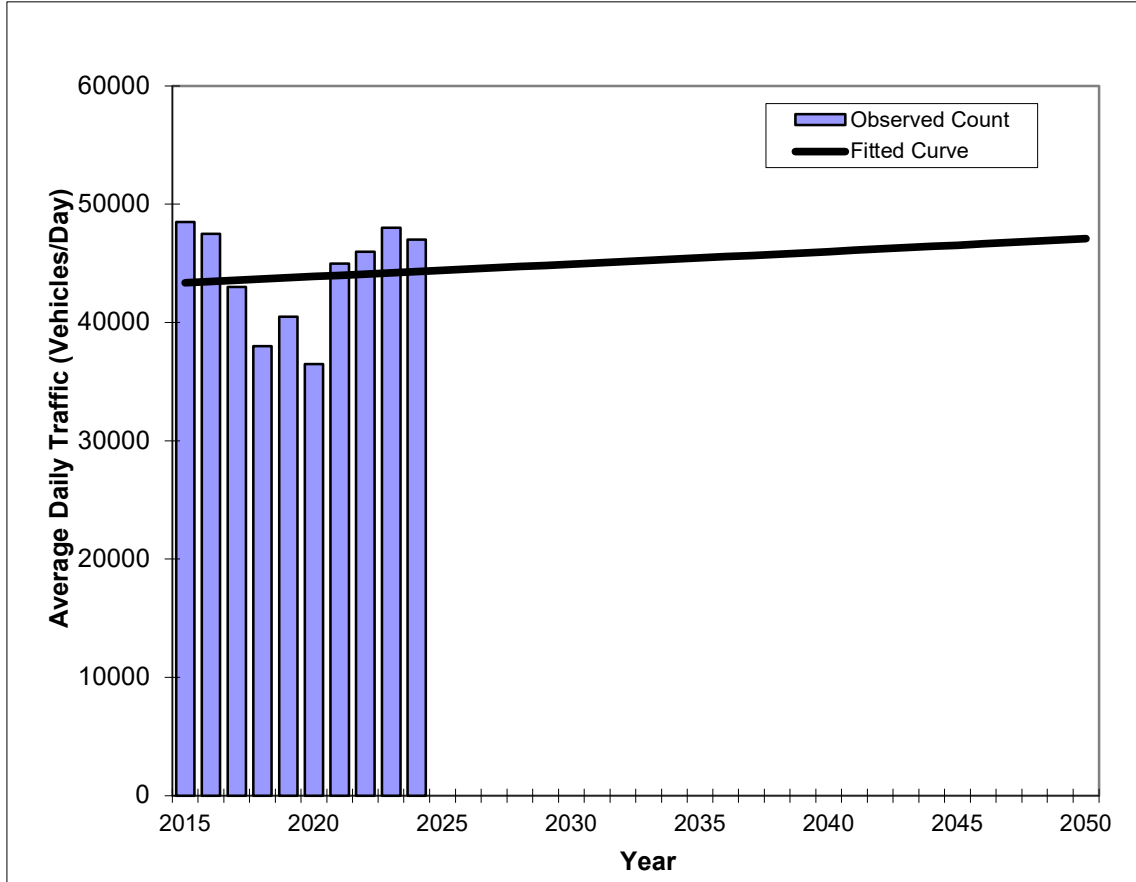
*Axle-Adjusted

Traffic Trends - V2023

NW 41 ST -- NW 41ST STREET 500 FT WEST OF NW 97TH AVE

FM #	1234
Location	1

County:	Miami-Dade (87)
Station #:	877022
Roadway:	NW 41 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	48,500	43,370
2016	47,500	43,480
2017	43,000	43,580
2018	38,000	43,680
2019	40,500	43,780
2020	36,500	43,890
2021	45,000	43,990
2022	46,000	44,100
2023	48,000	44,200
2024	47,000	44,300
2028 Opening Year Trend		
2028	N/A	44,720
2040 Interim Year Trend		
2040	N/A	46,000
2050 Design Year Trend		
2050	N/A	47,100
FSUTMS Forecasts/Trends		

Trend R-squared:	0.80%
Compounded Annual Historic Growth Rate:	0.24%
Compounded Growth Rate (2024 to Design Year)	0.24%
Printed:	7/29/2025
Exponential Growth Option	

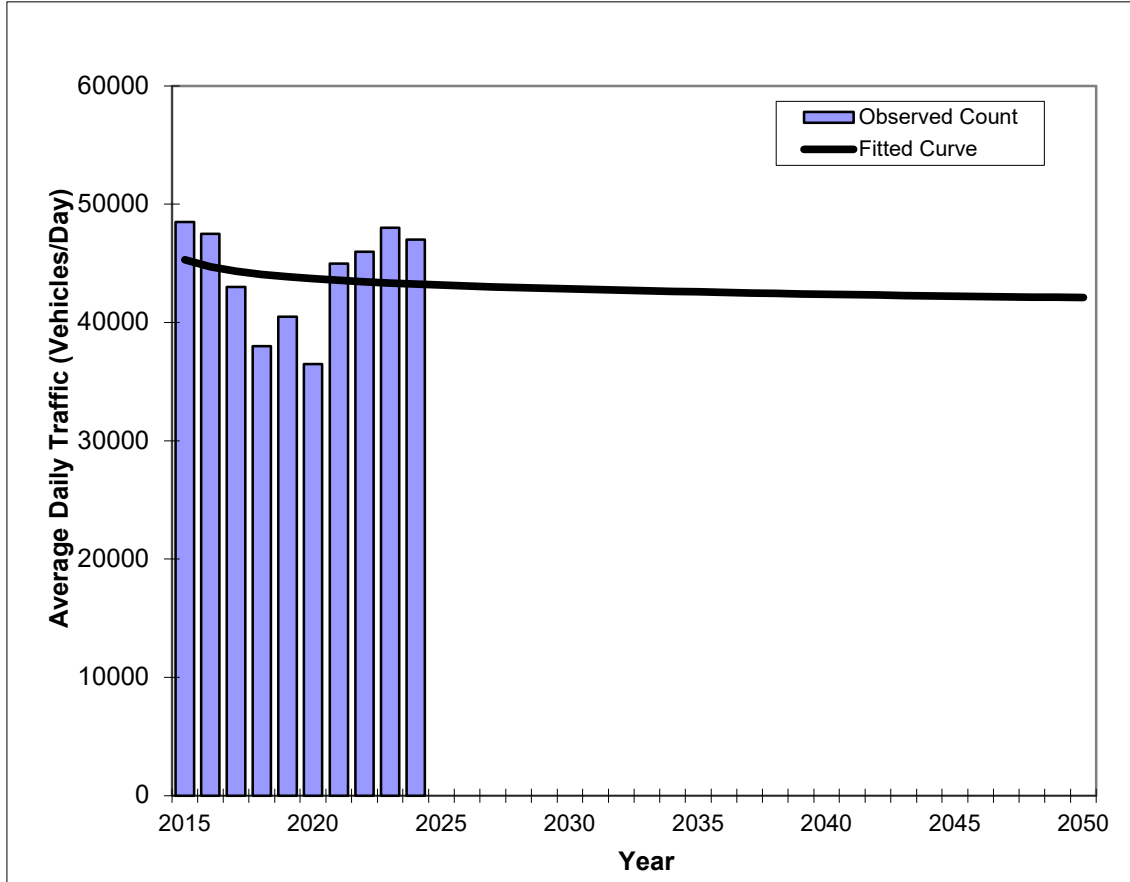
*Axle-Adjusted

Traffic Trends - V2023

NW 41 ST -- NW 41ST STREET 500 FT WEST OF NW 97TH AVE

FM #	1234
Location	1

County:	Miami-Dade (87)
Station #:	877022
Roadway:	NW 41 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	48,500	45,310
2016	47,500	44,690
2017	43,000	44,330
2018	38,000	44,070
2019	40,500	43,870
2020	36,500	43,710
2021	45,000	43,570
2022	46,000	43,450
2023	48,000	43,350
2024	47,000	43,250
2028 Opening Year Trend		
2028	N/A	42,950
2040 Interim Year Trend		
2040	N/A	42,400
2050 Design Year Trend		
2050	N/A	42,110
FSUTMS Forecasts/Trends		

Trend R-squared:	3.61%
Compounded Annual Historic Growth Rate:	-0.52%
Compounded Growth Rate (2024 to Design Year):	-0.10%
Printed:	7/29/2025
Decaying Exponential Growth Option	

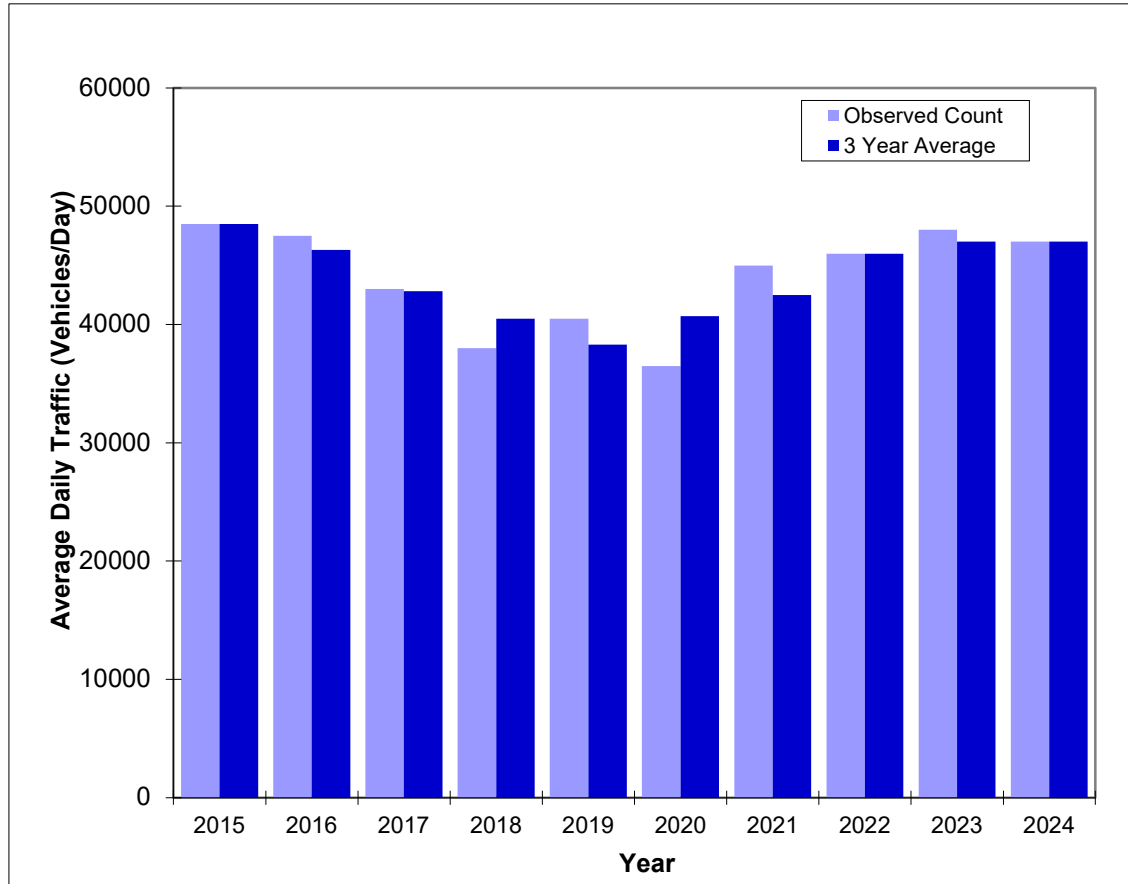
*Axle-Adjusted

Traffic Trends - V2023

NW 41 ST -- NW 41ST STREET 500 FT WEST OF NW 97TH AVE

FM #	1234
Location	1

County:	Miami-Dade (87)
Station #:	877022
Roadway:	NW 41 ST



Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2015	48,500	48,500
2016	47,500	46,300
2017	43,000	42,800
2018	38,000	40,500
2019	40,500	38,300
2020	36,500	40,700
2021	45,000	42,500
2022	46,000	46,000
2023	48,000	47,000
2024	47,000	47,000

Actual AADT vs 3 Year Average

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8359 - NW 36TH ST, 200' WEST OF NW 87TH AVENUE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	44000	C	E 22500		W 21500	9.00	54.90	16.80
2023	41000	T	E 21000		W 20000	9.00	55.10	8.00
2022	40000	S	E 20500		W 19500	9.00	54.70	11.80
2021	41000	F	E 21000		W 20000	9.00	54.30	17.50
2020	42000	C	E 21500		W 20500	9.00	54.20	10.40
2019	44500	T	E 21500		W 23000	9.00	54.60	11.00
2018	44500	S	E 21500		W 23000	9.00	54.30	12.10
2017	43500	F	E 21000		W 22500	9.00	55.00	12.60
2016	42500	C	E 20500		W 22000	9.00	54.50	13.50
2015	44000	T	E 24000		W 20000	9.00	54.70	13.70
2014	42500	S	E 23000		W 19500	9.00	54.50	17.40
2013	42500	F	E 23000		W 19500	9.00	52.40	16.20
2012	43500	C	E 23500		W 20000	9.00	55.70	16.00

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

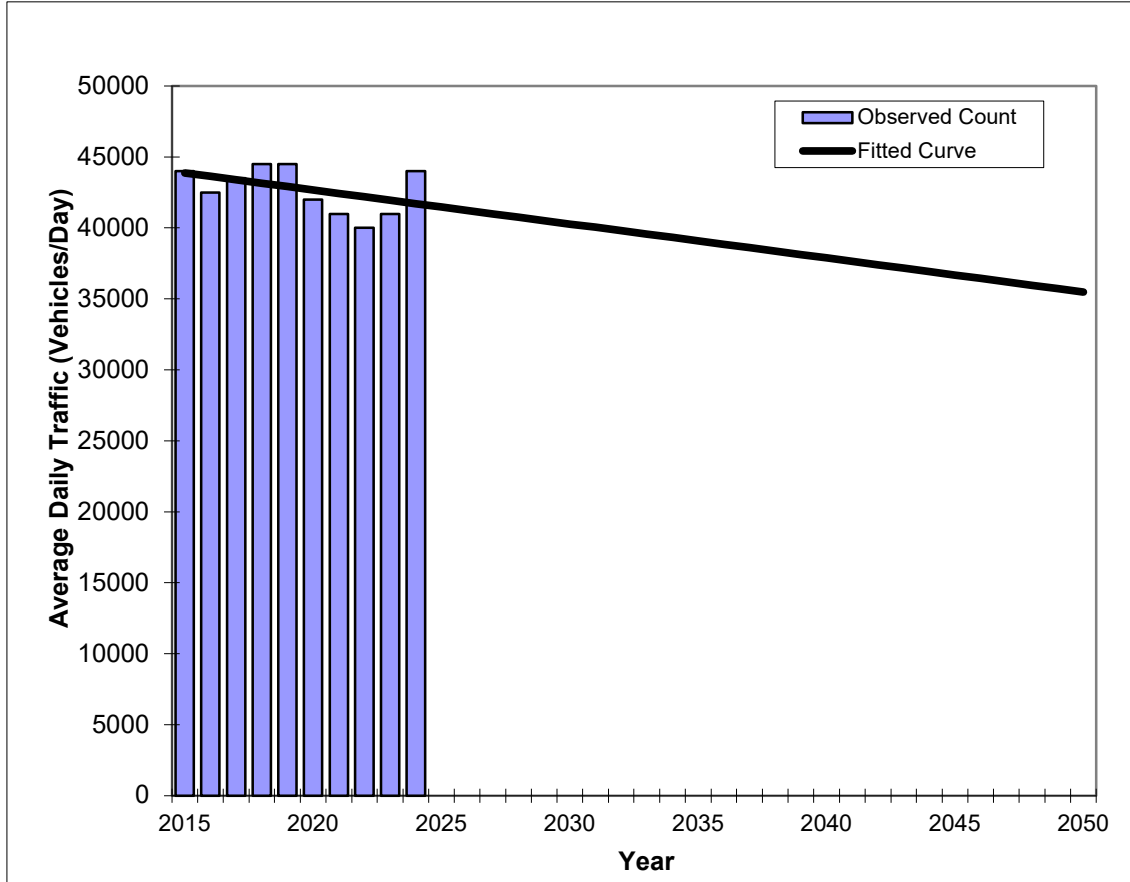
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2023

NW 36 ST -- NW 36TH ST, 200' WEST OF NW 87TH AVENUE

FM #	1234
Location	1

County:	Miami-Dade (87)
Station #:	878359
Roadway:	NW 36 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	44,000	43,870
2016	42,500	43,630
2017	43,500	43,390
2018	44,500	43,150
2019	44,500	42,910
2020	42,000	42,670
2021	41,000	42,430
2022	40,000	42,190
2023	41,000	41,950
2024	44,000	41,710
2028 Opening Year Trend		
2028	N/A	40,760
2040 Interim Year Trend		
2040	N/A	37,880
2050 Design Year Trend		
2050	N/A	35,490
FSUTMS Forecasts/Trends		

Annual Trend Decrease:	239
Trend R-squared:	25.19%
Trend Annual Historic Growth Rate:	-0.55%
Trend Growth Rate (2024 to Design Year):	-0.57%
Printed:	7/29/2025
Linear Growth Option	

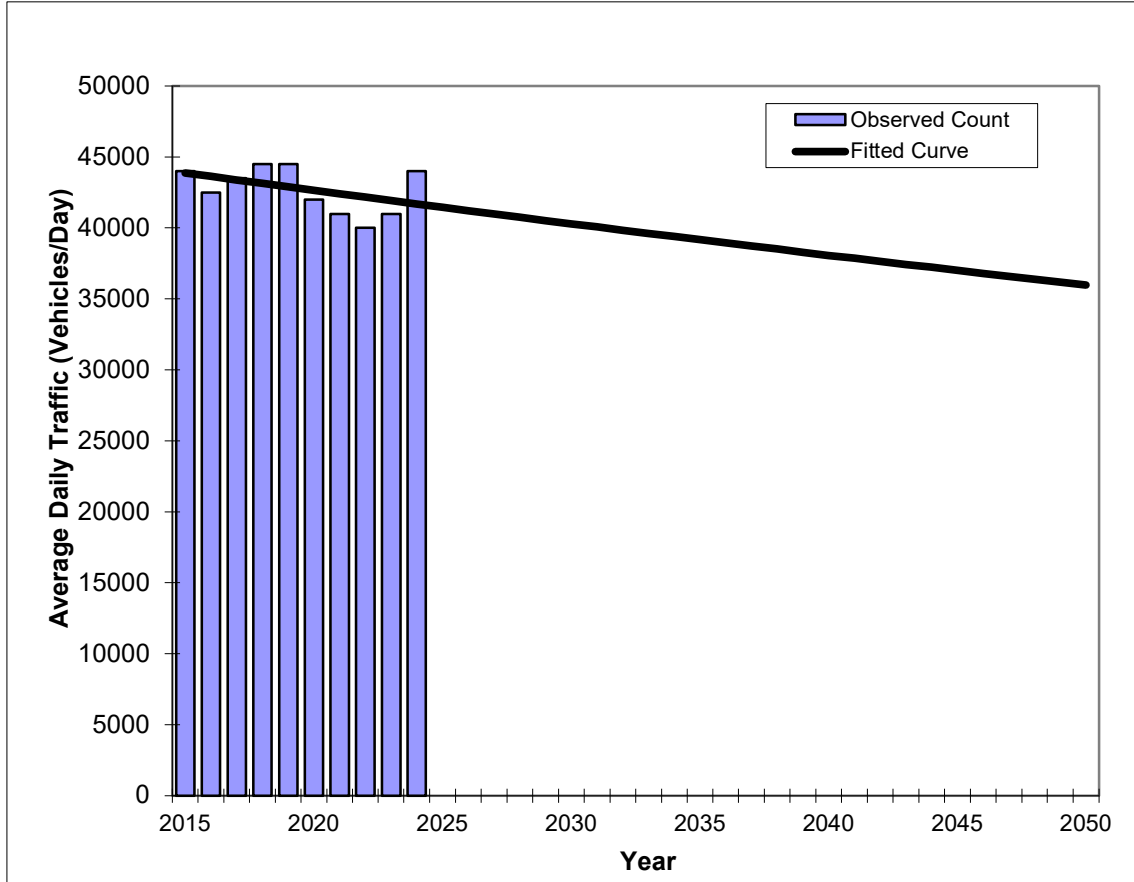
*Axle-Adjusted

Traffic Trends - V2023

NW 36 ST -- NW 36TH ST, 200' WEST OF NW 87TH AVENUE

FM #	1234
Location	1

County:	Miami-Dade (87)
Station #:	878359
Roadway:	NW 36 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	44,000	43,870
2016	42,500	43,630
2017	43,500	43,380
2018	44,500	43,130
2019	44,500	42,890
2020	42,000	42,650
2021	41,000	42,410
2022	40,000	42,170
2023	41,000	41,930
2024	44,000	41,690
2028 Opening Year Trend		
2028	N/A	40,750
2040 Interim Year Trend		
2040	N/A	38,070
2050 Design Year Trend		
2050	N/A	35,970
FSUTMS Forecasts/Trends		

Trend R-squared:	25.20%
Compounded Annual Historic Growth Rate:	-0.56%
Compounded Growth Rate (2024 to Design Year):	-0.57%
Printed:	7/29/2025
Exponential Growth Option	

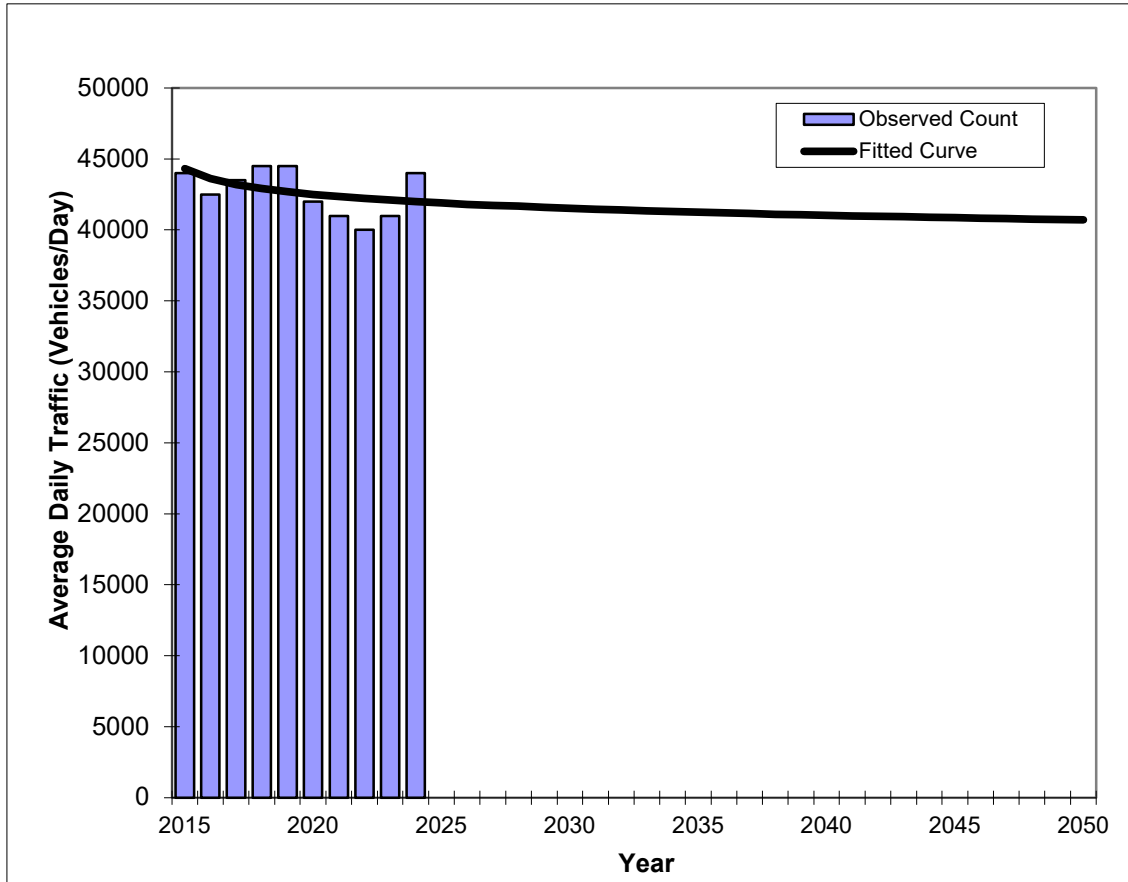
*Axle-Adjusted

Traffic Trends - V2023

NW 36 ST -- NW 36TH ST, 200' WEST OF NW 87TH AVENUE

FM #	1234
Location	1

County:	Miami-Dade (87)
Station #:	878359
Roadway:	NW 36 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	44,000	44,310
2016	42,500	43,610
2017	43,500	43,200
2018	44,500	42,910
2019	44,500	42,690
2020	42,000	42,510
2021	41,000	42,350
2022	40,000	42,220
2023	41,000	42,100
2024	44,000	41,990
2028 Opening Year Trend		
2028	N/A	41,660
2040 Interim Year Trend		
2040	N/A	41,030
2050 Design Year Trend		
2050	N/A	40,710
FSUTMS Forecasts/Trends		

Trend R-squared:	26.03%
Compounded Annual Historic Growth Rate:	-0.60%
Compounded Growth Rate (2024 to Design Year):	-0.12%
Printed:	7/29/2025
Decaying Exponential Growth Option	

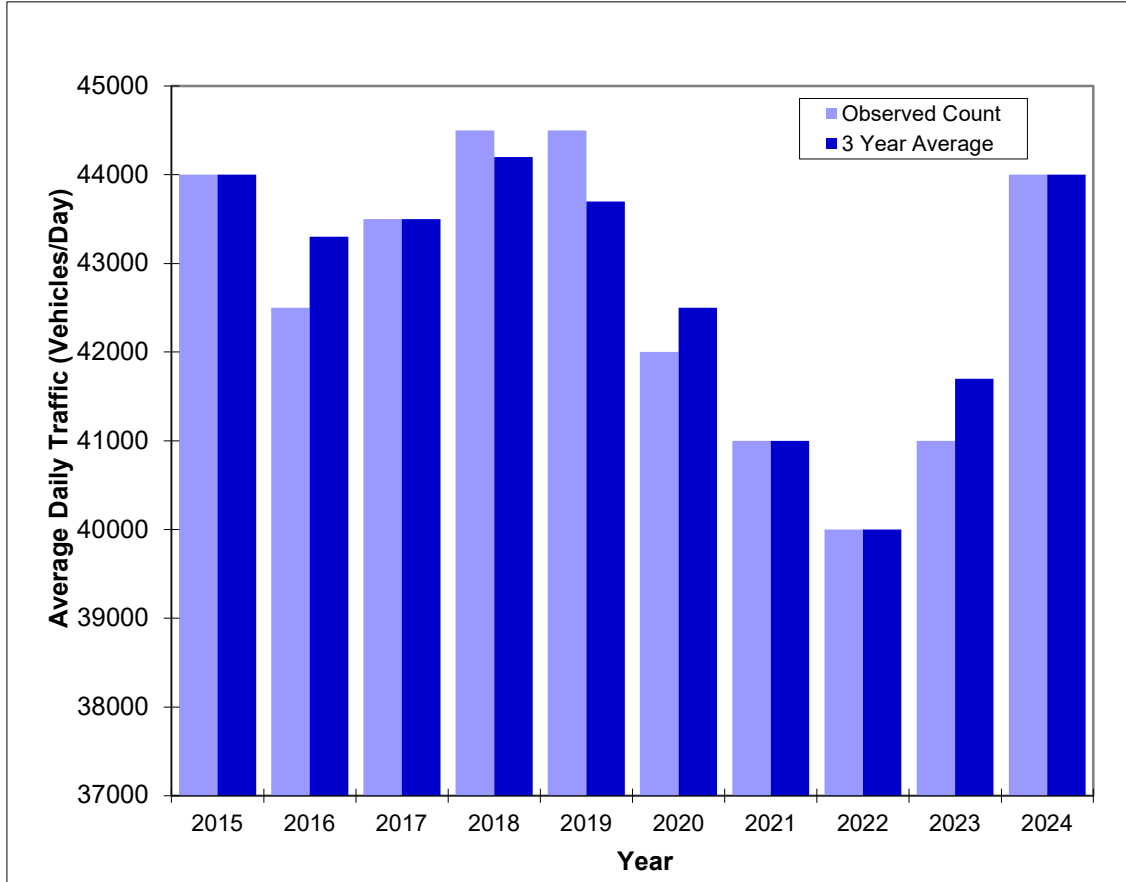
*Axle-Adjusted

Traffic Trends - V2023

NW 36 ST -- NW 36TH ST, 200' WEST OF NW 87TH AVENUE

FM #	1234
Location	1

County:	Miami-Dade (87)
Station #:	878359
Roadway:	NW 36 ST



Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2015	44,000	44,000
2016	42,500	43,300
2017	43,500	43,500
2018	44,500	44,200
2019	44,500	43,700
2020	42,000	42,500
2021	41,000	41,000
2022	40,000	40,000
2023	41,000	41,700
2024	44,000	44,000

Actual AADT vs 3 Year Average

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 7025 - NW 25TH ST 100 FT. WEST OF NW 94TH AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	37500	F	E 18500		W 19000	9.00	52.70	9.20
2023	37500	C	E 18500		W 19000	9.00	63.10	9.20
2022	35500	F	E 18500		W 17000	9.00	56.50	7.50
2021	34500	C	E 18000		W 16500	9.00	55.00	7.50
2020	33500	F	E 16500		W 17000	9.00	56.00	7.90
2019	37500	C	E 18500		W 19000	9.00	56.00	7.90
2018	33500	F	E 17000		W 16500	9.00	54.30	7.50
2017	37500	C	E 19000		W 18500	9.00	55.70	7.50
2016	30500	F	E 15500		W 15000	9.00	56.10	15.80
2015	31000	C	E 16000		W 15000	9.00	57.40	15.80
2014	33000	F	E 16500		W 16500	9.00	59.30	15.20
2013	33000	C	E 16500		W 16500	9.00	58.90	15.20
2012	37500	F	E 19500		W 18000	9.00	59.70	13.10
2011	37500	C	E 19500		W 18000	9.00	58.20	14.10
2010	41000	F	E 20000		W 21000	7.87	58.27	14.30
2009	41000	C	E 20000		W 21000	7.98	59.96	15.60

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

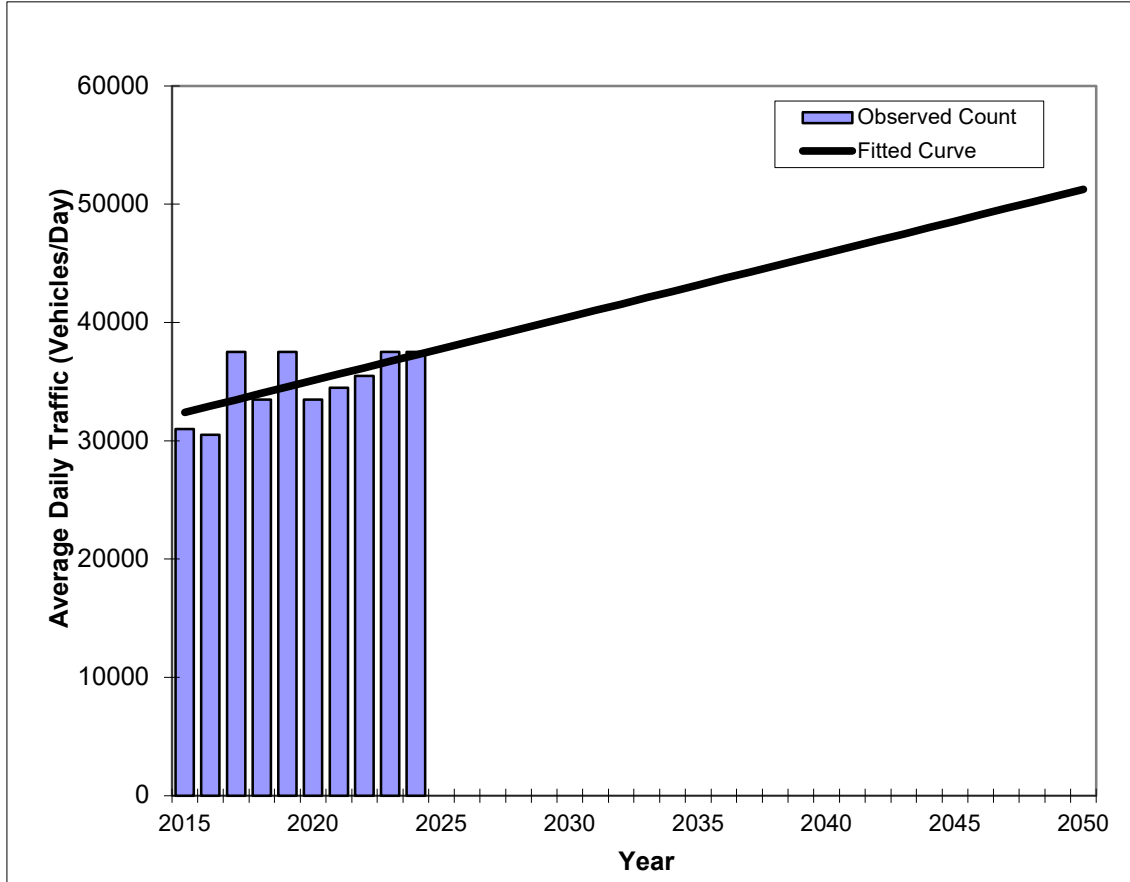
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2023

NW 25 ST -- NW 25TH ST 100 FT. WEST OF NW 94TH AVE

FM #	1234
Location	1

County:	Miami-Dade (87)
Station #:	877025
Roadway:	NW 25 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	31,000	32,410
2016	30,500	32,940
2017	37,500	33,480
2018	33,500	34,020
2019	37,500	34,560
2020	33,500	35,100
2021	34,500	35,640
2022	35,500	36,180
2023	37,500	36,720
2024	37,500	37,250
2028 Opening Year Trend		
2028	N/A	39,410
2040 Interim Year Trend		
2040	N/A	45,880
2050 Design Year Trend		
2050	N/A	51,260
FSUTMS Forecasts/Trends		

Annual Trend Increase:	539
Trend R-squared:	73.33%
Trend Annual Historic Growth Rate:	1.66%
Trend Growth Rate (2024 to Design Year)	1.45%
Printed:	7/29/2025
Linear Growth Option	

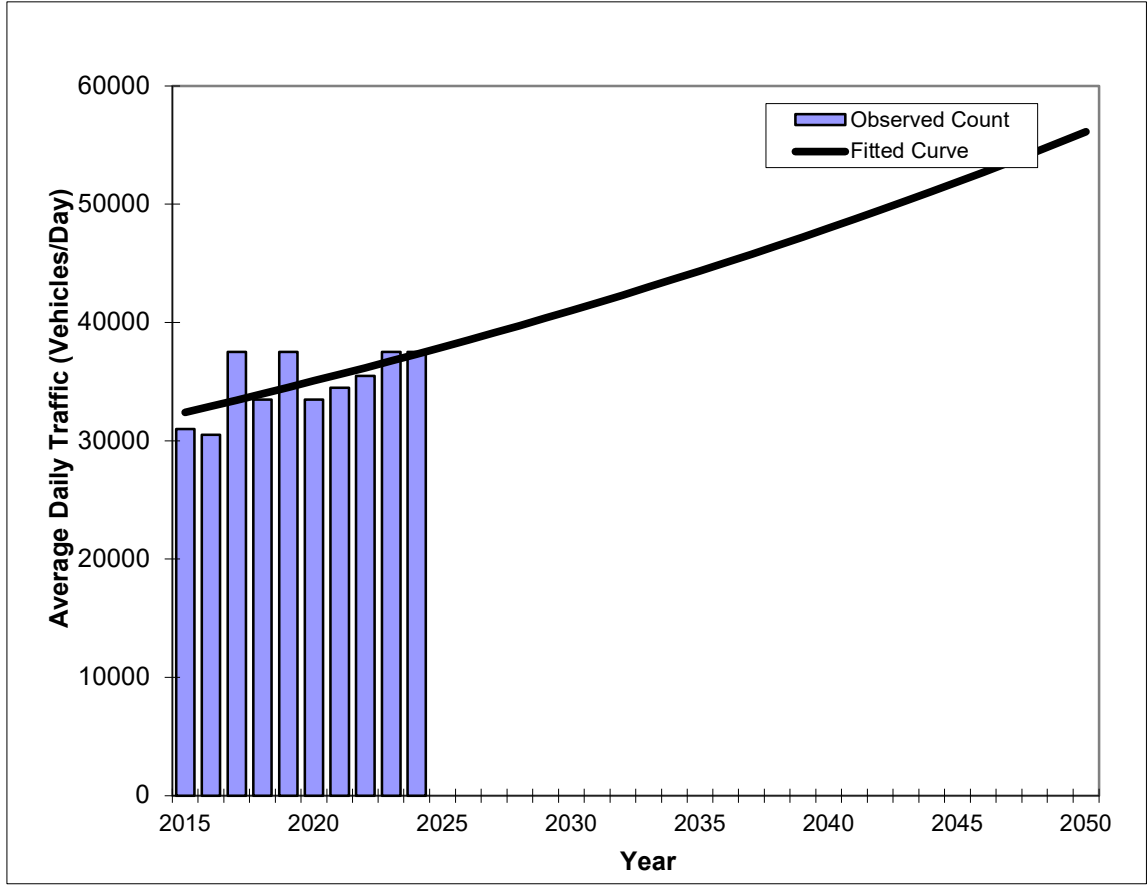
*Axle-Adjusted

Traffic Trends - V2023

NW 25 ST -- NW 25TH ST 100 FT. WEST OF NW 94TH AVE

FM #	1234
Location	1

County:	Miami-Dade (87)
Station #:	877025
Roadway:	NW 25 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	31,000	32,410
2016	30,500	32,920
2017	37,500	33,440
2018	33,500	33,970
2019	37,500	34,510
2020	33,500	35,060
2021	34,500	35,610
2022	35,500	36,170
2023	37,500	36,750
2024	37,500	37,330
2028 Opening Year Trend		
2028	N/A	39,740
2040 Interim Year Trend		
2040	N/A	47,980
2050 Design Year Trend		
2050	N/A	56,130
FSUTMS Forecasts/Trends		

Trend R-squared:	72.77%
Compounded Annual Historic Growth Rate:	1.58%
Compounded Growth Rate (2024 to Design Year)	1.58%
Printed:	7/29/2025
Exponential Growth Option	

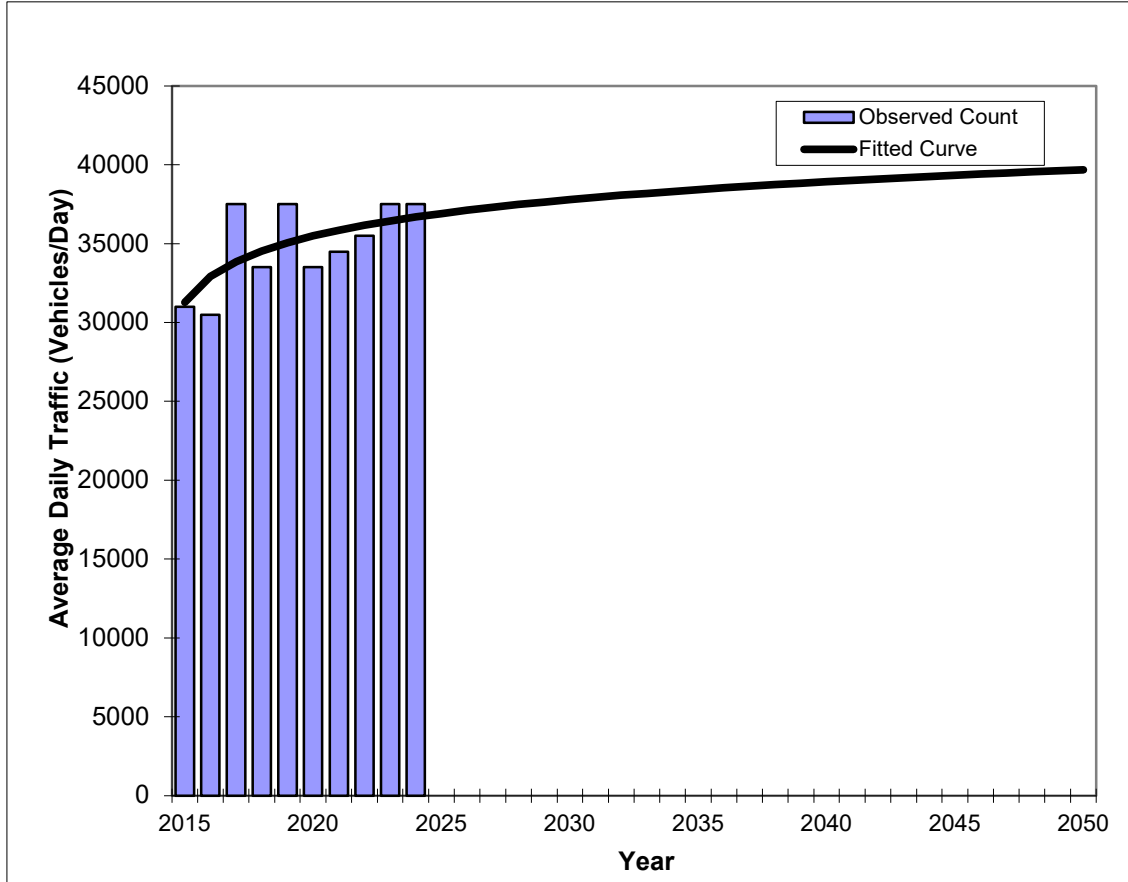
*Axle-Adjusted

Traffic Trends - V2023

NW 25 ST -- NW 25TH ST 100 FT. WEST OF NW 94TH AVE

FM #	1234
Location	1

County:	Miami-Dade (87)
Station #:	877025
Roadway:	NW 25 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	31,000	31,290
2016	30,500	32,910
2017	37,500	33,860
2018	33,500	34,540
2019	37,500	35,060
2020	33,500	35,490
2021	34,500	35,850
2022	35,500	36,160
2023	37,500	36,440
2024	37,500	36,690
2028 Opening Year Trend		
2028	N/A	37,480
2040 Interim Year Trend		
2040	N/A	38,930
2050 Design Year Trend		
2050	N/A	39,690
FSUTMS Forecasts/Trends		

Trend R-squared:	81.44%
Compounded Annual Historic Growth Rate:	1.78%
Compounded Growth Rate (2024 to Design Year):	0.30%
Printed:	7/29/2025
Decaying Exponential Growth Option	

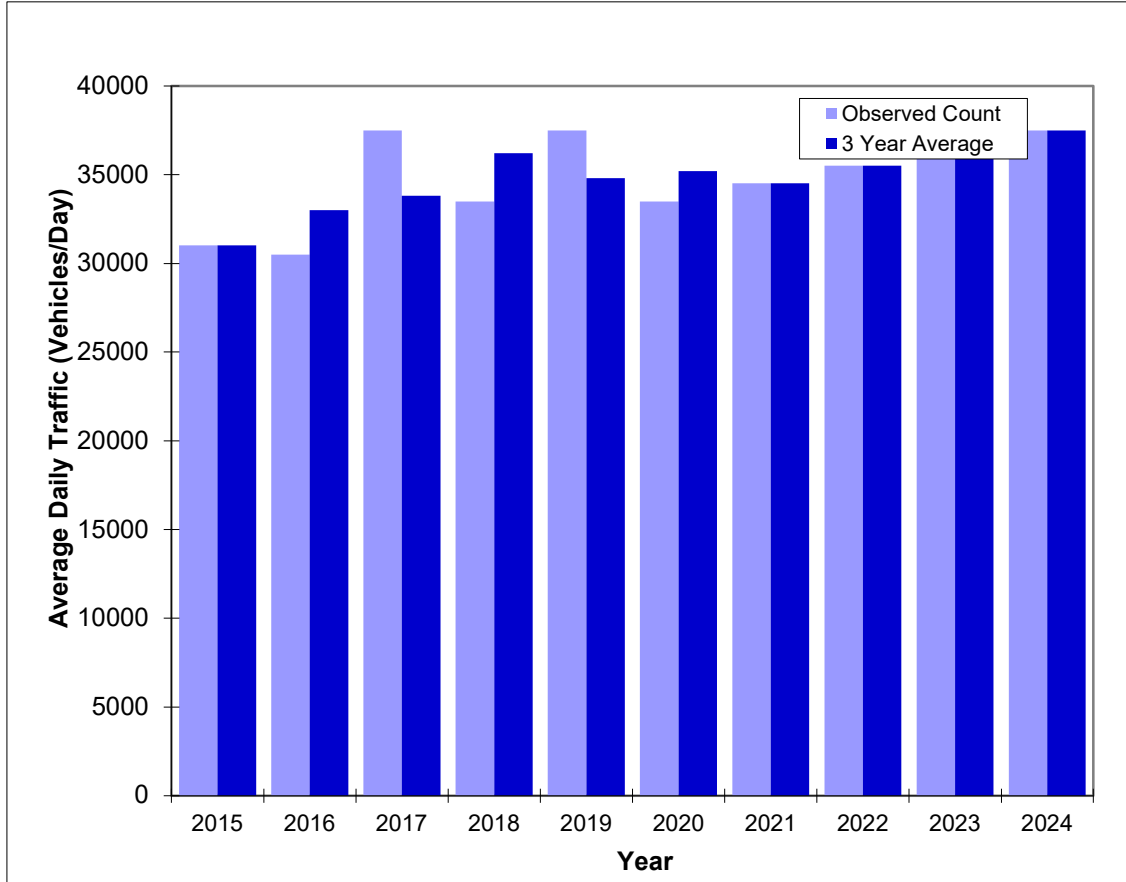
*Axle-Adjusted

Traffic Trends - V2023

NW 25 ST -- NW 25TH ST 100 FT. WEST OF NW 94TH AVE

FM #	1234
Location	1

County:	Miami-Dade (87)
Station #:	877025
Roadway:	NW 25 ST

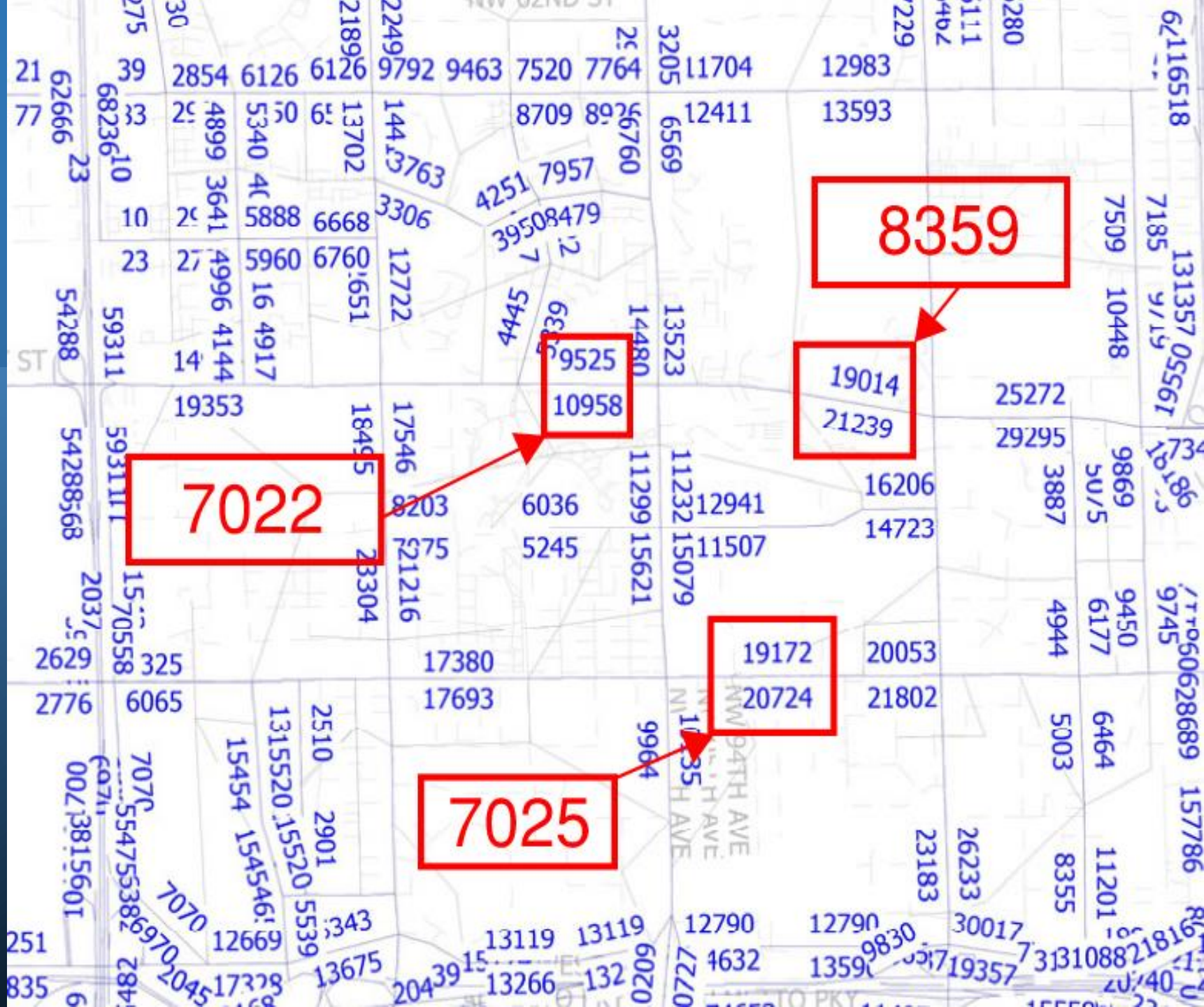


Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2015	31,000	31,000
2016	30,500	33,000
2017	37,500	33,800
2018	33,500	36,200
2019	37,500	34,800
2020	33,500	35,200
2021	34,500	34,500
2022	35,500	35,500
2023	37,500	36,800
2024	37,500	37,500

Actual AADT vs 3 Year Average

*Axle-Adjusted

2015 SERPM Traffic Volume





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Traffic Analysis Zones 2010

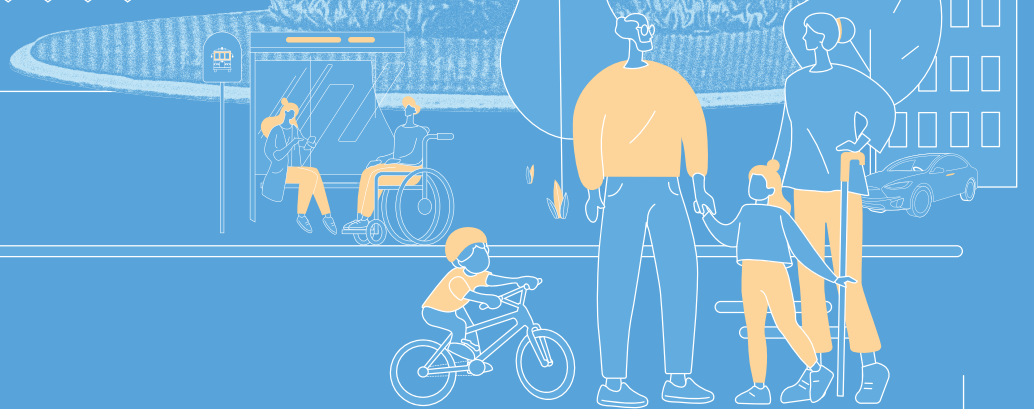
DIRECTIONAL TRIP DISTRIBUTION REPORT

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
703	3603	Trips	826	744	1,234	414	932	606	309	885	6,201
703	3603	Percent	13.9	12.5	20.7	7.0	15.7	10.2	5.2	14.9	
704	3604	Trips	1,037	1,092	1,509	1,209	1,269	723	533	1,631	9,294
704	3604	Percent	11.5	12.1	16.8	13.4	14.1	8.0	5.9	18.1	
705	3605	Trips	161	94	167	118	136	196	28	145	1,046
705	3605	Percent	15.4	9.0	16.0	11.3	13.0	18.8	2.7	13.9	
706	3606	Trips	505	357	583	154	344	353	219	443	3,003
706	3606	Percent	17.1	12.1	19.7	5.2	11.6	11.9	7.4	15.0	
707	3607	Trips	399	233	549	796	250	308	122	317	2,998
707	3607	Percent	13.4	7.8	18.5	26.8	8.4	10.4	4.1	10.7	
708	3608	Trips	577	400	669	585	461	425	93	645	3,947
708	3608	Percent	15.0	10.4	17.4	15.2	12.0	11.0	2.4	16.7	
709	3609	Trips	987	697	1,126	1,501	605	710	547	1,314	7,694
709	3609	Percent	13.2	9.3	15.0	20.1	8.1	9.5	7.3	17.6	
710	3610	Trips	1,062	609	1,213	810	1,621	871	683	1,349	8,366
710	3610	Percent	12.9	7.4	14.8	9.9	19.7	10.6	8.3	16.4	
711	3611	Trips	276	181	371	347	312	987	136	262	2,872
711	3611	Percent	9.6	6.3	12.9	12.1	10.9	34.4	4.7	9.1	
712	3612	Trips	1,143	791	929	1,577	771	751	527	1,327	7,891
712	3612	Percent	14.6	10.1	11.9	20.2	9.9	9.6	6.7	17.0	
713	3613	Trips	291	161	384	142	218	144	96	214	1,666
713	3613	Percent	17.7	9.8	23.3	8.6	13.2	8.7	5.8	13.0	
714	3614	Trips	65	24	31	16	40	17	15	32	240
714	3614	Percent	27.0	10.0	12.8	6.8	16.6	7.2	6.3	13.4	
715	3615	Trips	559	387	545	327	848	494	152	499	3,809
715	3615	Percent	14.7	10.2	14.3	8.6	22.3	13.0	4.0	13.1	
716	3616	Trips	1,679	1,377	1,731	1,146	1,981	1,191	540	1,504	11,355
716	3616	Percent	15.1	12.4	15.5	10.3	17.8	10.7	4.8	13.5	
717	3617	Trips	1,702	929	1,833	941	1,965	1,122	390	998	10,143
717	3617	Percent	17.2	9.4	18.6	9.5	19.9	11.4	3.9	10.1	
718	3618	Trips	1,474	828	1,225	781	1,313	932	364	407	7,459
718	3618	Percent	20.1	11.3	16.7	10.7	17.9	12.7	5.0	5.6	
719	3619	Trips	788	593	871	686	823	575	138	312	4,831
719	3619	Percent	16.5	12.4	18.2	14.3	17.2	12.0	2.9	6.5	
720	3620	Trips	1,508	1,002	1,477	968	1,685	729	490	533	8,848
720	3620	Percent	18.0	11.9	17.6	11.5	20.1	8.7	5.8	6.4	
721	3621	Trips	539	422	569	345	632	351	131	300	3,315
721	3621	Percent	16.4	12.8	17.3	10.5	19.2	10.7	4.0	9.1	
722	3622	Trips	1,018	601	1,065	809	1,415	573	436	707	6,707
722	3622	Percent	15.4	9.1	16.1	12.2	21.4	8.7	6.6	10.7	
723	3623	Trips	1,410	664	1,695	1,068	1,364	533	172	498	7,823
723	3623	Percent	19.0	9.0	22.9	14.4	18.4	7.2	2.3	6.7	
724	3624	Trips	1,427	874	1,003	951	1,244	562	209	476	6,844
724	3624	Percent	21.1	13.0	14.9	14.1	18.4	8.3	3.1	7.1	
725	3625	Trips	867	699	1,118	905	1,166	574	171	269	6,055
725	3625	Percent	15.0	12.1	19.4	15.7	20.2	10.0	3.0	4.7	
726	3626	Trips	1,117	761	1,297	1,046	1,074	659	375	561	7,026
726	3626	Percent	16.2	11.1	18.8	15.2	15.6	9.6	5.4	8.2	
727	3627	Trips	408	462	420	456	560	275	187	145	2,967
727	3627	Percent	14.0	15.9	14.4	15.7	19.2	9.5	6.4	5.0	
728	3628	Trips	1,040	1,163	1,324	1,047	1,949	442	289	538	8,257
728	3628	Percent	13.3	14.9	17.0	13.4	25.0	5.7	3.7	6.9	

DIRECTIONAL TRIP DISTRIBUTION REPORT

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
703	3603	Trips	879	881	1,693	679	1,064	793	398	1,213	7,813
703	3603	Percent	11.6	11.6	22.3	8.9	14.0	10.4	5.2	16.0	
704	3604	Trips	1,278	1,253	1,816	1,456	1,431	810	563	2,101	11,090
704	3604	Percent	11.9	11.7	17.0	13.6	13.4	7.6	5.3	19.6	
705	3605	Trips	151	88	251	161	124	119	46	143	1,083
705	3605	Percent	14.0	8.1	23.2	14.8	11.4	11.0	4.3	13.2	
706	3606	Trips	485	399	813	264	410	386	176	568	3,579
706	3606	Percent	13.9	11.4	23.2	7.5	11.7	11.0	5.0	16.2	
707	3607	Trips	427	421	760	1,060	323	396	204	552	4,206
707	3607	Percent	10.3	10.2	18.3	25.6	7.8	9.6	4.9	13.3	
708	3608	Trips	755	542	931	894	670	631	198	911	5,697
708	3608	Percent	13.7	9.8	16.8	16.2	12.1	11.4	3.6	16.5	
709	3609	Trips	1,201	830	1,767	2,057	906	913	709	1,620	10,353
709	3609	Percent	12.0	8.3	17.7	20.6	9.1	9.1	7.1	16.2	
710	3610	Trips	1,067	824	1,601	888	2,156	1,107	845	1,567	10,186
710	3610	Percent	10.6	8.2	15.9	8.8	21.4	11.0	8.4	15.6	
711	3611	Trips	377	365	681	347	376	1,455	221	429	4,270
711	3611	Percent	8.9	8.6	16.0	8.2	8.8	34.3	5.2	10.1	
712	3612	Trips	1,179	981	1,265	2,017	1,110	1,007	656	1,567	9,885
712	3612	Percent	12.1	10.0	12.9	20.6	11.4	10.3	6.7	16.0	
713	3613	Trips	259	204	269	91	324	244	93	190	1,674
713	3613	Percent	15.5	12.2	16.1	5.4	19.3	14.6	5.6	11.4	
714	3614	Trips	59	49	87	19	72	42	13	65	406
714	3614	Percent	14.4	12.0	21.5	4.8	17.8	10.3	3.2	15.9	
715	3615	Trips	612	457	808	400	901	585	220	577	4,573
715	3615	Percent	13.4	10.0	17.7	8.8	19.8	12.8	4.8	12.7	
716	3616	Trips	1,947	1,909	2,655	1,678	2,809	1,939	867	2,295	16,511
716	3616	Percent	12.1	11.9	16.5	10.4	17.5	12.0	5.4	14.3	
717	3617	Trips	2,054	1,312	2,747	1,408	2,464	1,599	551	1,704	14,184
717	3617	Percent	14.8	9.5	19.9	10.2	17.8	11.6	4.0	12.3	
718	3618	Trips	1,871	1,468	1,742	1,200	1,878	1,269	490	907	11,020
718	3618	Percent	17.3	13.6	16.1	11.1	17.4	11.7	4.5	8.4	
719	3619	Trips	763	612	976	632	751	627	97	381	4,852
719	3619	Percent	15.8	12.7	20.2	13.1	15.5	13.0	2.0	7.9	
720	3620	Trips	2,130	1,578	2,276	1,464	2,393	1,338	558	1,015	13,396
720	3620	Percent	16.7	12.4	17.9	11.5	18.8	10.5	4.4	8.0	
721	3621	Trips	1,030	970	1,405	941	1,238	682	302	666	7,530
721	3621	Percent	14.2	13.4	19.4	13.0	17.1	9.4	4.2	9.2	
722	3622	Trips	1,292	951	1,801	938	1,901	720	518	979	9,222
722	3622	Percent	14.2	10.5	19.8	10.3	20.9	7.9	5.7	10.8	
723	3623	Trips	2,407	1,437	3,267	2,294	2,444	1,068	314	1,384	15,778
723	3623	Percent	16.5	9.8	22.4	15.7	16.7	7.3	2.2	9.5	
724	3624	Trips	2,372	1,345	1,961	1,681	1,994	852	325	959	12,097
724	3624	Percent	20.6	11.7	17.1	14.6	17.4	7.4	2.8	8.3	
725	3625	Trips	1,269	1,207	1,964	1,365	1,443	738	226	546	9,086
725	3625	Percent	14.5	13.8	22.4	15.6	16.5	8.4	2.6	6.2	
726	3626	Trips	1,741	1,545	2,251	1,640	1,748	1,180	469	904	11,799
726	3626	Percent	15.2	13.5	19.6	14.3	15.2	10.3	4.1	7.9	
727	3627	Trips	471	522	810	516	632	287	195	266	3,775
727	3627	Percent	12.7	14.1	21.9	14.0	17.1	7.8	5.3	7.2	
728	3628	Trips	1,651	1,795	2,256	1,404	2,697	398	301	914	11,970
728	3628	Percent	14.5	15.7	19.8	12.3	23.6	3.5	2.6	8.0	

2024



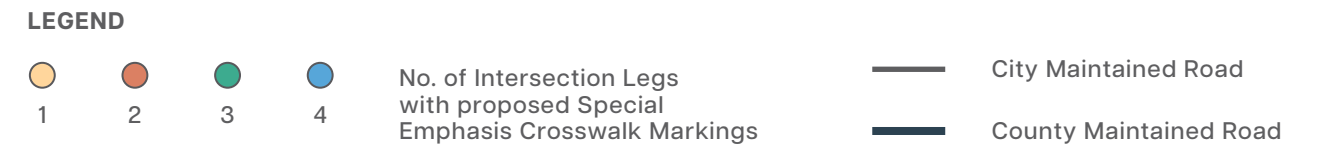
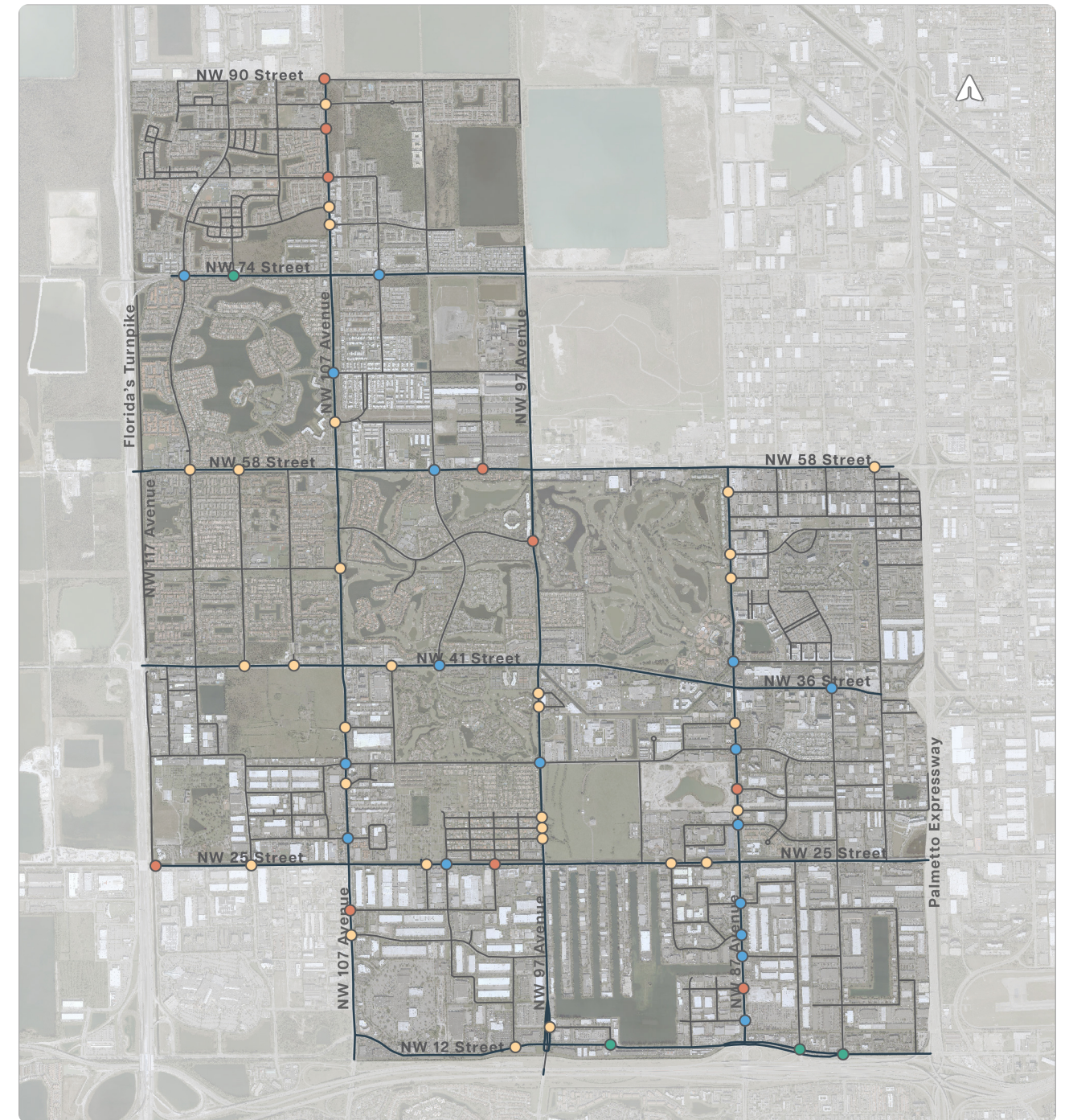
TRANSPORTATION MASTER PLAN



Table 3-6: Proposed Special Emphasis Crosswalk Locations (City/County Intersections)

No.	North/South Roadway	East/West Roadway	Crosswalk Location			
			N	S	E	W
1	NW 87 th Ave	NW 21 st Terr	1	1	1	1
2	NW 87 th Ave	NW 17 th St	1	1	1	1
3	NW 87 th Ave	NW 27 th St	1	1	1	1
4	NW 87 th Ave	NW 29 th St			1	
5	NW 87 th Ave	NW 30 th Terr			1	1
6	NW 87 th Ave	NW 33 rd St	1	1	1	1
7	NW 87 th Ave	NW 35 th Ln				1
8	NW 87 th Ave	NW 56 th St			1	
9	NW 87 th Ave	NW 53 rd St	1			
10	NW 87 th Ave	NW 52 nd St			1	
11	NW 87 th Ave	NW 41 st St	1	1	1	1
12	NW 82 nd Ave	NW 36 th St	1	1	1	1
13	NW 82 nd Ave	NW 12 th St	1		1	1
14	NW 97 th Ave	NW 28 th Terr				1
15	NW 97 th Ave	NW 27 th Terr				1
16	NW 97 th Ave	NW 27 th St				1
17	NW 107 th Ave	NW 27 th St	1	1	1	1
18	NW 107 th Ave	NW 33 rd St	1	1	1	1
19	NW 107 th Ave	NW 31 st Terr			1	
20	NW 109 th Ave	NW 41 st St	1			
21	NW 112 th Ave	NW 41 st St	1			
22	NW 97 th Ave	NW 52 nd St		1		1
23	NW 102 nd Ave	NW 58 th St	1	1	1	1
24	NW 107 th Ave	NW 86 th St	1	1		
25	NW 107 th Ave	NW 88 th St		1		
26	NW 107 th Ave	NW 82 nd St			1	1
27	NW 107 th Ave	NW 78 th St				1
28	NW 107 th Ave	NW 78 th St			1	
29	NW 104 th Ave	NW 74 th St	1	1	1	1
30	NW 112 th Ave	NW 58 th St			1	
31	NW 114 th Ave	NW 58 th St			1	
32	NW 107 th Ave	NW 50 th St				1
33	NW 99 th Ave	NW 25 th St	1	1		
34	NW 102 nd Ave	NW 25 th St	1	1	1	1
35	NW 102 nd Pl	NW 25 th St		1		
36	NW 89 th Pl	NW 25 th St		1		
37	NW 24 th Terr	NW 25 th St		1		
38	NW 93 rd Ct	NW 12 th St	1		1	1
39	NW 97 th Ave	NW 13 th St			1	
40	NW 107 th Ave	NW 19 th St			1	
41	NW 112 th Ave	NW 74 th St	1		1	1
42	NW 114 th Ave	NW 74 th St	1	1	1	1
43	NW 107 th Ave	NW 66 th St	1	1	1	1
44	NW 107 th Ave	NW 62 nd St			1	
45	NW 107 th Ave	NW 90 th St		1		1
46	NW 79 th Ave	NW 58 th St		1		
47	NW 99 th Ave	NW 58 th St	1			1
48	NW 98 th Ct	NW 12 th St	1			
49	NW 107 th Ave	NW 21 st St			1	1
50	NW 112 th Ave	NW 25 th St			1	
51	NW 117 th Ave	NW 25 th St		1	1	
52	NW 102 nd Ave	NW 41 st St	1	1	1	1
53	NW 97 th Ave	NW 33 rd St	1	1	1	1
54	NW 97 th Ave	NW 38 th St			1	
55	NW 97 th Ave	NW 40 th St Rd			1	
56	NW 84 th Ave	NW 12 th St	1	1		1
57	NW 107 th Ave	NW 36 th St			1	
58	NW 104 th Ave	NW 41 st St		1		
59	NW 87 th Ave	NW 15 th St			1	1
60	NW 87 th Ave	NW 13 th Terr	1	1	1	1
61	NW 87 th Ave	NW 18 th Terr	1	1	1	1

Figure 3-7: Proposed Special Emphasis Crosswalk Locations (City/County Intersections)



Proj. No.	Roadway/Facility Name	Project Limits		Jurisdiction	Project Description
		From	To		
AT - 13	NW 25 St	NW 99 Ave	NW 87 Ave	County	Construction of a 10 ft. asphalt separated shared used path on the north side of the road replacing the existing sidewalk (in some segments) and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas to provide an extension of existing Beacon Trail to the east.
AT - 14	Dressel's Dairy Canal	NW 82 Ave		County	Construction of a 10 ft. asphalt separated shared used path on the south side of Dressel's Dairy Canal and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas to provide a missing link of the existing Dressel's Dairy Trail that runs from NW 97 Ave to NW 79 Ave.
AT - 15	NW 86 St	NW 112 Ave		City	Construction of a 10 ft. asphalt separated shared used path on the south side of the road replacing the existing sidewalk and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas.
AT - 16	NW 109 Ave	NW 86 St	NW 78 St	City	Construction of an 8 ft. asphalt separated shared used path on both sides of the road replacing the existing sidewalk and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict.
AT - 17	NW 97 Ave	NW 41 St	NW 52 St	County	Construction of a 10 ft. asphalt sidepath on the west side of the road replacing the existing sidewalk and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas.
AT - 18	NW 25 St	NW 117 Ave		County	Construction of a 10 ft. asphalt sidepath on the north side of the road and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas to provide a connection to the existing Beacon Trail as well as the Turnpike Trail. Provision of special emphasis marking on the existing crosswalk across the east leg of the intersection.

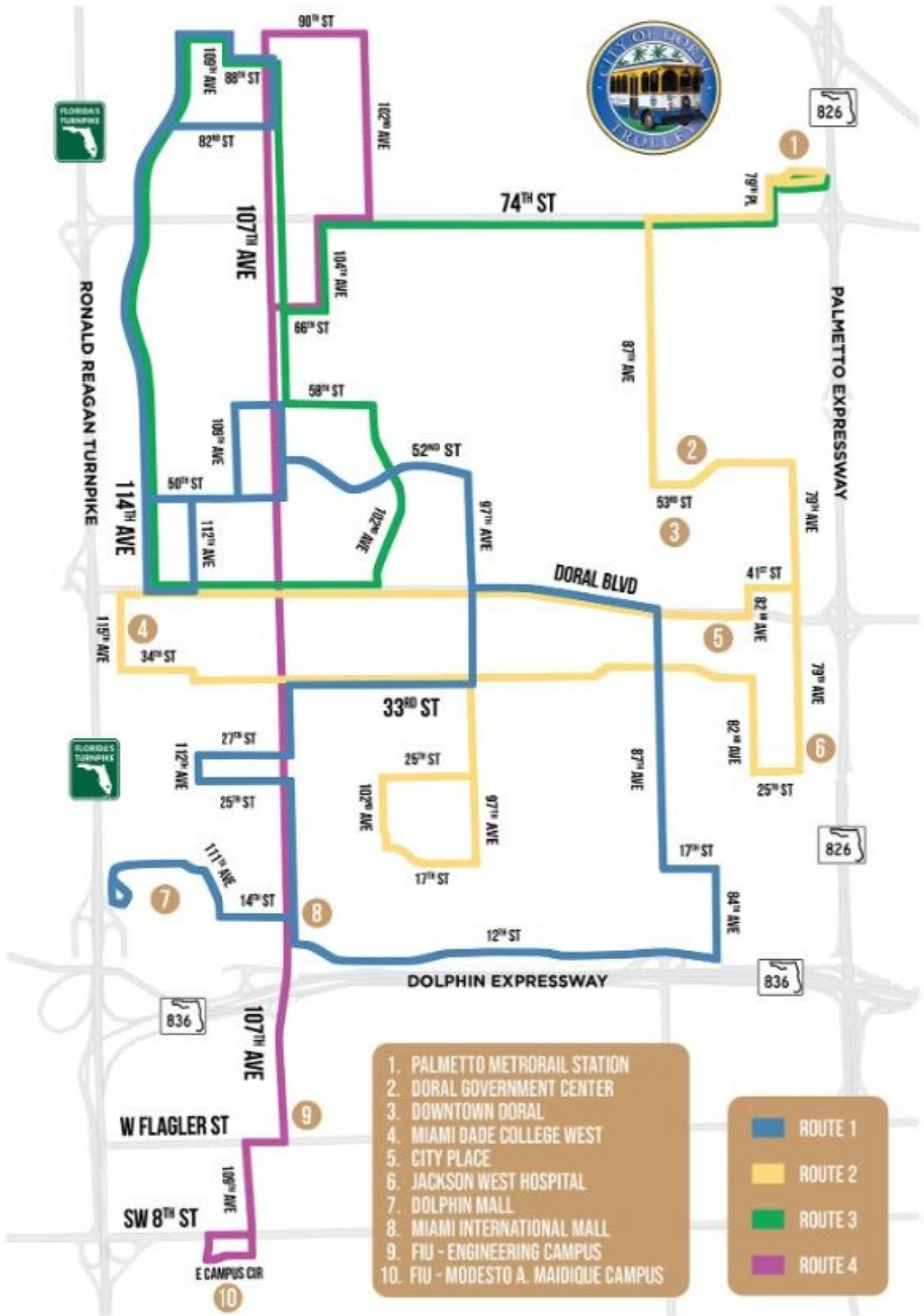
Proj. No.	Roadway/Facility Name	Project Limits		Jurisdiction	Project Description
		From	To		
AT - 19	Turnpike Trail	NW 41 St		County	Construction of a bicycle/pedestrian bridge over NW 41 St to provide a safe separated connection/missing link for the Turnpike Trail.
AT - 20	Various			City/County	Installation of a Rectangular Rapid Flashing Beacon (RRFB) for existing trail crossing according to MUTCD guidelines, with the necessary crossing warning signage and special emphasis crosswalk markings at the following locations: <i>NW 105 Ct at Approx. 120 ft. East of NW 107 Ave</i> <i>NW 50 St/Turnpike Trail at Approx. 80 ft. east of NW 117 Ave</i> <i>NW 58 St/Turnpike Trail at Approx. 115 ft. east of NW 117 Ave (County maintained road)</i> <i>NW 66 St at Approx. 150 ft. East of NW 107 Ave</i> <i>NW 78 St Approx. 450 ft. east of NW 107 Ave</i> <i>NW 82 St Approx. 450 ft. east of NW 107 Ave</i>
AT - 21	NW 53 St	NW 85 Pl		City	Construction of a raised intersection to place heightened focus on pedestrian crossing activities for motor vehicles at this busy intersection.
AT - 22	NW 58 St	NW 79 Ave		City	Installation of pedestrian signal on existing mast arm assembly for existing pedestrian crosswalk across south leg of the intersection and signal phasing adjustment to incorporate pedestrian phase.
AT - 23	NW 90 St	NW 112 Ave		City	Provision of new crosswalk across north leg of the intersection which would require re-striping to shift stop bar to the north approximately 10 ft. Extension of existing crosswalk across east leg of the intersection to intersect with proposed new crosswalk and reach the existing ADA curb ramp. Provision of special emphasis markings for all crosswalks.
AT - 24	NW 58 St	NW 107 Ave	NW 102 Ave	County	Construction of a 10 ft. asphalt sidepath on the north side of the road replacing the existing sidewalk and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas to provide a connection to the existing Greenway Trail.

Table 4-3: Tier 3 Recommended Projects

TIER 3 PROJECTS						
Proj. No.	Roadway/Facility Name	Project Limits		Jurisdiction	Project Description	Cost Estimate
		From	To			
SAFETY						
S-6	NW 33 St	NW 97 Ave		City/County	Installation of new signal heads with backplates with retroreflective borders on all mast arm assemblies at the intersection. Provision of special emphasis crosswalk markings for all legs of the intersection.	\$24,560.00
S-9	NW 74 St	NW 107 Ave		County	Installation of bollards at entrance of Atlas trail on the NW corner of the intersection. Realignment of existing key hole bike line to go on the outside of existing westbound right turn lane. Widening sidewalk on NW corner of the intersection to receive bike lane and reconfiguring/reducing existing ramp at entrance of Atlas Trail which can currently be mistaken for a driveway.	\$91,198.86
S-10	NW 78 St	NW 107 Ave		City/County	Installation of pedestrian crosswalk with special emphasis markings and mast arm (overhead) pedestrian signals on North and South leg of the intersection.	\$302,970.00
S-14	Various			County	Provision of special emphasis crosswalk markings at specified legs of 9 County Road/County Road intersections. (Specific locations provided within Sections 3.2 of this Transportation Master Plan)	\$41,072.52
ACTIVE TRANSPORTATION						
AT-1	Various			City	Construction of 6 ft. sidewalks on both sides of the road throughout neighborhood bound by NW 102 Ave on the west, NW 97 Ave on the east, NW 28th Terr on the north, and NW 25 Terr on the south.	\$3,062,530.80

TIER 3 PROJECTS						
Proj. No.	Roadway/Facility Name	Project Limits		Jurisdiction	Project Description	Cost Estimate
		From	To			
AT-3	Various			City	Construction of 6 ft. sidewalks on the following city maintained roadway segments: <i>NW 54 St (north side) from NW 87 Ave to NW 79 Ave</i> <i>NW 56 St (both sides) from NW 87 Ave to NW 79 Ave</i> <i>NW 84 Ave (both sides) from NW 54 St to NW 58 St</i> <i>NW 82 Ave (both sides) from NW 54 St to NW 58 St</i>	\$1,564,972.50
AT-5	Various			City	Construction of 6 ft. sidewalks on the following city maintained roadway segments: <i>NW 54 St (north side) from NW 87 Ave to NW 79 Ave</i> <i>NW 56 St (both sides) from NW 87 Ave to NW 79 Ave</i> <i>NW 84 Ave (both sides) from NW 54 St to NW 58 St</i> <i>NW 82 Ave (both sides) from NW 54 St to NW 58 St</i>	\$1,564,972.50
AT-6	NW 12 St	NW 82 Ave	NW 78 Ave	County	Construction of 6 ft. sidewalk on the north side of the road. Western limit would begin approximately 325 ft. East of NW 82nd Ave where existing sidewalk ends.	\$134,828.40
AT-17	NW 97 Ave	NW 41 St	NW 52 St	County	Construction of a 10 ft. asphalt sidepath on the west side of the road replacing the existing sidewalk and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas.	\$518,059.10
AT-19	Turnpike Trail	NW 41 St		County	Construction of a bicycle/pedestrian bridge over NW 41 St to provide a safe separated connection/missing link for the Turnpike Trail.	\$3,816,000.00

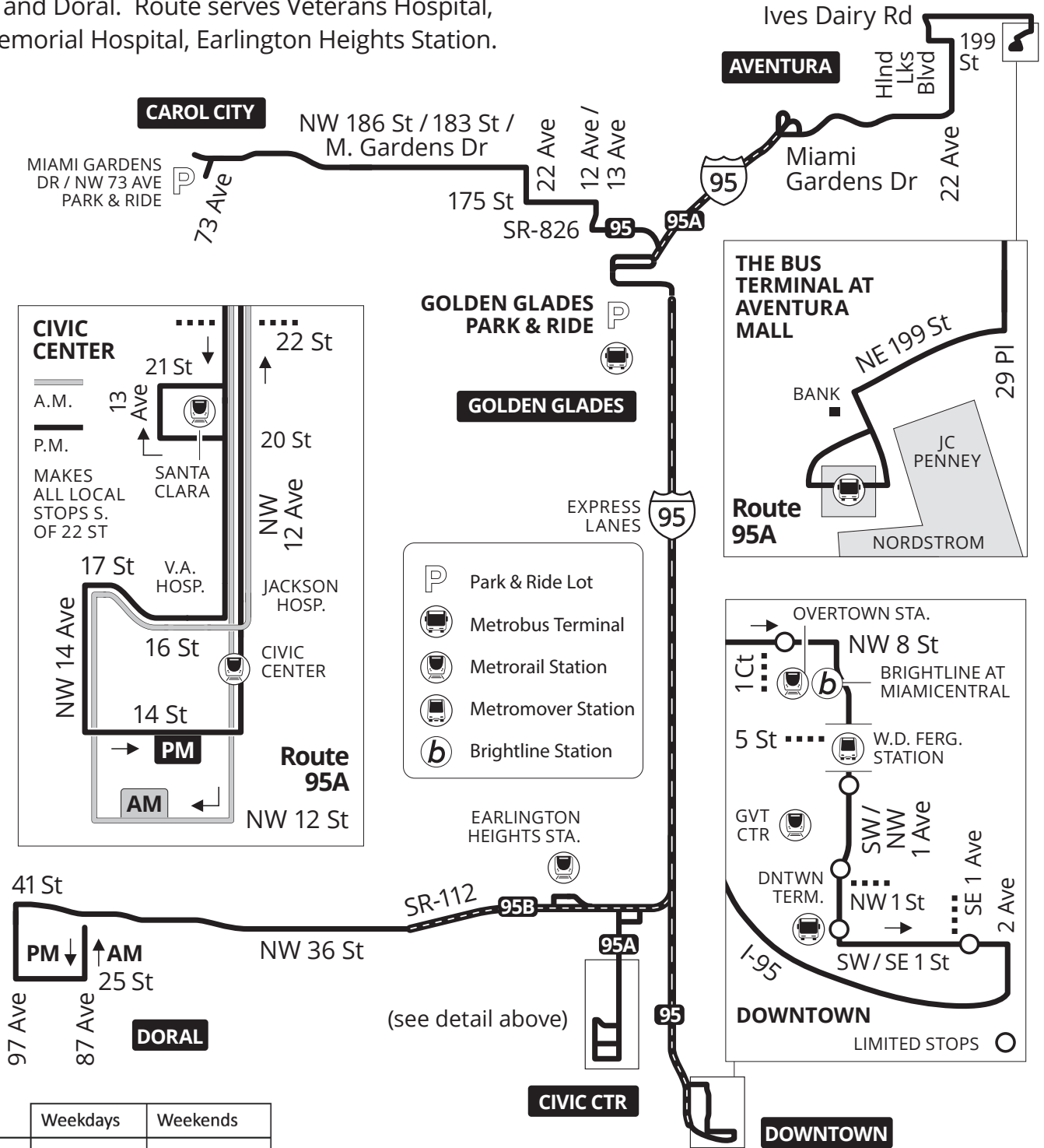
Route Map Overview



GOLDEN GLADES EXPRESS 95

95/95A/95B – I-95 GOLDEN GLADES EXPRESS

Weekday peak service from Golden Glades to Downtown Miami and Civic Center with come trips serving Aventura Carol City, and Doral. Route serves Veterans Hospital, Jackson Memorial Hospital, Earlington Heights Station.



	Weekdays	Weekends
Peak Frequency	10/30	No service
Off Peak Frequency	No service	
Span of Service	5:30 AM to 9:30 AM; 2:30 PM to 6:15 PM	



MAP NOT TO SCALE

APPENDIX F
INTERSECTION VOLUME SPREADSHEETS

AM Peak Hour Volumes

Intersection	Road	Direction	Movement	AM PEAK 2025 Existing Volumes	AM PEAK 2028 No Build Volumes	AM PEAK Site Trip Distribution	AM PEAK Site Trips	AM PEAK 2028 Build Volumes			
(1) NW 41 Street & NW 97 Avenue	NW 41 Street	Eastbound	EBL	72	97		0	97	Int 1		
			EBT	1716	1796		0	1796			
			EBR	275	281	5%	10	291			
			Approach	2063	2174	5%	10	2184			
		Westbound	WBL	269	274	12%	23	297			
			WBT	892	930		0	930			
	WBR		227	232		0	232				
	NW 97 Avenue	Northbound	Approach	1388	1436	12%	23	1459			
			NBL	147	150	(5%)	6	156			
			NBT	407	415	(24%)	27	442			
			NBR	230	235	(12%)	14	249			
		Southbound	Approach	784	800	(41%)	47	847			
			SBL	482	492		0	492			
	(2) NW 97 Avenue & NW 40 Street Rd	NW 40 Street Rd	Eastbound	EBL	0	0		0		0	Int 2
				EBT	0	0		0		0	
				EBR	0	0		0		0	
Approach				0	0		0	0			
Westbound			WBL	44	45		0	45			
			WBT	0	0		0	0			
NW 97 Avenue		Northbound	WBR	81	83	(20%)	23	106			
			Approach	125	128	(20%)	23	151			
			NBL	0	0		0	0			
		Southbound	NBT	725	756	(21%)	24	780			
NBR	36		37	14%	27	64					
Approach	761		793	14% (21%)	51	844					
SBL	184		188	12%	23	211					
		SBT	1129	1189	29%	57	1246				
		SBR	0	0		0	0				
		Approach	1313	1377	41%	80	1457				
	(3) NW 97 Avenue & NW 38 Street	NW 38 Street	Eastbound	EBL	0	0		0	0	Int 3	
EBT				0	0		0	0			
EBR				0	0		0	0			
Approach				0	0		0	0			
Westbound			WBL	117	119	(59%)	67	186			
			WBT	0	0		0	0			
NW 97 Avenue		Northbound	WBR	134	137	(21%)	24	161			
			Approach	251	256	(80%)	91	347			
			NBL	0	0		0	0			
		Southbound	NBT	667	696	14%	27	723			
NBR			74	75	45%	87	162				
Approach			741	771	59%	114	885				
SBL			174	177	29%	57	234				
			SBT	1000	1057		0	1057			
	SBR		0	0		0	0				
	Approach		1174	1234	29%	57	1291				

AM Peak Hour Volumes

Intersection	Road	Direction	Movement	AM PEAK 2025 Existing Volumes	AM PEAK 2028 No Build Volumes	AM PEAK Site Trip Distribution	AM PEAK Site Trips	AM PEAK 2028 Build Volumes	
(4) NW 97 Avenue & NW 33 Street	NW 33 Street	Eastbound	EBL	62	69	10%	19	88	Int 4
			EBT	865	882		0	882	
			EBR	162	165		0	165	
			Approach	1089	1116	10%	19	1135	
		Westbound	WBL	114	116		0	116	
			WBT	380	388		0	388	
			WBR	165	168	19%	37	205	
	Approach	659	672	19%	37	709			
	NW 97 Avenue	Northbound	NBL	102	104		0	104	
			NBT	516	536	30%	58	594	
			NBR	356	363		0	363	
			Approach	974	1003	30%	58	1061	
		Southbound	SBL	253	258	(19%)	22	280	
			SBT	652	689	(30%)	34	723	
SBR			132	148	(10%)	11	159		
Approach	1037	1095	(59%)	67	1162				
(5) NW 40 Street Rd & Driveway 1	Driveway 1	Eastbound	EBL	0	0		0	0	Int 5
			EBT	0	0		0	0	
			EBR	0	0		0	0	
			Approach	0	0		0	0	
		Westbound	WBL	6	6	(6%)	7	13	
			WBT	0	0		0	0	
			WBR	21	21	(20%)	23	44	
	Approach	27	27	(26%)	30	57			
	NW 40 Street Rd	Northbound	NBL	0	0		0	0	
			NBT	0	0		0	0	
			NBR	7	7	7%	14	21	
			Approach	7	7	7%	14	21	
		Southbound	SBL	24	24	26%	50	74	
			SBT	0	0		0	0	
SBR			0	0		0	0		
Approach	24	24	26%	50	74				
(6) NW 38 Street & Driveway 2	NW 38 Street	Eastbound	EBL	0	0		0	0	Int 6
			EBT	0	0	7%	14	14	
			EBR	62	63	67%	130	193	
			Approach	62	63	74%	144	207	
		Westbound	WBL	0	0		0	0	
			WBT	6	6	(6%)	7	13	
			WBR	0	0		0	0	
	Approach	6	6	(6%)	7	13			
	Driveway 2	Northbound	NBL	78	80	(74%)	84	164	
			NBT	0	0		0	0	
			NBR	0	0		0	0	
			Approach	78	80	(74%)	84	164	
		Southbound	SBL	0	0		0	0	
			SBT	0	0		0	0	
SBR			0	0		0	0		
Approach	0	0		0	0				

Committed Development Trips - AM Peak Hour

Intersection	Road	Direction	Movement	Oasis at Doral	AM Total Committed Developments	Approach Total (% of Overall)	Approach %	Outbound Total	Outbound % (L, T, R)	
(1) NW 41 Street & NW 97 Avenue	NW 41 Street	Eastbound	EBL	24	24	70	34%	46	0%	Int 1
			EBT	46	46		66%		100%	
			EBR		0		0%		0%	
		Approach	70	70	70%		46%			
		Westbound	WBL		0	20	0%	25	0%	
			WBT	20	20		100%		80%	
	WBR			0	0%		20%			
	Approach	20	20	20%		25%				
	NW 97 Avenue	Northbound	NBL		0	0	0%	24	100%	
			NBT		0		0%		0%	
			NBR		0		0%		0%	
		Approach	0	0	0%		24%			
		Southbound	SBL		0	10	0%	5	0%	
			SBT	5	5		50%		100%	
SBR	5		5	50%	0%					
Approach	10	10	10%		5%					
(2) NW 97 Avenue & NW 40 Street Rd	NW 40 Street Rd	Eastbound	EBL		0	0	0%	0	0%	Int 2
			EBT		0		0%		0%	
			EBR		0		0%		0%	
		Approach	0	0	0%		0%			
		Westbound	WBL		0	0	0%	0	0%	
			WBT		0		0%		0%	
	WBR			0	0%		0%			
	Approach	0	0	0%		0%				
	NW 97 Avenue	Northbound	NBL		0	16	0%	16	0%	
			NBT	16	16		100%		100%	
			NBR		0		0%		0%	
		Approach	16	16	30%		30%			
		Southbound	SBL		0	37	0%	37	0%	
			SBT	37	37		100%		100%	
SBR			0	0%	0%					
Approach	37	37	70%		70%					
(3) NW 97 Avenue & NW 38 Street	NW 38 Street	Eastbound	EBL		0	0	0%	0	0%	Int 3
			EBT		0		0%		0%	
			EBR		0		0%		0%	
		Approach	0	0	0%		0%			
		Westbound	WBL		0	0	0%	0	0%	
			WBT		0		0%		0%	
	WBR			0	0%		0%			
	Approach	0	0	0%		0%				
	NW 97 Avenue	Northbound	NBL		0	16	0%	16	0%	
			NBT	16	16		100%		100%	
			NBR		0		0%		0%	
		Approach	16	16	30%		30%			
		Southbound	SBL		0	37	0%	37	0%	
			SBT	37	37		100%		100%	
SBR			0	0%	0%					
Approach	37	37	70%		70%					

Committed Development Trips - AM Peak Hour

Intersection	Road	Direction	Movement	Oasis at Doral	AM Total Committed Developments	Approach Total (% of Overall)	Approach %	Outbound Total	Outbound % (L, T, R)	
(4) NW 97 Avenue & NW 33 Street	NW 33 Street	Eastbound	EBL	6	6	6	100%	0	0%	Int 4
			EBT		0		0%			
			EBR		0		0%			
			Approach	6	6	11%	0%			
		Westbound	WBL		0	0	0%	13	0%	
			WBT		0		0%			
			WBR		0		100%			
	Approach	0	0	0%	25%					
	NW 97 Avenue	Northbound	NBL		0	10	0%	16	38%	
			NBT	10	10		100%		63%	
			NBR		0		0%		0%	
			Approach	10	10	19%	30%			
		Southbound	SBL		0	37	0%	24	0%	
			SBT	24	24		65%		100%	
SBR			13	13	35%		0%			
Approach	37	37	70%	45%						
(5) NW 40 Street Rd & Driveway 1	Driveway 1	Eastbound	EBL		0	0	0%	0	0%	Int 5
			EBT		0		0%			
			EBR		0		0%			
			Approach	0	0	0%	0%			
		Westbound	WBL		0	0	0%	0	0%	
			WBT		0		0%			
			WBR		0		0%			
	Approach	0	0	0%	0%					
	NW 40 Street Rd	Northbound	NBL		0	0	0%	0	0%	
			NBT		0		0%			
			NBR		0		0%			
			Approach	0	0	0%	0%			
		Southbound	SBL		0	0	0%	0	0%	
			SBT		0		0%			
SBR				0	0%					
Approach	0	0	0%	0%						
(6) NW 38 Street & Driveway 2	NW 38 Street	Eastbound	EBL		0	0	0%	0	0%	Int 6
			EBT		0		0%			
			EBR		0		0%			
			Approach	0	0	0%	0%			
		Westbound	WBL		0	0	0%	0	0%	
			WBT		0		0%			
			WBR		0		0%			
	Approach	0	0	0%	0%					
	Driveway 2	Northbound	NBL		0	0	0%	0	0%	
			NBT		0		0%			
			NBR		0		0%			
			Approach	0	0	0%	0%			
		Southbound	SBL		0	0	0%	0	0%	
			SBT		0		0%			
SBR				0	0%					
Approach	0	0	0%	0%						

APPENDIX G
INTERSECTION CAPACITY ANALYSIS REPORTS

EXISTING CONDITIONS

Table 1.1 -2025 Existing Intersection Capacity Analysis Summary

Location	Time	Level of Service ^[1]							
		(1) NW 41 Street & NW 97 Avenue		(2) NW 97 Avenue & NW 40 Street Rd		(3) NW 97 Avenue & NW 38 Street		(4) NW 97 Avenue & NW 33 Street	
		Signalized		Unsignalized		Unsignalized		Signalized	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	AM	F	88.9					D	41.4
EBT	AM	E	58.8					F	97.0
EBR	AM	E	68.5					F	97.2
EB Approach	AM	E	63.1					F	93.9
WBL	AM	F	124.7					F	82.6
WBT	AM	C	31.2					D	48.9
WBR	AM	C	32.2					D	49.1
WB Approach	AM	D	49.6	B	14.8	C	19.2	D	54.8
NBL	AM	F	93.3					C	28.2
NBT	AM	F	158.1					D	42.1
NBR	AM	F	164.2					D	42.5
NB Approach	AM	F	148.3					D	40.8
SBL	AM	F	121.3					F	93.7
SBT	AM	F	81.8					D	37.9
SBR	AM	F	81.5					D	37.9
SB Approach	AM	F	96.6					D	51.5
Overall	AM	E	80.0					E	61.6

[1] Delay is average delay per vehicle in seconds

[2] Approach operates under Free-flow conditions

Table 1.2 -2025 Existing Intersection Queue Lengths Summary

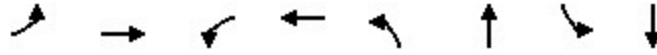
Location	Time	95th Percentile Queue Lengths (ft)															
		EBL		EBR		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile
(1) NW 41 Street & NW	AM	175	76			145	#277			120	134			180	#452		
(2) NW 97 Avenue & NW	AM																
(3) NW 97 Avenue & NW	AM																
(4) NW 97 Avenue & NW	AM	75	85			380	#229			200	99			135	m#277		

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

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

Shelton Academy Phase III
1: NW 97 Avenue & NW 41 Street

2025 Existing Conditions
AM Peak Hour

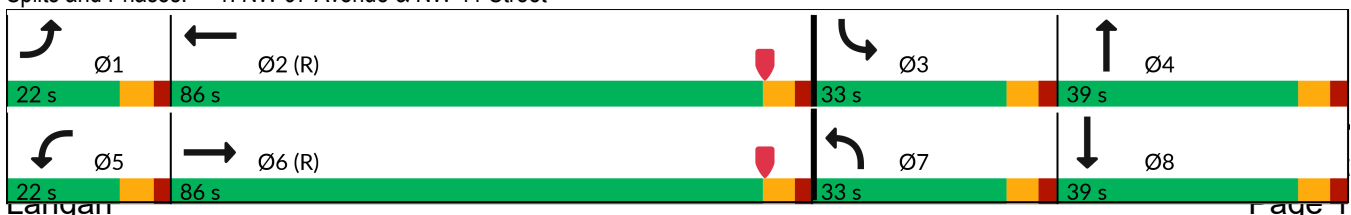


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶↷	↶↷↶	↶↷	↶↷↶	↶↷	↶↷	↶↷	↶↷
Traffic Volume (vph)	72	1716	269	892	147	407	482	729
Future Volume (vph)	72	1716	269	892	147	407	482	729
Lane Group Flow (vph)	76	2095	283	1178	155	670	507	838
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases								
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	16.0	5.0	16.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.6	24.6	11.6	24.6	11.8	24.8	11.8	24.8
Total Split (s)	22.0	86.0	22.0	86.0	33.0	39.0	33.0	39.0
Total Split (%)	12.2%	47.8%	12.2%	47.8%	18.3%	21.7%	18.3%	21.7%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.2	2.2	2.2	2.2	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.6	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
v/c Ratio	0.49	0.96	0.98	0.50	0.57	1.05	1.03	0.99
Control Delay (s/veh)	93.6	59.6	126.8	31.9	87.0	122.7	120.2	94.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.6	59.6	126.8	31.9	87.0	122.7	120.2	94.4
Queue Length 50th (ft)	45	867	175	333	95	~414	~327	523
Queue Length 95th (ft)	76	#939	#277	388	134	#551	#452	#718
Internal Link Dist (ft)		1738		1414		688		576
Turn Bay Length (ft)	175		145		120		180	
Base Capacity (vph)	280	2186	290	2344	494	636	494	846
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.96	0.98	0.50	0.31	1.05	1.03	0.99

Intersection Summary































Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 150 (83%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NW 97 Avenue & NW 41 Street



Shelton Academy Phase III
1: NW 97 Avenue & NW 41 Street

2025 Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (veh/h)	72	1716	275	269	892	227	147	407	230	482	729	67
Future Volume (veh/h)	72	1716	275	269	892	227	147	407	230	482	729	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1856	1856	1841	1856	1856	1856	1856	1856	1856	1841
Adj Flow Rate, veh/h	76	1806	289	283	939	239	155	428	242	507	767	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	3	3	3	4	3	3	3	3	3	3	4
Cap, veh/h	111	1945	308	293	1971	500	203	390	218	499	865	80
Arrive On Green	0.03	0.44	0.44	0.09	0.49	0.49	0.04	0.12	0.12	0.15	0.27	0.27
Sat Flow, veh/h	3319	4408	698	3428	3995	1014	3428	2178	1220	3428	3262	302
Grp Volume(v), veh/h	76	1379	716	283	787	391	155	346	324	507	414	424
Grp Sat Flow(s),veh/h/ln	1659	1689	1730	1714	1675	1658	1714	1763	1636	1714	1763	1801
Q Serve(g_s), s	4.1	69.5	71.0	14.8	28.0	28.1	8.1	32.2	32.2	26.2	40.6	40.7
Cycle Q Clear(g_c), s	4.1	69.5	71.0	14.8	28.0	28.1	8.1	32.2	32.2	26.2	40.6	40.7
Prop In Lane	1.00		0.40	1.00		0.61	1.00		0.75	1.00		0.17
Lane Grp Cap(c), veh/h	111	1490	763	293	1653	818	203	315	293	499	467	478
V/C Ratio(X)	0.69	0.93	0.94	0.96	0.48	0.48	0.76	1.10	1.11	1.02	0.89	0.89
Avail Cap(c_a), veh/h	284	1490	763	293	1653	818	499	315	293	499	467	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.1	47.5	48.0	82.0	30.2	30.2	85.2	79.2	79.2	76.9	63.5	63.5
Incr Delay (d2), s/veh	2.8	11.3	20.5	42.6	1.0	2.0	8.1	78.8	85.0	44.4	18.2	18.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	31.0	34.4	8.3	11.5	11.7	3.9	21.9	20.8	14.6	20.5	20.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.9	58.8	68.5	124.7	31.2	32.2	93.3	158.1	164.2	121.3	81.8	81.5
LnGrp LOS	F	E	E	F	C	C	F	F	F	F	F	F
Approach Vol, veh/h		2171			1461			825			1345	
Approach Delay, s/veh		63.1			49.6			148.3			96.6	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	95.4	33.0	39.0	22.0	86.0	17.5	54.5				
Change Period (Y+Rc), s	* 6.6	* 6.6	6.8	6.8	* 6.6	* 6.6	6.8	6.8				
Max Green Setting (Gmax), s	* 15	* 79	26.2	32.2	* 15	* 79	26.2	32.2				
Max Q Clear Time (g_c+11), s	6.1	30.1	28.2	34.2	16.8	73.0	10.1	42.7				
Green Ext Time (p_c), s	0.1	2.9	0.0	0.0	0.0	3.4	0.6	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			79.6									
HCM 7th LOS			E									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕↔		↙	↕↕
Traffic Vol, veh/h	44	81	725	36	184	1129
Future Vol, veh/h	44	81	725	36	184	1129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	48	88	788	39	200	1227

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1821	414	0	0	827	0
Stage 1	808	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.16	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.23	-
Pot Cap-1 Maneuver	186	799	-	-	793	-
Stage 1	537	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	139	799	-	-	793	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.77	0	1.55
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	243	799	793
HCM Lane V/C Ratio	-	-	0.197	0.11	0.252
HCM Ctrl Dly (s/v)	-	-	23.4	10.1	11.1
HCM Lane LOS	-	-	C	B	B
HCM 95th %tile Q(veh)	-	-	0.7	0.4	1

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵	↵	↕↕		↵	↕↕
Traffic Vol, veh/h	117	134	667	74	174	1000
Future Vol, veh/h	117	134	667	74	174	1000
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	130	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	127	146	725	80	189	1087

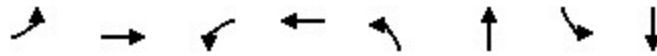
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1687	403	0	0	805	0
Stage 1	765	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.16	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.23	-
Pot Cap-1 Maneuver	215	807	-	-	808	-
Stage 1	561	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	164	807	-	-	808	-
Mov Cap-2 Maneuver	272	-	-	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	366	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.24	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	272	807	808
HCM Lane V/C Ratio	-	-	0.467	0.18	0.234
HCM Ctrl Dly (s/v)	-	-	29.3	10.4	10.8
HCM Lane LOS	-	-	D	B	B
HCM 95th %tile Q(veh)	-	-	2.3	0.7	0.9

Shelton Academy Phase III
4: NW 97 Avenue & NW 33 Street

2025 Existing Conditions
AM Peak Hour

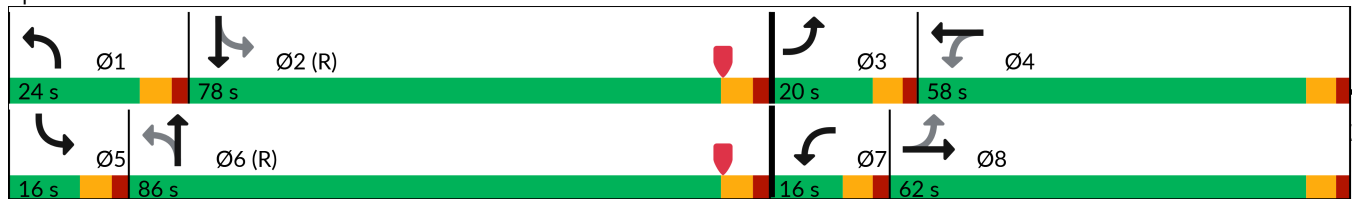


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	62	865	114	380	102	516	253	652
Future Volume (vph)	62	865	114	380	102	516	253	652
Lane Group Flow (vph)	65	1082	120	574	107	918	266	825
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8	7	4	1	6	5	2
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)	11.0	24.0	11.0	24.0	11.4	24.4	11.4	24.4
Total Split (s)	20.0	62.0	16.0	58.0	24.0	86.0	16.0	78.0
Total Split (%)	11.1%	34.4%	8.9%	32.2%	13.3%	47.8%	8.9%	43.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.4	4.4	4.4	4.4
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.4	6.4	6.4	6.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
v/c Ratio	0.26	1.01	0.87	0.53	0.38	0.60	1.06	0.55
Control Delay (s/veh)	36.5	89.4	89.4	49.1	25.2	34.4	111.0	46.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.5	89.4	89.4	49.1	25.2	34.4	111.0	46.8
Queue Length 50th (ft)	48	~684	92	275	62	375	~215	363
Queue Length 95th (ft)	85	#840	#229	348	99	448	m#277	m397
Internal Link Dist (ft)		2075		2016		662		1442
Turn Bay Length (ft)	75		380		200		135	
Base Capacity (vph)	305	1072	138	1091	354	1525	250	1512
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	1.01	0.87	0.53	0.30	0.60	1.06	0.55

Intersection Summary

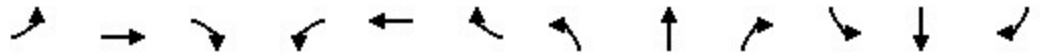
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 67 (37%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: NW 97 Avenue & NW 33 Street



Shelton Academy Phase III
4: NW 97 Avenue & NW 33 Street

2025 Existing Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	865	162	114	380	165	102	516	356	253	652	132
Future Volume (veh/h)	62	865	162	114	380	165	102	516	356	253	652	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	65	911	171	120	400	174	107	543	375	266	686	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	263	922	173	141	796	342	305	882	609	275	1318	267
Arrive On Green	0.04	0.31	0.31	0.06	0.33	0.33	0.04	0.44	0.44	0.05	0.45	0.45
Sat Flow, veh/h	1753	2962	556	1767	2401	1032	1767	1994	1377	1767	2921	591
Grp Volume(v), veh/h	65	542	540	120	292	282	107	480	438	266	414	411
Grp Sat Flow(s),veh/h/ln	1753	1763	1755	1767	1763	1670	1767	1763	1608	1767	1763	1749
Q Serve(g_s), s	4.5	55.0	55.1	8.3	23.9	24.4	6.0	37.6	37.6	9.6	30.3	30.4
Cycle Q Clear(g_c), s	4.5	55.0	55.1	8.3	23.9	24.4	6.0	37.6	37.6	9.6	30.3	30.4
Prop In Lane	1.00		0.32	1.00		0.62	1.00		0.86	1.00		0.34
Lane Grp Cap(c), veh/h	263	548	546	141	585	554	305	780	711	275	795	789
V/C Ratio(X)	0.25	0.99	0.99	0.85	0.50	0.51	0.35	0.62	0.62	0.97	0.52	0.52
Avail Cap(c_a), veh/h	338	548	546	141	585	554	399	780	711	275	795	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	61.7	61.7	47.4	48.2	48.4	28.0	38.5	38.5	49.0	35.4	35.4
Incr Delay (d2), s/veh	0.2	35.3	35.5	35.2	0.7	0.8	0.3	3.6	4.0	44.8	2.4	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	29.9	29.8	5.0	10.7	10.4	2.6	17.0	15.6	11.1	13.6	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.4	97.0	97.2	82.6	48.9	49.1	28.2	42.1	42.5	93.7	37.9	37.9
LnGrp LOS	D	F	F	F	D	D	C	D	D	F	D	D
Approach Vol, veh/h		1147			694			1025			1091	
Approach Delay, s/veh		93.9			54.8			40.8			51.5	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.4	87.6	12.3	65.7	16.0	86.0	16.0	62.0				
Change Period (Y+Rc), s	6.4	6.4	6.0	6.0	6.4	6.4	6.0	6.0				
Max Green Setting (Gmax), s	17.6	71.6	14.0	52.0	9.6	79.6	10.0	56.0				
Max Q Clear Time (g_c+11), s	8.0	32.4	6.5	26.4	11.6	39.6	10.3	57.1				
Green Ext Time (p_c), s	0.1	1.6	0.0	3.6	0.0	2.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			61.6									
HCM 7th LOS			E									

FUTURE NO BUILD CONDITIONS

Table 2.1 - 2028 No Build Intersection Capacity Analysis Summary

Location	Time	Level of Service ^[1]							
		(1) NW 41 Street & NW 97 Avenue		(2) NW 97 Avenue & NW 40 Street Rd		(3) NW 97 Avenue & NW 38 Street		(4) NW 97 Avenue & NW 33 Street	
		Signalized		Unsignalized		Unsignalized		Signalized	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	AM	F	88.1					D	41.4
EBT	AM	D	49.0					F	102.0
EBR	AM	D	36.5					F	102.3
EB Approach	AM	D	49.2					F	98.4
WBL	AM	F	129.4					F	90.1
WBT	AM	C	32.7					D	49.7
WBR	AM	C	33.8					D	50.0
WB Approach	AM	D	51.4	C	15.4	C	20.7	E	56.8
NBL	AM	F	93.2					C	31.2
NBT	AM	F	166.0					D	42.8
NBR	AM	F	172.0					D	43.2
NB Approach	AM	F	154.7					D	41.8
SBL	AM	F	127.4					F	110.9
SBT	AM	E	70.0					E	62.8
SBR	AM	D	51.5					E	62.8
SB Approach	AM	F	90.5					E	74.2
Overall	AM	E	74.0					E	69.8

[1] Delay is average delay per vehicle in seconds

[2] Approach operates under Free-flow conditions

Table 2.2 - 2028 No Build Intersection Queue Lengths Summary

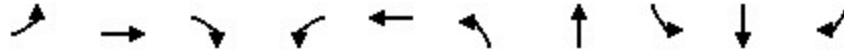
Location	Time	95th Percentile Queue Lengths (ft)															
		EBL		EBR		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile
(1) NW 41 Street & NW	AM	175	95	150	232	145	#285			120	136			180	#465	130	24
(2) NW 97 Avenue & NW	AM																
(3) NW 97 Avenue & NW	AM																
(4) NW 97 Avenue & NW	AM	75	93			380	#234			200	101			135	m#358		

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

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

Shelton Academy Phase III
1: NW 97 Avenue & NW 41 Street

2028 No Build Conditions
AM Peak Hour

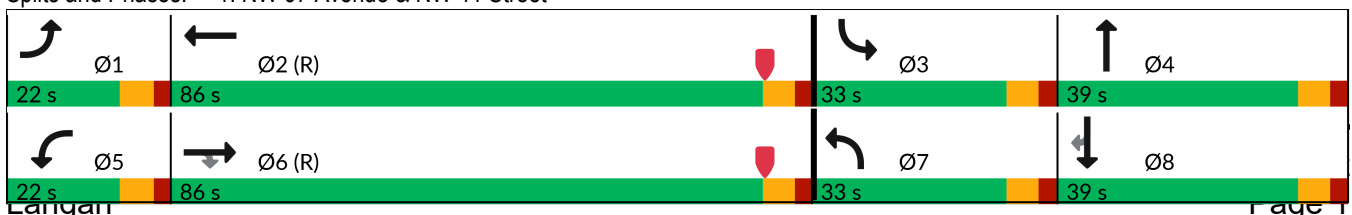


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	97	1796	281	274	930	150	415	492	749	73
Future Volume (vph)	97	1796	281	274	930	150	415	492	749	73
Lane Group Flow (vph)	102	1891	296	288	1223	158	684	518	788	77
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2	7	4	3	8	
Permitted Phases			6							8
Detector Phase	1	6	6	5	2	7	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	16.0	16.0	5.0	16.0	5.0	7.0	5.0	7.0	7.0
Minimum Split (s)	11.6	24.6	24.6	11.6	24.6	11.8	24.8	11.8	24.8	24.8
Total Split (s)	22.0	86.0	86.0	22.0	86.0	33.0	39.0	33.0	39.0	39.0
Total Split (%)	12.2%	47.8%	47.8%	12.2%	47.8%	18.3%	21.7%	18.3%	21.7%	21.7%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.2	2.2	2.2	2.2	2.2	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.6	6.6	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
v/c Ratio	0.56	0.85	0.39	0.99	0.53	0.57	1.08	1.05	0.93	0.17
Control Delay (s/veh)	94.4	49.7	22.6	130.8	33.5	86.7	128.7	125.0	83.0	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	94.4	49.7	22.6	130.8	33.5	86.7	128.7	125.0	83.0	4.3
Queue Length 50th (ft)	61	728	148	178	357	98	~432	~341	484	0
Queue Length 95th (ft)	95	791	232	#285	416	136	#569	#465	#652	24
Internal Link Dist (ft)		1738			1414		688		576	
Turn Bay Length (ft)	175		150	145		120		180		130
Base Capacity (vph)	280	2221	751	290	2306	494	636	494	851	455
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.85	0.39	0.99	0.53	0.32	1.08	1.05	0.93	0.17

Intersection Summary























Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 150 (83%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NW 97 Avenue & NW 41 Street



Shelton Academy Phase III
1: NW 97 Avenue & NW 41 Street

2028 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	1796	281	274	930	232	150	415	235	492	749	73
Future Volume (veh/h)	97	1796	281	274	930	232	150	415	235	492	749	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1856	1856	1841	1856	1856	1856	1856	1856	1856	1841
Adj Flow Rate, veh/h	102	1891	296	288	979	244	158	437	247	518	788	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	3	3	3	4	3	3	3	3	3	3	4
Cap, veh/h	138	2235	694	293	1946	484	207	390	218	499	931	412
Arrive On Green	0.04	0.44	0.44	0.09	0.48	0.48	0.04	0.12	0.12	0.15	0.26	0.26
Sat Flow, veh/h	3319	5066	1572	3428	4013	998	3428	2178	1221	3428	3526	1560
Grp Volume(v), veh/h	102	1891	296	288	817	406	158	353	331	518	788	77
Grp Sat Flow(s),veh/h/ln	1659	1689	1572	1714	1675	1661	1714	1763	1636	1714	1763	1560
Q Serve(g_s), s	5.5	59.9	23.3	15.1	29.9	30.0	8.2	32.2	32.2	26.2	38.1	6.9
Cycle Q Clear(g_c), s	5.5	59.9	23.3	15.1	29.9	30.0	8.2	32.2	32.2	26.2	38.1	6.9
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	138	2235	694	293	1625	806	207	315	293	499	931	412
V/C Ratio(X)	0.74	0.85	0.43	0.98	0.50	0.50	0.77	1.12	1.13	1.04	0.85	0.19
Avail Cap(c_a), veh/h	284	2235	694	293	1625	806	499	315	293	499	931	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.3	44.9	34.6	82.2	31.6	31.6	85.1	79.2	79.2	76.9	62.8	51.3
Incr Delay (d2), s/veh	2.9	4.2	1.9	47.3	1.1	2.2	8.1	86.8	92.8	50.5	7.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	25.6	9.3	8.6	12.4	12.6	3.9	22.6	21.4	15.0	17.9	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.1	49.0	36.5	129.4	32.7	33.8	93.2	166.0	172.0	127.4	70.0	51.5
LnGrp LOS	F	D	D	F	C	C	F	F	F	F	E	D
Approach Vol, veh/h		2289			1511			842			1383	
Approach Delay, s/veh		49.2			51.4			154.7			90.5	
Approach LOS		D			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	93.9	33.0	39.0	22.0	86.0	17.6	54.4				
Change Period (Y+Rc), s	* 6.6	* 6.6	6.8	6.8	* 6.6	* 6.6	6.8	6.8				
Max Green Setting (Gmax), s	* 15	* 79	26.2	32.2	* 15	* 79	26.2	32.2				
Max Q Clear Time (g_c+1), s	7.5	32.0	28.2	34.2	17.1	61.9	10.2	40.1				
Green Ext Time (p_c), s	0.1	3.0	0.0	0.0	0.0	5.8	0.6	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			74.0									
HCM 7th LOS			E									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	83	756	37	188	1189
Future Vol, veh/h	45	83	756	37	188	1189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	49	90	822	40	204	1292

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1897	431	0	0	862	0
Stage 1	842	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.16	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.23	-
Pot Cap-1 Maneuver	171	785	-	-	770	-
Stage 1	519	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	785	-	-	770	-
Mov Cap-2 Maneuver	228	-	-	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	306	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.42	0	1.55
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	228	785	770
HCM Lane V/C Ratio	-	-	0.215	0.115	0.266
HCM Ctrl Dly (s/v)	-	-	25.1	10.2	11.4
HCM Lane LOS	-	-	D	B	B
HCM 95th %tile Q(veh)	-	-	0.8	0.4	1.1

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	119	137	696	75	177	1057
Future Vol, veh/h	119	137	696	75	177	1057
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	130	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	129	149	757	82	192	1149

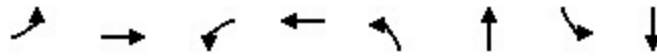
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1757	419	0	0	838
Stage 1	797	-	-	-	-
Stage 2	959	-	-	-	-
Critical Hdwy	5	5	-	-	4.16
Critical Hdwy Stg 1	5	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.23
Pot Cap-1 Maneuver	199	794	-	-	786
Stage 1	543	-	-	-	-
Stage 2	460	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	150	794	-	-	786
Mov Cap-2 Maneuver	257	-	-	-	-
Stage 1	543	-	-	-	-
Stage 2	347	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	20.72	0	1.59
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	257	794	786	-
HCM Lane V/C Ratio	-	-	0.503	0.187	0.245	-
HCM Ctrl Dly (s/v)	-	-	32.4	10.6	11.1	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	2.6	0.7	1	-

Shelton Academy Phase III
4: NW 97 Avenue & NW 33 Street

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	69	882	116	388	104	536	258	689
Future Volume (vph)	69	882	116	388	104	536	258	689
Lane Group Flow (vph)	73	1102	122	585	109	946	272	881
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8	7	4	1	6	5	2
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)	11.0	24.0	11.0	24.0	11.4	24.4	11.4	24.4
Total Split (s)	20.0	62.0	16.0	58.0	24.0	86.0	16.0	78.0
Total Split (%)	11.1%	34.4%	8.9%	32.2%	13.3%	47.8%	8.9%	43.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.4	4.4	4.4	4.4
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.4	6.4	6.4	6.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
v/c Ratio	0.29	1.03	0.88	0.54	0.41	0.62	1.13	0.58
Control Delay (s/veh)	37.1	93.5	91.9	49.9	26.1	35.4	139.8	48.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.1	93.5	91.9	49.9	26.1	35.4	139.8	48.4
Queue Length 50th (ft)	54	~723	94	282	63	397	~241	368
Queue Length 95th (ft)	93	#864	#234	358	101	472	m#358	m437
Internal Link Dist (ft)		2075		2016		662		1442
Turn Bay Length (ft)	75		380		200		135	
Base Capacity (vph)	298	1072	138	1081	335	1521	241	1507
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	1.03	0.88	0.54	0.33	0.62	1.13	0.58

Intersection Summary





















Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 67 (37%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: NW 97 Avenue & NW 33 Street



Shelton Academy Phase III
4: NW 97 Avenue & NW 33 Street

2028 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	882	165	116	388	168	104	536	363	258	689	148
Future Volume (veh/h)	69	882	165	116	388	168	104	536	363	258	689	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	73	928	174	122	408	177	109	564	382	272	725	156
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	262	922	173	138	788	338	255	889	602	266	1300	280
Arrive On Green	0.04	0.31	0.31	0.06	0.33	0.33	0.05	0.44	0.44	0.02	0.15	0.15
Sat Flow, veh/h	1753	2963	555	1767	2403	1030	1767	2011	1362	1767	2886	621
Grp Volume(v), veh/h	73	552	550	122	298	287	109	494	452	272	443	438
Grp Sat Flow(s),veh/h/ln	1753	1763	1756	1767	1763	1670	1767	1763	1610	1767	1763	1744
Q Serve(g_s), s	5.1	56.0	56.0	8.5	24.6	25.1	6.1	39.1	39.1	9.6	42.0	42.0
Cycle Q Clear(g_c), s	5.1	56.0	56.0	8.5	24.6	25.1	6.1	39.1	39.1	9.6	42.0	42.0
Prop In Lane	1.00		0.32	1.00		0.62	1.00		0.85	1.00		0.36
Lane Grp Cap(c), veh/h	262	548	546	138	578	548	255	780	712	266	794	786
V/C Ratio(X)	0.28	1.01	1.01	0.88	0.52	0.52	0.43	0.63	0.63	1.02	0.56	0.56
Avail Cap(c_a), veh/h	331	548	546	138	578	548	349	780	712	266	794	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	62.0	62.0	47.5	48.9	49.1	30.7	38.9	38.9	50.3	60.0	60.0
Incr Delay (d2), s/veh	0.2	40.0	40.3	42.6	0.8	0.9	0.4	3.9	4.3	60.6	2.8	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	31.0	31.0	5.4	11.1	10.7	2.6	17.7	16.3	12.2	20.7	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.4	102.0	102.3	90.1	49.7	50.0	31.2	42.8	43.2	110.9	62.8	62.8
LnGrp LOS	D	F	F	F	D	D	C	D	D	F	E	E
Approach Vol, veh/h		1175			707			1055			1153	
Approach Delay, s/veh		98.4			56.8			41.8			74.2	
Approach LOS		F			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	87.5	12.9	65.1	16.0	86.0	16.0	62.0				
Change Period (Y+Rc), s	6.4	6.4	6.0	6.0	6.4	6.4	6.0	6.0				
Max Green Setting (Gmax), s	17.6	71.6	14.0	52.0	9.6	79.6	10.0	56.0				
Max Q Clear Time (g_c+I1), s	8.1	44.0	7.1	27.1	11.6	41.1	10.5	58.0				
Green Ext Time (p_c), s	0.1	1.7	0.0	3.7	0.0	2.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			69.8									
HCM 7th LOS			E									

FUTURE BUILD CONDITIONS

Table 5.1 - 2028 Build Intersection Capacity Analysis Summary

Location	Time	Level of Service ^[1]															
		(1) NW 41 Street & NW 97 Avenue		(1) NW 41 Street & NW 97 Avenue ^[3]		(2) NW 97 Avenue & NW 40 Street Rd		(3) NW 97 Avenue & NW 38 Street		(4) NW 97 Avenue & NW 33 Street		NW 97 Avenue & NW 33 Street ^[3]		(5) NW 40 Street Rd & Driveway 1		(6) NW 38 Street & Driveway 2	
		Signalized		Signalized		Unsignalized		Unsignalized		Signalized		Signalized		Unsignalized		Unsignalized	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	AM	F	88.1	F	88.0					D	41.7	D	38.8				
EBT	AM	D	49.0	E	73.2					F	102.0	E	79.4				
EBR	AM	D	36.9	D	46.3					F	102.3	E	79.7				
EB Approach	AM	D	49.2	E	70.2					F	97.4	E	76.4				
WBL	AM	F	153.7	F	115.5					F	90.1	E	68.1				
WBT	AM	C	32.7	D	39.8					D	52.2	D	48.1				
WBR	AM	C	33.8	D	41.5					D	52.6	D	48.4				
WB Approach	AM	E	57.7	E	55.7	C	16.1	E	45.9	E	58.6	D	51.5	A	9.9		
NBL	AM	F	94.8	F	90.8					C	32.0	D	40.0				
NBT	AM	F	197.8	F	93.0					D	44.4	E	76.7				
NBR	AM	F	203.0	F	96.6					D	44.8	E	77.9				
NB Approach	AM	F	180.9	F	94.2					D	43.4	E	73.6			C	15.3
SBL	AM	F	127.4	F	115.9					F	166.5	F	82.2				
SBT	AM	E	76.8	E	58.2					E	64.2	E	68.3				
SBR	AM	D	51.8	D	44.5					E	64.2	E	68.4				
SB Approach	AM	F	93.7	E	78.3					F	88.9	E	71.7				
Overall	AM	F	80.7	E	72.0					E	74.1	E	70.0				

[1] Delay is average delay per vehicle in seconds
 [2] Approach operates under Free-flow conditions
 [3] Optimized signal timing without changing cycle length

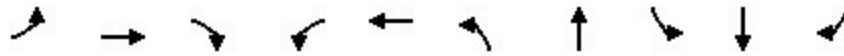
Table 5.2 -2028 Build Intersection Queue Lengths Summary

Location	Time	95th Percentile Queue Lengths (ft)															
		EBL		EBR		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile	Storage (ft)	95 th %tile
(1) NW 41 Street & NW 97 Avenue	AM		95		240		#319				138				#465		24
	AM ^[1]	175	95	150	236	145	#295			120	m123			180	#454	130	22
(2) NW 97 Avenue & NW 40	AM																
(3) NW 97 Avenue & NW 38	AM																
(4) NW 97 Avenue & NW 33 Street	AM		115			380	#235			200	101			135	m#410		
	AM ^[1]	75	107				#228				110				m399		
(5) NW 40 Street Rd & Driveway 1	AM																
(6) NW 38 Street & Driveway 2	AM																

95th percentile volume exceeds capacity, queue may be longer.
 m Volume for 95th percentile queue is metered by upstream signal.
 [1] Optimized signal timing without changing cycle length

Shelton Academy Phase III
1: NW 97 Avenue & NW 41 Street

2028 Build Conditions
AM Peak Hour

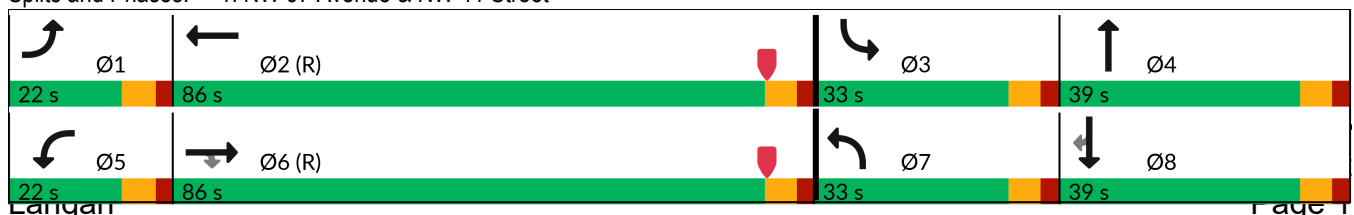


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	97	1796	291	297	930	156	442	492	796	73
Future Volume (vph)	97	1796	291	297	930	156	442	492	796	73
Lane Group Flow (vph)	102	1891	306	313	1223	164	727	518	838	77
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2	7	4	3	8	
Permitted Phases			6							8
Detector Phase	1	6	6	5	2	7	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	16.0	16.0	5.0	16.0	5.0	7.0	5.0	7.0	7.0
Minimum Split (s)	11.6	24.6	24.6	11.6	24.6	11.8	24.8	11.8	24.8	24.8
Total Split (s)	22.0	86.0	86.0	22.0	86.0	33.0	39.0	33.0	39.0	39.0
Total Split (%)	12.2%	47.8%	47.8%	12.2%	47.8%	18.3%	21.7%	18.3%	21.7%	21.7%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.2	2.2	2.2	2.2	2.2	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.6	6.6	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
v/c Ratio	0.56	0.85	0.41	1.08	0.53	0.58	1.14	1.05	0.99	0.17
Control Delay (s/veh)	94.4	49.7	22.8	148.7	33.5	85.4	148.3	125.0	95.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	94.4	49.7	22.8	148.7	33.5	85.4	148.3	125.0	95.2	4.3
Queue Length 50th (ft)	61	728	154	~211	357	100	~490	~341	525	0
Queue Length 95th (ft)	95	791	240	#319	416	138	#632	#465	#721	24
Internal Link Dist (ft)		1738			1414		688		576	
Turn Bay Length (ft)	175		150	145		120		180		130
Base Capacity (vph)	280	2221	753	290	2306	494	636	494	845	452
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.85	0.41	1.08	0.53	0.33	1.14	1.05	0.99	0.17

Intersection Summary

































Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 150 (83%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NW 97 Avenue & NW 41 Street



Shelton Academy Phase III
1: NW 97 Avenue & NW 41 Street

2028 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (veh/h)	97	1796	291	297	930	232	156	442	249	492	796	73
Future Volume (veh/h)	97	1796	291	297	930	232	156	442	249	492	796	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1856	1856	1841	1856	1856	1856	1856	1856	1856	1841
Adj Flow Rate, veh/h	102	1891	306	313	979	244	164	465	262	518	838	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	3	3	3	4	3	3	3	3	3	3	4
Cap, veh/h	138	2235	694	293	1946	484	214	390	218	499	924	409
Arrive On Green	0.04	0.44	0.44	0.09	0.48	0.48	0.02	0.06	0.06	0.15	0.26	0.26
Sat Flow, veh/h	3319	5066	1572	3428	4013	998	3428	2179	1220	3428	3526	1560
Grp Volume(v), veh/h	102	1891	306	313	817	406	164	376	351	518	838	77
Grp Sat Flow(s),veh/h/ln	1659	1689	1572	1714	1675	1661	1714	1763	1636	1714	1763	1560
Q Serve(g_s), s	5.5	59.9	24.3	15.4	29.9	30.0	8.6	32.2	32.2	26.2	41.4	6.9
Cycle Q Clear(g_c), s	5.5	59.9	24.3	15.4	29.9	30.0	8.6	32.2	32.2	26.2	41.4	6.9
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	138	2235	694	293	1625	806	214	315	293	499	924	409
V/C Ratio(X)	0.74	0.85	0.44	1.07	0.50	0.50	0.77	1.19	1.20	1.04	0.91	0.19
Avail Cap(c_a), veh/h	284	2235	694	293	1625	806	499	315	293	499	924	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.3	44.9	34.9	82.3	31.6	31.6	86.8	84.7	84.7	76.9	64.3	51.5
Incr Delay (d2), s/veh	2.9	4.2	2.0	71.4	1.1	2.2	7.9	113.2	118.3	50.5	12.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	25.6	9.7	9.7	12.4	12.6	4.2	25.3	23.9	15.0	20.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.1	49.0	36.9	153.7	32.7	33.8	94.8	197.8	203.0	127.4	76.8	51.8
LnGrp LOS	F	D	D	F	C	C	F	F	F	F	E	D
Approach Vol, veh/h		2299			1536			891			1433	
Approach Delay, s/veh		49.2			57.7			180.9			93.7	
Approach LOS		D			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	93.9	33.0	39.0	22.0	86.0	18.0	54.0				
Change Period (Y+Rc), s	* 6.6	* 6.6	6.8	6.8	* 6.6	* 6.6	6.8	6.8				
Max Green Setting (Gmax), s	* 15	* 79	26.2	32.2	* 15	* 79	26.2	32.2				
Max Q Clear Time (g_c+11), s	7.5	32.0	28.2	34.2	17.4	61.9	10.6	43.4				
Green Ext Time (p_c), s	0.1	3.0	0.0	0.0	0.0	5.8	0.7	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			80.7									
HCM 7th LOS			F									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

**Shelton Academy Phase III
Signal Timing Optimization Modifications
August 2025
330066203
NW 41st Street & NW 97th Avenue**

Morning Peak Hour

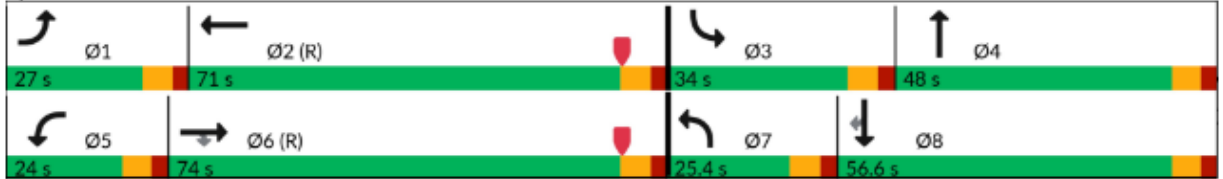
Existing Timing

Splits and Phases: 1: NW 97 Avenue & NW 41 Street



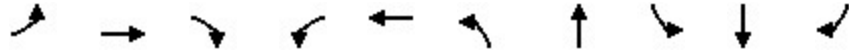
Optimized Timing

Splits and Phases: 1: NW 97 Avenue & NW 41 Street



Shelton Academy Phase III
1: NW 97 Avenue & NW 41 Street

2028 Build Conditions + Optimizations
AM Peak Hour

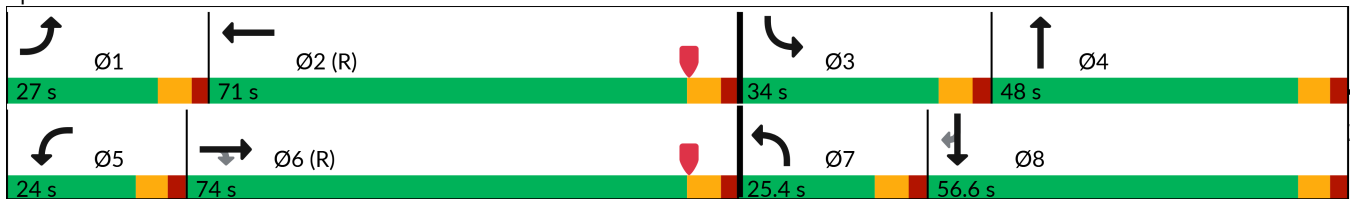


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	97	1796	291	297	930	156	442	492	796	73
Future Volume (vph)	97	1796	291	297	930	156	442	492	796	73
Lane Group Flow (vph)	102	1891	306	313	1223	164	727	518	838	77
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2	7	4	3	8	
Permitted Phases			6							8
Detector Phase	1	6	6	5	2	7	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	16.0	16.0	5.0	16.0	5.0	7.0	5.0	7.0	7.0
Minimum Split (s)	11.6	24.6	24.6	11.6	24.6	11.8	24.8	11.8	24.8	24.8
Total Split (s)	27.0	74.0	74.0	24.0	71.0	25.4	48.0	34.0	56.6	56.6
Total Split (%)	15.0%	41.1%	41.1%	13.3%	39.4%	14.1%	26.7%	18.9%	31.4%	31.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.2	2.2	2.2	2.2	2.2	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.6	6.6	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
v/c Ratio	0.56	0.99	0.45	0.94	0.59	0.58	0.93	1.01	0.82	0.15
Control Delay (s/veh)	94.4	72.9	23.4	115.0	40.6	76.8	101.7	115.9	67.4	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	94.4	72.9	23.4	115.0	40.6	76.8	101.7	115.9	67.4	3.6
Queue Length 50th (ft)	61	~825	141	193	399	101	440	~324	485	0
Queue Length 95th (ft)	95	#937	236	#295	464	m123	m#492	#454	588	22
Internal Link Dist (ft)		1738			1414		688		576	
Turn Bay Length (ft)	175		150	145		120		180		130
Base Capacity (vph)	370	1911	684	333	2067	351	802	513	1017	524
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.99	0.45	0.94	0.59	0.47	0.91	1.01	0.82	0.15

Intersection Summary























Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 150 (83%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NW 97 Avenue & NW 41 Street



Shelton Academy Phase III
1: NW 97 Avenue & NW 41 Street

2028 Build Conditions + Optimizations
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	1796	291	297	930	232	156	442	249	492	796	73
Future Volume (veh/h)	97	1796	291	297	930	232	156	442	249	492	796	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1856	1856	1841	1856	1856	1856	1856	1856	1856	1841
Adj Flow Rate, veh/h	102	1891	306	313	979	244	164	465	262	518	838	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	3	3	3	4	3	3	3	3	3	3	4
Cap, veh/h	139	1916	595	331	1738	432	207	490	275	518	1113	492
Arrive On Green	0.04	0.38	0.38	0.10	0.43	0.43	0.08	0.30	0.30	0.15	0.32	0.32
Sat Flow, veh/h	3319	5066	1572	3428	4013	998	3428	2179	1220	3428	3526	1560
Grp Volume(v), veh/h	102	1891	306	313	817	406	164	376	351	518	838	77
Grp Sat Flow(s),veh/h/ln	1659	1689	1572	1714	1675	1661	1714	1763	1636	1714	1763	1560
Q Serve(g_s), s	5.5	66.7	27.0	16.3	32.9	33.0	8.5	37.5	37.9	27.2	38.4	6.4
Cycle Q Clear(g_c), s	5.5	66.7	27.0	16.3	32.9	33.0	8.5	37.5	37.9	27.2	38.4	6.4
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	139	1916	595	331	1451	719	207	397	368	518	1113	492
V/C Ratio(X)	0.73	0.99	0.51	0.94	0.56	0.56	0.79	0.95	0.95	1.00	0.75	0.16
Avail Cap(c_a), veh/h	376	1916	595	331	1451	719	354	403	374	518	1113	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.2	55.5	43.2	80.8	38.2	38.3	81.6	62.0	62.2	76.4	55.3	44.3
Incr Delay (d2), s/veh	2.8	17.7	3.2	34.7	1.6	3.2	9.2	31.3	34.5	39.5	2.9	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	31.1	11.1	8.8	13.8	14.1	3.9	19.5	18.6	14.8	17.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.0	73.2	46.3	115.5	39.8	41.5	90.8	93.3	96.6	115.9	58.2	44.5
LnGrp LOS	F	E	D	F	D	D	F	F	F	F	E	D
Approach Vol, veh/h		2299			1536			891			1433	
Approach Delay, s/veh		70.2			55.7			94.2			78.3	
Approach LOS		E			E			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	84.6	34.0	47.3	24.0	74.7	17.7	63.6				
Change Period (Y+Rc), s	* 6.6	* 6.6	6.8	6.8	* 6.6	* 6.6	6.8	6.8				
Max Green Setting (Gmax), s	* 20	* 64	27.2	41.2	* 17	* 67	18.6	49.8				
Max Q Clear Time (g_c+1), s	7.5	35.0	29.2	39.9	18.3	68.7	10.5	40.4				
Green Ext Time (p_c), s	0.1	3.0	0.0	0.6	0.0	0.0	0.4	3.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			72.0									
HCM 7th LOS			E									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	106	780	64	211	1246
Future Vol, veh/h	45	106	780	64	211	1246
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	49	115	848	70	229	1354

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2018	459	0	0	917
Stage 1	883	-	-	-	-
Stage 2	1136	-	-	-	-
Critical Hdwy	5	5	-	-	4.16
Critical Hdwy Stg 1	5	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.23
Pot Cap-1 Maneuver	150	764	-	-	733
Stage 1	497	-	-	-	-
Stage 2	383	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	103	764	-	-	733
Mov Cap-2 Maneuver	198	-	-	-	-
Stage 1	497	-	-	-	-
Stage 2	263	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.05	0	1.76
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	198	764	733	-
HCM Lane V/C Ratio	-	-	0.247	0.151	0.313	-
HCM Ctrl Dly (s/v)	-	-	29	10.6	12.1	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0.9	0.5	1.3	-

Intersection						
Int Delay, s/veh	7.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕		↙	↕
Traffic Vol, veh/h	186	161	723	162	234	1057
Future Vol, veh/h	186	161	723	162	234	1057
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	130	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	202	175	786	176	254	1149

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1957	481	0	0	962	0
Stage 1	874	-	-	-	-	-
Stage 2	1083	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.16	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.23	-
Pot Cap-1 Maneuver	~ 161	747	-	-	705	-
Stage 1	502	-	-	-	-	-
Stage 2	405	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 103	747	-	-	705	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	259	-	-	-	-	-

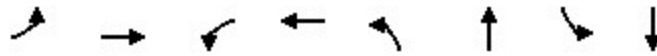
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	45.88	0	2.35
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	231	747	705	-
HCM Lane V/C Ratio	-	-	0.876	0.234	0.361	-
HCM Ctrl Dly (s/v)	-	-	75.8	11.3	13	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	7.1	0.9	1.6	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Shelton Academy Phase III
4: NW 97 Avenue & NW 33 Street

2028 Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	88	882	116	388	104	594	280	723
Future Volume (vph)	88	882	116	388	104	594	280	723
Lane Group Flow (vph)	93	1102	122	624	109	1007	295	928
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8	7	4	1	6	5	2
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)	11.0	24.0	11.0	24.0	11.4	24.4	11.4	24.4
Total Split (s)	20.0	62.0	16.0	58.0	24.0	86.0	16.0	78.0
Total Split (%)	11.1%	34.4%	8.9%	32.2%	13.3%	47.8%	8.9%	43.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.4	4.4	4.4	4.4
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.4	6.4	6.4	6.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
v/c Ratio	0.38	1.03	0.88	0.59	0.44	0.67	1.33	0.62
Control Delay (s/veh)	39.1	93.5	92.7	50.8	26.9	38.2	212.1	50.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.1	93.5	92.7	50.8	26.9	38.2	212.1	50.2
Queue Length 50th (ft)	70	~723	94	302	63	451	~321	405
Queue Length 95th (ft)	115	#864	#235	382	101	530	m#410	m445
Internal Link Dist (ft)		2075		2016		662		1442
Turn Bay Length (ft)	75		380		200		135	
Base Capacity (vph)	277	1072	138	1061	319	1513	222	1507
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	1.03	0.88	0.59	0.34	0.67	1.33	0.62

Intersection Summary

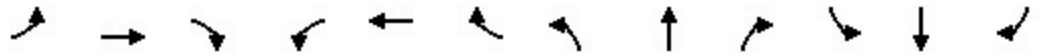
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 67 (37%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: NW 97 Avenue & NW 33 Street



Shelton Academy Phase III
4: NW 97 Avenue & NW 33 Street

2028 Build Conditions
AM Peak Hour



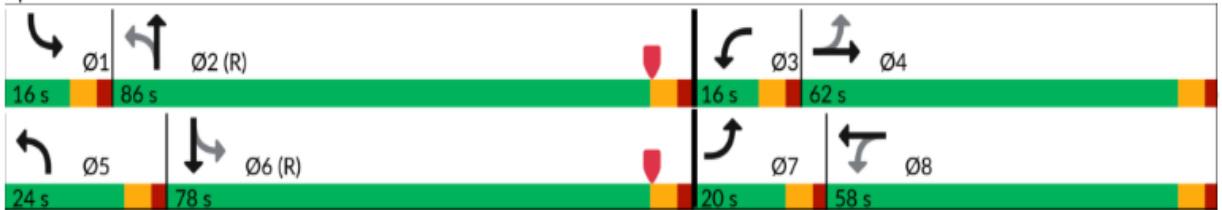
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	88	882	165	116	388	205	104	594	363	280	723	159
Future Volume (veh/h)	88	882	165	116	388	205	104	594	363	280	723	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	93	928	174	122	408	216	109	625	382	295	761	167
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	253	922	173	138	715	374	241	930	568	249	1295	284
Arrive On Green	0.05	0.31	0.31	0.06	0.32	0.32	0.05	0.44	0.44	0.02	0.15	0.15
Sat Flow, veh/h	1753	2963	555	1767	2237	1171	1767	2102	1285	1767	2874	631
Grp Volume(v), veh/h	93	552	550	122	321	303	109	524	483	295	467	461
Grp Sat Flow(s),veh/h/ln	1753	1763	1756	1767	1763	1645	1767	1763	1624	1767	1763	1742
Q Serve(g_s), s	6.5	56.0	56.0	8.5	27.2	27.7	6.1	42.5	42.5	9.6	44.5	44.5
Cycle Q Clear(g_c), s	6.5	56.0	56.0	8.5	27.2	27.7	6.1	42.5	42.5	9.6	44.5	44.5
Prop In Lane	1.00		0.32	1.00		0.71	1.00		0.79	1.00		0.36
Lane Grp Cap(c), veh/h	253	548	546	138	564	526	241	780	718	249	794	785
V/C Ratio(X)	0.37	1.01	1.01	0.88	0.57	0.58	0.45	0.67	0.67	1.19	0.59	0.59
Avail Cap(c_a), veh/h	307	548	546	138	564	526	334	780	718	249	794	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	62.0	62.0	47.5	50.9	51.1	31.5	39.8	39.8	49.7	61.0	61.0
Incr Delay (d2), s/veh	0.3	40.0	40.3	42.6	1.4	1.6	0.5	4.6	5.0	116.8	3.2	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	31.0	31.0	5.4	12.3	11.7	2.6	19.3	17.9	14.9	21.9	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.7	102.0	102.3	90.1	52.2	52.6	32.0	44.4	44.8	166.5	64.2	64.2
LnGrp LOS	D	F	F	F	D	D	C	D	D	F	E	E
Approach Vol, veh/h		1195			746			1116			1223	
Approach Delay, s/veh		97.4			58.6			43.4			88.9	
Approach LOS		F			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	87.5	14.4	63.6	16.0	86.0	16.0	62.0				
Change Period (Y+Rc), s	6.4	6.4	6.0	6.0	6.4	6.4	6.0	6.0				
Max Green Setting (Gmax), s	17.6	71.6	14.0	52.0	9.6	79.6	10.0	56.0				
Max Q Clear Time (g_c+11), s	8.1	46.5	8.5	29.7	11.6	44.5	10.5	58.0				
Green Ext Time (p_c), s	0.1	1.8	0.0	3.9	0.0	2.2	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			74.1									
HCM 7th LOS			E									

**Shelton Academy Phase III
Signal Timing Optimization Modifications
August 2025
330066203
NW 97th Avenue & NW 33rd Street**

Morning Peak Hour

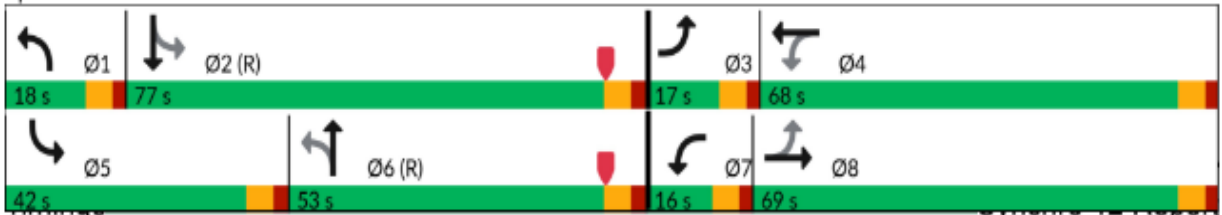
Existing Timing

Splits and Phases: 4: NW 97 Avenue & NW 33 Street



Optimized Timing

Splits and Phases: 4: NW 97 Avenue & NW 33 Street



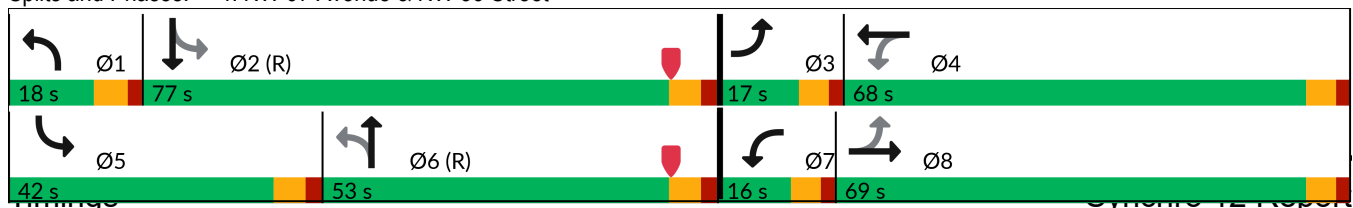


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	88	882	116	388	104	594	280	723
Future Volume (vph)	88	882	116	388	104	594	280	723
Lane Group Flow (vph)	93	1102	122	624	109	1007	295	928
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8	7	4	1	6	5	2
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)	11.0	24.0	11.0	24.0	11.4	24.4	11.4	24.4
Total Split (s)	17.0	69.0	16.0	68.0	18.0	53.0	42.0	77.0
Total Split (%)	9.4%	38.3%	8.9%	37.8%	10.0%	29.4%	23.3%	42.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.4	4.4	4.4	4.4
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.4	6.4	6.4	6.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
v/c Ratio	0.35	0.94	0.88	0.53	0.48	0.95	0.92	0.66
Control Delay (s/veh)	34.3	71.2	91.3	44.3	35.0	73.8	95.6	53.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.3	71.2	91.3	44.3	35.0	73.8	95.6	53.8
Queue Length 50th (ft)	65	651	93	281	69	596	317	410
Queue Length 95th (ft)	107	#757	#228	348	110	#821	m399	m514
Internal Link Dist (ft)		2075		2016		662		1442
Turn Bay Length (ft)	75		380		200		135	
Base Capacity (vph)	281	1205	138	1190	241	1058	382	1407
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.91	0.88	0.52	0.45	0.95	0.77	0.66

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 67 (37%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: NW 97 Avenue & NW 33 Street



Shelton Academy Phase III
4: NW 97 Avenue & NW 33 Street

2028 Build Conditions + Optimizations
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	882	165	116	388	205	104	594	363	280	723	159
Future Volume (veh/h)	88	882	165	116	388	205	104	594	363	280	723	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	93	928	174	122	408	216	109	625	382	295	761	167
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	274	991	186	154	771	403	233	695	425	316	1209	265
Arrive On Green	0.05	0.33	0.33	0.06	0.34	0.34	0.05	0.33	0.33	0.05	0.14	0.14
Sat Flow, veh/h	1753	2963	555	1767	2237	1171	1767	2102	1285	1767	2874	631
Grp Volume(v), veh/h	93	552	550	122	321	303	109	524	483	295	467	461
Grp Sat Flow(s),veh/h/ln	1753	1763	1756	1767	1763	1645	1767	1763	1624	1767	1763	1742
Q Serve(g_s), s	6.3	54.6	54.7	8.1	26.2	26.7	7.3	51.0	51.0	23.2	45.0	45.0
Cycle Q Clear(g_c), s	6.3	54.6	54.7	8.1	26.2	26.7	7.3	51.0	51.0	23.2	45.0	45.0
Prop In Lane	1.00		0.32	1.00		0.71	1.00		0.79	1.00		0.36
Lane Grp Cap(c), veh/h	274	590	587	154	607	567	233	583	537	316	741	733
V/C Ratio(X)	0.34	0.94	0.94	0.79	0.53	0.54	0.47	0.90	0.90	0.93	0.63	0.63
Avail Cap(c_a), veh/h	302	617	614	154	607	567	256	583	537	416	741	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	58.0	58.1	45.7	47.3	47.4	39.4	57.4	57.4	60.8	64.3	64.3
Incr Delay (d2), s/veh	0.3	21.4	21.6	22.5	0.9	1.0	0.5	19.3	20.6	21.4	4.0	4.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	27.7	27.7	4.5	11.8	11.2	3.2	25.6	23.8	16.2	22.3	22.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.8	79.4	79.7	68.1	48.1	48.4	40.0	76.7	77.9	82.2	68.3	68.4
LnGrp LOS	D	E	E	E	D	D	D	E	E	F	E	E
Approach Vol, veh/h		1195			746			1116			1223	
Approach Delay, s/veh		76.4			51.5			73.6			71.7	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	82.1	14.2	68.0	31.9	65.9	16.0	66.2				
Change Period (Y+Rc), s	6.4	6.4	6.0	6.0	6.4	6.4	6.0	6.0				
Max Green Setting (Gmax), s	11.6	70.6	11.0	62.0	35.6	46.6	10.0	63.0				
Max Q Clear Time (g_c+I1), s	9.3	47.0	8.3	28.7	25.2	53.0	10.1	56.7				
Green Ext Time (p_c), s	0.0	1.8	0.0	4.2	0.3	0.0	0.0	3.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			70.0									
HCM 7th LOS			E									

DRIVEWAY

Intersection						
Int Delay, s/veh	4.1					
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	17	58	128	147	30	35
Future Vol, veh/h	17	58	128	147	30	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	18	63	139	160	33	38

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	490	52	71	0	0
Stage 1	52	-	-	-	-
Stage 2	438	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-
Pot Cap-1 Maneuver	536	1013	1523	-	-
Stage 1	968	-	-	-	-
Stage 2	648	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	487	1013	1523	-	-
Mov Cap-2 Maneuver	487	-	-	-	-
Stage 1	880	-	-	-	-
Stage 2	648	-	-	-	-

Approach	WB	SE	NW
HCM Ctrl Dly, s/v	9.91	3.54	0
HCM LOS	A		

Minor Lane/Major Mvmt	NWT	NWRWBLn1	SEL	SET
Capacity (veh/h)	-	-	814	1523
HCM Lane V/C Ratio	-	-	0.1	0.091
HCM Ctrl Dly (s/v)	-	-	9.9	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	65	331	0	164	215	0
Future Vol, veh/h	65	331	0	164	215	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	71	360	0	178	234	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	430	0	429
Stage 1	-	-	-	-	251
Stage 2	-	-	-	-	178
Critical Hdwy	-	-	4.13	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.227	-	3.527
Pot Cap-1 Maneuver	-	-	1124	-	581
Stage 1	-	-	-	-	789
Stage 2	-	-	-	-	850
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1124	-	581
Mov Cap-2 Maneuver	-	-	-	-	581
Stage 1	-	-	-	-	789
Stage 2	-	-	-	-	850

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	581	-	-	-	1124	-
HCM Lane V/C Ratio	0.402	-	-	-	-	-
HCM Ctrl Dly (s/v)	15.3	0	-	-	0	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	1.9	-	-	-	0	-

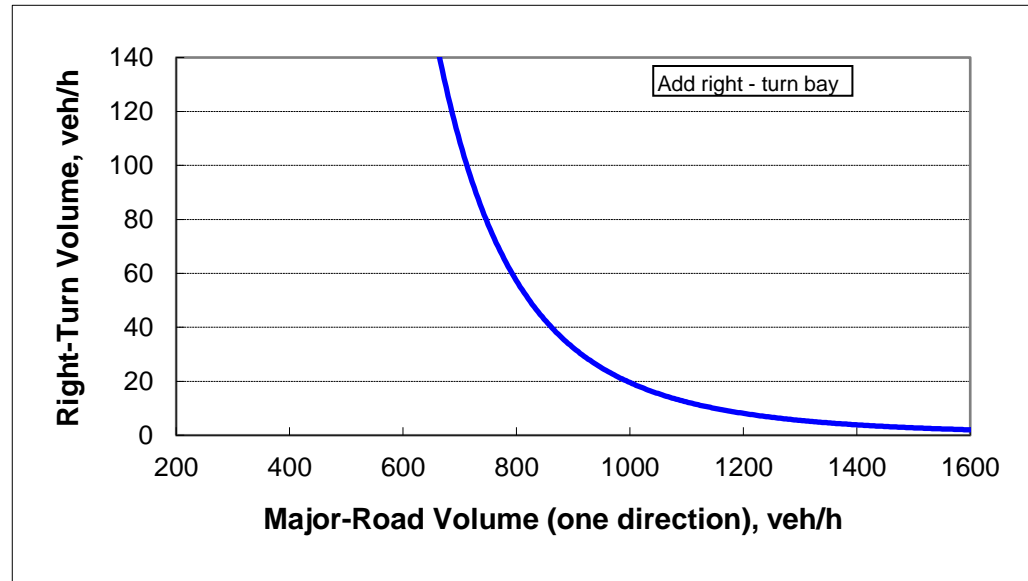
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	396
Right-turn volume, veh/h:	331

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	1697
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



APPENDIX H
COMMITTED DEVELOPMENTS

TRAFFIC IMPACT ANALYSIS

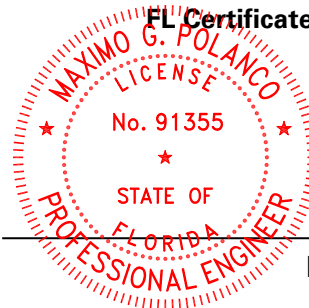
For

Oasis at Doral
Doral, Florida

Prepared For:
The Apollo Companies
2875 NE 191st Street, Suite PH-4
Aventura, FL 33180

Prepared By:
Langan Engineering & Environmental Services, LLC
1221 Brickell Avenue, Suite 1800
Miami, FL 33131

FL Certificate of Authorization No: 6601



This item has been digitally signed and sealed by Maximo Polanco, PE on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Maximo G. Polanco, P.E.
P.E. License No. 91355

A handwritten signature in blue ink, appearing to read "E. Schwarz".

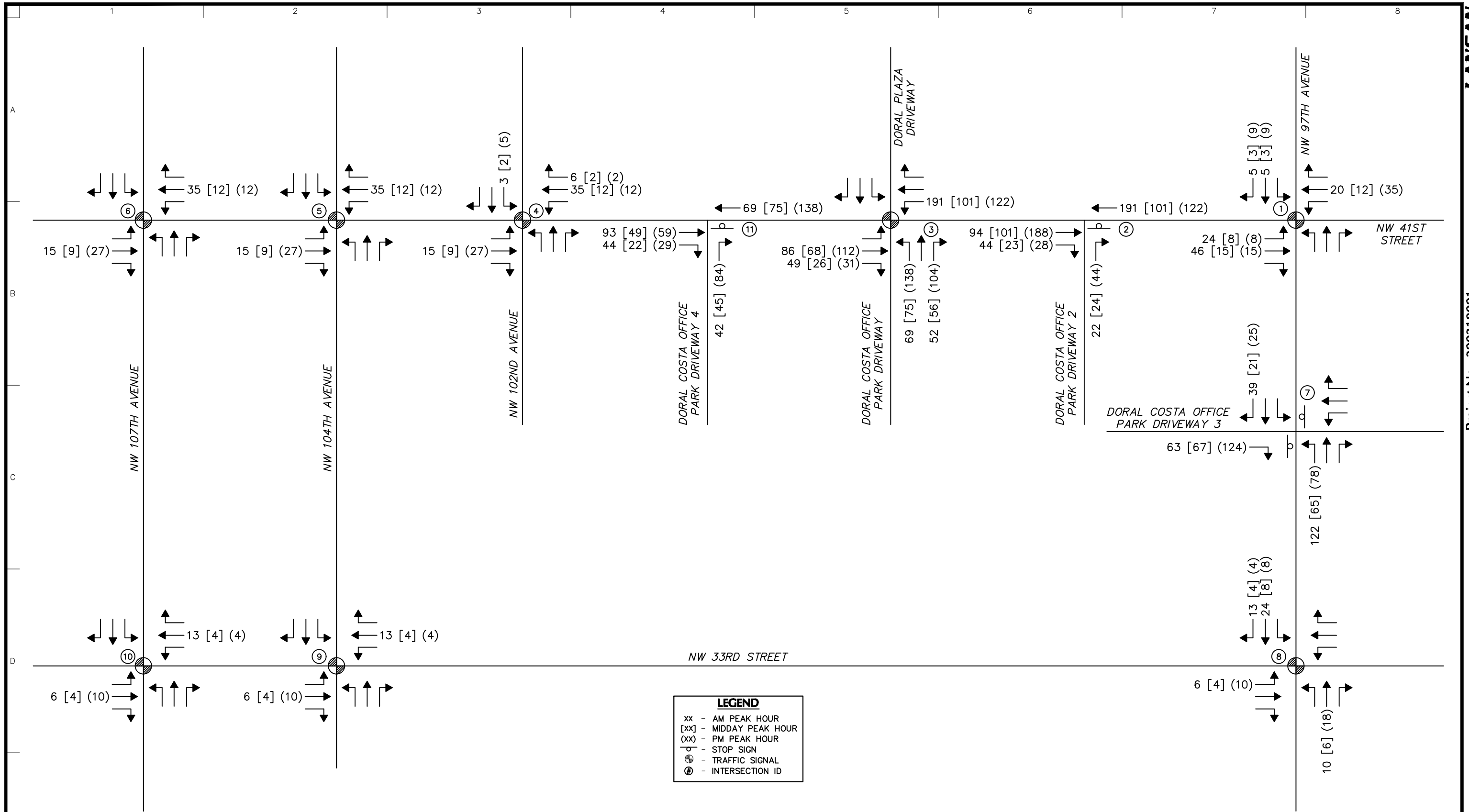
Eric Schwarz, P.E., LEED AP
Principal/Vice President

December 2023;
May 2024;
August 2024;
October 2024;
November 2024;
December 2024;
January 2025;

Revised: May 2025;

LANGAN

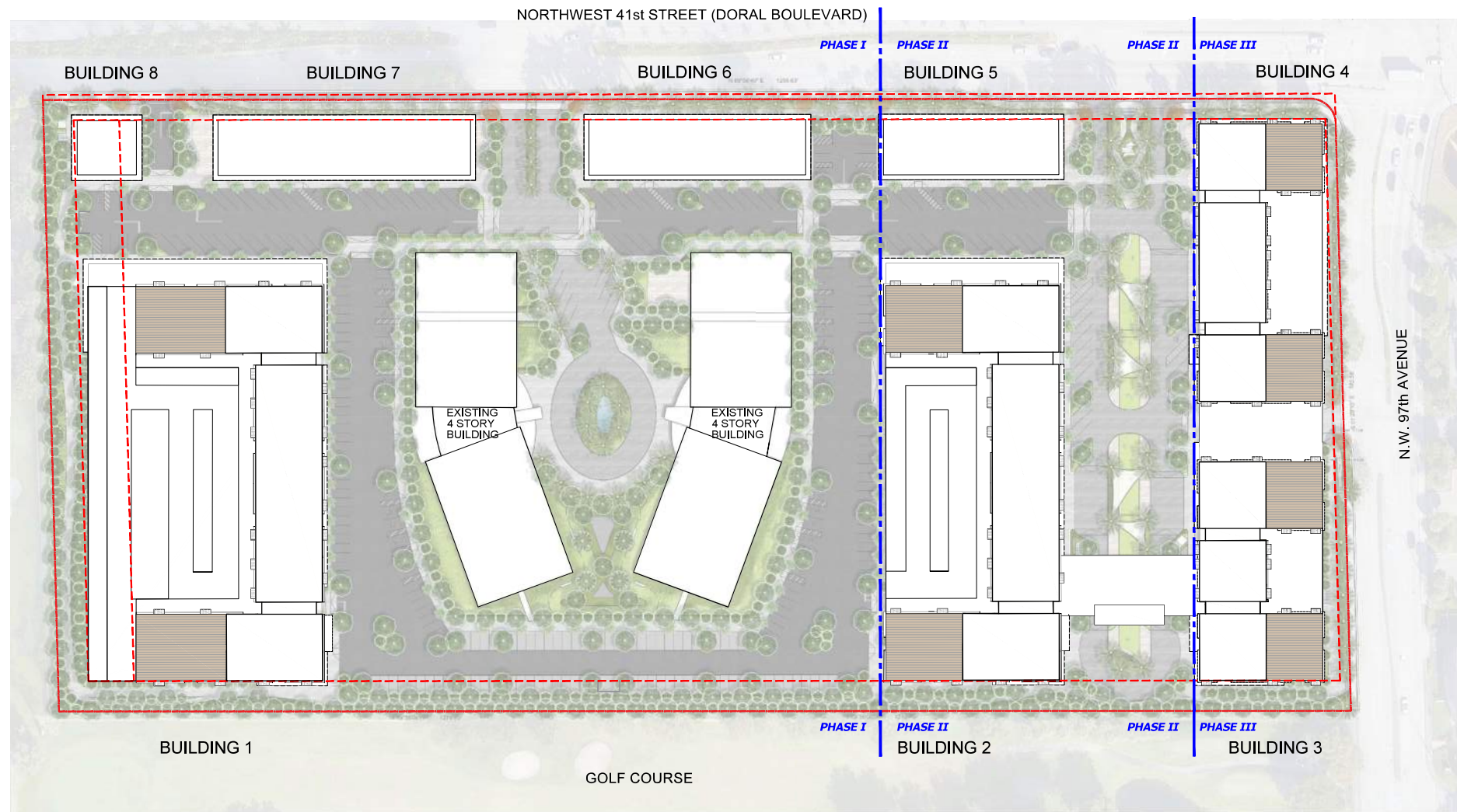
300318001



LEGEND

- xx - AM PEAK HOUR
- [xx] - MIDDAY PEAK HOUR
- (xx) - PM PEAK HOUR
- ⊘ - STOP SIGN
- ⊙ - TRAFFIC SIGNAL
- ⊕ - INTERSECTION ID

<p>LANGAN Langan Engineering and Environmental Services, Inc. 1221 Brickell Avenue Suite 1800 Miami, FL 33131 P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATION OF AUTHORIZATION No. 00006601</p>	Project	Drawing Title	Project No.	Figure
	OASIS AT DORAL	PROJECT TRAFFIC	300318001	6
MIAMI-DADE DORAL FLORIDA	Date	Drawn By	Checked By	
	OCTOBER 2024	JSP	MGP	



OASIS AT DORAL
MIXED USE RESIDENTIAL

OWNER:	THE APOLLO COMPANIES
ARCHITECT:	ARQUITECTONICA ARQUITECTONICA 2900 Oak Ave Miami, Florida 33133 Tel (305) 372-1812 www.arquitectonica.com
CIVIL ENGINEER:	LANGAN
LAND ATTORNEY:	HOLLAND & KNIGHT
LANDSCAPE:	ArquitectonicaGEO
TRAFFIC ENGINEER:	LANGAN

PHASE I				
	SQUARE FOOTAGE	RESIDENTIAL UNITS	APPROVED PARKING PURSUANT TO RESO. 25-122	
			APPROVED REDUCTION 15.4%	PARKING PROVIDED
BUILDING 1				
RESIDENTIAL GSF	272,989	229 UNITS	343 SPACES	343 SPACES
AMENITIES GSF	32,007			
COMMERCIAL/SHOPPING CENTER GSF	262,474		64 SPACES	64 SPACES
BUILDING 2				
RESIDENTIAL GSF	247,828	212 UNITS	319 SPACES	319 SPACES
AMENITIES GSF	30,465			
COMMERCIAL/SHOPPING CENTER GSF	40,029		99 SPACES	99 SPACES
BUILDING 3-4				
RESIDENTIAL GSF	212,581	182 UNITS	273 SPACES	273 SPACES
AMENITIES GSF	33,835			
COMMERCIAL/SHOPPING CENTER GSF	38,690		96 SPACES	96 SPACES
BUILDING 5				
COMMERCIAL/SHOPPING CENTER GSF	9,488		24 SPACES	24 SPACES
BUILDING 6				
COMMERCIAL/SHOPPING CENTER GSF	11,742		30 SPACES	30 SPACES
BUILDING 7				
COMMERCIAL/SHOPPING CENTER GSF	13,686		34 SPACES	34 SPACES
BUILDING 8				
COMMERCIAL/SHOPPING CENTER GSF	3,300		8 SPACES	8 SPACES
EXISTING OFFICE BUILDINGS				
OFFICE GSF	282,816		703 SPACES	703 SPACES
COMMERCIAL/SHOPPING CENTER GSF	12,000		30 SPACES	30 SPACES
TOTAL	871,014	229 UNITS	1,212 SPACES	1,212 SPACES

AFFORDABLE HOUSING: 83 Units | 40.61%

PHASE II				
	SQUARE FOOTAGE	RESIDENTIAL UNITS	APPROVED PARKING PURSUANT TO RESO. 25-122	
			APPROVED REDUCTION 15.4%	PARKING PROVIDED
BUILDING 1				
RESIDENTIAL GSF	272,989	229 UNITS	343 SPACES	343 SPACES
AMENITIES GSF	32,007			
COMMERCIAL/SHOPPING CENTER GSF	262,474		64 SPACES	64 SPACES
BUILDING 2				
RESIDENTIAL GSF	247,828	212 UNITS	319 SPACES	319 SPACES
AMENITIES GSF	30,465			
COMMERCIAL/SHOPPING CENTER GSF	40,029		99 SPACES	99 SPACES
BUILDING 3-4				
RESIDENTIAL GSF	212,581	182 UNITS	273 SPACES	273 SPACES
AMENITIES GSF	33,835			
COMMERCIAL/SHOPPING CENTER GSF	38,690		96 SPACES	96 SPACES
BUILDING 5				
COMMERCIAL/SHOPPING CENTER GSF	9,488		24 SPACES	24 SPACES
BUILDING 6				
COMMERCIAL/SHOPPING CENTER GSF	11,742		30 SPACES	30 SPACES
BUILDING 7				
COMMERCIAL/SHOPPING CENTER GSF	13,686		34 SPACES	34 SPACES
BUILDING 8				
COMMERCIAL/SHOPPING CENTER GSF	3,300		8 SPACES	8 SPACES
EXISTING OFFICE BUILDINGS				
OFFICE GSF	250,816		703 SPACES	703 SPACES
COMMERCIAL/SHOPPING CENTER GSF	12,000		30 SPACES	30 SPACES
TOTAL	1,186,824	441 UNITS	1,654 SPACES	1,654 SPACES

AFFORDABLE HOUSING: 177 Units | 40.14%

PHASE III				
	SQUARE FOOTAGE	RESIDENTIAL UNITS	APPROVED PARKING PURSUANT TO RESO. 25-122	
			APPROVED REDUCTION 15.4%	PARKING PROVIDED
BUILDING 1				
RESIDENTIAL GSF	272,989	229 UNITS	343 SPACES	343 SPACES
AMENITIES GSF	32,007			
COMMERCIAL/SHOPPING CENTER GSF	262,474		64 SPACES	64 SPACES
BUILDING 2				
RESIDENTIAL GSF	247,828	212 UNITS	319 SPACES	319 SPACES
AMENITIES GSF	30,465			
COMMERCIAL/SHOPPING CENTER GSF	40,029		99 SPACES	99 SPACES
BUILDING 3-4				
RESIDENTIAL GSF	212,581	182 UNITS	273 SPACES	273 SPACES
AMENITIES GSF	33,835			
COMMERCIAL/SHOPPING CENTER GSF	38,690		96 SPACES	96 SPACES
BUILDING 5				
COMMERCIAL/SHOPPING CENTER GSF	9,488		24 SPACES	24 SPACES
BUILDING 6				
COMMERCIAL/SHOPPING CENTER GSF	11,742		30 SPACES	30 SPACES
BUILDING 7				
COMMERCIAL/SHOPPING CENTER GSF	13,686		34 SPACES	34 SPACES
BUILDING 8				
COMMERCIAL/SHOPPING CENTER GSF	3,300		8 SPACES	8 SPACES
EXISTING OFFICE BUILDINGS				
OFFICE GSF	250,816		703 SPACES	703 SPACES
COMMERCIAL/SHOPPING CENTER GSF	12,000		30 SPACES	30 SPACES
TOTAL	1,471,930	623 UNITS	2,023 SPACES	2,023 SPACES

AFFORDABLE HOUSING: 250 Units | 40.13%

SEAL/SIGNATURE/DATE:

Arquitectonica International Corporation. This item has been digitally signed and sealed by Sherril Gutierrez, AIA on the date below. I am the author of this document. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.
2025.05.01 16:26:22-04'00'

PROJECT STATUS: MAY 01, 2025

ISSUE	DESCRIPTION	DATE

PROJECT NUMBER:

SCALE:

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DRAWING NAME:
CONCEPTUAL PHASING DIAGRAM

A-002

APPENDIX I
TRIP GENERATION DATA

**TRIP GENERATION ANALYSIS
SHELTON ACADEMY PHASE 3**

DAILY

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
<u>Existing Uses</u> Private School (K-12)	532	600 Students	T = 2.48 (X)	50%	50%	744	744	1,488
<u>Proposed Uses</u> Private School (K-12)	532	1,000 Students	T = 2.48 (X)	50%	50%	1,240	1,240	2,480
Difference						496	496	992

MORNING PEAK HOUR

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
<u>Existing Uses</u> Private School (K-12)	532	600 Students	T = 0.77 (X) + 13.81	63%	37%	300	176	476
<u>Proposed Uses</u> Private School (K-12)	532	1,000 Students	T = 0.77 (X) + 13.81	63%	37%	494	290	784
Difference						194	114	308

AFTERNOON PEAK HOUR

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
<u>Existing Uses</u> Private School (K-12)	532	600 Students	T = 0.17 (X)	43%	57%	44	58	102
<u>Proposed Uses</u> Private School (K-12)	532	1,000 Students	T = 0.17 (X)	43%	57%	73	97	170
Difference						29	39	68

Private School (K-12) (532)

Vehicle Trip Ends vs: Students
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Students: 537

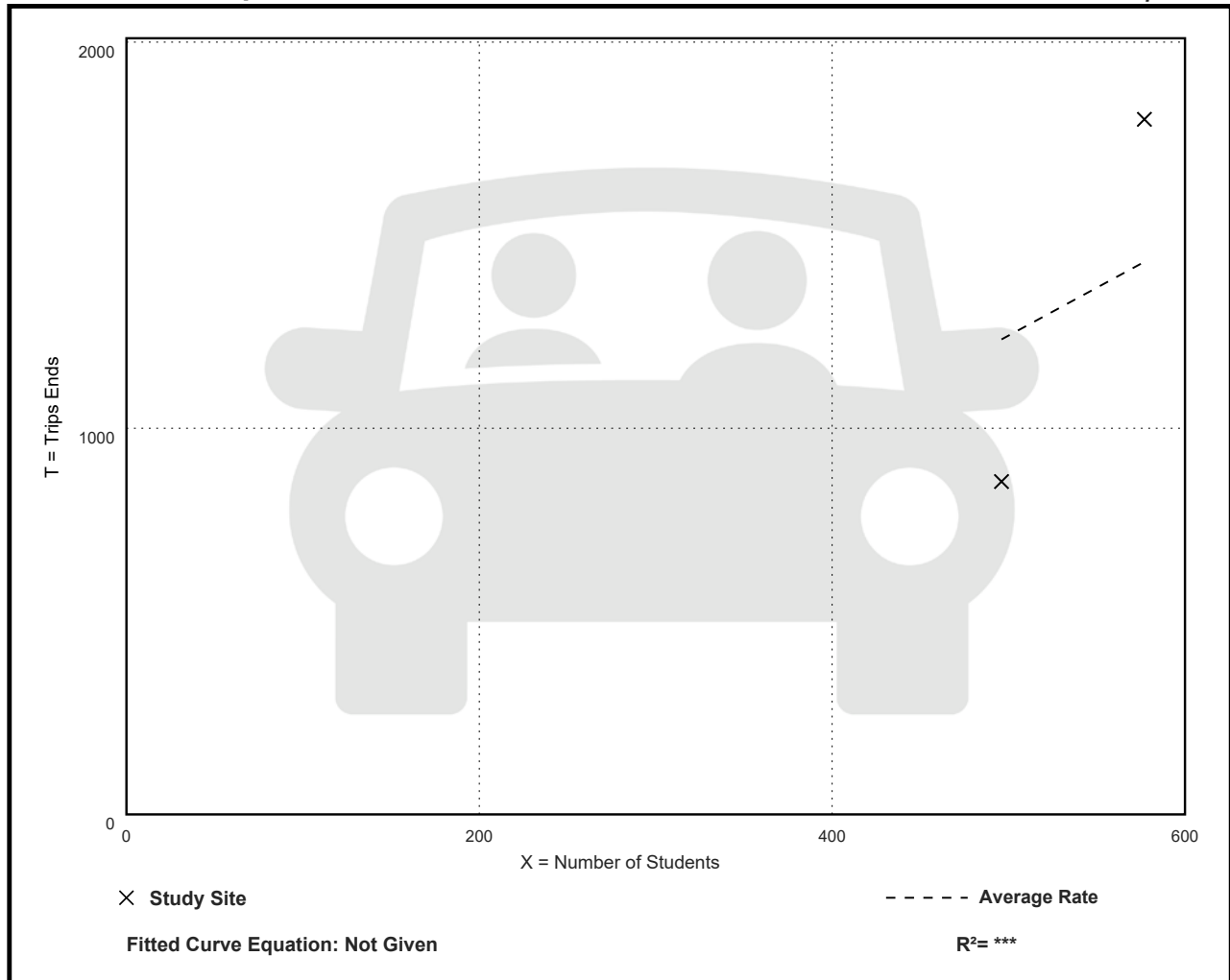
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
2.48	1.74 - 3.12	***

Data Plot and Equation

Caution – Small Sample Size



Private School (K-12) (532)

Vehicle Trip Ends vs: Students

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

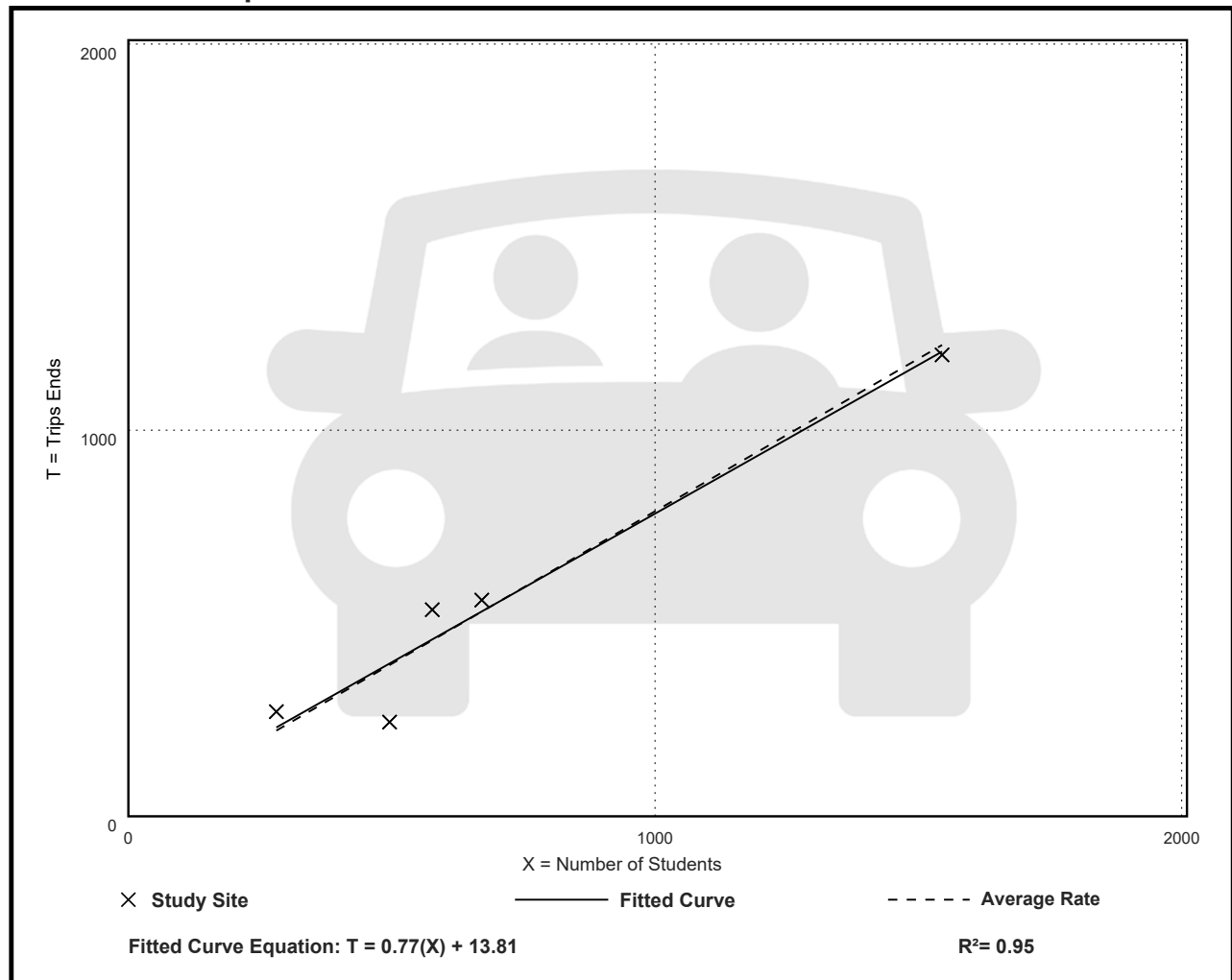
Avg. Num. of Students: 714

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.49 - 0.96	0.15

Data Plot and Equation



Private School (K-12) (532)

Vehicle Trip Ends vs: Students

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 3

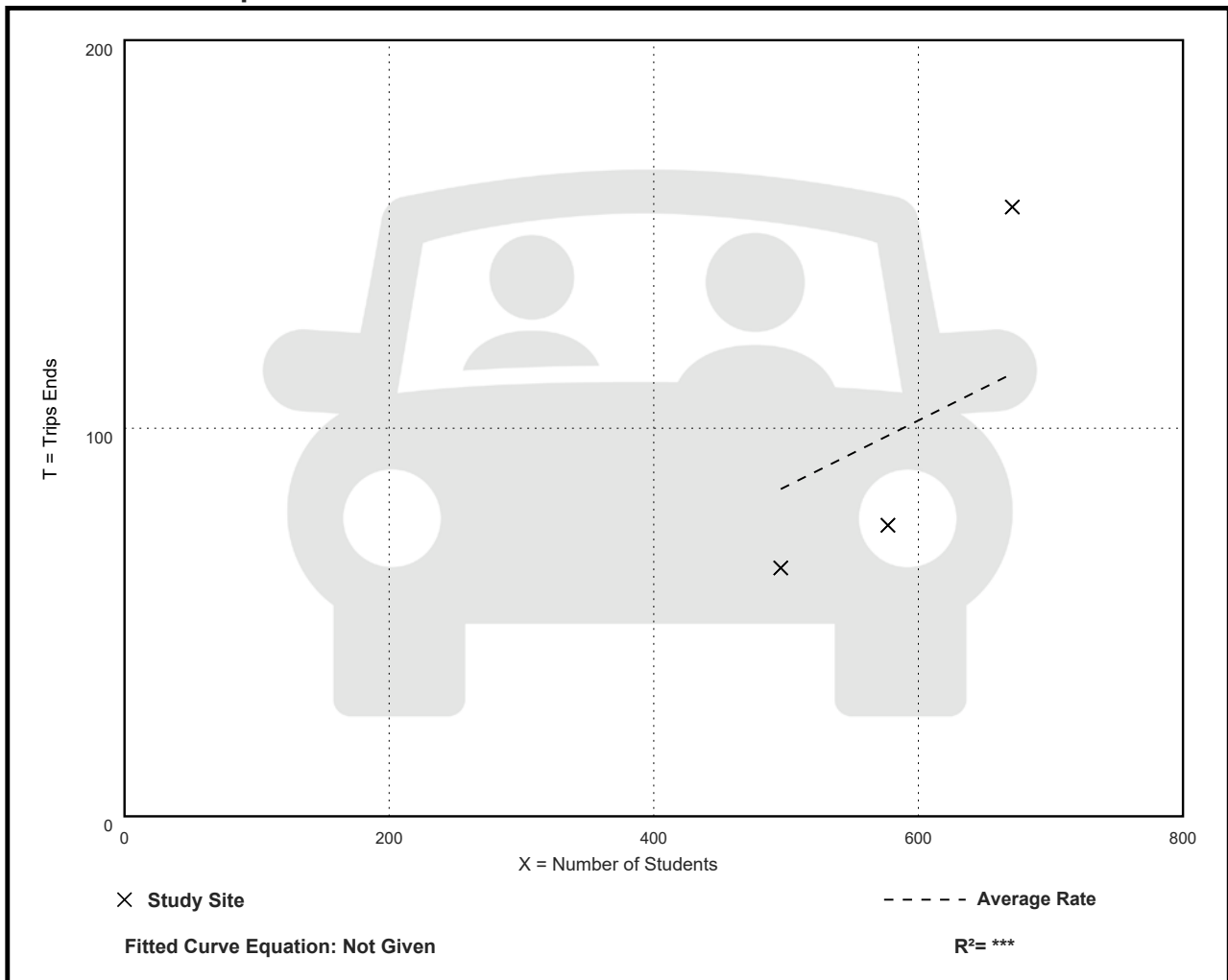
Avg. Num. of Students: 581

Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.17	0.13 - 0.23	0.06

Data Plot and Equation



APPENDIX J
ACCUMULATION CALCULATIONS

ACCUMULATION ASSESSMENT DW-1

Two (2) Arrival/Dismissal Shifts

(This form is used to assess the impact of the accumulation of loading vehicles staged at dismissal time)

New School Name	SHELTON ACADEMY PHASE 3	
Surrogate School Name	SHELTON ACADEMY PHASE 3	
Date / Day / Time	14-May-25	(collect maximum accumulation of staged loading vehicles at or around
of Data Collection	7:00 am to 9:00 am	dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment	189	students, E (verified by school staff on same date as data collection)
Capacity of New School	330	student stations, C: (max # students for each separate dismissal period @ 30 minute intervals, imposed p/u 'window' and 30% to aftercare.)
Multiplier ²	1.75	[C / E]
Surrogate Accumulations ³	16	passenger vehicles (including commercial vans)
	0	large school buses
	0	student vehicles (for high schools only)
Projected Accumulations	28	passenger vehicles
	0	large school buses
	0	student vehicles
Provided Spaces ⁴	35	passenger vehicles (legal staging areas on and contiguous to site)
	0	large school buses
	0	student vehicles (legal parking on and contiguous to site)
Percent Accommodated ⁵	125%	passenger vehicles
Parameters Used		
Enrollment on Day Collected	572	students
Proposed Enrollment	1000	students
Vehicle Length	22	feet
Queue Length Accommodated	765	feet
Percent of Traffic using DW-2	33%	passenger vehicles

² This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

³ These are all school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school site.

⁴ Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is **required**. Onstreet bus loading bays are required to have a minimum 14 foot width, onstreet passenger vehicle loading bays are required to have a minimum 10 foot width, and onstreet passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

⁵ This is calculated as, [(Provided Spaces / Projected Accumulations) x 100], for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

Please print data collector name, title, mailing address, and telephone number:

Signature of Data Collector

ACCUMULATION ASSESSMENT DW-2

Two (2) Arrival/Dismissal Shifts

(This form is used to assess the impact of the accumulation of loading vehicles staged at dismissal time)

New School Name	SHELTON ACADEMY PHASE 3	
Surrogate School Name	SHELTON ACADEMY PHASE 3	
Date / Day / Time	14-May-25	(collect maximum accumulation of staged loading vehicles at or around
of Data Collection	1:30 pm to 4:00 pm	dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment	383	students, E (verified by school staff on same date as data collection)
Capacity of New School	670	student stations, C: (max # students for each separate dismissal period @ 30 minute intervals, imposed p/u 'window' and 30% to aftercare.)
Multiplier ²	1.75	[C / E]
Surrogate Accumulations ³	29	passenger vehicles (including commercial vans)
	0	large school buses
	0	student vehicles (for high schools only)
Projected Accumulations	51	passenger vehicles
	0	large school buses
	0	student vehicles
Provided Spaces ⁴	55	passenger vehicles (legal staging areas on and contiguous to site)
	0	large school buses
	0	student vehicles (legal parking on and contiguous to site)
Percent Accommodated ⁵	108%	passenger vehicles
Parameters Used		
Enrollment on Day Collected	572	students
Proposed Enrollment	1000	students
Vehicle Length	22	feet
Queue Length Accommodated	1222	feet
Percent of Traffic using DW-2	67%	passenger vehicles

² This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

³ These are all school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school site.

⁴ Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is **required**. Onstreet bus loading bays are required to have a minimum 14 foot width, onstreet passenger vehicle loading bays are required to have a minimum 10 foot width, and onstreet passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

⁵ This is calculated as, [(Provided Spaces / Projected Accumulations) x 100], for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

Please print data collector name, title, mailing address, and telephone number:

Signature of Data Collector

ACCUMULATION ASSESSMENT DW2

Two (2) Arrival/Dismissal Shifts

(This form is used to assess the impact of the accumulation of loading vehicles staged at dismissal time)

New School Name	SHELTON ACADEMY PHASE 3	
Surrogate School Name ¹	SHELTON ACADEMY PHASE 3	
Date / Day / Time	14-May-25	(collect maximum accumulation of staged loading vehicles at or around
of Data Collection	7:00 am to 9:00 am & 1:30 pm to 4:00 pm	dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment	572	students, E (verified by school staff on same date as data collection)
Capacity of New School	1000	student stations, C: (max # students for each separate dismissal period @ 30 minute intervals, imposed p/u 'window' and 30% to aftercare.)
Multiplier ²	1.75	[C / E]
Surrogate Accumulations ³	45	passenger vehicles (including commercial vans)
	0	large school buses
	0	student vehicles (for high schools only)
Projected Accumulations	79	passenger vehicles
	0	large school buses
	0	student vehicles
Provided Spaces ⁴	90	passenger vehicles (legal staging areas on and contiguous to site)
	0	large school buses
	0	student vehicles (legal parking on and contiguous to site)
Percent Accommodated ⁵	114%	passenger vehicles

² This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

³ These are all school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school site.

⁴ Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is **required**. Onstreet bus loading bays are required to have a minimum 14 foot width, onstreet passenger vehicle loading bays are required to have a minimum 10 foot width, and onstreet passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

⁵ This is calculated as, [(Provided Spaces / Projected Accumulations) x 100], for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

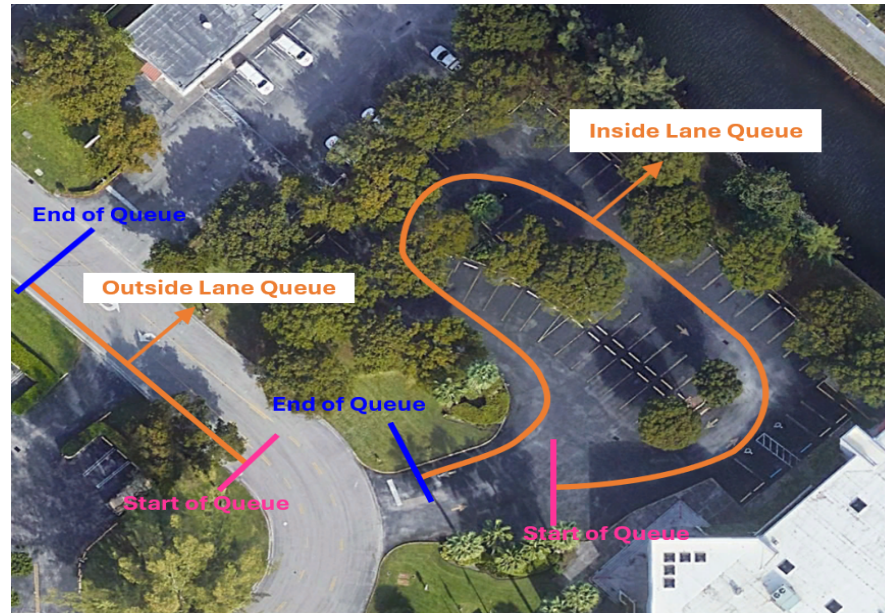
Please print data collector name, title, mailing address, and telephone number:

Signature of Data Collector

Prepared by National Data & Surveying Services
Snapshot Queue

Location: Shelton Academy, 9455 NW 40th Street Rd
 City: Doral, FL
 Date: 5/14/2025, Wed

SNAPSHOT QUEUE LENGTH (# OF VEHICLES)			
TIME	(North Access)		Notes
	Inside Lane	Outside Lane	
7:00 AM	0	0	
7:05 AM	0	0	
7:10 AM	0	0	
7:15 AM	0	0	
7:20 AM	0	0	
7:25 AM	0	0	
7:30 AM	2	0	
7:35 AM	2	0	
7:40 AM	4	0	
7:45 AM	5	0	
7:50 AM	2	0	
7:55 AM	8	0	
8:00 AM	10	0	
8:05 AM	8	0	
8:10 AM	11	0	
8:15 AM	8	8	
8:20 AM	15	0	
8:25 AM	3	0	
8:30 AM	1	0	
8:35 AM	1	0	
8:40 AM	0	0	
8:45 AM	1	0	
8:50 AM	1	0	
8:55 AM	1	0	
9:00 AM	0	0	
1:30 PM	1	0	
1:35 PM	1	0	
1:40 PM	1	0	
1:45 PM	1	0	
1:50 PM	2	0	
1:55 PM	2	0	
2:00 PM	3	0	
2:05 PM	4	0	
2:10 PM	6	0	
2:15 PM	4	0	
2:20 PM	4	0	
2:25 PM	4	0	
2:30 PM	6	0	
2:35 PM	4	0	
2:40 PM	8	0	
2:45 PM	4	0	
2:50 PM	3	0	
2:55 PM	8	0	
3:00 PM	8	0	
3:05 PM	5	0	
3:10 PM	3	0	
3:15 PM	1	0	
3:20 PM	1	0	
3:25 PM	7	0	
3:30 PM	6	0	
3:35 PM	5	0	
3:40 PM	2	0	
3:45 PM	4	0	
3:50 PM	4	0	
3:55 PM	5	0	
4:00 PM	3	0	
Totals	203	8	



Prepared by National Data & Surveying Services
Snapshot Queue

Location: Shelton Academy, 9455 NW 40th Street Rd
 City: Doral, FL
 Date: 5/14/2025, Wed

TIME	SNAPSHOT QUEUE LENGTH (# OF VEHICLES)		Notes
	(South Access)		
	Inside Lane	Outside Lane	
7:00 AM	0	0	
7:05 AM	0	0	
7:10 AM	0	0	
7:15 AM	0	0	
7:20 AM	0	0	
7:25 AM	0	0	
7:30 AM	2	0	
7:35 AM	1	0	
7:40 AM	3	0	
7:45 AM	4	0	
7:50 AM	11	0	
7:55 AM	17	0	
8:00 AM	16	0	
8:05 AM	13	0	
8:10 AM	5	0	
8:15 AM	1	0	
8:20 AM	0	0	
8:25 AM	0	0	
8:30 AM	0	0	
8:35 AM	0	0	
8:40 AM	0	0	
8:45 AM	0	0	
8:50 AM	0	0	
8:55 AM	0	0	
9:00 AM	0	0	
1:30 PM	0	0	
1:35 PM	0	0	
1:40 PM	0	0	
1:45 PM	0	1	
1:50 PM	0	3	
1:55 PM	0	4	
2:00 PM	0	6	
2:05 PM	3	2	
2:10 PM	14	0	
2:15 PM	19	0	
2:20 PM	29	0	
2:25 PM	20	0	
2:30 PM	5	0	
2:35 PM	1	0	
2:40 PM	2	0	
2:45 PM	4	6	Exact same cars are queued waiting for the 3:00 PM Drop-Off
2:50 PM	13	6	Drop-Off
2:55 PM	7	0	
3:00 PM	3	0	
3:05 PM	2	0	
3:10 PM	3	0	
3:15 PM	2	0	
3:20 PM	0	0	
3:25 PM	2	0	
3:30 PM	1	0	
3:35 PM	0	0	
3:40 PM	0	0	
3:45 PM	0	0	
3:50 PM	0	0	
3:55 PM	0	0	
4:00 PM	0	0	
Totals	203	28	



APPENDIX K
SIGNAL WARRANT ANALYSIS TABLES & FORMS

VOLUMES ANALYSIS WORKSHEET
Shelton Academy Phase 3
NW 97 Avenue and NW 38 Court
Intersection Approach Volumes Worksheet

Time		Project Traffic Volume		Minor Approach (NW 38 Street)		Time		Major Approach (NW 97 Avenue)		
				Westbound	Approach Volume (WB)			Southbound	Northbound	Total of Both Approaches
Begin	End	In	Out	2026 Collected Volume		2026 Collected Volume	2026 Collected Volume	2026 Collected Volume	2026 Collected Volume	
0:00	1:00			0	0	0:00	1:00	0	0	0
1:00	2:00			0	0	1:00	2:00	0	0	0
2:00	3:00			0	0	2:00	3:00	0	0	0
3:00	4:00			0	0	3:00	4:00	0	0	0
4:00	5:00			0	0	4:00	5:00	0	0	0
5:00	6:00			0	0	5:00	6:00	0	0	0
6:00	7:00			0	0	6:00	7:00	0	0	0
7:00	8:00			127	127	7:00	8:00	921	653	1574
8:00	9:00			152	152	8:00	9:00	974	590	1564
9:00	10:00			30	30	9:00	10:00	800	554	1354
10:00	11:00			16	16	10:00	11:00	639	588	1227
11:00	12:00			29	29	11:00	12:00	598	657	1255
12:00	13:00			104	104	12:00	13:00	821	762	1583
13:00	14:00			153	153	13:00	14:00	767	730	1497
14:00	15:00			50	50	14:00	15:00	794	723	1517
15:00	16:00			55	55	15:00	16:00	725	726	1451
16:00	17:00			48	48	16:00	17:00	848	920	1768
17:00	18:00			59	59	17:00	18:00	829	970	1799
18:00	19:00			46	46	18:00	19:00	703	831	1534
19:00	20:00			0	0	19:00	20:00	0	0	0
20:00	21:00			0	0	20:00	21:00	0	0	0
21:00	22:00			0	0	21:00	22:00	0	0	0
22:00	23:00			0	0	22:00	23:00	0	0	0
23:00	0:00			0	0	23:00	0:00	0	0	0

Note(s): Highlighted times coincide with the 8 highest volumes of the minor street approach for a conservative analysis.
 Collected Data was adjusted with a PSCF of 1.00.

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Miami**
County: **87 – Miami Dade**
District: **Six**

Engineer: **Kalev Lemus**
Date: **March 17, 2026**

Major Street: **NW 97 Avenue** Lanes: **2** Major Approach Speed: **40**
Minor Street: **NW 38 Street** Lanes: **1** Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

- 1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? Yes No
 - 2. Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" 70% 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. Yes No

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). Yes No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: Yes No
80% Satisfied: Yes No
70% Satisfied: Yes No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

^a Basic Minimum hourly volume
^b Used for combination of Conditions A and B after adequate trial of other remedial measures
^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7:00 AM	8:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Major	1,574	1,564	1,583	1,497	1,517	1,451	1,768	1,799
Minor	127	152	104	153	50	55	48	59

Existing Volumes

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
100% Satisfied:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
80% Satisfied:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
70% Satisfied:	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	7:00 AM	8:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Major	1,574	1,564	1,583	1,497	1,517	1,451	1,768	1,799
Minor	127	152	104	153	50	55	48	59

Existing Volumes

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING
10/15

City: **Miami**
County: **87 – Miami Dade**
District: **Six**

Engineer: **Kalev Lemus**
Date: **March 17, 2026**

Major Street: **NW 97 Avenue** Lanes: **2** Major Approach Speed: **40**
Minor Street: **NW 38 Street** Lanes: **1** Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? Yes No
 2. Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level **may** be used if Question 1 or 2 above is answered "Yes" Yes No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

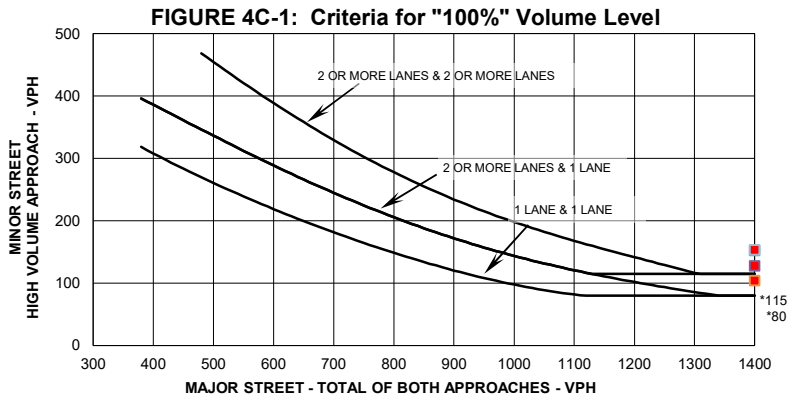
If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: Yes No
Satisfied: Yes No

Plot four volume combinations on the applicable figure below.

100% Volume Level

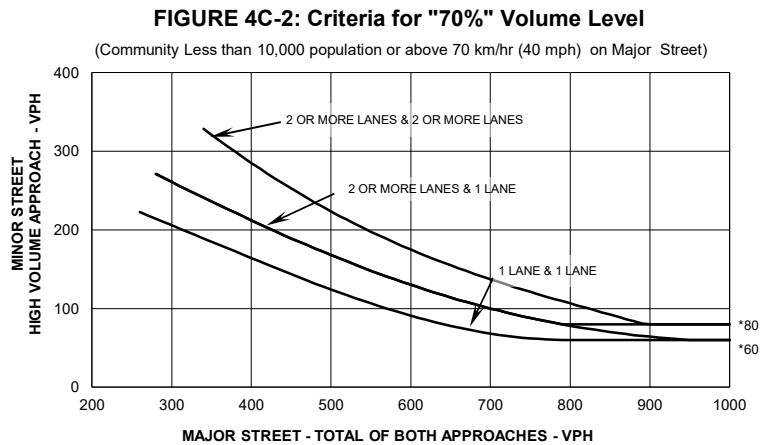
Four Highest Hours	Volumes	
	Major Street	Minor Street
7:00 AM	1574	127
8:00 AM	1564	152
12:00 PM	1583	104
1:00 PM	1497	153



* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street



* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING
10/15

City: **Miami**
County: **87 – Miami Dade**
District: **Six**

Engineer: **Kalev Lemus**
Date: **March 17, 2026**

Major Street: **NW 97 Avenue** Lanes: **2** Major Approach Speed: **40**
Minor Street: **NW 38 Street** Lanes: **1** Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? Yes No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level **may** be used if Question 1 or 2 above is answered "Yes" 70% 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: Yes No
Satisfied: Yes No

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
1:00 PM	1497	153

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.

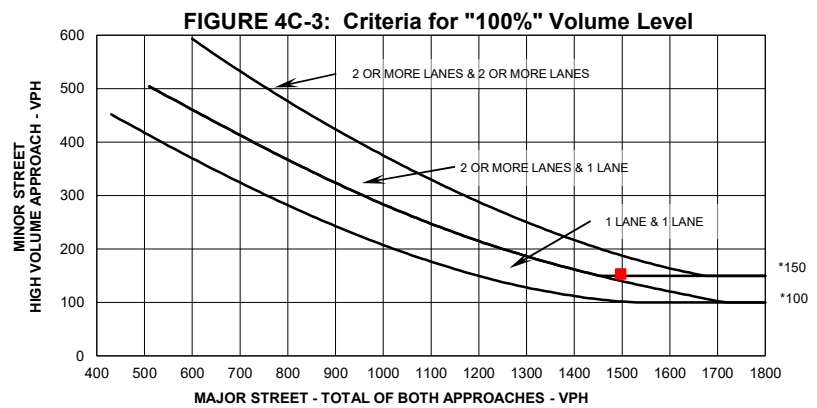
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	0.9	
Fulfilled?:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

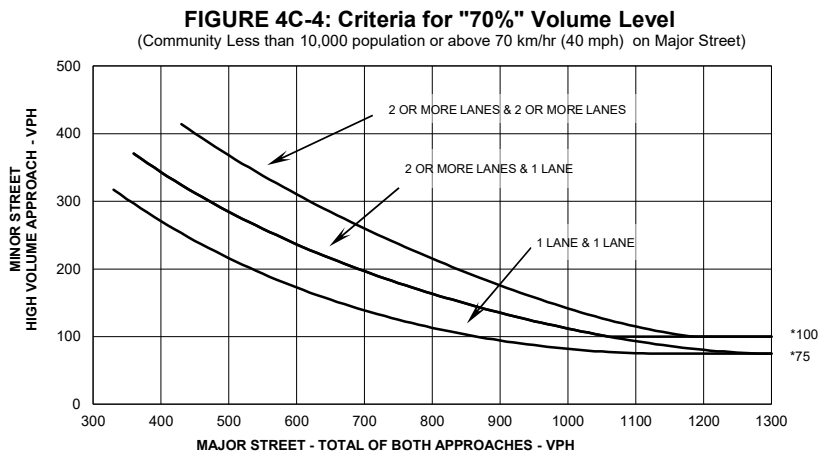
2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	153	
Fulfilled?:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	1,650	
Fulfilled?:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

Plot volume combination on the applicable figure below.



* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.



* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Miami**
County: **87 – Miami Dade**
District: **Six**

Engineer: **Kalev Lemus**
Date: **March 17, 2026**

Major Street: **NW 97 Avenue** Lanes: **2** Major Approach Speed: **40**
Minor Street: **NW 38 Street** Lanes: **1** Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? Yes No
 2. Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" 70% 100%

WARRANT 4 - PEDESTRIAN VOLUME

For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

Applicable: Yes No
Satisfied: Yes No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

Figure 4C-5. Criteria for "100%" Volume Level

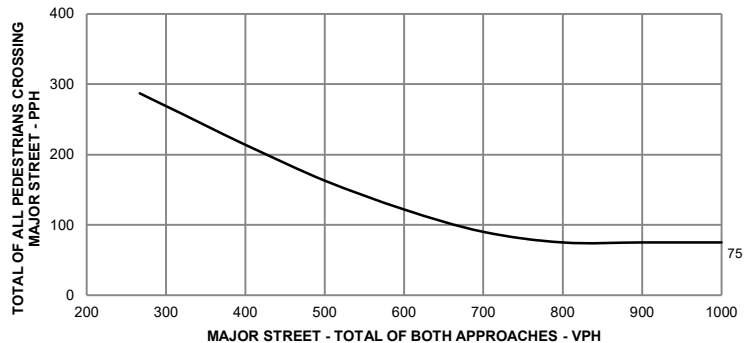


* Note: 107 pph applies as the lower threshold volume

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

Figure 4C-6 Criteria for "70%" Volume Level



* Note: 75 pph applies as the lower threshold volume

WARRANT 4 - PEDESTRIAN VOLUME

For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point falls above the appropriate line, then the warrant is satisfied.

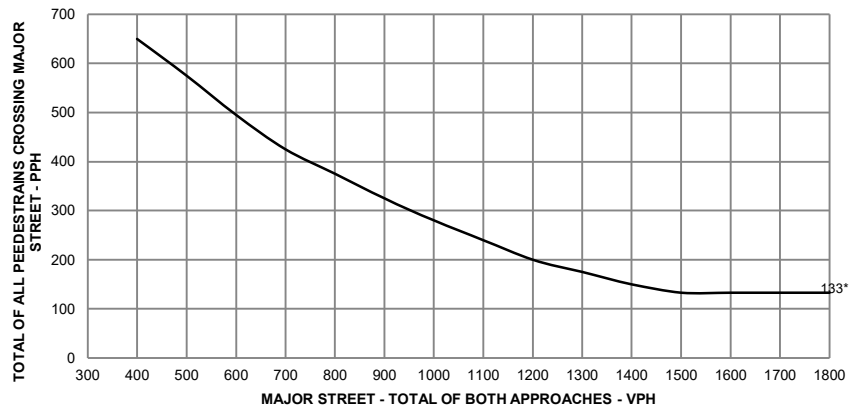
Applicable: Yes No
 Satisfied: Yes No

Plot one volume combination on the applicable figure below.

100% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-7. Criteria for "100%" Volume Level - Peak Hour

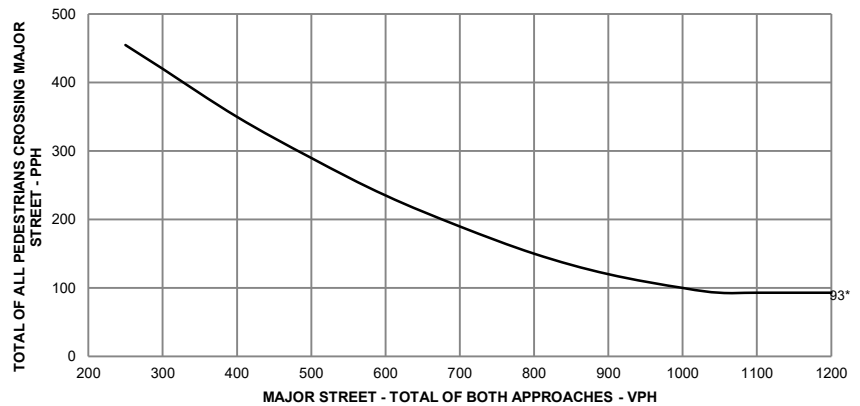


* Note: 133 pph applies as the lower threshold volume

70% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-8 Criteria for "70%" Volume Level - Peak Hour



* Note: 93 pph applies as the lower threshold volume

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
 TRAFFIC ENGINEERING
 10/15

City: **Miami**
 County: **87 – Miami Dade**
 District: **Six**

Engineer: **Kalev Lemus**
 Date: **March 17, 2026**

Major Street: **NW 97 Avenue** Lanes: **2** Major Approach Speed: **40**
 Minor Street: **NW 38 Street** Lanes: **1** Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 5 - SCHOOL CROSSING

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: Yes No
 Satisfied: Yes No

Criteria				Fulfilled?	
				Yes	No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students:	Hour:			
		Minutes:	Gaps:		
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.					
3. The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of traffic.					

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
 TRAFFIC ENGINEERING
 10/15

City: **Miami**
 County: **87 – Miami Dade**
 District: **Six**

Engineer: **Kalev Lemus**
 Date: **March 17, 2026**

Major Street: **NW 97 Avenue** Lanes: **2** Major Approach Speed: **40**
 Minor Street: **NW 38 Street** Lanes: **1** Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft.).

Applicable: Yes No
 Satisfied: Yes No

Criteria	Fulfilled?	
	Yes	No
1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.		
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.		

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

City: **Miami**
 County: **87 – Miami Dade**
 District: **Six**

Engineer: **Kalev Lemus**
 Date: **March 17, 2026**

Major Street: **NW 97 Avenue**
 Minor Street: **NW 38 Street**

Lanes: **2** Major Approach Speed: **40**
 Lanes: **1** Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: Yes No
 Satisfied: Yes No

Criteria	Hour	Volume		Met?		Fulfilled?	
		Major	Minor	Yes	No	Yes	No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)						
	Warrant 1, Condition B (80% satisfied)						
	Warrant 4, Pedestrian Volume at 80% of volume requirements: # ped/hr for four (4) hours or # ped/hr for one (1) hour.						
2. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:						
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.	Observed Crash Types:			Number of crashes per 12 months:			

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WARRANT 8 - ROADWAY NETWORK

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the Major Route characteristics listed.

Applicable: Yes No
 Satisfied: Yes No

Criteria					Met?		Fulfilled?			
					Yes	No	Yes	No		
1.	Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.		Entering Volume:						
		b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.		Warrant:	1	2	3			
				Satisfied?:						
2.	Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)						← Hour			
							← Volume			

Characteristics of Major Routes			Met?		Fulfilled?		
			Yes	No	Yes	No	
1.	Part of the street or highway system that serves as the principal roadway network for through traffic flow.		Major Street:				
			Minor Street:				
2.	Rural or suburban highway outside of, entering, or traversing a city.		Major Street:				
			Minor Street:				
3.	Appears as a major route on an official plan.		Major Street:				
			Minor Street:				

TRAFFIC SIGNAL WARRANT SUMMARY

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District: **Six**

Engineer: **Kalev Lemus**
Date: **March 17, 2026**

Major Street: **NW 97 Avenue**
Minor Street: **NW 38 Street**

Lanes: **2**
Lanes: **1**

Major Approach Speed: **40**
Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Approach Lane Criteria

1. How many approach lanes are there at the track crossing?

1 2 or more

If there is 1 lane, use Figure 4C-9 and if there are 2 or more, use Figure 4C-10.

Fig 4C-9 Fig 4C-10

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing.

Indicate if both criteria are fulfilled in the boxes provided. The warrant is satisfied if both criteria are met.

Applicable: Yes No

Satisfied: Yes No

Criteria	Fulfilled?	
	Yes	No
1. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and	<input type="checkbox"/>	<input type="checkbox"/>
2. During the highest traffic volume hour during which the rail uses the crossing, the plotted point falls above the applicable curve for the existing combination of approach lanes over the track and the distance D (clear storage distance).	<input type="checkbox"/>	<input type="checkbox"/>

Use the following tables (4C-2, 4C-3, and 4C-4 to appropriately adjust the minor-street approach volume).

Inputs

Occurrences of Rail traffic per day
% of High Occupancy Buses on Minor-Street Approach
Enter D (feet)
% of Tractor-Trailer Trucks on Minor-Street Approach

Adjustment Factors from Tables

1.00
0.50

Table 4C-2. Adjustment Factor for Daily Frequency of Rail Traffic

Rail Traffic per Day	Adjustment Factor
1	0.67
2	0.91
3 to 5	1.00
6 to 8	1.18
9 to 11	1.25
12 or more	1.33

Table 4C-3. Adjustment Factor for Percentage of High-Occupancy Buses

% of High-Occupancy Buses* on Minor Street Approach	Adjustment Factor
0%	1.00
2%	1.09
4%	1.19
6% or more	1.32

* A high-occupancy bus is defined as a bus occupied by at least 20 people

Table 4C-4. Adjustment Factor for Percentage of Tractor-Trailer Trucks

% of Tractor-Trailer Trucks on Minor-Street Approach	Adjustment Factor	
	D less than 70 feet	D of 70 feet or more
0% to 2.5%	0.50	0.50
2.6% to 7.5%	0.75	0.75
7.6% to 12.5%	1.00	1.00
12.6% to 17.5%	2.30	1.15
17.6% to 22.5%	2.70	1.35
22.6% to 27.5%	3.28	1.64
More than 27.5%	4.18	2.09

Input the major and minor street volumes before adjustment factors are applied

1 Approach Lane		

D (ft) Major Vol. Minor Vol.

After adjustment factors are applied

1 Approach Lane w/Factors		

D (ft) Major Vol. Minor Vol.

Input D and the major and minor street volumes before adjustment factors are applied

2 or more Approach Lanes		

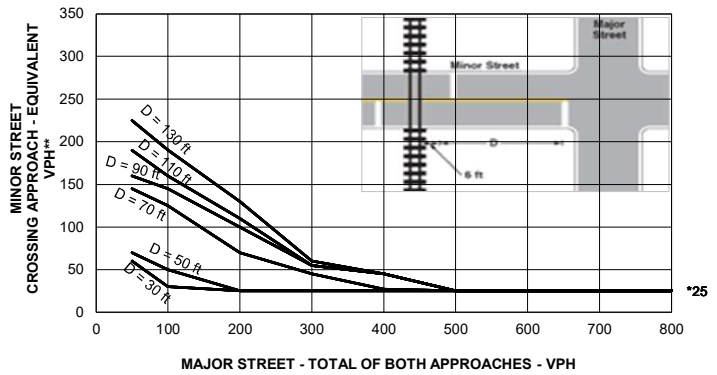
D (ft) Major Vol. Minor Vol.

After adjustment factors are applied

2+ Approach Lane w/Factors		

D (ft) Major Vol. Minor Vol.

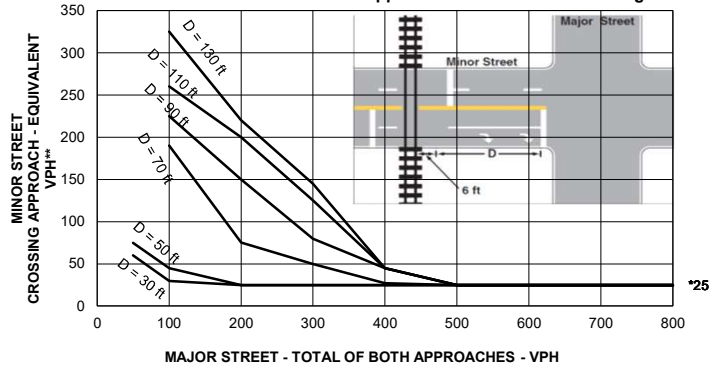
FIGURE 4C-9: Criteria for 1 Approach Lane at the Track Crossing



* Note: 25 vph applies as the lower threshold volume

**Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate

FIGURE 4C-10: Criteria for 2+ Approach Lanes at Track Crossing



* Note: 25 vph applies as the lower threshold volume

**Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING
10/15

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MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

CONCLUSIONS

Remarks: **Traffic signal is warranted at the intersection of NW 97 Avenue and NW 38 Street.**
Warrants 2 and 3 are satisfied.

WARRANTS SATISFIED:

<input type="checkbox"/> Warrant 1	<input type="checkbox"/> Not Applicable
<input checked="" type="checkbox"/> Warrant 2	<input type="checkbox"/> Not Applicable
<input checked="" type="checkbox"/> Warrant 3	<input type="checkbox"/> Not Applicable
<input type="checkbox"/> Warrant 4	<input checked="" type="checkbox"/> Not Applicable
<input type="checkbox"/> Warrant 5	<input checked="" type="checkbox"/> Not Applicable
<input type="checkbox"/> Warrant 6	<input checked="" type="checkbox"/> Not Applicable
<input type="checkbox"/> Warrant 7	<input checked="" type="checkbox"/> Not Applicable
<input type="checkbox"/> Warrant 8	<input checked="" type="checkbox"/> Not Applicable
<input type="checkbox"/> Warrant 9	<input checked="" type="checkbox"/> Not Applicable