Public Works Traffic Analysis Comments

Date: 01-21-2026

Subject: Ritz Sky Mansions – Traffic Study

Permit: PLAN-2411-0096

Date Submitted: 01-21-2026

6th Review

Results of the Review:

[X] **Approval Recommended**

Doral Public Works Department has completed its review of the traffic analysis prepared by David Plummer and Associates for the proposed mix-used development consisting of 69 residential units and 5,654 Sq. Ft of Office Space located at 3285 NW 107 avenue in Doral, Florida. The existing land use is a surface parking lot for the existing Aloft and Element hotel. The Public Works Department recommends approval.

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

- Any future proposed modifications to the approved land uses (Residential and Office), the City reserves the right to request the applicant to provide an updated traffic analysis in order for the City to assess any potential impacts to the Public Right of Way and future mitigations.
- 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.

RITZ SKY MANSIONS

Traffic Study

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Since 1978

Prepared By:
David Plummer & Associates

Prepared For:
Eurocon, LLC

Prepared In:
January 2026

DPA Job #:
24119

TABLE OF CONTENTS

1.0 INTRODUCTION 1
1.1 Project Background 1
1.2 Study Objective 1
1.3 Study Area and Methodology 3
1.4 Project Site Information 6
2.0 DATA COLLECTION 7
2.1 Roadway Characteristics 7
2.2 Traffic Counts 8
2.3 Intersection Data 8
2.4 Roadway Capacity Analysis 11
2.5 Intersection Capacity Analysis 12
3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS 14
4.0 FUTURE TRAFFIC CONDITIONS 16
4.1 Background Traffic 16
4.2 Future without Project Roadway Capacity Analysis 18
4.3 Future without Project Intersection Capacity Analysis 19
4.4 Project Trip Generation 21
4.5 Project Trip Assignment 22
4.6 Future with Project Roadway Capacity Analysis 26
4.7 Future with Project Intersection Capacity Analysis 27
4.8 Turn Lane Requirements 31
5.0 CIRCULATION PLAN 32
6.0 CONCLUSIONS 35

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LIST OF EXHIBITS

Exhibit 1: Location Map 2
Exhibit 2: Existing Lane Configurations 9
Exhibit 3: Existing AM and PM Peak Hour Traffic Volumes 10
Exhibit 4: Existing Roadway Capacity Analysis 11
Exhibit 5: Existing Intersection Capacity Analysis 13
Exhibit 6: Future without Project AM and PM Peak Hour Traffic Volumes 17
Exhibit 7: Future without Project Roadway Capacity Analysis 18
Exhibit 8: Future without Project Intersection Capacity Analysis 20
Exhibit 9: Project Trip Generation Summary 21
Exhibit 10: Cardinal Distribution (TAZ 741) 22
Exhibit 11: Project Trip Distribution 23
Exhibit 12: Project Trip Assignment 24
Exhibit 13: Future with Project AM and PM Peak Hour Traffic Volumes 25
Exhibit 14: Future with Project Roadway Capacity Analysis 26
Exhibit 15: Future with Project Intersection Capacity Analysis 28
Exhibit 16: Future with Project with Signal Improvements Intersection Capacity Analysis 29
Exhibit 17: Projected 95th Percentile Back of Queues and Existing Storage Length 30
Exhibit 18: Exclusive Turn Lane Analysis 31
Exhibit 19: Mobility Plan - Pedestrian 33
Exhibit 20: Mobility Plan - Transit 34

LIST OF APPENDICES

Appendix A: Site Plan

Appendix B: Methodology

Appendix C: Data Collection

Appendix D: Volume Development, FDOT Directional Volume Tables, and Intersection Capacity Analysis Worksheets

Appendix E: Committed Development and Roadway Improvement Information

Appendix F: Project Trip Generation

Appendix G: Transit Documentation

Appendix H: Response to City Comments

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EXECUTIVE SUMMARY

The Ritz Sky Mansions project will be located at 3285 NW 107th Avenue in Doral, Florida. The project proposes a mixed-use development consisting of 69 residential units and 5,654 SF of office space. The site is currently a surface parking lot for two hotels located within the same lot. Access to / from the site will be provided via an existing right-out only driveway and a right-in / right-out driveway located on NW 33rd Street. Access is also provided via an existing, right-out only driveway located on NW 31st Terrace and an existing two-way driveway also located on NW 31st Terrace. The existing two-way driveway located on NW 31st Terrace is being relocated just east of the current location. The project is proposing to close the existing driveway on NW 105th Avenue. The loading areas are located on along the west and east sides of the proposed project site. Access to the loading areas are provided via a two-way, right-in / right-out driveway located on NW 33rd Street and a two-way driveway located on NW 31st Terrace. For the purpose of this traffic analysis, the project build-out is anticipated by 2026.

An assessment of the traffic impacts associated with the project was performed in accordance with the requirements of the City of Doral and the approved methodology. The intersection analysis indicates that all of the studied intersections, except the NW 107th Avenue / NW 33rd Street intersection, currently operate and are projected to continue to operate within the City's overall LOS standards during the AM and PM peak hours. The westbound approach of the NW 107th Avenue / NW 31st Terrace intersection currently operates and is projected to continue to operate above the City's overall LOS standards during the AM and PM peak hours. Signal timing improvements are recommended to improve the overall and approach delays at the NW 107th Avenue / NW 33rd Street and NW 104th Avenue / NW 33rd Street intersections.

A review of the project driveways was conducted to determine the necessity of any exclusive turn lanes at the driveways. The review indicated that an exclusive eastbound left turn lane is required at the existing east driveway located along NW 31st Terrace. This condition is already met as the existing project driveway on NW 31st Terrace has an exclusive left turn lane. It should be noted that the existing storage length for the eastbound left turn lane can accommodate the projected queue for future with project conditions.

The project area is currently served by three City of Doral trolley routes. The project is located in an area that is conducive for pedestrian activities providing ample sidewalks and pedestrian crosswalks.

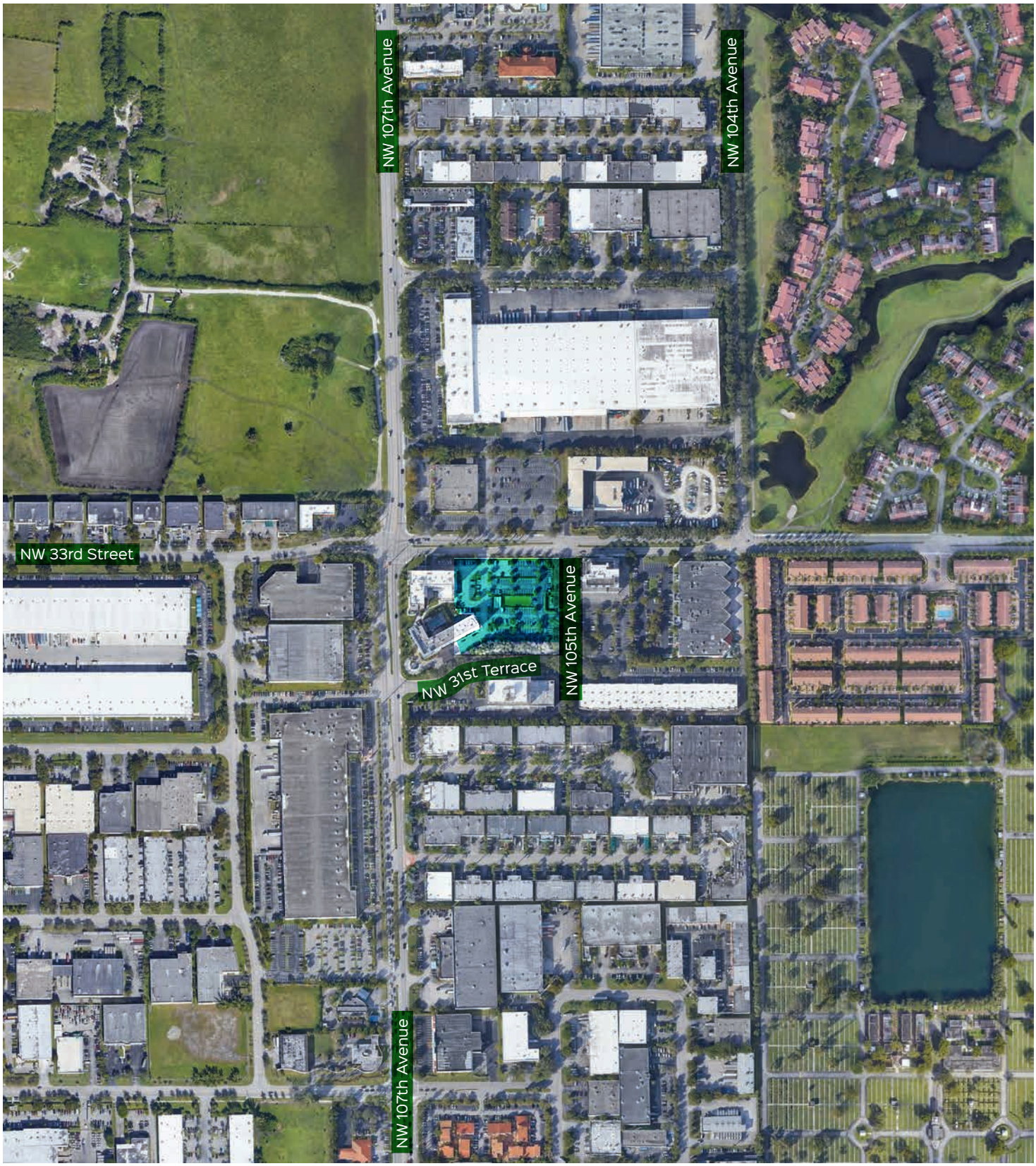
1.0 INTRODUCTION

1.1 Project Background

The Ritz Sky Mansions project will be located at 3285 NW 107th Avenue in Doral, Florida (see Exhibit 1). The project proposes a mixed-use development consisting of 69 residential units and 5,654 SF of office space. The site is currently a surface parking lot for two hotels located within the same lot. Access to / from the site will be provided via an existing right-out only driveway and a right-in / right-out driveway located on NW 33rd Street. Access is also provided via an existing, right-out only driveway located on NW 31st Terrace and an existing two-way driveway also located on NW 31st Terrace. The existing two-way driveway located on NW 31st Terrace is being relocated just east of the current location. The project is proposing to close the existing driveway on NW 105th Avenue. The loading areas are located on along the west and east sides of the proposed project site. Access to the loading areas are provided via a two-way, right-in / right-out driveway located on NW 33rd Street and a two-way driveway located on NW 31st Terrace. For the purpose of this traffic analysis, the project build-out is anticipated by 2026. The proposed site plan is included in Appendix A.

1.2 Study Objective

A traffic study was conducted in order to assess the impacts of the proposed project on the external roadway network. The study addresses trip generation, access to the site, and the traffic impacts on the nearby transportation network. The study was based on the methodology submitted and approved by the City of Doral and consistent with *City of Doral Comprehensive Plan.*



Project Location

Exhibit 1

Location Map

NORTH
MAP NOT TO SCALE

1.3 Study Area and Methodology

Traffic Analysis

The analysis undertaken is consistent with discussions with the City and the *City of Doral Comprehensive Plan*. The following is a brief description of the study methodology (see Appendix B for the approved methodology):

Study Area

The study area for the project includes the following intersections:

- NW 107th Avenue / NW 31st Terrace
- NW 107th Avenue / NW 33rd Street
- NW 105th Avenue / NW 33rd Street
- NW 104th Avenue / NW 33rd Street

The study area for the project includes the following existing driveways:

- NW 31st Terrace / SW (right-out, outbound) Driveway
- NW 31st Terrace / NW (two-way) Driveway
- NW 105th Avenue / (two-way, right-out) Driveway
- NW 33rd Street / W (right-out, outbound) Driveway
- NW 33rd Street / E (two-way, right-out) Driveway

The study area for the project includes the following roadway links:

- NW 107th Avenue between NW 30th Terrace and NW 33rd Street
- NW 33rd Street between NW 107th Avenue and NW 105th Avenue
- NW 105th Avenue between NW 31st Terrace and NW 33rd Street
- NW 31st Terrace between NW 107th Avenue and NW 105th Avenue

Analysis Scenarios

The analysis scenarios for this study are as follows:

- Existing year (2024)
- Future conditions with committed developments (2026)
- Future conditions with project and committed development (2026)

Data Collection

- Vehicle turning movement counts (TMCs) were collected during the AM (7-9) and PM (4–6) peak hour conditions of a regular weekday at the study intersections.
- 72-hour tube counts were collected during a regular week at the studied roadway links.
- Collected counts were also adjusted to reflect AM and PM peak hour peak season conditions for the intersection analysis. Traffic volumes were adjusted by applying the corresponding peak season conversion factors obtained from the 2022 *Florida Department of Transportation (FDOT) Peak Season Factor Category Report.*
- Field reviews were performed to obtain existing physical and operating characteristics of the roadway network within the study area. Data acquired includes the number and type of traffic lanes, intersection geometrics, signal timings, speed limit information, and other appropriate physical and operating characteristics.
- Future Transportation Projects – The 2024 TIP and the 2045 LRTP were reviewed and considered in the analysis at project build-out.

Existing Conditions Intersection Capacity Analysis

- Intersection capacity analyses were evaluated for the study area intersections using the Synchro software. Access driveways were also included as part of the LOS analysis.

Background Traffic

- Future background traffic volumes were determined by applying a compound growth rate to existing volumes and adding committed development traffic. The growth rate was calculated based on a review of historical volumes obtained from FDOT and Miami-Dade County (MDC).

- Committed Developments – The City of Doral was consulted to determine any committed development in the vicinity of the project site and/or projects that will impact the concerned intersections. The nearby Bridgepoint project will be considered as a committed development in the analysis.
- If applicable, committed roadway improvements obtained from the 2024 Miami-Dade County TIP and/or FDOTs 5-year program that increases capacity was included in the analysis.

Project Trip Generation

Using information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 11th Edition, trips associated with the proposed development were estimated. A deduction for other modes of transportation was based on local characteristics and/or modal splits near the proposed development.

Project Trip Distribution

Trip Distribution / Trip Assignment – Net new external project traffic will be assigned to the adjacent street network using the appropriate cardinal distribution from the *Miami-Dade 2045 Long Range Transportation Plan Update,* published by the *Metropolitan Planning Organization*. Normal traffic patterns will also be considered when assigning project trips.

Future Conditions Intersection Analysis – Total Traffic Conditions

- Future total traffic volumes were determined by combining project trips and background traffic volumes.
- Intersection capacity analyses were evaluated using the Synchro software. Access driveways were included as part of the analysis.
- A table summarizing the 95th percentile vehicle queues and existing storage length for all exclusive turn lanes is provided.
- An exclusive turn deceleration lane evaluation at all driveways within public ROW is provided. The analysis was done following section 77-46 from City code.

Circulation Analysis / Plan

Multimodal – Pedestrian, bicycle and transit facilities were defined in the Circulation Plan. Existing bus routes including schedule and bus stop locations were discussed as part of the study.

1.4 Project Site Information

The Ritz Sky Mansions project will be located at 3285 NW 107th Avenue in Doral, Florida. The project proposes a mixed-use development consisting of 69 residential units and 5,654 SF of office space. The site is currently a surface parking lot for two hotels located within the same lot. Access to / from the site will be provided via an existing right-out only driveway and a right-in / right-out driveway located on NW 33rd Street. Access is also provided via an existing, right-out only driveway located on NW 31st Terrace and an existing two-way driveway also located on NW 31st Terrace. The existing two-way driveway located on NW 31st Terrace is being relocated just east of the current location. The project is proposing to close the existing driveway on NW 105th Avenue. The loading areas are located on along the west and east sides of the proposed project site. Access to the loading areas are provided via a two-way, right-in / right-out driveway located on NW 33rd Street and a two-way driveway located on NW 31st Terrace. For the purpose of this traffic analysis, the project build-out is anticipated by 2026.

2.0 DATA COLLECTION

Data collection for this study included roadway characteristics, intersection traffic counts, signal timing, and seasonal adjustment factors. The data collection effort is described in the following sections.

2.1 Roadway Characteristics

NW 107th Avenue

NW 107th Avenue is a two-way, four-lane, divided minor arterial roadway that provides north / south access within the project area. The posted speed limit is 40 mph within the study limits. Miami-Dade County has jurisdiction over NW 107th Avenue.

NW 104th Avenue

NW 104th Avenue is a two-way, two-lane, undivided, local roadway that provides north / south access within the project area. The speed limit is not posted on this segment of NW 104th Avenue. The City of Doral has jurisdiction over NW 104th Avenue.

NW 33rd Street

East of NW 107th Avenue, NW 33rd Street is a two-way, four-lane, divided, collector roadway that provides east / west access within the project area. West of NW 107th Avenue, NW 33rd Street is a two-way, two-lane, divided, local roadway that provides east / west access within the project area. The posted speed limit is 35 mph within this segment of NW 33rd Street. The City of Doral has jurisdiction over NW 33rd Street.

NW 31st Terrace

NW 31st Terrace is a two-way, two-lane, undivided, local roadway that provides east / west access within the project area. The speed limit is not posted on this segment of NW 31st Terrace. The City of Doral has jurisdiction over NW 31st Terrace.

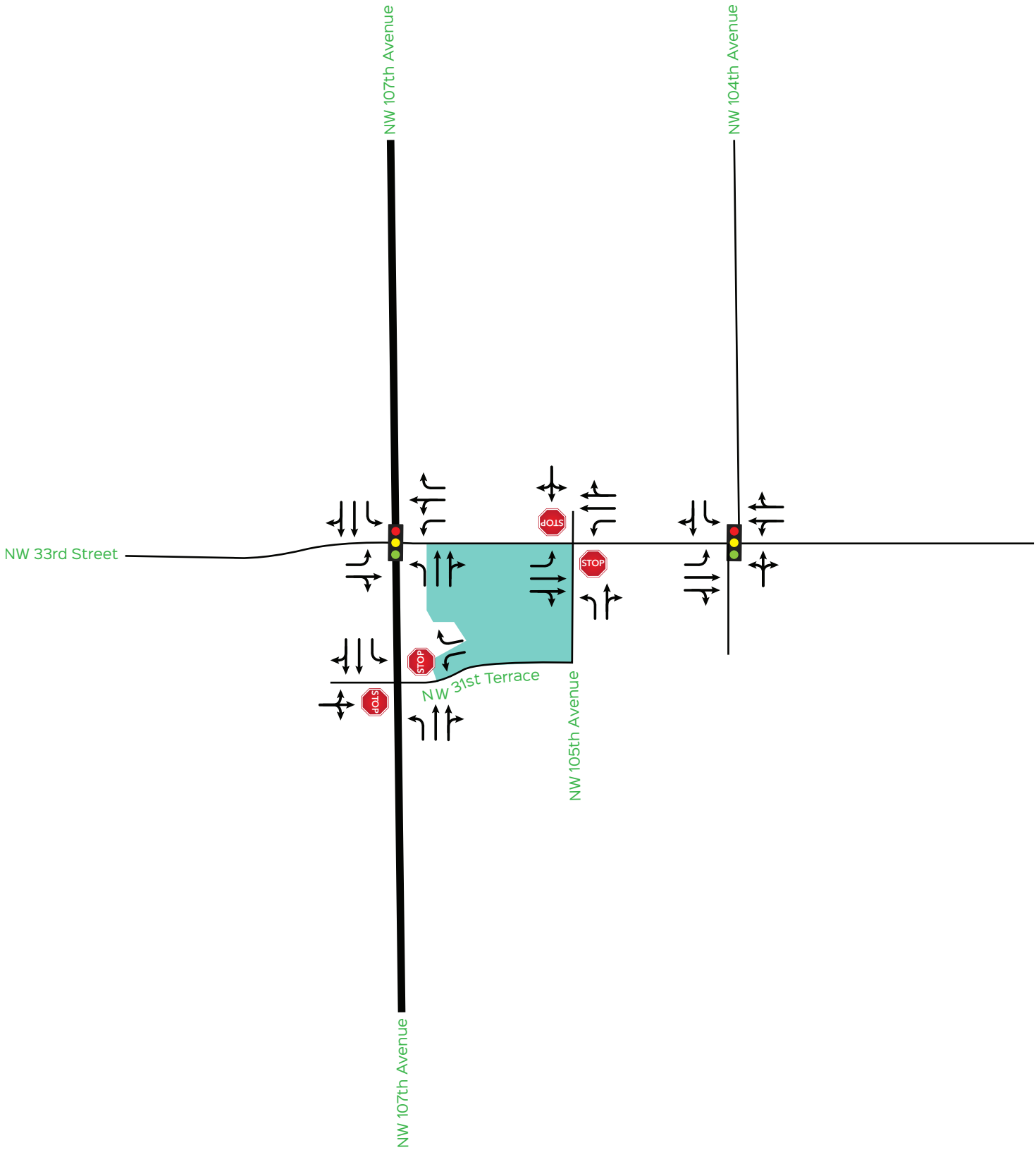
2.2 Traffic Counts

Vehicle turning movement counts (TMCs) at the analyzed intersections were collected May 17, 2023 during the AM and PM peak hour conditions. A 2022 weekly volume peak season conversion factor (PSCF) of 1.02 (Miami-Dade County north) was used, corresponding to the dates of the counts, to adjust the raw traffic counts to peak season conditions.

72-hour tube counts were collected at the analyzed roadway segments on May 16, 2023 – May 18, 2023. A 2022 weekly volume PSCF of 1.02 (Miami-Dade County north) was used, corresponding to the dates of the counts, to adjust the raw traffic counts to peak season conditions. The TMCs and tube counts were grown to 2024 for the existing conditions analysis as stated in the methodology. Collected TMCs, 72-hour tube counts, and the PSCF are available in Appendix C.

2.3 Intersection Data

Signal timing data was obtained from Miami-Dade County for the signalized intersections analyzed in this study. This information was used for the signal phasing and timing required for the intersection capacity analysis. A field survey was also conducted to obtain the intersection lane configurations to be used in the intersection analysis. Exhibit 2 shows the existing lane configurations at the analyzed intersections. Adjusted existing volumes for the AM and PM peak hours at the intersections analyzed are presented in Exhibit 3. Signal timings are provided in Appendix C.

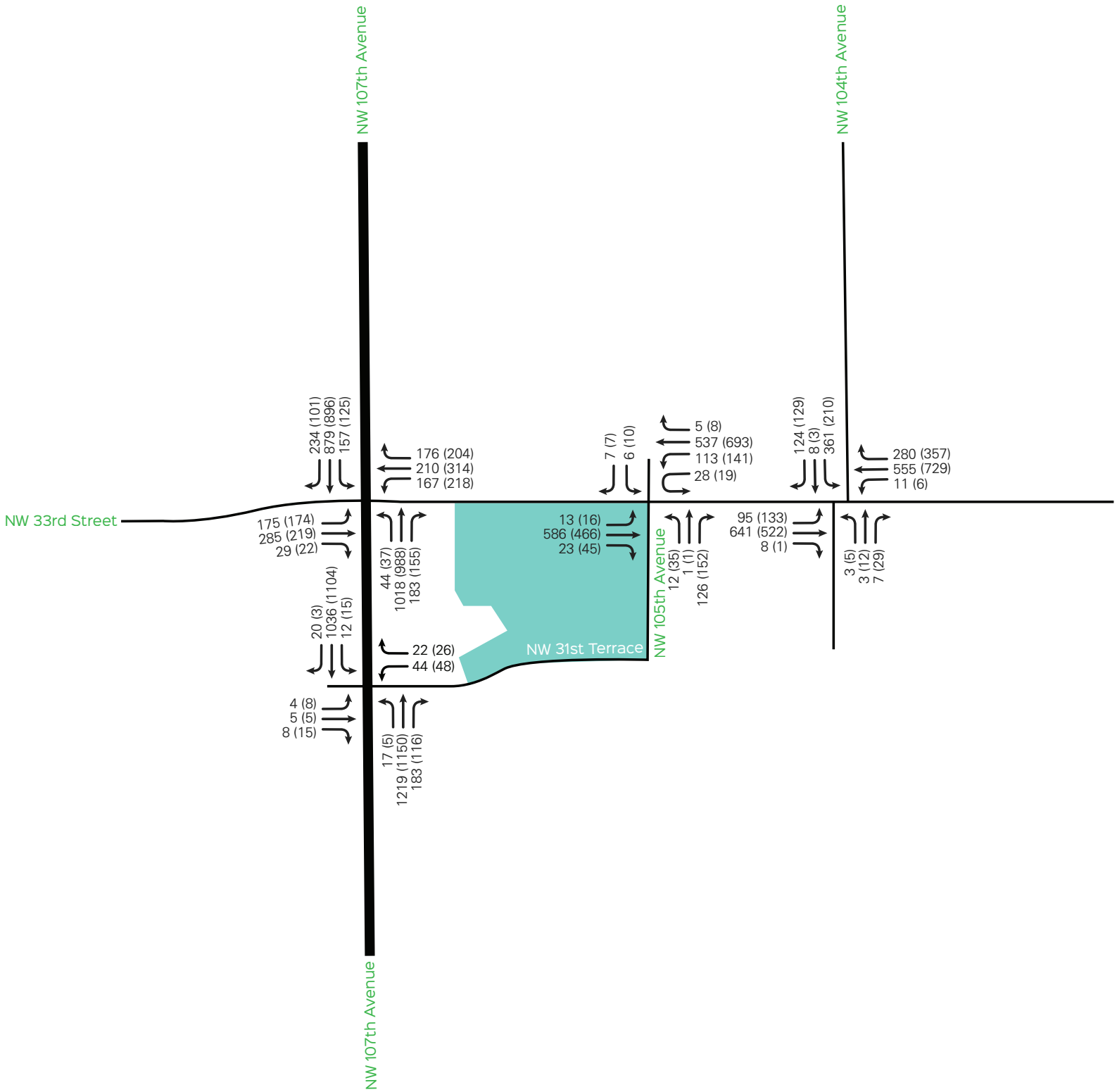


Project Location

Exhibit 2

Existing Lane Configurations

NORTH
MAP NOT TO SCALE



00 AM
(00) PM

Project Location

Exhibit 3

Existing AM & PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

2.4 Roadway Capacity Analysis

The FDOT generalized service volume tables provide the maximum volume for a specific Level of Service (LOS). LOS is a qualitative assessment of a road's operating conditions and is represented by the letters A through F, where A is free flow (best condition) and F is the most congested condition. Exhibit 4 shows the existing roadway capacity volumes and the roadway link analysis for the segments under study based on the FDOTs 2023 generalized peak hour directional service volume tables (Appendix D). All roadway segments currently operate within the City's LOS standards.

Exhibit 4: Existing Roadway Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV[1]	Meet LOS Std?
NW 107th Avenue between NW 30th Terrace and NW 33rd Street	NB	2LD	1,230	1,196	D	1,691	Yes
	SB	2LD	1,037	1,166	D	1,691	Yes
NW 33rd Street between NW 107th Avenue and 105th Avenue	EB	2LD	628	499	D	1,691	Yes
	WB	2LD	576	731	D	1,691	Yes
NW 105th Avenue between NW 31st Terrace and NW 33rd Street	NB	1LU	141	174	D	783	Yes
	-	-	-	-	-	-	-
NW 31st Terrace between NW 107th Avenue and NW 105th Avenue	-	-	-	-	-	-	-
	WB	1LU	60	52	D	822	Yes

[1] ***NW 107th Avenue (NB/SB):*** C4 Classification, 2 Lanes, Divided, LOS D, Non-State Roadway, Exclusive Left Turn Lane (1,790*1.05*0.9 = 1,691 vph);
NW 33rd Street (EB) : C4 Classification, 2 Lanes, Divided, LOS D, Non-State Roadway, Exclusive Left Turn Lane (1,790*1.05*0.9 = 1,691 vph);
NW 33rd Street (WB): C4 Classification, 2 Lanes, Divided, LOS D, Non-State Roadway, Exclusive Left and Right Turn Lanes (1,790*1.05*1.05*0.9 = 1,776 vph);
NW 105th Avenue (NB): C4 Classification, 1 Lane, Undivided, LOS D, Non-State Roadway, Exclusive Left Turn Lane (870*0.9 = 783 vph);
NW 31st Terrace (WB): C4 Classification, 1 Lane, Undivided, LOS D, Non-State Roadway, Exclusive Left and Right Turn Lanes (870*1.05*0.9 = 822 vph)

2.5 Intersection Capacity Analysis

The Synchro software was used to perform intersection capacity analysis at the analyzed intersections. Synchro is a macroscopic analysis and optimization software application that implements the Intersection Capacity Utilization method for determining intersection capacity. Synchro also supports the Highway Capacity Manual's methodology for signalized / un-signalized intersections. Exhibit 5 shows the resulting LOS for the existing weekday AM and PM peak hour conditions. The analysis indicates that all of the studied intersections, except the NW 107th Avenue / NW 33rd Street intersection, currently operate within the City's overall LOS standards. The westbound approach of the NW 107th Avenue / NW 31st Terrace intersection shows delays during the AM and PM peak hours. The southbound approach of the NW 104th Avenue / NW 33rd Street intersection shows delays during the AM peak hour. Intersection capacity analysis worksheets are included in Appendix D.

Exhibit 5: Existing Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak		PM Peak		LOS Std*
			LOS	Delay (sec)	LOS	Delay (sec)	
NW 107th Avenue / NW 31st Terrace	U	EB WB	C E	21.5 42.7	C E	19.3 37.0	D D
NW 107th Avenue / NW 33rd Street	S Asset # 5436	NB SB EB WB ***Overall***	D E E F ***E***	53.7 56.7 76.3 95.4 ***64.3***	D D F F ***E***	42.9 54.0 98.6 107.2 ***66.9***	D D D D ***D***
NW 105th Avenue / NW 33rd Street	U	NB SB	B C	12.9 17.8	B C	14.1 23.4	D D
NW 104th Avenue / NW 33rd Street	S Asset # 6985	NB SB EB WB ***Overall***	D F A B ***D***	36.3 116.0 7.8 16.1 ***36.7***	D D A B ***B***	37.6 35.1 8.0 18.7 ***18.4***	D D D D ***D***
NW 31st Terrace / Existing SW Driveway	U	SB	A	8.6	A	8.8	N/A
NW 31st Terrace / Existing NW Driveway	U	SB	A	9.0	A	9.1	N/A
NW 105th Avenue / Existing Driveway	U	EB	A	8.8	B	10.0	N/A
NW 33rd Street / Existing West Driveway	U	NB	B	10.5	B	10.0	N/A
NW 33rd Street / Existing East Driveway	U	NB	B	11.0	B	10.2	N/A

*The City of Doral Comprehensive Plan allows a capacity of D for all streets within the City of Doral. Source: David Plummer & Associates

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3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS

The 2024 Miami-Dade County *Transportation Improvement Program* (TIP), the *2045 Long Range Transportation Program* (LRTP), and 2024 Doral Masterplan were reviewed to identify any programmed projects within the limits of the established study area. These documents show the following projects within the study area:

TIP Improvements

DT4486271– NW 117th Avenue from NW 25th Street to NW 34th Street, Miscellaneous construction.

PW000851– NW 107th Avenue from NW 12th Street to NW 25th Street, Resurfacing.

PW0001070– NW 25th Street from NW 117th Avenue to NW 87th Avenue, Widen from 4 to 6 lanes.

PW0001189– NW 41st Street from NW 114th Avenue to NW 107th Avenue, Resurfacing.

PW0001194– NW 25th Street and NW 112th Avenue, Intersection improvement.

PW0001196– NW 107th Avenue and NW 27th Street, Intersection improvement.

LRTP Improvements

CM06 – SR 948 / NW 36 Street / NW 41 Street from NW 107 Avenue to East Drive, Congestion management.

PW108 – NW 107th Avenue from NW NW 25th Street to NW 41st Street, Add 2 lanes and reconstruct.

City of Doral Transportation Masterplan

Active Transportation – NW 33rd Street from NW 112th Avenue to NW 107th Avenue, Shared use path with special emphasis crosswalk markings.

Intersection Improvements – NW 33rd Street at NW 107th Avenue, Reconfiguration of lane assignment for the westbound approach of the intersection to Left, Thru, and Right through re-striping and signal optimization.

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Intersection Improvements – NW 33rd Street at NW 107th Avenue, Widening of the intersection, optimization of signal phasing, and adjustment of cycle length.

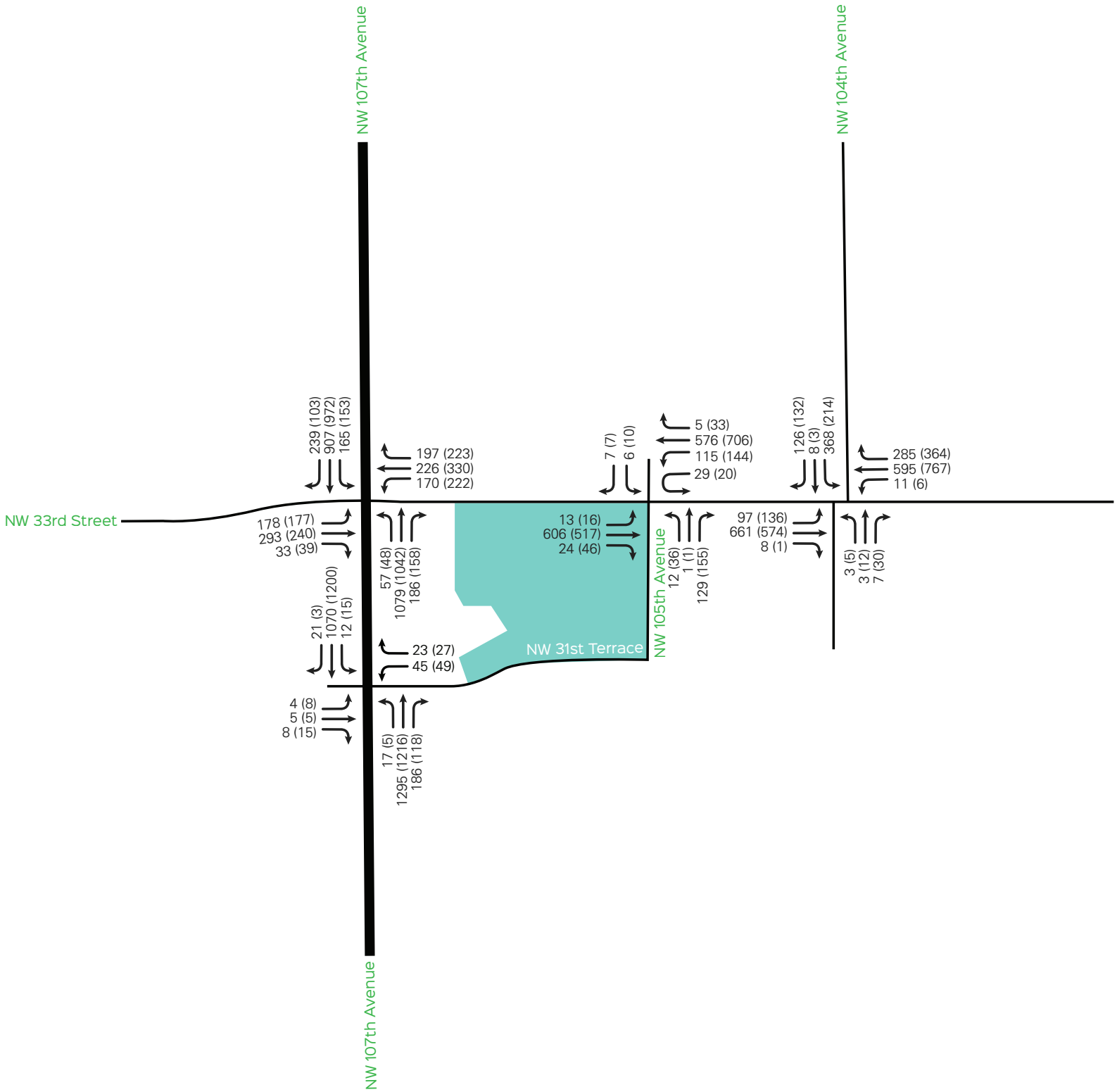
There are no capacity improvements identified in this area prior to the opening of the proposed project. Therefore, it was not reflected in the future conditions. Roadway project documentation is included in Appendix E.

4.0 FUTURE TRAFFIC CONDITIONS

4.1 Background Traffic

Average Daily Traffic counts published by the Miami-Dade Public Works Department and the FDOT were reviewed to determine historic growth in the area. The procedure outlined in the FDOT Project Traffic Forecasting Handbook calculates growth rates by station and considers three methodologies (linear growth, exponential growth, and decaying exponential growth). Calculations were completed for five FDOT Stations (7081, 8110, 8196, 8202, and 8227) and the growth rates for each methodology were averaged. This analysis results in a 0.93% yearly growth rate in this area. As such, a 0.93% yearly growth rate was used to growth the background traffic to the 2026 build-out year. Historic growth rate documentation is included in Appendix C.

The Bridgepoint development was found in the vicinity of the project site and was considered as a committed development. Committed development information is included in Appendix E. Turning movement volumes for future without project conditions were obtained by applying two years of background growth and committed development traffic to existing volumes. Exhibit 6 shows the projected turning movement volumes for future without project conditions.



00 AM
(00) PM

Project Location

Exhibit 6

Future Without Project AM & PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

4.2 Future without Project Roadway Capacity Analysis

Exhibit 7 summarizes the resulting roadway LOS for future without project conditions. As with existing conditions, the results show that the analyzed roadways are projected to operate at a level of service within the City's adopted LOS standards.

Exhibit 7: Future without Project Roadway Capacity Analysis

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV[1]	Meet LOS Std?
NW 107th Avenue between NW 30th Terrace and NW 33rd Street	NB	2LD	1,306	1,263	D	1,691	Yes
	SB	2LD	1,071	1,263	D	1,691	Yes
NW 33rd Street between NW 107th Avenue and 105th Avenue	EB	2LD	648	550	D	1,691	Yes
	WB	2LD	616	757	D	1,691	Yes
NW 105th Avenue between NW 31st Terrace and NW 33rd Street	NB	1LU	197	222	D	783	Yes
	-	-	-	-	-	-	-
NW 31st Terrace between NW 107th Avenue and NW 105th Avenue	-	-	-	-	-	-	-
	WB	1LU	61	53	D	822	Yes

[1] ***NW 107th Avenue (NB/SB)*** : C4 Classification, 2 Lanes, Divided, LOS D, Non-State Roadway, Exclusive Left Turn Lane (1,790*1.05*0.9 = 1,691 vph);
NW 33rd Street (EB) : C4 Classification, 2 Lanes, Divided, LOS D, Non-State Roadway, Exclusive Left Turn Lane (1,790*1.05*0.9 = 1,691 vph);
NW 33rd Street (WB) : C4 Classification, 2 Lanes, Divided, LOS D, Non-State Roadway, Exclusive Left and Right Turn Lanes (1,790*1.05*1.05*0.9 = 1,776 vph);
NW 105th Avenue (NB) : C4 Classification, 1 Lane, Undivided, LOS D, Non-State Roadway, Exclusive Left Turn Lane (870*0.9 = 783 vph);
NW 31st Terrace (WB) : C4 Classification, 1 Lane, Undivided, LOS D, Non-State Roadway, Exclusive Left and Right Turn Lanes (870*1.05*0.9 = 822 vph)

4.3 Future without Project Intersection Capacity Analysis

Future without project conditions were obtained by adding the committed developments and background traffic to existing trips. Exhibit 8 shows the resulting LOS for the weekday AM and PM peak hours for future without project conditions. As with existing conditions, the analysis indicates that all of the studied intersections, except the NW 107th Avenue / NW 33rd Street intersection, currently operate within the City's overall LOS standards. The westbound approach of the NW 107th Avenue / NW 31st Terrace intersection continues to show delays during the AM and PM peak hours. The southbound approach of the NW 104th Avenue / NW 33rd Street intersection continues to show delays during the AM peak hour. Intersection capacity analysis worksheets are included in Appendix D.

Exhibit 8: Future without Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak		PM Peak		LOS Std*
			LOS	Delay (sec)	LOS	Delay (sec)	
NW 107th Avenue / NW 31st Terrace	U	EB WB	C F	23.1 50.9	C E	21.0 43.5	D D
NW 107th Avenue / NW 33rd Street	S Asset # 5436	NB SB EB WB ***Overall***	E E E F ***E***	59.3 74.1 76.7 97.4 ***72.9***	D E F F ***E***	44.9 72.6 127.8 108.8 ***77.6***	D D D D ***D***
NW 105th Avenue / NW 33rd Street	U	NB SB	B C	13.1 18.5	B D	14.8 25.0	D D
NW 104th Avenue / NW 33rd Street	S Asset # 6985	NB SB EB WB ***Overall***	D F A B ***D***	36.3 122.6 7.9 16.6 ***38.1***	D D A B ***B***	37.6 35.6 8.2 19.5 ***18.8***	D D D D ***D***
NW 31st Terrace / Existing SW Driveway	U	SB	A	8.6	A	8.8	N/A
NW 31st Terrace / Existing NW Driveway	U	SB	A	9.0	A	9.1	N/A
NW 105th Avenue / Existing Driveway	U	EB	A	8.9	B	10.0	N/A
NW 33rd Street / Existing West Driveway	U	NB	B	10.6	B	10.3	N/A
NW 33rd Street / Existing East Driveway	U	NB	B	11.1	B	10.4	N/A

*The City of Doral Comprehensive Plan allows a capacity of D for all streets within the City of Doral. Source: David Plummer & Associates

4.4 Project Trip Generation

The trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways.

The proposed development plan incorporates residential and office land uses, which can satisfy the work needs for some residents without making a trip off-site. An internalization matrix was developed to establish the appropriate number of internal project trips. Internal capture rates used are included in Appendix F.

Based on the US census data for tract 90.10, 1.8% of the area uses other modes of transportation. As such, a 1.8% deduction was taken for other modes of transportation based on Census. ITE trip generation worksheets are provided in Appendix F. The project trip generation summary is provided in Exhibit 9.

Exhibit 9: Project Trip Generation Summary

Proposed ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) *Land Use Code: 221*	69 DU	282	4	14	18	17	11	28
Small Office *Land Use Code: 712*	5,654 SF	81	8	1	9	4	8	12
Total Gross Trips		**363**	**12**	**15**	**27**	**21**	**19**	**40**
Other Modes of Transportation[3]		1.8%	0	0	0	0	0	0
Internal Capture (AM, PM)[2]		(0%, 0%)	0	0	0	0	0	0
Net Proposed Trips			**12**	**15**	**27**	**21**	**19**	**40**

[1] Based on ITE Trip Generation Manual, 11th Edition.

[2] Based on ITE Trip Generation Handbook, 3rd Edition.

[3] Based on US Census data for tract 90.10 and local characteristics.

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4.5 Project Trip Assignment

Project traffic was distributed and assigned to the study area using the cardinal distribution for TAZ 741 shown in Exhibit 10. The cardinal distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County. The distribution can be summarized as follows: 23% to the north, 31% to the south, 35% to the east, and 11% to the west. For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. It should be noted that the existing outbound only driveways along NW 31st Terrace and NW 33rd Street were excluded from the analysis. The project trip distribution along the extended roadway network is provided in Appendix C. The project trip distribution and trip assignment are graphically portrayed in Exhibits 11 and 12. Exhibit 13 shows the projected turning movements for future with project conditions.

Exhibit 10: Cardinal Distribution (TAZ 741)

DIRECTION	2015	2045	2026
NNE	15.9%	15.2%	15.6%
ENE	14.4%	16.9%	15.3%
ESE	19.0%	19.2%	19.1%
SSE	11.3%	12.2%	11.6%
SSW	20.4%	18.2%	19.6%
WSW	9.9%	10.6%	10.2%
WNW	1.4%	0.7%	1.1%
NNW	7.8%	6.9%	7.5%

Source: *Miami- Dade Long Range Transportation Plan*

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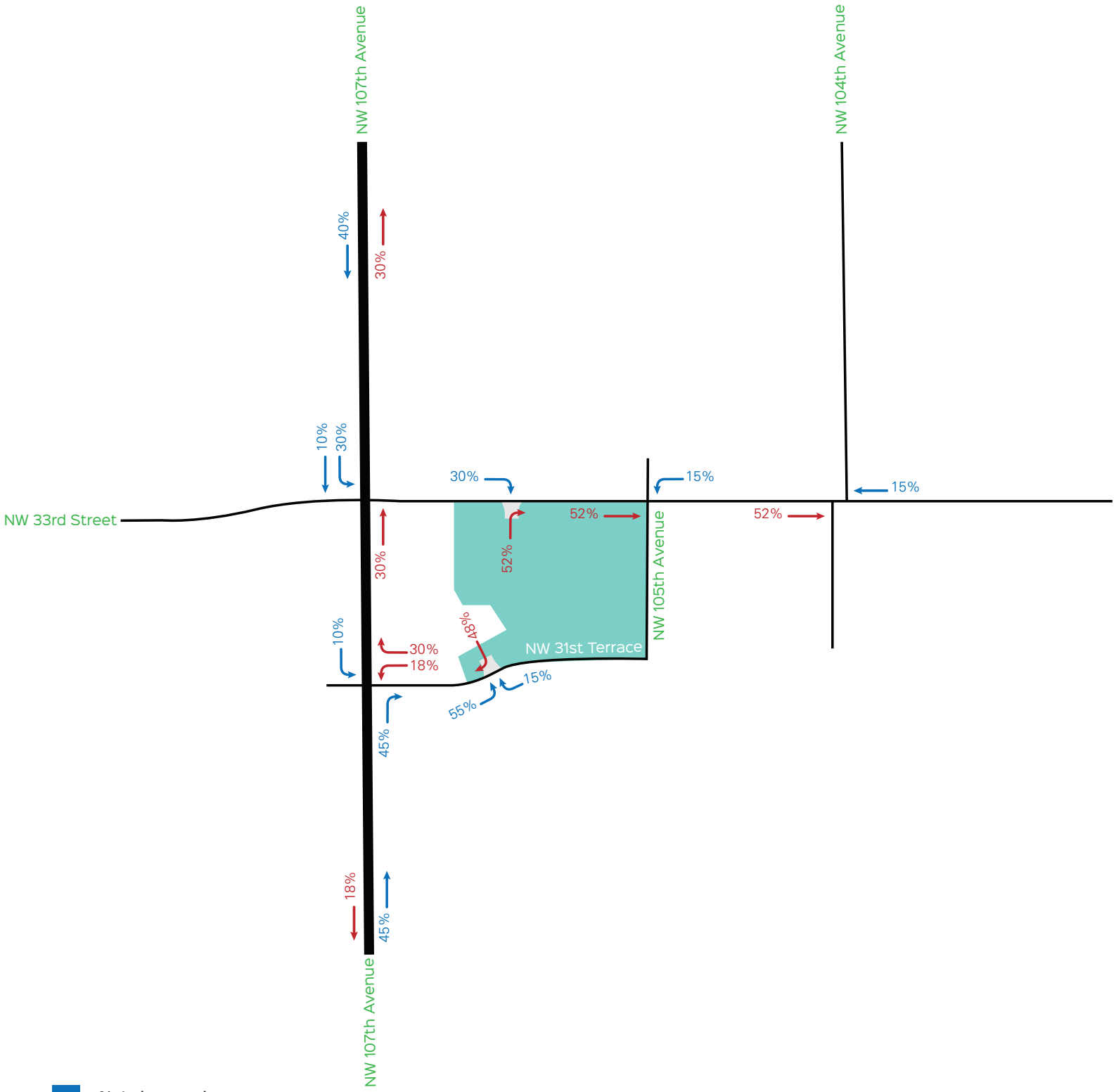


% Inbound

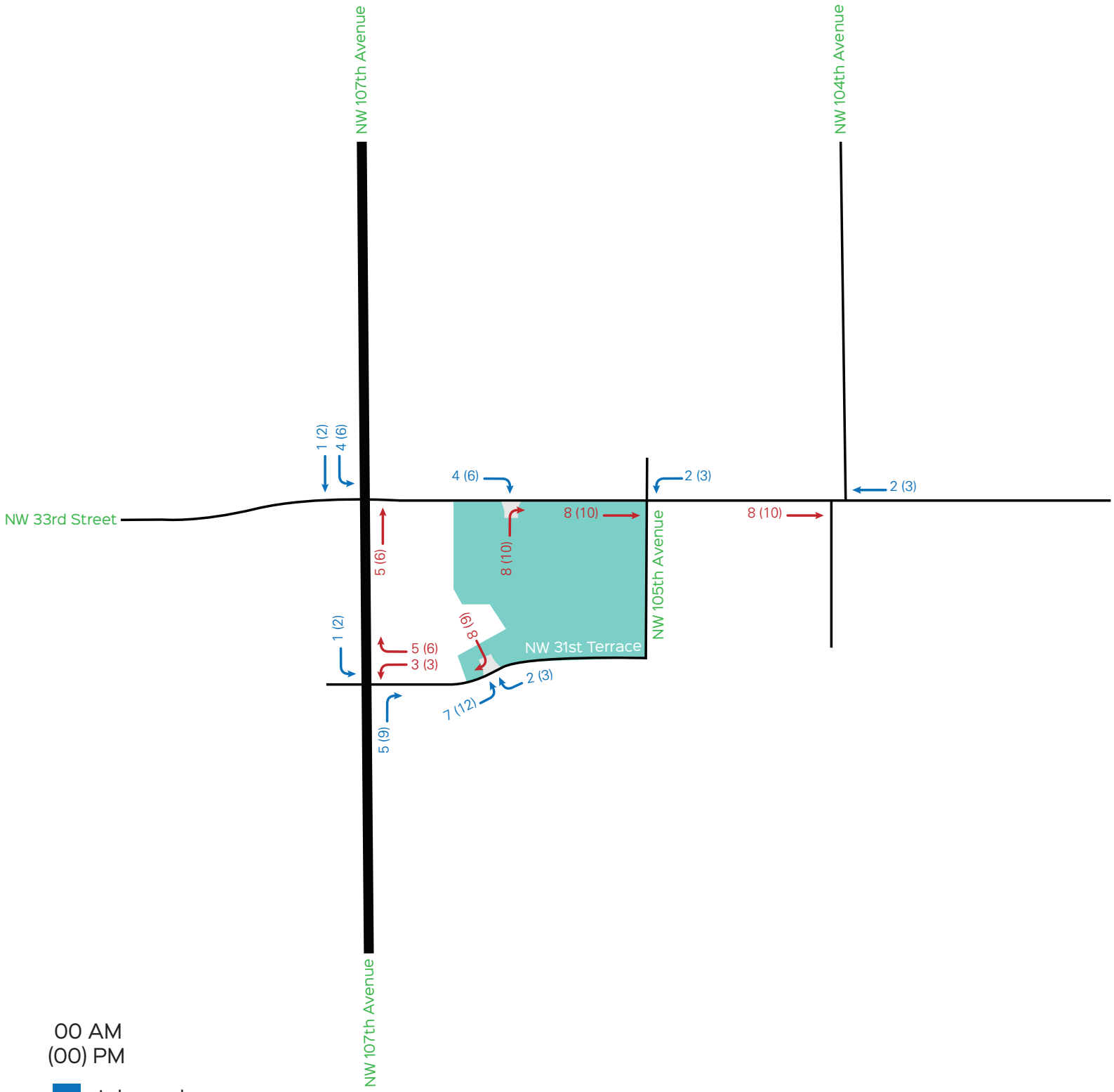
% Outbound

Project Location

Exhibit 11

Project Trip Distribution

NORTH
MAP NOT TO SCALE



00 AM
(00) PM

Inbound

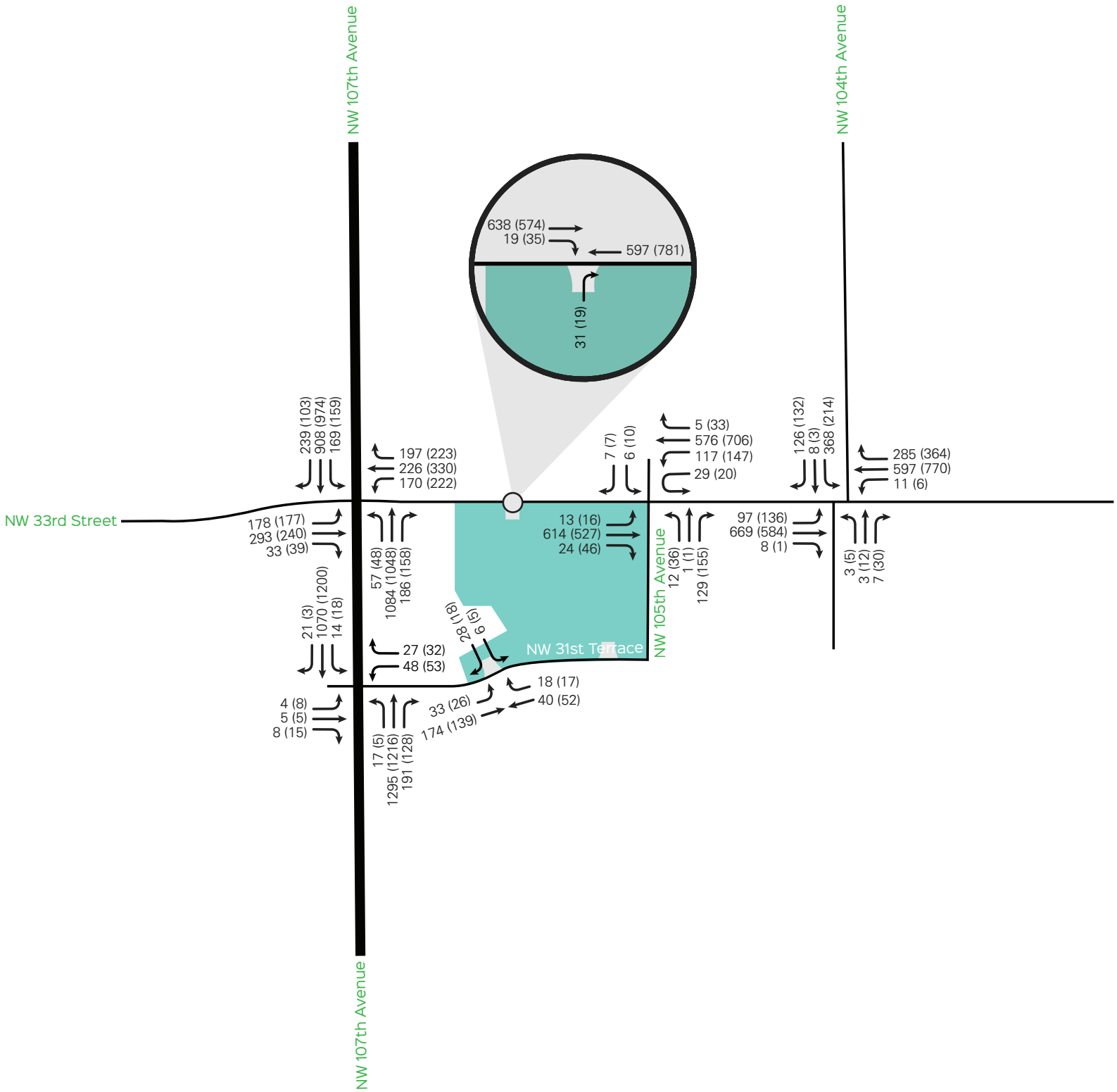
Outbound

Project Location

Exhibit 12

Project Trip Assignment

NORTH
MAP NOT TO SCALE



00 AM
(00) PM

Project Location

Exhibit 13

Future With Project AM & PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

4.6 Future with Project Roadway Capacity Analysis

Exhibit 14 summarizes the resulting roadway LOS for future with project conditions. As with existing and future without project conditions, the results show that the analyzed roadways are projected to operate at a level of service within the City's adopted LOS standards.

Exhibit 14: Future with Project Roadway Capacity Analysis

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV[1]	Meet LOS Std?
NW 107th Avenue between NW 30th Terrace and NW 33rd Street	NB	2LD	1,311	1,269	D	1,691	Yes
	SB	2LD	1,072	1,265	D	1,691	Yes
NW 33rd Street between NW 107th Avenue and 105th Avenue	EB	2LD	652	556	D	1,691	Yes
	WB	2LD	616	757	D	1,691	Yes
NW 105th Avenue between NW 31st Terrace and NW 33rd Street	NB	1LU	197	222	D	783	Yes
	-	-	-	-	-	-	-
NW 31st Terrace between NW 107th Avenue and NW 105th Avenue	-	-	-	-	-	-	-
	WB	1LU	68	63	D	822	Yes

[1] ***NW 107th Avenue (NB/SB):*** C4 Classification, 2 Lanes, Divided, LOS D, Non-State Roadway, Exclusive Left Turn Lane (1,790*1.05*0.9 = 1,691 vph);
NW 33rd Street (EB): C4 Classification, 2 Lanes, Divided, LOS D, Non-State Roadway, Exclusive Left Turn Lane (1,790*1.05*0.9 = 1,691 vph);
NW 33rd Street (WB): C4 Classification, 2 Lanes, Divided, LOS D, Non-State Roadway, Exclusive Left and Right Turn Lanes (1,790*1.05*1.05*0.9 = 1,776 vph);
NW 105th Avenue (NB): C4 Classification, 1 Lane, Undivided, LOS D, Non-State Roadway, Exclusive Left Turn Lane (870*0.9 = 783 vph);
NW 31st Terrace (WB): C4 Classification, 1 Lane, Undivided, LOS D, Non-State Roadway, Exclusive Left and Right Turn Lanes (870*1.05*0.9 = 822 vph)

4.7 Future with Project Intersection Capacity Analysis

Future background traffic and project trips were combined to obtain future with project traffic conditions at the analyzed intersections. Exhibit 15 shows the resulting LOS for the weekday AM and PM peak hours for future with project conditions. As with existing and future without project conditions, the analysis indicates that all of the studied intersections, except the NW 107th Avenue / NW 33rd Street intersection, currently operate within the City's overall LOS standards. The westbound approach of the NW 107th Avenue / NW 31st Terrace intersection shows delays during the AM and PM peak hours. The southbound approach of the NW 104th Avenue / NW 33rd Street intersection continues to show delays during the AM peak hour. The un-signalized intersection capacity analysis results show adequate operations at the project driveways. Intersection capacity analysis worksheets are included in Appendix D.

Exhibit 15: Future with Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak		PM Peak		LOS Std*
			LOS	Delay (sec)	LOS	Delay (sec)	
NW 107th Avenue / NW 31st Terrace	U	EB WB	C F	23.4 52.3	C E	21.5 45.4	D D
NW 107th Avenue / NW 33rd Street	S Asset # 5436	NB SB EB WB ***Overall***	E E E F ***E***	59.8 76.0 77.8 93.9 ***73.3***	D E F F ***E***	45.2 77.2 127.8 108.8 ***79.2***	D D D D ***D***
NW 105th Avenue / NW 33rd Street	U	NB SB	B C	13.2 18.7	B D	14.9 25.4	D D
NW 104th Avenue / NW 33rd Street	S Asset # 6985	NB SB EB WB ***Overall***	D F A B ***D***	36.3 122.6 7.9 16.6 ***38.0***	D D A B ***B***	37.6 35.6 8.2 19.5 ***18.8***	D D D D ***D***
NW 31st Terrace / Existing SW Driveway	U	SB	A	8.7	A	8.8	N/A
NW 31st Terrace / Existing NW Driveway	U	SB	A	9.1	A	9.1	N/A
NW 105th Avenue / Existing Driveway[1]	-	-	-	-	-	-	-
NW 33rd Street / Existing West Driveway	U	NB	B	10.6	B	10.3	N/A
NW 33rd Street / Existing East Driveway	U	NB	B	11.4	B	10.5	N/A

*The City of Doral Comprehensive Plan allows a capacity of D for all streets within the City of Doral. Source: David Plummer & Associates
[1]Driveway will be closed in future with project conditions.

Signal timing improvements are recommended to improve the overall and approach delays at the NW 107th Avenue / NW 33rd Street and NW 104th Avenue / NW 33rd Street intersections. Exhibit 16 shows the resulting LOS for the weekday AM and PM peak hours for future with project conditions after signal timing improvements.

Exhibit 16: Future with Project with Signal Improvements Intersection Capacity Analysis Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak		PM Peak		LOS Std*
			LOS	Delay (sec)	LOS	Delay (sec)	
NW 107th Avenue / NW 33rd Street	S Asset # 5436	NB	D	45.6	D	49.4	D
		SB	C	31.7	C	33.9	D
		EB	E	78.6	E	78.1	D
		WB	E	56.8	E	79.5	D
		Overall	***D***	***46.9***	***D***	***54.0***	***D***
NW 104th Avenue / NW 33rd Street	S Asset # 6985	NB	D	36.3	-	-	D
		SB	D	50.3			D
		EB	B	10.6			D
		WB	C	21.6			D
		Overall	***C***	***24.4***			***D***

*The City of Doral Comprehensive Plan allows a capacity of D for all streets within the City of Doral. Source: David Plummer & Associates

The approximate existing storage length and the projected 95th percentile back of queue (BOQ) projected at the exclusive turn lanes for the studied intersections during the AM and PM peak hour conditions are displayed in Exhibit 17. The results show that the existing storage lengths at all of the studied intersections, except the NW 107th Avenue / NW 33rd Street and NW 104th Avenue / NW 33rd Street intersections, can accommodate the expected BOQs for existing, future without project, and future with project conditions during the AM and PM peak hours.

The NW 107th Avenue / NW 33rd Street intersection currently does not have enough capacity to accommodate the expected BOQs at the eastbound and westbound left turning lanes during the AM and PM peak hours for existing, future without project, and future with project conditions. It should be noted this is an existing condition; the project adds no significant queue length to these movements.

The results show that the existing storage for the southbound left turning lane at the NW 104th Avenue / NW 33rd Street intersection cannot accommodate the expected BOQs during the AM and PM peak hours for existing, future without project, and future with project conditions. This is an existing condition; the project adds no significant queue length to the southbound left turning lane.

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Exhibit 17: Projected 95th Percentile Back of Queues and Existing Storage Length

Intersection	Direction	Existing		Future without Project		Future with Project		Existing Storage (feet)
		AM	PM	AM	PM	AM	PM	
NW 107th Avenue / NW 31st Terrace	NBL	2.5	0	2.5	0	2.5	0	85
	SBL	2.5	2.5	2.5	2.5	2.5	2.5	125
	WBL	45	42.5	52.5	52.5	57.5	57.5	115
	WBR[1]	5	5	5	5	5	7.5	245
NW 107th Avenue / NW 33rd Street	NBL	79	62	109	85	109	85	135
	SBL	482	337	503	415	513	434	915
	EBL	270	304	274	315	276	315	130
	WBL[2]	266	347	267	353	267	354	130
	WBR[1]	105	179	116	213	122	213	1,180
NW 105th Avenue / NW 33rd Street	NBL	5	15	5	17.5	5	17.5	100
	EBL	0	2.5	0	2.5	0	2.5	75
	WBL	20	17.5	22.5	17.5	22.5	17.5	80
NW 104th Avenue / NW 33rd Street	SBL	448	218	458	225	458	225	80
	EBL	38	47	38	48	38	49	60
NW 31st Terrace / Existing SW Driveway	SBR[3]	0	0	0	0	0	0	30
NW 31st Terrace / Existing NW Driveway	EBL	2.5	0	2.5	0	2.5	2.5	90
NW 105th Avenue / Existing Driveway	EBR[3,4]	0	0	0	0	-	-	45
NW 33rd Street / Existing West Driveway	NBR[3]	0	0	0	0	0	0	30
NW 33rd Street / Existing East Driveway	NBR[3]	2.5	0	2.5	0	5	2.5	30

[1]Through lane becomes an exclusive turn lane.
[2]Exclusive turn lane and additional storage in a shared through/turn lane.
[3]Entire lane is turning lane.
[4]Driveway will be closed in future with project conditions.

Source: David Plummer & Associates

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4.8 Turn Lane Requirements

The City of Doral Code of Ordinances, Section 77-46 provides guidelines to assist in the decision-making process for the need for exclusive right and left turn lanes. The following are guidelines provided by Section 77-46 when considering exclusive turn lanes:

(a) Left turn lanes. A left turn lane with a minimum of this Land Development Code 150 feet of storage and 100 feet of transition shall be provided at each access point with an average daily trip end (volume) of 1,000 vehicles or more, and/or an average peak hour inbound left turn volume of 25 vehicles or more. Increased storage and transition lengths may be required by the city to provide for all deceleration outside the through lane.

(b) Right turn deceleration lanes. A right turn deceleration lane with a minimum of 150 feet of storage and 100 feet of transition shall be required at each access point when the speed limit equals or exceeds 35 miles per hour or if the development will generate 100 or more right turn movements during the peak hour. Increased storage and transition lengths may be required by the city to provide for all deceleration outside the through lane.

A review of the driveways was conducted based on the guidelines mentioned above to determine the necessity of any exclusive turn lanes at the project driveways. The review indicates that an exclusive eastbound left turn lane is required at the existing east driveway located along NW 31st Terrace. It should be noted that the existing project driveway on NW 31st Terrace has an exclusive eastbound left turn lane. It should also be noted that the existing storage length for the eastbound left turn lane can accommodate the projected queue for future with project conditions.

Exhibit 18: Exclusive Turn Lane Analysis

Intersection	Movement	Threshold (veh/h)	AM Peak (veh/h)	PM Peak (veh/h)	Threshold Met?
NW 31st Terrace / Existing NW Driveway	EBL	25	33	26	Met

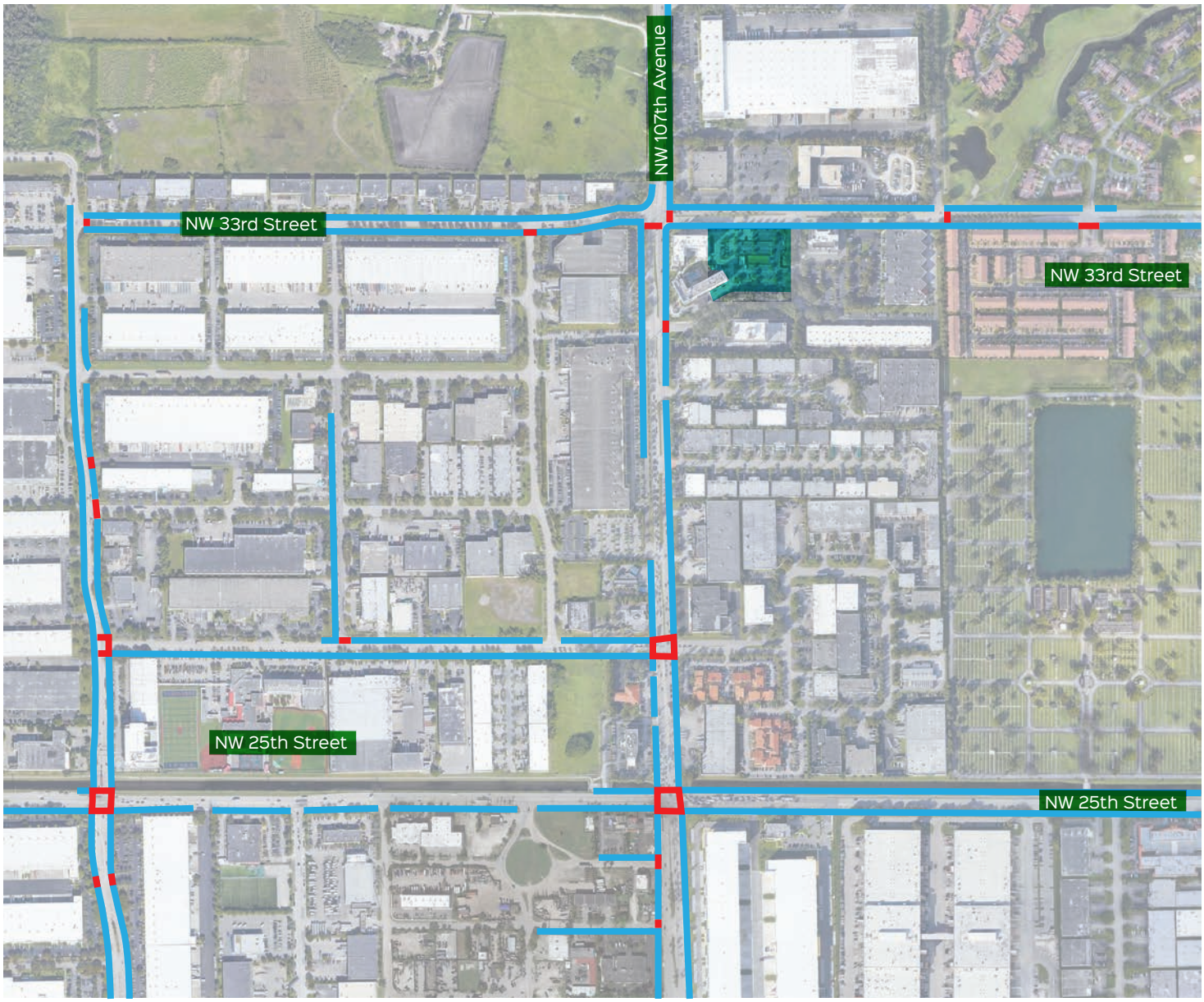
Intersection	Movement	Threshold (veh/h)	AM Peak (veh/h)	PM Peak (veh/h)	Threshold Met?
NW 31st Terrace / Existing NW Driveway	WBR	100	18	17	Not Met
NW 33rd Street / Existing East Driveway	EBR	100	19	35	Not Met

5.0 CIRCULATION PLAN

The Ritz Sky Mansions project will be located at 3285 NW 107th Avenue in Doral, Florida. Access to / from the site will be provided via an existing right-out only driveway and a right-in / right-out driveway located on NW 33rd Street. Access is also provided via an existing, right-out only driveway located on NW 31st Terrace and an existing two-way driveway also located on NW 31st Terrace. The existing two-way driveway located on NW 31st Terrace is being relocated just east of the current location. The project is proposing to close the existing driveway on NW 105th Avenue. The loading areas are located on along the west and east sides of the proposed project site. Access to the loading areas are provided via a two-way, right-in / right-out driveway located on NW 33rd Street and a two-way driveway located on NW 31st Terrace.

The project is located in an area that is conducive for pedestrian activities. All intersections adjacent to the site have sidewalks and clearly marked crosswalks. The signalized NW 107th Avenue / NW 33rd Street and NW 104th Avenue / NW 33rd Street intersections provides pedestrian signals. A mobility plan was prepared for the site (Exhibit 19). The plan shows the project driveway, sidewalk connections, and pedestrian crosswalks.

The area surrounding the project is served by transit. The City of Doral trolley routes 1, 2, and 4 traverse the project area. The closest trolley stops to the project is located on NW 33rd Street, approximately 80 feet north of the project and on NW 107th Avenue, approximately 0.1 miles southwest of the project. Trolley routes 1, 2, and 4 are served by these trolley stops. Exhibit 20 shows the available transit and trolley stops near the project. See Appendix G for transit information.



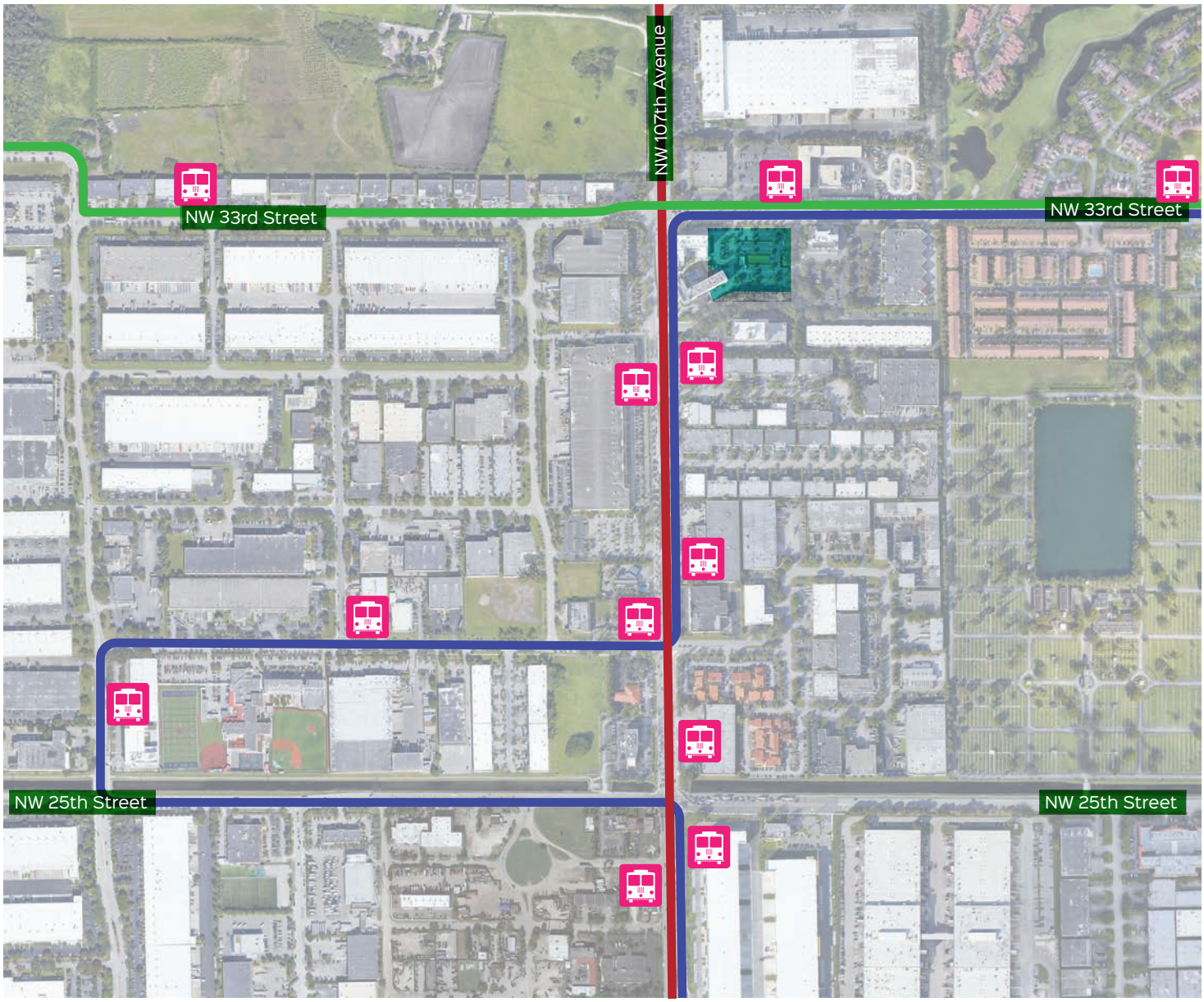
Sidewalks
Crosswalks

Project Location

Exhibit 19

Mobility Plan - Pedestrian

NORTH
MAP NOT TO SCALE



Trolley Stop

City of Doral Trolley Routes

- Route 1
- Route 2
- Route 4

Project Location

Exhibit 20

Mobility Plan - Transit

NORTH
MAP NOT TO SCALE

6.0 CONCLUSIONS

An assessment of the traffic impacts associated with the project was performed in accordance with the requirements of the City of Doral and the approved methodology. The intersection analysis indicates that all of the studied intersections, except the NW 107th Avenue / NW 33rd Street intersection, currently operate and are projected to continue to operate within the City's overall LOS standards during the AM and PM peak hours. The westbound approach of the NW 107th Avenue / NW 31st Terrace intersection currently operates and is projected to continue to operate above the City's overall LOS standards during the AM and PM peak hours. Signal timing improvements are recommended to improve the overall and approach delays at the NW 107th Avenue / NW 33rd Street and NW 104th Avenue / NW 33rd Street intersections.

A review of the project driveways was conducted to determine the necessity of any exclusive turn lanes at the driveways. The review indicated that an exclusive eastbound left turn lane is required at the existing east driveway located along NW 31st Terrace. This condition is already met as the existing project driveway on NW 31st Terrace has an exclusive left turn lane. It should be noted that the existing storage length for the eastbound left turn lane can accommodate the projected queue for future with project conditions.

The project area is currently served by three City of Doral trolley routes. The project is located in an area that is conducive for pedestrian activities providing ample sidewalks and pedestrian crosswalks.

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Appendix A
Site Plan

RITZ SKY MANSIONS AT DORAL

ZONING LEGEND

ADDRESS = 3285 NW 107th. AVENUE. DORAL, FLORIDA 33172
FOLIO = 35-3029-100-0010

NET LOT AREA: 215,511 S.F. (4.95 AC) GROSS LOT AREA: 296,609 S.F. (6.81 AC)

EXISTING ZONING CLASSIFICATION: O-3 OFFICE-3 DISTRICT

PROPOSED ZONING CLASSIFICATION:
LAND USE O-R OFFICE RESIDENTIAL WITH MF-4, MULTIFAMILY RESIDENTIAL-4 DISTRICT WITH SPECIAL DEVELOPMENT REQUIREMENTS (SDR)

DENSITY

ALLOWED/REQUIRED	PROVIDED
16 UNITS x 6.81 ACRE = 108 UNITS	69 UNITS

FLOOR AREA RATIO (FAR)

ALLOWED/REQUIRED

HOTELS:
1rst. FLOOR:
0.50 x 215,511 S.F. = 107,755.50 S.F.
2nd. FLOOR THRU 14th. FLOOR:
0.25 x 215,511 S.F. x 13 = 700,410.75 S.F.
808,166.25 S.F.

MULTIFAMILY RESIDENTIAL:
1rst. FLOOR:
0.50 x 215,511 S.F. = 107,755.50 S.F.
2nd. FLOOR THRU 8th. FLOOR:
0.20 x 215,511 S.F. x 7 = 377,144.25 S.F.
484,899.75 S.F.

* MOST RESTRICTED: MULTIFAMILY RESIDENTIAL

PROVIDED

ALOFT HOTEL (EXISTING):
1rst. FLOOR = 14,770.00 S.F.
REMAINING FLOORS = 66,500.00 S.F.
81,270.00 S.F.

ELEMENT HOTEL (EXISTING):
1rst. FLOOR = 19,500.00 S.F.
REMAINING FLOORS = 87,000.00 S.F.
106,500.00 S.F.

TOTAL BOTH EXISTING HOTELS: 187,770.00 S.F.

EXISTING RESTAURANT:
1rst. FLOOR = 2,155.00 S.F.

PROPOSED OFFICES
1rst. FLOOR = 5,968.99 S.F.

PROPOSED MULTIFAMILY RESIDENTIAL
1rst. FLOOR = 4,986.31 S.F.
2nd. FLOOR = 19,589.69 S.F.
3rd. FLOOR = 24,278.77 S.F.
4th. THRU 6th. FLOOR =
23,746.95 x 3 = 71,620.65 S.F.
7th. FLOOR = 23,393.14 S.F.
8th. FLOOR (MULTIFAMILY) = 17,299.07 S.F.
8th. FLOOR (AMENITY + POOL) = 13,027.82 S.F.

TOTAL MULTIFAMILY RESIDENTIAL= 174,195.45 S.F.

TOTAL HOTEL + MULTIFAMILY= 370.089.44 S.F.

MAXIMUM BUILDING COVERAGE

ALLOWED/REQUIRED

30% OF NET AREA:
215,511 S.F. x 30% = 64,653.30 S.F.

PROVIDED

EXISTING ALOFT HOTEL = 14,156.50 S.F.
EXISTING ELEMENT HOTEL = 15,009.70 S.F.

1rst. FLOOR OF PROPOSED MULTIFAMILY RESIDENTIAL GROUND FLOOR= OFFICES, LOBBY, STAIRS, TRASH, ELEVATORS, STORAGE, ELEC., MECH., & PLUMBING ROOMS = 11,001.65 S.F.

TOTAL = 40,167.85 S.F. (18.66%)

BUILDING HEIGHT

ALLOWED/REQUIRED	PROVIDED
8 STORIES	8 STORIES

OPEN SPACE

ALLOWED/REQUIRED	PROVIDED
35% OF NET AREA: 215,511 x 35% = 75,428.85 S.F.	GROUND FLOOR = 81,429.63 S.F. (37.78%) 8th. FLOOR = 7,366.90 S.F. ROOF PLAN = 3,683.90 S.F. TOTAL OPEN SPACE = 92,480.43 S.F. (43.72%) > 35%

1

ZONING LEGEND (CONT'D)

LOADING SPACES (12' x 25')

DESCRIPTION	ALLOWED/REQUIRED	PROVIDED
EXIST. ALOFT HOTEL & EXIST. HOTEL ELEMENT	EXIST.	EXIST.
OFFICES = 5,968.99 S.F. 0 Space (Less than 10,000 S.F.)	N/A	N/A
PROPOSED MULTIFAMILY RESIDENTIAL = 173,120.82 S.F. 2 Space for first 100,000 S.F. 2 Space for adittional 73,120.82 S.F. **TOTAL = 4 SPACES**	4 SPACES	4 SPACES

SETBACKS

DESCRIPTION	ALLOWED/REQUIRED	PROVIDED
FRONT STREET	25 FEET	25'-0"
REAR	25 FEET	25'-2"
SIDE	25 FEET	25'-0"

PARKING SPACES

DESCRIPTION	ALLOWED/REQUIRED	PROVIDED
EXISTING ALOFT HOTEL 1 Space per 1rst. 40 Rooms & 1 addit. Space per every 2 Rooms (145 ROOMS)=40+(105/2)=92.5	93 SPACES	ON SITE 67 SPACES 382 SPACES
EMPLOYEE PARKING = 4.5	5 SPACES	
EXISTING HOTEL ELEMENT 1 Space per 1rst. 40 Rooms & 1 addit. Space per every 2 Rooms (139 ROOMS)=40+(99/2)=89.5	90 SPACES	
EMPLOYEE PARKING = 4	4 SPACES	
EXISTING RESTAURANT: 1 SPACE PER 45 S.F. OF PATRON AREA 1,250 S.F. / 45 = 27.77	28 SPACES	
PROPOSED MULTIFAMILY RESIDENTIAL (69 Units) 2-Bed at 2 Spaces/Unit 25 Units x 2 = 50 Spaces 3-Bed at 3 Spaces/Unit 44 Units x 3 = 132 Spaces TOTAL = 182 Spaces	182 SPACES	
OFFICE: 1 SPACE / 300 S.F. 5,698.99 / 300 S.F. = 19 Spaces	19 SPACES	
TOTAL	**421 SPACES**	**449 SPACES**
PARKING FOR DISABLED 401-500 = 9 SPACES	**9 SPACES**	**9 SPACES**

BICYCLE PARKING SPACES

DESCRIPTION	ALLOWED/REQUIRED	PROVIDED
EXISTING ALOFT HOTEL	NONE REQUIRED	
EXISTING HOTEL ELEMENT	NONE REQUIRED	
PROPOSED MULTIFAMILY RESIDENTIAL (69 UNITS)	10% OF UNITS 69 x 0.10 = 6.9 SPACES	8 SPACES

ELECTRIC VEHICLE CHARGING STATION

DESCRIPTION	ALLOWED/REQUIRED	PROVIDED
2% OF REQUIRED PARKING	450 * 2% = 9 SPACES	69 SPACES

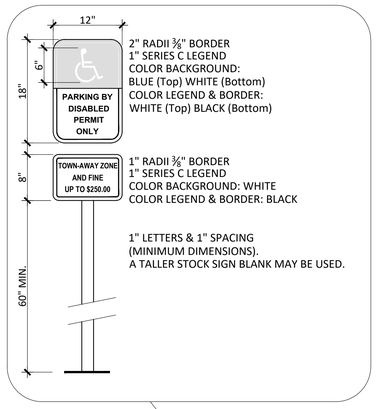
1

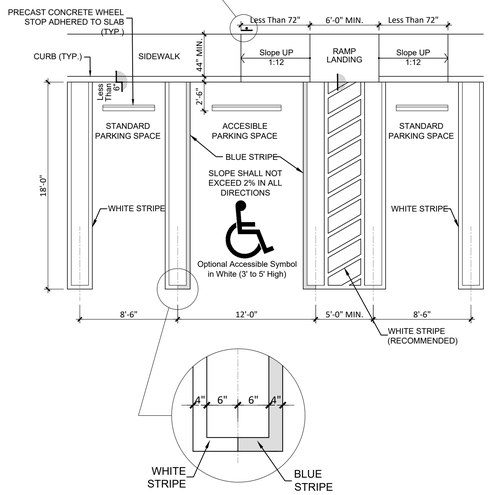
LEGAL DESCRIPTION

DORAL WEST PARK 1ST ADDN PB 150-4 T-19518 TR C LOT SIZE 4.947 AC M/L. FAU 30-3029-092-0010 F/A/U 30-3029-100-0010 COC 24924-3340 09 2006 1

FLOOD INFORMATION

ZONE =	**AH**
BASE FLOOD ELEV. =	**6.0' N.G.V.D.**
MAP PANEL No =	**12086 C 0286 L**
REVISED DATE =	**09/11/2009**
PROPOSED LOWEST F.F.E. =	**9.52' N.G.V.D.**
HIHGEST C.O.R. =	**8.0' N.G.V.D.**





A TYPICAL PARKING AT PARKING STRUCTURE
3/16" = 1'-0"

NOTES

1. ALL MECHANICAL EQUIPMENT ON ROOFTOPS SHALL BE SCREENED FROM THE PUBLIC RIGHT-OF-WAY.
2. ALL PEDESTRIAN WALKWAY THAT TRANSVERSE A DRIVE AISLE, SHALL BE STAMPED CONCRETE.
3. ALL ON-SITE UTILITIES SHALL BE INSTALLED UNDERGROUND.
4. A MINIMUM OF 20 PERCENT OF ALL REQUIRED SURFACE PARKING SHALL BE CONSTRUCTED USING PERVIOUS OR HEAT-REFLECTIVE MATERIAL WITH A DEVELOPMENT SOLAR REFLECTIVE INDEX (SRI) OF 28 OR GREATER SUCH AS OPEN CELL PAVERS, MANAGED TURF, POURS PAVEMENT AND/OR OTHER PROVEN MATERIALS.

J. ANTONIO RODRIGUEZ TELLAHECHE,
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Project Manager/Designer:
NEIDY MAR PRADO

Issue Dates:
1 BLDG. DEP. COMMENT
05/15/2025

RITZ SKY MANSIONS AT DORAL
3285 NW 107th. AVENUE, DORAL, FLORIDA 33172

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Sheet Title:

EXISTING SITE PLAN

Job Number:
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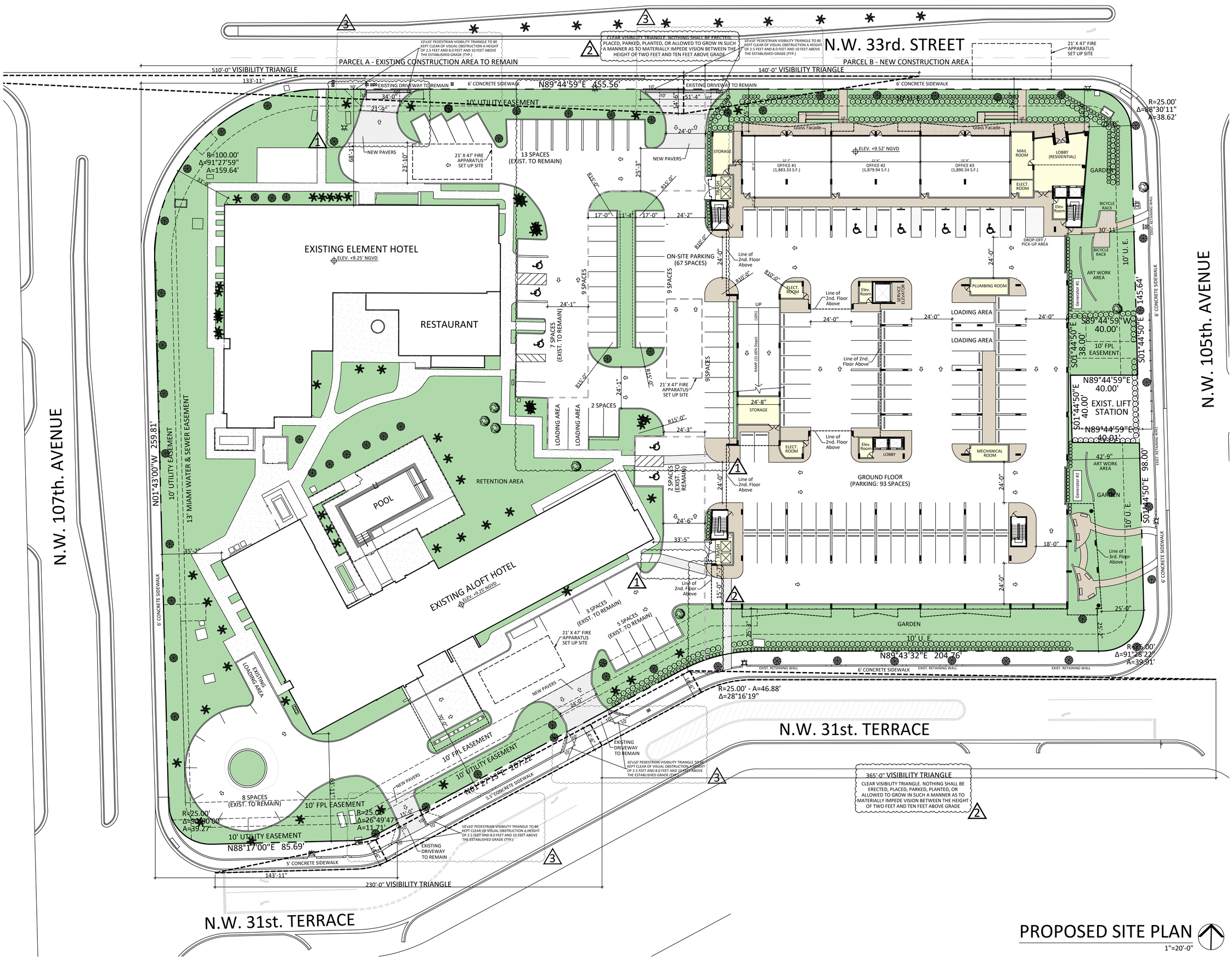
Checked: T.R.T.
Date: FEBRUARY 15, 2023

A-002



PROPOSED SITE PLAN

1"=20'-0"

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Issue Dates:

1 BLDG. DEP. COMMENT 05/15/2025
2 BLDG. DEP. COMMENT 08/08/2025
3 BLDG. DEP. COMMENT 12/26/2025

RITZ SKY MANSIONS AT DORAL
3285 NW 107th. AVENUE,
DORAL, FLORIDA 33172

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Sheet Title:

PROPOSED SITE PLAN

Job Number:
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Checked: T.R.T.
Date: FEBRUARY 15, 2023

A-101

Appendix B
Approved Methodology

DAVID PLUMMER & ASSOCIATES
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING

1750 PONCE DE LEON BOULEVARD | CORAL GABLES, FLORIDA 33134
305•447•0900 | DPA@DPLUMMER.COM

Ritz Sky Mansions
Traffic Study Methodology

March 28, 2024

PROJECT LOCATION

The project is located at 3285 NW 107th Avenue in Doral, Florida. The project proposes a new residential development with 60 dwelling units and 5,654 SF of office space. The site is currently a surface parking lot for two hotels located within the same lot. The hotels and most access to the site will remain within the property. Access to the site will be provided via an existing right-out driveway and a right-in / right-out driveway located on NW 33rd Street, and an existing, outbound, right-out driveway located on NW 31st Terrace and the existing two-way driveway located on NE 31st Terrace. The project is proposing to close the existing driveway on NW 105th Avenue. The proposed site plan is provided in Attachment A.

PURPOSE

This methodology will provide the details of the Transportation Impact Study for the proposed development. Confirmation of this methodology will be requested from the City of Doral and/or its traffic consultant prior to performing the study.

TRAFFIC STUDY

- Traffic Counts (Intersections) – Turning movement counts (TMCs) previously collected on May 17, 2023 during the morning (7 – 9 am) and afternoon (4 – 6 pm) peak hour conditions of a regular weekday at the study intersections will be used to analyze the following four intersections:
    - NW 107th Avenue / NW 31st Terrace
    - NW 107th Avenue / NW 33rd Street
    - NW 105th Avenue / NW 33rd Street

dpa Since 1978

- NW 104th Avenue / NW 33rd Street

- Driveway Traffic Counts - The existing hotels are to remain within the site and the project is proposing to use the existing driveways. As such, turning movement counts (TMCs) previously collected on May 17, 2023 during the morning (7 – 9 am) and afternoon (4 – 6 pm) peak hour conditions of a regular weekday at the following driveways will be used to perform the driveway analysis.
    - Existing Driveway Counts
        - NW 31st Terrace / SW (right-out, outbound) Driveway
        - NW 31st Terrace / NW (two-way) Driveway
        - NW 105th Avenue / (two-way, right-out) Driveway
        - NW 33rd Street / W (right-out, outbound) Driveway
        - NW 33rd Street / E (two-way, right-out) Driveway
- 72-hour tube counts collected from May 16-18, 2023 at the following four locations during a regular weekday at the studied roadways will be used to analyze the following four roadways:
    - NW 107th Avenue between NW 30th Terrace and NW 33rd Street
    - NW 33rd Street between NW 107th Avenue and NW 105th Avenue
    - NW 105th Avenue between NW 31st Terrace and NW 33rd Street
    - NW 31st Terrace between NW 107th Avenue and NW 105th Avenue
- Trip Generation – When applicable, trip generation for the project will be estimated using trip generation information published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, otherwise engineering judgement will be used. Internal capture trips will be established based on the ITE, *Trip Generation Handbook*, 3rd Edition. Based on U.S. Census Bureau data (for tract 90.10), 1.8% of the area utilizes other modes of transportation. A 1.8% reduction will be applied for other modes of transportations for the trip generation calculations. Exhibit 1 shows the trip generation for the proposed project. Please note that the trip generation does not include the existing to remain hotel uses as the hotel trips will be captured within the driveway counts. Trip generation documentation is available in Attachment B.

Exhibit 1: Project Trip Generation

Proposed ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) *Land Use Code: 220*	60 DU	240	3	11	14	14	9	23
Small Office *Land Use Code: 712*	5,654 SF	82	8	2	10	4	8	12
Total Gross Trips		**322**	**11**	**13**	**24**	**18**	**17**	**35**
Other Modes of Transportation[3]		1.8%	0	0	0	0	0	0
Internal Capture (AM, PM)[2]		(0%, 2.4%)	0	0	0	-1	-1	-2
Net Proposed Trips			**11**	**13**	**24**	**17**	**16**	**33**

[1] Based on ITE Trip Generation Manual, 11th Edition.

[2] Based on ITE Trip Generation Handbook, 3rd Edition.

[3] Based on US Census data for tract 90.10 and local characteristics.

- Trip Distribution / Trip Assignment – Net new external project traffic will be assigned to the adjacent street network using the appropriate cardinal distribution for TAZ 741 from the *2045 Miami-Dade Long Range Transportation Plan Update,* published by the *Transportation Planning Organization*. Normal area traffic patterns will also be considered when assigning project trips. A figure showing all of the assigned trips to the adjacent transportation network will be provided as part of the study. The expected build-out year is 2026. (See Attachment C for the Cardinal Distribution).
    - Trips at the existing NW 105th Avenue Driveway that the project is proposing to close will be diverted to the remaining driveways for future with project conditions.
- Background Traffic – Available Florida Department of Transportation (FDOT) and Miami-Dade County (MDC) traffic counts will be consulted to determine a growth factor consistent with historical annual growth in the area. The growth factor will be applied to the existing traffic volumes to establish background traffic. This will be documented in the study.
- Committed Developments – The Bridgepoint project will be added as a committed development.
- Future Transportation Projects – The Doral Masterplan, the 2024 TIP, and 2045 LRTP will be reviewed and consulted to determine any planned roadway improvements within the project area. Any found roadway improvements (published by the FDOT, MDC, City Doral, etc.) will be considered in the analysis at project build-out.
- Intersection Capacity Analysis – The intersection capacity analyses will be conducted for the following conditions:

- Existing conditions (2024)
- Future conditions with Committed Developments (2026)
- Future conditions with Project and Committed Development (2026)

Intersection analysis will be done using the Synchro software based on the Highway Capacity Manual (HCM). Figures depicting trip distribution for each of these scenarios will be provided as part of this study. In addition to the intersections identified above, all projects driveways will be analyzed. If the results of the analysis show any intersection operating below the City's Level of Service standards, mitigation measures will be recommended.

- Signal Location and Timing – Existing signal phasing and timing for the signalized intersections will be obtained from Miami-Dade County. Signal data collected from the county will be included in the appendix of this study.
- As part of the intersection analysis, a table summarizing/comparing the 95th percentile vehicle stacking / queues and existing storage length for all exclusive turn lanes will be provided.
- Corridor capacity will be estimated using generalized vehicular capacities from the FDOT Quality / LOS Manual, or another acceptable equivalent.
- A right turn deceleration lane evaluation at all driveways within public ROW will be provided. The analysis will be done following section 77-46 from City code.
- An extensive Transportation Demand Management plan (TDM) will be included in the report.

CIRCULATION ANALYSIS/PLAN

- Multimodal – Pedestrian, bicycle and transit facilities will be defined in the Circulation Plan. Existing bus routes including schedule and bus stop locations will be discussed as part of the study. An effort will be made to include bicycle parking facilities within the project site to be utilized either by employees or tenants.

QUEUING ANALYSIS

- If applicable, a queuing analysis will be performed at the gated entrance per the methods outlined in the Institute of Transportation Engineers (ITE) Transportation and Land Development. The vehicle queue (M) will be calculated based on processing rate, demand rate, service positions and utilization factor as necessary. The analysis will be done to ensure that there is sufficient on-

site vehicle stacking so that there is no vehicle back-up onto the public right-of-way. Peak hour demand will be estimated at the project's entrances. The analysis will consider both demand and typical service times per vehicle. The gated entrances capacity will be a function of the numbers of lanes, type of service provided, and geometrics. The analysis, conclusions and recommendations will be documented in the traffic report.

- If applicable, a valet queuing analysis will be performed to determine the potential queue at the project's pick-up and drop-off areas. The queue will be calculated based on the peak hour traffic published by ITE's Trip Generation, 11th Edition. The project trip generation for the AM and PM peak hours will be used for the analysis. A processing rate will be used for valet operations. Arrival flow rate from the traffic distribution will be converted to a random distribution using the Poisson formula (if applicable). The queuing analysis will be based on ITE's Transportation and Land Development publication – using Poisson arrivals and negative exponential service time. Entrance capacity will be a function of the number of lanes, number of valet attendants, and geometrics.

If you have any questions you can contact me at (305) 447-0900.

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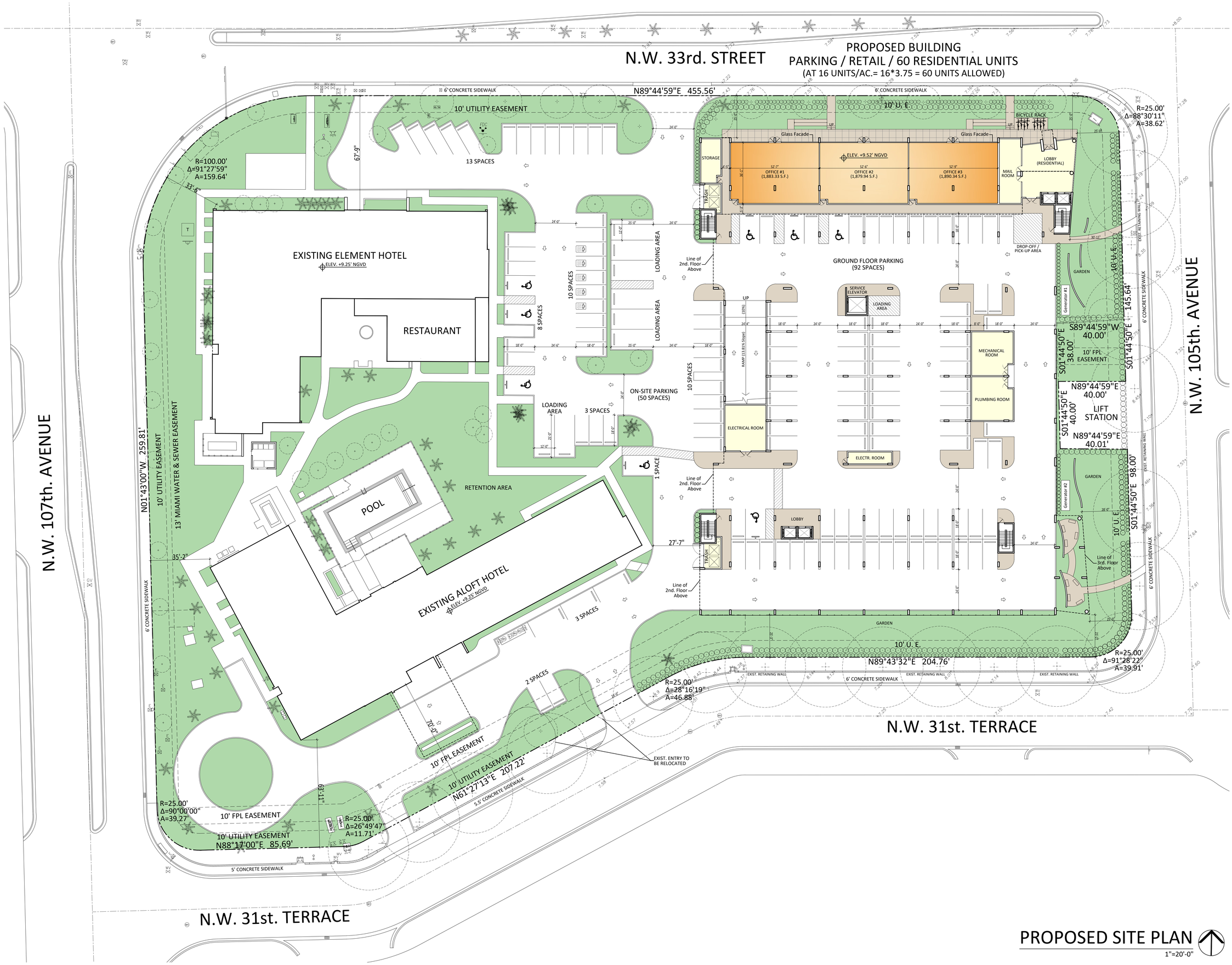

PROPOSED SITE PLAN
1"=20'-0"

J. ANTONIO RODRIGUEZ
TELLAHECHE,
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Architecture Planning Design
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Project Manager/Designer:
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Issue Dates:

RITZ SKY MANSIONS
AT DORAL
3285 NW 107th. AVENUE,
DORAL, FLORIDA 33172

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PROPOSED
SITE PLAN

Job Number:	
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Drawn: N.P.	
Checked: T.R.T.	
Date: FEBRUARY 15, 2023	

RITZ SKY MANSIONS AT DORAL

ZONING LEGEND

ADDRESS = 3285 NW 107th. AVENUE. DORAL, FLORIDA 33172
FOLIO = 35-3029-100-0010

NET LOT AREA: 215,511 S.F. (4.95 AC) GROSS LOT AREA: 296,609 S.F. (6.81 AC)

EXISTING ZONING CLASSIFICATION: O-3 OFFICE-3 DISTRICT

PROPOSED ZONING CLASSIFICATION:
LAND USE O-R OFFICE RESIDENTIAL WITH MF-4, MULTIFAMILY RESIDENTIAL-4 DISTRICT WITH SPECIAL DEVELOPMENT REQUIREMENTS (SDR)

DENSITY (HOTEL)

ALLOWED/REQUIRED	PROVIDED
HOTELS (WITH RETAIL): 75 UNITS/GROSS ACRE LESS MULTIFAMILY FOOTPRINT 296,609 S.F. - 53,393 S.F. = 243,216 S.F. (5.58 ACRE) 75 UNITS x 5.58 ACRE = 418.50 UNITS	ALOFT HOTEL = 145 ROOMS (EXIST.) ELEMENT HOTEL = 139 ROOMS (EXIST.) 284 ROOMS 284 ROOMS / 75 ACRES = 3.79

DENSITY (RESIDENTIAL)

ALLOWED/REQUIRED	PROVIDED
MULTIFAMILY: 16 UNITS/GROSS ACRE LESS EXISTING HOTELS (ELEMENT & ALOFT) FOOTPRINT 296,609 S.F. - (15,456 S.F. + 14,647 S.F.) = 266,505 S.F. (6.12 ACRE) 16 UNITS x 6.12 ACRE = 97.92 UNITS	60 UNITS

FLOOR AREA RATIO (FAR)

ALLOWED/REQUIRED	PROVIDED
HOTELS: 1rst. FLOOR: 0.50 x 215,498.53 S.F. = 107,749.27 S.F. 2nd. FLOOR THRU 14th. FLOOR: 0.25 x 215,498.53 S.F. x 13 = 700,370.22 S.F. 808,119.49 S.F. RESIDENTIAL: 1rst. FLOOR: 0.50 x 215,498.53 S.F. = 107,749.27 S.F. 2nd. FLOOR THRU 8th. FLOOR: 0.20 x 215,498.53 S.F. x 7 = 377,122.43 S.F. 484,871.70 S.F. * MOST RESTRICTED: RESIDENTIAL	ALOFT HOTEL: 1rst. FLOOR = 14,770 S.F. REMAINING FLOORS = 6,500 S.F. 81,270 S.F. ELEMENT HOTEL: 1rst. FLOOR = 19,500 S.F. REMAINING FLOORS = 87,000 S.F. 106,500 S.F. TOTAL BOTH EXISTING HOTELS: 187,770 S.F. 1rst. FLOOR (OFFICES) = RESIDENTIAL: 2nd. FLOOR = 3rd. THRU 7th. FLOOR = 8tH. FLOOR =

MAXIMUM BUILDING COVERAGE

ALLOWED/REQUIRED	PROVIDED
30% OF NET AREA: 215,511 S.F. x 30% = 64,653 S.F.	ALOFT HOTEL = 14,647 S.F. ELEMENT HOTEL = 15,456 S.F. RESIDENTIAL BUILDING = 53,393 S.F. 83,496 S.F. (38.74%)

TREES

ALLOWED/REQUIRED	PROVIDED
23 / NET AREA: 23 x 4.947 = 113.78 (114) TREES	XXX TREES

OPEN SPACE

ALLOWED/REQUIRED	PROVIDED
35% OF NET AREA: 215,498.53 x 35% = 75,424.49 S.F.	63,265.25 S.F. (37.78%)

OPEN SPACE

ALLOWED/REQUIRED	PROVIDED
15% OF NET AREA: 120,117.43 x 15% = 18,017.62 S.F.	GROUND FLOOR = 22,060.99 S.F. (18.37%) 6th. FLOOR = 1,289.83 S.F. (1.07%) 23,350.82 S.F. (19.44%)

ZONING LEGEND (CONT'D)

LOADING SPACES (12' x 25')

DESCRIPTION	ALLOWED/REQUIRED				PROVIDED		
	PHASE 1 (EXISTING)	PHASE 2 (EXISTING)	PHASE 3 (PROPOSED)	TOTAL	PHASE 1 & 2 (EXISTING)	PHASE 3 (PROPOSED)	TOTAL
PHASE 1: EXIST. ALOFT HOTEL 30,000 - 60,000 S.F.= 1 Space 1 Space for ea. Addit. 30,000 S.F. (69,814 S.F.)= 2 SPACES	2 SPACES				4 SPACES		
PHASE 2: EXIST. HOTEL ELEMENT 30,000 - 60,000 S.F.= 1 Space 1 Space for ea. Addit. 30,000 S.F. (79,864 S.F.)= 2 SPACES		2 SPACES					
PHASE 3: PROPOSED APARTM. 50,000 S.F.= 1 Space (193,950.30 S.F.) = 4 SPACES			4 SPACES			4 SPACES	
TOTAL ALL PHASES			**8 SPACES**				**8 SPACES**

SETBACKS

DESCRIPTION	ALLOWED/REQUIRED	PROVIDED
FRONT STREET	15 FEET PER 68-168 (G)	15'-0"
REAR	N/A	
SIDE	N/A	97'-2"

PARKING SPACES

DESCRIPTION	ALLOWED/REQUIRED				PROVIDED		
	PHASE 1 (EXISTING)	PHASE 2 (EXISTING)	PHASE 3 (PROPOSED)	TOTAL	PHASE 1 & 2 (EXISTING)	PHASE 3 (PROPOSED)	TOTAL
PHASE 1: EXIST. ALOFT HOTEL 1 Space per 1rst. 40 Rooms & 1 addit. Space per every 2 Rooms (145 ROOMS)=40+(105/2)=92.5	92.5 SPACES				ON SITE 50 SPACES		ON SITE 50 SPACES
EMPLOYEE PARKING = 4.5	4.5 SPACES						
PHASE 2: EXIST. HOTEL ELEMENT 1 Space per 1rst. 40 Rooms & 1 addit. Space per every 2 Rooms (139 ROOMS)=40+(99/2)=89.5		89.5 SPACES					
EMPLOYEE PARKING = 4		4 SPACES					
RESTAURANT: 1 SPACE PER 45 S.F. OF PATRON AREA 1,250 S.F. / 45 = 27.77		28 SPACES					
PHASE 3: PROPOSED APARTMENTS (60 Units) 2-Bed at 2 Spaces/Unit 20 Units x 2 = 40 Spaces 3-Bed at 3 Spaces/Unit 40 Units x 3 = 120 Spaces TOTAL = 160 Spaces			160 SPACES			424 SPACES	424 SPACES
OFFICE: 1 SPACE / 300 S.F. 5,656.61 / 300 S.F. = 18.84			19 SPACES				
TOTAL ALL PHASES	97 SPACES	122 SPACES	179 SPACES				
				398 SPACES			**474 SPACES**
PARKING FOR DISABLED 401-500 = 9 SPACES				**9 SPACES**			**9 SPACES**
TOTAL ALL PHASES							**9 SPACES**

BICYCLE PARKING SPACES

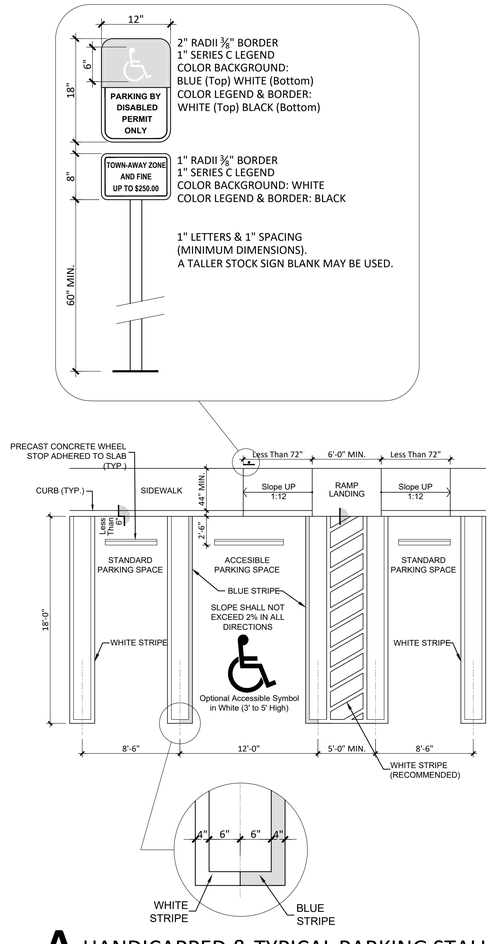
DESCRIPTION	ALLOWED/REQUIRED	PROVIDED
PHASE 1: EXIST. ALOFT HOTEL	NONE REQUIRED	
PHASE 2: EXIST. HOTEL ELEMENT	NONE REQUIRED	
PHASE 3: PROPOSED APARTMENTS (60 APTS.)	10% OF APARTMENTS 60 x 0.10 = 6 SPACES	8 SPACES

LEGAL DESCRIPTION

DORAL WEST PARK 1ST ADDN PB 150-4 T-19518 TR C LOT SIZE 4.947 AC M/L. FAU 30-3029-092-0010 F/A/U 30-3029-100-0010 COC 24924-3340 09 2006 1

FLOOD INFORMATION

ZONE =	**AH**
BASE FLOOD ELEV. =	**6.0' N.G.V.D.**
MAP PANEL No =	**12086 C 0286 L**
REVISED DATE =	**09/11/2009**
PROPOSED LOWEST F.F.E. =	**9.52' N.G.V.D.**
HIHGEST C.O.R. =	**8.0' N.G.V.D.**



A HANDICAPPED & TYPICAL PARKING STALL
3/16" = 1'-0"

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ZONING INFORMATION

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Date: FEBRUARY 15, 2023

G-1.0

Attachment B

AM Peak Hour Trip Generation and Internalization

Ritz Sky Mansions - 24119

Rise Not close to Rail Land Use 221 60 Dwelling Units		Small Office Land Use 712 5,654 SF			
In	**Out**	**In**	**Out**		
7	**24**	**11**	**7**	49	ITE Trips
0	0	0	0	0	1.8% Transit/Pedestrian
7	24	11	7	49	
UNBALANCED INTERNALIZATION					
	2% *0*	*0*	*3%* *0*		
0% *0*		*0*		*1%* *0*	
Residential Mid-Rise		**Small Office**			
In	**Out**	**In**	**Out**		
7	**24**	**11**	**7**	49	Vehicle Trips
BALANCED INTERNALIZATION					
	0		*0*		
0				*0*	
0	0	0	0	0	Internal
7	24	11	7	49	External Trips
	0.0%		*0.0%*	*0.0%*	% Internal
0	0			0	0% Passby
		0	0	0	0% Passby
7	**24**	**11**	**7**	**49**	**Net New External Trips**

PM Peak Hour Trip Generation and Internalization

Ritz Sky Mansions - 24119

Residential Mid-Rise Not close to Rail Land Use 221 60 Dwelling Units		Small Office Land Use 712 5,654 SF			
In	**Out**	**In**	**Out**		
23	**15**	**23**	**23**	84	ITE Trips
0	0	0	0	0	1.8% Transit/Pedestrian
23	15	23	23	84	
UNBALANCED INTERNALIZATION					
	4% *1*	***1***	*57%* *13*		
4% *1*		***0***		*2%* *0*	
Residential Mid-Rise		**Small Office**			
In	**Out**	**In**	**Out**		
23	**15**	**23**	**23**	84	Vehicle Trips
BALANCED INTERNALIZATION					
	-1		*-1*		
0				*0*	
0	-1	-1	0	-2	Internal
23	14	22	23	82	External Trips
	2.6%		*2.2%*	*2.4%*	% Internal
0	0			0	0% Passby
		-9	-9	-18	40% Passby Retail
23	**14**	**13**	**14**	**64**	**Net New External Trips**

Commuting Characteristics by Sex

United States Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Census Tract 90.10; Miami-Dade County; Florida

	Total		Male		Female	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Err**	**Estimate**	**Margin of Error**
Workers 16 years and over	3,874	±398	2,314	±270	1,560	±259
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	81.3%	±5.7	82.5%	±7.6	79.6%	±6.8
Drove alone	71.1%	±7.7	72.4%	±9.5	69.2%	±9.1
Carpooled	10.2%	±5.2	10.1%	±6.6	10.4%	±6.0
In 2-person carpool	6.6%	±3.4	5.4%	±3.2	8.3%	±5.2
In 3-person carpool	0.8%	±0.9	0.4%	±0.5	1.4%	±1.9
In 4-or-more person carpool	2.8%	±3.7	4.3%	±6.0	0.6%	±1.0
Workers per car, truck, or van	1.08	±0.05	1.09	±0.07	1.07	±0.05
Public transportation (excluding taxicab)	0.3%	±0.4	0.4%	±0.7	0.0%	±3.2
Walked	1.0%	±0.9	1.0%	±1.1	1.1%	±1.5
Bicycle	0.5%	±0.5	0.0%	±2.1	1.2%	±1.3
Taxicab, motorcycle, or other means	2.9%	±3.1	3.4%	±4.9	2.3%	±2.3
Worked from home	14.0%	±5.3	12.7%	±6.2	15.9%	±6.5
PLACE OF WORK						
Workers 16 years and over who did not work from	3,332	±421	2,020	±279	1,312	±234
VEHICLES AVAILABLE						
PERCENT ALLOCATED						

Commuting Characteristics by Sex

Survey/Program: American Community Survey

Year: 2022

Estimates: 5-Year

Table ID: S0801

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of eac decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical test and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who receive an allocated value for a particular subject.

Several means of transportation to work categories were updated in 2019. For more information, see: Change to Means of Transportation.

The 2018-2022 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geograph entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

The margin of error could not be computed because there were an insufficient number of sample observations.

***

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

*****

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

Scenario - 1

Scenario Name: proposed

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
221 - Multifamily Housing (Mid-Rise) - Not Close	General	Dwelling Units	60	Weekday	Best Fit (LIN)	120	120	240
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				T = 4.77(X) - 46.46	50%	50%	
712 - Small Office Building	General	1000 Sq. Ft. GFA	5.65	Weekday	Average	41	41	82
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				14.39	50%	50%	
221(1) - Multifamily Housing (Mid-Rise) - Not	General	Dwelling Units	60	Weekday, Peak Hour of	Best Fit (LIN)	3	11	14
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.44(X) - 11.61	23%	77%	
712(1) - Small Office Building	General	1000 Sq. Ft. GFA	5.65	Weekday, Peak Hour of	Average	8	2	10
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	1.67	82%	18%	
221(2) - Multifamily Housing (Mid-Rise) -	General	Dwelling Units	60	Weekday, Peak Hour	Best Fit (LIN)	14	9	23
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Adjacent Street	T = 0.39(X) + 0.34	61%	39%	
712(2) - Small Office Building	General	1000 Sq. Ft. GFA	5.65	Weekday, Peak Hour of	Average	4	8	12
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	2.16	34%	66%	

Appendix C

Data Collection

Traffic Volumes
Seasonal Factors
Signal Timings
Historic Background Growth
Cardinal Distribution

Traffic Volumes

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 107th Ave & NW 31st Terrace
City: Doral
Control: 1-Way Stop (WB)

Project ID: 23-140252-001
Date: 5/17/2023

Data - Total

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 31st Terrace				NW 31st Terrace				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	221	14	0	4	201	3	1	1	0	0	0	17	1	1	0	467
7:15 AM	10	253	21	0	0	222	4	0	0	0	4	0	19	8	1	0	542
7:30 AM	4	307	48	0	4	225	6	0	1	0	1	0	4	0	7	0	607
7:45 AM	5	279	34	0	3	259	2	0	0	2	2	0	11	3	5	0	605
8:00 AM	4	279	41	1	1	263	4	1	1	0	3	0	13	1	5	0	617
8:15 AM	3	319	54	0	3	259	8	0	0	3	2	2	10	1	5	0	669
8:30 AM	0	231	47	0	7	175	5	1	2	2	0	1	8	0	5	0	484
8:45 AM	5	198	26	1	3	204	14	0	0	0	1	4	13	0	3	0	472
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	34	2087	285	2	25	1808	46	3	5	7	13	7	95	14	32	0	4463
APPROACH %'s :	1.41%	86.67%	11.84%	0.08%	1.33%	96.07%	2.44%	0.16%	15.63%	21.88%	40.63%	21.88%	67.38%	9.93%	22.70%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	16	1184	177	1	11	1006	20	1	2	5	8	2	38	5	22	0	2498
PEAK HR FACTOR :	0.800	0.928	0.819	0.250	0.688	0.956	0.625	0.250	0.500	0.417	0.667	0.250	0.731	0.417	0.786	0.000	0.933
	0.916				0.961				0.607				0.855				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	314	19	0	3	255	1	0	2	2	2	0	16	2	4	0	624
4:15 PM	3	268	19	0	2	269	3	1	1	1	4	0	10	2	7	0	590
4:30 PM	1	240	21	1	3	261	0	0	0	0	2	0	14	1	6	0	550
4:45 PM	1	293	20	1	3	276	1	1	0	1	3	0	7	0	3	0	610
5:00 PM	1	289	31	1	2	326	1	0	1	0	0	0	17	1	6	0	676
5:15 PM	0	286	30	0	4	242	0	1	2	1	2	0	8	1	5	0	582
5:30 PM	1	249	32	0	4	229	1	0	5	3	10	0	12	1	11	0	558
5:45 PM	0	268	32	0	6	260	4	0	3	4	1	1	16	0	4	0	599
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	2207	204	3	27	2118	11	3	14	12	24	1	100	8	46	0	4789
APPROACH %'s :	0.45%	91.01%	8.41%	0.12%	1.25%	98.10%	0.51%	0.14%	27.45%	23.53%	47.06%	1.96%	64.94%	5.19%	29.87%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	3	1117	113	2	13	1073	3	2	8	5	15	0	44	3	25	0	2426
PEAK HR FACTOR :	0.750	0.953	0.883	0.500	0.813	0.823	0.750	0.500	0.400	0.417	0.375	0.000	0.647	0.750	0.568	0.000	0.897
	0.959				0.829				0.389				0.750				

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 107th Ave & NW 31st Terrace
City: Doral
Control: 1-Way Stop (WB)

Project ID: 23-140252-001
Date: 5/17/2023

Data - Cars

AM

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 31st Terrace				NW 31st Terrace				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	212	14	0	4	192	2	1	1	0	0	0	17	1	1	0	448
7:15 AM	10	245	20	0	0	213	3	0	0	0	4	0	18	8	1	0	522
7:30 AM	4	293	47	0	4	216	5	0	1	0	1	0	4	0	7	0	582
7:45 AM	5	266	34	0	3	247	2	0	0	2	2	0	11	2	5	0	579
8:00 AM	4	271	41	1	1	253	3	1	1	0	3	0	12	1	5	0	597
8:15 AM	3	308	54	0	3	251	7	0	0	3	1	2	10	1	5	0	648
8:30 AM	0	221	47	0	7	170	5	0	0	2	0	1	8	0	5	0	466
8:45 AM	5	194	26	1	3	198	14	0	0	0	1	4	13	0	3	0	462
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	34	2010	283	2	25	1740	41	2	3	7	12	7	93	13	32	0	4304
APPROACH %'s :	1.46%	86.30%	12.15%	0.09%	1.38%	96.24%	2.27%	0.11%	10.34%	24.14%	41.38%	24.14%	67.39%	9.42%	23.19%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	16	1138	176	1	11	967	17	1	2	5	7	2	37	4	22	0	2406
PEAK HR FACTOR :	0.800	0.924	0.815	0.250	0.688	0.956	0.607	0.250	0.500	0.417	0.583	0.250	0.771	0.500	0.786	0.000	0.928
	0.912				0.954				0.667				0.875				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	302	19	0	3	242	1	0	2	2	1	0	16	2	4	0	598
4:15 PM	3	260	19	0	2	257	3	1	1	1	4	0	9	2	7	0	569
4:30 PM	1	224	20	1	3	253	0	0	0	0	2	0	14	1	5	0	524
4:45 PM	1	278	20	1	3	272	1	1	0	1	3	0	7	0	3	0	591
5:00 PM	0	285	31	1	2	323	1	0	1	0	0	0	17	1	6	0	668
5:15 PM	0	281	29	0	4	238	0	1	2	1	2	0	8	1	5	0	572
5:30 PM	1	241	32	0	4	224	1	0	5	3	10	0	11	1	11	0	544
5:45 PM	0	262	32	0	6	255	4	0	3	4	1	1	16	0	4	0	588
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	2133	202	3	27	2064	11	3	14	12	23	1	98	8	45	0	4654
APPROACH %'s :	0.43%	90.84%	8.60%	0.13%	1.28%	98.05%	0.52%	0.14%	28.00%	24.00%	46.00%	2.00%	64.90%	5.30%	29.80%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	2	1085	112	2	13	1057	3	2	8	5	15	0	43	3	25	0	2375
PEAK HR FACTOR :	0.500	0.952	0.875	0.500	0.813	0.818	0.750	0.500	0.400	0.417	0.375	0.000	0.632	0.750	0.568	0.000	0.889
	0.947				0.824				0.389				0.740				

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 107th Ave & NW 31st Terrace
City: Doral
Control: 1-Way Stop (WB)

Project ID: 23-140252-001
Date: 5/17/2023

Data - HT

AM

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 31st Terrace				NW 31st Terrace				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	9	0	0	0	9	1	0	0	0	0	0	0	0	0	0	19
7:15 AM	0	8	1	0	0	9	1	0	0	0	0	0	1	0	0	0	20
7:30 AM	0	14	1	0	0	9	1	0	0	0	0	0	0	0	0	0	25
7:45 AM	0	13	0	0	0	12	0	0	0	0	0	0	0	1	0	0	26
8:00 AM	0	8	0	0	0	10	1	0	0	0	0	0	1	0	0	0	20
8:15 AM	0	11	0	0	0	8	1	0	0	0	1	0	0	0	0	0	21
8:30 AM	0	10	0	0	0	5	0	1	2	0	0	0	0	0	0	0	18
8:45 AM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	77	2	0	0	68	5	1	2	0	1	0	2	1	0	0	159
APPROACH %'s :	0.00%	97.47%	2.53%	0.00%	0.00%	91.89%	6.76%	1.35%	66.67%	0.00%	33.33%	0.00%	66.67%	33.33%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	46	1	0	0	39	3	0	0	0	1	0	1	1	0	0	92
PEAK HR FACTOR :	0.000	0.821	0.250	0.000	0.000	0.813	0.750	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.885
	0.783				0.875				0.250				0.500				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	12	0	0	0	13	0	0	0	0	1	0	0	0	0	0	26
4:15 PM	0	8	0	0	0	12	0	0	0	0	0	0	1	0	0	0	21
4:30 PM	0	16	1	0	0	8	0	0	0	0	0	0	0	0	1	0	26
4:45 PM	0	15	0	0	0	4	0	0	0	0	0	0	0	0	0	0	19
5:00 PM	1	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
5:15 PM	0	5	1	0	0	4	0	0	0	0	0	0	0	0	0	0	10
5:30 PM	0	8	0	0	0	5	0	0	0	0	0	0	1	0	0	0	14
5:45 PM	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	74	2	0	0	54	0	0	0	0	1	0	2	0	1	0	135
APPROACH %'s :	1.30%	96.10%	2.60%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	66.67%	0.00%	33.33%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	32	1	0	0	16	0	0	0	0	0	0	1	0	0	0	51
PEAK HR FACTOR :	0.250	0.533	0.250	0.000	0.000	0.800	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.671
	0.567				0.800								0.250				

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	0%	4%	1%	0%	0%	4%	15%	0%	0%	0%	13%	0%	3%	20%	0%	#DIV/0!
PM	33%	3%	1%	0%	0%	1%	0%	0%	0%	0%	0%	#DIV/0!	2%	0%	0%	#DIV/0!

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 107th Ave & NW 31st Terrace
City: Doral
Control: 1-Way Stop (WB)

Project ID: 23-140252-001
Date: 5/17/2023

Data - Bikes

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 31st Terrace				NW 31st Terrace				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	3	1	0	0	3	0	0	0	0	0	0	1	0	0	0	9
APPROACH %'s :	20.00%	60.00%	20.00%	0.00%	0.00%	100.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.250				0.375												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
	0.375				0.500												

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 107th Ave & NW 31st Terrace
City: Doral
Project ID: 23-140252-001
Date: 5/17/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	NW 107th Ave		NW 107th Ave		NW 31st Terrace		NW 31st Terrace		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	2	2
8:15 AM	0	0	0	0	1	2	1	1	5
8:30 AM	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	1	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	1	2	5	1	4	13
APPROACH %'s :			0.00%	100.00%	28.57%	71.43%	20.00%	80.00%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	1	4	1	3	9
PEAK HR FACTOR :					0.250	0.500	0.250	0.375	0.450
					0.417		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	2	0	0	3
4:30 PM	0	0	0	0	1	1	0	0	2
4:45 PM	0	1	0	0	1	1	0	0	3
5:00 PM	0	0	0	0	1	1	0	0	2
5:15 PM	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	1	4	6	0	1	13
APPROACH %'s :	0.00%	100.00%	0.00%	100.00%	40.00%	60.00%	0.00%	100.00%	
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	1	0	0	3	2	0	0	6
PEAK HR FACTOR :		0.250			0.750	0.500			0.500
		0.250			0.625				

Prepared by National Data & Surveying Services

NW 107th Ave & NW 31st Terrace

Peak Hour Turning Movement Count

ID: 23-140252-001
City: Doral

Day: Wednesday
Date: 5/17/2023

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND (NW 107th Ave)

AM	20	1006	11	1	1209	AM
NOON	0	0	0	0	0	NOON
PM	3	1073	13	2	1152	PM

EASTBOUND (NW 31st Terrace)

AM	NOON	PM
43	0	9
2	0	0
2	0	8
5	0	5
8	0	15

WESTBOUND (NW 31st Terrace)

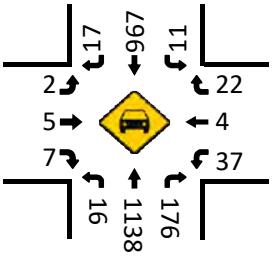
PM	NOON	AM
25	0	22
3	0	5
44	0	38
0	0	0
131	0	193

NORTHBOUND (NW 107th Ave)

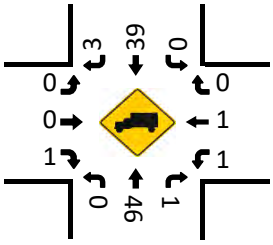
PM	1134	2	3	1117	113	PM
NOON	0	0	0	0	0	NOON
AM	1053	1	16	1184	177	AM

CONTROL			
1-Way Stop (WB)			
TEV	2498 AM	0 NOON	2426 PM
PHF	0.93		0.90

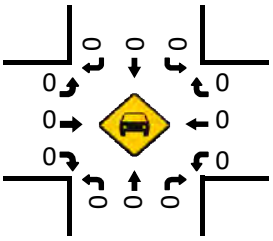
Cars (AM)



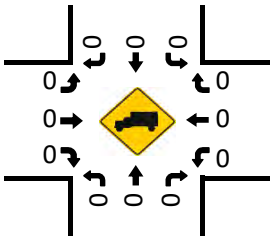
HT (AM)



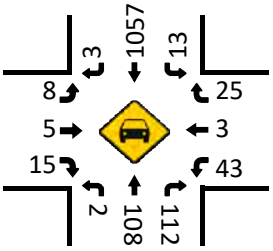
Cars (NOON)



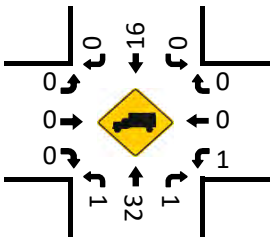
HT (NOON)



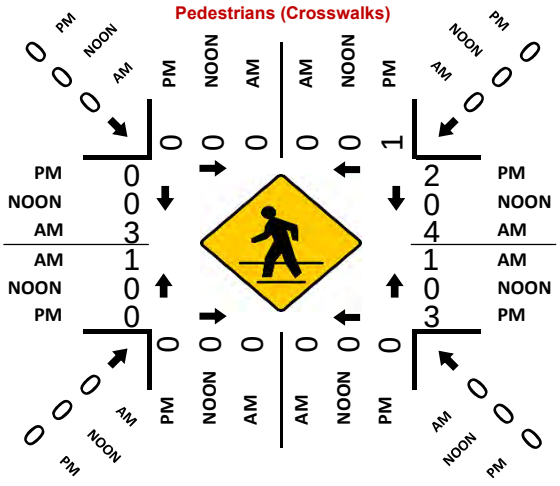
Cars (PM)



HT (PM)



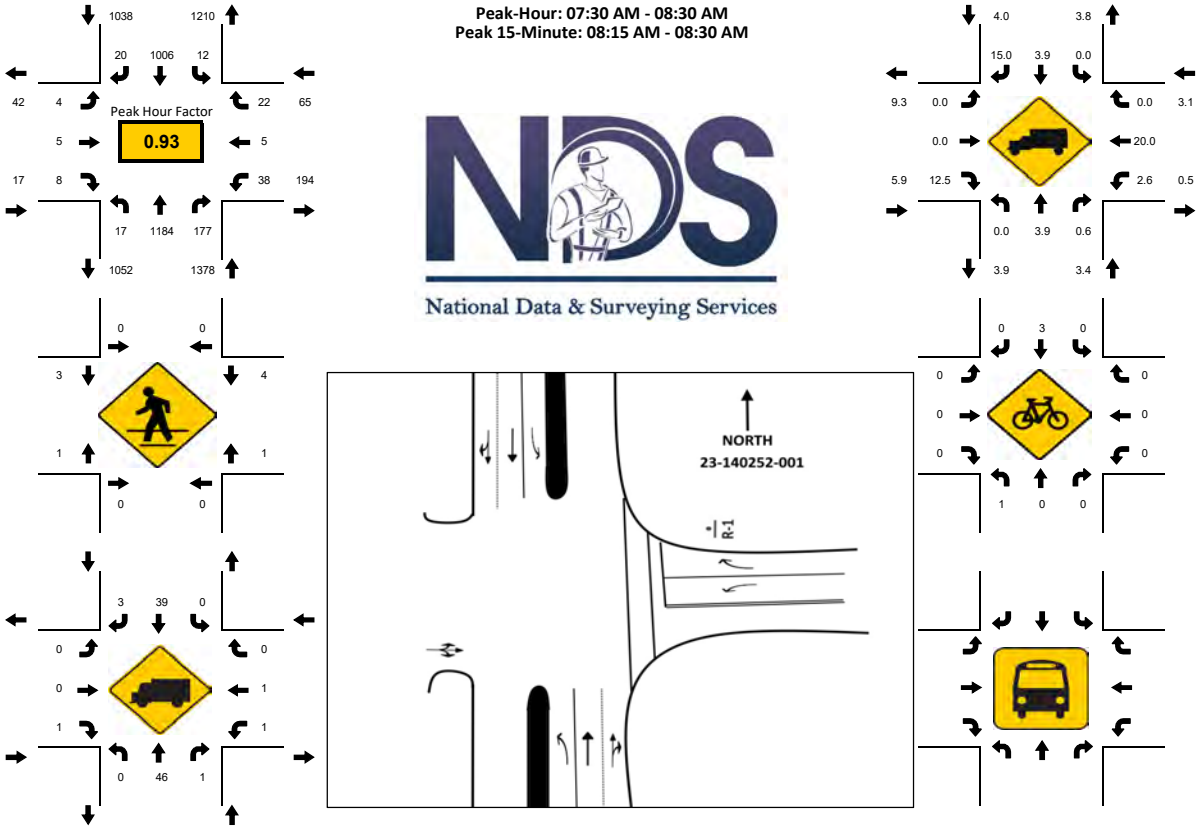
Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0

LOCATION: NW 107th Ave & NW 31st Terrace
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-001
DATE: Wed, May 17, 2023

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

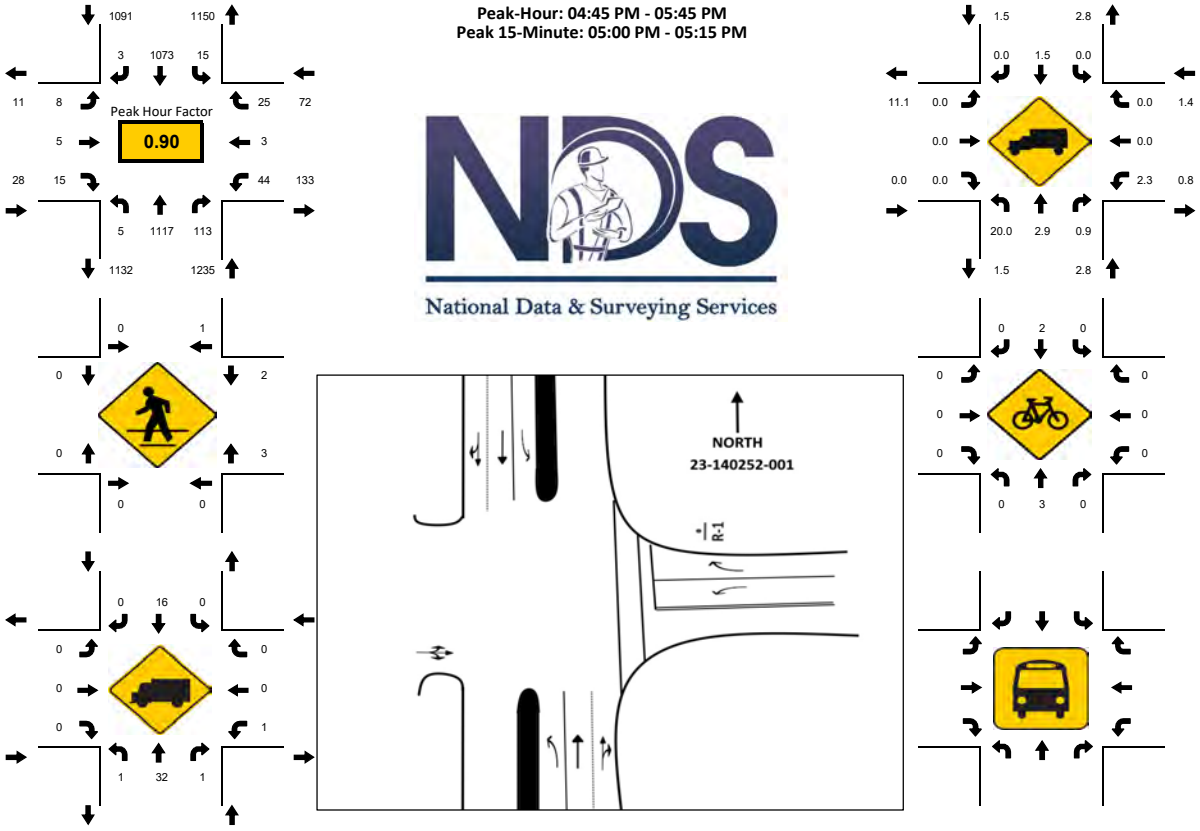


15-Min Count Period Beginning At	NW 107th Ave Northbound Left	Thru	Rgt	U	R*	NW 107th Ave Southbound Left	Thru	Rgt	U	R*	NW 31st Terrace Eastbound Left	Thru	Rgt	U	R*	NW 31st Terrace Westbound Left	Thru	Rgt	U	R*	Total	Hourly Total
07:00 AM	3	221	14	0		4	201	3	1		1	0	0	0		17	1	1	0		467	2221
07:15 AM	10	253	21	0		0	222	4	0		0	0	4	0		19	8	1	0		542	2371
07:30 AM	4	307	48	0		4	225	6	0		1	0	1	0		4	0	7	0		607	2498
07:45 AM	5	279	34	0		3	259	2	0		0	2	2	0		11	3	5	0		605	2375
08:00 AM	4	279	41	1		1	263	4	1		1	0	3	0		13	1	5	0		617	2242
08:15 AM	3	319	54	0		3	259	8	0		0	3	2	2		10	1	5	0		669	1625
08:30 AM	0	231	47	0		7	175	5	1		2	2	0	1		8	0	5	0		484	956
08:45 AM	5	198	26	1		3	204	14	0		0	0	1	4		13	0	3	0		472	472
Peak 15-Min Flowrates	**Northbound Left**	**Thru**	**Rgt**	**U**	**R***	**Southbound Left**	**Thru**	**Rgt**	**U**	**R***	**Eastbound Left**	**Thru**	**Rgt**	**U**	**R***	**Westbound Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	20	1276	216	4		16	1052	32	4		4	12	12	8		52	12	28	0		**2748**	
Heavy Trucks	0	56	4	0		0	48	4	0		0	0	4	0		4	4	0	0		**124**	
Pedestrians		0					0					8					12				**20**	
Bicycles	4	0	0	0		0	8	0	0		0	0	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

LOCATION: NW 107th Ave & NW 31st Terrace
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-001
DATE: Wed, May 17, 2023

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	NW 107th Ave Northbound Left	Thru	Rgt	U	R*	NW 107th Ave Southbound Left	Thru	Rgt	U	R*	NW 31st Terrace Eastbound Left	Thru	Rgt	U	R*	NW 31st Terrace Westbound Left	Thru	Rgt	U	R*	Total	Hourly Total
04:00 PM	4	314	19	0		3	255	1	0		2	2	2	0		16	2	4	0		624	2374
04:15 PM	3	268	19	0		2	269	3	1		1	1	4	0		10	2	7	0		590	2426
04:30 PM	1	240	21	1		3	261	0	0		0	0	2	0		14	1	6	0		550	2418
04:45 PM	1	293	20	1		3	276	1	1		0	1	3	0		7	0	3	0		610	2426
05:00 PM	1	289	31	1		2	326	1	0		1	0	0	0		17	1	6	0		676	2415
05:15 PM	0	286	30	0		4	242	0	1		2	1	2	0		8	1	5	0		582	1739
05:30 PM	1	249	32	0		4	229	1	0		5	3	10	0		12	1	11	0		558	1157
05:45 PM	0	268	32	0		6	260	4	0		3	4	1	1		16	0	4	0		599	599
Peak 15-Min Flowrates	**Northbound Left**	**Thru**	**Rgt**	**U**	**R***	**Southbound Left**	**Thru**	**Rgt**	**U**	**R***	**Eastbound Left**	**Thru**	**Rgt**	**U**	**R***	**Westbound Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	4	1172	128	4		16	1304	4	4		20	12	40	0		68	4	44	0		**2824**	
Heavy Trucks	4	60	4	0		0	20	0	0		0	0	0	0		4	0	0	0		**92**	
Pedestrians		0					4					0					8				**12**	
Bicycles	0	8	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 107th Ave & NW 33rd St
City: Doral
Control: Signalized

Project ID: 23-140252-002
Date: 5/17/2023

Data - Total

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 33rd St				NW 33rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	10	160	36	1	24	167	78	0	27	23	14	0	32	70	26	0	668
7:15 AM	14	209	47	1	39	199	131	0	56	64	4	0	23	62	19	0	868
7:30 AM	10	251	50	0	39	192	30	0	46	76	5	0	32	30	23	1	785
7:45 AM	8	236	43	0	38	224	61	0	41	70	4	0	42	54	55	1	877
8:00 AM	13	228	41	0	37	214	77	0	44	62	9	0	51	68	57	1	902
8:15 AM	11	274	43	1	39	224	59	0	39	68	10	0	33	52	36	1	890
8:30 AM	7	187	32	4	35	150	25	0	20	85	9	0	37	35	30	0	656
8:45 AM	3	172	27	1	46	160	28	0	23	69	11	0	62	42	38	0	682
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	76	1717	319	8	297	1530	489	0	296	517	66	0	312	413	284	4	6328
APPROACH %'s :	3.58%	80.99%	15.05%	0.38%	12.82%	66.06%	21.11%	0.00%	33.67%	58.82%	7.51%	0.00%	30.80%	40.77%	28.04%	0.39%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	42	989	177	1	153	854	227	0	170	276	28	0	158	204	171	4	3454
PEAK HR FACTOR :	0.808	0.902	0.885	0.250	0.981	0.953	0.737	0.000	0.924	0.908	0.700	0.000	0.775	0.750	0.750	1.000	0.957
	0.919				0.941				0.933				0.758				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	265	47	0	28	211	33	0	18	39	8	0	38	47	44	1	786
4:15 PM	6	239	34	0	23	215	20	0	21	38	4	0	54	63	56	0	773
4:30 PM	6	207	28	1	20	215	29	0	29	43	9	0	42	68	68	1	766
4:45 PM	8	260	33	0	27	243	26	0	33	36	1	0	51	71	45	0	834
5:00 PM	11	247	33	1	34	247	33	0	52	39	7	0	67	69	47	0	887
5:15 PM	7	245	46	0	27	187	21	0	38	80	7	1	49	78	53	0	839
5:30 PM	9	208	39	0	34	194	18	0	45	58	7	0	44	87	53	1	797
5:45 PM	7	219	55	0	39	198	27	0	17	43	7	1	50	78	54	0	795
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	61	1890	315	2	232	1710	207	0	253	376	50	2	395	561	420	3	6477
APPROACH %'s :	2.69%	83.33%	13.89%	0.09%	10.80%	79.57%	9.63%	0.00%	37.15%	55.21%	7.34%	0.29%	28.64%	40.68%	30.46%	0.22%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	35	960	151	1	122	871	98	0	168	213	22	1	211	305	198	1	3357
PEAK HR FACTOR :	0.795	0.923	0.821	0.250	0.897	0.882	0.742	0.000	0.808	0.666	0.786	0.250	0.787	0.876	0.934	0.250	0.946
	0.953				0.869				0.802				0.966				

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 107th Ave & NW 33rd St
City: Doral
Control: Signalized

Project ID: 23-140252-002
Date: 5/17/2023

Data - Cars

AM

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 33rd St				NW 33rd St				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	9	153	36	1	24	156	76	0	25	23	14	0	32	70	26	0	645
7:15 AM	14	201	46	1	38	191	130	0	56	63	2	0	22	61	18	0	843
7:30 AM	9	239	49	0	38	183	30	0	45	76	5	0	31	30	23	1	759
7:45 AM	7	225	43	0	38	215	60	0	38	70	3	0	40	51	54	1	845
8:00 AM	13	220	40	0	35	207	76	0	42	61	7	0	49	68	57	1	876
8:15 AM	11	264	42	1	39	215	56	0	37	68	10	0	33	52	36	1	865
8:30 AM	5	177	31	4	35	145	23	0	19	85	9	0	37	32	30	0	632
8:45 AM	3	169	27	1	44	156	26	0	21	69	10	0	61	42	38	0	667
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	71	1648	314	8	291	1468	477	0	283	515	60	0	305	406	282	4	6132
APPROACH %'s :	3.48%	80.74%	15.38%	0.39%	13.01%	65.65%	21.33%	0.00%	32.98%	60.02%	6.99%	0.00%	30.59%	40.72%	28.28%	0.40%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	40	948	174	1	150	820	222	0	162	275	25	0	153	201	170	4	3345
PEAK HR FACTOR :	0.769	0.898	0.888	0.250	0.962	0.953	0.730	0.000	0.900	0.905	0.625	0.000	0.781	0.739	0.746	1.000	0.955
	0.914				0.937				0.917				0.754				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	256	45	0	28	201	31	0	17	38	6	0	37	46	43	1	754
4:15 PM	5	233	33	0	23	203	18	0	20	35	4	0	54	63	55	0	746
4:30 PM	6	194	25	1	20	209	28	0	27	42	7	0	42	66	68	1	736
4:45 PM	6	247	32	0	27	240	25	0	33	35	1	0	50	69	45	0	810
5:00 PM	11	244	32	1	34	244	26	0	49	39	7	0	67	69	47	0	870
5:15 PM	6	242	45	0	27	184	21	0	36	78	6	1	49	76	52	0	823
5:30 PM	9	203	37	0	34	189	17	0	45	58	7	0	44	87	52	1	783
5:45 PM	7	216	51	0	39	196	26	0	15	43	6	1	48	77	54	0	779
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	55	1835	300	2	232	1666	192	0	242	368	44	2	391	553	416	3	6301
APPROACH %'s :	2.51%	83.71%	13.69%	0.09%	11.10%	79.71%	9.19%	0.00%	36.89%	56.10%	6.71%	0.30%	28.69%	40.57%	30.52%	0.22%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	32	936	146	1	122	857	89	0	163	210	21	1	210	301	196	1	3286
PEAK HR FACTOR :	0.727	0.947	0.811	0.250	0.897	0.878	0.856	0.000	0.832	0.673	0.750	0.250	0.784	0.865	0.942	0.250	0.944
	0.951				0.878				0.816				0.962				

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 107th Ave & NW 33rd St
City: Doral
Control: Signalized

Project ID: 23-140252-002
Date: 5/17/2023

Data - HT

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 33rd St				NW 33rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	7	0	0	0	11	2	0	2	0	0	0	0	0	0	0	23
7:15 AM	0	8	1	0	1	8	1	0	0	1	2	0	1	1	1	0	25
7:30 AM	1	12	1	0	1	9	0	0	1	0	0	0	1	0	0	0	26
7:45 AM	1	11	0	0	0	9	1	0	3	0	1	0	2	3	1	0	32
8:00 AM	0	8	1	0	2	7	1	0	2	1	2	0	2	0	0	0	26
8:15 AM	0	10	1	0	0	9	3	0	2	0	0	0	0	0	0	0	25
8:30 AM	2	10	1	0	0	5	2	0	1	0	0	0	0	3	0	0	24
8:45 AM	0	3	0	0	2	4	2	0	2	0	1	0	1	0	0	0	15
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	69	5	0	6	62	12	0	13	2	6	0	7	7	2	0	196
APPROACH %'s :	6.33%	87.34%	6.33%	0.00%	7.50%	77.50%	15.00%	0.00%	61.90%	9.52%	28.57%	0.00%	43.75%	43.75%	12.50%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	2	41	3	0	3	34	5	0	8	1	3	0	5	3	1	0	109
PEAK HR FACTOR :	0.500	0.854	0.750	0.000	0.375	0.944	0.417	0.000	0.667	0.250	0.375	0.000	0.625	0.250	0.250	0.000	0.852
	0.821				0.875				0.600				0.375				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	9	2	0	0	10	2	0	1	1	2	0	1	1	1	0	32
4:15 PM	1	6	1	0	0	12	2	0	1	3	0	0	0	0	1	0	27
4:30 PM	0	13	3	0	0	6	1	0	2	1	2	0	0	2	0	0	30
4:45 PM	2	13	1	0	0	3	1	0	0	1	0	0	1	2	0	0	24
5:00 PM	0	3	1	0	0	3	7	0	3	0	0	0	0	0	0	0	17
5:15 PM	1	3	1	0	0	3	0	0	2	2	1	0	0	2	1	0	16
5:30 PM	0	5	2	0	0	5	1	0	0	0	0	0	0	0	1	0	14
5:45 PM	0	3	4	0	0	2	1	0	2	0	1	0	2	1	0	0	16
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	55	15	0	0	44	15	0	11	8	6	0	4	8	4	0	176
APPROACH %'s :	7.89%	72.37%	19.74%	0.00%	0.00%	74.58%	25.42%	0.00%	44.00%	32.00%	24.00%	0.00%	25.00%	50.00%	25.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	3	24	5	0	0	14	9	0	5	3	1	0	1	4	2	0	71
PEAK HR FACTOR :	0.375	0.462	0.625	0.000	0.000	0.700	0.321	0.000	0.417	0.375	0.250	0.000	0.250	0.500	0.500	0.000	0.740
	0.500				0.575				0.450				0.583				

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	5%	4%	2%	0%	2%	4%	2%	#DIV/0!	5%	0%	11%	#DIV/0!	3%	1%	1%	0%
PM	9%	3%	3%	0%	0%	2%	9%	#DIV/0!	3%	1%	5%	0%	0%	1%	1%	0%

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 107th Ave & NW 33rd St
City: Doral
Control: Signalized

Project ID: 23-140252-002
Date: 5/17/2023

Data - Bikes

AM

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 33rd St				NW 33rd St				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
					0.750												

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	1	3	0	0	1	1	1	0	0	0	0	0	10
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	33.33%	33.33%	33.33%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	2	0	0	1	1	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.583
		0.375				0.500				0.500							

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 107th Ave & NW 33rd St
City: Doral
Project ID: 23-140252-002
Date: 5/17/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	NW 107th Ave		NW 107th Ave		NW 33rd St		NW 33rd St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	2	2	4
7:45 AM	0	0	0	1	0	1	0	0	2
8:00 AM	0	0	0	1	0	1	0	0	2
8:15 AM	0	0	0	1	0	4	0	0	5
8:30 AM	0	0	0	0	2	0	2	0	4
8:45 AM	1	0	0	1	0	0	0	2	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	4	3	7	4	4	23
APPROACH %'s :	100.00%	0.00%	0.00%	100.00%	30.00%	70.00%	50.00%	50.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	3	0	6	2	2	13
PEAK HR FACTOR :				0.750		0.375	0.250	0.250	0.650
			0.750		0.375		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	2	1	0	0	4
4:45 PM	1	0	0	0	0	1	0	0	2
5:00 PM	0	0	0	0	2	0	0	0	2
5:15 PM	0	0	2	0	0	0	0	0	2
5:30 PM	0	0	1	0	1	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	4	0	6	2	0	0	13
APPROACH %'s :	100.00%	0.00%	100.00%	0.00%	75.00%	25.00%			
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	1	0	3	0	3	1	0	0	8
PEAK HR FACTOR :	0.250		0.375		0.375	0.250			1.000
		0.250		0.375		0.500			

Prepared by National Data & Surveying Services

NW 107th Ave & NW 33rd St

Peak Hour Turning Movement Count

ID: 23-140252-002
City: Doral

Day: Wednesday
Date: 5/17/2023

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

NW 107th Ave

SOUTHBOUND

AM	227	854	153	0	1330	AM
NOON	0	0	0	0	0	NOON
PM	98	871	122	0	1326	PM

EASTBOUND

NW 33rd St

AM	NOON	PM	
473	0	439	
0	0	1	0
170	0	168	0
276	0	213	0
28	0	22	0
AM	NOON	PM	

WESTBOUND

NW 33rd St

PM	NOON	AM	
198	0	171	0
305	0	204	0
211	0	158	0
1	0	4	0
487	0	610	
PM	NOON	AM	

CONTROL

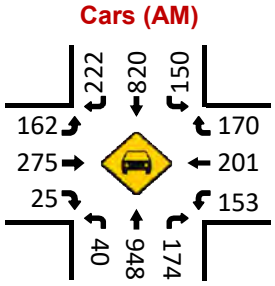
Signalized

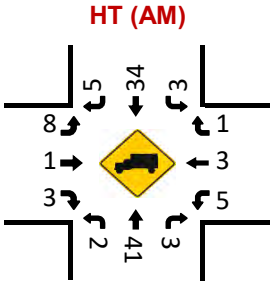
TEV	3454	0	3357
	AM	NOON	PM
PHF	0.96		0.95

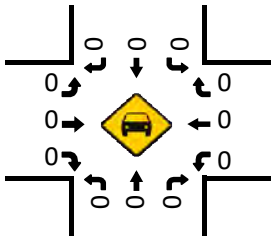
NORTHBOUND

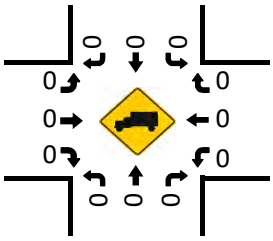
PM	1105	1	35	960	151	PM
NOON	0	0	0	0	0	NOON
AM	1041	1	42	989	177	AM

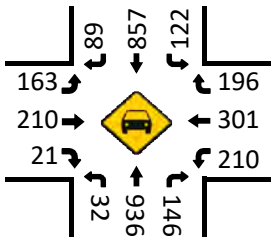
NW 107th Ave

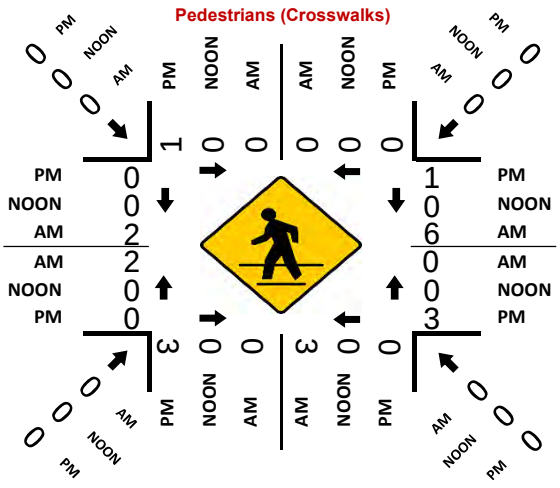


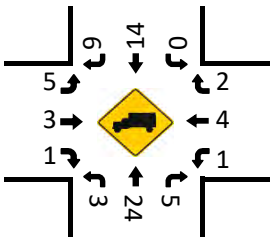








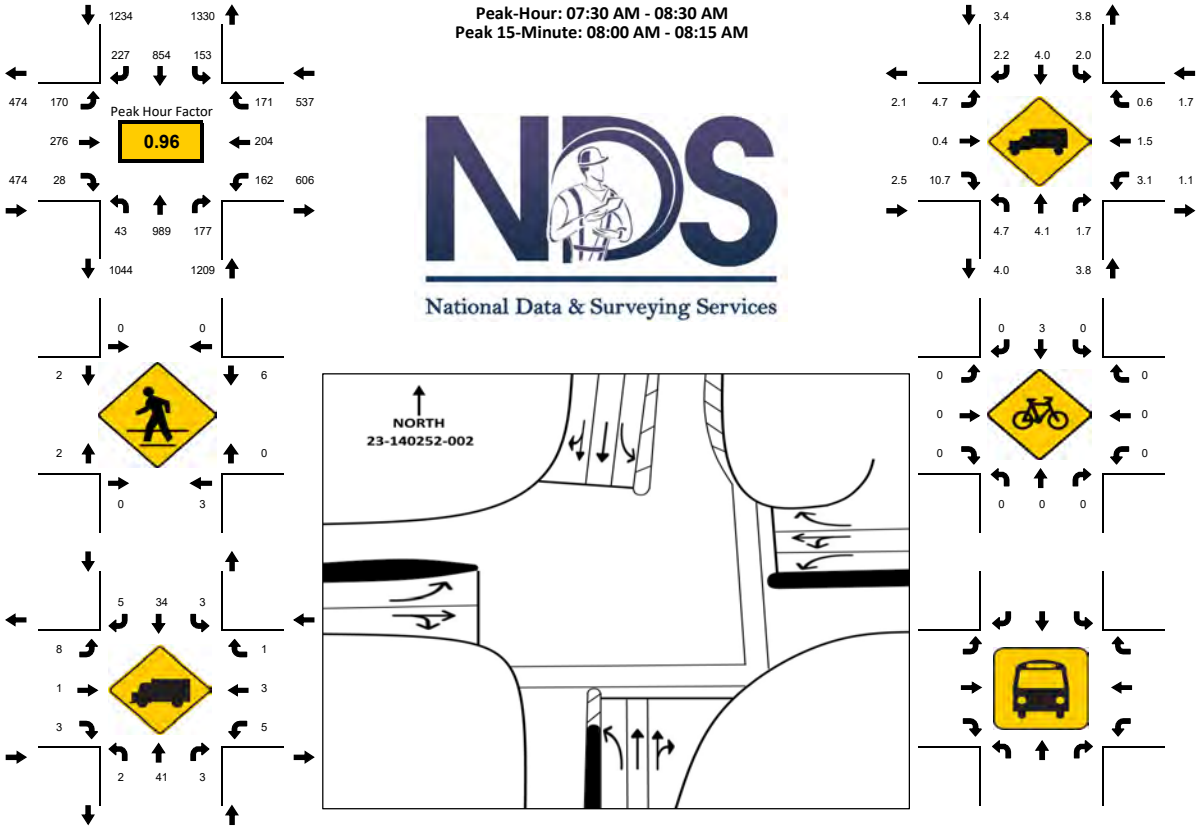




LOCATION: NW 107th Ave & NW 33rd St
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-002
DATE: Wed, May 17, 2023

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



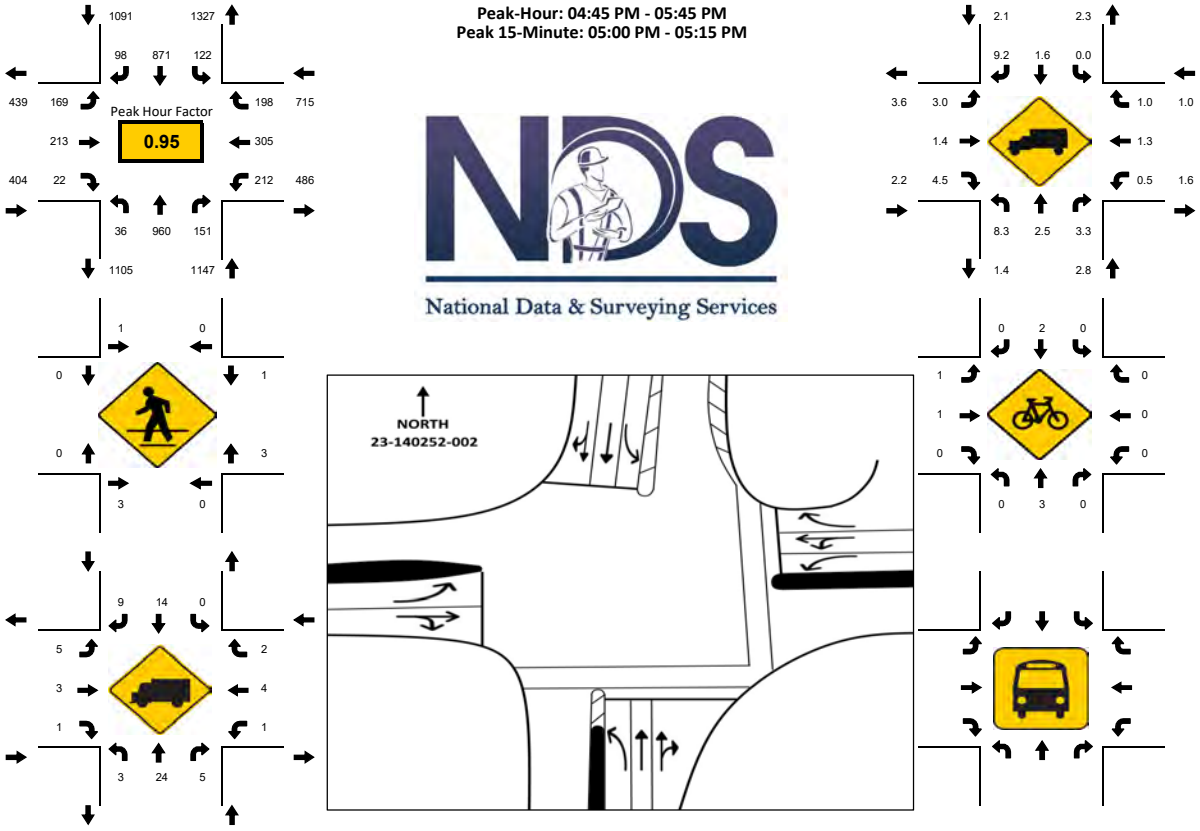
National Data & Surveying Services

15-Min Count Period Beginning At	NW 107th Ave Northbound					NW 107th Ave Southbound					NW 33rd St Eastbound					NW 33rd 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*		
07:00 AM	10	160	36	1		24	167	78	0		27	23	14	0		32	70	26	0		668	3198
07:15 AM	14	209	47	1		39	199	131	0		56	64	4	0		23	62	19	0		868	3432
07:30 AM	10	251	50	0		39	192	30	0		46	76	5	0		32	30	23	1		785	3454
07:45 AM	8	236	43	0		38	224	61	0		41	70	4	0		42	54	55	1		877	3325
08:00 AM	13	228	41	0		37	214	77	0		44	62	9	0		51	68	57	1		902	3130
08:15 AM	11	274	43	1		39	224	59	0		39	68	10	0		33	52	36	1		890	2228
08:30 AM	7	187	32	4		35	150	25	0		20	85	9	0		37	35	30	0		656	1338
08:45 AM	3	172	27	1		46	160	28	0		23	69	11	0		62	42	38	0		682	682
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	52	1096	200	4		156	896	308	0		184	304	40	0		204	272	228	4		**3948**	
Heavy Trucks	4	48	4	0		8	36	12	0		12	4	8	0		8	12	4	0		**160**	
Pedestrians		4					0					16					16				**36**	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

LOCATION: NW 107th Ave & NW 33rd St
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-002
DATE: Wed, May 17, 2023

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	NW 107th Ave Northbound Left	Thru	Rgt	U	R*	NW 107th Ave Southbound Left	Thru	Rgt	U	R*	NW 33rd St Eastbound Left	Thru	Rgt	U	R*	NW 33rd St Westbound Left	Thru	Rgt	U	R*	Total	Hourly Total
04:00 PM	7	265	47	0		28	211	33	0		18	39	8	0		38	47	44	1		786	3159
04:15 PM	6	239	34	0		23	215	20	0		21	38	4	0		54	63	56	0		773	3260
04:30 PM	6	207	28	1		20	215	29	0		29	43	9	0		42	68	68	1		766	3326
04:45 PM	8	260	33	0		27	243	26	0		33	36	1	0		51	71	45	0		834	3357
05:00 PM	11	247	33	1		34	247	33	0		52	39	7	0		67	69	47	0		887	3318
05:15 PM	7	245	46	0		27	187	21	0		38	80	7	1		49	78	53	0		839	2431
05:30 PM	9	208	39	0		34	194	18	0		45	58	7	0		44	87	53	1		797	1592
05:45 PM	7	219	55	0		39	198	27	0		17	43	7	1		50	78	54	0		795	795
Peak 15-Min Flowrates	**Northbound Left**	**Thru**	**Rgt**	**U**	**R***	**Southbound Left**	**Thru**	**Rgt**	**U**	**R***	**Eastbound Left**	**Thru**	**Rgt**	**U**	**R***	**Westbound Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	44	1040	184	4		136	988	132	0		208	320	28	4		268	348	212	4		**3920**	
Heavy Trucks	8	52	8	0		0	20	28	0		12	8	4	0		4	8	4	0		**156**	
Pedestrians		8					4					0					8				**20**	
Bicycles	0	8	0	0		0	4	0	0		4	4	0	0		0	0	0	0		**20**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: SmartStop Self Storage Parking lot Entrance & NW 33rd St
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-003
Date: 5/17/2023

Data - Total

NS/EW Streets:	SmartStop Self Storage Parking lot Entrance				SmartStop Self Storage Parking lot Entrance				NW 33rd St				NW 33rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	12	0	1	0	3	0	2	80	2	2	18	128	5	0	253
7:15 AM	1	0	14	0	2	0	3	0	2	146	0	3	34	91	3	0	299
7:30 AM	3	0	32	0	4	0	1	0	2	158	3	1	13	93	0	0	310
7:45 AM	2	0	26	0	1	0	3	0	5	151	4	1	19	140	1	11	364
8:00 AM	3	0	37	0	1	0	3	1	1	136	5	0	32	175	1	6	401
8:15 AM	2	1	36	0	2	0	0	0	2	141	5	0	25	116	2	4	336
8:30 AM	5	0	24	0	1	0	1	0	1	142	9	3	34	91	1	6	318
8:45 AM	8	0	11	0	1	0	3	0	3	132	10	2	34	130	8	10	352
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	24	1	192	0	13	0	17	1	18	1086	38	12	209	964	21	37	2633
APPROACH %'s :	11.06%	0.46%	88.48%	0.00%	41.94%	0.00%	54.84%	3.23%	1.56%	94.11%	3.29%	1.04%	16.98%	78.31%	1.71%	3.01%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	12	1	123	0	5	0	7	1	9	570	23	4	110	522	5	27	1419
PEAK HR FACTOR :	0.600	0.250	0.831	0.000	0.625	0.000	0.583	0.250	0.450	0.944	0.639	0.333	0.809	0.746	0.625	0.614	0.885
	0.850				0.650				0.941				0.776				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	1	27	0	2	0	1	0	1	106	7	2	20	112	6	0	293
4:15 PM	10	1	22	0	5	0	1	0	0	87	2	4	28	164	3	3	330
4:30 PM	7	0	21	0	2	0	3	0	3	83	6	0	20	165	1	2	313
4:45 PM	6	0	21	0	0	0	1	0	1	90	8	1	27	165	2	3	325
5:00 PM	8	0	33	0	1	0	0	0	3	83	14	3	37	174	2	0	358
5:15 PM	8	0	33	0	5	0	3	0	3	125	10	1	29	166	3	4	390
5:30 PM	10	0	39	0	3	0	3	0	0	125	11	2	41	161	1	8	404
5:45 PM	8	1	43	0	1	0	1	0	3	120	9	1	30	173	2	7	399
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	65	3	239	0	19	0	13	0	14	819	67	14	232	1280	20	27	2812
APPROACH %'s :	21.17%	0.98%	77.85%	0.00%	59.38%	0.00%	40.63%	0.00%	1.53%	89.61%	7.33%	1.53%	14.88%	82.10%	1.28%	1.73%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	34	1	148	0	10	0	7	0	9	453	44	7	137	674	8	19	1551
PEAK HR FACTOR :	0.850	0.250	0.860	0.000	0.500	0.000	0.583	0.000	0.750	0.906	0.786	0.583	0.835	0.968	0.667	0.594	0.960
	0.880				0.531				0.923				0.984				

National Data & Surveying Services Intersection Turning Movement Count

Location: SmartStop Self Storage Parking lot Entrance & NW 33rd St
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-003
Date: 5/17/2023

Data - Cars

AM

NS/EW Streets:	SmartStop Self Storage Parking lot Entrance				SmartStop Self Storage Parking lot Entrance				NW 33rd St				NW 33rd St				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	12	0	1	0	3	0	2	79	2	2	18	127	5	0	251
7:15 AM	1	0	14	0	2	0	2	0	2	143	0	3	33	90	3	0	293
7:30 AM	3	0	31	0	3	0	1	0	2	155	3	1	12	92	0	0	303
7:45 AM	2	0	26	0	1	0	2	0	5	151	4	1	19	134	1	11	357
8:00 AM	3	0	37	0	1	0	2	1	1	133	5	0	32	175	1	6	397
8:15 AM	2	1	36	0	2	0	0	0	2	140	5	0	25	115	2	4	334
8:30 AM	5	0	24	0	0	0	1	0	1	141	9	3	34	88	1	6	313
8:45 AM	8	0	11	0	1	0	3	0	3	130	10	2	34	130	8	10	350
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	24	1	191	0	11	0	14	1	18	1072	38	12	207	951	21	37	2598
APPROACH %'s :	11.11%	0.46%	88.43%	0.00%	42.31%	0.00%	53.85%	3.85%	1.58%	94.04%	3.33%	1.05%	17.02%	78.21%	1.73%	3.04%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	12	1	123	0	4	0	5	1	9	565	23	4	110	512	5	27	1401
PEAK HR FACTOR :	0.600	0.250	0.831	0.000	0.500	0.000	0.625	0.250	0.450	0.935	0.639	0.333	0.809	0.731	0.625	0.614	0.882
	0.850				0.625				0.933				0.764				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	1	27	0	1	0	1	0	1	103	7	2	20	110	5	0	286
4:15 PM	10	1	21	0	5	0	1	0	0	82	2	4	27	163	3	3	322
4:30 PM	7	0	20	0	2	0	3	0	2	81	5	0	20	163	1	2	306
4:45 PM	6	0	21	0	0	0	1	0	1	88	8	1	27	162	2	3	320
5:00 PM	8	0	33	0	1	0	0	0	2	83	14	3	37	174	2	0	357
5:15 PM	7	0	31	0	5	0	3	0	2	124	10	1	29	164	3	4	383
5:30 PM	10	0	39	0	3	0	2	0	0	123	11	2	41	160	1	8	400
5:45 PM	8	1	43	0	1	0	1	0	2	117	9	1	30	170	2	7	392
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	64	3	235	0	18	0	12	0	10	801	66	14	231	1266	19	27	2766
APPROACH %'s :	21.19%	0.99%	77.81%	0.00%	60.00%	0.00%	40.00%	0.00%	1.12%	89.90%	7.41%	1.57%	14.97%	82.05%	1.23%	1.75%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	33	1	146	0	10	0	6	0	6	447	44	7	137	668	8	19	1532
PEAK HR FACTOR :	0.825	0.250	0.849	0.000	0.500	0.000	0.500	0.000	0.750	0.901	0.786	0.583	0.835	0.960	0.667	0.594	0.958
	0.865				0.500				0.920				0.977				

National Data & Surveying Services Intersection Turning Movement Count

Location: SmartStop Self Storage Parking lot Entrance & NW 33rd St
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-003
Date: 5/17/2023

Data - HT

NS/EW Streets:	SmartStop Self Storage Parking lot Entrance				SmartStop Self Storage Parking lot Entrance				NW 33rd St				NW 33rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:15 AM	0	0	0	0	0	0	1	0	0	3	0	0	1	1	0	0	6
7:30 AM	0	0	1	0	1	0	0	0	0	3	0	0	1	1	0	0	7
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	6	0	0	7
8:00 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	3	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	2	0	3	0	0	14	0	0	2	13	0	0	35
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	40.00%	0.00%	60.00%	0.00%	0.00%	100.00%	0.00%	0.00%	13.33%	86.67%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	2	0	0	5	0	0	0	10	0	0	18
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.417	0.000	0.000	0.000	0.417	0.000	0.000	0.643
					0.750				0.417				0.417				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	2	1	0	7
4:15 PM	0	0	1	0	0	0	0	0	0	5	0	0	1	1	0	0	8
4:30 PM	0	0	1	0	0	0	0	0	1	2	1	0	0	2	0	0	7
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	1	0	2	0	0	0	0	0	1	1	0	0	0	2	0	0	7
5:30 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	3	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	4	0	1	0	1	0	4	18	1	0	1	14	1	0	46
APPROACH %'s :	20.00%	0.00%	80.00%	0.00%	50.00%	0.00%	50.00%	0.00%	17.39%	78.26%	4.35%	0.00%	6.25%	87.50%	6.25%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	0	2	0	0	0	1	0	3	6	0	0	0	6	0	0	19
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.750	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.679
		0.250				0.250				0.563				0.500			

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	0%	0%	0%	#DIV/0!	20%	#DIV/0!	29%	0%	0%	1%	0%	0%	0%	2%	0%	0%
PM	3%	0%	1%	#DIV/0!	0%	#DIV/0!	14%	#DIV/0!	33%	1%	0%	0%	0%	1%	0%	0%

National Data & Surveying Services Intersection Turning Movement Count

Location: SmartStop Self Storage Parking lot Entrance & NW 33rd St
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-003
Date: 5/17/2023

Data - Bikes

NS/EW Streets:	SmartStop Self Storage Parking lot Entrance				SmartStop Self Storage Parking lot Entrance				NW 33rd St				NW 33rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%									100.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500
									0.500								

National Data & Surveying Services Intersection Turning Movement Count

Location: SmartStop Self Storage Parking lot Entrance & NW 33rd St
City: Doral
Project ID: 23-140252-003
Date: 5/17/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SmartStop Self Storage Parking lot Entrance		SmartStop Self Storage Parking lot Entrance		NW 33rd St		NW 33rd St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	0	1	0	0	0	2
7:15 AM	0	0	2	0	2	0	0	0	4
7:30 AM	0	0	0	2	0	0	0	0	2
7:45 AM	0	0	1	1	0	0	0	0	2
8:00 AM	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	4	4	3	0	0	0	12
APPROACH %'s :	0.00%	100.00%	50.00%	50.00%	100.00%	0.00%			
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	2	2	0	0	0	0	4
PEAK HR FACTOR :			0.500	0.500					0.500
			0.500						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	1	0	0	1	0	2
4:15 PM	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	1	0	0	1	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	3	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	4	3	0	0	2	0	9
APPROACH %'s :			57.14%	42.86%			100.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	3	1	0	0	1	0	5
PEAK HR FACTOR :			0.250	0.250			0.250		0.417
			0.333				0.250		

Prepared by National Data & Surveying Services

SmartStop Self Storage Parking lot Entrance & NW 33rd St

Peak Hour Turning Movement Count

ID: 23-140252-003
City: Doral

Day: Wednesday
Date: 5/17/2023

PEAK HOURS		COUNT PERIODS
07:45 AM - 08:45 AM		7:00 AM - 09:00 AM
NONE		NONE
05:00 PM - 06:00 PM		4:00 PM - 06:00 PM

SOUTHBOUND — SmartStop Self Storage Parking lot Entrance

AM	7	0	5	1	16	AM
NOON	0	0	0	0	0	NOON
PM	7	0	10	0	18	PM

EASTBOUND — NW 33rd St

AM	NOON	PM
545	0	722
4	0	7
9	0	9
570	0	453
23	0	44

WESTBOUND — NW 33rd St

PM	NOON	AM
8	0	5
674	0	522
137	0	110
19	0	27
630	0	725

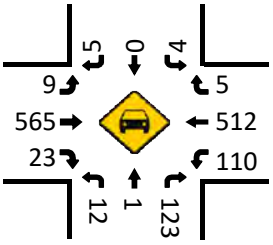
NORTHBOUND — SmartStop Self Storage Parking lot Entrance

PM	181	0	34	1	148	PM
NOON	0	0	0	0	0	NOON
AM	133	0	12	1	123	AM

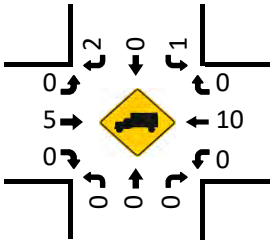
CONTROL: 2-Way Stop (NB/SB)

	AM	NOON	PM
TEV	1419	0	1551
PHF	0.88		0.96

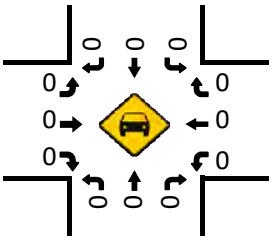
Cars (AM)



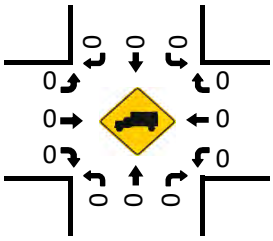
HT (AM)



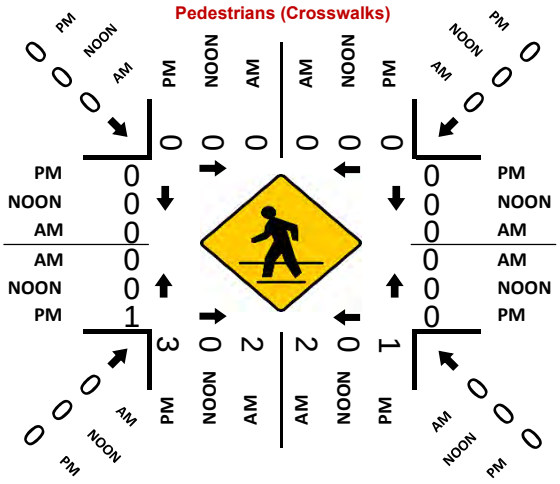
Cars (NOON)



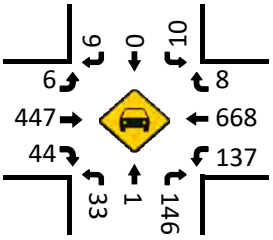
HT (NOON)



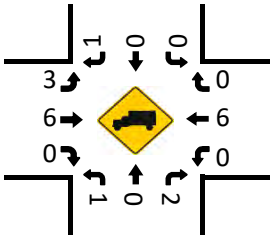
Pedestrians (Crosswalks)



Cars (PM)



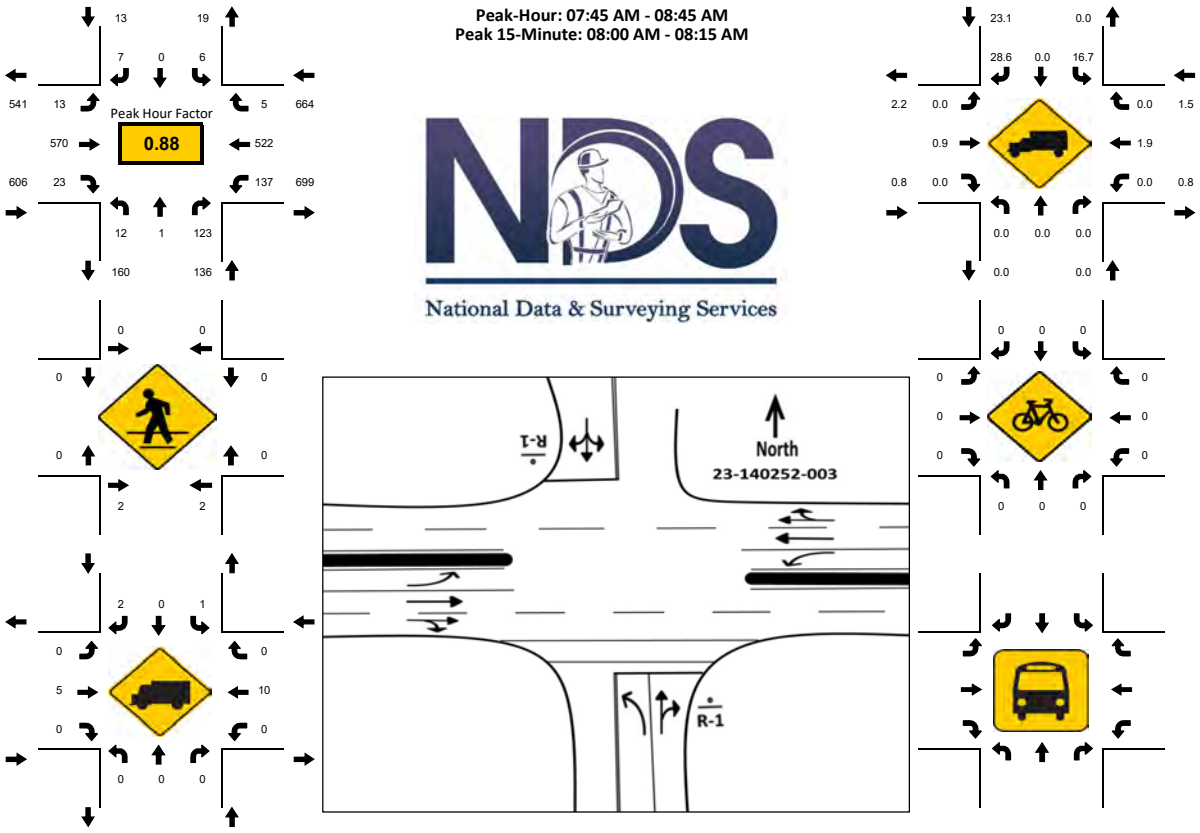
HT (PM)



LOCATION: SmartStop Self Storage Parking lot Entrance & NW 33rd St
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-003
DATE: Wed, May 17, 2023

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

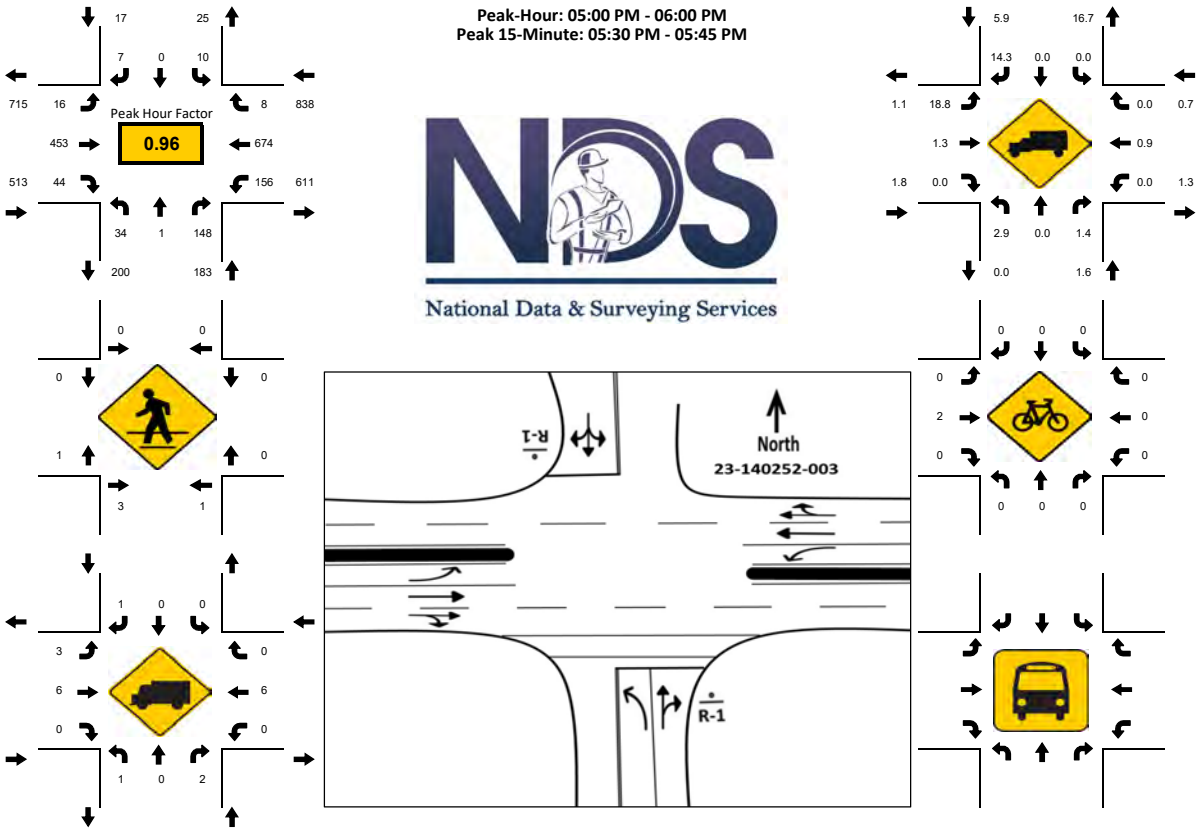


15-Min Count Period Beginning At	Stop Self Storage Parking lot En Northbound Left	Thru	Rgt	U	R*	Stop Self Storage Parking lot En Southbound Left	Thru	Rgt	U	R*	NW 33rd St Eastbound Left	Thru	Rgt	U	R*	NW 33rd St Westbound Left	Thru	Rgt	U	R*	Total	Hourly Total
07:00 AM	0	0	12	0		1	0	3	0		2	80	2	2		18	128	5	0		253	1226
07:15 AM	1	0	14	0		2	0	3	0		2	146	0	3		34	91	3	0		299	1374
07:30 AM	3	0	32	0		4	0	1	0		2	158	3	1		13	93	0	0		310	1411
07:45 AM	2	0	26	0		1	0	3	0		5	151	4	1		19	140	1	11		364	1419
08:00 AM	3	0	37	0		1	0	3	1		1	136	5	0		32	175	1	6		401	1407
08:15 AM	2	1	36	0		2	0	0	0		2	141	5	0		25	116	2	4		336	1006
08:30 AM	5	0	24	0		1	0	1	0		1	142	9	3		34	91	1	6		318	670
08:45 AM	8	0	11	0		1	0	3	0		3	132	10	2		34	130	8	10		352	352
Peak 15-Min Flowrates	**Northbound Left**	**Thru**	**Rgt**	**U**	**R***	**Southbound Left**	**Thru**	**Rgt**	**U**	**R***	**Eastbound Left**	**Thru**	**Rgt**	**U**	**R***	**Westbound Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	20	4	148	0		8	0	12	4		20	604	36	12		136	700	8	44		**1756**	
Heavy Trucks	0	0	0	0		4	0	4	0		0	12	0	0		0	24	0	0		**44**	
Pedestrians		8					0					0					0				**8**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

LOCATION: SmartStop Self Storage Parking lot Entrance & NW 33rd St
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-003
DATE: Wed, May 17, 2023

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM



National Data & Surveying Services

15-Min Count Period Beginning At	Stop Self Storage Parking lot En Northbound Left	Thru	Rgt	U	R*	Stop Self Storage Parking lot En Southbound Left	Thru	Rgt	U	R*	NW 33rd St Eastbound Left	Thru	Rgt	U	R*	NW 33rd St Westbound Left	Thru	Rgt	U	R*	Total	Hourly Total
04:00 PM	8	1	27	0		2	0	1	0		1	106	7	2		20	112	6	0		293	1261
04:15 PM	10	1	22	0		5	0	1	0		0	87	2	4		28	164	3	3		330	1326
04:30 PM	7	0	21	0		2	0	3	0		3	83	6	0		20	165	1	2		313	1386
04:45 PM	6	0	21	0		0	0	1	0		1	90	8	1		27	165	2	3		325	1477
05:00 PM	8	0	33	0		1	0	0	0		3	83	14	3		37	174	2	0		358	1551
05:15 PM	8	0	33	0		5	0	3	0		3	125	10	1		29	166	3	4		390	1193
05:30 PM	10	0	39	0		3	0	3	0		0	125	11	2		41	161	1	8		404	803
05:45 PM	8	1	43	0		1	0	1	0		3	120	9	1		30	173	2	7		399	399
Peak 15-Min Flowrates	**Northbound Left**	**Thru**	**Rgt**	**U**	**R***	**Southbound Left**	**Thru**	**Rgt**	**U**	**R***	**Eastbound Left**	**Thru**	**Rgt**	**U**	**R***	**Westbound Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	40	4	172	0		20	0	12	0		12	500	56	12		164	696	12	32		**1732**	
Heavy Trucks	4	0	8	0		0	0	4	0		4	12	0	0		0	12	0	0		**44**	
Pedestrians		12					0					4					0				**16**	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 104th Ave & NW 33rd St
City: Doral
Control: Signalized

Project ID: 23-140252-004
Date: 5/17/2023

Data - Total

NS/EW Streets:	NW 104th Ave				NW 104th Ave				NW 33rd St				NW 33rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	2	0	38	1	40	0	9	90	0	0	0	114	39	1	335
7:15 AM	0	0	1	0	51	0	38	0	27	132	1	0	0	93	39	2	384
7:30 AM	0	1	0	0	60	0	13	0	25	166	1	0	1	86	33	1	387
7:45 AM	1	1	2	0	68	1	35	0	16	156	3	1	2	142	56	3	487
8:00 AM	0	2	2	0	105	2	28	0	22	157	4	0	0	178	75	3	578
8:15 AM	1	0	1	0	86	3	32	0	23	167	1	0	0	120	81	3	518
8:30 AM	1	0	2	0	92	2	26	0	30	143	0	0	0	99	60	0	455
8:45 AM	1	1	2	0	85	0	59	0	20	124	3	1	0	124	39	0	459
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	5	12	0	585	9	271	0	172	1135	13	2	3	956	422	13	3603
APPROACH %'s :	22.73%	22.73%	54.55%	0.00%	67.63%	1.04%	31.33%	0.00%	13.01%	85.85%	0.98%	0.15%	0.22%	68.58%	30.27%	0.93%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	3	3	7	0	351	8	121	0	91	623	8	1	2	539	272	9	2038
PEAK HR FACTOR :	0.750	0.375	0.875	0.000	0.836	0.667	0.864	0.000	0.758	0.933	0.500	0.250	0.250	0.757	0.840	0.750	0.881
	0.813				0.889				0.946				0.803				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	2	3	0	53	1	20	0	26	110	1	1	0	110	68	0	396
4:15 PM	5	2	10	0	48	0	24	0	11	107	1	0	0	172	73	2	455
4:30 PM	2	5	8	0	44	0	18	0	13	97	0	2	2	168	54	0	413
4:45 PM	1	1	6	0	47	0	22	0	16	94	1	1	1	168	77	2	437
5:00 PM	1	2	10	0	54	2	34	0	21	107	0	0	1	178	94	2	506
5:15 PM	1	2	7	0	52	0	23	0	34	133	0	0	0	178	73	2	505
5:30 PM	3	5	5	0	51	1	27	0	36	146	1	0	1	181	94	0	551
5:45 PM	0	3	6	0	47	0	41	0	36	121	0	2	0	171	86	0	513
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	14	22	55	0	396	4	209	0	193	915	4	6	5	1326	619	8	3776
APPROACH %'s :	15.38%	24.18%	60.44%	0.00%	65.02%	0.66%	34.32%	0.00%	17.26%	81.84%	0.36%	0.54%	0.26%	67.72%	31.61%	0.41%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	5	12	28	0	204	3	125	0	127	507	1	2	2	708	347	4	2075
PEAK HR FACTOR :	0.417	0.600	0.700	0.000	0.944	0.375	0.762	0.000	0.882	0.868	0.250	0.250	0.500	0.978	0.923	0.500	0.941
	0.865				0.922				0.870				0.961				

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 104th Ave & NW 33rd St
City: Doral
Control: Signalized

Project ID: 23-140252-004
Date: 5/17/2023

Data - Cars

AM

NS/EW Streets:	NW 104th Ave				NW 104th Ave				NW 33rd St				NW 33rd St				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	2	0	38	0	40	0	9	89	0	0	0	114	39	1	332
7:15 AM	0	0	1	0	50	0	38	0	26	130	1	0	0	91	39	2	378
7:30 AM	0	1	0	0	59	0	13	0	23	164	0	0	0	84	33	1	378
7:45 AM	0	1	2	0	67	1	35	0	16	156	3	1	2	137	56	3	480
8:00 AM	0	2	2	0	104	2	28	0	22	154	4	0	0	178	75	3	574
8:15 AM	1	0	1	0	85	3	32	0	23	167	1	0	0	119	81	3	516
8:30 AM	1	0	2	0	91	2	24	0	29	141	0	0	0	98	58	0	446
8:45 AM	1	1	2	0	85	0	58	0	20	122	3	1	0	124	39	0	456
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	5	12	0	579	8	268	0	168	1123	12	2	2	945	420	13	3560
APPROACH %'s :	15.00%	25.00%	60.00%	0.00%	67.72%	0.94%	31.35%	0.00%	12.87%	86.05%	0.92%	0.15%	0.14%	68.48%	30.43%	0.94%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	2	3	7	0	347	8	119	0	90	618	8	1	2	532	270	9	2016
PEAK HR FACTOR :	0.500	0.375	0.875	0.000	0.834	0.667	0.850	0.000	0.776	0.925	0.500	0.250	0.250	0.747	0.833	0.750	0.878
	0.750				0.884				0.938				0.794				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	2	3	0	52	1	19	0	23	109	1	1	0	108	67	0	387
4:15 PM	5	2	10	0	48	0	23	0	11	101	1	0	0	171	72	2	446
4:30 PM	2	5	8	0	44	0	18	0	13	95	0	2	2	166	52	0	407
4:45 PM	1	1	6	0	46	0	21	0	15	92	1	1	1	166	77	2	430
5:00 PM	1	2	10	0	53	2	34	0	21	107	0	0	1	178	94	2	505
5:15 PM	1	2	7	0	52	0	22	0	34	130	0	0	0	177	72	2	499
5:30 PM	3	5	5	0	51	1	26	0	35	145	1	0	1	181	91	0	545
5:45 PM	0	3	6	0	47	0	39	0	35	120	0	2	0	170	85	0	507
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	14	22	55	0	393	4	202	0	187	899	4	6	5	1317	610	8	3726
APPROACH %'s :	15.38%	24.18%	60.44%	0.00%	65.61%	0.67%	33.72%	0.00%	17.06%	82.03%	0.36%	0.55%	0.26%	67.89%	31.44%	0.41%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	5	12	28	0	203	3	121	0	125	502	1	2	2	706	342	4	2056
PEAK HR FACTOR :	0.417	0.600	0.700	0.000	0.958	0.375	0.776	0.000	0.893	0.866	0.250	0.250	0.500	0.975	0.910	0.500	0.943
	0.865				0.919				0.870				0.958				

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 104th Ave & NW 33rd St
City: Doral
Control: Signalized

Project ID: 23-140252-004
Date: 5/17/2023

Data - HT

AM

NS/EW Streets:	NW 104th Ave				NW 104th Ave				NW 33rd St				NW 33rd St				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	0	6
7:30 AM	0	0	0	0	1	0	0	0	2	2	1	0	1	2	0	0	9
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	7
8:00 AM	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
8:30 AM	0	0	0	0	1	0	2	0	1	2	0	0	0	1	2	0	9
8:45 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	0	0	6	1	3	0	4	12	1	0	1	11	2	0	43
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	60.00%	10.00%	30.00%	0.00%	23.53%	70.59%	5.88%	0.00%	7.14%	78.57%	14.29%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	0	0	0	4	0	2	0	1	5	0	0	0	7	2	0	22
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	1.000	0.000	0.250	0.000	0.250	0.417	0.000	0.000	0.000	0.350	0.250	0.000	0.611
	0.250				0.500				0.500				0.450				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	1	0	3	1	0	0	0	2	1	0	9
4:15 PM	0	0	0	0	0	0	1	0	0	6	0	0	0	1	1	0	9
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	6
4:45 PM	0	0	0	0	1	0	1	0	1	2	0	0	0	2	0	0	7
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	1	0	0	3	0	0	0	1	1	0	6
5:30 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	0	6
5:45 PM	0	0	0	0	0	0	2	0	1	1	0	0	0	1	1	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	7	0	6	16	0	0	0	9	9	0	50
APPROACH %'s :					30.00%	0.00%	70.00%	0.00%	27.27%	72.73%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	4	0	2	5	0	0	0	2	5	0	19
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.417	0.000	0.000	0.000	0.500	0.417	0.000	0.792
					0.625				0.583				0.583				

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	33%	0%	0%	#DIV/0!	1%	0%	2%	#DIV/0!	1%	1%	0%	0%	0%	1%	1%	0%
PM	0%	0%	0%	#DIV/0!	0%	0%	3%	#DIV/0!	2%	1%	0%	0%	0%	0%	1%	0%

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 104th Ave & NW 33rd St
City: Doral
Control: Signalized

Project ID: 23-140252-004
Date: 5/17/2023

Data - Bikes

NS/EW Streets:	NW 104th Ave				NW 104th Ave				NW 33rd St				NW 33rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
										0.250							

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 104th Ave & NW 33rd St
City: Doral
Project ID: 23-140252-004
Date: 5/17/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	NW 104th Ave		NW 104th Ave		NW 33rd St		NW 33rd St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	1	2	0	0	0	0	3
7:30 AM	0	0	1	2	0	0	0	0	3
7:45 AM	0	0	1	2	0	1	0	0	4
8:00 AM	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	2	1	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	7	9	0	1	0	0	17
APPROACH %'s :			43.75%	56.25%	0.00%	100.00%			
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	3	3	0	1	0	0	7
PEAK HR FACTOR :			0.750	0.375		0.250			0.438
			0.500		0.250				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	1	0	0	0	2
5:00 PM	0	0	0	1	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	2	0	0	0	0	0	2
5:45 PM	0	0	1	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	4	2	1	1	0	0	8
APPROACH %'s :			66.67%	33.33%	50.00%	50.00%			
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	3	1	0	1	0	0	5
PEAK HR FACTOR :			0.375	0.250		0.250			0.625
			0.500		0.250				

Prepared by National Data & Surveying Services

NW 104th Ave & NW 33rd St

Peak Hour Turning Movement Count

ID: 23-140252-004
City: Doral

Day: Wednesday
Date: 5/17/2023

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

NW 104th Ave

SOUTHBOUND

AM	121	8	351	0	366	AM
NOON	0	0	0	0	0	NOON
PM	125	3	204	0	486	PM

EASTBOUND (NW 33rd St)

AM	NOON	PM	
664	0	840	⇦
1	0	2	↶ 0
91	0	127	↱ 0
623	0	507	→ 0
8	0	1	↳ 0

WESTBOUND (NW 33rd St)

PM	NOON	AM	
0 ↰	347	0	272
0 ←	708	0	539
0 ↲	2	0	2
0 ↺	4	0	9
⇨	743	0	990

CONTROL

Signalized

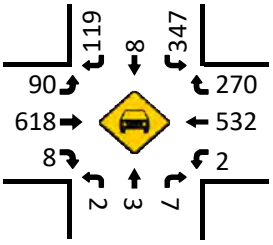
	AM	NOON	PM
TEV	2038	0	2075
PHF	0.88		0.94

NORTHBOUND

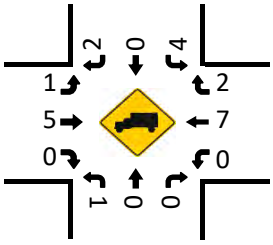
PM	6	0	5	12	28	PM
NOON	0	0	0	0	0	NOON
AM	18	0	3	3	7	AM

NW 104th Ave

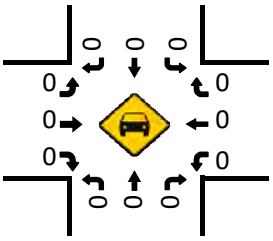
Cars (AM)



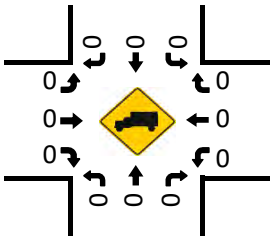
HT (AM)



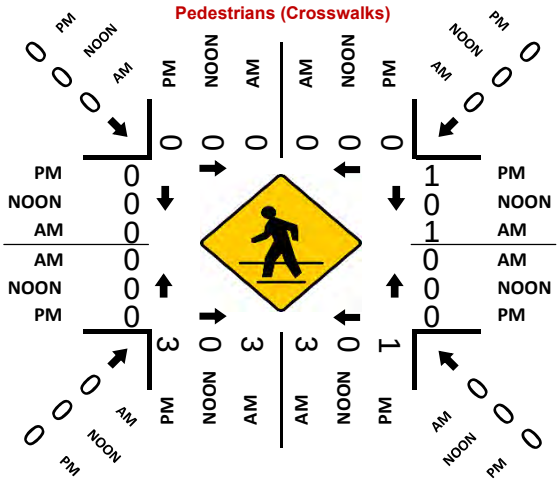
Cars (NOON)



HT (NOON)



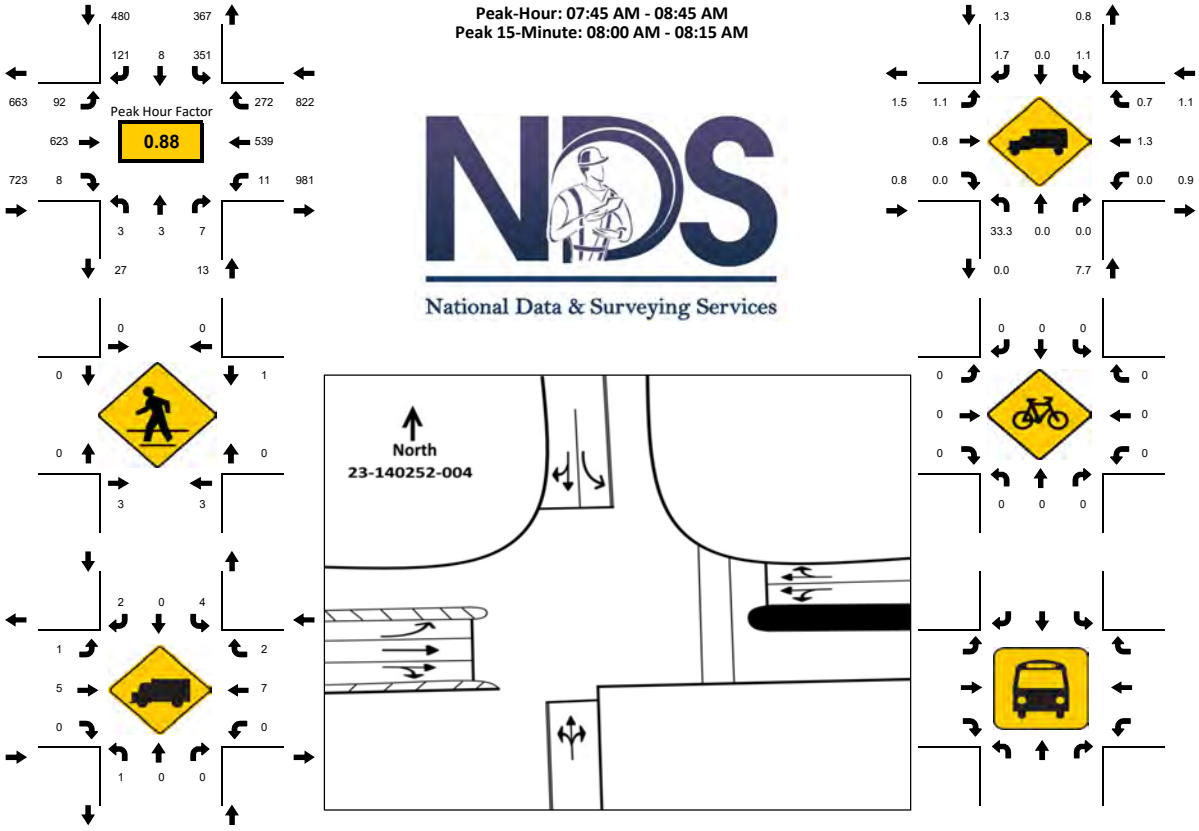
Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0
0
0
0

LOCATION: NW 104th Ave & NW 33rd St
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-004
DATE: Wed, May 17, 2023

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

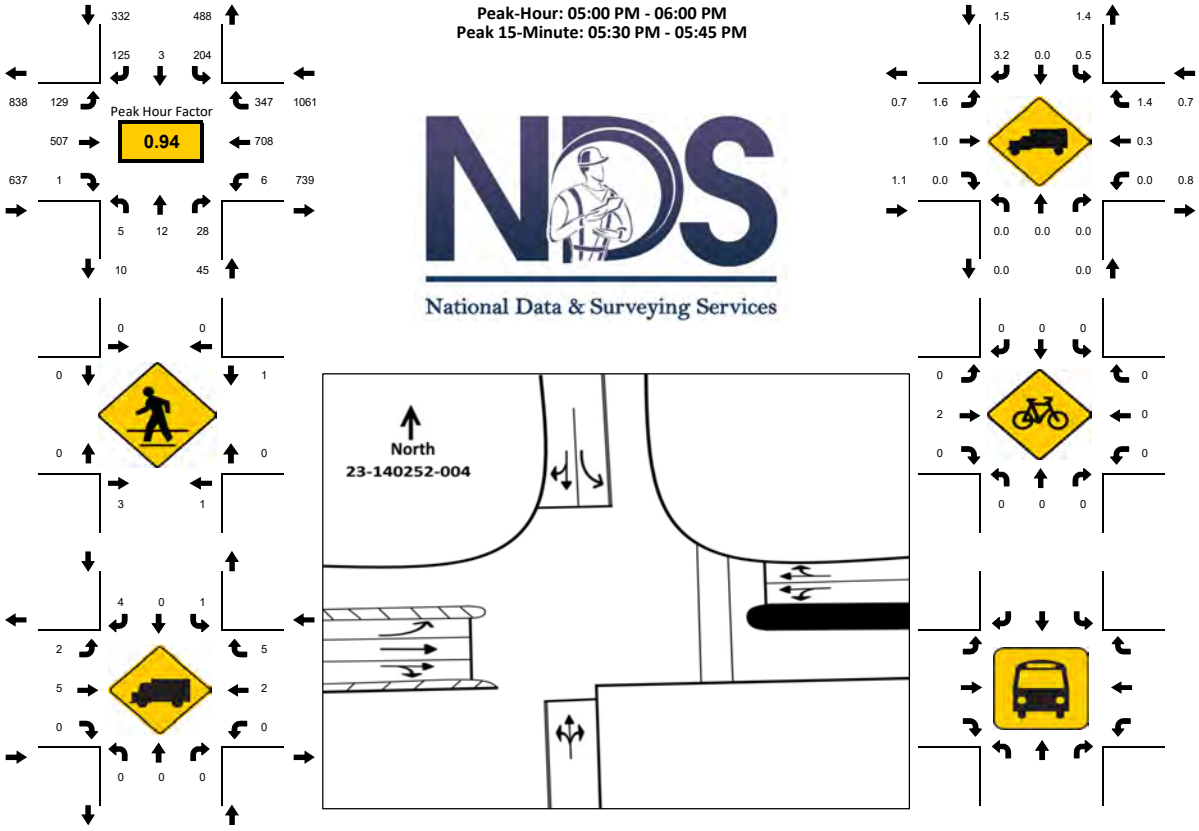


15-Min Count Period Beginning At	NW 104th Ave Northbound Left	Thru	Rgt	U	R*	NW 104th Ave Southbound Left	Thru	Rgt	U	R*	NW 33rd St Eastbound Left	Thru	Rgt	U	R*	NW 33rd St Westbound Left	Thru	Rgt	U	R*	Total	Hourly Total
07:00 AM	1	0	2	0		38	1	40	0		9	90	0	0		0	114	39	1		335	1593
07:15 AM	0	0	1	0		51	0	38	0		27	132	1	0		0	93	39	2		384	1836
07:30 AM	0	1	0	0		60	0	13	0		25	166	1	0		1	86	33	1		387	1970
07:45 AM	1	1	2	0		68	1	35	0		16	156	3	1		2	142	56	3		487	2038
08:00 AM	0	2	2	0		105	2	28	0		22	157	4	0		0	178	75	3		578	2010
08:15 AM	1	0	1	0		86	3	32	0		23	167	1	0		0	120	81	3		518	1432
08:30 AM	1	0	2	0		92	2	26	0		30	143	0	0		0	99	60	0		455	914
08:45 AM	1	1	2	0		85	0	59	0		20	124	3	1		0	124	39	0		459	459
Peak 15-Min Flowrates	**Northbound Left**	**Thru**	**Rgt**	**U**	**R***	**Southbound Left**	**Thru**	**Rgt**	**U**	**R***	**Eastbound Left**	**Thru**	**Rgt**	**U**	**R***	**Westbound Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	4	8	8	0		420	12	140	0		120	668	16	4		8	712	324	12		**2456**	
Heavy Trucks	4	0	0	0		4	0	8	0		4	12	0	0		0	20	8	0		**60**	
Pedestrians		12					0					0					4				**16**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

LOCATION: NW 104th Ave & NW 33rd St
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-004
DATE: Wed, May 17, 2023

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM



15-Min Count Period Beginning At	NW 104th Ave Northbound Left	Thru	Rgt	U	R*	NW 104th Ave Southbound Left	Thru	Rgt	U	R*	NW 33rd St Eastbound Left	Thru	Rgt	U	R*	NW 33rd St Westbound Left	Thru	Rgt	U	R*	Total	Hourly Total
04:00 PM	1	2	3	0		53	1	20	0		26	110	1	1		0	110	68	0		396	1701
04:15 PM	5	2	10	0		48	0	24	0		11	107	1	0		0	172	73	2		455	1811
04:30 PM	2	5	8	0		44	0	18	0		13	97	0	2		2	168	54	0		413	1861
04:45 PM	1	1	6	0		47	0	22	0		16	94	1	1		1	168	77	2		437	1999
05:00 PM	1	2	10	0		54	2	34	0		21	107	0	0		1	178	94	2		506	2075
05:15 PM	1	2	7	0		52	0	23	0		34	133	0	0		0	178	73	2		505	1569
05:30 PM	3	5	5	0		51	1	27	0		36	146	1	0		1	181	94	0		551	1064
05:45 PM	0	3	6	0		47	0	41	0		36	121	0	2		0	171	86	0		513	513
Peak 15-Min Flowrates	**Northbound Left**	**Thru**	**Rgt**	**U**	**R***	**Southbound Left**	**Thru**	**Rgt**	**U**	**R***	**Eastbound Left**	**Thru**	**Rgt**	**U**	**R***	**Westbound Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	12	20	40	0		216	8	164	0		144	584	4	8		4	724	376	8		**2312**	
Heavy Trucks	0	0	0	0		4	0	8	0		4	12	0	0		0	4	12	0		**44**	
Pedestrians		8					0					0					4				**12**	
Bicycles	0	0	0	0		0	0	0	0		0	8	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: Aloft Miami Doral Hotel Dwy Exit & NW 31st Terrace
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-005
Date: 5/17/2023

Data - Total

NS/EW Streets:	Aloft Miami Doral Hotel Dwy Exit				Aloft Miami Doral Hotel Dwy Exit				NW 31st Terrace				NW 31st Terrace				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	1	0	2	0	0	17	1	0	0	17	0	0	38
7:15 AM	0	0	0	0	0	0	0	0	0	21	0	0	0	30	0	0	51
7:30 AM	1	0	0	0	1	0	1	0	0	48	3	0	1	8	0	0	63
7:45 AM	3	0	0	0	0	0	0	0	0	37	3	0	1	15	0	0	59
8:00 AM	0	0	0	0	1	0	0	0	0	40	1	0	0	19	0	0	61
8:15 AM	1	0	0	0	1	0	4	0	0	60	1	0	0	11	0	0	78
8:30 AM	0	0	0	0	0	0	2	0	0	51	4	0	0	11	0	0	68
8:45 AM	2	0	0	0	1	0	2	0	0	23	7	0	0	12	0	0	47
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	0	0	0	5	0	11	0	0	297	20	0	2	123	0	0	465
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	31.25%	0.00%	68.75%	0.00%	0.00%	93.69%	6.31%	0.00%	1.60%	98.40%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	4	0	0	0	2	0	6	0	0	188	9	0	1	56	0	0	266
PEAK HR FACTOR :	0.333	0.000	0.000	0.000	0.500	0.000	0.375	0.000	0.000	0.783	0.563	0.000	0.250	0.737	0.000	0.000	0.853
	0.333				0.400				0.807				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	0	1	0	0	0	2	0	0	24	0	0	1	12	0	0	47
4:15 PM	3	0	2	0	0	0	2	0	0	20	1	0	0	16	0	0	44
4:30 PM	4	0	0	0	0	0	4	0	0	24	1	0	0	11	0	0	44
4:45 PM	1	0	0	0	0	0	0	0	0	23	1	0	0	9	0	0	34
5:00 PM	6	0	0	0	0	0	2	0	0	33	0	0	0	16	0	0	57
5:15 PM	1	0	1	0	0	0	0	0	0	34	1	0	0	13	0	0	50
5:30 PM	6	0	0	0	0	0	5	0	0	37	0	1	1	12	0	0	62
5:45 PM	3	0	0	0	0	0	0	0	0	41	2	0	0	17	0	0	63
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	31	0	4	0	0	0	15	0	0	236	6	1	2	106	0	0	401
APPROACH %'s :	88.57%	0.00%	11.43%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	97.12%	2.47%	0.41%	1.85%	98.15%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	16	0	1	0	0	0	7	0	0	145	3	1	1	58	0	0	232
PEAK HR FACTOR :	0.667	0.000	0.250	0.000	0.000	0.000	0.350	0.000	0.000	0.884	0.375	0.250	0.250	0.853	0.000	0.000	0.921
	0.708				0.350				0.866				0.868				

National Data & Surveying Services Intersection Turning Movement Count

Location: Aloft Miami Doral Hotel Dwy Exit & NW 31st Terrace
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-005
Date: 5/17/2023

Data - Cars

NS/EW Streets:	Aloft Miami Doral Hotel Dwy Exit				Aloft Miami Doral Hotel Dwy Exit				NW 31st Terrace				NW 31st Terrace				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	1	0	2	0	0	17	1	0	0	17	0	0	38
7:15 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	29	0	0	49
7:30 AM	1	0	0	0	1	0	1	0	0	47	3	0	1	8	0	0	62
7:45 AM	2	0	0	0	0	0	0	0	0	37	3	0	0	15	0	0	57
8:00 AM	0	0	0	0	1	0	0	0	0	40	1	0	0	18	0	0	60
8:15 AM	1	0	0	0	1	0	4	0	0	60	1	0	0	11	0	0	78
8:30 AM	0	0	0	0	0	0	2	0	0	51	4	0	0	11	0	0	68
8:45 AM	2	0	0	0	1	0	2	0	0	23	7	0	0	12	0	0	47
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	0	0	0	5	0	11	0	0	295	20	0	1	121	0	0	459
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	31.25%	0.00%	68.75%	0.00%	0.00%	93.65%	6.35%	0.00%	0.82%	99.18%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	3	0	0	0	2	0	6	0	0	188	9	0	0	55	0	0	263
PEAK HR FACTOR :	0.375	0.000	0.000	0.000	0.500	0.000	0.375	0.000	0.000	0.783	0.563	0.000	0.000	0.764	0.000	0.000	0.843
	0.375				0.400				0.807				0.764				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	0	1	0	0	0	2	0	0	24	0	0	1	12	0	0	47
4:15 PM	3	0	2	0	0	0	2	0	0	20	1	0	0	15	0	0	43
4:30 PM	4	0	0	0	0	0	4	0	0	23	1	0	0	10	0	0	42
4:45 PM	1	0	0	0	0	0	0	0	0	23	1	0	0	9	0	0	34
5:00 PM	6	0	0	0	0	0	2	0	0	33	0	0	0	16	0	0	57
5:15 PM	1	0	1	0	0	0	0	0	0	33	1	0	0	13	0	0	49
5:30 PM	6	0	0	0	0	0	4	0	0	37	0	1	1	12	0	0	61
5:45 PM	3	0	0	0	0	0	0	0	0	41	2	0	0	17	0	0	63
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	31	0	4	0	0	0	14	0	0	234	6	1	2	104	0	0	396
APPROACH %'s :	88.57%	0.00%	11.43%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	97.10%	2.49%	0.41%	1.89%	98.11%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	16	0	1	0	0	0	6	0	0	144	3	1	1	58	0	0	230
PEAK HR FACTOR :	0.667	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.878	0.375	0.250	0.250	0.853	0.000	0.000	0.913
	0.708				0.375				0.860				0.868				

National Data & Surveying Services Intersection Turning Movement Count

Location: Aloft Miami Doral Hotel Dwy Exit & NW 31st Terrace
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-005
Date: 5/17/2023

Data - HT

NS/EW Streets:	Aloft Miami Doral Hotel Dwy Exit				Aloft Miami Doral Hotel Dwy Exit				NW 31st Terrace				NW 31st Terrace				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	6
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.375
	0.250												0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0	0	5
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500
					0.250				0.250								

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	25%	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	100%	2%	#DIV/0!	#DIV/0!
PM	0%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	14%	#DIV/0!	#DIV/0!	1%	0%	0%	0%	0%	#DIV/0!	#DIV/0!

National Data & Surveying Services Intersection Turning Movement Count

Location: Aloft Miami Doral Hotel Dwy Exit & NW 31st Terrace
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-005
Date: 5/17/2023

Data - Bikes

NS/EW Streets:	Aloft Miami Doral Hotel Dwy Exit				Aloft Miami Doral Hotel Dwy Exit				NW 31st Terrace				NW 31st Terrace				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Aloft Miami Doral Hotel Dwy Exit & NW 31st Terrace
City: Doral
Project ID: 23-140252-005
Date: 5/17/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Aloft Miami Doral Hotel Dwy Exit		Aloft Miami Doral Hotel Dwy Exit		NW 31st Terrace		NW 31st Terrace		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	1	1	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	1	1	0	0	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	2	0	0	0	0	0	0	6
APPROACH %'s :	66.67%	33.33%							
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	2	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.250								0.250
	0.250								

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	1	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	1	1	0	0	0	0	0	3
APPROACH %'s :	50.00%	50.00%	100.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR :			0.250						0.250
			0.250						

Prepared by National Data & Surveying Services

Aloft Miami Doral Hotel Dwy Exit & NW 31st Terrace

Peak Hour Turning Movement Count

ID: 23-140252-005
City: Doral

Day: Wednesday
Date: 5/17/2023

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND — Aloft Miami Doral Hotel Dwy Exit

AM	6	0	2	0	0	AM
NOON	0	0	0	0	0	NOON
PM	7	0	0	0	0	PM

EASTBOUND — NW 31st Terrace

AM	NOON	PM
66	0	82
0	0	1
0	0	0
188	0	145
9	0	3

WESTBOUND — NW 31st Terrace

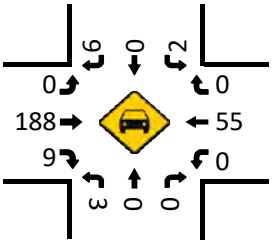
PM	NOON	AM
0	0	0
58	0	56
1	0	1
0	0	0
146	0	190

NORTHBOUND — Aloft Miami Doral Hotel Dwy Exit

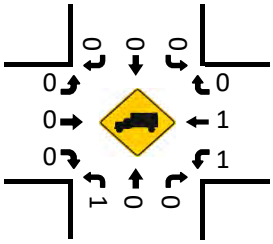
PM	4	0	16	0	1	PM
NOON	0	0	0	0	0	NOON
AM	10	0	4	0	0	AM

CONTROL			
2-Way Stop (NB/SB)			
TEV	266	0	232
	AM	NOON	PM
PHF	0.85		0.92

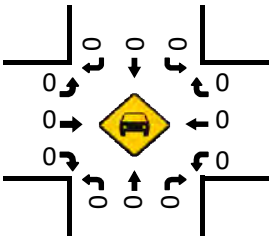
Cars (AM)



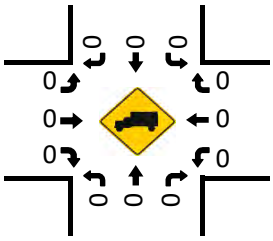
HT (AM)



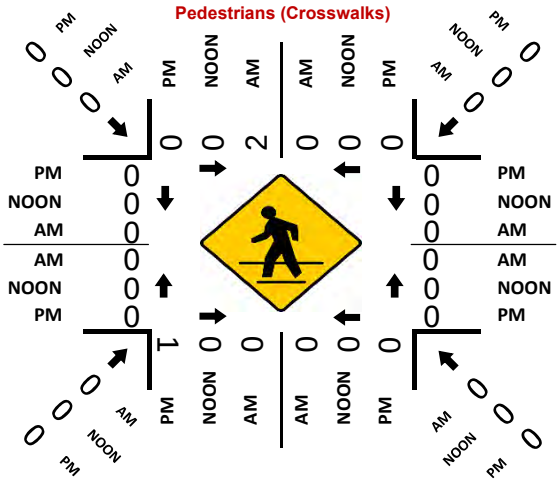
Cars (NOON)



HT (NOON)



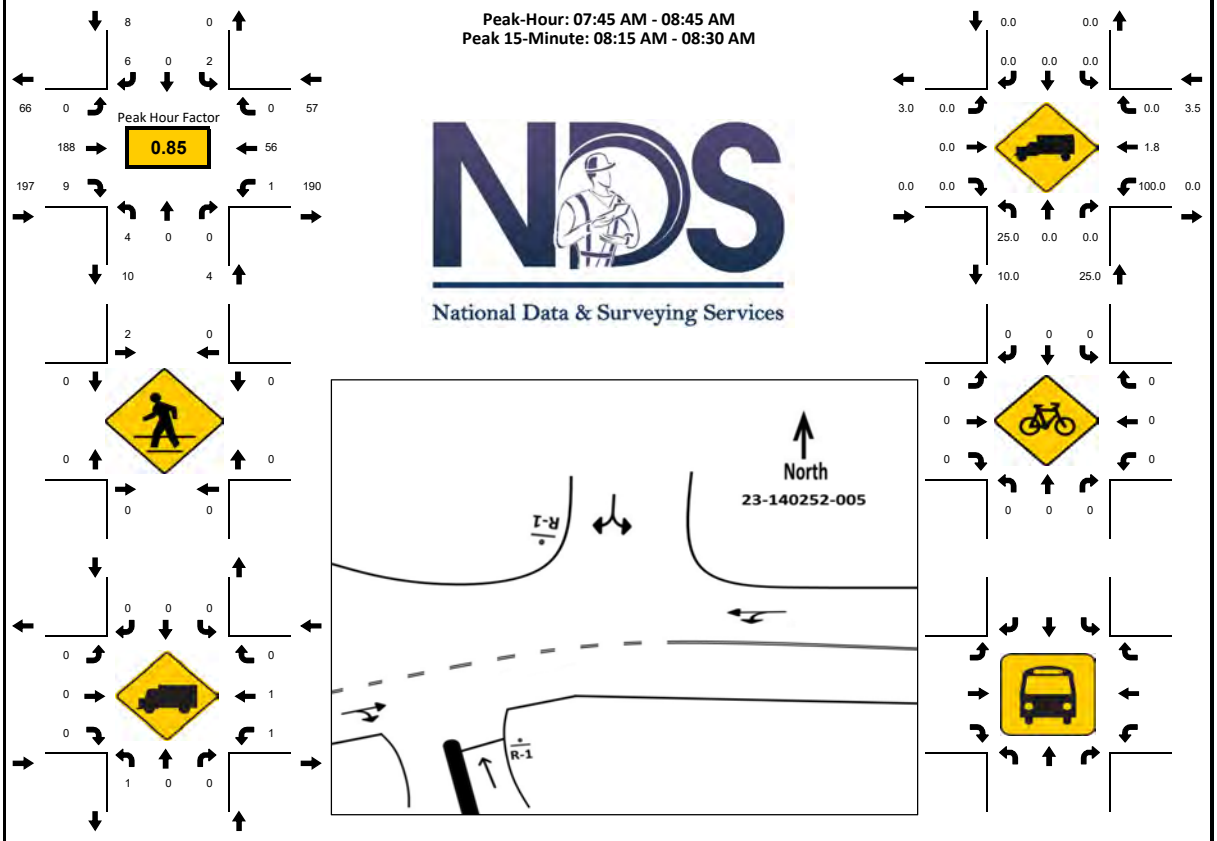
Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0
0
0
0

LOCATION: Aloft Miami Doral Hotel Dwy Exit & NW 31st Terrace
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-005
DATE: Wed, May 17, 2023

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

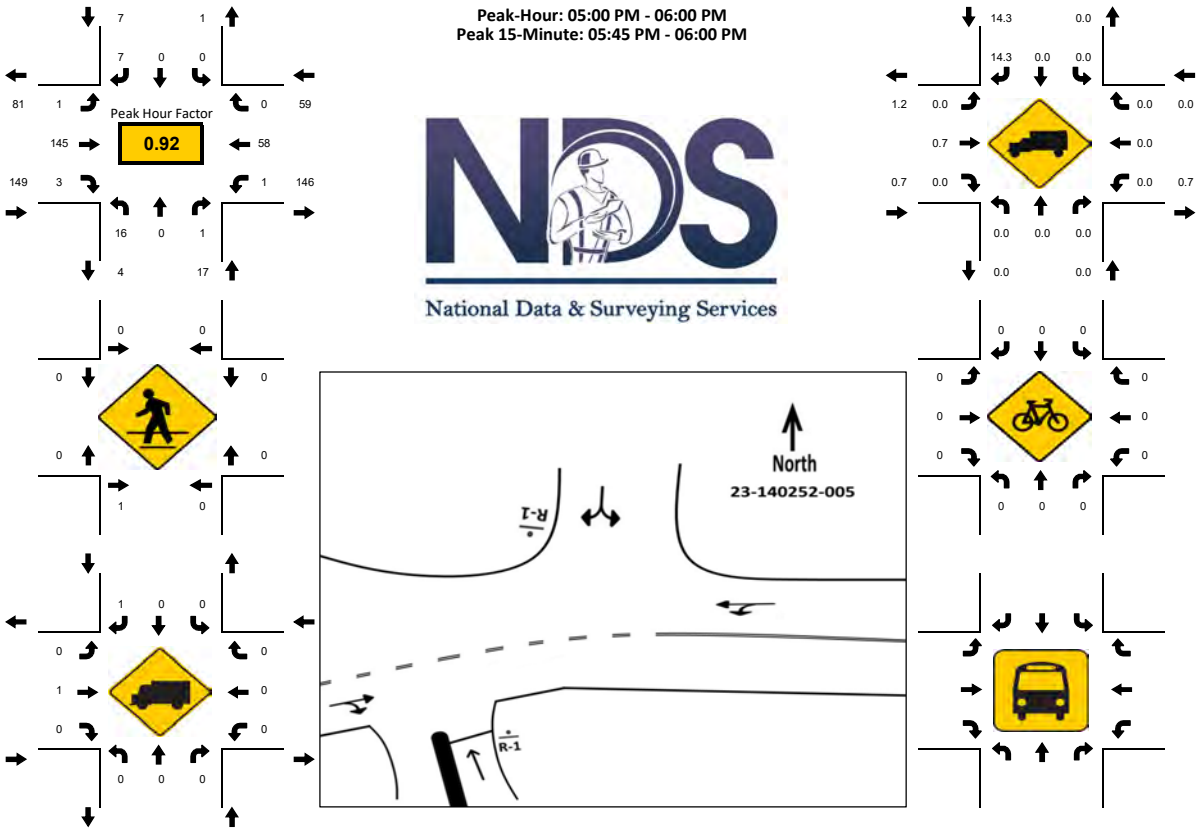


15-Min Count Period Beginning At	Aloft Miami Doral Hotel Dwy Exit Northbound Left	Thru	Rgt	U	R*	Aloft Miami Doral Hotel Dwy Exit Southbound Left	Thru	Rgt	U	R*	NW 31st Terrace Eastbound Left	Thru	Rgt	U	R*	NW 31st Terrace Westbound Left	Thru	Rgt	U	R*	Total	Hourly Total
07:00 AM	0	0	0	0		1	0	2	0		0	17	1	0		0	17	0	0		38	211
07:15 AM	0	0	0	0		0	0	0	0		0	21	0	0		0	30	0	0		51	234
07:30 AM	1	0	0	0		1	0	1	0		0	48	3	0		1	8	0	0		63	261
07:45 AM	3	0	0	0		0	0	0	0		0	37	3	0		1	15	0	0		59	266
08:00 AM	0	0	0	0		1	0	0	0		0	40	1	0		0	19	0	0		61	254
08:15 AM	1	0	0	0		1	0	4	0		0	60	1	0		0	11	0	0		78	193
08:30 AM	0	0	0	0		0	0	2	0		0	51	4	0		0	11	0	0		68	115
08:45 AM	2	0	0	0		1	0	2	0		0	23	7	0		0	12	0	0		47	47
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
All Vehicles	12	0	0	0		4	0	16	0		0	240	16	0		4	76	0	0		**368**	
Heavy Trucks	4	0	0	0		0	0	0	0		0	0	0	0		4	4	0	0		**12**	
Pedestrians		0					8					0					0				**8**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

LOCATION: Aloft Miami Doral Hotel Dwy Exit & NW 31st Terrace
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-005
DATE: Wed, May 17, 2023

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:45 PM - 06:00 PM



15-Min Count Period Beginning At	Aloft Miami Doral Hotel Dwy Exit Northbound					Aloft Miami Doral Hotel Dwy Exit Southbound					NW 31st Terrace Eastbound					NW 31st Terrace Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	7	0	1	0		0	0	2	0		0	24	0	0		1	12	0	0		47	169
04:15 PM	3	0	2	0		0	0	2	0		0	20	1	0		0	16	0	0		44	179
04:30 PM	4	0	0	0		0	0	4	0		0	24	1	0		0	11	0	0		44	185
04:45 PM	1	0	0	0		0	0	0	0		0	23	1	0		0	9	0	0		34	203
05:00 PM	6	0	0	0		0	0	2	0		0	33	0	0		0	16	0	0		57	232
05:15 PM	1	0	1	0		0	0	0	0		0	34	1	0		0	13	0	0		50	175
05:30 PM	6	0	0	0		0	0	5	0		0	37	0	1		1	12	0	0		62	125
05:45 PM	3	0	0	0		0	0	0	0		0	41	2	0		0	17	0	0		63	63
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	24	0	4	0		0	0	20	0		0	164	8	4		4	68	0	0		**296**	
Heavy Trucks	0	0	0	0		0	0	4	0		0	4	0	0		0	0	0	0		**8**	
Pedestrians		4					0					0					0				**4**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: Aloft Miami Doral Hotel Dwy Entrance & NW 31st Terrace
City: Doral
Control: 1-Way Stop (SB)

Project ID: 23-140252-006
Date: 5/17/2023

Data - Total

NS/EW Streets:	Aloft Miami Doral Hotel Dwy Entrance				Aloft Miami Doral Hotel Dwy Entrance				NW 31st Terrace				NW 31st Terrace				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	2	16	0	0	0	15	1	0	36
7:15 AM	0	0	0	0	0	0	4	0	6	15	0	0	0	26	0	0	51
7:30 AM	0	0	0	0	0	0	3	0	6	43	0	0	0	6	0	0	58
7:45 AM	0	0	0	0	2	0	6	0	4	33	0	0	0	10	1	0	56
8:00 AM	0	0	0	0	0	0	7	0	4	37	0	0	0	12	1	0	61
8:15 AM	0	0	0	0	0	0	2	0	7	54	0	0	0	9	0	0	72
8:30 AM	0	0	0	0	2	0	4	0	9	42	0	0	0	7	1	0	65
8:45 AM	0	0	0	0	0	0	4	0	5	19	0	0	0	8	0	0	36
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	4	0	32	0	43	259	0	0	0	93	4	0	435
APPROACH %'s :					11.11%	0.00%	88.89%	0.00%	14.24%	85.76%	0.00%	0.00%	0.00%	95.88%	4.12%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	4	0	19	0	24	166	0	0	0	38	3	0	254
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.679	0.000	0.667	0.769	0.000	0.000	0.000	0.792	0.750	0.000	0.882
					0.719				0.779				0.788				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	2	23	0	0	0	12	1	0	39
4:15 PM	0	0	0	0	1	0	0	0	2	20	0	0	0	16	1	0	40
4:30 PM	0	0	0	0	1	0	0	0	0	24	0	0	0	11	0	0	36
4:45 PM	0	0	0	0	0	0	3	0	0	23	0	0	0	6	0	0	32
5:00 PM	0	0	0	0	1	0	2	0	3	30	0	0	0	14	0	0	50
5:15 PM	0	0	0	0	0	0	3	0	4	31	0	0	0	11	0	0	49
5:30 PM	0	0	0	0	0	0	2	0	5	32	0	0	0	10	2	0	51
5:45 PM	0	0	0	0	3	0	2	0	2	39	0	0	0	15	2	0	63
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	6	0	13	0	18	222	0	0	0	95	6	0	360
APPROACH %'s :					31.58%	0.00%	68.42%	0.00%	7.50%	92.50%	0.00%	0.00%	0.00%	94.06%	5.94%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	4	0	9	0	14	132	0	0	0	50	4	0	213
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.333	0.000	0.750	0.000	0.700	0.846	0.000	0.000	0.000	0.833	0.500	0.000	0.845
					0.650				0.890				0.794				

National Data & Surveying Services Intersection Turning Movement Count

Location: Aloft Miami Doral Hotel Dwy Entrance & NW 31st Terrace
City: Doral
Control: 1-Way Stop (SB)

Project ID: 23-140252-006
Date: 5/17/2023

Data - Cars

NS/EW Streets:	Aloft Miami Doral Hotel Dwy Entrance				Aloft Miami Doral Hotel Dwy Entrance				NW 31st Terrace				NW 31st Terrace				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	2	16	0	0	0	15	1	0	36
7:15 AM	0	0	0	0	0	0	3	0	5	15	0	0	0	26	0	0	49
7:30 AM	0	0	0	0	0	0	3	0	6	42	0	0	0	6	0	0	57
7:45 AM	0	0	0	0	2	0	6	0	4	33	0	0	0	9	1	0	55
8:00 AM	0	0	0	0	0	0	6	0	4	37	0	0	0	12	1	0	60
8:15 AM	0	0	0	0	0	0	2	0	7	54	0	0	0	9	0	0	72
8:30 AM	0	0	0	0	2	0	4	0	9	42	0	0	0	7	1	0	65
8:45 AM	0	0	0	0	0	0	4	0	5	19	0	0	0	8	0	0	36
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	4	0	30	0	42	258	0	0	0	92	4	0	430
APPROACH %'s :					11.76%	0.00%	88.24%	0.00%	14.00%	86.00%	0.00%	0.00%	0.00%	95.83%	4.17%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	4	0	18	0	24	166	0	0	0	37	3	0	252
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.667	0.769	0.000	0.000	0.000	0.771	0.750	0.000	0.875
					0.688				0.779				0.769				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	2	23	0	0	0	12	1	0	39
4:15 PM	0	0	0	0	1	0	0	0	2	20	0	0	0	15	1	0	39
4:30 PM	0	0	0	0	1	0	0	0	0	23	0	0	0	10	0	0	34
4:45 PM	0	0	0	0	0	0	3	0	0	23	0	0	0	6	0	0	32
5:00 PM	0	0	0	0	1	0	2	0	3	30	0	0	0	14	0	0	50
5:15 PM	0	0	0	0	0	0	3	0	4	30	0	0	0	11	0	0	48
5:30 PM	0	0	0	0	0	0	2	0	5	32	0	0	0	10	2	0	51
5:45 PM	0	0	0	0	3	0	2	0	2	39	0	0	0	15	2	0	63
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	6	0	13	0	18	220	0	0	0	93	6	0	356
APPROACH %'s :					31.58%	0.00%	68.42%	0.00%	7.56%	92.44%	0.00%	0.00%	0.00%	93.94%	6.06%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	4	0	9	0	14	131	0	0	0	50	4	0	212
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.333	0.000	0.750	0.000	0.700	0.840	0.000	0.000	0.000	0.833	0.500	0.000	0.841
					0.650				0.884				0.794				

National Data & Surveying Services Intersection Turning Movement Count

Location: Aloft Miami Doral Hotel Dwy Entrance & NW 31st Terrace
City: Doral
Control: 1-Way Stop (SB)

Project ID: 23-140252-006
Date: 5/17/2023

Data - HT

NS/EW Streets:	Aloft Miami Doral Hotel Dwy Entrance				Aloft Miami Doral Hotel Dwy Entrance				NW 31st Terrace				NW 31st Terrace				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	2	0	1	1	0	0	0	1	0	0	5
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500
					0.250								0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
										0.250							

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	5%	#DIV/0!	0%	0%	#DIV/0!	#DIV/0!	#DIV/0!	3%	0%	#DIV/0!
PM	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	0%	1%	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!

National Data & Surveying Services Intersection Turning Movement Count

Location: Aloft Miami Doral Hotel Dwy Entrance & NW 31st Terrace
City: Doral
Control: 1-Way Stop (SB)

Project ID: 23-140252-006
Date: 5/17/2023

Data - Bikes

NS/EW Streets:	Aloft Miami Doral Hotel Dwy Entrance				Aloft Miami Doral Hotel Dwy Entrance				NW 31st Terrace				NW 31st Terrace				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Aloft Miami Doral Hotel Dwy Entrance & NW 31st Terrace
City: Doral
Project ID: 23-140252-006
Date: 5/17/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Aloft Miami Doral Hotel Dwy Entrance		Aloft Miami Doral Hotel Dwy Entrance		NW 31st Terrace		NW 31st Terrace		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	1
7:15 AM	1	1	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	2	2	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	1	0	0	1
8:45 AM	1	1	0	0	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	5	0	0	0	1	0	0	10
APPROACH %'s :	44.44%	55.56%			0.00%	100.00%			
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	2	2	0	0	0	1	0	0	5
PEAK HR FACTOR :	0.250	0.250				0.250			0.313
	0.250				0.250				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	2	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	1	0	0	2	0	0	0	5
APPROACH %'s :	66.67%	33.33%			100.00%	0.00%			
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	1	0	0	2	0	0	0	3
PEAK HR FACTOR :		0.250			0.250				0.250
	0.250				0.250				

Prepared by National Data & Surveying Services

Aloft Miami Doral Hotel Dwy Entrance & NW 31st Terrace

Peak Hour Turning Movement Count

ID: 23-140252-006
City: Doral

Day: Wednesday
Date: 5/17/2023

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND — Aloft Miami Doral Hotel Dwy Entrance

AM	19	0	4	0	27
NOON	0	0	0	0	0
PM	9	0	4	0	18

EASTBOUND — NW 31st Terrace

AM	NOON	PM
57	0	59
0	0	0
24	0	14
166	0	132
0	0	0

WESTBOUND — NW 31st Terrace

PM	NOON	AM
4	0	3
50	0	38
0	0	0
0	0	0
136	0	170

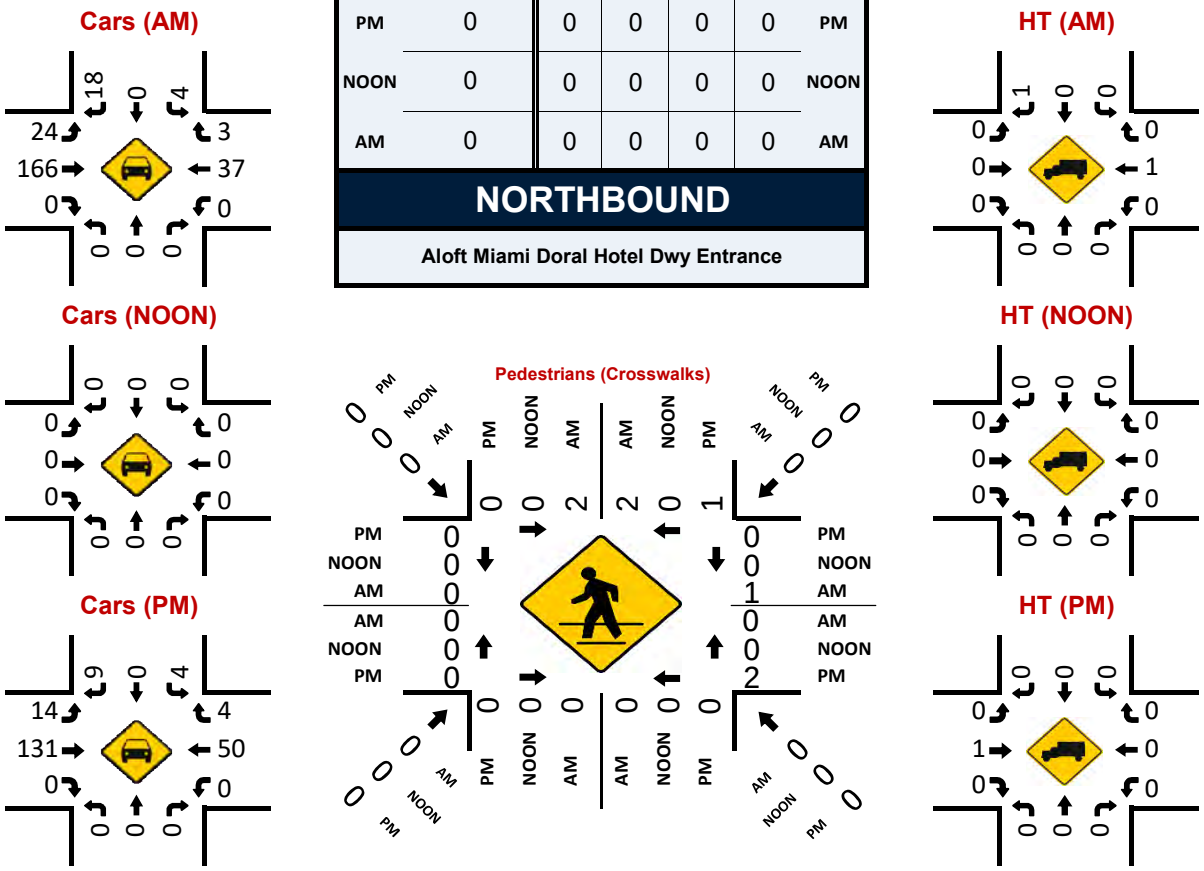
NORTHBOUND — Aloft Miami Doral Hotel Dwy Entrance

PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	0	0	0	0	0

CONTROL

1-Way Stop (SB)

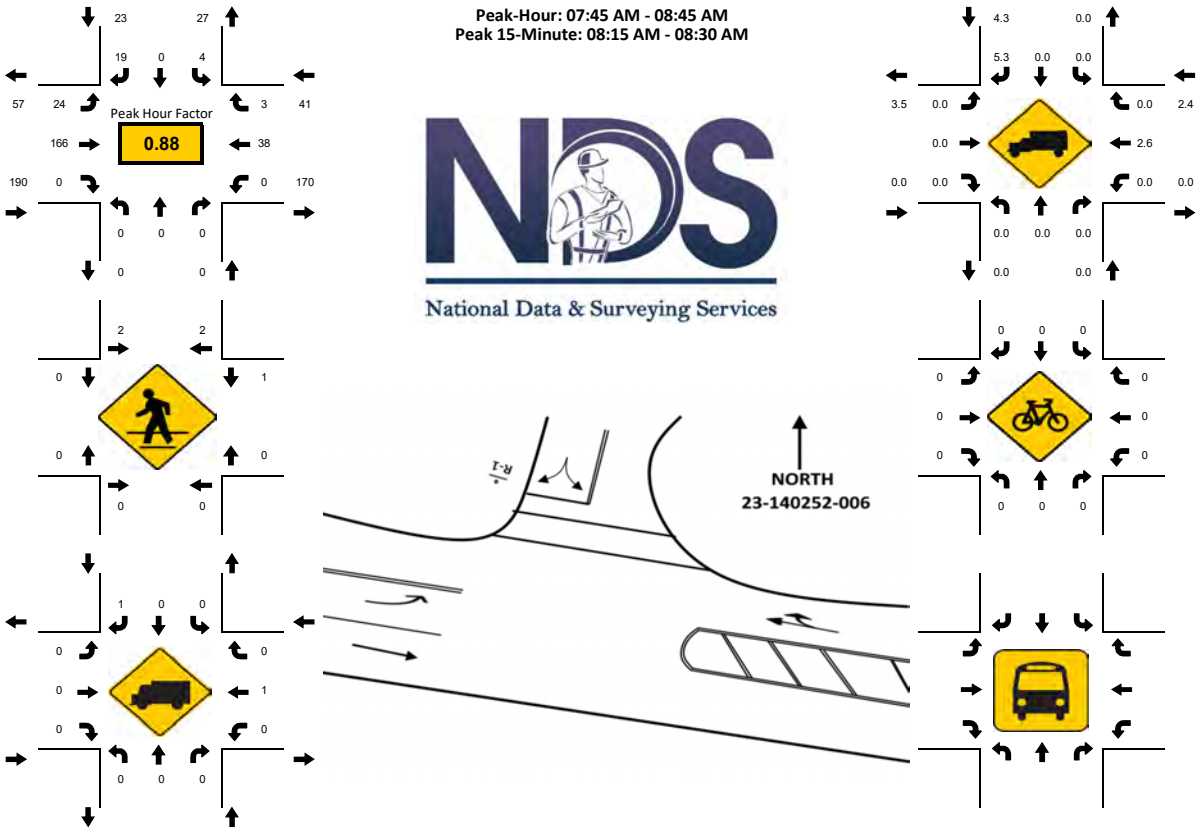
	AM	NOON	PM
TEV	254	0	213
PHF	0.88		0.85



LOCATION: Aloft Miami Doral Hotel Dwy Entrance & NW 31st Terrace
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-006
DATE: Wed, May 17, 2023

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

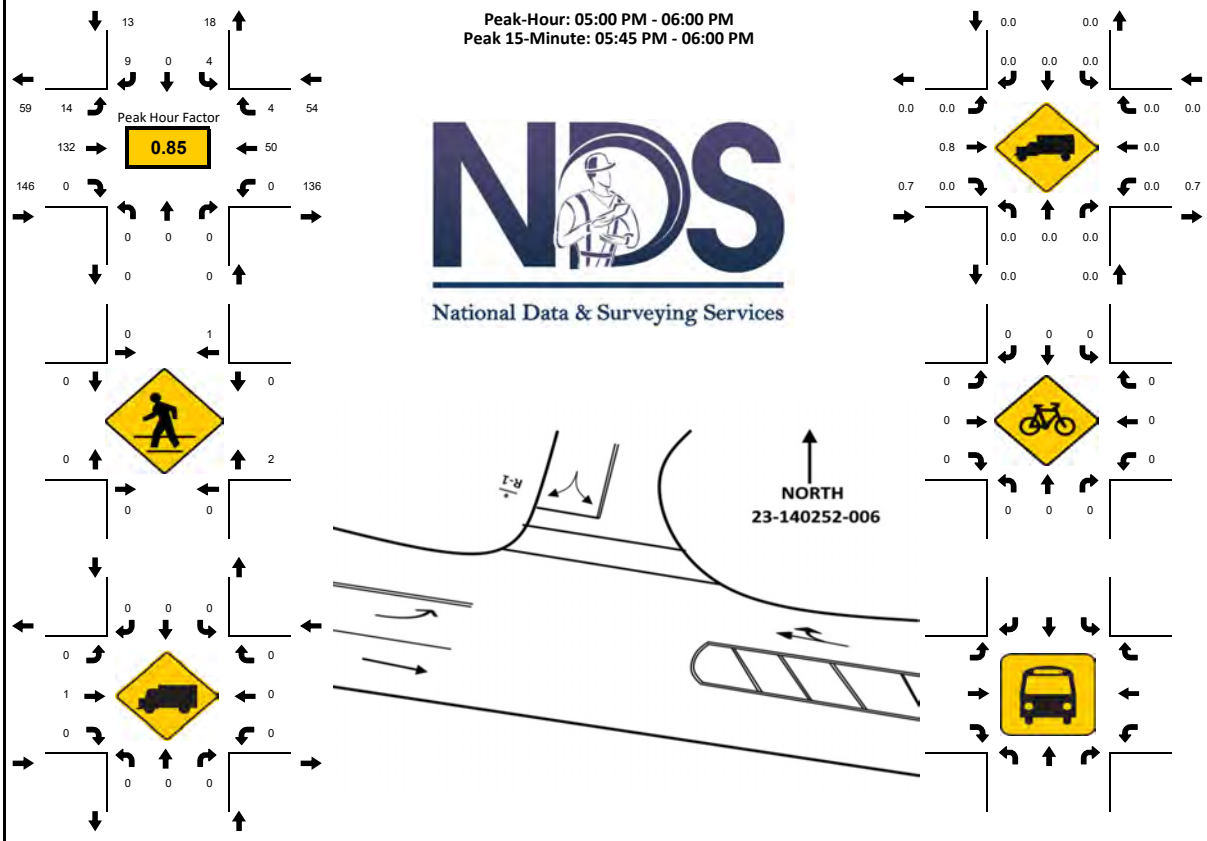


15-Min Count Period Beginning At	oft Miami Doral Hotel Dwy Entran					oft Miami Doral Hotel Dwy Entran					NW 31st Terrace					NW 31st Terrace						Hourly
	Northbound					Southbound					Eastbound					Westbound						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	Total
07:00 AM	0	0	0	0		0	0	2	0		2	16	0	0		0	15	1	0		36	201
07:15 AM	0	0	0	0		0	0	4	0		6	15	0	0		0	26	0	0		51	226
07:30 AM	0	0	0	0		0	0	3	0		6	43	0	0		0	6	0	0		58	247
07:45 AM	0	0	0	0		2	0	6	0		4	33	0	0		0	10	1	0		56	254
08:00 AM	0	0	0	0		0	0	7	0		4	37	0	0		0	12	1	0		61	234
08:15 AM	0	0	0	0		0	0	2	0		7	54	0	0		0	9	0	0		72	173
08:30 AM	0	0	0	0		2	0	4	0		9	42	0	0		0	7	1	0		65	101
08:45 AM	0	0	0	0		0	0	4	0		5	19	0	0		0	8	0	0		36	36
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	0	0	0		8	0	28	0		36	216	0	0		0	48	4	0		**340**	
Heavy Trucks	0	0	0	0		0	0	4	0		0	0	0	0		0	4	0	0		**8**	
Pedestrians		0					16					0					4				**20**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

LOCATION: Aloft Miami Doral Hotel Dwy Entrance & NW 31st Terrace
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-006
DATE: Wed, May 17, 2023

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:45 PM - 06:00 PM



15-Min Count Period Beginning At	oft Miami Doral Hotel Dwy Entran Northbound					oft Miami Doral Hotel Dwy Entran Southbound					NW 31st Terrace Eastbound					NW 31st Terrace Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	0	0	0		0	0	1	0		2	23	0	0		0	12	1	0		39	147
04:15 PM	0	0	0	0		1	0	0	0		2	20	0	0		0	16	1	0		40	158
04:30 PM	0	0	0	0		1	0	0	0		0	24	0	0		0	11	0	0		36	167
04:45 PM	0	0	0	0		0	0	3	0		0	23	0	0		0	6	0	0		32	182
05:00 PM	0	0	0	0		1	0	2	0		3	30	0	0		0	14	0	0		50	213
05:15 PM	0	0	0	0		0	0	3	0		4	31	0	0		0	11	0	0		49	163
05:30 PM	0	0	0	0		0	0	2	0		5	32	0	0		0	10	2	0		51	114
05:45 PM	0	0	0	0		3	0	2	0		2	39	0	0		0	15	2	0		63	63
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	0	0	0		12	0	12	0		20	156	0	0		0	60	8	0		**268**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		**4**	
Pedestrians		0					4					0					8				**12**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 105th Ave & Element Miami Doral Parking Lot Entrance
City: Doral
Control: 1-Way Stop (EB)

Project ID: 23-140252-007
Date: 5/17/2023

Data - Total

NS/EW Streets:	NW 105th Ave				NW 105th Ave				Element Miami Doral Parking Lot Entrance				Element Miami Doral Parking Lot Entrance				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	10	3	0	0	19	1	1	0	0	0	0	1	0	0	0	35
7:15 AM	0	13	1	0	2	29	3	0	2	0	0	0	0	0	0	0	50
7:30 AM	0	33	4	0	5	9	2	0	0	0	0	0	0	0	2	0	55
7:45 AM	0	22	6	0	5	16	2	0	2	0	0	0	1	1	3	0	58
8:00 AM	0	34	4	0	7	23	4	0	4	0	0	0	1	0	2	0	79
8:15 AM	0	40	9	0	8	22	3	0	0	0	1	0	0	0	0	0	83
8:30 AM	1	24	11	0	19	20	3	0	2	0	1	0	1	0	4	0	86
8:45 AM	0	9	2	0	20	22	3	0	2	0	0	0	4	0	6	0	68
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	185	40	0	66	160	21	1	12	0	2	0	8	1	17	0	514
APPROACH %'s :	0.44%	81.86%	17.70%	0.00%	26.61%	64.52%	8.47%	0.40%	85.71%	0.00%	14.29%	0.00%	30.77%	3.85%	65.38%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	1	107	26	0	54	87	13	0	8	0	2	0	6	0	12	0	316
PEAK HR FACTOR :	0.250	0.669	0.591	0.000	0.675	0.946	0.813	0.000	0.500	0.000	0.500	0.000	0.375	0.000	0.500	0.000	0.919
	0.684				0.856				0.625				0.450				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	27	1	0	8	16	3	0	0	0	0	0	3	0	6	0	64
4:15 PM	1	25	0	0	5	20	5	0	0	0	0	0	1	0	6	0	63
4:30 PM	0	21	0	0	3	23	1	0	2	0	1	0	0	0	4	0	55
4:45 PM	0	25	1	0	6	24	4	1	1	0	0	0	3	0	1	0	66
5:00 PM	0	35	1	0	8	42	1	0	0	0	0	0	5	0	2	0	94
5:15 PM	0	37	0	0	8	27	3	0	2	0	0	0	1	0	4	0	82
5:30 PM	0	44	1	0	5	42	5	0	0	0	1	0	3	0	5	0	106
5:45 PM	0	49	2	0	2	37	1	0	0	0	0	0	3	0	3	0	97
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	263	6	0	45	231	23	1	5	0	2	0	19	0	31	0	627
APPROACH %'s :	0.37%	97.41%	2.22%	0.00%	15.00%	77.00%	7.67%	0.33%	71.43%	0.00%	28.57%	0.00%	38.00%	0.00%	62.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	165	4	0	23	148	10	0	2	0	1	0	12	0	14	0	379
PEAK HR FACTOR :	0.000	0.842	0.500	0.000	0.719	0.881	0.500	0.000	0.250	0.000	0.250	0.000	0.600	0.000	0.700	0.000	0.894
	0.828				0.870				0.375				0.813				

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 105th Ave & Element Miami Doral Parking Lot Entrance
City: Doral
Control: 1-Way Stop (EB)

Project ID: 23-140252-007
Date: 5/17/2023

Data - Cars

NS/EW Streets:	NW 105th Ave				NW 105th Ave				Element Miami Doral Parking Lot Entrance				Element Miami Doral Parking Lot Entrance				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	10	3	0	0	19	1	1	0	0	0	0	1	0	0	0	35
7:15 AM	0	13	1	0	2	29	2	0	2	0	0	0	0	0	0	0	49
7:30 AM	0	32	4	0	5	8	2	0	0	0	0	0	0	0	2	0	53
7:45 AM	0	22	6	0	5	16	2	0	2	0	0	0	1	1	3	0	58
8:00 AM	0	34	4	0	7	23	4	0	4	0	0	0	1	0	2	0	79
8:15 AM	0	40	9	0	8	22	3	0	0	0	1	0	0	0	0	0	83
8:30 AM	1	24	11	0	19	20	3	0	2	0	1	0	1	0	4	0	86
8:45 AM	0	9	2	0	20	22	3	0	2	0	0	0	4	0	6	0	68
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	184	40	0	66	159	20	1	12	0	2	0	8	1	17	0	511
APPROACH %'s :	0.44%	81.78%	17.78%	0.00%	26.83%	64.63%	8.13%	0.41%	85.71%	0.00%	14.29%	0.00%	30.77%	3.85%	65.38%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	1	107	26	0	54	87	13	0	8	0	2	0	6	0	12	0	316
PEAK HR FACTOR :	0.250	0.669	0.591	0.000	0.675	0.946	0.813	0.000	0.500	0.000	0.500	0.000	0.375	0.000	0.500	0.000	0.919
	0.684				0.856				0.625				0.450				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	27	1	0	8	16	3	0	0	0	0	0	3	0	6	0	64
4:15 PM	1	24	0	0	5	19	5	0	0	0	0	0	1	0	6	0	61
4:30 PM	0	20	0	0	3	22	1	0	2	0	1	0	0	0	4	0	53
4:45 PM	0	25	1	0	6	24	4	1	1	0	0	0	3	0	1	0	66
5:00 PM	0	35	1	0	8	42	1	0	0	0	0	0	5	0	2	0	94
5:15 PM	0	36	0	0	8	27	3	0	0	0	0	0	1	0	4	0	79
5:30 PM	0	44	1	0	5	42	5	0	0	0	1	0	3	0	5	0	106
5:45 PM	0	49	2	0	2	37	1	0	0	0	0	0	3	0	3	0	97
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	260	6	0	45	229	23	1	3	0	2	0	19	0	31	0	620
APPROACH %'s :	0.37%	97.38%	2.25%	0.00%	15.10%	76.85%	7.72%	0.34%	60.00%	0.00%	40.00%	0.00%	38.00%	0.00%	62.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	164	4	0	23	148	10	0	0	0	1	0	12	0	14	0	376
PEAK HR FACTOR :	0.000	0.837	0.500	0.000	0.719	0.881	0.500	0.000	0.000	0.000	0.250	0.000	0.600	0.000	0.700	0.000	0.887
	0.824				0.870				0.250				0.813				

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 105th Ave & Element Miami Doral Parking Lot Entrance
City: Doral
Control: 1-Way Stop (EB)

Project ID: 23-140252-007
Date: 5/17/2023

Data - HT

NS/EW Streets:	NW 105th Ave				NW 105th Ave				Element Miami Doral Parking Lot Entrance				Element Miami Doral Parking Lot Entrance				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%									
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	2	0	0	2	0	0	0	0	0	0	0	7
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250								0.250								

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	0%	0%	0%	#DIV/0!	0%	0%	0%	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!
PM	#DIV/0!	1%	0%	#DIV/0!	0%	0%	0%	#DIV/0!	100%	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 105th Ave & Element Miami Doral Parking Lot Entrance
City: Doral
Control: 1-Way Stop (EB)

Project ID: 23-140252-007
Date: 5/17/2023

Data - Bikes

NS/EW Streets:	NW 105th Ave				NW 105th Ave				Element Miami Doral Parking Lot Entrance				Element Miami Doral Parking Lot Entrance				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 105th Ave & Element Miami Doral Parking Lot Entrance
City: Doral
Project ID: 23-140252-007
Date: 5/17/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	NW 105th Ave		NW 105th Ave		Element Miami Doral Parking Lot Entrance		Element Miami Doral Parking Lot Entrance		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	1	0	0	2	3
7:15 AM	0	0	0	0	1	0	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	1
8:30 AM	1	0	0	0	0	0	1	0	2
8:45 AM	1	0	0	0	0	0	1	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	0	1	0	2	0	2	3	10
APPROACH %'s :	100.00%	0.00%	100.00%	0.00%	100.00%	0.00%	40.00%	60.00%	
PEAK HR :	**08:00 AM - 09:00 AM**								TOTAL
PEAK HR VOL :	2	0	1	0	0	0	2	0	5
PEAK HR FACTOR :	0.500		0.250				0.500		0.625
	0.500		0.250				0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	1	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	1	0	0	1	1	3
APPROACH %'s :			0.00%	100.00%			50.00%	50.00%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	1	0	0	0	0	1
PEAK HR FACTOR :				0.250					0.250
			0.250						

Prepared by National Data & Surveying Services

NW 105th Ave & Element Miami Doral Parking Lot Entrance

Peak Hour Turning Movement Count

ID: 23-140252-007
City: Doral

Day: Wednesday
Date: 5/17/2023

PEAK HOURS		COUNT PERIODS
08:00 AM - 09:00 AM		7:00 AM - 09:00 AM
NONE		NONE
05:00 PM - 06:00 PM		4:00 PM - 06:00 PM

NW 105th Ave — SOUTHBOUND

AM	13	87	54	0	127	AM
NOON	0	0	0	0	0	NOON
PM	10	148	23	0	181	PM

EASTBOUND — Element Miami Doral Parking Lot Entrance

AM	NOON	PM
14	0	10
0	0	0
8	0	2
0	0	0
2	0	1

WESTBOUND — Element Miami Doral Parking Lot Entrance

PM	NOON	AM
14	0	12
0	0	0
12	0	6
0	0	0
27	0	80

CONTROL

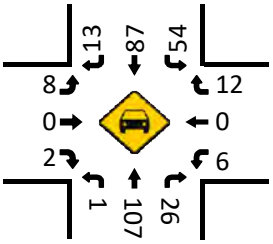
1-Way Stop (EB)

TEV	316	0	379
	AM	NOON	PM
PHF	0.92		0.89

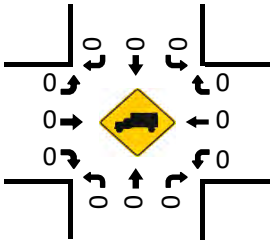
NW 105th Ave — NORTHBOUND

PM	161	0	0	165	4	PM
NOON	0	0	0	0	0	NOON
AM	95	0	1	107	26	AM

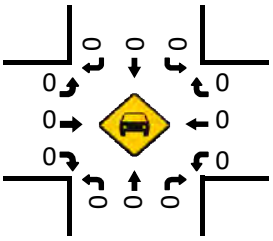
Cars (AM)



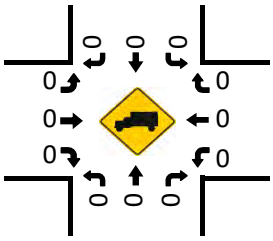
HT (AM)



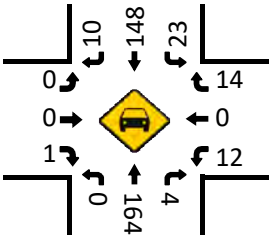
Cars (NOON)



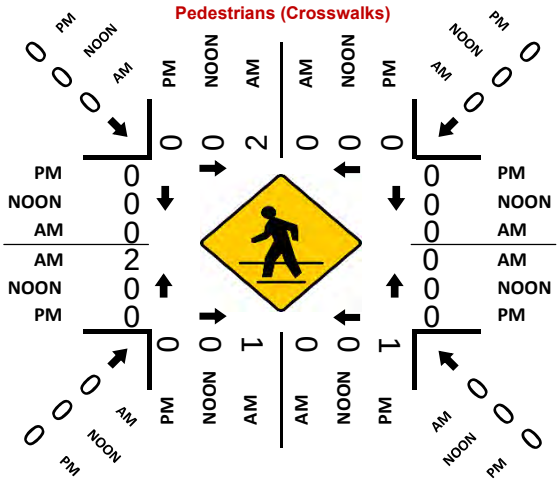
HT (NOON)



Cars (PM)



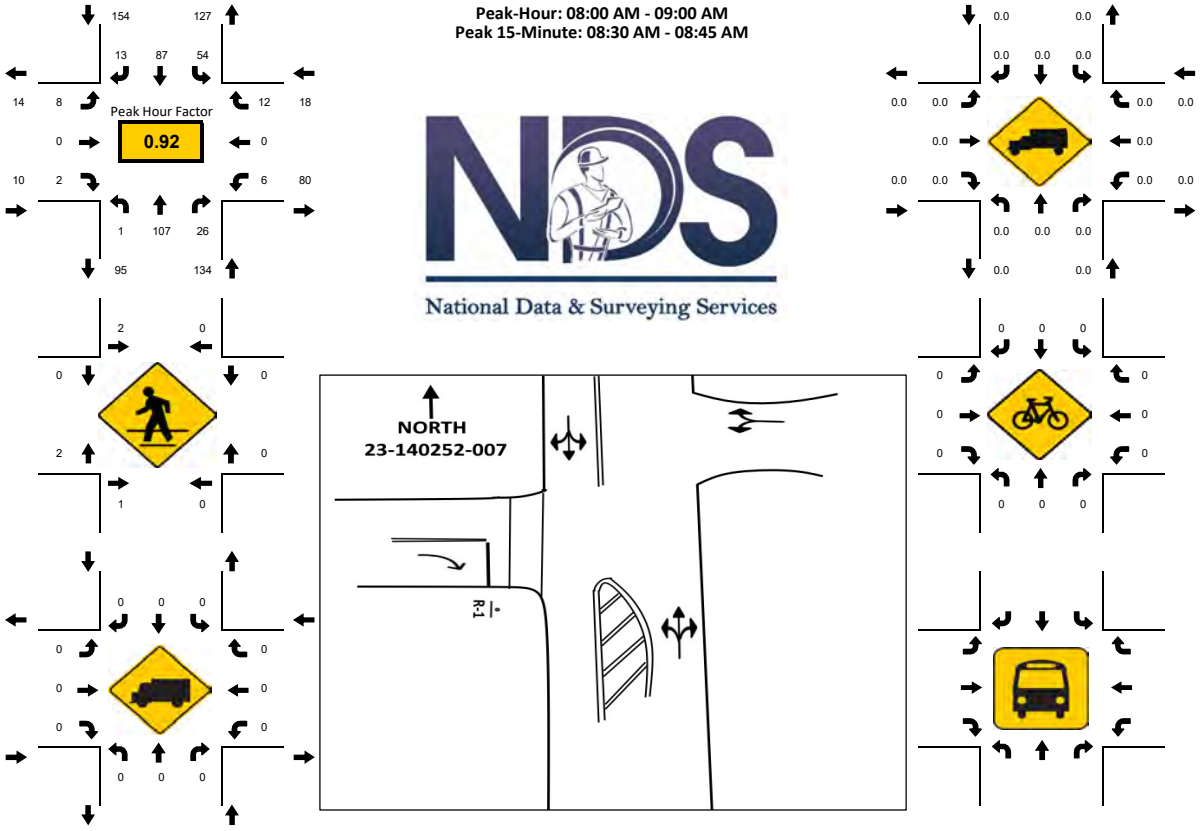
Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0

LOCATION: NW 105th Ave & Element Miami Doral Parking Lot Entrance
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-007
DATE: Wed, May 17, 2023

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM

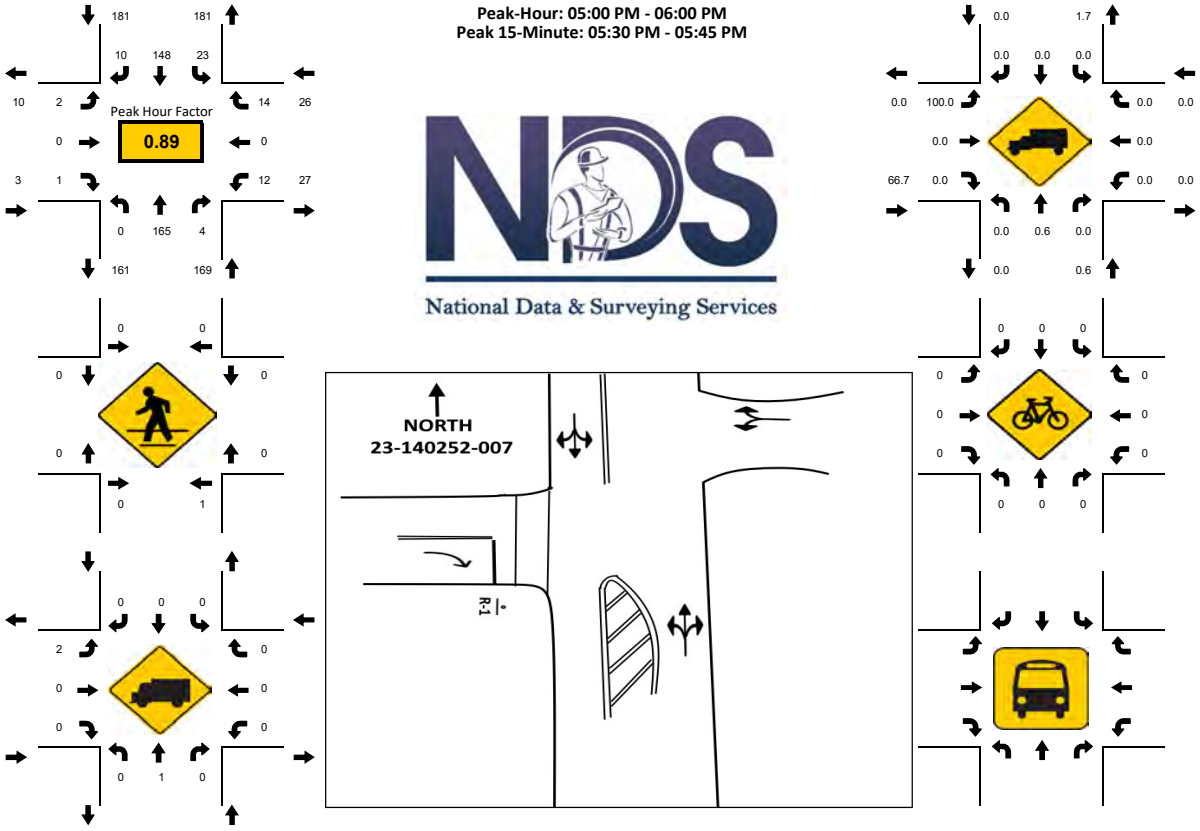


15-Min Count Period Beginning At	NW 105th Ave Northbound					NW 105th Ave Southbound					ent Miami Doral Parking Lot Ent Eastbound					ent Miami Doral Parking Lot Enti Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	10	3	0		0	19	1	1		0	0	0	0		1	0	0	0		35	198
07:15 AM	0	13	1	0		2	29	3	0		2	0	0	0		0	0	0	0		50	242
07:30 AM	0	33	4	0		5	9	2	0		0	0	0	0		0	0	2	0		55	275
07:45 AM	0	22	6	0		5	16	2	0		2	0	0	0		1	1	3	0		58	306
08:00 AM	0	34	4	0		7	23	4	0		4	0	0	0		1	0	2	0		79	316
08:15 AM	0	40	9	0		8	22	3	0		0	0	1	0		0	0	0	0		83	237
08:30 AM	1	24	11	0		19	20	3	0		2	0	1	0		1	0	4	0		86	154
08:45 AM	0	9	2	0		20	22	3	0		2	0	0	0		4	0	6	0		68	68
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	4	160	44	0		80	92	16	0		16	0	4	0		16	0	24	0		**456**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Pedestrians		4					4					4					0				**12**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

LOCATION: NW 105th Ave & Element Miami Doral Parking Lot Entrance
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-007
DATE: Wed, May 17, 2023

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM



15-Min Count Period Beginning At	NW 105th Ave Northbound					NW 105th Ave Southbound					ent Miami Doral Parking Lot Ent Eastbound					ent Miami Doral Parking Lot Enti Westbound						Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
04:00 PM	0	27	1	0		8	16	3	0		0	0	0	0		3	0	6	0		64	248
04:15 PM	1	25	0	0		5	20	5	0		0	0	0	0		1	0	6	0		63	278
04:30 PM	0	21	0	0		3	23	1	0		2	0	1	0		0	0	4	0		55	297
04:45 PM	0	25	1	0		6	24	4	1		1	0	0	0		3	0	1	0		66	348
05:00 PM	0	35	1	0		8	42	1	0		0	0	0	0		5	0	2	0		94	379
05:15 PM	0	37	0	0		8	27	3	0		2	0	0	0		1	0	4	0		82	285
05:30 PM	0	44	1	0		5	42	5	0		0	0	1	0		3	0	5	0		106	203
05:45 PM	0	49	2	0		2	37	1	0		0	0	0	0		3	0	3	0		97	97
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
All Vehicles	0	196	8	0		32	168	20	0		8	0	4	0		20	0	20	0		**476**	
Heavy Trucks	0	4	0	0		0	0	0	0		8	0	0	0		0	0	0	0		**12**	
Pedestrians		4					0					0					0				**4**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: Element Miami Doral Parking Lot Entrance West & NW 33rd St
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-008
Date: 5/17/2023

Data - Total

NS/EW Streets:	Element Miami Doral Parking Lot Entrance West				Element Miami Doral Parking Lot Entrance West				NW 33rd St				NW 33rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	83	0	0	0	131	0	0	214
7:15 AM	0	0	2	0	0	0	0	0	0	150	0	0	0	101	0	0	253
7:30 AM	0	0	1	0	0	0	0	0	0	164	0	0	0	88	0	0	253
7:45 AM	0	0	3	0	0	0	0	0	0	154	0	0	0	150	0	0	307
8:00 AM	0	0	0	0	0	0	0	0	0	141	0	0	0	180	1	0	322
8:15 AM	0	0	1	0	0	0	0	0	0	151	0	0	0	119	1	0	272
8:30 AM	0	0	2	0	0	0	0	0	0	152	0	0	0	103	0	0	257
8:45 AM	0	0	4	0	0	0	0	0	0	142	0	0	0	141	0	0	287
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	13	0	0	0	0	0	0	1137	0	0	0	1013	2	0	2165
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	99.80%	0.20%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	6	0	0	0	0	0	0	598	0	0	0	552	2	0	1158
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.971	0.000	0.000	0.000	0.767	0.500	0.000	0.899
	0.500				0.971								0.765				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	0	115	0	0	0	127	0	0	243
4:15 PM	0	0	0	0	0	0	0	0	0	94	0	0	0	175	1	0	270
4:30 PM	0	0	1	0	0	0	0	0	0	93	0	0	0	177	1	0	272
4:45 PM	0	0	1	0	0	0	0	0	0	96	0	0	0	170	3	0	270
5:00 PM	0	0	0	0	0	0	0	0	0	106	0	0	0	187	0	0	293
5:15 PM	0	0	1	0	0	0	0	0	0	153	0	0	0	176	0	0	330
5:30 PM	0	0	2	0	0	0	2	0	0	132	0	0	0	181	1	0	318
5:45 PM	0	0	2	0	0	0	2	0	0	137	0	0	0	180	1	0	322
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	8	0	0	0	4	0	0	926	0	0	0	1373	7	0	2318
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	99.49%	0.51%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	5	0	0	0	4	0	0	528	0	0	0	724	2	0	1263
PEAK HR FACTOR :	0.000	0.000	0.625	0.000	0.000	0.000	0.500	0.000	0.000	0.863	0.000	0.000	0.000	0.968	0.500	0.000	0.957
	0.625				0.500				0.863				0.971				

National Data & Surveying Services Intersection Turning Movement Count

Location: Element Miami Doral Parking Lot Entrance West & NW 33rd St
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-008
Date: 5/17/2023

Data - Cars

AM

NS/EW Streets:	Element Miami Doral Parking Lot Entrance West				Element Miami Doral Parking Lot Entrance West				NW 33rd St				NW 33rd St				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	83	0	0	0	130	0	0	213
7:15 AM	0	0	2	0	0	0	0	0	0	147	0	0	0	99	0	0	248
7:30 AM	0	0	1	0	0	0	0	0	0	162	0	0	0	87	0	0	250
7:45 AM	0	0	3	0	0	0	0	0	0	154	0	0	0	144	0	0	301
8:00 AM	0	0	0	0	0	0	0	0	0	137	0	0	0	178	1	0	316
8:15 AM	0	0	1	0	0	0	0	0	0	150	0	0	0	119	1	0	271
8:30 AM	0	0	2	0	0	0	0	0	0	151	0	0	0	99	0	0	252
8:45 AM	0	0	4	0	0	0	0	0	0	140	0	0	0	141	0	0	285
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	13	0	0	0	0	0	0	1124	0	0	0	997	2	0	2136
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	99.80%	0.20%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	6	0	0	0	0	0	0	592	0	0	0	540	2	0	1140
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.961	0.000	0.000	0.000	0.758	0.500	0.000	0.902
	0.500				0.961								0.757				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	0	112	0	0	0	125	0	0	238
4:15 PM	0	0	0	0	0	0	0	0	0	90	0	0	0	174	1	0	265
4:30 PM	0	0	1	0	0	0	0	0	0	89	0	0	0	175	1	0	266
4:45 PM	0	0	1	0	0	0	0	0	0	94	0	0	0	167	3	0	265
5:00 PM	0	0	0	0	0	0	0	0	0	105	0	0	0	187	0	0	292
5:15 PM	0	0	1	0	0	0	0	0	0	150	0	0	0	173	0	0	324
5:30 PM	0	0	2	0	0	0	2	0	0	130	0	0	0	179	1	0	314
5:45 PM	0	0	2	0	0	0	2	0	0	133	0	0	0	178	1	0	316
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	8	0	0	0	4	0	0	903	0	0	0	1358	7	0	2280
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	99.49%	0.51%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	5	0	0	0	4	0	0	518	0	0	0	717	2	0	1246
PEAK HR FACTOR :	0.000	0.000	0.625	0.000	0.000	0.000	0.500	0.000	0.000	0.863	0.000	0.000	0.000	0.959	0.500	0.000	0.961
	0.625				0.500				0.863				0.961				

National Data & Surveying Services Intersection Turning Movement Count

Location: Element Miami Doral Parking Lot Entrance West & NW 33rd St
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-008
Date: 5/17/2023

Data - HT

NS/EW Streets:	Element Miami Doral Parking Lot Entrance West				Element Miami Doral Parking Lot Entrance West				NW 33rd St				NW 33rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
8:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	13	0	0	0	16	0	0	29
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	6	0	0	0	12	0	0	18
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.750
										0.375				0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	23	0	0	0	15	0	0	38
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	0	17
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.583	0.000	0.000	0.708
										0.625				0.583			

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1%	#DIV/0!	#DIV/0!	#DIV/0!	2%	0%	#DIV/0!
PM	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	2%	#DIV/0!	#DIV/0!	#DIV/0!	1%	0%	#DIV/0!

National Data & Surveying Services Intersection Turning Movement Count

Location: Element Miami Doral Parking Lot Entrance West & NW 33rd St
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-008
Date: 5/17/2023

Data - Bikes

NS/EW Streets:	Element Miami Doral Parking Lot Entrance West				Element Miami Doral Parking Lot Entrance West				NW 33rd St				NW 33rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500
									0.500								

National Data & Surveying Services Intersection Turning Movement Count

Location: Element Miami Doral Parking Lot Entrance West & NW 33rd St **Project ID:** 23-140252-008
City: Doral **Date:** 5/17/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Element Miami Doral Parking Lot Entrance West		Element Miami Doral Parking Lot Entrance West		NW 33rd St		NW 33rd St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	1	1	0	0	0	0	3
7:15 AM	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	2	0	0	0	0	2
7:45 AM	0	0	1	1	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	1	3	4	0	0	0	0	9
APPROACH %'s :	50.00%	50.00%	42.86%	57.14%					
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	1	1	0	0	0	0	2
PEAK HR FACTOR :			0.250	0.250					0.250
	0.250		0.500						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	0	0	1
5:30 PM	0	1	2	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	4	2	0	1	0	0	8
APPROACH %'s :	0.00%	100.00%	66.67%	33.33%	0.00%	100.00%			
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	1	3	1	0	0	0	0	5
PEAK HR FACTOR :		0.250	0.375	0.250					0.417
	0.250		0.500						

Prepared by National Data & Surveying Services

Element Miami Doral Parking Lot Entrance West & NW 33rd St

Peak Hour Turning Movement Count

ID: 23-140252-008
City: Doral

Day: Wednesday
Date: 5/17/2023

PEAK HOURS		COUNT PERIODS
07:45 AM - 08:45 AM		7:00 AM - 09:00 AM
NONE		NONE
05:00 PM - 06:00 PM		4:00 PM - 06:00 PM

SOUTHBOUND — Element Miami Doral Parking Lot Entrance West

AM	0	0	0	0	2	AM
NOON	0	0	0	0	0	NOON
PM	4	0	0	0	2	PM

EASTBOUND — NW 33rd St

AM	NOON	PM
552	0	728
0	0	0
0	0	0
598	0	528
0	0	0

WESTBOUND — NW 33rd St

PM	NOON	AM
2	0	2
724	0	552
0	0	0
0	0	0
533	0	604

NORTHBOUND — Element Miami Doral Parking Lot Entrance West

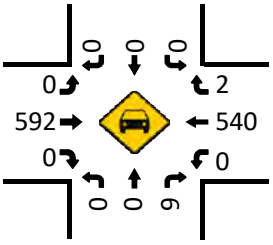
PM	0	0	0	0	5	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	6	AM

CONTROL

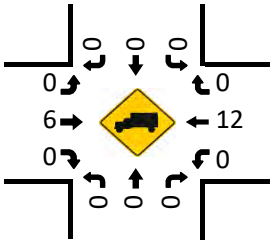
2-Way Stop (NB/SB)

TEV	1158	0	1263
	AM	NOON	PM
PHF	0.90		0.96

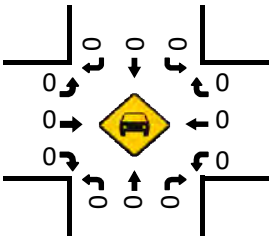
Cars (AM)



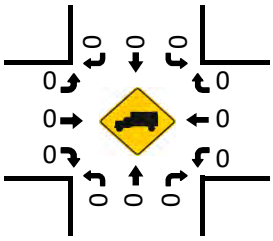
HT (AM)



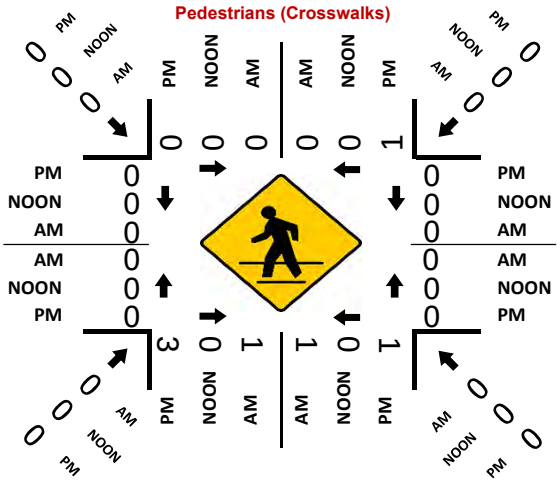
Cars (NOON)



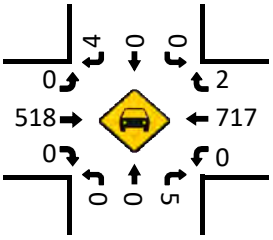
HT (NOON)



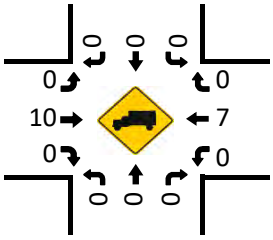
Pedestrians (Crosswalks)



Cars (PM)



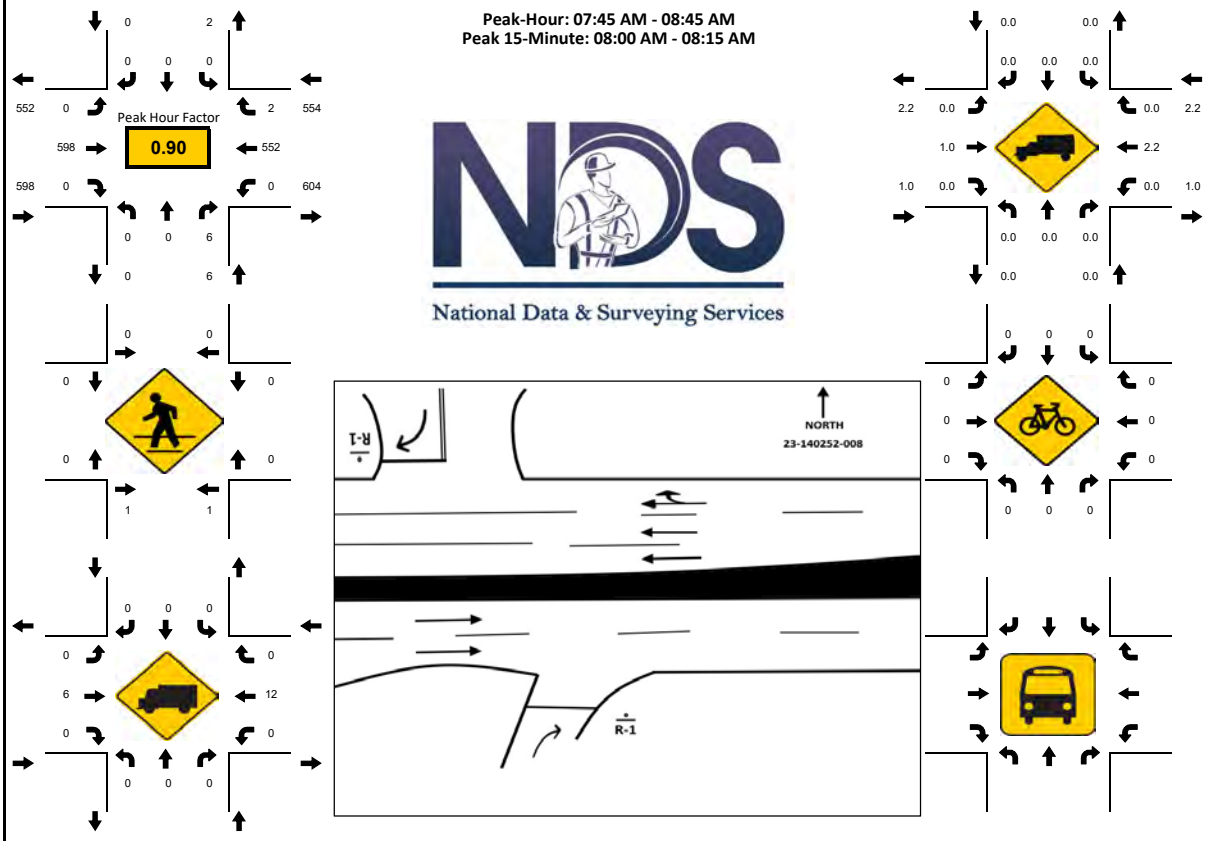
HT (PM)



LOCATION: Element Miami Doral Parking Lot Entrance West & NW 33rd St
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-008
DATE: Wed, May 17, 2023

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

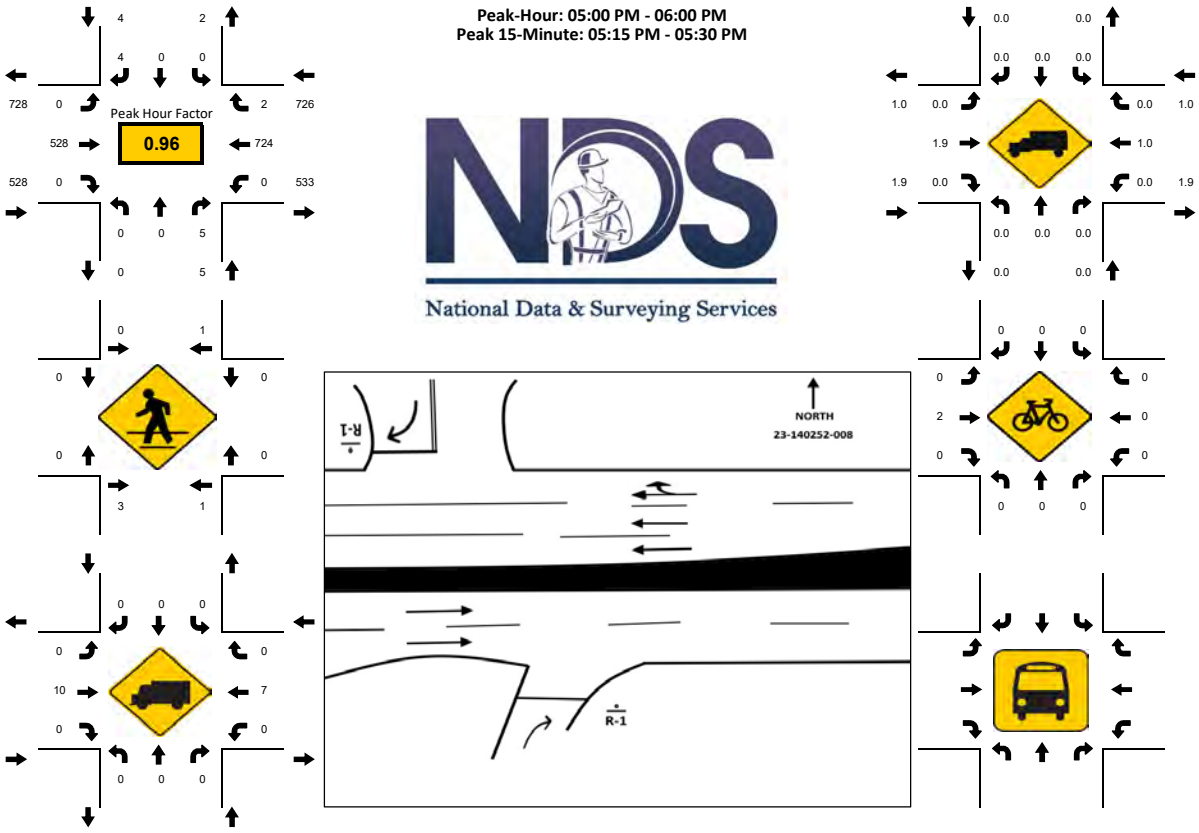


15-Min Count Period Beginning At	Miami Doral Parking Lot Entran Northbound					Miami Doral Parking Lot Entran Southbound					NW 33rd St Eastbound					NW 33rd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	0	0	0		0	0	0	0		0	83	0	0		0	131	0	0		214	1027
07:15 AM	0	0	2	0		0	0	0	0		0	150	0	0		0	101	0	0		253	1135
07:30 AM	0	0	1	0		0	0	0	0		0	164	0	0		0	88	0	0		253	1154
07:45 AM	0	0	3	0		0	0	0	0		0	154	0	0		0	150	0	0		307	1158
08:00 AM	0	0	0	0		0	0	0	0		0	141	0	0		0	180	1	0		322	1138
08:15 AM	0	0	1	0		0	0	0	0		0	151	0	0		0	119	1	0		272	816
08:30 AM	0	0	2	0		0	0	0	0		0	152	0	0		0	103	0	0		257	544
08:45 AM	0	0	4	0		0	0	0	0		0	142	0	0		0	141	0	0		287	287
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	0	12	0		0	0	0	0		0	616	0	0		0	720	4	0		**1352**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	16	0	0		0	24	0	0		**40**	
Pedestrians		8					0					0					0				**8**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

LOCATION: Element Miami Doral Parking Lot Entrance West & NW 33rd St
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-008
DATE: Wed, May 17, 2023

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



15-Min Count Period Beginning At	Miami Doral Parking Lot Entran Northbound					Miami Doral Parking Lot Entran Southbound					NW 33rd St Eastbound					NW 33rd 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*		
04:00 PM	0	0	1	0		0	0	0	0		0	115	0	0		0	127	0	0		243	1055
04:15 PM	0	0	0	0		0	0	0	0		0	94	0	0		0	175	1	0		270	1105
04:30 PM	0	0	1	0		0	0	0	0		0	93	0	0		0	177	1	0		272	1165
04:45 PM	0	0	1	0		0	0	0	0		0	96	0	0		0	170	3	0		270	1211
05:00 PM	0	0	0	0		0	0	0	0		0	106	0	0		0	187	0	0		293	1263
05:15 PM	0	0	1	0		0	0	0	0		0	153	0	0		0	176	0	0		330	970
05:30 PM	0	0	2	0		0	0	2	0		0	132	0	0		0	181	1	0		318	640
05:45 PM	0	0	2	0		0	0	2	0		0	137	0	0		0	180	1	0		322	322
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	0	8	0		0	0	8	0		0	612	0	0		0	748	4	0		**1380**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	16	0	0		0	12	0	0		**28**	
Pedestrians		8					4					0					0				**12**	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: Element Miami Doral Parking Lot Entrance East & NW 33rd St
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-009
Date: 5/17/2023

Data - Total

NS/EW Streets:	Element Miami Doral Parking Lot Entrance East				Element Miami Doral Parking Lot Entrance East				NW 33rd St				NW 33rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	4	0	0	0	0	0	0	80	4	0	0	130	0	0	218
7:15 AM	0	0	1	0	0	0	0	0	0	150	2	0	0	101	0	0	254
7:30 AM	0	0	4	0	0	0	0	0	0	161	3	0	0	96	1	0	265
7:45 AM	0	0	4	0	0	0	0	0	0	156	2	0	0	142	0	0	304
8:00 AM	0	0	7	0	0	0	0	0	0	135	5	0	0	185	1	0	333
8:15 AM	0	0	0	0	0	0	3	0	0	148	5	0	0	114	2	0	272
8:30 AM	0	0	5	0	0	0	0	0	0	150	3	0	0	102	0	0	260
8:45 AM	0	0	6	0	0	0	1	0	0	142	5	0	0	141	1	0	296
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	31	0	0	0	4	0	0	1122	29	0	0	1011	5	0	2202
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	97.48%	2.52%	0.00%	0.00%	99.51%	0.49%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	15	0	0	0	3	0	0	600	15	0	0	537	4	0	1174
PEAK HR FACTOR :	0.000	0.000	0.536	0.000	0.000	0.000	0.250	0.000	0.000	0.932	0.750	0.000	0.000	0.726	0.500	0.000	0.881
	0.536				0.250				0.938				0.727				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	2	0	0	0	2	0	0	113	4	0	0	125	0	0	246
4:15 PM	0	0	7	0	0	0	1	0	0	86	5	0	0	177	0	0	276
4:30 PM	0	0	1	0	0	0	0	0	0	93	4	0	0	176	1	0	275
4:45 PM	0	0	5	0	0	0	4	0	0	93	3	0	0	171	0	0	276
5:00 PM	0	0	1	0	0	0	4	0	0	102	5	0	0	181	1	0	294
5:15 PM	0	0	2	0	0	0	0	0	0	139	11	0	0	180	1	0	333
5:30 PM	0	0	4	0	0	0	2	0	0	132	4	0	0	176	2	0	320
5:45 PM	0	0	0	0	0	0	2	0	0	134	7	0	0	179	1	0	323
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	22	0	0	0	15	0	0	892	43	0	0	1365	6	0	2343
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	95.40%	4.60%	0.00%	0.00%	99.56%	0.44%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	7	0	0	0	8	0	0	507	27	0	0	716	5	0	1270
PEAK HR FACTOR :	0.000	0.000	0.438	0.000	0.000	0.000	0.500	0.000	0.000	0.912	0.614	0.000	0.000	0.989	0.625	0.000	0.953
	0.438				0.500				0.890				0.990				

National Data & Surveying Services Intersection Turning Movement Count

Location: Element Miami Doral Parking Lot Entrance East & NW 33rd St
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-009
Date: 5/17/2023

Data - Cars

AM

NS/EW Streets:	Element Miami Doral Parking Lot Entrance East				Element Miami Doral Parking Lot Entrance East				NW 33rd St				NW 33rd St				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	4	0	0	0	0	0	0	80	4	0	0	129	0	0	217
7:15 AM	0	0	1	0	0	0	0	0	0	147	2	0	0	99	0	0	249
7:30 AM	0	0	3	0	0	0	0	0	0	159	3	0	0	95	1	0	261
7:45 AM	0	0	4	0	0	0	0	0	0	156	2	0	0	136	0	0	298
8:00 AM	0	0	7	0	0	0	0	0	0	132	4	0	0	183	1	0	327
8:15 AM	0	0	0	0	0	0	3	0	0	147	5	0	0	113	2	0	270
8:30 AM	0	0	5	0	0	0	0	0	0	149	3	0	0	99	0	0	256
8:45 AM	0	0	5	0	0	0	1	0	0	140	5	0	0	141	1	0	293
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	29	0	0	0	4	0	0	1110	28	0	0	995	5	0	2171
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	97.54%	2.46%	0.00%	0.00%	99.50%	0.50%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	14	0	0	0	3	0	0	594	14	0	0	527	4	0	1156
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.934	0.700	0.000	0.000	0.720	0.500	0.000	0.884
	0.500				0.250				0.938				0.721				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	2	0	0	0	2	0	0	111	2	0	0	123	0	0	240
4:15 PM	0	0	6	0	0	0	1	0	0	82	5	0	0	176	0	0	270
4:30 PM	0	0	1	0	0	0	0	0	0	89	4	0	0	174	1	0	269
4:45 PM	0	0	5	0	0	0	4	0	0	91	3	0	0	168	0	0	271
5:00 PM	0	0	1	0	0	0	4	0	0	101	5	0	0	181	1	0	293
5:15 PM	0	0	2	0	0	0	0	0	0	137	10	0	0	177	1	0	327
5:30 PM	0	0	4	0	0	0	2	0	0	130	4	0	0	174	2	0	316
5:45 PM	0	0	0	0	0	0	2	0	0	130	7	0	0	177	1	0	317
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	21	0	0	0	15	0	0	871	40	0	0	1350	6	0	2303
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	95.61%	4.39%	0.00%	0.00%	99.56%	0.44%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	7	0	0	0	8	0	0	498	26	0	0	709	5	0	1253
PEAK HR FACTOR :	0.000	0.000	0.438	0.000	0.000	0.000	0.500	0.000	0.000	0.909	0.650	0.000	0.000	0.979	0.625	0.000	0.958
	0.438				0.500				0.891				0.981				

National Data & Surveying Services Intersection Turning Movement Count

Location: Element Miami Doral Parking Lot Entrance East & NW 33rd St
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-009
Date: 5/17/2023

Data - HT

AM

NS/EW Streets:	Element Miami Doral Parking Lot Entrance East				Element Miami Doral Parking Lot Entrance East				NW 33rd St				NW 33rd St				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
7:30 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
8:00 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	2	0	0	6
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
8:45 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	0	0	0	0	12	1	0	0	16	0	0	31
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	92.31%	7.69%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	6	1	0	0	10	0	0	18
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.417	0.000	0.000	0.750
	0.250				0.438								0.417				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	2	2	0	0	2	0	0	6
4:15 PM	0	0	1	0	0	0	0	0	0	4	0	0	0	1	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	21	3	0	0	15	0	0	40
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	87.50%	12.50%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	9	1	0	0	7	0	0	17
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.250	0.000	0.000	0.583	0.000	0.000	0.708
									0.625				0.583				

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	#DIV/0!	#DIV/0!	7%	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	1%	7%	#DIV/0!	#DIV/0!	2%	0%	#DIV/0!
PM	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	2%	4%	#DIV/0!	#DIV/0!	1%	0%	#DIV/0!

National Data & Surveying Services Intersection Turning Movement Count

Location: Element Miami Doral Parking Lot Entrance East & NW 33rd St
City: Doral
Control: 2-Way Stop (NB/SB)

Project ID: 23-140252-009
Date: 5/17/2023

Data - Bikes

NS/EW Streets:	Element Miami Doral Parking Lot Entrance East				Element Miami Doral Parking Lot Entrance East				NW 33rd St				NW 33rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500
									0.500								

National Data & Surveying Services Intersection Turning Movement Count

Location: Element Miami Doral Parking Lot Entrance East & NW 33rd St **Project ID:** 23-140252-009
City: Doral **Date:** 5/17/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Element Miami Doral Parking Lot Entrance East		Element Miami Doral Parking Lot Entrance East		NW 33rd St		NW 33rd St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	2	0	0	0	0	2
7:45 AM	0	1	1	1	0	0	0	0	3
8:00 AM	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	1	0	0	2
8:45 AM	1	0	1	0	0	0	0	1	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	2	4	4	0	1	0	1	13
APPROACH %'s :	33.33%	66.67%	50.00%	50.00%	0.00%	100.00%	0.00%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	1	2	3	0	0	0	0	6
PEAK HR FACTOR :	0.250	0.250	0.500	0.375					0.500
			0.625						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	1	0	0	0	1	0	0	3
4:15 PM	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	0	0	1
5:30 PM	0	1	2	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	2	4	2	0	1	0	0	10
APPROACH %'s :	33.33%	66.67%	66.67%	33.33%	0.00%	100.00%			
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	1	3	1	0	0	0	0	5
PEAK HR FACTOR :	0.250	0.250	0.375	0.250					0.417
			0.500						

Prepared by National Data & Surveying Services

Element Miami Doral Parking Lot Entrance East & NW 33rd St

Peak Hour Turning Movement Count

ID: 23-140252-009
City: Doral

Day: Wednesday
Date: 5/17/2023

PEAK HOURS		COUNT PERIODS
07:30 AM - 08:30 AM		7:00 AM - 09:00 AM
NONE		NONE
05:00 PM - 06:00 PM		4:00 PM - 06:00 PM

SOUTHBOUND (Element Miami Doral Parking Lot Entrance East)

AM	3	0	0	0	4	AM
NOON	0	0	0	0	0	NOON
PM	8	0	0	0	5	PM

EASTBOUND (NW 33rd St)

AM	NOON	PM
540	0	724
0	0	0
0	0	0
600	0	507
15	0	27

WESTBOUND (NW 33rd St)

PM	NOON	AM
5	0	4
716	0	537
0	0	0
0	0	0
514	0	615

NORTHBOUND (Element Miami Doral Parking Lot Entrance East)

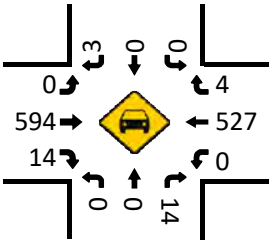
PM	27	0	0	0	7	PM
NOON	0	0	0	0	0	NOON
AM	15	0	0	0	15	AM

CONTROL

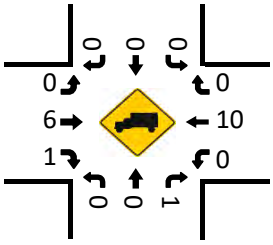
2-Way Stop (NB/SB)

	AM	NOON	PM
TEV	1174	0	1270
PHF	0.88		0.95

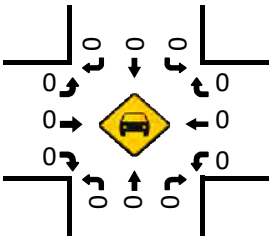
Cars (AM)



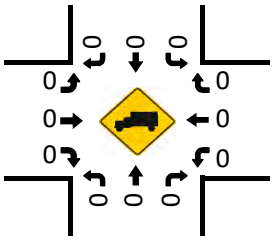
HT (AM)



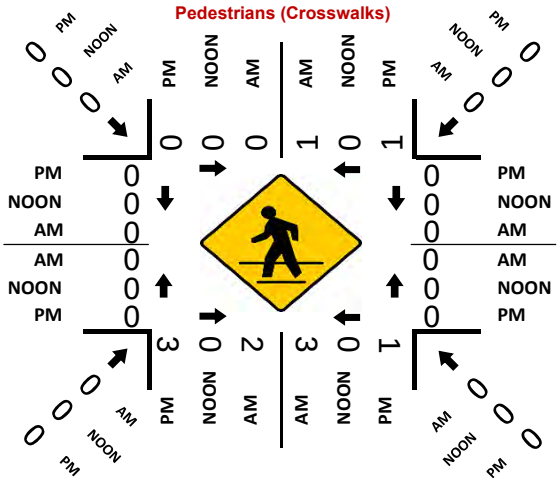
Cars (NOON)



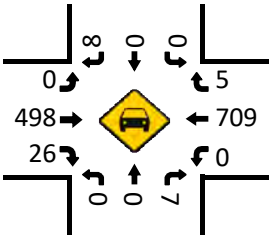
HT (NOON)



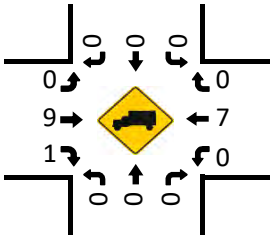
Pedestrians (Crosswalks)



Cars (PM)



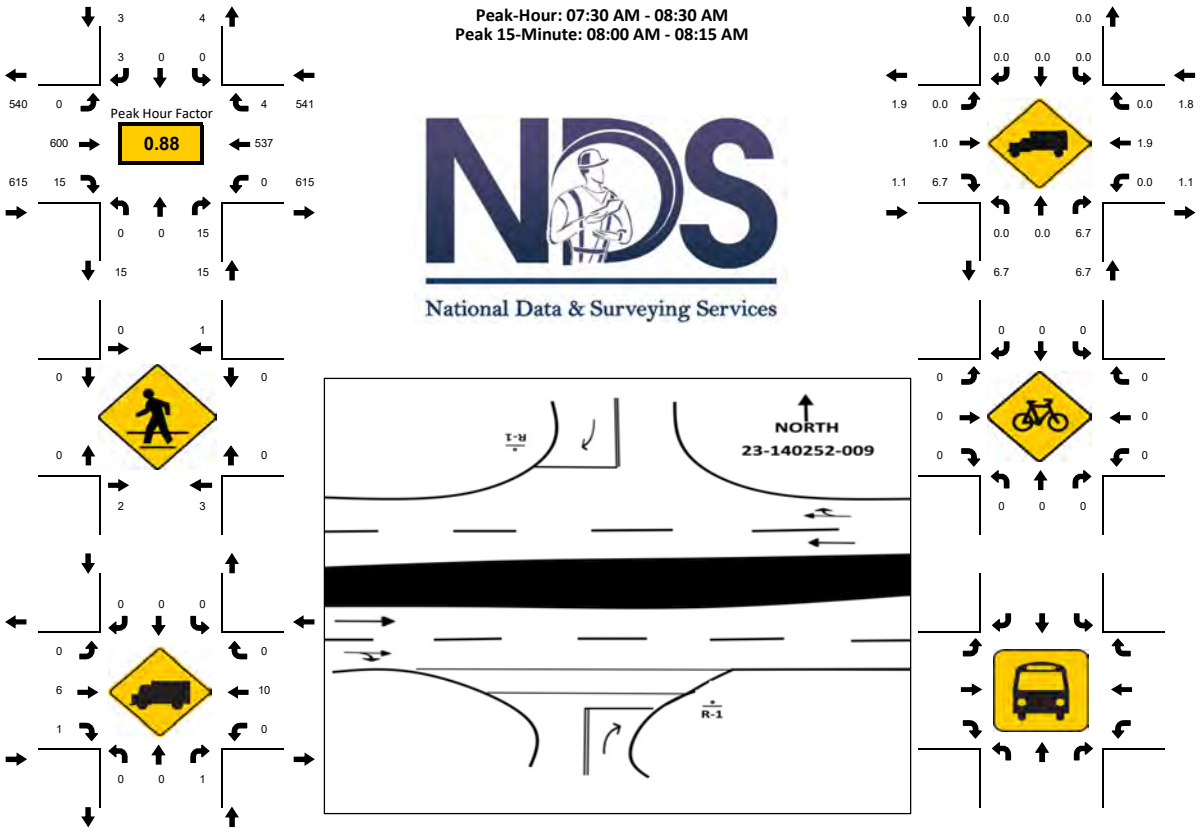
HT (PM)



LOCATION: Element Miami Doral Parking Lot Entrance East & NW 33rd St
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-009
DATE: Wed, May 17, 2023

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

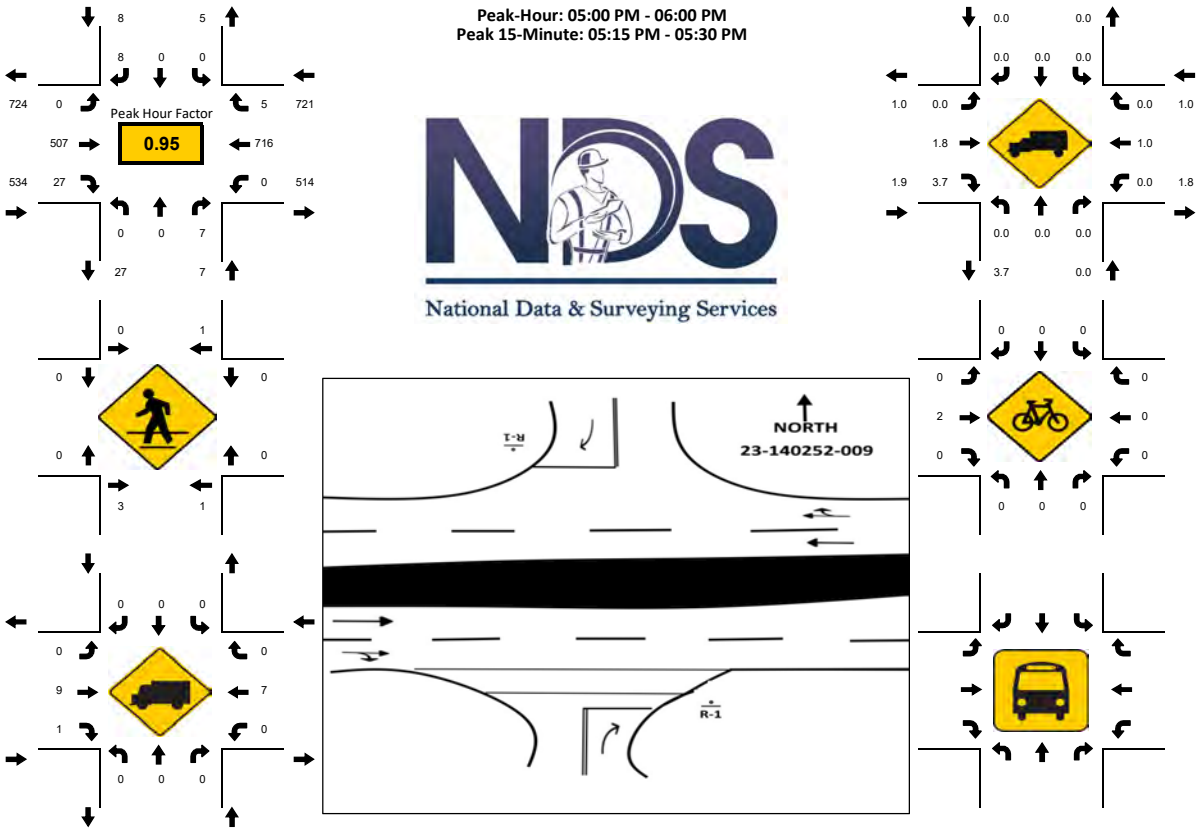


15-Min Count Period Beginning At	t Miami Doral Parking Lot Entrar Northbound					t Miami Doral Parking Lot Entrar Southbound					NW 33rd St Eastbound					NW 33rd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	0	4	0		0	0	0	0		0	80	4	0		0	130	0	0		218	1041
07:15 AM	0	0	1	0		0	0	0	0		0	150	2	0		0	101	0	0		254	1156
07:30 AM	0	0	4	0		0	0	0	0		0	161	3	0		0	96	1	0		265	1174
07:45 AM	0	0	4	0		0	0	0	0		0	156	2	0		0	142	0	0		304	1169
08:00 AM	0	0	7	0		0	0	0	0		0	135	5	0		0	185	1	0		333	1161
08:15 AM	0	0	0	0		0	0	3	0		0	148	5	0		0	114	2	0		272	828
08:30 AM	0	0	5	0		0	0	0	0		0	150	3	0		0	102	0	0		260	556
08:45 AM	0	0	6	0		0	0	1	0		0	142	5	0		0	141	1	0		296	296
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	0	28	0		0	0	12	0		0	644	20	0		0	740	8	0		**1452**	
Heavy Trucks	0	0	4	0		0	0	0	0		0	12	4	0		0	24	0	0		**44**	
Pedestrians		8					4					0					0				**12**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

LOCATION: Element Miami Doral Parking Lot Entrance East & NW 33rd St
CITY/STATE: Doral, FL

PROJECT ID: 23-140252-009
DATE: Wed, May 17, 2023

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



15-Min Count Period Beginning At	t Miami Doral Parking Lot Entrar Northbound					t Miami Doral Parking Lot Entrar Southbound					NW 33rd St Eastbound					NW 33rd 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*		
04:00 PM	0	0	2	0		0	0	2	0		0	113	4	0		0	125	0	0		246	1073
04:15 PM	0	0	7	0		0	0	1	0		0	86	5	0		0	177	0	0		276	1121
04:30 PM	0	0	1	0		0	0	0	0		0	93	4	0		0	176	1	0		275	1178
04:45 PM	0	0	5	0		0	0	4	0		0	93	3	0		0	171	0	0		276	1223
05:00 PM	0	0	1	0		0	0	4	0		0	102	5	0		0	181	1	0		294	1270
05:15 PM	0	0	2	0		0	0	0	0		0	139	11	0		0	180	1	0		333	976
05:30 PM	0	0	4	0		0	0	2	0		0	132	4	0		0	176	2	0		320	643
05:45 PM	0	0	0	0		0	0	2	0		0	134	7	0		0	179	1	0		323	323
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	0	16	0		0	0	16	0		0	556	44	0		0	724	8	0		**1364**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	16	4	0		0	12	0	0		**32**	
Pedestrians		8					4					0					0				**12**	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

Prepared by National Data & Surveying Services

VOLUME

NW 107th Ave S/O NW 33rd St

Day: Tuesday
Date: 5/16/2023

City: Doral
Project #: FL23_140253_001

DAILY TOTALS	NB	SB	EB	WB	Total
	16,556	14,531	0	0	31,087

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00	48		28						76		12:00	246		235						481	
0:15	38		33						71		12:15	263		232						495	
0:30	28		13						41		12:30	266		227						493	
0:45	34	148	16	90					50	238	12:45	263	1038	230	924					493	1962
1:00	23		13						36		13:00	260		223						483	
1:15	13		14						27		13:15	254		222						476	
1:30	13		7						20		13:30	282		241						523	
1:45	6	55	7	41					13	96	13:45	253	1049	209	895					462	1944
2:00	4		4						8		14:00	274		221						495	
2:15	10		3						13		14:15	257		253						510	
2:30	9		6						15		14:30	254		241						495	
2:45	9	32	7	20					16	52	14:45	320	1105	235	950					555	2055
3:00	9		6						15		15:00	323		265						588	
3:15	15		13						28		15:15	254		227						481	
3:30	11		11						22		15:30	327		238						565	
3:45	14	49	15	45					29	94	15:45	273	1177	227	957					500	2134
4:00	12		13						25		16:00	270		316						586	
4:15	14		16						30		16:15	265		243						508	
4:30	36		16						52		16:30	270		266						536	
4:45	46	108	24	69					70	177	16:45	258	1063	273	1098					531	2161
5:00	40		24						64		17:00	336		257						593	
5:15	65		24						89		17:15	292		263						555	
5:30	72		41						113		17:30	295		275						570	
5:45	79	256	79	168					158	424	17:45	251	1174	306	1101					557	2275
6:00	91		58						149		18:00	311		271						582	
6:15	127		93						220		18:15	215		205						420	
6:30	155		133						288		18:30	242		229						471	
6:45	195	568	153	437					348	1005	18:45	221	989	210	915					431	1904
7:00	223		186						409		19:00	237		204						441	
7:15	262		187						449		19:15	244		194						438	
7:30	286		207						493		19:30	170		189						359	
7:45	301	1072	274	854					575	1926	19:45	238	889	149	736					387	1625
8:00	281		262						543		20:00	216		159						375	
8:15	312		245						557		20:15	237		164						401	
8:30	294		234						528		20:30	194		124						318	
8:45	230	1117	265	1006					495	2123	20:45	220	867	124	571					344	1438
9:00	221		249						470		21:00	202		133						335	
9:15	203		219						422		21:15	177		125						302	
9:30	193		213						406		21:30	124		108						232	
9:45	198	815	221	902					419	1717	21:45	137	640	97	463					234	1103
10:00	214		225						439		22:00	138		91						229	
10:15	190		228						418		22:15	107		86						193	
10:30	191		223						414		22:30	88		77						165	
10:45	240	835	222	898					462	1733	22:45	73	406	65	319					138	725
11:00	187		220						407		23:00	61		44						105	
11:15	230		223						453		23:15	71		53						124	
11:30	229		239						468		23:30	56		47						103	
11:45	243	889	217	899					460	1788	23:45	27	215	29	173					56	388
TOTALS		5944		5429						11373	TOTALS		10612		9102						19714
SPLIT %		52.3%		47.7%						36.6%	SPLIT %		53.8%		46.2%						63.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	16,556	14,531	0	0	31,087

AM Peak Hour	7:45	7:45			7:45	PM Peak Hour	14:45	17:15			17:00
AM Pk Volume	1188	1015			2203	PM Pk Volume	1224	1115			2275
Pk Hr Factor	0.952	0.926			0.958	Pk Hr Factor	0.936	0.911			0.959
7 - 9 Volume	2189	1860	0	0	4049	4 - 6 Volume	2237	2199	0	0	4436
7 - 9 Peak Hour	7:45	7:45			7:45	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	1188	1015	0	0	2203	4 - 6 Pk Volume	1181	1101	0	0	2275
Pk Hr Factor	0.952	0.926	0.000	0.000	0.958	Pk Hr Factor	0.879	0.900	0.000	0.000	0.959

Prepared by National Data & Surveying Services

VOLUME

NW 107th Ave S/O NW 33rd St

Day: Wednesday
Date: 5/17/2023

City: Doral
Project #: FL23_140253_001

DAILY TOTALS	NB	SB	EB	WB	Total
	16,501	14,450	0	0	30,951

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00	50		22						72		12:00	257		241						498	
0:15	41		24						65		12:15	259		231						490	
0:30	29		19						48		12:30	261		245						506	
0:45	16	136	21	86					37	222	12:45	244	1021	250	967					494	1988
1:00	38		14						52		13:00	283		224						507	
1:15	21		18						39		13:15	263		204						467	
1:30	15		6						21		13:30	282		235						517	
1:45	11	85	14	52					25	137	13:45	273	1101	239	902					512	2003
2:00	12		7						19		14:00	291		227						518	
2:15	9		12						21		14:15	294		230						524	
2:30	8		8						16		14:30	297		198						495	
2:45	9	38	5	32					14	70	14:45	300	1182	217	872					517	2054
3:00	9		9						18		15:00	292		223						515	
3:15	11		4						15		15:15	230		191						421	
3:30	13		7						20		15:30	257		280						537	
3:45	18	51	13	33					31	84	15:45	266	1045	222	916					488	1961
4:00	4		9						13		16:00	312		255						567	
4:15	22		11						33		16:15	279		278						557	
4:30	29		21						50		16:30	249		255						504	
4:45	30	85	32	73					62	158	16:45	296	1136	275	1063					571	2199
5:00	45		16						61		17:00	300		327						627	
5:15	64		33						97		17:15	294		246						540	
5:30	89		47						136		17:30	264		234						498	
5:45	85	283	58	154					143	437	17:45	265	1123	272	1079					537	2202
6:00	93		62						155		18:00	258		257						515	
6:15	121		98						219		18:15	247		211						458	
6:30	172		121						293		18:30	237		235						472	
6:45	186	572	154	435					340	1007	18:45	226	968	185	888					411	1856
7:00	223		211						434		19:00	197		186						383	
7:15	255		224						479		19:15	227		194						421	
7:30	317		229						546		19:30	211		204						415	
7:45	286	1081	259	923					545	2004	19:45	205	840	174	758					379	1598
8:00	281		264						545		20:00	251		197						448	
8:15	322		272						594		20:15	236		167						403	
8:30	240		191						431		20:30	229		125						354	
8:45	200	1043	219	946					419	1989	20:45	197	913	134	623					331	1536
9:00	215		235						450		21:00	185		128						313	
9:15	218		210						428		21:15	173		115						288	
9:30	201		220						421		21:30	174		106						280	
9:45	193	827	238	903					431	1730	21:45	162	694	91	440					253	1134
10:00	200		230						430		22:00	125		108						233	
10:15	181		224						405		22:15	110		103						213	
10:30	194		215						409		22:30	84		68						152	
10:45	207	782	222	891					429	1673	22:45	77	396	68	347					145	743
11:00	194		197						391		23:00	77		60						137	
11:15	193		224						417		23:15	67		66						133	
11:30	221		188						409		23:30	54		47						101	
11:45	237	845	247	856					484	1701	23:45	56	254	38	211					94	465
TOTALS		5828		5384						11212	TOTALS		10673		9066						19739
SPLIT %		52.0%		48.0%						36.2%	SPLIT %		54.1%		45.9%						63.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	16,501	14,450	0	0	30,951

AM Peak Hour	7:30	7:30			7:30	PM Peak Hour	14:15	16:15			16:15
AM Pk Volume	1206	1024			2230	PM Pk Volume	1183	1135			2259
Pk Hr Factor	0.936	0.941			0.939	Pk Hr Factor	0.986	0.868			0.901
7 - 9 Volume	2124	1869	0	0	3993	4 - 6 Volume	2259	2142	0	0	4401
7 - 9 Peak Hour	7:30	7:30			7:30	4 - 6 Peak Hour	16:45	16:15			16:15
7 - 9 Pk Volume	1206	1024	0	0	2230	4 - 6 Pk Volume	1154	1135	0	0	2259
Pk Hr Factor	0.936	0.941	0.000	0.000	0.939	Pk Hr Factor	0.962	0.868	0.000	0.000	0.901

Prepared by National Data & Surveying Services

VOLUME

NW 107th Ave S/O NW 33rd St

Day: Thursday
Date: 5/18/2023

City: Doral
Project #: FL23_140253_001

DAILY TOTALS	NB	SB	EB	WB	Total
	16,529	14,928	0	0	31,457

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00	45		28						73		12:00	264		230						494	
0:15	35		30						65		12:15	277		210						487	
0:30	33		17						50		12:30	250		228						478	
0:45	21	134	27	102					48	236	12:45	275	1066	257	925					532	1991
1:00	15		17						32		13:00	249		251						500	
1:15	27		22						49		13:15	257		218						475	
1:30	15		12						27		13:30	293		238						531	
1:45	13	70	23	74					36	144	13:45	234	1033	257	964					491	1997
2:00	16		12						28		14:00	270		246						516	
2:15	10		8						18		14:15	236		224						460	
2:30	8		14						22		14:30	245		228						473	
2:45	12	46	12	46					24	92	14:45	339	1090	247	945					586	2035
3:00	11		10						21		15:00	285		273						558	
3:15	5		9						14		15:15	264		236						500	
3:30	13		12						25		15:30	285		263						548	
3:45	16	45	7	38					23	83	15:45	247	1081	292	1064					539	2145
4:00	15		11						26		16:00	287		232						519	
4:15	13		16						29		16:15	257		224						481	
4:30	35		26						61		16:30	291		260						551	
4:45	45	108	36	89					81	197	16:45	278	1113	316	1032					594	2145
5:00	40		29						69		17:00	304		295						599	
5:15	67		28						95		17:15	279		244						523	
5:30	76		46						122		17:30	280		306						586	
5:45	83	266	62	165					145	431	17:45	250	1113	316	1161					566	2274
6:00	91		72						163		18:00	258		329						587	
6:15	106		89						195		18:15	248		249						497	
6:30	153		97						250		18:30	264		240						504	
6:45	188	538	143	401					331	939	18:45	244	1014	174	992					418	2006
7:00	198		185						383		19:00	216		172						388	
7:15	292		210						502		19:15	221		185						406	
7:30	298		212						510		19:30	198		165						363	
7:45	302	1090	249	856					551	1946	19:45	195	830	173	695					368	1525
8:00	271		266						537		20:00	258		180						438	
8:15	303		250						553		20:15	245		145						390	
8:30	316		205						521		20:30	189		157						346	
8:45	205	1095	262	983					467	2078	20:45	193	885	112	594					305	1479
9:00	239		244						483		21:00	237		122						359	
9:15	234		225						459		21:15	203		114						317	
9:30	167		242						409		21:30	171		112						283	
9:45	189	829	268	979					457	1808	21:45	152	763	87	435					239	1198
10:00	195		237						432		22:00	129		101						230	
10:15	169		249						418		22:15	108		64						172	
10:30	190		221						411		22:30	97		89						186	
10:45	221	775	247	954					468	1729	22:45	89	423	73	327					162	750
11:00	195		242						437		23:00	60		59						119	
11:15	230		238						468		23:15	77		41						118	
11:30	246		233						479		23:30	44		52						96	
11:45	232	903	218	931					450	1834	23:45	38	219	24	176					62	395
TOTALS		5899		5618						11517	TOTALS		10630		9310						19940
SPLIT %		51.2%		48.8%						36.6%	SPLIT %		53.3%		46.7%						63.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	16,529	14,928	0	0	31,457

AM Peak Hour	7:45	9:30			7:45	PM Peak Hour	14:45	17:30			16:45
AM Pk Volume	1192	996			2162	PM Pk Volume	1173	1200			2302
Pk Hr Factor	0.943	0.929			0.977	Pk Hr Factor	0.865	0.912			0.961
7 - 9 Volume	2185	1839	0	0	4024	4 - 6 Volume	2226	2193	0	0	4419
7 - 9 Peak Hour	7:45	8:00			7:45	4 - 6 Peak Hour	16:30	16:45			16:45
7 - 9 Pk Volume	1192	983	0	0	2162	4 - 6 Pk Volume	1152	1161	0	0	2302
Pk Hr Factor	0.943	0.924	0.000	0.000	0.977	Pk Hr Factor	0.947	0.919	0.000	0.000	0.961

Prepared by National Data & Surveying Services

VOLUME

NW 33rd ST E/O NW 107th Ave

Day: Tuesday
Date: 5/16/2023

City: Doral
Project #: FL23_140253_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,061	7,122	13,183

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			14		15		29		12:00			70		113		183	
0:15			6		11		17		12:15			92		104		196	
0:30			7		8		15		12:30			78		96		174	
0:45			7	34	4	38	11	72	12:45			96	336	98	411	194	747
1:00			4		4		8		13:00			73		123		196	
1:15			6		4		10		13:15			88		118		206	
1:30			4		5		9		13:30			88		109		197	
1:45			0	14	0	13	0	27	13:45			82	331	95	445	177	776
2:00			1		0		1		14:00			85		110		195	
2:15			1		0		1		14:15			70		147		217	
2:30			1		1		2		14:30			118		161		279	
2:45			0	3	1	2	1	5	14:45			148	421	126	544	274	965
3:00			3		3		6		15:00			113		169		282	
3:15			0		3		3		15:15			102		171		273	
3:30			1		4		5		15:30			114		167		281	
3:45			4	8	3	13	7	21	15:45			123	452	183	690	306	1142
4:00			3		3		6		16:00			114		159		273	
4:15			5		4		9		16:15			95		165		260	
4:30			5		6		11		16:30			108		170		278	
4:45			8	21	10	23	18	44	16:45			95	412	180	674	275	1086
5:00			4		6		10		17:00			121		173		294	
5:15			10		7		17		17:15			115		167		282	
5:30			13		14		27		17:30			110		182		292	
5:45			25	52	15	42	40	94	17:45			110	456	170	692	280	1148
6:00			30		21		51		18:00			129		154		283	
6:15			34		27		61		18:15			94		140		234	
6:30			56		44		100		18:30			98		115		213	
6:45			87	207	68	160	155	367	18:45			76	397	112	521	188	918
7:00			104		138		242		19:00			52		90		142	
7:15			144		104		248		19:15			75		84		159	
7:30			150		91		241		19:30			67		65		132	
7:45			162	560	153	486	315	1046	19:45			68	262	66	305	134	567
8:00			129		146		275		20:00			47		52		99	
8:15			165		142		307		20:15			48		60		108	
8:30			134		119		253		20:30			50		38		88	
8:45			153	581	123	530	276	1111	20:45			41	186	50	200	91	386
9:00			127		113		240		21:00			55		55		110	
9:15			107		81		188		21:15			42		35		77	
9:30			84		84		168		21:30			40		43		83	
9:45			82	400	91	369	173	769	21:45			36	173	31	164	67	337
10:00			90		96		186		22:00			23		32		55	
10:15			68		65		133		22:15			20		27		47	
10:30			79		79		158		22:30			21		20		41	
10:45			69	306	85	325	154	631	22:45			19	83	12	91	31	174
11:00			64		82		146		23:00			23		18		41	
11:15			82		77		159		23:15			17		13		30	
11:30			68		101		169		23:30			13		17		30	
11:45			84	298	72	332	156	630	23:45			15	68	4	52	19	120
TOTALS				2484		2333		4817	TOTALS				3577		4789		8366
SPLIT %				51.6%		48.4%		36.5%	SPLIT %				42.8%		57.2%		63.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,061	7,122	13,183

AM Peak Hour			7:30	7:45	7:45	PM Peak Hour			14:30	16:45	17:00
AM Pk Volume			606	560	1150	PM Pk Volume			481	702	1148
Pk Hr Factor			0.918	0.915	0.913	Pk Hr Factor			0.813	0.964	0.976
7 - 9 Volume	0	0	1141	1016	2157	4 - 6 Volume	0	0	868	1366	2234
7 - 9 Peak Hour			7:30	7:45	7:45	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	606	560	1150	4 - 6 Pk Volume	0	0	456	702	1148
Pk Hr Factor	0.000	0.000	0.918	0.915	0.913	Pk Hr Factor	0.000	0.000	0.942	0.964	0.976

Prepared by National Data & Surveying Services

VOLUME

NW 33rd ST E/O NW 107th Ave

Day: Wednesday
Date: 5/17/2023

City: Doral
Project #: FL23_140253_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,967	7,375	13,342

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			13		14		27		12:00			79		122		201	
0:15			6		6		12		12:15			71		95		166	
0:30			4		8		12		12:30			82		136		218	
0:45			1	24	8	36	9	60	12:45			87	319	107	460	194	779
1:00			8		4		12		13:00			82		108		190	
1:15			3		4		7		13:15			80		102		182	
1:30			1		4		5		13:30			85		99		184	
1:45			0	12	5	17	5	29	13:45			85	332	110	419	195	751
2:00			1		1		2		14:00			94		141		235	
2:15			1		2		3		14:15			88		147		235	
2:30			3		2		5		14:30			94		163		257	
2:45			2	7	2	7	4	14	14:45			131	407	141	592	272	999
3:00			0		2		2		15:00			116		163		279	
3:15			0		1		1		15:15			70		193		263	
3:30			2		0		2		15:30			91		169		260	
3:45			2	4	6	9	8	13	15:45			106	383	150	675	256	1058
4:00			1		6		7		16:00			117		128		245	
4:15			4		3		7		16:15			95		181		276	
4:30			9		5		14		16:30			95		174		269	
4:45			8	22	9	23	17	45	16:45			97	404	174	657	271	1061
5:00			3		2		5		17:00			106		184		290	
5:15			9		9		18		17:15			151		178		329	
5:30			11		11		22		17:30			134		181		315	
5:45			23	46	17	39	40	85	17:45			136	527	177	720	313	1247
6:00			39		25		64		18:00			98		194		292	
6:15			29		21		50		18:15			98		161		259	
6:30			46		42		88		18:30			79		136		215	
6:45			105	219	74	162	179	381	18:45			62	337	103	594	165	931
7:00			84		129		213		19:00			77		91		168	
7:15			152		101		253		19:15			70		89		159	
7:30			165		96		261		19:30			60		88		148	
7:45			157	558	140	466	297	1024	19:45			78	285	71	339	149	624
8:00			141		187		328		20:00			78		66		144	
8:15			153		117		270		20:15			50		67		117	
8:30			153		105		258		20:30			69		47		116	
8:45			146	593	140	549	286	1142	20:45			63	260	46	226	109	486
9:00			104		108		212		21:00			54		32		86	
9:15			111		90		201		21:15			31		28		59	
9:30			60		98		158		21:30			47		38		85	
9:45			75	350	85	381	160	731	21:45			33	165	34	132	67	297
10:00			76		83		159		22:00			30		24		54	
10:15			71		84		155		22:15			29		26		55	
10:30			60		88		148		22:30			23		26		49	
10:45			80	287	88	343	168	630	22:45			12	94	26	102	38	196
11:00			65		76		141		23:00			26		30		56	
11:15			61		95		156		23:15			18		24		42	
11:30			70		80		150		23:30			7		15		22	
11:45			78	274	93	344	171	618	23:45			7	58	14	83	21	141
TOTALS				2396		2376		**4772**	**TOTALS**				3571		4999		**8570**
SPLIT %				50.2%		49.8%		**35.8%**	**SPLIT %**				41.7%		58.3%		**64.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,967	7,375	13,342

AM Peak Hour			7:30	7:45	**7:30**	**PM Peak Hour**			17:00	17:15	**17:15**
AM Pk Volume			616	549	**1156**	**PM Pk Volume**			527	730	**1249**
Pk Hr Factor			0.933	0.734	**0.881**	**Pk Hr Factor**			0.873	0.941	**0.949**
7 - 9 Volume	0	0	1151	1015	**2166**	**4 - 6 Volume**	0	0	931	1377	**2308**
7 - 9 Peak Hour			7:30	7:45	**7:30**	**4 - 6 Peak Hour**			17:00	17:00	**17:00**
7 - 9 Pk Volume	0	0	616	549	**1156**	**4 - 6 Pk Volume**	0	0	527	720	**1247**
Pk Hr Factor	0.000	0.000	0.933	0.734	**0.881**	**Pk Hr Factor**	0.000	0.000	0.873	0.978	**0.948**

Prepared by National Data & Surveying Services

VOLUME

NW 33rd ST E/O NW 107th Ave

Day: Thursday
Date: 5/18/2023

City: Doral
Project #: FL23_140253_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,018	7,156	13,174

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			17		12		29		12:00			75		113		188	
0:15			15		7		22		12:15			79		103		182	
0:30			10		6		16		12:30			102		93		195	
0:45			3	45	3	28	6	73	12:45			92	348	116	425	208	773
1:00			8		11		19		13:00			90		112		202	
1:15			4		3		7		13:15			69		104		173	
1:30			1		1		2		13:30			79		111		190	
1:45			4	17	6	21	10	38	13:45			82	320	103	430	185	750
2:00			2		5		7		14:00			83		118		201	
2:15			1		6		7		14:15			70		144		214	
2:30			3		2		5		14:30			86		152		238	
2:45			0	6	7	20	7	26	14:45			129	368	132	546	261	914
3:00			1		0		1		15:00			131		177		308	
3:15			1		2		3		15:15			110		182		292	
3:30			1		2		3		15:30			138		178		316	
3:45			3	6	4	8	7	14	15:45			135	514	162	699	297	1213
4:00			1		4		5		16:00			101		140		241	
4:15			4		2		6		16:15			86		155		241	
4:30			6		6		12		16:30			119		164		283	
4:45			5	16	8	20	13	36	16:45			86	392	194	653	280	1045
5:00			10		8		18		17:00			114		166		280	
5:15			7		10		17		17:15			127		158		285	
5:30			10		15		25		17:30			127		189		316	
5:45			21	48	11	44	32	92	17:45			100	468	179	692	279	1160
6:00			30		21		51		18:00			80		168		248	
6:15			26		34		60		18:15			87		166		253	
6:30			37		35		72		18:30			102		108		210	
6:45			86	179	71	161	157	340	18:45			84	353	82	524	166	877
7:00			99		118		217		19:00			86		93		179	
7:15			151		101		252		19:15			78		89		167	
7:30			157		80		237		19:30			59		71		130	
7:45			158	565	145	444	303	1009	19:45			75	298	66	319	141	617
8:00			135		164		299		20:00			49		69		118	
8:15			140		142		282		20:15			60		65		125	
8:30			174		119		293		20:30			65		37		102	
8:45			146	595	118	543	264	1138	20:45			58	232	44	215	102	447
9:00			106		126		232		21:00			41		62		103	
9:15			101		74		175		21:15			43		40		83	
9:30			82		103		185		21:30			44		37		81	
9:45			97	386	85	388	182	774	21:45			20	148	23	162	43	310
10:00			70		83		153		22:00			33		23		56	
10:15			60		86		146		22:15			30		23		53	
10:30			78		73		151		22:30			21		21		42	
10:45			71	279	90	332	161	611	22:45			20	104	18	85	38	189
11:00			65		74		139		23:00			22		16		38	
11:15			64		83		147		23:15			22		19		41	
11:30			62		89		151		23:30			17		25		42	
11:45			65	256	74	320	139	576	23:45			14	75	17	77	31	152
TOTALS				2398		2329		**4727**	**TOTALS**				3620		4827		**8447**
SPLIT %				50.7%		49.3%		**35.9%**	**SPLIT %**				42.9%		57.1%		**64.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,018	7,156	13,174

AM Peak Hour			7:45	7:45	**7:45**	**PM Peak Hour**			15:00	16:45	**15:00**
AM Pk Volume			607	570	**1177**	**PM Pk Volume**			514	707	**1213**
Pk Hr Factor			0.872	0.869	**0.971**	**Pk Hr Factor**			0.931	0.911	**0.960**
7 - 9 Volume	0	0	1160	987	**2147**	**4 - 6 Volume**	0	0	860	1345	**2205**
7 - 9 Peak Hour			7:45	7:45	**7:45**	**4 - 6 Peak Hour**			17:00	16:45	**16:45**
7 - 9 Pk Volume	0	0	607	570	**1177**	**4 - 6 Pk Volume**	0	0	468	707	**1161**
Pk Hr Factor	0.000	0.000	0.872	0.869	**0.971**	**Pk Hr Factor**	0.000	0.000	0.921	0.911	**0.919**

Prepared by National Data & Surveying Services

VOLUME

NW 105th Ave S/O NW 33rd St

Day: Tuesday
Date: 5/16/2023

City: Doral
Project #: FL23_140253_003

DAILY TOTALS	NB	SB	EB	WB	Total
	1,493	1,323	0	0	2,816

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00	0		1						1		12:00	30		18						48	
0:15	0		2						2		12:15	25		16						41	
0:30	0		0						0		12:30	30		12						42	
0:45	0		0	3					0	3	12:45	13	98	18	64					31	162
1:00	1		1						2		13:00	26		16						42	
1:15	1		1						2		13:15	23		15						38	
1:30	0		0						0		13:30	10		11						21	
1:45	1	3	0	2					1	5	13:45	17	76	16	58					33	134
2:00	1		0						1		14:00	24		16						40	
2:15	0		0						0		14:15	16		22						38	
2:30	1		0						1		14:30	42		24						66	
2:45	0	2	0						0	2	14:45	52	134	28	90					80	224
3:00	0		1						1		15:00	26		20						46	
3:15	0		0						0		15:15	28		11						39	
3:30	1		0						1		15:30	53		28						81	
3:45	0	1	0	1					0	2	15:45	60	167	30	89					90	256
4:00	0		0						0		16:00	45		23						68	
4:15	0		1						1		16:15	33		26						59	
4:30	0		0						0		16:30	30		21						51	
4:45	1	1	4	5					5	6	16:45	33	141	37	107					70	248
5:00	0		0						0		17:00	38		33						71	
5:15	2		1						3		17:15	33		29						62	
5:30	0		2						2		17:30	42		33						75	
5:45	1	3	7	10					8	13	17:45	52	165	37	132					89	297
6:00	0		2						2		18:00	62		24						86	
6:15	2		3						5		18:15	33		30						63	
6:30	2		4						6		18:30	26		26						52	
6:45	2	6	14	23					16	29	18:45	12	133	28	108					40	241
7:00	13		17						30		19:00	24		16						40	
7:15	16		30						46		19:15	17		16						33	
7:30	20		20						40		19:30	13		20						33	
7:45	21	70	18	85					39	155	19:45	15	69	12	64					27	133
8:00	32		24						56		20:00	18		18						36	
8:15	37		32						69		20:15	13		10						23	
8:30	33		38						71		20:30	30		11						41	
8:45	20	122	37	131					57	253	20:45	5	66	8	47					13	113
9:00	11		45						56		21:00	18		9						27	
9:15	22		30						52		21:15	5		3						8	
9:30	8		25						33		21:30	8		5						13	
9:45	14	55	20	120					34	175	21:45	7	38	2	19					9	57
10:00	14		32						46		22:00	6		3						9	
10:15	12		20						32		22:15	1		4						5	
10:30	19		12						31		22:30	0		4						4	
10:45	22	67	21	85					43	152	22:45	3	10	0	11					3	21
11:00	16		16						32		23:00	2		3						5	
11:15	16		15						31		23:15	2		6						8	
11:30	13		14						27		23:30	0		3						3	
11:45	17	62	11	56					28	118	23:45	0	4	1	13					1	17
TOTALS		392		521						**913**	**TOTALS**		1101		802						**1903**
SPLIT %		42.9%		57.1%						**32.4%**	**SPLIT %**		57.9%		42.1%						**67.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,493	1,323	0	0	2,816

AM Peak Hour	7:45	8:15			**8:00**	**PM Peak Hour**	15:30	16:45			**17:30**
AM Pk Volume	123	152			**253**	**PM Pk Volume**	191	132			**313**
Pk Hr Factor	0.831	0.844			**0.891**	**Pk Hr Factor**	0.796	0.892			**0.879**
7 - 9 Volume	192	216	0	0	**408**	**4 - 6 Volume**	306	239	0	0	**545**
7 - 9 Peak Hour	7:45	8:00			**8:00**	**4 - 6 Peak Hour**	17:00	16:45			**17:00**
7 - 9 Pk Volume	123	131	0	0	**253**	**4 - 6 Pk Volume**	165	132	0	0	**297**
Pk Hr Factor	0.831	0.862	0.000	0.000	**0.891**	**Pk Hr Factor**	0.793	0.892	0.000	0.000	**0.834**

Prepared by National Data & Surveying Services

VOLUME

NW 105th Ave S/O NW 33rd St

Day: Wednesday
Date: 5/17/2023

City: Doral
Project #: FL23_140253_003

DAILY TOTALS	NB	SB	EB	WB	Total
	1,466	1,481	0	0	2,947

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00	0		0						0		12:00	20		21						41	
0:15	1		1						2		12:15	23		14						37	
0:30	2		1						3		12:30	29		18						47	
0:45	1	4	2	4					3	8	12:45	17	89	12	65					29	154
1:00	0		0						0		13:00	20		18						38	
1:15	0		0						0		13:15	29		15						44	
1:30	0		0						0		13:30	12		14						26	
1:45	0		0						0		13:45	26	87	18	65					44	152
2:00	1		0						1		14:00	24		18						42	
2:15	0		1						1		14:15	21		20						41	
2:30	2		1						3		14:30	29		26						55	
2:45	0	3	1	3					1	6	14:45	44	118	36	100					80	218
3:00	0		0						0		15:00	31		28						59	
3:15	0		0						0		15:15	26		31						57	
3:30	0		0						0		15:30	34		31						65	
3:45	0		0						0		15:45	36	127	31	121					67	248
4:00	0		0						0		16:00	35		27						62	
4:15	0		0						0		16:15	33		31						64	
4:30	0		0						0		16:30	27		26						53	
4:45	0		2	2					2	2	16:45	29	124	34	118					63	242
5:00	0		0						0		17:00	38		51						89	
5:15	0		0						0		17:15	40		37						77	
5:30	1		1						2		17:30	47		53						100	
5:45	0	1	5	6					5	7	17:45	53	178	40	181					93	359
6:00	0		5						5		18:00	42		26						68	
6:15	0		1						1		18:15	39		49						88	
6:30	3		6						9		18:30	32		28						60	
6:45	8	11	14	26					22	37	18:45	23	136	23	126					46	262
7:00	11		20						31		19:00	11		7						18	
7:15	15		34						49		19:15	23		22						45	
7:30	34		16						50		19:30	20		14						34	
7:45	27	87	22	92					49	179	19:45	20	74	27	70					47	144
8:00	40		34						74		20:00	23		16						39	
8:15	40		33						73		20:15	8		7						15	
8:30	29		42						71		20:30	16		8						24	
8:45	18	127	45	154					63	281	20:45	10	57	6	37					16	94
9:00	25		48						73		21:00	10		10						20	
9:15	15		31						46		21:15	6		10						16	
9:30	17		35						52		21:30	6		8						14	
9:45	19	76	19	133					38	209	21:45	4	26	7	35					11	61
10:00	11		23						34		22:00	4		3						7	
10:15	16		22						38		22:15	5		1						6	
10:30	14		9						23		22:30	3		1						4	
10:45	17	58	13	67					30	125	22:45	2	14	5	10					7	24
11:00	19		18						37		23:00	6		3						9	
11:15	16		11						27		23:15	3		0						3	
11:30	11		13						24		23:30	0		4						4	
11:45	14	60	16	58					30	118	23:45	0	9	1	8					1	17
TOTALS		427		545						**972**	**TOTALS**		1039		936						**1975**
SPLIT %		43.9%		56.1%						**33.0%**	**SPLIT %**		52.6%		47.4%						**67.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,466	1,481	0	0	2,947

AM Peak Hour	7:30	8:15			**8:00**	**PM Peak Hour**	17:15	17:00			**17:00**
AM Pk Volume	141	168			**281**	**PM Pk Volume**	182	181			**359**
Pk Hr Factor	0.881	0.875			**0.949**	**Pk Hr Factor**	0.858	0.854			**0.898**
7 - 9 Volume	214	246	0	0	**460**	**4 - 6 Volume**	302	299	0	0	**601**
7 - 9 Peak Hour	7:30	8:00			**8:00**	**4 - 6 Peak Hour**	17:00	17:00			**17:00**
7 - 9 Pk Volume	141	154	0	0	**281**	**4 - 6 Pk Volume**	178	181	0	0	**359**
Pk Hr Factor	0.881	0.856	0.000	0.000	**0.949**	**Pk Hr Factor**	0.840	0.854	0.000	0.000	**0.898**

Prepared by National Data & Surveying Services

VOLUME

NW 105th Ave S/O NW 33rd St

Day: Thursday
Date: 5/18/2023

City: Doral
Project #: FL23_140253_003

DAILY TOTALS	NB	SB	EB	WB	Total
	1,488	1,387	0	0	2,875

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00	0		2						2		12:00	28		11						39	
0:15	0		2						2		12:15	26		13						39	
0:30	0		0						0		12:30	24		17						41	
0:45	0		1	5					1	5	12:45	29	107	24	65					53	172
1:00	0		1						1		13:00	27		10						37	
1:15	0		2						2		13:15	27		15						42	
1:30	0		0						0		13:30	16		17						33	
1:45	0		0	3					0	3	13:45	22	92	21	63					43	155
2:00	0		1						1		14:00	26		27						53	
2:15	0		0						0		14:15	10		15						25	
2:30	2		0						2		14:30	40		23						63	
2:45	0	2	0	1					0	3	14:45	48	124	32	97					80	221
3:00	0		0						0		15:00	29		16						45	
3:15	0		2						2		15:15	27		23						50	
3:30	0		0						0		15:30	33		29						62	
3:45	0		0	2					0	2	15:45	33	122	32	100					65	222
4:00	1		0						1		16:00	29		20						49	
4:15	0		0						0		16:15	23		27						50	
4:30	0		1						1		16:30	37		21						58	
4:45	0	1	3	4					3	5	16:45	27	116	37	105					64	221
5:00	0		0						0		17:00	34		41						75	
5:15	0		0						0		17:15	45		42						87	
5:30	1		1						2		17:30	44		38						82	
5:45	0	1	5	6					5	7	17:45	42	165	43	164					85	329
6:00	1		4						5		18:00	51		24						75	
6:15	1		5						6		18:15	36		21						57	
6:30	0		4						4		18:30	30		21						51	
6:45	2	4	13	26					15	30	18:45	17	134	19	85					36	219
7:00	14		16						30		19:00	22		18						40	
7:15	14		36						50		19:15	26		15						41	
7:30	22		15						37		19:30	23		19						42	
7:45	29	79	22	89					51	168	19:45	22	93	22	74					44	167
8:00	44		34						78		20:00	18		15						33	
8:15	35		37						72		20:15	28		8						36	
8:30	40		40						80		20:30	12		9						21	
8:45	22	141	41	152					63	293	20:45	9	67	12	44					21	111
9:00	20		48						68		21:00	23		10						33	
9:15	17		27						44		21:15	3		7						10	
9:30	21		23						44		21:30	7		6						13	
9:45	12	70	30	128					42	198	21:45	3	36	4	27					7	63
10:00	22		24						46		22:00	2		4						6	
10:15	11		17						28		22:15	0		2						2	
10:30	13		13						26		22:30	2		3						5	
10:45	14	60	11	65					25	125	22:45	1	5	1	10					2	15
11:00	16		17						33		23:00	2		3						5	
11:15	17		14						31		23:15	1		4						5	
11:30	17		17						34		23:30	1		1						2	
11:45	14	64	14	62					28	126	23:45	1	5	2	10					3	15
TOTALS		422		543						965	TOTALS		1066		844						1910
SPLIT %		43.7%		56.3%						33.6%	SPLIT %		55.8%		44.2%						66.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,488	1,387	0	0	2,875

AM Peak Hour	7:45	8:15			8:00	PM Peak Hour	17:15	17:00			17:00
AM Pk Volume	148	166			293	PM Pk Volume	182	164			329
Pk Hr Factor	0.841	0.865			0.916	Pk Hr Factor	0.892	0.953			0.945
7 - 9 Volume	220	241	0	0	461	4 - 6 Volume	281	269	0	0	550
7 - 9 Peak Hour	7:45	8:00			8:00	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	148	152	0	0	293	4 - 6 Pk Volume	165	164	0	0	329
Pk Hr Factor	0.841	0.927	0.000	0.000	0.916	Pk Hr Factor	0.917	0.953	0.000	0.000	0.945

Prepared by National Data & Surveying Services

VOLUME

NW 31st Terrace E/O NW 107th Ave

Day: Tuesday
Date: 5/16/2023

City: Doral
Project #: FL23_140253_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,196	564	1,760

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00					0		1		1		12:00					17		12		29	
0:15					0		0		0		12:15					20		5		25	
0:30					0		0		0		12:30					24		4		28	
0:45					0		0	1	0	1	12:45					10	71	10	31	20	102
1:00					1		0		1		13:00					22		8		30	
1:15					0		0		0		13:15					12		8		20	
1:30					0		0		0		13:30					8		10		18	
1:45					1	2	0		1	2	13:45					13	55	5	31	18	86
2:00					0		0		0		14:00					19		6		25	
2:15					0		0		0		14:15					9		7		16	
2:30					0		0		0		14:30					35		16		51	
2:45					0		0		0		14:45					37	100	5	34	42	134
3:00					0		0		0		15:00					19		8		27	
3:15					0		0		0		15:15					24		5		29	
3:30					0		0		0		15:30					50		16		66	
3:45					0		0		0		15:45					49	142	15	44	64	186
4:00					0		0		0		16:00					36		5		41	
4:15					0		0		0		16:15					22		12		34	
4:30					0		0		0		16:30					20		6		26	
4:45					1	1	3	3	4	4	16:45					22	100	7	30	29	130
5:00					0		0		0		17:00					25		11		36	
5:15					2		1		3		17:15					27		7		34	
5:30					0		0		0		17:30					38		14		52	
5:45					3	5	3	4	6	9	17:45					33	123	17	49	50	172
6:00					2		0		2		18:00					54		7		61	
6:15					2		3		5		18:15					24		4		28	
6:30					1		3		4		18:30					22		11		33	
6:45					2	7	12	18	14	25	18:45					13	113	10	32	23	145
7:00					15		15		30		19:00					14		9		23	
7:15					19		24		43		19:15					7		16		23	
7:30					21		7		28		19:30					7		12		19	
7:45					32	87	7	53	39	140	19:45					15	43	4	41	19	84
8:00					33		14		47		20:00					9		10		19	
8:15					48		12		60		20:15					8		3		11	
8:30					48		9		57		20:30					4		9		13	
8:45					25	154	13	48	38	202	20:45					5	26	6	28	11	54
9:00					17		8		25		21:00					9		7		16	
9:15					13		5		18		21:15					4		5		9	
9:30					16		5		21		21:30					4		5		9	
9:45					11	57	12	30	23	87	21:45					2	19	2	19	4	38
10:00					17		10		27		22:00					3		3		6	
10:15					5		5		10		22:15					0		0		0	
10:30					12		7		19		22:30					0		2		2	
10:45					11	45	9	31	20	76	22:45					2	5	1	6	3	11
11:00					7		5		12		23:00					2		3		5	
11:15					7		9		16		23:15					2		2		4	
11:30					9		6		15		23:30					1		1		2	
11:45					13	36	4	24	17	60	23:45					0	5	1	7	1	12
TOTALS						394		212		**606**	**TOTALS**						802		352		**1154**
SPLIT %						65.0%		35.0%		**34.4%**	**SPLIT %**						69.5%		30.5%		**65.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,196	564	1,760

AM Peak Hour			7:45	6:45	**7:45**	**PM Peak Hour**			15:15	17:00	**15:30**
AM Pk Volume			161	58	**203**	**PM Pk Volume**			159	49	**205**
Pk Hr Factor			0.839	0.604	**0.846**	**Pk Hr Factor**			0.795	0.721	**0.777**
7 - 9 Volume	0	0	241	101	**342**	**4 - 6 Volume**	0	0	223	79	**302**
7 - 9 Peak Hour			7:45	7:00	**7:45**	**4 - 6 Peak Hour**			17:00	17:00	**17:00**
7 - 9 Pk Volume	0	0	161	53	**203**	**4 - 6 Pk Volume**	0	0	123	49	**172**
Pk Hr Factor	0.000	0.000	0.839	0.552	**0.846**	**Pk Hr Factor**	0.000	0.000	0.809	0.721	**0.827**

Prepared by National Data & Surveying Services

VOLUME

NW 31st Terrace E/O NW 107th Ave

Day: Wednesday
Date: 5/17/2023

City: Doral
Project #: FL23_140253_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,176	641	1,817

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			0		0		0		12:00			11		7		18	
0:15			1		2		3		12:15			18		9		27	
0:30			0		0		0		12:30			19		5		24	
0:45			0	1	1	3	1	4	12:45			15	63	10	31	25	94
1:00			0		1		1		13:00			21		11		32	
1:15			0		0		0		13:15			22		6		28	
1:30			0		0		0		13:30			8		9		17	
1:45			0		0	1	0	1	13:45			27	78	7	33	34	111
2:00			0		0		0		14:00			21		10		31	
2:15			0		0		0		14:15			14		10		24	
2:30			2		0		2		14:30			31		10		41	
2:45			0	2	0		0	2	14:45			44	110	12	42	56	152
3:00			0		0		0		15:00			17		13		30	
3:15			0		0		0		15:15			22		22		44	
3:30			0		0		0		15:30			31		16		47	
3:45			0		0		0		15:45			28	98	17	68	45	166
4:00			0		0		0		16:00			23		13		36	
4:15			0		0		0		16:15			22		17		39	
4:30			0		0		0		16:30			25		11		36	
4:45			0		1	1	1	1	16:45			23	93	6	47	29	140
5:00			0		0		0		17:00			30		14		44	
5:15			0		0		0		17:15			32		10		42	
5:30			1		1		2		17:30			32		13		45	
5:45			0	1	1	2	1	3	17:45			42	136	17	54	59	190
6:00			1		2		3		18:00			27		20		47	
6:15			3		1		4		18:15			21		12		33	
6:30			0		3		3		18:30			13		12		25	
6:45			7	11	11	17	18	28	18:45			15	76	12	56	27	132
7:00			16		16		32		19:00			9		6		15	
7:15			15		26		41		19:15			16		4		20	
7:30			42		6		48		19:30			7		12		19	
7:45			37	110	11	59	48	169	19:45			16	48	12	34	28	82
8:00			37		15		52		20:00			12		11		23	
8:15			53		9		62		20:15			3		4		7	
8:30			43		8		51		20:30			6		6		12	
8:45			20	153	8	40	28	193	20:45			5	26	7	28	12	54
9:00			20		7		27		21:00			6		7		13	
9:15			15		7		22		21:15			3		5		8	
9:30			8		7		15		21:30			3		2		5	
9:45			13	56	10	31	23	87	21:45			2	14	6	20	8	34
10:00			18		7		25		22:00			2		3		5	
10:15			9		11		20		22:15			3		0		3	
10:30			12		7		19		22:30			1		0		1	
10:45			12	51	8	33	20	84	22:45			0	6	4	7	4	13
11:00			15		10		25		23:00			1		1		2	
11:15			9		5		14		23:15			0		0		0	
11:30			10		8		18		23:30			0		3		3	
11:45			8	42	7	30	15	72	23:45			0	1	0	4	0	5
TOTALS				427		217		**644**	**TOTALS**				749		424		**1173**
SPLIT %				66.3%		33.7%		**35.4%**	**SPLIT %**				63.9%		36.1%		**64.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,176	641	1,817

AM Peak Hour			7:45	6:45	**7:45**	**PM Peak Hour**			17:00	15:00	**17:15**
AM Pk Volume			170	59	**213**	**PM Pk Volume**			136	68	**193**
Pk Hr Factor			0.802	0.567	**0.859**	**Pk Hr Factor**			0.810	0.773	**0.818**
7 - 9 Volume	0	0	263	99	**362**	**4 - 6 Volume**	0	0	229	101	**330**
7 - 9 Peak Hour			7:45	7:00	**7:45**	**4 - 6 Peak Hour**			17:00	17:00	**17:00**
7 - 9 Pk Volume	0	0	170	59	**213**	**4 - 6 Pk Volume**	0	0	136	54	**190**
Pk Hr Factor	0.000	0.000	0.802	0.567	**0.859**	**Pk Hr Factor**	0.000	0.000	0.810	0.794	**0.805**

Prepared by National Data & Surveying Services

VOLUME

NW 31st Terrace E/O NW 107th Ave

Day: Thursday
Date: 5/18/2023

City: Doral
Project #: FL23_140253_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,191	641	1,832

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			0		1		1		12:00			13		5		18	
0:15			0		0		0		12:15			15		6		21	
0:30			0		0		0		12:30			19		9		28	
0:45			0		1	2	1	2	12:45			13	60	12	32	25	92
1:00			0		2		2		13:00			25		12		37	
1:15			0		1		1		13:15			15		13		28	
1:30			0		0		0		13:30			16		18		34	
1:45			0		0	3	0	3	13:45			14	70	15	58	29	128
2:00			0		0		0		14:00			20		11		31	
2:15			0		0		0		14:15			10		8		18	
2:30			1		0		1		14:30			31		9		40	
2:45			0	1	0		0	1	14:45			39	100	8	36	47	136
3:00			0		0		0		15:00			29		12		41	
3:15			0		0		0		15:15			25		11		36	
3:30			0		0		0		15:30			30		11		41	
3:45			0		0		0		15:45			28	112	17	51	45	163
4:00			1		0		1		16:00			25		14		39	
4:15			0		0		0		16:15			17		8		25	
4:30			0		1		1		16:30			34		13		47	
4:45			0	1	0	1	0	2	16:45			25	101	6	41	31	142
5:00			0		1		1		17:00			21		18		39	
5:15			0		0		0		17:15			37		8		45	
5:30			1		1		2		17:30			37		15		52	
5:45			0	1	2	4	2	5	17:45			36	131	10	51	46	182
6:00			1		2		3		18:00			29		13		42	
6:15			2		4		6		18:15			30		12		42	
6:30			1		4		5		18:30			30		8		38	
6:45			3	7	9	19	12	26	18:45			11	100	5	38	16	138
7:00			14		9		23		19:00			12		9		21	
7:15			17		30		47		19:15			17		6		23	
7:30			26		4		30		19:30			12		15		27	
7:45			37	94	13	56	50	150	19:45			10	51	9	39	19	90
8:00			39		15		54		20:00			12		15		27	
8:15			48		8		56		20:15			6		11		17	
8:30			41		10		51		20:30			4		3		7	
8:45			30	158	7	40	37	198	20:45			7	29	4	33	11	62
9:00			16		12		28		21:00			8		9		17	
9:15			17		8		25		21:15			1		8		9	
9:30			14		5		19		21:30			2		7		9	
9:45			18	65	10	35	28	100	21:45			1	12	5	29	6	41
10:00			14		10		24		22:00			0		5		5	
10:15			10		10		20		22:15			0		1		1	
10:30			4		3		7		22:30			0		3		3	
10:45			17	45	4	27	21	72	22:45			0		0	9	0	9
11:00			12		7		19		23:00			1		0		1	
11:15			10		11		21		23:15			3		2		5	
11:30			16		9		25		23:30			0		1		1	
11:45			10	48	7	34	17	82	23:45			1	5	0	3	1	8
TOTALS				420		221		641	TOTALS				771		420		1191
SPLIT %				65.5%		34.5%		35.0%	SPLIT %				64.7%		35.3%		65.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,191	641	1,832

AM Peak Hour			7:45	7:15	7:45	PM Peak Hour			17:15	13:00	17:15
AM Pk Volume			165	62	211	PM Pk Volume			139	58	185
Pk Hr Factor			0.859	0.517	0.942	Pk Hr Factor			0.939	0.806	0.889
7 - 9 Volume	0	0	252	96	348	4 - 6 Volume	0	0	232	92	324
7 - 9 Peak Hour			7:45	7:15	7:45	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	165	62	211	4 - 6 Pk Volume	0	0	131	51	182
Pk Hr Factor	0.000	0.000	0.859	0.517	0.942	Pk Hr Factor	0.000	0.000	0.885	0.708	0.875

Prepared by National Data & Surveying Services

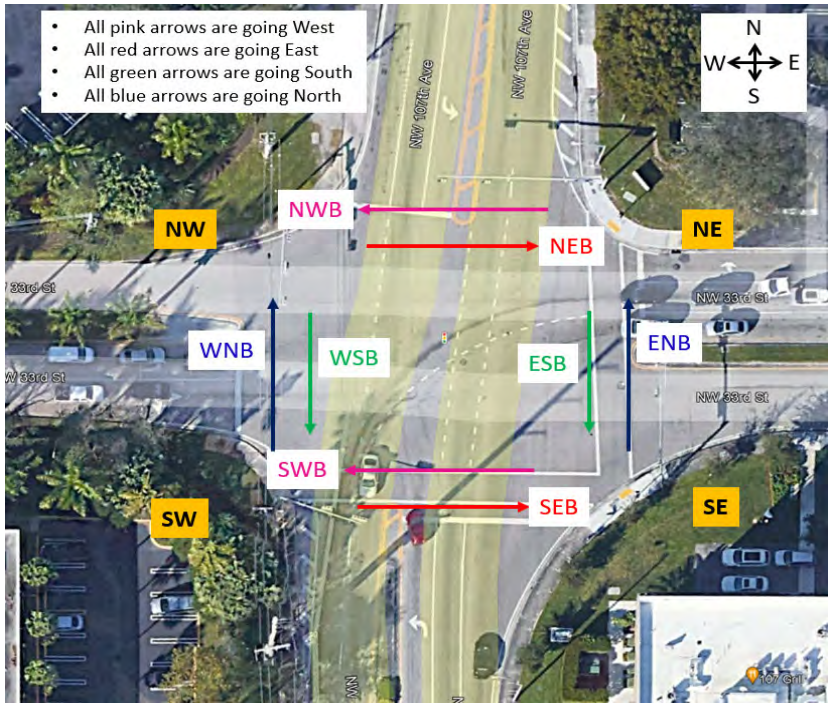
Pedestrian Call Study

Location: NW 107th Ave (NS) & NW 33rd St (EW)
City: Doral, FL

Date: 5/17/2023
Day: Wednesday

Time Of Call	Button Placed	Volume of Pedestrian Movements								
		NEB	NWB	SEB	SWB	ENB	ESB	WNB	WSB	
7:02:46 AM	SE					1				
7:43:33 AM	SE				1					
8:06:31 AM	SE				1					
8:20:51 AM	SE				1					
8:30:12 AM	SE					1				
4:09:51 PM	SE					1				
4:31:41 PM	SW			1						
4:32:50 PM	SE					1				
5:38:11 PM	SW			1						
Totals	*1*	*0*	*0*	*2*	*3*	*4*	*0*	*0*	*0*	*9*

INTERVAL	FREQUENCY of Buttons Pressed				
	NE	NW	SE	SW	
7:00 AM	0	0	1	0	
7:15 AM	0	0	0	0	
7:30 AM	0	0	1	0	
7:45 AM	0	0	0	0	
8:00 AM	0	0	1	0	
8:15 AM	0	0	1	0	
8:30 AM	0	0	1	0	
8:45 AM	0	0	0	0	
4:00 PM	0	0	1	0	
4:15 PM	0	0	0	0	
4:30 PM	0	0	1	1	
4:45 PM	0	0	0	0	
5:00 PM	0	0	0	0	
5:15 PM	0	0	0	0	
5:30 PM	0	0	0	1	
5:45 PM	0	0	0	0	
Totals	0	0	7	2	9



Prepared by National Data & Surveying Services

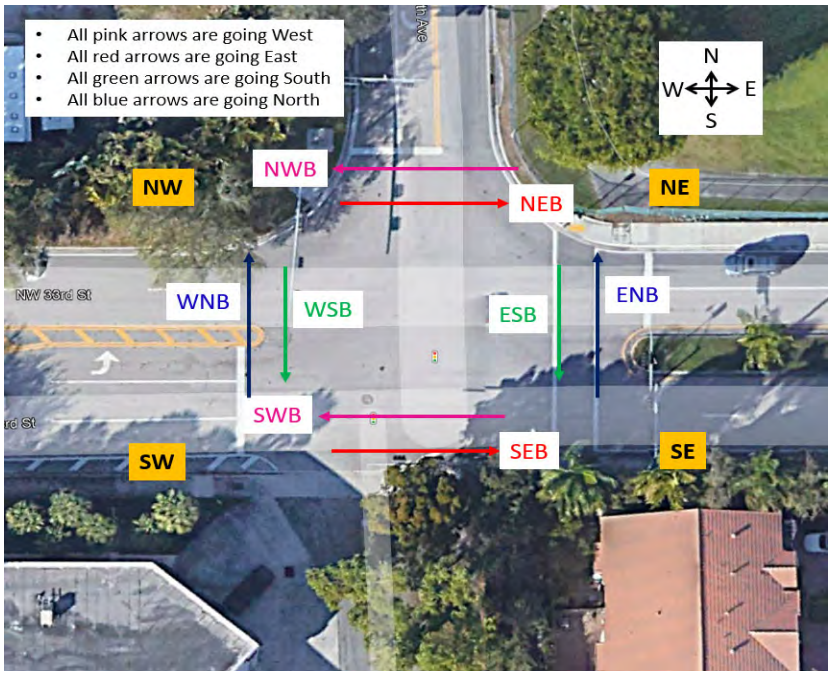
Pedestrian Call Study

Location: NW 104th Ave (NS) & NW 33rd St (EW)
City: Doral, FL

Date: 5/17/2023
Day: Wednesday

Time Of Call	Button Placed	Volume of Pedestrian Movements								
		NEB	NWB	SEB	SWB	ENB	ESB	WNB	WSB	
7:46:36 AM	NE						1			
4:46:37 PM	SE					1				
Totals	*1*	*0*	*0*	*0*	*0*	*1*	*1*	*0*	*0*	*2*

INTERVAL	FREQUENCY of Buttons Pressed				
	NE	NW	SE	SW	
7:00 AM	0	0	0	0	
7:15 AM	0	0	0	0	
7:30 AM	0	0	0	0	
7:45 AM	1	0	0	0	
8:00 AM	0	0	0	0	
8:15 AM	0	0	0	0	
8:30 AM	0	0	0	0	
8:45 AM	0	0	0	0	
4:00 PM	0	0	0	0	
4:15 PM	0	0	0	0	
4:30 PM	0	0	0	0	
4:45 PM	0	0	1	0	
5:00 PM	0	0	0	0	
5:15 PM	0	0	0	0	
5:30 PM	0	0	0	0	
5:45 PM	0	0	0	0	
Totals	1	0	1	0	2



Seasonal Factors

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.06	1.10
2	01/02/2022 - 01/08/2022	1.04	1.08
3	01/09/2022 - 01/15/2022	1.02	1.06
4	01/16/2022 - 01/22/2022	1.01	1.05
5	01/23/2022 - 01/29/2022	1.00	1.04
6	01/30/2022 - 02/05/2022	0.98	1.02
7	02/06/2022 - 02/12/2022	0.97	1.01
* 8	02/13/2022 - 02/19/2022	0.96	1.00
* 9	02/20/2022 - 02/26/2022	0.96	1.00
*10	02/27/2022 - 03/05/2022	0.96	1.00
*11	03/06/2022 - 03/12/2022	0.96	1.00
*12	03/13/2022 - 03/19/2022	0.96	1.00
*13	03/20/2022 - 03/26/2022	0.96	1.00
*14	03/27/2022 - 04/02/2022	0.96	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.00
*16	04/10/2022 - 04/16/2022	0.95	0.99
*17	04/17/2022 - 04/23/2022	0.96	1.00
*18	04/24/2022 - 04/30/2022	0.96	1.00
*19	05/01/2022 - 05/07/2022	0.97	1.01
*20	05/08/2022 - 05/14/2022	0.97	1.01
21	05/15/2022 - 05/21/2022	0.98	1.02
22	05/22/2022 - 05/28/2022	0.99	1.03
23	05/29/2022 - 06/04/2022	0.99	1.03
24	06/05/2022 - 06/11/2022	1.00	1.04
25	06/12/2022 - 06/18/2022	1.01	1.05
26	06/19/2022 - 06/25/2022	1.01	1.05
27	06/26/2022 - 07/02/2022	1.01	1.05
28	07/03/2022 - 07/09/2022	1.02	1.06
29	07/10/2022 - 07/16/2022	1.02	1.06
30	07/17/2022 - 07/23/2022	1.02	1.06
31	07/24/2022 - 07/30/2022	1.02	1.06
32	07/31/2022 - 08/06/2022	1.01	1.05
33	08/07/2022 - 08/13/2022	1.01	1.05
34	08/14/2022 - 08/20/2022	1.01	1.05
35	08/21/2022 - 08/27/2022	1.03	1.07
36	08/28/2022 - 09/03/2022	1.04	1.08
37	09/04/2022 - 09/10/2022	1.05	1.09
38	09/11/2022 - 09/17/2022	1.07	1.11
39	09/18/2022 - 09/24/2022	1.05	1.09
40	09/25/2022 - 10/01/2022	1.03	1.07
41	10/02/2022 - 10/08/2022	1.01	1.05
42	10/09/2022 - 10/15/2022	0.99	1.03
43	10/16/2022 - 10/22/2022	1.00	1.04
44	10/23/2022 - 10/29/2022	1.01	1.05
45	10/30/2022 - 11/05/2022	1.01	1.05
46	11/06/2022 - 11/12/2022	1.02	1.06
47	11/13/2022 - 11/19/2022	1.03	1.07
48	11/20/2022 - 11/26/2022	1.04	1.08
49	11/27/2022 - 12/03/2022	1.05	1.09
50	12/04/2022 - 12/10/2022	1.05	1.09
51	12/11/2022 - 12/17/2022	1.06	1.10
52	12/18/2022 - 12/24/2022	1.04	1.08
53	12/25/2022 - 12/31/2022	1.02	1.06

* PEAK SEASON

Signal Timings

TOD Schedule Report

for 5436: NW 107 Av&NW 33 St

Print Date: 10/4/2021

Print Time: 8:20 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5436	NW 107 Av&NW 33 St	DOW-2	TOD	[12] HEAVY PM PEAK	140	41	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	EBT	WBT	SBL	NBT	-	-
0	76	16	30	10	60	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	0 - 0 - 0	0 - 0 - 0	25 - 25 - 25	1 - 1 - 1	45 - 50 - 45	0 - 50 - 55	4.4	2
3	EBT	5 - 5 - 5	27 - 27 - 27	7 - 7 - 7	3.5 - 3.5 - 3.5	35 - 10 - 20	42 - 15 - 25	4	2.4
4	WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	35 - 15 - 20	42 - 25 - 30	4	2.4
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2.5 - 2.5 - 2.5	12 - 5 - 5	15 - 5 - 5	4.4	2
6	NBT	7 - 7 - 7	22 - 22 - 22	25 - 25 - 25	1 - 1 - 1	45 - 50 - 45	0 - 50 - 55	4.4	2
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: 12/14/2010 18:12

Permitted Phases

	12345678
Default	-23456--
External Permit 0	-23456--
External Permit 1	-23456--
External Permit 2	-23456--

TOD Schedule Report

for 5436: NW 107 Av&NW 33 St

Print Date: 10/4/2021

Print Time: 8:20 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 EBT	4 WBT	5 SBL	6 NBT	7 -	8 -	Ring Offset	Offset
	2	140	0	82	13	27	9	67	0	0	0	26
	3	170	0	83	40	29	6	71	0	0	0	168
	5	120	0	58	16	28	9	43	0	0	0	28
	7	150	0	70	24	38	12	52	0	0	0	46
	8	160	0	90	20	32	9	75	0	0	0	20
	11	170	0	93	25	34	10	77	0	0	0	49
	12	140	0	76	16	30	10	60	0	0	0	41
	20	120	0	61	14	27	10	45	0	0	0	104
	21	130	0	68	13	31	14	48	0	0	0	46

Local TOD Schedule

Time	Plan	DOW	
0000	Free	M T W Th F	
0000	Free	Su	S
0215	Flash	Su	S
0530	Free	Su	S
0545	2	M T W Th F	
0630	3	M T W Th F	
0700	20	Su	S
1000	21	Su	S
1000	7	M T W Th F	
1130	8	M T W Th F	
1530	11	M T W Th F	
2000	12	M T W Th F	
2300	Free	M T W Th F	
2300	Free	Su	S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	M T W ThF
0645	TOD OUTPUTS	--------	M T W ThF
2200	TOD OUTPUTS	---5----	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week	
0000	TOD OUTPUTS	---5----	Su	S
0000	TOD OUTPUTS	---5----	M T W ThF	
0645	TOD OUTPUTS	--------	M T W ThF	
1000	TOD OUTPUTS	--------	Su	S
2200	TOD OUTPUTS	---5----	M T W ThF	
2300	TOD OUTPUTS	---5----	Su	S

*** Settings**

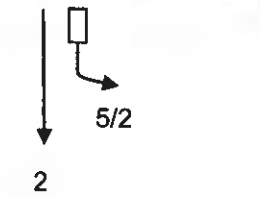
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

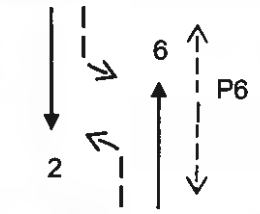
No Calendar Defined/Enabled

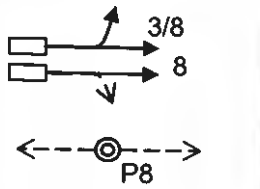
SIGNAL OPERATING PLAN

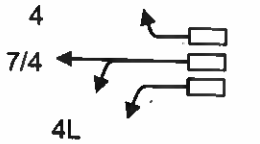
N

Timing Phases	Direction	NB	SB		EB		WB			Ped Heads				Movements/Display/Actuation
	Head No.	6	5/2	2	3/8	8	4L	7/4	4	P6		P8		
(2+5)	Dwell	R	<G/G	G	R	R	R	R	R	DW		DW		
	Clear to (2+6)	R	<Y/G	G	R	R	R	R	R	DW		DW		
(Actuated)														
(2+6)	Dwell	G	G	G	R	R	R	R	R	W/F		DW		
	Clear to (3)	Y	Y	Y	R	R	R	R	R	DW		DW		
	Clear to (4)	Y	Y	Y	R	R	R	R	R	DW		DW		
NW 107 AV														
(Recall)														
(3)	Dwell	R	R	R	<G/G	G	R	R	R	DW		W/F		
	Clear to (4)	R	R	R	Y	Y	R	R	R	DW		DW		
	Clear to (2+5)	R	R	R	Y	Y	R	R	R	DW		DW		
	Clear to (2+6)	R	R	R	Y	Y	R	R	R	DW		DW		
NW 33 ST														
(Actuated)														
(4)	Dwell	R	R	R	R	R	<G	<G/G	G	DW		DW		
	Clear to (2+5)	R	R	R	R	R	Y	Y	Y	DW		DW		
	Clear to (2+6)	R	R	R	R	R	Y	Y	Y	DW		DW		
NW 33 ST														
(Actuated)														
	Dwell													
	Clear to													
Flashing Operation		FY	FY	FY	FR	FR	FR	FR	FR					Page 1 of 1







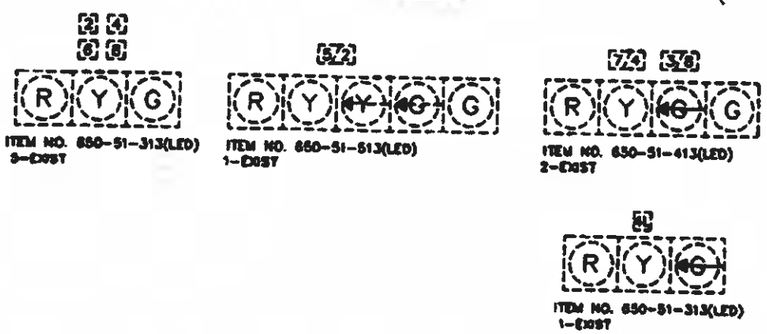


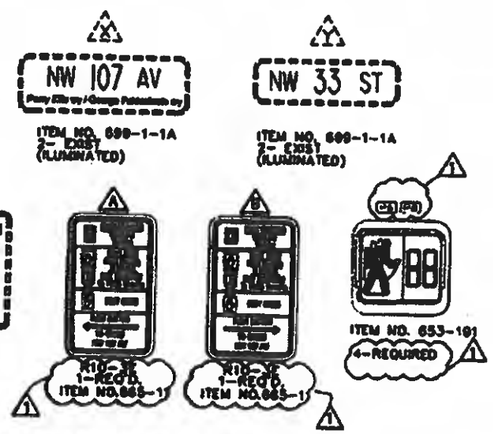
Miami-Dade County Public Works Department

Drawn	Date	NW 107 AV & NW 33 ST			
Radames Iribar RI	01/21/2020				
Checked	Date	Placed in Service		Phasing No.	Asset Number
	01/31/2020	Date		2	5436

WO#26

SIGNAL HEAD & SIGN DETAILS



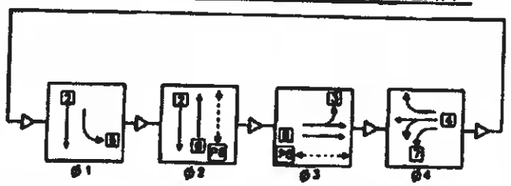


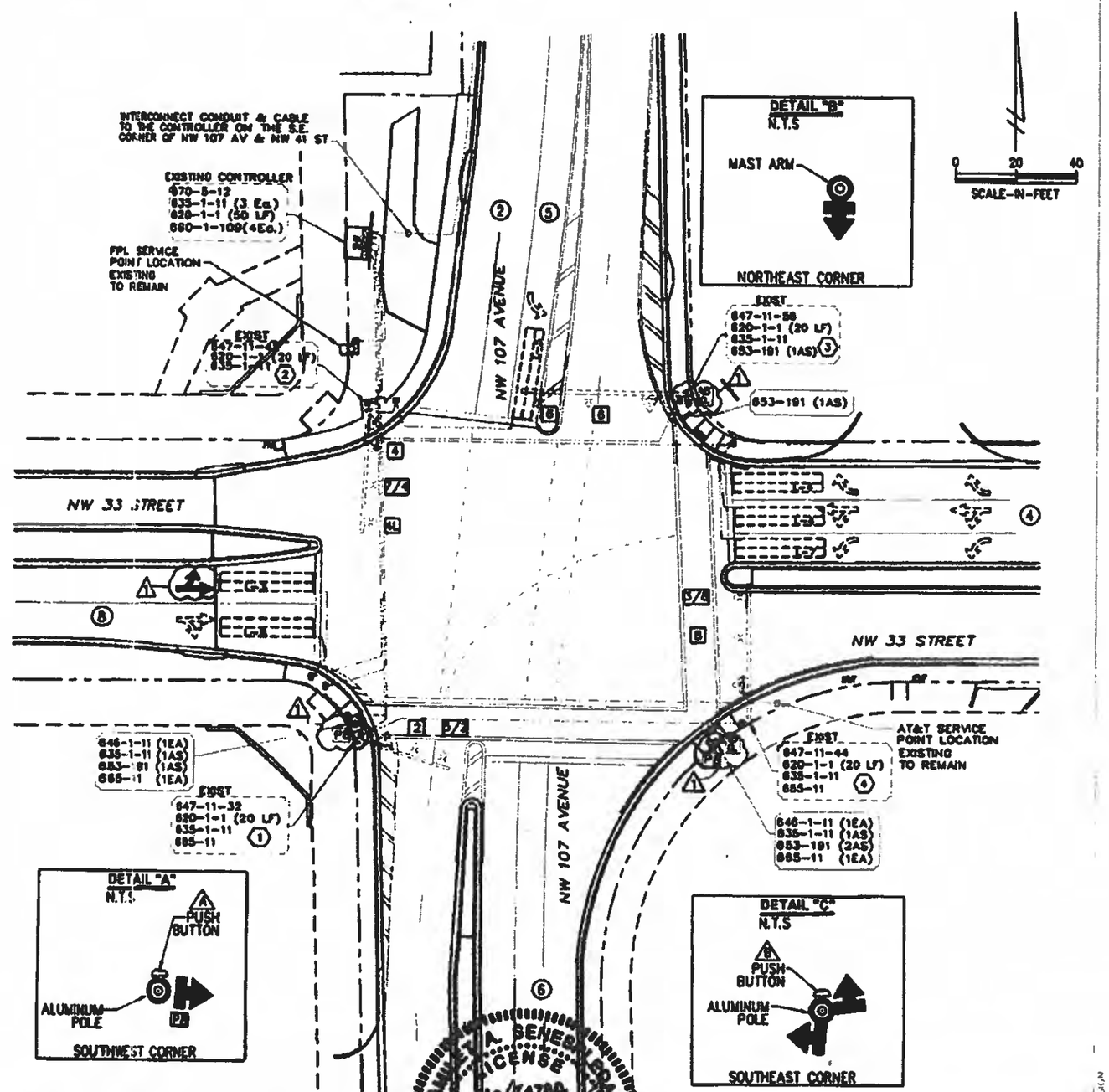
DETECTORS FOR LOOPS		
MVMT NO.	NO. OF LOOPS	NO. OF DETS.
3	1	1
4	2	1
5	1	1
7	1	1
8	1	1

CONTROLLER OPERATIONS

1. Major Street NW 107 AV . Minor Street NW 33 ST.
2. Signal operating plan as shown
3. Phases 3,4,5,7 & 8 actuated, phase 2 & 6 on recall.
4. Movements 3,5,7 is reprotected / permissive.
5. Flashing operation NW 107 AV YELLOW, NW 33 ST. RED.

SIGNAL OPERATING PLAN





YAMILET A. SENESPLEDA
LICENSE
No. 74780
STATE OF FLORIDA
PROFESSIONAL ENGINEER

TRAFFIC ENGINEERING CHECK OFF BOX				REV	DATE	
TITLE	NAME		DATE	1	08/06/19	• ADD THRU LANE EAST BOUND, SPLIT PHASE • ADD PEDESTRIAN FEATURES P6 & P8
TS&S	EVELIN LEGCEVIC	E.L.	06/18/19			
TRAFFIC ENGINEER	WILLIAM SALAZAR,EI	W.S.	07/24/19			

MIAMI-DADE COUNTY DTPW
TRAFFIC ENGINEERING DIVISION

DATE: 07/24/19
YAMILET SENESPLEDA, P.E 74780

NW 107 AVE & NW 33 ST
TRAFFIC SIGNAL

J.FDEZ	07/24/19	ASSET#: 5436
DESIGN	DATE	

TOD Schedule Report
for 6985: NW 104 Av&NW 33 St

Print Date: 5/12/2023

Print Time 11:34 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6985	NW 104 Av&NW 33 St	DOW-6	TOD	[08] EARLY AFTERNOON	80	20	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	-	EBT	-	SBT
6	32	5	13	0	44	0	24

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	9 - 15 - 12	15 - 15 - 15	4	2
2 WBT	0 - 0 - 0	0 - 0 - 0	14 - 14 - 14	1 - 1 - 1	35 - 35 - 35	0 - 60 - 60	4	2
3 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 -3.5 - 2	9 - 15 - 12	20 - 20 - 20	4	2.3
4 NBT	5 - 5 - 5	13 - 13 - 13	7 - 7 - 7	3 - 3 - 3	20 - 30 - 30	35 - 30 - 30	4	2.3
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	14 - 14 - 14	1 - 1 - 1	35 - 35 - 35	0 - 60 - 60	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	20 - 30 - 30	35 - 30 - 30	4	2.3

Last In Service Date: unknown

Permitted Phases

	12345678
Default	1234-6-8
External Permit 0	-234-6-8
External Permit 1	-234-6-8
External Permit 2	-234-6-8

TOD Schedule Report
for 6985: NW 104 Av&NW 33 St

Print Date: 5/12/2023

Print Time 11:34 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
	Flash											
0545	Free											
0630	3	85	6	37	5	13	0	49	0	24	0	0
1000	7	75	6	27	5	13	0	39	0	24	0	46
1130	8	80	6	32	5	13	0	44	0	24	0	20
1530	11	85	6	37	5	13	0	49	0	24	0	49
2000	Free											
2300	Free											
	2	70	6	22	5	13	0	34	0	24	0	26
	5	120	10	61	10	15	0	77	0	31	0	28
	12	75	6	27	5	13	0	39	0	24	0	41
	20	120	10	61	10	15	0	77	0	31	0	104
	21	130	10	71	10	15	0	87	0	31	0	46

Local TOD Schedule

Time	Plan	DOW	
0000	Flash	M T W Th F	
0000	Flash	Su	S
0215	Flash	Su	S
0530	Flash	Su	S
0545	Free	M T W Th F	
0630	3	M T W Th F	
0700	Free	Su	S
1000	Free	Su	S
1000	7	M T W Th F	
1130	8	M T W Th F	
1530	11	M T W Th F	
2000	Free	M T W Th F	
2300	Free	M T W Th F	
2300	Free	Su	S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	M T W ThF
0545	TOD OUTPUTS	--------	M T W ThF
2000	TOD OUTPUTS	-------1	M T W ThF
2300	TOD OUTPUTS	-----3--	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week	
0000	TOD OUTPUTS	-----3--	M T W ThF	
0000	TOD OUTPUTS	------2-	Su	S
0545	TOD OUTPUTS	--------	M T W ThF	
0700	TOD OUTPUTS	-------1	Su	S
1000	TOD OUTPUTS	-------1	Su	S
2000	TOD OUTPUTS	-------1	M T W ThF	
2300	TOD OUTPUTS	-----3--	M T W ThF	
2300	TOD OUTPUTS	-----3--	Su	S

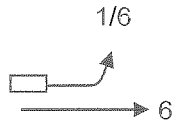
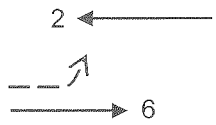
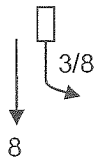
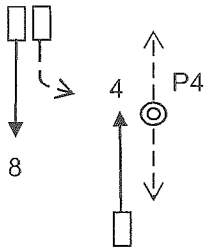
* Settings

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

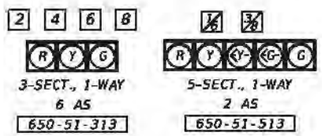
Timing Phases	Direction / Head No.	EB 1/6	EB 6	WB 2	SB 3/8	SB 8	NB 4	Ped Heads P4	Movements/Display/Actuation
(1+6)	Dwell	<G/G	G	R	R	R	R	DW	
	Clear to (2+6)	<Y/G	G	R	R	R	R	DW	
(Actuated)									
(2+6)	Dwell	G	G	G	R	R	R	DW	
	Clear to (3+8)	Y	Y	Y	R	R	R	DW	
	Clear to (4+8)	Y	Y	Y	R	R	R	DW	
NW 33 St									
(Recall)									
(3+8)	Dwell	R	R	R	<G/G	G	G	DW	
	Clear to (4+8)	R	R	R	<Y/G	G	G	DW	
	Clear to (1+6)	R	R	R	<Y/Y	Y	Y	DW	
	Clear to (2+6)	R	R	R	<Y/Y	Y	Y	DW	
(Actuated)									
(4+8)	Dwell	R	R	R	G	G	G	W/F	
	Clear (1+6)	R	R	R	Y	Y	Y	DW	
	Clear (2+6)	R	R	R	Y	Y	Y	DW	
NW 104 Av									
(Actuated)									
	Dwell								
	Clear to								
Flashing Operation		FY	FY	FY	FR	FR	FR		Page 1 of 1

Miami-Dade County Public Works Department

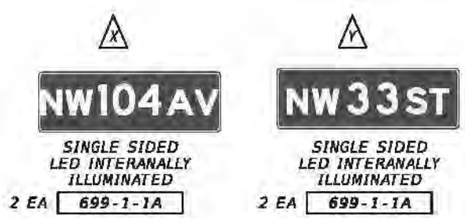
Drawn	Date			
Radames Iribar RI	1/12/2018			
Checked	Date	Placed in Service	Phasing No.	Asset Number
Evelin Legcevic EL	2/8/2018	Date	1	6985

DADE COUNTY PUBLIC WORKS DEPT.
TRAFFIC ENGINEERING DIVISION
NW 104 AVE & NW 33 ST

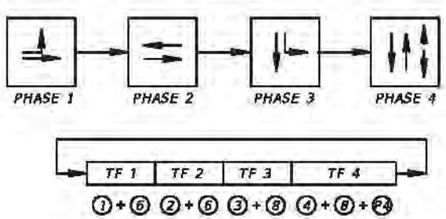
SIGNAL HEAD DETAILS



OVERHEAD STREET NAME SIGN



S.O.P. 16



CONTROLLER OPERATIONS

1. MAJOR STREET: NW 33 STREET
   MINOR STREET: NW 104 AVE
2. VIDEO DETECTION ZONE SHALL BE 8' x 30'
3. PHASE 1, 3 & 4 ACTUATED
   PHASE 2 RECALL
4. WHEN IN FLASH MODE, SIGNAL HEADS 2 & 6 SHALL FLASH YELLOW SIGNAL HEADS 4 & 8 SHALL FLASH RED.
5. SIGNAL COORDINATION PHASE 15 2
6. SIGNAL CABINET TO BE WIRED FOR S.O.P. 16
7. ADD WIRELESS COMMUNICATION EQUIPMENT

NOTES

1. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT SIGNALS & SIGN DIVISION.
2. ALL PEDESTRIAN SIGNAL HEADS SHALL BE ALIGNED TO THE CENTER OF THE FAR SIDE OF THE CROSSWALK THEY SERVE.
3. CONTRACTOR TO TRIM TREES AS NEEDED BY POLE A2 & A3.

A1
POLE LOCATION=
STA. 302+70.63
65.32' LT
ARM LENGTH= 54 LF
BEARING= S 0°16' 19.21"E

3 RUNS @ 5 LF	630-1-14
75 LF	632-7-1A
2 AS	635-1-11
1 AS	647-11-54

A2
POLE LOCATION=
STA. 303+75.00
33.46' RT
ARM LENGTH= 36 LF
BEARING= N 0°16' 9.21" W

3 RUNS @ 5 LF	630-1-14
55 LF	632-7-1A
2 AS	635-1-11
1 AS	647-11-36

A3
POLE LOCATION=
STA. 303+20.67
33.26' RT
ARM LENGTH= 48 LF
BEARING= S 88°10' 45.64" W

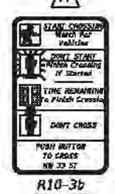
3 RUNS @ 5 LF	630-1-14
65 LF	632-7-1A
2 AS	635-1-11
1 AS	647-11-48

A4
POLE LOCATION=
STA. 302+71.17
71.83 LT
ARM LENGTH= 36 LF
BEARING= N 89°43' 50.79" E

4 RUNS @ 5 LF	630-1-14
70 LF	632-7-1A
45 LF	632-7-1B
2 AS	635-1-11
1 AS	647-11-36

PEDESTRIAN SIGNAL HEAD AND SIGN DETAILS

A



R10-3b
9" X 15"
2 EA
COST TO BE INCLUDED IN PAY ITEM 665-11

P4

PED. SIGNAL COUNT-DOWN 1-SECT., 1-WAY
2 AS
653-191

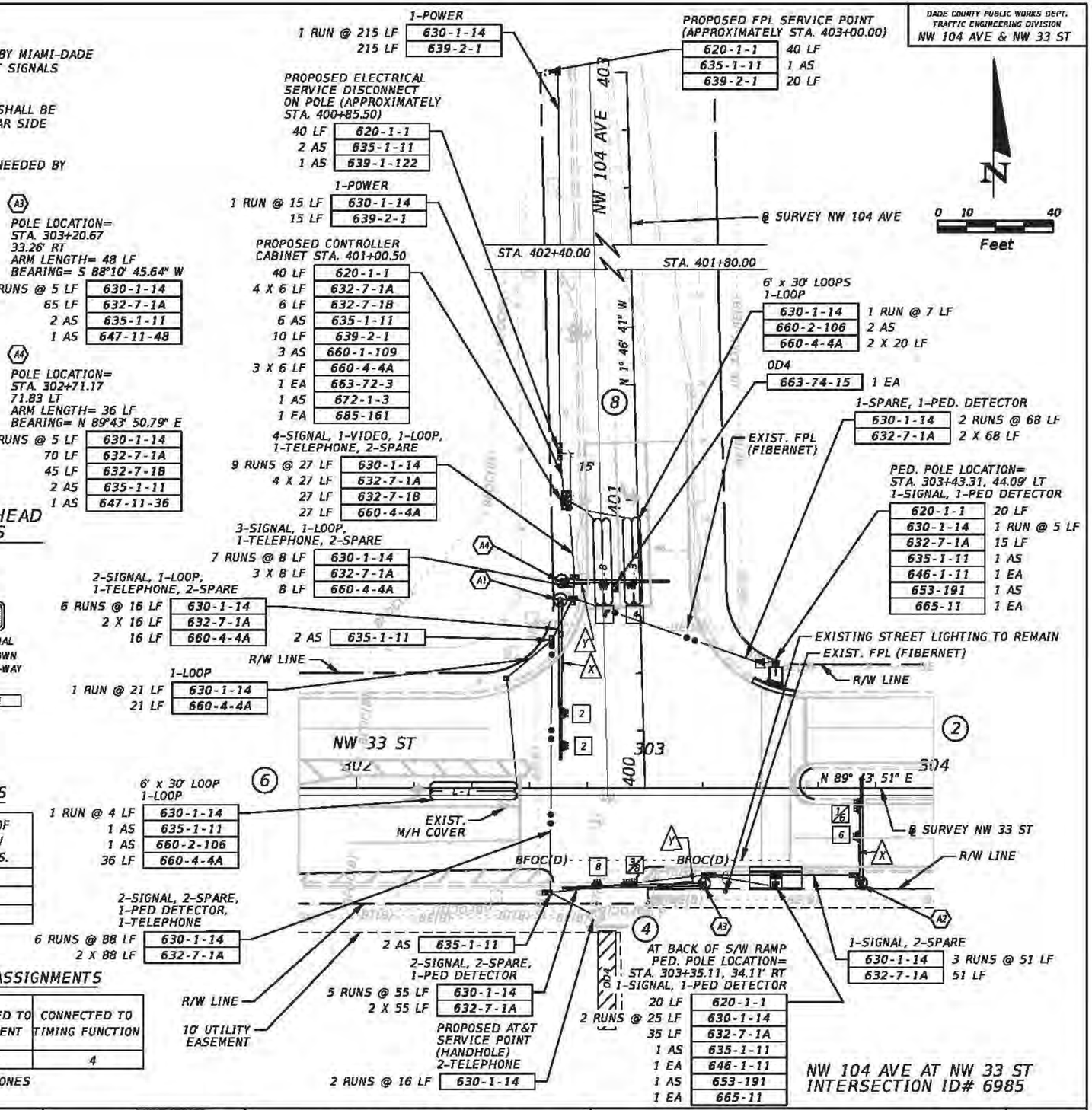
DETECTORS FOR LOOPS

LOOP	NO. OF LOOPS	NO. OF NEW DETS.
L-1	1	1
L-3	1	1
L-8	1	1

VIDEO DETECTOR ASSIGNMENTS

DETECTOR UNIT #	DETECTOR OPERATION	ASSIGNED TO MOVEMENT	CONNECTED TO TIMING FUNCTION
OD4	NORMAL	4	4

SEE NOTES FOR DETECTION ZONES



NW 104 AVE AT NW 33 ST
INTERSECTION ID# 6985

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL L. CORNEJO P.E.
P.E. LICENSE NUMBER 47734
METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE CT - SUITE 524
LAKE MARY, FLORIDA - 32746
CERTIFICATE OF AUTHORIZATION 00002294

MIAMI-DADE COUNTY

MIAMI - DADE COUNTY
TRANSPORTATION AND PUBLIC WORKS DEPARTMENT
TRAFFIC ENGINEERING DIVISION

PROJECT NO. 20140195

SIGNALIZATION PLAN

SHEET NO.
T-6

Historic Background Growth

Ritz Sky Mansions

23188

Background Growth Rate

Station*	Location	Linear		Exponential		Decaying Exponential	
877081	NW 41ST STREET, 250' EAST OF NW 114 AVE	Rate =	-1.15%	Rate =	-1.28%	Rate =	-0.37%
		R^2 =	12.25%	R^2 =	14.02%	R^2 =	0.96%
878110	NW 25TH STREET, 200' WSEST OF NW 107TH AVE	Rate =	3.83%	Rate =	3.57%	Rate =	4.29%
		R^2 =	65.86%	R^2 =	64.10%	R^2 =	83.57%
878196	NW 41ST STREET, 200' WEST OF NW 104TH AVENUE	Rate =	-0.25%	Rate =	-0.28%	Rate =	-0.13%
		R^2 =	8.42%	R^2 =	8.57%	R^2 =	1.32%
878202	NW 33RD STREET/NW 97TH AVE, 200' SOUTH OF NW 101 AVE	Rate =	-0.28%	Rate =	-0.28%	Rate =	0.38%
		R^2 =	0.87%	R^2 =	1.27%	R^2 =	1.90%
878227	NW 107TH AVE, 200' NORTH OF NW 41ST STREET	Rate =	0.25%	Rate =	0.21%	Rate =	0.46%
		R^2 =	1.40%	R^2 =	1.15%	R^2 =	4.72%
	Average:	**0.48%**		**0.39%**		**0.93%**	

*Based on data for years 2013 - 2022 (Ten Years)

Ritz Sky Mansions

24119

Background Growth Rate

Station*	Location	Linear		Exponential		Decaying Exponential	
877081	NW 41ST STREET, 250' EAST OF NW 114 AVE	Rate =	-6.92%	Rate =	-7.68%	Rate =	-7.61%
		R^2 =	96.20%	R^2 =	96.78%	R^2 =	96.54%
878110	NW 25TH STREET, 200' WSEST OF NW 107TH AVE	Rate =	0.60%	Rate =	0.59%	Rate =	0.39%
		R^2 =	15.00%	R^2 =	14.41%	R^2 =	6.58%
878196	NW 41ST STREET, 200' WEST OF NW 104TH AVENUE	Rate =	-0.81%	Rate =	-0.82%	Rate =	-0.87%
		R^2 =	37.12%	R^2 =	36.64%	R^2 =	40.78%
878202	NW 33RD STREET/NW 97TH AVE, 200' SOUTH OF NW 101 AVE	Rate =	-5.30%	Rate =	-5.79%	Rate =	-5.29%
		R^2 =	88.26%	R^2 =	87.84%	R^2 =	74.94%
878227	NW 107TH AVE, 200' NORTH OF NW 41ST STREET	Rate =	1.16%	Rate =	1.05%	Rate =	0.67%
		R^2 =	8.04%	R^2 =	6.64%	R^2 =	2.20%
878230	NW 107TH AVE, 200' NORTH OF NW 25TH STREET	Rate =	13.73%	Rate =	9.42%	Rate =	9.28%
		R^2 =	40.84%	R^2 =	38.06%	R^2 =	25.08%
	Average:	**-1.88%**		**-2.11%**		**-2.12%**	

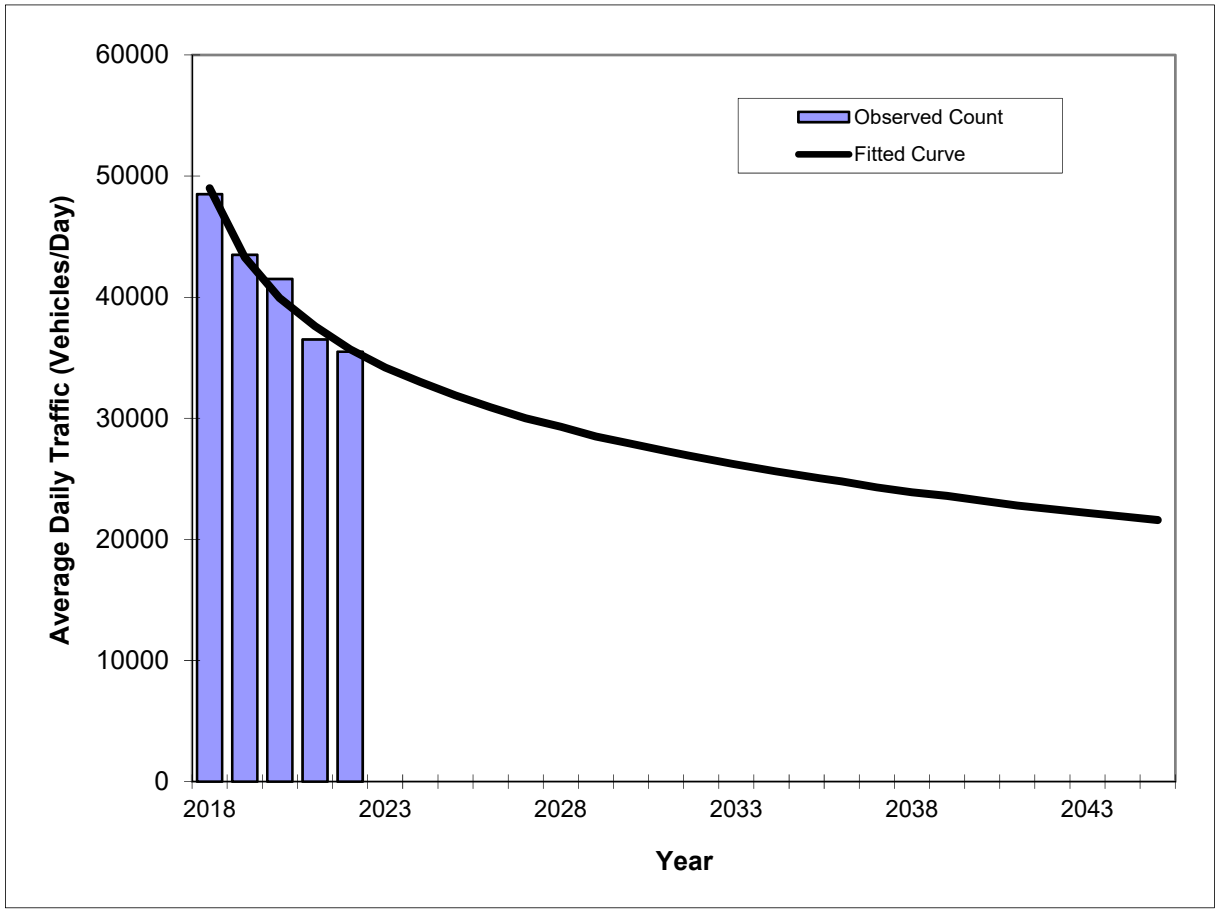
*Based on data for years 2018 - 2022 (Five years)

Traffic Trends - V03.a

NW 41ST STREET, 250' EAST OF NW 114 AVE -- 87000417

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	7081
Highway:	W 41ST STREET, 250' EAST OF NW 114 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2018	48500	49000
2019	43500	43300
2020	41500	39900
2021	36500	37600
2022	35500	35700
2026 Opening Year Trend		
2026	N/A	30900
2023 Mid-Year Trend		
2023	N/A	34200
2033 Design Year Trend		
2033	N/A	26200
TRANPLAN Forecasts/Trends		

Trend R-squared:	96.54%
Compounded Annual Historic Growth Rate:	-7.61%
Compounded Growth Rate (2022 to Design Year):	-2.77%
Printed:	11-Apr-24

Decaying Exponential Growth Option

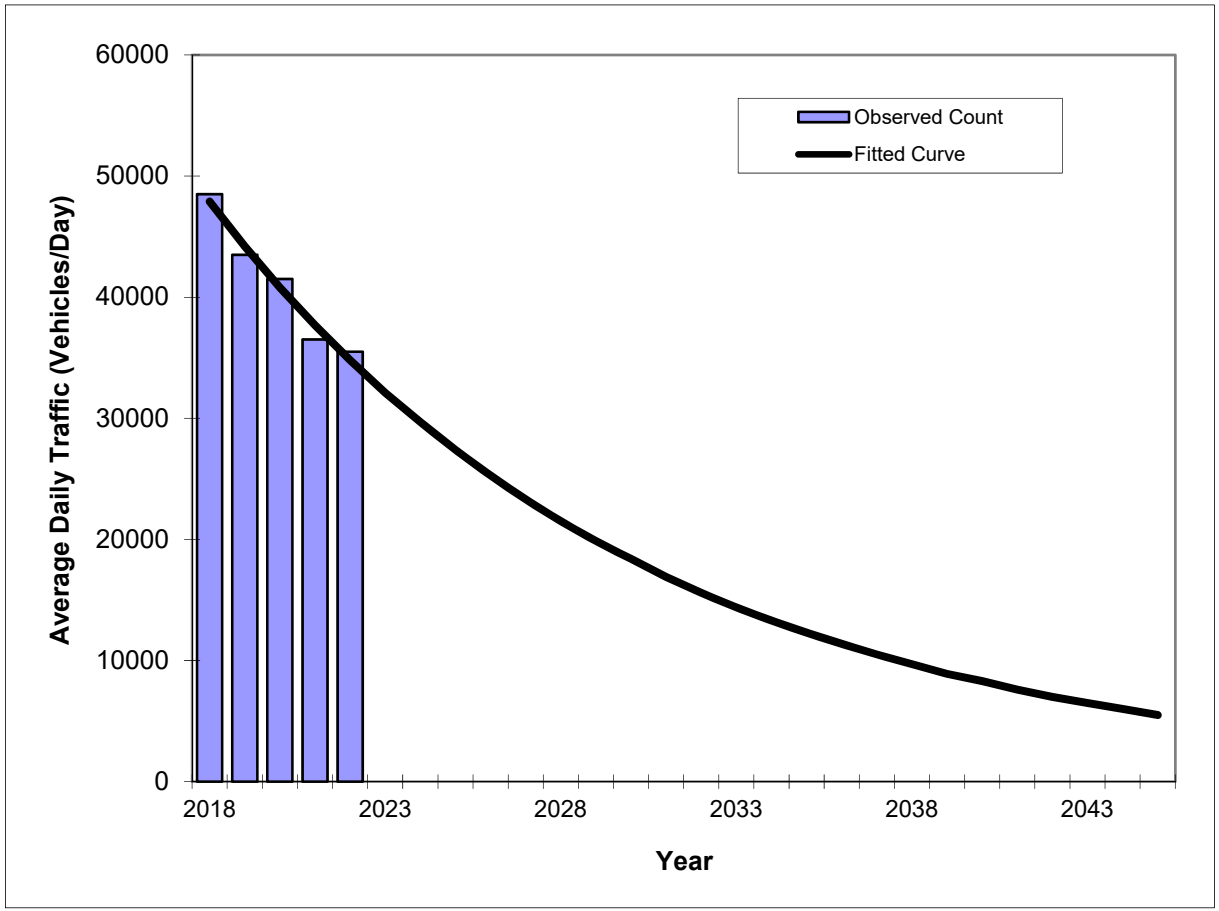
*Axle-Adjusted

Traffic Trends - V03.a

NW 41ST STREET, 250' EAST OF NW 114 AVE -- 87000417

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	7081
Highway:	W 41ST STREET, 250' EAST OF NW 114 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2018	48500	47900
2019	43500	44200
2020	41500	40800
2021	36500	37700
2022	35500	34800
2026 Opening Year Trend		
2026	N/A	25300
2023 Mid-Year Trend		
2023	N/A	32100
2033 Design Year Trend		
2033	N/A	14400
TRANPLAN Forecasts/Trends		

Trend R-squared:	96.78%
Compounded Annual Historic Growth Rate:	-7.68%
Compounded Growth Rate (2022 to Design Year):	-7.71%
Printed:	11-Apr-24

Exponential Growth Option

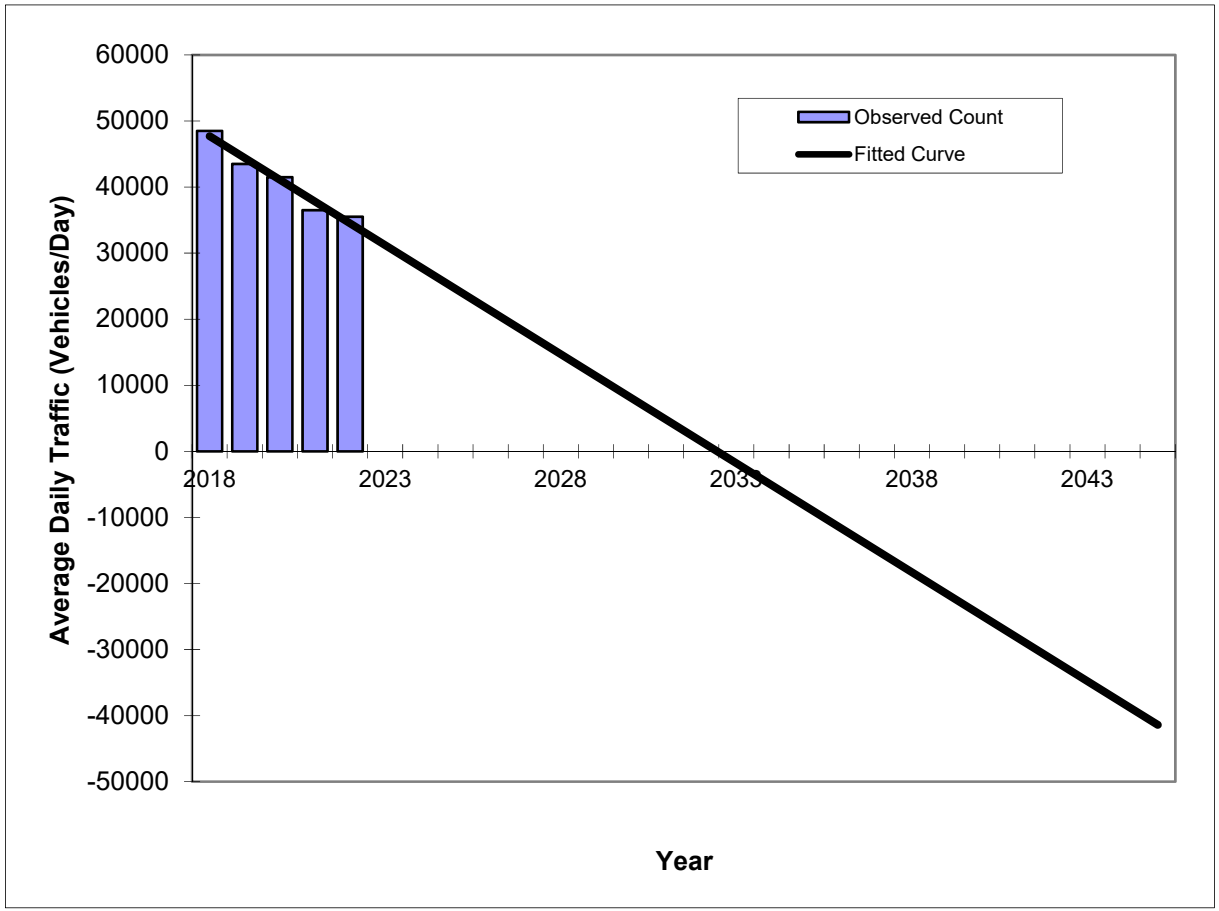
*Axle-Adjusted

Traffic Trends - V03.a

NW 41ST STREET, 250' EAST OF NW 114 AVE -- 87000417

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	7081
Highway:	W 41ST STREET, 250' EAST OF NW 114 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2018	48500	47700
2019	43500	44400
2020	41500	41100
2021	36500	37800
2022	35500	34500
2026 Opening Year Trend		
2026	N/A	21300
2023 Mid-Year Trend		
2023	N/A	31200
2033 Design Year Trend		
2033	N/A	-1800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-3,300
Trend R-squared:	96.20%
Trend Annual Historic Growth Rate:	-6.92%
Trend Growth Rate (2022 to Design Year):	-9.57%
Printed:	11-Apr-24

Straight Line Growth Option

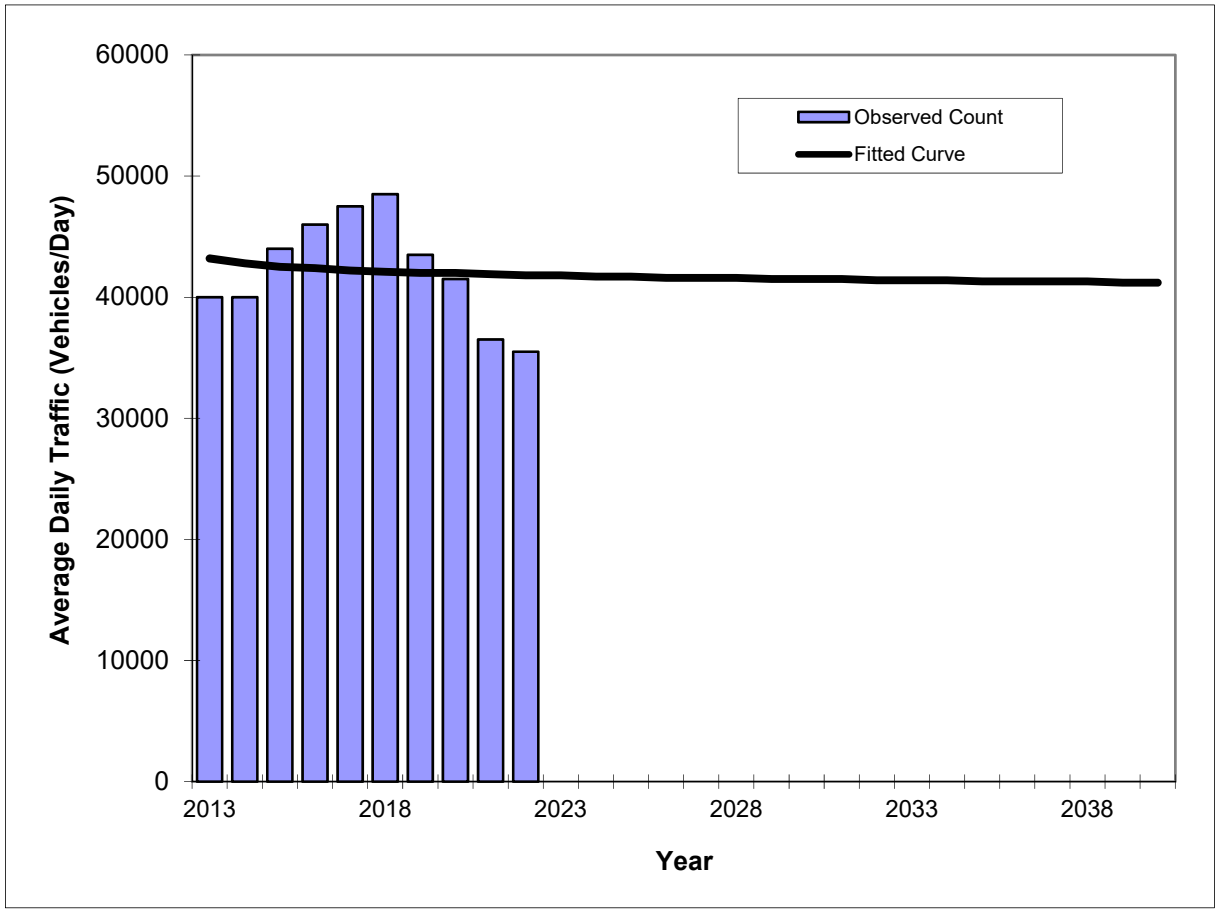
*Axle-Adjusted

Traffic Trends - V03.a

NW 41ST STREET, 250' EAST OF NW 114 AVE -- 87000417

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	7081
Highway:	W 41ST STREET, 250' EAST OF NW 114 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2013	40000	43200
2014	40000	42800
2015	44000	42500
2016	46000	42400
2017	47500	42200
2018	48500	42100
2019	43500	42000
2020	41500	42000
2021	36500	41900
2022	35500	41800
2026 Opening Year Trend		
2026	N/A	41600
2023 Mid-Year Trend		
2023	N/A	41800
2033 Design Year Trend		
2033	N/A	41400
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.96%
Compounded Annual Historic Growth Rate:	-0.37%
Compounded Growth Rate (2022 to Design Year):	-0.09%
Printed:	11-Apr-24

Decaying Exponential Growth Option

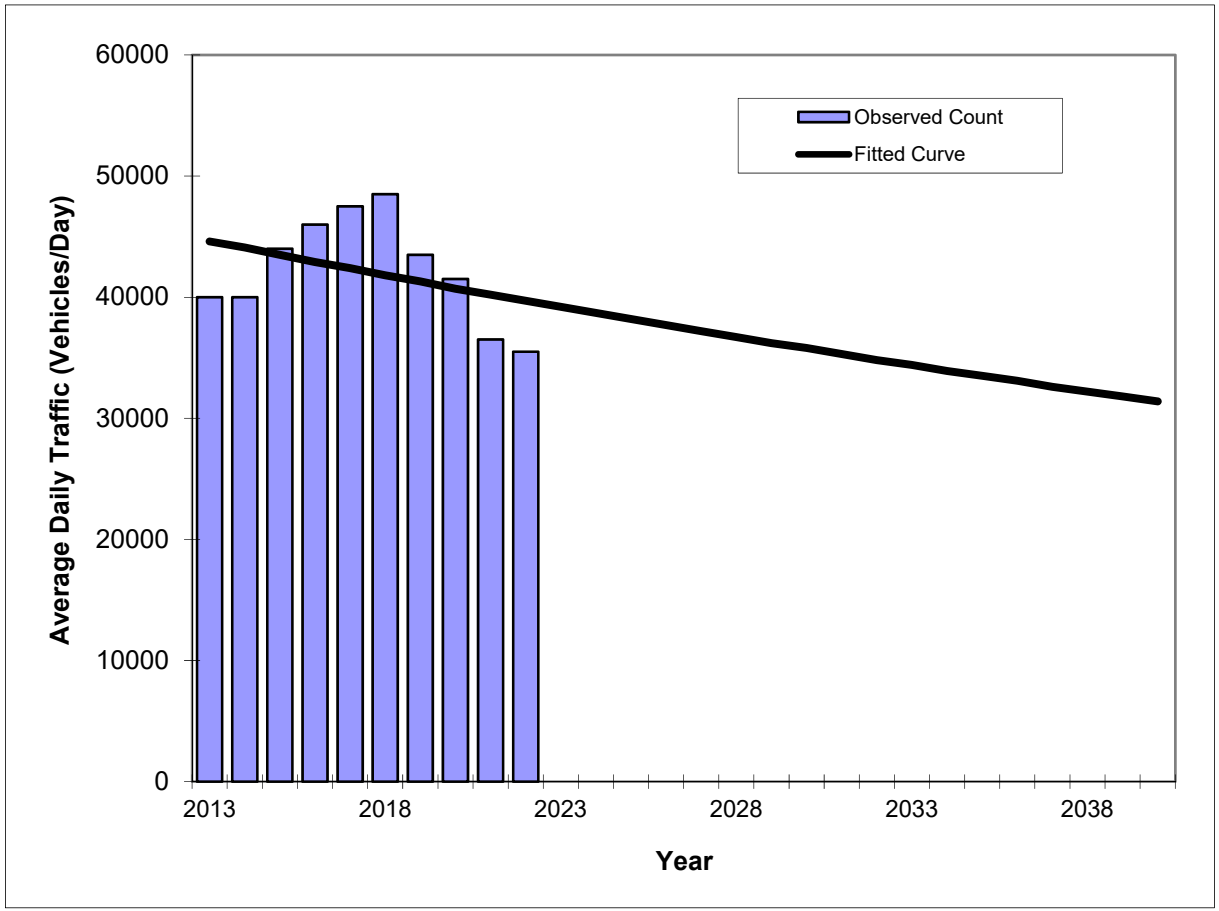
*Axle-Adjusted

Traffic Trends - V03.a

NW 41ST STREET, 250' EAST OF NW 114 AVE -- 87000417

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	7081
Highway:	W 41ST STREET, 250' EAST OF NW 114 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2013	40000	44600
2014	40000	44100
2015	44000	43500
2016	46000	42900
2017	47500	42400
2018	48500	41800
2019	43500	41300
2020	41500	40700
2021	36500	40200
2022	35500	39700
2026 Opening Year Trend		
2026	N/A	37700
2023 Mid-Year Trend		
2023	N/A	39200
2033 Design Year Trend		
2033	N/A	34400
TRANPLAN Forecasts/Trends		

Trend R-squared:	14.02%
Compounded Annual Historic Growth Rate:	-1.28%
Compounded Growth Rate (2022 to Design Year):	-1.29%
Printed:	11-Apr-24

Exponential Growth Option

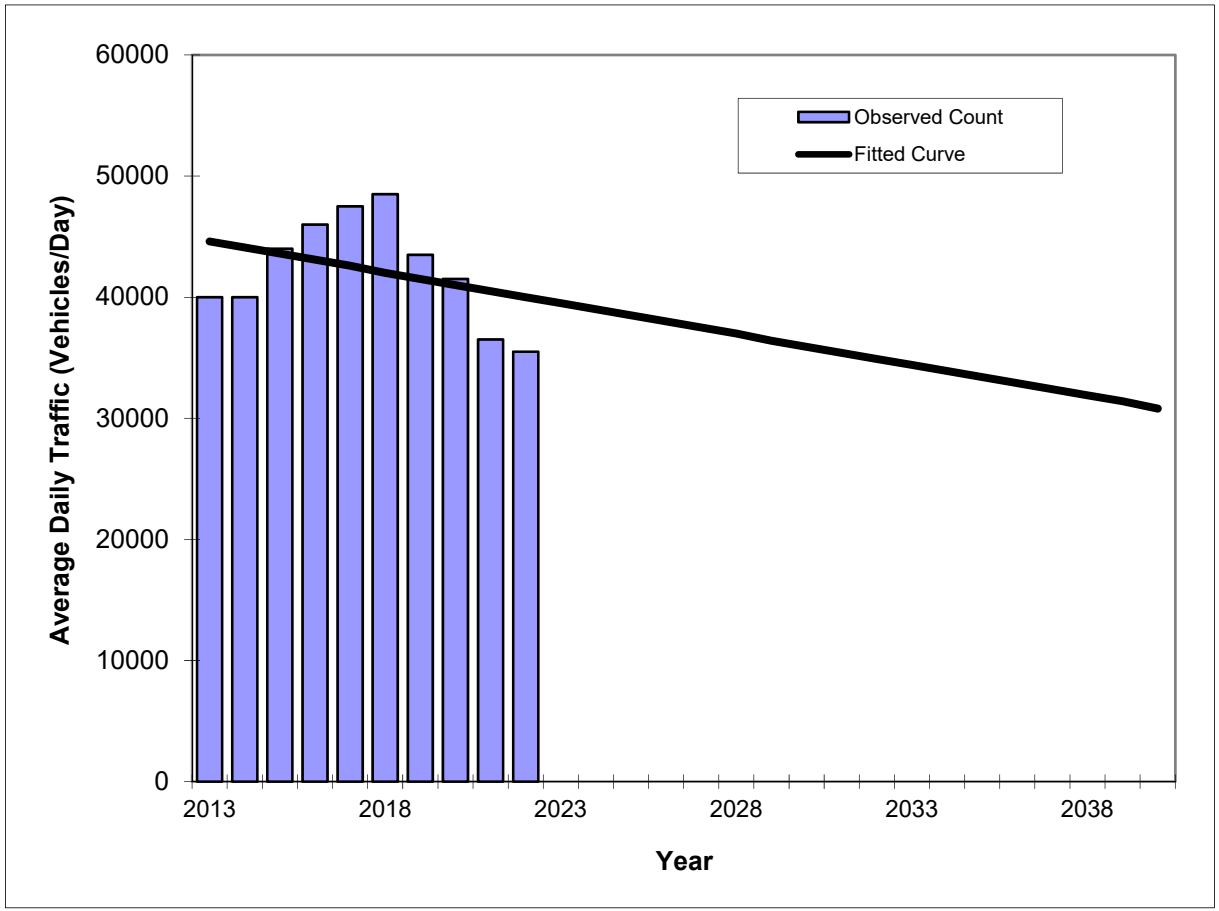
*Axle-Adjusted

Traffic Trends - V03.a

NW 41ST STREET, 250' EAST OF NW 114 AVE -- 87000417

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	7081
Highway:	W 41ST STREET, 250' EAST OF NW 114 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2013	40000	44600
2014	40000	44100
2015	44000	43600
2016	46000	43100
2017	47500	42600
2018	48500	42000
2019	43500	41500
2020	41500	41000
2021	36500	40500
2022	35500	40000
2026 Opening Year Trend		
2026	N/A	38000
2023 Mid-Year Trend		
2023	N/A	39500
2033 Design Year Trend		
2033	N/A	34400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-509
Trend R-squared:	12.25%
Trend Annual Historic Growth Rate:	-1.15%
Trend Growth Rate (2022 to Design Year):	-1.27%
Printed:	11-Apr-24

Straight Line Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 7081 - NW 41ST. STREET, 250' EAST OF NW 114 AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	35500 F	E 17500	W 18000	9.00	54.70	3.70
2021	36500 C	E 18000	W 18500	9.00	54.30	3.70
2020	41500 F	E 21500	W 20000	9.00	54.20	8.50
2019	43500 C	E 22500	W 21000	9.00	54.60	8.50
2018	48500 F	E 24000	W 24500	9.00	54.30	6.40
2017	47500 C	E 23500	W 24000	9.00	55.00	6.40
2016	46000 F	E 22500	W 23500	9.00	54.50	7.20
2015	44000 C	E 21500	W 22500	9.00	54.70	7.20
2014	40000 F	E 20500	W 19500	9.00	54.50	10.10
2013	40000 C	E 20500	W 19500	9.00	52.40	10.10

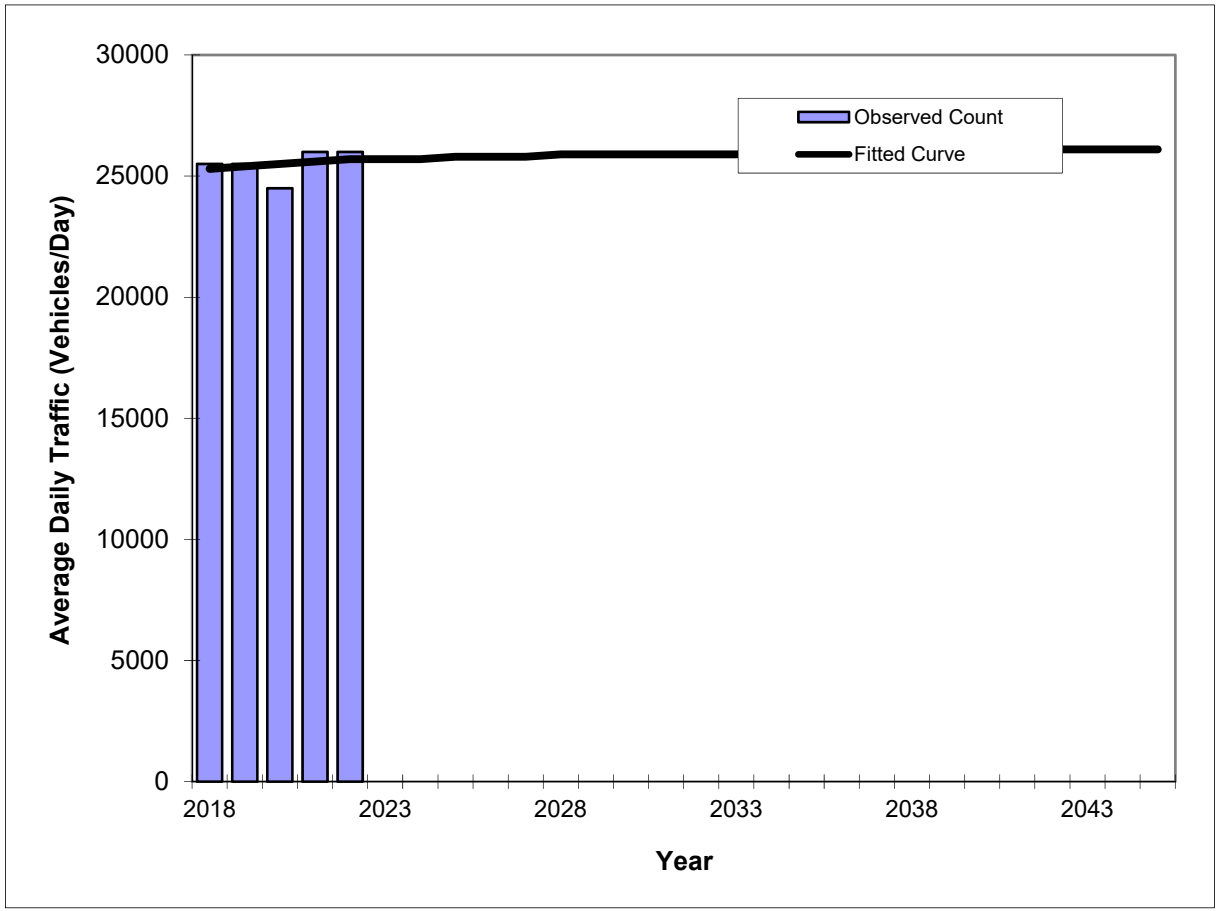
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NW 25TH STREET, 200' WEST OF NW 107THH AVE -- 87000029

FIN#	1234
Location	2

County:	Miami-Dade (87)
Station #:	8110
Highway:	25TH STREET, 200' WEST OF NW 107THH



Year	Traffic (ADT/AADT) Count*	Trend**
2018	25500	25300
2019	25500	25400
2020	24500	25500
2021	26000	25600
2022	26000	25700
2026 Opening Year Trend		
2026	N/A	25800
2023 Mid-Year Trend		
2023	N/A	25700
2033 Design Year Trend		
2033	N/A	25900
TRANPLAN Forecasts/Trends		

Trend R-squared:	6.58%
Compounded Annual Historic Growth Rate:	0.39%
Compounded Growth Rate (2022 to Design Year):	0.07%
Printed:	11-Apr-24

Decaying Exponential Growth Option

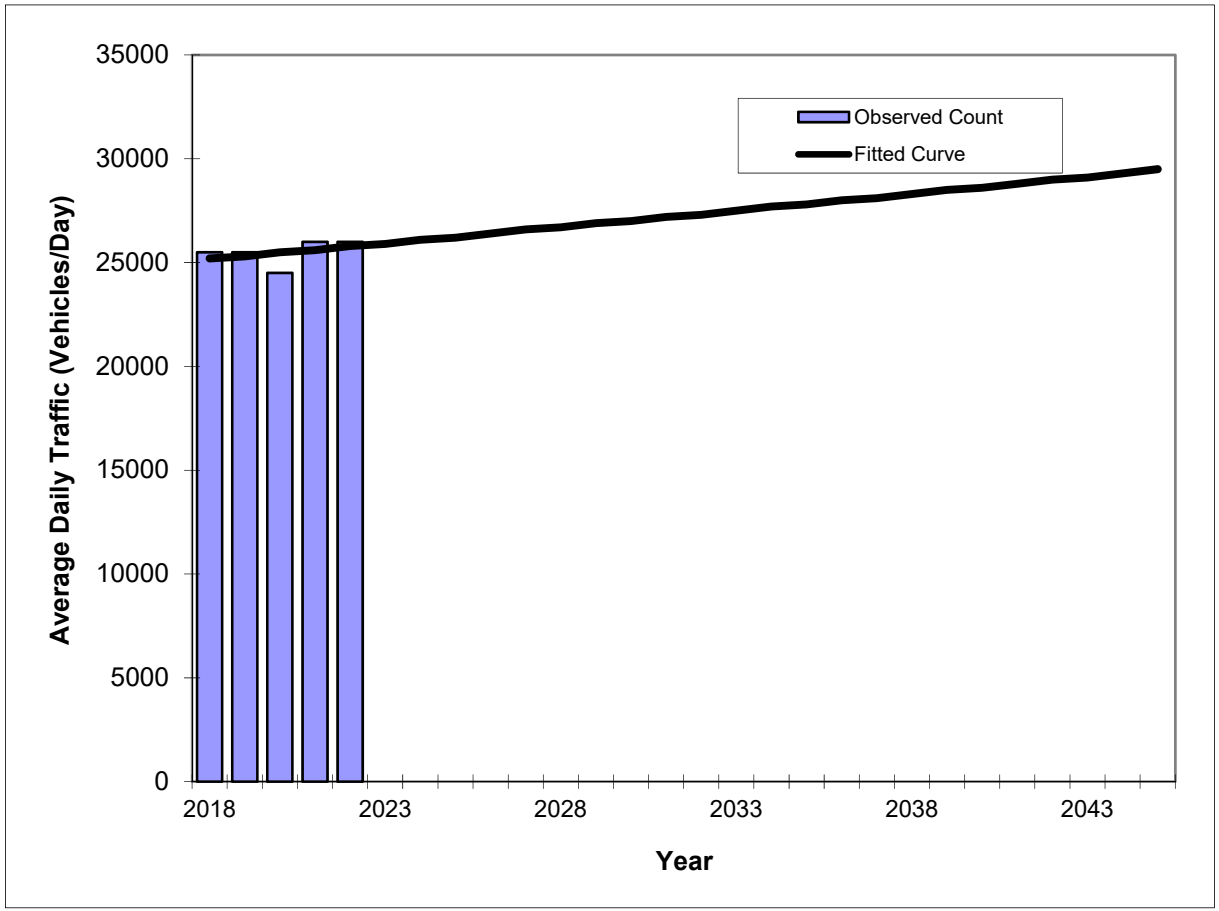
*Axle-Adjusted

Traffic Trends - V03.a

NW 25TH STREET, 200' WEST OF NW 107THH AVE -- 87000029

FIN#	1234
Location	2

County:	Miami-Dade (87)
Station #:	8110
Highway:	25TH STREET, 200' WEST OF NW 107THH



Year	Traffic (ADT/AADT) Count*	Trend**
2018	25500	25200
2019	25500	25300
2020	24500	25500
2021	26000	25600
2022	26000	25800
2026 Opening Year Trend		
2026	N/A	26400
2023 Mid-Year Trend		
2023	N/A	25900
2033 Design Year Trend		
2033	N/A	27500
TRANPLAN Forecasts/Trends		

Trend R-squared:	14.41%
Compounded Annual Historic Growth Rate:	0.59%
Compounded Growth Rate (2022 to Design Year):	0.58%
Printed:	11-Apr-24

Exponential Growth Option

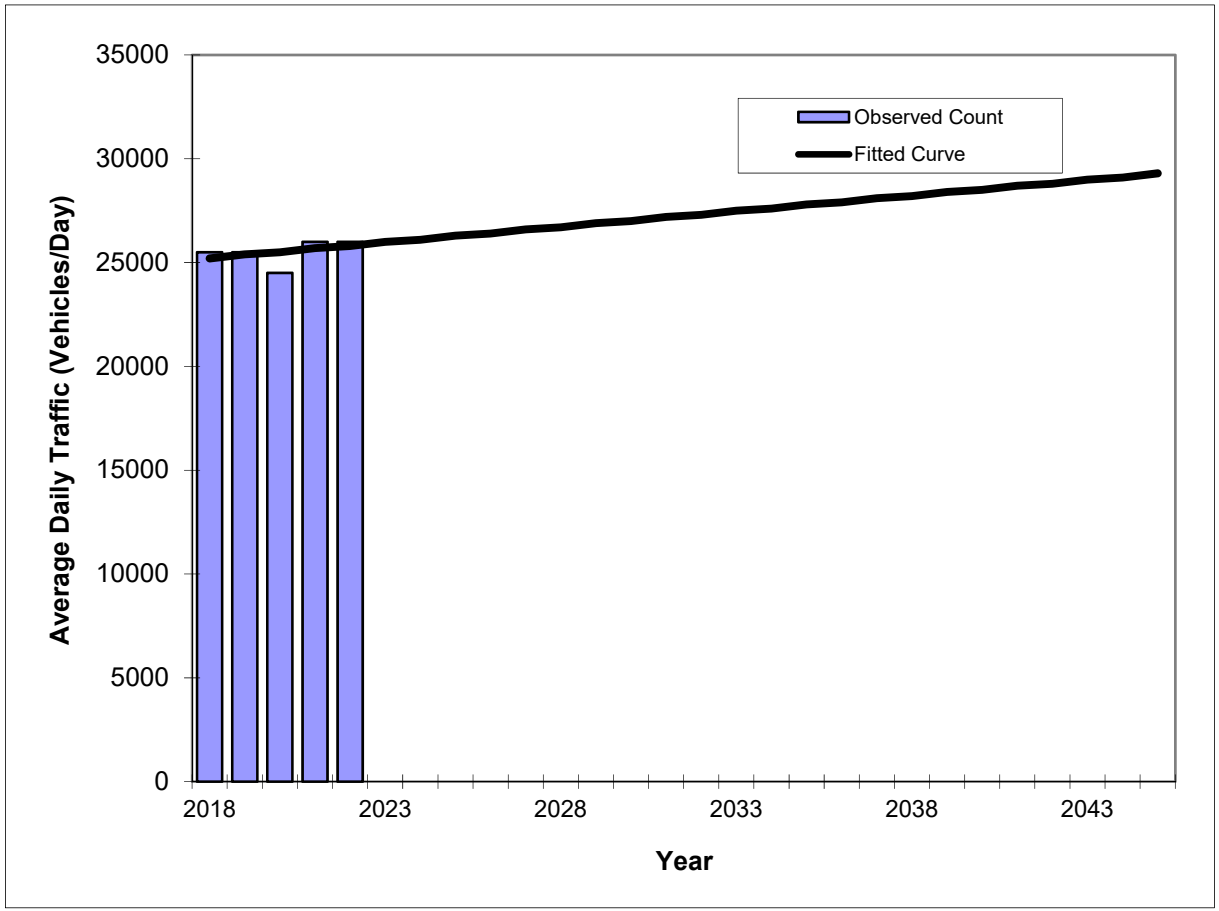
***Axle-Adjusted**

Traffic Trends - V03.a

NW 25TH STREET, 200' WEST OF NW 107THH AVE -- 87000029

FIN#	1234
Location	2

County:	Miami-Dade (87)
Station #:	8110
Highway:	25TH STREET, 200' WEST OF NW 107THH



Year	Traffic (ADT/AADT) Count*	Trend**
2018	25500	25200
2019	25500	25400
2020	24500	25500
2021	26000	25700
2022	26000	25800
2026 Opening Year Trend		
2026	N/A	26400
2023 Mid-Year Trend		
2023	N/A	26000
2033 Design Year Trend		
2033	N/A	27500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	150
Trend R-squared:	15.00%
Trend Annual Historic Growth Rate:	0.60%
Trend Growth Rate (2022 to Design Year):	0.60%
Printed:	11-Apr-24

Straight Line Growth Option

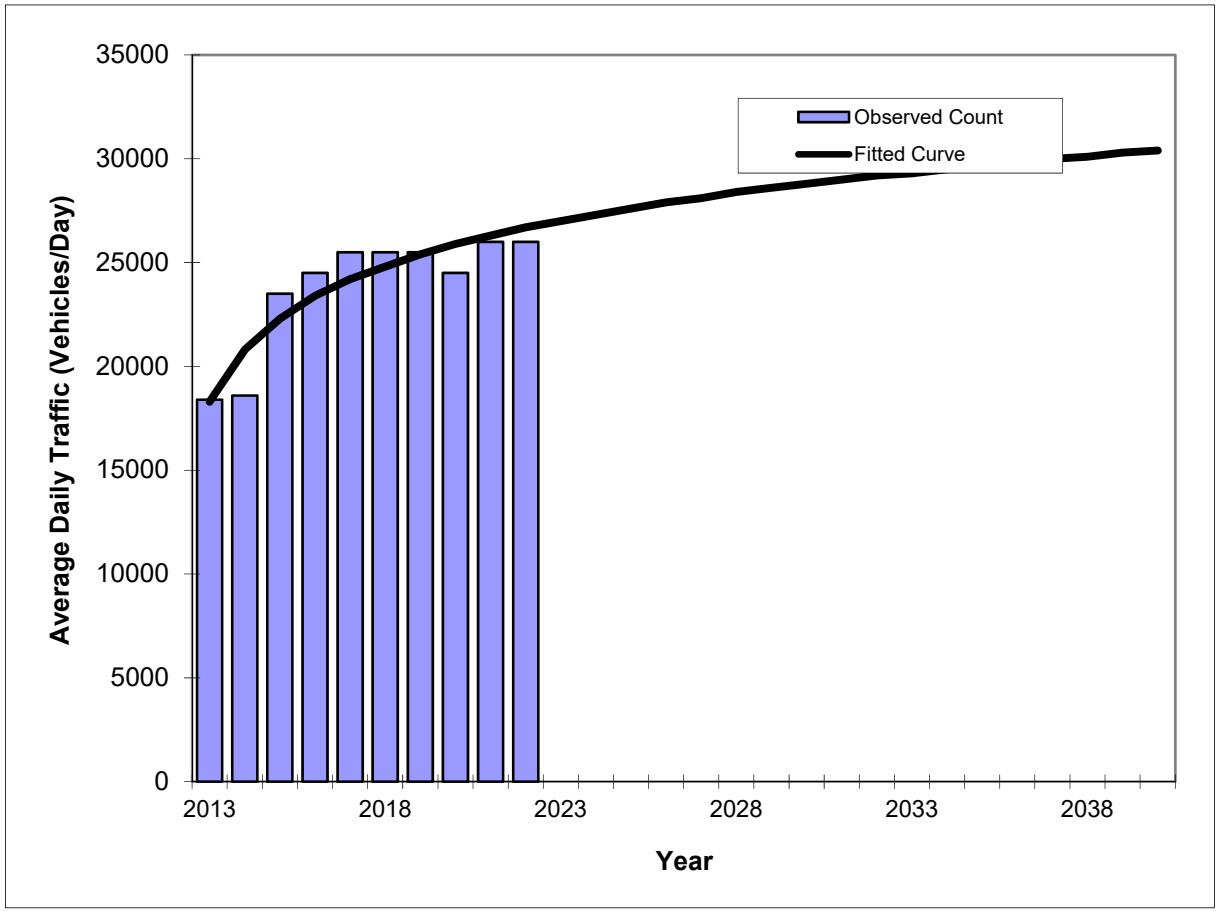
*Axle-Adjusted

Traffic Trends - V03.a

NW 25TH STREET, 200' WEST OF NW 107THH AVE -- 87000029

FIN#	1234
Location	2

County:	Miami-Dade (87)
Station #:	8110
Highway:	25TH STREET, 200' WEST OF NW 107THH



Year	Traffic (ADT/AADT) Count*	Trend**
2013	18400	18300
2014	18600	20800
2015	23500	22300
2016	24500	23400
2017	25500	24200
2018	25500	24800
2019	25500	25400
2020	24500	25900
2021	26000	26300
2022	26000	26700
2026 Opening Year Trend		
2026	N/A	27900
2023 Mid-Year Trend		
2023	N/A	27000
2033 Design Year Trend		
2033	N/A	29300
TRANPLAN Forecasts/Trends		

Trend R-squared:	83.57%
Compounded Annual Historic Growth Rate:	4.29%
Compounded Growth Rate (2022 to Design Year):	0.85%
Printed:	11-Apr-24

Decaying Exponential Growth Option

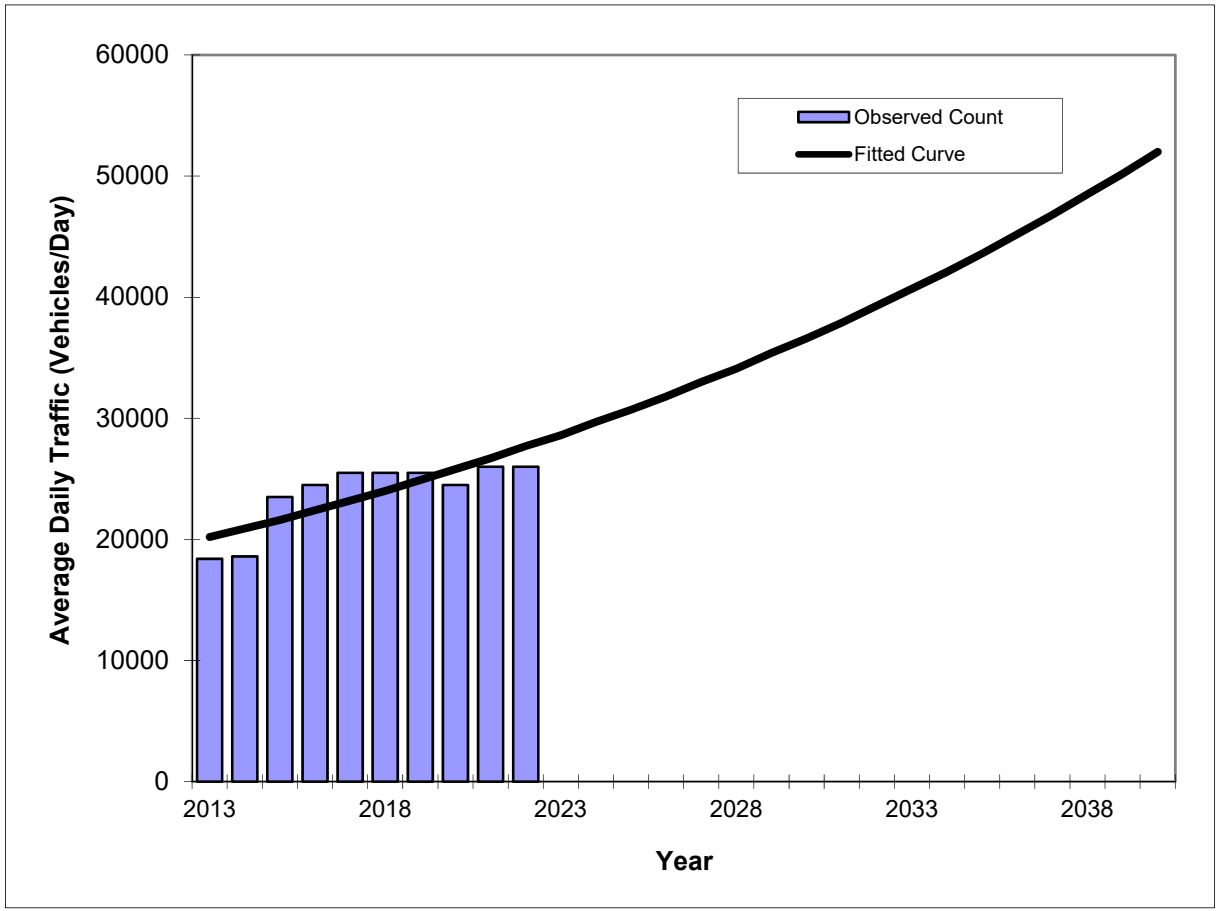
*Axle-Adjusted

Traffic Trends - V03.a

NW 25TH STREET, 200' WEST OF NW 107THH AVE -- 87000029

FIN#	1234
Location	2

County:	Miami-Dade (87)
Station #:	8110
Highway:	25TH STREET, 200' WEST OF NW 107THH



Year	Traffic (ADT/AADT) Count*	Trend**
2013	18400	20200
2014	18600	20900
2015	23500	21600
2016	24500	22400
2017	25500	23200
2018	25500	24000
2019	25500	24900
2020	24500	25800
2021	26000	26700
2022	26000	27700
2026 Opening Year Trend		
2026	N/A	31800
2023 Mid-Year Trend		
2023	N/A	28600
2033 Design Year Trend		
2033	N/A	40700
TRANPLAN Forecasts/Trends		

Trend R-squared:	64.10%
Compounded Annual Historic Growth Rate:	3.57%
Compounded Growth Rate (2022 to Design Year):	3.56%
Printed:	11-Apr-24

Exponential Growth Option

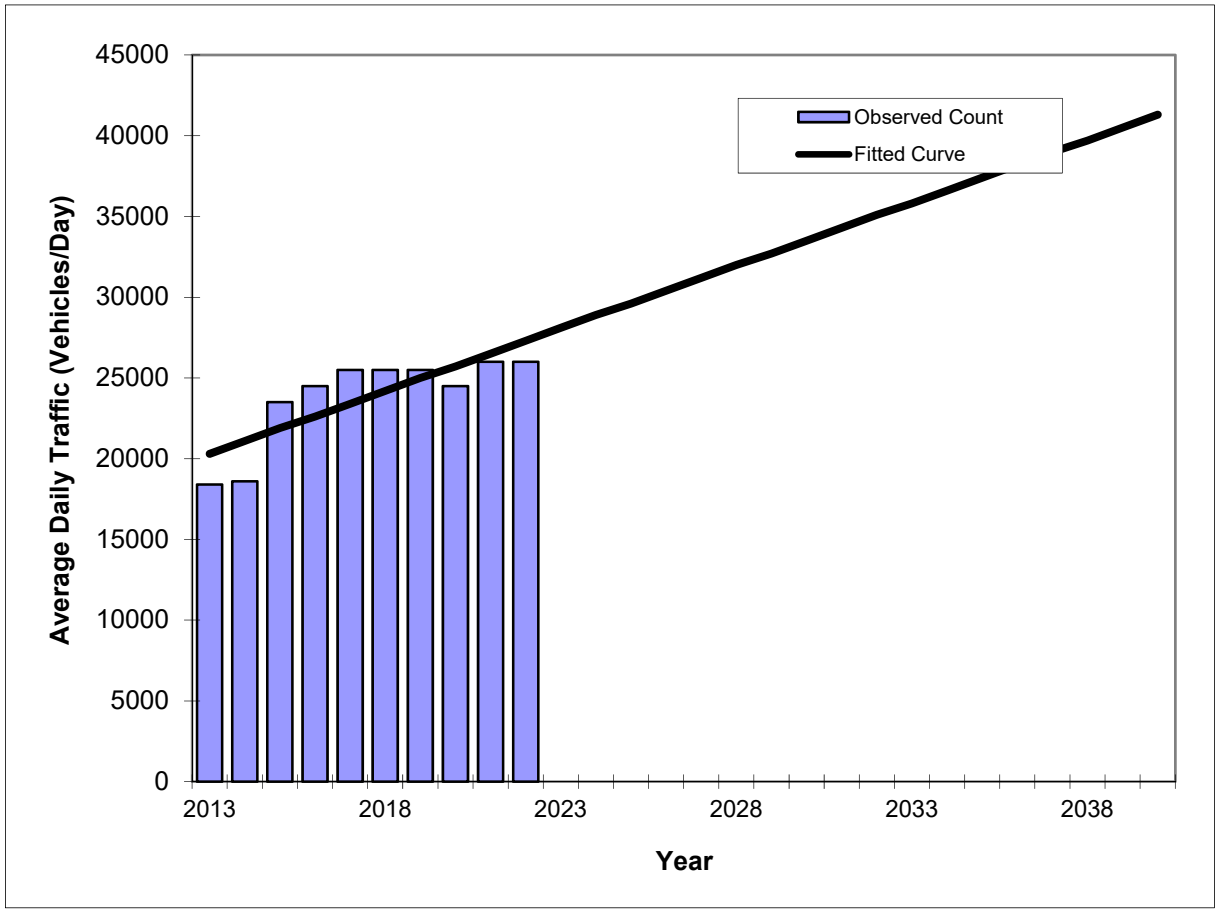
***Axle-Adjusted**

Traffic Trends - V03.a

NW 25TH STREET, 200' WEST OF NW 107THH AVE -- 87000029

FIN#	1234
Location	2

County:	Miami-Dade (87)
Station #:	8110
Highway:	25TH STREET, 200' WEST OF NW 107THH



Year	Traffic (ADT/AADT) Count*	Trend**
2013	18400	20300
2014	18600	21100
2015	23500	21900
2016	24500	22600
2017	25500	23400
2018	25500	24200
2019	25500	25000
2020	24500	25700
2021	26000	26500
2022	26000	27300
2026 Opening Year Trend		
2026	N/A	30400
2023 Mid-Year Trend		
2023	N/A	28100
2033 Design Year Trend		
2033	N/A	35800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	777
Trend R-squared:	65.86%
Trend Annual Historic Growth Rate:	3.83%
Trend Growth Rate (2022 to Design Year):	2.83%
Printed:	11-Apr-24

Straight Line Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8110 - NW 25TH STREET, 200' WEST OF NW 107TH AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	26000 F	E 14000	W 12000	9.00	54.70	11.80
2021	26000 C	E 14000	W 12000	9.00	54.30	17.50
2020	24500 T	E 12500	W 12000	9.00	54.20	10.40
2019	25500 S	E 13000	W 12500	9.00	54.60	11.00
2018	25500 F	E 13000	W 12500	9.00	54.30	12.10
2017	25500 C	E 13000	W 12500	9.00	55.00	12.60
2016	24500 F	E 13500	W 11000	9.00	54.50	13.50
2015	23500 C	E 13000	W 10500	9.00	54.70	13.70
2014	18600 S	E 9600	W 9000	9.00	54.50	17.40
2013	18400 F	E 9500	W 8900	9.00	52.40	16.20
2012	18800 C	E 9700	W 9100	9.00	55.70	16.00

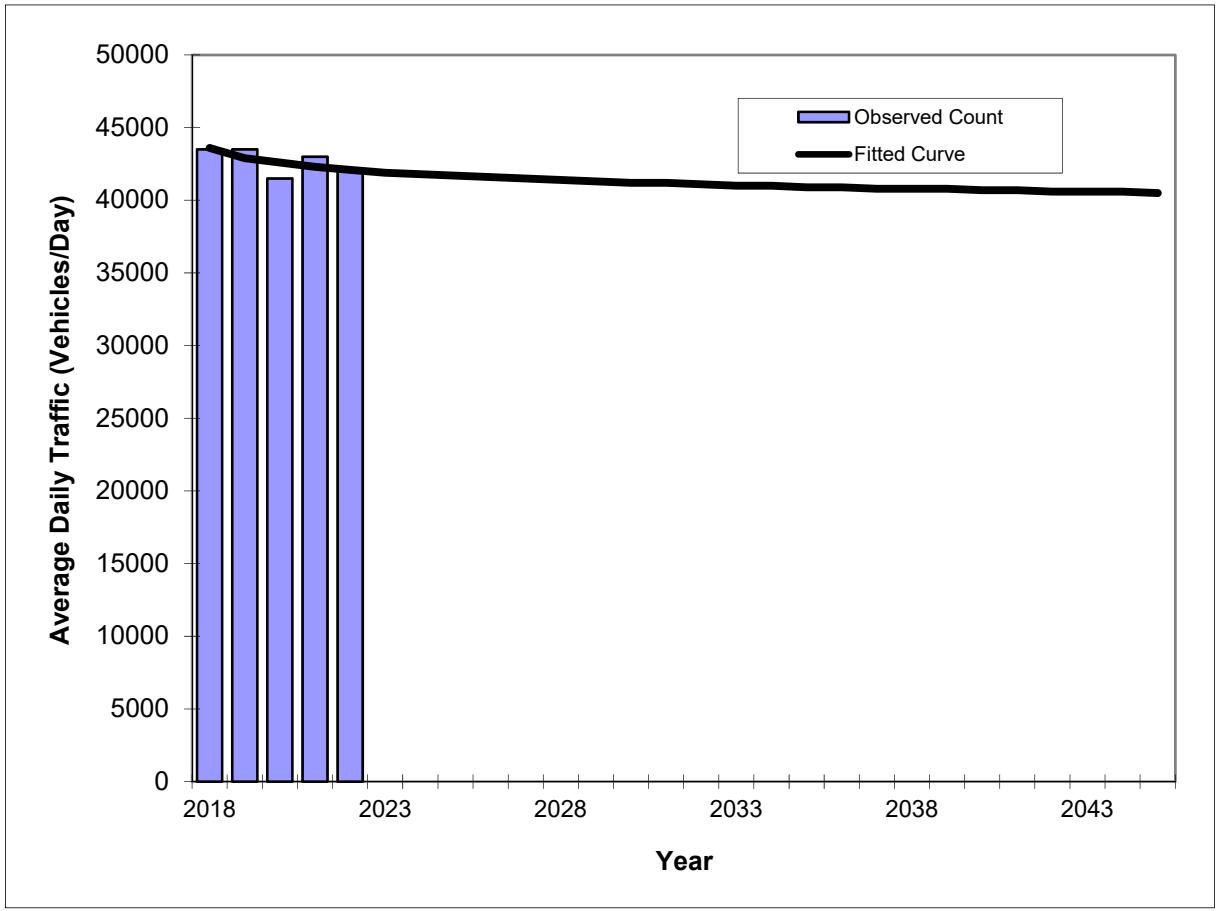
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NW 41ST ST, 200' WEST OF NW 104TH AVENUE -- 87000429

FIN#	1234
Location	3

County:	Miami-Dade (87)
Station #:	8196
Highway:	/ 41ST ST, 200' WEST OF NW 104TH AVEN



Year	Traffic (ADT/AADT) Count*	Trend**
2018	43500	43600
2019	43500	42900
2020	41500	42600
2021	43000	42300
2022	42000	42100
2026 Opening Year Trend		
2026	N/A	41600
2023 Mid-Year Trend		
2023	N/A	41900
2033 Design Year Trend		
2033	N/A	41000
TRANPLAN Forecasts/Trends		

Trend R-squared:	40.78%
Compounded Annual Historic Growth Rate:	-0.87%
Compounded Growth Rate (2022 to Design Year):	-0.24%
Printed:	11-Apr-24

Decaying Exponential Growth Option

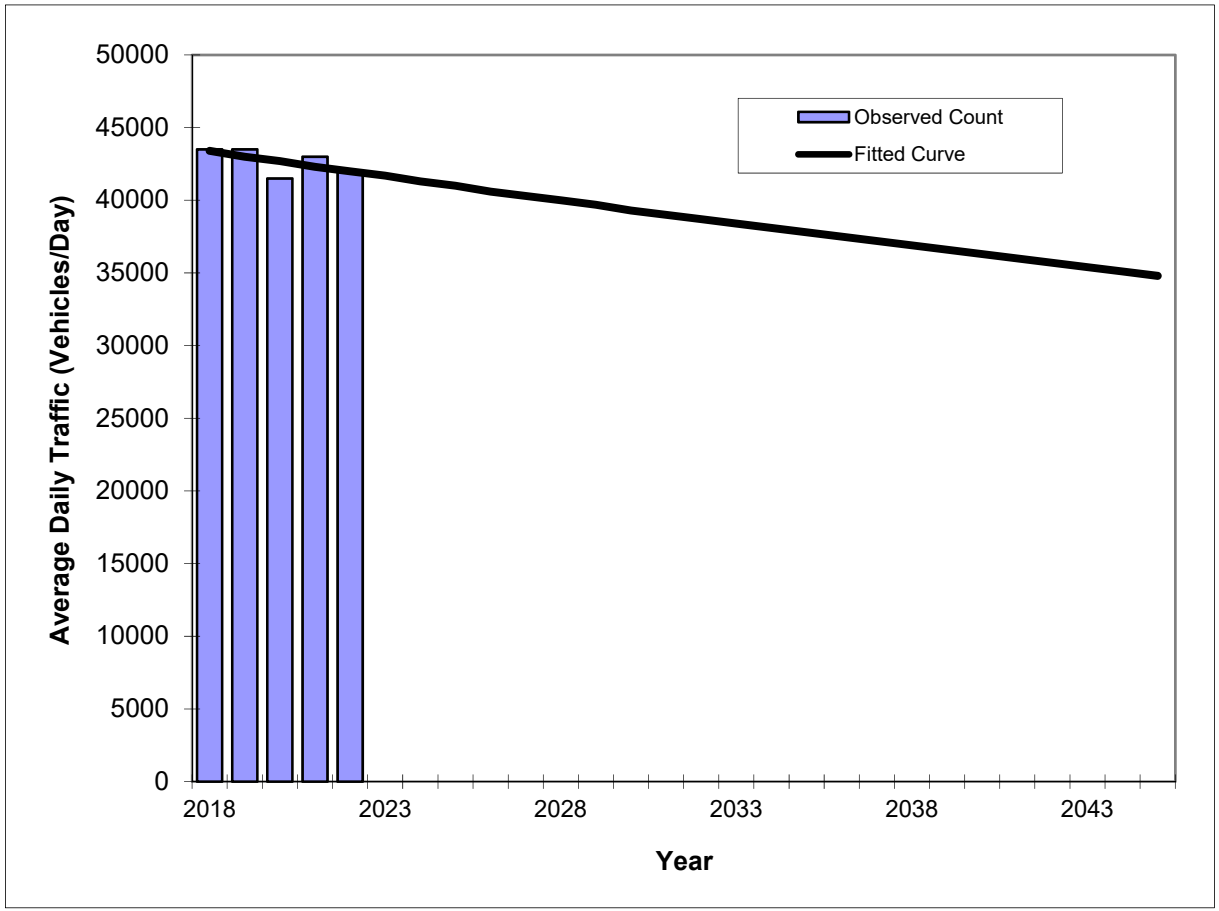
*Axle-Adjusted

Traffic Trends - V03.a

NW 41ST ST, 200' WEST OF NW 104TH AVENUE -- 87000429

FIN#	1234
Location	3

County:	Miami-Dade (87)
Station #:	8196
Highway:	/ 41ST ST, 200' WEST OF NW 104TH AVEN



Year	Traffic (ADT/AADT) Count*	Trend**
2018	43500	43400
2019	43500	43000
2020	41500	42700
2021	43000	42300
2022	42000	42000
2026 Opening Year Trend		
2026	N/A	40600
2023 Mid-Year Trend		
2023	N/A	41700
2033 Design Year Trend		
2033	N/A	38400
TRANPLAN Forecasts/Trends		

Trend R-squared:	36.64%
Compounded Annual Historic Growth Rate:	-0.82%
Compounded Growth Rate (2022 to Design Year):	-0.81%
Printed:	11-Apr-24

Exponential Growth Option

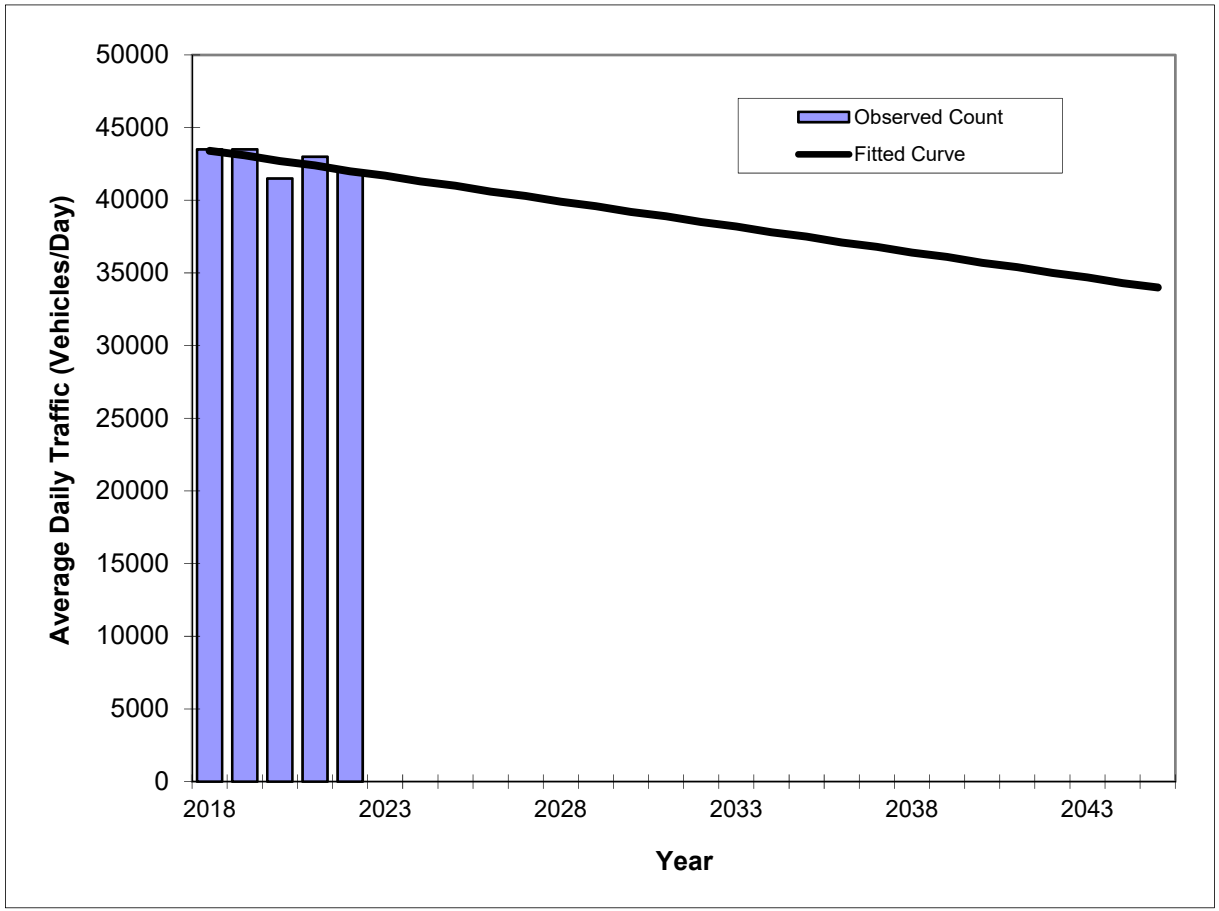
*Axle-Adjusted

Traffic Trends - V03.a

NW 41ST ST, 200' WEST OF NW 104TH AVENUE -- 87000429

FIN#	1234
Location	3

County:	Miami-Dade (87)
Station #:	8196
Highway:	/ 41ST ST, 200' WEST OF NW 104TH AVEN



Year	Traffic (ADT/AADT) Count*	Trend**
2018	43500	43400
2019	43500	43100
2020	41500	42700
2021	43000	42400
2022	42000	42000
2026 Opening Year Trend		
2026	N/A	40600
2023 Mid-Year Trend		
2023	N/A	41700
2033 Design Year Trend		
2033	N/A	38200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-350
Trend R-squared:	37.12%
Trend Annual Historic Growth Rate:	-0.81%
Trend Growth Rate (2022 to Design Year):	-0.82%
Printed:	11-Apr-24

Straight Line Growth Option

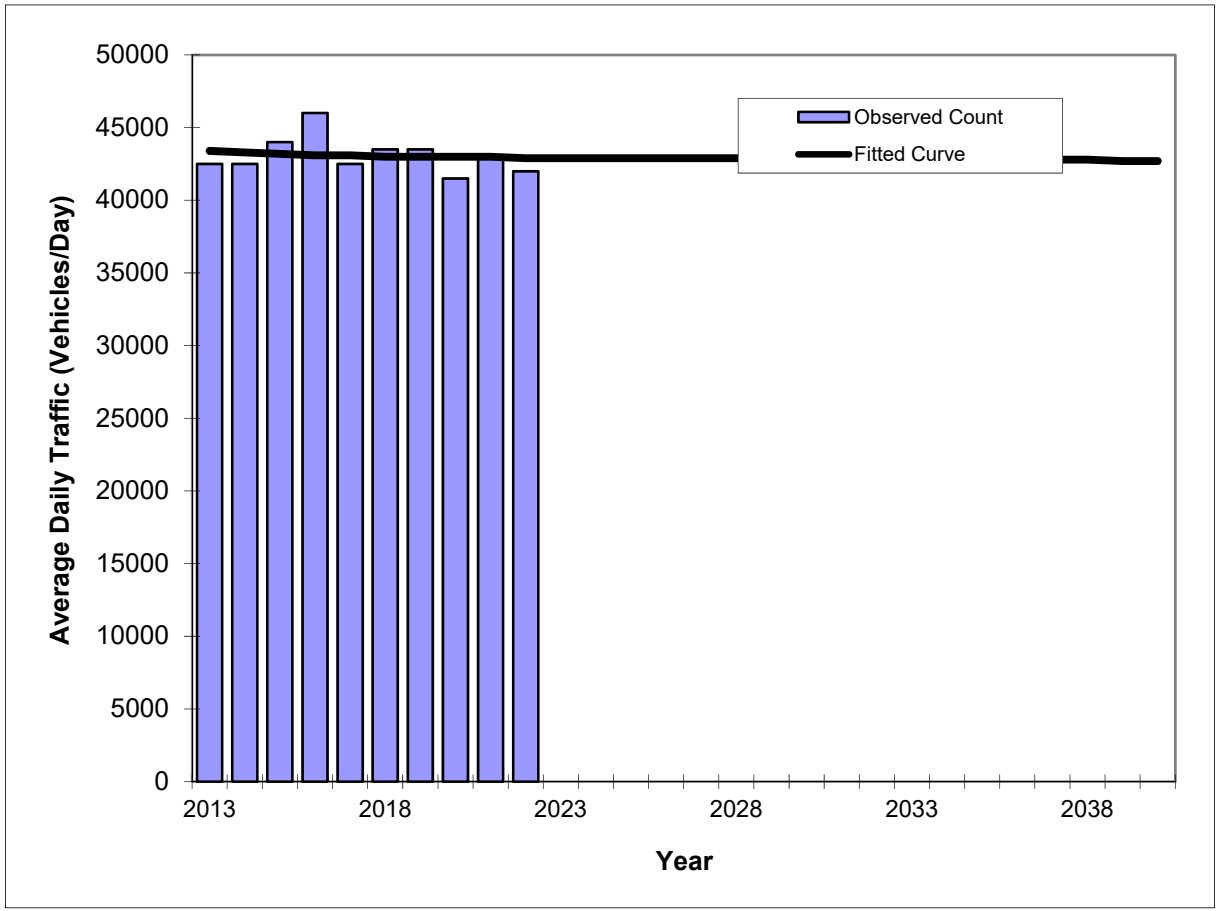
*Axle-Adjusted

Traffic Trends - V03.a

NW 41ST ST, 200' WEST OF NW 104TH AVENUE -- 87000429

FIN#	1234
Location	3

County:	Miami-Dade (87)
Station #:	8196
Highway:	/ 41ST ST, 200' WEST OF NW 104TH AVEN



Year	Traffic (ADT/AADT) Count*	Trend**
2013	42500	43400
2014	42500	43300
2015	44000	43200
2016	46000	43100
2017	42500	43100
2018	43500	43000
2019	43500	43000
2020	41500	43000
2021	43000	43000
2022	42000	42900
2026 Opening Year Trend		
2026	N/A	42900
2023 Mid-Year Trend		
2023	N/A	42900
2033 Design Year Trend		
2033	N/A	42800
TRANPLAN Forecasts/Trends		

Trend R-squared:	1.32%
Compounded Annual Historic Growth Rate:	-0.13%
Compounded Growth Rate (2022 to Design Year):	-0.02%
Printed:	11-Apr-24

Decaying Exponential Growth Option

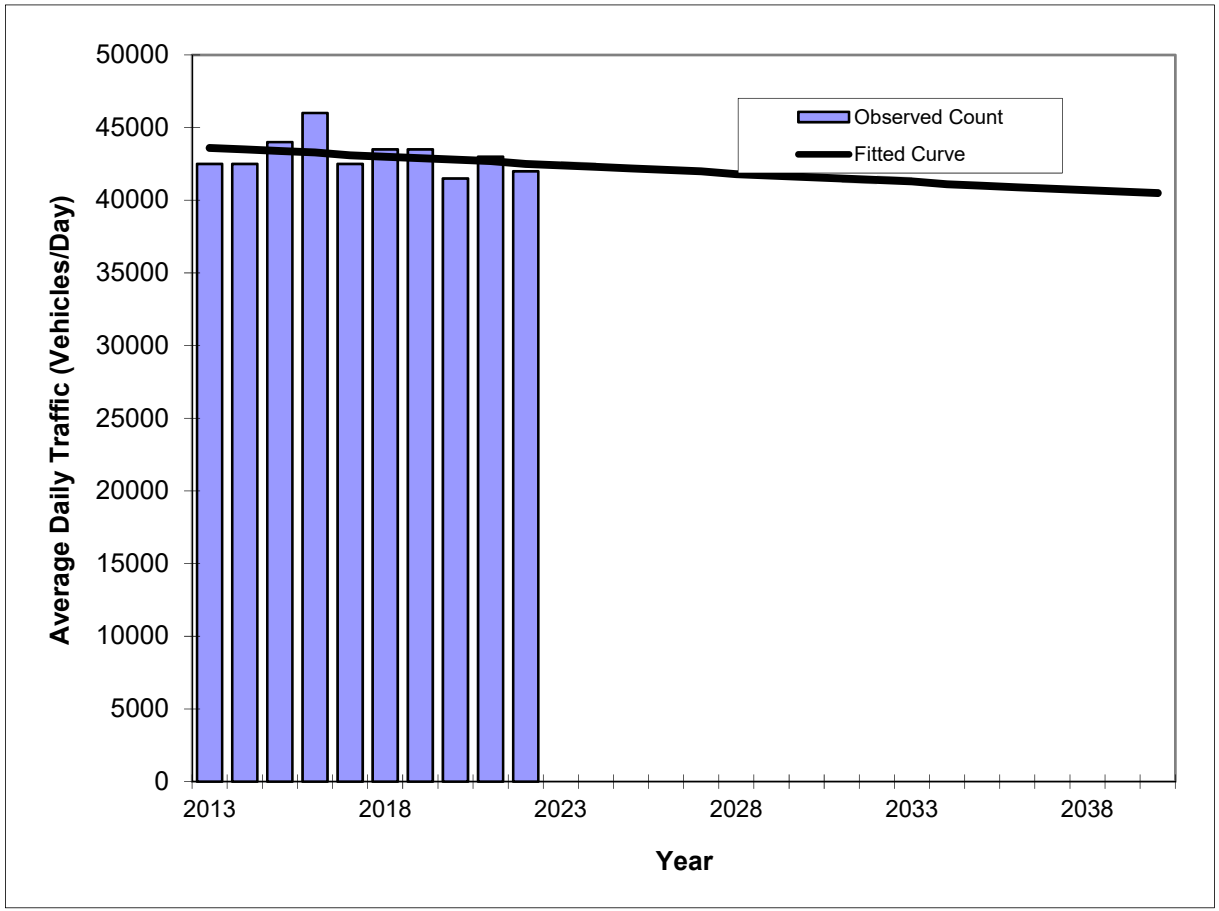
*Axle-Adjusted

Traffic Trends - V03.a

NW 41ST ST, 200' WEST OF NW 104TH AVENUE -- 87000429

FIN#	1234
Location	3

County:	Miami-Dade (87)
Station #:	8196
Highway:	/ 41ST ST, 200' WEST OF NW 104TH AVEN



Year	Traffic (ADT/AADT) Count*	Trend**
2013	42500	43600
2014	42500	43500
2015	44000	43400
2016	46000	43300
2017	42500	43100
2018	43500	43000
2019	43500	42900
2020	41500	42800
2021	43000	42700
2022	42000	42500
2026 Opening Year Trend		
2026	N/A	42100
2023 Mid-Year Trend		
2023	N/A	42400
2033 Design Year Trend		
2033	N/A	41300
TRANPLAN Forecasts/Trends		

Trend R-squared:	8.57%
Compounded Annual Historic Growth Rate:	-0.28%
Compounded Growth Rate (2022 to Design Year):	-0.26%
Printed:	11-Apr-24

Exponential Growth Option

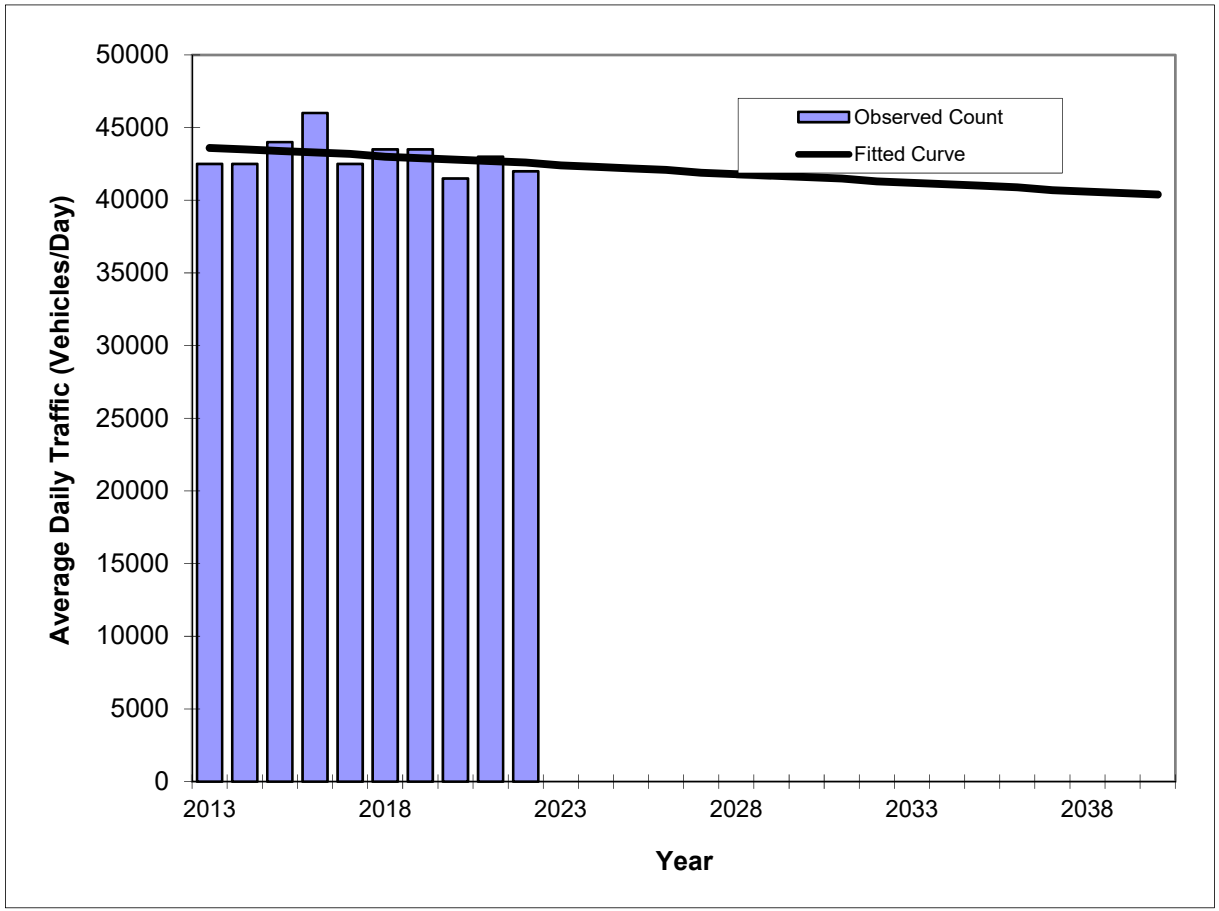
*Axle-Adjusted

Traffic Trends - V03.a

NW 41ST ST, 200' WEST OF NW 104TH AVENUE -- 87000429

FIN#	1234
Location	3

County:	Miami-Dade (87)
Station #:	8196
Highway:	/ 41ST ST, 200' WEST OF NW 104TH AVEN



Year	Traffic (ADT/AADT) Count*	Trend**
2013	42500	43600
2014	42500	43500
2015	44000	43400
2016	46000	43300
2017	42500	43200
2018	43500	43000
2019	43500	42900
2020	41500	42800
2021	43000	42700
2022	42000	42600
2026 Opening Year Trend		
2026	N/A	42100
2023 Mid-Year Trend		
2023	N/A	42400
2033 Design Year Trend		
2033	N/A	41200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-121
Trend R-squared:	8.42%
Trend Annual Historic Growth Rate:	-0.25%
Trend Growth Rate (2022 to Design Year):	-0.30%
Printed:	11-Apr-24

Straight Line Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8196 - NW 41 ST, 200' WEST OF NW 104TH AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	42000 F	E 20000	W 22000	9.00	54.70	7.60
2021	43000 C	E 20500	W 22500	9.00	54.30	7.00
2020	41500 T	E 21000	W 20500	9.00	54.20	8.90
2019	43500 S	E 22000	W 21500	9.00	54.60	8.70
2018	43500 F	E 22000	W 21500	9.00	54.30	8.80
2017	42500 C	E 21500	W 21000	9.00	55.00	8.50
2016	46000 T	E 23500	W 22500	9.00	54.50	8.00
2015	44000 S	E 22500	W 21500	9.00	54.70	10.20
2014	42500 F	E 21500	W 21000	9.00	54.50	3.20
2013	42500 C	E 21500	W 21000	9.00	52.40	3.20
2012	43000 C	E 23000	W 20000	9.00	55.70	3.20
2011	45500 C	E 23000	W 22500	9.00	55.10	14.70

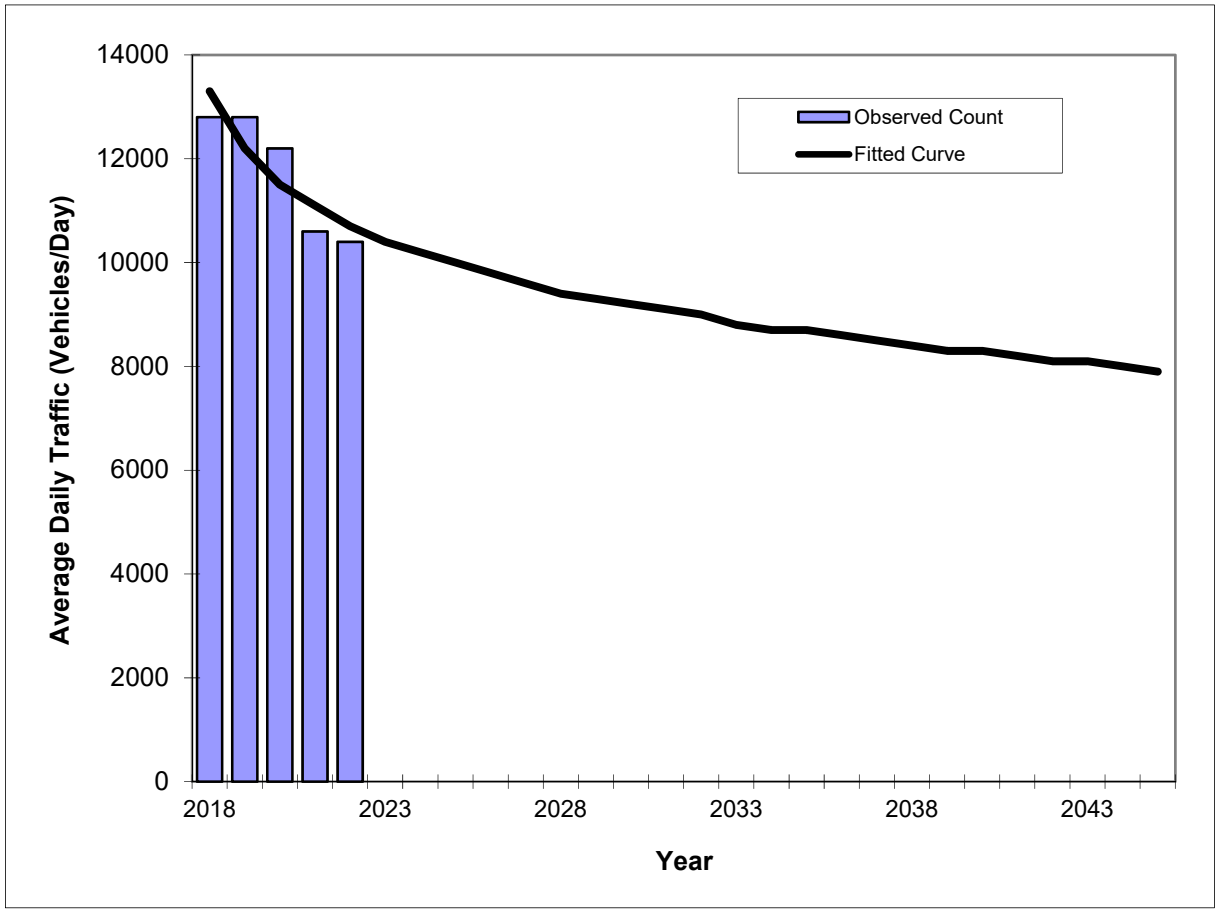
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NW 33RD ST/NW 97TH AVE, 200' SOUTH OF NW 101 AVE -- 87000435

FIN#	1234
Location	4

County:	Miami-Dade (87)
Station #:	8202
Highway:	RD ST/NW 97TH AVE, 200' SOUTH OF NW 1



Year	Traffic (ADT/AADT) Count*	Trend**
2018	12800	13300
2019	12800	12200
2020	12200	11500
2021	10600	11100
2022	10400	10700
2026 Opening Year Trend		
2026	N/A	9800
2023 Mid-Year Trend		
2023	N/A	10400
2033 Design Year Trend		
2033	N/A	8800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	74.94%
Compounded Annual Historic Growth Rate:	-5.29%
Compounded Growth Rate (2022 to Design Year):	-1.76%
Printed:	11-Apr-24

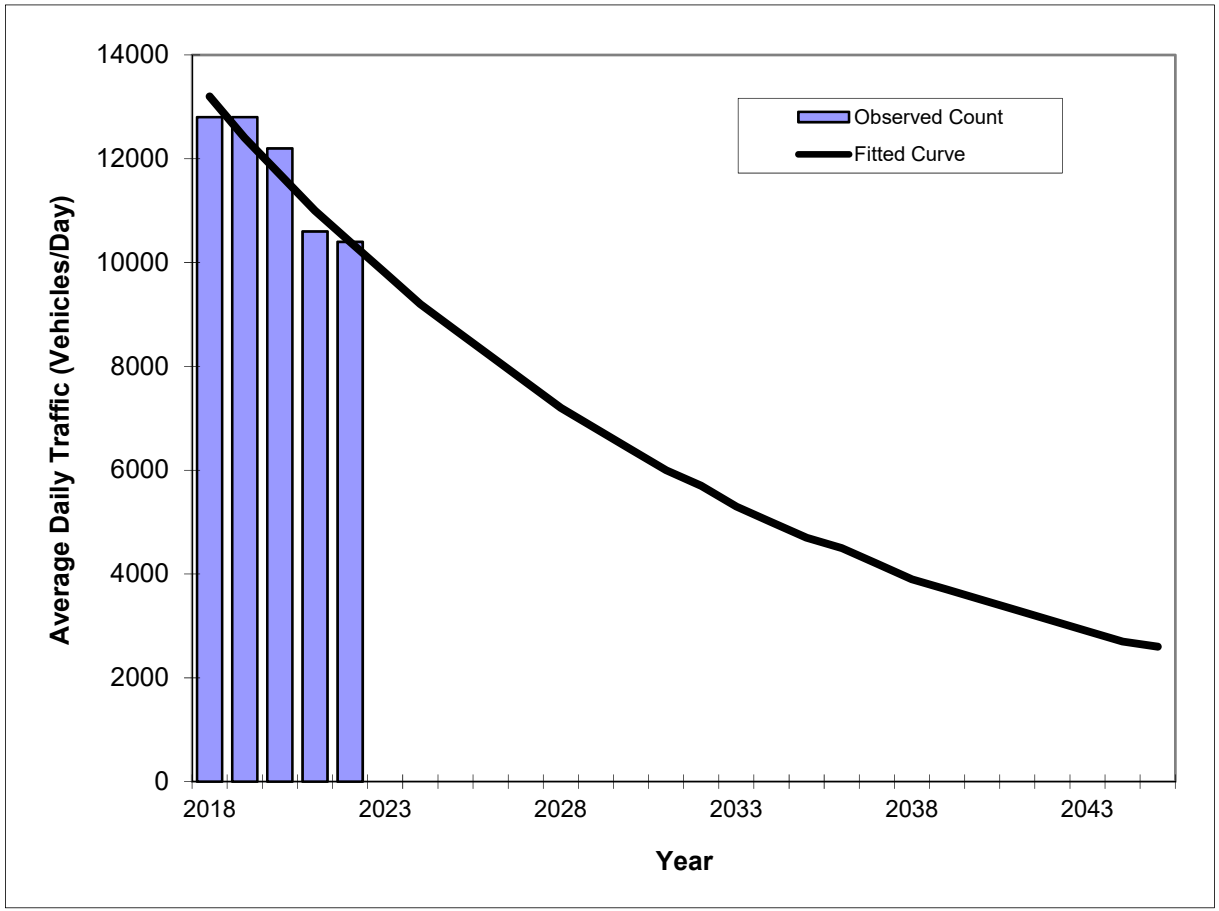
Decaying Exponential Growth Option

Traffic Trends - V03.a

NW 33RD ST/NW 97TH AVE, 200' SOUTH OF NW 101 AVE -- 87000435

FIN#	1234
Location	4

County:	Miami-Dade (87)
Station #:	8202
Highway:	RD ST/NW 97TH AVE, 200' SOUTH OF NW 1



Year	Traffic (ADT/AADT) Count*	Trend**
2018	12800	13200
2019	12800	12400
2020	12200	11700
2021	10600	11000
2022	10400	10400
2026 Opening Year Trend		
2026	N/A	8200
2023 Mid-Year Trend		
2023	N/A	9800
2033 Design Year Trend		
2033	N/A	5300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	87.84%
Compounded Annual Historic Growth Rate:	-5.79%
Compounded Growth Rate (2022 to Design Year):	-5.94%
Printed:	11-Apr-24

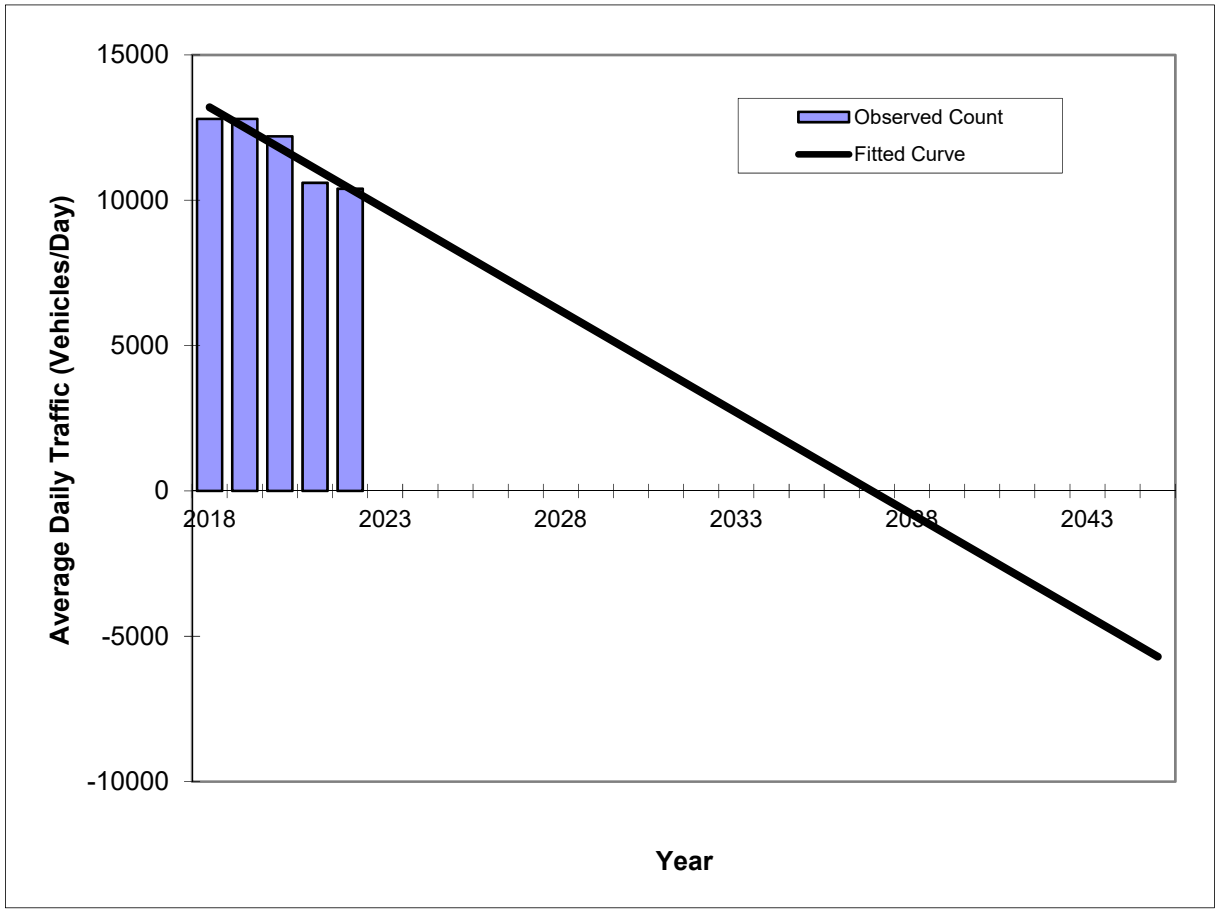
Exponential Growth Option

Traffic Trends - V03.a

NW 33RD ST/NW 97TH AVE, 200' SOUTH OF NW 101 AVE -- 87000435

FIN#	1234
Location	4

County:	Miami-Dade (87)
Station #:	8202
Highway:	RD ST/NW 97TH AVE, 200' SOUTH OF NW 1



Year	Traffic (ADT/AADT) Count*	Trend**
2018	12800	13200
2019	12800	12500
2020	12200	11800
2021	10600	11100
2022	10400	10400
2026 Opening Year Trend		
2026	N/A	7600
2023 Mid-Year Trend		
2023	N/A	9700
2033 Design Year Trend		
2033	N/A	2700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-700
Trend R-squared:	88.26%
Trend Annual Historic Growth Rate:	-5.30%
Trend Growth Rate (2022 to Design Year):	-6.73%
Printed:	11-Apr-24

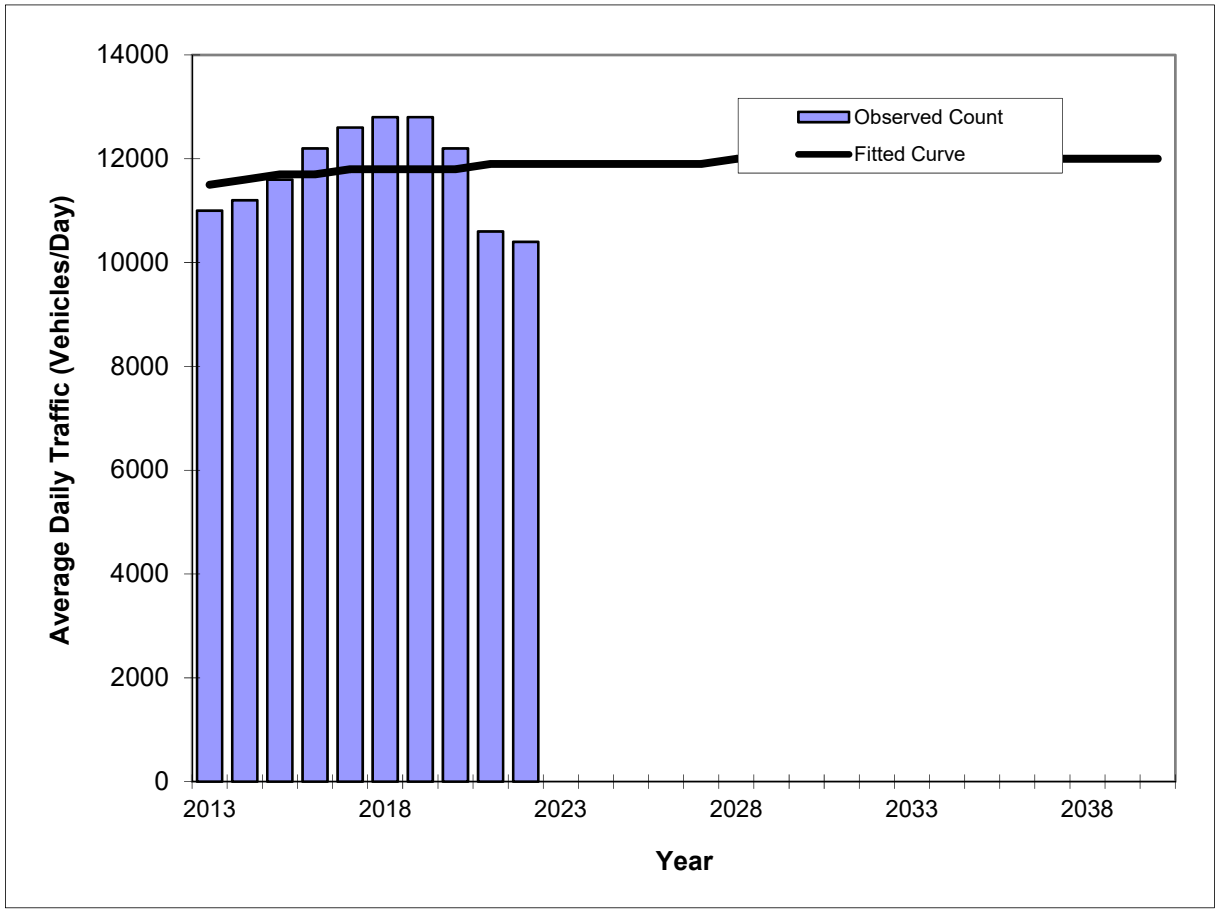
Straight Line Growth Option

Traffic Trends - V03.a

NW 33RD ST/NW 97TH AVE, 200' SOUTH OF NW 101 AVE -- 87000435

FIN#	1234
Location	4

County:	Miami-Dade (87)
Station #:	8202
Highway:	RD ST/NW 97TH AVE, 200' SOUTH OF NW 1



Year	Traffic (ADT/AADT) Count*	Trend**
2013	11000	11500
2014	11200	11600
2015	11600	11700
2016	12200	11700
2017	12600	11800
2018	12800	11800
2019	12800	11800
2020	12200	11800
2021	10600	11900
2022	10400	11900
2026 Opening Year Trend		
2026	N/A	11900
2023 Mid-Year Trend		
2023	N/A	11900
2033 Design Year Trend		
2033	N/A	12000
TRANPLAN Forecasts/Trends		

Trend R-squared:	1.90%
Compounded Annual Historic Growth Rate:	0.38%
Compounded Growth Rate (2022 to Design Year):	0.08%
Printed:	11-Apr-24

Decaying Exponential Growth Option

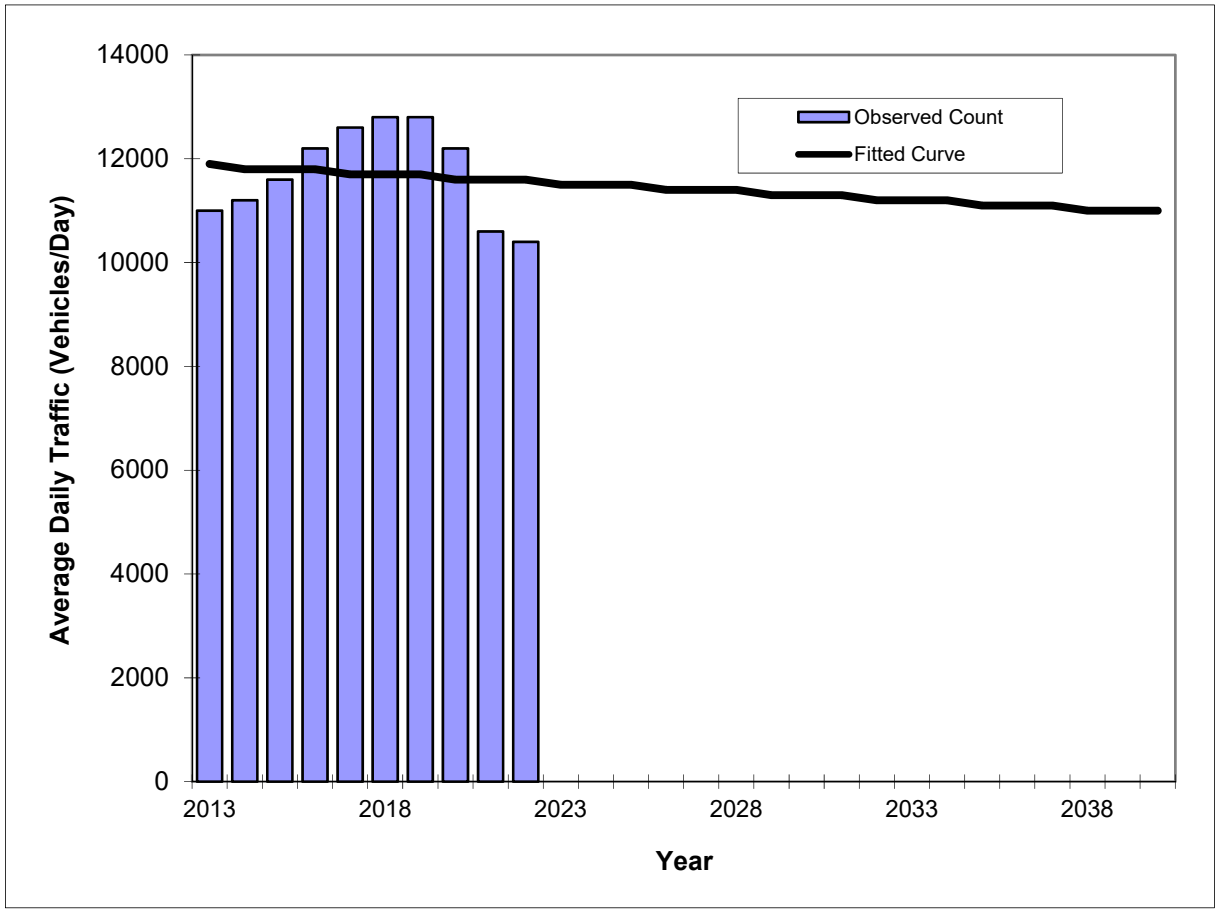
*Axle-Adjusted

Traffic Trends - V03.a

NW 33RD ST/NW 97TH AVE, 200' SOUTH OF NW 101 AVE -- 87000435

FIN#	1234
Location	4

County:	Miami-Dade (87)
Station #:	8202
Highway:	RD ST/NW 97TH AVE, 200' SOUTH OF NW 1



Year	Traffic (ADT/AADT) Count*	Trend**
2013	11000	11900
2014	11200	11800
2015	11600	11800
2016	12200	11800
2017	12600	11700
2018	12800	11700
2019	12800	11700
2020	12200	11600
2021	10600	11600
2022	10400	11600
2026 Opening Year Trend		
2026	N/A	11400
2023 Mid-Year Trend		
2023	N/A	11500
2033 Design Year Trend		
2033	N/A	11200
TRANPLAN Forecasts/Trends		

Trend R-squared:	1.27%
Compounded Annual Historic Growth Rate:	-0.28%
Compounded Growth Rate (2022 to Design Year):	-0.32%
Printed:	11-Apr-24

Exponential Growth Option

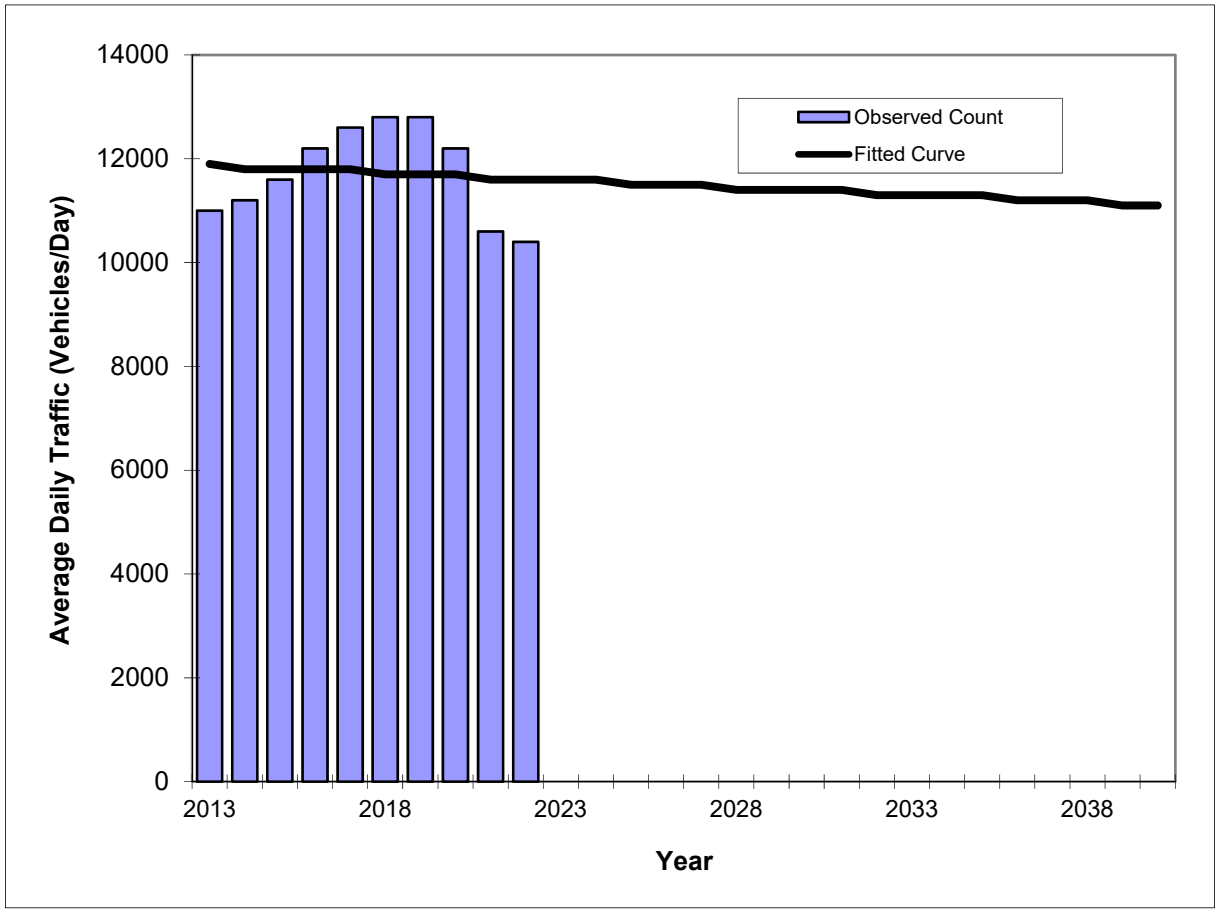
*Axle-Adjusted

Traffic Trends - V03.a

NW 33RD ST/NW 97TH AVE, 200' SOUTH OF NW 101 AVE -- 87000435

FIN#	1234
Location	4

County:	Miami-Dade (87)
Station #:	8202
Highway:	RD ST/NW 97TH AVE, 200' SOUTH OF NW 1



Year	Traffic (ADT/AADT) Count*	Trend**
2013	11000	11900
2014	11200	11800
2015	11600	11800
2016	12200	11800
2017	12600	11800
2018	12800	11700
2019	12800	11700
2020	12200	11700
2021	10600	11600
2022	10400	11600
2026 Opening Year Trend		
2026	N/A	11500
2023 Mid-Year Trend		
2023	N/A	11600
2033 Design Year Trend		
2033	N/A	11300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-28
Trend R-squared:	0.87%
Trend Annual Historic Growth Rate:	-0.28%
Trend Growth Rate (2022 to Design Year):	-0.24%
Printed:	11-Apr-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8202 - NW 33RD ST/NW 97TH AVE, 200' SOUTH OF NW 101 AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	10400 F	E 5100	W 5300	9.00	54.70	7.60
2021	10600 C	E 5200	W 5400	9.00	54.30	7.00
2020	12200 T	E 5400	W 6800	9.00	54.20	8.90
2019	12800 S	E 5700	W 7100	9.00	54.60	8.70
2018	12800 F	E 5700	W 7100	9.00	54.30	8.80
2017	12600 C	E 5600	W 7000	9.00	55.00	8.50
2016	12200 T	E 6200	W 6000	9.00	54.50	8.00
2015	11600 S	E 5900	W 5700	9.00	54.70	10.20
2014	11200 F	E 5700	W 5500	9.00	54.50	12.00
2013	11000 C	E 5600	W 5400	9.00	52.40	16.20
2012	8600 F	E 4300	W 4300	9.00	55.70	16.00
2011	8800 C	E 4400	W 4400	9.00	55.10	14.70

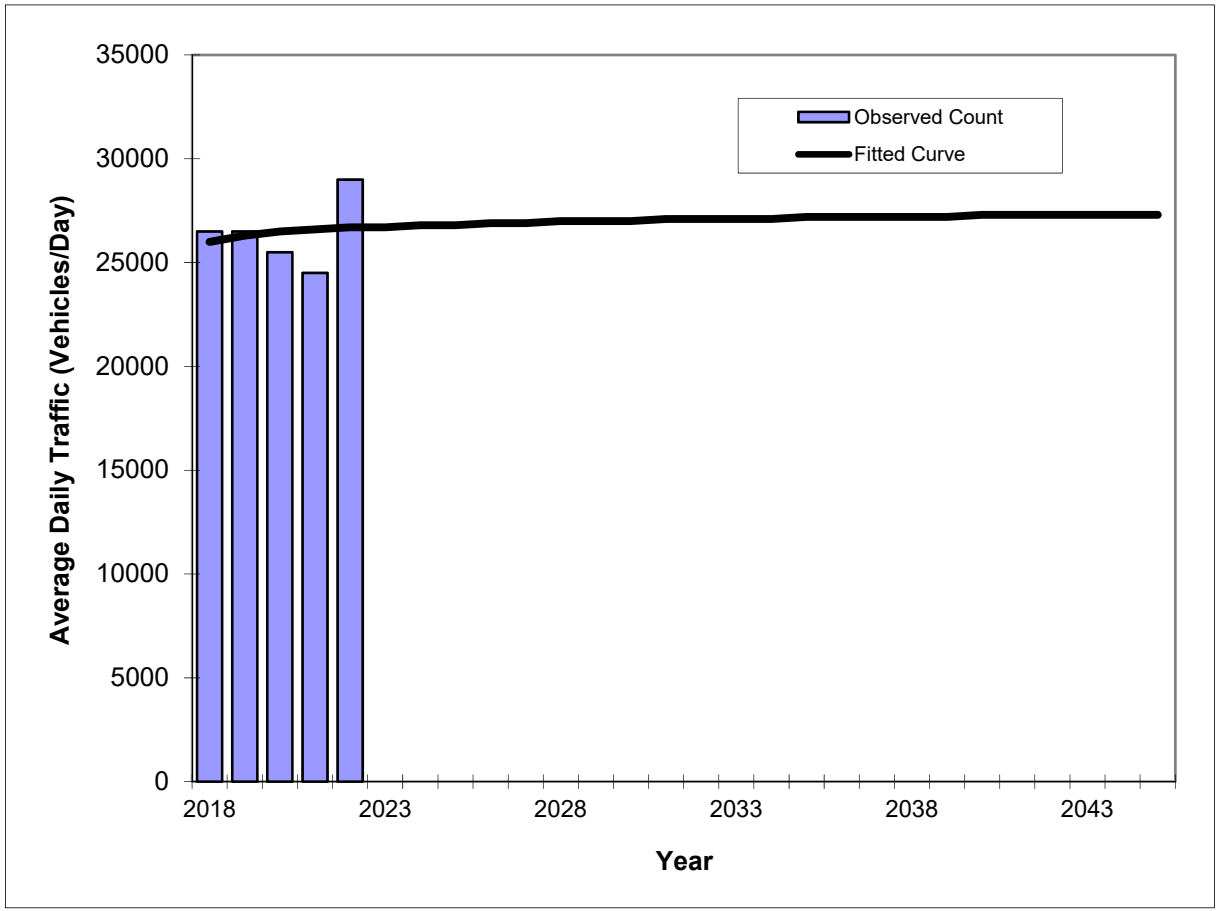
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NW 107TH AVE, 200' NORTH OF NW 41ST STREET -- 87000509

FIN#	1234
Location	5

County:	Miami-Dade (87)
Station #:	8227
Highway:	107TH AVE, 200' NORTH OF NW 41ST STR



Year	Traffic (ADT/AADT) Count*	Trend**
2018	26500	26000
2019	26500	26300
2020	25500	26500
2021	24500	26600
2022	29000	26700
2026 Opening Year Trend		
2026	N/A	26900
2023 Mid-Year Trend		
2023	N/A	26700
2033 Design Year Trend		
2033	N/A	27100
TRANPLAN Forecasts/Trends		

Trend R-squared:	2.20%
Compounded Annual Historic Growth Rate:	0.67%
Compounded Growth Rate (2022 to Design Year):	0.14%
Printed:	11-Apr-24

Decaying Exponential Growth Option

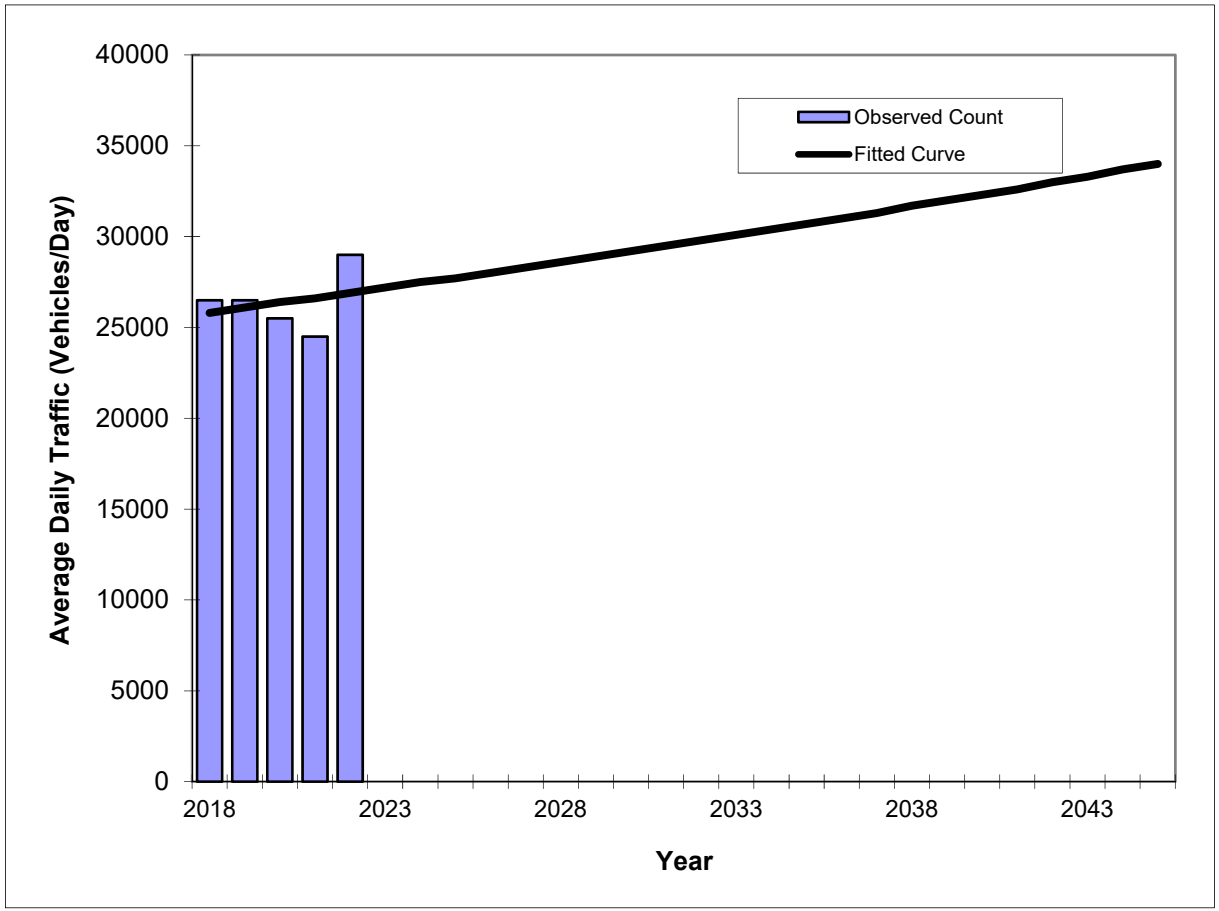
*Axle-Adjusted

Traffic Trends - V03.a

NW 107TH AVE, 200' NORTH OF NW 41ST STREET -- 87000509

FIN#	1234
Location	5

County:	Miami-Dade (87)
Station #:	8227
Highway:	107TH AVE, 200' NORTH OF NW 41ST STR



Year	Traffic (ADT/AADT) Count*	Trend**
2018	26500	25800
2019	26500	26100
2020	25500	26400
2021	24500	26600
2022	29000	26900
2026 Opening Year Trend		
2026	N/A	28000
2023 Mid-Year Trend		
2023	N/A	27200
2033 Design Year Trend		
2033	N/A	30100
TRANPLAN Forecasts/Trends		

Trend R-squared:	6.64%
Compounded Annual Historic Growth Rate:	1.05%
Compounded Growth Rate (2022 to Design Year):	1.03%
Printed:	11-Apr-24

Exponential Growth Option

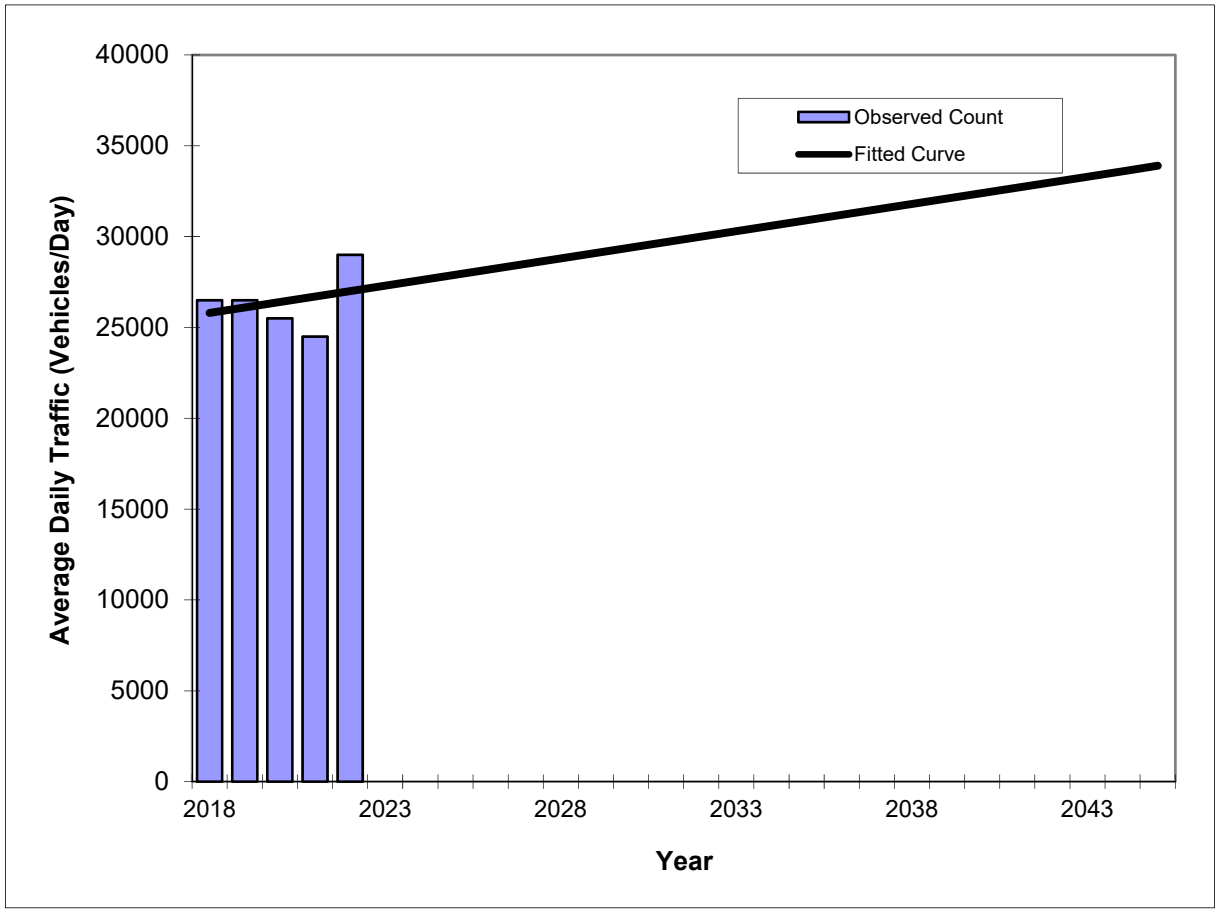
*Axle-Adjusted

Traffic Trends - V03.a

NW 107TH AVE, 200' NORTH OF NW 41ST STREET -- 87000509

FIN#	1234
Location	5

County:	Miami-Dade (87)
Station #:	8227
Highway:	107TH AVE, 200' NORTH OF NW 41ST STR



Year	Traffic (ADT/AADT) Count*	Trend**
2018	26500	25800
2019	26500	26100
2020	25500	26400
2021	24500	26700
2022	29000	27000
2026 Opening Year Trend		
2026	N/A	28200
2023 Mid-Year Trend		
2023	N/A	27300
2033 Design Year Trend		
2033	N/A	30300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	300
Trend R-squared:	8.04%
Trend Annual Historic Growth Rate:	1.16%
Trend Growth Rate (2022 to Design Year):	1.11%
Printed:	11-Apr-24

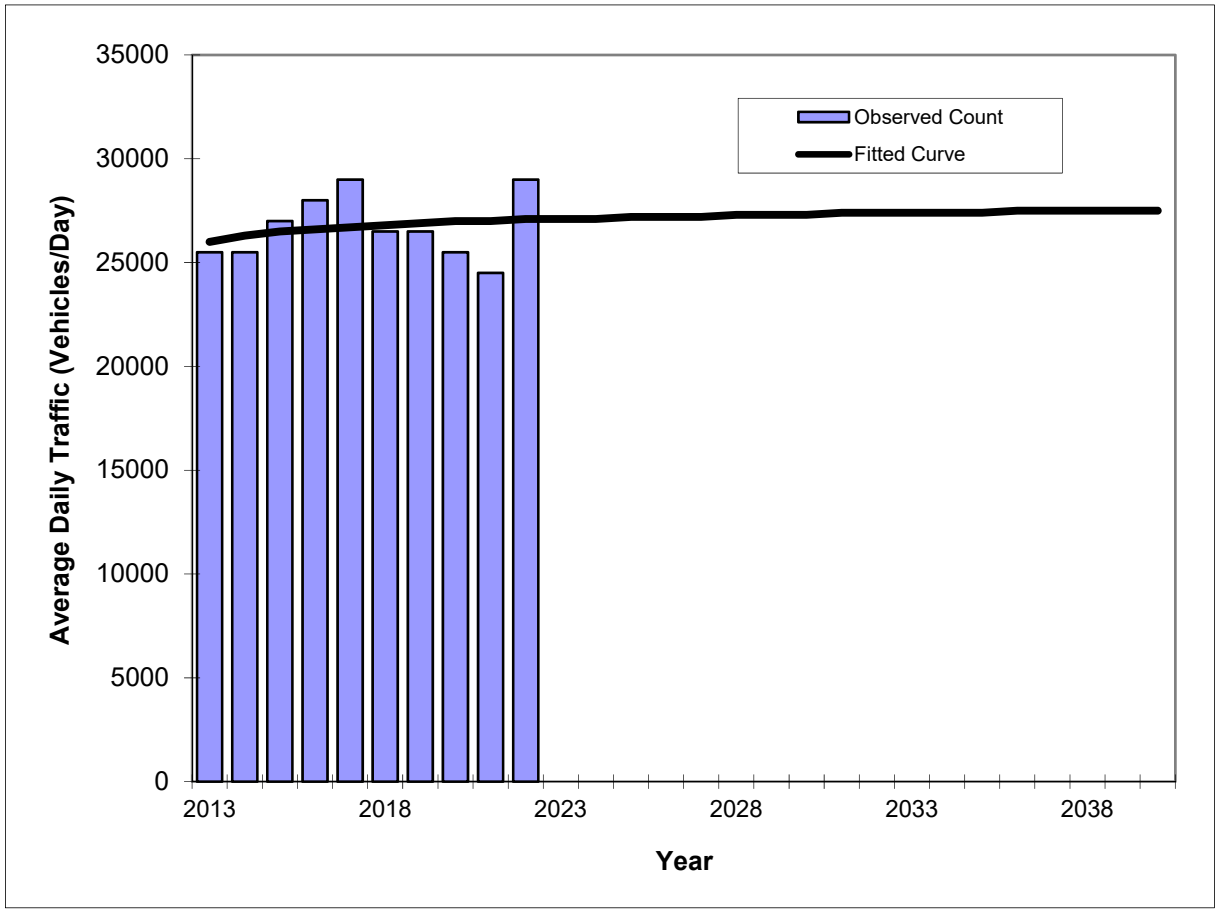
Straight Line Growth Option

Traffic Trends - V03.a

NW 107TH AVE, 200' NORTH OF NW 41ST STREET -- 87000509

FIN#	1234
Location	5

County:	Miami-Dade (87)
Station #:	8227
Highway:	107TH AVE, 200' NORTH OF NW 41ST STR



Year	Traffic (ADT/AADT) Count*	Trend**
2013	25500	26000
2014	25500	26300
2015	27000	26500
2016	28000	26600
2017	29000	26700
2018	26500	26800
2019	26500	26900
2020	25500	27000
2021	24500	27000
2022	29000	27100
2026 Opening Year Trend		
2026	N/A	27200
2023 Mid-Year Trend		
2023	N/A	27100
2033 Design Year Trend		
2033	N/A	27400
TRANPLAN Forecasts/Trends		

Trend R-squared:	4.72%
Compounded Annual Historic Growth Rate:	0.46%
Compounded Growth Rate (2022 to Design Year):	0.10%
Printed:	11-Apr-24

Decaying Exponential Growth Option

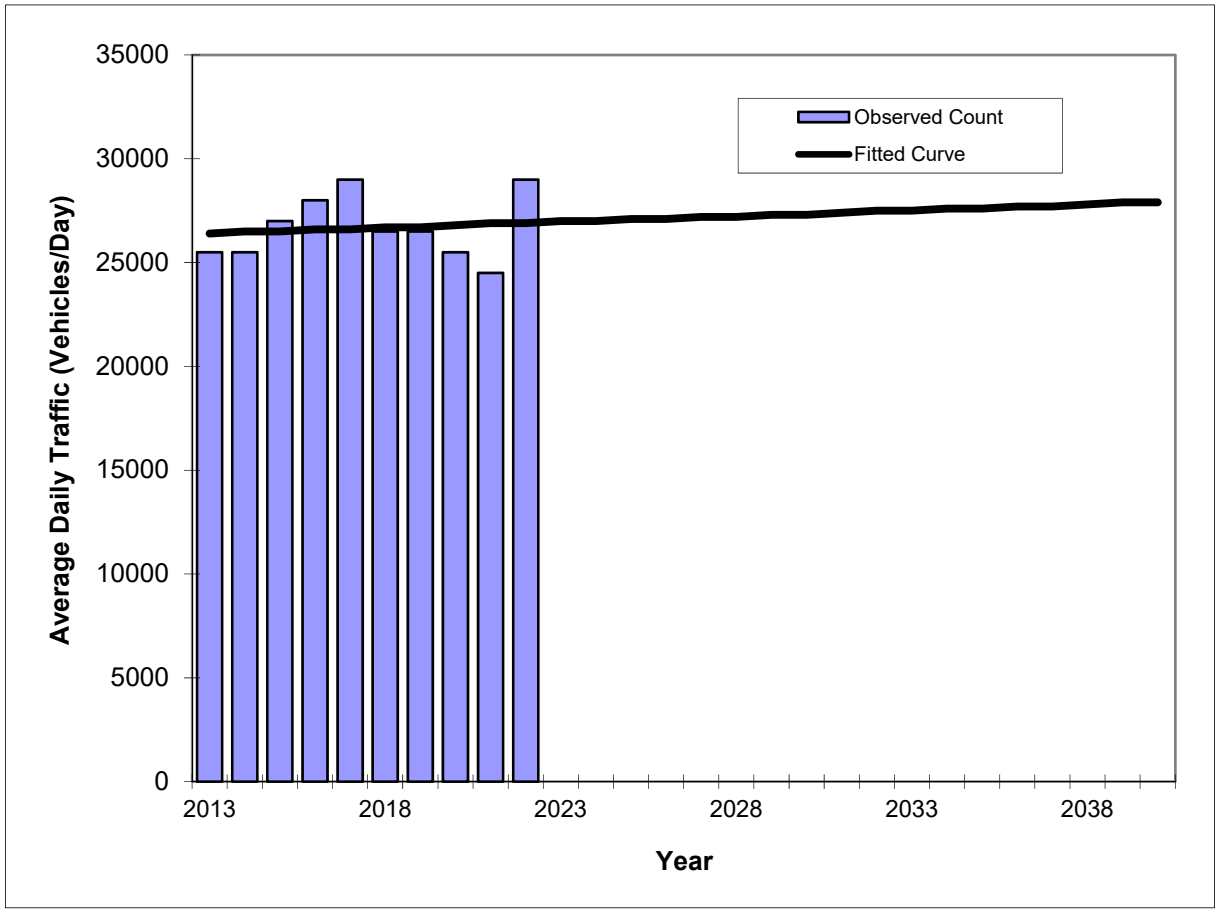
*Axle-Adjusted

Traffic Trends - V03.a

NW 107TH AVE, 200' NORTH OF NW 41ST STREET -- 87000509

FIN#	1234
Location	5

County:	Miami-Dade (87)
Station #:	8227
Highway:	107TH AVE, 200' NORTH OF NW 41ST STR



Year	Traffic (ADT/AADT) Count*	Trend**
2013	25500	26400
2014	25500	26500
2015	27000	26500
2016	28000	26600
2017	29000	26600
2018	26500	26700
2019	26500	26700
2020	25500	26800
2021	24500	26900
2022	29000	26900
2026 Opening Year Trend		
2026	N/A	27100
2023 Mid-Year Trend		
2023	N/A	27000
2033 Design Year Trend		
2033	N/A	27500
TRANPLAN Forecasts/Trends		

Trend R-squared:	1.15%
Compounded Annual Historic Growth Rate:	0.21%
Compounded Growth Rate (2022 to Design Year):	0.20%
Printed:	11-Apr-24

Exponential Growth Option

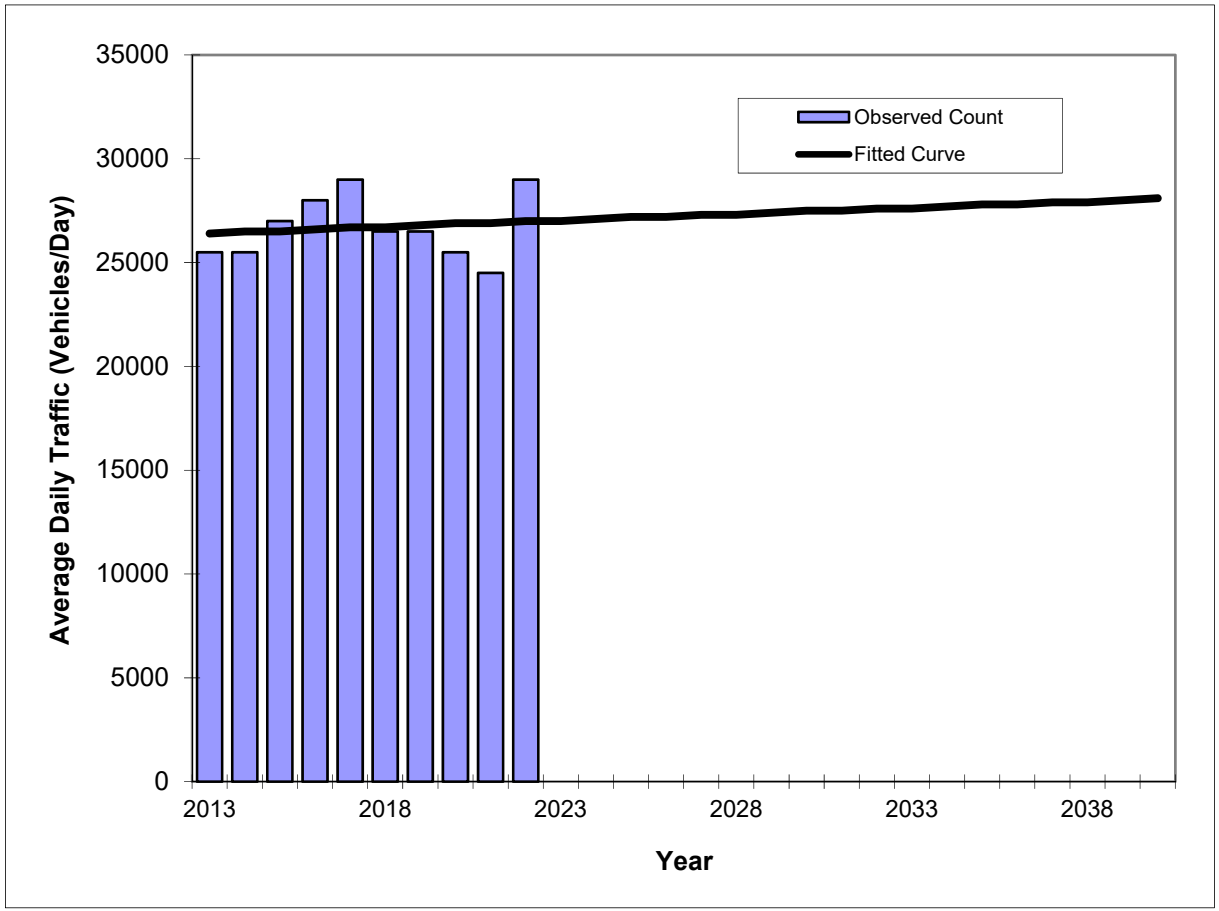
***Axle-Adjusted**

Traffic Trends - V03.a

NW 107TH AVE, 200' NORTH OF NW 41ST STREET -- 87000509

FIN#	1234
Location	5

County:	Miami-Dade (87)
Station #:	8227
Highway:	107TH AVE, 200' NORTH OF NW 41ST STR



Year	Traffic (ADT/AADT) Count*	Trend**
2013	25500	26400
2014	25500	26500
2015	27000	26500
2016	28000	26600
2017	29000	26700
2018	26500	26700
2019	26500	26800
2020	25500	26900
2021	24500	26900
2022	29000	27000
2026 Opening Year Trend		
2026	N/A	27200
2023 Mid-Year Trend		
2023	N/A	27000
2033 Design Year Trend		
2033	N/A	27600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	61
Trend R-squared:	1.40%
Trend Annual Historic Growth Rate:	0.25%
Trend Growth Rate (2022 to Design Year):	0.20%
Printed:	11-Apr-24

Straight Line Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8227 - NW 107TH AVE, 200' NORTH OF NW 41ST STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	29000 C	N 16000	S 13000	9.00	54.70	11.80
2021	24500 T	N 12500	S 12000	9.00	54.30	17.50
2020	25500 S	N 13000	S 12500	9.00	54.20	10.40
2019	26500 F	N 13500	S 13000	9.00	54.60	11.00
2018	26500 C	N 13500	S 13000	9.00	54.30	12.10
2017	29000 S	N 15000	S 14000	9.00	55.00	12.60
2016	28000 F	N 14500	S 13500	9.00	54.50	13.50
2015	27000 C	N 14000	S 13000	9.00	54.70	13.70
2014	25500 S	N 14000	S 11500	9.00	54.50	17.40
2013	25500 F	N 14000	S 11500	9.00	52.40	16.20
2012	25500 C	N 14000	S 11500	9.00	55.70	16.00

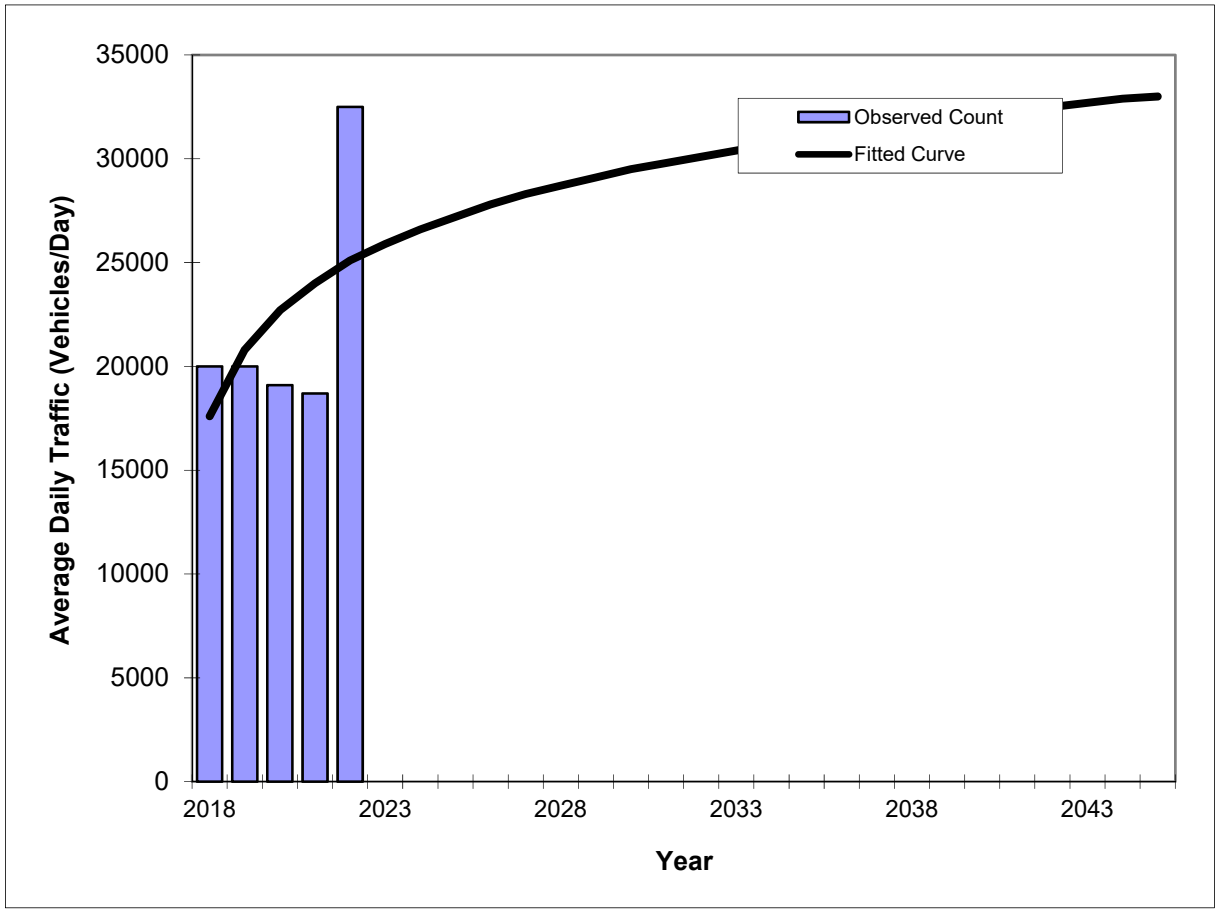
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NW 107TH AVE, 200' NORTH OF NW 25TH STREET -- 87000510

FIN#	1234
Location	6

County:	Miami-Dade (87)
Station #:	8230
Highway:	107TH AVE, 200' NORTH OF NW 25TH STR



Year	Traffic (ADT/AADT) Count*	Trend**
2018	20000	17600
2019	20000	20800
2020	19100	22700
2021	18700	24000
2022	32500	25100
2026 Opening Year Trend		
2026	N/A	27800
2023 Mid-Year Trend		
2023	N/A	25900
2033 Design Year Trend		
2033	N/A	30400
TRANPLAN Forecasts/Trends		

Trend R-squared:	25.08%
Compounded Annual Historic Growth Rate:	9.28%
Compounded Growth Rate (2022 to Design Year):	1.76%
Printed:	11-Apr-24

Decaying Exponential Growth Option

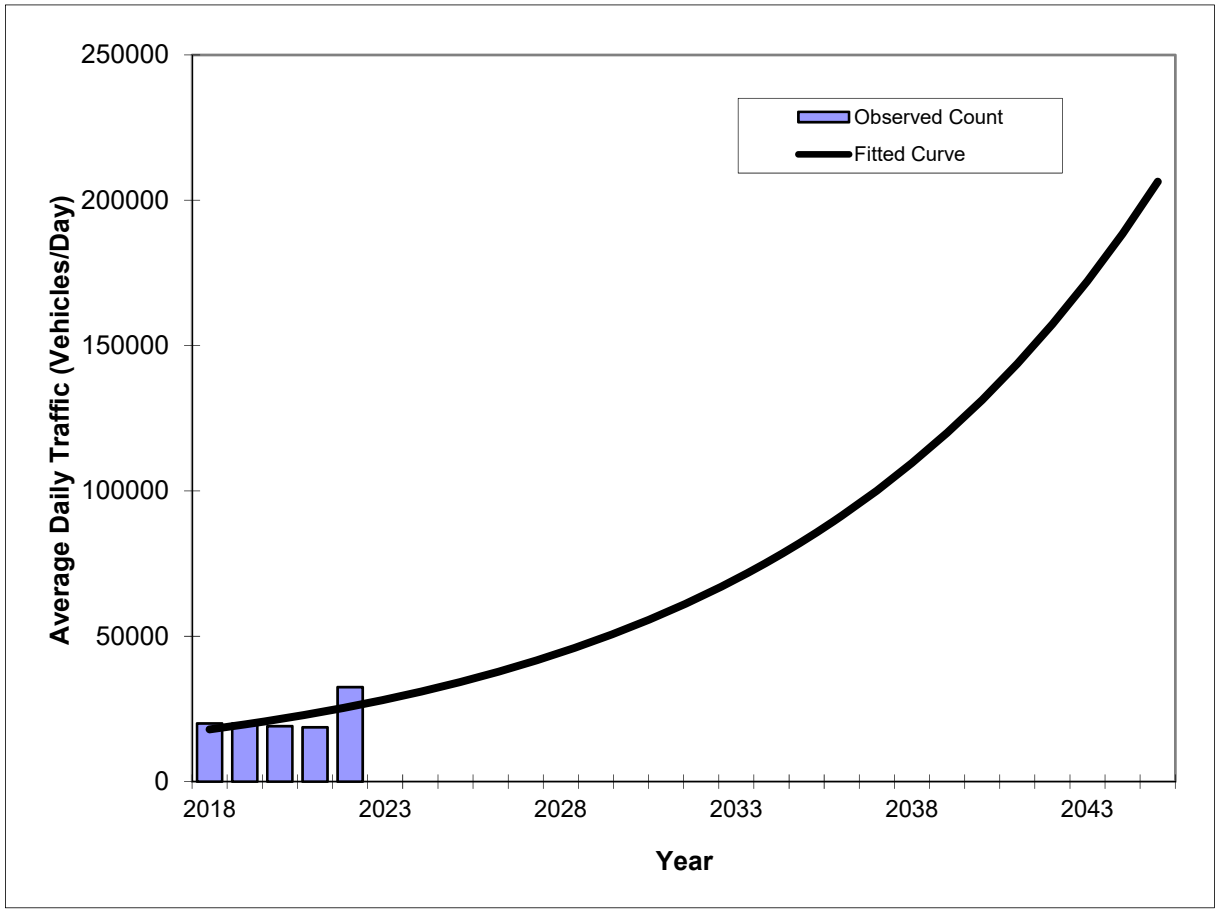
*Axle-Adjusted

Traffic Trends - V03.a

NW 107TH AVE, 200' NORTH OF NW 25TH STREET -- 87000510

FIN#	1234
Location	6

County:	Miami-Dade (87)
Station #:	8230
Highway:	107TH AVE, 200' NORTH OF NW 25TH STR



Year	Traffic (ADT/AADT) Count*	Trend**
2018	20000	18000
2019	20000	19700
2020	19100	21500
2021	18700	23600
2022	32500	25800
2026 Opening Year Trend		
2026	N/A	37100
2023 Mid-Year Trend		
2023	N/A	28300
2033 Design Year Trend		
2033	N/A	69800
TRANPLAN Forecasts/Trends		

Trend R-squared:	38.06%
Compounded Annual Historic Growth Rate:	9.42%
Compounded Growth Rate (2022 to Design Year):	9.47%
Printed:	11-Apr-24

Exponential Growth Option

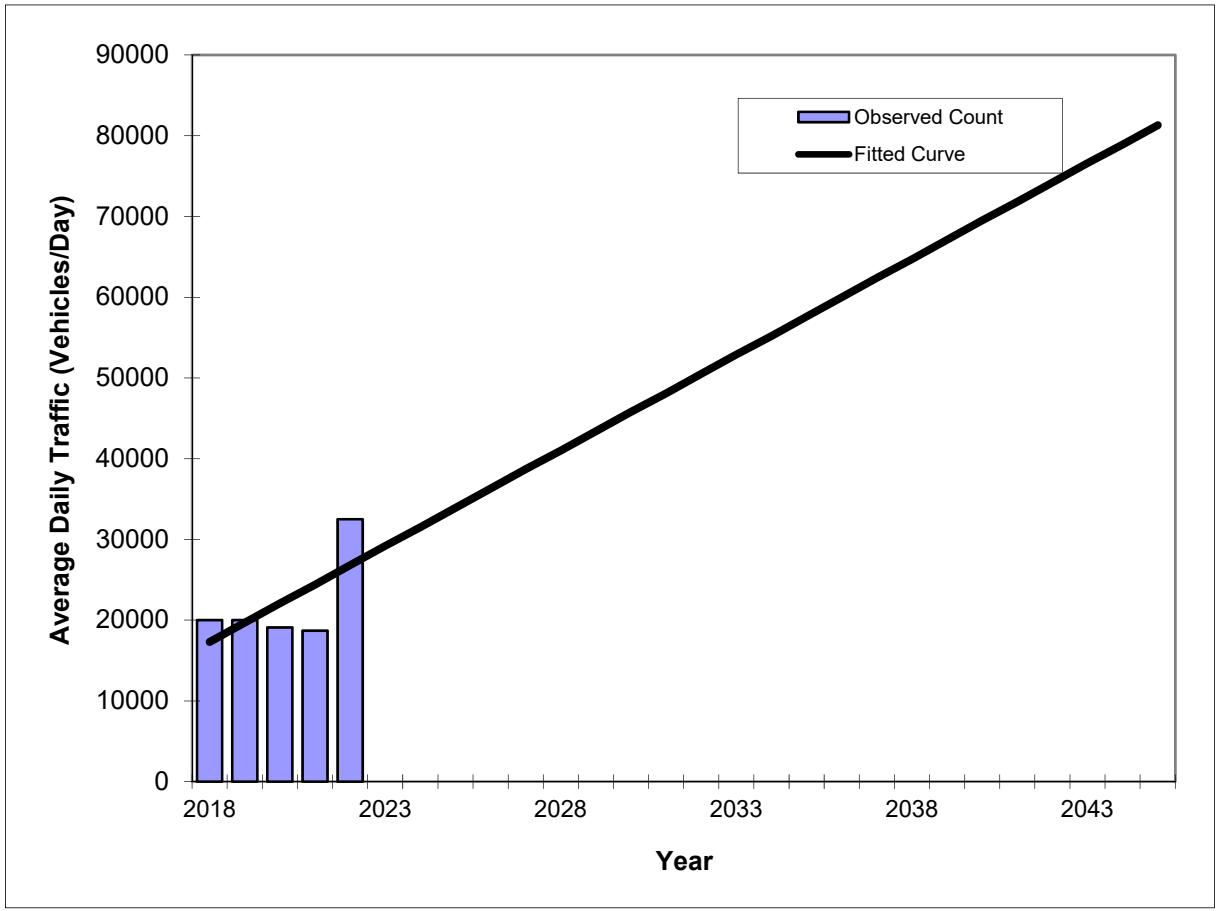
***Axle-Adjusted**

Traffic Trends - V03.a

NW 107TH AVE, 200' NORTH OF NW 25TH STREET -- 87000510

FIN#	1234
Location	6

County:	Miami-Dade (87)
Station #:	8230
Highway:	107TH AVE, 200' NORTH OF NW 25TH STR



Year	Traffic (ADT/AADT) Count*	Trend**
2018	20000	17300
2019	20000	19700
2020	19100	22100
2021	18700	24400
2022	32500	26800
2026 Opening Year Trend		
2026	N/A	36300
2023 Mid-Year Trend		
2023	N/A	29200
2033 Design Year Trend		
2033	N/A	52900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	2,370
Trend R-squared:	40.84%
Trend Annual Historic Growth Rate:	13.73%
Trend Growth Rate (2022 to Design Year):	8.85%
Printed:	11-Apr-24

Straight Line Growth Option

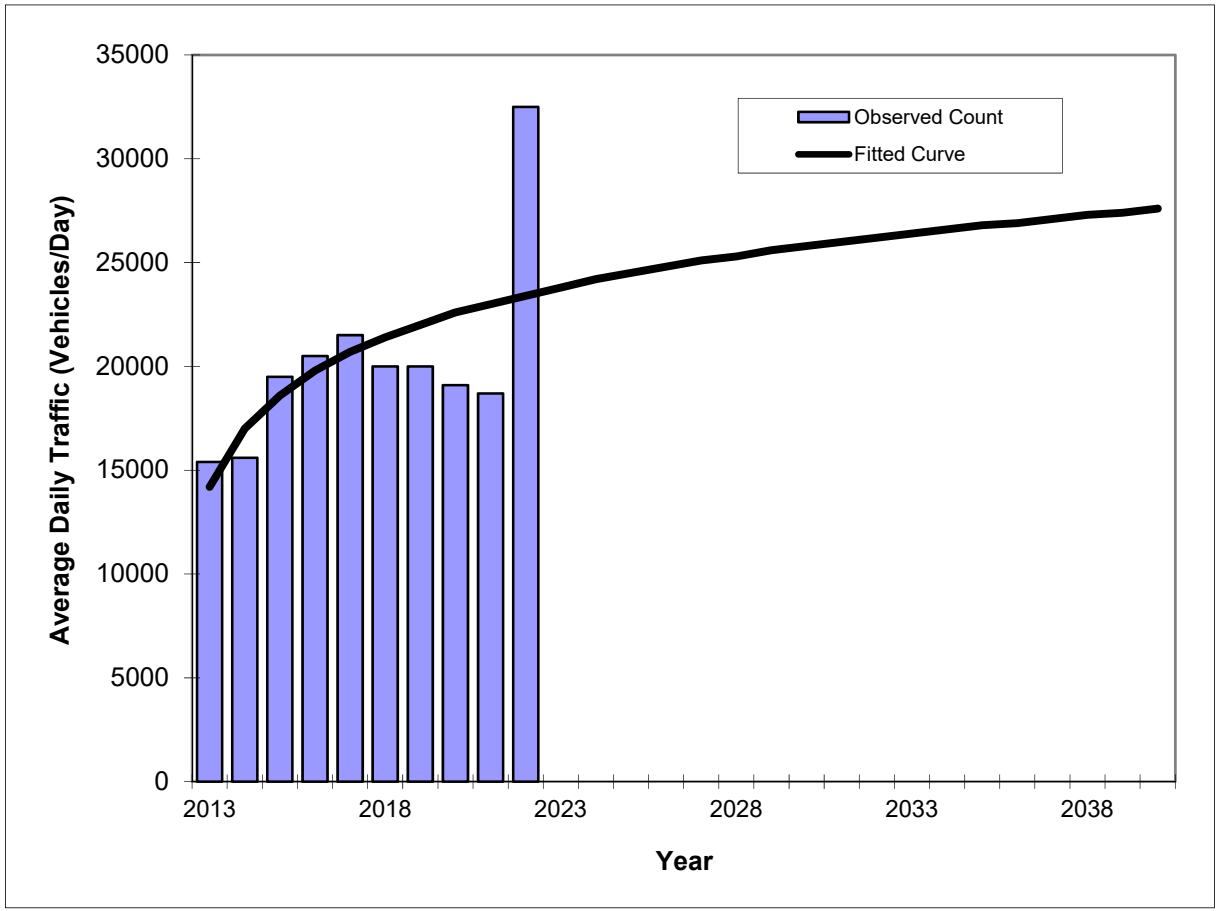
*Axle-Adjusted

Traffic Trends - V03.a

NW 107TH AVE, 200' NORTH OF NW 25TH STREET -- 87000510

FIN#	1234
Location	6

County:	Miami-Dade (87)
Station #:	8230
Highway:	107TH AVE, 200' NORTH OF NW 25TH STR



Year	Traffic (ADT/AADT) Count*	Trend**
2013	15400	14200
2014	15600	17000
2015	19500	18600
2016	20500	19800
2017	21500	20700
2018	20000	21400
2019	20000	22000
2020	19100	22600
2021	18700	23000
2022	32500	23400
2026 Opening Year Trend		
2026	N/A	24800
2023 Mid-Year Trend		
2023	N/A	23800
2033 Design Year Trend		
2033	N/A	26400
TRANPLAN Forecasts/Trends		

Trend R-squared:	38.41%
Compounded Annual Historic Growth Rate:	5.71%
Compounded Growth Rate (2022 to Design Year):	1.10%
Printed:	11-Apr-24

Decaying Exponential Growth Option

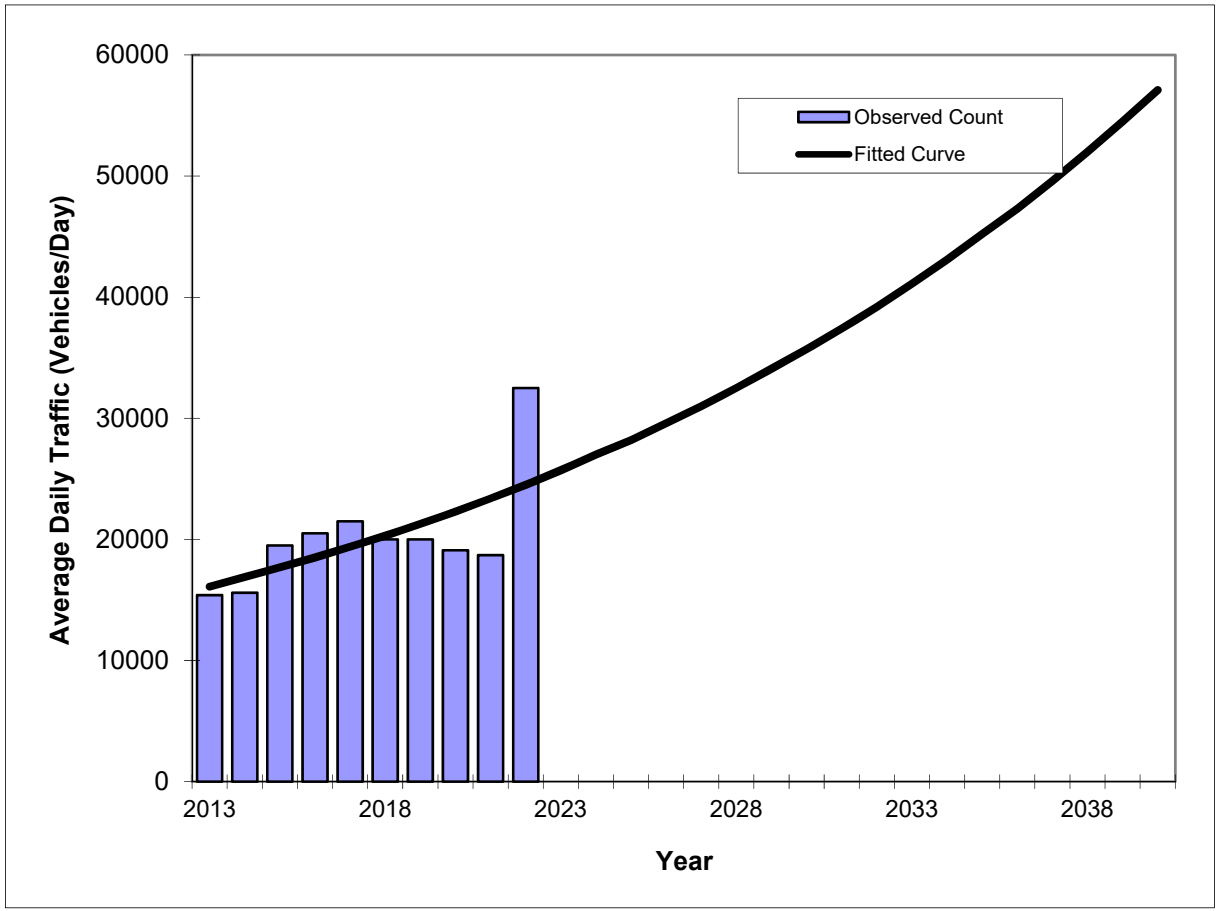
*Axle-Adjusted

Traffic Trends - V03.a

NW 107TH AVE, 200' NORTH OF NW 25TH STREET -- 87000510

FIN#	1234
Location	6

County:	Miami-Dade (87)
Station #:	8230
Highway:	107TH AVE, 200' NORTH OF NW 25TH STR



Year	Traffic (ADT/AADT) Count*	Trend**
2013	15400	16100
2014	15600	16900
2015	19500	17700
2016	20500	18500
2017	21500	19400
2018	20000	20300
2019	20000	21300
2020	19100	22300
2021	18700	23400
2022	32500	24500
2026 Opening Year Trend		
2026	N/A	29600
2023 Mid-Year Trend		
2023	N/A	25700
2033 Design Year Trend		
2033	N/A	41100
TRANPLAN Forecasts/Trends		

Trend R-squared:	47.98%
Compounded Annual Historic Growth Rate:	4.78%
Compounded Growth Rate (2022 to Design Year):	4.82%
Printed:	11-Apr-24

Exponential Growth Option

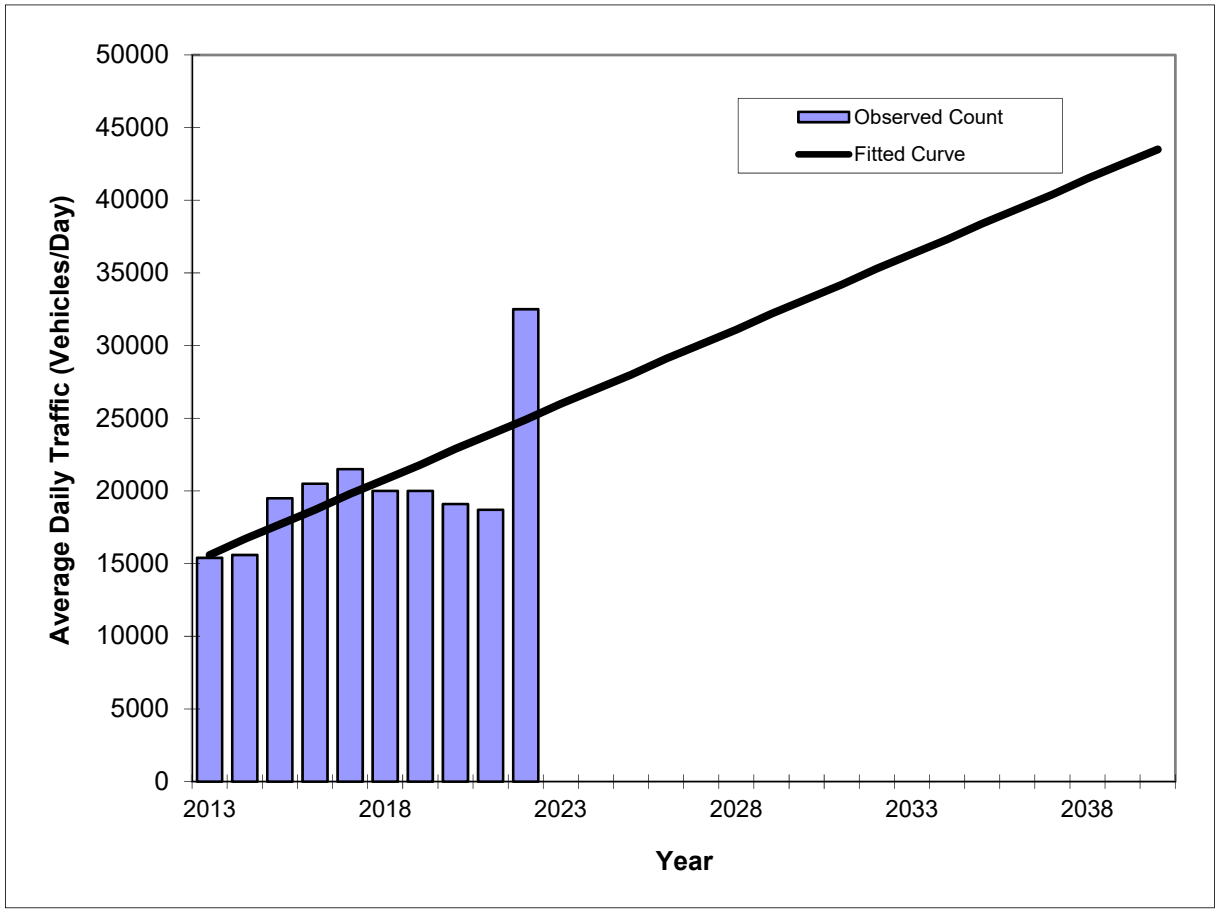
***Axle-Adjusted**

Traffic Trends - V03.a

NW 107TH AVE, 200' NORTH OF NW 25TH STREET -- 87000510

FIN#	1234
Location	6

County:	Miami-Dade (87)
Station #:	8230
Highway:	107TH AVE, 200' NORTH OF NW 25TH STR



Year	Traffic (ADT/AADT) Count*	Trend**
2013	15400	15600
2014	15600	16700
2015	19500	17700
2016	20500	18700
2017	21500	19800
2018	20000	20800
2019	20000	21800
2020	19100	22900
2021	18700	23900
2022	32500	24900
2026 Opening Year Trend		
2026	N/A	29100
2023 Mid-Year Trend		
2023	N/A	26000
2033 Design Year Trend		
2033	N/A	36300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,034
Trend R-squared:	43.83%
Trend Annual Historic Growth Rate:	6.62%
Trend Growth Rate (2022 to Design Year):	4.16%
Printed:	11-Apr-24

Straight Line Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8230 - NW 107TH AVE, 200' NORTH OF NW 25TH STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	32500 C	N 17000	S 15500	9.00	54.70	11.80
2021	18700 T	N 8900	S 9800	9.00	54.30	17.50
2020	19100 S	N 9100	S 10000	9.00	54.20	10.40
2019	20000 F	N 9500	S 10500	9.00	54.60	11.00
2018	20000 C	N 9500	S 10500	9.00	54.30	12.10
2017	21500 S	N 10500	S 11000	9.00	55.00	12.60
2016	20500 F	N 10000	S 10500	9.00	54.50	13.50
2015	19500 C	N 9500	S 10000	9.00	54.70	13.70
2014	15600 S	N 7100	S 8500	9.00	54.50	17.40
2013	15400 F	N 7000	S 8400	9.00	52.40	16.20
2012	15600 C	N 7100	S 8500	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

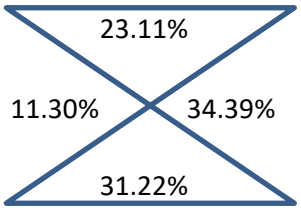
Cardinal Distribution

Cardinal Distribution **24119**

Sky Ritz Mansions

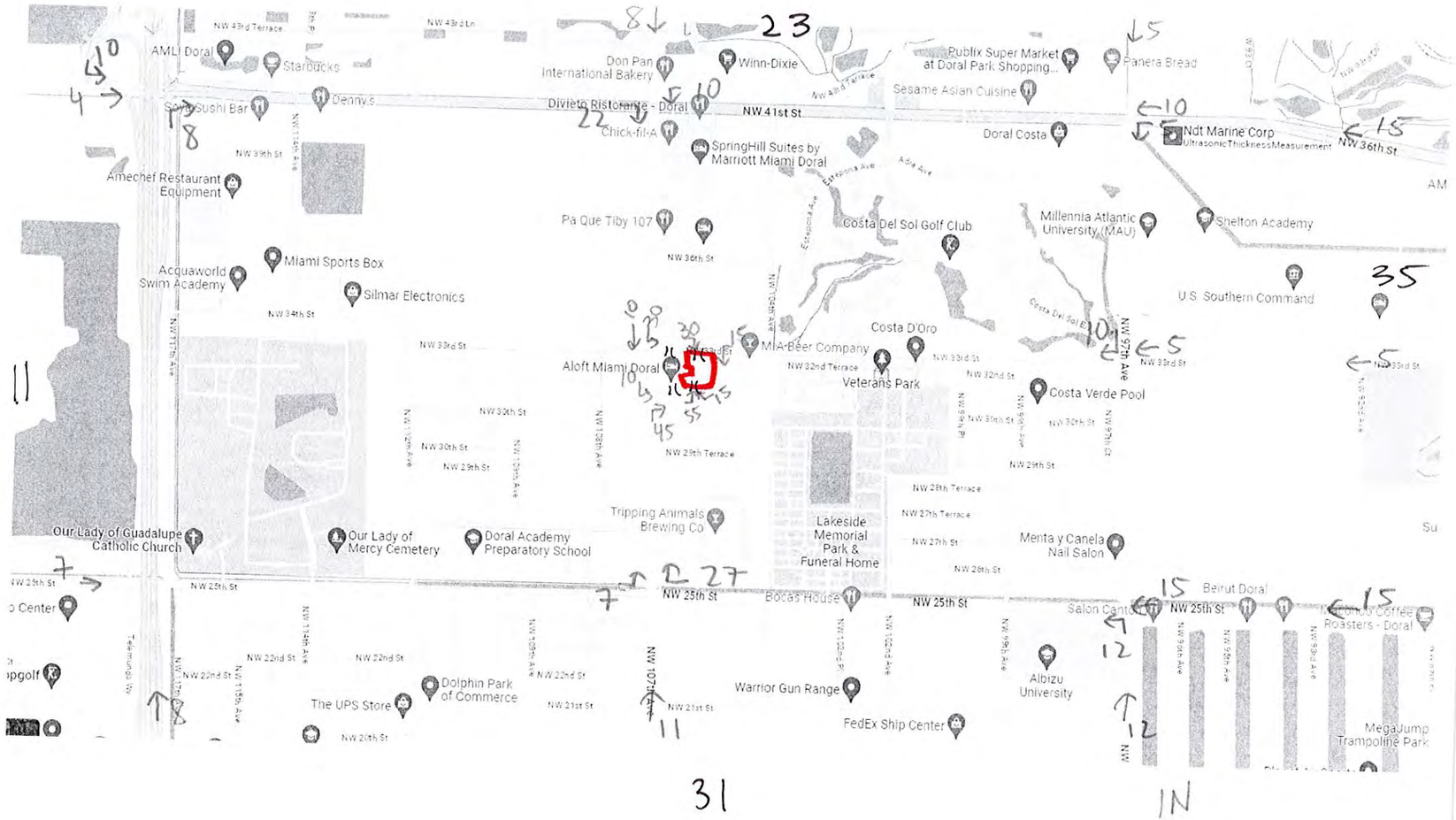
TAZ	741

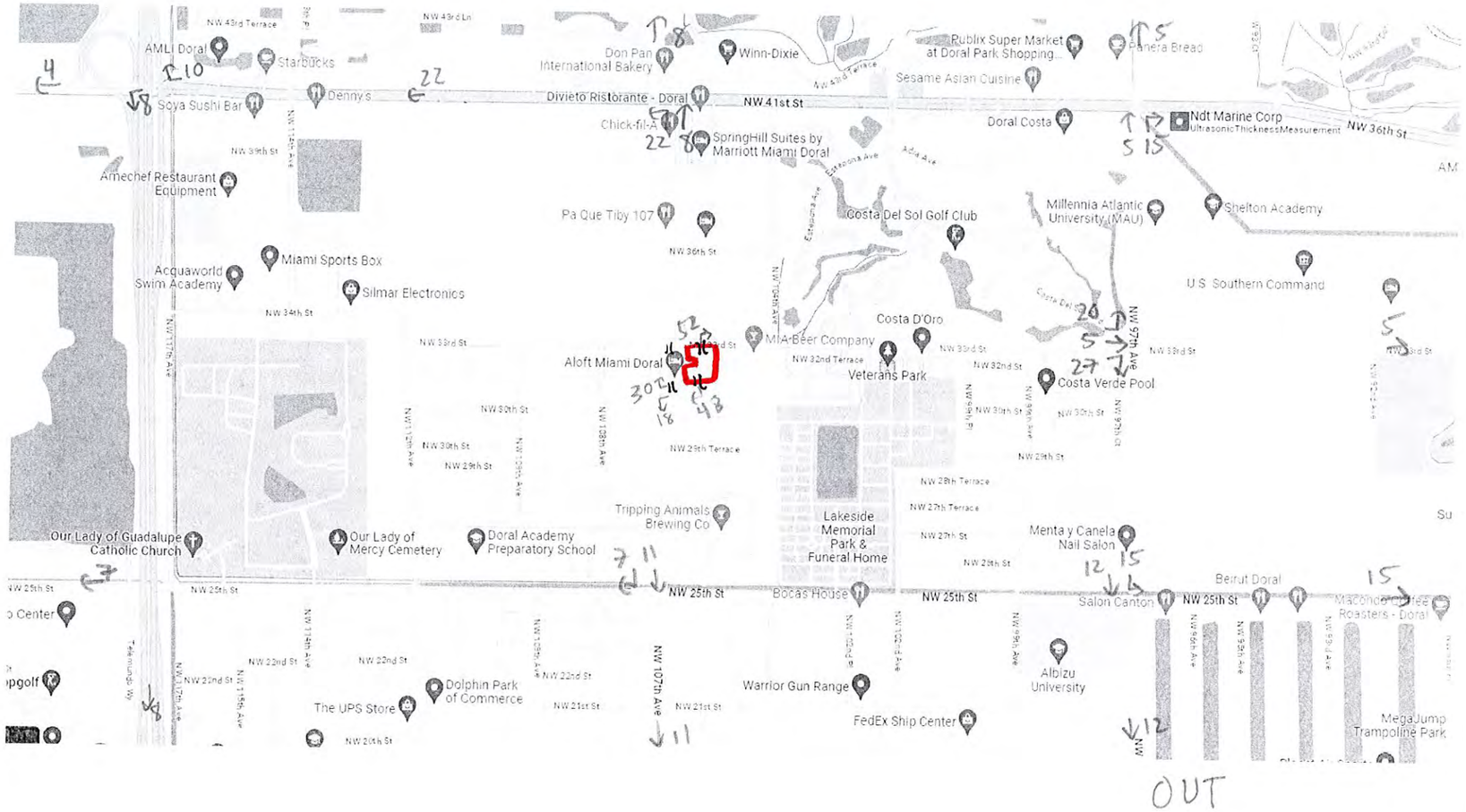
DIRECTION	2015	2045	2026
NNE	15.9%	15.2%	15.6%
ENE	14.4%	16.9%	15.3%
ESE	19.0%	19.2%	19.1%
SSE	11.3%	12.2%	11.6%
SSW	20.4%	18.2%	19.6%
WSW	9.9%	10.6%	10.2%
WNW	1.4%	0.7%	1.1%
NNW	7.8%	6.9%	7.5%



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	
729	3629	Trips	206	206	329	286	297	68	17	104	1,531
729	3629	Percent	13.6	13.6	21.7	18.9	19.6	4.5	1.1	6.9	
730	3630	Trips	250	220	415	302	422	177	53	112	1,996
730	3630	Percent	12.8	11.3	21.3	15.5	21.6	9.0	2.7	5.7	
731	3631	Trips	517	596	813	813	681	19	142	298	4,043
731	3631	Percent	13.3	15.4	21.0	21.0	17.6	0.5	3.7	7.7	
732	3632	Trips	863	867	1,444	1,380	340	17	-	208	5,260
732	3632	Percent	16.9	16.9	28.2	27.0	6.6	0.3	-	4.1	
733	3633	Trips	657	803	931	996	595	26	0	138	4,206
733	3633	Percent	15.9	19.4	22.5	24.0	14.4	0.6	-	3.3	
734	3634	Trips	532	581	702	597	340	100	38	244	3,173
734	3634	Percent	17.0	18.5	22.4	19.0	10.8	3.2	1.2	7.8	
735	3635	Trips	722	684	766	699	1,015	154	138	316	4,610
735	3635	Percent	16.1	15.2	17.1	15.6	22.6	3.4	3.1	7.0	
736	3636	Trips	1,697	1,373	1,827	1,418	1,874	868	296	810	10,504
736	3636	Percent	16.7	13.5	18.0	14.0	18.4	8.5	2.9	8.0	
737	3637	Trips	210	194	246	220	246	18	5	111	1,250
737	3637	Percent	16.8	15.5	19.7	17.6	19.7	1.4	0.4	8.9	
738	3638	Trips	1,072	634	807	1,102	570	57	0	84	4,343
738	3638	Percent	24.8	14.7	18.7	25.5	13.2	1.3	-	2.0	
739	3639	Trips	168	172	225	204	131	10	11	46	966
739	3639	Percent	17.4	17.9	23.3	21.1	13.5	1.0	1.1	4.8	
740	3640	Trips	1,694	1,965	2,149	2,006	1,841	869	60	951	11,735
740	3640	Percent	14.7	17.0	18.6	17.4	16.0	7.5	0.5	8.3	
741	3641	Trips	984	889	1,179	697	1,262	612	86	485	6,358
741	3641	Percent	15.9	14.4	19.0	11.3	20.4	9.9	1.4	7.8	
742	3642	Trips	1,389	1,121	973	1,058	1,476	277	439	484	7,275
742	3642	Percent	19.3	15.5	13.5	14.7	20.5	3.8	6.1	6.7	
743	3643	Trips	2,026	1,818	1,612	1,335	1,850	999	869	824	11,561
743	3643	Percent	17.9	16.0	14.2	11.8	16.3	8.8	7.7	7.3	
744	3644	Trips	612	601	486	536	500	279	140	261	3,448
744	3644	Percent	17.9	17.6	14.2	15.7	14.6	8.2	4.1	7.6	
745	3645	Trips	508	630	487	467	554	260	266	311	3,503
745	3645	Percent	14.6	18.1	14.0	13.4	15.9	7.5	7.6	8.9	
746	3646	Trips	1,885	1,270	1,464	1,555	1,879	1,365	896	848	11,365
746	3646	Percent	16.9	11.4	13.1	13.9	16.8	12.2	8.0	7.6	
747	3647	Trips	632	509	426	291	584	339	160	209	3,161
747	3647	Percent	20.1	16.2	13.5	9.3	18.6	10.8	5.1	6.6	
748	3648	Trips	922	672	527	356	950	400	385	460	4,696
748	3648	Percent	19.7	14.4	11.3	7.6	20.3	8.6	8.2	9.9	
749	3649	Trips	1,677	1,314	810	659	1,498	752	635	1,068	8,585
749	3649	Percent	19.9	15.6	9.6	7.8	17.8	8.9	7.6	12.7	
750	3650	Trips	94	36	79	44	69	30	21	58	432
750	3650	Percent	21.8	8.4	18.4	10.1	16.1	7.0	4.8	13.5	
751	3651	Trips	1,985	2,126	1,446	1,303	2,050	1,602	1,153	1,717	13,747
751	3651	Percent	14.8	15.9	10.8	9.7	15.3	12.0	8.6	12.8	
752	3652	Trips	458	612	391	247	515	499	333	509	3,577
752	3652	Percent	12.9	17.2	11.0	6.9	14.4	14.0	9.3	14.3	
753	3653	Trips	651	712	409	250	736	645	309	693	4,416
753	3653	Percent	14.8	16.2	9.3	5.7	16.7	14.6	7.0	15.7	
754	3654	Trips	19,813	17,560	21,518	15,301	15,993	15,902	7,688	17,486	138,365
754	3654	Percent	15.1	13.4	16.4	11.7	12.2	12.1	5.9	13.3	

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	
729	3629	Trips	249	239	389	323	304	51	11	150	1,732
729	3629	Percent	14.5	13.9	22.7	18.8	17.7	3.0	0.7	8.7	
730	3630	Trips	404	346	547	340	446	125	54	98	2,443
730	3630	Percent	17.1	14.7	23.2	14.4	18.9	5.3	2.3	4.2	
731	3631	Trips	802	801	1,149	836	870	31	68	239	4,935
731	3631	Percent	16.7	16.7	24.0	17.4	18.1	0.7	1.4	5.0	
732	3632	Trips	1,028	997	1,435	1,272	520	15	-	195	5,529
732	3632	Percent	18.8	18.3	26.3	23.3	9.5	0.3	-	3.6	
733	3633	Trips	809	879	1,120	973	682	18	2	108	4,712
733	3633	Percent	17.6	19.2	24.4	21.2	14.9	0.4	0.0	2.4	
734	3634	Trips	726	836	1,152	828	770	63	22	230	4,742
734	3634	Percent	15.7	18.1	24.9	17.9	16.6	1.4	0.5	5.0	
735	3635	Trips	1,095	1,008	1,264	967	1,284	188	81	304	6,472
735	3635	Percent	17.7	16.3	20.4	15.6	20.8	3.0	1.3	4.9	
736	3636	Trips	1,499	1,431	2,076	1,307	1,801	753	97	803	10,015
736	3636	Percent	15.4	14.7	21.3	13.4	18.4	7.7	1.0	8.2	
737	3637	Trips	291	322	288	298	415	17	7	101	1,768
737	3637	Percent	16.7	18.5	16.6	17.1	23.9	1.0	0.4	5.8	
738	3638	Trips	1,407	789	919	1,297	828	78	0	109	5,439
738	3638	Percent	25.9	14.5	16.9	23.9	15.3	1.4	-	2.0	
739	3639	Trips	209	203	315	347	245	14	12	46	1,390
739	3639	Percent	15.0	14.6	22.7	24.9	17.6	1.0	0.9	3.3	
740	3640	Trips	2,241	2,423	2,600	2,497	2,229	1,067	50	860	14,254
740	3640	Percent	16.0	17.4	18.6	17.9	16.0	7.6	0.4	6.2	
741	3641	Trips	1,181	1,308	1,490	948	1,410	825	55	532	7,972
741	3641	Percent	15.2	16.9	19.2	12.2	18.2	10.6	0.7	6.9	
742	3642	Trips	2,332	2,205	2,003	1,684	2,465	441	1,041	872	13,375
742	3642	Percent	17.9	16.9	15.4	12.9	18.9	3.4	8.0	6.7	
743	3643	Trips	1,935	2,112	1,787	1,488	2,028	756	952	844	12,037
743	3643	Percent	16.3	17.8	15.0	12.5	17.0	6.4	8.0	7.1	
744	3644	Trips	785	753	622	577	664	344	258	347	4,374
744	3644	Percent	18.0	17.3	14.3	13.3	15.3	7.9	5.9	8.0	
745	3645	Trips	796	929	631	534	850	405	297	451	4,910
745	3645	Percent	16.3	19.0	12.9	10.9	17.4	8.3	6.1	9.2	
746	3646	Trips	1,939	1,625	1,659	1,661	1,943	1,259	938	1,026	12,279
746	3646	Percent	16.1	13.5	13.8	13.8	16.1	10.5	7.8	8.5	
747	3647	Trips	723	721	598	480	780	310	234	375	4,233
747	3647	Percent	17.1	17.1	14.2	11.4	18.5	7.3	5.6	8.9	
748	3648	Trips	925	813	933	606	1,036	370	472	636	5,811
748	3648	Percent	16.0	14.1	16.1	10.5	17.9	6.4	8.2	11.0	
749	3649	Trips	1,660	1,646	1,413	913	1,821	988	831	1,403	10,796
749	3649	Percent	15.6	15.4	13.2	8.6	17.1	9.3	7.8	13.1	
750	3650	Trips	59	70	104	44	81	42	33	67	500
750	3650	Percent	11.8	13.9	20.7	8.9	16.3	8.3	6.6	13.5	
751	3651	Trips	1,966	2,434	1,919	1,389	2,530	1,689	1,339	2,033	15,704
751	3651	Percent	12.9	15.9	12.5	9.1	16.5	11.0	8.8	13.3	
752	3652	Trips	1,073	1,312	1,067	600	1,533	1,205	848	1,294	9,032
752	3652	Percent	12.0	14.7	12.0	6.7	17.2	13.5	9.5	14.5	
753	3653	Trips	791	1,075	602	297	964	887	458	1,002	6,108
753	3653	Percent	13.0	17.7	9.9	4.9	15.9	14.6	7.5	16.5	
754	3654	Trips	24,420	25,355	33,077	21,756	22,758	19,473	12,587	23,592	190,277
754	3654	Percent	13.3	13.9	18.1	11.9	12.4	10.6	6.9	12.9	


AMLI Doral
Starbucks
Don Pan International Bakery
Winn-Dixie
Publix Super Market at Doral Park Shopping...
Panera Bread
Sesame Asian Cuisine
Sushi Bar
Denny's
Diviet Ristorante - Doral
NW 41st St
Chick-fil-A
SpringHill Suites by Marriott Miami Doral
Doral Costa
Ndt Marine Corp
UltrasonicThicknessMeasurement
NW 36th St
Amechef Restaurant Equipment
Pa Que Tiby 107
Costa Del Sol Golf Club
Millennia Atlantic University (MAU)
Shelton Academy
Miami Sports Box
Acquaworld Swim Academy
Silmar Electronics
U.S. Southern Command
Costa D'Oro
Aloft Miami Doral
MIA Beer Company
Veterans Park
Costa Verde Pool
Tripping Animals Brewing Co
Lakeside Memorial Park & Funeral Home
Our Lady of Guadalupe Catholic Church
Our Lady of Mercy Cemetery
Doral Academy Preparatory School
Menta y Canela Nail Salon
Beirut Doral
Bocas House
NW 25th St
Dolphin Park of Commerce
The UPS Store
Warrior Gun Range
Albizu University
FedEx Ship Center
MegaJump Trampoline Park
23
27
31
IN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Doral Costa
Ndt Marine Corp
UltrasonicThicknessMeasurement
NW 36th St
Amechef Restaurant Equipment
Pa Que Tiby 107
Costa Del Sol Golf Club
Millennia Atlantic University (MAU)
Shelton Academy
Miami Sports Box
Acquaworld Swim Academy
Silmar Electronics
U.S. Southern Command
Costa D'Oro
MIA-Beer Company
Aloft Miami Doral
Veterans Park
Costa Verde Pool
Tripping Animals Brewing Co
Lakeside Memorial Park & Funeral Home
Our Lady of Guadalupe Catholic Church
Our Lady of Mercy Cemetery
Doral Academy Preparatory School
Menta y Canela Nail Salon
NW 25th St
Bocas House
Salon Canton
Beirut Doral
Warrior Gun Range
Albizu University
The UPS Store
Dolphin Park of Commerce
FedEx Ship Center
MegaJump Trampoline Park
NW 107th Ave
NW 97th Ave

OUT

Appendix D

2023 FDOT Directional Volumes Table
Volume Development Worksheets
Intersection Capacity Analysis Worksheets

2023 FDOT Directional Volumes Table

Appendix B: Florida's Generalized Service Volume Tables

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**

(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

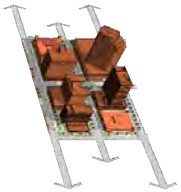
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C2T	C4	C5	C6
Number of Lanes (one direction)	1-3	1-4	1-4	1-4
Posted Speed (mph)	40	45	35	30
Facility Length (miles)	0.78	1.83	1.18	0.74
Number of Signals	4	9	9	7

Traffic Characteristics

	C2T	C4	C5	C6
Planning Analysis Hour Factor (K)	0.095	0.09	0.09	0.09
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.92	0.95	0.95	0.95
Base Saturation Flow Rate	1,700	1,950	1,950	1,950
Heavy Vehicle Percent (%)	5	3	2	2
Lane Width	11	11	10	10
Median Type	Non Restrictive	Non Restrictive	Non Restrictive	Non Restrictive
Roadway Edge Type	Curb	Curb	Curb	Curb
On-Street Parking	50%	100%	100%	100%

Signal Characteristics

	C2T	C4		C5		C6	
Cycle Length	90	170		150		120	
Major Street Through g/c	0.47	0.52 (1,2,3 lanes)	0.47 (4 lanes)	0.55 (1,2,3 lanes)	0.48 (4 lanes)	0.52 (1,2,3 lanes)	0.46 (4 lanes)
Yellow Change Interval	4.4	4.8		4		3.7	
Red Change Interval	2	2		2		2	

Volume Development Worksheets

Ritz Sky Mansions - AM Intersection Assignment

INTERSECTION	MOVEMENT	Raw Traffic Volumes 2023	adjusted to PSCF 1.02	Grown to 2024	Existing (2024)	BACKGROUND Growth rate: 0.93% No. of years: 2	COMMITTED DEVELOPMENTS	FUTURE W/O PROJET (2026)	NW 105th Avenue Driveway Diversions IN 0	OUT 0	Total 0	Ritz Sky Mansions IN 12	OUT 15	Total 27	FUTURE WITH PROJECT (2026)
1) NW 107th Avenue / NW 31st Terrace (U)	NBL	17	17	17	17	17	0	17	0%	0%	0	0%	0%	0	17
	NBT	1184	1208	1,219	1,219	1242	53	1295	0%	0%	0	0%	0%	0	1295
	NBR	177	181	183	183	186	0	186	0%	0%	0	45%	0%	5	191
	SBL	12	12	12	12	12	0	12	0%	0%	0	10%	0%	1	14
	SBT	1006	1026	1,036	1,036	1055	15	1070	0%	0%	0	0%	0%	0	1070
	SBR	20	20	20	20	21	0	21	0%	0%	0	0%	0%	0	21
	EBU	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBL	4	4	4	4	4	0	4	0%	0%	0	0%	0%	0	4
	EBT	5	5	5	5	5	0	5	0%	0%	0	0%	0%	0	5
	EBR	8	8	8	8	8	0	8	0%	0%	0	0%	0%	0	8
	WBU	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	WBL	43	44	44	44	45	0	45	0%	0%	0	0%	18%	3	48
PHF =	WBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
0.93	WBR	22	22	22	22	23	0	23	0%	0%	0	0%	30%	5	27
TOTAL		2,498	2547	2,571	2,571	2619	68	2687	0%	0%	0	55%	48%	14	2701
2) NW 107th Avenue / NW 33rd Street (S)	NBL	43	44	44	44	45	12	57	0%	0%	0	0%	0%	0	57
	NBT	989	1009	1,018	1,018	1037	41	1079	0%	0%	0	0%	30%	5	1084
	NBR	177	181	183	183	186	0	186	0%	0%	0	0%	0%	0	186
	SBL	153	156	157	157	160	5	165	0%	0%	0	30%	0%	4	169
	SBT	854	871	879	879	896	12	907	0%	0%	0	10%	0%	1	908
	SBR	227	232	234	234	239	0	239	0%	0%	0	0%	0%	0	239
	EBL	170	173	175	175	178	0	178	0%	0%	0	0%	0%	0	178
	EBT	276	282	285	285	290	3	293	0%	0%	0	0%	0%	0	293
	EBR	28	29	29	29	30	3	33	0%	0%	0	0%	0%	0	33
	WBL	162	165	167	167	170	0	170	0%	0%	0	0%	0%	0	170
PHF =	WBT	204	208	210	210	214	12	226	0%	0%	0	0%	0%	0	226
0.96	WBR	171	174	176	176	179	18	197	0%	0%	0	0%	0%	0	197
TOTAL		3,454	3,524	3,557	3,557	3623	106	3729	0%	0%	0	40%	30%	10	3739
3) NW 105th Avenue / NW 33rd Street (U)	NBL	12	12	12	12	12	0	12	0%	0%	0	0%	0%	0	12
	NBT	1	1	1	1	1	0	1	0%	0%	0	0%	0%	0	1
	NBR	123	125	126	126	129	0	129	0%	0%	0	0%	0%	0	129
	SBL	6	6	6	6	6	0	6	0%	0%	0	0%	0%	0	6
	SBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBR	7	7	7	7	7	0	7	0%	0%	0	0%	0%	0	7
	EBU	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBL	13	13	13	13	13	0	13	0%	0%	0	0%	0%	0	13
	EBT	570	581	586	586	597	9	606	0%	0%	0	0%	52%	8	614
	EBR	23	23	23	23	24	0	24	0%	0%	0	0%	0%	0	24
	WBU	27	28	28	28	29	0	29	0%	0%	0	0%	0%	0	29
	WBL	110	112	113	113	115	0	115	0%	0%	0	15%	0%	2	117
PHF =	WBT	522	532	537	537	547	29	576	0%	0%	0	0%	0%	0	576
0.89	WBR	5	5	5	5	5	0	5	0%	0%	0	0%	0%	0	5
TOTAL		1419	1445	1,458	1,458	1486	38	1524	0%	0%	0	15%	52%	10	1533
4) NW 104th Avenue / NW 33rd Street (S)	NBL	3	3	3	3	3	0	3	0%	0%	0	0%	0%	0	3
	NBT	3	3	3	3	3	0	3	0%	0%	0	0%	0%	0	3
	NBR	7	7	7	7	7	0	7	0%	0%	0	0%	0%	0	7
	SBL	351	358	361	361	368	0	368	0%	0%	0	0%	0%	0	368
	SBT	8	8	8	8	8	0	8	0%	0%	0	0%	0%	0	8
	SBR	121	123	124	124	126	0	126	0%	0%	0	0%	0%	0	126
	EBU	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBL	92	94	95	95	97	0	97	0%	0%	0	0%	0%	0	97
	EBT	623	635	641	641	653	9	661	0%	0%	0	0%	52%	8	669
	EBR	8	8	8	8	8	0	8	0%	0%	0	0%	0%	0	8
	WBU	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	WBL	11	11	11	11	11	0	11	0%	0%	0	0%	0%	0	11
PHF =	WBT	539	550	555	555	565	29	595	0%	0%	0	15%	0%	2	597
0.88	WBR	272	277	280	280	285	0	285	0%	0%	0	0%	0%	0	285
TOTAL		2038	2077	2096.3161	2096.3161	2135	38	2173	0%	0%	0	15%	52%	10	2183
5) NW 31st Terrace / SW Outbound Driveway (U)	NBL	4	4	4	4	4	0	4	0%	0%	0	0%	0%	0	4
	NBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	NBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBR	8	8	8	8	8	0	8	0%	0%	0	0%	0%	0	8
	EBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBT	188	192	194	194	197	0	197	0%	0%	0	55%	0%	7	204
	EBR	9	9	9	9	9	0	9	0%	0%	0	0%	0%	0	9
	WBL	1	1	1	1	1	0	1	0%	0%	0	0%	0%	0	1
PHF =	WBT	56	57	58	58	59	0	59	0%	0%	0	0%	48%	7	66
0.85	WBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
TOTAL		266	271	274	273.5203	279	0	279	0%	0%	0	55%	48%	14	293
6) NW 31st Terrace / SE Driveway (U)	NBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	NBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	NBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBL	4	4	4	4	4	0	4	0%	0%	2	0%	0%	0	6
	SBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBR	19	19	19	19	20	0	20	0%	0%	0	0%	48%	7	27
	EBL	24	24	24	24	25	0	25	0%	0%	1	55%	0%	7	33
	EBT	166	169	171	171	174	0	174	0%	0%	0	0%	0%	0	174
	EBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	WBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
PHF =	WBT	38	39	39	39	40	0	40	0%	0%	0	0%	0%	0	40
0.88	WBR	3	3	3	3	3	0	3	0%	0%	13	15%	0%	2	18
TOTAL		254	258	260	260	265	0	265	0%	0%	16	70%	48%	16	297
7) NW 105th Avenue / Exisitng Driveway (U)	NBL	1	1	1	1	1	0	1	0%	0%	-1	0%	0%	0	0
	NBT	107	109	110	110	112	0	112	0%	0%	0	0%	0%	0	112
	NBR	26	27	27	27	28	0	28	0%	0%	0	0%	0%	0	28
	SBL	54	55	56	56	57	0	57	0%	0%	0	0%	0%	0	57
	SBT	87	89	90	90	92	0	92	0%	0%	13	0%	0%	0	105
	SBR	13	13	13	13	13	0	13	0%	0%	-13	0%	0%	0	0
	EBU	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBR	10	10	10	10	10	0	10	0%	0%	-10	0%	0%	0	0
	WBU	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	WBL	6	6	6	6	6	0	6	0%	0%	0	0%	0%	0	6
PHF =	WBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
0.92	WBR	12	12	12	12	12	0	12	0%	0%	0	0%	0%	0	12
TOTAL		316	322	325	325	331	0	331	0%	0%	-11	0%	0%	0	320
8) NW 33rd Street / West Exisitng Driveway (U)	NBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	NBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	NBR	6	6	6	6	6	0	6	0%	0%	0	0%	0%	0	6
	SBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBT	598	610	616	616	627	9	636	0%	0%	0	30%	0%	4	640
	EBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	WBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
PHF =	WBT	554	565	570	570	581	29	610	0%	0%	0	0%	0%	0	610
0.90	WBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
TOTAL		1158	1181	1192	1192	1214	38	1252	0%	0%	0	30%	0%	4	1256
9) NW 33rd Street / East Exisitng Driveway (U)	NBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	NBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	NBR	15	15	15	15	15	0	15	0%	0%	8	0%	52%	8	31
	SBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBT	600	612	618	618	629	9	638	0%	0%	0	0%	0%	0	638
	EBR	15	15	15	15	15	0	15	0%	0%	0	30%	0%	4	19
	WBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
PHF =	WBT	541	552	557	557	568	29	597	0%	0%	0	0%	0%	0	597
0.88	WBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
TOTAL		1171	1194	1,205	1,205	1228	38	1266	0%	0%	8	30%	52%	12	1286

Ritz Sky Mansions - PM Intersection Assignment

INTERSECTION	MOVEMENT	Raw Traffic Volumes	adjusted to PSCF	Grown to	Existing (2024)	BACKGROUND	COMMITTED DEVELOPMENTS	FUTURE W/O PROJET (2026)	NW 105th Avenue Driveway Diversions			Ritz Sky Mansions			FUTURE WITH PROJECT (2026)
						Growth rate: 0.93%			IN	OUT	Total	IN	OUT	Total	
		2023	1.02	2024		No. of years: 2			0	0	0	21	19	40	
1) NW 107th Avenue / NW 31st Terrace (U)	NBL	5	5	5	5	5	0	5	0%	0%	0	0%	0%	0	5
	NBT	1117	1139	1,150	1,150	1171	45	1216	0%	0%	0	0%	0%	0	1216
	NBR	113	115	116	116	118	0	118	0%	0%	0	45%	0%	9	128
	SBL	15	15	15	15	15	0	15	0%	0%	0	10%	0%	2	18
	SBT	1073	1094	1,104	1,104	1125	76	1200	0%	0%	0	0%	0%	0	1200
	SBR	3	3	3	3	3	0	3	0%	0%	0	0%	0%	0	3
	EBU	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBL	8	8	8	8	8	0	8	0%	0%	0	0%	0%	0	8
	EBT	5	5	5	5	5	0	5	0%	0%	0	0%	0%	0	5
	EBR	15	15	15	15	15	0	15	0%	0%	0	0%	0%	0	15
	WBU	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	WBL	47	48	48	48	49	0	49	0%	0%	0	0%	18%	3	53
PHF =	WBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
0.90	WBR	25	26	26	26	27	0	27	0%	0%	0	0%	30%	6	32
TOTAL		2,426	2473	2,496	2,496	2543	121	2663	0%	0%	0	55%	48%	21	2684
2) NW 107th Avenue / NW 33rd Street (S)	NBL	36	37	37	37	38	10	48	0%	0%	0	0%	0%	0	48
	NBT	960	979	988	988	1007	35	1042	0%	0%	0	0%	30%	6	1048
	NBR	151	154	155	155	158	0	158	0%	0%	0	0%	0%	0	158
	SBL	122	124	125	125	127	25	153	0%	0%	0	30%	0%	6	159
	SBT	871	888	896	896	913	59	972	0%	0%	0	10%	0%	2	974
	SBR	98	100	101	101	103	0	103	0%	0%	0	0%	0%	0	103
	EBL	169	172	174	174	177	0	177	0%	0%	0	0%	0%	0	177
	EBT	213	217	219	219	223	17	240	0%	0%	0	0%	0%	0	240
	EBR	22	22	22	22	23	17	39	0%	0%	0	0%	0%	0	39
	WBL	212	216	218	218	222	0	222	0%	0%	0	0%	0%	0	222
PHF =	WBT	305	311	314	314	320	10	330	0%	0%	0	0%	0%	0	330
0.95	WBR	198	202	204	204	208	15	223	0%	0%	0	0%	0%	0	223
TOTAL		3,357	3,422	3,454	3,454	3518	188	3706	0%	0%	0	40%	30%	14	3720
3) NW 105th Avenue / NW 33rd Street (U)	NBL	34	35	35	35	36	0	36	0%	0%	0	0%	0%	0	36
	NBT	1	1	1	1	1	0	1	0%	0%	0	0%	0%	0	1
	NBR	148	151	152	152	155	0	155	0%	0%	0	0%	0%	0	155
	SBL	10	10	10	10	10	0	10	0%	0%	0	0%	0%	0	10
	SBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBR	7	7	7	7	7	0	7	0%	0%	0	0%	0%	0	7
	EBU	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBL	16	16	16	16	16	0	16	0%	0%	0	0%	0%	0	16
	EBT	453	462	466	466	475	42	517	0%	0%	0	0%	52%	10	527
	EBR	44	45	45	45	46	0	46	0%	0%	0	0%	0%	0	46
	WBU	19	19	19	19	20	0	20	0%	0%	0	0%	0%	0	20
	WBL	137	140	141	141	144	0	144	0%	0%	0	15%	0%	3	147
PHF =	WBT	674	687	693	693	706	0	706	0%	0%	0	0%	0%	0	706
0.96	WBR	8	8	8	8	8	25	33	0%	0%	0	0%	0%	0	33
TOTAL		1551	1581	1,596	1,596	1626	67	1693	0%	0%	0	15%	52%	13	1706
4) NW 104th Avenue / NW 33rd Street (S)	NBL	5	5	5	5	5	0	5	0%	0%	0	0%	0%	0	5
	NBT	12	12	12	12	12	0	12	0%	0%	0	0%	0%	0	12
	NBR	28	29	29	29	30	0	30	0%	0%	0	0%	0%	0	30
	SBL	204	208	210	210	214	0	214	0%	0%	0	0%	0%	0	214
	SBT	3	3	3	3	3	0	3	0%	0%	0	0%	0%	0	3
	SBR	125	128	129	129	132	0	132	0%	0%	0	0%	0%	0	132
	EBU	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBL	129	132	133	133	136	0	136	0%	0%	0	0%	0%	0	136
	EBT	507	517	522	522	532	42	574	0%	0%	0	0%	52%	10	584
	EBR	1	1	1	1	1	0	1	0%	0%	0	0%	0%	0	1
	WBU	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	WBL	6	6	6	6	6	0	6	0%	0%	0	0%	0%	0	6
PHF =	WBT	708	722	729	729	742	25	767	0%	0%	0	15%	0%	3	770
0.94	WBR	347	354	357	357	364	0	364	0%	0%	0	0%	0%	0	364
TOTAL		2075	2117	2136.6881	2136.6881	2177	67	2244	0%	0%	0	15%	52%	13	2257
5) NW 31st Terrace / SW Outbound Driveway (U)	NBL	16	16	16	16	16	0	16	0%	0%	0	0%	0%	0	16
	NBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	NBR	1	1	1	1	1	0	1	0%	0%	0	0%	0%	0	1
	SBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBR	7	7.0	7	7	7	0	7	0%	0%	0	0%	0%	0	7
	EBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBT	146	149	150	150	153	0	153	0%	0%	0	55%	0%	12	165
	EBR	3	3	3	3	3	0	3	0%	0%	0	0%	0%	0	3
	WBL	1	1	1	1	1	0	1	0%	0%	0	0%	0%	0	1
PHF =	WBT	58	59	60	60	61	0	61	0%	0%	0	0%	48%	9	70
0.92	WBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
TOTAL		232	236	238	238.1948	4596	0	243	0%	0%	0	55%	48%	21	264
6) NW 31st Terrace / SE Driveway (U)	NBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	NBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	NBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBL	4	4	4	4	4	0	4	0%	0%	1	0%	0%	0	5
	SBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBR	9	9	9	9	9	0	9	0%	0%	0	0%	48%	9	18
	EBL	14	14	14	14	14	0	14	0%	0%	0	55%	0%	12	26
	EBT	132	135	136	136	139	0	139	0%	0%	0	0%	0%	0	139
	EBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	WBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
PHF =	WBT	50	51	51	51	52	0	52	0%	0%	0	0%	0%	0	52
0.85	WBR	4	4	4	4	4	0	4	0%	0%	10	15%	0%	3	17
TOTAL		213	217	219	219	223	0	223	0%	0%	11	70%	48%	24	258
7) NW 105th Avenue / Exisitng Driveway (U)	NBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	NBT	165	168	170	170	173	0	173	0%	0%	0	0%	0%	0	173
	NBR	4	4	4	4	4	0	4	0%	0%	0	0%	0%	0	4
	SBL	23	23	23	23	24	0	24	0%	0%	0	0%	0%	0	24
	SBT	148	151	152	152	155	0	155	0%	0%	10	0%	0%	0	165
	SBR	10	10	10	10	10	0	10	0%	0%	-10	0%	0%	0	0
	EBU	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBR	3	3	3	3	3	0	3	0%	0%	-3	0%	0%	0	0
	WBU	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	WBL	12	12	12	12	12	0	12	0%	0%	0	0%	0%	0	12
PHF =	WBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
0.89	WBR	14	14	14	14	14	0	14	0%	0%	0	0%	0%	0	14
TOTAL		379	385	389	389	396	0	396	0%	0%	-3	0%	0%	0	393
8) NW 33rd Street / West Exisitng Driveway (U)	NBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	NBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	NBR	5	5	5	5	5	0	5	0%	0%	0	0%	0%	0	5
	SBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBT	528	539	544	544	554	42	596	0%	25%	0	30%	0%	6	602
	EBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	WBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
PHF =	WBT	726	741	748	748	762	25	787	0%	0%	0	0%	0%	0	787
0.96	WBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
TOTAL		1259	1285	1296.9505	1296.9505	1321	67	1388	0%	25%	0	30%	0%	6	1394
9) NW 33rd Street / East Exisitng Driveway (U)	NBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	NBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	NBR	7	7	7	7	7	0	7	0%	0%	2	0%	52%	10	19
	SBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBT	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	SBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
	EBT	507	517	522	522	532	42	574	0%	0%	0	0%	0%	0	574
	EBR	27	28	28	28	29	0	29	0%	0%	0	30%	0%	6	35
	WBL	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
PHF =	WBT	721	735	742	742	756	25	781	0%	0%	0	0%	0%	0	781
0.95	WBR	0	0	0	0	0	0	0	0%	0%	0	0%	0%	0	0
TOTAL		1262	1287	1,299	1,299	1323	67	1390	0%	0%	2	30%	52%	16	1408

Existing Conditions

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	5	8	44	0	22	17	1219	183	12	1036	20
Future Vol, veh/h	4	5	8	44	0	22	17	1219	183	12	1036	20
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	5	5	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	105	-	0	75	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	13	3	0	0	0	4	1	0	4	15
Mvmt Flow	4	5	9	47	0	24	18	1311	197	13	1114	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1846	2704	572	2036	-	759	1139	0	0	1513	0	0
Stage 1	1155	1155	-	1451	-	-	-	-	-	-	-	-
Stage 2	692	1549	-	585	-	-	-	-	-	-	-	-
Critical Hdwy	6.5	5.5	6.2	6.6	-	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.56	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.56	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.43	3.53	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	107	38	*762	*70	0	437	823	-	-	448	-	-
Stage 1	405	414	-	*136	0	-	-	-	-	-	-	-
Stage 2	405	177	-	*740	0	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0			0	-	-		-	-
Mov Cap-1 Maneuver	96	36	*759	*63	-	434	820	-	-	446	-	-
Mov Cap-2 Maneuver	215	117	-	*114	-	-	-	-	-	-	-	-
Stage 1	392	401	-	*132	-	-	-	-	-	-	-	-
Stage 2	375	172	-	*701	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.49	42.65	0.11	0.15
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	820	-	-	236	114	434	446	-	-
HCM Lane V/C Ratio	0.022	-	-	0.077	0.414	0.054	0.029	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	21.5	57.1	13.8	13.3	-	-
HCM Lane LOS	A	-	-	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1.8	0.2	0.1	-	-

Notes

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

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	5	15	48	0	26	5	1150	116	15	1104	3
Future Vol, veh/h	8	5	15	48	0	26	5	1150	116	15	1104	3
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	5	5	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	105	-	0	75	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	0	0	33	3	1	0	1	0
Mvmt Flow	9	6	17	53	0	29	6	1278	129	17	1227	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1913	2684	615	2008	-	709	1230	0	0	1412	0	0
Stage 1	1262	1262	-	1358	-	-	-	-	-	-	-	-
Stage 2	651	1423	-	649	-	-	-	-	-	-	-	-
Critical Hdwy	6.5	5.5	5.9	6.5	-	5.9	4.76	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.52	-	3.3	2.53	-	-	2.2	-	-
Pot Cap-1 Maneuver	96	39	*779	*79	0	464	609	-	-	489	-	-
Stage 1	344	365	-	*157	0	-	-	-	-	-	-	-
Stage 2	429	204	-	*730	0	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0			0	-	-		-	-
Mov Cap-1 Maneuver	86	37	*779	*71	-	461	609	-	-	487	-	-
Mov Cap-2 Maneuver	201	125	-	*132	-	-	-	-	-	-	-	-
Stage 1	332	352	-	*155	-	-	-	-	-	-	-	-
Stage 2	398	201	-	*679	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.28	36.99	0.04	0.17
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	609	-	-	283	132	461	487	-	-
HCM Lane V/C Ratio	0.009	-	-	0.11	0.405	0.063	0.034	-	-
HCM Ctrl Dly (s/v)	11	-	-	19.3	49.8	13.3	12.7	-	-
HCM Lane LOS	B	-	-	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.7	0.2	0.1	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	285	29	167	210	176	44	1018	183	157	879	234
Future Volume (vph)	175	285	29	167	210	176	44	1018	183	157	879	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Lane Util. Factor	1.00	1.00		0.95	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	1852		1665	1778	1599	1716	3390		1770	3357	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.19	1.00		0.95	1.00	
Satd. Flow (perm)	1719	1852		1665	1778	1599	342	3390		1770	3357	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	182	297	30	174	219	183	46	1060	191	164	916	244
RTOR Reduction (vph)	0	2	0	0	0	154	0	9	0	0	13	0
Lane Group Flow (vph)	182	325	0	157	236	29	46	1242	0	164	1147	0
Confl. Peds. (#/hr)			3	3			4		6	6		4
Confl. Bikes (#/hr)												3
Heavy Vehicles (%)	5%	0%	11%	3%	1%	1%	5%	4%	2%	2%	4%	2%
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	3		4	4	4		6		5	2	
Permitted Phases							6					
Actuated Green, G (s)	34.5	34.5		26.7	26.7	26.7	70.6	70.6		12.6	89.6	
Effective Green, g (s)	34.5	34.5		26.7	26.7	26.7	70.6	70.6		12.6	89.6	
Actuated g/C Ratio	0.20	0.20		0.16	0.16	0.16	0.42	0.42		0.07	0.53	
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	1.0	1.0		2.5	1.0	
Lane Grp Cap (vph)	348	375		261	279	251	142	1407		131	1769	
v/s Ratio Prot	0.11	c0.18		0.09	c0.13	0.02		c0.37		c0.09	0.34	
v/s Ratio Perm							0.13					
v/c Ratio	0.52	0.87		0.60	0.85	0.11	0.32	0.88		1.25	0.65	
Uniform Delay, d1	60.4	65.5		66.7	69.6	61.5	33.6	45.9		78.7	28.9	
Progression Factor	1.00	1.00		1.04	1.03	1.94	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	18.8		3.8	19.4	0.2	6.0	8.3		161.3	1.9	
Delay (s)	62.0	84.3		73.4	91.1	119.7	39.5	54.2		240.0	30.7	
Level of Service	E	F		E	F	F	D	D		F	C	
Approach Delay (s/veh)		76.3			95.4			53.7			56.7	
Approach LOS		E			F			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	64.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	102.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	285	29	167	210	176	44	1018	183	157	879	234
Future Volume (vph)	175	285	29	167	210	176	44	1018	183	157	879	234
Confl. Peds. (#/hr)			3	3			4		6	6		4
Confl. Bikes (#/hr)												3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	11%	3%	1%	1%	5%	4%	2%	2%	4%	2%
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	182	327	0	157	236	183	46	1251	0	164	1160	0
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	3		4	4	4		6		5	2	
Permitted Phases							6					
Detector Phase	3	3		4	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	25.0	25.0		5.0	25.0	
Minimum Split (s)	38.4	38.4		24.4	24.4	24.4	35.4	35.4		11.4	31.4	
Total Split (s)	46.0	46.0		35.0	35.0	35.0	77.0	77.0		12.0	89.0	
Total Split (%)	27.1%	27.1%		20.6%	20.6%	20.6%	45.3%	45.3%		7.1%	52.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.4	2.4		2.4	2.4	2.4	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)	34.5	34.5		26.7	26.7	26.7	70.6	70.6		12.6	89.6	
Actuated g/C Ratio	0.20	0.20		0.16	0.16	0.16	0.42	0.42		0.07	0.53	
v/c Ratio	0.52	0.87		0.60	0.85	0.45	0.32	0.88		1.25	0.65	
Control Delay (s/veh)	65.2	86.9		78.7	95.6	18.1	41.7	54.0		215.7	31.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	65.2	86.9		78.7	95.6	18.1	41.7	54.0		215.7	31.6	
LOS	E	F		E	F	B	D	D		F	C	
Approach Delay (s/veh)		79.1			66.4			53.5			54.4	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	188	349		150	236	16	36	689		~285	514	
Queue Length 95th (ft)	270	463		266	#400	105	79	797		#482	618	
Internal Link Dist (ft)		395			92			470			708	
Turn Bay Length (ft)	130			95			135					
Base Capacity (vph)	400	433		282	300	423	142	1416		131	1781	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.46	0.76		0.56	0.79	0.43	0.32	0.88		1.25	0.65	

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 168 (99%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.25	
Intersection Signal Delay (s/veh): 59.3	Intersection LOS: E
Intersection Capacity Utilization 102.8%	ICU Level of Service G
Analysis Period (min) 15	

~ 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: 2: NW 107th Avenue & NW 33rd Street (Asset #5436)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	219	22	218	314	204	37	988	155	125	896	101
Future Volume (vph)	174	219	22	218	314	204	37	988	155	125	896	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Lane Util. Factor	1.00	1.00		0.95	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1846		1715	1782	1599	1656	3424		1805	3454	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.23	1.00		0.95	1.00	
Satd. Flow (perm)	1752	1846		1715	1782	1599	402	3424		1805	3454	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	183	231	23	229	331	215	39	1040	163	132	943	106
RTOR Reduction (vph)	0	2	0	0	0	140	0	7	0	0	5	0
Lane Group Flow (vph)	183	252	0	206	354	75	39	1196	0	132	1044	0
Confl. Peds. (#/hr)	1		3	3		1			4	4		
Confl. Bikes (#/hr)			1						3			2
Heavy Vehicles (%)	3%	1%	5%	0%	1%	1%	9%	3%	3%	0%	2%	9%
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	3		4	4	4		6		5	2	
Permitted Phases							6					
Actuated Green, G (s)	24.6	24.6		33.6	33.6	33.6	76.6	76.6		9.6	92.6	
Effective Green, g (s)	24.6	24.6		33.6	33.6	33.6	76.6	76.6		9.6	92.6	
Actuated g/C Ratio	0.14	0.14		0.20	0.20	0.20	0.45	0.45		0.06	0.54	
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	1.0	1.0		2.5	1.0	
Lane Grp Cap (vph)	253	267		338	352	316	181	1542		101	1881	
v/s Ratio Prot	0.10	c0.14		0.12	c0.20	0.05		c0.35		c0.07	0.30	
v/s Ratio Perm							0.10					
v/c Ratio	0.72	0.94		0.61	1.01	0.24	0.22	0.78		1.31	0.56	
Uniform Delay, d1	69.4	72.0		62.2	68.2	57.4	28.4	39.4		80.2	25.3	
Progression Factor	1.00	1.00		1.17	1.14	1.92	1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.1	40.3		2.8	45.6	0.4	2.7	3.9		192.6	1.2	
Delay (s)	79.6	112.4		75.7	123.3	110.7	31.1	43.3		272.8	26.4	
Level of Service	E	F		E	F	F	C	D		F	C	
Approach Delay (s/veh)		98.6			107.2			42.9			54.0	
Approach LOS		F			F			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	66.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	219	22	218	314	204	37	988	155	125	896	101
Future Volume (vph)	174	219	22	218	314	204	37	988	155	125	896	101
Confl. Peds. (#/hr)	1		3	3		1			4	4		
Confl. Bikes (#/hr)			1						3			2
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
Heavy Vehicles (%)	3%	1%	5%	0%	1%	1%	9%	3%	3%	0%	2%	9%
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	183	254	0	206	354	215	39	1203	0	132	1049	0
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	3		4	4	4		6		5	2	
Permitted Phases							6					
Detector Phase	3	3		4	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	25.0	25.0		5.0	25.0	
Minimum Split (s)	30.4	30.4		24.4	24.4	24.4	35.4	35.4		11.4	31.4	
Total Split (s)	31.0	31.0		40.0	40.0	40.0	83.0	83.0		16.0	99.0	
Total Split (%)	18.2%	18.2%		23.5%	23.5%	23.5%	48.8%	48.8%		9.4%	58.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.4	2.4		2.4	2.4	2.4	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)	24.6	24.6		33.6	33.6	33.6	76.6	76.6		9.6	92.6	
Actuated g/C Ratio	0.14	0.14		0.20	0.20	0.20	0.45	0.45		0.06	0.54	
v/c Ratio	0.72	0.95		0.61	1.01	0.47	0.22	0.78		1.31	0.56	
Control Delay (s/veh)	86.5	113.3		80.5	119.8	29.3	32.5	43.3		249.3	26.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	86.5	113.3		80.5	119.8	29.3	32.5	43.3		249.3	26.4	
LOS	F	F		F	F	C	C	D		F	C	
Approach Delay (s/veh)		102.1			84.3			42.9			51.3	
Approach LOS		F			F			D			D	
Queue Length 50th (ft)	203	285		242	~431	78	28	600		~187	394	
Queue Length 95th (ft)	#304	#473		347	#677	179	62	694		#337	461	
Internal Link Dist (ft)		395			104			463			708	
Turn Bay Length (ft)	130			95			135					
Base Capacity (vph)	253	268		338	352	455	181	1550		101	1886	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.72	0.95		0.61	1.01	0.47	0.22	0.78		1.31	0.56	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 49 (29%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 135

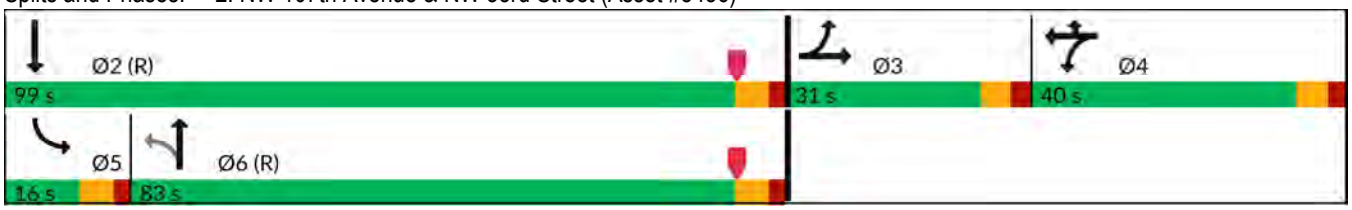
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.31	
Intersection Signal Delay (s/veh): 61.6	Intersection LOS: E
Intersection Capacity Utilization 100.2%	ICU Level of Service G
Analysis Period (min) 15	

~ 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: 2: NW 107th Avenue & NW 33rd Street (Asset #5436)



Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	13	586	23	28	113	537	5	12	1	126	6	0	7
Future Vol, veh/h	13	586	23	28	113	537	5	12	1	126	6	0	7
Conflicting Peds, #/hr	0	0	4	0	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	75	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	0	0	2	0	0	0	0	20	0	29
Mvmt Flow	15	658	26	31	127	603	6	13	1	142	7	0	8

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	609	0	0	684	688	0	0	1323	1630	346	1282	1641	304
Stage 1	-	-	-	-	-	-	-	705	705	-	923	923	-
Stage 2	-	-	-	-	-	-	-	619	926	-	359	717	-
Critical Hdwy	4.1	-	-	6.4	4.1	-	-	7.5	6.5	6.9	7.9	6.5	7.48
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.5	5.5	-	6.9	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.5	5.5	-	6.9	5.5	-
Follow-up Hdwy	2.2	-	-	2.5	2.2	-	-	3.5	4	3.3	3.7	4	3.59
Pot Cap-1 Maneuver	1136	-	-	536	915	-	-	150	117	656	140	115	*883
Stage 1	-	-	-	-	-	-	-	398	442	-	342	416	-
Stage 2	-	-	-	-	-	-	-	612	415	-	585	436	-
Platoon blocked, %	0	-	-			-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1136	-	-	740	740	-	-	115	91	653	85	89	*883
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	245	205	-	167	175	-
Stage 1	-	-	-	-	-	-	-	392	435	-	269	327	-
Stage 2	-	-	-	-	-	-	-	476	326	-	451	429	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	2.31	12.92	17.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	245	642	1136	-	-	740	-	-	296
HCM Lane V/C Ratio	0.055	0.222	0.013	-	-	0.214	-	-	0.049
HCM Ctrl Dly (s/v)	20.5	12.2	8.2	-	-	11.2	-	-	17.8
HCM Lane LOS	C	B	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.2	0.8	0	-	-	0.8	-	-	0.2

Notes

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

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	16	466	45	19	141	693	8	35	1	152	10	0	7
Future Vol, veh/h	16	466	45	19	141	693	8	35	1	152	10	0	7
Conflicting Peds, #/hr	0	0	4	0	4	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	75	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	33	1	0	0	0	1	0	3	0	1	0	0	14
Mvmt Flow	17	485	47	20	147	722	8	36	1	158	10	0	7

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	730	0	0	532	536	0	0	1241	1610	270	1336	1629	366
Stage 1	-	-	-	-	-	-	-	546	546	-	1059	1059	-
Stage 2	-	-	-	-	-	-	-	695	1064	-	277	570	-
Critical Hdwy	4.76	-	-	6.4	4.1	-	-	7.56	6.5	6.92	7.5	6.5	7.18
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.56	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.56	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.53	-	-	2.5	2.2	-	-	3.53	4	3.31	3.5	4	3.44
Pot Cap-1 Maneuver	693	-	-	669	1042	-	-	130	106	731	114	103	598
Stage 1	-	-	-	-	-	-	-	487	521	-	243	303	-
Stage 2	-	-	-	-	-	-	-	396	302	-	712	509	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	693	-	-	929	929	-	-	102	84	728	71	82	597
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	213	176	-	147	166	-
Stage 1	-	-	-	-	-	-	-	473	507	-	200	249	-
Stage 2	-	-	-	-	-	-	-	321	248	-	543	495	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.31	1.81	14.08	23.37
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	213	713	693	-	-	929	-	-	214
HCM Lane V/C Ratio	0.171	0.223	0.024	-	-	0.179	-	-	0.083
HCM Ctrl Dly (s/v)	25.4	11.5	10.3	-	-	9.7	-	-	23.4
HCM Lane LOS	D	B	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0.9	0.1	-	-	0.7	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	641	8	11	555	280	3	3	7	361	8	124
Future Volume (veh/h)	95	641	8	11	555	280	3	3	7	361	8	124
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		0.99	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	1885	1885	1900	1900	1885	1885	1411	1900	1900	1885	1900	1870
Adj Flow Rate, veh/h	108	728	9	13	631	318	3	3	8	410	9	141
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	1	0	0	1	1	33	0	0	1	0	2
Cap, veh/h	376	2333	29	52	1161	578	63	46	77	345	21	323
Arrive On Green	0.05	0.64	0.64	0.52	0.52	0.52	0.08	0.08	0.08	0.06	0.21	0.21
Sat Flow, veh/h	1795	3623	45	16	2237	1114	146	561	943	1795	97	1525
Grp Volume(v), veh/h	108	360	377	532	0	430	14	0	0	410	0	150
Grp Sat Flow(s),veh/h/ln	1795	1791	1877	1860	0	1507	1651	0	0	1795	0	1623
Q Serve(g_s), s	2.2	7.6	7.6	0.0	0.0	16.3	0.0	0.0	0.0	4.7	0.0	6.8
Cycle Q Clear(g_c), s	2.2	7.6	7.6	16.1	0.0	16.3	0.6	0.0	0.0	4.7	0.0	6.8
Prop In Lane	1.00		0.02	0.02		0.74	0.21		0.57	1.00		0.94
Lane Grp Cap(c), veh/h	376	1153	1208	1008	0	782	187	0	0	345	0	343
V/C Ratio(X)	0.29	0.31	0.31	0.53	0.00	0.55	0.07	0.00	0.00	1.19	0.00	0.44
Avail Cap(c_a), veh/h	406	1153	1208	1008	0	782	292	0	0	345	0	452
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	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	6.7	6.7	13.7	0.0	13.8	36.1	0.0	0.0	37.0	0.0	29.1
Incr Delay (d2), s/veh	0.2	0.7	0.7	2.0	0.0	2.8	0.2	0.0	0.0	110.4	0.0	0.9
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	0.7	2.6	2.7	6.7	0.0	5.6	0.3	0.0	0.0	15.4	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.9	7.5	7.4	15.7	0.0	16.5	36.3	0.0	0.0	147.4	0.0	30.0
LnGrp LOS	A	A	A	B		B	D			F		C
Approach Vol, veh/h		845			962			14			560	
Approach Delay, s/veh		7.8			16.1			36.3			116.0	
Approach LOS		A			B			D			F	

Timer - Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	10.6	50.1	11.0	13.3		60.7		24.3
Change Period (Y+Rc), s	6.0	6.0	6.3	6.3		6.0		6.3
Max Green Setting (Gmax), s	6.0	37.0	4.7	12.7		49.0		23.7
Max Q Clear Time (g_c+I1), s	4.2	18.3	6.7	2.6		9.6		8.8
Green Ext Time (p_c), s	0.0	2.2	0.0	0.0		1.5		0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	36.7
HCM 7th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	641	8	11	555	280	3	3	7	361	8	124
Future Volume (vph)	95	641	8	11	555	280	3	3	7	361	8	124
Confl. Peds. (#/hr)			6	6					1	1		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	33%	0%	0%	1%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	737	0	0	962	0	0	14	0	410	150	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	14.0		14.0	14.0		7.0	7.0		4.7	7.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		19.0	19.0		11.0	24.3	
Total Split (s)	12.0	55.0		43.0	43.0		19.0	19.0		11.0	30.0	
Total Split (%)	14.1%	64.7%		50.6%	50.6%		22.4%	22.4%		12.9%	35.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.3		6.3	6.3	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Act Effct Green (s)	60.3	60.3			50.5			8.0		12.4	12.4	
Actuated g/C Ratio	0.71	0.71			0.59			0.09		0.15	0.15	
v/c Ratio	0.29	0.29			0.49			0.10		2.03	0.42	
Control Delay (s/veh)	5.0	4.3			11.6			25.5		503.7	9.6	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)	5.0	4.3			11.6			25.5		503.7	9.6	
LOS	A	A			B			C		F	A	
Approach Delay (s/veh)		4.4			11.6			25.5			371.3	
Approach LOS		A			B			C			F	
Queue Length 50th (ft)	8	31			105			3		~382	5	
Queue Length 95th (ft)	m38	m123			238			19		#448	44	
Internal Link Dist (ft)		582			299			243			149	
Turn Bay Length (ft)	50									80		
Base Capacity (vph)	381	2530			1953			221		202	548	
Starvation Cap Reductn	0	0			0			0		0	0	
Spillback Cap Reductn	0	0			0			0		0	0	
Storage Cap Reductn	0	0			0			0		0	0	
Reduced v/c Ratio	0.28	0.29			0.49			0.06		2.03	0.27	

Intersection Summary
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.03

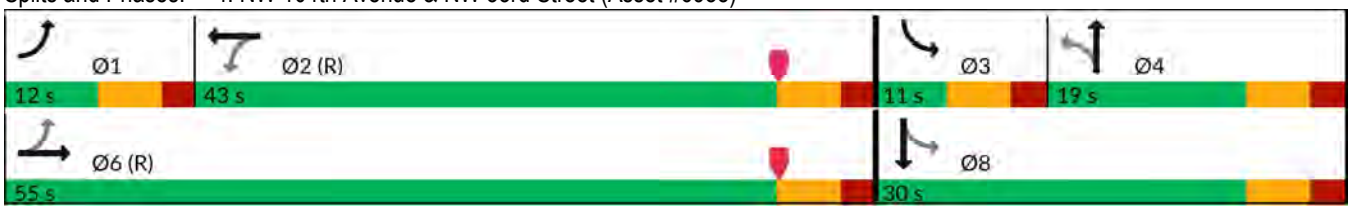
Intersection Signal Delay (s/veh): 93.7	Intersection LOS: F
Intersection Capacity Utilization 84.5%	ICU Level of Service E
Analysis Period (min) 15	

~ 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 104th Avenue & NW 33rd Street (Asset #6985)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	522	1	6	729	357	5	12	29	210	3	129
Future Volume (veh/h)	133	522	1	6	729	357	5	12	29	210	3	129
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		0.98	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	1870	1885	1900	1900	1900	1885	1900	1900	1900	1900	1900	1856
Adj Flow Rate, veh/h	141	555	1	6	776	380	5	13	31	223	3	137
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	1	0	0	0	1	0	0	0	0	0	3
Cap, veh/h	315	2359	4	45	1185	575	53	44	87	343	7	335
Arrive On Green	0.06	0.64	0.64	0.52	0.52	0.52	0.08	0.08	0.08	0.06	0.21	0.21
Sat Flow, veh/h	1781	3668	7	4	2299	1115	81	531	1054	1810	35	1579
Grp Volume(v), veh/h	141	271	285	643	0	519	49	0	0	223	0	140
Grp Sat Flow(s),veh/h/ln	1781	1791	1884	1895	0	1523	1665	0	0	1810	0	1613
Q Serve(g_s), s	3.0	5.4	5.4	0.0	0.0	21.3	0.0	0.0	0.0	4.7	0.0	6.4
Cycle Q Clear(g_c), s	3.0	5.4	5.4	21.1	0.0	21.3	2.3	0.0	0.0	4.7	0.0	6.4
Prop In Lane	1.00		0.00	0.01		0.73	0.10		0.63	1.00		0.98
Lane Grp Cap(c), veh/h	315	1152	1211	1020	0	786	185	0	0	343	0	342
V/C Ratio(X)	0.45	0.24	0.24	0.63	0.00	0.66	0.27	0.00	0.00	0.65	0.00	0.41
Avail Cap(c_a), veh/h	339	1152	1211	1020	0	786	293	0	0	343	0	450
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	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	6.4	6.4	15.1	0.0	15.1	36.8	0.0	0.0	34.3	0.0	28.9
Incr Delay (d2), s/veh	0.4	0.5	0.5	3.0	0.0	4.3	0.8	0.0	0.0	4.3	0.0	0.8
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	1.0	1.9	1.9	8.9	0.0	7.5	1.0	0.0	0.0	4.7	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.4	6.9	6.8	18.0	0.0	19.5	37.6	0.0	0.0	38.6	0.0	29.7
LnGrp LOS	B	A	A	B		B	D			D		C
Approach Vol, veh/h		697			1162			49			363	
Approach Delay, s/veh		8.0			18.7			37.6			35.1	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	10.8	49.8	11.0	13.3		60.7		24.3
Change Period (Y+Rc), s	6.0	6.0	6.3	6.3		6.0		6.3
Max Green Setting (Gmax), s	6.0	37.0	4.7	12.7		49.0		23.7
Max Q Clear Time (g_c+I1), s	5.0	23.3	6.7	4.3		7.4		8.4
Green Ext Time (p_c), s	0.0	2.6	0.0	0.1		1.1		0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	18.4
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	522	1	6	729	357	5	12	29	210	3	129
Future Volume (vph)	133	522	1	6	729	357	5	12	29	210	3	129
Confl. Peds. (#/hr)			4	4					1	1		
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	556	0	0	1162	0	0	49	0	223	140	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	14.0		14.0	14.0		7.0	7.0		4.7	7.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		18.3	18.3		11.0	24.3	
Total Split (s)	12.0	55.0		43.0	43.0		19.0	19.0		11.0	30.0	
Total Split (%)	14.1%	64.7%		50.6%	50.6%		22.4%	22.4%		12.9%	35.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.3		6.3	6.3	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Act Effct Green (s)	58.5	58.5			45.4			7.6		14.2	14.2	
Actuated g/C Ratio	0.69	0.69			0.53			0.09		0.17	0.17	
v/c Ratio	0.47	0.23			0.65			0.28		1.03	0.37	
Control Delay (s/veh)	9.2	4.4			16.1			23.2		103.0	8.4	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)	9.2	4.4			16.1			23.2		103.0	8.4	
LOS	A	A			B			C		F	A	
Approach Delay (s/veh)		5.4			16.1			23.2			66.5	
Approach LOS		A			B			C			E	
Queue Length 50th (ft)	36	78			217			9		108	1	
Queue Length 95th (ft)	m47	m89			327			41		#218	45	
Internal Link Dist (ft)		584			299			243			149	
Turn Bay Length (ft)	50									80		
Base Capacity (vph)	304	2460			1795			269		217	537	
Starvation Cap Reductn	0	0			0			0		0	0	
Spillback Cap Reductn	0	0			0			0		0	0	
Storage Cap Reductn	0	0			0			0		0	0	
Reduced v/c Ratio	0.46	0.23			0.65			0.18		1.03	0.26	

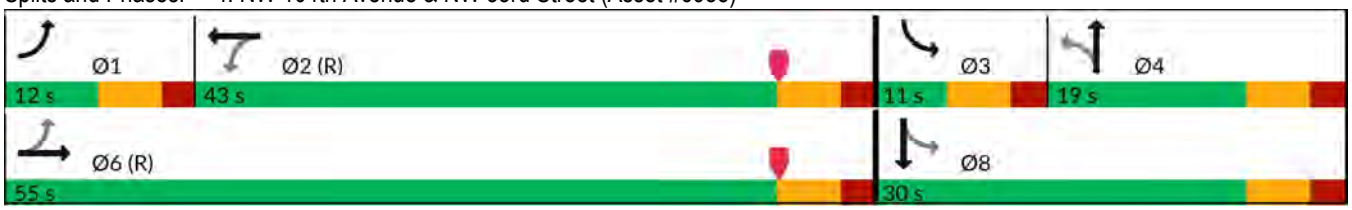
Intersection Summary
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 49 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 75

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay (s/veh): 21.0	Intersection LOS: C
Intersection Capacity Utilization 79.8%	ICU Level of Service D
Analysis Period (min) 15	

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 104th Avenue & NW 33rd Street (Asset #6985)



Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	194	9	1	58	0	4	0	0	0	0	8
Future Vol, veh/h	0	194	9	1	58	0	4	0	0	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	2	0	0	25	0	0	0	0	0
Mvmt Flow	0	228	11	1	68	0	5	0	0	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	239	0	0	304	304	234	-	-	68
Stage 1	-	-	-	-	-	-	234	234	-	-	-	-
Stage 2	-	-	-	-	-	-	71	71	-	-	-	-
Critical Hdwy	-	-	-	4.12	-	-	7.35	6.5	6.2	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.5	-	-	-	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.725	4	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	1328	-	0	605	612	811	0	0	1001
Stage 1	0	-	-	-	-	0	721	715	-	0	0	-
Stage 2	0	-	-	-	-	0	885	840	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1328	-	-	599	612	811	-	-	1001
Mov Cap-2 Maneuver	-	-	-	-	-	-	599	612	-	-	-	-
Stage 1	-	-	-	-	-	-	721	715	-	-	-	-
Stage 2	-	-	-	-	-	-	876	839	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.13	11.06	8.63
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	599	-	-	31	-	1001
HCM Lane V/C Ratio	0.008	-	-	0.001	-	0.009
HCM Ctrl Dly (s/v)	11.1	-	-	7.7	0	8.6
HCM Lane LOS	B	-	-	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	150	3	1	60	0	16	0	1	0	0	7
Future Vol, veh/h	0	150	3	1	60	0	16	0	1	0	0	7
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	14
Mvmt Flow	0	163	3	1	65	0	17	0	1	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	167	0	0	233	233	166	-	-	65
Stage 1	-	-	-	-	-	-	166	166	-	-	-	-
Stage 2	-	-	-	-	-	-	67	67	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	-	-	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	-	-	3.426
Pot Cap-1 Maneuver	0	-	-	1423	-	0	726	671	884	0	0	966
Stage 1	0	-	-	-	-	0	841	765	-	0	0	-
Stage 2	0	-	-	-	-	0	948	843	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1421	-	-	719	669	883	-	-	966
Mov Cap-2 Maneuver	-	-	-	-	-	-	719	669	-	-	-	-
Stage 1	-	-	-	-	-	-	840	764	-	-	-	-
Stage 2	-	-	-	-	-	-	940	842	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.12	10.08	8.76
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	727	-	-	30	-	966
HCM Lane V/C Ratio	0.025	-	-	0.001	-	0.008
HCM Ctrl Dly (s/v)	10.1	-	-	7.5	0	8.8
HCM Lane LOS	B	-	-	A	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	171	39	3	4	19
Future Vol, veh/h	24	171	39	3	4	19
Conflicting Peds, #/hr	4	0	0	4	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	27	194	44	3	5	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	52	0	-	0	300	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	4.1	-	-	-	6.4	6.25
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.345
Pot Cap-1 Maneuver	1567	-	-	-	696	1010
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	796	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1561	-	-	-	680	1006
Mov Cap-2 Maneuver	-	-	-	-	680	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	796	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.9	0	8.99
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1561	-	-	-	929
HCM Lane V/C Ratio	0.017	-	-	-	0.028
HCM Ctrl Dly (s/v)	7.3	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	136	51	4	4	9
Future Vol, veh/h	14	136	51	4	4	9
Conflicting Peds, #/hr	1	0	0	1	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	16	160	60	5	5	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	66	0	-	0	258	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1549	-	-	-	735	1007
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	843	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1548	-	-	-	725	1006
Mov Cap-2 Maneuver	-	-	-	-	725	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	841	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.69	0	9.08
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1548	-	-	-	899
HCM Lane V/C Ratio	0.011	-	-	-	0.017
HCM Ctrl Dly (s/v)	7.4	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	10	6	0	12	1	110	27	56	90	13
Future Vol, veh/h	0	0	10	6	0	12	1	110	27	56	90	13
Conflicting Peds, #/hr	0	0	1	1	0	2	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	11	7	0	13	1	120	29	61	98	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	108	357	372	136	114	0	0	149	0	0
Stage 1	-	-	-	136	136	-	-	-	-	-	-	-
Stage 2	-	-	-	221	236	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	951	602	561	918	1488	-	-	1445	-	-
Stage 1	0	0	-	872	787	-	-	-	-	-	-	-
Stage 2	0	0	-	786	714	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	949	567	535	916	1485	-	-	1445	-	-
Mov Cap-2 Maneuver	-	-	-	567	535	-	-	-	-	-	-	-
Stage 1	-	-	-	871	787	-	-	-	-	-	-	-
Stage 2	-	-	-	742	680	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.84	9.86	0.05	2.68
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	13	-	-	949	760	618	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011	0.026	0.042	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	8.8	9.9	7.6	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	12	0	14	0	170	4	23	152	10
Future Vol, veh/h	0	0	3	12	0	14	0	170	4	23	152	10
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	67	0	0	0	0	1	0	0	0	0
Mvmt Flow	0	0	3	13	0	16	0	191	4	26	171	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	177	417	427	193	182	0	0	196	0	0
Stage 1	-	-	-	193	193	-	-	-	-	-	-	-
Stage 2	-	-	-	223	234	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.87	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.903	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	723	550	523	853	1405	-	-	1390	-	-
Stage 1	0	0	-	813	744	-	-	-	-	-	-	-
Stage 2	0	0	-	784	715	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	722	536	512	853	1405	-	-	1390	-	-
Mov Cap-2 Maneuver	-	-	-	536	512	-	-	-	-	-	-	-
Stage 1	-	-	-	813	744	-	-	-	-	-	-	-
Stage 2	-	-	-	763	700	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.01	10.62	0	0.95
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1405	-	-	722	670	221	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.044	0.019	-	-
HCM Ctrl Dly (s/v)	0	-	-	10	10.6	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Vol, veh/h	616	0	0	570	0	6
Future Vol, veh/h	616	0	0	570	0	6
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
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	684	0	0	633	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	342
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	660
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	660
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.51
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	660	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Ctrl Dly (s/v)	10.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Vol, veh/h	544	0	0	748	0	5
Future Vol, veh/h	544	0	0	748	0	5
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
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	567	0	0	779	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	283
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	720
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	720
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.04
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	720	-	-
HCM Lane V/C Ratio	0.007	-	-
HCM Ctrl Dly (s/v)	10	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	618	15	0	557	0	15
Future Vol, veh/h	618	15	0	557	0	15
Conflicting Peds, #/hr	0	5	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	7	0	2	0	7
Mvmt Flow	702	17	0	633	0	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	365
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.37
Pot Cap-1 Maneuver	-	-	0	-	0	618
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	615
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.02
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	615	-	-	-
HCM Lane V/C Ratio	0.028	-	-	-
HCM Ctrl Dly (s/v)	11	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↳			↑↑		↱
Traffic Vol, veh/h	522	28	0	742	0	7
Future Vol, veh/h	522	28	0	742	0	7
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	4	0	1	0	0
Mvmt Flow	549	29	0	781	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	293
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	709
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	706
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.15
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	706	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-
HCM Ctrl Dly (s/v)	10.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Future without Project Conditions

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	5	8	45	0	23	17	1295	186	12	1070	21
Future Vol, veh/h	4	5	8	45	0	23	17	1295	186	12	1070	21
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	5	5	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	105	-	0	75	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	13	3	0	0	0	4	1	0	4	15
Mvmt Flow	4	5	9	48	0	25	18	1392	200	13	1151	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1924	2826	591	2138	-	801	1177	0	0	1597	0	0
Stage 1	1192	1192	-	1534	-	-	-	-	-	-	-	-
Stage 2	733	1634	-	604	-	-	-	-	-	-	-	-
Critical Hdwy	6.5	5.5	6.2	6.6	-	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.56	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.56	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.43	3.53	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	92	31	*762	*57	0	414	788	-	-	416	-	-
Stage 1	378	393	-	*120	0	-	-	-	-	-	-	-
Stage 2	383	161	-	*740	0	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0			0	-	-		-	-
Mov Cap-1 Maneuver	82	29	*759	*51	-	412	785	-	-	414	-	-
Mov Cap-2 Maneuver	198	105	-	*101	-	-	-	-	-	-	-	-
Stage 1	365	380	-	*117	-	-	-	-	-	-	-	-
Stage 2	352	156	-	*699	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.1	50.94	0.11	0.15
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	785	-	-	217	101	412	414	-	-
HCM Lane V/C Ratio	0.023	-	-	0.084	0.479	0.06	0.031	-	-
HCM Ctrl Dly (s/v)	9.7	-	-	23.1	69.7	14.3	14	-	-
HCM Lane LOS	A	-	-	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	2.1	0.2	0.1	-	-

Notes

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	5	15	49	0	27	5	1216	118	15	1200	3
Future Vol, veh/h	8	5	15	49	0	27	5	1216	118	15	1200	3
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	5	5	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	105	-	0	75	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	0	0	33	3	1	0	1	0
Mvmt Flow	9	6	17	54	0	30	6	1351	131	17	1333	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2056	2867	668	2136	-	747	1337	0	0	1487	0	0
Stage 1	1368	1368	-	1433	-	-	-	-	-	-	-	-
Stage 2	688	1498	-	703	-	-	-	-	-	-	-	-
Critical Hdwy	6.5	5.5	5.9	6.5	-	5.9	4.76	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.52	-	3.3	2.53	-	-	2.2	-	-
Pot Cap-1 Maneuver	75	28	*742	*64	0	443	561	-	-	458	-	-
Stage 1	312	335	-	*141	0	-	-	-	-	-	-	-
Stage 2	407	187	-	*696	0	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0			0	-	-		-	-
Mov Cap-1 Maneuver	67	26	*742	*56	-	440	561	-	-	456	-	-
Mov Cap-2 Maneuver	180	111	-	*117	-	-	-	-	-	-	-	-
Stage 1	301	323	-	*139	-	-	-	-	-	-	-	-
Stage 2	376	185	-	*644	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.04	43.49	0.04	0.16
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	561	-	-	255	117	440	456	-	-
HCM Lane V/C Ratio	0.01	-	-	0.122	0.464	0.068	0.037	-	-
HCM Ctrl Dly (s/v)	11.5	-	-	21	59.9	13.8	13.2	-	-
HCM Lane LOS	B	-	-	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	2.1	0.2	0.1	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	293	33	170	226	197	57	1079	186	165	907	239
Future Volume (vph)	178	293	33	170	226	197	57	1079	186	165	907	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Lane Util. Factor	1.00	1.00		0.95	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	1848		1665	1778	1599	1717	3393		1770	3358	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.17	1.00		0.95	1.00	
Satd. Flow (perm)	1719	1848		1665	1778	1599	302	3393		1770	3358	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	185	305	34	177	235	205	59	1124	194	172	945	249
RTOR Reduction (vph)	0	2	0	0	0	170	0	8	0	0	13	0
Lane Group Flow (vph)	185	337	0	159	253	35	59	1310	0	172	1181	0
Confl. Peds. (#/hr)			3	3			4		6	6		4
Confl. Bikes (#/hr)												3
Heavy Vehicles (%)	5%	0%	11%	3%	1%	1%	5%	4%	2%	2%	4%	2%
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	3		4	4	4		6		5	2	
Permitted Phases							6					
Actuated Green, G (s)	35.4	35.4		27.7	27.7	27.7	70.5	70.5		10.8	87.7	
Effective Green, g (s)	35.4	35.4		27.7	27.7	27.7	70.5	70.5		10.8	87.7	
Actuated g/C Ratio	0.21	0.21		0.16	0.16	0.16	0.41	0.41		0.06	0.52	
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	1.0	1.0		2.5	1.0	
Lane Grp Cap (vph)	357	384		271	289	260	125	1407		112	1732	
v/s Ratio Prot	0.11	c0.18		0.10	c0.14	0.02		c0.39		c0.10	0.35	
v/s Ratio Perm							0.20					
v/c Ratio	0.52	0.88		0.59	0.88	0.13	0.47	0.93		1.54	0.68	
Uniform Delay, d1	59.7	65.2		65.9	69.5	60.9	36.2	47.4		79.6	30.7	
Progression Factor	1.00	1.00		1.05	1.03	1.98	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	19.9		3.1	22.9	0.3	12.2	12.3		280.6	2.2	
Delay (s)	61.2	85.1		72.0	94.3	121.0	48.4	59.8		360.2	32.9	
Level of Service	E	F		E	F	F	D	E		F	C	
Approach Delay (s/veh)		76.7			97.4			59.3			74.1	
Approach LOS		E			F			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	72.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	105.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	293	33	170	226	197	57	1079	186	165	907	239
Future Volume (vph)	178	293	33	170	226	197	57	1079	186	165	907	239
Confl. Peds. (#/hr)			3	3			4		6	6		4
Confl. Bikes (#/hr)												3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	11%	3%	1%	1%	5%	4%	2%	2%	4%	2%
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	185	339	0	159	253	205	59	1318	0	172	1194	0
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	3		4	4	4		6		5	2	
Permitted Phases							6					
Detector Phase	3	3		4	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	25.0	25.0		5.0	25.0	
Minimum Split (s)	38.4	38.4		24.4	24.4	24.4	35.4	35.4		11.4	31.4	
Total Split (s)	46.0	46.0		35.0	35.0	35.0	77.0	77.0		12.0	89.0	
Total Split (%)	27.1%	27.1%		20.6%	20.6%	20.6%	45.3%	45.3%		7.1%	52.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.4	2.4		2.4	2.4	2.4	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)	35.4	35.4		27.7	27.7	27.7	70.6	70.6		10.8	87.8	
Actuated g/C Ratio	0.21	0.21		0.16	0.16	0.16	0.42	0.42		0.06	0.52	
v/c Ratio	0.52	0.88		0.59	0.88	0.48	0.47	0.93		1.54	0.68	
Control Delay (s/veh)	64.5	87.5		77.4	97.7	18.4	51.4	59.1		324.9	33.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	64.5	87.5		77.4	97.7	18.4	51.4	59.1		324.9	33.5	
LOS	E	F		E	F	B	D	E		F	C	
Approach Delay (s/veh)		79.4			66.1			58.7			70.2	
Approach LOS		E			E			E			E	
Queue Length 50th (ft)	189	361		149	267	31	50	750		~335	555	
Queue Length 95th (ft)	274	481		267	#449	116	109	#885		#503	645	
Internal Link Dist (ft)		395			93			467			708	
Turn Bay Length (ft)	130			95			135					
Base Capacity (vph)	400	432		284	302	440	125	1417		112	1747	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.46	0.78		0.56	0.84	0.47	0.47	0.93		1.54	0.68	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 168 (99%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.54	
Intersection Signal Delay (s/veh): 66.7	Intersection LOS: E
Intersection Capacity Utilization 105.2%	ICU Level of Service G
Analysis Period (min) 15	

~ 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: 2: NW 107th Avenue & NW 33rd Street (Asset #5436)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	240	39	222	330	223	48	1042	158	153	972	103
Future Volume (vph)	177	240	39	222	330	223	48	1042	158	153	972	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Lane Util. Factor	1.00	1.00		0.95	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1827		1715	1783	1599	1656	3427		1805	3459	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.20	1.00		0.95	1.00	
Satd. Flow (perm)	1752	1827		1715	1783	1599	348	3427		1805	3459	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	186	253	41	234	347	235	51	1097	166	161	1023	108
RTOR Reduction (vph)	0	3	0	0	0	134	0	7	0	0	5	0
Lane Group Flow (vph)	186	291	0	211	370	101	51	1256	0	161	1126	0
Confl. Peds. (#/hr)	1		3	3		1			4	4		
Confl. Bikes (#/hr)			1						3			2
Heavy Vehicles (%)	3%	1%	5%	0%	1%	1%	9%	3%	3%	0%	2%	9%
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	3		4	4	4		6		5	2	
Permitted Phases							6					
Actuated Green, G (s)	24.6	24.6		33.6	33.6	33.6	76.6	76.6		9.6	92.6	
Effective Green, g (s)	24.6	24.6		33.6	33.6	33.6	76.6	76.6		9.6	92.6	
Actuated g/C Ratio	0.14	0.14		0.20	0.20	0.20	0.45	0.45		0.06	0.54	
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	1.0	1.0		2.5	1.0	
Lane Grp Cap (vph)	253	264		338	352	316	156	1544		101	1884	
v/s Ratio Prot	0.11	c0.16		0.12	c0.21	0.06		c0.37		c0.09	0.33	
v/s Ratio Perm							0.15					
v/c Ratio	0.74	1.10		0.62	1.05	0.32	0.33	0.81		1.59	0.60	
Uniform Delay, d1	69.6	72.7		62.4	68.2	58.4	30.1	40.5		80.2	26.1	
Progression Factor	1.00	1.00		1.16	1.13	1.65	1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.9	85.0		3.2	58.1	0.6	5.5	4.8		308.7	1.4	
Delay (s)	80.5	157.7		75.8	135.1	96.9	35.6	45.3		388.9	27.5	
Level of Service	F	F		E	F	F	D	D		F	C	
Approach Delay (s/veh)		127.8			108.8			44.9			72.6	
Approach LOS		F			F			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	77.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	105.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	240	39	222	330	223	48	1042	158	153	972	103
Future Volume (vph)	177	240	39	222	330	223	48	1042	158	153	972	103
Confl. Peds. (#/hr)	1		3	3		1			4	4		
Confl. Bikes (#/hr)			1						3			2
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
Heavy Vehicles (%)	3%	1%	5%	0%	1%	1%	9%	3%	3%	0%	2%	9%
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	186	294	0	211	370	235	51	1263	0	161	1131	0
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	3		4	4	4		6		5	2	
Permitted Phases							6					
Detector Phase	3	3		4	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	25.0	25.0		5.0	25.0	
Minimum Split (s)	30.4	30.4		24.4	24.4	24.4	35.4	35.4		11.4	31.4	
Total Split (s)	31.0	31.0		40.0	40.0	40.0	83.0	83.0		16.0	99.0	
Total Split (%)	18.2%	18.2%		23.5%	23.5%	23.5%	48.8%	48.8%		9.4%	58.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.4	2.4		2.4	2.4	2.4	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)	24.6	24.6		33.6	33.6	33.6	76.6	76.6		9.6	92.6	
Actuated g/C Ratio	0.14	0.14		0.20	0.20	0.20	0.45	0.45		0.06	0.54	
v/c Ratio	0.74	1.10		0.62	1.05	0.52	0.33	0.81		1.59	0.60	
Control Delay (s/veh)	87.2	147.7		80.7	128.6	33.9	37.5	45.4		354.0	27.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	87.2	147.7		80.7	128.6	33.9	37.5	45.4		354.0	27.5	
LOS	F	F		F	F	C	D	D		F	C	
Approach Delay (s/veh)		124.3			88.9			45.1			68.2	
Approach LOS		F			F			D			E	
Queue Length 50th (ft)	206	~369		247	~474	107	39	646		~254	441	
Queue Length 95th (ft)	#315	#576		353	#715	213	85	747		#415	512	
Internal Link Dist (ft)		395			91			460			708	
Turn Bay Length (ft)	130			95			135					
Base Capacity (vph)	253	267		338	352	450	156	1550		101	1889	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.74	1.10		0.62	1.05	0.52	0.33	0.81		1.59	0.60	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 49 (29%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 145

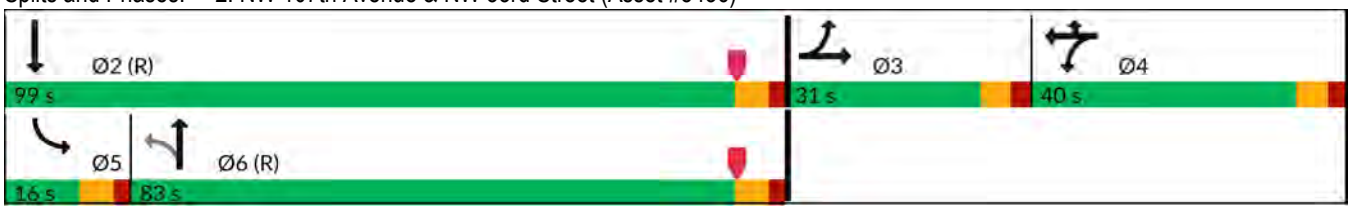
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.59	
Intersection Signal Delay (s/veh): 71.6	Intersection LOS: E
Intersection Capacity Utilization 105.2%	ICU Level of Service G
Analysis Period (min) 15	

~ 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: 2: NW 107th Avenue & NW 33rd Street (Asset #5436)



Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	13	606	24	29	115	576	5	12	1	129	6	0	7
Future Vol, veh/h	13	606	24	29	115	576	5	12	1	129	6	0	7
Conflicting Peds, #/hr	0	0	4	0	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	75	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	0	0	2	0	0	0	0	20	0	29
Mvmt Flow	15	681	27	33	129	647	6	13	1	145	7	0	8

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	653	0	0	708	712	0	0	1375	1704	358	1344	1715	326
Stage 1	-	-	-	-	-	-	-	728	728	-	974	974	-
Stage 2	-	-	-	-	-	-	-	647	976	-	370	741	-
Critical Hdwy	4.1	-	-	6.4	4.1	-	-	7.5	6.5	6.9	7.9	6.5	7.48
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.5	5.5	-	6.9	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.5	5.5	-	6.9	5.5	-
Follow-up Hdwy	2.2	-	-	2.5	2.2	-	-	3.5	4	3.3	3.7	4	3.59
Pot Cap-1 Maneuver	1126	-	-	518	897	-	-	144	107	644	132	106	*860
Stage 1	-	-	-	-	-	-	-	386	432	-	335	407	-
Stage 2	-	-	-	-	-	-	-	627	406	-	575	426	-
Platoon blocked, %	0	-	-			-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1126	-	-	716	716	-	-	109	82	642	78	80	*860
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	240	196	-	158	165	-
Stage 1	-	-	-	-	-	-	-	379	425	-	260	315	-
Stage 2	-	-	-	-	-	-	-	481	314	-	439	419	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	2.28	13.13	18.49
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	240	631	1126	-	-	716	-	-	281
HCM Lane V/C Ratio	0.056	0.232	0.013	-	-	0.226	-	-	0.052
HCM Ctrl Dly (s/v)	20.9	12.4	8.2	-	-	11.5	-	-	18.5
HCM Lane LOS	C	B	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.2	0.9	0	-	-	0.9	-	-	0.2

Notes

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

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	16	517	46	20	144	706	33	36	1	155	10	0	7
Future Vol, veh/h	16	517	46	20	144	706	33	36	1	155	10	0	7
Conflicting Peds, #/hr	0	0	4	0	4	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	75	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	33	1	0	0	0	1	0	3	0	1	0	0	14
Mvmt Flow	17	539	48	21	150	735	34	38	1	161	10	0	7

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	770	0	0	586	590	0	0	1310	1711	297	1397	1718	386
Stage 1	-	-	-	-	-	-	-	600	600	-	1094	1094	-
Stage 2	-	-	-	-	-	-	-	710	1111	-	303	624	-
Critical Hdwy	4.76	-	-	6.4	4.1	-	-	7.56	6.5	6.92	7.5	6.5	7.18
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.56	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.56	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.53	-	-	2.5	2.2	-	-	3.53	4	3.31	3.5	4	3.44
Pot Cap-1 Maneuver	666	-	-	618	995	-	-	116	92	702	102	91	580
Stage 1	-	-	-	-	-	-	-	452	493	-	232	292	-
Stage 2	-	-	-	-	-	-	-	388	287	-	687	481	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	666	-	-	875	875	-	-	89	72	699	61	71	579
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	198	162	-	135	151	-
Stage 1	-	-	-	-	-	-	-	439	479	-	186	235	-
Stage 2	-	-	-	-	-	-	-	308	231	-	514	467	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.29	1.84	14.78	25.02
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	198	685	666	-	-	875	-	-	197
HCM Lane V/C Ratio	0.189	0.237	0.025	-	-	0.195	-	-	0.09
HCM Ctrl Dly (s/v)	27.3	11.9	10.5	-	-	10.1	-	-	25
HCM Lane LOS	D	B	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.7	0.9	0.1	-	-	0.7	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	661	8	11	595	285	3	3	7	368	8	126
Future Volume (veh/h)	97	661	8	11	595	285	3	3	7	368	8	126
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		0.99	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	1885	1885	1900	1900	1885	1885	1411	1900	1900	1885	1900	1870
Adj Flow Rate, veh/h	110	751	9	13	676	324	3	3	8	418	9	143
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	1	0	0	1	1	33	0	0	1	0	2
Cap, veh/h	360	2333	28	51	1182	560	63	46	77	345	20	323
Arrive On Green	0.05	0.64	0.64	0.52	0.52	0.52	0.08	0.08	0.08	0.06	0.21	0.21
Sat Flow, veh/h	1795	3625	43	15	2279	1080	146	561	943	1795	96	1527
Grp Volume(v), veh/h	110	371	389	559	0	454	14	0	0	418	0	152
Grp Sat Flow(s),veh/h/ln	1795	1791	1877	1860	0	1514	1650	0	0	1795	0	1623
Q Serve(g_s), s	2.2	7.9	7.9	0.0	0.0	17.5	0.0	0.0	0.0	4.7	0.0	6.9
Cycle Q Clear(g_c), s	2.2	7.9	7.9	17.2	0.0	17.5	0.6	0.0	0.0	4.7	0.0	6.9
Prop In Lane	1.00		0.02	0.02		0.71	0.21		0.57	1.00		0.94
Lane Grp Cap(c), veh/h	360	1153	1208	1008	0	785	187	0	0	345	0	343
V/C Ratio(X)	0.31	0.32	0.32	0.55	0.00	0.58	0.07	0.00	0.00	1.21	0.00	0.44
Avail Cap(c_a), veh/h	389	1153	1208	1008	0	785	292	0	0	345	0	452
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	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.2	6.8	6.8	14.0	0.0	14.1	36.1	0.0	0.0	37.0	0.0	29.1
Incr Delay (d2), s/veh	0.2	0.7	0.7	2.2	0.0	3.1	0.2	0.0	0.0	119.2	0.0	0.9
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	0.8	2.7	2.8	7.2	0.0	6.0	0.3	0.0	0.0	16.2	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.3	7.5	7.5	16.2	0.0	17.2	36.3	0.0	0.0	156.2	0.0	30.0
LnGrp LOS	B	A	A	B		B	D			F		C
Approach Vol, veh/h		870			1013			14			570	
Approach Delay, s/veh		7.9			16.6			36.3			122.6	
Approach LOS		A			B			D			F	

Timer - Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	10.6	50.1	11.0	13.3		60.7		24.3
Change Period (Y+Rc), s	6.0	6.0	6.3	6.3		6.0		6.3
Max Green Setting (Gmax), s	6.0	37.0	4.7	12.7		49.0		23.7
Max Q Clear Time (g_c+I1), s	4.2	19.5	6.7	2.6		9.9		8.9
Green Ext Time (p_c), s	0.0	2.3	0.0	0.0		1.5		0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	38.1
HCM 7th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	661	8	11	595	285	3	3	7	368	8	126
Future Volume (vph)	97	661	8	11	595	285	3	3	7	368	8	126
Confl. Peds. (#/hr)			6	6					1	1		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	33%	0%	0%	1%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	760	0	0	1013	0	0	14	0	418	152	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	14.0		14.0	14.0		7.0	7.0		4.7	7.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		18.3	18.3		11.0	24.3	
Total Split (s)	12.0	55.0		43.0	43.0		19.0	19.0		11.0	30.0	
Total Split (%)	14.1%	64.7%		50.6%	50.6%		22.4%	22.4%		12.9%	35.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.3		6.3	6.3	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Act Effct Green (s)	60.3	60.3			50.5			8.0		12.4	12.4	
Actuated g/C Ratio	0.71	0.71			0.59			0.09		0.15	0.15	
v/c Ratio	0.31	0.30			0.52			0.10		2.07	0.43	
Control Delay (s/veh)	5.1	4.3			12.1			25.5		520.9	9.6	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)	5.1	4.3			12.1			25.5		520.9	9.6	
LOS	A	A			B			C		F	A	
Approach Delay (s/veh)		4.4			12.1			25.5			384.5	
Approach LOS		A			B			C			F	
Queue Length 50th (ft)	9	36			117			3		~391	5	
Queue Length 95th (ft)	m38	m124			261			19		#458	45	
Internal Link Dist (ft)		586			299			243			149	
Turn Bay Length (ft)	50									80		
Base Capacity (vph)	362	2530			1953			221		202	549	
Starvation Cap Reductn	0	0			0			0		0	0	
Spillback Cap Reductn	0	0			0			0		0	0	
Storage Cap Reductn	0	0			0			0		0	0	
Reduced v/c Ratio	0.30	0.30			0.52			0.06		2.07	0.28	

Intersection Summary
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.07

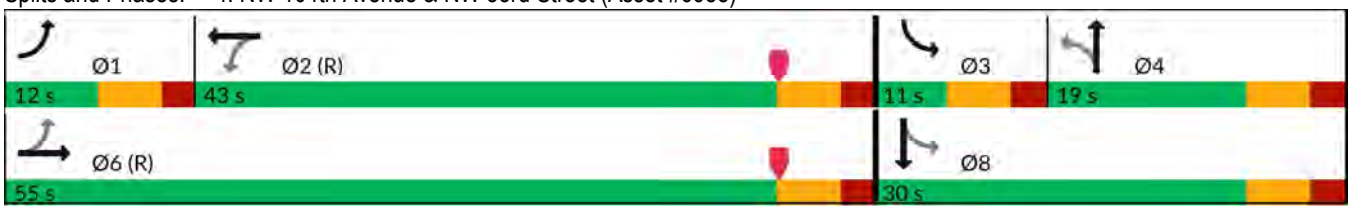
Intersection Signal Delay (s/veh): 95.5	Intersection LOS: F
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

~ 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 104th Avenue & NW 33rd Street (Asset #6985)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	574	1	6	767	364	5	12	30	214	3	132
Future Volume (veh/h)	136	574	1	6	767	364	5	12	30	214	3	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		0.98	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	1870	1885	1900	1900	1900	1885	1900	1900	1900	1900	1900	1856
Adj Flow Rate, veh/h	145	611	1	6	816	387	5	13	32	228	3	140
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	1	0	0	0	1	0	0	0	0	0	3
Cap, veh/h	303	2359	4	45	1198	562	53	43	88	342	7	335
Arrive On Green	0.06	0.64	0.64	0.51	0.51	0.51	0.08	0.08	0.08	0.06	0.21	0.21
Sat Flow, veh/h	1781	3669	6	4	2326	1092	79	520	1065	1810	34	1579
Grp Volume(v), veh/h	145	298	314	667	0	542	50	0	0	228	0	143
Grp Sat Flow(s),veh/h/ln	1781	1791	1884	1895	0	1527	1664	0	0	1810	0	1613
Q Serve(g_s), s	3.0	6.1	6.1	0.0	0.0	22.7	0.0	0.0	0.0	4.7	0.0	6.5
Cycle Q Clear(g_c), s	3.0	6.1	6.1	22.3	0.0	22.7	2.4	0.0	0.0	4.7	0.0	6.5
Prop In Lane	1.00		0.00	0.01		0.71	0.10		0.64	1.00		0.98
Lane Grp Cap(c), veh/h	303	1152	1211	1018	0	786	185	0	0	342	0	342
V/C Ratio(X)	0.48	0.26	0.26	0.66	0.00	0.69	0.27	0.00	0.00	0.67	0.00	0.42
Avail Cap(c_a), veh/h	326	1152	1211	1018	0	786	293	0	0	342	0	450
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	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	6.5	6.5	15.4	0.0	15.5	36.8	0.0	0.0	34.4	0.0	28.9
Incr Delay (d2), s/veh	0.4	0.5	0.5	3.3	0.0	4.9	0.8	0.0	0.0	4.9	0.0	0.8
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	1.0	2.1	2.2	9.5	0.0	8.1	1.0	0.0	0.0	4.9	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2	7.0	7.0	18.7	0.0	20.4	37.6	0.0	0.0	39.3	0.0	29.7
LnGrp LOS	B	A	A	B		C	D			D		C
Approach Vol, veh/h		757			1209			50			371	
Approach Delay, s/veh		8.2			19.5			37.6			35.6	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	10.9	49.8	11.0	13.3		60.7		24.3
Change Period (Y+Rc), s	6.0	6.0	6.3	6.3		6.0		6.3
Max Green Setting (Gmax), s	6.0	37.0	4.7	12.7		49.0		23.7
Max Q Clear Time (g_c+I1), s	5.0	24.7	6.7	4.4		8.1		8.5
Green Ext Time (p_c), s	0.0	2.6	0.0	0.1		1.2		0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	18.8
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	574	1	6	767	364	5	12	30	214	3	132
Future Volume (vph)	136	574	1	6	767	364	5	12	30	214	3	132
Confl. Peds. (#/hr)			4	4					1	1		
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	612	0	0	1209	0	0	50	0	228	143	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	14.0		14.0	14.0		7.0	7.0		4.7	7.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		18.3	18.3		11.0	24.3	
Total Split (s)	12.0	55.0		43.0	43.0		19.0	19.0		11.0	30.0	
Total Split (%)	14.1%	64.7%		50.6%	50.6%		22.4%	22.4%		12.9%	35.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.3		6.3	6.3	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Act Effct Green (s)	58.5	58.5			45.0			7.6		14.2	14.2	
Actuated g/C Ratio	0.69	0.69			0.53			0.09		0.17	0.17	
v/c Ratio	0.50	0.25			0.68			0.29		1.05	0.38	
Control Delay (s/veh)	9.6	4.7			17.1			23.0		109.1	8.4	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)	9.6	4.7			17.1			23.0		109.1	8.4	
LOS	A	A			B			C		F	A	
Approach Delay (s/veh)		5.7			17.1			23.0			70.3	
Approach LOS		A			B			C			E	
Queue Length 50th (ft)	42	95			236			9		111	1	
Queue Length 95th (ft)	m48	m98			351			41		#225	45	
Internal Link Dist (ft)		585			299			243			149	
Turn Bay Length (ft)	50									80		
Base Capacity (vph)	292	2459			1782			269		217	539	
Starvation Cap Reductn	0	0			0			0		0	0	
Spillback Cap Reductn	0	0			0			0		0	0	
Storage Cap Reductn	0	0			0			0		0	0	
Reduced v/c Ratio	0.50	0.25			0.68			0.19		1.05	0.27	

Intersection Summary
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 49 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 75

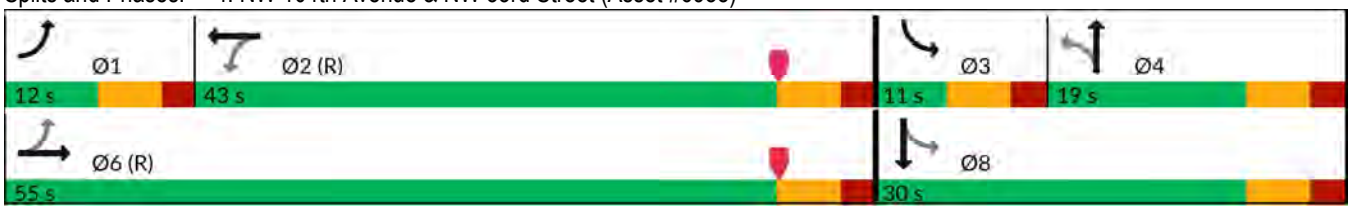
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05	
Intersection Signal Delay (s/veh): 21.9	Intersection LOS: C
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

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 104th Avenue & NW 33rd Street (Asset #6985)



Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	197	9	1	59	0	4	0	0	0	0	8
Future Vol, veh/h	0	197	9	1	59	0	4	0	0	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	2	0	0	25	0	0	0	0	0
Mvmt Flow	0	232	11	1	69	0	5	0	0	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	242	0	0	309	309	237	-	-	69
Stage 1	-	-	-	-	-	-	237	237	-	-	-	-
Stage 2	-	-	-	-	-	-	72	72	-	-	-	-
Critical Hdwy	-	-	-	4.12	-	-	7.35	6.5	6.2	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.5	-	-	-	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.725	4	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	1324	-	0	601	609	807	0	0	999
Stage 1	0	-	-	-	-	0	717	713	-	0	0	-
Stage 2	0	-	-	-	-	0	884	839	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1324	-	-	595	608	807	-	-	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	595	608	-	-	-	-
Stage 1	-	-	-	-	-	-	717	713	-	-	-	-
Stage 2	-	-	-	-	-	-	874	838	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.13	11.1	8.64
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	595	-	-	30	-	999
HCM Lane V/C Ratio	0.008	-	-	0.001	-	0.009
HCM Ctrl Dly (s/v)	11.1	-	-	7.7	0	8.6
HCM Lane LOS	B	-	-	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	153	3	1	61	0	16	0	1	0	0	7
Future Vol, veh/h	0	153	3	1	61	0	16	0	1	0	0	7
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	14
Mvmt Flow	0	166	3	1	66	0	17	0	1	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	171	0	0	237	237	169	-	-	66
Stage 1	-	-	-	-	-	-	169	169	-	-	-	-
Stage 2	-	-	-	-	-	-	68	68	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	-	-	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	-	-	3.426
Pot Cap-1 Maneuver	0	-	-	1419	-	0	721	667	880	0	0	965
Stage 1	0	-	-	-	-	0	838	763	-	0	0	-
Stage 2	0	-	-	-	-	0	947	842	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1418	-	-	714	666	879	-	-	965
Mov Cap-2 Maneuver	-	-	-	-	-	-	714	666	-	-	-	-
Stage 1	-	-	-	-	-	-	837	762	-	-	-	-
Stage 2	-	-	-	-	-	-	938	841	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.12	10.12	8.76
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	722	-	-	29	-	965
HCM Lane V/C Ratio	0.026	-	-	0.001	-	0.008
HCM Ctrl Dly (s/v)	10.1	-	-	7.5	0	8.8
HCM Lane LOS	B	-	-	A	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	174	40	3	4	20
Future Vol, veh/h	25	174	40	3	4	20
Conflicting Peds, #/hr	4	0	0	4	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	28	198	45	3	5	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	53	0	-	0	307	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	256	-
Critical Hdwy	4.1	-	-	-	6.4	6.25
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.345
Pot Cap-1 Maneuver	1566	-	-	-	690	1008
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1560	-	-	-	674	1005
Mov Cap-2 Maneuver	-	-	-	-	674	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	791	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.92	0	8.99
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1560	-	-	-	929
HCM Lane V/C Ratio	0.018	-	-	-	0.029
HCM Ctrl Dly (s/v)	7.4	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	139	52	4	4	9
Future Vol, veh/h	14	139	52	4	4	9
Conflicting Peds, #/hr	1	0	0	1	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	16	164	61	5	5	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	263	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1548	-	-	-	730	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1546	-	-	-	720	1004
Mov Cap-2 Maneuver	-	-	-	-	720	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.67	0	9.09
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1546	-	-	-	896
HCM Lane V/C Ratio	0.011	-	-	-	0.017
HCM Ctrl Dly (s/v)	7.4	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	10	6	0	12	1	112	28	57	92	13
Future Vol, veh/h	0	0	10	6	0	12	1	112	28	57	92	13
Conflicting Peds, #/hr	0	0	1	1	0	2	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	11	7	0	13	1	122	30	62	100	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	110	364	379	139	116	0	0	152	0	0
Stage 1	-	-	-	139	139	-	-	-	-	-	-	-
Stage 2	-	-	-	225	240	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	949	596	556	915	1485	-	-	1441	-	-
Stage 1	0	0	-	869	785	-	-	-	-	-	-	-
Stage 2	0	0	-	782	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	946	561	529	913	1482	-	-	1441	-	-
Mov Cap-2 Maneuver	-	-	-	561	529	-	-	-	-	-	-	-
Stage 1	-	-	-	868	785	-	-	-	-	-	-	-
Stage 2	-	-	-	737	677	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.85	9.9	0.05	2.68
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	12	-	-	946	755	618	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011	0.026	0.043	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	8.8	9.9	7.6	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	12	0	14	0	173	4	24	155	10
Future Vol, veh/h	0	0	3	12	0	14	0	173	4	24	155	10
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	67	0	0	0	0	1	0	0	0	0
Mvmt Flow	0	0	3	13	0	16	0	194	4	27	174	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	181	426	436	197	185	0	0	199	0	0
Stage 1	-	-	-	197	197	-	-	-	-	-	-	-
Stage 2	-	-	-	229	239	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.87	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.903	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	719	542	517	850	1401	-	-	1386	-	-
Stage 1	0	0	-	810	742	-	-	-	-	-	-	-
Stage 2	0	0	-	778	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	719	528	506	850	1401	-	-	1386	-	-
Mov Cap-2 Maneuver	-	-	-	528	506	-	-	-	-	-	-	-
Stage 1	-	-	-	810	742	-	-	-	-	-	-	-
Stage 2	-	-	-	757	696	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.03	10.68	0	0.97
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1401	-	-	719	663	226	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.044	0.019	-	-
HCM Ctrl Dly (s/v)	0	-	-	10	10.7	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Vol, veh/h	636	0	0	610	0	6
Future Vol, veh/h	636	0	0	610	0	6
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
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	707	0	0	678	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	353
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	649
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	649
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.61
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	649	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Ctrl Dly (s/v)	10.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Vol, veh/h	596	0	0	787	0	5
Future Vol, veh/h	596	0	0	787	0	5
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
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	621	0	0	820	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	310
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	691
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	691
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.25
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	691	-	-
HCM Lane V/C Ratio	0.008	-	-
HCM Ctrl Dly (s/v)	10.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↳			↑↑		↱
Traffic Vol, veh/h	638	15	0	597	0	15
Future Vol, veh/h	638	15	0	597	0	15
Conflicting Peds, #/hr	0	5	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	7	0	2	0	7
Mvmt Flow	725	17	0	678	0	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	376
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.37
Pot Cap-1 Maneuver	-	-	0	-	0	607
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	605
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	605	-	-	-
HCM Lane V/C Ratio	0.028	-	-	-
HCM Ctrl Dly (s/v)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	574	29	0	781	0	7
Future Vol, veh/h	574	29	0	781	0	7
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	4	0	1	0	0
Mvmt Flow	604	31	0	822	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	321
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	680
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	678
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.37
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	678	-	-	-
HCM Lane V/C Ratio	0.011	-	-	-
HCM Ctrl Dly (s/v)	10.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Future with Project Conditions

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	5	8	48	0	27	17	1295	191	14	1070	21
Future Vol, veh/h	4	5	8	48	0	27	17	1295	191	14	1070	21
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	5	5	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	105	-	0	75	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	13	3	0	0	0	4	1	0	4	15
Mvmt Flow	4	5	9	52	0	29	18	1392	205	15	1151	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1929	2835	591	2145	-	804	1177	0	0	1603	0	0
Stage 1	1196	1196	-	1537	-	-	-	-	-	-	-	-
Stage 2	733	1639	-	608	-	-	-	-	-	-	-	-
Critical Hdwy	6.5	5.5	6.2	6.6	-	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.56	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.56	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.43	3.53	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	91	30	*762	*56	0	413	788	-	-	414	-	-
Stage 1	375	391	-	*120	0	-	-	-	-	-	-	-
Stage 2	383	160	-	*740	0	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0			0	-	-		-	-
Mov Cap-1 Maneuver	80	28	*759	*~ 50	-	411	785	-	-	412	-	-
Mov Cap-2 Maneuver	194	103	-	*101	-	-	-	-	-	-	-	-
Stage 1	360	375	-	*117	-	-	-	-	-	-	-	-
Stage 2	348	155	-	*695	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.44	52.3	0.11	0.18
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	785	-	-	213	101	411	412	-	-
HCM Lane V/C Ratio	0.023	-	-	0.086	0.513	0.071	0.037	-	-
HCM Ctrl Dly (s/v)	9.7	-	-	23.4	73.6	14.4	14.1	-	-
HCM Lane LOS	A	-	-	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	2.3	0.2	0.1	-	-

Notes

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

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	5	15	53	0	32	5	1216	128	18	1200	3
Future Vol, veh/h	8	5	15	53	0	32	5	1216	128	18	1200	3
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	5	5	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	105	-	0	75	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	0	0	33	3	1	0	1	0
Mvmt Flow	9	6	17	59	0	36	6	1351	142	20	1333	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2063	2884	668	2148	-	753	1337	0	0	1498	0	0
Stage 1	1375	1375	-	1438	-	-	-	-	-	-	-	-
Stage 2	688	1509	-	709	-	-	-	-	-	-	-	-
Critical Hdwy	6.5	5.5	5.9	6.5	-	5.9	4.76	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.52	-	3.3	2.53	-	-	2.2	-	-
Pot Cap-1 Maneuver	74	27	*742	*62	0	440	561	-	-	453	-	-
Stage 1	308	332	-	*140	0	-	-	-	-	-	-	-
Stage 2	407	185	-	*696	0	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0			0	-	-		-	-
Mov Cap-1 Maneuver	65	25	*742	*~ 54	-	437	561	-	-	451	-	-
Mov Cap-2 Maneuver	175	108	-	*116	-	-	-	-	-	-	-	-
Stage 1	294	317	-	*138	-	-	-	-	-	-	-	-
Stage 2	370	182	-	*639	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.46	45.39	0.04	0.2
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	561	-	-	250	116	437	451	-	-
HCM Lane V/C Ratio	0.01	-	-	0.125	0.507	0.081	0.044	-	-
HCM Ctrl Dly (s/v)	11.5	-	-	21.5	64.4	14	13.3	-	-
HCM Lane LOS	B	-	-	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	2.3	0.3	0.1	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	293	33	170	226	197	57	1084	186	169	908	239
Future Volume (vph)	178	293	33	170	226	197	57	1084	186	169	908	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Lane Util. Factor	1.00	1.00		0.95	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	1848		1665	1778	1599	1717	3393		1770	3358	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.17	1.00		0.95	1.00	
Satd. Flow (perm)	1719	1848		1665	1778	1599	303	3393		1770	3358	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	185	305	34	177	235	205	59	1129	194	176	946	249
RTOR Reduction (vph)	0	2	0	0	0	165	0	8	0	0	13	0
Lane Group Flow (vph)	185	337	0	159	253	40	59	1315	0	176	1182	0
Confl. Peds. (#/hr)			3	3			4		6	6		4
Confl. Bikes (#/hr)												3
Heavy Vehicles (%)	5%	0%	11%	3%	1%	1%	5%	4%	2%	2%	4%	2%
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	3		4	4	4		6		5	2	
Permitted Phases							6					
Actuated Green, G (s)	35.1	35.1		27.9	27.9	27.9	70.5	70.5		10.9	87.8	
Effective Green, g (s)	35.1	35.1		27.9	27.9	27.9	70.5	70.5		10.9	87.8	
Actuated g/C Ratio	0.21	0.21		0.16	0.16	0.16	0.41	0.41		0.06	0.52	
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	1.0	1.0		2.5	1.0	
Lane Grp Cap (vph)	354	381		273	291	262	125	1407		113	1734	
v/s Ratio Prot	0.11	c0.18		0.10	c0.14	0.03		c0.39		c0.10	0.35	
v/s Ratio Perm							0.19					
v/c Ratio	0.52	0.88		0.58	0.87	0.15	0.47	0.93		1.56	0.68	
Uniform Delay, d1	60.0	65.5		65.7	69.3	60.9	36.2	47.5		79.6	30.7	
Progression Factor	1.00	1.00		1.05	1.03	1.84	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	21.1		3.1	21.7	0.3	12.2	12.7		289.5	2.2	
Delay (s)	61.6	86.6		71.7	93.0	112.1	48.4	60.3		369.0	32.9	
Level of Service	E	F		E	F	F	D	E		F	C	
Approach Delay (s/veh)		77.8			93.9			59.8			76.0	
Approach LOS		E			F			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	73.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	105.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	293	33	170	226	197	57	1084	186	169	908	239
Future Volume (vph)	178	293	33	170	226	197	57	1084	186	169	908	239
Confl. Peds. (#/hr)			3	3			4		6	6		4
Confl. Bikes (#/hr)												3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	11%	3%	1%	1%	5%	4%	2%	2%	4%	2%
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	185	339	0	159	253	205	59	1323	0	176	1195	0
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	3		4	4	4		6		5	2	
Permitted Phases							6					
Detector Phase	3	3		4	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	25.0	25.0		5.0	25.0	
Minimum Split (s)	38.4	38.4		24.4	24.4	24.4	35.4	35.4		11.4	31.4	
Total Split (s)	45.0	45.0		36.0	36.0	36.0	77.0	77.0		12.0	89.0	
Total Split (%)	26.5%	26.5%		21.2%	21.2%	21.2%	45.3%	45.3%		7.1%	52.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.4	2.4		2.4	2.4	2.4	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)	35.1	35.1		27.9	27.9	27.9	70.6	70.6		10.9	87.9	
Actuated g/C Ratio	0.21	0.21		0.16	0.16	0.16	0.42	0.42		0.06	0.52	
v/c Ratio	0.52	0.89		0.58	0.87	0.48	0.47	0.93		1.56	0.68	
Control Delay (s/veh)	65.0	88.8		76.8	96.7	19.1	51.4	59.6		334.1	33.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	65.0	88.8		76.8	96.7	19.1	51.4	59.6		334.1	33.5	
LOS	E	F		E	F	B	D	E		F	C	
Approach Delay (s/veh)		80.4			65.8			59.2			72.1	
Approach LOS		F			E			E			E	
Queue Length 50th (ft)	189	361		149	268	33	50	755		~344	555	
Queue Length 95th (ft)	276	#503		267	#436	122	109	#908		#513	645	
Internal Link Dist (ft)		395			88			474			708	
Turn Bay Length (ft)	130			95			135					
Base Capacity (vph)	390	421		291	311	442	125	1417		113	1748	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.47	0.81		0.55	0.81	0.46	0.47	0.93		1.56	0.68	

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 168 (99%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 150

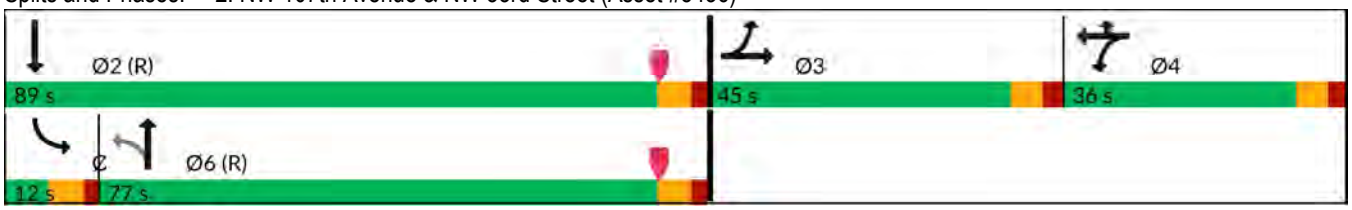
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.56	
Intersection Signal Delay (s/veh): 67.6	Intersection LOS: E
Intersection Capacity Utilization 105.2%	ICU Level of Service G
Analysis Period (min) 15	

~ 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: 2: NW 107th Avenue & NW 33rd Street (Asset #5436)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	240	39	222	330	223	48	1048	158	159	974	103
Future Volume (vph)	177	240	39	222	330	223	48	1048	158	159	974	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Lane Util. Factor	1.00	1.00		0.95	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1827		1715	1783	1599	1656	3427		1805	3459	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.20	1.00		0.95	1.00	
Satd. Flow (perm)	1752	1827		1715	1783	1599	346	3427		1805	3459	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	186	253	41	234	347	235	51	1103	166	167	1025	108
RTOR Reduction (vph)	0	3	0	0	0	134	0	7	0	0	5	0
Lane Group Flow (vph)	186	291	0	211	370	101	51	1262	0	167	1128	0
Confl. Peds. (#/hr)	1		3	3		1			4	4		
Confl. Bikes (#/hr)			1						3			2
Heavy Vehicles (%)	3%	1%	5%	0%	1%	1%	9%	3%	3%	0%	2%	9%
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	3		4	4	4		6		5	2	
Permitted Phases							6					
Actuated Green, G (s)	24.6	24.6		33.6	33.6	33.6	76.6	76.6		9.6	92.6	
Effective Green, g (s)	24.6	24.6		33.6	33.6	33.6	76.6	76.6		9.6	92.6	
Actuated g/C Ratio	0.14	0.14		0.20	0.20	0.20	0.45	0.45		0.06	0.54	
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	1.0	1.0		2.5	1.0	
Lane Grp Cap (vph)	253	264		338	352	316	155	1544		101	1884	
v/s Ratio Prot	0.11	c0.16		0.12	c0.21	0.06		c0.37		c0.09	0.33	
v/s Ratio Perm							0.15					
v/c Ratio	0.74	1.10		0.62	1.05	0.32	0.33	0.82		1.65	0.60	
Uniform Delay, d1	69.6	72.7		62.4	68.2	58.4	30.1	40.6		80.2	26.2	
Progression Factor	1.00	1.00		1.17	1.13	1.65	1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.9	85.0		3.2	58.1	0.6	5.6	4.9		333.8	1.4	
Delay (s)	80.5	157.7		76.0	135.1	96.9	35.7	45.5		414.0	27.6	
Level of Service	F	F		E	F	F	D	D		F	C	
Approach Delay (s/veh)		127.8			108.8			45.2			77.2	
Approach LOS		F			F			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	79.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	105.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	240	39	222	330	223	48	1048	158	159	974	103
Future Volume (vph)	177	240	39	222	330	223	48	1048	158	159	974	103
Confl. Peds. (#/hr)	1		3	3		1			4	4		
Confl. Bikes (#/hr)			1						3			2
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
Heavy Vehicles (%)	3%	1%	5%	0%	1%	1%	9%	3%	3%	0%	2%	9%
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	186	294	0	211	370	235	51	1269	0	167	1133	0
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	3		4	4	4		6		5	2	
Permitted Phases							6					
Detector Phase	3	3		4	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	25.0	25.0		5.0	25.0	
Minimum Split (s)	30.4	30.4		24.4	24.4	24.4	35.4	35.4		11.4	31.4	
Total Split (s)	31.0	31.0		40.0	40.0	40.0	83.0	83.0		16.0	99.0	
Total Split (%)	18.2%	18.2%		23.5%	23.5%	23.5%	48.8%	48.8%		9.4%	58.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.4	2.4		2.4	2.4	2.4	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)	24.6	24.6		33.6	33.6	33.6	76.6	76.6		9.6	92.6	
Actuated g/C Ratio	0.14	0.14		0.20	0.20	0.20	0.45	0.45		0.06	0.54	
v/c Ratio	0.74	1.10		0.62	1.05	0.52	0.33	0.82		1.65	0.60	
Control Delay (s/veh)	87.2	147.7		80.8	128.6	33.9	37.5	45.6		377.3	27.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	87.2	147.7		80.8	128.6	33.9	37.5	45.6		377.3	27.6	
LOS	F	F		F	F	C	D	D		F	C	
Approach Delay (s/veh)		124.3			89.0			45.3			72.5	
Approach LOS		F			F			D			E	
Queue Length 50th (ft)	206	~369		248	~474	107	39	652		~268	442	
Queue Length 95th (ft)	#315	#576		354	#717	213	85	753		#434	514	
Internal Link Dist (ft)		395			102			470			708	
Turn Bay Length (ft)	130			95			135					
Base Capacity (vph)	253	267		338	352	450	156	1550		101	1889	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.74	1.10		0.62	1.05	0.52	0.33	0.82		1.65	0.60	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 49 (29%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 145

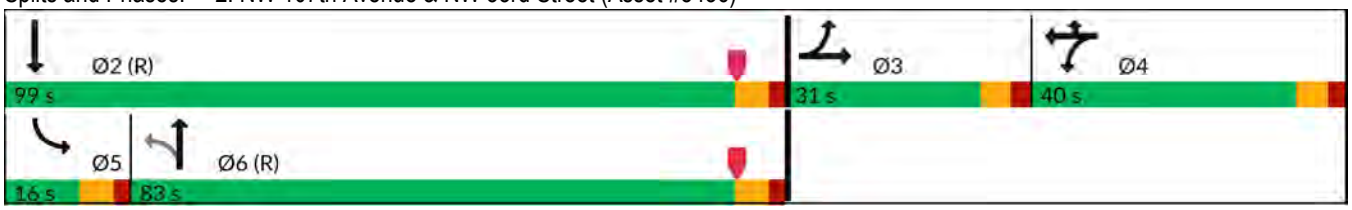
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.65	
Intersection Signal Delay (s/veh): 73.1	Intersection LOS: E
Intersection Capacity Utilization 105.3%	ICU Level of Service G
Analysis Period (min) 15	

~ 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: 2: NW 107th Avenue & NW 33rd Street (Asset #5436)



Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	13	614	24	29	117	576	5	12	1	129	6	0	7
Future Vol, veh/h	13	614	24	29	117	576	5	12	1	129	6	0	7
Conflicting Peds, #/hr	0	0	4	0	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	75	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	0	0	2	0	0	0	0	20	0	29
Mvmt Flow	15	690	27	33	131	647	6	13	1	145	7	0	8

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	653	0	0	717	721	0	0	1388	1717	362	1353	1728	326
Stage 1	-	-	-	-	-	-	-	737	737	-	978	978	-
Stage 2	-	-	-	-	-	-	-	652	981	-	375	750	-
Critical Hdwy	4.1	-	-	6.4	4.1	-	-	7.5	6.5	6.9	7.9	6.5	7.48
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.5	5.5	-	6.9	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.5	5.5	-	6.9	5.5	-
Follow-up Hdwy	2.2	-	-	2.5	2.2	-	-	3.5	4	3.3	3.7	4	3.59
Pot Cap-1 Maneuver	1126	-	-	511	890	-	-	140	105	640	129	103	*860
Stage 1	-	-	-	-	-	-	-	381	428	-	333	405	-
Stage 2	-	-	-	-	-	-	-	623	403	-	572	422	-
Platoon blocked, %	0	-	-			-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1126	-	-	711	711	-	-	105	79	638	76	78	*860
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	236	193	-	155	162	-
Stage 1	-	-	-	-	-	-	-	375	421	-	256	311	-
Stage 2	-	-	-	-	-	-	-	475	310	-	435	415	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.16	2.32	13.22	18.73
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	236	627	1126	-	-	711	-	-	277
HCM Lane V/C Ratio	0.057	0.233	0.013	-	-	0.231	-	-	0.053
HCM Ctrl Dly (s/v)	21.2	12.5	8.2	-	-	11.6	-	-	18.7
HCM Lane LOS	C	B	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.2	0.9	0	-	-	0.9	-	-	0.2

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

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	16	527	46	20	147	706	33	36	1	155	10	0	7
Future Vol, veh/h	16	527	46	20	147	706	33	36	1	155	10	0	7
Conflicting Peds, #/hr	0	0	4	0	4	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	75	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	33	1	0	0	0	1	0	3	0	1	0	0	14
Mvmt Flow	17	549	48	21	153	735	34	38	1	161	10	0	7

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	770	0	0	597	601	0	0	1327	1728	302	1409	1735	386
Stage 1	-	-	-	-	-	-	-	610	610	-	1101	1101	-
Stage 2	-	-	-	-	-	-	-	717	1118	-	308	634	-
Critical Hdwy	4.76	-	-	6.4	4.1	-	-	7.56	6.5	6.92	7.5	6.5	7.18
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.56	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.56	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.53	-	-	2.5	2.2	-	-	3.53	4	3.31	3.5	4	3.44
Pot Cap-1 Maneuver	666	-	-	609	986	-	-	112	89	697	100	89	580
Stage 1	-	-	-	-	-	-	-	446	488	-	230	290	-
Stage 2	-	-	-	-	-	-	-	385	285	-	682	476	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	666	-	-	868	868	-	-	86	69	694	60	69	579
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	195	159	-	133	148	-
Stage 1	-	-	-	-	-	-	-	433	474	-	184	232	-
Stage 2	-	-	-	-	-	-	-	303	228	-	509	462	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.29	1.88	14.94	25.39
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	195	679	666	-	-	868	-	-	194
HCM Lane V/C Ratio	0.193	0.239	0.025	-	-	0.2	-	-	0.091
HCM Ctrl Dly (s/v)	27.9	12	10.5	-	-	10.2	-	-	25.4
HCM Lane LOS	D	B	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.7	0.9	0.1	-	-	0.7	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	669	8	11	597	285	3	3	7	368	8	126
Future Volume (veh/h)	97	669	8	11	597	285	3	3	7	368	8	126
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		0.99	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	1885	1885	1900	1900	1885	1885	1411	1900	1900	1885	1900	1870
Adj Flow Rate, veh/h	110	760	9	13	678	324	3	3	8	418	9	143
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	1	0	0	1	1	33	0	0	1	0	2
Cap, veh/h	359	2334	28	51	1183	559	63	46	77	345	20	323
Arrive On Green	0.05	0.64	0.64	0.52	0.52	0.52	0.08	0.08	0.08	0.06	0.21	0.21
Sat Flow, veh/h	1795	3625	43	15	2281	1077	146	561	943	1795	96	1527
Grp Volume(v), veh/h	110	375	394	560	0	455	14	0	0	418	0	152
Grp Sat Flow(s),veh/h/ln	1795	1791	1877	1860	0	1514	1650	0	0	1795	0	1623
Q Serve(g_s), s	2.2	8.0	8.0	0.0	0.0	17.6	0.0	0.0	0.0	4.7	0.0	6.9
Cycle Q Clear(g_c), s	2.2	8.0	8.0	17.3	0.0	17.6	0.6	0.0	0.0	4.7	0.0	6.9
Prop In Lane	1.00		0.02	0.02		0.71	0.21		0.57	1.00		0.94
Lane Grp Cap(c), veh/h	359	1153	1208	1008	0	785	187	0	0	345	0	343
V/C Ratio(X)	0.31	0.33	0.33	0.56	0.00	0.58	0.07	0.00	0.00	1.21	0.00	0.44
Avail Cap(c_a), veh/h	388	1153	1208	1008	0	785	292	0	0	345	0	452
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	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.2	6.8	6.8	14.0	0.0	14.1	36.1	0.0	0.0	37.0	0.0	29.1
Incr Delay (d2), s/veh	0.2	0.8	0.7	2.2	0.0	3.1	0.2	0.0	0.0	119.2	0.0	0.9
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	0.8	2.8	2.9	7.2	0.0	6.1	0.3	0.0	0.0	16.2	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.3	7.6	7.5	16.2	0.0	17.2	36.3	0.0	0.0	156.2	0.0	30.0
LnGrp LOS	B	A	A	B		B	D			F		C
Approach Vol, veh/h		879			1015			14			570	
Approach Delay, s/veh		7.9			16.6			36.3			122.6	
Approach LOS		A			B			D			F	

Timer - Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	10.6	50.1	11.0	13.3		60.7		24.3
Change Period (Y+Rc), s	6.0	6.0	6.3	6.3		6.0		6.3
Max Green Setting (Gmax), s	6.0	37.0	4.7	12.7		49.0		23.7
Max Q Clear Time (g_c+I1), s	4.2	19.6	6.7	2.6		10.0		8.9
Green Ext Time (p_c), s	0.0	2.3	0.0	0.0		1.5		0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	38.0
HCM 7th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	669	8	11	597	285	3	3	7	368	8	126
Future Volume (vph)	97	669	8	11	597	285	3	3	7	368	8	126
Confl. Peds. (#/hr)			6	6					1	1		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	33%	0%	0%	1%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	769	0	0	1015	0	0	14	0	418	152	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	14.0		14.0	14.0		7.0	7.0		4.7	7.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		18.3	18.3		11.0	24.3	
Total Split (s)	12.0	55.0		43.0	43.0		19.0	19.0		11.0	30.0	
Total Split (%)	14.1%	64.7%		50.6%	50.6%		22.4%	22.4%		12.9%	35.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.3		6.3	6.3	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Act Effct Green (s)	60.3	60.3			50.5			8.0		12.4	12.4	
Actuated g/C Ratio	0.71	0.71			0.59			0.09		0.15	0.15	
v/c Ratio	0.31	0.30			0.52			0.10		2.07	0.43	
Control Delay (s/veh)	5.2	4.4			12.2			25.5		520.9	9.6	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)	5.2	4.4			12.2			25.5		520.9	9.6	
LOS	A	A			B			C		F	A	
Approach Delay (s/veh)		4.5			12.2			25.5			384.5	
Approach LOS		A			B			C			F	
Queue Length 50th (ft)	9	37			117			3		~391	5	
Queue Length 95th (ft)	m38	m127			261			19		#458	45	
Internal Link Dist (ft)		584			299			243			149	
Turn Bay Length (ft)	50									80		
Base Capacity (vph)	361	2530			1953			221		202	549	
Starvation Cap Reductn	0	0			0			0		0	0	
Spillback Cap Reductn	0	0			0			0		0	0	
Storage Cap Reductn	0	0			0			0		0	0	
Reduced v/c Ratio	0.30	0.30			0.52			0.06		2.07	0.28	

Intersection Summary
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.07

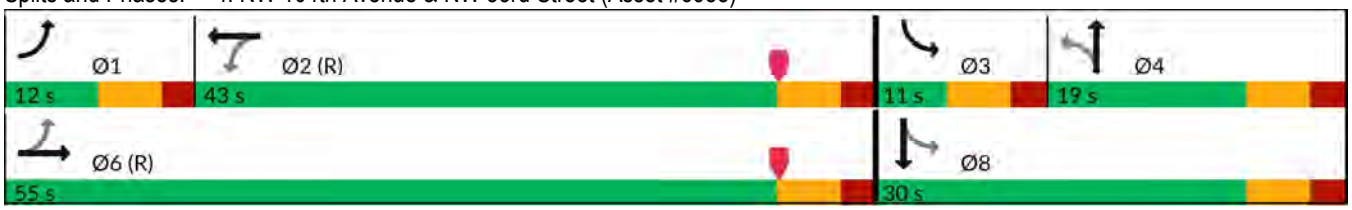
Intersection Signal Delay (s/veh): 95.2	Intersection LOS: F
Intersection Capacity Utilization 87.0%	ICU Level of Service E
Analysis Period (min) 15	

~ 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 104th Avenue & NW 33rd Street (Asset #6985)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	584	1	6	770	364	5	12	30	214	3	132
Future Volume (veh/h)	136	584	1	6	770	364	5	12	30	214	3	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		0.98	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	1870	1885	1900	1900	1900	1885	1900	1900	1900	1900	1900	1856
Adj Flow Rate, veh/h	145	621	1	6	819	387	5	13	32	228	3	140
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	1	0	0	0	1	0	0	0	0	0	3
Cap, veh/h	302	2359	4	45	1199	561	53	43	88	342	7	335
Arrive On Green	0.06	0.64	0.64	0.51	0.51	0.51	0.08	0.08	0.08	0.06	0.21	0.21
Sat Flow, veh/h	1781	3669	6	4	2330	1089	79	520	1065	1810	34	1579
Grp Volume(v), veh/h	145	303	319	669	0	543	50	0	0	228	0	143
Grp Sat Flow(s),veh/h/ln	1781	1791	1884	1895	0	1528	1664	0	0	1810	0	1613
Q Serve(g_s), s	3.0	6.2	6.2	0.0	0.0	22.7	0.0	0.0	0.0	4.7	0.0	6.5
Cycle Q Clear(g_c), s	3.0	6.2	6.2	22.4	0.0	22.7	2.4	0.0	0.0	4.7	0.0	6.5
Prop In Lane	1.00		0.00	0.01		0.71	0.10		0.64	1.00		0.98
Lane Grp Cap(c), veh/h	302	1152	1211	1018	0	787	185	0	0	342	0	342
V/C Ratio(X)	0.48	0.26	0.26	0.66	0.00	0.69	0.27	0.00	0.00	0.67	0.00	0.42
Avail Cap(c_a), veh/h	325	1152	1211	1018	0	787	293	0	0	342	0	450
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	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	6.5	6.5	15.4	0.0	15.5	36.8	0.0	0.0	34.4	0.0	28.9
Incr Delay (d2), s/veh	0.4	0.6	0.5	3.3	0.0	4.9	0.8	0.0	0.0	4.9	0.0	0.8
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	1.0	2.1	2.2	9.6	0.0	8.1	1.0	0.0	0.0	4.9	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2	7.1	7.1	18.8	0.0	20.5	37.6	0.0	0.0	39.3	0.0	29.7
LnGrp LOS	B	A	A	B		C	D			D		C
Approach Vol, veh/h		767			1212			50			371	
Approach Delay, s/veh		8.2			19.5			37.6			35.6	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	10.9	49.8	11.0	13.3		60.7		24.3
Change Period (Y+Rc), s	6.0	6.0	6.3	6.3		6.0		6.3
Max Green Setting (Gmax), s	6.0	37.0	4.7	12.7		49.0		23.7
Max Q Clear Time (g_c+I1), s	5.0	24.7	6.7	4.4		8.2		8.5
Green Ext Time (p_c), s	0.0	2.6	0.0	0.1		1.2		0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	18.8
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	584	1	6	770	364	5	12	30	214	3	132
Future Volume (vph)	136	584	1	6	770	364	5	12	30	214	3	132
Confl. Peds. (#/hr)			4	4					1	1		
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	622	0	0	1212	0	0	50	0	228	143	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	14.0		14.0	14.0		7.0	7.0		4.7	7.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		18.3	18.3		11.0	24.3	
Total Split (s)	12.0	55.0		43.0	43.0		19.0	19.0		11.0	30.0	
Total Split (%)	14.1%	64.7%		50.6%	50.6%		22.4%	22.4%		12.9%	35.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.3		6.3	6.3	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Act Effct Green (s)	58.5	58.5			45.0			7.6		14.2	14.2	
Actuated g/C Ratio	0.69	0.69			0.53			0.09		0.17	0.17	
v/c Ratio	0.50	0.25			0.68			0.29		1.05	0.38	
Control Delay (s/veh)	9.6	4.8			17.2			23.0		109.1	8.4	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)	9.6	4.8			17.2			23.0		109.1	8.4	
LOS	A	A			B			C		F	A	
Approach Delay (s/veh)		5.7			17.2			23.0			70.3	
Approach LOS		A			B			C			E	
Queue Length 50th (ft)	43	98			237			9		111	1	
Queue Length 95th (ft)	m49	m102			353			41		#225	45	
Internal Link Dist (ft)		585			299			243			149	
Turn Bay Length (ft)	50									80		
Base Capacity (vph)	292	2459			1782			269		217	539	
Starvation Cap Reductn	0	0			0			0		0	0	
Spillback Cap Reductn	0	0			0			0		0	0	
Storage Cap Reductn	0	0			0			0		0	0	
Reduced v/c Ratio	0.50	0.25			0.68			0.19		1.05	0.27	

Intersection Summary
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 49 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 75

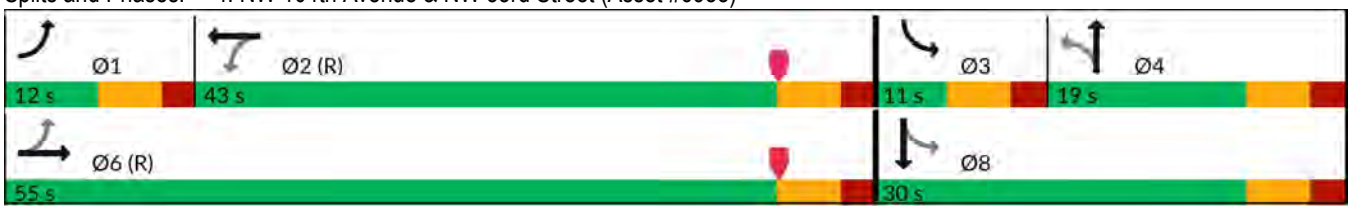
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05	
Intersection Signal Delay (s/veh): 21.9	Intersection LOS: C
Intersection Capacity Utilization 83.1%	ICU Level of Service E
Analysis Period (min) 15	

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 104th Avenue & NW 33rd Street (Asset #6985)



Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	204	9	1	67	0	4	0	0	0	0	8
Future Vol, veh/h	0	204	9	1	67	0	4	0	0	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	2	0	0	25	0	0	0	0	0
Mvmt Flow	0	240	11	1	79	0	5	0	0	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	251	0	0	326	326	245	-	-	79
Stage 1	-	-	-	-	-	-	245	245	-	-	-	-
Stage 2	-	-	-	-	-	-	81	81	-	-	-	-
Critical Hdwy	-	-	-	4.12	-	-	7.35	6.5	6.2	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.5	-	-	-	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.725	4	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	1315	-	0	585	595	798	0	0	987
Stage 1	0	-	-	-	-	0	710	707	-	0	0	-
Stage 2	0	-	-	-	-	0	873	831	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1315	-	-	579	595	798	-	-	987
Mov Cap-2 Maneuver	-	-	-	-	-	-	579	595	-	-	-	-
Stage 1	-	-	-	-	-	-	710	707	-	-	-	-
Stage 2	-	-	-	-	-	-	864	831	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.11	11.27	8.68
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	579	-	-	26	-	987
HCM Lane V/C Ratio	0.008	-	-	0.001	-	0.01
HCM Ctrl Dly (s/v)	11.3	-	-	7.7	0	8.7
HCM Lane LOS	B	-	-	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	165	3	1	70	0	16	0	1	0	0	7
Future Vol, veh/h	0	165	3	1	70	0	16	0	1	0	0	7
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	14
Mvmt Flow	0	179	3	1	76	0	17	0	1	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	184	0	0	260	260	182	-	-	76
Stage 1	-	-	-	-	-	-	182	182	-	-	-	-
Stage 2	-	-	-	-	-	-	78	78	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	-	-	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	-	-	3.426
Pot Cap-1 Maneuver	0	-	-	1403	-	0	697	648	866	0	0	953
Stage 1	0	-	-	-	-	0	824	753	-	0	0	-
Stage 2	0	-	-	-	-	0	936	834	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1402	-	-	690	647	865	-	-	953
Mov Cap-2 Maneuver	-	-	-	-	-	-	690	647	-	-	-	-
Stage 1	-	-	-	-	-	-	824	752	-	-	-	-
Stage 2	-	-	-	-	-	-	927	833	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.11	10.3	8.81
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	698	-	-	25	-	953
HCM Lane V/C Ratio	0.026	-	-	0.001	-	0.008
HCM Ctrl Dly (s/v)	10.3	-	-	7.6	0	8.8
HCM Lane LOS	B	-	-	A	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	174	40	18	6	28
Future Vol, veh/h	33	174	40	18	6	28
Conflicting Peds, #/hr	4	0	0	4	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	38	198	45	20	7	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	333	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	274	-
Critical Hdwy	4.1	-	-	-	6.4	6.25
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.345
Pot Cap-1 Maneuver	1544	-	-	-	666	997
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	777	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1538	-	-	-	646	994
Mov Cap-2 Maneuver	-	-	-	-	646	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	776	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.18	0	9.14
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1538	-	-	-	908
HCM Lane V/C Ratio	0.024	-	-	-	0.043
HCM Ctrl Dly (s/v)	7.4	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	139	52	17	5	18
Future Vol, veh/h	26	139	52	17	5	18
Conflicting Peds, #/hr	1	0	0	1	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	31	164	61	20	6	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	82	0	-	0	299	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1528	-	-	-	697	996
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	681	995
Mov Cap-2 Maneuver	-	-	-	-	681	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	814	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.17	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1526	-	-	-	904
HCM Lane V/C Ratio	0.02	-	-	-	0.03
HCM Ctrl Dly (s/v)	7.4	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Vol, veh/h	640	0	0	610	0	6
Future Vol, veh/h	640	0	0	610	0	6
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
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	711	0	0	678	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	356
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	647
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	647
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.63
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	647	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Ctrl Dly (s/v)	10.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Vol, veh/h	602	0	0	787	0	5
Future Vol, veh/h	602	0	0	787	0	5
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
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	627	0	0	820	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	314
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	688
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	688
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.27
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	688	-	-
HCM Lane V/C Ratio	0.008	-	-
HCM Ctrl Dly (s/v)	10.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	638	19	0	597	0	31
Future Vol, veh/h	638	19	0	597	0	31
Conflicting Peds, #/hr	0	5	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	7	0	2	0	7
Mvmt Flow	725	22	0	678	0	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	378
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.37
Pot Cap-1 Maneuver	-	-	0	-	0	605
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	602
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.35
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	602	-	-	-
HCM Lane V/C Ratio	0.058	-	-	-
HCM Ctrl Dly (s/v)	11.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	574	35	0	781	0	19
Future Vol, veh/h	574	35	0	781	0	19
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	4	0	1	0	0
Mvmt Flow	604	37	0	822	0	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	325
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	677
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	675
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	675	-	-	-
HCM Lane V/C Ratio	0.03	-	-	-
HCM Ctrl Dly (s/v)	10.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Future with Project with Signal Timing Improvements Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	293	33	170	226	197	57	1084	186	169	908	239
Future Volume (veh/h)	178	293	33	170	226	197	57	1084	186	169	908	239
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		0.97
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	1826	1900	1737	1856	1885	1885	1826	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	185	305	34	177	235	205	59	1129	194	176	946	249
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	0	11	3	1	1	5	4	2	2	4	2
Cap, veh/h	290	328	37	225	360	304	233	1411	242	196	1690	443
Arrive On Green	0.10	0.20	0.20	0.16	0.32	0.32	0.47	0.47	0.47	0.11	0.62	0.62
Sat Flow, veh/h	1739	1678	187	1767	1885	1590	457	2984	511	1781	2723	715
Grp Volume(v), veh/h	185	0	339	177	235	205	59	660	663	176	607	588
Grp Sat Flow(s),veh/h/ln	1739	0	1865	1767	1885	1590	457	1749	1746	1781	1749	1689
Q Serve(g_s), s	14.4	0.0	30.4	13.6	18.2	19.0	14.7	54.3	54.9	16.6	34.3	34.5
Cycle Q Clear(g_c), s	14.4	0.0	30.4	13.6	18.2	19.0	24.1	54.3	54.9	16.6	34.3	34.5
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.29	1.00		0.42
Lane Grp Cap(c), veh/h	290	0	365	225	360	304	233	827	826	196	1085	1048
V/C Ratio(X)	0.64	0.00	0.93	0.79	0.65	0.68	0.25	0.80	0.80	0.90	0.56	0.56
Avail Cap(c_a), veh/h	360	0	411	304	416	351	233	827	826	226	1085	1048
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	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	49.3	0.0	67.2	47.8	53.0	53.3	33.1	37.9	38.1	74.7	18.7	18.8
Incr Delay (d2), s/veh	2.5	0.0	26.0	9.3	2.9	4.2	2.6	7.9	8.1	30.7	2.1	2.2
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	6.5	0.0	17.1	6.2	8.3	7.4	1.8	24.7	24.9	9.2	14.2	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.9	0.0	93.2	57.1	56.0	57.5	35.7	45.8	46.2	105.4	20.8	21.0
LnGrp LOS	D		F	E	E	E	D	D	D	F	C	C
Approach Vol, veh/h		524			617			1382			1371	
Approach Delay, s/veh		78.6			56.8			45.6			31.7	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	111.9	21.2	37.0	25.1	86.8	20.4	37.7
Change Period (Y+Rc), s	6.4	4.5	4.5	6.4	6.4	4.5	4.5
Max Green Setting (Gmax), s	93.6	23.5	37.5	21.6	65.6	23.5	37.5
Max Q Clear Time (g_c+I1), s	36.5	16.4	21.0	18.6	56.9	15.6	32.4
Green Ext Time (p_c), s	2.6	0.3	1.8	0.1	2.6	0.3	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	46.9
HCM 7th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	293	33	170	226	197	57	1084	186	169	908	239
Future Volume (vph)	178	293	33	170	226	197	57	1084	186	169	908	239
Confl. Peds. (#/hr)			3	3			4		6	6		4
Confl. Bikes (#/hr)												3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	11%	3%	1%	1%	5%	4%	2%	2%	4%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	339	0	177	235	205	59	1323	0	176	1195	0
Turn Type	pm+pt	NA		pm+pt	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	8		7	4	4		6		5	2	
Permitted Phases	8			4			6					
Detector Phase	3	8		7	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	25.0	25.0		5.0	25.0	
Minimum Split (s)	9.5	22.5		22.5	22.5	22.5	35.4	35.4		11.4	31.4	
Total Split (s)	28.0	42.0		28.0	42.0	42.0	72.0	72.0		28.0	100.0	
Total Split (%)	16.5%	24.7%		16.5%	24.7%	24.7%	42.4%	42.4%		16.5%	58.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	4.4	4.4		4.4	4.4	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)	53.6	34.8		53.8	34.9	34.9	74.6	74.6		20.0	100.9	
Actuated g/C Ratio	0.32	0.20		0.32	0.21	0.21	0.44	0.44		0.12	0.59	
v/c Ratio	0.59	0.89		0.73	0.61	0.42	0.34	0.88		0.85	0.60	
Control Delay (s/veh)	48.1	90.0		69.2	63.8	13.2	42.3	52.3		105.7	23.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	48.1	90.0		69.2	63.8	13.2	42.3	52.3		105.7	23.6	
LOS	D	F		E	E	B	D	D		F	C	
Approach Delay (s/veh)		75.2			48.5			51.9			34.2	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)	155	363		175	208	42	47	761		195	444	
Queue Length 95th (ft)	217	#517		254	283	83	101	#973		#318	556	
Internal Link Dist (ft)		395			90			454			708	
Turn Bay Length (ft)	130			95			135					
Base Capacity (vph)	356	414		288	421	517	175	1495		226	2006	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.52	0.82		0.61	0.56	0.40	0.34	0.88		0.78	0.60	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 21.5 (13%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 125

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 48.3	Intersection LOS: D
Intersection Capacity Utilization 98.7%	ICU Level of Service F
Analysis Period (min) 15	

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

Splits and Phases: 2: NW 107th Avenue & NW 33rd Street (Asset #5436)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	240	39	222	330	223	48	1048	158	159	974	103
Future Volume (veh/h)	177	240	39	222	330	223	48	1048	158	159	974	103
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		0.98	1.00		1.00	1.00		0.98	1.00		0.98
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	1856	1885	1826	1900	1885	1885	1767	1856	1856	1900	1870	1767
Adj Flow Rate, veh/h	186	253	41	234	347	235	51	1103	166	167	1025	108
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, %	3	1	5	0	1	1	9	3	3	0	2	9
Cap, veh/h	233	293	48	285	387	327	227	1363	205	187	1894	199
Arrive On Green	0.10	0.19	0.19	0.08	0.14	0.14	0.44	0.44	0.44	0.10	0.59	0.59
Sat Flow, veh/h	1767	1578	256	1810	1885	1591	469	3066	460	1810	3235	341
Grp Volume(v), veh/h	186	0	294	234	347	235	51	633	636	167	563	570
Grp Sat Flow(s),veh/h/ln	1767	0	1834	1810	1885	1591	469	1763	1764	1810	1777	1799
Q Serve(g_s), s	14.4	0.0	26.4	17.5	30.8	24.0	12.6	52.9	53.3	15.5	32.7	32.7
Cycle Q Clear(g_c), s	14.4	0.0	26.4	17.5	30.8	24.0	21.3	52.9	53.3	15.5	32.7	32.7
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.26	1.00		0.19
Lane Grp Cap(c), veh/h	233	0	341	285	387	327	227	783	784	187	1040	1053
V/C Ratio(X)	0.80	0.00	0.86	0.82	0.90	0.72	0.23	0.81	0.81	0.89	0.54	0.54
Avail Cap(c_a), veh/h	235	0	386	304	450	380	227	783	784	219	1040	1053
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	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	51.7	0.0	67.1	52.3	71.5	68.6	35.1	40.9	41.0	75.3	21.4	21.4
Incr Delay (d2), s/veh	17.9	0.0	16.4	15.9	18.9	5.9	2.3	8.8	8.9	29.7	2.0	2.0
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	7.6	0.0	13.9	9.5	17.3	10.6	1.6	24.5	24.7	8.7	13.9	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.5	0.0	83.6	68.2	90.5	74.5	37.4	49.7	50.0	105.0	23.4	23.4
LnGrp LOS	E		F	E	F	E	D	D	D	F	C	C
Approach Vol, veh/h		480			816			1320			1300	
Approach Delay, s/veh		78.1			79.5			49.4			33.9	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	105.9	22.8	41.3	24.0	81.9	26.1	38.0
Change Period (Y+Rc), s	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Max Green Setting (Gmax), s	93.6	16.6	40.6	20.6	66.6	21.4	35.8
Max Q Clear Time (g_c+I1), s	34.7	16.4	32.8	17.5	55.3	19.5	28.4
Green Ext Time (p_c), s	2.3	0.0	2.1	0.1	2.7	0.2	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	54.0
HCM 7th LOS	D

Notes

User approved changes to right turn type.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	240	39	222	330	223	48	1048	158	159	974	103
Future Volume (vph)	177	240	39	222	330	223	48	1048	158	159	974	103
Confl. Peds. (#/hr)	1		3	3		1			4	4		
Confl. Bikes (#/hr)			1						3			2
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
Heavy Vehicles (%)	3%	1%	5%	0%	1%	1%	9%	3%	3%	0%	2%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	294	0	234	347	235	51	1269	0	167	1133	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Prot	NA	
Protected Phases	3	8		7	4			6		5	2	
Permitted Phases	8			4		4	6					
Detector Phase	3	8		7	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	5.0		7.0	7.0	7.0	25.0	25.0		5.0	25.0	
Minimum Split (s)	18.4	24.4		24.4	24.4	24.4	35.4	35.4		11.4	31.4	
Total Split (s)	23.0	42.2		27.8	47.0	47.0	73.0	73.0		27.0	100.0	
Total Split (%)	13.5%	24.8%		16.4%	27.6%	27.6%	42.9%	42.9%		15.9%	58.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.4	2.4		2.4	2.4	2.4	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.4	6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)	48.1	32.1		56.2	36.1	36.1	73.4	73.4		18.9	98.6	
Actuated g/C Ratio	0.28	0.19		0.33	0.21	0.21	0.43	0.43		0.11	0.58	
v/c Ratio	0.82	0.85		0.81	0.87	0.47	0.28	0.85		0.84	0.56	
Control Delay (s/veh)	67.9	87.2		73.0	97.2	24.7	40.1	50.9		105.3	24.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	67.9	87.2		73.0	97.2	24.7	40.1	50.9		105.3	24.1	
LOS	E	F		E	F	C	D	D		F	C	
Approach Delay (s/veh)		79.7			69.3			50.5			34.5	
Approach LOS		E			E			D			C	
Queue Length 50th (ft)	153	317		246	402	75	41	709		183	418	
Queue Length 95th (ft)	#244	429		#345	516	175	89	#878		#299	506	
Internal Link Dist (ft)		395			96			458			708	
Turn Bay Length (ft)	130			95			135					
Base Capacity (vph)	233	387		301	449	534	179	1485		219	2011	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.80	0.76		0.78	0.77	0.44	0.28	0.85		0.76	0.56	

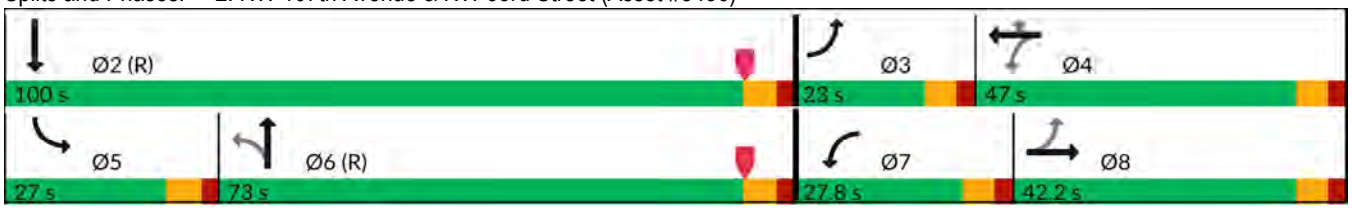
Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 49 (29%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 120

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 52.7	Intersection LOS: D
Intersection Capacity Utilization 99.7%	ICU Level of Service F
Analysis Period (min) 15	

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

Splits and Phases: 2: NW 107th Avenue & NW 33rd Street (Asset #5436)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	669	8	11	597	285	3	3	7	368	8	126
Future Volume (veh/h)	97	669	8	11	597	285	3	3	7	368	8	126
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		0.99	1.00		0.99	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	1885	1885	1900	1900	1885	1885	1411	1900	1900	1885	1900	1870
Adj Flow Rate, veh/h	110	760	9	13	678	324	3	3	8	418	9	143
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	1	0	0	1	1	33	0	0	1	0	2
Cap, veh/h	311	2120	25	50	1049	495	63	46	77	451	26	413
Arrive On Green	0.05	0.58	0.58	0.46	0.46	0.46	0.08	0.08	0.08	0.11	0.27	0.27
Sat Flow, veh/h	1795	3625	43	15	2280	1077	146	561	943	1795	96	1527
Grp Volume(v), veh/h	110	375	394	560	0	455	14	0	0	418	0	152
Grp Sat Flow(s),veh/h/ln	1795	1791	1877	1859	0	1513	1650	0	0	1795	0	1623
Q Serve(g_s), s	2.6	9.4	9.4	0.0	0.0	19.8	0.0	0.0	0.0	9.7	0.0	6.4
Cycle Q Clear(g_c), s	2.6	9.4	9.4	19.4	0.0	19.8	0.6	0.0	0.0	9.7	0.0	6.4
Prop In Lane	1.00		0.02	0.02		0.71	0.21		0.57	1.00		0.94
Lane Grp Cap(c), veh/h	311	1048	1098	898	0	696	187	0	0	451	0	439
V/C Ratio(X)	0.35	0.36	0.36	0.62	0.00	0.65	0.07	0.00	0.00	0.93	0.00	0.35
Avail Cap(c_a), veh/h	340	1048	1098	898	0	696	292	0	0	451	0	548
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	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.1	9.3	9.3	17.6	0.0	17.7	36.1	0.0	0.0	33.9	0.0	25.0
Incr Delay (d2), s/veh	0.3	1.0	0.9	3.3	0.0	4.7	0.2	0.0	0.0	25.5	0.0	0.5
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	0.9	3.4	3.6	8.5	0.0	7.2	0.3	0.0	0.0	7.0	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.4	10.2	10.2	20.9	0.0	22.5	36.3	0.0	0.0	59.4	0.0	25.4
LnGrp LOS	B	B	B	C		C	D			E		C
Approach Vol, veh/h		879			1015			14			570	
Approach Delay, s/veh		10.6			21.6			36.3			50.3	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	10.6	45.1	16.0	13.3		55.7		29.3
Change Period (Y+Rc), s	6.0	6.0	6.3	6.3		6.0		6.3
Max Green Setting (Gmax), s	6.0	32.0	9.7	12.7		44.0		28.7
Max Q Clear Time (g_c+I1), s	4.6	21.8	11.7	2.6		11.4		8.4
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0		1.5		0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	24.4
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	669	8	11	597	285	3	3	7	368	8	126
Future Volume (vph)	97	669	8	11	597	285	3	3	7	368	8	126
Confl. Peds. (#/hr)			6	6					1	1		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	33%	0%	0%	1%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	769	0	0	1015	0	0	14	0	418	152	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	14.0		14.0	14.0		7.0	7.0		4.7	7.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		18.3	18.3		11.0	24.3	
Total Split (s)	12.0	50.0		38.0	38.0		19.0	19.0		16.0	35.0	
Total Split (%)	14.1%	58.8%		44.7%	44.7%		22.4%	22.4%		18.8%	41.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.3		6.3	6.3	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Act Effct Green (s)	56.7	56.7			46.8			8.0		16.0	16.0	
Actuated g/C Ratio	0.67	0.67			0.55			0.09		0.19	0.19	
v/c Ratio	0.34	0.32			0.56			0.10		1.50	0.36	
Control Delay (s/veh)	11.3	10.6			15.2			25.5		273.0	7.5	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)	11.3	10.6			15.2			25.5		273.0	7.5	
LOS	B	B			B			C		F	A	
Approach Delay (s/veh)		10.7			15.2			25.5			202.2	
Approach LOS		B			B			C			F	
Queue Length 50th (ft)	28	129			133			3		~359	4	
Queue Length 95th (ft)	m62	286			296			19		#399	41	
Internal Link Dist (ft)		587			299			243			149	
Turn Bay Length (ft)	50									80		
Base Capacity (vph)	329	2378			1811			221		278	635	
Starvation Cap Reductn	0	0			0			0		0	0	
Spillback Cap Reductn	0	0			0			0		0	0	
Storage Cap Reductn	0	0			0			0		0	0	
Reduced v/c Ratio	0.33	0.32			0.56			0.06		1.50	0.24	

Intersection Summary
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.50

Intersection Signal Delay (s/veh): 56.7	Intersection LOS: E
Intersection Capacity Utilization 87.0%	ICU Level of Service E
Analysis Period (min) 15	

~ 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 104th Avenue & NW 33rd Street (Asset #6985)

Appendix E
Committed Development and Roadway Improvement Information

CITY OF DORAL - NW 117 AVE

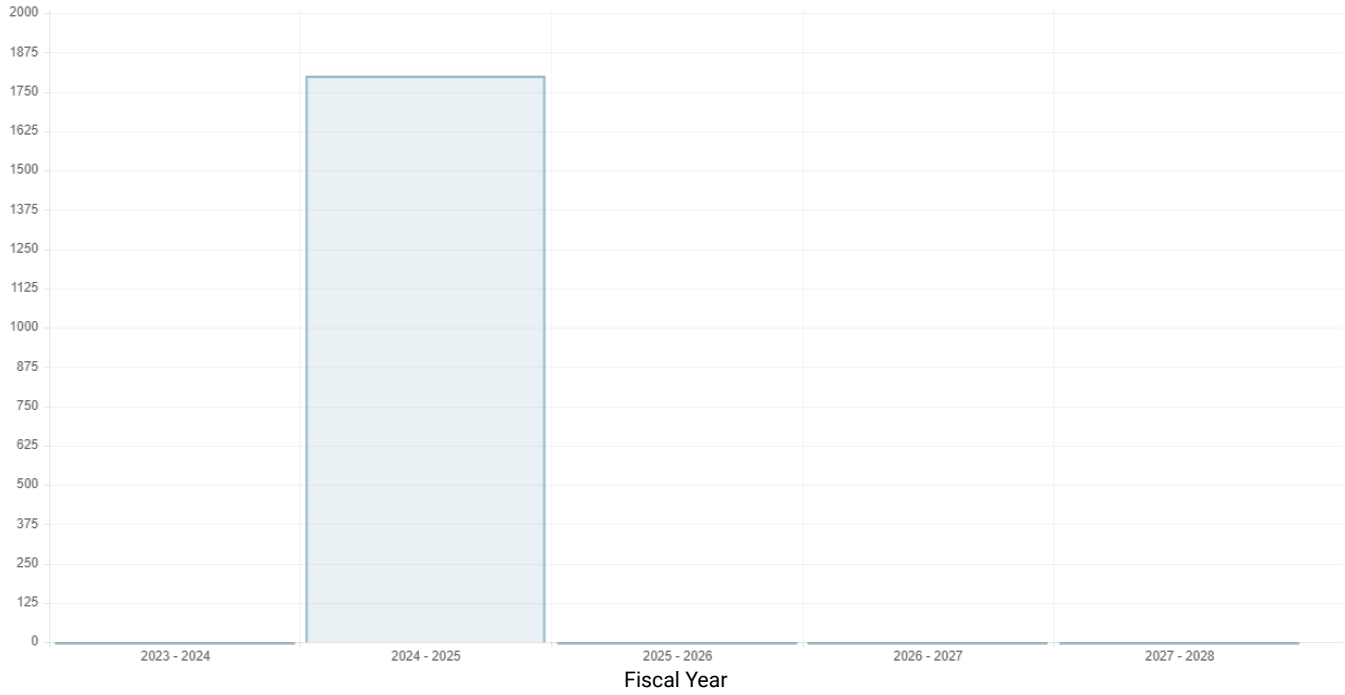
2024 Transportation Improvement Program

Project Type: Arterial/Collector Road
MPO Project No.: DT4486271
Type of Work: MISCELLANEOUS CONSTRUCTION
TIP Year: 2024
Construction Year: 2025
From: NW 25 ST
To: NW 34 ST IMPROVEMENTS
Agency: FL Dept. of Transportation
Management Agency: CITY OF DORAL
Agency Project No: 4486271
Status:
Contact Person:
Contact Email:
Contact Phone:
Description:

Funding Information $(thousands)

Project Phase	Funding	2023 - 2024	2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028
CONSTRUCTION	LF	$0	$1,800	$0	$0	$0
PRELIMINARY ENGINEERING	CIGP	$0	$0	$0	$0	$0
PRELIMINARY ENGINEERING	LF	$0	$0	$0	$0	$0

Funding Chart $(thousands)



NW 107 Avenue

2024 Transportation Improvement Program

Project Type:	Arterial/Collector Road
MPO Project No.:	PW000851
Type of Work:	Resurfacing
TIP Year:	2024
Construction Year:	
From:	NW 12 Street
To:	NW 25 Street
Agency:	Miami-Dade Dept. of Transportation and Public Works
Management Agency:	NOT USED
Agency Project No:	000851
Status:	
Contact Person:	
Contact Email:	
Contact Phone:	

Description:

Resurfacing. Prior Years' Funding as follows: $895,000 for CST.

No Funding Information

Project Photos

NW 25 Street

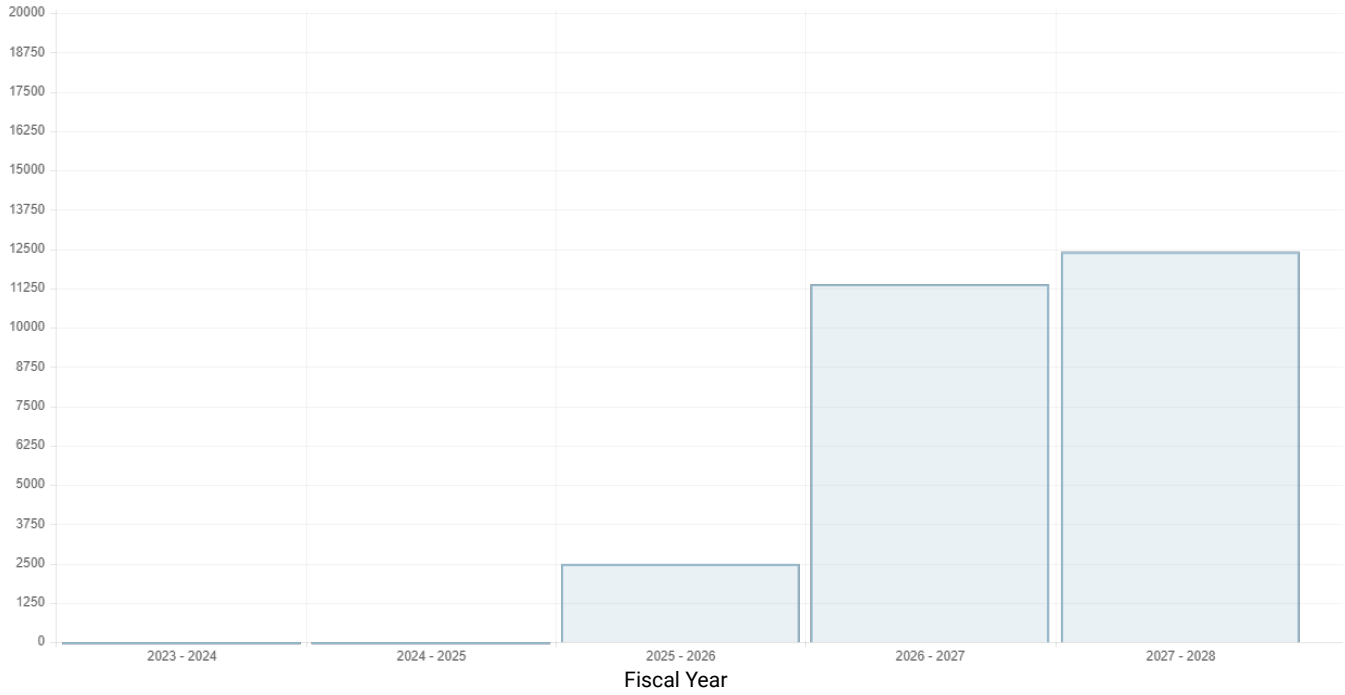
2024 Transportation Improvement Program

Project Type: Arterial/Collector Road
MPO Project No.: PW0001070
Type of Work: Widen from 4 to 6 lanes
TIP Year: 2024
Construction Year: 2026
From: NW 117 Avenue
To: NW 87 Avenue
Agency: Miami-Dade Dept. of Transportation and Public Works
Management Agency: Miami-Dade Dept. of Transportation and Public Works
Agency Project No: 0001070
Status: Under design
Contact Person:
Contact Email:
Contact Phone:
Description:
Widen from 4 to 6 lanes. Prior Years' Funding as follows: $5,101,000 for PE.

Funding Information $(thousands)

Project Phase	Funding	2023 - 2024	2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028
CONSTRUCTION	RIF	$0	$0	$2,484	$11,379	$12,409

Funding Chart $(thousands)



NW 41 Street

2024 Transportation Improvement Program

Project Type:	Arterial/Collector Road
MPO Project No.:	PW0001189
Type of Work:	Resurfacing
TIP Year:	2024
Construction Year:	
From:	NW 114 Avenue
To:	NW 107 Avenue
Agency:	Miami-Dade Dept. of Transportation and Public Works
Management Agency:	Miami-Dade Dept. of Transportation and Public Works
Agency Project No:	0001189
Status:	Construction completed
Contact Person:	
Contact Email:	
Contact Phone:	

Description:

Resurfacing. Prior Years' Funding as follows: $653,000 for CST.

No Funding Information

NW 25 Street and NW 112 Avenue

2024 Transportation Improvement Program

Project Type:	Arterial/Collector Road
MPO Project No.:	PW0001194
Type of Work:	Intersection improvement
TIP Year:	2024
Construction Year:	
From:	
To:	
Agency:	Miami-Dade Dept. of Transportation and Public Works
Management Agency:	Miami-Dade Dept. of Transportation and Public Works
Agency Project No:	0001194
Status:	Construction completed
Contact Person:	
Contact Email:	
Contact Phone:	

Description:

Intersection improvement. Prior Years' Funding as follows: $31,000 for PE, $164,000 for CST.

No Funding Information

NW 107 Avenue and NW 27 Street

2024 Transportation Improvement Program

Project Type:	Arterial/Collector Road
MPO Project No.:	PW0001196
Type of Work:	Intersection improvement
TIP Year:	2024
Construction Year:	
From:	
To:	
Agency:	Miami-Dade Dept. of Transportation and Public Works
Management Agency:	Miami-Dade Dept. of Transportation and Public Works
Agency Project No:	0001196
Status:	
Contact Person:	
Contact Email:	
Contact Phone:	

Description:

Intersection improvement. Prior Years' Funding as follows: $30,000 for PE, $110,000 for CST.

No Funding Information

Project Details - CM06

Field Name	Field Value
LRTP Project Code	CM06
Facility	SR 948 / NW 36 St / NW 41 St
Limit From	NW 107 Ave
Limit To	East Dr
Description	1.5: Increasing Bus Route Coverage or Frequencies; 1.8: Local Circulator Expansion; 2.0: Travel Demand Management
LRTP Year	2045
Project Type	Congestion Management
Agency Name	Miami-Dade Dept. of Transportation and Public Works
Purpose	
Last Approved Date	
Last Approved User Name	
Last Amended Date	
Last Amended User Name	
Project Costs Funded	$2400M
Total Capital Cost	$M

Priority Data

	P1 2020-2025(Y-O-E$)	P2 2026-2030(Y-O-E$)	P3 2031-2035(Y-O-E$)	P4 2036-2045(Y-O-E$)
Preliminary Engineering	$M	$M	$M	$M
Right of Way	$M	$M	$M	$M
Construction	$M	$M	$M	$M
Operations and Maintenance	$300M	$2100M	$M	$M
Capital	$M	$M	$M	$M

Project Details - PW108

Field Name	Field Value
LRTP Project Code	PW108
Facility	NW 107 Ave
Limit From	NW 25 St
Limit To	NW 41 St
Description	Add 2 lanes and reconstruct
LRTP Year	2045
Project Type	Arterial/Collector
Agency Name	Miami-Dade Dept. of Transportation and Public Works
Purpose	
Last Approved Date	
Last Approved User Name	
Last Amended Date	
Last Amended User Name	
Project Costs Funded	$19.863M
Total Capital Cost	$15.007M

Priority Data

	P1 2020-2025(Y-O-E$)	P2 2026-2030(Y-O-E$)	P3 2031-2035(Y-O-E$)	P4 2036-2045(Y-O-E$)
Preliminary Engineering	$M	$M	$M	$M
Right of Way	$M	$8.46M	$M	$M
Construction	$M	$10.177M	$M	$M
Operations and Maintenance	$M	$0.006M	$0.013M	$M
Capital	$M	$M	$M	$M

Recommended Active Transportation Projects

Table 3-8 provides a detailed bank of the individual proposed improvements shown in **Figure 3-12**. This information includes the project location with limits, and a general description. Each recommended project will require a more in-depth feasibility analysis to ultimately determine its potential for implementation.

Table 3-8: Recommended Active Transportation Projects

Proj. No.	Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description
		From	To		
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.
AT - 2	NW 102 Ave	NW 25 St	NW 28 Terr	City	Construct a 10 ft. Sidepath existing public right of way on the west side of NW 102nd Avenue as a feeder facility for the local neighborhood to the existing Beacon Trail extension.
AT - 3	Various			City	Construction of 6 ft. sidewalks on the following city maintained roadway segments: *NW 54 St (north side) from NW 87 Ave to NW 79 Ave* *NW 56 St (both sides) from NW 87 Ave to NW 79 Ave* *NW 84 Ave (both sides) from NW 54 St to NW 58 St* *NW 82 Ave (both sides) from NW 54 St to NW 58 St*
AT - 4	NW 84 Ave	NW 12 St	NW 25 St	City	Construction of 6 ft. sidewalks on both sides of the road starting approximately 460 ft. north of NW 12 St where existing sidewalk on NW 84 Ave ends.
AT - 5	Various			City	Construction of 6 ft. sidewalks on the following city maintained roadway segments: NW 78 Ave (both sides) from NW 12 St to NW 15 St NW 15 St (both sides) from NW 79 Ave to NW 78 Ave
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.

Proj. No.	Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description
		From	To		
AT - 7	NW 112 Ave	NW 25 St	NW 34 St	City	Construction of a 10 ft. asphalt sidepath on the west side of the road to replace existing concrete sidewalk and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas. Widening of existing 5 ft. sidewalk on the east side of the road where there is an existing grass utility strip to enhance capacity for pedestrians given this is a school area.
AT - 8	NW 27 St	NW 112 Ave	NW 109 Ave	City	Construction of 6 ft. sidewalk on the north side of the road.
AT - 9	NW 82 Ave	NW 36 St	NW 41 St	City	Construction of a 10 ft. asphalt sidepath on the west side of the road marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas.
AT - 10	NW 92 Ave	NW 25 St	NW 33 St	City	Construction of a 10 ft. asphalt sidepath on the east side of the road marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas. *New sidepath from NW 25 St to NW 27 St.* *Replacement of existing concrete material for asphalt on existing sidepath segment from NW 27 St to NW 33 St.*
AT - 11	NW 33 St	NW 112 Ave	NW 107 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. Installation of a pedestrian crossing signal (Rapid Flashing Beacon) with special emphasis crosswalk markings and across the south leg to the intersection of NW 33 St and NW 112 St to connect to proposed sidepath.
AT - 12	NW 34 St	NW 117 Ave	NW 112 Ave	City	Construction of a 12 ft. asphalt separated shared use path on the north side of the road marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas to connect proposed sidepath on NW 112 Ave and proposed shared use path on NW 33 St to existing Turnpike Trail on NW 117 Ave.

Identifying Failing Intersections

Existing Condition Analysis

The existing configuration of the intersection was analyzed using 2023 traffic counts and signal timings. The results were summarized to identify failing intersections in the existing condition and are summarized in **Table 3-18**. Intersections that are failing in existing conditions require urgent attention or mitigation.

Future 2045 No Build Condition

Assuming that no upgrades or mitigations will take place in next 20 years (i.e. 2045), the existing intersection configuration was tested with growth factored traffic volumes for the next 20 years. Signal phasing was kept the same and timings were optimized. **Table 3-18** also includes a summary of results that was prepared to identify any additional failing intersections from the existing condition.

Mitigation Strategy

As part of this analysis, four of the severely failing intersections within the City's jurisdiction were chosen to identify and perform mitigation strategies in an attempt to correct the contributing factors.

Currently failing intersections 5, 10, 19, and 29 were analyzed further for mitigation options and recommendations as depicted in **Figure 3-23** through **Figure 3-41**. The three mitigation strategies are described in greater detail below.

Option 1: Soft Mitigations

As a starting point, soft mitigations were tested for the selected intersections. Soft mitigation strategies include following:

- Signal timing optimization (including cycle lengths).
- Signal phasing optimization – changing signal phasing and sequencing to optimize the performance of the signal.
- Lane assignment adjustments – adjustments are applied to lane assignments to optimize signal performance in the future year. There are no physical changes to the roadway limits, and curbs are expected in this option.

This option is expected to provide basic improvements, and the improvements are quantified in percentages in comparison with the Future No Build 2045 condition performances.

Option 2: Constrained Mitigations

Following the soft mitigations, constrained mitigations are then tested for the selected intersections. Constrained mitigation strategies include the following:

- Identifying additional lanes that can be provided within available right-of-way (ROW) without acquiring new land.
- Lane assignments and signal timing and phasing optimization to suit improvements.

This option is expected to provide significant improvements in many cases, and the improvements are quantified in percentages in comparison with the Future No Build 2045 condition performances. Conceptual sketches are required to make sure that the suggested mitigations fit within the available ROW and to identify any departures from standards for their acceptability.

Option 3: Unconstrained Mitigations

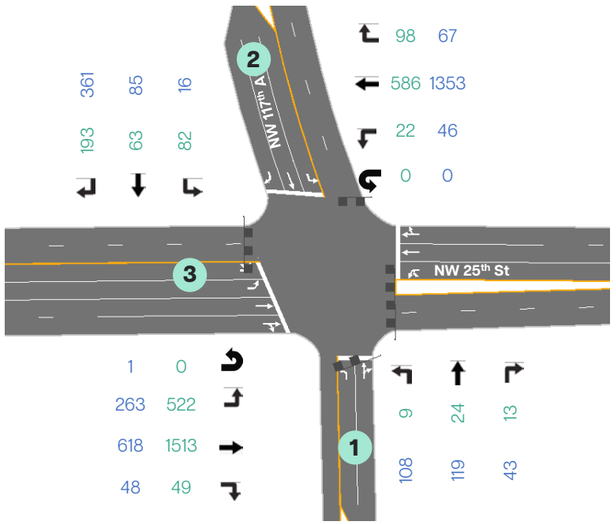
In the final step, unconstrained mitigations are tested for the selected intersections. Unconstrained mitigations aim to achieve LOS D or better within the permissible maximum number of turn lanes for the selected intersections irrespective of available land acquisition.

This option is expected to solve the failures in most cases. Conceptual sketches are required to make sure that the suggested mitigations are feasible with the least possible ROW acquisition.

Table 3-18: Current and Future 2045 Failing Intersections

Intersection No.	N-S Roadway	Roadway Jurisdiction	E-W Roadway	Roadway Jurisdiction	2017 TMP Recommended Improvements	Status
Intersections Failing in 2023						
5	NW 117 Ave	City	NW 25 St	County	Project 66 (Operations) (Proj. 16 Tier II) *Split phase removal/realignment; signal optimization.*	Not Completed
7	NW 97 Ave	County	NW 25 St	County	Project 68 (Capacity/Operations) (Proj. 13 Tier III) *Add NB, SB, EB and WB right turn lanes.*	Not Completed
10	NW 107 Ave	County	NW 33 St	City	Project 71 (Operations) (Proj. 19 Tier II) *Remove split phase EB/WB right turn lanes.*	Not Completed
15	NW 107 Ave	County	NW 41 St	County	Project 76 (Operations) (Proj. 26 Tier I) *Remove split phase; signal optimization.*	Not Completed
19	NW 79 Ave	City	NW 36 St	County	Project 80 (Capacity/Operations) (Proj. 27 Tier I) *Split phase removal, add EB thru lane, add SB and WB right turn lanes; signal optimization.*	Not Completed
22	NW 97 Ave	County	NW 58 St	County	Project 83 (Capacity/Operations) (Proj. 23 Tier I) *Remove split phase, add NB, SB, WB, and EB right turn lanes; signal optimization.*	Not Completed
29	NW 79 Ave	City	NW 58 St	County		
Intersections will be Failing in 2045						
1	NW 107 Ave	County	NW 12 St	County	Project 64 (Capacity/Operations) (Proj. 23 Tier I) *Add WB right turn lane; signal optimization.*	Not Completed
3	NW 87 Ave	County	NW 12 St	County	Project 65 (Capacity/Operations) (Proj. 11 Tier III) *Add NB left turn lane, add SB right turn lane; signal optimization.*	Not Completed
6	NW 107 Ave	County	NW 25 St	County	Project 67 (Capacity/Operations) (Proj. 17 Tier II) *Add SB right turn lane; signal optimization.*	Not Completed
11	NW 97 Ave	County	NW 33 St	City	Project 72 (Capacity/Operations) (Proj. 20 Tier II) *Add NB right turn lane; signal optimization*	Not Completed
12	NW 87 Ave	County	NW 33 St	City	Project 73 (Capacity/Operations) (Proj. 21 Tier II) *Add EB, WB right turn lanes; signal optimization.*	Not Completed
14	NW 114 Ave	City	NW 41 St	County	Project 75 (Capacity/Operations) (Proj. 25 Tier I) *Add EB, WB right turn lanes; signal optimization.*	Not Completed
17	NW 87 Ave	County	NW 36 St	County	Project 78 (Capacity/Operations) (Proj. 22 Tier II) *Add SB and WB turn lanes; signal optimization.*	Not Completed
23	NW 87 Ave	County	NW 58 St	County	Project 84 (Capacity/Operations) (Proj. 18 Tier III) *Add NB, EB and WB right turn lanes; signal optimization.*	Not Completed
24	NW 114 Ave	City	NW 74 St	County	Project 85 (Capacity/Operations) (Proj. 29 Tier I) *Add NB right turn lane, add SB right turn lane, add EB right turn lane and WB right turn lane.*	Not Completed
25	NW 107 Ave	County	NW 74 St	County	Project 86 (Capacity/Operations) (Proj. 24 Tier II) *Add SB, EB and WB turn lanes; signal optimization.*	Completed
28	NW 97 Ave	County	NW 41 St	County		

Figure 3-27: Intersection 5 - Option 3 Unconstrained Mitigation (Future 2045 Scenario)

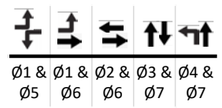


LEGEND

XX AM Peak

XX PM Peak

PHASING



NETWORK PERFORMANCE

Period	2045 No Build		2045 Option 3		Benefit
	Delay	LOS	Delay	LOS	%
AM	109.3	F	21.7	C	80
PM	98.1	F	39.7	D	60

NOTES: *ROW acquisition is required to perform civil works.*

1. *Northbound lane configuration - updated to L, T+R.*
2. *Southbound lane configuration - updated to L, T, R.*
3. *Eastbound lane configuration - updated to L, L, T, T+R.*

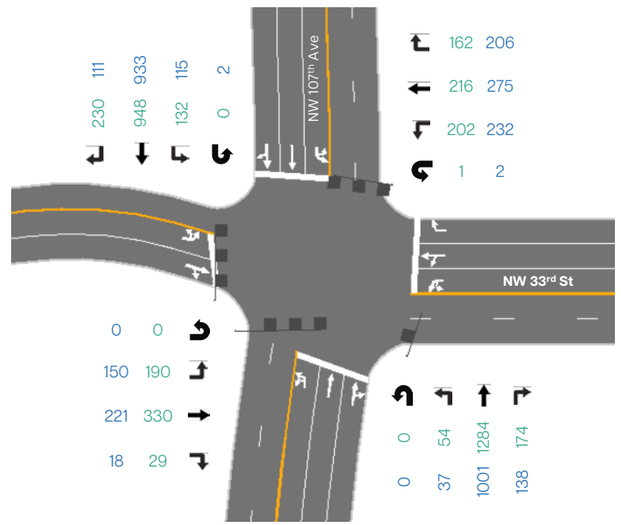
Intersection 5 - NW 117th Ave and NW 25th St Conclusions

Option 3, unconstrained mitigation, operates with the best Level of Service (LOS C & D) for intersection 5.

Cost benefit analysis should be carried out for all failing intersections to select the most suitable mitigation option.

Intersection 10 - NW 107th Avenue and NW 33rd Street

Figure 3-28: Intersection 10 - Existing 2023 Network Performance

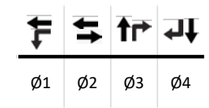


LEGEND

XX AM Peak

XX PM Peak

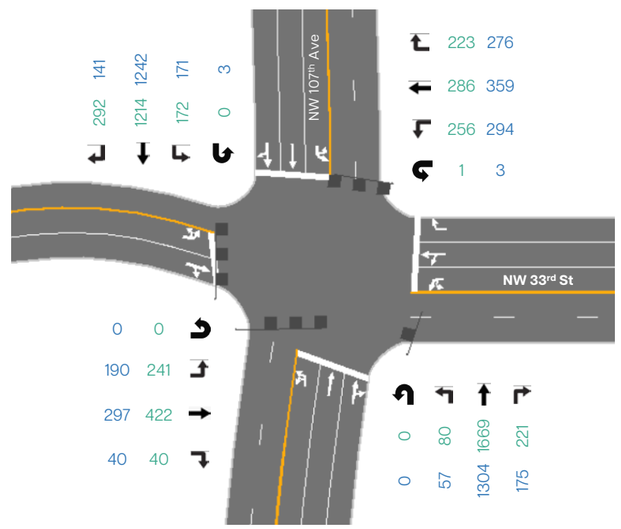
PHASING



NETWORK PERFORMANCE

Period	2023 Existing	
	Delay	LOS
AM	224.1	F
PM	138.2	F

Figure 3-29: Intersection 10 - Future 2045 No-Build Scenario

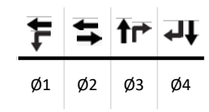


LEGEND

XX AM Peak

XX PM Peak

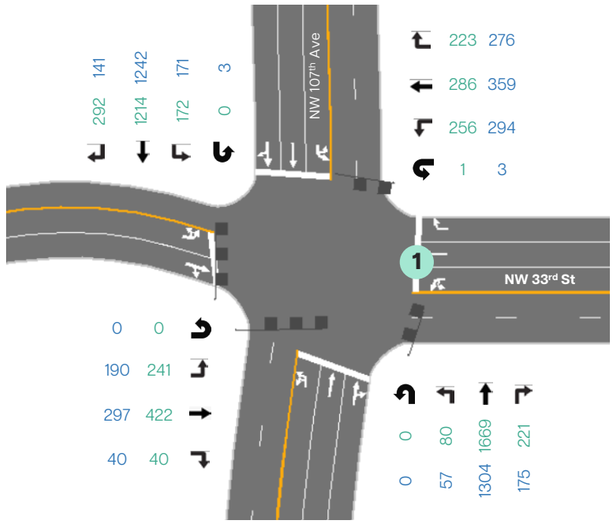
PHASING



NETWORK PERFORMANCE

Period	2045 No Build	
	Delay	LOS
AM	347.4	F
PM	250.1	F

Figure 3-30: Intersection 10 - Option 1 Soft Mitigation (Future 2045 Scenario)

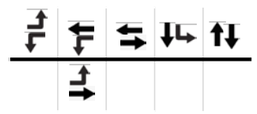


LEGEND

XX AM Peak

XX PM Peak

PHASING



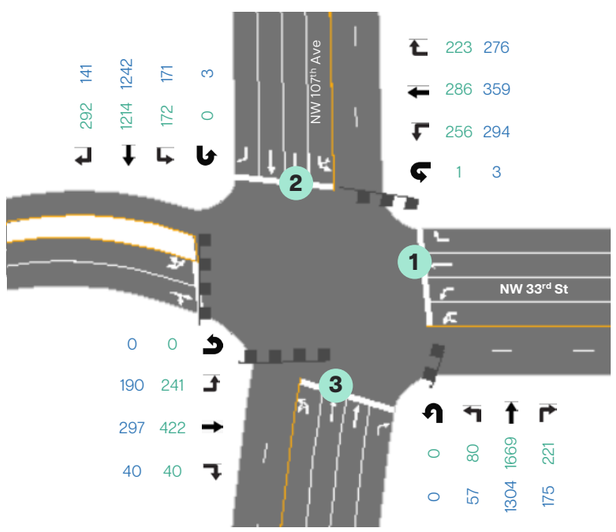
NETWORK PERFORMANCE

Period	2045 No Build		2045 Option 1		Benefit
	Delay	LOS	Delay	LOS	%
AM	347.4	F	117.7	F	66
PM	250.1	F	68.9	E	72

NOTES: *No civil work required. Phasing adjustments.*

1. *Westbound lane configuration - updated to L, T, R.*

Figure 3-31: Intersection 10 - Option 2 Constrained Mitigation (Future 2045 Scenario)

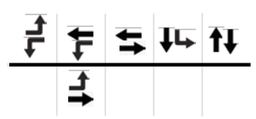


LEGEND

XX AM Peak

XX PM Peak

PHASING



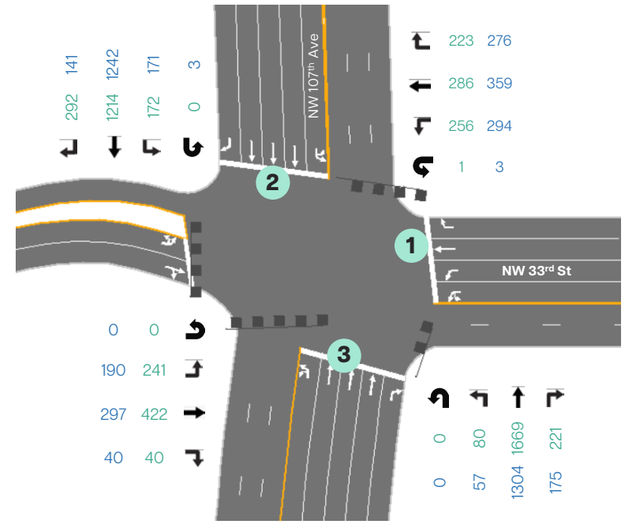
NETWORK PERFORMANCE

Period	2045 No Build		2045 Option 2		Benefit
	Delay	LOS	Delay	LOS	%
AM	347.4	F	79.5	E	77
PM	250.1	F	50.7	D	80

NOTES: *No civil works within available ROW. Phasing & cycle length adjustments.*

1. *Westbound lane configuration - updated to L, L, T, R.*
2. *Southbound lane configuration - updated to L, T, T, R, with 100 ft storage length for right turn.*
3. *Northbound lane configuration - updated to L, T, T, R, with 100 ft storage length for right turn.*

Figure 3-32: Intersection 10 - Option 3 Unconstrained Mitigation (Future 2045 Scenario)

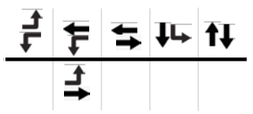


LEGEND

XX AM Peak

XX PM Peak

PHASING



NETWORK PERFORMANCE

Period	2045 No Build		2045 Option 3		Benefit
	Delay	LOS	Delay	LOS	%
AM	347.4	F	47.4	D	86
PM	250.1	F	38.1	D	85

NOTES: *ROW acquisition is required to perform civil works. Phasing & cycle length adjustments.*

1. *Westbound lane configuration - updated to L, L, T, R.*
2. *Southbound lane configuration - updated to L, T, T, T, R, with 100 ft storage length for right turn.*
3. *Northbound lane configuration - updated to L, T, T, T, R, with 100 ft storage length for right turn.*

Intersection 10 - NW 107th Ave at NW 33rd St Conclusions

Option 3, unconstrained mitigation, operates with the best Level of Service (LOS D) for intersection 10.

Option 1 be implemented at this intersection for immediate relief. Cost benefit analysis should be carried out for all failing intersections to select the most suitable mitigation option.

Recommended Capacity/Operations Projects

After a thorough analysis of future operations including projected 2045 Levels of Service for the major intersections and corridors as well as failing current and future intersections, **Table 3-19** lists the proposed Capacity/Operations projects within the City of Doral that aim to improve existing and expected conditions.

Table 3-19: Recommended Capacity/Operations Projects

Proj. No.	Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description
		From	To		
O - 1	NW 33 St	NW 107 Ave		City/County	Reconfiguration of lane assignment for the westbound approach of the intersection to Left, Thru, and Right through re-striping. Optimization of signal phasing.
O - 2	NW 33 St	NW 107 Ave		City/County	Widening of the intersection to provide the following lane configuration: *Westbound approach = L, L, T, R* *Southbound approach = L, T, T, R, with 100 ft storage length for right turn* *Northbound approach = L, T, T, R, with 100 ft storage length for right turn* Optimization of signal phasing and adjustment of cycle length.
O - 3	NW 117 Ave	NW 25 St		City/County	Widening of the southbound and northbound approaches of NW 117 Ave at the intersection to provide the following lane configuration: Northbound approach = L, T+R Southbound approach = L, T+R Optimization of signal phasing and adjustment of cycle length and splits.
O - 4	NW 79 Ave	NW 36 St		City/County	Widening of the northbound approach of NW 79 Ave and the westbound approach of NW 36 St at the intersection to provide exclusive right turn lanes. The following lane configuration: Northbound approach = L, T+R, R Westbound approach = L, L, T, T, T+R, R Optimization of signal phasing and adjustment of cycle length and splits.

Proj. No.	Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description
		From	To		
O - 5	NW 79 Ave	NW 58 St		City/County	Widening of the eastbound approach to provide an additional thru lane and widening on the east of the intersection to provide a receiving thru lane and another receiving lane (acceleration lane) for the exclusive right turn lane from the northbound approach. The following configuration: Eastbound approach = L, T, T, T, R Northbound Approach = L, T, R Addition of a channelization island between the northbound approach thru lane and right turn lane. Optimization of signal phasing and adjustment of cycle length and splits.

TIER 1 PROJECTS						
Proj. No.	Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description	Cost Estimate
		From	To			
S-12	Various			City	Provision of special emphasis crosswalk markings at specified legs of 101 City Road/City Road intersections. (Specific locations provided within Sections 3.2 of this Transportation Master Plan).	$204,037.68
ACTIVE TRANSPORTATION						
AT-2	NW 102 Ave	NW 25 St	NW 28 Terr	City	Construct a 10 ft. Sidepath existing public right of way on the west side of NW 102nd Avenue as a feeder facility for the local neighborhood to the existing Beacon Trail extension.	$208,077.50
AT-9	NW 82 Ave	NW 36 St	NW 41 St	City	Construction of a 10 ft. asphalt sidepath on the west side of the road marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas.	$104,017.20
AT-11	NW 33 St	NW 112 Ave	NW 107 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. Installation of a pedestrian crossing signal (Rapid Flashing Beacon) with special emphasis crosswalk markings and across the south leg to the intersection of NW 33 St and NW 112 St to connect to proposed sidepath.	$458,075.00

TIER 1 PROJECTS						
Proj. No.	Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description	Cost Estimate
		From	To			
AT-14	Dressel's Dairy Canal	NW 82 Ave	NW 80 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.	$172,672.00
AT-15	NW 86 St	NW 112 Ave	NW 107 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.	$430,645.00
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.	$520,193.75
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.	$85,301.00

TIER 1 PROJECTS						
Proj. No.	Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description	Cost Estimate
		From	To			
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: *NW 105 Ct at Approx. 120 ft. East of NW 107 Ave* *NW 50 St/Turnpike Trail at Approx. 80 ft. east of 117 Ave* *NW 58 St/Turnpike Trail at Approx. 115 ft. east of NW 117 Ave (County maintained road)* *NW 66 St at Approx. 150 ft. East of NW 107 Ave* *NW 78 St Approx. 450 ft. East of NW 107 Ave* *NW 82 St Approx. 450 ft. East of NW 107 Ave*	$214,260.00
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.	$668,050.00
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.	$8,280.00

TIER 1 PROJECTS						
Proj. No.	Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description	Cost Estimate
		From	To			
TRANSIT						
T-5	Trolley Stops - Midblock Crossing (City Roads)	Varies		City	Installation of a midblock crossing at 19 identified locations where trolley stops are located on both sides of the road across each other. City maintained roads.	$639,160.00
OPERATIONS						
O-1	NW 33 St	NW 107 Ave		City/County	Reconfiguration of lane assignment for the westbound approach of the intersection to Left, Thru, and Right through re-striping. Optimization of signal phasing.	$13,300.00
O-2	NW 33 St	NW 107 Ave		City/County	Widening of the intersection to provide the following lane configuration: *Westbound approach = L, L, T, R* *Southbound approach = L, T, T, R, with 100 ft storage length for right turn* *Northbound approach = L, T, T, R, with 100 ft storage length for right turn* Optimization of signal phasing and adjustment of cycle length.	$1,254,370.00

LEGEND	
Project No.	Project Type
S - X	Safety
AT - X	Active Transportation
T - X	Transit
O - X	Operations

City of Doral Transportation Master Plan 2024 Update

Project Prioritization

Project No.	Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description	Cost Estimate	Prioritization Criteria Min. = 1 Max = 5					Total Score	Remarks
		From	To				Road User Safety	Mobility and Accessibility	Community Enhancement	Cost Effectiveness	Feasibility and Readiness		
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: *NW 105 Ct at Approx. 120 ft. East of NW 107 Ave* *NW 50 St/Turnpike Trail at Approx. 80 ft. east of 117 Ave* *NW 58 St/Turnpike Trail at Approx. 115 ft. east of NW 117 Ave (County maintained road)* *NW 66 St at Approx. 150 ft. East of NW 107 Ave* *NW 78 St Approx. 450 ft. east of NW 107 Ave* *NW 82 St Approx. 450 ft. east of NW 107 Ave*	$ 214,260.00	5	4	4	5	3	**21**	
S-7	NW 41 St	NW 87 Ave		City/County	Installation of new signal heads with backplates with retroreflective borders on the mast arm assemblies at all legs of the intersection. Installation of pedestrian crosswalk and pedestrian signals on South leg of the intersection. Provision of special emphasis crosswalk markings for all legs of the intersection. Elimination of Right Turn on Red for eastbound approach (west leg).	$ 26,300.00	5	4	3	5	4	**21**	There was a Serious Injury Crash involving a pedestrian at this intersection Signal modifications and/or lane reconfiguration/re-striping requires coordination with Miami-Dade DTPW. A crosswalk on the South leg provides continuity to the Dressel's Dairy Trail to cross west and head South.
AT-11	NW 33 St	NW 112 Ave	NW 107 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. Installation of a pedestrian crossing signal (Rapid Flashing Beacon) with special emphasis crosswalk markings and across the south leg to the intersection of NW 33 St and NW 112 St to connect to proposed sidepath.	$ 458,075.00	5	4	4	3	4	**20**	Construction of shared use path appears to be feasible within existing Right-of-Way based on Miami-Dade property appraiser data and ROW GIS files from DTPW Open Hub site. Consideration should be given to the existing mature trees and design of shared use path should avoid the need to impact or relocate them.
AT-14	Dressel's Dairy Canal	NW 82 Ave	NW 80 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.	$ 172,672.00	4	5	5	4	2	**20**	Construction of shared use path appears to be feasible within existing canal Right-of-Way based on Miami-Dade property appraiser data and ROW GIS files from DTPW Open Hub site. Coordination with DERM will be necessary for section above Dressel's Dairy canal culvert crossing.

Project No.	Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description	Cost Estimate	Prioritization Criteria Min. = 1 Max = 5					Total Score	Remarks
		From	To				Road User Safety	Mobility and Accessibility	Community Enhancement	Cost Effectiveness	Feasibility and Readiness		
T-5	Trolley Stops - Midblock Crossing (City Roads)	Varies		City	Installation of a midblock crossing at 19 identified locations where trolley stops are located on both sides of the road across each other. City maintained roads.	$ 639,160.00	4	4	5	4	3	**20**	Planning level cost estimate, assumes all conditions are the same at the forty proposed locations. The assumed pedestrian treatment for all the proposed locations was assumed to be Rectangular Rapid Flashing Beacons (RRFB)
AT-15	NW 86 St	NW 112 Ave	NW 107 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.	$ 430,645.00	4	3	4	3	5	**19**	Construction of shared use path appears to be feasible within existing Right-of-Way based on Miami-Dade property appraiser data and ROW GIS files from DTPW Open Hub site. Consideration should be given to the existing mature trees and design of shared use path should avoid the need to impact or relocate them.
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.	$ 520,193.75	4	4	3	3	5	**19**	Construction of shared use path appears to be feasible within existing Right-of-Way based on Miami-Dade property appraiser data and ROW GIS files from DTPW Open Hub site. Consideration should be given to the existing mature trees and design of shared use path should avoid the need to impact or relocate them.
O-1	NW 33 St	NW 107 Ave		City/County	Reconfiguration of lane assignment for the westbound approach of the intersection to Left, Thru, and Right through re-striping. Optimization of signal phasing.	$ 13,300.00	3	3	3	5	5	**19**	Signal modifications and/or lane reconfiguration/re-striping requires coordination with Miami-Dade DTPW.
O-2	NW 33 St	NW 107 Ave		City/County	Widening of the intersection to provide the following lane configuration: *Westbound approach = L, L, T, R* *Southbound approach = L, T, T, R, with 100 ft storage length for right turn* *Northbound approach = L, T, T, R, with 100 ft storage length for right turn* Optimization of signal phasing and adjustment of cycle length.	$ 1,254,370.00	4	5	4	2	4	**19**	Signal modifications and/or lane reconfiguration/re-striping requires coordination with Miami-Dade DTPW. This would require coordination with DTPW since NW 107 Ave is a county maintained road. Widening for proposed modifications appears to be feasible within existing Right-of-Way at the intersection based on Miami-Dade property appraiser data and ROW GIS files from DTPW Open Hub site.
S-1	NW 114 Ave	NW 41 St		City/County	Installation of new signal heads with backplates with retroreflective borders on all mast arm assemblies at the intersection. Installation of raised/retroreflective pavement markers for traffic separator pavement markings extensions on South leg of the intersection.	$ 17,800.00	4	4	3	5	3	**19**	Signal modifications and/or lane reconfiguration/re-striping requires coordination with Miami-Dade DTPW. NW 114 Ave is not a truck route (No Thru Trucks signs through corridor) therefore turning radii for movements into this roadway can be reduced.

operates with approximately 40-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.

- Route 3 operates along NW 41st Street within the vicinity of the study area with the nearest stop located along NW 41st Street, west of NW 107th Avenue. This route operates with approximately 40-minute headways in the westbound direction during the A.M. peak hour and 45-minute headways in the westbound direction during the P.M. peak hour.
- Route 4 operates along NW 107th Avenue within the vicinity of the study area with the nearest stop located along NW 107th Avenue south of NW 41st Street. This route operates with approximately 40-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.

Additional transit route information can be found below and in Appendix F.

NET NEW PROJECT TRIPS

As shown in Table 1, the project is expected to generate 379 weekday A.M. peak hour vehicular trips and 670 weekday P.M. peak hour trips. Detailed trip generation information is included in Appendix G.

Table 1: Trip Generation				
A.M. Peak Hour (P.M. Peak Hour)				
Future Land Use (ITE Code)	**Scale**	**Net New External Trips**	**Entering Trips**	**Exiting Trips**
Proposed Development				
Shopping Center (820)	104,326 square feet	67 (352)	41 (163)	26 (189)
Warehousing (150)	2,647,574 square feet	312 (318)	253 (87)	59 (231)
Net New Vehicle Trips		**379 (670)**	**294 (250)**	**85 (420)**

TRIP DISTRIBUTION AND ASSIGNMENT

The likely distribution of project traffic was forecast for the trips expected to be generated by the proposed development. The trip distribution was based on an interpolated cardinal trip distribution for the project site's traffic analysis zone (TAZ) obtained from the Miami-Dade Transportation Planning Organization's (TPO's) *2045 Long Range Transportation Plan Directional Trip Distribution Report*. The cardinal trip distribution for TAZ 737 is provided in Table 2.

Table 2: Cardinal Trip Distribution	
Cardinal Direction	**Percentage of Trips**
North-Northeast	17%
East-Northeast	18%
East-Southeast	18%
South-Southeast	17%
South-Southwest	22%
West-Southwest	1%
West-Northwest	0%
North-Northwest	7%
Total	100%

Figure 4 and Figure 5 detail the project's trip distribution and assignment for the A.M. and P.M. peak hours. Figure 6 and Figure 7 detail the project's pass-by trip distribution and assignment for the P.M. peak hour. Detailed cardinal distribution calculations are contained in Appendix H.

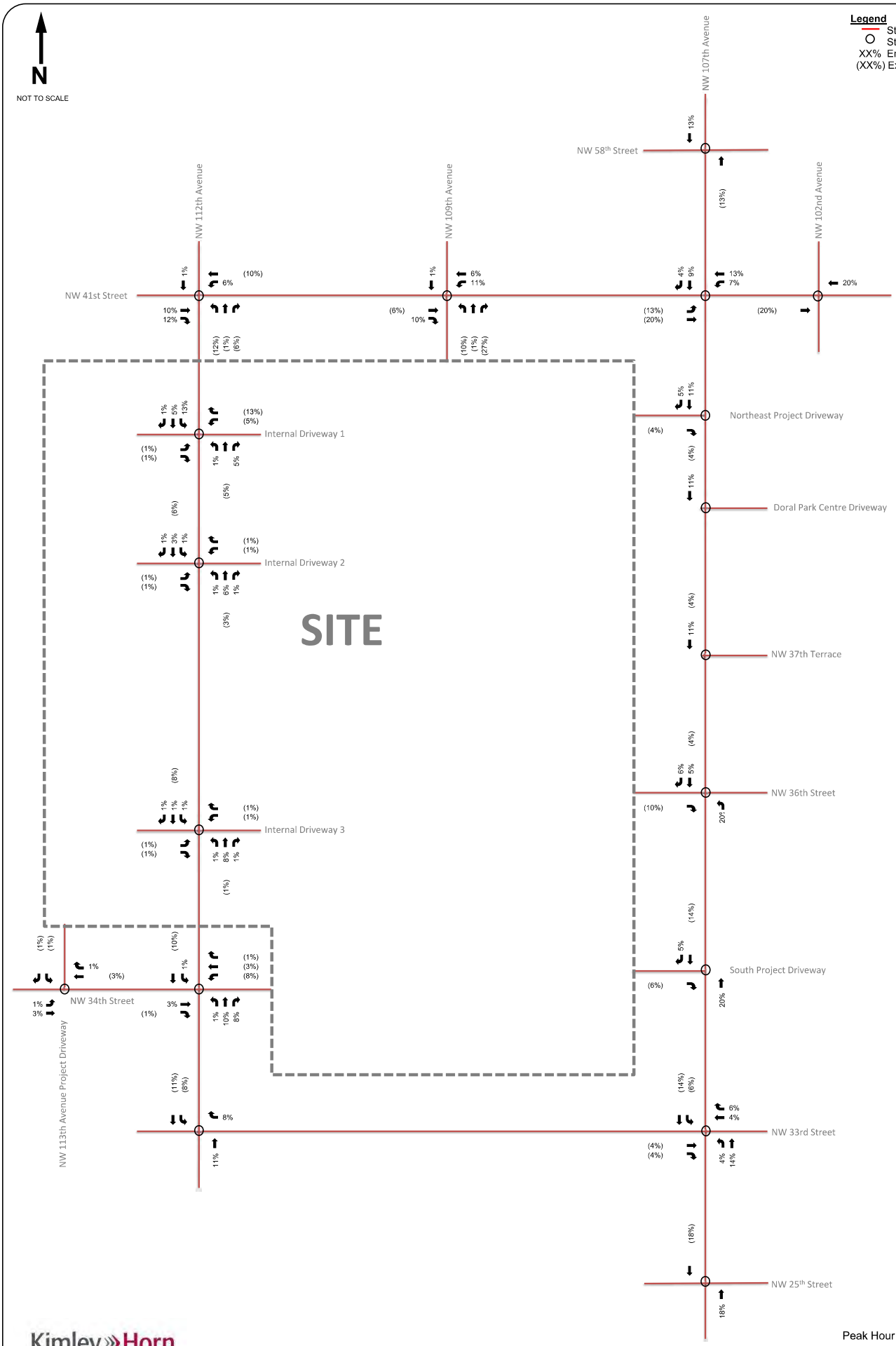


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Figure 4
Peak Hour Project Trip Distribution
Bridge Point Doral
Doral, Florida

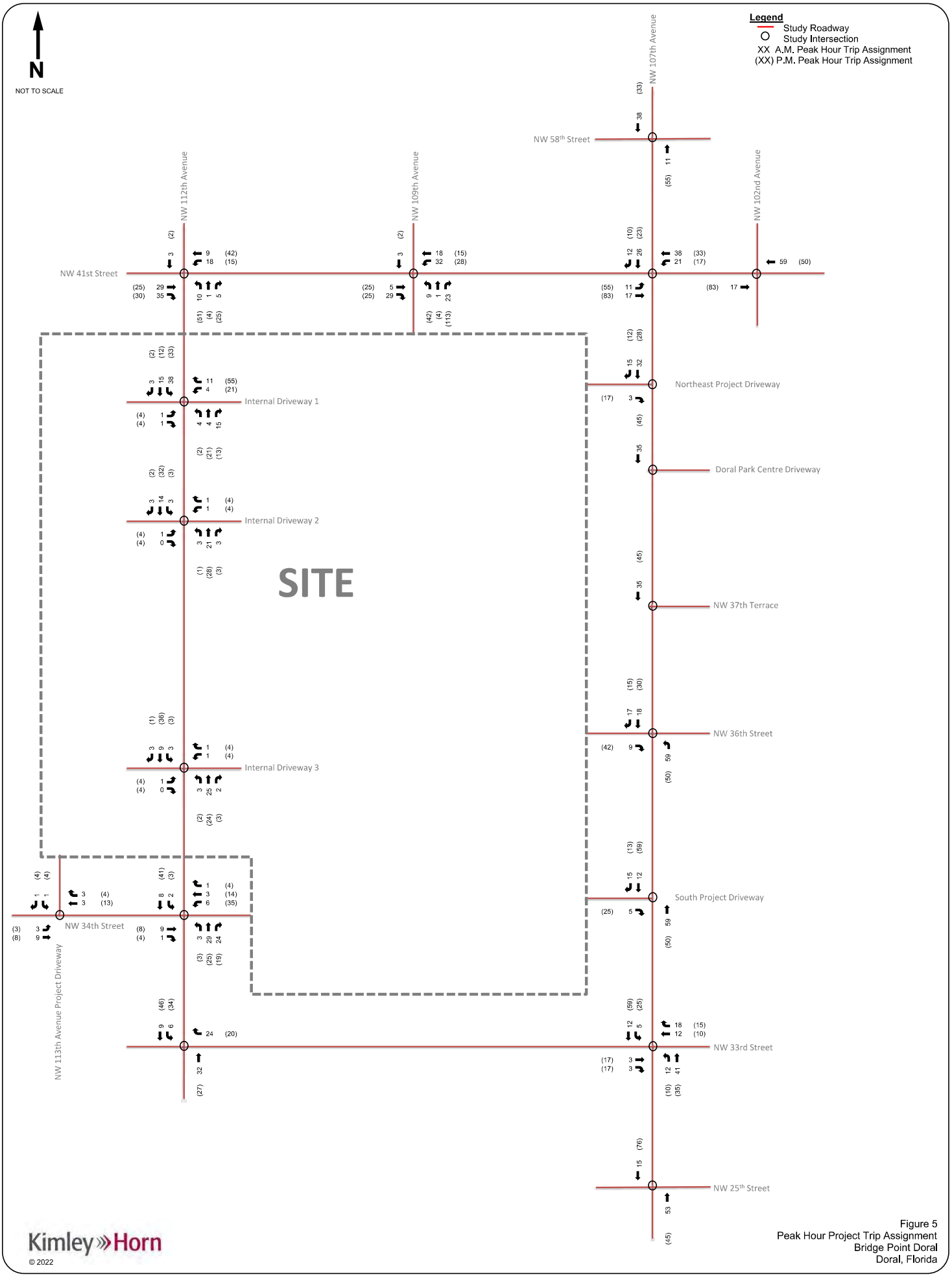

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Figure 5
Peak Hour Project Trip Assignment
Bridge Point Doral
Doral, Florida

Appendix F
Project Trip Generation

Scenario - 4

Scenario Name: proposed Jan 2026

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
221 - Multifamily Housing (Mid-Rise) - Not Close	General Urban/Suburban	Dwelling Units	69	Weekday	Best Fit (LIN)	141	141	282
Data Source: Trip Generation Manual, 11th Ed					T = 4.77(X) - 46.46	50%	50%	
712 - Small Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	5.65	Weekday	Average	41	41	82
Data Source: Trip Generation Manual, 11th Ed					14.39	50%	50%	
221(1) - Multifamily Housing (Mid-Rise) - Not	General Urban/Suburban	Dwelling Units	69	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	4	14	18
Data Source: Trip Generation Manual, 11th Ed					T = 0.44(X) - 11.61	23%	77%	
712(1) - Small Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	5.65	Weekday, Peak Hour of Adjacent Street Traffic,	Average	8	2	10
Data Source: Trip Generation Manual, 11th Ed					1.67	82%	18%	
221(2) - Multifamily Housing (Mid-Rise) -	General Urban/Suburban	Dwelling Units	69	Weekday, Peak Hour of Adjacent Street	Best Fit (LIN)	17	11	28
Data Source: Trip Generation Manual, 11th Ed					T = 0.39(X) + 0.34	61%	39%	
712(2) - Small Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	5.65	Weekday, Peak Hour of Adjacent Street Traffic,	Average	4	8	12
Data Source: Trip Generation Manual, 11th Ed					2.16	34%	66%	

AM Peak Hour Trip Generation and Internalization

Ritz Sky Mansions - 24119

Rise Not close to Rail Land Use 221 69 Dwelling Units		Small Office Land Use 712 5,699 SF		
In	**Out**	**In**	**Out**	
4	**14**	**8**	**1**	27 ITE Trips
0	0	0	0	0 1.8% Transit/Pedestrian
4	14	8	1	27
UNBALANCED INTERNALIZATION				
	2%		*3%*	
	0	***0***	*0*	
0%				*1%*
0		***0***		*0*
Residential Mid-Rise		**Small Office**		
In	**Out**	**In**	**Out**	
4	**14**	**8**	**1**	27 Vehicle Trips
BALANCED INTERNALIZATION				
	0		*0*	
0				*0*
0	0	0	0	0 Internal
4	14	8	1	27 External Trips
	0.0%		*0.0%*	*0.0%* % Internal
0	0			0 0% Passby
		0	0	0 0% Passby
4	**14**	**8**	**1**	**27 Net New External Trips**

PM Peak Hour Trip Generation and Internalization

Ritz Sky Mansions - 24119

Residential Mid-Rise Not close to Rail Land Use 221 69 Dwelling Units		Small Office Land Use 712 5,699 SF		
In	**Out**	**In**	**Out**	
17	**11**	**4**	**8**	40 ITE Trips
0	0	0	0	0 1.8% Transit/Pedestrian
17	11	4	8	40
UNBALANCED INTERNALIZATION				
	4% *0*	***0***	*57%* *2*	
4% *1*		***0***	*2%* *0*	
Residential Mid-Rise		**Small Office**		
In	**Out**	**In**	**Out**	
17	**11**	**4**	**8**	40 Vehicle Trips
BALANCED INTERNALIZATION				
	0		*0*	
0			*0*	
0	0	0	0	0 Internal
17	11	4	8	40 External Trips
	0.0%		*0.0%*	*0.0%* % Internal
0	0			0 0% Passby
		0	0	0 0% Passby Retail
17	**11**	**4**	**8**	**40 Net New External Trips**

Commuting Characteristics by Sex

United States Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Census Tract 90.10; Miami-Dade County; Florida

	Total		Male		Female	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Err**	**Estimate**	**Margin of Error**
Workers 16 years and over	3,874	±398	2,314	±270	1,560	±259
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	81.3%	±5.7	82.5%	±7.6	79.6%	±6.8
Drove alone	71.1%	±7.7	72.4%	±9.5	69.2%	±9.1
Carpooled	10.2%	±5.2	10.1%	±6.6	10.4%	±6.0
In 2-person carpool	6.6%	±3.4	5.4%	±3.2	8.3%	±5.2
In 3-person carpool	0.8%	±0.9	0.4%	±0.5	1.4%	±1.9
In 4-or-more person carpool	2.8%	±3.7	4.3%	±6.0	0.6%	±1.0
Workers per car, truck, or van	1.08	±0.05	1.09	±0.07	1.07	±0.05
Public transportation (excluding taxicab)	0.3%	±0.4	0.4%	±0.7	0.0%	±3.2
Walked	1.0%	±0.9	1.0%	±1.1	1.1%	±1.5
Bicycle	0.5%	±0.5	0.0%	±2.1	1.2%	±1.3
Taxicab, motorcycle, or other means	2.9%	±3.1	3.4%	±4.9	2.3%	±2.3
Worked from home	14.0%	±5.3	12.7%	±6.2	15.9%	±6.5
PLACE OF WORK						
Workers 16 years and over who did not work from	3,332	±421	2,020	±279	1,312	±234
VEHICLES AVAILABLE						
PERCENT ALLOCATED						

Commuting Characteristics by Sex

Survey/Program: American Community Survey

Year: 2022

Estimates: 5-Year

Table ID: S0801

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of eac decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical test and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who receive an allocated value for a particular subject.

Several means of transportation to work categories were updated in 2019. For more information, see: Change to Means of Transportation.

The 2018-2022 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geograph entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

The margin of error could not be computed because there were an insufficient number of sample observations.

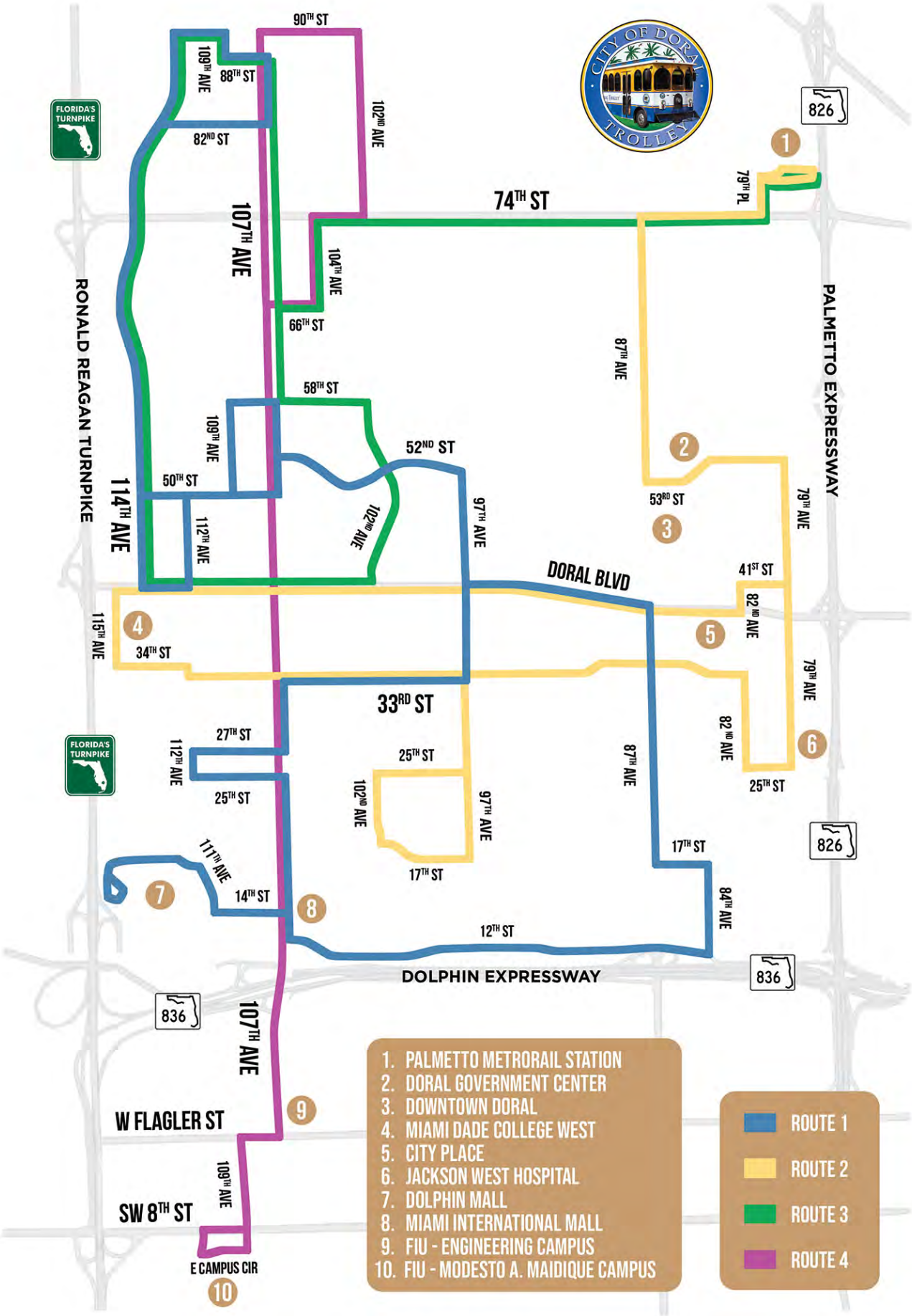
***

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

*****

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

Appendix G
Transit Information


CITY OF DORAL TROLLEY
90TH ST
109TH AVE
88TH ST
82ND ST
102ND AVE
FLORIDA'S TURNPIKE
826
1
79TH PL
74TH ST
107TH AVE
104TH AVE
66TH ST
RONALD REAGAN TURNPIKE
PALMETTO EXPRESSWAY
87TH AVE
58TH ST
109TH AVE
52ND ST
2
50TH ST
114TH AVE
112TH AVE
102ND AVE
97TH AVE
53RD ST
3
79TH AVE
DORAL BLVD
41ST ST
82ND AVE
115TH AVE
4
5
34TH ST
79TH AVE
33RD ST
27TH ST
112TH AVE
25TH ST
87TH AVE
82ND AVE
6
25TH ST
25TH ST
102ND AVE
97TH AVE
826
111TH AVE
17TH ST
17TH ST
7
14TH ST
8
84TH AVE
12TH ST
DOLPHIN EXPRESSWAY
836
836
107TH AVE
9
W FLAGLER ST
109TH AVE
SW 8TH ST
E CAMPUS CIR
10
1. PALMETTO METRORAIL STATION
2. DORAL GOVERNMENT CENTER
3. DOWNTOWN DORAL
4. MIAMI DADE COLLEGE WEST
5. CITY PLACE
6. JACKSON WEST HOSPITAL
7. DOLPHIN MALL
8. MIAMI INTERNATIONAL MALL
9. FIU - ENGINEERING CAMPUS
10. FIU - MODESTO A. MAIDIQUE CAMPUS
ROUTE 1
ROUTE 2
ROUTE 3
ROUTE 4

Weekday Route 1

NORTHBOUND

Stop #		Road	Location	Nearby Landmark	B-1	B-2	B-3	B-4	B-1	B-2	B-3	B-4	B-1	B-2	B-3	B-4	B-1	B-2	B-3	B-4	B-1	Peak 1	B-2	B-3	B-4	Peak 2	B-1	Peak 1	B-2	B-3	B-4	Peak 2	B-1	B-2	B-3	B-4	B-1	B-2	B-3	B-4	B-1	B-2
1005		NW 12 St	West of NW 10500 Blk	Miami Int'l Mall (TD Bank)			6:00 AM	6:31 AM	6:59 AM	7:30 AM	7:59 AM	8:30 AM	9:03 AM	9:35 AM	10:08 AM	10:40 AM	11:12 AM	11:44 AM	12:07 PM	12:40 PM	1:12 PM		1:44 PM	2:13 PM	2:42 PM		3:44 PM	3:59 PM	4:13 PM	4:40 PM	5:13 PM	5:37 PM	6:01 PM	6:28 PM	6:56 PM	7:20 PM	7:52 PM	8:17 PM	8:46 PM	9:08 PM	9:32 PM	9:59 PM
1006		NW 107 Ave	North of NW 12 St	Miami Int'l Mall (Mattress Firm)			6:00 AM	6:31 AM	6:59 AM	7:30 AM	8:00 AM	8:31 AM	9:04 AM	9:36 AM	10:09 AM	10:41 AM	11:13 AM	11:45 AM	12:08 PM	12:41 PM	1:13 PM		1:45 PM	2:16 PM	2:45 PM		3:45 PM	4:00 PM	4:13 PM	4:40 PM	5:13 PM	5:37 PM	6:02 PM	6:29 PM	6:57 PM	7:22 PM	7:54 PM	8:18 PM	8:47 PM	9:09 PM	9:33 PM	10:01 PM
1079		Dolphin Mall Arrival					6:07 AM	6:38 AM	7:06 AM	7:37 AM	8:06 AM	8:37 AM	9:10 AM	9:42 AM	10:16 AM	10:48 AM	11:20 AM	11:52 AM	12:15 PM	12:48 PM	1:20 PM		1:52 PM	2:23 PM	2:52 PM		3:50 PM	4:06 PM	4:20 PM	4:48 PM	5:21 PM	5:45 PM	6:10 PM	6:36 PM	7:01 PM	7:27 PM	8:01 PM	8:25 PM	8:53 PM	9:15 PM	9:39 PM	10:07 PM
1079		Dolphin Mall Departure					6:07 AM	6:38 AM	7:11 AM	7:43 AM	8:16 AM	8:48 AM	9:20 AM	9:52 AM	10:25 AM	10:58 AM	11:30 AM	12:02 PM	12:31 PM	1:00 PM	1:30 PM		2:02 PM	2:33 PM	3:07 PM		4:00 PM	4:16 PM	4:30 PM	4:58 PM	5:31 PM	5:55 PM	6:20 PM	6:46 PM	7:11 PM	7:37 PM	8:06 PM	8:33 PM	8:58 PM	9:20 PM		
1007	4004	NW 107 Ave	North of NW 14	Miami Int'l Mall (BJ's)			6:13 AM	6:44 AM	7:17 AM	7:49 AM	8:22 AM	8:54 AM	9:26 AM	9:58 AM	10:32 AM	11:05 AM	11:37 AM	12:09 PM	12:38 PM	1:07 PM	1:36 PM		2:07 PM	2:37 PM	3:11 PM		4:04 PM	4:20 PM	4:35 PM	5:05 PM	5:37 PM	6:00 PM	6:24 PM	6:51 PM	7:18 PM	7:43 PM	8:11 PM	8:39 PM	9:03 PM	9:26 PM		
1078	4005	NW 107 Ave	North of NW 16 St	Toy's r Us			6:13 AM	6:44 AM	7:17 AM	7:49 AM	8:22 AM	8:54 AM	9:26 AM	9:58 AM	10:32 AM	11:05 AM	11:37 AM	12:09 PM	12:38 PM	1:07 PM	1:36 PM		2:07 PM	2:37 PM	3:11 PM		4:05 PM	4:21 PM	4:36 PM	5:06 PM	5:38 PM	6:01 PM	6:25 PM	6:51 PM	7:19 PM	7:44 PM	8:12 PM	8:40 PM	9:04 PM	9:27 PM		
1008	4006	NW 107 Ave	North of NW 17 St	Bed Bath & Beyond Plaza			6:14 AM	6:45 AM	7:18 AM	7:50 AM	8:23 AM	8:55 AM	9:27 AM	9:59 AM	10:33 AM	11:06 AM	11:38 AM	12:10 PM	12:39 PM	1:08 PM	1:37 PM		2:08 PM	2:38 PM	3:12 PM		4:06 PM	4:22 PM	4:37 PM	5:06 PM	5:38 PM	6:01 PM	6:25 PM	6:52 PM	7:19 PM	7:44 PM	8:12 PM	8:40 PM	9:04 PM	9:27 PM		
1009	4007	NW 107 Ave	North of NW 19 St	International Corporate Park			6:15 AM	6:46 AM	7:19 AM	7:51 AM	8:24 AM	8:56 AM	9:28 AM	10:00 AM	10:33 AM	11:06 AM	11:38 AM	12:10 PM	12:39 PM	1:08 PM	1:37 PM		2:08 PM	2:38 PM	3:13 PM		4:08 PM	4:26 PM	4:42 PM	5:12 PM	5:40 PM	6:03 PM	6:26 PM	6:53 PM	7:20 PM	7:45 PM	8:13 PM	8:41 PM	9:05 PM	9:28 PM		
1010		NW 112 Ave	North of NW 25 St	Doral Academy Middle School			6:20 AM	6:51 AM	7:24 AM	7:56 AM	8:29 AM	9:01 AM	9:33 AM	10:05 AM	10:36 AM	11:09 AM	11:41 AM	12:13 PM	12:42 PM	1:11 PM	1:42 PM		2:15 PM	2:47 PM	3:21 PM	3:40 PM	4:14 PM	4:31 PM	4:46 PM	5:16 PM	5:44 PM	6:06 PM	6:28 PM	6:56 PM	7:25 PM	7:48 PM	8:15 PM	8:43 PM	9:07 PM	9:31 PM		
1011		NW 27 St	East of NW 112 Ave	Doral Academy High School			6:21 AM	6:52 AM	7:26 AM	7:58 AM	8:31 AM	9:03 AM	9:35 AM	10:07 AM	10:37 AM	11:10 AM	11:42 AM	12:14 PM	12:43 PM	1:12 PM	1:43 PM		2:17 PM	2:50 PM	3:23 PM	3:47 PM	4:16 PM	4:33 PM	4:48 PM	5:19 PM	5:45 PM	6:07 PM	6:29 PM	6:57 PM	7:29 PM	7:49 PM	8:16 PM	8:44 PM	9:08 PM	9:33 PM		
1012		NW 107 Ave	North of NW 27 St	UCASA			6:25 AM	6:56 AM	7:29 AM	8:01 AM	8:34 AM	9:06 AM	9:38 AM	10:10 AM	10:39 AM	11:12 AM	11:44 AM	12:16 PM	12:45 PM	1:14 PM	1:46 PM		2:20 PM	2:54 PM	3:27 PM	3:53 PM	4:20 PM	4:36 PM	4:51 PM	5:20 PM	5:47 PM	6:08 PM	6:30 PM	6:58 PM	7:30 PM	7:51 PM	8:18 PM	8:45 PM	9:09 PM	9:35 PM		
1013		NW 107 Ave	North of 30 Ter	Mercantil Bank (Aloft)			6:25 AM	6:56 AM	7:29 AM	8:01 AM	8:35 AM	9:07 AM	9:39 AM	10:11 AM	10:39 AM	11:12 AM	11:44 AM	12:16 PM	12:45 PM	1:14 PM	1:47 PM		2:22 PM	2:56 PM	3:29 PM	3:55 PM	4:21 PM	4:37 PM	4:52 PM	5:21 PM	5:47 PM	6:09 PM	6:31 PM	6:58 PM	7:31 PM	7:52 PM	8:19 PM	8:47 PM	9:11 PM	9:36 PM		
1014		NW 33 St	West of NW 101 Ave	Veterans' Park			6:28 AM	6:59 AM	7:32 AM	8:04 AM	8:38 AM	9:10 AM	9:42 AM	10:14 AM	10:41 AM	11:14 AM	11:46 AM	12:18 PM	12:47 PM	1:16 PM	1:49 PM		2:23 PM	2:57 PM	3:30 PM	3:56 PM	4:23 PM	4:39 PM	4:54 PM	5:24 PM	5:49 PM	6:11 PM	6:33 PM	7:00 PM	7:34 PM	7:54 PM	8:21 PM	8:48 PM	9:12 PM	9:38 PM		
1015		NW 33 St	East of NW 98 Pl	Costa Verde			6:29 AM	7:00 AM	7:33 AM	8:05 AM	8:38 AM	9:10 AM	9:42 AM	10:14 AM	10:42 AM	11:15 AM	11:47 AM	12:19 PM	12:48 PM	1:17 PM	1:50 PM		2:24 PM	2:58 PM	3:31 PM	3:57 PM	4:24 PM	4:40 PM	4:55 PM	5:24 PM	5:49 PM	6:11 PM	6:33 PM	7:01 PM	7:35 PM	7:55 PM	8:22 PM	8:49 PM	9:13 PM	9:39 PM		
1016		NW 97 Ave	North of NW 33 St	Costa del Sol			6:30 AM	7:01 AM	7:34 AM	8:06 AM	8:40 AM	9:12 AM	9:44 AM	10:16 AM	10:43 AM	11:16 AM	11:48 AM	12:20 PM	12:49 PM	1:18 PM	1:52 PM		2:26 PM	3:00 PM	3:33 PM	3:59 PM	4:25 PM	4:42 PM	4:57 PM	5:28 PM	5:53 PM	6:14 PM	6:36 PM	7:03 PM	7:36 PM	7:57 PM	8:24 PM	8:50 PM	9:14 PM	9:40 PM		
1017		NW 97 Ave	North of NW 40 St/Rd	Millennia Atlantic University			6:31 AM	7:02 AM	7:35 AM	8:07 AM	8:41 AM	9:13 AM	9:45 AM	10:17 AM	10:44 AM	11:17 AM	11:49 AM	12:21 PM	12:50 PM	1:19 PM	1:52 PM		2:27 PM	3:01 PM	3:34 PM	4:00 PM	4:26 PM	4:43 PM	4:59 PM	5:30 PM	5:54 PM	6:15 PM	6:36 PM	7:04 PM	7:37 PM	7:57 PM	8:24 PM	8:51 PM	9:15 PM	9:41 PM		
1018		NW 97 Ave	North of NW 41 St	Doral Center (Walgreens)			6:33 AM	7:04 AM	7:37 AM	8:09 AM	8:43 AM	9:15 AM	9:47 AM	10:19 AM	10:46 AM	11:19 AM	11:51 AM	12:23 PM	12:52 PM	1:21 PM	1:53 PM		2:29 PM	3:05 PM	3:36 PM	4:01 PM	4:27 PM	4:45 PM	5:01 PM	5:33 PM	5:56 PM	6:17 PM	6:37 PM	7:05 PM	7:38 PM	7:58 PM	8:25 PM	8:52 PM	9:16 PM	9:42 PM		
1019		NW 97 Ave	North of NW 46 Ln	Gold Vue Estates			6:34 AM	7:05 AM	7:38 AM	8:10 AM	8:44 AM	9:16 AM	9:48 AM	10:20 AM	10:47 AM	11:20 AM	11:52 AM	12:24 PM	12:53 PM	1:22 PM	1:54 PM		2:31 PM	3:06 PM	3:37 PM	4:02 PM	4:28 PM	4:46 PM	5:02 PM	5:34 PM	5:57 PM	6:17 PM	6:38 PM	7:05 PM	7:38 PM	7:58 PM	8:25 PM	8:52 PM	9:16 PM	9:42 PM		
1020		NW 52 St	West of NW 99 Ave	Doral Oaks			6:36 AM	7:07 AM	7:40 AM	8:12 AM	8:46 AM	9:18 AM	9:50 AM	10:22 AM	10:49 AM	11:22 AM	11:54 AM	12:26 PM	12:55 PM	1:24 PM	1:56 PM		2:32 PM	3:07 PM	3:39 PM	4:04 PM	4:30 PM	4:48 PM	5:05 PM	5:38 PM	6:00 PM	6:20 PM	6:40 PM	7:07 PM	7:40 PM	8:00 PM	8:27 PM	8:54 PM	9:18 PM	9:44 PM		
1021		NW 52 St	West of NW 102 Ave	Doral Park			6:38 AM	7:09 AM	7:42 AM	8:14 AM	8:47 AM	9:19 AM	9:51 AM	10:23 AM	10:50 AM	11:23 AM	11:55 AM	12:27 PM	12:56 PM	1:25 PM	1:56 PM		2:33 PM	3:10 PM	3:41 PM	4:06 PM	4:31 PM	4:49 PM	5:05 PM	5:38 PM	6:00 PM	6:20 PM	6:40 PM	7:07 PM	7:40 PM	8:01 PM	8:28 PM	8:55 PM	9:18 PM	9:45 PM		
1022		NW 52 St	West of NW 104 Ave	John I. Smith K-8 Center			6:40 AM	7:11 AM	7:44 AM	8:16 AM	8:49 AM	9:21 AM	9:53 AM	10:25 AM	10:52 AM	11:25 AM	11:57 AM	12:29 PM	12:58 PM	1:27 PM	1:58 PM		2:35 PM	3:12 PM	3:43 PM	4:08 PM	4:33 PM	4:51 PM	5:07 PM	5:40 PM	6:01 PM	6:21 PM	6:41 PM	7:08 PM	7:41 PM	8:02 PM	8:29 PM	8:56 PM	9:19 PM	9:46 PM		
1023		NW 52 St	West of NW 106 Ave	Doral Sands			6:40 AM	7:11 AM	7:44 AM	8:16 AM	8:50 AM	9:22 AM	9:54 AM	10:26 AM	10:52 AM	11:25 AM	11:57 AM	12:29 PM	12:58 PM	1:27 PM	1:59 PM		2:37 PM	3:14 PM	3:44 PM	4:08 PM	4:33 PM	4:51 PM	5:07 PM	5:40 PM	6:01 PM	6:21 PM	6:41 PM	7:08 PM	7:41 PM	8:02 PM	8:29 PM	8:56 PM	9:19 PM	9:46 PM		
1024		NW 107 Ave	North of 50 St	Doral Terrace			6:44 AM	7:15 AM	7:48 AM	8:20 AM	8:53 AM	9:25 AM	9:57 AM	10:29 AM	10:54 AM	11:27 AM	11:59 AM	12:31 PM	1:00 PM	1:29 PM	2:00 PM		2:37 PM	3:14 PM	3:45 PM	4:10 PM	4:35 PM	4:53 PM	5:09 PM	5:41 PM	6:03 PM	6:23 PM	6:43 PM	7:09 PM	7:42 PM	8:03 PM	8:31 PM	8:57 PM	9:20 PM	9:47 PM		
1025		NW 50 St	East of 109 Ave	Doral Terrace			6:45 AM	7:16 AM	7:49 AM	8:21 AM	8:54 AM	9:26 AM	9:58 AM	10:30 AM	10:54 AM	11:27 AM	11:59 AM	12:31 PM	1:00 PM	1:29 PM	2:00 PM		2:38 PM	3:15 PM	3:46 PM	4:11 PM	4:36 PM	4:54 PM	5:10 PM	5:42 PM	6:04 PM	6:24 PM	6:44 PM	7:11 PM	7:44 PM	8:04 PM	8:31 PM	8:58 PM	9:21 PM	9:48 PM		
1026		NW 50 St	East of NW 112 Ave	Doral Middle School			6:46 AM	7:17 AM	7:50 AM	8:22 AM	8:55 AM	9:27 AM	9:59 AM	10:31 AM	10:55 AM	11:28 AM	12:00 PM	12:32 PM	1:01 PM	1:30 PM	2:01 PM		2:39 PM	3:17 PM	3:48 PM	4:13 PM	4:38 PM	4:55 PM	5:11 PM	5:43 PM	6:05 PM	6:25 PM	6:45 PM	7:11 PM	7:44 PM	8:05 PM	8:32 PM	8:58 PM	9:21 PM	9:49 PM		
1027	3020	NW 114 Ave	North of NW 50 St	Doral Landings			6:48 AM	7:19 AM	7:52 AM	8:24 AM	8:57 AM	9:29 AM	10:01 AM	10:33 AM	10:57 AM	11:30 AM	12:02 PM	12:34 PM	1:03 PM	1:32 PM	2:04 PM		2:42 PM	3:19 PM	3:49 PM	4:14 PM	4:39 PM	4:57 PM	5:13 PM	5:45 PM	6:07 PM	6:26 PM	6:46 PM	7:14 PM	7:47 PM	8:07 PM	8:34 PM	9:00 PM	9:23 PM	9:51 PM		
1028	3021	NW 114 Ave	South of NW 55 St	Las Cascadas			6:49 AM	7:20 AM	7:53 AM	8:25 AM	8:58 AM	9:30 AM	10:02 AM	10:34 AM	10:58 AM	11:31 AM	12:03 PM	12:35 PM	1:04 PM	1:33 PM	2:05 PM		2:42 PM	3:19 PM	3:49 PM	4:14 PM	4:39 PM	4:57 PM	5:13 PM	5:46 PM	6:07 PM	6:27 PM	6:47 PM	7:14 PM	7:47 PM	8:08 PM	8:35 PM	9:01 PM	9:23 PM	9:52 PM		
1029	3022	NW 114 Ave	North of NW 58 St	E. B. Thomas K-8 Center			6:50 AM	7:21 AM	7:54 AM	8:26 AM	9:00 AM	9:32 AM	10:04 AM	10:36 AM	10:59 AM	11:32 AM	12:04 PM	12:36 PM	1:05 PM	1:34 PM	2:08 PM		2:46 PM	3:23 PM	3:52 PM	4:16 PM	4:40 PM	4:58 PM	5:15 PM	5:48 PM	6:09 PM	6:29 PM	6:48 PM	7:15 PM	7:48 PM	8:09 PM	8:36 PM	9:02 PM	9:25 PM	9:53 PM		
1030	3023	NW 114 Ave	North of NW 60 St	Doral Isles			6:51 AM	7:22 AM	7:55 AM	8:27 AM	9:01 AM	9:33 AM	10:05 AM	10:37 AM	10:59 AM	11:32 AM	12:04 PM	12:36 PM	1:05 PM	1:34 PM	2:10 PM		2:48 PM	3:25 PM	3:53 PM	4:17 PM	4:41 PM	4:59 PM	5:15 PM	5:48 PM	6:09 PM	6:29 PM	6:49 PM	7:16 PM	7:49 PM	8:10 PM	8:36 PM	9:02 PM	9:25 PM	9:53 PM		
1031	3024	NW 114 Ave	North of NW 64 Ter	The Courts			6:52 AM	7:23 AM	7:56 AM	8:28 AM	9:01 AM	9:33 AM	10:05 AM	10:37 AM	11:00 AM	11:33 AM	12:05 PM	12:37 PM	1:06 PM	1:35 PM	2:11 PM		2:49 PM	3:26 PM	3:54 PM	4:18 PM	4:42 PM	5:00 PM	5:16 PM	5:49 PM	6:10 PM	6:30 PM	6:50 PM	7:17 PM	7:50 PM	8:11 PM	8:37 PM	9:03 PM	9:25 PM	9:54 PM		
1032	3025	NW 114 Ave	North of NW 68 St	Doral Isles			6:53 AM	7:24 AM	7:57 AM	8:29 AM	9:02 AM	9:34 AM	10:06 AM	10:38 AM	11:00 AM	11:33 AM	12:05 PM	12:37 PM	1:06 PM	1:35 PM	2:12 PM		2:50 PM	3:26 PM	3:54 PM	4:18 PM	4:43 PM	5:01 PM	5:17 PM	5:50 PM	6:11 PM	6:30 PM	6:50 PM	7:17 PM	7:51 PM	8:12 PM	8:38 PM	9:04 PM	9:26 PM	9:55 PM		
1033	3026	NW 114 Ave	North of NW 72 St	Polynesian			6:53 AM	7:24 AM	7:57 AM	8:29 AM	9:03 AM	9:35 AM	10:07 AM	10:39 AM	11:01 AM	11:34 AM	12:06 PM	12:38 PM	1:07 PM	1:36 PM	2:13 PM		2:50 PM	3:26 PM	3:55 PM	4:19 PM	4:43 PM	5:01 PM	5:17 PM	5:50 PM	6:11 PM	6:31 PM	6:51 PM	7:18 PM	7:52 PM	8:12 PM	8:38 PM	9:04 PM	9:26 PM	9:55 PM		
1034	3027	NW 114 Ave	North of NW 75 Ln	Polynesian			6:54 AM	7:25 AM	7:58 AM	8:30 AM	9:04 AM	9:36 AM	10:08 AM	10:40 AM	11:02 AM	11:35 AM	12:07 PM	12:39 PM	1:08 PM	1:37 PM	2:15 PM		2:52 PM	3:29 PM	3:57 PM	4:21 PM	4:45 PM	5:03 PM	5:20 PM	5:53 PM	6:14 PM	6:33 PM	6:53 PM	7:20 PM	7:54 PM	8:14 PM	8:39 PM	9:05 PM	9:27 PM	9:57 PM		
1035	3028	NW 114 Ave	South of NW 82 St	Doral Legacy Park			6:55 AM	7:26 AM	7:59 AM	8:31 AM	9:04 AM	9:36 AM	10:08 AM	10:40 AM	11:03 AM	11:36 AM	12:08 PM	12:40 PM	1:09 PM	1:38 PM	2:16 PM		2:53 PM	3:30 PM	3:58 PM	4:22 PM	4:46 PM	5:04 PM	5:21 PM	5:55 PM	6:15 PM	6:34 PM	6:53 PM	7:21 PM	7:56 PM	8:15 PM	8:40 PM	9:06 PM	9:28 PM	9:58 PM		
1036	3029	NW 112 Ave	South of NW 84 St	Islands at Doral Club House			6:56 AM	7:27 AM	8:00 AM	8:32 AM	9:06 AM	9:38 AM	10:10 AM	10:42 AM	11:04 AM	11:37 AM	12:09 PM	12:41 PM	1:10 PM	1:39 PM	2:17 PM		2:55 PM	3:32 PM	4:00 PM	4:24 PM	4:48 PM	5:06 PM	5:23 PM	5:57 PM	6:17 PM	6:36 PM	6:55 PM	7:22 PM	7:56 PM	8:16 PM	8:41 PM	9:07 PM	9:29 PM	9:59 PM		
1037	3030	NW 112 Ave	North of NW 86 St	Dr. Rolando Espinosa K-8			6:57 AM	7:28 AM	8:01 AM	8:33 AM	9:06 AM	9:38 AM	10:10 AM	10:42 AM	11:04 AM	11:37 AM	12:09 PM	12:41 PM	1:10 PM	1:39 PM	2:19 PM		2:57 PM	3:34 PM	4:01 PM	4:24 PM	4:48 PM	5:07 PM	5:24 PM	5:58 PM	6:18 PM	6:36 PM	6:55 PM	7:23 PM	7:57 PM	8:17 PM	8:42 PM	9:08 PM	9:30 PM	10:00 PM		
1038	3031	NW 112 Ave	South of NW 90 St	Ibis Villas			6:57 AM	7:28 AM	8:01 AM	8:33 AM	9:07 AM	9:39 AM	10:11 AM	10:43 AM	11:05 AM	11:38 AM	12:10 PM	12:42 PM	1:11 PM	1:40 PM	2:21 PM		2:58 PM	3:34 PM	4:02 PM	4:25 PM	4:49 PM	5:07 PM	5:24 PM	5:58 PM	6:18 PM	6:37 PM	6:56 PM	7:24 PM	7:58 PM	8:17 PM	8:42 PM	9:08 PM	9:30 PM	10:01 PM		

Weekday Route 1

SOUTHBOUND

Stop #		Road	Location	Nearby Landmark	B-1	B-2	B-3	B-4	B-1	B-2	B-3	B-4	B-1	B-2	B-3	B-4	B-1	B-2	B-3	B-4	B-1	Peak 1	B-2	B-3	B-4	Peak 2	B-1	Peak 1	B-2	B-3	B-4	Peak 2	B-1	B-2	B-3	B-4	B-1	B-2	B-3	B-4
1039	3032	NW 109 Ave	South of NW 90 St	Ibis Villas			6:59 AM	7:30 AM	8:03 AM	8:35 AM	9:08 AM	9:40 AM	10:12 AM	10:44 AM	11:06 AM	11:39 AM	12:11 PM	12:43 PM	1:12 PM	1:41 PM	2:23 PM		3:00 PM	3:36 PM	4:03 PM	4:26 PM	4:50 PM	5:08 PM	5:25 PM	5:59 PM	6:19 PM	6:38 PM	6:57 PM	7:25 PM	7:59 PM	8:19 PM	8:44 PM	9:09 PM	9:31 PM	10:03 PM
1040	3033	NW 88 St	East of NW 109 Ave	Ronald Reagan High School	6:00 AM	6:31 AM	7:00 AM	7:31 AM	8:04 AM	8:36 AM	9:09 AM	9:41 AM	10:13 AM	10:45 AM	11:07 AM	11:40 AM	12:12 PM	12:44 PM	1:13 PM	1:42 PM	2:27 PM	2:45 PM	3:02 PM	3:37 PM	4:04 PM	4:27 PM	4:51 PM	5:09 PM	5:26 PM	6:00 PM	6:20 PM	6:38 PM	6:57 PM	7:25 PM	8:00 PM	8:19 PM	8:44 PM	9:10 PM	9:32 PM	10:04 PM
1041	3034	NW 88 St	West of NW 107 Ave	Ronald Reagan High School	6:00 AM	6:31 AM	7:01 AM	7:32 AM	8:05 AM	8:37 AM	9:10 AM	9:42 AM	10:14 AM	10:46 AM	11:08 AM	11:41 AM	12:13 PM	12:45 PM	1:14 PM	1:43 PM	2:31 PM	2:47 PM	3:04 PM	3:37 PM	4:05 PM	4:28 PM	4:52 PM		5:27 PM	6:00 PM	6:21 PM		6:58 PM	7:27 PM	8:01 PM	8:21 PM	8:45 PM	9:11 PM		
1042	3035	NW 107 Ave	South of NW 86 St	Islands of Doral	6:02 AM	6:33 AM	7:02 AM	7:33 AM	8:06 AM	8:38 AM	9:11 AM	9:43 AM	10:15 AM	10:47 AM	11:09 AM	11:42 AM	12:14 PM	12:46 PM	1:15 PM	1:44 PM	2:37 PM	2:53 PM	3:09 PM	3:41 PM	4:07 PM	4:30 PM	4:53 PM		5:28 PM	6:01 PM	6:23 PM		7:00 PM	7:28 PM	8:02 PM	8:22 PM	8:47 PM	9:12 PM		
1043	3036	NW 107 Ave	South of NW 83 St	Leeward	6:02 AM	6:33 AM	7:03 AM	7:34 AM	8:07 AM	8:39 AM	9:12 AM	9:44 AM	10:16 AM	10:48 AM	11:09 AM	11:42 AM	12:14 PM	12:46 PM	1:15 PM	1:44 PM	2:38 PM	2:54 PM	3:10 PM	3:42 PM	4:09 PM	4:32 PM	4:55 PM		5:29 PM	6:02 PM	6:24 PM		7:01 PM	7:29 PM	8:02 PM	8:23 PM	8:48 PM	9:13 PM		
1045		NW 82 St	West of NW 109 Ave	The Promenade	6:05 AM	6:36 AM	7:05 AM	7:36 AM	8:09 AM	8:41 AM	9:14 AM	9:46 AM	10:18 AM	10:50 AM	11:10 AM	11:43 AM	12:15 PM	12:47 PM	1:16 PM	1:45 PM	2:40 PM	2:55 PM	3:12 PM	3:43 PM	4:10 PM	4:33 PM	4:56 PM		5:30 PM	6:03 PM	6:26 PM		7:03 PM	7:31 PM	8:04 PM	8:24 PM	8:49 PM	9:15 PM		
1046		NW 82 St	East of NW 112 Ave	The Promenade	6:05 AM	6:36 AM	7:06 AM	7:37 AM	8:10 AM	8:42 AM	9:15 AM	9:47 AM	10:19 AM	10:51 AM	11:11 AM	11:44 AM	12:16 PM	12:48 PM	1:17 PM	1:46 PM	2:43 PM	2:58 PM	3:13 PM	3:43 PM	4:10 PM	4:33 PM	4:57 PM		5:31 PM	6:04 PM	6:26 PM		7:03 PM	7:31 PM	8:05 PM	8:25 PM	8:50 PM	9:15 PM		
1047		NW 114 Ave	South of NW 82 St	Doral Legacy Park	6:07 AM	6:38 AM	7:07 AM	7:38 AM	8:11 AM	8:43 AM	9:17 AM	9:49 AM	10:21 AM	10:53 AM	11:12 AM	11:45 AM	12:17 PM	12:49 PM	1:18 PM	1:47 PM	2:45 PM	3:00 PM	3:15 PM	3:45 PM	4:12 PM	4:35 PM	4:58 PM		5:32 PM	6:05 PM	6:27 PM		7:05 PM	7:32 PM	8:05 PM	8:26 PM	8:51 PM	9:16 PM		
1048		NW 114 Ave	South of NW 77 Ln	Windward at Doral	6:08 AM	6:39 AM	7:09 AM	7:40 AM	8:13 AM	8:45 AM	9:18 AM	9:50 AM	10:22 AM	10:54 AM	11:13 AM	11:46 AM	12:18 PM	12:50 PM	1:19 PM	1:48 PM	2:46 PM	3:01 PM	3:16 PM	3:45 PM	4:12 PM	4:35 PM	4:59 PM		5:33 PM	6:06 PM	6:28 PM		7:05 PM	7:33 PM	8:06 PM	8:27 PM	8:52 PM	9:17 PM		
1049		NW 114 Ave	Nort of NW 72 St	Barbados	6:10 AM	6:41 AM	7:10 AM	7:41 AM	8:14 AM	8:46 AM	9:20 AM	9:52 AM	10:24 AM	10:56 AM	11:15 AM	11:48 AM	12:20 PM	12:52 PM	1:21 PM	1:50 PM	2:49 PM	3:03 PM	3:19 PM	3:47 PM	4:16 PM	4:39 PM	5:03 PM		5:36 PM	6:08 PM	6:30 PM		7:06 PM	7:34 PM	8:08 PM	8:29 PM	8:54 PM	9:19 PM		
1050		NW 114 Ave	North of NW 68 St	St. Lucia	6:10 AM	6:41 AM	7:11 AM	7:42 AM	8:15 AM	8:47 AM	9:20 AM	9:52 AM	10:24 AM	10:56 AM	11:15 AM	11:48 AM	12:20 PM	12:52 PM	1:21 PM	1:50 PM	2:51 PM	3:05 PM	3:19 PM	3:47 PM	4:16 PM	4:40 PM	5:04 PM		5:37 PM	6:09 PM	6:30 PM		7:06 PM	7:34 PM	8:08 PM	8:29 PM	8:54 PM	9:19 PM		
1051		NW 114 Ave	North of NW 62 Ter	The Courts	6:11 AM	6:42 AM	7:11 AM	7:42 AM	8:15 AM	8:47 AM	9:21 AM	9:53 AM	10:25 AM	10:57 AM	11:16 AM	11:49 AM	12:21 PM	12:53 PM	1:22 PM	1:51 PM	2:52 PM	3:06 PM	3:20 PM	3:48 PM	4:17 PM	4:41 PM	5:05 PM		5:38 PM	6:09 PM	6:31 PM		7:07 PM	7:35 PM	8:09 PM	8:30 PM	8:55 PM	9:20 PM		
1052		NW 114 Ave	North of NW 58 St	E. B. Thomas K-8 Center	6:12 AM	6:43 AM	7:12 AM	7:43 AM	8:16 AM	8:48 AM	9:22 AM	9:54 AM	10:26 AM	10:58 AM	11:16 AM	11:49 AM	12:21 PM	12:53 PM	1:22 PM	1:51 PM	2:53 PM	3:07 PM	3:22 PM	3:50 PM	4:18 PM	4:42 PM	5:06 PM		5:39 PM	6:11 PM	6:32 PM		7:08 PM	7:36 PM	8:09 PM	8:30 PM	8:56 PM	9:20 PM		
1053		NW 114 Ave	South of NW 57 St	Brisas of Doral	6:13 AM	6:44 AM	7:13 AM	7:44 AM	8:17 AM	8:49 AM	9:23 AM	9:55 AM	10:27 AM	10:59 AM	11:18 AM	11:51 AM	12:23 PM	12:55 PM	1:24 PM	1:53 PM	2:55 PM	3:09 PM	3:24 PM	3:52 PM	4:20 PM	4:43 PM	5:06 PM		5:40 PM	6:12 PM	6:33 PM		7:08 PM	7:36 PM	8:10 PM	8:31 PM	8:57 PM	9:21 PM		
1054		NW 114 Ave	South of NW 51 Ter	Doral Landings	6:14 AM	6:45 AM	7:15 AM	7:46 AM	8:19 AM	8:51 AM	9:24 AM	9:56 AM	10:28 AM	11:00 AM	11:19 AM	11:52 AM	12:24 PM	12:56 PM	1:25 PM	1:54 PM	2:57 PM	3:11 PM	3:25 PM	3:52 PM	4:20 PM	4:43 PM	5:07 PM		5:41 PM	6:14 PM	6:35 PM		7:10 PM	7:38 PM	8:11 PM	8:32 PM	8:58 PM	9:23 PM		
1080		NW 114 Ave	South of NW 50 St	Trails and Tails Park	6:15 AM	6:46 AM	7:16 AM	7:47 AM	8:19 AM	8:51 AM	9:25 AM	9:57 AM	10:29 AM	11:01 AM	11:20 AM	11:53 AM	12:25 PM	12:57 PM	1:26 AM	1:55 PM	2:57 PM	3:11 PM	3:26 PM	3:53 PM	4:22 PM	4:45 PM	5:08 PM		5:42 PM	6:14 PM	6:35 PM		7:10 PM	7:38 PM	8:11 PM	8:32 PM	8:58 PM	9:23 PM		
1081		NW 114 Ave	North of NW 44 St	Camden Doral Villas	6:15 AM	6:46 AM	7:16 AM	7:47 AM	8:20 AM	8:52 AM	9:25 AM	9:57 AM	10:29 AM	11:01 AM	11:20 AM	11:53 AM	12:25 PM	12:57 PM	1:26 PM	1:55 PM	2:58 PM	3:12 PM	3:26 PM	3:53 PM	4:22 PM	4:45 PM	5:09 PM		5:43 PM	6:15 PM	6:36 PM		7:11 PM	7:39 PM	8:12 PM	8:33 PM	8:59 PM	9:24 PM		
1082	2029	NW 41 St	East of NW 114 Ave	The Imagination Factory Preschool	6:18 AM	6:49 AM	7:19 AM	7:50 AM	8:23 AM	8:55 AM	9:28 AM	10:00 AM	10:32 AM	11:04 AM	11:23 AM	11:56 AM	12:28 PM	1:00 PM	1:29 PM	1:58 PM	3:01 PM	3:15 PM	3:30 PM	3:57 PM	4:26 PM	4:50 PM	5:14 PM		5:47 PM	6:18 PM	6:39 PM		7:13 PM	7:41 PM	8:14 PM	8:35 PM	9:01 PM	9:26 PM		
1083		NW 112 Ave	South of NW 42 Terr		6:21 AM	6:52 AM	7:21 AM	7:52 AM	8:25 AM	8:57 AM	9:31 AM	10:03 AM	10:35 AM	11:07 AM	11:25 AM	11:58 AM	12:30 PM	1:02 PM	1:31 PM	2:00 PM	3:02 PM	3:16 PM	3:30 PM	3:57 PM	4:27 PM	4:51 PM	5:15 PM		5:49 PM	6:21 PM	6:41 PM		7:15 PM	7:42 PM	8:15 PM	8:36 PM	9:02 PM	9:27 PM		
1084		NW 112 Ave	South of NW 48 Ln	Costa Bella	6:21 AM	6:52 AM	7:22 AM	7:53 AM	8:26 AM	8:58 AM	9:31 AM	10:03 AM	10:35 AM	11:07 AM	11:26 AM	11:59 AM	12:31 PM	1:03 PM	1:32 PM	2:01 PM	3:03 PM	3:17 PM	3:31 PM	3:58 PM	4:28 PM	4:52 PM	5:16 PM		5:50 PM	6:22 PM	6:41 PM		7:15 PM	7:42 PM	8:15 PM	8:36 PM	9:03 PM	9:27 PM		
1055		NW 50 St	East of NW 112 Ave	Doral Middle School	6:22 AM	6:53 AM	7:23 AM	7:54 AM	8:27 AM	8:59 AM	9:32 AM	10:04 AM	10:36 AM	11:08 AM	11:27 AM	12:00 PM	12:32 PM	1:04 PM	1:33 PM	2:02 PM	3:03 PM	3:17 PM	3:31 PM	3:58 PM	4:28 PM	4:52 PM	5:17 PM		5:50 PM	6:22 PM	6:42 PM		7:16 PM	7:43 PM	8:16 PM	8:37 PM	9:04 PM	9:28 PM		
1056		NW 109 Ave	South of 51 Way	Doral Terrace	6:24 AM	6:55 AM	7:24 AM	7:55 AM	8:28 AM	9:00 AM	9:34 AM	10:06 AM	10:38 AM	11:10 AM	11:28 AM	12:01 PM	12:33 PM	1:05 PM	1:34 PM	2:03 PM	3:04 PM	3:18 PM	3:33 PM	4:00 PM	4:30 PM	4:54 PM	5:18 PM		5:51 PM	6:23 PM	6:43 PM		7:17 PM	7:44 PM	8:17 PM	8:38 PM	9:05 PM	9:29 PM		
1057		NW 109 Ave	South of NW 58 St	Costa Linda	6:25 AM	6:56 AM	7:25 AM	7:56 AM	8:29 AM	9:01 AM	9:34 AM	10:06 AM	10:38 AM	11:10 AM	11:29 AM	12:02 PM	12:34 PM	1:06 PM	1:35 PM	2:04 PM	3:05 PM	3:19 PM	3:34 PM	4:02 PM	4:31 PM	4:55 PM	5:19 PM		5:52 PM	6:24 PM	6:44 PM		7:18 PM	7:45 PM	8:18 PM	8:39 PM	9:05 PM	9:30 PM		
1058		NW 107 Ave	South of NW 58 St	Delia Plaza (Sedano's)	6:27 AM	6:58 AM	7:28 AM	7:59 AM	8:32 AM	9:04 AM	9:37 AM	10:09 AM	10:41 AM	11:13 AM	11:31 AM	12:04 PM	12:36 PM	1:08 PM	1:37 PM	2:06 PM	3:09 PM	3:23 PM	3:37 PM	4:04 PM	4:34 PM	4:58 PM	5:22 PM		5:55 PM	6:27 PM	6:48 PM		7:20 PM	7:48 PM	8:20 PM	8:41 PM	9:07 PM	9:32 PM		
1059		NW 52 St	East of NW 107 Ave	Doral Sands	6:29 AM	7:00 AM	7:29 AM	8:00 AM	8:33 AM	9:05 AM	9:38 AM	10:10 AM	10:42 AM	11:14 AM	11:32 AM	12:05 PM	12:37 PM	1:09 PM	1:38 PM	2:07 PM	3:11 PM	3:25 PM	3:39 PM	4:05 PM	4:35 PM	4:59 PM	5:23 PM		5:56 PM	6:28 PM	6:49 PM		7:22 PM	7:49 PM	8:21 PM	8:42 PM	9:08 PM	9:34 PM		
1060		NW 52 St	East of NW 104 Ct	Doral Palms	6:30 AM	7:01 AM	7:30 AM	8:01 AM	8:34 AM	9:06 AM	9:40 AM	10:12 AM	10:44 AM	11:16 AM	11:33 AM	12:06 PM	12:38 PM	1:10 PM	1:39 PM	2:08 PM	3:12 PM	3:26 PM	3:40 PM	4:06 PM	4:36 PM	5:00 PM	5:24 PM		5:57 PM	6:29 PM	6:50 PM		7:22 PM	7:49 PM	8:22 PM	8:42 PM	9:08 PM	9:34 PM		
1061		NW 52 St	West of NW 104 Ave	John L Smith K-8 Center	6:30 AM	7:01 AM	7:31 AM	8:02 AM	8:35 AM	9:07 AM	9:40 AM	10:12 AM	10:44 AM	11:16 AM	11:34 AM	12:07 PM	12:39 PM	1:11 PM	1:40 PM	2:09 PM	3:13 PM	3:26 PM	3:40 PM	4:06 PM	4:36 PM	5:00 PM	5:24 PM		5:57 PM	6:30 PM	6:51 PM		7:23 PM	7:50 PM	8:22 PM	8:43 PM	9:09 PM	9:35 PM		
1062		NW 52 St	West of NW 102 Pl	Morgan Leavy Park	6:31 AM	7:02 AM	7:31 AM	8:02 AM	8:35 AM	9:07 AM	9:41 AM	10:13 AM	10:45 AM	11:17 AM	11:34 AM	12:07 PM	12:39 PM	1:11 PM	1:40 PM	2:09 PM	3:14 PM	3:27 PM	3:41 PM	4:07 PM	4:37 PM	5:01 PM	5:25 PM		5:58 PM	6:30 PM	6:51 PM		7:23 PM	7:50 PM	8:23 PM	8:43 PM	9:09 PM	9:35 PM		
1063		NW 52 St	East of NW 99 Ave	Doral Lakes	6:32 AM	7:03 AM	7:32 AM	8:03 AM	8:36 AM	9:08 AM	9:42 AM	10:14 AM	10:46 AM	11:18 AM	11:36 AM	12:09 PM	12:41 PM	1:13 PM	1:42 PM	2:11 PM	3:16 PM	3:29 PM	3:43 PM	4:09 PM	4:38 PM	5:02 PM	5:26 PM		5:59 PM	6:31 PM	6:52 PM		7:25 PM	7:52 PM	8:24 PM	8:44 PM	9:10 PM	9:36 PM		
1064		NW 97 Ave	South of NW 46 Ln	The Greens at Doral	6:34 AM	7:05 AM	7:35 AM	8:06 AM	8:39 AM	9:11 AM	9:44 AM	10:16 AM	10:48 AM	11:20 AM	11:38 AM	12:11 PM	12:43 PM	1:15 PM	1:44 PM	2:13 PM	3:17 PM	3:30 PM	3:44 PM	4:10 PM	4:40 PM	5:04 PM	5:28 PM		6:00 PM	6:32 PM	6:56 PM		7:28 PM	7:55 PM	8:26 PM	8:46 PM	9:12 PM	9:38 PM		
1065		NW 97 Ave	North of NW 41 St	Doral Plaza (Starbucks)	6:35 AM	7:06 AM	7:35 AM	8:06 AM	8:39 AM	9:11 AM	9:45 AM	10:17 AM	10:49 AM	11:21 AM	11:38 AM	12:11 PM	12:43 PM	1:15 PM	1:44 PM	2:13 PM	3:18 PM	3:31 PM	3:45 PM	4:10 PM	4:40 PM	5:04 PM	5:28 PM		6:01 PM	6:33 PM	6:57 PM		7:29 PM	7:56 PM	8:26 PM	8:47 PM	9:13 PM	9:39 PM		
1066	2035	NW 41 St	East of NW 97 Ave	9690 Plaza (Einstein Bagels)	6:36 AM	7:07 AM	7:36 AM	8:07 AM	8:40 AM	9:12 AM	9:46 AM	10:18 AM	10:50 AM	11:22 AM	11:40 AM	12:13 PM	12:45 PM	1:17 PM	1:46 PM	2:15 PM	3:21 PM	3:34 PM	3:48 PM	4:13 PM	4:43 PM	5:06 PM	5:30 PM		6:02 PM	6:35 PM	6:59 PM		7:33 PM	7:58 PM	8:28 PM	8:49 PM	9:15 PM	9:41 PM		
1067	2036	NW 41 St	West of NW 93 Ct	MDC Fire Rescue HQ	6:37 AM	7:08 AM	7:37 AM	8:08 AM	8:41 AM	9:13 AM	9:46 AM	10:18 AM	10:50 AM	11:22 AM	11:41 AM	12:14 PM	12:46 PM	1:18 PM	4:47 PM	2:16 PM	3:22 PM	3:35 PM	3:48 PM	4:13 PM	4:44 PM	5:07 PM	5:31 PM		6:03 PM	6:35 PM	6:59 PM		7:33 PM	7:59 PM	8:29 PM	8:50 PM	9:16 PM	9:41 PM		
1068	2037	NW 36 St	9100 NW 36 St	Federal Reserve	6:38 AM	7:09 AM	7:38 AM	8:09 AM	8:42 AM	9:14 AM	9:47 AM	10:19 AM	10:51 AM	11:23 AM	11:42 AM	12:15 PM	12:47 PM	1:19 PM	1:48 PM	2:17 PM	3:22 PM	3:35 PM	3:48 PM	4:13 PM	4:44 PM	5:08 PM	5:32 PM		6:04 PM	6:36 PM	7:00 PM		7:34 PM	7:59 PM	8:29 PM	8:50 PM	9:17 PM	9:42 PM		
1085	2047	NW 36 St	W of NW 8800 Blk		6:38 AM	7:09 AM	7:39 AM	8:10 AM	8:43 AM	9:15 AM	9:48 AM	10:20 AM	10:52 AM	11:24 AM	11:43 AM	12:16 PM	12:48 PM	1:20 PM	1:49 PM	2:18 PM	3:23 PM	3:36 PM	3:49 PM	4:14 PM	4:45 PM	5:08 PM	5:32 PM		6:04 PM	6:37 PM	7:01 PM		7:34 PM	8:00 PM	8:30 PM	8:51 PM	9:17 PM	9:42 PM		
1069	2048	NW 36 St	West of NW 87 Ave	Doral Corporate Center	6:39 AM	7:10 AM	7:40 AM	8:11 AM	8:44 AM	9:16 AM	9:49 AM	10:21 AM	10:53 AM	11:25 AM	11:44 AM	12:17 PM	12:49 PM	1:21 PM	1:50 PM	2:19 PM	3:24 PM	3:37 PM	3:51 PM	4:16 PM	4:46 PM	5:09 PM	5:33 PM		6:06 PM	6:39 PM	7:02 PM		7:35 PM	8:00 PM	8:30 PM	8:51 PM	9:17 PM	9:43 PM		
1070		NW 87 Ave	South of NW 36 St	Doral Corporate Park	6:41 AM	7:12 AM	7:41 AM	8:12 AM	8:45 AM	9:17 AM	9:51 AM	10:23 AM	10:55 AM	11:27 AM	11:46 AM	12:19 PM	12:51 PM	1:23 PM	1:52 PM	2:21 PM	3:25 PM	3:38 PM	3:51 PM	4:16 PM	4:47 PM	5:10 PM	5:34 PM		6:07 PM	6:41 PM	7:03 PM		7:35 PM	8:01 PM	8:31 PM	8:52 PM	9:18 PM	9:43 PM		
1071		NW 87 Ave	South of NW 33 St	Westpointe Business Park	6:42 AM	7:13 AM	7:42 AM	8:13 AM	8:46 AM	9:18 AM	9:52 AM	10:24 AM	10:56 AM	11:28 AM	11:48 AM	12:21 PM	12:53 PM	1:25 PM	1:54 PM	2:23 PM	3:27 PM	3:40 PM	3:53 PM	4:18 PM	4:49 PM	5:12 PM	5:36 PM		6:09 PM	6:42 PM	7:04 PM		7:36 PM	8:02 PM	8:33 PM	8:54 PM	9:20 PM	9:45 PM		
1072		NW 87 Ave	North of NW 29 St	Doral Central Park	6:42 AM	7:13 AM	7:43 AM	8:14 AM	8:47 AM	9:19 AM	9:52 AM	10:24 AM	10:56 AM	11:28 AM	11:48 AM	12:21 PM	12:53 PM	1:25 PM	1:54 PM	2:23 PM	3:27 PM	3:40 PM	3:54 PM	4:19 PM	4:50 PM	5:13 PM	5:37 PM		6:10 PM	6:43 PM	7:05 PM		7:37 PM	8:03 PM	8:33 PM	8:54 PM	9:21 PM	9:45 PM		
1073		NW 87 Ave	North of NW 25 St	CITGO Fuel Station	6:44 AM	7:15 AM	7:44 AM	8:15 AM	8:48 AM	9:20 AM	9:54 AM	10:26 AM	10:58 AM	11:30 AM	11:50 AM	12:23 PM	12:55 PM	1:27 PM	1:56 PM	2:25 PM	3:29 PM	3:42 PM	3:55 PM	4:20 PM	4:51 PM	5:14 PM	5:38 PM		6:11 PM	6:44 PM	7:06 PM		7:37 PM	8:04 PM	8:34 PM	8:55 PM	9:21 PM	9:46 PM		
1074		NW 87 Ave	South of NW 21 Ter	Gateway Plaza	6:45 AM	7:16 AM	7:45 AM	8:16 AM	8:49 AM	9:21 AM	9:55 AM	10:27 AM	10:59 AM	11:31 AM	11:51 AM	12:24 PM	12:56 PM	1:28 PM	1:57 PM	2:26 PM	3:32 PM	3:44 PM	3:58 PM	4:22 PM	4:55 PM	5:20 PM	5:45 PM		6:15 PM	6:45 PM	7:08 PM		7:40 PM	8:05 PM	8:35 PM	8:56 PM	9:23 PM	9:48 PM		
1075		NW 17 St	East of NW 87 Ave	Beacon Center (Red Lobster)	6:47 AM	7:18 AM	7:47 AM	8:18 AM	8:51 AM	9:23 AM	9:57 AM	10:29 AM	11:01 AM	11:33 AM	11:53 AM	12:26 PM	12:58 PM	1:30 PM	1:59 PM	2:28 PM	3:33 PM	3:46 PM	3:59 PM	4:23 PM	4:57 PM	5:22 PM	5:48 PM		6:17 PM	6:46 PM	7:09 PM		7:42 PM	8:06 PM	8:36 PM	8:57 PM	9:24 PM	9:49 PM		
1086		NW 17 St	East of NW 84 Ave		6:47 AM	7:18 AM	7:47 AM	8:18 AM	8:51 AM	9:23 AM	9:57 AM	10:29 AM	11:01 AM	11:33 AM	11:53 AM	12:26 PM	12:58 PM	1:30 PM	1:59 PM	2:28 PM	3:33 PM	3:46 PM	3:59 PM	4:24 PM	4:58 PM	5:23 PM	5:49 PM		6:17 PM	6:46 PM	7:10 PM		7:42 PM	8:06 PM	8:36 PM	8:58 PM	9:24 PM	9:49 PM		
1076		NW 84 Ave	South of NW 14 St	Sam's Club	6:49 AM	7:20 AM	7:49 AM	8:20 AM	8:53 AM	9:25 AM	9:58 AM	10:30 AM	11:03 AM	11:35 AM	11:55 AM	12:28 PM	1:00 PM	1:32 PM	2:01 PM	2:30 PM	3:34 PM	3:47 PM	4:00 PM	4:26 PM	5:00 PM	5:25 PM	5:50 PM		6:18 PM	6:47 PM	7:11 PM		7:43 PM	8:08 PM	8:37 PM	8:59 PM	9:25 PM	9:50 PM		
1077		NW 84 Ave	North of 12 St	McDonald's	6:49 AM	7:20 AM	7:50 AM	8:21 AM	8:54 AM	9:26 AM	9:59 AM	10:31 AM	11:03 AM	11:35 AM	11:56 AM	12:29 PM	1:01 PM	1:33 PM	2:02 PM	2:31 PM	3:35 PM	3:48 PM	4:02 PM	4:27 PM	5:01 PM	5:26 PM	5:51 PM		6:19 PM	6:47 PM	7:12 PM		7:44 PM	8:09 PM	8:38 PM	9:00 PM	9:26 PM	9:51 PM		
1001		NW 12 St	West of NW 87 Ave	T-Mobile	6:53 AM	7:24 AM	7:53 AM	8:24 AM	8:57 AM	9:29 AM	10:03 AM	10:35 AM	11:07 AM	11:39 AM	12:02 PM	12:35 PM	1:07 PM	1:39 PM	2:08 PM	2:37 PM	3:37 PM	3:51 PM	4:05 PM	4:32 PM	5:06 PM	5:30 PM	5:55 PM		6:23 PM	6:52 PM	7:16 PM		7:47 PM	8:12 PM	8:42 PM	9:03 PM	9:29 PM	9:55 PM		
1002		NW 12 St	West of NW 93 Ct	Café Lago	6:55 AM	7:26 AM	7:56 AM	8:27 AM	9:00 AM	9:32 AM	10:05 AM	10:37 AM	11:09 AM	11:41 AM	12:04 PM	12:37 PM	1:09 PM	1:41 PM	2:10 PM	2:39 PM	3:40 PM	3:53 PM	4:07 PM	4:33 PM	5:07 PM	5:32 PM	5:57 PM		6:25 PM	6:53 PM	7:17 PM		7:49 PM	8:14 PM	8:43 PM	9:05 PM	9:30 PM	9:56 PM		
1003		NW 12 St	West of NW 97 Ave	Toyota of South Florida	6:56 AM	7:27 AM	7:56 AM	8:27 AM	9:01 AM	9:33 AM	10:06 AM	10:38 AM	11:10 AM	11:42 AM	12:05 PM	12:38 PM	1:10 PM	1:42 PM	2:11 PM	2:40 PM	3:41 PM	3:55 PM	4:09 PM	4:35 PM	5:08 PM	5:32 PM	5:57 PM		6:25 PM	6:54 PM	7:18 PM		7:50 PM	8:15 PM	8:44 PM	9:06 PM	9:31 PM	9:57 PM		
1004		NW 12 St	West of NW 10400 Blk	Miami Int'l Mall (Esserman Acura)	6:57 AM	7:28 AM	7:58 AM	8:29 AM	9:02 AM	9:34 AM	10:07 AM	10:39 AM	11:11 AM	11:43 AM	12:07 PM	12:40 PM	1:12 PM	1:44 PM	2:13 PM	2:42 PM	3:43 PM	3:57 PM	4:11 PM	4:37 PM	5:11 PM	5:35 PM	6:00 PM		6:28 PM	6:56 PM	7:20 PM		7:51 PM	8:16 PM	8:45 PM	9:07 PM	9:32 PM	9:58 PM		
1005		NW 12 St	West of NW 10500 Blk	Miami Int'l Mall (TD Bank)	6:59 AM	7:30 AM	7:59 AM	8:30 AM	9:03 AM	9:35 AM	10:08 AM	10:40 AM	11:12 AM	11:44 AM	12:07 PM	12:40 PM	1:12 PM	1:44 PM	2:13 PM	2:42 PM	3:44 PM	3:58 PM	4:13 PM	4:40 PM	5:13 PM	5:37 PM	6:01 PM		6:28 PM	6:56 PM	7:20 PM		7:52 PM	8:17 PM	8:46 PM	9:08 PM	9:32 PM	9:59 PM		

Doral Trolley Route 2 Weekday Schedule

Direction	Stop	Road	Location	Nearby Landmark	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2
SB	2001	NW 79 Pl	NW 77 St	MetroRail Station	6:14 AM	6:59 AM	7:39 AM	8:49 AM	9:29 AM	10:19 AM	10:54 AM	11:46 AM	12:23 PM	1:09 PM	1:54 PM	2:40 PM	3:24 PM	4:24 PM	5:09 PM	6:15 PM	6:53 PM	7:59 PM
	2002	NW 87 Ave	South of NW 58 St		6:24 AM	7:10 AM	7:50 AM	8:59 AM	9:39 AM	10:29 AM	11:04 AM	11:56 AM	12:33 PM	1:19 PM	2:04 PM	2:50 PM	3:34 PM	4:35 PM	5:19 PM	6:25 PM	7:03 PM	8:09 PM
	2003	NW 53 St	East of NW 87 Ave		6:25 AM	7:12 AM	7:52 AM	9:00 AM	9:41 AM	10:31 AM	11:05 AM	11:57 AM	12:35 PM	1:21 PM	2:05 PM	2:52 PM	3:36 PM	4:36 PM	5:21 PM	6:27 PM	7:05 PM	8:11 PM
	2004	NW 53 St	East of NW 84 Ave	Downtown Doral Charter Elementary	6:26 AM	7:13 AM	7:53 AM	9:01 AM	9:42 AM	10:32 AM	11:06 AM	11:58 AM	12:36 PM	1:22 PM	2:06 PM	2:53 PM	3:37 PM	4:37 PM	5:22 PM	6:28 PM	7:06 PM	8:12 PM
	2005	NW 53 St	East o NW 52 Terr		6:26 AM	7:13 AM	7:53 AM	9:02 AM	9:42 AM	10:32 AM	11:06 AM	11:59 AM	12:36 PM	1:22 PM	2:06 PM	2:53 PM	3:37 PM	4:38 PM	5:22 PM	6:28 PM	7:06 PM	8:12 PM
	2006	NW 53 St	West of 8100	Cordoba	6:28 AM	7:14 AM	7:55 AM	9:03 AM	9:43 AM	10:33 AM	11:08 AM	12:00 PM	12:37 PM	1:23 PM	2:08 PM	2:54 PM	3:39 PM	4:39 PM	5:23 PM	6:29 PM	7:07 PM	8:13 PM
	2007	NW 79 Ave	South of NW 50 St	Doral Gardens II	6:29 AM	7:16 AM	7:56 AM	9:04 AM	9:45 AM	10:35 AM	11:09 AM	12:01 PM	12:39 PM	1:25 PM	2:09 PM	2:56 PM	3:41 PM	4:41 PM	5:25 PM	6:31 PM	7:09 PM	8:15 PM
	2008	NW 79 Ave	South of NW 48 Way	Doral Gardens II	6:30 AM	7:17 AM	7:57 AM	9:05 AM	9:45 AM	10:36 AM	11:10 AM	12:02 PM	12:39 PM	1:26 PM	2:10 PM	2:57 PM	3:42 PM	4:42 PM	5:26 PM	6:32 PM	7:09 PM	8:16 PM
	2009	NW 79 Ave	South of NW 46 St	Doral Gardens I	6:31 AM	7:18 AM	7:58 AM	9:06 AM	9:46 AM	10:36 AM	11:11 AM	12:03 PM	12:40 PM	1:26 PM	2:11 PM	2:58 PM	3:43 PM	4:43 PM	5:27 PM	6:33 PM	7:10 PM	8:16 PM
	2010	NW 79 Ave	North of NW 41 St		6:31 AM	7:19 AM	7:59 AM	9:07 AM	9:47 AM	10:37 AM	11:11 AM	12:04 PM	12:41 PM	1:27 PM	2:11 PM	3:00 PM	3:44 PM	4:44 PM	5:28 PM	6:35 PM	7:11 PM	8:17 PM
	2011	NW 79 Ave	North of NW 36 St	Peruvian Fresh Express	6:32 AM	7:20 AM	8:00 AM	9:07 AM	9:48 AM	10:38 AM	11:12 AM	12:04 PM	12:42 PM	1:28 PM	2:12 PM	3:01 PM	3:45 PM	4:45 PM	5:29 PM	6:36 PM	7:12 PM	8:18 PM
	2012	NW 79 Ave	South of NW 37 St	Hampton Inn	6:33 AM	7:20 AM	8:01 AM	9:08 AM	9:48 AM	10:39 AM	11:13 AM	12:05 PM	12:42 PM	1:29 PM	2:13 PM	3:01 PM	3:45 PM	4:46 PM	5:30 PM	6:36 PM	7:12 PM	8:19 PM
	2013	NW 79 Ave	North of NW 33 St		6:34 AM	7:21 AM	8:01 AM	9:09 AM	9:49 AM	10:39 AM	11:14 AM	12:06 PM	12:43 PM	1:29 PM	2:14 PM	3:02 PM	3:46 PM	4:46 PM	5:30 PM	6:37 PM	7:13 PM	8:19 PM
	2063	NW 79 Ave	North of NW 29 St	Doral Décor District	6:35 AM	7:22 AM	8:02 AM	9:10 AM	9:50 AM	10:40 AM	11:15 AM	12:07 PM	12:44 PM	1:30 PM	2:15 PM	3:02 PM	3:47 PM	4:47 PM	5:31 PM	6:37 PM	7:14 PM	8:20 PM
	2064	NW 79 Ave	North of NW 25 St	Jackson West Medical Center	6:36 AM	7:23 AM	8:03 AM	9:11 AM	9:51 AM	10:41 AM	11:16 AM	12:08 PM	12:45 PM	1:31 PM	2:16 PM	3:03 PM	3:47 PM	4:48 PM	5:32 PM	6:38 PM	7:15 PM	8:21 PM
	2065	NW 82 Ave	North of NW 27 St		6:38 AM	7:24 AM	8:05 AM	9:13 AM	9:53 AM	10:43 AM	11:18 AM	12:10 PM	12:47 PM	1:33 PM	2:18 PM	3:05 PM	3:49 PM	4:49 PM	5:34 PM	6:40 PM	7:17 PM	8:23 PM
	2066	NW 82 Ave	South of NW 31 St		6:39 AM	7:25 AM	8:06 AM	9:14 AM	9:54 AM	10:44 AM	11:19 AM	12:11 PM	12:48 PM	1:34 PM	2:19 PM	3:06 PM	3:50 PM	4:50 PM	5:35 PM	6:41 PM	7:18 PM	8:24 PM
	2014	NW 33 St	West of NW 82 Ave	Oasis	6:39 AM	7:26 AM	8:07 AM	9:15 AM	9:55 AM	10:45 AM	11:19 AM	12:12 PM	12:49 PM	1:35 PM	2:19 PM	3:07 PM	3:51 PM	4:51 PM	5:35 PM	6:42 PM	7:19 PM	8:25 PM
	2015	NW 33 St	West of NW 84 Ave	Opp. Renaissance Elementary	6:40 AM	7:27 AM	8:08 AM	9:15 AM	9:55 AM	10:46 AM	11:20 AM	12:12 PM	12:49 PM	1:36 PM	2:20 PM	3:08 PM	3:52 PM	4:52 PM	5:36 PM	6:43 PM	7:19 PM	8:26 PM
	2016	NW 33 St	East of NW 87 Ave	Carnival Cruise Line	6:41 AM	7:28 AM	8:08 AM	9:16 AM	9:56 AM	10:46 AM	11:21 AM	12:13 PM	12:50 PM	1:36 PM	2:21 PM	3:08 PM	3:52 PM	4:53 PM	5:37 PM	6:43 PM	7:20 PM	8:26 PM
	2017	NW 33 St	West of NW 87 Ave	Wawa	6:41 AM	7:29 AM	8:09 AM	9:16 AM	9:57 AM	10:47 AM	11:21 AM	12:13 PM	12:51 PM	1:37 PM	2:21 PM	3:09 PM	3:53 PM	4:53 PM	5:38 PM	6:44 PM	7:21 PM	8:27 PM
	2018	NW 33 St	West of NW 89 Ct	Miami Herald	6:42 AM	7:31 AM	8:11 AM	9:17 AM	9:58 AM	10:48 AM	11:22 AM	12:14 PM	12:52 PM	1:38 PM	2:22 PM	3:10 PM	3:54 PM	4:55 PM	5:39 PM	6:45 PM	7:22 PM	8:28 PM
	2019	NW 33 St	West of 9300 Blk	U.S. Southern Command	6:43 AM	7:32 AM	8:12 AM	9:18 AM	9:59 AM	10:49 AM	11:23 AM	12:15 PM	12:53 PM	1:39 PM	2:23 PM	3:11 PM	3:56 PM	4:56 PM	5:40 PM	6:46 PM	7:23 PM	8:29 PM
	2020	NW 97 Ave	South of NW 33 St	Costa Brava	6:44 AM	7:34 AM	8:14 AM	9:20 AM	10:00 AM	10:50 AM	11:24 AM	12:17 PM	12:54 PM	1:40 PM	2:24 PM	3:13 PM	3:57 PM	4:57 PM	5:42 PM	6:48 PM	7:24 PM	8:30 PM
	2067	NW 97 Ave	South of NW 27 St		6:47 AM	7:37 AM	8:18 AM	9:22 AM	10:02 AM	10:52 AM	11:27 AM	12:19 PM	12:56 PM	1:42 PM	2:27 PM	3:16 PM	4:00 PM	5:01 PM	5:45 PM	6:51 PM	7:26 PM	8:32 PM
	2068	NW 97 Ave	South of NW 25 St	Doral Academy Elementary	6:48 AM	7:40 AM	8:20 AM	9:23 AM	10:04 AM	10:54 AM	11:28 AM	12:20 PM	12:58 PM	1:44 PM	2:28 PM	3:18 PM	4:03 PM	5:03 PM	5:47 PM	6:53 PM	7:28 PM	8:34 PM
	2069	NW 17 St	West of NW 97 Ave	United States Postal Service	6:49 AM	7:41 AM	8:21 AM	9:24 AM	10:05 AM	10:55 AM	11:29 AM	12:21 PM	12:59 PM	1:45 PM	2:29 PM	3:19 PM	4:04 PM	5:04 PM	5:48 PM	6:54 PM	7:29 PM	8:35 PM
	2070	NW 17 St	East of NW 102 Ave	DoubleTree Hotel and Residence Inn Hotel	6:50 AM	7:42 AM	8:22 AM	9:25 AM	10:05 AM	10:56 AM	11:30 AM	12:22 PM	12:59 PM	1:46 PM	2:30 PM	3:20 PM	4:04 PM	5:05 PM	5:49 PM	6:55 PM	7:29 PM	8:36 PM
	2071	NW 25 St	West of NW 99 Ave		6:52 AM	7:46 AM	8:26 AM	9:28 AM	10:08 AM	10:58 AM	11:32 AM	12:25 PM	1:02 PM	1:48 PM	2:32 PM	3:23 PM	4:08 PM	5:08 PM	5:52 PM	6:58 PM	7:32 PM	8:38 PM
	2072	NW 97 Ave	South of NW 27 St		6:54 AM	7:48 AM	8:28 AM	9:29 AM	10:09 AM	10:59 AM	11:34 AM	12:26 PM	1:03 PM	1:49 PM	2:34 PM	3:25 PM	4:09 PM	5:09 PM	5:54 PM	7:00 PM	7:33 PM	8:39 PM
	2021	NW 33 St	East of Torremolinos Ave	Veteran's Park	6:57 AM	7:51 AM	8:32 AM	9:32 AM	10:13 AM	11:03 AM	11:37 AM	12:29 PM	1:07 PM	1:53 PM	2:37 PM	3:29 PM	4:13 PM	5:13 PM	5:57 PM	7:04 PM	7:37 PM	8:43 PM
	2022	NW 33 St	East of NW 107 Ave	Sears (Parts & Service)	6:58 AM	7:53 AM	8:33 AM	9:34 AM	10:14 AM	11:04 AM	11:38 AM	12:31 PM	1:08 PM	1:54 PM	2:38 PM	3:30 PM	4:14 PM	5:14 PM	5:59 PM	7:05 PM	7:38 PM	8:44 PM
	2023	NW 33 St	NW 108 Ave	Beacon Industrial Park	6:59 AM	7:53 AM	8:34 AM	9:34 AM	10:14 AM	11:05 AM	11:39 AM	12:31 PM	1:08 PM	1:55 PM	2:39 PM	3:31 PM	4:15 PM	5:15 PM	5:59 PM	7:06 PM	7:38 PM	8:45 PM
	2024	NW 33 St	NW 110 Ave		7:00 AM	7:55 AM	8:35 AM	9:35 AM	10:16 AM	11:06 AM	11:40 AM	12:32 PM	1:10 PM	1:56 PM	2:40 PM	3:32 PM	4:16 PM	5:16 PM	6:01 PM	7:07 PM	7:40 PM	8:46 PM
	2025	NW 34 St	West of NW 113 Ct		7:01 AM	7:56 AM	8:36 AM	9:36 AM	10:17 AM	11:07 AM	11:41 AM	12:33 PM	1:11 PM	1:57 PM	2:41 PM	3:33 PM	4:17 PM	5:18 PM	6:02 PM	7:08 PM	7:41 PM	8:47 PM
	2026	NW 34 St	East of NW 115 Ave		7:02 AM	7:57 AM	8:37 AM	9:37 AM	10:18 AM	11:08 AM	11:42 AM	12:34 PM	1:12 PM	1:58 PM	2:42 PM	3:34 PM	4:18 PM	5:19 PM	6:03 PM	7:09 PM	7:42 PM	8:48 PM

Doral Trolley Route 2 Weekday Schedule

Direction	Stop	Road	Location	Nearby Landmark	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2
	2027	NW 115 Ave	South of NW 39 St	Miami-Dade College West Campus	7:03 AM	7:57 AM	8:38 AM	9:38 AM	10:18 AM	11:08 AM	11:43 AM	12:35 PM	1:12 PM	1:58 PM	2:43 PM	3:35 PM	4:19 PM	5:19 PM	6:03 PM	7:10 PM	7:42 PM	8:48 PM
	2028	NW 115 Ave	South of NW 41 St	Doral Shops Plaza	7:03 AM	7:58 AM	8:38 AM	9:38 AM	10:19 AM	11:09 AM	11:43 AM	12:35 PM	1:13 PM	1:59 PM	2:43 PM	3:35 PM	4:19 PM	5:20 PM	6:04 PM	7:10 PM	7:43 PM	8:49 PM
	2029	NW 41 St	East of NW 114 Ave	The Imagination Factory	7:04 AM	7:59 AM	8:39 AM	9:39 AM	10:20 AM	11:10 AM	11:44 AM	12:36 PM	1:14 PM	2:00 PM	2:44 PM	3:36 PM	4:21 PM	5:21 PM	6:05 PM	7:11 PM	7:44 PM	8:50 PM
	2030	NW 41 St	West of NW 107 Ave	Citibank	7:06 AM	8:01 AM	8:41 AM	9:41 AM	10:22 AM	11:12 AM	11:46 AM	12:38 PM	1:16 PM	2:02 PM	2:46 PM	3:39 PM	4:23 PM	5:23 PM	6:08 PM	7:14 PM	7:46 PM	8:52 PM
	2031	NW 41 St	East of NW 107 Ave	San Ignacio University	7:07 AM	8:02 AM	8:42 AM	9:42 AM	10:22 AM	11:12 AM	11:47 AM	12:39 PM	1:16 PM	2:02 PM	2:47 PM	3:40 PM	4:24 PM	5:24 PM	6:08 PM	7:15 PM	7:46 PM	8:52 PM
	2032	NW 41 St	East of NW 104 Ave	Hellmann	7:07 AM	8:03 AM	8:43 AM	9:43 AM	10:23 AM	11:13 AM	11:47 AM	12:40 PM	1:17 PM	2:03 PM	2:47 PM	3:41 PM	4:25 PM	5:25 PM	6:09 PM	7:16 PM	7:47 PM	8:53 PM
	2033	NW 41 St	East of NW 102 Ave	Costa del Sol	7:08 AM	8:04 AM	8:44 AM	9:43 AM	10:24 AM	11:14 AM	11:48 AM	12:40 PM	1:18 PM	2:04 PM	2:48 PM	3:42 PM	4:26 PM	5:26 PM	6:10 PM	7:17 PM	7:48 PM	8:54 PM
	2034	NW 41 St	West of NW 97 Ave	HSBC	7:10 AM	8:06 AM	8:46 AM	9:45 AM	10:26 AM	11:16 AM	11:50 AM	12:42 PM	1:20 PM	2:06 PM	2:50 PM	3:44 PM	4:28 PM	5:29 PM	6:13 PM	7:19 PM	7:50 PM	8:56 PM
	2035	NW 41 St	East of NW 97 Ave	9690 Plaza (Einstein Bagels)	7:10 AM	8:06 AM	8:46 AM	9:46 AM	10:26 AM	11:16 AM	11:50 AM	12:43 PM	1:20 PM	2:06 PM	2:50 PM	3:44 PM	4:29 PM	5:29 PM	6:13 PM	7:19 PM	7:50 PM	8:56 PM
	2036	NW 41 St	West of NW 93 Ct	MDC Fire Rescue HQ	7:11 AM	8:07 AM	8:47 AM	9:46 AM	10:27 AM	11:17 AM	11:51 AM	12:43 PM	1:21 PM	2:07 PM	2:51 PM	3:45 PM	4:30 PM	5:30 PM	6:14 PM	7:20 PM	7:51 PM	8:57 PM
	2037	NW 36 St	9100 NW 36 St	Federal Reserve	7:12 AM	8:08 AM	8:48 AM	9:47 AM	10:27 AM	11:18 AM	11:52 AM	12:44 PM	1:21 PM	2:08 PM	2:52 PM	3:47 PM	4:31 PM	5:31 PM	6:15 PM	7:22 PM	7:51 PM	8:58 PM
	2047	NW 36 St	W of NW 8800 Blk	Bus Shelter	7:13 AM	8:09 AM	8:49 AM	9:48 AM	10:28 AM	11:18 AM	11:53 AM	12:45 PM	1:22 PM	2:08 PM	2:53 PM	3:48 PM	4:32 PM	5:32 PM	6:16 PM	7:23 PM	7:52 PM	8:58 PM
NB	2048	NW 36 St	West of NW 87 Ave	Doral Corporate Center	7:13 AM	8:09 AM	8:50 AM	9:48 AM	10:29 AM	11:19 AM	11:53 AM	12:45 PM	1:23 PM	2:09 PM	2:53 PM	3:48 PM	4:32 PM	5:33 PM	6:17 PM	7:23 PM	7:53 PM	8:59 PM
	2049	NW 36 St	East of NW 87 Ave		7:14 AM	8:10 AM	8:50 AM	9:49 AM	10:29 AM	11:19 AM	11:54 AM	12:46 PM	1:23 PM	2:09 PM	2:54 PM	3:49 PM	4:33 PM	5:34 PM	6:18 PM	7:24 PM	7:53 PM	8:59 PM
	2050	NW 36 St	West of NW 8400 Block		7:14 AM	8:10 AM	8:51 AM	9:49 AM	10:30 AM	11:20 AM	11:54 AM	12:46 PM	1:24 PM	2:10 PM	2:54 PM	3:50 PM	4:34 PM	5:34 PM	6:18 PM	7:25 PM	7:54 PM	9:00 PM
	2052	NW 82 Ave	North of NW 36 St		7:17 AM	8:13 AM	8:53 AM	9:52 AM	10:32 AM	11:22 AM	11:57 AM	12:49 PM	1:26 PM	2:12 PM	2:57 PM	3:51 PM	4:35 PM	5:36 PM	6:20 PM	7:26 PM	7:56 PM	9:02 PM
	2054	NW 79 Ave	North of NW 41 St		7:18 AM	8:14 AM	8:54 AM	9:53 AM	10:33 AM	11:23 AM	11:58 AM	12:50 PM	1:27 PM	2:13 PM	2:58 PM	3:53 PM	4:37 PM	5:37 PM	6:22 PM	7:28 PM	7:57 PM	9:03 PM
	2056	NW 79 Ave	North of NW 48 St		7:18 AM	8:15 AM	8:55 AM	9:54 AM	10:34 AM	11:24 AM	11:58 AM	12:51 PM	1:28 PM	2:14 PM	2:58 PM	3:54 PM	4:39 PM	5:39 PM	6:23 PM	7:29 PM	7:58 PM	9:04 PM
	2057	NW 79 Ave	South of NW 50 St		7:19 AM	8:15 AM	8:56 AM	9:54 AM	10:34 AM	11:25 AM	11:59 AM	12:51 PM	1:28 PM	2:15 PM	2:59 PM	3:55 PM	4:39 PM	5:40 PM	6:24 PM	7:30 PM	7:58 PM	9:05 PM
	2058	NW 53 St	West of NW 79 Ave		7:20 AM	8:17 AM	8:57 AM	9:55 AM	10:36 AM	11:26 AM	12:00 PM	12:52 PM	1:30 PM	2:16 PM	3:00 PM	3:56 PM	4:41 PM	5:41 PM	6:25 PM	7:31 PM	8:00 PM	9:06 PM
	2059	NW 53 St	East of NW 53 Ter	8333 Building	7:21 AM	8:18 AM	8:58 AM	9:56 AM	10:37 AM	11:27 AM	12:01 PM	12:53 PM	1:31 PM	2:17 PM	3:01 PM	3:57 PM	4:42 PM	5:42 PM	6:26 PM	7:32 PM	8:01 PM	9:07 PM
	2060	NW 53 St	East of NW 84 Ave	Downtown Doral Park	7:22 AM	8:18 AM	8:59 AM	9:57 AM	10:37 AM	11:28 AM	12:02 PM	12:54 PM	1:31 PM	2:18 PM	3:02 PM	3:58 PM	4:42 PM	5:43 PM	6:27 PM	7:33 PM	8:01 PM	9:08 PM
	2061	NW 53 St	East of NW 87 Ave		7:22 AM	8:19 AM	8:59 AM	9:58 AM	10:38 AM	11:28 AM	12:02 PM	12:55 PM	1:32 PM	2:18 PM	3:02 PM	3:59 PM	4:43 PM	5:43 PM	6:28 PM	7:34 PM	8:02 PM	9:08 PM
	2062	NW 87 Ave	South of NW 58 St		7:23 AM	8:20 AM	9:00 AM	9:59 AM	10:39 AM	11:29 AM	12:03 PM	12:56 PM	1:33 PM	2:19 PM	3:03 PM	4:00 PM	4:44 PM	5:45 PM	6:29 PM	7:35 PM	8:03 PM	9:09 PM
	2001	NW 79 Pl	NW 77 St	Palmetto MetroRail Station	7:34 AM	8:37 AM	9:17 AM	10:09 AM	10:50 AM	11:40 AM	12:14 PM	1:06 PM	1:44 PM	2:30 PM	3:14 PM	4:14 PM	4:59 PM	5:59 PM	6:43 PM	7:49 PM	8:14 PM	9:20 PM

Weekdays FIU Trolley Route 4
Northbound

Stop #		Road	Location	Nearby Landmark	BLOCK	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1
4000			FIU- PG 6	FIU Main Campus (Departure)				6:53	7:33	8:14	8:54	9:35	10:15	10:56	11:36	12:12	12:48	13:22	13:58	14:32	15:06	15:42	16:16	16:57	17:44	18:41	19:33	20:25	20:57	21:27	21:57	22:28
4001		NW 109 Ave	North of SW 7 Terr	109 Tower				6:57	7:37	8:18	8:58	9:39	10:19	11:00	11:40	12:17	12:52	13:27	14:02	14:37	15:11	15:47	16:22	17:03	17:50	18:47	19:39	20:29	21:01	21:32	22:02	22:32
4002		NW 107 Ave	North of Flagler St	FIU Engineering Center				7:02	7:42	8:23	9:03	9:43	10:23	11:05	11:46	12:23	12:58	13:33	14:08	14:43	15:17	15:53	16:28	17:09	17:57	18:53	19:43	20:32	21:04	21:35	22:05	22:36
4003	1006	NW 107 Ave	North of NW 12 St	Miami Int'l Mall (Mattress Firm)				7:05	7:45	8:26	9:06	9:47	10:27	11:08	11:49	12:25	13:01	13:35	14:11	14:45	15:20	15:55	16:31	17:13	18:01	18:57	19:47	20:35	21:07	21:38	22:08	22:38
4004	1007	NW 107 Ave	North of NW 14	Miami Int'l Mall (BJ's)				7:06	7:46	8:27	9:07	9:47	10:27	11:09	11:49	12:26	13:01	13:36	14:11	14:46	15:20	15:56	16:32	17:14	18:02	18:58	19:47	20:35	21:07	21:38	22:08	22:39
4005	1078	NW 107 Ave	North of NW 15 St	Toy's r Us				7:06	7:46	8:27	9:07	9:48	10:28	11:09	11:50	12:26	13:02	13:36	14:12	14:46	15:21	15:56	16:32	17:14	18:02	18:58	19:48	20:36	21:08	21:39	22:09	22:39
4006	1008	NW 107 Ave	North of NW 17 St	Bed Bath & Beyond Plaza				7:08	7:48	8:29	9:09	9:49	10:29	11:10	11:50	12:27	13:02	13:37	14:12	14:47	15:21	15:57	16:33	17:15	18:03	18:59	19:48	20:36	21:08	21:39	22:09	22:40
4007	1009	NW 107 Ave	North of NW 19 St	International Corporate Park				7:08	7:48	8:29	9:09	9:50	10:30	11:11	11:51	12:27	13:03	13:37	14:13	14:47	15:22	15:57	16:34	17:16	18:03	19:00	19:49	20:37	21:09	21:40	22:10	22:40
4008		NW 107 Ave	North of NW 21 St	Miami Free Zone				7:09	7:49	8:29	9:09	9:50	10:30	11:11	11:51	12:28	13:03	13:37	14:13	14:47	15:22	15:57	16:34	17:16	18:04	19:00	19:49	20:37	21:09	21:40	22:10	22:41
4009		NW 107 Ave	North of NW 25 St					7:09	7:49	8:29	9:09	9:50	10:30	11:11	11:51	12:28	13:03	13:37	14:14	14:48	15:23	15:58	16:35	17:18	18:06	19:02	19:51	20:38	21:11	21:41	22:11	22:42
4010	1012	NW 107 Ave	North of NW 27 St	Tu Casa				7:10	7:50	8:30	9:10	9:51	10:31	11:12	11:52	12:29	13:04	13:39	14:14	14:49	15:23	15:59	16:36	17:18	18:06	19:02	19:51	20:39	21:11	21:42	22:12	22:43
4011	1013	NW 107 Ave	North of 30 Ter	FLYTEC/Aloft				7:10	7:50	8:31	9:11	9:52	10:32	11:13	11:53	12:29	13:05	13:39	14:15	14:49	15:24	15:59	16:36	17:20	18:07	19:04	19:52	20:40	21:12	21:42	22:12	22:43
4012		NW 107 Ave	South of NW 36 St	INTCOMER				7:12	7:52	8:33	9:13	9:54	10:34	11:14	11:53	12:30	13:05	13:40	14:15	14:50	15:24	16:00	16:37	17:21	18:08	19:05	19:53	20:41	21:13	21:43	22:13	22:44
4013		NW 107 Ave	South of NW 41 St	TD Bank				7:14	7:54	8:34	9:14	9:55	10:35	11:15	11:54	12:30	13:06	13:40	14:16	14:50	15:25	16:00	16:38	17:23	18:10	19:07	19:55	20:41	21:13	21:44	22:14	22:45
4014		NW 107 Ave	North of NW 41 St	Don Pan				7:17	7:57	8:38	9:18	9:59	10:39	11:18	11:56	12:32	13:08	13:42	14:18	14:52	15:27	16:02	16:42	17:27	18:15	19:11	19:57	20:42	21:14	21:45	22:15	22:46
4015		NW 107 Ave	South of NW 48 Ln					7:17	7:57	8:38	9:18	9:59	10:39	11:18	11:56	12:32	13:08	13:42	14:18	14:52	15:27	16:02	16:42	17:27	18:15	19:11	19:57	20:42	21:14	21:45	22:15	22:46
4016		NW 107 Ave	South of NW 52 St					7:18	7:58	8:39	9:19	10:00	10:40	11:19	11:57	12:33	13:09	13:43	14:19	14:53	15:28	16:03	16:43	17:29	18:16	19:13	19:59	20:43	21:15	21:46	22:16	22:47
4017		NW 107 Ave	South of NW 58 St					7:20	8:00	8:41	9:21	10:02	10:42	11:20	11:58	12:35	13:10	13:44	14:20	14:54	15:29	16:04	16:44	17:30	18:18	19:14	20:00	20:44	21:16	21:47	22:17	22:47
4018		NW 107 Ave	North of NW 60 St			6:00	6:40	7:21	8:01	8:42	9:22	10:02	10:42	11:21	11:59	12:35	13:11	13:45	14:21	14:55	15:30	16:05	16:45	17:30	18:18	19:14	20:00	20:44	21:16	21:47	22:17	22:48
4019		NW 107 Ave	South of NW 66 St	LANDMARK		6:01	6:41	7:22	8:02	8:42	9:22	10:03	10:43	11:22	12:00	12:36	13:12	13:46	14:21	14:56	15:30	16:06	16:46	17:31	18:19	19:15	20:01	20:45	21:17	21:48	22:18	22:49
4020		NW 107 Ave	North of NW 68 St	The Mansions		6:01	6:41	7:22	8:02	8:42	9:22	10:03	10:43	11:22	12:00	12:36	13:12	13:46	14:21	14:56	15:30	16:06	16:46	17:31	18:19	19:15	20:01	20:45	21:17	21:48	22:18	22:49
4021		NW 107 Ave	North of NW 70 St	Vintage Estates		6:02	6:42	7:23	8:03	8:43	9:23	10:04	10:44	11:23	12:00	12:37	13:12	13:47	14:22	14:57	15:31	16:07	16:46	17:31	18:19	19:15	20:01	20:46	21:18	21:49	22:19	22:50
4022		NW 107 Ave	North of NW 74 St	Mc Donalds		6:03	6:43	7:23	8:03	8:44	9:24	10:05	10:45	11:24	12:02	12:39	13:14	13:49	14:24	14:59	15:33	16:08	16:49	17:34	18:22	19:18	20:04	20:48	21:20	21:51	22:21	22:52
4023		NW 107 Ave	South of NW 78 St	Midtown at Doral		6:04	6:43	7:24	8:04	8:45	9:25	10:05	10:45	11:25	12:03	12:39	13:15	13:49	14:25	14:59	15:34	16:09	16:49	17:35	18:22	19:19	20:05	20:49	21:21	21:52	22:22	22:52
4024		NW 107 Ave	South of NW 82 St			6:04	6:44	7:25	8:05	8:45	9:25	10:06	10:46	11:25	12:04	12:40	13:16	13:50	14:25	15:00	15:34	16:10	16:50	17:35	18:23	19:19	20:05	20:50	21:21	21:52	22:22	22:53
4025		NW 107 Ave	South of NW 86 St			6:05	6:45	7:26	8:06	8:46	9:26	10:07	10:47	11:26	12:05	12:41	13:17	13:51	14:26	15:01	15:35	16:11	16:51	17:36	18:24	19:20	20:06	20:51	21:22	21:53	22:23	22:54
4026		NW 107 Ave	North of NW 88 St			6:06	6:46	7:27	8:07	8:48	9:28	10:08	10:48	11:27	12:05	12:41	13:17	13:51	14:27	15:01	15:36	16:11	16:51	17:37	18:24	19:21	20:06	20:51	21:22	21:53	22:24	22:54

Weekdays FIU Trolley Route 4
Southbound

Stop #		Road	Location	Nearby Landmark	BLOCK	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1
4027		NW 90 St	East of NW 103 Path			6:07	6:47	7:27	8:07	8:48	9:28	10:09	10:49	11:28	12:06	12:42	13:18	13:52	14:28	15:02	15:37	16:12	16:52	17:37	18:25	19:21	20:07	20:51	21:23	21:54	22:24	22:55
4028		NW 102 Ave	South of NW 88 St	Central Park Doral		6:08	6:48	7:29	8:09	8:49	9:29	10:10	10:50	11:29	12:07	12:44	13:19	13:54	14:29	15:04	15:38	16:13	16:53	17:38	18:26	19:22	20:08	20:52	21:24	21:55	22:25	22:56
4032		NW 102 Ave	North of NW 75 St	Modern Doral		6:09	6:49	7:30	8:10	8:50	9:30	10:11	10:51	11:31	12:10	12:46	13:22	13:56	14:32	15:06	15:41	16:16	16:56	17:41	18:29	19:25	20:10	20:54	21:26	21:56	22:26	22:57
4033	3003	NW 74 St	West of NW 102 Ave			6:10	6:50	7:31	8:11	8:51	9:31	10:12	10:52	11:32	12:11	12:47	13:23	13:57	14:33	15:07	15:42	16:17	16:57	17:42	18:30	19:26	20:11	20:55	21:27	21:57	22:27	22:58
4034	3042	NW 104 Ave	South of NW 74 St	Atlantic at Doral		6:12	6:52	7:32	8:12	8:53	9:33	10:14	10:54	11:33	12:12	12:48	13:24	13:58	14:34	15:08	15:43	16:18	16:58	17:44	18:31	19:28	20:12	20:56	21:27	21:58	22:28	22:59
4035	3043	NW 104 Ave	North of NW 70 Terr			6:13	6:53	7:33	8:13	8:54	9:34	10:15	10:55	11:34	12:12	12:48	13:24	13:58	14:34	15:08	15:43	16:18	16:58	17:44	18:31	19:28	20:12	20:56	21:28	21:58	22:28	22:59
4036	3044	NW 104 Ave	North of NW 66 St			6:15	6:55	7:36	8:15	8:56	9:36	10:17	10:57	11:36	12:14	12:50	13:26	14:00	14:36	15:10	15:45	16:20	17:00	17:46	18:33	19:30	20:14	20:58	21:30	22:01	22:31	23:00
4037	3005	NW 107 Ave	South of NW 66 St	Doral Isles		6:16	6:56	7:37	8:17	8:57	9:37	10:18	10:58	11:37	12:15	12:51	13:27	14:01	14:37	15:11	15:46	16:21	17:01	17:47	18:34	19:31	20:15	20:59	21:31	22:02	22:32	
4038	3006	NW 107 Ave	North of NW 58 St	Doral Isles Plaza (Publix)		6:17	6:57	7:38	8:18	8:58	9:38	10:19	10:59	11:38	12:16	12:52	13:28	14:02	14:38	15:12	15:47	16:22	17:02	17:47	18:35	19:31	20:16	21:00	21:32	22:03	22:33	
4039	1058	NW 107 Ave	South of 58 St	Delia Plaza (Sedano's)		6:18	6:58	7:39	8:19	9:00	9:40	10:21	11:01	11:39	12:17	12:53	13:29	14:03	14:39	15:13	15:48	16:23	17:04	17:50	18:38	19:34	20:19	21:02	21:34	22:05	22:35	
4040	1024	NW 107 Ave	South of NW 52 St	Doral Gardens		6:19	6:59	7:40	8:20	9:01	9:41	10:21	11:01	11:40	12:18	12:54	13:30	14:04	14:40	15:14	15:49	16:24	17:05	17:51	18:39	19:35	20:20	21:03	21:35	22:05	22:35	
4041		NW 107 Ave	South of NW 48 Ln	Costa Brava		6:20	7:00	7:41	8:21	9:02	9:42	10:22	11:02	11:41	12:19	12:55	13:31	14:05	14:41	15:15	15:50	16:25	17:06	17:52	18:40	19:36	20:20	21:03	21:35	22:06	22:36	
4042		NW 107 Ave	North of NW 41 St			6:23	7:03	7:44	8:24	9:05	9:45	10:25	11:05	11:43	12:20	12:57	13:32	14:07	14:42	15:17	15:51	16:27	17:07	17:54	18:42	19:38	20:22	21:04	21:36	22:07	22:37	
4043		NW 107 Ave	South of NW 31 Terr	Perry Ellis International		6:26	7:06	7:47	8:27	9:08	9:48	10:28	11:08	11:46	12:22	12:59	13:34	14:09	14:44	15:19	15:53	16:29	17:10	17:57	18:45	19:41	20:25	21:07	21:38	22:09	22:39	
4044		NW 107 Ave	North of NW 27 St	Regions Bank		6:27	7:07	7:48	8:28	9:09	9:49	10:30	11:10	11:47	12:23	13:00	13:35	14:10	14:45	15:20	15:54	16:29	17:12	18:00	18:48	19:44	20:26	21:07	21:39	22:10	22:39	
4045		NW 107 Ave	South of NW 24 St			6:28	7:08	7:49	8:29	9:10	9:50	10:31	11:11	11:48	12:24	13:01	13:36	14:11	14:46	15:21	15:55	16:31	17:14	18:03	18:50	19:47	20:28	21:07	21:39	22:10	22:40	
4046		NW 107 Ave	South of NW 19 St	Exxon Gas Station		6:29	7:09	7:50	8:30	9:11	9:51	10:32	11:12	11:49	12:25	13:01	13:37	14:11	14:47	15:21	15:56	16:31	17:16	18:07	18:54	19:51	20:30	21:08	21:40	22:11	22:41	
4047		NW 107 Ave	North of NW 15 St	Dade County Federal Credit Union		6:30	7:10	7:51	8:31	9:11	9:51	10:32	11:12	11:49	12:26	13:02	13:38	14:12	14:48	15:22	15:57	16:32	17:18	18:10	18:57	19:54	20:32	21:09	21:41	22:11	22:41	
4048		NW 107 Ave	North of NW 14 St			6:30	7:10	7:51	8:31	9:12	9:52	10:32	11:12	11:50	12:26	13:03	13:38	14:13	14:48	15:23	15:57	16:33	17:20	18:14	19:01	19:58	20:34	21:09	21:41	22:11	22:41	
4049		NW 107 Ave	North of Flagler St	FIU Engineering Center		6:35	7:15	7:56	8:36	9:17	9:57	10:37	11:17	11:54	12:30	13:06	13:42	14:16	14:52	15:26	16:01	16:36	17:27	18:23	19:11	20:07	20:40	21:13	21:45	22:15	22:45	
4000			FIU - PG 6	FIU Main Campus (Arrival)		6:46	7:26	8:07	8:47	9:28	10:08	10:49	11:29	12:04	12:39	13:15	13:51	14:25	15:00	15:35	16:09	16:45	17:37	18:36	19:23	20:20	20:50	21:18	21:50	22:21	22:51	

Appendix H
Response to City Comments

DAVID PLUMMER & ASSOCIATES
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING

1750 PONCE DE LEON BOULEVARD | CORAL GABLES, FLORIDA 33134
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MEMORANDUM

To: Rita Carbonell, Public Works Assistant Director / City of Doral
From: David Plummer & Associates
Date: January 9, 2026
RE: Response to Ritz Sky Mansions Doral Traffic Study Comments– #24119
4th Review

David Plummer & Associates (DPA) has reviewed the comments provided by the City of Doral regarding the Ritz Sky Mansions Traffic Study dated May 2025. Below are the responses to the City comments dated December 10, 2025. The comments are repeated for your convenience.

1. **Verify office square footage as sum of shown proposed uses on site plan do not match 5,699 Sq. Ft.**

   DPA Response: The office square footage has been revised.

2. **Page ii - List of Appendices: Revise Appendix D label to include mention of Volume Development and FDOT Directional Volume Tables.**

   DPA Response: Appendix D label has been updated.

3. **Page 3 - 1.3 Study Area and Methodology: Per approved methodology, include mention of turn lane, queue analysis, and circulation plan.**

   DPA Response: Section 1.3 of the report has been revised.

4. **Page 7 - 2.1 Roadway Characteristics: Revise NW 33rd Terrace to NW 31st Terrace.**

   DPA Response: The text in Section 2.1 of the report has been revised.

5. **Page 8 - 2.3 Intersection Data: Mention volumes in Exhibit 3 are adjusted volumes.**

   DPA Response: The text in Section 2.3 of the report has been revised.

6. **Page 11 - Exhibit 4: Revise roadway segment in row one to "between NW 30th Terrace"; apply throughout report.**

DPA Response: Exhibits 4, 7 and 14 have been revised.

7. **Page 13 - Exhibit 5: Existing Intersection Capacity Analysis: Add signalized intersection asset numbers; apply throughout report.**

   DPA Response: Exhibits 5, 8, and 15 have been updated.

8. **Page 14 - 3.0 Planned and Programmed Roadway Improvements: Per 2024 Doral Transportation Master Plan, add widening of NW 33rd Street and 107th Avenue intersection project.**

   DPA Response: Section 3.0 of the report has been updated.

9. **Page 21 - 4.5 Project Trip Assignment**
   - **Provide TAZ and 2045 LRTP Cardinal Distribution excerpts in Appendices.**
   - **Mention exclusion of NW 31st Terrace/SW Outbound Driveway and NW 33rd Street/West Existing Driveways from analysis.**

   DPA Response: The TAZ information has been provided in Appendix C. The text in Section 4.5 of the report has been revised.

10. **Page 22 - Exhibit 11: Revise 13% to 30% on NB outbound trips at NW 107th Avenue and NW 33rd Street.**

    DPA Response: Exhibit 11 has been revised.

11. **Page 28 - 4.7 Future with Project Intersection Capacity Analysis: Revise "no additional queue" to "no significant queue length".**

    DPA Response: The text in Section 4.7 of the report has been revised.

12. **Pages 32-33 - Exhibit 18 and 19**
    - **Exhibit 19 - Add "Route 4" to FIU Trolley in legend.**
    - **Revise Exhibit numbers to match sequence of report.**

    DPA Response: Exhibits 18 and 19 have been revised.

13. **Page 34 - 6.0 Conclusions: Add mention of westbound approach at NW 107th Avenue and NW 31st Terrace intersection not operating at City LOS Standard.**

    DPA Response: The conclusions of the report have been revised.

14. **Appendix C - Add peak seasonal factor column to volume development spreadsheet.**

    DPA Response: The volume development spreadsheet has been updated in Appendix D.

15. Appendix D

- **Highlight numbers used for LOS directional analysis.**
- **Add signalized intersection asset numbers on Synchro output sheets.**
- **Remove overlapping in footer on Synchro output sheets.**
- **Remove recall from north and south approaches at NW 104th Avenue and NW 33rd Street.**

DPA Response: Appendix D has been updated.

16. Appendix E - Update City of Doral Transportation Master Plan information to reflect latest adopted plan. Information to be sent upon request.

DPA Response: Appendix E has been updated.

17. Approval from Miami-Dade County Traffic Division is required. Please note PW traffic approval under site plan will not be granted until MDC approval is provided.

DPA Response: The traffic study is currently under the MDC approval process.

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