



Public Works Traffic Analysis Comments

Date: 11-4-2025

Subject: Prime Square Doral - Siteplan

Permit: PLAN-2409-0089

Date Submitted: 10-30-2025

5th Review

Results of the Review:

☒ **Approval Recommended**

The Public Works Department has completed its review of the Traffic Methodology for Prime Square Doral prepared by David Plummer and Associates for the proposed commercial development located along NW 102nd Ave south of NW 74th Street in Doral, Florida. The applicant is proposing 31,414 Sq. Ft of Commercial and 2,356 Sq. Ft of Restaurant (LUC 822) and 19,328 Sq. Ft of Office (LUC710). The existing location is vacant. 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 (Retail, Restaurant 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.

PRIME SQUARE DORAL

TRAFFIC STUDY



Since 1978

Prepared By:
David Plummer & Associates

Prepared For:
BRCC Development Group LLC

Prepared In:
October 2025

DPA Job #:
24143

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EXECUTIVE SUMMARY

The Prime Square Doral project will be located on the west side of NW 102nd Avenue just south of NW 74th Street in Doral, Florida. The project proposes a commercial development consisting of 19,328 SF of office space and 33,770 SF of retail space. The site is currently occupied by a vacant lot. Access to / from the project will be provided via two, two-way driveways located on NW 102nd Avenue. The loading areas for the project are located at the northwest and southwest corners of the surface parking lot. Access to the loading areas is also provided via the two, two-way driveways on NW 102nd Avenue. For the purpose of this traffic analysis, the project build-out is anticipated by 2026.

An assessment of the traffic impacts associated with the Prime Square Doral project was performed in accordance with the requirements of the City of Doral, Miami-Dade County (MDC), and the approved methodology. The intersection analysis indicates that all of the studied intersections, except the NW 102nd Avenue / NW 74th Street and NW 102nd Avenue and NW 66th Street intersections, currently operate and are projected to continue to operate within the City's overall LOS standards during the AM and PM peak hours. Signal timing adjustments are recommended to improve the delays at the NW 104th Avenue / NW 74th Street and NW 102nd Avenue / NW 74th Street intersections during the AM and PM peak hours. The unsignalized project driveways were also analyzed. The analysis indicates all driveways are projected to operate at acceptable LOS. The project is proposing to modify the existing northbound left turn lane storage at the NW 102nd Avenue / NW 74th Street intersection to accommodate the expected back of queue.

The project area is currently served by the City of Doral trolley routes 3 and 4. The project is located in an area that is conducive for pedestrian activities providing ample sidewalks and pedestrian crosswalks. NW 74th Street, NW 104th Avenue, and NW 97th Avenue have exclusive bike lanes. The availability of transit and the existing pedestrian / bicyclist infrastructure will encourage the use of other modes of transportation and will reduce the project's vehicular impacts on the roadway network.

1.0 INTRODUCTION

1.1 Project Background

The Prime Square Doral project will be located on the west side of NW 102nd Avenue just south of NW 74th Street in Doral, Florida (see Exhibit 1). The project proposes a commercial development consisting of 19,328 SF of office space and 33,770 SF of retail space. The site is currently occupied by a vacant lot. Access to / from the project will be provided via two, two-way driveways located on NW 102nd Avenue. 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. The study is also consistent with *City of Doral Comprehensive Plan*.



 Project Location

Exhibit 1

Location Map

1.3 Study Area and Methodology

Traffic Analysis

The analysis undertaken is consistent with discussions with MDC, the City of Doral staff, 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 104th Avenue / NW 74th Street (S)
- NW 102nd Avenue / NW 74th Street (S)
- NW 97th Avenue / NW 74th Street (S)
- NW 102nd Avenue / NW 66th Street (U)

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

- NW 102nd Avenue south of NW 74th Street
- NW 74th Street between NW 104th Avenue and NW 102nd Avenue
- NW 74th Street between NW 102nd Avenue and NW 98th Place
- NW 66th Street between NW 102nd Avenue and NW 104th 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 2023 *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 level of service (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 Century Town Center at Midtown Doral, Midtown Doral Phase III, and the Midtown Doral Phases IV, V, and VI projects will be considered as committed developments in the analysis.
- If applicable, committed roadway improvements obtained from the 2024 Miami-Dade County TIP and/or FDOT's 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*. 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.

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.

1.4 Project Site Information

The Prime Square Doral project will be located on the west side of NW 102nd Avenue just south of NW 74th Street in Doral, Florida. The project proposes a commercial development consisting of 19,328 SF of office space and 33,770 SF of retail space. The site is currently occupied by a vacant lot. Access to / from the project will be provided via two, two-way driveways located on NW 102nd Avenue. The loading areas for the project are located at the northwest and southwest corners of the surface parking lot. Access to the loading areas is also provided via the two, two-way driveways on NW 102nd Avenue. 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 104th Avenue

NW 104th Avenue is a two-way, two-lane, divided local roadway that provides north / south access within the project area. The speed limit is not posted within this segment of NW 104th Avenue. If not posted, the City speed limit is 30 mph. The City of Doral has jurisdiction over NW 104th Avenue.

NW 102nd Avenue

South of NW 74th Street, NW 102nd Avenue is a two-way, two-lane, undivided local roadway that provides north / south access within the project area. North of NW 74th Street, NW 102nd Avenue is a two-way, four-lane, undivided local roadway. The posted speed limit is 35 mph within the study limits. The City of Doral has jurisdiction over NW 102nd Avenue.

NW 97th Avenue

South of NW 74th Street, NW 97th Avenue is a two-way, four-lane, divided major collector roadway that provides north / south access within the project area. North of NW 74th Street, NW 97th Avenue is a one-lane, southbound local roadway. The posted speed limit is 35 mph within the study limits. The Miami-Dade County (MDC) has jurisdiction over NW 97th Avenue.

NW 74th Street

NW 74th Street is a two-way, six-lane, divided, principal arterial roadway that provides east / west access within the project area. Bike lanes are available along the both sides of the roadway, east of the NW 107th Avenue / NW 74th Street intersection. The posted speed limit is 40 mph within the study limits. The MDC has jurisdiction over NW 74th Street.

NW 86th Street

East of NW 102nd Avenue, NW 66th Street is a two-way, two-lane, undivided, local roadway that provides east / west access within the project area. West of NW 102nd Avenue, NW 66th Street is a two-way, four-lane, divided, local roadway that provides on-street parallel parking. The posted speed limit is 30 mph within the study limits. The City of Doral has jurisdiction over NW 66th Street.

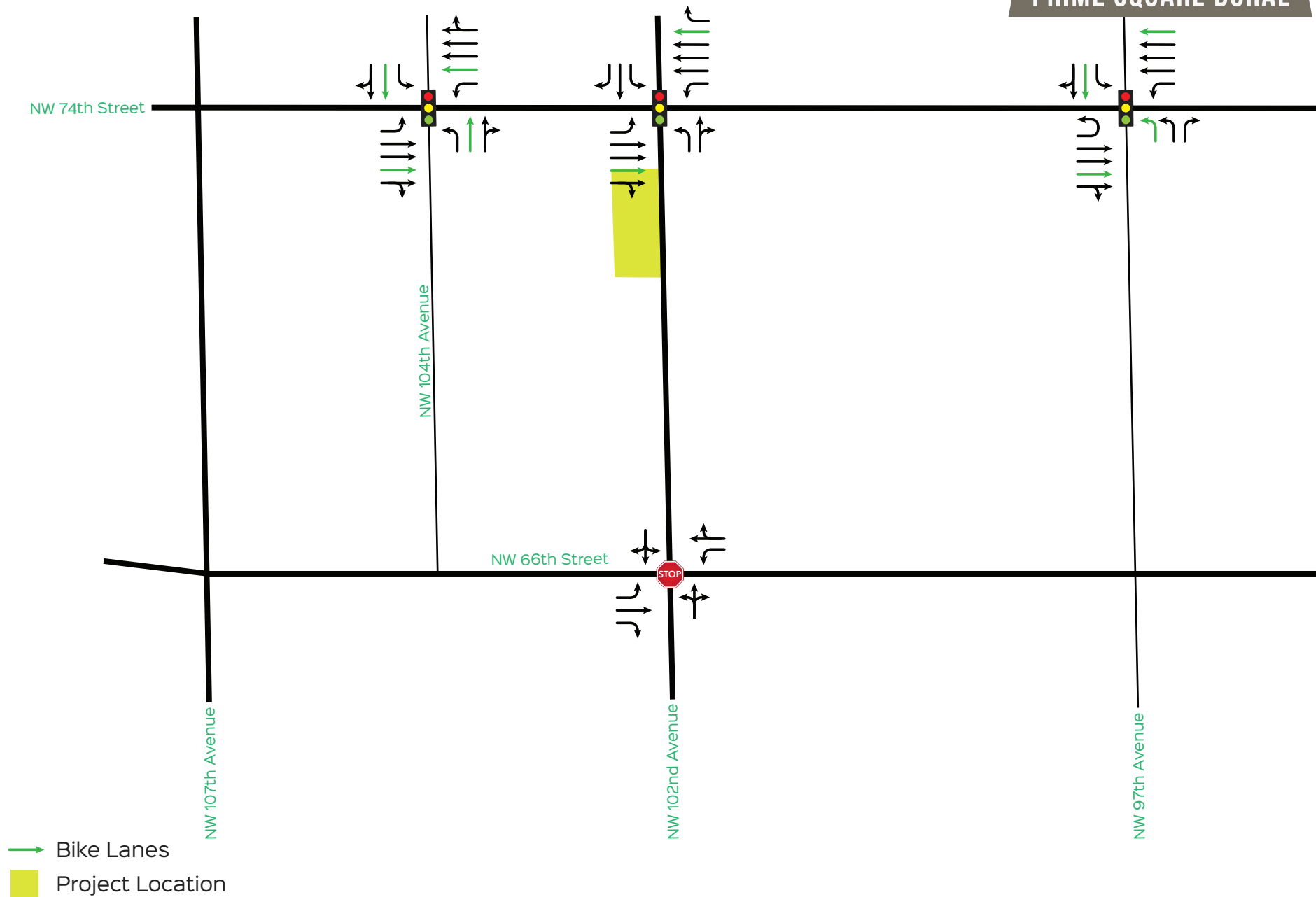
2.2 Traffic Counts

Vehicle turning movement counts (TMCs) at the analyzed intersections were collected September 10, 2024 during the AM and PM peak hour conditions. A 2023 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 September 10, 2024 – September 12, 2024. A 2023 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. Collected TMCs, 72-hour counts, and PSCF are available in Appendix C.

2.3 Intersection Data

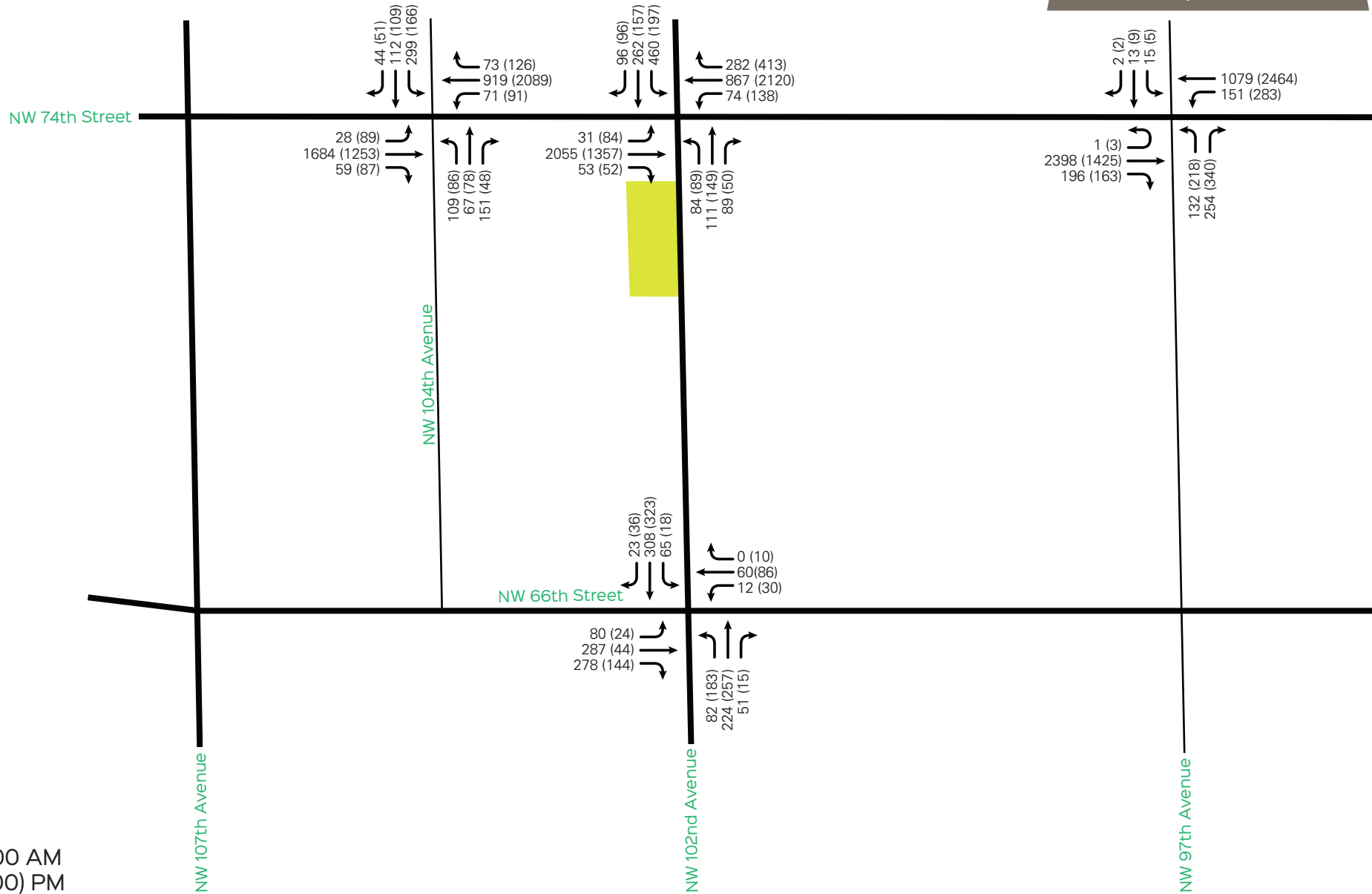
A field survey was also conducted to obtain the intersection lane configurations to be used in the intersection analysis. Exhibit 2 shows the existing lane configurations at the analyzed intersections. Existing volumes for the AM and PM peak hours at the intersections analyzed are presented in Exhibit 3.



- Bike Lanes
- Project Location

Exhibit 2

Existing Lane Configurations



00 AM
(00) PM

 Project Location

Exhibit 3

Existing AM & PM Peak Period Traffic Volumes

2.4 Roadway Capacity Analysis

The FDOT's 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 FDOT's 2023 Motor Vehicle Arterial Generalized Peak Hour Directional Service Volume Tables published within the *Multimodal Quality / Level of Service Handbook* (Appendix D). All roadway segments, except the eastbound direction of NW 74th Street between NW 102nd Avenue and NW 98th Place during the AM peak hour, 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 102 nd Avenue south of NW 74 th Street	NB	1LU	286	308	D	783	Yes
	SB	1LU	398	357	D	783	Yes
NW 74 th Street between NW 104 th Avenue and NW 102 nd Avenue	EB	3LD	2,162	1,487	D	2,529	Yes
	WB	3LD	1,075	2,243	D	2,529	Yes
NW 74 th Street between NW 102 nd Avenue and NW 98 th Place	EB	3LD	2,588	1,602	D	2,529	No
	WB	3LD	1,219	2,579	D	2,655	Yes
NW 66 th Street between NW 102 nd Avenue and NW 104 th Avenue	EB	2LD	628	245	D	1,691	Yes
	WB	2LD	179	304	D	1,611	Yes

¹ *NW 102nd Avenue (NB, south of NW 74th Street)*: C4 classification, 1 Lane, Undivided, LOS D, Non-State Roadway, Exclusive left turn lane, No exclusive right turn lane ($870 \times 0.9 = 783$ vph); *NW 102nd Avenue (SB, south of NW 74th Street)*: C4 classification, 1 Lane, Undivided, LOS D, Non-State Roadway, No exclusive left or right turn lanes ($870 \times 0.9 = 783$ vph); *NW 74th Street (EB/WB, Between NW 104th Avenue and NW 102nd Avenue)*: C4 classification, 3 Lanes, Divided, LOS D, Non-State Roadway, Exclusive left turn lane, No exclusive right turn lanes ($2,810 \times 0.9 = 2,529$ vph); *NW 74th Street (EB, Between NW 102nd Avenue and NW 98th Place)*: C4 classification, 3 Lanes, Divided, LOS D, Non-State Roadway, Exclusive left turn lane, No exclusive right turn lane ($2,810 \times 0.9 = 2,529$ vph); *NW 74th Street (WB, Between NW 102nd Avenue and NW 98th Place)*: C4 classification, 3 Lanes, Divided, LOS D, Non-State Roadway, Exclusive left and right turn lanes ($2,810 \times 0.9 \times 1.05 = 2,655$ vph); *NW 66th Street (EB, Between NW 102nd Avenue and NW 104th Avenue)*: C4 classification, 2 Lanes, Divided, LOS D, Non-State Roadway, Exclusive left turn lane ($1,790 \times 0.9 \times 1.05 = 1,691$ vph); *NW 66th Street (WB, Between NW 102nd Avenue and NW 104th Avenue)*: C4 classification, 2 Lanes, Divided, LOS D, Non-State Roadway, No exclusive left or right turn lanes ($1,790 \times 0.9 = 1,611$ 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 (HCM) methodology for signalized / unsignalized 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 102nd Avenue / NW 74th Street and NW 102nd Avenue and NW 66th Street intersections, currently operate within the City's overall LOS standards. The northbound and southbound approaches of the NW 104th Avenue / NW 74th Street, NW 102nd Avenue / NW 74th Street, and NW 97th Avenue / NW 74th Street intersections currently experience delays during the AM and PM peak hours. The 102nd Avenue / NE 66th Street intersection also currently experiences delays in the northbound approach during the PM peak hour and in the southbound approach 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 ¹
			LOS	Delay (sec)	LOS	Delay (sec)	
NW 104 th Avenue / NW 74 th Street	S	NB	F	135.7	E	75.6	D
		SB	F	169.8	F	87.5	D
		EB	C	26.6	B	18.5	D
		WB	A	2.2	A	2.3	D
		Overall	D	47.3	B	17.9	D
NW 102 nd Avenue / NW 74 th Street	S	NB	F	101.7	F	110.9	D
		SB	F	337.9	F	96.6	D
		EB	A	2.0	A	1.6	D
		WB	A	1.2	A	1.4	D
		Overall	E	69.7	B	16.7	D
NW 97 th Avenue / NW 74 th Street	S	NB	E	74.1	E	72.9	D
		SB	F	85.9	F	88.0	D
		EB	C	26.0	C	29.4	D
		WB	C	20.2	D	45.1	D
		Overall	C	29.1	D	43.3	D
NW 102 nd Avenue / NW 66 th Street	U	NB	D	33.9	F	63.0	D
		SB	E	42.8	D	33.4	D
		EB	C	19.2	B	13.2	D
		WB	B	14.3	B	14.3	D
		Overall	D	28.9	E	39.2	D

¹The City of Doral Comprehensive Plan allows a capacity of D for all streets within the City of Doral.

Source: David Plummer & Associates

3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS

The 2024 Miami-Dade County Transportation Improvement Program (TIP), the 2045 Long Range Transportation Program (LRTP), and 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

PW000744 – NW 58 Street, from NW 97th Avenue to SR 826, road reconstruction.

PW000751 – NW 97 Avenue, from 58 Street to NW 70 Street, widen from 2 to 4 lanes.

PW000860 – NW 97 Avenue, from 52 Street to NW 58 Street, widen from 2 to 4 lanes.

PW0001169 – NW 84 Avenue, from 58 Street to NW 74 Street, widen from 2 to 4 lanes.

PW0001191 – NW 107 Avenue, from NW 58 Street to NW 74 Street, resurfacing.

PW0001217 – NW 87 Avenue and NW 74 Street, intersection improvement.

PW0001307 – NW 107 Avenue and NW 50 Street, traffic signal.

PW0001330 – NW 106th Street / NW 116 Way/ Beacon Station, from NW 107 Avenue to NW S River Drive, resurfacing.

LRTP Improvements

FP1057 – NW 97 Avenue, from 58 Street to NW 52 Street, add 2 lanes and reconstruct.

FRP0011 – SR 934 / NW 74 Street, from NW 87 Avenue to SR 826, TSM&O / ITS improvements.

City of Doral Transportation Masterplan

Tier I: NW 74th Street Bike Lane Conversions – NW 74th Street from NW 97th Avenue to NW 107th Avenue, convert the current bike lane to a multi-use path.

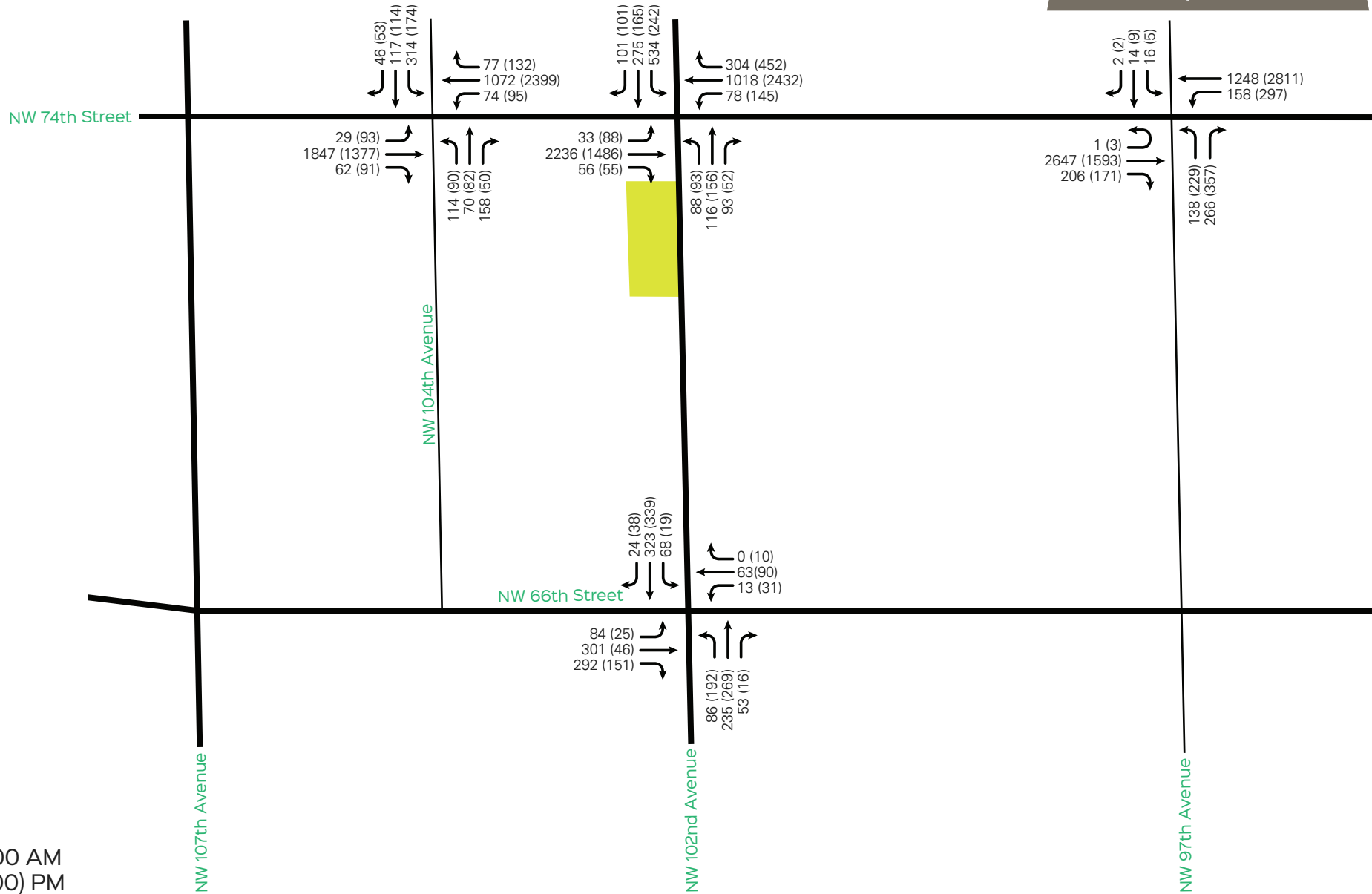
These documents show no officially programmed or planned capacity improvement projects within the study area prior to completion of the proposed project. Roadway project documentation is included in Appendix E.

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. This analysis indicated that the annual growth rate in the area is 2.40%. As such, a growth rate of 2.40% was used to project future background traffic to the year 2026. Historic growth rate documentation is included in Appendix C.

The Century Town Center at Midtown Doral, Midtown Doral Phase III, and the Midtown Doral Phases IV, V, and VI developments were found in the vicinity of the project site and were considered as committed developments. Committed development information is included in Appendix E. Turning movement volumes for future without project conditions were obtained by applying two years of background traffic 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 Period Traffic Volumes

4.2 Future without Project Roadway Capacity Analysis

Exhibit 7 summarizes the resulting roadway LOS for future without project conditions. The results show that all roadway segments, except the eastbound and westbound directions of NW 74th Street between NW 102nd Avenue and NW 98th Place during the AM and PM peak hours and the westbound direction of NW 74th Street between NW 104th Avenue and NW 102nd Avenue during the PM peak hour, are projected to operate within the City's 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 102 nd Avenue south of NW 74 th Street	NB	1LU	300	323	D	783	Yes
	SB	1LU	417	374	D	783	Yes
NW 74 th Street between NW 104 th Avenue and NW 102 nd Avenue	EB	3LD	2,348	1,623	D	2,529	Yes
	WB	3LD	1,236	2,561	D	2,529	No
NW 74 th Street between NW 102 nd Avenue and NW 98 th Place	EB	3LD	2,846	1,779	D	2,529	No
	WB	3LD	1,395	2,932	D	2,655	No
NW 66 th Street between NW 102 nd Avenue and NW 104 th Avenue	EB	2LD	659	257	D	1,691	Yes
	WB	2LD	188	319	D	1,611	Yes

¹ NW 102nd Avenue (NB, south of NW 74th Street): C4 classification, 1 Lane, Undivided, LOS D, Non-State Roadway, Exclusive left turn lane, No exclusive right turn lane ($870 \times 0.9 = 783$ vph); NW 102nd Avenue (SB, south of NW 74th Street): C4 classification, 1 Lane, Undivided, LOS D, Non-State Roadway, No exclusive left or right turn lanes ($870 \times 0.9 = 783$ vph); NW 74th Street (EB/WB, Between NW 104th Avenue and NW 102nd Avenue): C4 classification, 3 Lanes, Divided, LOS D, Non-State Roadway, Exclusive left turn lane, No exclusive right turn lanes ($2,810 \times 0.9 = 2,529$ vph); NW 74th Street (EB, Between NW 102nd Avenue and NW 98th Place): C4 classification, 3 Lanes, Divided, LOS D, Non-State Roadway, Exclusive left turn lane, No exclusive right turn lane ($2,810 \times 0.9 = 2,529$ vph); NW 74th Street (WB, Between NW 102nd Avenue and NW 98th Place): C4 classification, 3 Lanes, Divided, LOS D, Non-State Roadway, Exclusive left and right turn lanes ($2,810 \times 0.9 \times 1.05 = 2,655$ vph); NW 66th Street (EB, Between NW 102nd Avenue and NW 104th Avenue): C4 classification, 2 Lanes, Divided, LOS D, Non-State Roadway, Exclusive left turn lane ($1,790 \times 0.9 \times 1.05 = 1,691$ vph); NW 66th Street (WB, Between NW 102nd Avenue and NW 104th Avenue): C4 classification, 2 Lanes, Divided, LOS D, Non-State Roadway, No exclusive left or right turn lanes ($1,790 \times 0.9 = 1,611$ vph)

4.3 Future without Project Intersection Capacity Analysis

Future without project conditions were obtained by adding the committed developments and background traffic to the 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 102nd Avenue / NW 74th Street and NW 102nd Avenue and NW 66th Street intersections, are projected to operate within the City's overall LOS standards. The northbound and southbound approaches of the NW 104th Avenue / NW 74th Street, NW 102nd Avenue / NW 74th Street, NW 97th Avenue / NW 74th Street, and NW 102nd Avenue and NW 66th Street intersections continue to experience delays during the AM and PM peak hours. The NW 97th Avenue / NW 74th Street intersection is projected to experience delay in the westbound approaches during the PM 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 ¹
			LOS	Delay (sec)	LOS	Delay (sec)	
NW 104 th Avenue / NW 74 th Street	S	NB	F	148.1	E	76.5	D
		SB	F	188.4	F	93.5	D
		EB	C	28.6	B	19.5	D
		WB	A	2.4	A	2.9	D
		Overall	D	50.0	B	18.3	D
NW 102 nd Avenue / NW 74 th Street	S	NB	F	105.7	F	119.6	D
		SB	F	445.2	F	140.8	D
		EB	A	2.3	A	1.8	D
		WB	A	1.2	A	1.6	D
		Overall	F	90.0	C	21.1	D
NW 97 th Avenue / NW 74 th Street	S	NB	E	73.3	E	77.1	D
		SB	F	86.1	F	88.0	D
		EB	D	54.3	C	32.0	D
		WB	C	20.8	E	61.0	D
		Overall	D	46.1	D	53.5	D
NW 102 nd Avenue / NW 66 th Street	U	NB	E	41.9	F	84.8	D
		SB	F	55.0	E	39.0	D
		EB	C	21.6	B	13.7	D
		WB	C	15.1	B	14.8	D
		Overall	E	35.2	E	49.7	D

¹The 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. ITE trip generation worksheets are provided in Appendix F.

The proposed development plan incorporates office and retail land uses, which can satisfy the retail needs for some employees and visitors 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 also included 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
General Office Building <i>Land Use Code: 710</i>	19,328 SF	278	36	5	41	7	35	42
Strip Retail Plaza (<40k) <i>Land Use Code: 822</i>	33,770 SF	1,654	48	32	80	92	92	184
Total Gross Trips		1,932	84	37	121	99	127	226
Internalization ²		AM 3.3%	-2	-2	-4	-9	-9	-18
		PM 8.0%						
Net Proposed Trips			82	35	117	90	118	208

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

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

4.5 Project Trip Assignment

Project traffic was distributed and assigned to the study area using the cardinal distribution for TAZ 690 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: 21% to the north, 42% to the south, 31% to the east, and 6% 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. The project trip distribution and trip assignment are graphically portrayed in Exhibits 11 and 12. The project trip distribution along the extended roadway network is provided in Appendix C. Exhibit 13 shows the projected turning movements for future with project conditions.

Exhibit 10: Cardinal Distribution (TAZ 690)

DIRECTION	2015	2045	2026
NNE	16.1%	16.6%	16.3%
ENE	12.1%	14.2%	12.9%
ESE	16.8%	21.1%	18.4%
SSE	21.2%	19.0%	20.4%
SSW	22.2%	21.2%	21.8%
WSW	3.2%	1.9%	2.7%
WNW	3.4%	1.6%	2.7%
NNW	5.0%	4.3%	4.7%

Source: *Miami- Dade Long Range Transportation Plan*

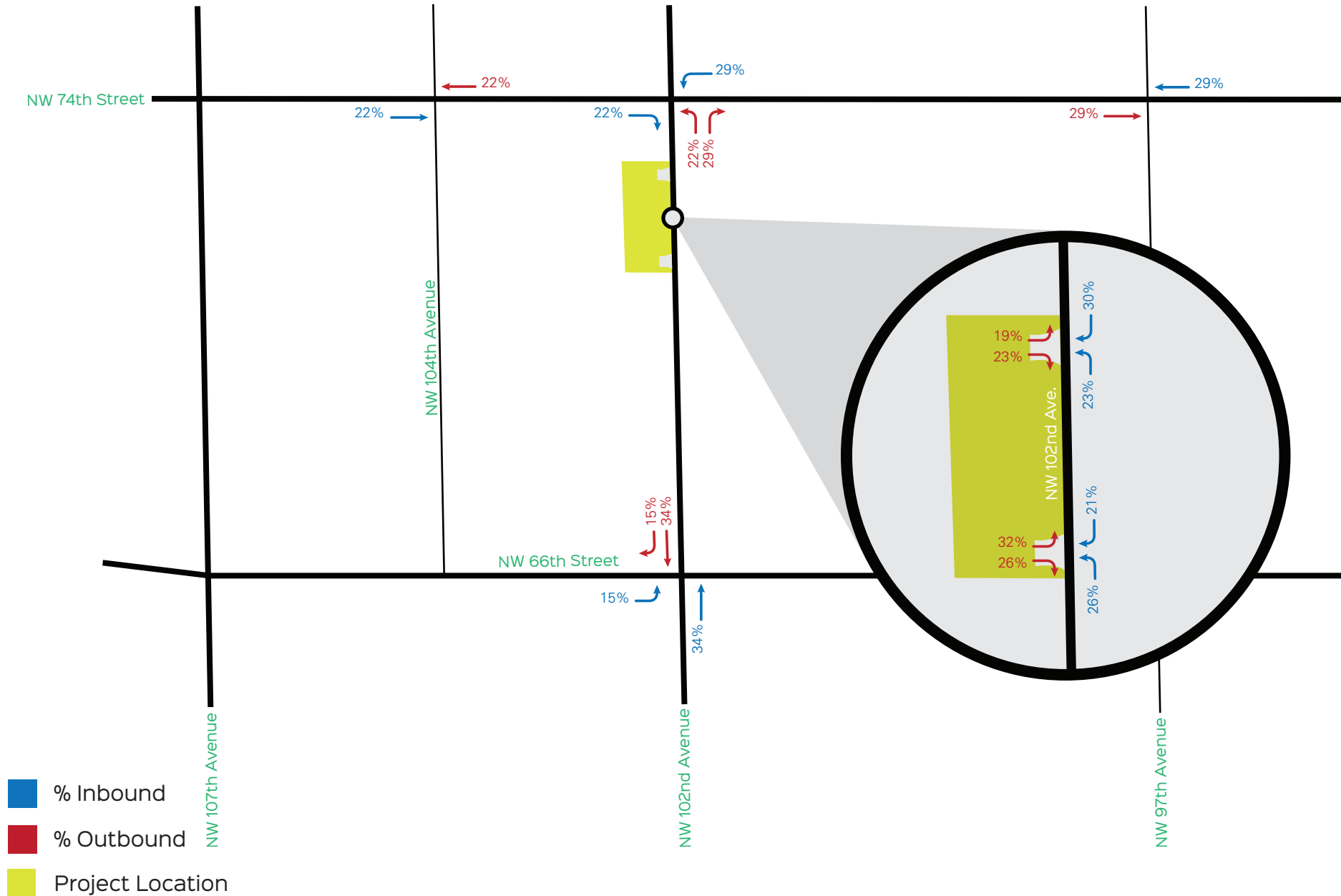
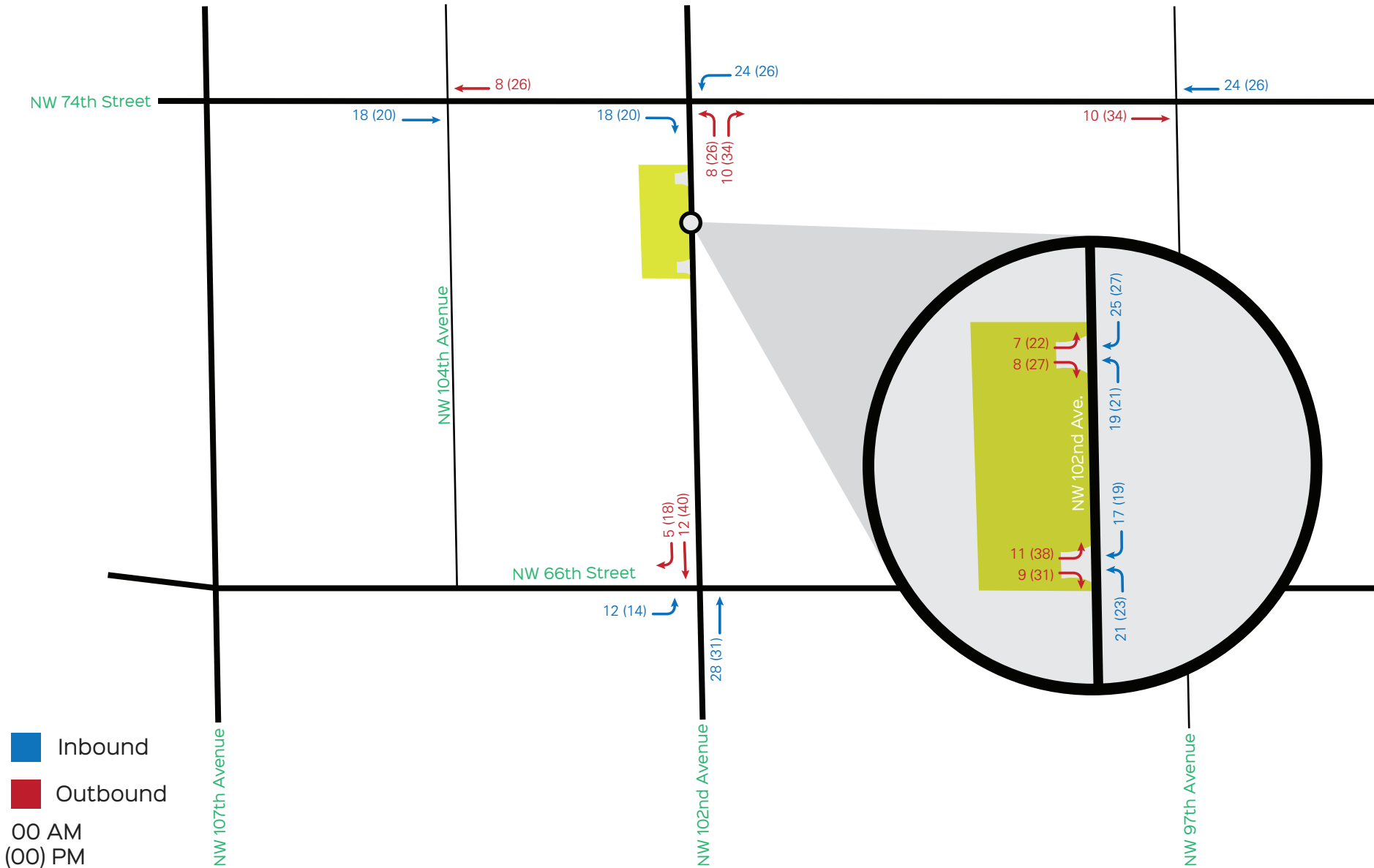


Exhibit 11

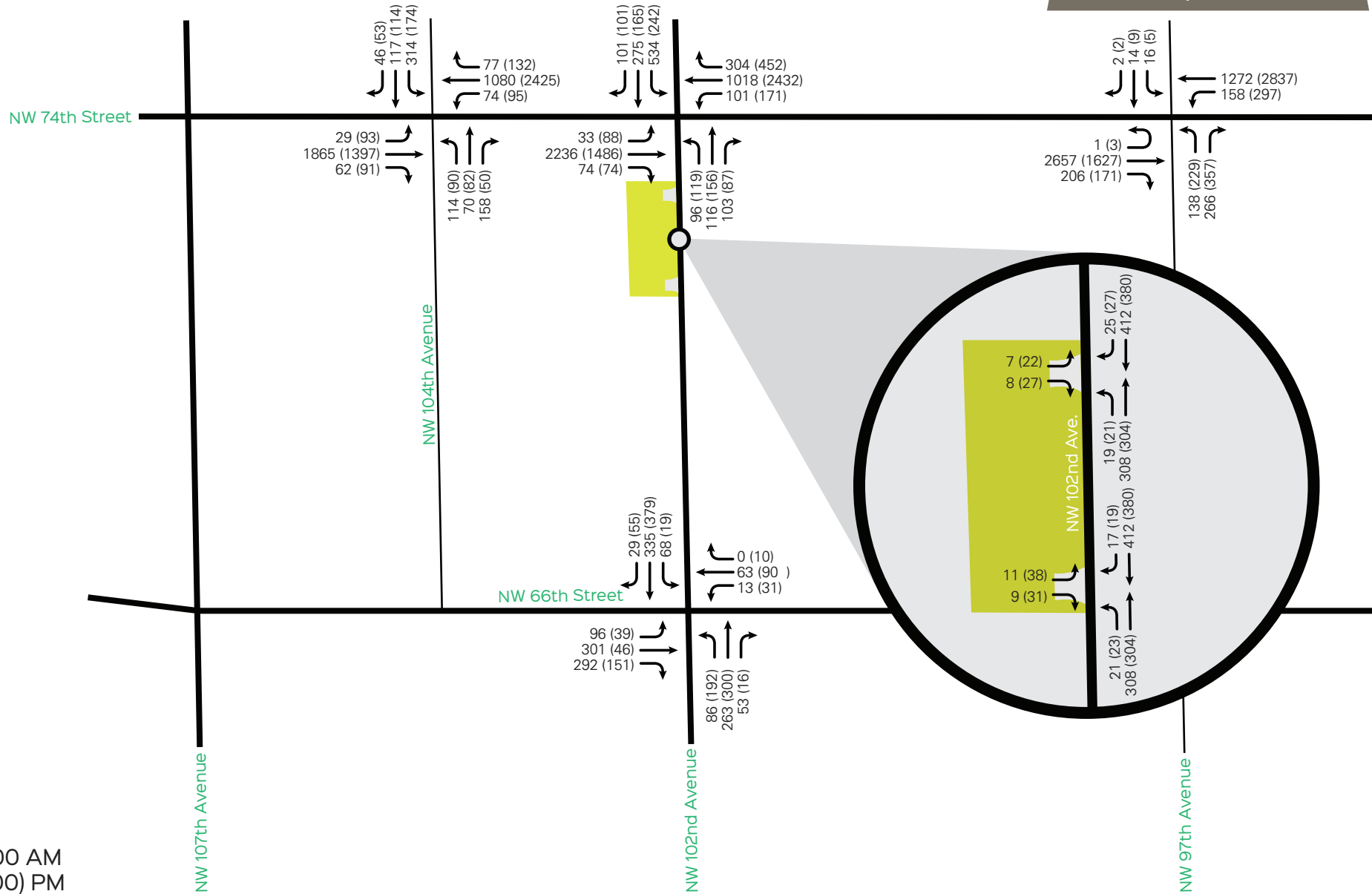
Project Trip Distribution



Project Location

Exhibit 12

Project Trip Assignment



00 AM
(00) PM

Project Location

Exhibit 13

Future With Project AM & PM Peak Period Traffic Volumes

4.6 Future with Project Roadway Capacity Analysis

Exhibit 14 summarizes the resulting roadway LOS for future with project conditions. As with future without project conditions, the results show that all roadway segments, except the eastbound and westbound directions of NW 74th Street between NW 102nd Avenue and NW 98th Place during the AM and PM peak hours and the westbound direction of NW 74th Street between NW 104th Avenue and NW 102nd Avenue during the PM peak hour, are projected to operate within the City's 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 107 th Avenue between NW 86 th Street and NW 88 th Street	NB	1LU	318	383	D	783	Yes
	SB	1LU	459	420	D	783	Yes
NW 74 th Street between NW 104 th Avenue and NW 102 nd Avenue	EB	3LD	2,366	1,642	D	2,529	Yes
	WB	3LD	1,244	2,587	D	2,529	No
NW 74 th Street between NW 102 nd Avenue and NW 98 th Place	EB	3LD	2,856	1,813	D	2,529	No
	WB	3LD	1,419	2,958	D	2,655	No
NW 66 th Street between NW 102 nd Avenue and NW 104 th Avenue	EB	2LD	671	270	D	1,691	Yes
	WB	2LD	206	336	D	1,611	Yes

¹ *NW 102nd Avenue (NB, south of NW 74th Street):* C4 classification, 1 Lane, Undivided, LOS D, Non-State Roadway, Exclusive left turn lane, No exclusive right turn lane ($870 \times 0.9 = 783$ vph); *NW 102nd Avenue (SB, south of NW 74th Street):* C4 classification, 1 Lane, Undivided, LOS D, Non-State Roadway, No exclusive left or right turn lanes ($870 \times 0.9 = 783$ vph); *NW 74th Street (EB/WB, Between NW 104th Avenue and NW 102nd Avenue):* C4 classification, 3 Lanes, Divided, LOS D, Non-State Roadway, Exclusive left turn lane, No exclusive right turn lanes ($2,810 \times 0.9 = 2,529$ vph); *NW 74th Street (EB, Between NW 102nd Avenue and NW 98th Place):* C4 classification, 3 Lanes, Divided, LOS D, Non-State Roadway, Exclusive left turn lane, No exclusive right turn lane ($2,810 \times 0.9 = 2,529$ vph); *NW 74th Street (WB, Between NW 102nd Avenue and NW 98th Place):* C4 classification, 3 Lanes, Divided, LOS D, Non-State Roadway, Exclusive left and right turn lanes ($2,810 \times 0.9 \times 1.05 = 2,655$ vph); *NW 66th Street (EB, Between NW 102nd Avenue and NW 104th Avenue):* C4 classification, 2 Lanes, Divided, LOS D, Non-State Roadway, Exclusive left turn lane ($1,790 \times 0.9 \times 1.05 = 1,691$ vph); *NW 66th Street (WB, Between NW 102nd Avenue and NW 104th Avenue):* C4 classification, 2 Lanes, Divided, LOS D, Non-State Roadway, No exclusive left or right turn lanes ($1,790 \times 0.9 = 1,611$ vph)

4.7 Future with Project Intersection Capacity Analysis

Future background traffic, committed development 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. The analysis indicates all of the studied intersections, except the NW 102nd Avenue / NW 74th Street and NW 102nd Avenue and NW 66th Street intersections, are projected to operate within the City's overall LOS standards. As with future without project conditions, the northbound and southbound approaches of the NW 104th Avenue / NW 74th Street, NW 102nd Avenue / NW 74th Street, NW 97th Avenue / NW 74th Street, and NW 102nd Avenue and NW 66th Street intersections continue to experience delays during the AM and PM peak hours. The NW 97th Avenue / NW 74th Street intersection is projected to continue to experience delay in the westbound approaches during the PM peak hour and the eastbound approach is projected to experience delay in 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 ¹
			LOS	Delay (sec)	LOS	Delay (sec)	
NW 104 th Avenue / NW 74 th Street	S	NB	F	148.1	E	76.5	D
		SB	F	188.4	F	93.5	D
		EB	C	28.8	B	19.7	D
		WB	A	2.5	A	3.1	D
		Overall	D	49.9	B	18.4	D
NW 102 nd Avenue / NW 74 th Street	S	NB	F	115.0	F	161.3	D
		SB	F	470.5	F	143.3	D
		EB	A	2.4	A	1.9	D
		WB	A	1.5	A	1.7	D
		Overall	F	94.7	C	25.0	D
NW 97 th Avenue / NW 74 th Street	S	NB	E	73.3	E	77.2	D
		SB	F	86.1	F	88.0	D
		EB	E	55.2	C	32.0	D
		WB	C	20.7	E	63.1	D
		Overall	D	46.5	D	54.5	D
NW 102 nd Avenue / NW 66 th Street	U	NB	F	58.1	F	121.2	D
		SB	F	71.8	F	63.2	D
		EB	C	23.3	B	14.4	D
		WB	C	15.7	C	15.6	D
		Overall	E	44.8	F	72.0	D
North Project Driveway / NW 102 nd Avenue	U	EB	B	13.2	B	13.4	N/A
South Project Driveway / NW 102 nd Avenue	U	EB	B	14.2	B	14.6	N/A

¹The City of Doral Comprehensive Plan allows a capacity of D for all streets within the City of Doral. Source: David Plummer & Associates

Signal timing adjustments are recommended to improve the intersection approach and overall delays at the NW 104th Avenue / NW 74th Street and NW 102nd Avenue / NW 74th Street intersections. Exhibit 16 shows the resulting LOS after signal timing improvements were performed during the AM and PM peak hours.

Adding six seconds of green time to the northbound left movement, four seconds of green time to the southbound left movement, and two seconds of green time to the northbound approach of the NW 104th Avenue / NW 74th Street intersection improves the approach and overall delays for this

intersection during the AM peak hour. Adding three seconds of green time to the northbound left and southbound left movements and one second of green time to the northbound and southbound movements improves the approach delays and overall LOS for NW 104th Avenue / NW 74th Street intersection during the PM peak hour.

Adding seven seconds of green time to the northbound left movement, seven seconds of green time to the southbound left movement, and two seconds of green time to the northbound and southbound approaches of the NW 102nd Avenue / NW 74th Street intersection improves the approach and overall delays for this intersection during the AM peak hour. Adding four seconds of green time to the northbound left and the southbound left movements, and two seconds of green time to the northbound and southbound approaches of the NW 102nd Avenue / NW 74th Street intersection improves the approach and overall delays for this intersection during the PM peak hour.

Signal timing improvements were attempted at the NW 97th Avenue / NW 74th Street intersection for the AM and PM peak hours to improve the approach delays, however the existing signal timing operations provides the optimal delay for the northbound / southbound approaches considering the physical constraint of the intersection.

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

Intersection	Signalized/ Unsignalized	Direction	AM Peak		PM Peak		LOS Std ¹
			LOS	Delay (sec)	LOS	Delay (sec)	
NW 104 th Avenue / NW 74 th Street	S	NB	F	123.6	E	74.3	D
		SB	F	131.1	E	77.2	D
		EB	C	34.1	C	22.1	D
		WB	A	2.9	A	3.5	D
		Overall	D	43.7	B	18.2	D
NW 102 nd Avenue / NW 74 th Street	S	NB	F	99.3	F	132.9	D
		SB	F	282.6	F	98.6	D
		EB	A	4.1	A	2.3	D
		WB	A	1.8	A	2.2	D
		Overall	E	60.3	B	19.5	D

The approximate existing storage length and the projected 95th percentile back of queue (BOQ) expected 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 the NW 102nd Avenue / NW 66th Street intersection can accommodate the expected BOQs for existing, future without project, and future with project conditions during the AM and PM peak hours.

The NW 104th Avenue / NW 74th Street intersection currently does not have enough capacity to accommodate the expected BOQs at the southbound left turning lane during the AM and PM peak hours for existing, future without project, and future with project conditions. It should be noted that the project adds no additional queue to this movement.

The NW 102nd Avenue / NW 74th Street intersection currently does not have enough capacity to accommodate the expected BOQs at the northbound and southbound left turning lanes during the AM and PM peak hours. The project adds 11 feet (less than one vehicles) and 35 feet (less than two vehicles) of queue to the northbound left turning lane during the respective AM and PM peak hours. The project does not add any traffic to the southbound left turn movement.

The NW 97th Avenue / NW 74th Street intersection currently does not have enough capacity to accommodate the expected BOQs at the westbound left turning lane during the PM peak hour. The project only adds 11 feet (less than one vehicles) of queue to this movement during the PM peak hour.

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 104 th Avenue / NW 74 th Street	NBL	166	143	171	149	171	149	235
	SBL	622	266	675	296	675	296	160
	EBL	26	146	27	156	27	156	245
	WBL	93	16	113	13	116	15	305
NW 102 nd Avenue / NW 74 th Street	NBL	133	143	138	148	149	183	145
	SBL	1013	365	1231	506	1250	509	145
	SBR ¹	53	46	54	52	54	52	150+
	EBL	12	120	11	128	11	126	400
	WBL	109	87	117	99	149	144	235
	WBR	14	13	16	39	16	38	160
NW 97 th Avenue / NW 74 th Street	NBL ¹	302	461	317	493	317	493	280+
	NBR ¹	274	335	297	382	297	385	280+
	SBL	46	22	47	22	47	22	200
	EBU	0	3	0	2	0	2	465
	WBL	356	399	375	624	375	635	420
NW 102 nd Avenue / NW 66 th Street	EBL	15.4	4.4	15.4	4.4	19.8	8.8	105
	EBR ¹	72.6	30.8	83.6	33	90.2	35.2	200+
	WBL	2.2	6.6	2.2	6.6	2.2	6.6	140

¹A through lane that becomes an exclusive turn lane.

Source: David Plummer & Associates

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 at the proposed project driveways. 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 based on the inbound project volumes, no turn lanes are warranted at the project driveways. Exhibit 18 shows the right and left turn lane analysis for the proposed driveways.

Exhibit 18: Driveway Turn Lane Analysis

Left Turn Lane Analysis					
Intersection	Movement	Threshold (veh/h)	AM Peak (veh/h)	PM Peak (veh/h)	Threshold Met?
NW 102 nd Avenue / North Project Driveway	NBL	25	19	21	Not Met
NW 102 nd Avenue / South Project Driveway	NBL	25	21	23	Not Met

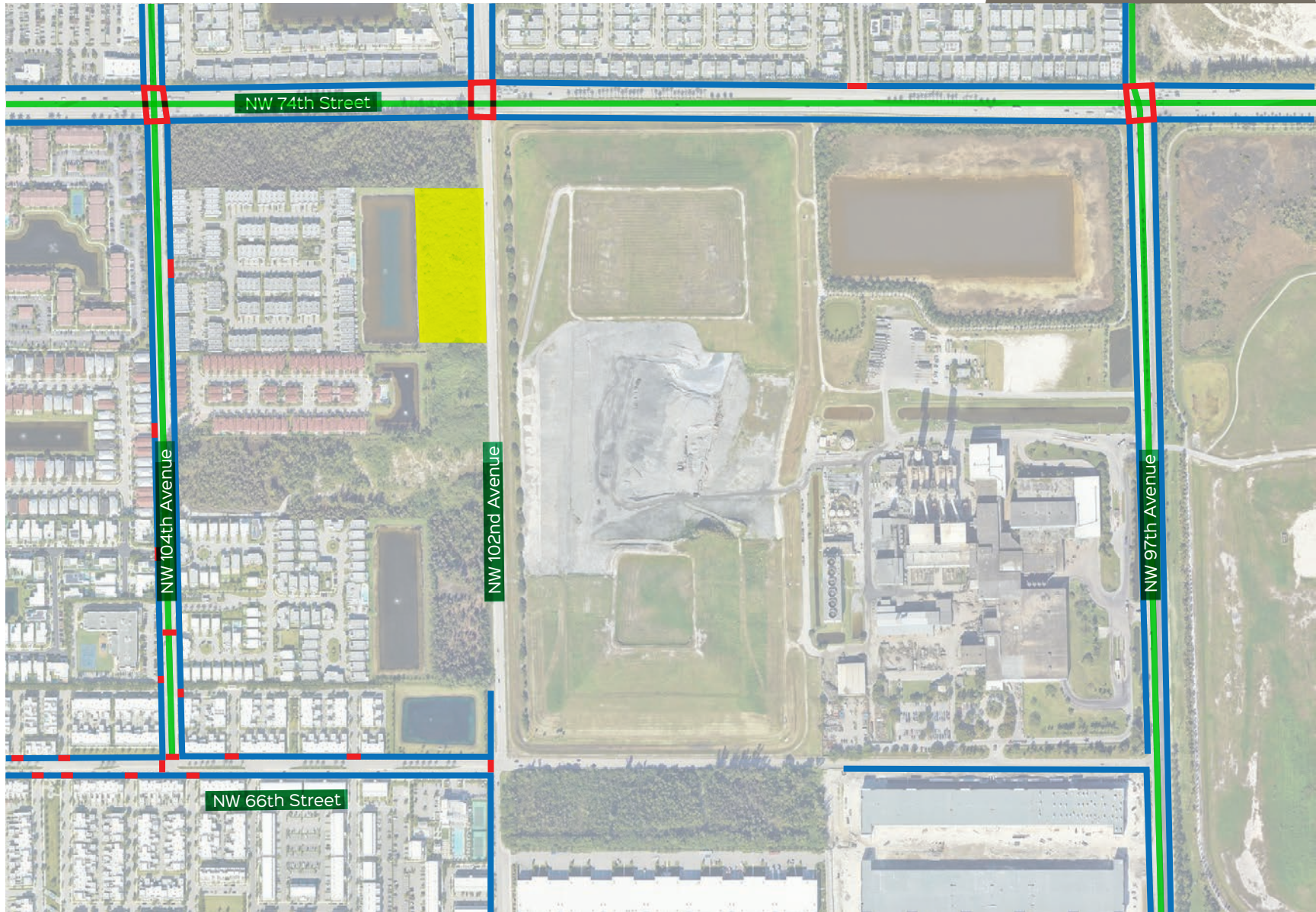
Right Turn Lane Analysis					
Intersection	Movement	Threshold (veh/h)	AM Peak (veh/h)	PM Peak (veh/h)	Threshold Met?
NW 102 nd Avenue / North Project Driveway	SBR	100	25	27	Not Met
NW 102 nd Avenue / South Project Driveway	SBR	100	17	19	Not Met

5.0 CIRCULATION PLAN

The Prime Square Doral will be located on the west side of NW 102nd Avenue just south of NW 74th Street in Doral, Florida. Access to / from the project will be provided via two, two-way driveways located on NW 102nd Avenue. The loading areas for the project are located at the northwest and southwest corners of the surface parking lot. Access to the loading areas is also provided via the two, two-way driveways on NW 102nd Avenue.

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. NW 74th Street, NW 104th Avenue, and NW 97th Avenue have exclusive bike lanes. A mobility plan was prepared for the site (Exhibit 19). The plan shows the project driveway, sidewalk connections, bike lanes, and pedestrian crosswalks.

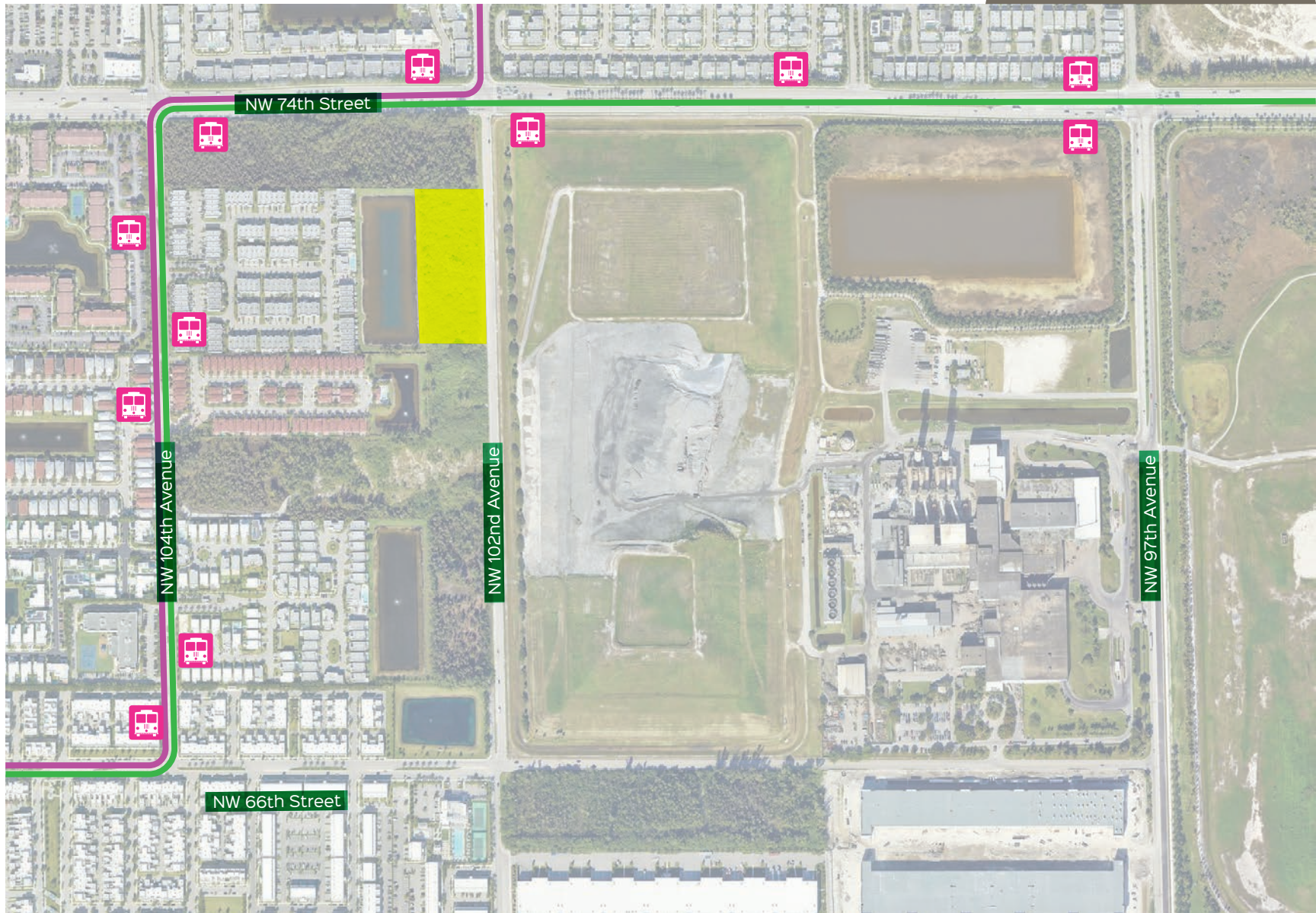
The area surrounding the project is served by transit. The City of Doral trolley routes 3 and 4 traverses the project area. The closest trolley stops to the project are located on NW 74th Street, just east and west of NW 102nd Avenue. Exhibit 20 shows the available transit and trolley stops available near the project. See Appendix G for transit information.



- Project Location
- Crosswalks
- Sidewalks
- Exclusive Bike Lane

Exhibit 19

Mobility Plan - Pedestrian



Project Location



Trolley Stop

City of Doral Trolley

Route 4
Route 3

Exhibit 20

Mobility Plan - Transit

6.0 CONCLUSIONS

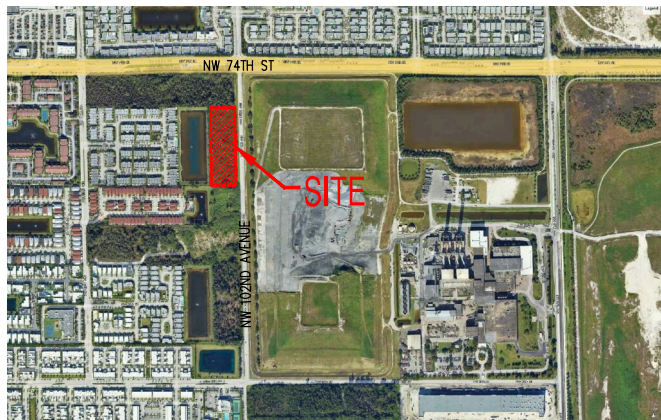
An assessment of the traffic impacts associated with the Prime Square Doral project was performed in accordance with the requirements of the City of Doral, Miami-Dade County (MDC), and the approved methodology. The intersection analysis indicates that all of the studied intersections, except the NW 102nd Avenue / NW 74th Street and NW 102nd Avenue and NW 66th Street intersections, currently operate and are projected to continue to operate within the City's overall LOS standards during the AM and PM peak hours. Signal timing adjustments are recommended to improve the delays at the NW 104th Avenue / NW 74th Street and NW 102nd Avenue / NW 74th Street intersections during the AM and PM peak hours. The unsignalized project driveways were also analyzed. The analysis indicates all driveways are projected to operate at acceptable LOS. The project is proposing to modify the existing northbound left turn lane storage at the NW 102nd Avenue / NW 74th Street intersection to accommodate the expected back of queue.

The project area is currently served by the City of Doral trolley routes 3 and 4. The project is located in an area that is conducive for pedestrian activities providing ample sidewalks and pedestrian crosswalks. NW 74th Street, NW 104th Avenue, and NW 97th Avenue have exclusive bike lanes. The availability of transit and the existing pedestrian / bicyclist infrastructure will encourage the use of other modes of transportation and will reduce the project's vehicular impacts on the roadway network.

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Appendix A

Site Plan

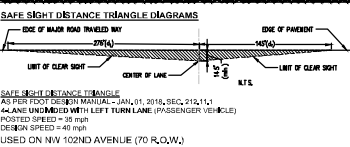


NOTE:
SEE SHEET A-3 & A-4 FOR GARAGE/STRUCTURED PARKING ON SECOND FLOOR
WITH STANDARD PARKING SPACES SIZES AS PER CITY CODE SECTION 77-185(a)(2).



NOTES:

- ALL BUILDINGS SHALL MEET THE "GREEN BUILDING REQUIREMENTS" SET IN CHAPTER 63 OF THE CITY'S LDC.
- BUILDING DESIGN COMPLES WITH THE FOLLOWING SECTIONS 86-25(B), 86-27, 86(2) AND 86(3) OF THE CITY'S LDC, REF. BUILDING FLOOR PLANS AND ELEVATIONS.
- ALL MECHANICAL EQUIPMENT ON ROOFTOP SHALL BE SCREENED FROM THE PUBLIC RIGHT-OF-WAY.
- ALL UTILITIES SHALL BE INSTALLED UNDERGROUND, IN THE EVENT THAT UTILITIES CAN NOT BE INSTALLED UNDERGROUND, ABOVE GROUND UTILITIES SHALL BE SCREENED WITH ADEQUATE LANDSCAPE AS PER SEC. 66-06(6), REFERENCE ENGINEERING PLANS FOR ABOVE GROUND UTILITIES SPICES.
- MINIMUM OF 20 PERCENT OF ALL REQUIRED SURFACE PARKING MUST BE CONSTRUCTED USING PERVIOUS OR HEAT-REFLECTIVE MATERIALS WITH A SOLAR REFLECTIVE INDEX (SRI) NO EXCEEDING 28 SUCH AS OPEN CELL PAVERS, MANAGE TURF, POROUS PAVEMENT, AND/OR OTHER PROVEN MATERIALS, SEE ADDITIONAL NOTE.
- IRRIGATION, PHOTOMETRIC AND CIVIL PLANS WILL BE PROVIDED AT THE TIME OF BUILDING PERMIT.
- THE PROJECT SHALL MEET THE REQUIREMENTS OF THE CITY'S FLOOD PLAN ORDINANCE AND WILL BE REVIEWED AT THE TIME OF PERMITTING.
- REFERENCE LANDSCAPE PLANS FOR LANDSCAPE DETAILS.
- INSTALLATION OF SIGNAGE, PAVEMENT MARKINGS AND OTHER NEED IT ITEMS DEALING WITH ROADWAY CONSTRUCTION WORK SHALL CONFORM TO ALL APPLICABLE REQUIRED STANDARDS OF THE MUTCD, CITY OF DORAL, MIAMI DADE COUNTY, PUBLIC WORKS AND FIRE RESCUE DEPARTMENTS, REF. CIVIL DWGS.
- FOR FIRE DEPARTMENT NOTES AND FIRE PLAN SEE SHEET SP-2.



PROJECT SHALL IMPLEMENT A MINIMUM OF TWO STRUCTURAL (LD) LOW IMPACT DEVELOPMENT TECHNIQUES PRACTICES AS PER CITY OF DORAL CODE SEC. 74-68(1).

LOW IMPACT DEVELOPMENT TECHNIQUES (LID) PROVIDED:

- BIORETENTION
 - EXFILTRATION TRENCHES OR FRENCH DRAINS
 - REF. ENGINEERING & LANDSCAPE PLANS FOR DETAILS.
- ADDITIONAL LID TECHNIQUES MAYBE ADDRESSED AT BUILDING PERMIT.

PROJECT SHALL IMPLEMENT PUBLIC ARTS PROGRAM AS PER CITY OF DORAL CODE CHAPTER 75, ORDINANCE NO. 2015-09.

- SPECIFICATIONS OF THE ART WILL BE PROVIDED BY THE OWNER AT TIME OF PERMITTING.
- THE OWNER WILL PROVIDE DURABLE ART WORK INSTALLATIONS IN THE FORM OF MURALS AND SCULPTURES/MONUMENTS THROUGHOUT THE PROJECT THAT BENEFITS THE CITY AESTHETICS AND THE COMMUNITY WELLBEING.
- GARAGE SCREENING WILL CONTRIBUTE AS PART OF THE ARTS IN PUBLIC SPACES.
- IN THE EVENT THAT ARTWORK IS NOT PROVIDED AT TIME OF PERMITTING, OWNER WILL BE RESPONSIBLE FOR PROVIDING "PUBLIC ART VALUE FEE" TO THE CITY EQUAL TO 1% OF CONSTRUCTION COSTS.

SURFACE PARKING NOTE:

A MINIMUM OF 20% OF SURFACE PARKING MUST BE CONSTRUCTED USING PERVIOUS OR HEAT-REFLECTIVE MATERIALS WITH A SRI OF 28+.

TOTAL SURFACE PARKING PROVIDED: 434 SPACES

PERVIOUS/HEAT-REFLECTIVE SURFACE PARKING:

REQUIRED: 20% (25 SPACES)

PROVIDED: 31% (39 SPACES)

(19) SURFACE PARKING SPACES (3,249 SF) SHALL BE CONSTRUCTED WITH CONCRETE PAVERS WITH ENERGY STAR PAVE LOW SHEEN INFRARED REFLECTIVE POLYCARBONATE MODIFIED ACRYLIC CONCRETE PAVEMENT COATING WITH AN SRI OF 28+ OR APPROX. EQUAL COLOR TO BE DETERMINE BY OWNER.

ZONING DATA

FOLIO NO.	35-3017-001-0180
EXISTING ZONING	IC-INDUSTRIAL
PROPOSED ZONING	CC-CORRIDOR COMMERCIAL
EXISTING LAND USE	BUSINESS
PROPOSED LAND USE	BUSINESS

SITE DATA

GROSS SITE AREA (AS PER SURVEY)	141,940 SF	3.25 ACRES
NET SITE AREA (AS PER SURVEY)	141,940 SF	3.25 ACRES
AREA CALCULATIONS (SF)	(%)	
BUILDING LOT COVERAGE	35,682.39	25.14
MAIN BUILDING	4,875,000	3.43
BUILDING A	4,875,000	3.43
BUILDING B	250,000	0.18
DUMPSTER	48,304.85	34.03
STREETS AND VEHICULAR AREAS	15,900.04	11.23
SEWERLINES	32,052.72	22.58
UNENCUMBERED GREEN AREA	141,940.00	100.00
TOTAL	109,887.28 SF	77.42 %
IMPERVIOUS AREA	24,129.60 SF	32.05/22 SF
TOTAL OPEN SPACE (PERVIOUS AREA)	70,970.00 SF	45,982.39 SF
TOTAL LOT COVERAGE	50,000	32.18%

BUFFERYARD INTENSITY FACTOR:

(7) GENERAL: COMMERCIAL 0.25-0.28 BSR

BUFFERYARD REDUCTION:

+1 WATER BODY

+4 LESS INTENSE USE ADJUTING RESIDENTIAL (4) 8-16 DUA

TOTAL BUFFERYARD DESKIN TYPE REQUIRED: 2 (107)

BUFFERYARD PROVIDED: 107

FRONT SETBACK	20'-0"	20'-0"
REAR SETBACK	15'-0"	15'-0"
INTERIOR SETBACK	5'-0"	15'-0"/10'-0"
SIDE STREET SETBACK	15'-0"	N/A
MAXIMUM HEIGHT	6 STORIES	3 STORIES
	40'-0"	

PARKING

LAND USE

ALLOWED/REQUIRED

PROVIDED

RETAIL

1 SPACE / 280 SF OF GFA

21,414.33 SF

126

OFFICE

1 SPACE / 300 SF OF GFA

10,320.00 SF

64

RESTAURANT

1 SPACE/45 SF OF PATRON AREA

1,414 SF PATRON AREA

31

PROVIDED ON GARAGE (16,5x18)

100

TOTAL PARKING

221

224

HANDICAP SPACE (% OF SPACES)

(4) 12x18' PROVIDED ON SURFACE

5

5

LEVEL DRIVE-READY SPACES (% OF SPACES)

N/A

5

BICYCLE SPACES (% OF SPACES)

22

24

LOADING ZONE-RESTAURANTS (1 PER 0 TO TOTAL AREA)

1

1

LOADING ZONE-OFFICE (1 PER 10,000 - 30,000)

1

1

LOADING ZONE-COMMERCIAL (2 PER 10,001 - 30,000 AND 1 PER EX. ADDITIONAL 20,000)

3

3

TOTAL LOADING ZONES (12x25')

4

5

SITE AREA

F.A.R.

141,940 SF

3.25 ACRES

AREA CALCULATIONS (SF)

(%)

MAIN BUILDING - 1ST FLOOR

35,682.39

25.14

BUILDING A

4,875,000

3.43

BUILDING B

4,875,000

3.43

TOTAL F.A.R. FIRST FLOOR (MAX. ALLOWED)

45,432 SF

32.01 %

AREA CALCULATIONS SUBSEQUENT UPPER FLOORS

(SF)

(%)

MAIN BUILDING - 2ND FLOOR

30,354.70

21.39

TOTAL F.A.R. UPPER FLOOR (0.25 MAX. ALLOWED)

30,354.70 SF

21.39 %

TOTAL COMBINED F.A.R. (1ST AND 2ND FLOOR PARKING GARAGE DOES NOT COUNT TOWARDS F.A.R.)

75,787.09 SF

53.39 %

NOTE:

SEE SHEET SP-2 FOR FIRE SET-UP PLAN

SEE SHEETS ALSO SP-3 & SP-4 FOR SITE PLAN

PASCUAL PEREZ KILDOJIAN STARR

ARCHITECTS + PLANNERS

EDWARD PEREZ, AIA

EDWARD PEREZ, AIA

EDWARD PEREZ, AIA

EDWARD PEREZ, AIA

EDWARD PEREZ, AIA

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Appendix B

Approved Methodology

Prime Square Doral Traffic Study Methodology

August 29, 2024

Revised September 5, 2024

PROJECT LOCATION

The project will be located on the west side of NW 102nd Avenue just south of NW 74th Street in Doral, Florida. The project proposes a commercial development consisting of 33,770 SF of retail space and 19,328 SF of office space. The project location and the proposed site plan are 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 and/or its traffic consultant prior to performing the study.

TRAFFIC STUDY

- Traffic Counts (Intersections) – Turning movement counts (TMCs) will be collected during the morning (7 – 9 am) and afternoon (4 – 6 pm) peak hour conditions of a regular weekday at the study intersections. The counts will be used to analyze the following four intersections:
 - o NW 104th Avenue / NW 74th Street
 - o NW 102nd Avenue / NW 74th Street
 - o NW 97th Avenue / NW 74th Street
 - o NW 102nd Avenue / NW 66th Street
- 72-hour tube counts will be collected during the at the following four locations during a regular weekday at the studied roadways. The counts will be used to analyze the following four roadways:

- o NW 102nd Avenue south of NW 74th Street
 - o NW 74th Street between NW 104th Avenue and NW 102nd Avenue
 - o NW 74th Street between NW 102nd Avenue and NW 98th Place
 - o NW 66th Street between NW 102nd Avenue and NW 104th Avenue
- Trip Generation – 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. Per request of Miami-Dade County, a reduction will not be applied for other modes of transportation to the trip generation calculations. Exhibit 1 shows the trip generation calculations for the proposed project. 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
General Office Building <i>Land Use Code: 710</i>	19,328 SF	278	36	5	41	7	35	42
Strip Retail Plaza (<40k) <i>Land Use Code: 822</i>	33,770 SF	1,654	48	32	80	92	92	184
Total Gross Trips		1,932	84	37	121	99	127	226
Internalization ²		AM 3.3%	-2	-2	-4	-9	-9	-18
		PM 8.0%						
Net Proposed Trips			82	35	117	90	118	208

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

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

- Trip Distribution / Trip Assignment – Net new external project traffic will be assigned to the adjacent street network using the appropriate cardinal distribution for TAZ 690 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).

- 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 Florida Department of Transportation (FDOT) traffic trend analysis spreadsheet will be used to calculate the growth rate using average daily traffic counts gathered from FDOT count stations. Where applicable, the historic growth rate analysis, based on FDOT count stations, will examine linear, exponential, and decaying exponential growth rates for the most recent five (5) year and ten (10) year periods. If negative, a 0.5% growth rate will be applied annually to provide a more conservative analysis. 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 City **was** consulted to identify nearby committed developments (approved but unbuilt/ unopened projects) in the project area. **The following approved projects were considered as committed developments: Century Town Center at Midtown Doral, Midtown Doral Phase III, and the Midtown Doral Phases IV, V, and VI. Approved volumes from the committed developments will be added to the analysis.** ~~If no committed developments are found in the area, a 0.5% growth rate will be applied to the analysis to account for any unknown committed developments in the area.~~
- 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:
 - o Existing conditions (2024)
 - o Future conditions with Committed Developments (2026)
 - o 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 traffic volumes 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 2023 FDOT Quality / LOS Manual, or another acceptable equivalent.
- An exclusive turn 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 numbers 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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Attachment A

Attachment B

Scenario Name: Proposed

Dev. phase: 1

Analyst Note:

User Group:

No. of Years to Project 0

Traffic :

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%	
822 - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	33.77	Weekday	Best Fit (LIN)	827	827	1654
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$T = 42.20(X) + 229.68$	50%	50%	
822(1) - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	33.77	Weekday, Peak Hour of Adjacent Street Traffic,	Average	48	32	80
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				2.36	60%	40%	
822(2) - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	33.77	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	92	92	184
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.71\ln(X) + 2.72$	50%	50%	
710 - General Office Building	General	1000 Sq. Ft. GFA	19.33	Weekday	Best Fit (LOG)	139	139	278
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.87\ln(X) + 3.05$	50%	50%	
710(1) - General Office Building	General	1000 Sq. Ft. GFA	19.33	Weekday, Peak Hour of Adjacent Street	Best Fit (LOG)	36	5	41
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.86\ln(X) + 1.16$	88%	12%	
710(2) - General Office Building	General	1000 Sq. Ft. GFA	19.33	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	7	35	42
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.83\ln(X) + 1.29$	17%	83%	

AM Peak Hour Trip Generation and Internalization

Prime Square Doral

General Office Building Land Use 710 19,328 SF		Strip Retail Plaza (<40K) Land Use 822 33,770 SF		
In	Out	In	Out	
36	5	48	32	121 ITE Trips
0	0	0	0	0 0.0% Transit/Pedestrian
36	5	48	32	121
UNBALANCED INTERNALIZATION				
4% 1	28% 1	32% 15	29% 9	
1		1		
General Office Buildi		Strip Retail Plaza (<40K)		
In	Out	In	Out	
36	5	48	32	121 Vehicle Trips
BALANCED INTERNALIZATION				
-1	-1	-1	-1	
35	4	47	31	-4 Internal
	4.9%		2.5%	117 External Trips
35	4	47	31	3.3% % Internal
				117 Net New External Trips

PM Peak Hour Trip Generation and Internalization

Prime Square Doral

General Office Building Land Use 710 19,328 SF		Strip Retail Plaza (<40K) Land Use 822 33,770 SF		
In	Out	In	Out	
7	35	92	92	226 ITE Trips
0	0	0	0	0 0.0% Transit/Pedestrian
7	35	92	92	226
UNBALANCED INTERNALIZATION				
31% 2	20% 7	8% 7	2% 2	
General Office Buildi		Strip Retail Plaza (<40K)		
In	Out	In	Out	
7	35	92	92	226 Vehicle Trips
BALANCED INTERNALIZATION				
-2	-7	-7	-2	
5	28	85	90	-18 Internal
	21.4%		4.9%	208 External Trips
5	28	85	90	8.0% % Internal
				208 Net New External Trips



OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On: 05/29/2024

PROPERTY INFORMATION	
Folio	35-3017-001-0180
Property Address	0 , FL
Owner	HOLDINGS OF CHRISTOPHER LLC
Mailing Address	7853 NW 46 ST DORAL, FL 33166
Primary Zone	7100 INDUSTRIAL - LIGHT MFG
Primary Land Use	4081 VACANT LAND - INDUSTRIAL : VACANT LAND
Beds / Baths /Half	0 / 0 / 0
Floors	0
Living Units	0
Actual Area	0 Sq.Ft
Living Area	0 Sq.Ft
Adjusted Area	0 Sq.Ft
Lot Size	70,950 Sq.Ft
Year Built	0
Year Annexed	2004

ASSESSMENT INFORMATION			
Year	2023	2022	2021
Land Value	\$1,419,000	\$1,419,000	\$1,419,000
Building Value	\$0	\$0	\$0
Extra Feature Value	\$0	\$0	\$0
Market Value	\$1,419,000	\$1,419,000	\$1,419,000
Assessed Value	\$1,419,000	\$1,419,000	\$1,419,000

BENEFITS INFORMATION				
Benefit	Type	2023	2022	2021
Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).				

SHORT LEGAL DESCRIPTION
17 53 40 1.629 AC M/L
FLA FRUIT LAND CO SUB PB 2-17



TAXABLE VALUE INFORMATION			
Year	2023	2022	2021
COUNTY			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,419,000	\$1,419,000	\$1,419,000
SCHOOL BOARD			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,419,000	\$1,419,000	\$1,419,000
CITY			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,419,000	\$1,419,000	\$1,419,000
REGIONAL			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,419,000	\$1,419,000	\$1,419,000

SALES INFORMATION

E250FT OF TR 18 LESS E35FT FOR

R/W

F/A/U 30-3017-001-0180

Previous Sale	Price	OR Book-Page	Qualification Description
02/07/2019	\$3,000,000	31332-3010	Qual on DOS, multi-parcel sale
01/15/2014	\$3,400,000	28996-4136	Qual on DOS, multi-parcel sale
01/31/2013	\$1,200,000	28470-0128	Financial inst or "In Lieu of Foreclosure" stated
09/26/2011	\$1,175,800	27842-0828	Financial inst or "In Lieu of Foreclosure" stated

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



OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On: 05/29/2024

PROPERTY INFORMATION	
Folio	35-3017-001-0190
Property Address	0 , FL
Owner	HOLDINGS OF CHRISTOPHER LLC
Mailing Address	7853 NW 46 ST DORAL, FL 33166
Primary Zone	8900 INTERIM-AWAIT SPECIFIC ZO
Primary Land Use	4081 VACANT LAND - INDUSTRIAL : VACANT LAND
Beds / Baths /Half	0 / 0 / 0
Floors	0
Living Units	0
Actual Area	0 Sq.Ft
Living Area	0 Sq.Ft
Adjusted Area	0 Sq.Ft
Lot Size	70,915.68 Sq.Ft
Year Built	0
Year Annexed	2004

ASSESSMENT INFORMATION			
Year	2023	2022	2021
Land Value	\$1,058,200	\$1,058,200	\$1,058,200
Building Value	\$0	\$0	\$0
Extra Feature Value	\$0	\$0	\$0
Market Value	\$1,058,200	\$1,058,200	\$1,058,200
Assessed Value	\$1,058,200	\$1,058,200	\$1,058,200

BENEFITS INFORMATION				
Benefit	Type	2023	2022	2021
Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).				

SHORT LEGAL DESCRIPTION
17 53 40 1.629 AC M/L
FLA FRUIT LAND CO SUB PB 2-17



TAXABLE VALUE INFORMATION			
Year	2023	2022	2021
COUNTY			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,058,200	\$1,058,200	\$1,058,200
SCHOOL BOARD			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,058,200	\$1,058,200	\$1,058,200
CITY			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,058,200	\$1,058,200	\$1,058,200
REGIONAL			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,058,200	\$1,058,200	\$1,058,200

SALES INFORMATION

E250FT OF TR 19 LESS E35FT
FOR R/W
LOT SIZE IRREGULAR

Previous Sale	Price	OR Book-Page	Qualification Description
02/07/2019	\$3,000,000	31332-3010	Qual on DOS, multi-parcel sale
01/15/2014	\$3,400,000	28996-4136	Qual on DOS, multi-parcel sale
01/31/2013	\$1,200,000	28470-0128	Financial inst or "In Lieu of Foreclosure" stated
09/26/2011	\$1,175,800	27842-0828	Financial inst or "In Lieu of Foreclosure" stated

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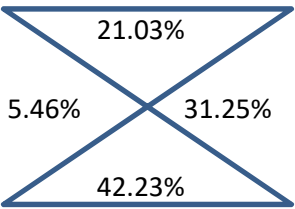
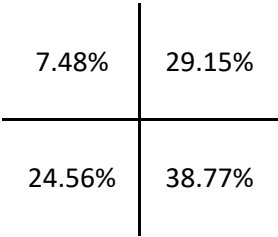
Attachment C

Cardinal Distribution
Prime Square Doral

24143

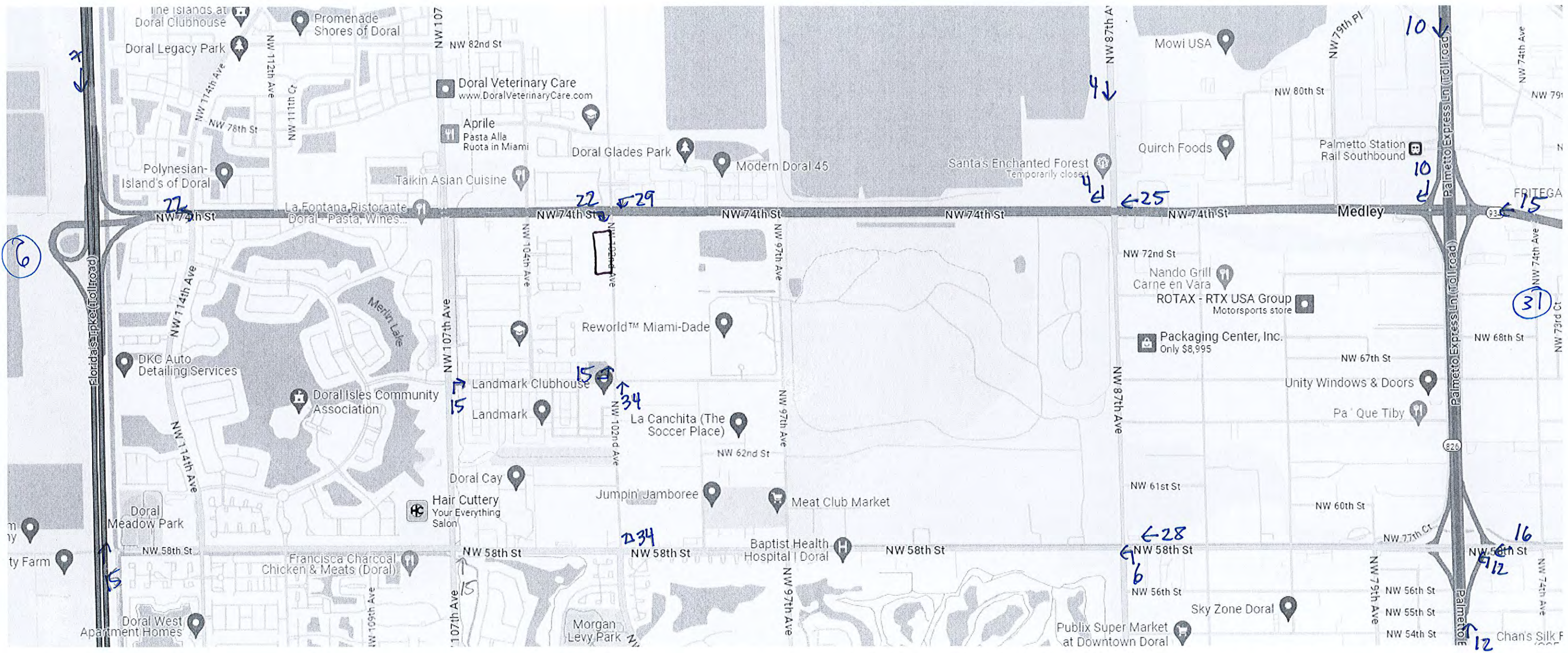
TAZ 690

DIRECTION	2015	2045	2026
NNE	16.1%	16.6%	16.3%
ENE	12.1%	14.2%	12.9%
ESE	16.8%	21.1%	18.4%
SSE	21.2%	19.0%	20.4%
SSW	22.2%	21.2%	21.8%
WSW	3.2%	1.9%	2.7%
WNW	3.4%	1.6%	2.7%
NNW	5.0%	4.3%	4.7%



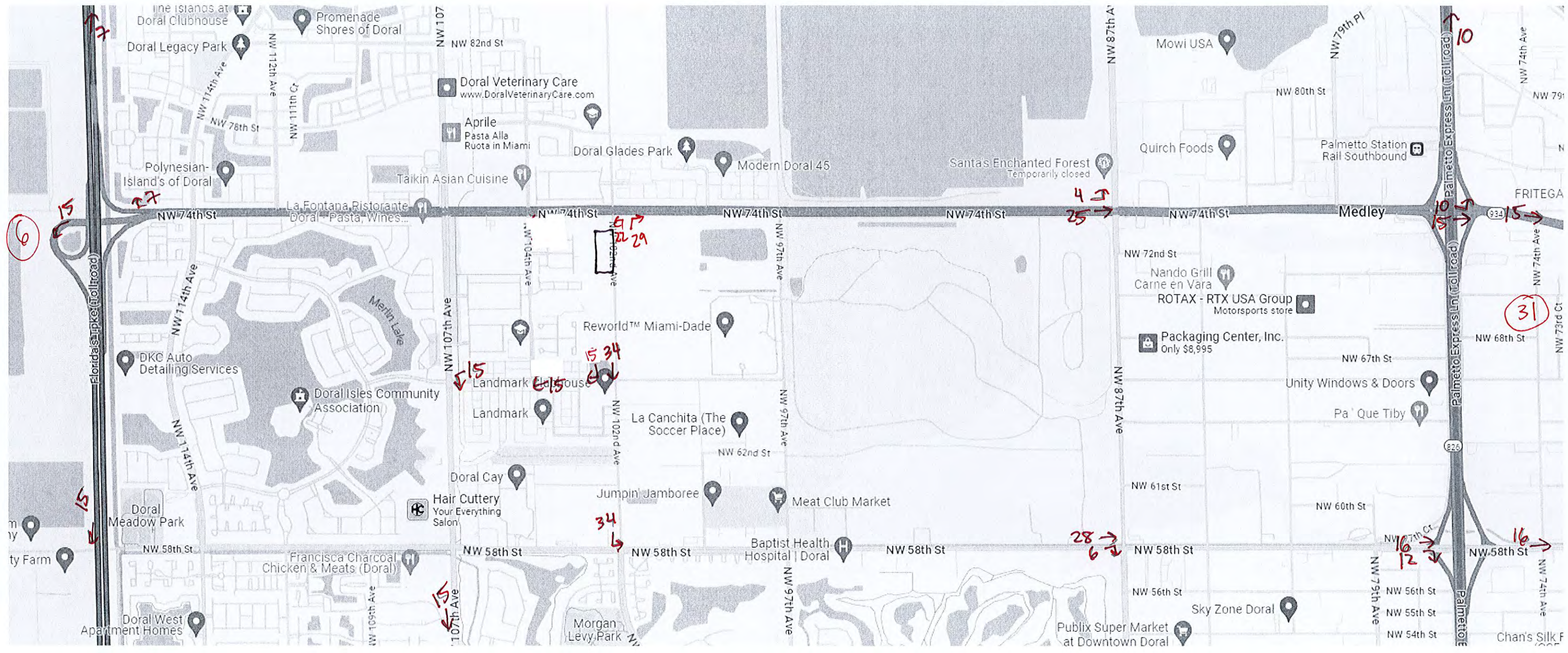


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Appendix C
Data Collection
Traffic Volumes
Seasonal Factors
Historic Background Growth
Cardinal Distribution

Traffic Volumes

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 104th Ave & NW 74th St
City: Doral
Control: Signalized

Project ID: 24-140252-001
Date: 9/10/2024

Data - Total

NS/EW Streets:	NW 104th Ave				NW 104th Ave				NW 74th St				NW 74th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	16	18	22	0	58	17	6	0	2	463	6	0	3	183	13	0	807
7:15 AM	12	7	23	0	61	20	12	0	5	489	17	0	7	228	13	0	894
7:30 AM	13	8	29	0	75	32	12	0	4	405	19	0	13	195	15	0	820
7:45 AM	22	10	35	0	91	33	7	0	8	387	12	0	17	202	14	0	838
8:00 AM	33	13	41	0	67	28	13	0	5	445	16	0	26	222	15	0	924
8:15 AM	35	30	38	0	62	28	14	0	5	386	21	0	18	257	22	0	916
8:30 AM	17	13	34	0	73	21	9	0	8	433	9	1	9	220	21	0	868
8:45 AM	12	11	15	0	62	20	14	0	11	412	18	0	9	215	17	0	816
TOTAL VOLUMES :	NL 160	NT 110	NR 237	NU 0	SL 549	ST 199	SR 87	SU 0	EL 48	ET 3420	ER 118	EU 1	WL 102	WT 1722	WR 130	WU 0	TOTAL 6883
APPROACH %'s :	31.56%	21.70%	46.75%	0.00%	65.75%	23.83%	10.42%	0.00%	1.34%	95.34%	3.29%	0.03%	5.22%	88.13%	6.65%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	107	66	148	0	293	110	43	0	26	1651	58	1	70	901	72	0	3546
PEAK HR FACTOR :	0.764	0.550	0.902	0.000	0.805	0.833	0.768	0.000	0.813	0.928	0.690	0.250	0.673	0.876	0.818	0.000	0.959
	0.779				0.851				0.931				0.878				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	17	17	14	0	31	25	9	0	13	280	13	0	12	483	17	1	932
4:15 PM	16	11	9	0	39	32	9	0	18	283	19	2	11	514	16	0	979
4:30 PM	16	15	13	0	43	29	19	0	17	316	14	0	17	520	29	1	1049
4:45 PM	28	18	16	0	40	26	14	0	18	337	21	1	15	518	31	3	1086
5:00 PM	22	23	9	0	42	23	15	0	21	314	13	1	22	510	27	1	1043
5:15 PM	15	16	10	0	40	23	5	0	16	276	23	0	30	504	35	0	993
5:30 PM	19	19	12	0	41	35	16	0	30	301	28	0	17	516	31	1	1066
5:45 PM	27	26	8	0	39	38	18	0	34	269	23	0	29	501	36	0	1048
TOTAL VOLUMES :	NL 160	NT 145	NR 91	NU 0	SL 315	ST 231	SR 105	SU 0	EL 167	ET 2376	ER 154	EU 4	WL 153	WT 4066	WR 222	WU 7	TOTAL 8196
APPROACH %'s :	40.40%	36.62%	22.98%	0.00%	48.39%	35.48%	16.13%	0.00%	6.18%	87.97%	5.70%	0.15%	3.44%	91.41%	4.99%	0.16%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	84	76	47	0	163	107	50	0	85	1228	85	2	84	2048	124	5	4188
PEAK HR FACTOR :	0.750	0.826	0.734	0.000	0.970	0.764	0.781	0.000	0.708	0.911	0.759	0.500	0.700	0.988	0.886	0.417	0.964
	0.835				0.870				0.928				0.993				

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 104th Ave & NW 74th St
City: Doral
Control: Signalized

Project ID: 24-140252-001
Date: 9/10/2024

Data - Cars

NS/EW Streets:	NW 104th Ave				NW 104th Ave				NW 74th St				NW 74th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	16	18	22	0	58	16	6	0	2	449	6	0	3	169	13	0	778
7:15 AM	12	7	23	0	60	19	11	0	5	474	17	0	6	200	13	0	847
7:30 AM	13	8	28	0	75	32	12	0	4	386	19	0	13	165	14	0	769
7:45 AM	22	10	35	0	90	33	7	0	8	367	12	0	17	172	14	0	787
8:00 AM	32	13	41	0	64	28	13	0	5	432	16	0	25	191	15	0	875
8:15 AM	35	30	37	0	62	28	14	0	5	368	21	0	16	221	21	0	858
8:30 AM	17	13	34	0	72	21	8	0	8	408	9	1	8	187	20	0	806
8:45 AM	11	11	14	0	61	20	13	0	10	383	18	0	9	184	17	0	751
TOTAL VOLUMES :	NL 158	NT 110	NR 234	NU 0	SL 542	ST 197	SR 84	SU 0	EL 47	ET 3267	ER 118	EU 1	WL 97	WT 1489	WR 127	WU 0	TOTAL 6471
APPROACH %'s :	31.47%	21.91%	46.61%	0.00%	65.86%	23.94%	10.21%	0.00%	1.37%	95.16%	3.44%	0.03%	5.66%	86.92%	7.41%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	106	66	147	0	288	110	42	0	26	1575	58	1	66	771	70	0	3326
PEAK HR FACTOR :	0.757	0.550	0.896	0.000	0.800	0.833	0.750	0.000	0.813	0.911	0.690	0.250	0.660	0.872	0.833	0.000	0.950
	0.782				0.846				0.916				0.879				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	17	16	14	0	30	25	9	0	13	246	13	0	12	464	17	1	877
4:15 PM	16	11	9	0	38	31	9	0	18	255	19	2	11	482	16	0	927
4:30 PM	16	15	13	0	42	28	19	0	16	291	14	0	15	492	28	1	990
4:45 PM	28	16	15	0	39	26	14	0	18	318	21	1	15	505	30	3	1049
5:00 PM	22	23	9	0	41	23	14	0	19	292	13	1	22	493	27	1	1000
5:15 PM	15	16	9	0	39	23	5	0	16	263	23	0	28	496	35	0	968
5:30 PM	19	19	12	0	41	35	16	0	30	290	28	0	17	493	31	1	1032
5:45 PM	27	26	8	0	39	38	18	0	34	254	23	0	29	485	36	0	1017
TOTAL VOLUMES :	NL 160	NT 142	NR 89	NU 0	SL 309	ST 229	SR 104	SU 0	EL 164	ET 2209	ER 154	EU 4	WL 149	WT 3920	WR 220	WU 7	TOTAL 7860
APPROACH %'s :	40.92%	36.32%	22.76%	0.00%	48.13%	35.67%	16.20%	0.00%	6.48%	87.28%	6.08%	0.16%	3.47%	91.25%	5.12%	0.16%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	84	74	45	0	160	107	49	0	83	1163	85	2	82	1987	123	5	4049
PEAK HR FACTOR :	0.750	0.804	0.750	0.000	0.976	0.764	0.766	0.000	0.692	0.914	0.759	0.500	0.732	0.984	0.879	0.417	0.965
	0.860				0.859				0.931				0.983				

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 104th Ave & NW 74th St
City: Doral
Control: Signalized

Project ID: 24-140252-001
Date: 9/10/2024

Data - HT

NS/EW Streets:	NW 104th Ave				NW 104th Ave				NW 74th St				NW 74th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	1	0	0	0	14	0	0	0	14	0	0	29
7:15 AM	0	0	0	0	1	1	1	0	0	15	0	0	1	28	0	0	47
7:30 AM	0	0	1	0	0	0	0	0	0	19	0	0	0	30	1	0	51
7:45 AM	0	0	0	0	1	0	0	0	0	20	0	0	0	30	0	0	51
8:00 AM	1	0	0	0	3	0	0	0	0	13	0	0	1	31	0	0	49
8:15 AM	0	0	1	0	0	0	0	0	0	18	0	0	2	36	1	0	58
8:30 AM	0	0	0	0	1	0	1	0	0	25	0	0	1	33	1	0	62
8:45 AM	1	0	1	0	1	0	1	0	1	29	0	0	0	31	0	0	65
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	0	3	0	7	2	3	0	1	153	0	0	5	233	3	0	412
	40.00%	0.00%	60.00%	0.00%	58.33%	16.67%	25.00%	0.00%	0.65%	99.35%	0.00%	0.00%	2.07%	96.68%	1.24%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	0	1	0	5	0	1	0	0	76	0	0	4	130	2	0	220
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.417	0.000	0.250	0.000	0.000	0.760	0.000	0.000	0.500	0.903	0.500	0.000	0.887
	0.500				0.500				0.760				0.872				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	1	0	0	1	0	0	0	0	34	0	0	0	19	0	0	55
4:15 PM	0	0	0	0	1	1	0	0	0	28	0	0	0	22	0	0	52
4:30 PM	0	0	0	0	1	1	0	0	1	25	0	0	2	28	1	0	59
4:45 PM	0	2	1	0	1	0	0	0	0	19	0	0	0	13	1	0	37
5:00 PM	0	0	0	0	1	0	1	0	2	22	0	0	0	17	0	0	43
5:15 PM	0	0	1	0	1	0	0	0	0	13	0	0	2	8	0	0	25
5:30 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	23	0	0	34
5:45 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	16	0	0	31
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	3	2	0	6	2	1	0	3	167	0	0	4	146	2	0	336
	0.00%	60.00%	40.00%	0.00%	66.67%	22.22%	11.11%	0.00%	1.76%	98.24%	0.00%	0.00%	2.63%	96.05%	1.32%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	2	2	0	3	0	1	0	2	65	0	0	2	61	1	0	139
PEAK HR FACTOR :	0.000	0.250	0.500	0.000	0.750	0.000	0.250	0.000	0.250	0.739	0.000	0.000	0.250	0.663	0.250	0.000	0.808
	0.333				0.500				0.698				0.696				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
AM	1%	0%	1%	#DIV/0!	2%	0%	2%	#DIV/0!	0%	5%	0%	0%	6%	14%	3%	#DIV/0!	
PM	0%	3%	4%	#DIV/0!	2%	0%	2%	#DIV/0!	2%	5%	0%	0%	2%	3%	1%	0%	

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 104th Ave & NW 74th St
City: Doral
Control: Signalized

Project ID: 24-140252-001
Date: 9/10/2024

Data - Bikes

NS/EW Streets:	NW 104th Ave				NW 104th Ave				NW 74th St				NW 74th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
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	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 1	NR 0	NU 0	SL 0	ST 2	SR 0	SU 0	EL 0	ET 3	ER 0	EU 0	WL 0	WT 3	WR 0	WU 0	TOTAL 9
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	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	2	0	0	0	3	0	0	0	1	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.250	0.000	0.000	0.750
					0.500				0.750				0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	4
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
TOTAL VOLUMES :	NL 1	NT 1	NR 0	NU 0	SL 1	ST 2	SR 0	SU 0	EL 0	ET 2	ER 0	EU 0	WL 1	WT 1	WR 0	WU 0	TOTAL 9
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.313
					0.500				0.250				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 104th Ave & NW 74th St
City: Doral

Project ID: 24-140252-001
Date: 9/10/2024

Data - Pedestrians (Crosswalks)

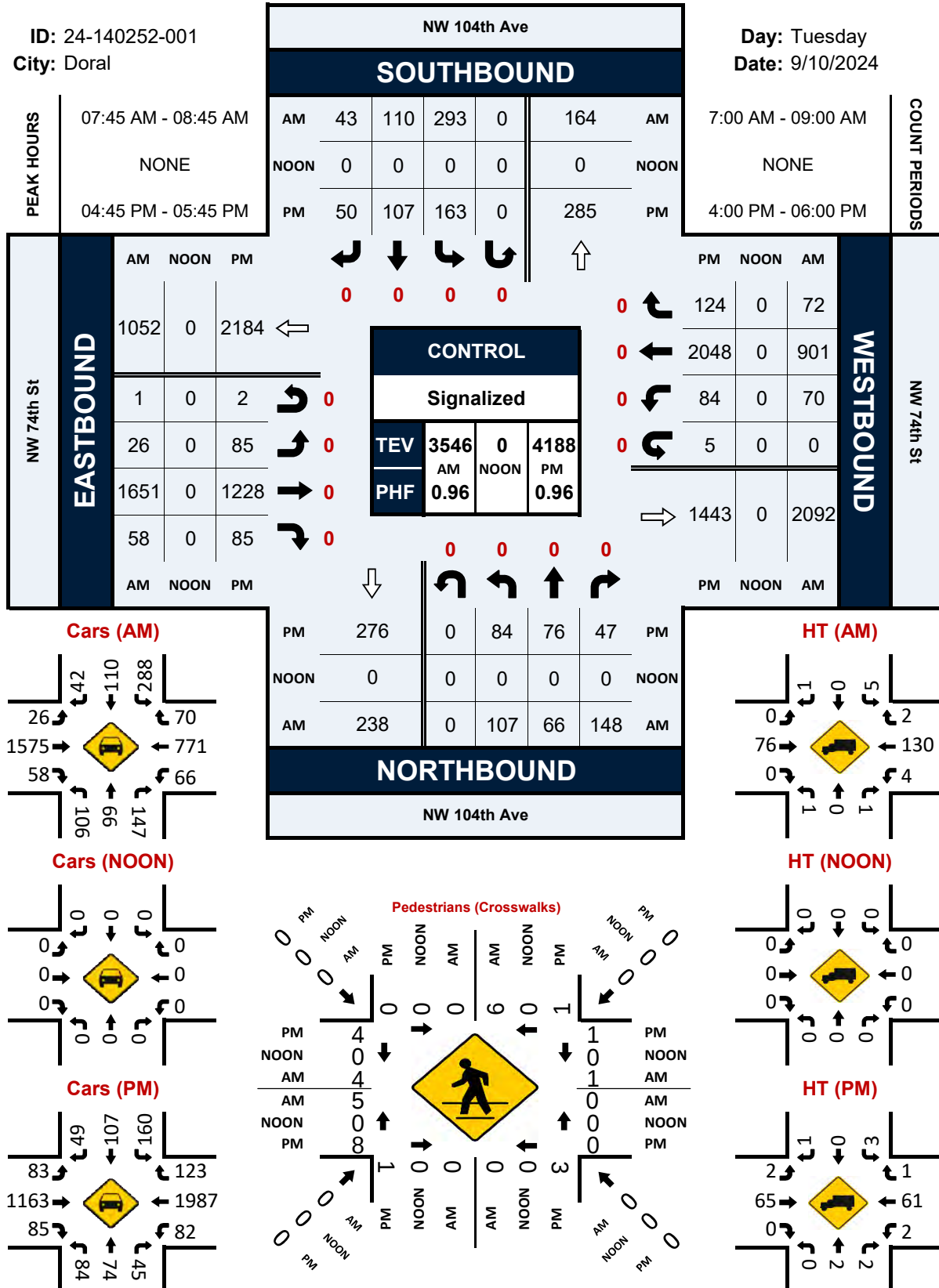
NS/EW Streets:	NW 104th Ave		NW 104th Ave		NW 74th St		NW 74th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	1	0	0	0	0	0	0	0	1
7:15 AM	0	1	1	0	0	0	0	0	2
7:30 AM	0	1	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	0	1	0	1	3
8:00 AM	0	5	0	0	0	0	3	1	9
8:15 AM	0	0	0	0	0	0	2	2	4
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	1	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	8	1	0	0	2	6	4	22
	11.11%	88.89%	100.00%	0.00%	0.00%	100.00%	60.00%	40.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	6	0	0	0	1	5	4	16
PEAK HR FACTOR :		0.300				0.250	0.417	0.500	0.444
	0.300				0.250		0.563		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	1	0	0	1	0	0	0	1	3
4:15 PM	0	0	1	0	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	5	0	5
4:45 PM	0	0	0	0	0	0	4	2	6
5:00 PM	0	0	0	2	0	0	2	1	5
5:15 PM	0	1	1	1	0	0	1	1	5
5:30 PM	0	0	0	0	0	1	1	0	2
5:45 PM	1	0	0	0	0	0	0	1	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	2	1	2	4	0	1	13	7	30
	66.67%	33.33%	33.33%	66.67%	0.00%	100.00%	65.00%	35.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	1	1	3	0	1	8	4	18
PEAK HR FACTOR :		0.250	0.250	0.375		0.250	0.500	0.500	0.750
	0.250		0.500		0.250		0.500		

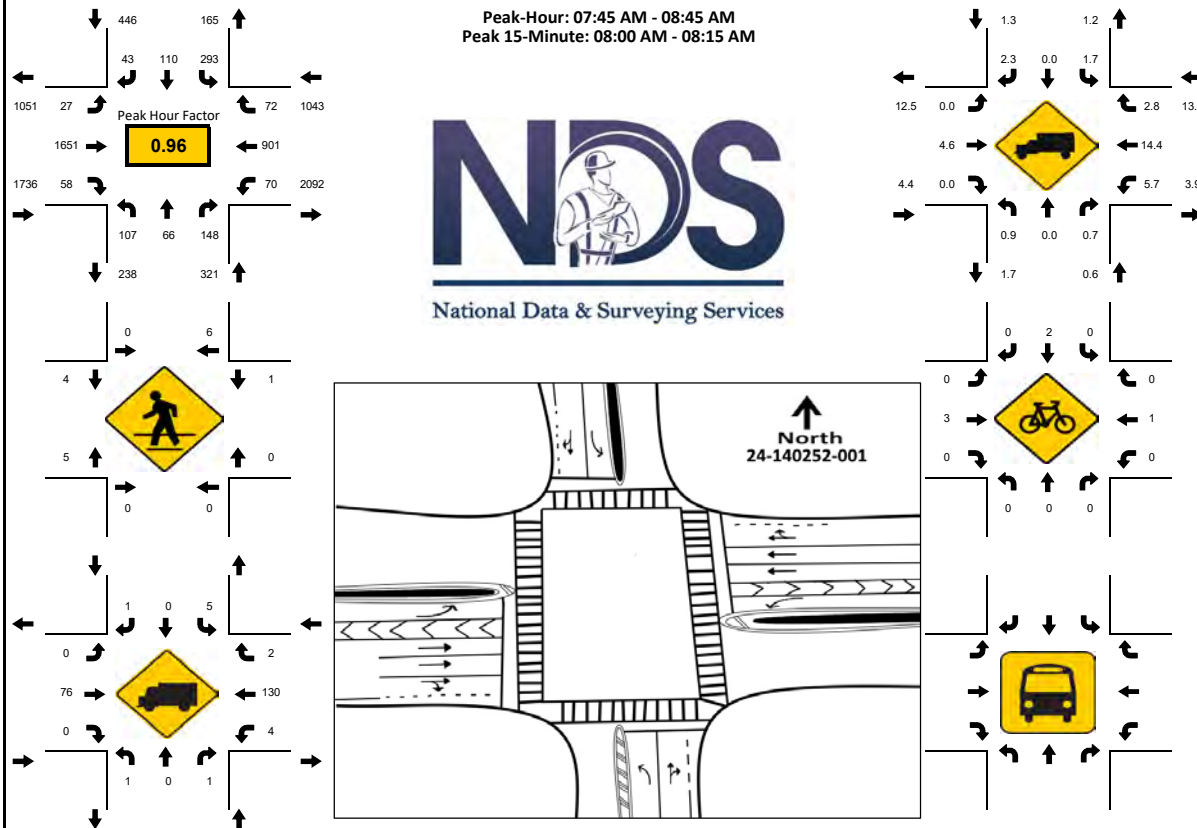
NW 104th Ave & NW 74th St**Peak Hour Turning Movement Count**

ID: 24-140252-001
City: Doral

Day: Tuesday
Date: 9/10/2024



PROJECT ID: 24-140252-001
DATE: Tue, Sep 10, 2024

[illegible]

PROJECT ID: 24-140252-001
DATE: Tue, Sep 10, 2024

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 102nd Ave & NW 74th St
City: Doral
Control: Signalized

Project ID: 24-140252-002
Date: 9/10/2024

Data - Total

NS/EW Streets:	NW 102nd Ave				NW 102nd Ave				NW 74th St				NW 74th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	19	30	8	0	91	38	13	0	3	514	14	1	18	181	65	2	997
7:15 AM	15	20	28	0	81	71	21	0	4	526	17	0	20	195	71	1	1070
7:30 AM	22	24	20	0	113	63	18	0	6	495	14	0	17	195	75	1	1063
7:45 AM	17	31	22	0	109	73	20	0	7	537	13	0	12	185	62	1	1089
8:00 AM	17	29	21	0	113	64	29	0	9	488	10	0	20	245	79	0	1124
8:15 AM	26	25	24	0	116	57	27	0	8	495	15	0	20	225	60	2	1100
8:30 AM	16	26	20	0	97	39	29	0	10	511	14	0	18	225	55	1	1061
8:45 AM	18	20	16	0	92	40	14	0	18	478	17	0	17	191	55	0	976
TOTAL VOLUMES :	NL 150	NT 205	NR 159	NU 0	SL 812	ST 445	SR 171	SU 0	EL 65	ET 4044	ER 114	EU 1	WL 142	WT 1642	WR 522	WU 8	TOTAL 8480
APPROACH %'s :	29.18%	39.88%	30.93%	0.00%	56.86%	31.16%	11.97%	0.00%	1.54%	95.74%	2.70%	0.02%	6.14%	70.96%	22.56%	0.35%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	82	109	87	0	451	257	94	0	30	2015	52	0	69	850	276	4	4376
PEAK HR FACTOR :	0.788	0.879	0.906	0.000	0.972	0.880	0.810	0.000	0.833	0.938	0.867	0.000	0.863	0.867	0.873	0.500	0.973
	0.927				0.973				0.941				0.871				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	29	28	11	0	51	29	19	0	15	295	9	0	15	456	68	1	1026
4:15 PM	21	42	13	0	40	27	20	0	19	303	14	0	30	502	89	1	1121
4:30 PM	29	43	15	0	42	34	18	0	19	344	7	2	28	532	91	1	1205
4:45 PM	22	39	9	0	54	45	31	0	25	366	12	0	40	498	88	1	1230
5:00 PM	18	35	15	0	44	42	22	0	22	330	17	0	30	531	102	0	1208
5:15 PM	18	29	10	0	53	33	23	0	14	290	15	0	32	517	124	3	1161
5:30 PM	30	36	11	0	39	32	28	0	30	300	14	2	40	507	97	0	1166
5:45 PM	28	43	6	0	42	40	22	0	24	273	24	0	50	514	123	6	1195
TOTAL VOLUMES :	NL 195	NT 295	NR 90	NU 0	SL 365	ST 282	SR 183	SU 0	EL 168	ET 2501	ER 112	EU 4	WL 265	WT 4057	WR 782	WU 13	TOTAL 9312
APPROACH %'s :	33.62%	50.86%	15.52%	0.00%	43.98%	33.98%	22.05%	0.00%	6.03%	89.80%	4.02%	0.14%	5.18%	79.28%	15.28%	0.25%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	87	146	49	0	193	154	94	0	80	1330	51	2	130	2078	405	5	4804
PEAK HR FACTOR :	0.750	0.849	0.817	0.000	0.894	0.856	0.758	0.000	0.800	0.908	0.750	0.250	0.813	0.977	0.817	0.417	0.976
	0.810				0.848				0.908				0.968				

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 102nd Ave & NW 74th St
City: Doral
Control: Signalized

Project ID: 24-140252-002
Date: 9/10/2024

Data - Cars

NS/EW Streets:	NW 102nd Ave				NW 102nd Ave				NW 74th St				NW 74th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	19	30	8	0	90	38	13	0	3	500	13	1	18	164	65	2	964
7:15 AM	14	20	28	0	81	71	21	0	4	511	16	0	20	170	69	1	1026
7:30 AM	18	24	20	0	113	63	18	0	6	476	13	0	17	168	69	1	1006
7:45 AM	17	31	21	0	108	73	19	0	7	517	12	0	12	156	61	1	1035
8:00 AM	17	28	21	0	113	64	29	0	9	473	9	0	20	212	77	0	1072
8:15 AM	23	24	22	0	116	57	26	0	8	476	15	0	20	191	58	2	1038
8:30 AM	12	26	19	0	96	38	29	0	10	486	14	0	18	194	53	1	996
8:45 AM	16	20	15	0	88	40	14	0	17	447	17	0	16	162	52	0	904
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	136	203	154	0	805	444	169	0	64	3886	109	1	141	1417	504	8	8041
	27.59%	41.18%	31.24%	0.00%	56.77%	31.31%	11.92%	0.00%	1.58%	95.71%	2.68%	0.02%	6.81%	68.45%	24.35%	0.39%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	75	107	84	0	450	257	92	0	30	1942	49	0	69	727	265	4	4151
PEAK HR FACTOR :	0.815	0.863	0.955	0.000	0.970	0.880	0.793	0.000	0.833	0.939	0.817	0.000	0.863	0.857	0.860	0.500	0.968
	0.964				0.970				0.943				0.862				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	29	28	10	0	51	29	19	0	15	260	8	0	15	437	68	1	970
4:15 PM	21	42	13	0	39	26	20	0	19	277	14	0	29	478	88	1	1067
4:30 PM	28	43	13	0	40	33	17	0	19	315	7	2	28	505	87	1	1138
4:45 PM	22	39	9	0	54	45	31	0	24	349	11	0	39	494	83	1	1191
5:00 PM	18	35	15	0	44	42	21	0	22	306	16	0	30	514	102	0	1165
5:15 PM	18	29	10	0	51	33	21	0	14	276	14	0	32	510	122	3	1133
5:30 PM	28	36	10	0	38	31	28	0	30	289	14	2	40	486	96	0	1128
5:45 PM	28	42	6	0	41	40	22	0	24	259	24	0	50	498	122	6	1162
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	192	294	86	0	359	279	179	0	167	2331	108	4	263	3912	768	13	8954
	33.57%	51.40%	15.03%	0.00%	43.87%	34.19%	21.94%	0.00%	6.40%	89.31%	4.14%	0.15%	5.31%	78.93%	15.50%	0.26%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	86	146	47	0	189	153	90	0	79	1246	48	2	129	2013	394	5	4627
PEAK HR FACTOR :	0.768	0.849	0.783	0.000	0.875	0.850	0.726	0.000	0.823	0.893	0.750	0.250	0.827	0.979	0.807	0.417	0.971
	0.830				0.831				0.895				0.952				

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 102nd Ave & NW 74th St
City: Doral
Control: Signalized

Project ID: 24-140252-002
Date: 9/10/2024

Data - HT

NS/EW Streets:	NW 102nd Ave				NW 102nd Ave				NW 74th St				NW 74th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	1	0	0	0	0	14	1	0	0	17	0	0	33
7:15 AM	1	0	0	0	0	0	0	0	0	15	1	0	0	25	2	0	44
7:30 AM	4	0	0	0	0	0	0	0	0	19	1	0	0	27	6	0	57
7:45 AM	0	0	1	0	1	0	1	0	0	20	1	0	0	29	1	0	54
8:00 AM	0	1	0	0	0	0	0	0	0	15	1	0	0	33	2	0	52
8:15 AM	3	1	2	0	0	0	1	0	0	19	0	0	0	34	2	0	62
8:30 AM	4	0	1	0	1	1	0	0	0	25	0	0	0	31	2	0	65
8:45 AM	2	0	1	0	4	0	0	0	1	31	0	0	1	29	3	0	72
TOTAL VOLUMES :	NL 14	NT 2	NR 5	NU 0	SL 7	ST 1	SR 2	SU 0	EL 1	ET 158	ER 5	EU 0	WL 1	WT 225	WR 18	WU 0	TOTAL 439
APPROACH %'s :	66.67%	9.52%	23.81%	0.00%	70.00%	10.00%	20.00%	0.00%	0.61%	96.34%	3.05%	0.00%	0.41%	92.21%	7.38%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	7	2	3	0	1	0	2	0	0	73	3	0	0	123	11	0	225
PEAK HR FACTOR :	0.438	0.500	0.375	0.000	0.250	0.000	0.500	0.000	0.000	0.913	0.750	0.000	0.000	0.904	0.458	0.000	0.907
	0.500				0.375				0.905				0.931				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	1	0	0	0	0	0	0	35	1	0	0	19	0	0	56
4:15 PM	0	0	0	0	1	1	0	0	0	26	0	0	1	24	1	0	54
4:30 PM	1	0	2	0	2	1	1	0	0	29	0	0	0	27	4	0	67
4:45 PM	0	0	0	0	0	0	0	0	1	17	1	0	1	14	5	0	39
5:00 PM	0	0	0	0	0	0	1	0	0	24	1	0	0	17	0	0	43
5:15 PM	0	0	0	0	2	0	2	0	0	14	1	0	0	7	2	0	28
5:30 PM	2	0	1	0	1	1	0	0	0	11	0	0	0	21	1	0	38
5:45 PM	0	1	0	0	1	0	0	0	0	14	0	0	0	16	1	0	33
TOTAL VOLUMES :	NL 3	NT 1	NR 4	NU 0	SL 7	ST 3	SR 4	SU 0	EL 1	ET 170	ER 4	EU 0	WL 2	WT 145	WR 14	WU 0	TOTAL 358
APPROACH %'s :	37.50%	12.50%	50.00%	0.00%	50.00%	21.43%	28.57%	0.00%	0.57%	97.14%	2.29%	0.00%	1.24%	90.06%	8.70%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	2	0	4	1	4	0	1	84	3	0	1	65	11	0	177
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.500	0.250	0.500	0.000	0.250	0.724	0.750	0.000	0.250	0.602	0.550	0.000	0.660
	0.250				0.563				0.759				0.621				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
AM	9%	2%	3%	#DIV/0!	0%	0%	2%	#DIV/0!	0%	4%	6%	#DIV/0!	0%	14%	4%	0%	
PM	1%	0%	4%	#DIV/0!	2%	1%	4%	#DIV/0!	1%	6%	6%	0%	1%	3%	3%	0%	

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 102nd Ave & NW 74th St
City: Doral
Control: Signalized

Project ID: 24-140252-002
Date: 9/10/2024

Data - Bikes

NS/EW Streets:	NW 102nd Ave				NW 102nd Ave				NW 74th St				NW 74th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
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	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	3
TOTAL VOLUMES :	NL 1	NT 1	NR 1	NU 0	SL 1	ST 3	SR 1	SU 0	EL 0	ET 3	ER 0	EU 0	WL 0	WT 2	WR 1	WU 0	TOTAL 14
APPROACH %'s :	33.33%	33.33%	33.33%	0.00%	20.00%	60.00%	20.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	3	0	0	0	2	0	0	6
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.750
				0.250								0.750			0.500		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	0	4
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES :	NL 0	NT 2	NR 0	NU 0	SL 0	ST 2	SR 0	SU 0	EL 0	ET 1	ER 2	EU 0	WL 2	WT 2	WR 4	WU 0	TOTAL 15
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	33.33%	66.67%	0.00%	25.00%	25.00%	50.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	1	1	0	1	0	2	0	7
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.000	0.500	0.000	0.438
				0.250				0.250				0.250			0.375		

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 102nd Ave & NW 74th St
City: Doral

Project ID: 24-140252-002
Date: 9/10/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	NW 102nd Ave		NW 102nd Ave		NW 74th St		NW 74th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	1	0	0	0	0	0	2
8:00 AM	1	1	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	0	0	0	1	2
8:30 AM	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 2	WB 2	EB 3	WB 0	NB 0	SB 0	NB 0	SB 1	TOTAL 8
APPROACH %'s :	50.00%	50.00%	100.00%	0.00%			0.00%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	2	2	1	0	0	0	0	1	6
PEAK HR FACTOR :	0.500	0.500	0.250					0.250	0.750
	0.500		0.250				0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	2	0	0	1	0	0	0	0	3
4:15 PM	0	0	2	0	0	0	0	1	3
4:30 PM	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	2	0	0	0	1	3
5:15 PM	0	2	0	1	0	1	0	0	4
5:30 PM	0	0	0	0	1	0	0	0	1
5:45 PM	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB 3	WB 2	EB 2	WB 4	NB 1	SB 2	NB 0	SB 2	TOTAL 16
APPROACH %'s :	60.00%	40.00%	33.33%	66.67%	33.33%	66.67%	0.00%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	2	0	3	0	2	0	1	8
PEAK HR FACTOR :		0.250		0.375		0.500		0.250	0.500
	0.250		0.375		0.500		0.250		

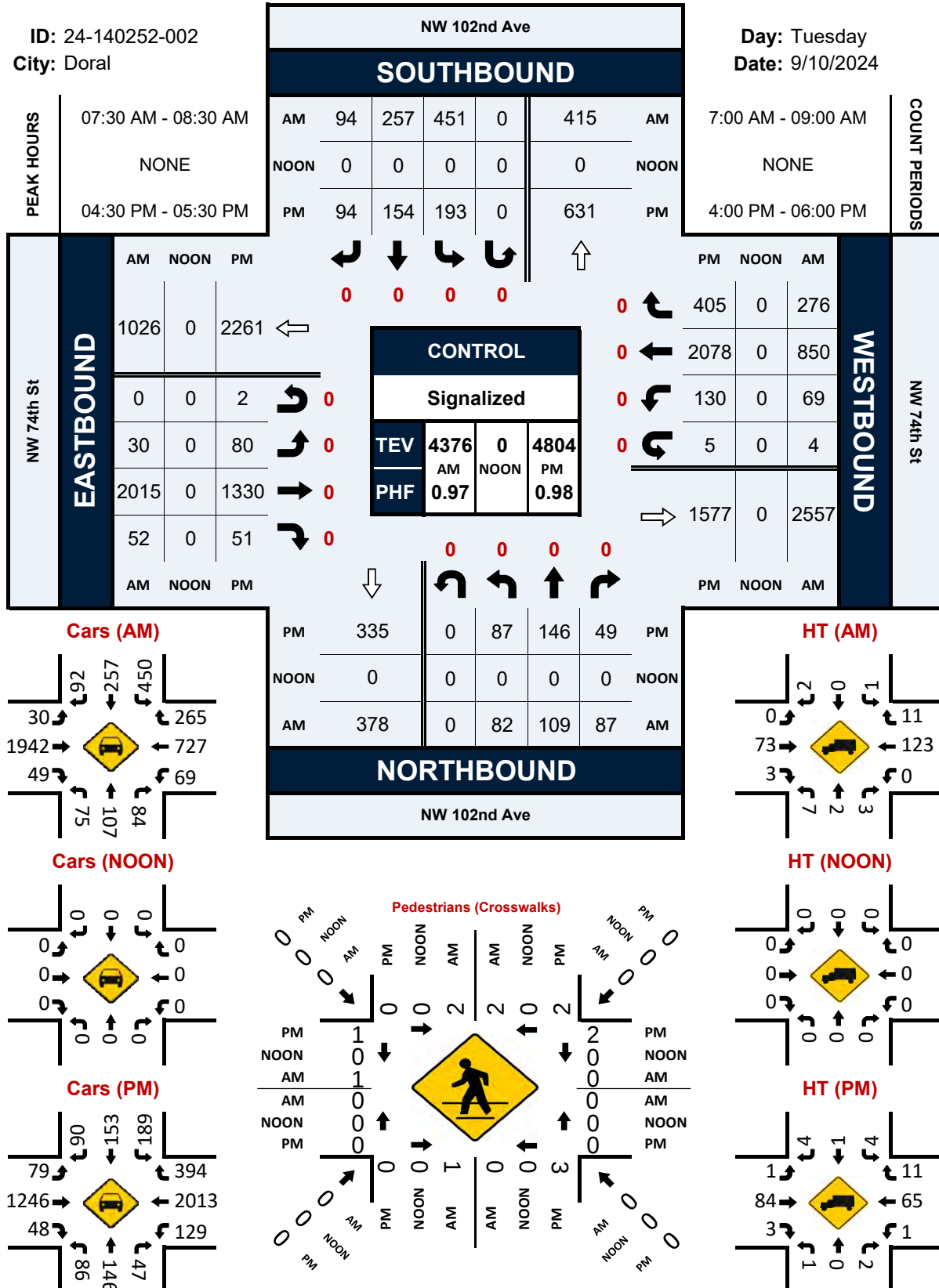
NW 102nd Ave & NW 74th St**Peak Hour Turning Movement Count**

ID: 24-140252-002

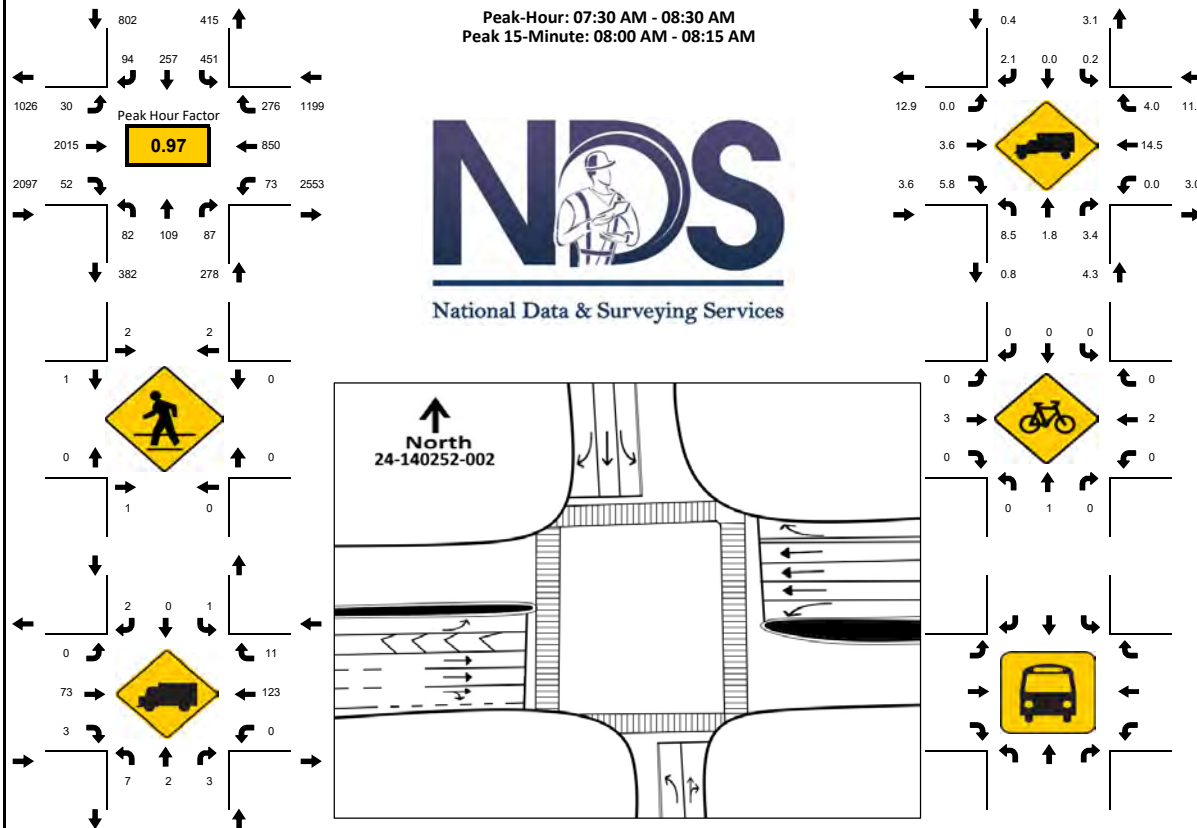
City: Doral

Day: Tuesday

Date: 9/10/2024



PROJECT ID: 24-140252-002
DATE: Tue, Sep 10, 2024

[illegible]

PROJECT ID: 24-140252-002
DATE: Tue, Sep 10, 2024

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 97th Ave & NW 74th St
City: Doral
Control: Signalized

Project ID: 24-140252-003
Date: 9/10/2024

Data - Total

NS/EW Streets:	NW 97th Ave				NW 97th Ave				NW 74th St				NW 74th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	28	0	38	0	1	3	0	0	0	548	54	0	30	235	0	0	937
7:15 AM	25	0	38	0	0	4	3	0	1	571	66	0	39	262	0	1	1010
7:30 AM	22	0	51	0	4	4	0	0	1	550	67	0	43	241	0	0	982
7:45 AM	28	0	75	0	3	2	0	0	0	587	64	0	39	218	0	1	1017
8:00 AM	41	0	65	0	7	4	0	0	0	602	45	1	38	309	0	1	1113
8:15 AM	36	0	55	0	3	4	1	0	0	594	26	0	31	267	0	1	1018
8:30 AM	23	0	54	1	2	3	1	0	0	568	57	0	36	264	0	1	1010
8:45 AM	18	0	40	0	0	4	1	0	0	529	54	0	36	261	1	0	944
TOTAL VOLUMES :	NL 221	NT 0	NR 416	NU 1	SL 20	ST 28	SR 6	SU 0	EL 1	ET 4549	ER 433	EU 1	WL 292	WT 2057	WR 1	WU 5	TOTAL 8031
APPROACH %'s :	34.64%	0.00%	65.20%	0.16%	37.04%	51.85%	11.11%	0.00%	0.02%	91.27%	8.69%	0.02%	12.40%	87.35%	0.04%	0.21%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	128	0	249	1	15	13	2	0	0	2351	192	1	144	1058	0	4	4158
PEAK HR FACTOR :	0.780	0.000	0.830	0.250	0.536	0.813	0.500	0.000	0.000	0.976	0.750	0.250	0.923	0.856	0.000	1.000	0.934
	0.892				0.682				0.977				0.866				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	61	0	92	0	2	1	0	0	0	324	33	0	43	531	0	0	1087
4:15 PM	54	0	69	0	2	3	0	0	0	328	36	1	48	545	0	2	1088
4:30 PM	61	0	85	0	0	4	0	0	0	335	47	1	56	604	0	2	1195
4:45 PM	42	0	84	0	1	3	1	0	0	394	35	1	63	558	0	1	1183
5:00 PM	49	0	71	0	3	1	0	0	0	322	41	1	78	648	0	0	1214
5:15 PM	62	0	93	0	1	1	1	0	0	346	37	0	77	606	0	0	1224
5:30 PM	41	0	96	0	1	4	1	0	0	288	28	0	63	620	0	1	1143
5:45 PM	65	0	83	0	1	1	2	0	0	296	30	0	71	625	1	0	1175
TOTAL VOLUMES :	NL 435	NT 0	NR 673	NU 0	SL 11	ST 18	SR 5	SU 0	EL 0	ET 2633	ER 287	EU 4	WL 499	WT 4737	WR 1	WU 6	TOTAL 9309
APPROACH %'s :	39.26%	0.00%	60.74%	0.00%	32.35%	52.94%	14.71%	0.00%	0.00%	90.05%	9.82%	0.14%	9.52%	90.35%	0.02%	0.11%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	214	0	333	0	5	9	2	0	0	1397	160	3	274	2416	0	3	4816
PEAK HR FACTOR :	0.863	0.000	0.895	0.000	0.417	0.563	0.500	0.000	0.000	0.886	0.851	0.750	0.878	0.932	0.000	0.375	0.984
	0.882				0.800				0.907				0.927				

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 97th Ave & NW 74th St
City: Doral
Control: Signalized

Project ID: 24-140252-003
Date: 9/10/2024

Data - Cars

NS/EW Streets:	NW 97th Ave				NW 97th Ave				NW 74th St				NW 74th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	20	0	37	0	1	3	0	0	0	533	54	0	29	226	0	0	903
7:15 AM	22	0	38	0	0	4	3	0	1	559	65	0	38	236	0	0	966
7:30 AM	19	0	50	0	4	4	0	0	0	529	66	0	40	213	0	0	925
7:45 AM	23	0	73	0	3	2	0	0	0	570	62	0	36	193	0	1	963
8:00 AM	37	0	59	0	7	4	0	0	0	585	44	1	34	278	0	1	1050
8:15 AM	29	0	49	0	3	4	1	0	0	576	23	0	30	238	0	1	954
8:30 AM	21	0	51	1	2	3	1	0	0	545	54	0	34	230	0	0	942
8:45 AM	16	0	38	0	0	4	1	0	0	493	53	0	32	231	1	0	869
TOTAL VOLUMES :	NL 187	NT 0	NR 395	NU 1	SL 20	ST 28	SR 6	SU 0	EL 1	ET 4390	ER 421	EU 1	WL 273	WT 1845	WR 1	WU 3	TOTAL 7572
APPROACH %'s :	32.08%	0.00%	67.75%	0.17%	37.04%	51.85%	11.11%	0.00%	0.02%	91.21%	8.75%	0.02%	12.87%	86.95%	0.05%	0.14%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	110	0	232	1	15	13	2	0	0	2276	183	1	134	939	0	3	3909
PEAK HR FACTOR :	0.743	0.000	0.795	0.250	0.536	0.813	0.500	0.000	0.000	0.973	0.738	0.250	0.931	0.844	0.000	0.750	0.931
	0.893				0.682				0.973				0.859				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	58	0	87	0	2	1	0	0	0	294	29	0	42	515	0	0	1028
4:15 PM	50	0	66	0	2	3	0	0	0	303	32	1	46	521	0	2	1026
4:30 PM	57	0	82	0	0	3	0	0	0	307	42	1	55	579	0	2	1128
4:45 PM	38	0	81	0	1	3	1	0	0	378	34	1	60	542	0	1	1140
5:00 PM	48	0	68	0	3	1	0	0	0	302	38	1	75	632	0	0	1168
5:15 PM	60	0	91	0	1	1	1	0	0	330	36	0	74	598	0	0	1192
5:30 PM	41	0	94	0	1	4	1	0	0	275	28	0	59	599	0	1	1103
5:45 PM	64	0	82	0	1	1	2	0	0	282	30	0	69	607	1	0	1139
TOTAL VOLUMES :	NL 416	NT 0	NR 651	NU 0	SL 11	ST 17	SR 5	SU 0	EL 0	ET 2471	ER 269	EU 4	WL 480	WT 4593	WR 1	WU 6	TOTAL 8924
APPROACH %'s :	38.99%	0.00%	61.01%	0.00%	33.33%	51.52%	15.15%	0.00%	0.00%	90.05%	9.80%	0.15%	9.45%	90.41%	0.02%	0.12%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	203	0	322	0	5	8	2	0	0	1317	150	3	264	2351	0	3	4628
PEAK HR FACTOR :	0.846	0.000	0.885	0.000	0.417	0.667	0.500	0.000	0.000	0.871	0.893	0.750	0.880	0.930	0.000	0.375	0.971
	0.869				0.750				0.890				0.926				

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 97th Ave & NW 74th St
City: Doral
Control: Signalized

Project ID: 24-140252-003
Date: 9/10/2024

Data - HT

NS/EW Streets:	NW 97th Ave				NW 97th Ave				NW 74th St				NW 74th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	8	0	1	0	0	0	0	0	0	15	0	0	1	9	0	0	34
7:15 AM	3	0	0	0	0	0	0	0	0	12	1	0	1	26	0	1	44
7:30 AM	3	0	1	0	0	0	0	0	0	21	1	0	3	28	0	0	57
7:45 AM	5	0	2	0	0	0	0	0	0	17	2	0	3	25	0	0	54
8:00 AM	4	0	6	0	0	0	0	0	0	17	1	0	4	31	0	0	63
8:15 AM	7	0	6	0	0	0	0	0	0	18	3	0	2	29	0	0	64
8:30 AM	2	0	3	0	0	0	0	0	0	23	3	0	1	34	0	1	68
8:45 AM	2	0	2	0	0	0	0	0	0	36	1	0	4	30	0	0	75
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	34	0	21	0	0	0	0	0	0	159	12	0	19	212	0	2	459
	61.82%	0.00%	38.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	92.98%	7.02%	0.00%	8.15%	90.99%	0.00%	0.86%	
PEAK HR :	07:45 AM - 08:45 AM				0	0	0	0	0	75	9	0	10	119	0	1	TOTAL
PEAK HR VOL :	18	0	17	0	0.000	0.000	0.000	0.000	0.000	0.815	0.750	0.000	0.625	0.875	0.000	0.250	249
PEAK HR FACTOR :	0.643	0.000	0.708	0.000						0.808				0.878			0.915
				0.673													
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	3	0	5	0	0	0	0	0	0	30	4	0	1	16	0	0	59
4:15 PM	4	0	3	0	0	0	0	0	0	25	4	0	2	24	0	0	62
4:30 PM	4	0	3	0	0	1	0	0	0	28	5	0	1	25	0	0	67
4:45 PM	4	0	3	0	0	0	0	0	0	16	1	0	3	16	0	0	43
5:00 PM	1	0	3	0	0	0	0	0	0	20	3	0	3	16	0	0	46
5:15 PM	2	0	2	0	0	0	0	0	0	16	1	0	3	8	0	0	32
5:30 PM	0	0	2	0	0	0	0	0	0	13	0	0	4	21	0	0	40
5:45 PM	1	0	1	0	0	0	0	0	0	14	0	0	2	18	0	0	36
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	19	0	22	0	0	1	0	0	0	162	18	0	19	144	0	0	385
	46.34%	0.00%	53.66%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	90.00%	10.00%	0.00%	11.66%	88.34%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM				0	1	0	0	0	80	10	0	10	65	0	0	TOTAL
PEAK HR VOL :	11	0	11	0	0.000	0.250	0.000	0.000	0.000	0.714	0.500	0.000	0.833	0.650	0.000	0.000	188
PEAK HR FACTOR :	0.688	0.000	0.917	0.000						0.682				0.721			0.701
				0.786													
NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
AM	14%	#DIV/0!	7%	0%	0%	0%	#DIV/0!	#DIV/0!	3%	5%	0%	7%	11%	#DIV/0!	25%		
PM	5%	#DIV/0!	3%	#DIV/0!	0%	11%	0%	#DIV/0!	#DIV/0!	6%	6%	0%	4%	3%	#DIV/0!	0%	

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 97th Ave & NW 74th St
City: Doral
Control: Signalized

Project ID: 24-140252-003
Date: 9/10/2024

Data - Bikes

NS/EW Streets:	NW 97th Ave				NW 97th Ave				NW 74th St				NW 74th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
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	1	1	0	0	2
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	2	1	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	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
TOTAL VOLUMES :	NL 0	NT 0	NR 1	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 7	ER 0	EU 0	WL 3	WT 3	WR 0	WU 0	TOTAL 14
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM				0	0	0	0	0	5	0	0	2	1	0	0	TOTAL 9
PEAK HR VOL :	0	0	1	0	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.250	0.250	0.000	0.000	0.375
PEAK HR FACTOR :	0.000	0.000	0.250	0.000						0.417				0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
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	2	0	0	0	1	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 2	ER 0	EU 0	WL 0	WT 7	WR 0	WU 0	TOTAL 9
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM				0	0	0	0	0	2	0	0	0	2	0	0	TOTAL 4
PEAK HR VOL :	0	0	0	0	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.333
PEAK HR FACTOR :	0.000	0.000	0.000	0.000						0.250				0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 97th Ave & NW 74th St
City: Doral

Project ID: 24-140252-003
Date: 9/10/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	NW 97th Ave		NW 97th Ave		NW 74th St		NW 74th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	1	0	0	0	0	0	0	0	1
7:15 AM	0	1	1	0	0	0	0	0	2
7:30 AM	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	1	0	0	0	0	1	2
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	1
8:30 AM	0	1	1	0	0	0	0	1	3
8:45 AM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	5	3	0	0	0	0	2	11
	16.67%	83.33%	100.00%	0.00%			0.00%	100.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	2	2	0	0	0	0	2	6
PEAK HR FACTOR :		0.500	0.500					0.500	0.500
	0.500		0.500				0.500		

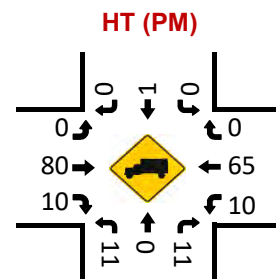
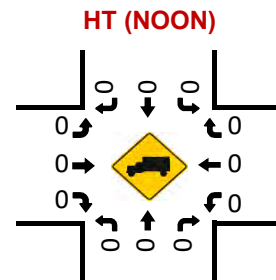
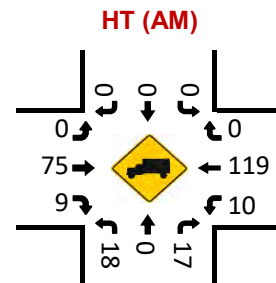
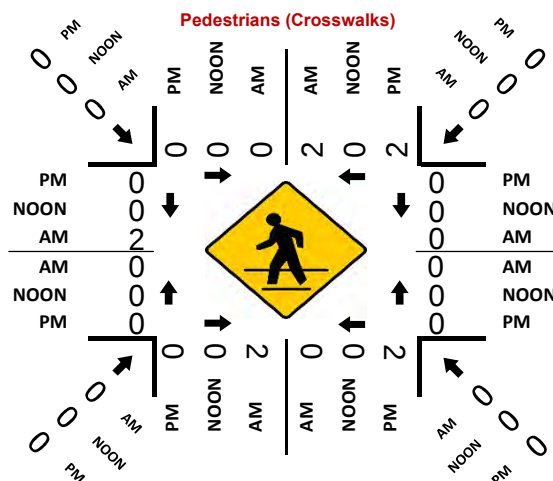
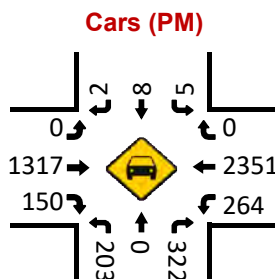
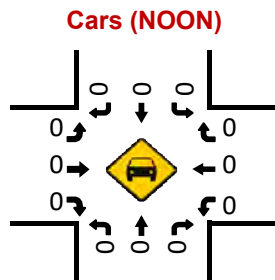
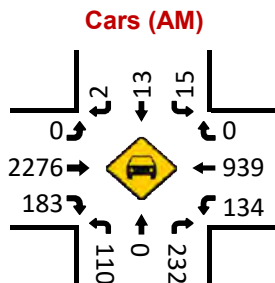
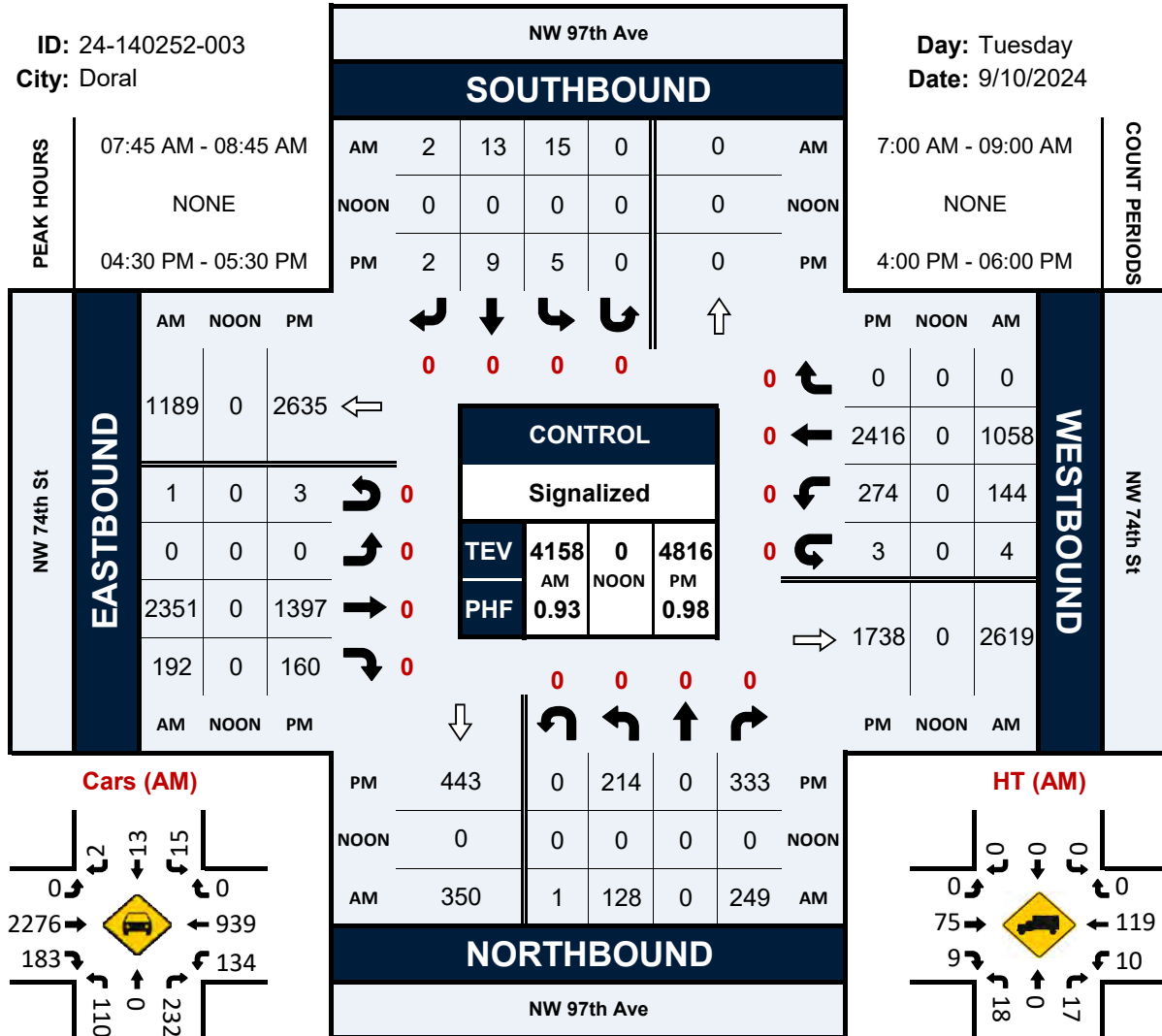
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	2	0	0	1	0	0	0	0	3
4:15 PM	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	2	0	1	0	0	0	0	3
5:30 PM	0	0	0	1	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	2	2	1	4	0	0	0	1	10
	50.00%	50.00%	20.00%	80.00%			0.00%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	2	0	2	0	0	0	0	4
PEAK HR FACTOR :		0.250		0.500					0.333
	0.250		0.500						

NW 97th Ave & NW 74th St

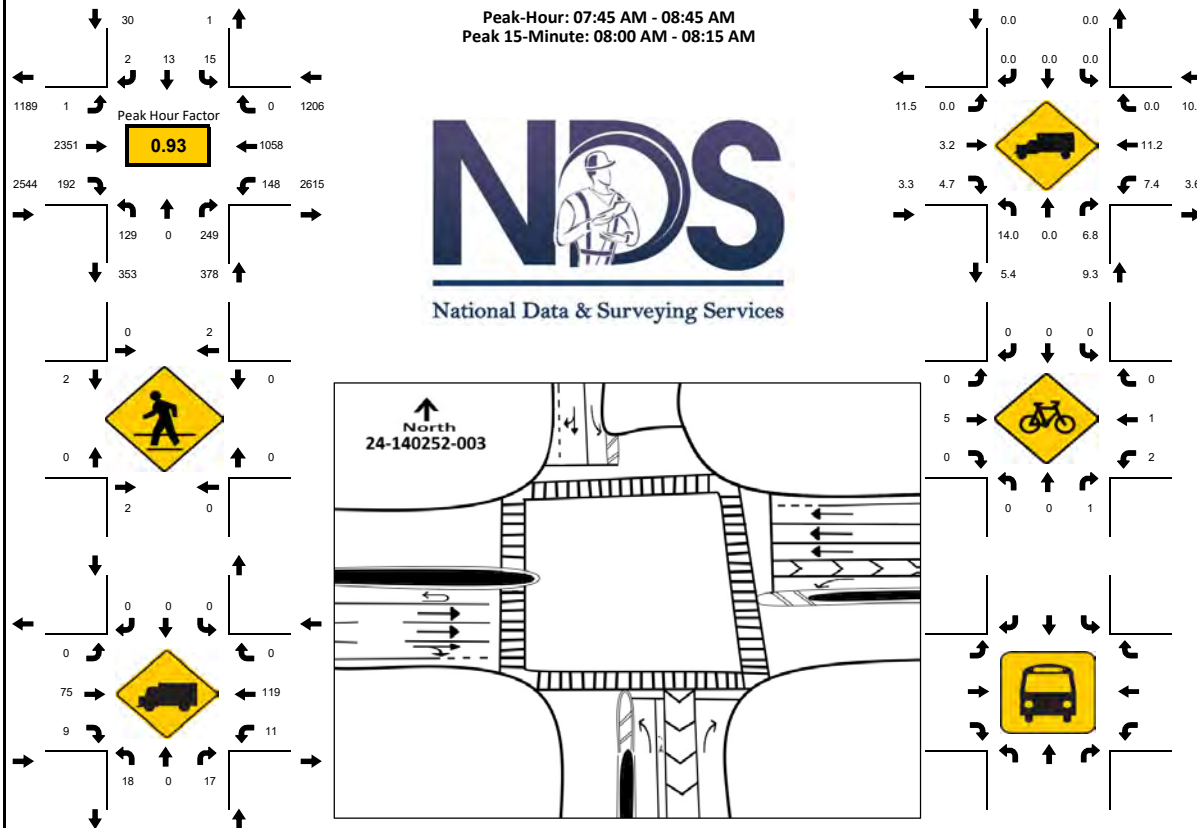
Peak Hour Turning Movement Count

ID: 24-140252-003
City: Doral

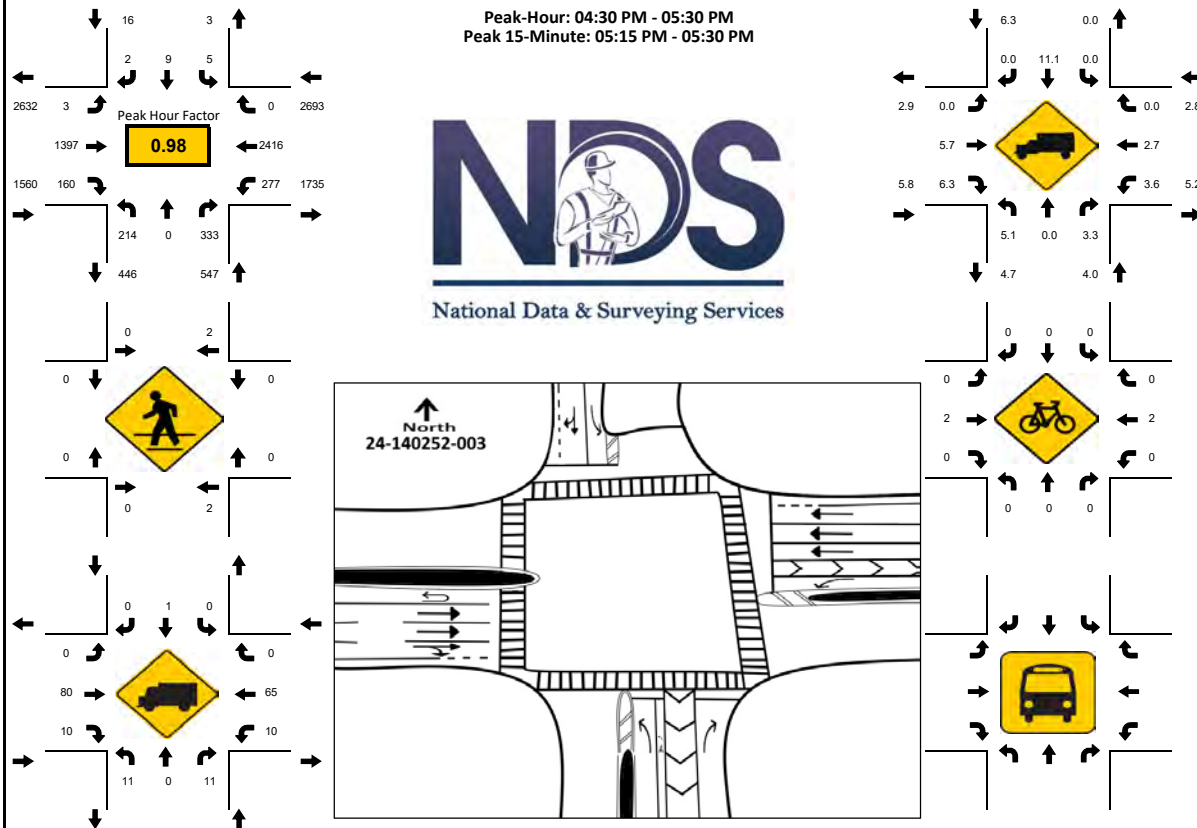
Day: Tuesday
Date: 9/10/2024



PROJECT ID: 24-140252-003
DATE: Tue, Sep 10, 2024

[illegible]

PROJECT ID: 24-140252-003
DATE: Tue, Sep 10, 2024

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 102nd Ave & NW 66th St
City: Doral
Control: 4-Way Stop

Project ID: 24-140252-004
Date: 9/10/2024

Data - Total

NS/EW Streets:	NW 102nd Ave				NW 102nd Ave				NW 66th St				NW 66th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	11	43	6	0	12	57	2	0	10	28	46	4	0	14	2	0	235
7:15 AM	21	52	2	0	7	86	4	0	4	27	43	2	4	21	2	0	275
7:30 AM	19	62	12	0	12	86	7	0	15	59	84	0	3	14	0	0	373
7:45 AM	23	49	12	0	19	73	3	0	23	78	69	4	3	9	0	0	365
8:00 AM	16	48	14	0	21	69	7	0	17	78	59	0	6	16	0	0	351
8:15 AM	22	61	12	0	12	74	6	0	15	66	61	4	0	20	0	0	353
8:30 AM	20	46	10	0	10	53	8	0	14	61	42	3	2	13	0	0	282
8:45 AM	13	48	14	0	11	60	1	0	4	62	55	3	0	1	0	0	272
TOTAL VOLUMES :	NL 145	NT 409	NR 82	NU 0	SL 104	ST 558	SR 38	SU 0	EL 102	ET 459	ER 459	EU 20	WL 18	WT 108	WR 4	WU 0	TOTAL 2506
APPROACH %'s :	22.80%	64.31%	12.89%	0.00%	14.86%	79.71%	5.43%	0.00%	9.81%	44.13%	44.13%	1.92%	13.85%	83.08%	3.08%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	80	220	50	0	64	302	23	0	70	281	273	8	12	59	0	0	1442
PEAK HR FACTOR :	0.870	0.887	0.893	0.000	0.762	0.878	0.821	0.000	0.761	0.901	0.813	0.500	0.500	0.738	0.000	0.000	0.966
	0.921				0.926				0.908				0.807				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	41	55	7	0	0	50	7	0	7	18	36	0	2	18	7	0	248
4:15 PM	44	66	4	0	1	59	5	0	3	22	42	1	2	24	6	0	279
4:30 PM	47	75	3	0	4	63	9	0	4	11	35	0	3	16	9	0	279
4:45 PM	41	61	4	0	4	79	7	0	2	20	39	1	3	20	6	0	287
5:00 PM	47	62	4	0	6	84	6	0	4	11	30	2	6	22	2	0	286
5:15 PM	38	51	5	0	6	64	9	0	4	7	42	2	6	14	2	0	250
5:30 PM	46	73	3	0	1	78	8	0	4	11	27	0	8	23	5	0	287
5:45 PM	48	66	3	0	5	91	12	0	5	14	42	3	9	25	1	0	324
TOTAL VOLUMES :	NL 352	NT 509	NR 33	NU 0	SL 27	ST 568	SR 63	SU 0	EL 33	ET 114	ER 293	EU 9	WL 39	WT 162	WR 38	WU 0	TOTAL 2240
APPROACH %'s :	39.37%	56.94%	3.69%	0.00%	4.10%	86.32%	9.57%	0.00%	7.35%	25.39%	65.26%	2.00%	16.32%	67.78%	15.90%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	179	252	15	0	18	317	35	0	17	43	141	7	29	84	10	0	1147
PEAK HR FACTOR :	0.932	0.863	0.750	0.000	0.750	0.871	0.729	0.000	0.850	0.768	0.839	0.583	0.806	0.840	0.500	0.000	0.885
	0.914				0.856				0.813				0.854				

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 102nd Ave & NW 66th St
City: Doral
Control: 4-Way Stop

Project ID: 24-140252-004
Date: 9/10/2024

Data - Cars

NS/EW Streets:	NW 102nd Ave				NW 102nd Ave				NW 66th St				NW 66th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	10	43	5	0	12	55	2	0	10	28	46	4	0	14	2	0	231
7:15 AM	21	51	2	0	7	85	4	0	4	27	43	2	4	21	2	0	273
7:30 AM	19	59	12	0	12	85	7	0	14	59	84	0	3	14	0	0	368
7:45 AM	23	48	12	0	19	72	3	0	23	78	69	4	2	9	0	0	362
8:00 AM	15	43	14	0	21	68	7	0	17	77	59	0	6	16	0	0	343
8:15 AM	22	58	12	0	12	74	6	0	15	66	61	4	0	20	0	0	350
8:30 AM	20	42	10	0	10	52	8	0	14	61	42	3	2	13	0	0	277
8:45 AM	13	45	14	0	11	60	1	0	4	62	55	3	0	1	0	0	269
TOTAL VOLUMES :	NL 143	NT 389	NR 81	NU 0	SL 104	ST 551	SR 38	SU 0	EL 101	ET 458	ER 459	EU 20	WL 17	WT 108	WR 4	WU 0	TOTAL 2473
APPROACH %'s :	23.33%	63.46%	13.21%	0.00%	15.01%	79.51%	5.48%	0.00%	9.73%	44.12%	44.22%	1.93%	13.18%	83.72%	3.10%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	79	208	50	0	64	299	23	0	69	280	273	8	11	59	0	0	1423
PEAK HR FACTOR :	0.859	0.881	0.893	0.000	0.762	0.879	0.821	0.000	0.750	0.897	0.813	0.500	0.458	0.738	0.000	0.000	0.967
	0.916				0.928				0.905				0.795				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	40	54	7	0	0	49	7	0	7	18	36	0	2	18	7	0	245
4:15 PM	44	66	2	0	1	57	5	0	3	22	42	1	2	24	6	0	275
4:30 PM	47	73	3	0	4	63	8	0	3	11	34	0	3	15	9	0	273
4:45 PM	41	61	4	0	4	77	7	0	2	20	39	1	3	20	6	0	285
5:00 PM	47	62	4	0	6	83	6	0	4	11	30	2	6	22	2	0	285
5:15 PM	38	51	5	0	6	63	9	0	4	7	42	2	6	14	2	0	249
5:30 PM	46	70	3	0	1	77	8	0	4	11	27	0	8	23	5	0	283
5:45 PM	47	65	3	0	5	91	12	0	5	14	42	3	9	25	1	0	322
TOTAL VOLUMES :	NL 350	NT 502	NR 31	NU 0	SL 27	ST 560	SR 62	SU 0	EL 32	ET 114	ER 292	EU 9	WL 39	WT 161	WR 38	WU 0	TOTAL 2217
APPROACH %'s :	39.64%	56.85%	3.51%	0.00%	4.16%	86.29%	9.55%	0.00%	7.16%	25.50%	65.32%	2.01%	16.39%	67.65%	15.97%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	178	248	15	0	18	314	35	0	17	43	141	7	29	84	10	0	1139
PEAK HR FACTOR :	0.947	0.886	0.750	0.000	0.750	0.863	0.729	0.000	0.850	0.768	0.839	0.583	0.806	0.840	0.500	0.000	0.884
	0.926				0.850				0.813				0.854				

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 102nd Ave & NW 66th St
City: Doral
Control: 4-Way Stop

Project ID: 24-140252-004
Date: 9/10/2024

Data - Bikes

NS/EW Streets:	NW 102nd Ave				NW 102nd Ave				NW 66th St				NW 66th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3
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	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL 0	NT 1	NR 0	NU 0	SL 0	ST 3	SR 0	SU 1	EL 0	ET 1	ER 2	EU 0	WL 0	WT 0	WR 1	WU 0	TOTAL 9
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	75.00%	0.00%	25.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL 3
PEAK HR VOL :	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	
PEAK HR FACTOR :	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	0.000	0.250	0.000	0.250

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
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	1	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	1
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 5	SR 1	SU 0	EL 0	ET 0	ER 1	EU 0	WL 0	WT 0	WR 2	WU 0	TOTAL 9
APPROACH %'s :	0.00%	0.00%	0.00%	0.00%	0.00%	83.33%	16.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL 6
PEAK HR VOL :	0	0	0	0	0	3	1	0	0	0	1	0	0	0	1	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.750

National Data & Surveying Services

Location: NW 102nd Ave & NW 66th St
City: Doral

Project ID: 24-140252-004
Date: 9/10/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	NW 102nd Ave		NW 102nd Ave		NW 66th St		NW 66th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	2	2
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	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	1	3	4
PEAK HR :	07:30 AM - 08:30 AM						25.00%	75.00%	
PEAK HR VOL :	0	0	0	0	0	0	0	2	2
PEAK HR FACTOR :							0.250	0.250	0.250

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
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	0	1
4:45 PM	0	0	0	0	0	0	0	2	2
5:00 PM	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 1 16.67%	SB 5 83.33%	TOTAL 6
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	3	3
PEAK HR FACTOR :							0.750		0.750

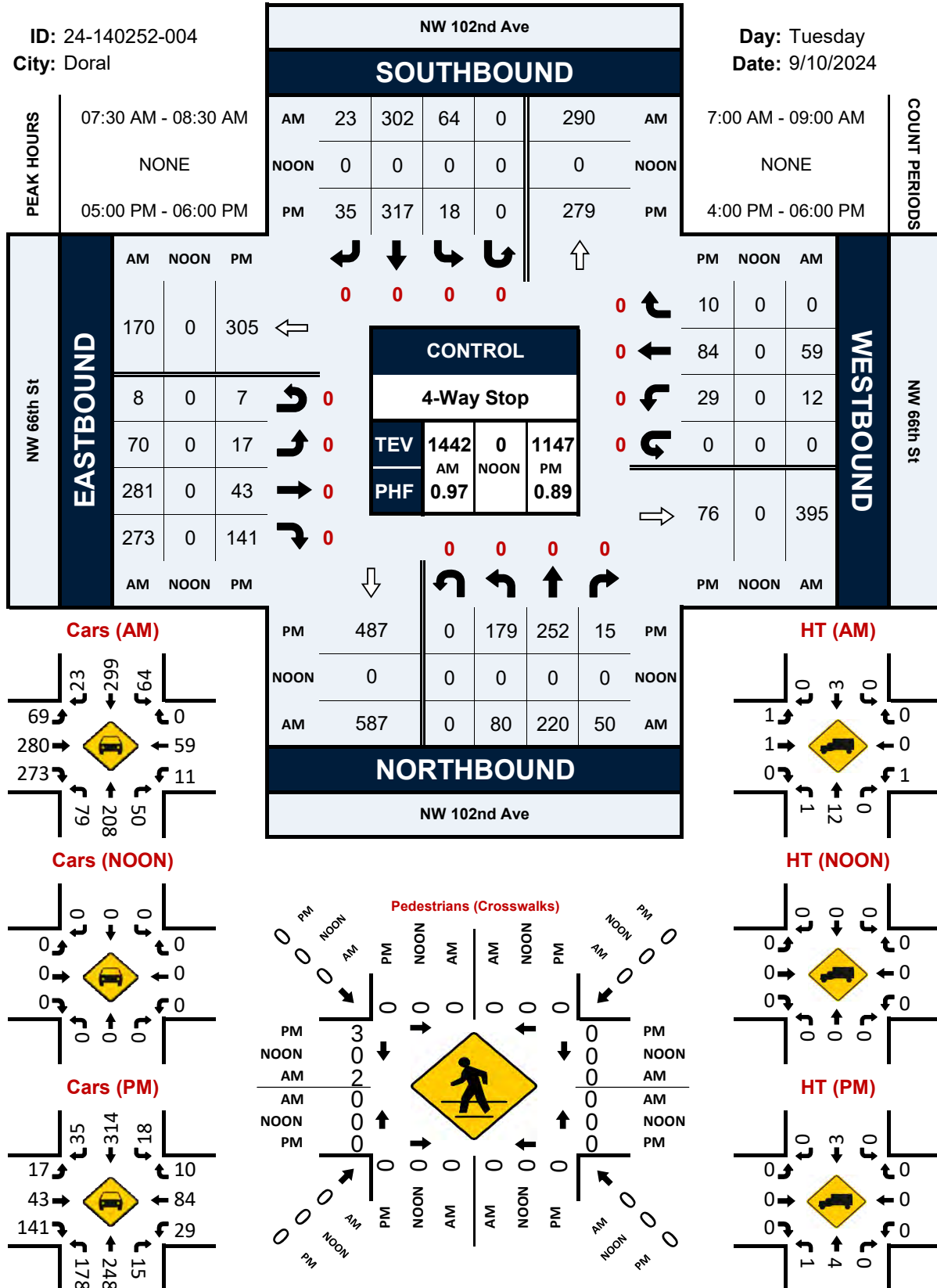
NW 102nd Ave & NW 66th St**Peak Hour Turning Movement Count**

ID: 24-140252-004

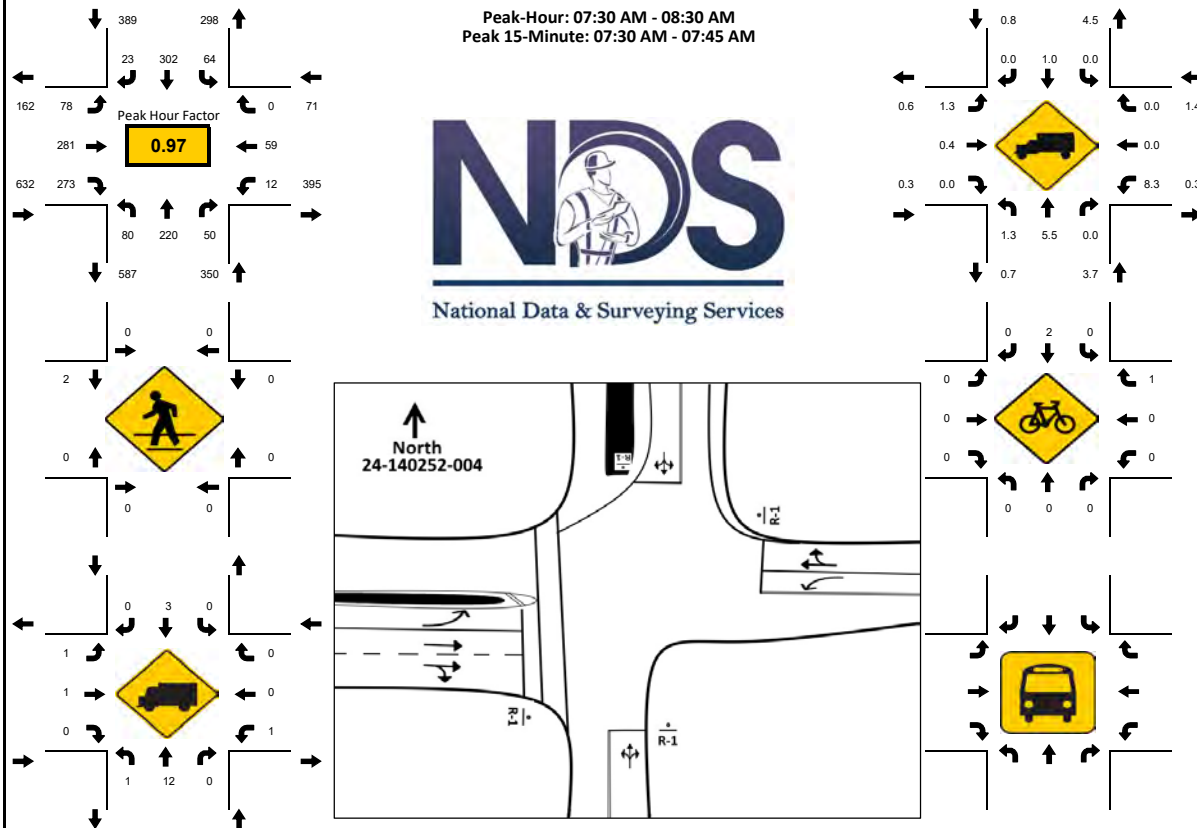
City: Doral

Day: Tuesday

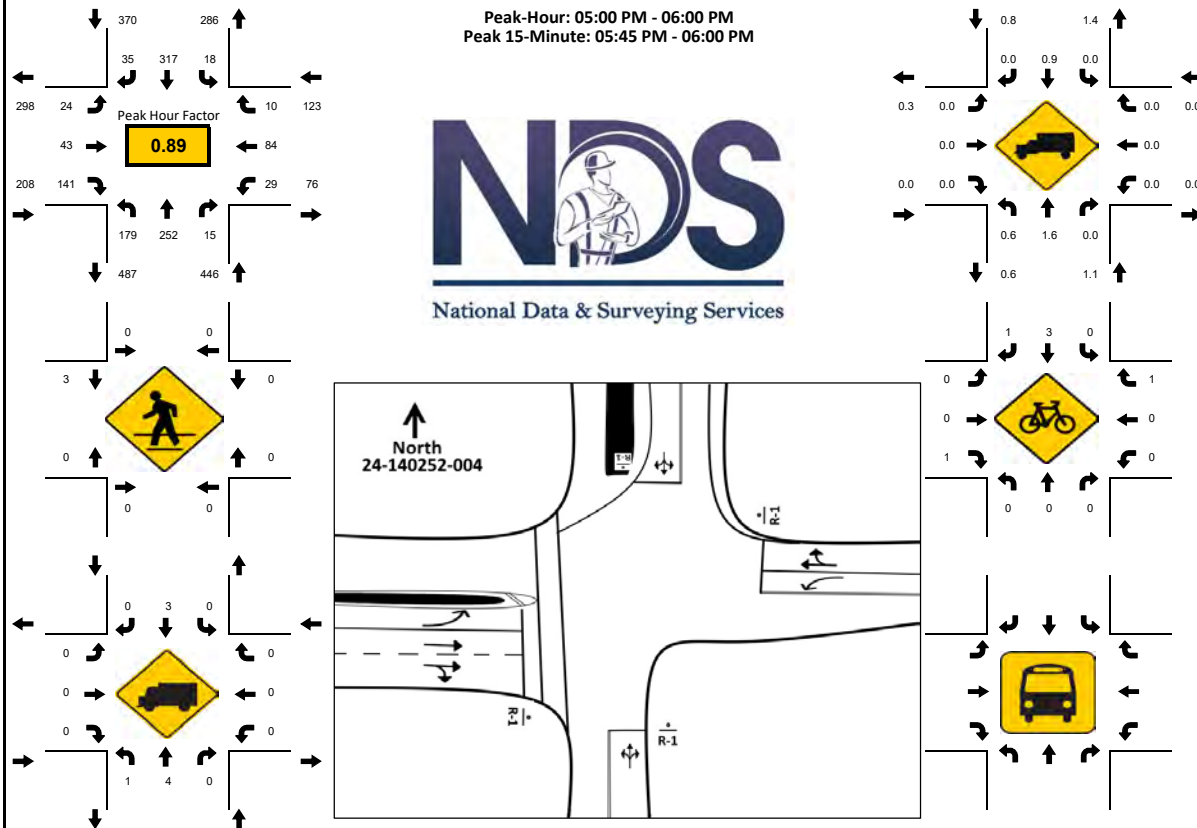
Date: 9/10/2024



PROJECT ID: 24-140252-004
DATE: Tue, Sep 10, 2024

[illegible]

PROJECT ID: 24-140252-004
DATE: Tue, Sep 10, 2024

[illegible]

Pedestrian Call Study

Location: NW 104th Ave (NS) & NW 74th St (EW)

City: Doral, FL

Date: 9/10/2024

Day: Tuesday

Time Of Call	Button Placed	Volume of Pedestrian Movements							
		NEB	NWB	SEB	SWB	ENB	ESB	WNB	WSB
7:48:18 AM	NW								1
7:51:34 AM	NE						1		
7:59:36 AM	NW								1
8:13:29 AM	SW							1	
8:18:59 AM	NW								1
8:23:01 AM	SW							1	
8:25:53 AM	NW								1
8:28:03 AM	NE		1						
8:37:47 AM	NW	1							
8:41:46 AM	NE						1		
8:56:31 AM	NE						1		
4:43:37 PM	NW								1
4:44:17 PM	SW							1	
4:49:08 PM	SW							2	
4:50:11 PM	NW								1
4:52:40 PM	SW							1	
5:01:52 PM	NW								1
5:03:57 PM	SW							1	
5:07:25 PM	SE				1				
5:17:54 PM	SW							1	
5:22:10 PM	NW								1
5:28:51 PM	SW							1	
5:36:25 PM	NE						1		
5:49:37 PM	NW								1
Totals	24	1	1	0	1	0	4	9	9

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	2	0	0
8:00 AM	0	0	0	1
8:15 AM	1	2	0	1
8:30 AM	1	1	0	0
8:45 AM	1	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	1	0	1
4:45 PM	0	1	0	2
5:00 PM	0	1	1	1
5:15 PM	0	1	0	2
5:30 PM	1	0	0	0
5:45 PM	0	1	0	0
Totals	5	10	1	8

24

Pedestrian Call Study

Location: NW 102nd Ave (NS) & NW 74th St (EW)

City: Doral, FL

Date: 9/10/2024

Day: Tuesday

Time Of Call	Button Placed	Volume of Pedestrian Movements							
		NEB	NWB	SEB	SWB	ENB	ESB	WNB	WSB
7:58:39 AM	NW	1							
8:01:49 AM	NE		1						
8:03:58 AM	NW	1							
4:00:11 PM	NW	1							
4:23:41 PM	NW								1
4:24:44 PM	SW			1					
4:33:35 PM	NE						1		
5:00:04 PM	NW								1
5:18:04 PM	SE				1				
5:27:38 PM	NE		1						
5:33:08 PM	SE					1			
Totals	11	3	2	1	1	1	1	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	0	1	0	0
8:00 AM	1	1	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	1	0	0
4:15 PM	0	1	0	1
4:30 PM	1	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	1	0	0
5:15 PM	1	0	1	0
5:30 PM	0	0	1	0
5:45 PM	0	0	0	0
Totals	3	5	2	1

11

Pedestrian Call Study

Location: NW 97th Ave (NS) & NW 74th St (EW)

City: Doral, FL

Date: 9/10/2024

Day: Tuesday

Time Of Call	Button Placed	Volume of Pedestrian Movements							
		NEB	NWB	SEB	SWB	ENB	ESB	WNB	WSB
8:39:01 AM	NW								1
8:41:20 AM	SW			1					
4:18:19 PM	SW			1					
5:29:41 PM	SE				1				
5:35:19 PM	NW								1
Totals	5	0	0	2	1	0	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	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	1	0	1
8:45 AM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	1
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	1	0
5:30 PM	0	1	0	0
5:45 PM	0	0	0	0
Totals	0	2	1	2

5

Seasonal Factors

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8700 MIAMI-DADE NORTH

WEEK	DATES	SF	MOCF: 0.99
			PSCF
1	01/01/2023 - 01/07/2023	1.00	1.01
2	01/08/2023 - 01/14/2023	1.03	1.04
3	01/15/2023 - 01/21/2023	1.05	1.06
4	01/22/2023 - 01/28/2023	1.04	1.05
5	01/29/2023 - 02/04/2023	1.03	1.04
6	02/05/2023 - 02/11/2023	1.01	1.02
7	02/12/2023 - 02/18/2023	1.00	1.01
8	02/19/2023 - 02/25/2023	1.00	1.01
9	02/26/2023 - 03/04/2023	0.99	1.00
10	03/05/2023 - 03/11/2023	0.99	1.00
11	03/12/2023 - 03/18/2023	0.99	1.00
12	03/19/2023 - 03/25/2023	0.99	1.00
13	03/26/2023 - 04/01/2023	0.99	1.00
14	04/02/2023 - 04/08/2023	0.99	1.00
15	04/09/2023 - 04/15/2023	1.00	1.01
16	04/16/2023 - 04/22/2023	0.99	1.00
17	04/23/2023 - 04/29/2023	0.99	1.00
18	04/30/2023 - 05/06/2023	0.99	1.00
19	05/07/2023 - 05/13/2023	0.99	1.00
20	05/14/2023 - 05/20/2023	0.99	1.00
21	05/21/2023 - 05/27/2023	0.99	1.00
22	05/28/2023 - 06/03/2023	1.00	1.01
23	06/04/2023 - 06/10/2023	1.01	1.02
24	06/11/2023 - 06/17/2023	1.02	1.03
25	06/18/2023 - 06/24/2023	1.02	1.03
26	06/25/2023 - 07/01/2023	1.02	1.03
27	07/02/2023 - 07/08/2023	1.02	1.03
28	07/09/2023 - 07/15/2023	1.02	1.03
29	07/16/2023 - 07/22/2023	1.01	1.02
30	07/23/2023 - 07/29/2023	1.00	1.01
31	07/30/2023 - 08/05/2023	0.99	1.00
*32	08/06/2023 - 08/12/2023	0.98	0.99
*33	08/13/2023 - 08/19/2023	0.98	0.99
*34	08/20/2023 - 08/26/2023	0.98	0.99
*35	08/27/2023 - 09/02/2023	0.99	1.00
*36	09/03/2023 - 09/09/2023	1.00	1.01
*37	09/10/2023 - 09/16/2023	1.01	1.02
*38	09/17/2023 - 09/23/2023	1.00	1.01
*39	09/24/2023 - 09/30/2023	0.99	1.00
*40	10/01/2023 - 10/07/2023	0.99	1.00
*41	10/08/2023 - 10/14/2023	0.98	0.99
*42	10/15/2023 - 10/21/2023	0.98	0.99
*43	10/22/2023 - 10/28/2023	0.98	0.99
*44	10/29/2023 - 11/04/2023	0.99	1.00
45	11/05/2023 - 11/11/2023	0.99	1.00
46	11/12/2023 - 11/18/2023	1.00	1.01
47	11/19/2023 - 11/25/2023	1.00	1.01
48	11/26/2023 - 12/02/2023	1.00	1.01
49	12/03/2023 - 12/09/2023	1.00	1.01
50	12/10/2023 - 12/16/2023	1.00	1.01
51	12/17/2023 - 12/23/2023	1.02	1.03
52	12/24/2023 - 12/30/2023	1.04	1.05
53	12/31/2023 - 12/31/2023	1.05	1.06

* PEAK SEASON

09-MAR-2024 18:41:41

830UPD

6_8700_PKSEASON.TXT

Historic Background Growth

24143

Prime Square Doral

Background Growth Rate

Station*	Location	Linear	Exponential	Decaying Exponential
878235	NW 58TH ST, 200 WEST OF NW 97TH AVENUE	Rate = 4.49% R ² = 65.81%	Rate = 3.61% R ² = 64.24%	Rate = 3.10% R ² = 35.37%
878618	NW 74TH STREET, 200' EAST OF NW 102 AVE	Rate = 10.03% R ² = 90.36%	Rate = 7.07% R ² = 90.99%	Rate = 7.98% R ² = 75.52%
878682	NW 107TH AVENUE, 1000' SOUTH OF NW 74TH STREET	Rate = 3.74% R ² = 94.12%	Rate = 3.30% R ² = 92.90%	Rate = 3.62% R ² = 93.03%
970311	TURNPIKE EXT NB OFF RAMP TO NW 74TH ST, M30A	Rate = -0.87% R ² = 6.95%	Rate = -0.90% R ² = 6.57%	Rate = -1.47% R ² = 15.29%
973013	TURNPIKE EXT SB OFF RAMP TO NW 74TH ST, M30C	Rate = -5.91% R ² = 29.25%	Rate = -5.52% R ² = 20.51%	Rate = -10.02% R ² = 50.95%
Average:		2.30%	1.51%	0.64%

*Based on data for years 2014 - 2023 (Ten Years), excluding the years 2020 and 2021.

24143

Prime Square Doral

Background Growth Rate

Station*	Location	Linear	Exponential	Decaying Exponential
878235	NW 58TH ST, 200 WEST OF NW 97TH AVENUE	Rate = 9.84% R ² = 98.66%	Rate = 8.76% R ² = 98.24%	Rate = 8.39% R ² = 100.00%
878334	NW 74TH STREET, 200' WEST OF NW 77TH COURT	Rate = 2.24% R ² = 99.85%	Rate = 2.23% R ² = 99.92%	Rate = 2.04% R ² = 97.69%
878682	NW 107TH AVENUE, 1000' SOUTH OF NW 74TH STREET	Rate = 2.11% R ² = 97.27%	Rate = 2.05% R ² = 97.63%	Rate = 1.97% R ² = 92.35%
970311	TURNPIKE EXT NB OFF RAMP TO NW 74TH ST, M30A	Rate = -0.99% R ² = 2.73%	Rate = -1.02% R ² = 3.11%	Rate = -1.66% R ² = 7.65%
973013	TURNPIKE EXT SB OFF RAMP TO NW 74TH ST, M30C	Rate = -1.22% R ² = 92.31%	Rate = -1.24% R ² = 91.92%	Rate = -1.24% R ² = 85.17%
Average:		2.40%	2.16%	1.90%

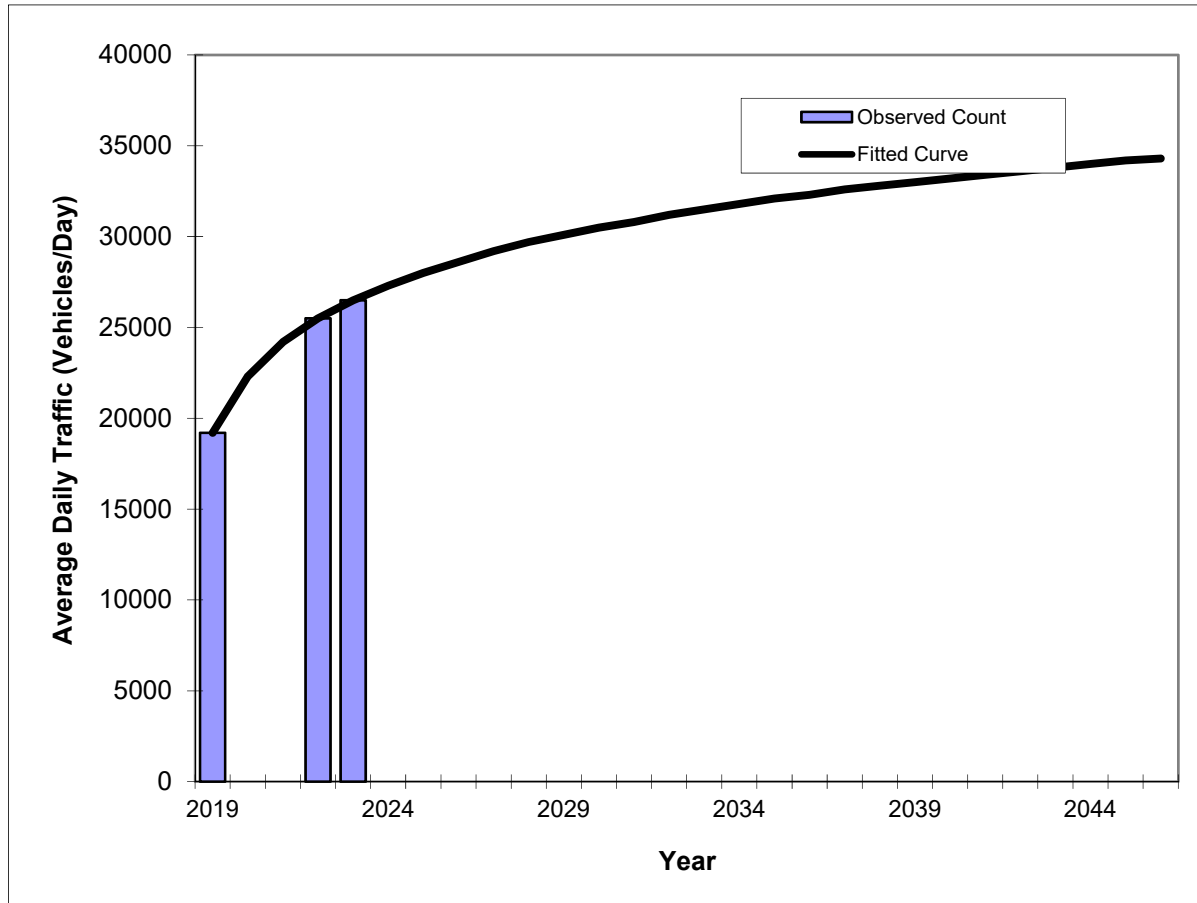
*Based on data for years 2019 - 2023 (Five years), excluding the years 2020 and 2021.

Traffic Trends - V03.a

NW 58TH ST, 200' WEST OF NW 97TH AVENUE -- 87000534

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	8235
Highway:	V 58TH ST, 200' WEST OF NW 97TH AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	19200	19200
2022	25500	25500
2023	26500	26500
2026 Opening Year Trend		
2026	N/A	28600
2023 Mid-Year Trend		
2023	N/A	26500
2033 Design Year Trend		
2033	N/A	31500
TRANPLAN Forecasts/Trends		

Trend R-squared:	100.00%
Compounded Annual Historic Growth Rate:	8.39%
Compounded Growth Rate (2023 to Design Year):	1.74%
Printed:	3-Apr-25
Decaying Exponential Growth Option	

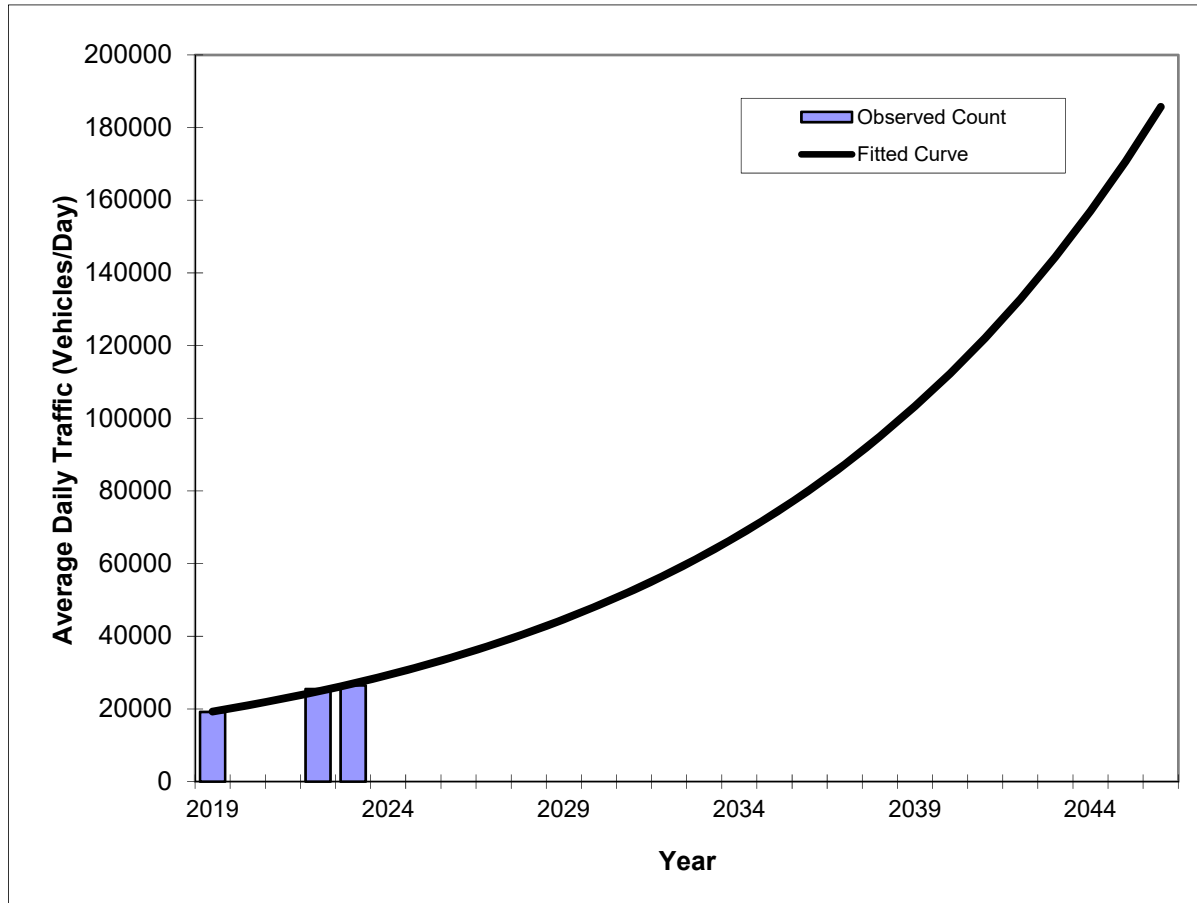
*Axle-Adjusted

Traffic Trends - V03.a

NW 58TH ST, 200' WEST OF NW 97TH AVENUE -- 87000534

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	8235
Highway:	V 58TH ST, 200' WEST OF NW 97TH AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	19200	19300
2022	25500	24800
2023	26500	27000
2026 Opening Year Trend		
2026	N/A	34700
2023 Mid-Year Trend		
2023	N/A	27000
2033 Design Year Trend		
2033	N/A	62500
TRANPLAN Forecasts/Trends		

Trend R-squared:	98.24%
Compounded Annual Historic Growth Rate:	8.76%
Compounded Growth Rate (2023 to Design Year):	8.76%
Printed:	3-Apr-25
Exponential Growth Option	

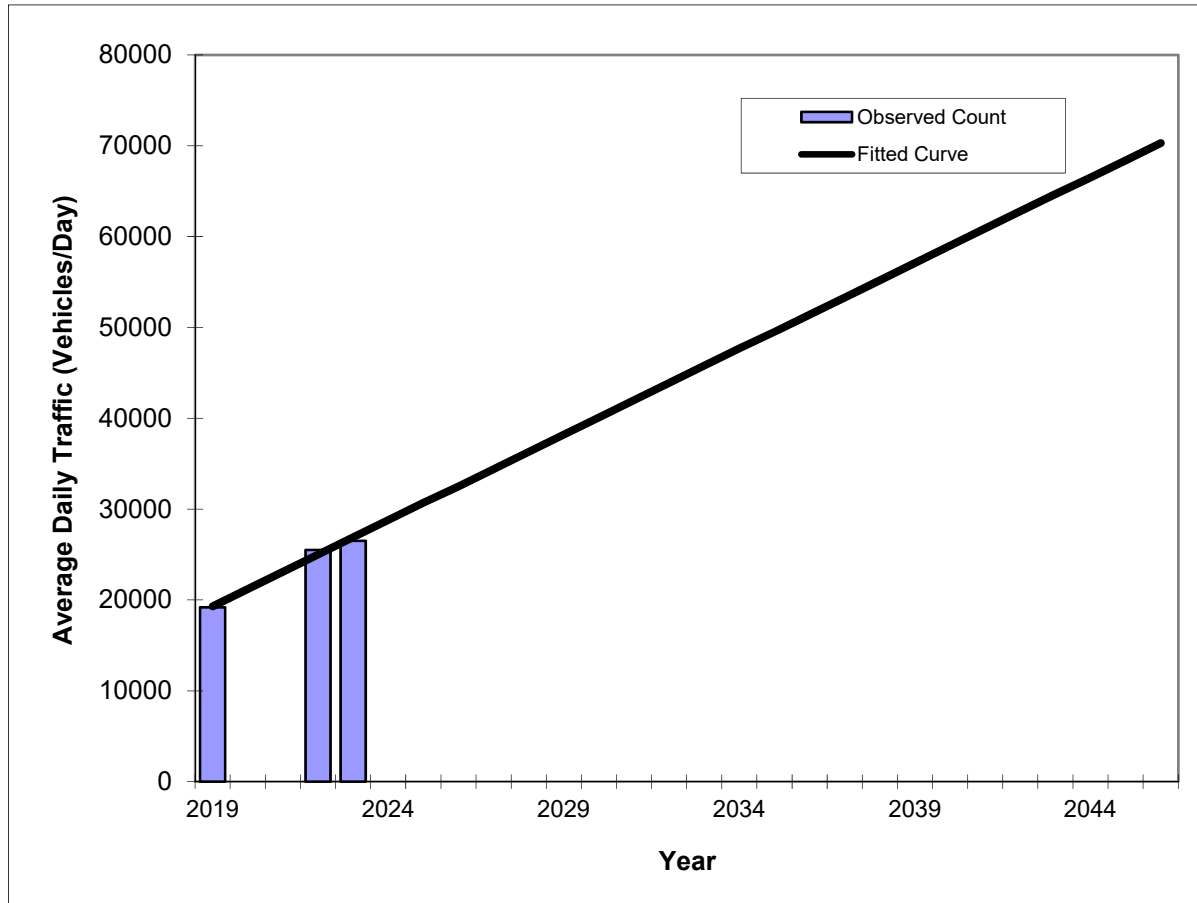
*Axle-Adjusted

Traffic Trends - V03.a

NW 58TH ST, 200' WEST OF NW 97TH AVENUE -- 87000534

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	8235
Highway:	NW 58TH ST, 200' WEST OF NW 97TH AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	19200	19300
2022	25500	25000
2023	26500	26900
2026 Opening Year Trend		
2026	N/A	32500
2023 Mid-Year Trend		
2023	N/A	26900
2033 Design Year Trend		
2033	N/A	45800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,888
Trend R-squared:	98.66%
Trend Annual Historic Growth Rate:	9.84%
Trend Growth Rate (2023 to Design Year):	7.03%
Printed:	3-Apr-25
Straight Line Growth Option	

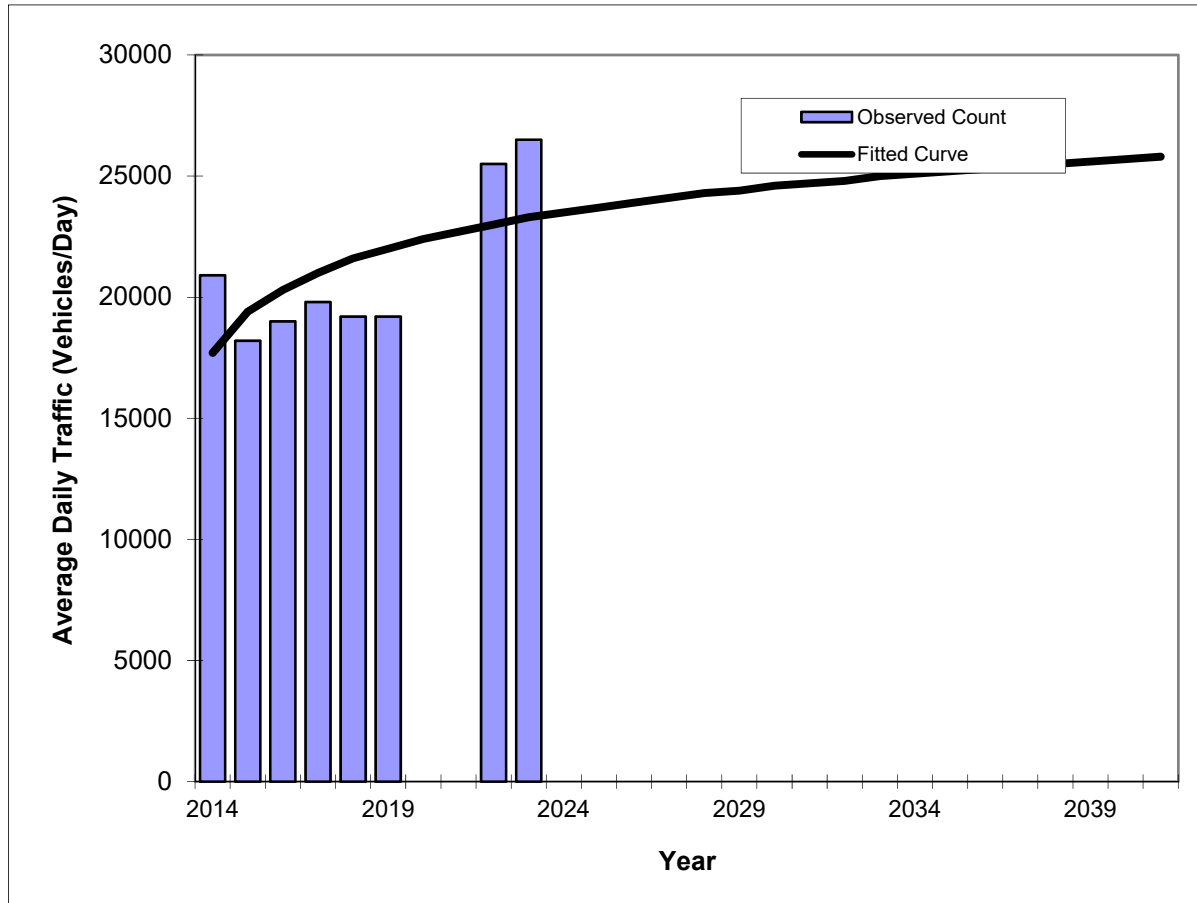
*Axle-Adjusted

Traffic Trends - V03.a

NW 58TH ST, 200' WEST OF NW 97TH AVENUE -- 87000534

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	8235
Highway:	NW 58TH ST, 200' WEST OF NW 97TH AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	20900	17700
2015	18200	19400
2016	19000	20300
2017	19800	21000
2018	19200	21600
2019	19200	22000
2022	25500	23000
2023	26500	23300
2026 Opening Year Trend		
2026	N/A	23900
2023 Mid-Year Trend		
2023	N/A	23300
2033 Design Year Trend		
2033	N/A	25000
TRANPLAN Forecasts/Trends		

Trend R-squared:	35.37%
Compounded Annual Historic Growth Rate:	3.10%
Compounded Growth Rate (2023 to Design Year):	0.71%
Printed:	3-Apr-25
Decaying Exponential Growth Option	

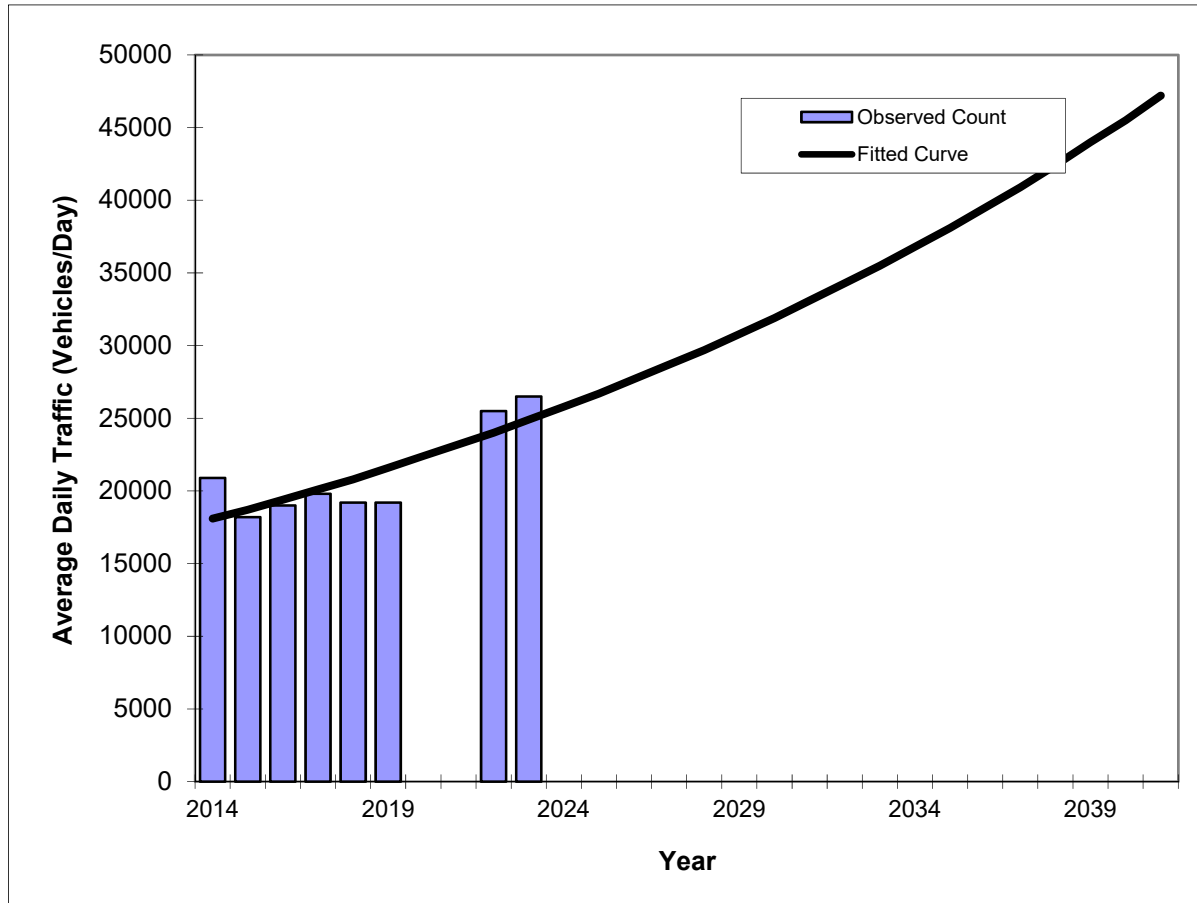
*Axle-Adjusted

Traffic Trends - V03.a

NW 58TH ST, 200' WEST OF NW 97TH AVENUE -- 87000534

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	8235
Highway:	NW 58TH ST, 200' WEST OF NW 97TH AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	20900	18100
2015	18200	18700
2016	19000	19400
2017	19800	20100
2018	19200	20800
2019	19200	21600
2022	25500	24000
2023	26500	24900
2026 Opening Year Trend		
2026	N/A	27700
2023 Mid-Year Trend		
2023	N/A	24900
2033 Design Year Trend		
2033	N/A	35500
TRANPLAN Forecasts/Trends		

Trend R-squared:	64.24%
Compounded Annual Historic Growth Rate:	3.61%
Compounded Growth Rate (2023 to Design Year):	3.61%
Printed:	3-Apr-25
Exponential Growth Option	

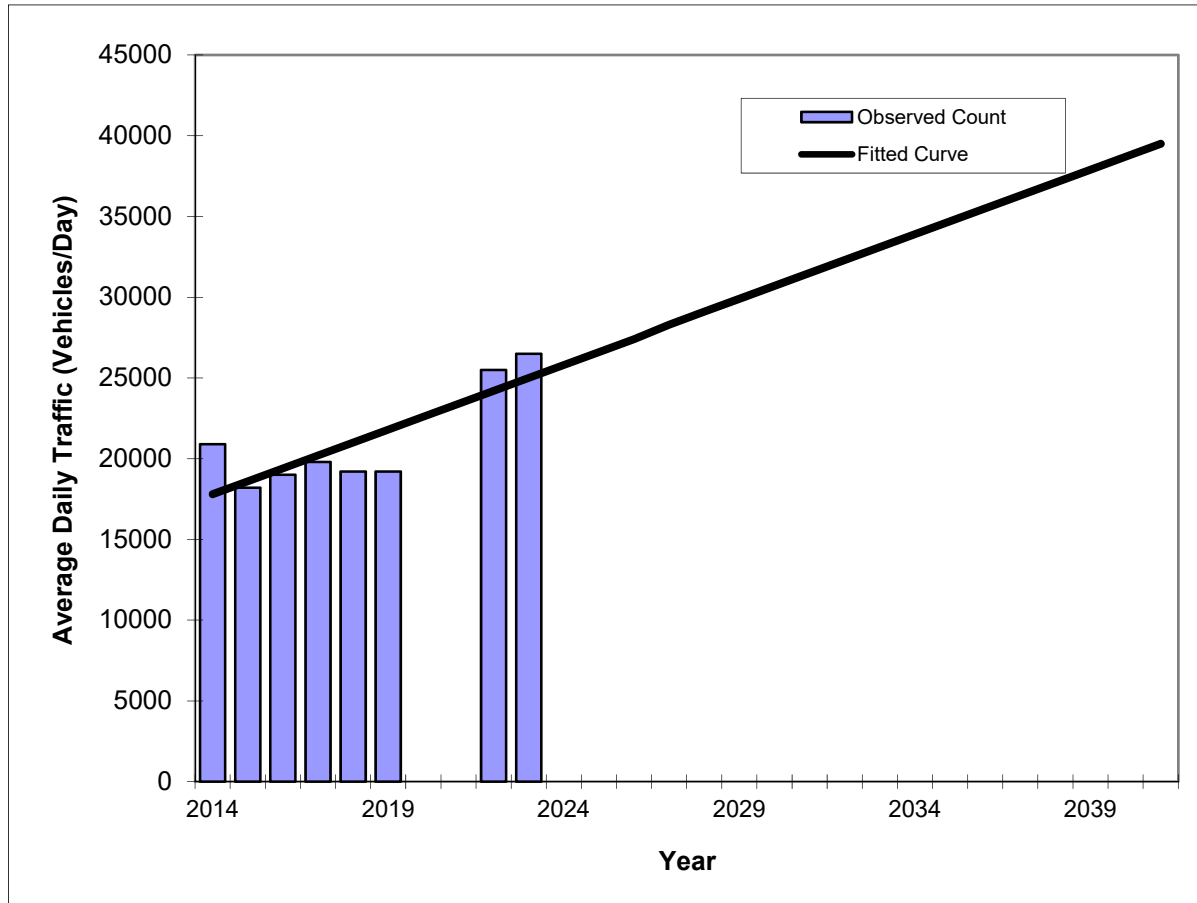
*Axle-Adjusted

Traffic Trends - V03.a

NW 58TH ST, 200' WEST OF NW 97TH AVENUE -- 87000534

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	8235
Highway:	V 58TH ST, 200' WEST OF NW 97TH AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	20900	17800
2015	18200	18600
2016	19000	19400
2017	19800	20200
2018	19200	21000
2019	19200	21800
2022	25500	24200
2023	26500	25000
2026 Opening Year Trend		
2026	N/A	27400
2023 Mid-Year Trend		
2023	N/A	25000
2033 Design Year Trend		
2033	N/A	33100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	801
Trend R-squared:	65.81%
Trend Annual Historic Growth Rate:	4.49%
Trend Growth Rate (2023 to Design Year):	3.24%
Printed:	3-Apr-25
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8235 - NW 58TH ST, 200' WEST OF NW 97TH AVENUE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2023	26500	F	E 14000		W 12500	9.00	55.10	8.00
2022	25500	C	E 13500		W 12000	9.00	54.70	11.80
2021	18000	T	E 8900		W 9100	9.00	54.30	17.50
2020	18400	S	E 9100		W 9300	9.00	54.20	10.40
2019	19200	F	E 9500		W 9700	9.00	54.60	11.00
2018	19200	C	E 9500		W 9700	9.00	54.30	12.10
2017	19800	S	E 9300		W 10500	9.00	55.00	12.60
2016	19000	F	E 9000		W 10000	9.00	54.50	13.50
2015	18200	C	E 8600		W 9600	9.00	54.70	13.70
2014	20900	S	E 9900		W 11000	9.00	54.50	17.40
2013	20800	F	E 9800		W 11000	9.00	52.40	16.20
2012	21000	C	E 10000		W 11000	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

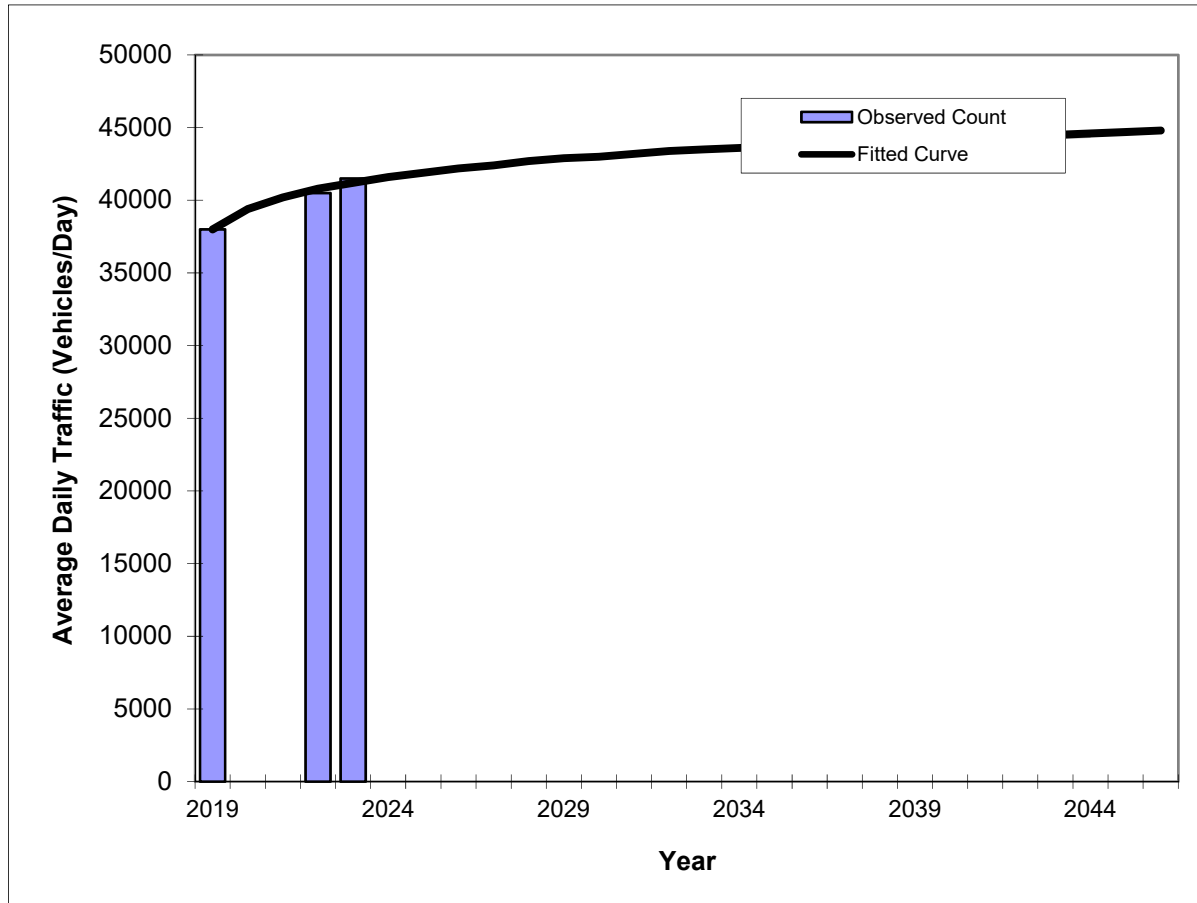
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NW 74TH STREET, 200' WEST OF NW 77TH COURT -- 87102000

FIN#	1234
Location	2

County:	Miami-Dade (87)
Station #:	8334
Highway:	74TH STREET, 200' WEST OF NW 77TH CC



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	38000	38000
2022	40500	40800
2023	41500	41200
2026 Opening Year Trend		
2026	N/A	42200
2023 Mid-Year Trend		
2023	N/A	41200
2033 Design Year Trend		
2033	N/A	43500
TRANPLAN Forecasts/Trends		

Trend R-squared:	97.69%
Compounded Annual Historic Growth Rate:	2.04%
Compounded Growth Rate (2023 to Design Year):	0.54%
Printed:	3-Apr-25
Decaying Exponential Growth Option	

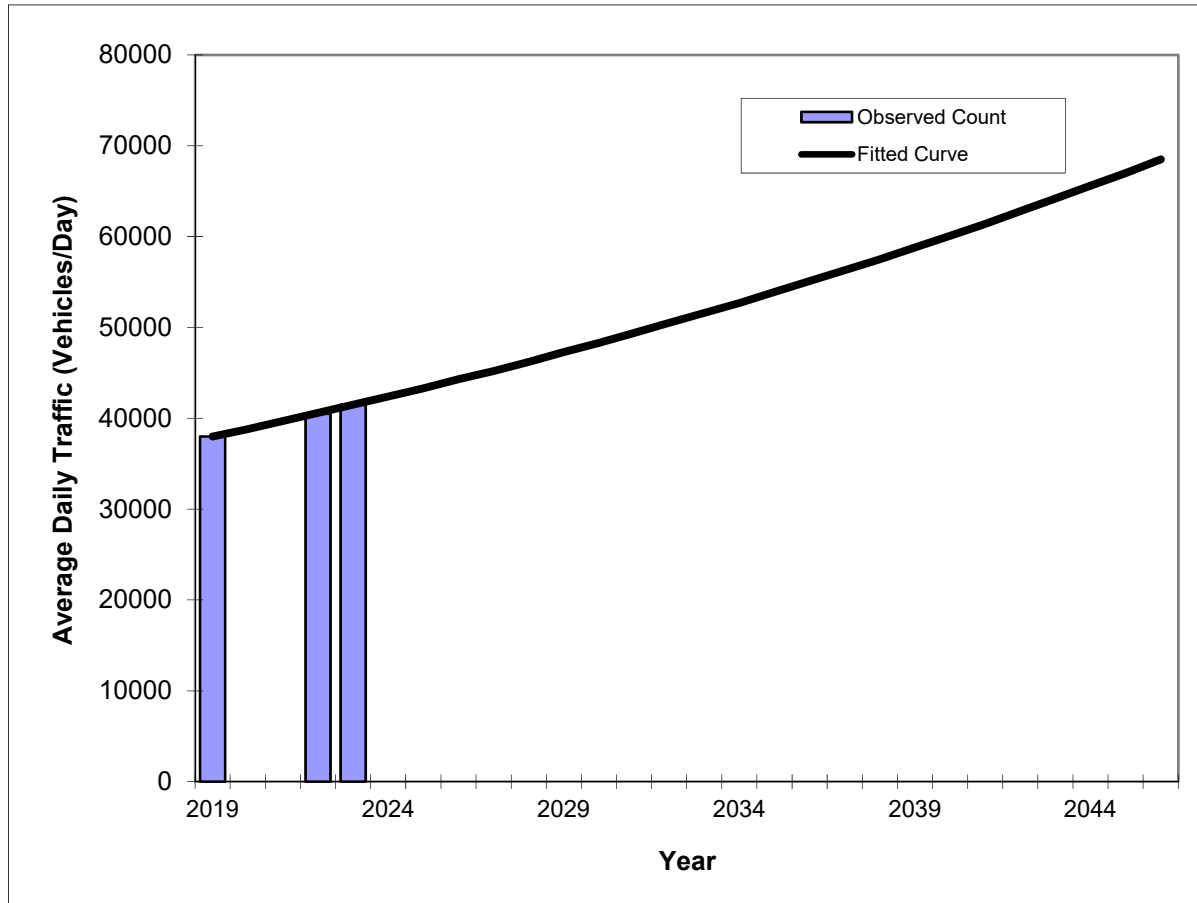
*Axle-Adjusted

Traffic Trends - V03.a

NW 74TH STREET, 200' WEST OF NW 77TH COURT -- 87102000

FIN#	1234
Location	2

County:	Miami-Dade (87)
Station #:	8334
Highway:	74TH STREET, 200' WEST OF NW 77TH CC



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	38000	38000
2022	40500	40600
2023	41500	41500
2026 Opening Year Trend		
2026	N/A	44300
2023 Mid-Year Trend		
2023	N/A	41500
2033 Design Year Trend		
2033	N/A	51600
TRANPLAN Forecasts/Trends		

Trend R-squared:	99.92%
Compounded Annual Historic Growth Rate:	2.23%
Compounded Growth Rate (2023 to Design Year):	2.20%
Printed:	3-Apr-25
Exponential Growth Option	

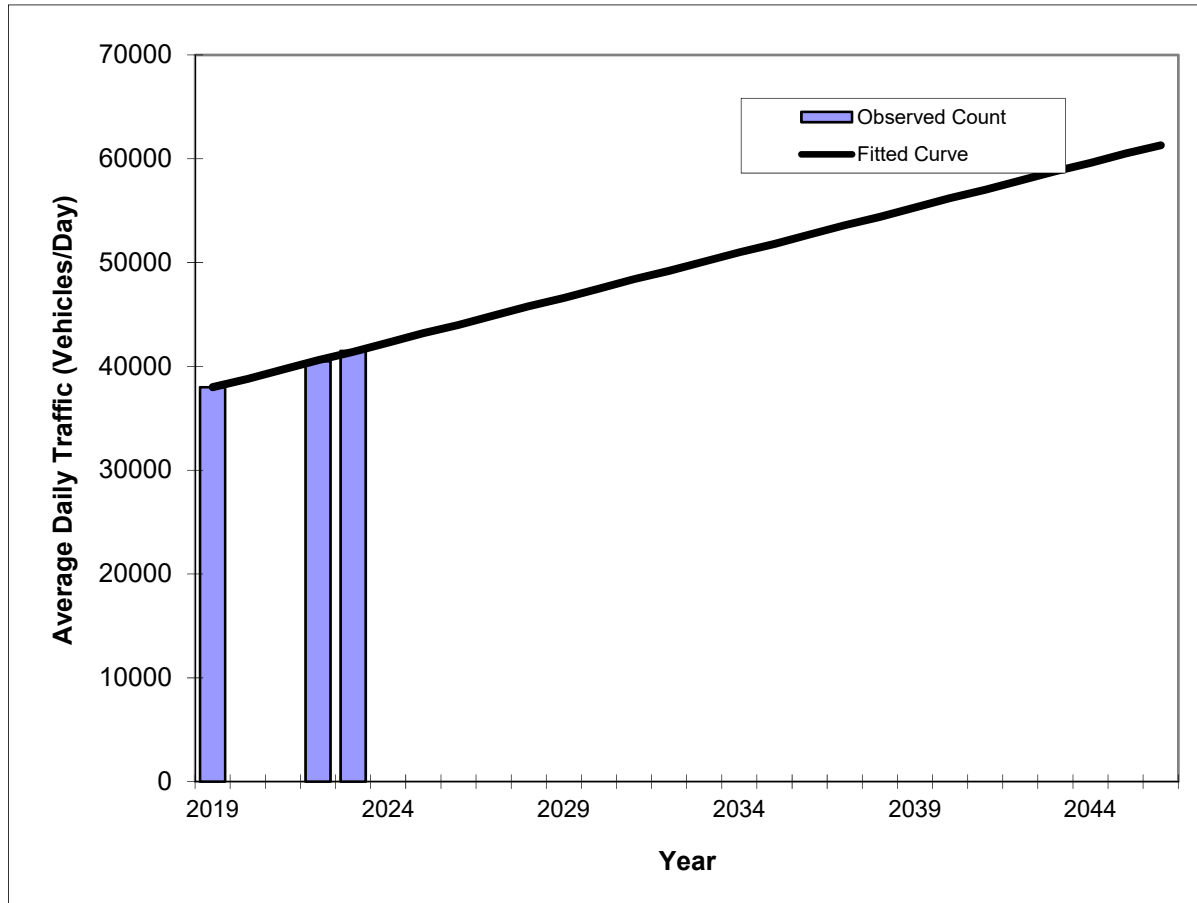
*Axle-Adjusted

Traffic Trends - V03.a

NW 74TH STREET, 200' WEST OF NW 77TH COURT -- 87102000

FIN#	1234
Location	2

County:	Miami-Dade (87)
Station #:	8334
Highway:	74TH STREET, 200' WEST OF NW 77TH CC



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	38000	38000
2022	40500	40600
2023	41500	41400
2026 Opening Year Trend		
2026	N/A	44000
2023 Mid-Year Trend		
2023	N/A	41400
2033 Design Year Trend		
2033	N/A	50100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	865
Trend R-squared:	99.85%
Trend Annual Historic Growth Rate:	2.24%
Trend Growth Rate (2023 to Design Year):	2.10%
Printed:	3-Apr-25
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8334 - NW 74TH STREET, 200' WEST OF NW 77TH COURT

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2023	41500	T	E 20000		W 21500	9.00	55.10	8.00
2022	40500	S	E 19500		W 21000	9.00	54.70	11.80
2021	41500	F	E 20000		W 21500	9.00	54.30	17.50
2020	42500	C	E 20500		W 22000	9.00	54.20	10.40
2019	38000	S	E 18500		W 19500	9.00	54.60	11.00
2018	38000	F	E 18500		W 19500	9.00	54.30	12.10
2017	37000	C	E 18000		W 19000	9.00	55.00	12.60
2016	18200	R	E 8900		W 9300	9.00	54.50	13.50
2015	17400	T	E 8500		W 8900	9.00	54.70	13.70
2014	16800	S	E 8200		W 8600	9.00	54.50	17.40
2013	16600	F	E 8100		W 8500	9.00	52.40	16.20
2012	16900	C	E 8200		W 8700	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

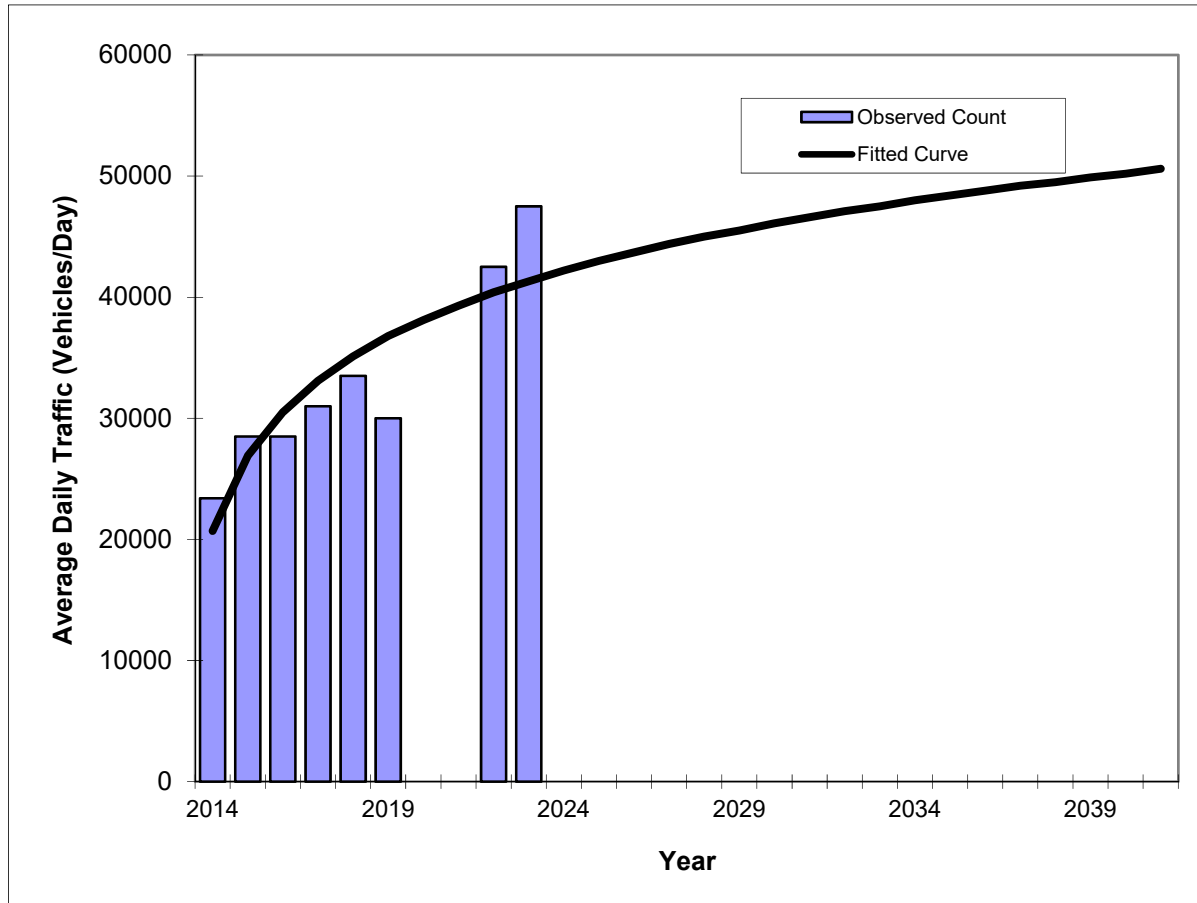
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NW 74TH STREET, 200' EAST OF NW 102 AVE -- 87104000

FIN#	1234
Location	3

County:	Miami-Dade (87)
Station #:	8618
Highway:	W 74TH STREET, 200' EAST OF NW 102 AVE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	23400	20700
2015	28500	26900
2016	28500	30500
2017	31000	33100
2018	33500	35100
2019	30000	36800
2022	42500	40400
2023	47500	41300
2026 Opening Year Trend		
2026	N/A	43700
2023 Mid-Year Trend		
2023	N/A	41300
2033 Design Year Trend		
2033	N/A	47500
TRANPLAN Forecasts/Trends		

Trend R-squared:	75.52%
Compounded Annual Historic Growth Rate:	7.98%
Compounded Growth Rate (2023 to Design Year):	1.41%
Printed:	3-Apr-25
Decaying Exponential Growth Option	

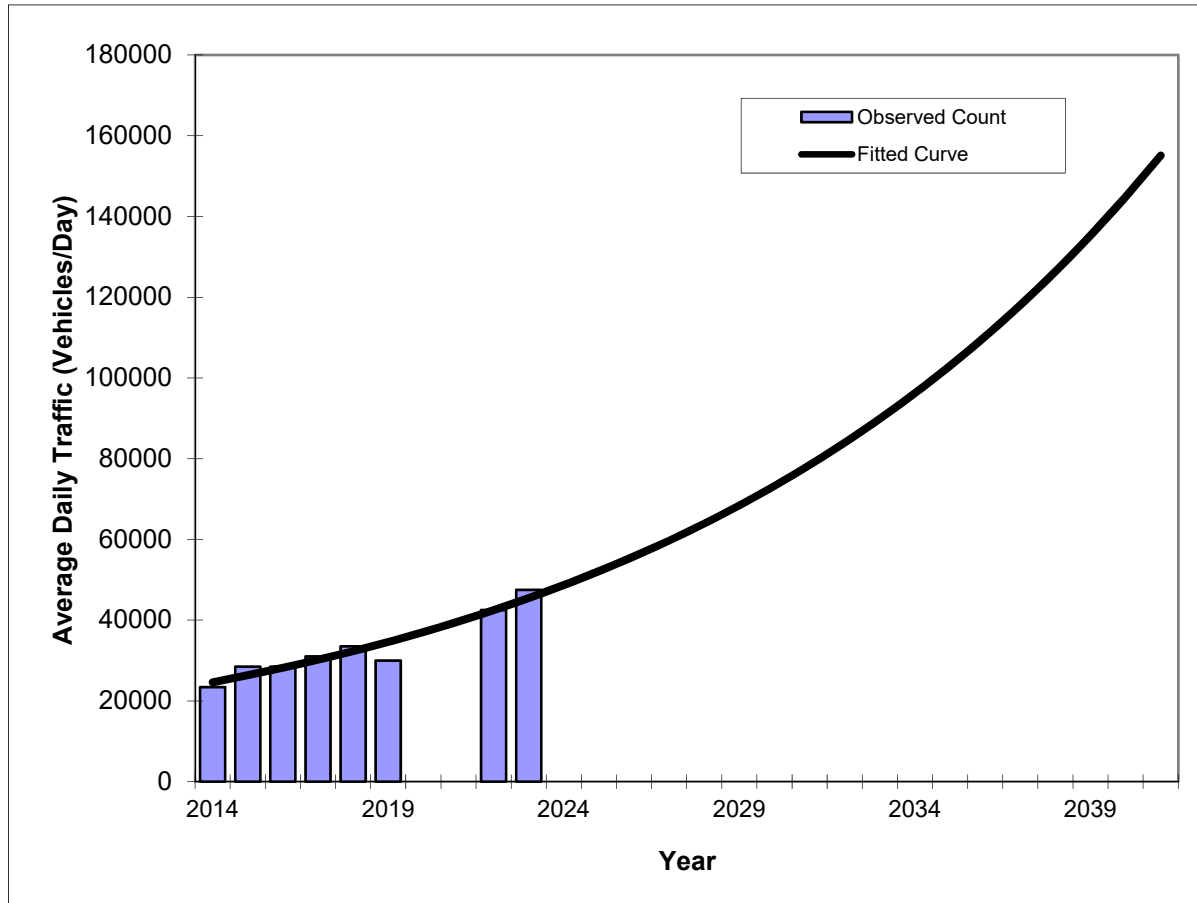
*Axle-Adjusted

Traffic Trends - V03.a

NW 74TH STREET, 200' EAST OF NW 102 AVE -- 87104000

FIN#	1234
Location	3

County:	Miami-Dade (87)
Station #:	8618
Highway:	NW 74TH STREET, 200' EAST OF NW 102 AVE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	23400	24600
2015	28500	26400
2016	28500	28200
2017	31000	30200
2018	33500	32300
2019	30000	34600
2022	42500	42500
2023	47500	45500
2026 Opening Year Trend		
2026	N/A	55800
2023 Mid-Year Trend		
2023	N/A	45500
2033 Design Year Trend		
2033	N/A	89900
TRANPLAN Forecasts/Trends		

Trend R-squared:	90.99%
Compounded Annual Historic Growth Rate:	7.07%
Compounded Growth Rate (2023 to Design Year):	7.05%
Printed:	3-Apr-25
Exponential Growth Option	

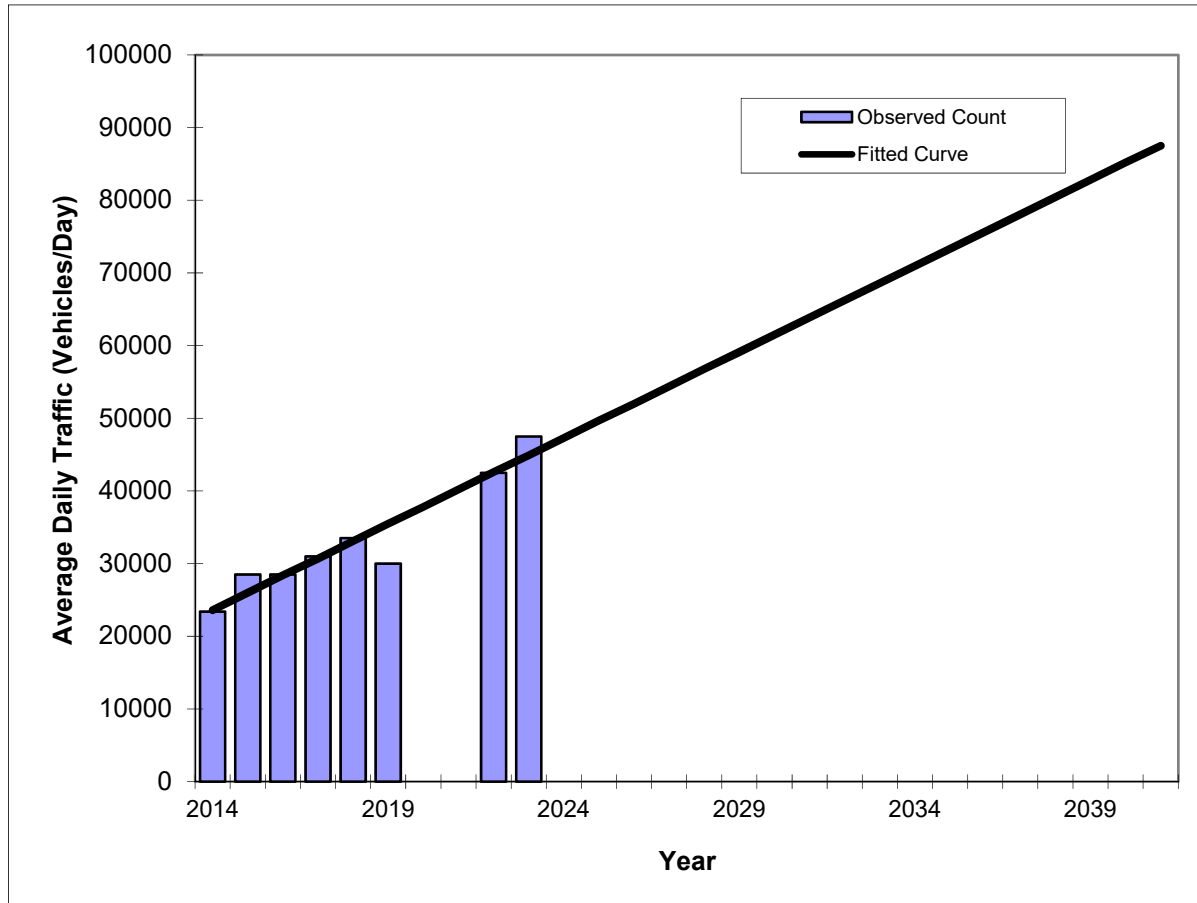
*Axle-Adjusted

Traffic Trends - V03.a

NW 74TH STREET, 200' EAST OF NW 102 AVE -- 87104000

FIN#	1234
Location	3

County:	Miami-Dade (87)
Station #:	8618
Highway:	W 74TH STREET, 200' EAST OF NW 102 AVE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	23400	23600
2015	28500	26000
2016	28500	28400
2017	31000	30700
2018	33500	33100
2019	30000	35500
2022	42500	42600
2023	47500	44900
2026 Opening Year Trend		
2026	N/A	52000
2023 Mid-Year Trend		
2023	N/A	44900
2033 Design Year Trend		
2033	N/A	68600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	2,367
Trend R-squared:	90.36%
Trend Annual Historic Growth Rate:	10.03%
Trend Growth Rate (2023 to Design Year):	5.28%
Printed:	3-Apr-25
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8618 - NW 74 ST, 200' EAST OF NW 102 AVE (2011 OFF SYSTEM CYCLE)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2023	47500	C	E 23500		W 24000	9.00	63.10	7.10
2022	42500	C	E 21000		W 21500	9.00	56.50	7.00
2021	44000	C	E 21500		W 22500	9.00	55.00	7.10
2020	33500	C	E 16500		W 17000	9.00	56.00	9.40
2019	30000	C	E 14500		W 15500	9.00	56.00	7.40
2018	33500	C	E 17500		W 16000	9.00	54.30	6.60
2017	31000	C	E 16000		W 15000	9.00	54.00	8.30
2016	28500	C	E 13500		W 15000	9.00	56.10	8.70
2015	28500	C	E 14000		W 14500	9.00	57.40	15.80
2014	23400	C	E 9900		W 13500	9.00	59.30	14.90
2013	22500	F	E 11500		W 11000	9.00	58.90	16.20
2012	22500	C	E 11500		W 11000	9.00	59.70	16.00

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

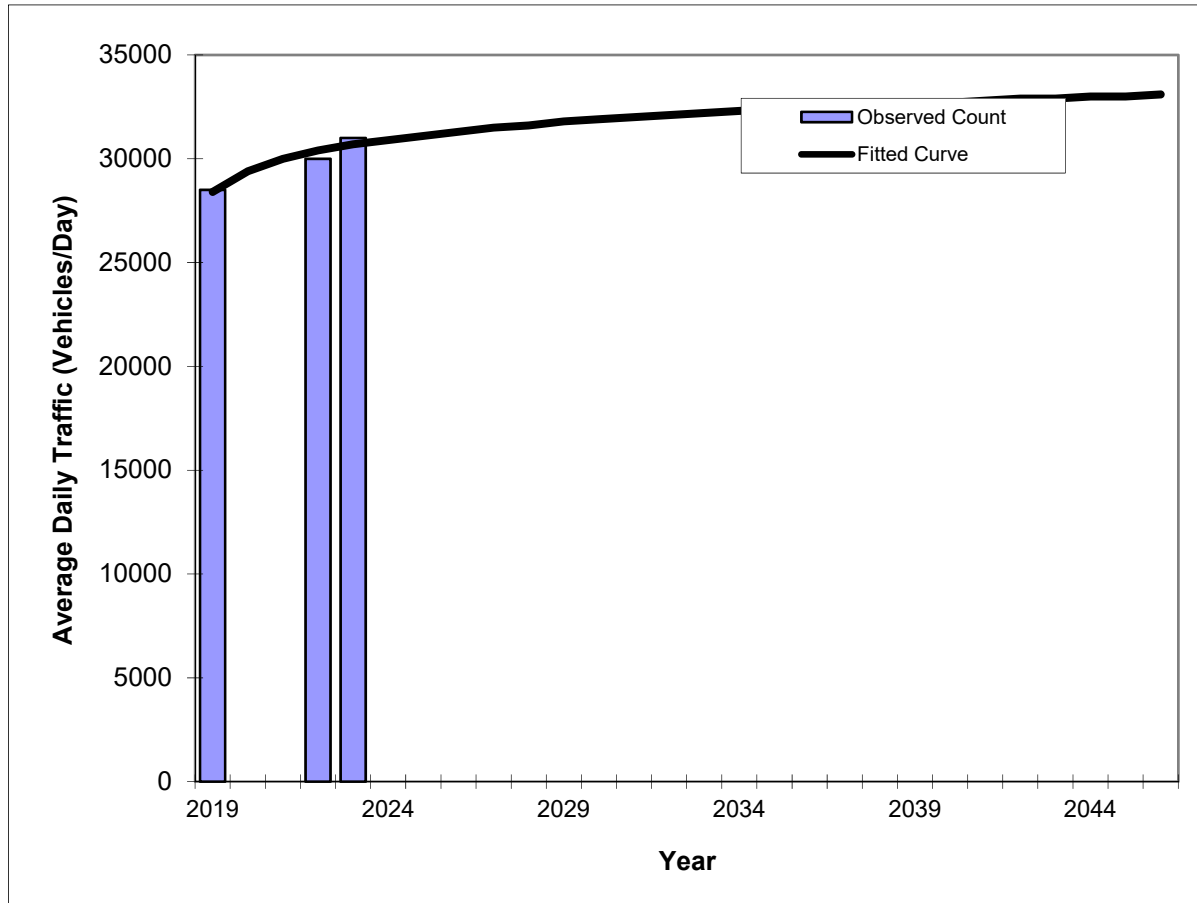
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NW 107 AVENUE, 1000' SOUTH OF NW 74 STREET -- 87000953

FIN#	1234
Location	4

County:	Miami-Dade (87)
Station #:	8682
Highway:	107 AVENUE, 1000' SOUTH OF NW 74 STR



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	28500	28400
2022	30000	30400
2023	31000	30700
2026 Opening Year Trend		
2026	N/A	31300
2023 Mid-Year Trend		
2023	N/A	30700
2033 Design Year Trend		
2033	N/A	32200
TRANPLAN Forecasts/Trends		

Trend R-squared:	92.35%
Compounded Annual Historic Growth Rate:	1.97%
Compounded Growth Rate (2023 to Design Year):	0.48%
Printed:	3-Apr-25
Decaying Exponential Growth Option	

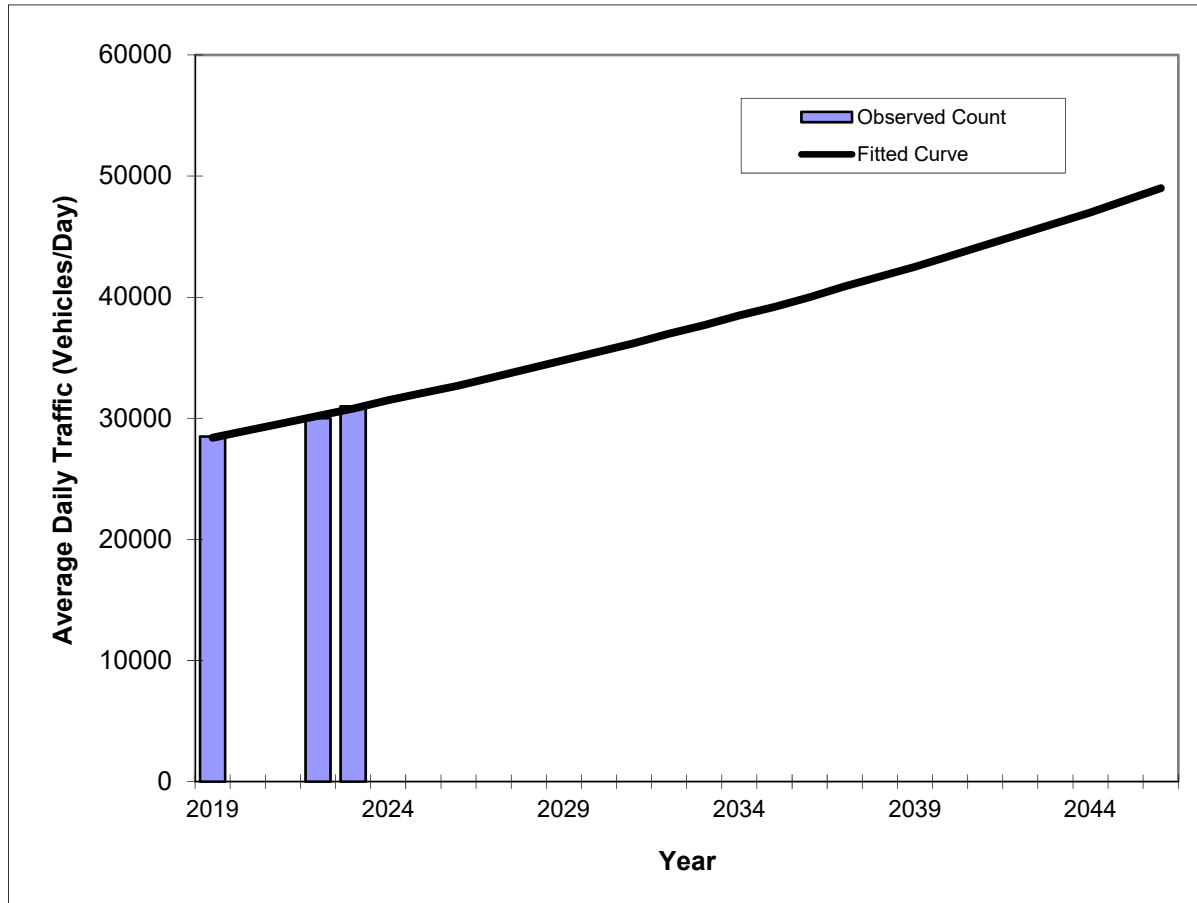
*Axle-Adjusted

Traffic Trends - V03.a

NW 107 AVENUE, 1000' SOUTH OF NW 74 STREET -- 87000953

FIN#	1234
Location	4

County:	Miami-Dade (87)
Station #:	8682
Highway:	107 AVENUE, 1000' SOUTH OF NW 74 STR



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	28500	28400
2022	30000	30200
2023	31000	30800
2026 Opening Year Trend		
2026	N/A	32700
2023 Mid-Year Trend		
2023	N/A	30800
2033 Design Year Trend		
2033	N/A	37700
TRANPLAN Forecasts/Trends		

Trend R-squared:	97.63%
Compounded Annual Historic Growth Rate:	2.05%
Compounded Growth Rate (2023 to Design Year):	2.04%
Printed:	3-Apr-25
Exponential Growth Option	

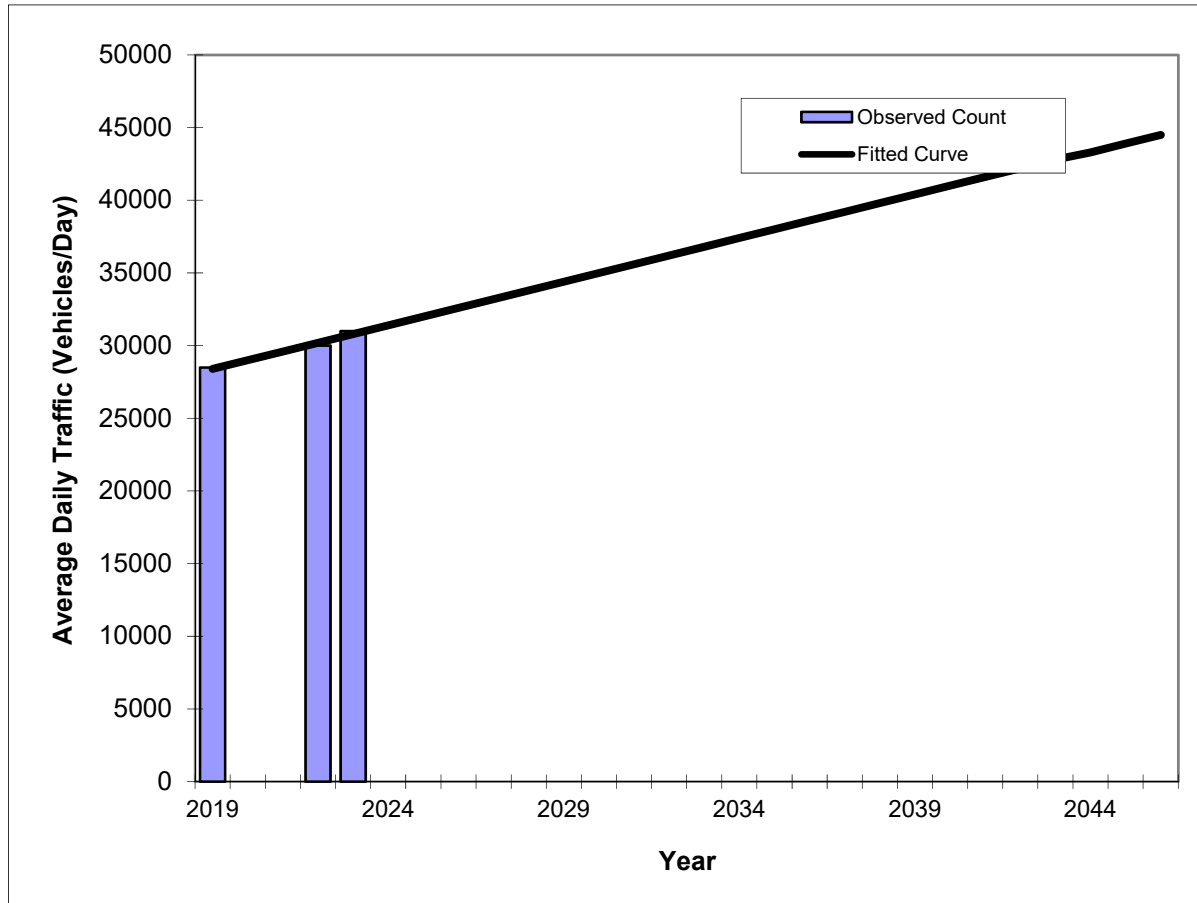
*Axle-Adjusted

Traffic Trends - V03.a

NW 107 AVENUE, 1000' SOUTH OF NW 74 STREET -- 87000953

FIN#	1234
Location	4

County:	Miami-Dade (87)
Station #:	8682
Highway:	107 AVENUE, 1000' SOUTH OF NW 74 STR



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	28500	28400
2022	30000	30200
2023	31000	30800
2026 Opening Year Trend		
2026	N/A	32600
2023 Mid-Year Trend		
2023	N/A	30800
2033 Design Year Trend		
2033	N/A	36800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	596
Trend R-squared:	97.27%
Trend Annual Historic Growth Rate:	2.11%
Trend Growth Rate (2023 to Design Year):	1.95%
Printed:	3-Apr-25
Straight Line Growth Option	

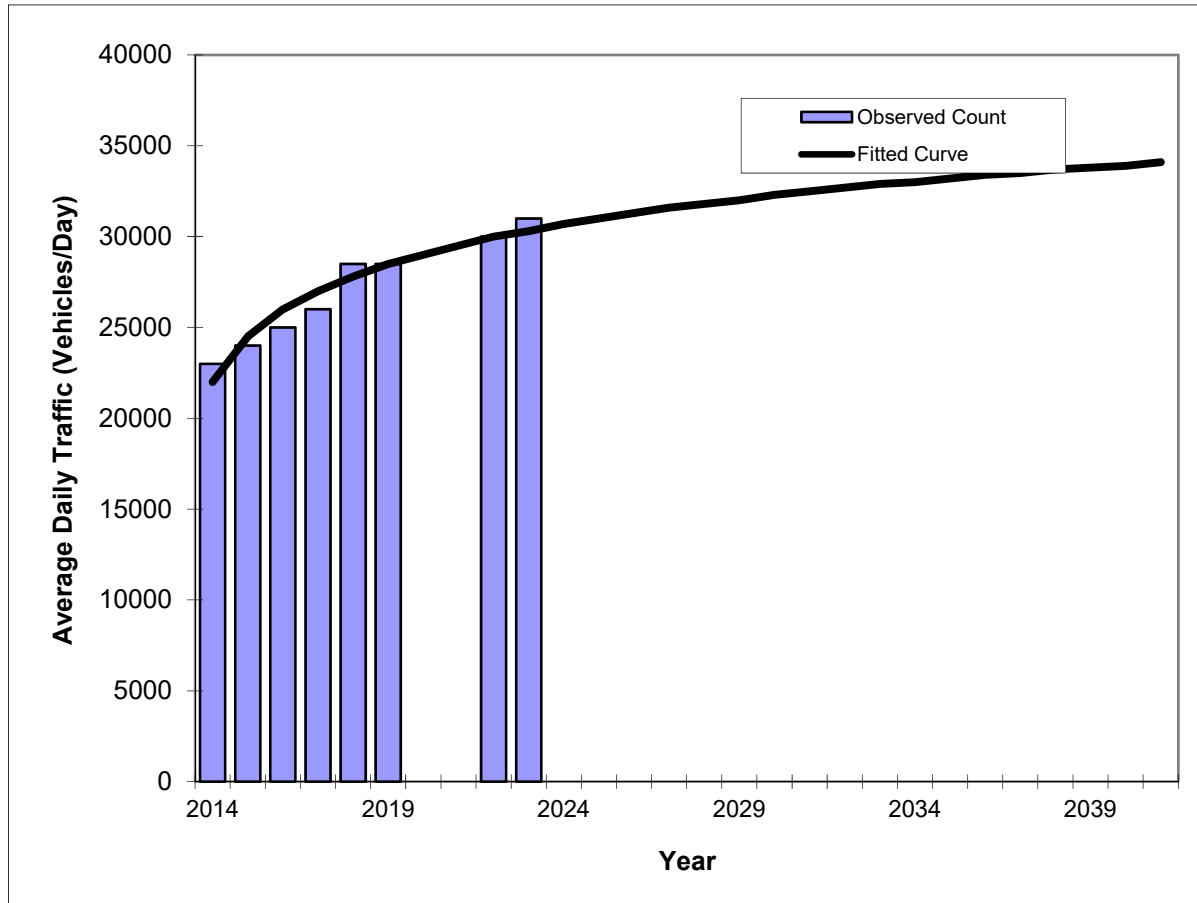
*Axle-Adjusted

Traffic Trends - V03.a

NW 107 AVENUE, 1000' SOUTH OF NW 74 STREET -- 87000953

FIN#	1234
Location	4

County:	Miami-Dade (87)
Station #:	8682
Highway:	107 AVENUE, 1000' SOUTH OF NW 74 STR



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	23000	22000
2015	24000	24500
2016	25000	26000
2017	26000	27000
2018	28500	27800
2019	28500	28500
2022	30000	30000
2023	31000	30300
2026 Opening Year Trend		
2026	N/A	31300
2023 Mid-Year Trend		
2023	N/A	30300
2033 Design Year Trend		
2033	N/A	32900
TRANPLAN Forecasts/Trends		

Trend R-squared:	93.03%
Compounded Annual Historic Growth Rate:	3.62%
Compounded Growth Rate (2023 to Design Year):	0.83%
Printed:	3-Apr-25
Decaying Exponential Growth Option	

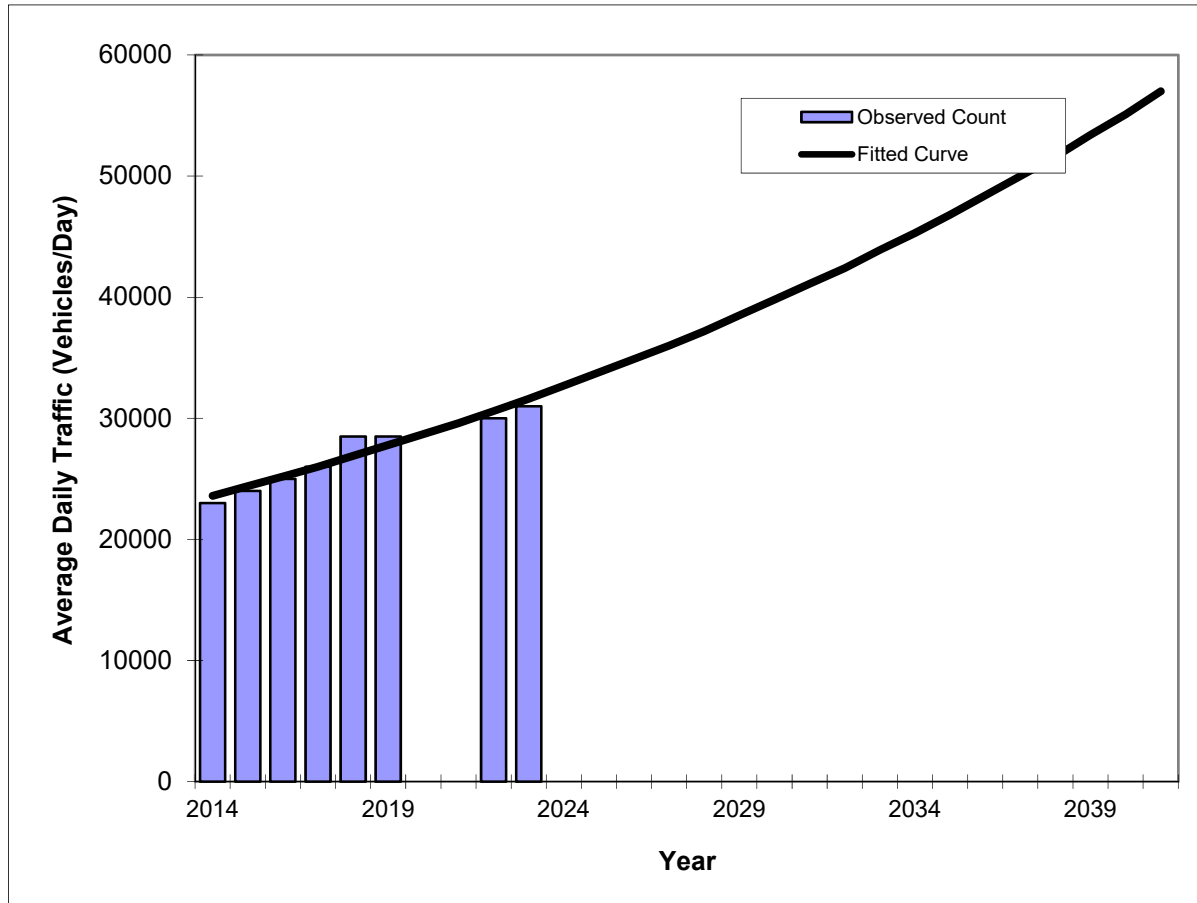
*Axle-Adjusted

Traffic Trends - V03.a

NW 107 AVENUE, 1000' SOUTH OF NW 74 STREET -- 87000953

FIN#	1234
Location	4

County:	Miami-Dade (87)
Station #:	8682
Highway:	107 AVENUE, 1000' SOUTH OF NW 74 STR



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	23000	23600
2015	24000	24400
2016	25000	25200
2017	26000	26000
2018	28500	26900
2019	28500	27800
2022	30000	30600
2023	31000	31600
2026 Opening Year Trend		
2026	N/A	34900
2023 Mid-Year Trend		
2023	N/A	31600
2033 Design Year Trend		
2033	N/A	43900
TRANPLAN Forecasts/Trends		

Trend R-squared:	92.90%
Compounded Annual Historic Growth Rate:	3.30%
Compounded Growth Rate (2023 to Design Year):	3.34%
Printed:	3-Apr-25
Exponential Growth Option	

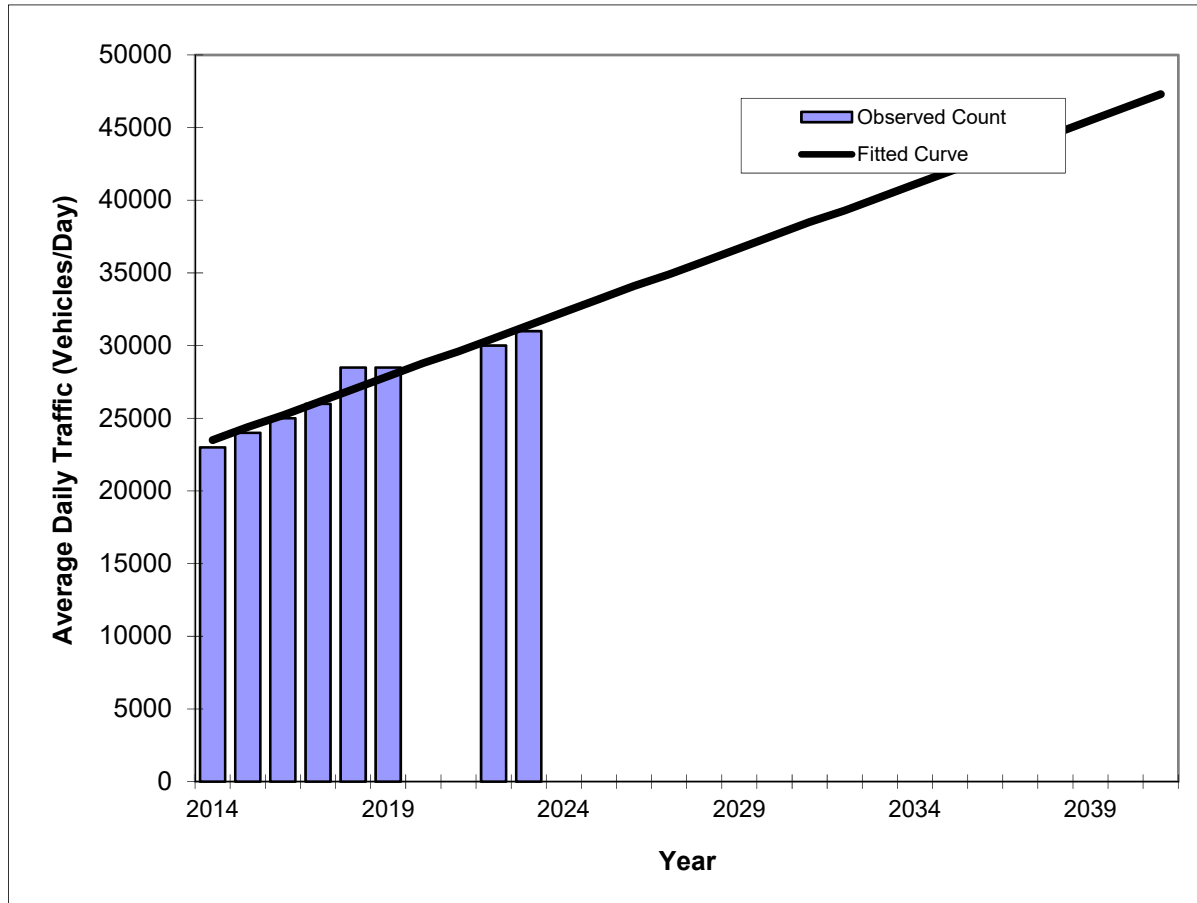
*Axle-Adjusted

Traffic Trends - V03.a

NW 107 AVENUE, 1000' SOUTH OF NW 74 STREET -- 87000953

FIN#	1234
Location	4

County:	Miami-Dade (87)
Station #:	8682
Highway:	107 AVENUE, 1000' SOUTH OF NW 74 STR



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	23000	23500
2015	24000	24400
2016	25000	25200
2017	26000	26100
2018	28500	27000
2019	28500	27900
2022	30000	30500
2023	31000	31400
2026 Opening Year Trend		
2026	N/A	34100
2023 Mid-Year Trend		
2023	N/A	31400
2033 Design Year Trend		
2033	N/A	40200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	882
Trend R-squared:	94.12%
Trend Annual Historic Growth Rate:	3.74%
Trend Growth Rate (2023 to Design Year):	2.80%
Printed:	3-Apr-25
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8682 - NW 107 AVENUE 1000' SOUTH OF NW 74 STREET

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2023	31000 F		N 16500		S 14500	9.00	55.10	7.00
2022	30000 C		N 16000		S 14000	9.00	54.70	7.60
2021	26500 T		N 13500		S 13000	9.00	54.30	7.00
2020	27500 S		N 14000		S 13500	9.00	54.20	8.90
2019	28500 F		N 14500		S 14000	9.00	54.60	8.70
2018	28500 C		N 14500		S 14000	9.00	54.30	8.80
2017	26000 T		N 13000		S 13000	9.00	55.00	8.50
2016	25000 S		N 12500		S 12500	9.00	54.50	8.00
2015	24000 F		N 12000		S 12000	9.00	54.70	10.20
2014	23000 C		N 11500		S 11500	9.00	54.50	12.00

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

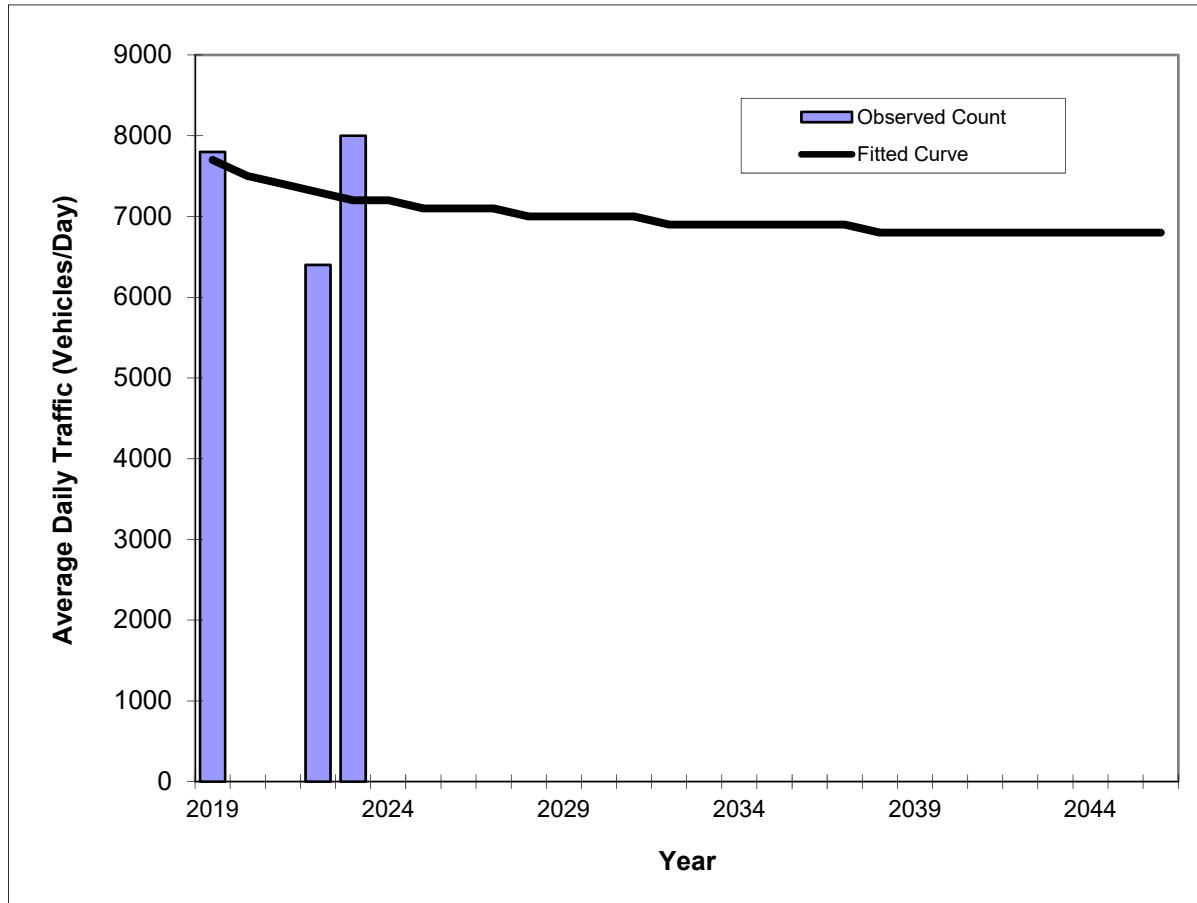
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

TURNPIKE EXT NB OFF RAMP TO NW 74TH ST, M30A -- 87471514

FIN#	1234
Location	5

County:	Turnpike (97)
Station #:	0311
Highway:	PIKE EXT NB OFF RAMP TO NW 74TH ST,



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	7800	7700
2022	6400	7300
2023	8000	7200
2026 Opening Year Trend		
2026	N/A	7100
2023 Mid-Year Trend		
2023	N/A	7200
2033 Design Year Trend		
2033	N/A	6900
TRANPLAN Forecasts/Trends		

Trend R-squared:	7.65%
Compounded Annual Historic Growth Rate:	-1.66%
Compounded Growth Rate (2023 to Design Year):	-0.42%
Printed:	3-Apr-25
Decaying Exponential Growth Option	

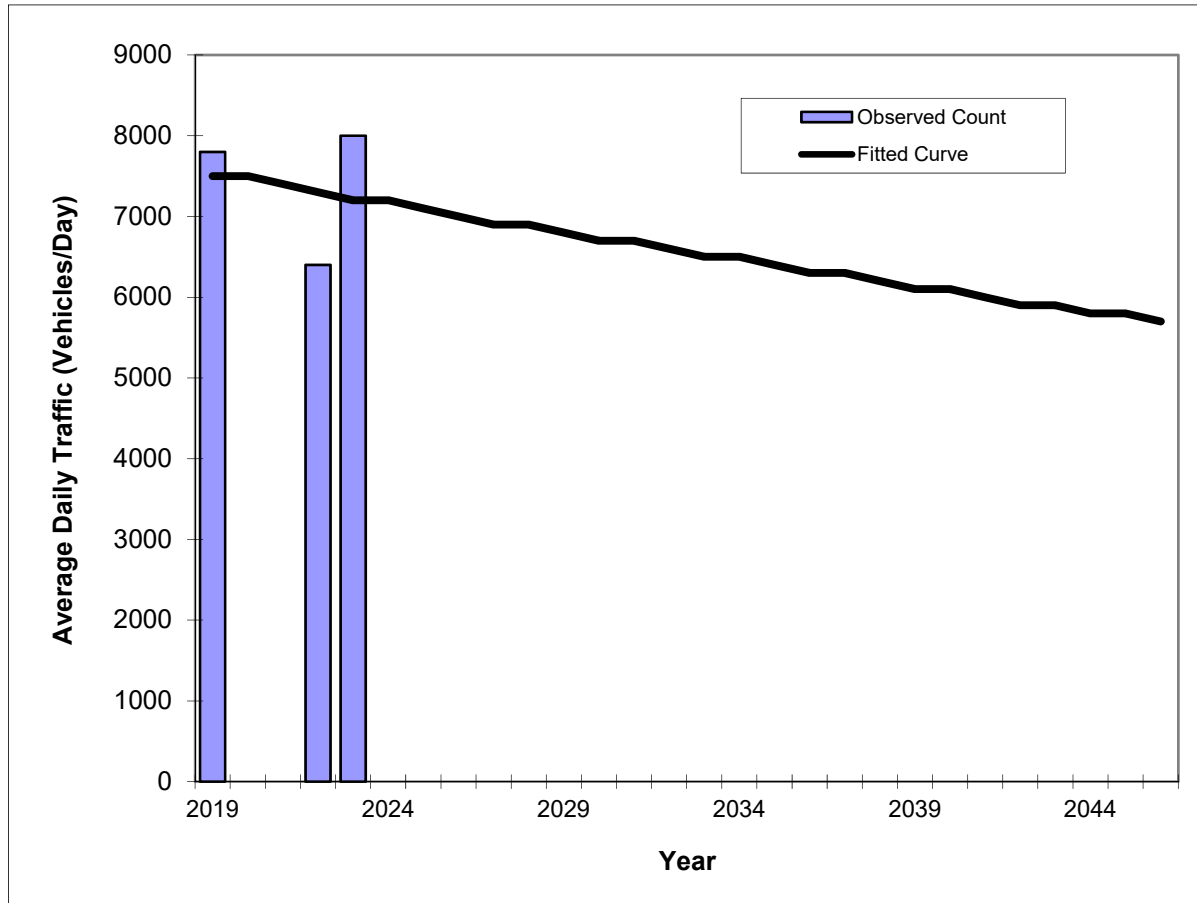
*Axle-Adjusted

Traffic Trends - V03.a

TURNPIKE EXT NB OFF RAMP TO NW 74TH ST, M30A -- 87471514

FIN#	1234
Location	5

County:	Turnpike (97)
Station #:	0311
Highway:	PIKE EXT NB OFF RAMP TO NW 74TH ST,



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	7800	7500
2022	6400	7300
2023	8000	7200
2026 Opening Year Trend		
2026	N/A	7000
2023 Mid-Year Trend		
2023	N/A	7200
2033 Design Year Trend		
2033	N/A	6500
TRANPLAN Forecasts/Trends		

Trend R-squared:	3.11%
Compounded Annual Historic Growth Rate:	-1.02%
Compounded Growth Rate (2023 to Design Year):	-1.02%
Printed:	3-Apr-25
Exponential Growth Option	

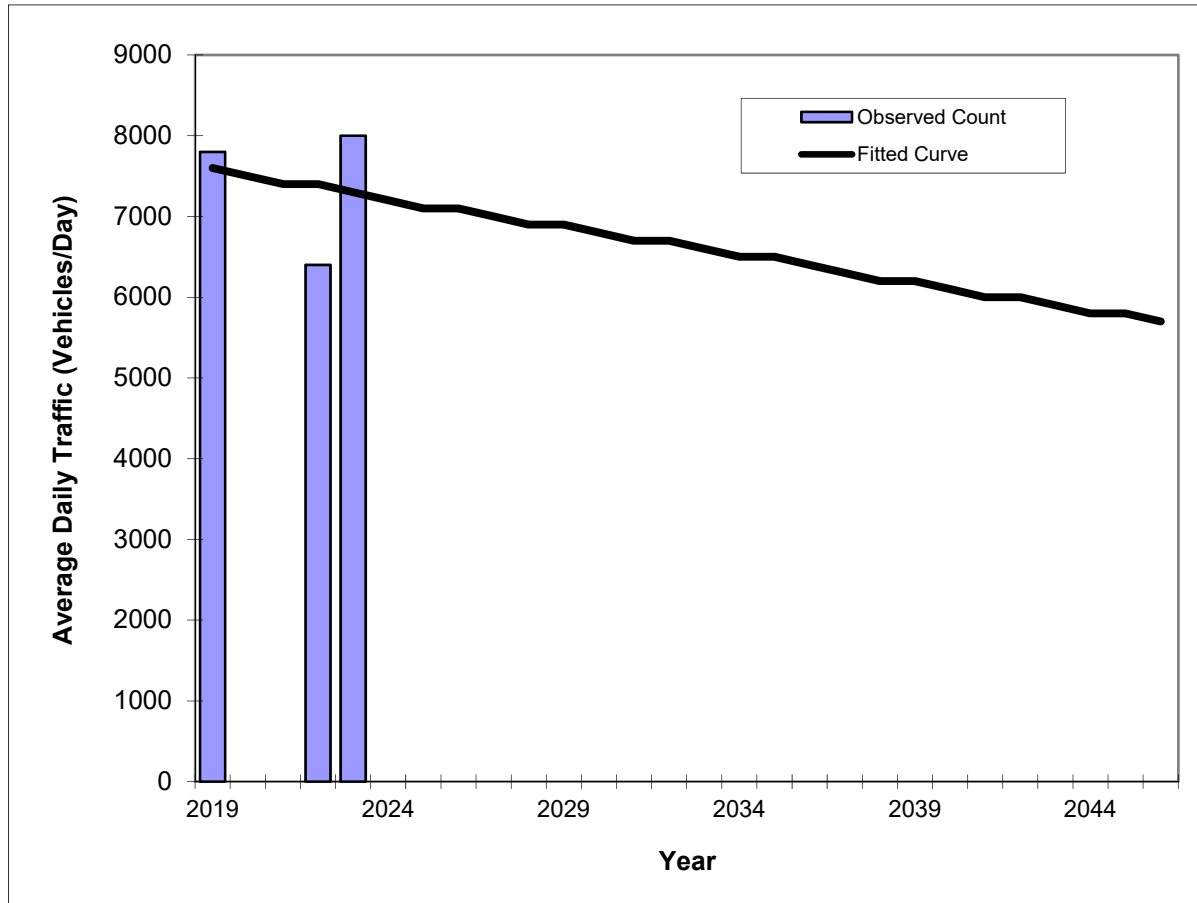
*Axle-Adjusted

Traffic Trends - V03.a

TURNPIKE EXT NB OFF RAMP TO NW 74TH ST, M30A -- 87471514

FIN#	1234
Location	5

County:	Turnpike (97)
Station #:	0311
Highway:	PIKE EXT NB OFF RAMP TO NW 74TH ST,



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	7800	7600
2022	6400	7400
2023	8000	7300
2026 Opening Year Trend		
2026	N/A	7100
2023 Mid-Year Trend		
2023	N/A	7300
2033 Design Year Trend		
2033	N/A	6600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-69
Trend R-squared:	2.73%
Trend Annual Historic Growth Rate:	-0.99%
Trend Growth Rate (2023 to Design Year):	-0.96%
Printed:	3-Apr-25
Straight Line Growth Option	

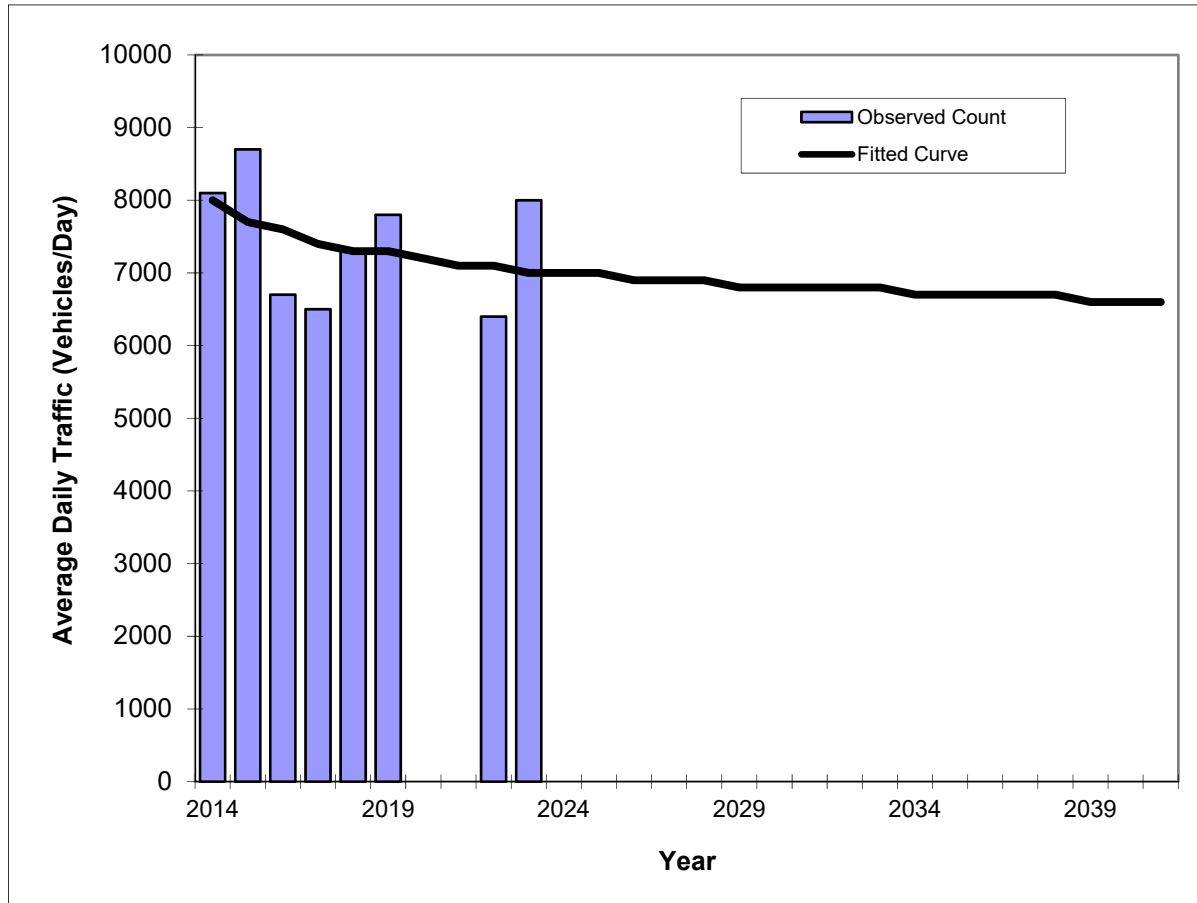
*Axle-Adjusted

Traffic Trends - V03.a

TURNPIKE EXT NB OFF RAMP TO NW 74TH ST, M30A -- 87471514

FIN#	1234
Location	5

County:	Turnpike (97)
Station #:	0311
Highway:	PIKE EXT NB OFF RAMP TO NW 74TH ST,



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	8100	8000
2015	8700	7700
2016	6700	7600
2017	6500	7400
2018	7300	7300
2019	7800	7300
2022	6400	7100
2023	8000	7000
2026 Opening Year Trend		
2026	N/A	6900
2023 Mid-Year Trend		
2023	N/A	7000
2033 Design Year Trend		
2033	N/A	6800
TRANPLAN Forecasts/Trends		

Trend R-squared:	15.29%
Compounded Annual Historic Growth Rate:	-1.47%
Compounded Growth Rate (2023 to Design Year):	-0.29%
Printed:	3-Apr-25
Decaying Exponential Growth Option	

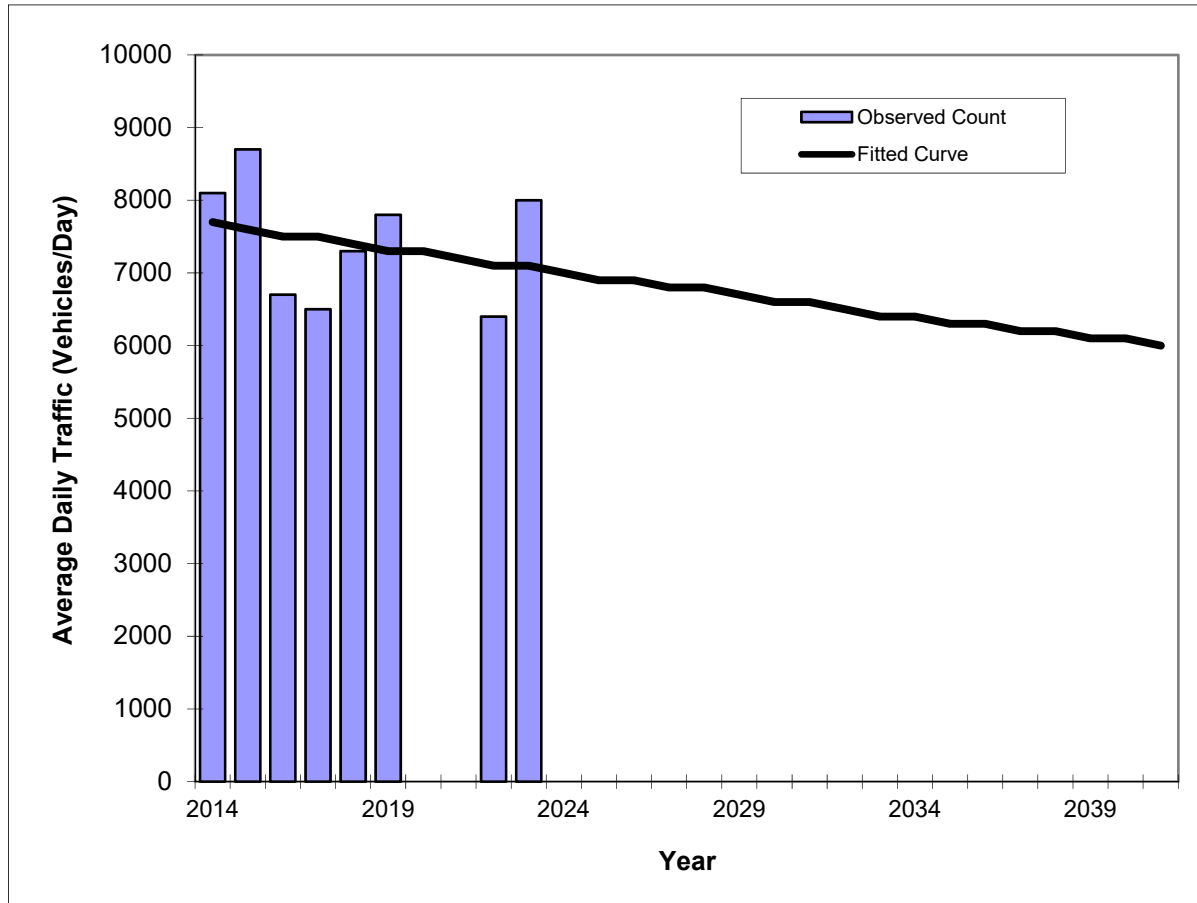
*Axle-Adjusted

Traffic Trends - V03.a

TURNPIKE EXT NB OFF RAMP TO NW 74TH ST, M30A -- 87471514

FIN#	1234
Location	5

County:	Turnpike (97)
Station #:	0311
Highway:	PIKE EXT NB OFF RAMP TO NW 74TH ST,



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	8100	7700
2015	8700	7600
2016	6700	7500
2017	6500	7500
2018	7300	7400
2019	7800	7300
2022	6400	7100
2023	8000	7100
2026 Opening Year Trend		
2026	N/A	6900
2023 Mid-Year Trend		
2023	N/A	7100
2033 Design Year Trend		
2033	N/A	6400
TRANPLAN Forecasts/Trends		

Trend R-squared:	6.57%
Compounded Annual Historic Growth Rate:	-0.90%
Compounded Growth Rate (2023 to Design Year):	-1.03%
Printed:	3-Apr-25
Exponential Growth Option	

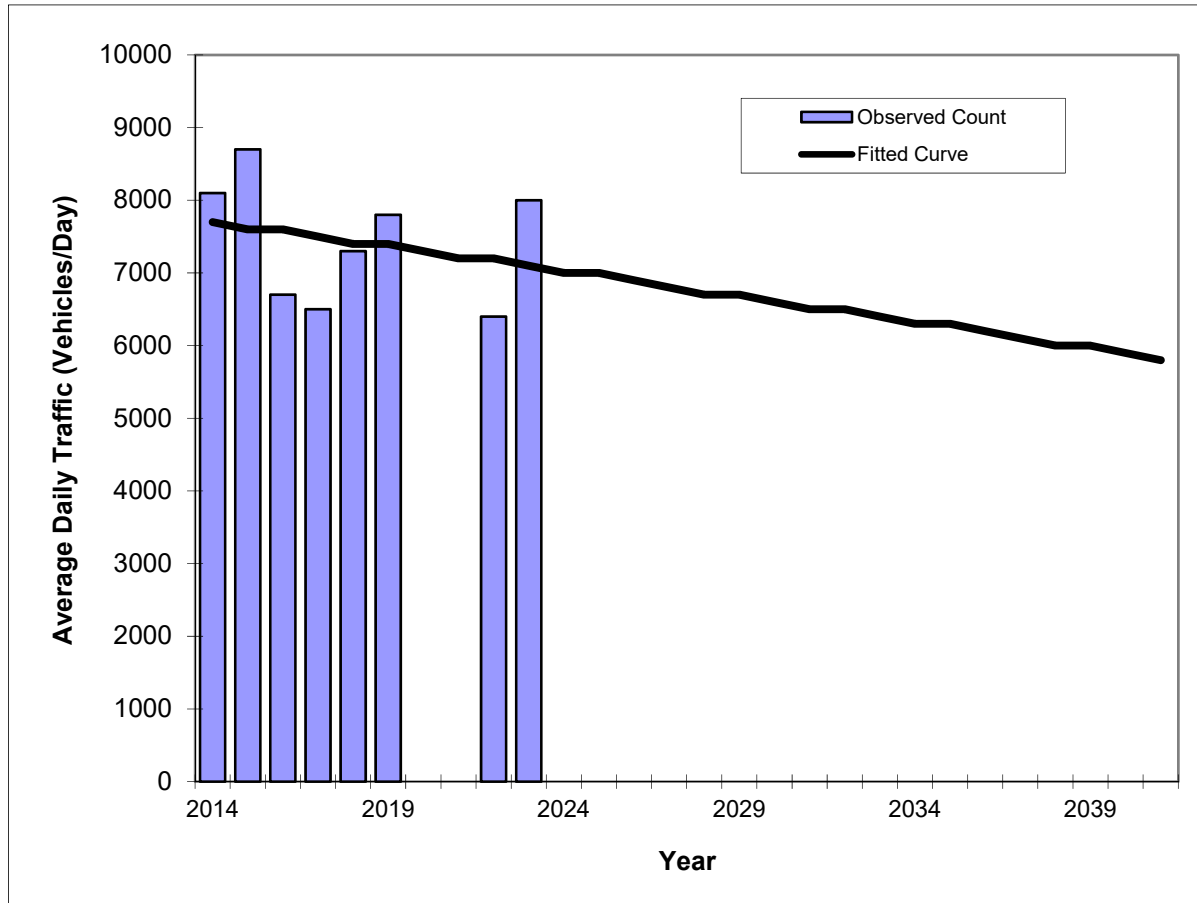
*Axle-Adjusted

Traffic Trends - V03.a

TURNPIKE EXT NB OFF RAMP TO NW 74TH ST, M30A -- 87471514

FIN#	1234
Location	5

County:	Turnpike (97)
Station #:	0311
Highway:	PIKE EXT NB OFF RAMP TO NW 74TH ST,



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	8100	7700
2015	8700	7600
2016	6700	7600
2017	6500	7500
2018	7300	7400
2019	7800	7400
2020		
2021		
2022	6400	7200
2023	8000	7100
2024		
2025		
2026		
2027		
2028		
2029		
2030		
2031		
2032		
2033		
2034		
2035		
2036		
2037		
2038		
2039		
2040		

** Annual Trend Increase:	-69
Trend R-squared:	6.95%
Trend Annual Historic Growth Rate:	-0.87%
Trend Growth Rate (2023 to Design Year):	-0.99%
Printed:	3-Apr-25
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 0311 - TURNPIKE EXT NB OFF RAMP TO NW 74TH ST, M30A

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2023	7950 C	N	7950	0	8.00		5.70
2022	6400 C		0	0	8.00		5.80
2021	6400 C	N	6400	0	8.00	99.90	5.90
2020	7050 C	N	7050	0	8.00	99.90	8.00
2019	7800 C	N	7800	0	8.00		6.80
2018	7300 C	N	7300	0	9.00	99.90	7.50
2017	6500 C	N	6500	0	9.00	99.90	7.00
2016	6700 C	N	6700	0	9.00	99.90	7.70
2015	8700 C	N	8700	0	9.00	99.90	7.30
2014	8100 C	N	8100		9.00		7.40
2013	7900 C	N	7900	0	9.00		7.60
2012	8000 E	N	8000	0	9.00		6.30

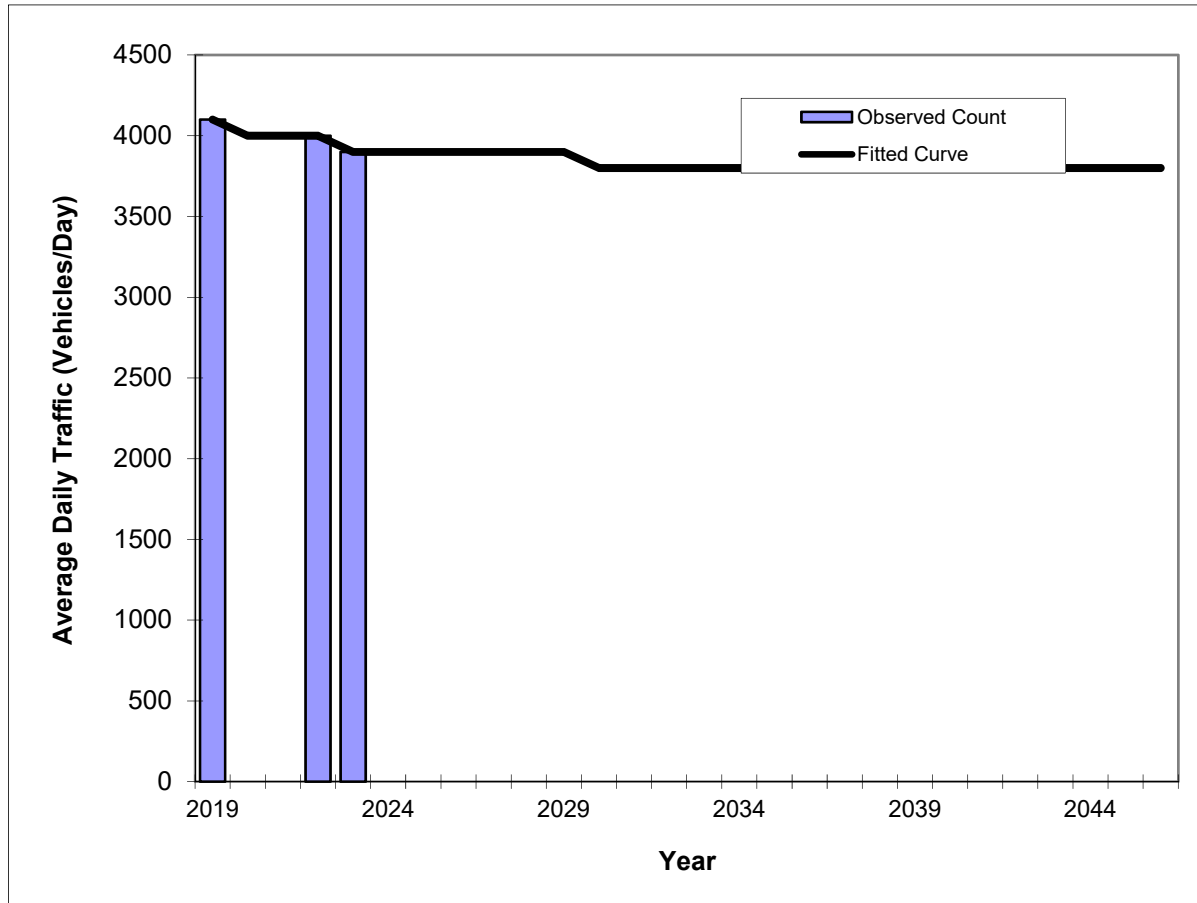
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

TURNPIKE EXT SB OFF RAMP TO NW 74TH ST, M30C -- 87471517

FIN#	1234
Location	6

County:	Turnpike (97)
Station #:	0313
Highway:	PIKE EXT SB OFF RAMP TO NW 74TH ST,



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	4100	4100
2022	4000	4000
2023	3900	3900
2026 Opening Year Trend		
2026	N/A	3900
2023 Mid-Year Trend		
2023	N/A	3900
2033 Design Year Trend		
2033	N/A	3800
TRANPLAN Forecasts/Trends		

Trend R-squared:	85.17%
Compounded Annual Historic Growth Rate:	-1.24%
Compounded Growth Rate (2023 to Design Year):	-0.26%
Printed:	3-Apr-25
Decaying Exponential Growth Option	

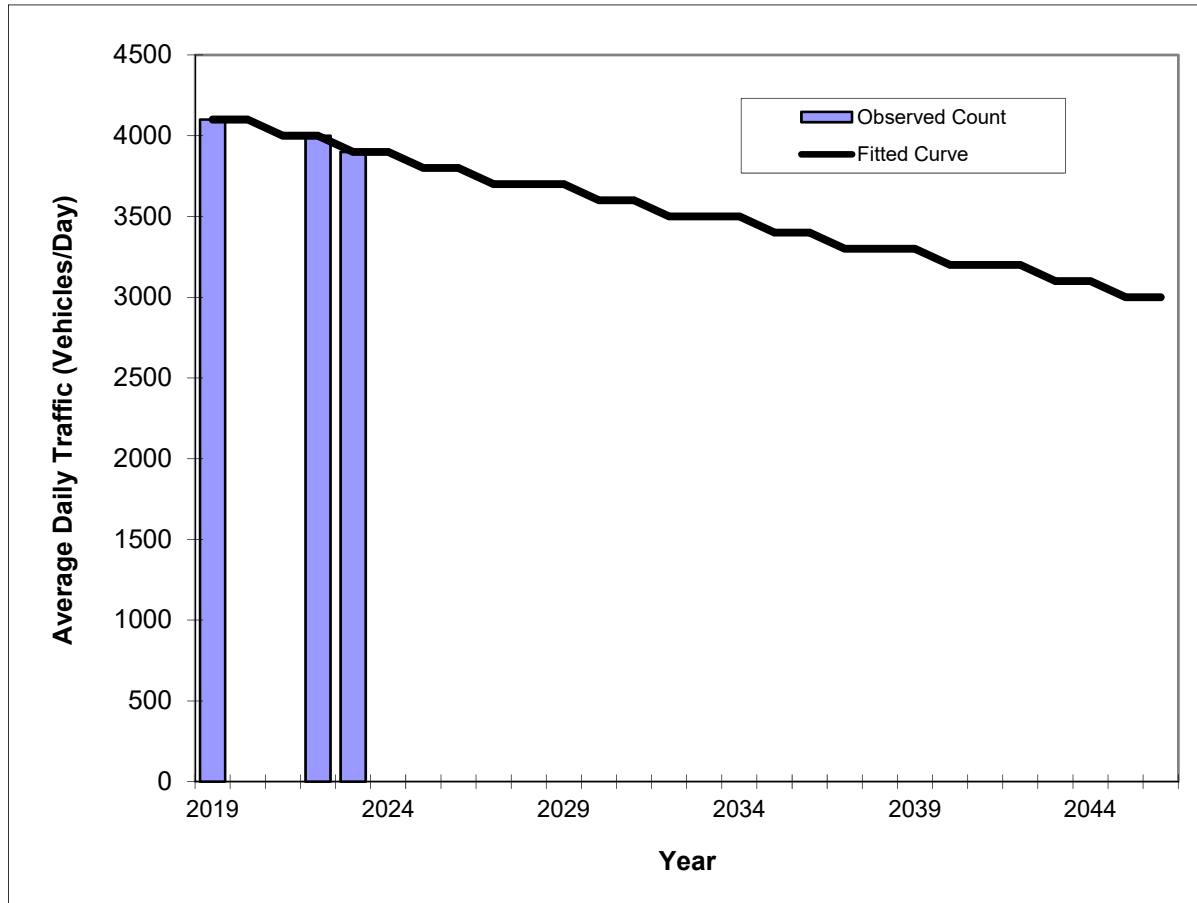
*Axle-Adjusted

Traffic Trends - V03.a

TURNPIKE EXT SB OFF RAMP TO NW 74TH ST, M30C -- 87471517

FIN#	1234
Location	6

County:	Turnpike (97)
Station #:	0313
Highway:	PIKE EXT SB OFF RAMP TO NW 74TH ST,



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	4100	4100
2022	4000	4000
2023	3900	3900
2026 Opening Year Trend		
2026	N/A	3800
2023 Mid-Year Trend		
2023	N/A	3900
2033 Design Year Trend		
2033	N/A	3500
TRANPLAN Forecasts/Trends		

Trend R-squared:	91.92%
Compounded Annual Historic Growth Rate:	-1.24%
Compounded Growth Rate (2023 to Design Year):	-1.08%
Printed:	3-Apr-25
Exponential Growth Option	

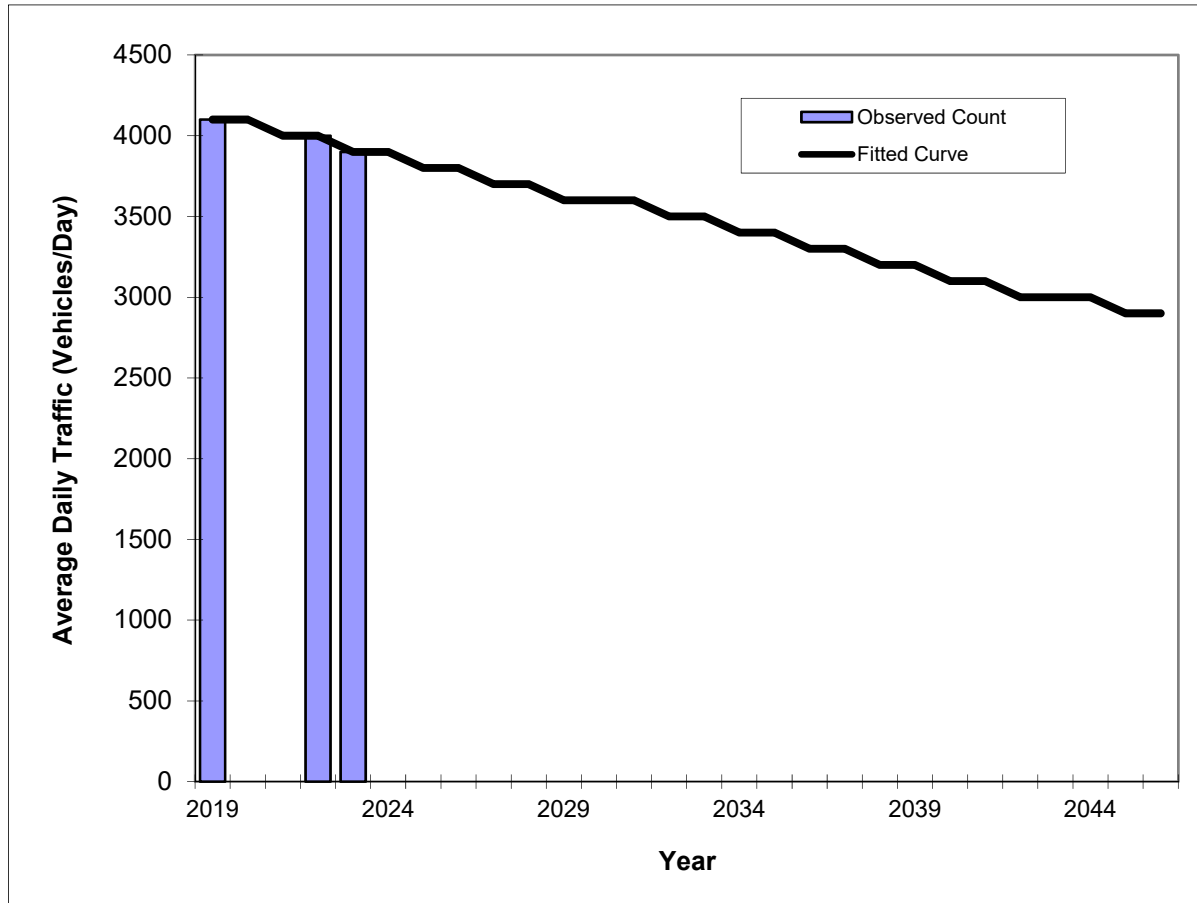
*Axle-Adjusted

Traffic Trends - V03.a

TURNPIKE EXT SB OFF RAMP TO NW 74TH ST, M30C -- 87471517

FIN#	1234
Location	6

County:	Turnpike (97)
Station #:	0313
Highway:	PIKE EXT SB OFF RAMP TO NW 74TH ST,



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	4100	4100
2022	4000	4000
2023	3900	3900
2026 Opening Year Trend		
2026	N/A	3800
2023 Mid-Year Trend		
2023	N/A	3900
2033 Design Year Trend		
2033	N/A	3500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-46
Trend R-squared:	92.31%
Trend Annual Historic Growth Rate:	-1.22%
Trend Growth Rate (2023 to Design Year):	-1.03%
Printed:	3-Apr-25
Straight Line Growth Option	

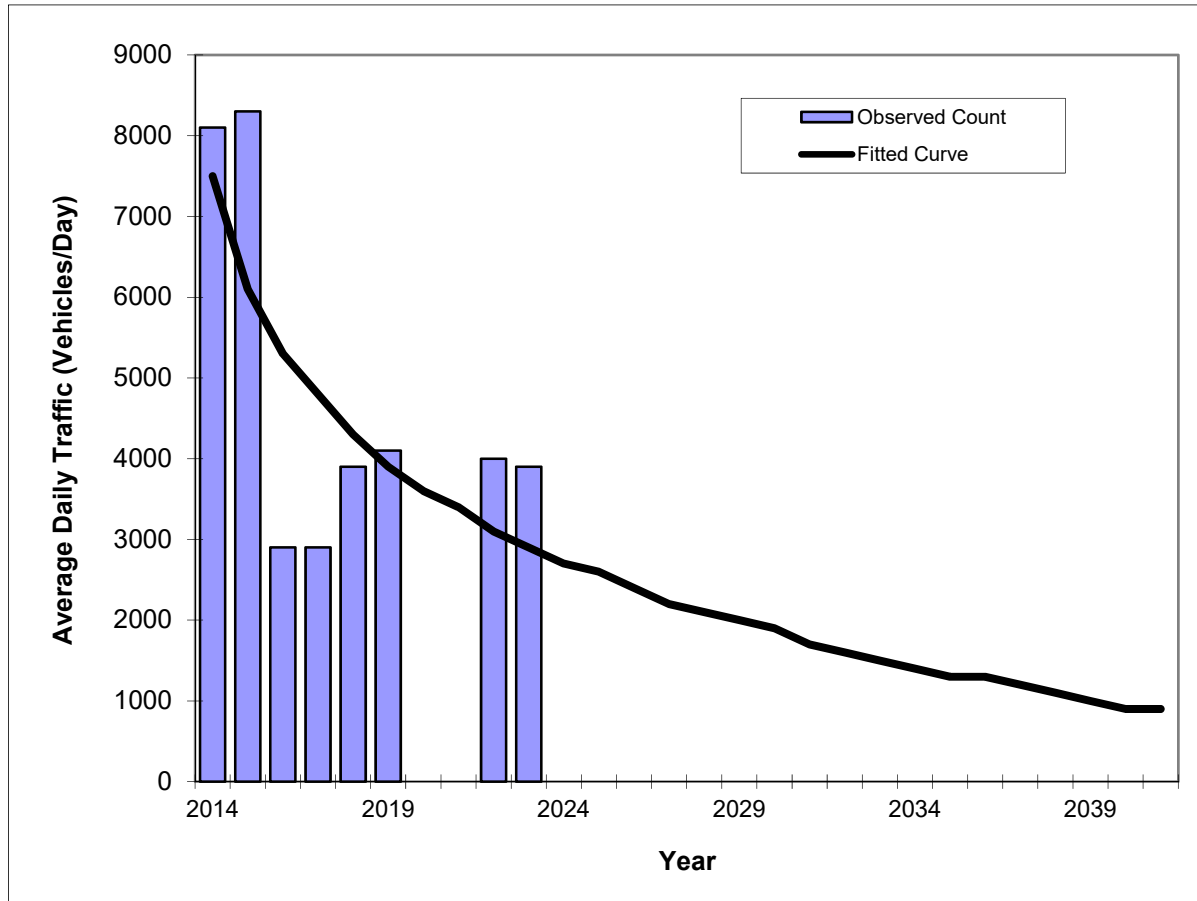
*Axle-Adjusted

Traffic Trends - V03.a

TURNPIKE EXT SB OFF RAMP TO NW 74TH ST, M30C -- 87471517

FIN#	1234
Location	6

County:	Turnpike (97)
Station #:	0313
Highway:	PIKE EXT SB OFF RAMP TO NW 74TH ST,



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	8100	7500
2015	8300	6100
2016	2900	5300
2017	2900	4800
2018	3900	4300
2019	4100	3900
2022	4000	3100
2023	3900	2900
2026 Opening Year Trend		
2026	N/A	2400
2023 Mid-Year Trend		
2023	N/A	2900
2033 Design Year Trend		
2033	N/A	1500
TRANPLAN Forecasts/Trends		

Trend R-squared:	50.95%
Compounded Annual Historic Growth Rate:	-10.02%
Compounded Growth Rate (2023 to Design Year):	-6.38%
Printed:	3-Apr-25
Decaying Exponential Growth Option	

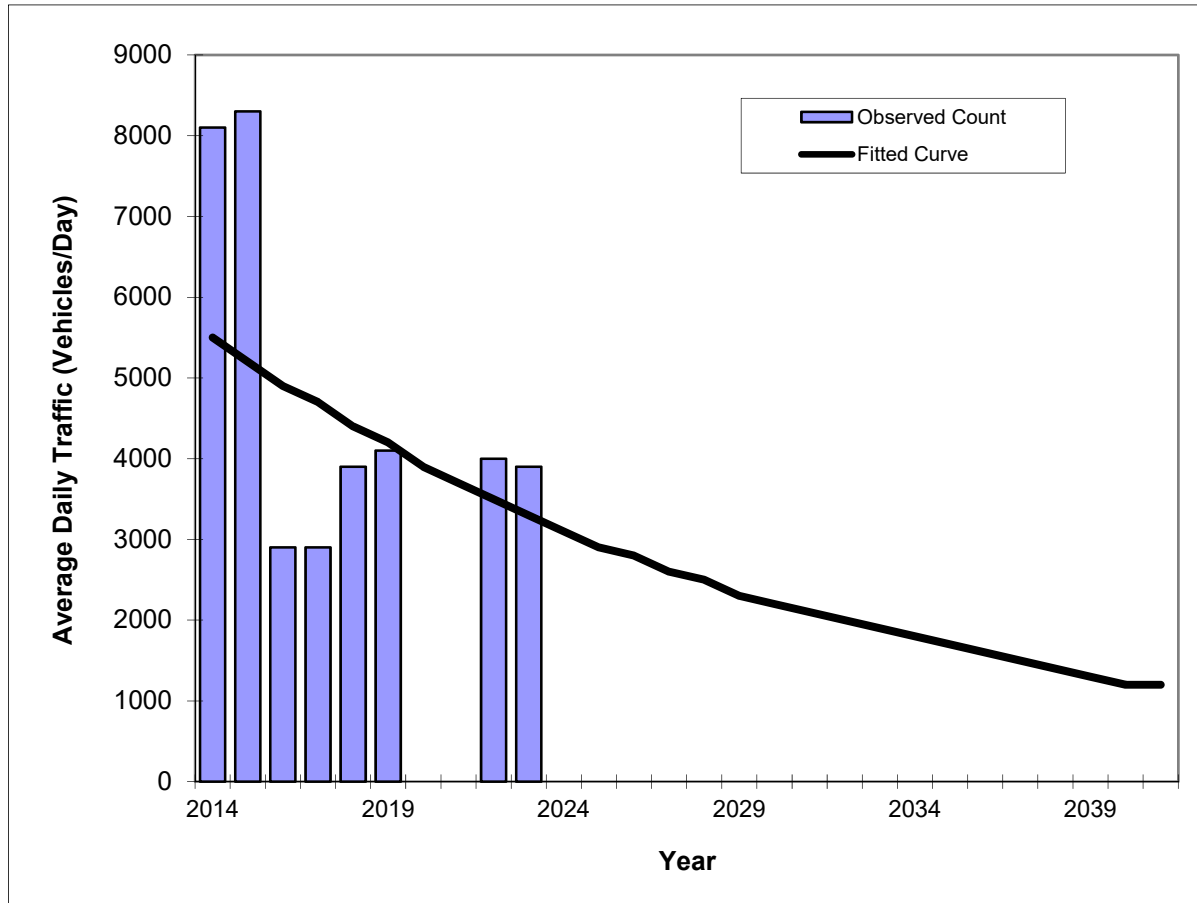
*Axle-Adjusted

Traffic Trends - V03.a

TURNPIKE EXT SB OFF RAMP TO NW 74TH ST, M30C -- 87471517

FIN#	1234
Location	6

County:	Turnpike (97)
Station #:	0313
Highway:	PIKE EXT SB OFF RAMP TO NW 74TH ST,



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	8100	5500
2015	8300	5200
2016	2900	4900
2017	2900	4700
2018	3900	4400
2019	4100	4200
2022	4000	3500
2023	3900	3300
2026 Opening Year Trend		
2026	N/A	2800
2023 Mid-Year Trend		
2023	N/A	3300
2033 Design Year Trend		
2033	N/A	1900
TRANPLAN Forecasts/Trends		

Trend R-squared:	20.51%
Compounded Annual Historic Growth Rate:	-5.52%
Compounded Growth Rate (2023 to Design Year):	-5.37%
Printed:	3-Apr-25
Exponential Growth Option	

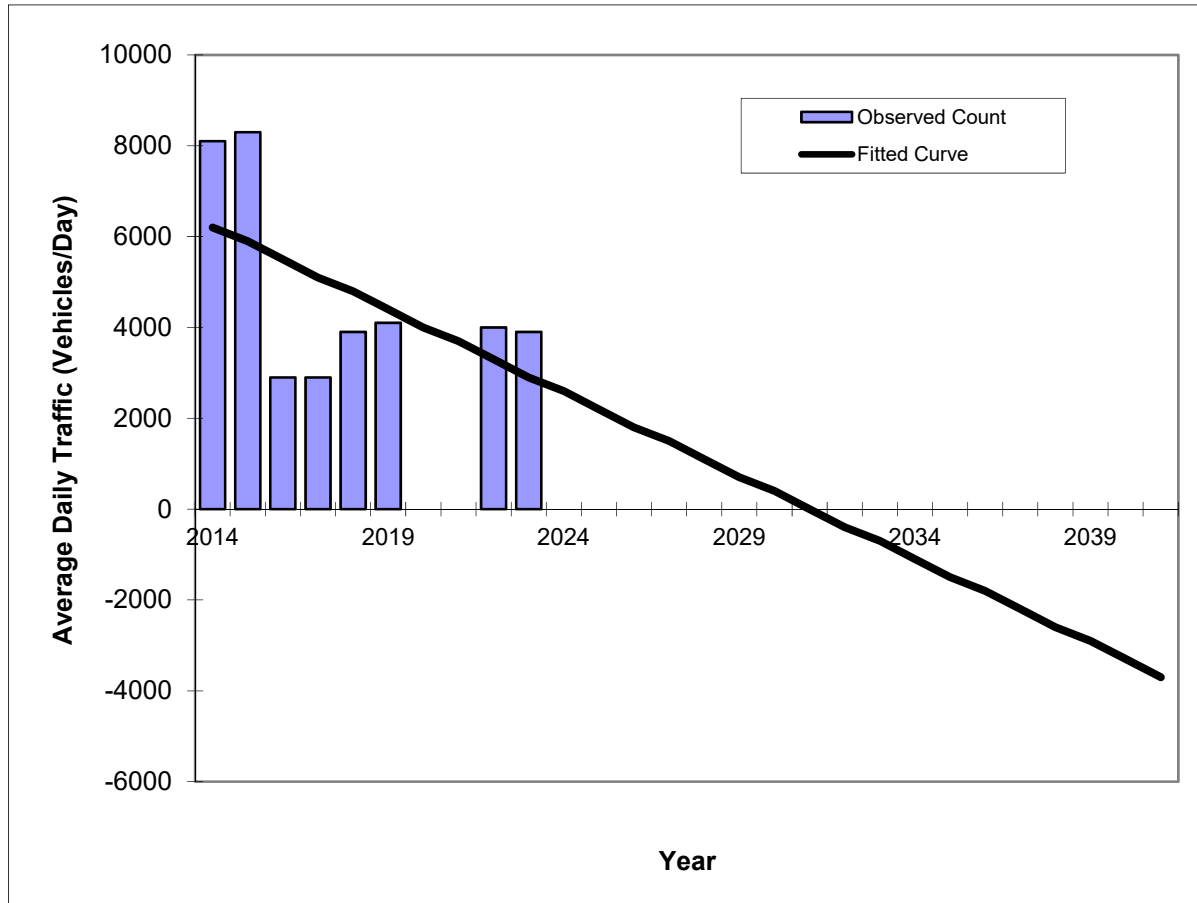
*Axle-Adjusted

Traffic Trends - V03.a

TURNPIKE EXT SB OFF RAMP TO NW 74TH ST, M30C -- 87471517

FIN#	1234
Location	6

County:	Turnpike (97)
Station #:	0313
Highway:	PIKE EXT SB OFF RAMP TO NW 74TH ST,



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	8100	6200
2015	8300	5900
2016	2900	5500
2017	2900	5100
2018	3900	4800
2019	4100	4400
2022	4000	3300
2023	3900	2900
2026 Opening Year Trend		
2026	N/A	1800
2023 Mid-Year Trend		
2023	N/A	2900
2033 Design Year Trend		
2033	N/A	-700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-367
Trend R-squared:	29.25%
Trend Annual Historic Growth Rate:	-5.91%
Trend Growth Rate (2023 to Design Year):	-12.41%
Printed:	3-Apr-25
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

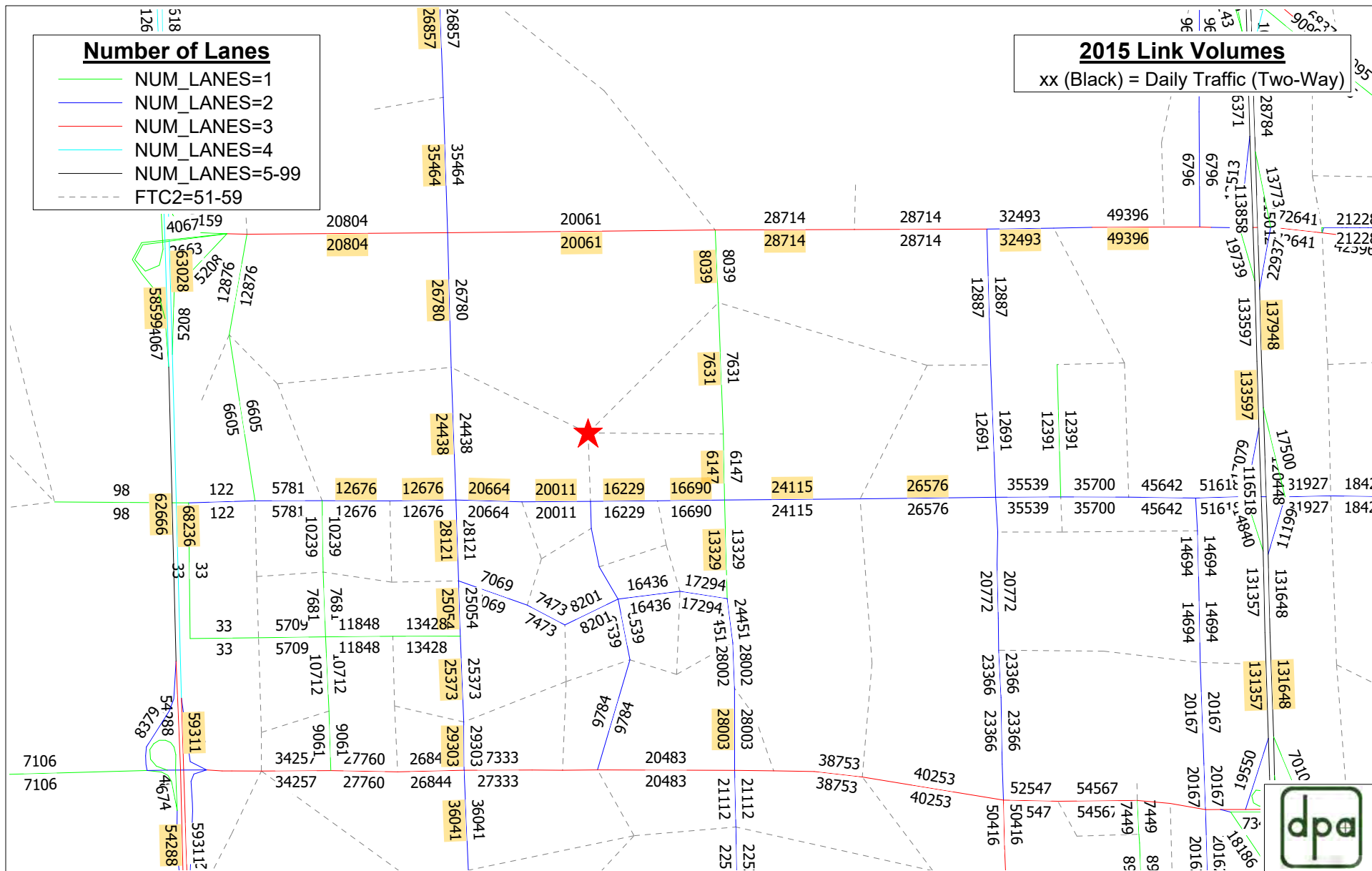
COUNTY: 97 - FL. TURNPIKE

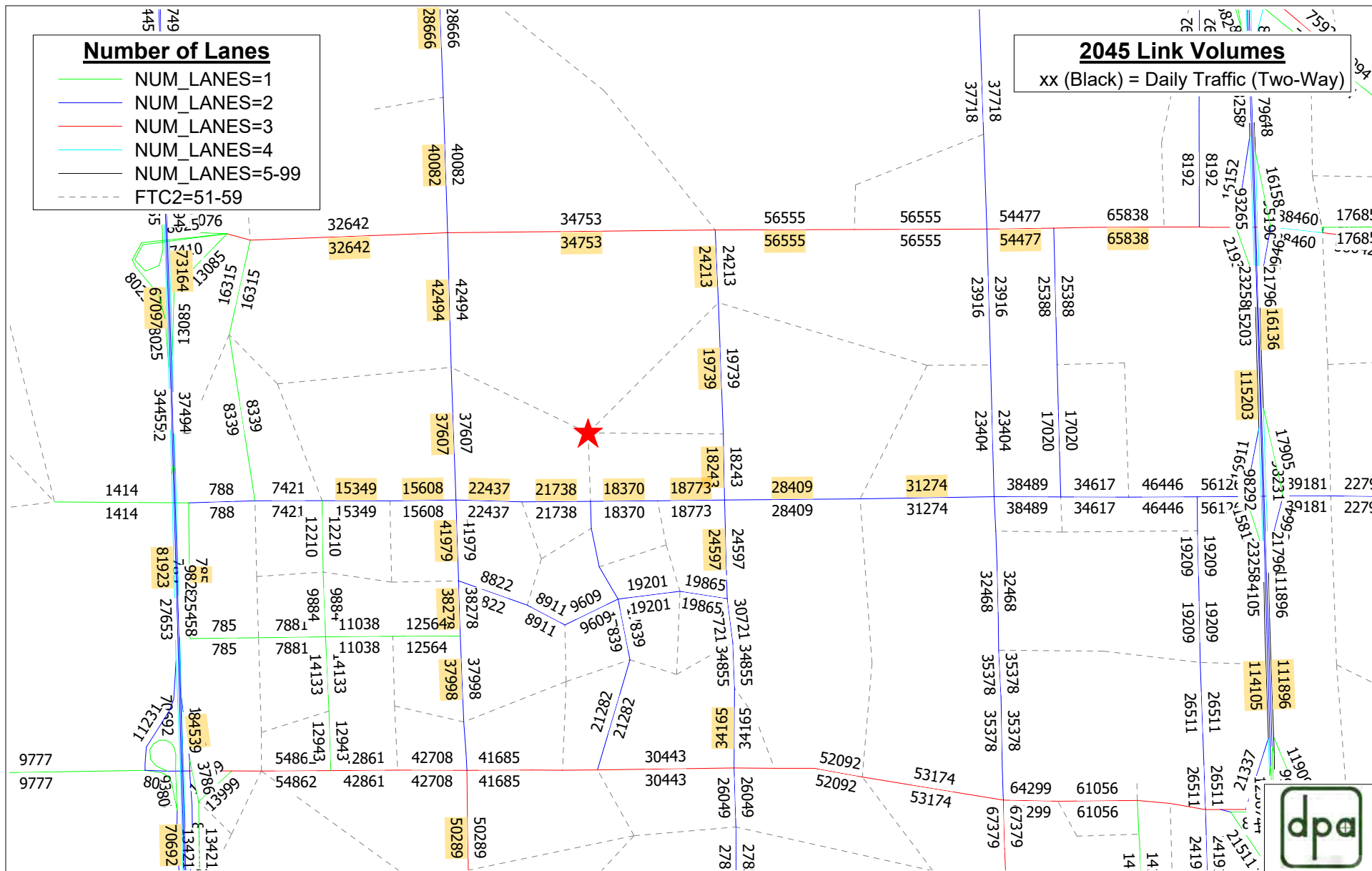
SITE: 0313 - TURNPIKE EXT SB OFF RAMP TO NW 74TH ST, M30C

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2023	3900 C	S	3900	0	8.00	99.90	5.70
2022	4000 C	S	4000	0	8.00	99.90	5.80
2021	3300 C	S	3300	0	8.00	99.90	5.90
2020	2900 C	S	2900	0	8.00	99.90	8.00
2019	4100 C	S	4100	0	8.00	99.90	6.80
2018	3900 C	S	3900	0	9.00	99.90	7.50
2017	2900 C	S	2900	0	9.00	99.90	7.00
2016	2900 C	S	2900	0	9.00	99.90	7.70
2015	8300 C	S	8300	0	9.00	99.90	7.30
2014	8100 C	S	8100		9.00	99.90	7.40
2013	7000 C	S	7000	0	9.00	99.90	7.60
2012	2300 C	S	2300	0	9.00	99.90	6.30
2011	1700 C	S	1700	0	9.00	99.90	5.90

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

SERPM Growth Rate - Prime Square Doral					
Street Name	2015	2045	Difference	Growth Rate	Annual Growth Rate
NW 74th Street	20,804	32,642	11,838	56.90%	1.90%
	20,061	34,753	14,692	73.24%	2.44%
	28,714	56,555	27,841	96.96%	3.23%
	32,493	54,477	21,984	67.66%	2.26%
	49,396	65,838	16,442	33.29%	1.11%
NW 107th Avenue	26,857	28,666	1,809	6.74%	0.22%
	35,464	40,082	4,618	13.02%	0.43%
	26,780	42,494	15,714	58.68%	1.96%
	24,438	37,607	13,169	53.89%	1.80%
	28,121	41,979	13,858	49.28%	1.64%
	25,054	38,278	13,224	52.78%	1.76%
	25,373	37,998	12,625	49.76%	1.66%
	29,303	50,289	20,986	71.62%	2.39%
	36,041	44,313	8,272	22.95%	0.77%
	8,039	24,213	16,174	201.19%	6.71%
NW 97th Avenue	7,631	19,739	12,108	158.67%	5.29%
	6,147	18,243	12,096	196.78%	6.56%
	13,329	24,597	11,268	84.54%	2.82%
	28,003	34,165	6,162	22.00%	0.73%
	12,676	15,349	2,673	21.09%	0.70%
NW 58th Street	12,676	15,608	2,932	23.13%	0.77%
	20,664	22,437	1,773	8.58%	0.29%
	20,011	21,738	1,727	8.63%	0.29%
	16,229	18,370	2,141	13.19%	0.44%
	16,690	18,773	2,083	12.48%	0.42%
Florida's Turnpike	24,115	28,409	4,294	17.81%	0.59%
	26,576	31,274	4,698	17.68%	0.59%
	63,028	73,164	10,136	16.08%	0.54%
	58,599	67,097	8,498	14.50%	0.48%
	62,666	81,923	19,257	30.73%	1.02%
Palmetto Expressway	68,236	98,282	30,046	44.03%	1.47%
	59,311	84,539	25,228	42.54%	1.42%
	54,288	70,692	16,404	30.22%	1.01%
	137,948	116,136	-21,812	-15.81%	-0.53%
	133,597	115,203	-18,394	-13.77%	-0.46%
Total	131,648	111,896	-19,752	-15.00%	-0.50%
	131,357	114,105	-17,252	-13.13%	-0.44%
Total	1,522,363	1,831,923	309,560	20.33%	0.68%





**Prime Square Doral
SERPM_8.541 - 2045 Volume Plot
#24143**

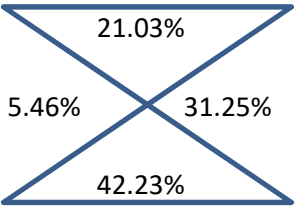
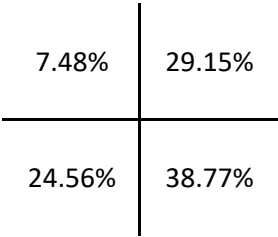
Cardinal Distribution

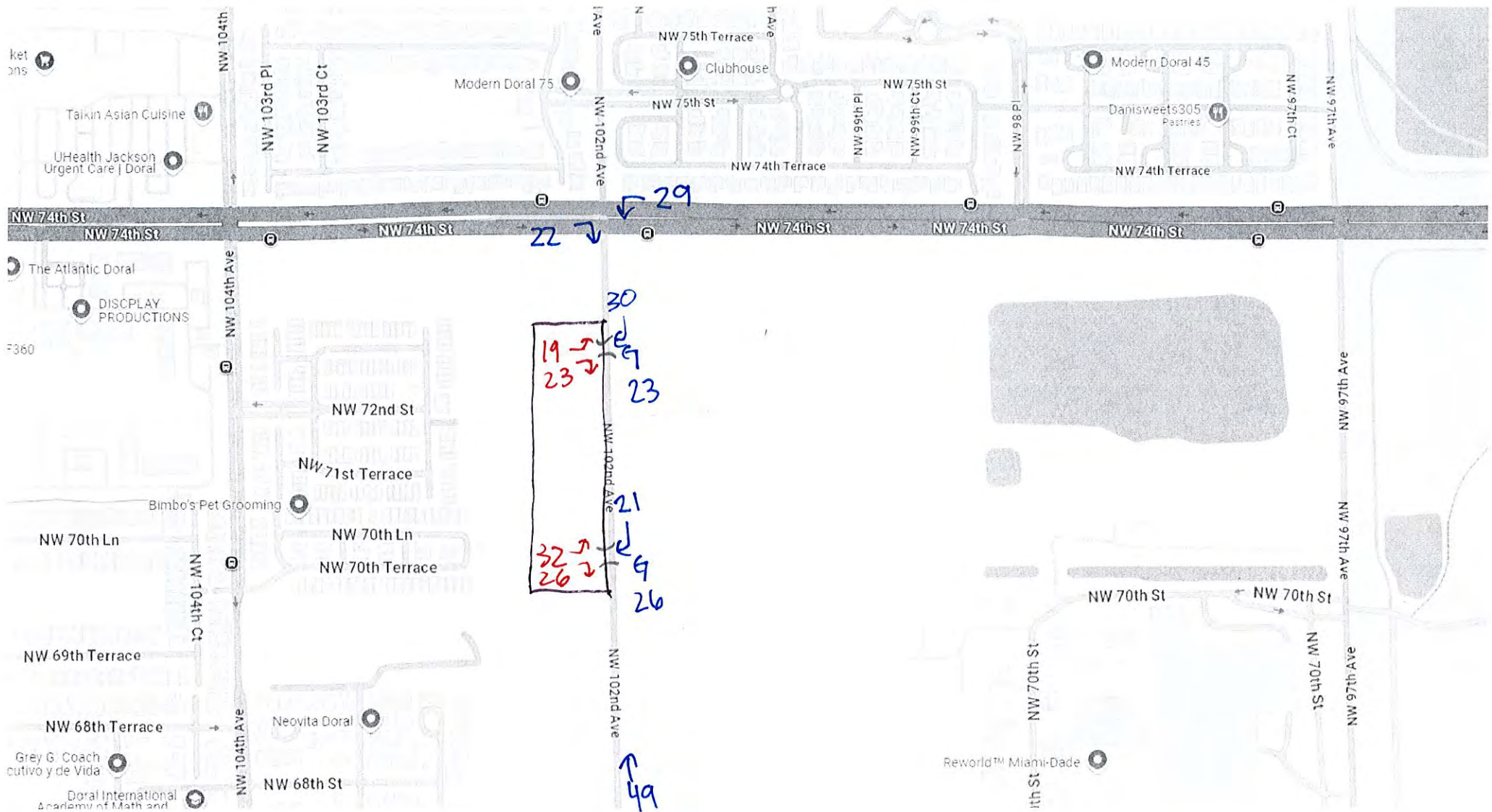
Cardinal Distribution
Prime Square Doral

24143

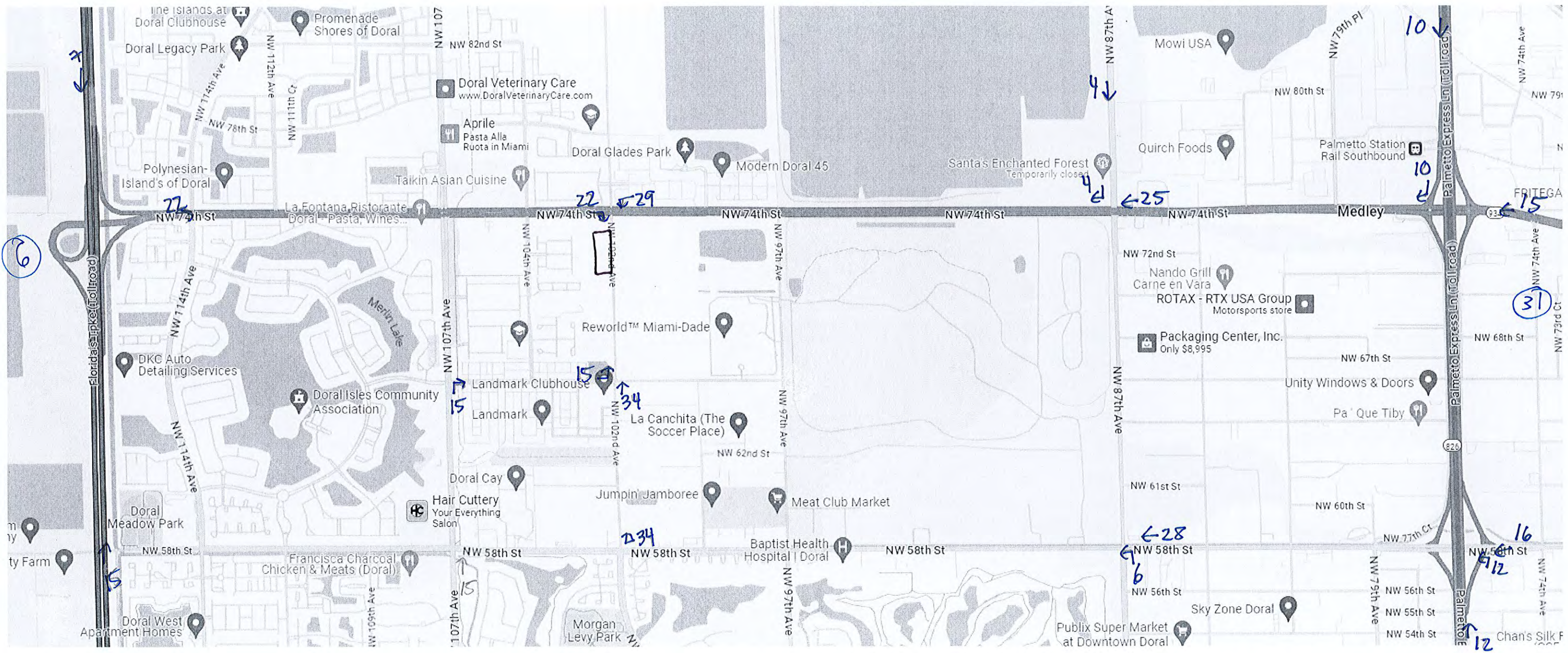
TAZ 690

DIRECTION	2015	2045	2026
NNE	16.1%	16.6%	16.3%
ENE	12.1%	14.2%	12.9%
ESE	16.8%	21.1%	18.4%
SSE	21.2%	19.0%	20.4%
SSW	22.2%	21.2%	21.8%
WSW	3.2%	1.9%	2.7%
WNW	3.4%	1.6%	2.7%
NNW	5.0%	4.3%	4.7%



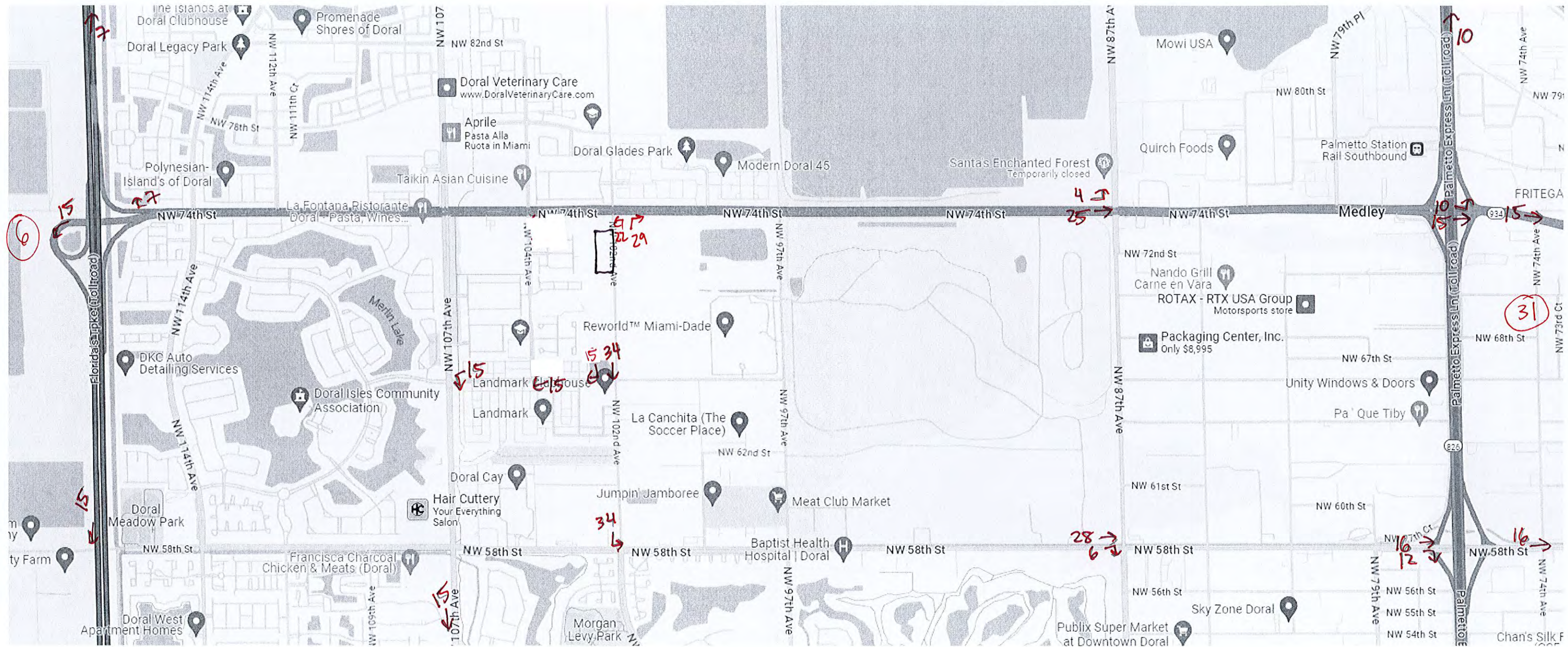


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21



42

Appendix D

2023 FDOT Directional Volumes Table

Volume Development Worksheets

Intersection Capacity Analysis Worksheets

2023 FDOT Directional Volumes Table

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



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	**



	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



	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



	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 adjusted 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.

Volume Development Worksheets

Prime Square Doral - AM Intersection Assignment

INTERSECTION	MOVEMENT	Existing (2024)	BACKGROUND Growth rate: 2.40% No. of years: 2	COMMITTED DEVELOPMENTS	FUTURE W/O PROJ (2026)	Prime Square Doral			FUTURE WITH PROJECT (2026)
						IN 82	OUT 35	Total 117	
1) NW 104th Avenue / NW 74th Street (S)	NBL	109	114	0	114	0%	0%	0	114
	NBT	67	70	0	70	0%	0%	0	70
	NBR	151	158	0	158	0%	0%	0	158
	SBU	0	0	0	0	0%	0%	0	0
	SBL	299	314	0	314	0%	0%	0	314
	SBT	112	117	0	117	0%	0%	0	117
	SBR	44	46	0	46	0%	0%	0	46
	EBU	0	0	0	0	0%	0%	0	0
	EBL	28	29	0	29	0%	0%	0	29
	EBT	1,684	1766	81	1847	22%	0%	18	1865
	EBR	59	62	0	62	0%	0%	0	62
	WBU	0	0	0	0	0%	0%	0	0
	WBL	71	74	0	74	0%	0%	0	74
	WBT	919	964	109	1072	0%	22%	8	1080
	WBR	73	77	0	77	0%	0%	0	77
TOTAL		3,616	3792	190	3981	22%	22%	26	4007
2) NW 102nd Avenue / NW 74th Street (S)	NBL	84	88	0	88	0%	22%	8	96
	NBT	111	116	0	116	0%	0%	0	116
	NBR	89	93	0	93	0%	29%	10	103
	SBL	460	482	51	534	0%	0%	0	534
	SBT	262	275	0	275	0%	0%	0	275
	SBR	96	101	0	101	0%	0%	0	101
	EBL	31	33	0	33	0%	0%	0	33
	EBT	2,055	2155	81	2236	0%	0%	0	2236
	EBR	53	56	0	56	22%	0%	18	74
	WBL	74	78	0	78	29%	0%	24	101
	WBT	867	909	109	1018	0%	0%	0	1018
	WBR	282	296	8	304	0%	0%	0	304
TOTAL		4,464	4681	249	4930	51%	51%	60	4990
3) NW 97th Avenue / NW 74th Street (S)	NBU	0	0	0	0	0%	0%	0	0
	NBL	132	138	0	138	0%	0%	0	138
	NBT	0	0	0	0	0%	0%	0	0
	NBR	254	266	0	266	0%	0%	0	266
	SBU	0	0	0	0	0%	0%	0	0
	SBL	15	16	0	16	0%	0%	0	16
	SBT	13	14	0	14	0%	0%	0	14
	SBR	2	2	0	2	0%	0%	0	2
	EBU	1	1	0	1	0%	0%	0	1
	EBL	0	0	0	0	0%	0%	0	0
	EBT	2,398	2514	132	2647	0%	29%	10	2657
	EBR	196	206	0	206	0%	0%	0	206
	WBU	0	0	0	0	0%	0%	0	0
	WBL	151	158	0	158	0%	0%	0	158
	WBT	1,079	1131	117	1248	29%	0%	24	1272
	WBR	0	0	0	0	0%	0%	0	0
TOTAL		4,241	4447	249	4696	29%	29%	34	4730
4) NW 102nd Avenue / NW 66th Street (U)	NBL	82	86	0	86	0%	0%	0	86
	NBT	224	235	0	235	34%	0%	28	263
	NBR	51	53	0	53	0%	0%	0	53
	SBL	65	68	0	68	0%	0%	0	68
	SBT	308	323	0	323	0%	34%	12	335
	SBR	23	24	0	24	0%	15%	5	29
	EBU	0	0	0	0	0%	0%	0	0
	EBL	80	84	0	84	15%	0%	12	96
	EBT	287	301	0	301	0%	0%	0	301
	EBR	278	292	0	292	0%	0%	0	292
	WBU	0	0	0	0	0%	0%	0	0
	WBL	12	13	0	13	0%	0%	0	13
	WBT	60	63	0	63	0%	0%	0	63
	WBR	0	0	0	0	0%	0%	0	0
TOTAL		1470	1541	0	1541	49%	49%	57	1599
5) NW 102nd Avenue / North Project Driveway (U)	NBL	0	0	0	0	23%	0%	19	19
	NBT	294	308	0	308	0%	0%	0	308
	NBR	0	0	0	0	0%	0%	0	0
	SBL	0	0	0	0	0%	0%	0	0
	SBT	393	412	0	412	0%	0%	0	412
	SBR	0	0	0	0	30%	0%	25	25
	EBL	0	0	0	0	0%	19%	7	7
	EBT	0	0	0	0	0%	0%	0	0
	EBR	0	0	0	0	0%	23%	8	8
	WBL	0	0	0	0	0%	0%	0	0
	WBT	0	0	0	0	0%	0%	0	0
	WBR	0	0	0	0	0%	0%	0	0
TOTAL		687	720	0	720	53%	42%	58	779
6) NW 104th Avenue / South Project Driveway (U)	NBL	0	0	0	0	26%	0%	21	21
	NBT	294	308	0	308	0%	0%	0	308
	NBR	0	0	0	0	0%	0%	0	0
	SBL	0	0	0	0	0%	0%	0	0
	SBT	393	412	0	412	0%	0%	0	412
	SBR	0	0	0	0	21%	0%	17	17
	EBL	0	0	0	0	0%	32%	11	11
	EBT	0	0	0	0	0%	0%	0	0
	EBR	0	0	0	0	0%	26%	9	9
	WBL	0	0	0	0	0%	0%	0	0
	WBT	0	0	0	0	0%	0%	0	0
	WBR	0	0	0	0	0%	0%	0	0
TOTAL		687	720	0	720	47%	58%	59	779

Prime Square Doral - PM Intersection Assignment

INTERSECTION	MOVEMENT	Existing (2024)	BACKGROUND Growth rate: 2.40% No. of years: 2	COMMITTED DEVELOPMENTS	FUTURE W/O PROJ (2026)	Prime Square Doral			FUTURE WITH PROJECT (2026)
						IN 90	OUT 118	Total 208	
1) NW 104th Avenue / NW 74th Street (S)	NBL	86	90	0	90	0%	0%	0	90
	NBT	78	82	0	82	0%	0%	0	82
	NBR	48	50	0	50	0%	0%	0	50
	SBU	0	0	0	0	0%	0%	0	0
	SBL	166	174	0	174	0%	0%	0	174
	SBT	109	114	0	114	0%	0%	0	114
	SBR	51	53	0	53	0%	0%	0	53
	EBU	0	0	0	0	0%	0%	0	0
	EBL	89	93	0	93	0%	0%	0	93
	EBT	1,253	1314	63	1377	22%	0%	20	1397
	EBR	87	91	0	91	0%	0%	0	91
	WBU	0	0	0	0	0%	0%	0	0
	WBL	91	95	0	95	0%	0%	0	95
PHF = 0.96	WBT	2,089	2190	209	2399	0%	22%	26	2425
	WBR	126	132	0	132	0%	0%	0	132
TOTAL		4,273	4481	272	4753	22%	22%	46	4799
2) NW 102nd Avenue / NW 74th Street (S)	NBL	89	93	0	93	0%	22%	26	119
	NBT	149	156	0	156	0%	0%	0	156
	NBR	50	52	0	52	0%	29%	34	87
	SBL	197	207	36	242	0%	0%	0	242
	SBT	157	165	0	165	0%	0%	0	165
	SBR	96	101	0	101	0%	0%	0	101
	EBL	84	88	0	88	0%	0%	0	88
	EBT	1,357	1423	63	1486	0%	0%	0	1486
	EBR	52	55	0	55	22%	0%	20	74
	WBL	138	145	0	145	29%	0%	26	171
	WBT	2,120	2223	209	2432	0%	0%	0	2432
	WBR	413	433	19	452	0%	0%	0	452
TOTAL		4,902	5140	327	5467	51%	51%	106	5573
3) NW 97th Avenue / NW 74th Street (S)	NBU	0	0	0	0	0%	0%	0	0
	NBL	218	229	0	229	0%	0%	0	229
	NBT	0	0	0	0	0%	0%	0	0
	NBR	340	357	0	357	0%	0%	0	357
	SBU	0	0	0	0	0%	0%	0	0
	SBL	5	5	0	5	0%	0%	0	5
	SBT	9	9	0	9	0%	0%	0	9
	SBR	2	2	0	2	0%	0%	0	2
	EBU	3	3	0	3	0%	0%	0	3
	EBL	0	0	0	0	0%	0%	0	0
	EBT	1,425	1494	99	1593	0%	29%	34	1627
	EBR	163	171	0	171	0%	0%	0	171
	WBU	0	0	0	0	0%	0%	0	0
PHF = 0.98	WBL	283	297	0	297	0%	0%	0	297
	WBT	2,464	2584	227	2811	29%	0%	26	2837
	WBR	0	0	0	0	0%	0%	0	0
TOTAL		4,912	5151	327	5477	29%	29%	60	5537
4) NW 102nd Avenue / NW 66th Street (U)	NBL	183	192	0	192	0%	0%	0	192
	NBT	257	269	0	269	34%	0%	31	300
	NBR	15	16	0	16	0%	0%	0	16
	SBL	18	19	0	19	0%	0%	0	19
	SBT	323	339	0	339	0%	34%	40	379
	SBR	36	38	0	38	0%	15%	18	55
	EBU	0	0	0	0	0%	0%	0	0
	EBL	24	25	0	25	15%	0%	14	39
	EBT	44	46	0	46	0%	0%	0	46
	EBR	144	151	0	151	0%	0%	0	151
	WBU	0	0	0	0	0%	0%	0	0
	WBL	30	31	0	31	0%	0%	0	31
PHF = 0.89	WBT	86	90	0	90	0%	0%	0	90
	WBR	10	10	0	10	0%	0%	0	10
TOTAL		1170	1227	0	1227	49%	49%	102	1329
5) NW 102nd Avenue / North Project Driveway (U)	NBL	0	0	0	0	23%	0%	21	21
	NBT	290	304	0	304	0%	0%	0	304
	NBR	0	0	0	0	0%	0%	0	0
	SBL	0	0	0	0	0%	0%	0	0
	SBT	362	380	0	380	0%	0%	0	380
	SBR	0	0	0	0	30%	0%	27	27
	EBL	0	0	0	0	0%	19%	22	22
	EBT	0	0	0	0	0%	0%	0	0
	EBR	0	0	0	0	0%	23%	27	27
	WBL	0	0	0	0	0%	0%	0	0
	WBT	0	0	0	0	0%	0%	0	0
	WBR	0	0	0	0	0%	0%	0	0
PHF = N/A									
TOTAL		652	3137	0	684	53%	42%	97	781
6) NW 104th Avenue / South Project Driveway (U)	NBL	0	0	0	0	26%	0%	23	23
	NBT	290	304	0	304	0%	0%	0	304
	NBR	0	0	0	0	0%	0%	0	0
	SBL	0	0	0	0	0%	0%	0	0
	SBT	362	380	0	380	0%	0%	0	380
	SBR	0	0	0	0	21%	0%	19	19
	EBL	0	0	0	0	0%	32%	38	38
	EBT	0	0	0	0	0%	0%	0	0
	EBR	0	0	0	0	0%	26%	31	31
	WBL	0	0	0	0	0%	0%	0	0
	WBT	0	0	0	0	0%	0%	0	0
	WBR	0	0	0	0	0%	0%	0	0
PHF = N/A									
TOTAL		1,956	684	0	684	47%	58%	111	794

Existing Conditions

HCM 7th Signalized Intersection Summary
1: NW 104th Avenue & NW 74th Street

Existing AM Peak
04/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	1684	59	71	919	73	109	67	151	299	112	44
Future Volume (veh/h)	28	1684	59	71	919	73	109	67	151	299	112	44
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		0.97	1.00		0.98	0.99		0.98	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	1900	1826	1900	1811	1693	1856	1885	1900	1885	1870	1900	1870
Adj Flow Rate, veh/h	29	1754	61	74	957	76	114	70	157	311	117	46
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, %	0	5	0	6	14	3	1	0	1	2	0	2
Cap, veh/h	399	2856	99	176	2551	202	265	64	142	241	219	86
Arrive On Green	0.02	0.58	0.58	0.06	1.00	1.00	0.07	0.12	0.12	0.11	0.17	0.17
Sat Flow, veh/h	1810	4941	172	1725	4357	345	1795	513	1150	1781	1285	505
Grp Volume(v), veh/h	29	1179	636	74	676	357	114	0	227	311	0	163
Grp Sat Flow(s),veh/h/ln	1810	1662	1789	1725	1540	1622	1795	0	1663	1781	0	1791
Q Serve(g_s), s	1.2	41.8	41.9	3.2	0.0	0.0	9.9	0.0	22.3	20.3	0.0	15.0
Cycle Q Clear(g_c), s	1.2	41.8	41.9	3.2	0.0	0.0	9.9	0.0	22.3	20.3	0.0	15.0
Prop In Lane	1.00		0.10	1.00		0.21	1.00		0.69	1.00		0.28
Lane Grp Cap(c), veh/h	399	1921	1034	176	1803	949	265	0	206	241	0	305
V/C Ratio(X)	0.07	0.61	0.61	0.42	0.37	0.38	0.43	0.00	1.10	1.29	0.00	0.53
Avail Cap(c_a), veh/h	457	1921	1034	237	1803	949	289	0	206	241	0	305
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.7	24.8	24.9	20.8	0.0	0.0	63.2	0.0	78.9	61.3	0.0	68.1
Incr Delay (d2), s/veh	0.1	1.5	2.7	1.5	0.6	1.1	1.3	0.0	92.6	158.4	0.0	6.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	23.3	25.3	2.3	0.3	0.5	8.2	0.0	22.2	30.6	0.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.8	26.3	27.6	22.3	0.6	1.1	64.5	0.0	171.5	219.6	0.0	74.7
LnGrp LOS	B	C	C	C	A	A	E		F	F		E
Approach Vol, veh/h	1844			1107			341			474		
Approach Delay, s/veh	26.6			2.2			135.7			169.8		
Approach LOS	C			A			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	111.8	28.0	30.0	11.6	110.4	19.6	38.4				
Change Period (Y+Rc), s	6.4	6.4	7.7	7.7	6.4	6.4	7.7	7.7				
Max Green Setting (Gmax), s	9.6	99.6	20.3	22.3	11.6	97.6	14.3	28.3				
Max Q Clear Time (g_c+l1), s	3.2	2.0	22.3	24.3	5.2	43.9	11.9	17.0				
Green Ext Time (p_c), s	0.0	2.4	0.0	0.0	0.1	5.1	0.1	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	47.3											
HCM 7th LOS	D											

Timings
1: NW 104th Avenue & NW 74th Street

Existing AM Peak
04/10/2025

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	1684	71	919	109	67	299	112
Future Volume (vph)	28	1684	71	919	109	67	299	112
Lane Group Flow (vph)	29	1815	74	1033	114	227	311	163
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.4	26.4	11.4	26.4	12.7	29.7	12.7	35.7
Total Split (s)	16.0	104.0	18.0	106.0	22.0	30.0	28.0	36.0
Total Split (%)	8.9%	57.8%	10.0%	58.9%	12.2%	16.7%	15.6%	20.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	3.3	3.3	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.7	7.7	7.7	7.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
v/c Ratio	0.09	0.66	0.49	0.39	0.41	0.90	1.27	0.54
Control Delay (s/veh)	12.6	29.3	39.7	22.8	55.4	94.8	194.7	73.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.6	29.3	39.7	22.8	55.4	94.8	194.7	73.0
Queue Length 50th (ft)	12	534	44	238	105	212	~409	171
Queue Length 95th (ft)	26	605	93	235	166	#381	#622	257
Internal Link Dist (ft)		643		1254		507		579
Turn Bay Length (ft)	245		305		240		160	
Base Capacity (vph)	346	2751	178	2645	291	252	244	301
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.66	0.42	0.39	0.39	0.90	1.27	0.54

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 15 (8%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: NW 104th Avenue & NW 74th Street



HCM 7th Signalized Intersection Summary
1: NW 104th Avenue & NW 74th Street

Existing PM Peak
04/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	89	1253	87	91	2089	126	86	78	48	166	109	51
Future Volume (veh/h)	89	1253	87	91	2089	126	86	78	48	166	109	51
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	0.99		0.96	0.99		0.96
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	1826	1900	1870	1856	1885	1900	1856	1841	1870	1900	1870
Adj Flow Rate, veh/h	93	1305	91	95	2176	131	90	81	50	173	114	53
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, %	2	5	0	2	3	1	0	3	4	2	0	2
Cap, veh/h	193	2942	205	280	3033	181	197	142	88	220	168	78
Arrive On Green	0.03	0.62	0.62	0.06	1.00	1.00	0.05	0.13	0.13	0.06	0.14	0.14
Sat Flow, veh/h	1781	4749	331	1781	4887	292	1810	1055	651	1781	1210	562
Grp Volume(v), veh/h	93	913	483	95	1499	808	90	0	131	173	0	167
Grp Sat Flow(s),veh/h/ln	1781	1662	1757	1781	1689	1802	1810	0	1707	1781	0	1772
Q Serve(g_s), s	3.5	26.0	26.0	3.6	0.0	0.0	7.6	0.0	12.9	10.3	0.0	16.1
Cycle Q Clear(g_c), s	3.5	26.0	26.0	3.6	0.0	0.0	7.6	0.0	12.9	10.3	0.0	16.1
Prop In Lane	1.00		0.19	1.00		0.16	1.00		0.38	1.00		0.32
Lane Grp Cap(c), veh/h	193	2059	1088	280	2096	1118	197	0	230	220	0	247
V/C Ratio(X)	0.48	0.44	0.44	0.34	0.72	0.72	0.46	0.00	0.57	0.79	0.00	0.68
Avail Cap(c_a), veh/h	234	2059	1088	358	2096	1118	204	0	230	220	0	247
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.6	18.0	18.0	13.6	0.0	0.0	63.1	0.0	72.9	70.1	0.0	73.6
Incr Delay (d2), s/veh	1.9	0.7	1.3	0.5	1.4	2.7	2.0	0.0	9.8	17.3	0.0	14.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	15.3	16.2	2.5	0.7	1.5	6.6	0.0	10.5	7.2	0.0	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.5	18.7	19.3	14.0	1.4	2.7	65.1	0.0	82.7	87.4	0.0	87.6
LnGrp LOS	B	B	B	B	A	A	E		F	F		F
Approach Vol, veh/h	1489			2402			221			340		
Approach Delay, s/veh	18.5			2.3			75.6			87.5		
Approach LOS	B			A			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	118.1	18.0	32.0	12.1	117.9	17.3	32.7				
Change Period (Y+Rc), s	6.4	6.4	7.7	7.7	6.4	6.4	7.7	7.7				
Max Green Setting (Gmax), s	9.6	107.6	10.3	24.3	13.6	103.6	10.3	24.3				
Max Q Clear Time (g_c+l1), s	5.5	2.0	12.3	14.9	5.6	28.0	9.6	18.1				
Green Ext Time (p_c), s	0.1	7.8	0.0	0.5	0.1	3.5	0.0	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	17.9											
HCM 7th LOS	B											

Timings
1: NW 104th Avenue & NW 74th Street

Existing PM Peak
04/10/2025

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	89	1253	91	2089	86	78	166	109
Future Volume (vph)	89	1253	91	2089	86	78	166	109
Lane Group Flow (vph)	93	1396	95	2307	90	131	173	167
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.4	26.4	11.4	26.4	12.7	29.7	12.7	31.7
Total Split (s)	16.0	110.0	20.0	114.0	18.0	32.0	18.0	32.0
Total Split (%)	8.9%	61.1%	11.1%	63.3%	10.0%	17.8%	10.0%	17.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	3.3	3.3	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.7	7.7	7.7	7.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
v/c Ratio	0.73	0.47	0.38	0.77	0.43	0.54	0.72	0.66
Control Delay (s/veh)	66.5	20.4	6.6	6.5	62.7	73.5	79.9	82.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.5	20.4	6.6	6.5	62.7	73.5	79.9	82.6
Queue Length 50th (ft)	57	322	9	83	87	131	175	179
Queue Length 95th (ft)	#146	369	m16	110	143	210	#266	269
Internal Link Dist (ft)		643		1254		507		579
Turn Bay Length (ft)	245		305		240		160	
Base Capacity (vph)	136	2955	296	3006	214	244	239	252
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.47	0.32	0.77	0.42	0.54	0.72	0.66

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 115

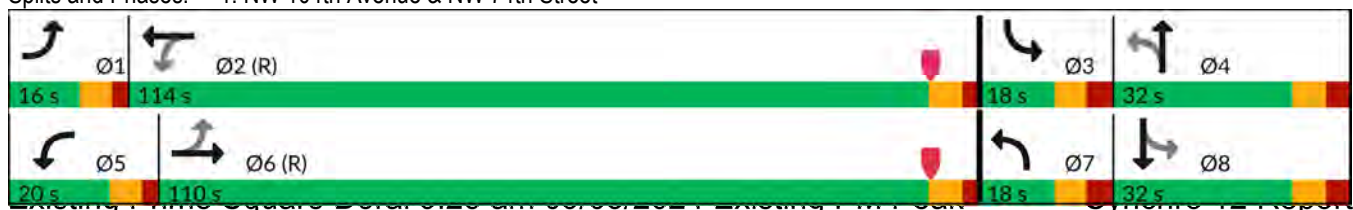
Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NW 104th Avenue & NW 74th Street



HCM 7th Signalized Intersection Summary
2: NW 102nd Avenue & NW 74th Street

Existing AM Peak
04/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	31	2055	53	74	867	282	84	111	89	460	262	96
Future Volume (veh/h)	31	2055	53	74	867	282	84	111	89	460	262	96
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		0.97	1.00		0.98	1.00		0.98	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	1900	1841	1811	1900	1693	1841	1767	1870	1856	1900	1900	1870
Adj Flow Rate, veh/h	32	2119	55	76	894	291	87	114	92	474	270	99
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	4	6	0	14	4	9	2	3	0	0	2
Cap, veh/h	374	2917	76	216	2710	1048	170	124	100	235	331	325
Arrive On Green	0.06	1.00	1.00	0.08	1.00	1.00	0.06	0.13	0.13	0.10	0.17	0.17
Sat Flow, veh/h	1810	5033	130	1810	4621	1522	1682	951	767	1810	1900	1582
Grp Volume(v), veh/h	32	1409	765	76	894	291	87	0	206	474	270	99
Grp Sat Flow(s),veh/h/ln	1810	1675	1813	1810	1540	1522	1682	0	1718	1810	1900	1582
Q Serve(g_s), s	1.2	0.0	0.0	3.0	0.0	0.0	8.0	0.0	21.3	18.0	24.6	9.5
Cycle Q Clear(g_c), s	1.2	0.0	0.0	3.0	0.0	0.0	8.0	0.0	21.3	18.0	24.6	9.5
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	374	1941	1051	216	2710	1048	170	0	224	235	331	325
V/C Ratio(X)	0.09	0.73	0.73	0.35	0.33	0.28	0.51	0.00	0.92	2.02	0.82	0.30
Avail Cap(c_a), veh/h	452	1941	1051	311	2710	1048	207	0	229	235	331	325
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	0.93	0.93	0.93	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	0.0	13.2	0.0	0.0	63.7	0.0	77.4	63.4	71.6	60.7
Incr Delay (d2), s/veh	0.0	1.4	2.6	0.7	0.3	0.6	5.0	0.0	38.4	472.5	19.6	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.7	1.4	2.2	0.1	0.3	6.6	0.0	17.5	51.3	20.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.5	1.4	2.6	13.9	0.3	0.6	68.7	0.0	115.7	536.0	91.1	63.1
LnGrp LOS	B	A	A	B	A	A	E		F	F	F	E
Approach Vol, veh/h	2206			1261			293			843		
Approach Delay, s/veh	2.0			1.2			101.7			337.9		
Approach LOS	A			A			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	112.3	25.0	30.4	13.5	111.0	17.1	38.3				
Change Period (Y+Rc), s	6.7	6.7	7.0	7.0	6.7	6.7	7.0	7.0				
Max Green Setting (Gmax), s	13.3	97.3	18.0	24.0	16.3	94.3	14.0	28.0				
Max Q Clear Time (g_c+I1), s	3.2	2.0	20.0	23.3	5.0	2.0	10.0	26.6				
Green Ext Time (p_c), s	0.0	2.5	0.0	0.1	0.1	6.9	0.1	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	69.7											
HCM 7th LOS	E											

Timings 2: NW 102nd Avenue & NW 74th Street

Existing AM Peak
04/10/2025

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	31	2055	74	867	282	84	111	460	262	96
Future Volume (vph)	31	2055	74	867	282	84	111	460	262	96
Lane Group Flow (vph)	32	2174	76	894	291	87	206	474	270	99
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	3	7	4	3	8	1
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	3	7	4	3	8	1
Switch Phase										
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.7	34.7	13.7	39.7	14.0	14.0	31.0	14.0	35.0	13.7
Total Split (s)	20.0	101.0	23.0	104.0	25.0	21.0	31.0	25.0	35.0	20.0
Total Split (%)	11.1%	56.1%	12.8%	57.8%	13.9%	11.7%	17.2%	13.9%	19.4%	11.1%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0	4.4
All-Red Time (s)	2.3	2.3	2.3	2.3	3.0	3.0	3.0	3.0	3.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	7.0	7.0	7.0	7.0	7.0	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	Max	None
v/c Ratio	0.09	0.78	0.58	0.34	0.26	0.50	0.84	1.89	0.89	0.25
Control Delay (s/veh)	7.5	21.2	50.3	19.8	1.0	61.4	96.4	444.8	101.8	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	21.2	50.3	19.8	1.0	61.4	96.4	444.8	101.8	10.3
Queue Length 50th (ft)	8	790	49	172	0	80	220	~773	319	0
Queue Length 95th (ft)	m12	m821	m109	235	14	133	#367	#1013	#499	53
Internal Link Dist (ft)		1254		2519			2600		567	
Turn Bay Length (ft)	405		240		160	145		145		
Base Capacity (vph)	433	2803	204	2617	1112	182	245	251	305	446
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.78	0.37	0.34	0.26	0.48	0.84	1.89	0.89	0.22

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 36 (20%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

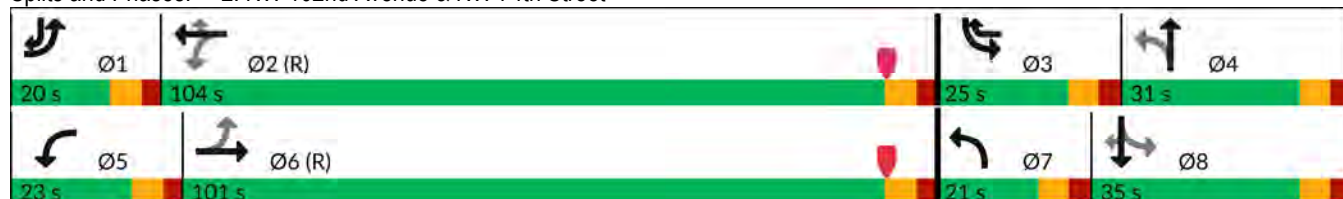
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: NW 102nd Avenue & NW 74th Street



HCM 7th Signalized Intersection Summary 2: NW 102nd Avenue & NW 74th Street

Existing PM Peak
04/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	84	1357	52	138	2120	413	89	149	50	197	157	96
Future Volume (veh/h)	84	1357	52	138	2120	413	89	149	50	197	157	96
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	1885	1811	1811	1885	1856	1856	1885	1900	1841	1870	1885	1841
Adj Flow Rate, veh/h	86	1385	53	141	2163	421	91	152	51	201	160	98
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	6	6	1	3	3	1	0	4	2	1	4
Cap, veh/h	182	2920	112	343	3059	1087	220	158	53	204	281	289
Arrive On Green	0.08	1.00	1.00	0.09	1.00	1.00	0.06	0.12	0.12	0.09	0.15	0.15
Sat Flow, veh/h	1795	4882	187	1795	5066	1569	1795	1354	454	1781	1885	1533
Grp Volume(v), veh/h	86	935	503	141	2163	421	91	0	203	201	160	98
Grp Sat Flow(s),veh/h/ln	1795	1648	1772	1795	1689	1569	1795	0	1808	1781	1885	1533
Q Serve(g_s), s	3.3	0.0	0.0	5.7	0.0	0.0	7.9	0.0	20.1	16.0	14.2	10.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	5.7	0.0	0.0	7.9	0.0	20.1	16.0	14.2	10.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	182	1971	1060	343	3059	1087	220	0	211	204	281	289
V/C Ratio(X)	0.47	0.47	0.47	0.41	0.71	0.39	0.41	0.00	0.96	0.98	0.57	0.34
Avail Cap(c_a), veh/h	265	1971	1060	516	3059	1087	279	0	211	204	281	289
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.61	0.61	0.61	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	0.0	12.0	0.0	0.0	65.1	0.0	79.1	66.5	71.2	63.5
Incr Delay (d2), s/veh	1.2	0.7	1.3	0.4	0.9	0.6	2.6	0.0	51.2	58.6	8.1	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	0.3	0.7	3.9	0.4	0.3	6.9	0.0	18.2	8.5	12.1	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2	0.7	1.3	12.3	0.9	0.6	67.7	0.0	130.3	125.1	79.3	66.6
LnGrp LOS	B	A	A	B	A	A	E		F	F	E	E
Approach Vol, veh/h	1524			2725			294			459		
Approach Delay, s/veh	1.6			1.4			110.9			96.6		
Approach LOS	A			A			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	115.4	23.0	28.0	14.6	114.4	17.1	33.9				
Change Period (Y+Rc), s	6.7	6.7	7.0	7.0	6.7	6.7	7.0	7.0				
Max Green Setting (Gmax), s	15.3	100.3	16.0	21.0	25.3	90.3	16.0	21.0				
Max Q Clear Time (g_c+I1), s	5.3	2.0	18.0	22.1	7.7	2.0	9.9	16.2				
Green Ext Time (p_c), s	0.1	8.8	0.0	0.0	0.2	3.6	0.2	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	16.7											
HCM 7th LOS	B											

Timings
2: NW 102nd Avenue & NW 74th Street

Existing PM Peak
04/10/2025

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  		  			 		 	
Traffic Volume (vph)	84	1357	138	2120	413	89	149	197	157	96
Future Volume (vph)	84	1357	138	2120	413	89	149	197	157	96
Lane Group Flow (vph)	86	1438	141	2163	421	91	203	201	160	98
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	3	7	4	3	8	1
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	3	7	4	3	8	1
Switch Phase										
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.7	34.7	13.7	39.7	14.0	14.0	28.0	14.0	28.0	13.7
Total Split (s)	22.0	97.0	32.0	107.0	23.0	23.0	28.0	23.0	28.0	22.0
Total Split (%)	12.2%	53.9%	17.8%	59.4%	12.8%	12.8%	15.6%	12.8%	15.6%	12.2%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0	4.4
All-Red Time (s)	2.3	2.3	2.3	2.3	3.0	3.0	3.0	3.0	3.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	7.0	7.0	7.0	7.0	7.0	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	Max	None
v/c Ratio	0.60	0.51	0.57	0.73	0.38	0.38	0.94	0.97	0.67	0.27
Control Delay (s/veh)	62.5	16.0	21.4	15.9	1.2	59.4	120.0	113.3	89.4	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.5	16.0	21.4	15.9	1.2	59.4	120.0	113.3	89.4	9.1
Queue Length 50th (ft)	62	223	31	279	7	87	233	205	184	0
Queue Length 95th (ft)	m120	243	m87	283	13	143	#405	#365	#289	46
Internal Link Dist (ft)		1254		2519			2600		567	
Turn Bay Length (ft)	405		240		160	145		145		
Base Capacity (vph)	196	2843	385	2957	1106	259	217	208	240	412
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.51	0.37	0.73	0.38	0.35	0.94	0.97	0.67	0.24

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 161 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 110

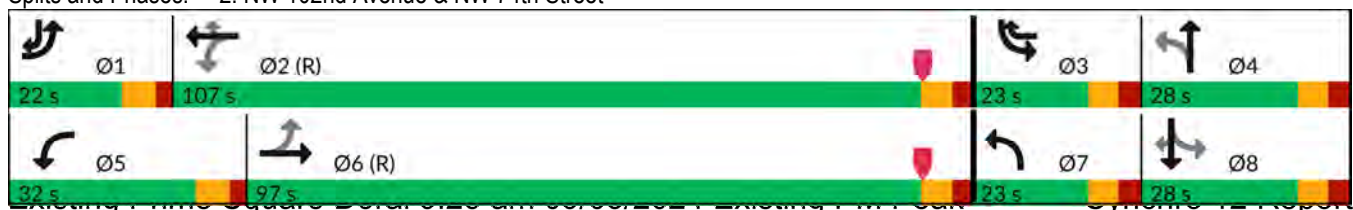
Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: NW 102nd Avenue & NW 74th Street



HCM Signalized Intersection Capacity Analysis

3: NW 97th Avenue & NW 74th Street

Existing AM Peak
04/10/2025

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	0	2398	196	151	1079	0	132	0	254	15	13
Future Volume (vph)	1	0	2398	196	151	1079	0	132	0	254	15	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8		6.8	6.8		7.0		6.8	7.0	7.0
Lane Util. Factor	1.00		0.91		1.00	0.91		1.00		1.00	1.00	1.00
Frpb, ped/bikes	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
Frt	1.00		0.99		1.00	1.00		1.00		0.85	1.00	0.98
Flt Protected	0.95		1.00		0.95	1.00		0.95		1.00	0.95	1.00
Satd. Flow (prot)	1805		4965		1687	4673		1583		1509	1805	1860
Flt Permitted	0.23		1.00		0.04	1.00		0.95		1.00	0.95	1.00
Satd. Flow (perm)	441		4965		63	4673		1583		1509	1805	1860
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	0	2578	211	162	1160	0	142	0	273	16	14
RTOR Reduction (vph)	0	0	5	0	0	0	0	0	0	103	0	2
Lane Group Flow (vph)	1	0	2784	0	162	1160	0	142	0	170	16	14
Confl. Peds. (#/hr)	2			2	2			2				
Confl. Bikes (#/hr)				5			1					
Heavy Vehicles (%)	0%	0%	3%	5%	7%	11%	0%	14%	0%	7%	0%	0%
Turn Type	pm+pt		NA		pm+pt	NA		Prot		pm+ov	Split	NA
Protected Phases	1		6		5	2		4		5	3	3
Permitted Phases	6				2					4		
Actuated Green, G (s)	107.6		106.2		131.4	123.2		21.0		39.4	6.8	6.8
Effective Green, g (s)	107.6		106.2		131.4	123.2		21.0		39.4	6.8	6.8
Actuated g/C Ratio	0.60		0.59		0.73	0.68		0.12		0.22	0.04	0.04
Clearance Time (s)	6.8		6.8		6.8	6.8		7.0		6.8	7.0	7.0
Vehicle Extension (s)	2.5		1.0		2.5	1.0		3.5		2.5	3.5	3.5
Lane Grp Cap (vph)	274		2929		211	3198		184		330	68	70
v/s Ratio Prot	0.00		c0.56		c0.08	0.25		c0.09		0.05	c0.01	0.01
v/s Ratio Perm	0.00				0.48					0.06		
v/c Ratio	0.00		0.95		0.77	0.36		0.77		0.51	0.24	0.20
Uniform Delay, d1	14.6		34.4		62.8	11.9		77.2		61.9	84.1	84.0
Progression Factor	0.74		0.65		1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0		3.5		14.7	0.3		18.4		1.0	2.1	1.7
Delay (s)	10.8		26.0		77.6	12.2		95.6		62.9	86.2	85.6
Level of Service	B		C		E	B		F		E	F	F
Approach Delay (s/veh)			26.0			20.2			74.1			85.9
Approach LOS			C			C			E			F
Intersection Summary												
HCM 2000 Control Delay (s/veh)			29.1									
HCM 2000 Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			180.0						27.6			
Intersection Capacity Utilization			89.4%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: NW 97th Avenue & NW 74th Street

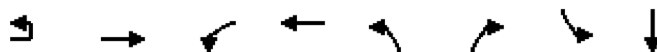
Existing AM Peak
04/10/2025



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

Timings
3: NW 97th Avenue & NW 74th Street

Existing AM Peak
04/10/2025



Lane Group	EBU	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations	⬇	⬆⬆⬆	⬆	⬆⬆⬆	⬆	⬆	⬆	⬆
Traffic Volume (vph)	1	2398	151	1079	132	254	15	13
Future Volume (vph)	1	2398	151	1079	132	254	15	13
Lane Group Flow (vph)	1	2789	162	1160	142	273	16	16
Turn Type	pm+pt	NA	pm+pt	NA	Prot	pm+ov	Split	NA
Protected Phases	1	6	5	2	4	5	3	3
Permitted Phases	6		2			4		
Detector Phase	1	6	5	2	4	5	3	3
Switch Phase								
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	49.8	13.8	45.8	26.0	13.8	25.0	25.0
Total Split (s)	17.0	112.0	17.0	112.0	26.0	17.0	25.0	25.0
Total Split (%)	9.4%	62.2%	9.4%	62.2%	14.4%	9.4%	13.9%	13.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.4	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4	3.0	2.4	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.0	6.8	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
v/c Ratio	0.00	0.93	0.76	0.34	0.77	0.56	0.17	0.16
Control Delay (s/veh)	7.0	23.8	71.5	10.7	101.9	35.2	83.0	75.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.0	23.8	71.5	10.7	101.9	35.2	83.0	75.1
Queue Length 50th (ft)	0	1201	143	179	163	146	19	16
Queue Length 95th (ft)	m0	m646	#356	291	#302	274	46	43
Internal Link Dist (ft)		2519		1000				326
Turn Bay Length (ft)	465		420		280	275	200	
Base Capacity (vph)	369	3013	212	3413	189	486	180	187
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.93	0.76	0.34	0.75	0.56	0.09	0.09

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 78 (43%), Referenced to phase 2:WBTL and 6:EBTU, Start of Yellow

Natural Cycle: 145

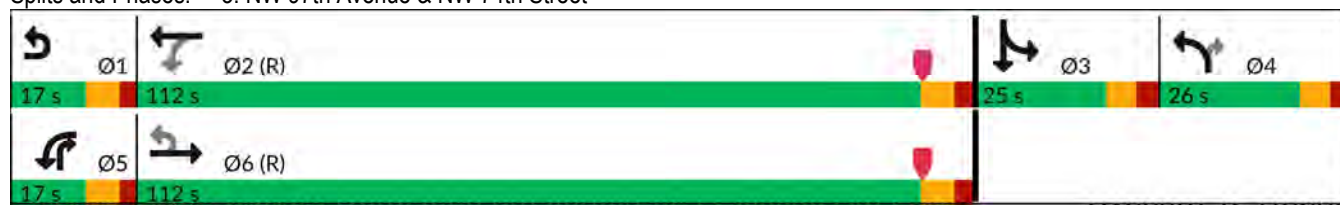
Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 3: NW 97th Avenue & NW 74th Street



HCM Signalized Intersection Capacity Analysis

3: NW 97th Avenue & NW 74th Street

Existing PM Peak
04/10/2025

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	0	1425	163	283	2464	0	218	0	340	5	9
Future Volume (vph)	3	0	1425	163	283	2464	0	218	0	340	5	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8		6.8	6.8		7.0		6.8	7.0	7.0
Lane Util. Factor	1.00		0.91		1.00	0.91		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
Flpb, ped/bikes	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		1.00		0.85	1.00	0.97
Flt Protected	0.95		1.00		0.95	1.00		0.95		1.00	0.95	1.00
Satd. Flow (prot)	1805		4811		1736	5036		1719		1568	1805	1696
Flt Permitted	0.04		1.00		0.10	1.00		0.95		1.00	0.95	1.00
Satd. Flow (perm)	71		4811		179	5036		1719		1568	1805	1696
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	3	0	1454	166	289	2514	0	222	0	347	5	9
RTOR Reduction (vph)	0	0	8	0	0	0	0	0	0	130	0	2
Lane Group Flow (vph)	3	0	1612	0	289	2514	0	222	0	217	5	9
Confl. Peds. (#/hr)				2	2							
Confl. Bikes (#/hr)				2			2					
Heavy Vehicles (%)	0%	0%	6%	6%	4%	3%	0%	5%	0%	3%	0%	11%
Turn Type	pm+pt		NA		pm+pt	NA		Prot		pm+ov	Split	NA
Protected Phases	1		6		5	2		4		5	3	3
Permitted Phases	6				2					4		
Actuated Green, G (s)	108.8		107.4		124.4	116.2		30.1		40.3	4.7	4.7
Effective Green, g (s)	108.8		107.4		124.4	116.2		30.1		40.3	4.7	4.7
Actuated g/C Ratio	0.60		0.60		0.69	0.65		0.17		0.22	0.03	0.03
Clearance Time (s)	6.8		6.8		6.8	6.8		7.0		6.8	7.0	7.0
Vehicle Extension (s)	2.5		1.0		2.5	1.0		3.5		2.5	3.5	3.5
Lane Grp Cap (vph)	56		2870		211	3251		287		351	47	44
v/s Ratio Prot	0.00		0.34		c0.08	0.50		c0.13		0.03	0.00	c0.01
v/s Ratio Perm	0.03				c0.86					0.10		
v/c Ratio	0.05		0.56		1.37	0.77		0.77		0.62	0.11	0.21
Uniform Delay, d1	21.6		22.0		31.0	22.6		71.7		62.9	85.6	85.8
Progression Factor	1.82		1.30		1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	0.2		0.7		193.5	1.9		12.5		2.8	1.2	2.7
Delay (s)	39.4		29.4		224.6	24.4		84.2		65.7	86.8	88.6
Level of Service	D		C		F	C		F		E	F	F
Approach Delay (s/veh)			29.4			45.1			72.9			88.0
Approach LOS			C			D			E			F
Intersection Summary												
HCM 2000 Control Delay (s/veh)			43.3									HCM 2000 Level of Service D
HCM 2000 Volume to Capacity ratio			1.24									
Actuated Cycle Length (s)			180.0							27.6		
Intersection Capacity Utilization			86.9%									ICU Level of Service E
Analysis Period (min)			15									
c Critical Lane Group												

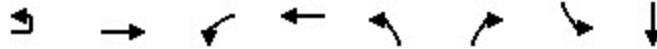
HCM Signalized Intersection Capacity Analysis
3: NW 97th Avenue & NW 74th Street

Existing PM Peak
04/10/2025

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

Timings
3: NW 97th Avenue & NW 74th Street

Existing PM Peak
04/10/2025



Lane Group	EBU	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations	↰	↰↰↰	↰	↰↰↰	↰	↰	↰	↰
Traffic Volume (vph)	3	1425	283	2464	218	340	5	9
Future Volume (vph)	3	1425	283	2464	218	340	5	9
Lane Group Flow (vph)	3	1620	289	2514	222	347	5	11
Turn Type	pm+pt	NA	pm+pt	NA	Prot	pm+ov	Split	NA
Protected Phases	1	6	5	2	4	5	3	3
Permitted Phases	6		2			4		
Detector Phase	1	6	5	2	4	5	3	3
Switch Phase								
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	49.8	13.8	45.8	23.0	13.8	23.0	23.0
Total Split (s)	17.0	117.0	17.0	117.0	23.0	17.0	23.0	23.0
Total Split (%)	9.4%	65.0%	9.4%	65.0%	12.8%	9.4%	12.8%	12.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.4	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4	3.0	2.4	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.0	6.8	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
v/c Ratio	0.03	0.55	1.36	0.72	0.77	0.65	0.07	0.15
Control Delay (s/veh)	15.0	26.9	210.2	19.3	89.3	37.1	84.2	76.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.0	26.9	210.2	19.3	89.3	37.1	84.2	76.9
Queue Length 50th (ft)	1	346	~212	598	264	202	6	11
Queue Length 95th (ft)	m3	m408	#399	826	#461	335	22	35
Internal Link Dist (ft)		2519		1000				326
Turn Bay Length (ft)	465		420		280	275	200	
Base Capacity (vph)	145	2953	213	3481	287	535	160	152
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.55	1.36	0.72	0.77	0.65	0.03	0.07

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 151 (84%), Referenced to phase 2:WBTL and 6:EBTU, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

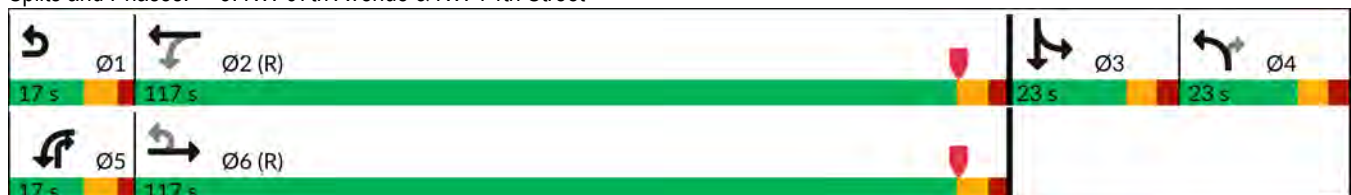
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 3: NW 97th Avenue & NW 74th Street



Intersection	
Intersection Delay, s/veh	28.9
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	287	278	12	60	0	82	224	51	65	308	23
Future Vol, veh/h	80	287	278	12	60	0	82	224	51	65	308	23
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	1	0	0	8	0	0	1	5	0	0	1	0
Mvmt Flow	82	296	287	12	62	0	85	231	53	67	318	24
Number of Lanes	1	1	1	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	3
HCM Control Delay, s/veh	19.2	14.3	33.9	42.8
HCM LOS	C	B	D	E

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	23%	100%	0%	0%	100%	0%	16%
Vol Thru, %	63%	0%	100%	0%	0%	100%	78%
Vol Right, %	14%	0%	0%	100%	0%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	357	80	287	278	12	60	396
LT Vol	82	80	0	0	12	0	65
Through Vol	224	0	287	0	0	60	308
RT Vol	51	0	0	278	0	0	23
Lane Flow Rate	368	82	296	287	12	62	408
Geometry Grp	5	5	5	5	6	6	5
Degree of Util (X)	0.789	0.186	0.625	0.548	0.036	0.169	0.866
Departure Headway (Hd)	7.717	8.14	7.606	6.882	10.515	9.841	7.634
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	467	440	473	522	343	367	474
Service Time	5.493	5.916	5.381	4.657	8.215	7.541	5.408
HCM Lane V/C Ratio	0.788	0.186	0.626	0.55	0.035	0.169	0.861
HCM Control Delay, s/veh	33.9	12.8	22.3	17.8	13.6	14.5	42.8
HCM Lane LOS	D	B	C	C	B	B	E
HCM 95th-tile Q	7.1	0.7	4.2	3.3	0.1	0.6	9

Intersection	
Intersection Delay, s/veh	39.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	44	144	30	86	10	183	257	15	18	323	36
Future Vol, veh/h	24	44	144	30	86	10	183	257	15	18	323	36
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	1	2	0	0	1	0
Mvmt Flow	27	49	162	34	97	11	206	289	17	20	363	40
Number of Lanes	1	1	1	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	3
HCM Control Delay, s/veh	13.2	14.3	63	33.4
HCM LOS	B	B	F	D

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	40%	100%	0%	0%	100%	0%	5%
Vol Thru, %	56%	0%	100%	0%	0%	90%	86%
Vol Right, %	3%	0%	0%	100%	0%	10%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	455	24	44	144	30	96	377
LT Vol	183	24	0	0	30	0	18
Through Vol	257	0	44	0	0	86	323
RT Vol	15	0	0	144	0	10	36
Lane Flow Rate	511	27	49	162	34	108	424
Geometry Grp	5	5	5	5	6	6	5
Degree of Util (X)	0.988	0.064	0.111	0.331	0.089	0.265	0.813
Departure Headway (Hd)	6.96	8.604	8.085	7.357	9.464	8.861	6.912
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	521	414	441	485	381	408	521
Service Time	4.736	6.398	5.878	5.15	7.164	6.561	4.692
HCM Lane V/C Ratio	0.981	0.065	0.111	0.334	0.089	0.265	0.814
HCM Control Delay, s/veh	63	12	11.9	13.8	13.1	14.7	33.4
HCM Lane LOS	F	B	B	B	B	B	D
HCM 95th-tile Q	13.4	0.2	0.4	1.4	0.3	1.1	7.9

Future without Project Conditions

HCM 7th Signalized Intersection Summary
1: NW 104th Avenue & NW 74th Street

Future without Project AM Peak
04/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1847	62	74	1072	77	114	70	158	314	117	46
Future Volume (veh/h)	29	1847	62	74	1072	77	114	70	158	314	117	46
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		0.97	1.00		0.98	0.99		0.98	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	1900	1826	1900	1811	1693	1856	1885	1900	1885	1870	1900	1870
Adj Flow Rate, veh/h	30	1924	65	77	1117	80	119	73	165	327	122	48
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, %	0	5	0	6	14	3	1	0	1	2	0	2
Cap, veh/h	353	2855	96	156	2571	184	261	63	143	241	216	85
Arrive On Green	0.02	0.58	0.58	0.06	1.00	1.00	0.07	0.12	0.12	0.11	0.17	0.17
Sat Flow, veh/h	1810	4947	167	1725	4394	314	1795	510	1152	1781	1285	506
Grp Volume(v), veh/h	30	1291	698	77	783	414	119	0	238	327	0	170
Grp Sat Flow(s),veh/h/ln	1810	1662	1790	1725	1540	1628	1795	0	1662	1781	0	1790
Q Serve(g_s), s	1.2	48.4	48.6	3.4	0.0	0.0	10.3	0.0	22.3	20.3	0.0	15.7
Cycle Q Clear(g_c), s	1.2	48.4	48.6	3.4	0.0	0.0	10.3	0.0	22.3	20.3	0.0	15.7
Prop In Lane	1.00		0.09	1.00		0.19	1.00		0.69	1.00		0.28
Lane Grp Cap(c), veh/h	353	1918	1033	156	1802	953	261	0	206	241	0	301
V/C Ratio(X)	0.08	0.67	0.68	0.49	0.43	0.43	0.46	0.00	1.16	1.36	0.00	0.56
Avail Cap(c_a), veh/h	411	1918	1033	216	1802	953	280	0	206	241	0	301
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.7	26.3	26.4	24.0	0.0	0.0	63.0	0.0	78.9	61.3	0.0	68.8
Incr Delay (d2), s/veh	0.1	1.9	3.5	2.2	0.7	1.3	1.5	0.0	111.0	185.5	0.0	7.5
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(95%),veh/ln	0.9	26.6	29.0	2.5	0.3	0.6	8.5	0.0	24.0	33.5	0.0	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.8	28.2	29.9	26.2	0.7	1.3	64.5	0.0	189.9	246.7	0.0	76.3
LnGrp LOS	B	C	C	C	A	A	E		F	F		E
Approach Vol, veh/h	2019			1274			357			497		
Approach Delay, s/veh	28.6			2.4			148.1			188.4		
Approach LOS	C			A			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	111.7	28.0	30.0	11.7	110.3	20.0	38.0				
Change Period (Y+Rc), s	6.4	6.4	7.7	7.7	6.4	6.4	7.7	7.7				
Max Green Setting (Gmax), s	9.6	99.6	20.3	22.3	11.6	97.6	14.3	28.3				
Max Q Clear Time (g_c+l1), s	3.2	2.0	22.3	24.3	5.4	50.6	12.3	17.7				
Green Ext Time (p_c), s	0.0	2.9	0.0	0.0	0.1	5.9	0.1	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	50.0											
HCM 7th LOS	D											

Timings

1: NW 104th Avenue & NW 74th Street

Future without Project AM Peak

04/10/2025

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	1847	74	1072	114	70	314	117
Future Volume (vph)	29	1847	74	1072	114	70	314	117
Lane Group Flow (vph)	30	1989	77	1197	119	238	327	170
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.4	26.4	11.4	26.4	12.7	29.7	12.7	35.7
Total Split (s)	16.0	104.0	18.0	106.0	22.0	30.0	28.0	36.0
Total Split (%)	8.9%	57.8%	10.0%	58.9%	12.2%	16.7%	15.6%	20.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	3.3	3.3	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.7	7.7	7.7	7.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
v/c Ratio	0.11	0.73	0.57	0.45	0.43	0.94	1.36	0.57
Control Delay (s/veh)	13.0	31.8	56.6	22.7	56.2	103.1	229.0	74.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.0	31.8	56.6	22.7	56.2	103.1	229.0	74.3
Queue Length 50th (ft)	12	621	56	278	110	226	~460	180
Queue Length 95th (ft)	27	702	113	245	171	#408	#675	268
Internal Link Dist (ft)		643		1254		507		579
Turn Bay Length (ft)	245		305		240		160	
Base Capacity (vph)	297	2740	158	2645	285	252	240	300
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.73	0.49	0.45	0.42	0.94	1.36	0.57

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 15 (8%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: NW 104th Avenue & NW 74th Street



HCM 7th Signalized Intersection Summary
1: NW 104th Avenue & NW 74th Street

Future without Project PM Peak
04/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	1377	91	95	2399	132	90	82	50	174	114	53
Future Volume (veh/h)	93	1377	91	95	2399	132	90	82	50	174	114	53
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	0.99		0.96	0.99		0.96
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	1826	1900	1870	1856	1885	1900	1856	1841	1870	1900	1870
Adj Flow Rate, veh/h	97	1434	95	99	2499	138	94	85	52	181	119	55
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, %	2	5	0	2	3	1	0	3	4	2	0	2
Cap, veh/h	167	2949	195	253	3046	166	192	143	87	215	166	77
Arrive On Green	0.03	0.62	0.62	0.07	1.00	1.00	0.06	0.13	0.13	0.06	0.14	0.14
Sat Flow, veh/h	1781	4767	316	1781	4915	268	1810	1059	648	1781	1212	560
Grp Volume(v), veh/h	97	1000	529	99	1708	929	94	0	137	181	0	174
Grp Sat Flow(s),veh/h/ln	1781	1662	1760	1781	1689	1806	1810	0	1707	1781	0	1772
Q Serve(g_s), s	3.6	29.5	29.5	3.8	0.0	0.0	8.0	0.0	13.6	10.3	0.0	16.9
Cycle Q Clear(g_c), s	3.6	29.5	29.5	3.8	0.0	0.0	8.0	0.0	13.6	10.3	0.0	16.9
Prop In Lane	1.00		0.18	1.00		0.15	1.00		0.38	1.00		0.32
Lane Grp Cap(c), veh/h	167	2055	1089	253	2093	1119	192	0	230	215	0	243
V/C Ratio(X)	0.58	0.49	0.49	0.39	0.82	0.83	0.49	0.00	0.59	0.84	0.00	0.72
Avail Cap(c_a), veh/h	206	2055	1089	329	2093	1119	196	0	230	215	0	243
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.49	0.49	0.49	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.7	18.7	18.7	14.5	0.0	0.0	63.1	0.0	73.2	71.2	0.0	74.3
Incr Delay (d2), s/veh	3.2	0.8	1.6	0.5	1.8	3.7	2.3	0.0	10.8	24.9	0.0	16.5
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(95%),veh/ln	2.9	17.0	18.1	2.6	1.0	2.1	6.9	0.0	10.9	8.5	0.0	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.9	19.6	20.3	15.0	1.8	3.7	65.4	0.0	84.0	96.1	0.0	90.8
LnGrp LOS	B	B	C	B	A	A	E		F	F		F
Approach Vol, veh/h	1626			2736			231			355		
Approach Delay, s/veh	19.5			2.9			76.5			93.5		
Approach LOS	B			A			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	118.0	18.0	32.0	12.3	117.7	17.6	32.4				
Change Period (Y+Rc), s	6.4	6.4	7.7	7.7	6.4	6.4	7.7	7.7				
Max Green Setting (Gmax), s	9.6	107.6	10.3	24.3	13.6	103.6	10.3	24.3				
Max Q Clear Time (g_c+I1), s	5.6	2.0	12.3	15.6	5.8	31.5	10.0	18.9				
Green Ext Time (p_c), s	0.1	10.4	0.0	0.5	0.1	4.0	0.0	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	18.3											
HCM 7th LOS	B											

Timings
1: NW 104th Avenue & NW 74th Street

Future without Project PM Peak
04/10/2025

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	93	1377	95	2399	90	82	174	114
Future Volume (vph)	93	1377	95	2399	90	82	174	114
Lane Group Flow (vph)	97	1529	99	2637	94	137	181	174
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.4	26.4	11.4	26.4	12.7	29.7	12.7	31.7
Total Split (s)	16.0	110.0	20.0	114.0	18.0	32.0	18.0	32.0
Total Split (%)	8.9%	61.1%	11.1%	63.3%	10.0%	17.8%	10.0%	17.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	3.3	3.3	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.7	7.7	7.7	7.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
v/c Ratio	0.75	0.52	0.45	0.88	0.46	0.56	0.78	0.69
Control Delay (s/veh)	70.3	21.4	11.4	7.6	64.0	74.9	84.7	84.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.3	21.4	11.4	7.6	64.0	74.9	84.7	84.6
Queue Length 50th (ft)	62	368	8	90	91	138	184	187
Queue Length 95th (ft)	#156	420	m13	115	149	219	#296	280
Internal Link Dist (ft)		643		1254		507		579
Turn Bay Length (ft)	245		305		240		160	
Base Capacity (vph)	135	2952	268	3005	208	244	233	252
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.52	0.37	0.88	0.45	0.56	0.78	0.69

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 125

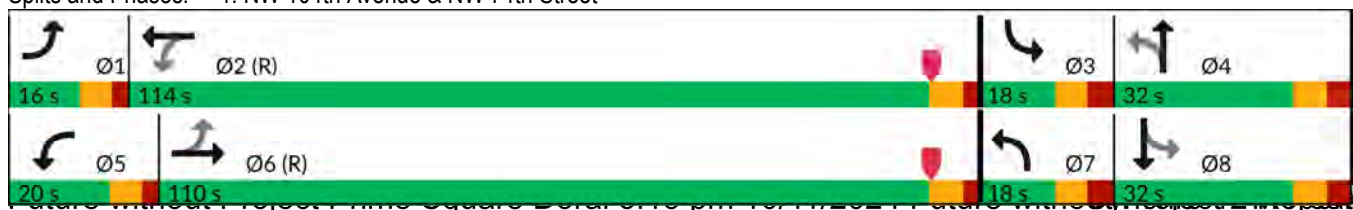
Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NW 104th Avenue & NW 74th Street



HCM 7th Signalized Intersection Summary 2: NW 102nd Avenue & NW 74th Street

Future without Project AM Peak
04/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Traffic Volume (veh/h)	33	2236	56	78	1018	304	88	116	93	534	275	101
Future Volume (veh/h)	33	2236	56	78	1018	304	88	116	93	534	275	101
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		0.97	1.00		0.98	1.00		0.98	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	1900	1841	1811	1900	1693	1841	1767	1870	1856	1900	1900	1870
Adj Flow Rate, veh/h	34	2305	58	80	1049	313	91	120	96	551	284	104
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	4	6	0	14	4	9	2	3	0	0	2
Cap, veh/h	331	2903	73	197	2692	1043	166	127	102	231	333	328
Arrive On Green	0.06	1.00	1.00	0.08	1.00	1.00	0.06	0.13	0.13	0.10	0.18	0.18
Sat Flow, veh/h	1810	5038	126	1810	4621	1522	1682	955	764	1810	1900	1582
Grp Volume(v), veh/h	34	1530	833	80	1049	313	91	0	216	551	284	104
Grp Sat Flow(s),veh/h/ln	1810	1675	1814	1810	1540	1522	1682	0	1718	1810	1900	1582
Q Serve(g_s), s	1.3	0.0	0.0	3.2	0.0	0.0	8.3	0.0	22.4	18.0	26.1	10.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	3.2	0.0	0.0	8.3	0.0	22.4	18.0	26.1	10.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	331	1931	1045	197	2692	1043	166	0	229	231	333	328
V/C Ratio(X)	0.10	0.79	0.80	0.41	0.39	0.30	0.55	0.00	0.94	2.38	0.85	0.32
Avail Cap(c_a), veh/h	407	1931	1045	292	2692	1043	199	0	229	231	333	328
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.90	0.90	0.90	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	0.0	13.4	0.0	0.0	63.3	0.0	77.3	62.6	72.0	60.6
Incr Delay (d2), s/veh	0.0	1.6	3.1	0.9	0.4	0.7	5.9	0.0	43.8	635.2	23.2	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.8	1.6	2.4	0.2	0.3	6.9	0.0	18.6	66.0	21.3	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.7	1.6	3.1	14.3	0.4	0.7	69.2	0.0	121.2	697.8	95.1	63.1
LnGrp LOS	B	A	A	B	A	A	E		F	F	F	E
Approach Vol, veh/h	2397			1442			307			939		
Approach Delay, s/veh	2.3			1.2			105.7			445.2		
Approach LOS	A			A			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	111.6	25.0	31.0	13.6	110.4	17.4	38.6				
Change Period (Y+Rc), s	6.7	6.7	7.0	7.0	6.7	6.7	7.0	7.0				
Max Green Setting (Gmax), s	13.3	97.3	18.0	24.0	16.3	94.3	14.0	28.0				
Max Q Clear Time (g_c+I1), s	3.3	2.0	20.0	24.4	5.2	2.0	10.3	28.1				
Green Ext Time (p_c), s	0.0	3.0	0.0	0.0	0.1	8.1	0.1	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	90.0											
HCM 7th LOS	F											

Timings
2: NW 102nd Avenue & NW 74th Street

Future without Project AM Peak
04/10/2025

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	33	2236	78	1018	304	88	116	534	275	101
Future Volume (vph)	33	2236	78	1018	304	88	116	534	275	101
Lane Group Flow (vph)	34	2363	80	1049	313	91	216	551	284	104
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	3	7	4	3	8	1
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	3	7	4	3	8	1
Switch Phase										
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.7	34.7	13.7	39.7	14.0	14.0	31.0	14.0	35.0	13.7
Total Split (s)	20.0	101.0	23.0	104.0	25.0	21.0	31.0	25.0	35.0	20.0
Total Split (%)	11.1%	56.1%	12.8%	57.8%	13.9%	11.7%	17.2%	13.9%	19.4%	11.1%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0	4.4
All-Red Time (s)	2.3	2.3	2.3	2.3	3.0	3.0	3.0	3.0	3.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	7.0	7.0	7.0	7.0	7.0	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	Max	None
v/c Ratio	0.11	0.85	0.60	0.40	0.28	0.56	0.89	2.26	0.93	0.26
Control Delay (s/veh)	7.5	22.4	51.5	21.8	1.1	64.6	103.3	605.9	109.9	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	22.4	51.5	21.8	1.1	64.6	103.3	605.9	109.9	10.2
Queue Length 50th (ft)	9	902	54	207	0	84	235	~982	339	0
Queue Length 95th (ft)	m11	m864	m117	301	16	138	#396	#1231	#536	54
Internal Link Dist (ft)		1254		2519			2600		567	
Turn Bay Length (ft)	405		240		160	145		145		
Base Capacity (vph)	379	2795	204	2616	1119	171	244	244	304	449
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.85	0.39	0.40	0.28	0.53	0.89	2.26	0.93	0.23

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 36 (20%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: NW 102nd Avenue & NW 74th Street



HCM 7th Signalized Intersection Summary 2: NW 102nd Avenue & NW 74th Street

Future without Project PM Peak
04/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1486	55	145	2432	452	93	156	52	242	165	101
Future Volume (veh/h)	88	1486	55	145	2432	452	93	156	52	242	165	101
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	1885	1811	1811	1885	1856	1856	1885	1900	1841	1870	1885	1841
Adj Flow Rate, veh/h	90	1516	56	148	2482	461	95	159	53	247	168	103
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	6	6	1	3	3	1	0	4	2	1	4
Cap, veh/h	160	2915	108	319	3058	1087	216	158	53	198	278	286
Arrive On Green	0.08	1.00	1.00	0.09	1.00	1.00	0.06	0.12	0.12	0.09	0.15	0.15
Sat Flow, veh/h	1795	4889	181	1795	5066	1569	1795	1356	452	1781	1885	1533
Grp Volume(v), veh/h	90	1022	550	148	2482	461	95	0	212	247	168	103
Grp Sat Flow(s),veh/h/ln	1795	1648	1774	1795	1689	1569	1795	0	1808	1781	1885	1533
Q Serve(g_s), s	3.5	0.0	0.0	6.1	0.0	0.0	8.3	0.0	21.0	16.0	15.0	10.6
Cycle Q Clear(g_c), s	3.5	0.0	0.0	6.1	0.0	0.0	8.3	0.0	21.0	16.0	15.0	10.6
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	160	1965	1057	319	3058	1087	216	0	211	198	278	286
V/C Ratio(X)	0.56	0.52	0.52	0.46	0.81	0.42	0.44	0.00	1.00	1.25	0.61	0.36
Avail Cap(c_a), veh/h	243	1965	1057	488	3058	1087	271	0	211	198	278	286
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.46	0.46	0.46	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	0.0	12.0	0.0	0.0	65.0	0.0	79.5	66.4	71.8	64.0
Incr Delay (d2), s/veh	1.9	0.8	1.5	0.4	1.2	0.6	3.0	0.0	63.2	145.4	9.4	3.5
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(95%),veh/ln	2.6	0.4	0.8	3.9	0.6	0.3	7.2	0.0	19.6	15.6	12.7	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.6	0.8	1.5	12.4	1.2	0.6	68.0	0.0	142.7	211.8	81.3	67.5
LnGrp LOS	B	A	A	B	A	A	E		F	F	F	E
Approach Vol, veh/h	1662			3091			307			518		
Approach Delay, s/veh	1.8			1.6			119.6			140.8		
Approach LOS	A			A			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	115.4	23.0	28.0	15.0	114.0	17.5	33.5				
Change Period (Y+Rc), s	6.7	6.7	7.0	7.0	6.7	6.7	7.0	7.0				
Max Green Setting (Gmax), s	15.3	100.3	16.0	21.0	25.3	90.3	16.0	21.0				
Max Q Clear Time (g_c+I1), s	5.5	2.0	18.0	23.0	8.1	2.0	10.3	17.0				
Green Ext Time (p_c), s	0.1	12.0	0.0	0.0	0.2	4.1	0.2	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	21.1											
HCM 7th LOS	C											

Timings
2: NW 102nd Avenue & NW 74th Street

Future without Project PM Peak
04/10/2025

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	88	1486	145	2432	452	93	156	242	165	101
Future Volume (vph)	88	1486	145	2432	452	93	156	242	165	101
Lane Group Flow (vph)	90	1572	148	2482	461	95	212	247	168	103
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	3	7	4	3	8	1
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	3	7	4	3	8	1
Switch Phase										
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.7	34.7	13.7	39.7	14.0	14.0	28.0	14.0	28.0	13.7
Total Split (s)	22.0	97.0	32.0	107.0	23.0	23.0	28.0	23.0	28.0	22.0
Total Split (%)	12.2%	53.9%	17.8%	59.4%	12.8%	12.8%	15.6%	12.8%	15.6%	12.2%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0	4.4
All-Red Time (s)	2.3	2.3	2.3	2.3	3.0	3.0	3.0	3.0	3.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	7.0	7.0	7.0	7.0	7.0	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	Max	None
v/c Ratio	0.63	0.56	0.64	0.84	0.42	0.41	0.98	1.23	0.71	0.28
Control Delay (s/veh)	66.9	16.7	30.0	20.1	1.8	60.2	129.1	187.2	92.0	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.9	16.7	30.0	20.1	1.8	60.2	129.1	187.2	92.0	10.1
Queue Length 50th (ft)	70	242	41	462	10	91	245	~307	195	0
Queue Length 95th (ft)	m128	260	m99	616	39	148	#429	#506	#311	52
Internal Link Dist (ft)		1254		2519			2600		567	
Turn Bay Length (ft)	405		240		160	145		145		
Base Capacity (vph)	192	2811	359	2947	1100	251	217	201	238	411
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.56	0.41	0.84	0.42	0.38	0.98	1.23	0.71	0.25

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 161 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

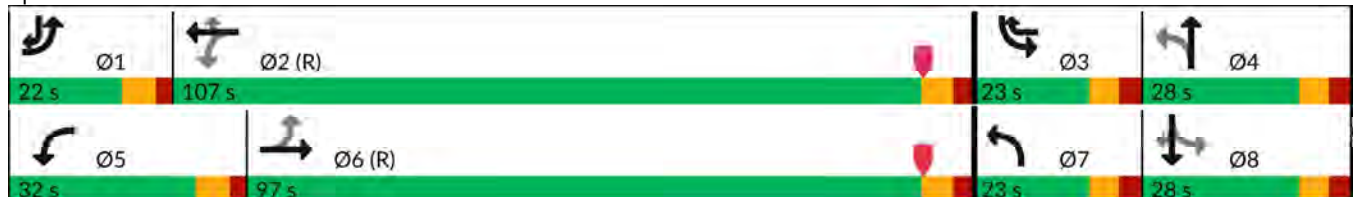
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: NW 102nd Avenue & NW 74th Street



HCM Signalized Intersection Capacity Analysis 3: NW 97th Avenue & NW 74th Street

Future without Project AM Peak
04/10/2025

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	0	2647	206	158	1248	0	138	0	266	16	14
Future Volume (vph)	1	0	2647	206	158	1248	0	138	0	266	16	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8		6.8	6.8		7.0		6.8	7.0	7.0
Lane Util. Factor	1.00		0.91		1.00	0.91		1.00		1.00	1.00	1.00
Frpb, ped/bikes	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
Frt	1.00		0.99		1.00	1.00		1.00		0.85	1.00	0.98
Flt Protected	0.95		1.00		0.95	1.00		0.95		1.00	0.95	1.00
Satd. Flow (prot)	1805		4968		1687	4673		1583		1509	1805	1863
Flt Permitted	0.19		1.00		0.04	1.00		0.95		1.00	0.95	1.00
Satd. Flow (perm)	364		4968		64	4673		1583		1509	1805	1863
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	0	2846	222	170	1342	0	148	0	286	17	15
RTOR Reduction (vph)	0	0	5	0	0	0	0	0	0	99	0	2
Lane Group Flow (vph)	1	0	3063	0	170	1342	0	148	0	187	17	15
Confl. Peds. (#/hr)	2			2	2			2				
Confl. Bikes (#/hr)				5			1					
Heavy Vehicles (%)	0%	0%	3%	5%	7%	11%	0%	14%	0%	7%	0%	0%
Turn Type	pm+pt		NA		pm+pt	NA		Prot		pm+ov	Split	NA
Protected Phases	1		6		5	2		4		5	3	3
Permitted Phases	6				2					4		
Actuated Green, G (s)	105.8		104.4		130.5	122.3		21.9		41.2	6.8	6.8
Effective Green, g (s)	105.8		104.4		130.5	122.3		21.9		41.2	6.8	6.8
Actuated g/C Ratio	0.59		0.58		0.73	0.68		0.12		0.23	0.04	0.04
Clearance Time (s)	6.8		6.8		6.8	6.8		7.0		6.8	7.0	7.0
Vehicle Extension (s)	2.5		1.0		2.5	1.0		3.5		2.5	3.5	3.5
Lane Grp Cap (vph)	225		2881		220	3175		192		345	68	70
v/s Ratio Prot	0.00		c0.62		c0.08	0.29		c0.09		0.06	c0.01	0.01
v/s Ratio Perm	0.00				0.48					0.07		
v/c Ratio	0.00		1.06		0.77	0.42		0.77		0.54	0.25	0.22
Uniform Delay, d1	15.3		37.8		64.2	13.0		76.6		61.1	84.1	84.0
Progression Factor	0.75		0.66		1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0		29.3		14.9	0.4		17.7		1.4	2.3	1.8
Delay (s)	11.4		54.3		79.0	13.4		94.3		62.4	86.4	85.8
Level of Service	B		D		E	B		F		E	F	F
Approach Delay (s/veh)			54.3			20.8			73.3			86.1
Approach LOS			D			C			E			F
Intersection Summary												
HCM 2000 Control Delay (s/veh)			46.1									
HCM 2000 Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			180.0						27.6			
Intersection Capacity Utilization			95.2%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: NW 97th Avenue & NW 74th Street

Future without Project AM Peak
04/10/2025

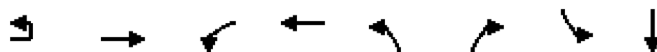
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

Timings

3: NW 97th Avenue & NW 74th Street

Future without Project AM Peak

04/10/2025



Lane Group	EBU	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations	1	↑↑↑	1	↑↑↑	1	↑	1	↑
Traffic Volume (vph)	1	2647	158	1248	138	266	16	14
Future Volume (vph)	1	2647	158	1248	138	266	16	14
Lane Group Flow (vph)	1	3068	170	1342	148	286	17	17
Turn Type	pm+pt	NA	pm+pt	NA	Prot	pm+ov	Split	NA
Protected Phases	1	6	5	2	4	5	3	3
Permitted Phases	6		2			4		
Detector Phase	1	6	5	2	4	5	3	3
Switch Phase								
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	49.8	13.8	45.8	26.0	13.8	25.0	25.0
Total Split (s)	17.0	112.0	17.0	112.0	26.0	17.0	25.0	25.0
Total Split (%)	9.4%	62.2%	9.4%	62.2%	14.4%	9.4%	13.9%	13.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.4	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4	3.0	2.4	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.0	6.8	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
v/c Ratio	0.00	1.04	0.77	0.40	0.77	0.57	0.18	0.17
Control Delay (s/veh)	7.0	41.8	71.2	11.7	100.3	37.2	83.3	75.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.0	41.8	71.2	11.7	100.3	37.2	83.3	75.7
Queue Length 50th (ft)	0	~1457	153	225	169	165	20	17
Queue Length 95th (ft)	m0	m741	#375	350	#317	297	47	44
Internal Link Dist (ft)		2519		1000				326
Turn Bay Length (ft)	465		420		280	275	200	
Base Capacity (vph)	319	2964	221	3388	195	498	180	188
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	1.04	0.77	0.40	0.76	0.57	0.09	0.09

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 78 (43%), Referenced to phase 2:WBTL and 6:EBTU, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

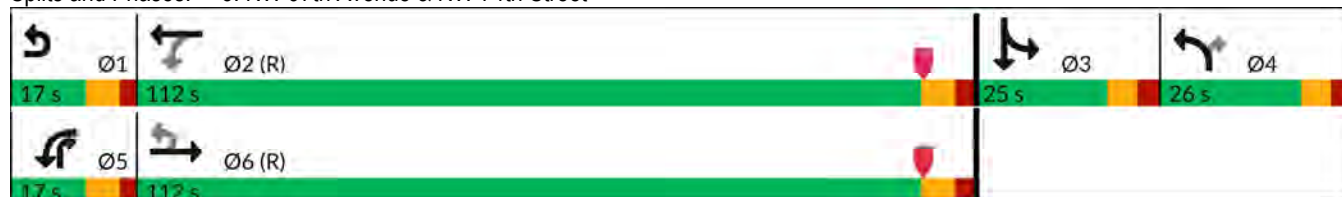
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 3: NW 97th Avenue & NW 74th Street



HCM Signalized Intersection Capacity Analysis 3: NW 97th Avenue & NW 74th Street

Future without Project PM Peak
04/10/2025

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations			  			  						
Traffic Volume (vph)	3	0	1593	171	297	2811	0	229	0	357	5	9
Future Volume (vph)	3	0	1593	171	297	2811	0	229	0	357	5	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8		6.8	6.8		7.0		6.8	7.0	7.0
Lane Util. Factor	1.00		0.91		1.00	0.91		1.00		1.00	1.00	1.00
Frpb, ped/bikes	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
Frt	1.00		0.99		1.00	1.00		1.00		0.85	1.00	0.97
Flt Protected	0.95		1.00		0.95	1.00		0.95		1.00	0.95	1.00
Satd. Flow (prot)	1805		4815		1736	5036		1719		1568	1805	1696
Flt Permitted	0.04		1.00		0.07	1.00		0.95		1.00	0.95	1.00
Satd. Flow (perm)	71		4815		136	5036		1719		1568	1805	1696
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	3	0	1626	174	303	2868	0	234	0	364	5	9
RTOR Reduction (vph)	0	0	8	0	0	0	0	0	0	120	0	2
Lane Group Flow (vph)	3	0	1792	0	303	2868	0	234	0	244	5	9
Confl. Peds. (#/hr)				2	2							
Confl. Bikes (#/hr)				2			2					
Heavy Vehicles (%)	0%	0%	6%	6%	4%	3%	0%	5%	0%	3%	0%	11%
Turn Type	pm+pt		NA		pm+pt	NA		Prot		pm+ov	Split	NA
Protected Phases	1		6		5	2		4		5	3	3
Permitted Phases	6				2					4		
Actuated Green, G (s)	108.8		107.4		124.4	116.2		30.1		40.3	4.7	4.7
Effective Green, g (s)	108.8		107.4		124.4	116.2		30.1		40.3	4.7	4.7
Actuated g/C Ratio	0.60		0.60		0.69	0.65		0.17		0.22	0.03	0.03
Clearance Time (s)	6.8		6.8		6.8	6.8		7.0		6.8	7.0	7.0
Vehicle Extension (s)	2.5		1.0		2.5	1.0		3.5		2.5	3.5	3.5
Lane Grp Cap (vph)	56		2872		184	3251		287		351	47	44
v/s Ratio Prot	0.00		0.37		c0.09	0.57		c0.14		0.04	0.00	c0.01
v/s Ratio Perm	0.03				c1.04					0.12		
v/c Ratio	0.05		0.62		1.65	0.88		0.82		0.69	0.11	0.21
Uniform Delay, d1	29.5		23.3		39.5	26.3		72.3		64.2	85.6	85.8
Progression Factor	1.78		1.34		1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	0.2		0.8		314.1	3.9		16.5		5.4	1.2	2.7
Delay (s)	52.7		32.0		353.6	30.1		88.8		69.6	86.8	88.6
Level of Service	D		C		F	C		F		E	F	F
Approach Delay (s/veh)			32.0			61.0			77.1			88.0
Approach LOS			C			E			E			F
Intersection Summary												
HCM 2000 Control Delay (s/veh)			53.5									
HCM 2000 Volume to Capacity ratio			1.46									
Actuated Cycle Length (s)			180.0						27.6			
Intersection Capacity Utilization			94.2%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

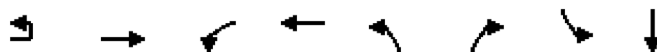
3: NW 97th Avenue & NW 74th Street

Future without Project PM Peak
04/10/2025

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

Timings
3: NW 97th Avenue & NW 74th Street

Future without Project PM Peak
04/10/2025



Lane Group	EBU	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations	↰	↰↰↰	↰	↰↰↰	↰	↰	↰	↰
Traffic Volume (vph)	3	1593	297	2811	229	357	5	9
Future Volume (vph)	3	1593	297	2811	229	357	5	9
Lane Group Flow (vph)	3	1800	303	2868	234	364	5	11
Turn Type	pm+pt	NA	pm+pt	NA	Prot	pm+ov	Split	NA
Protected Phases	1	6	5	2	4	5	3	3
Permitted Phases	6		2			4		
Detector Phase	1	6	5	2	4	5	3	3
Switch Phase								
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	49.8	13.8	45.8	23.0	13.8	23.0	23.0
Total Split (s)	17.0	117.0	17.0	117.0	23.0	17.0	23.0	23.0
Total Split (%)	9.4%	65.0%	9.4%	65.0%	12.8%	9.4%	12.8%	12.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.4	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4	3.0	2.4	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.0	6.8	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
v/c Ratio	0.03	0.61	1.64	0.82	0.82	0.69	0.07	0.15
Control Delay (s/veh)	14.7	29.4	334.2	23.4	92.9	42.5	84.2	76.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.7	29.4	334.2	23.4	92.9	42.5	84.2	76.9
Queue Length 50th (ft)	1	410	~407	793	280	241	6	11
Queue Length 95th (ft)	m2	m461	#624	1086	#493	382	22	35
Internal Link Dist (ft)		2519		1000				326
Turn Bay Length (ft)	465		420		280	275	200	
Base Capacity (vph)	145	2953	185	3481	287	526	160	152
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.61	1.64	0.82	0.82	0.69	0.03	0.07

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 151 (84%), Referenced to phase 2:WBTL and 6:EBTU, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

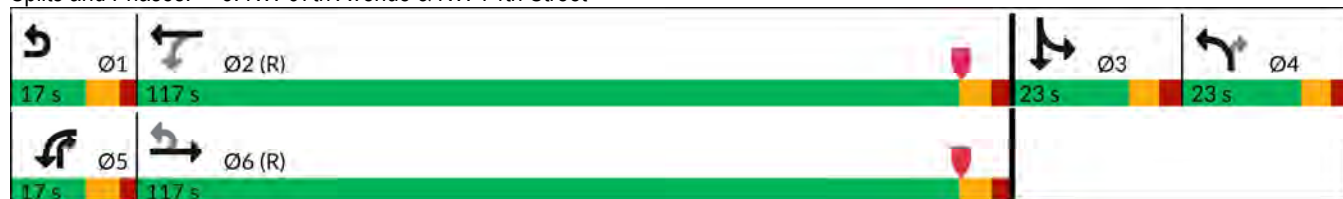
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 3: NW 97th Avenue & NW 74th Street



Intersection	
Intersection Delay, s/veh	35.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	301	292	13	63	0	86	235	53	68	323	24
Future Vol, veh/h	84	301	292	13	63	0	86	235	53	68	323	24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	1	0	0	8	0	0	1	5	0	0	1	0
Mvmt Flow	87	310	301	13	65	0	89	242	55	70	333	25
Number of Lanes	1	1	1	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	3
HCM Control Delay, s/veh	21.6	15.1	41.9	55
HCM LOS	C	C	E	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	23%	100%	0%	0%	100%	0%	16%
Vol Thru, %	63%	0%	100%	0%	0%	100%	78%
Vol Right, %	14%	0%	0%	100%	0%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	374	84	301	292	13	63	415
LT Vol	86	84	0	0	13	0	68
Through Vol	235	0	301	0	0	63	323
RT Vol	53	0	0	292	0	0	24
Lane Flow Rate	386	87	310	301	13	65	428
Geometry Grp	5	5	5	5	6	6	5
Degree of Util (X)	0.85	0.201	0.675	0.594	0.041	0.185	0.932
Departure Headway (Hd)	7.935	8.362	7.826	7.101	10.928	10.251	7.844
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	455	427	459	506	330	352	462
Service Time	5.727	6.155	5.618	4.892	8.628	7.951	5.633
HCM Lane V/C Ratio	0.848	0.204	0.675	0.595	0.039	0.185	0.926
HCM Control Delay, s/veh	41.9	13.3	25.5	19.9	14.1	15.3	55
HCM Lane LOS	E	B	D	C	B	C	F
HCM 95th-tile Q	8.5	0.7	4.9	3.8	0.1	0.7	10.8

Intersection	
Intersection Delay, s/veh	49.7
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	46	151	31	90	10	192	269	16	19	339	38
Future Vol, veh/h	25	46	151	31	90	10	192	269	16	19	339	38
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	1	2	0	0	1	0
Mvmt Flow	28	52	170	35	101	11	216	302	18	21	381	43
Number of Lanes	1	1	1	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	3
HCM Control Delay, s/veh	13.7	14.8	84.8	39
HCM LOS	B	B	F	E

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	40%	100%	0%	0%	100%	0%	5%
Vol Thru, %	56%	0%	100%	0%	0%	90%	86%
Vol Right, %	3%	0%	0%	100%	0%	10%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	477	25	46	151	31	100	396
LT Vol	192	25	0	0	31	0	19
Through Vol	269	0	46	0	0	90	339
RT Vol	16	0	0	151	0	10	38
Lane Flow Rate	536	28	52	170	35	112	445
Geometry Grp	5	5	5	5	6	6	5
Degree of Util (X)	1.065	0.067	0.116	0.348	0.09	0.274	0.855
Departure Headway (Hd)	7.153	8.913	8.392	7.663	9.733	9.131	7.152
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	509	404	430	472	370	396	512
Service Time	4.851	6.613	6.092	5.363	7.433	6.831	4.852
HCM Lane V/C Ratio	1.053	0.069	0.121	0.36	0.095	0.283	0.869
HCM Control Delay, s/veh	84.8	12.3	12.2	14.4	13.4	15.2	39
HCM Lane LOS	F	B	B	B	B	C	E
HCM 95th-tile Q	16.4	0.2	0.4	1.5	0.3	1.1	8.9

Future with Project Conditions

HCM 7th Signalized Intersection Summary
1: NW 104th Avenue & NW 74th Street

Future with Project AM Peak
04/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1865	62	74	1080	77	114	70	158	314	117	46
Future Volume (veh/h)	29	1865	62	74	1080	77	114	70	158	314	117	46
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		0.97	1.00		0.98	0.99		0.98	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	1900	1826	1900	1811	1693	1856	1885	1900	1885	1870	1900	1870
Adj Flow Rate, veh/h	30	1943	65	77	1125	80	119	73	165	327	122	48
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, %	0	5	0	6	14	3	1	0	1	2	0	2
Cap, veh/h	351	2856	95	154	2572	183	261	63	143	241	216	85
Arrive On Green	0.02	0.58	0.58	0.06	1.00	1.00	0.07	0.12	0.12	0.11	0.17	0.17
Sat Flow, veh/h	1810	4949	165	1725	4397	312	1795	510	1152	1781	1285	506
Grp Volume(v), veh/h	30	1304	704	77	788	417	119	0	238	327	0	170
Grp Sat Flow(s),veh/h/ln	1810	1662	1791	1725	1540	1629	1795	0	1662	1781	0	1790
Q Serve(g_s), s	1.2	49.1	49.4	3.4	0.0	0.0	10.3	0.0	22.3	20.3	0.0	15.7
Cycle Q Clear(g_c), s	1.2	49.1	49.4	3.4	0.0	0.0	10.3	0.0	22.3	20.3	0.0	15.7
Prop In Lane	1.00		0.09	1.00		0.19	1.00		0.69	1.00		0.28
Lane Grp Cap(c), veh/h	351	1918	1034	154	1802	953	261	0	206	241	0	301
V/C Ratio(X)	0.09	0.68	0.68	0.50	0.44	0.44	0.46	0.00	1.16	1.36	0.00	0.56
Avail Cap(c_a), veh/h	409	1918	1034	214	1802	953	280	0	206	241	0	301
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.7	26.5	26.5	24.4	0.0	0.0	63.0	0.0	78.9	61.3	0.0	68.8
Incr Delay (d2), s/veh	0.1	2.0	3.6	2.3	0.7	1.3	1.5	0.0	111.0	185.5	0.0	7.5
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(95%),veh/ln	0.9	26.9	29.4	2.5	0.3	0.6	8.5	0.0	24.0	33.5	0.0	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.8	28.4	30.2	26.7	0.7	1.3	64.5	0.0	189.9	246.7	0.0	76.3
LnGrp LOS	B	C	C	C	A	A	E		F	F		E
Approach Vol, veh/h	2038			1282			357			497		
Approach Delay, s/veh	28.8			2.5			148.1			188.4		
Approach LOS	C			A			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	111.7	28.0	30.0	11.7	110.3	20.0	38.0				
Change Period (Y+Rc), s	6.4	6.4	7.7	7.7	6.4	6.4	7.7	7.7				
Max Green Setting (Gmax), s	9.6	99.6	20.3	22.3	11.6	97.6	14.3	28.3				
Max Q Clear Time (g_c+I1), s	3.2	2.0	22.3	24.3	5.4	51.4	12.3	17.7				
Green Ext Time (p_c), s	0.0	2.9	0.0	0.0	0.1	6.0	0.1	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	49.9											
HCM 7th LOS	D											

Timings
1: NW 104th Avenue & NW 74th Street

Future with Project AM Peak
04/10/2025

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	1865	74	1080	114	70	314	117
Future Volume (vph)	29	1865	74	1080	114	70	314	117
Lane Group Flow (vph)	30	2008	77	1205	119	238	327	170
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.4	26.4	11.4	26.4	12.7	29.7	12.7	35.7
Total Split (s)	16.0	104.0	18.0	106.0	22.0	30.0	28.0	36.0
Total Split (%)	8.9%	57.8%	10.0%	58.9%	12.2%	16.7%	15.6%	20.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	3.3	3.3	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.7	7.7	7.7	7.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
v/c Ratio	0.11	0.73	0.58	0.46	0.43	0.94	1.36	0.57
Control Delay (s/veh)	13.0	32.1	58.2	22.8	56.2	103.1	229.0	74.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.0	32.1	58.2	22.8	56.2	103.1	229.0	74.3
Queue Length 50th (ft)	12	633	58	283	110	226	~460	180
Queue Length 95th (ft)	27	713	116	246	171	#408	#675	268
Internal Link Dist (ft)		643		1254		507		579
Turn Bay Length (ft)	245		305		240		160	
Base Capacity (vph)	295	2738	156	2645	285	252	240	300
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.73	0.49	0.46	0.42	0.94	1.36	0.57

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 15 (8%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: NW 104th Avenue & NW 74th Street



HCM 7th Signalized Intersection Summary
1: NW 104th Avenue & NW 74th Street

Future with Project PM Peak
04/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	1397	91	95	2425	132	90	82	50	174	114	53
Future Volume (veh/h)	93	1397	91	95	2425	132	90	82	50	174	114	53
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	0.99		0.96	0.99		0.96
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	1826	1900	1870	1856	1885	1900	1856	1841	1870	1900	1870
Adj Flow Rate, veh/h	97	1455	95	99	2526	138	94	85	52	181	119	55
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, %	2	5	0	2	3	1	0	3	4	2	0	2
Cap, veh/h	165	2952	193	249	3048	164	192	143	87	215	166	77
Arrive On Green	0.03	0.62	0.62	0.07	1.00	1.00	0.06	0.13	0.13	0.06	0.14	0.14
Sat Flow, veh/h	1781	4772	312	1781	4918	265	1810	1059	648	1781	1212	560
Grp Volume(v), veh/h	97	1013	537	99	1725	939	94	0	137	181	0	174
Grp Sat Flow(s),veh/h/ln	1781	1662	1761	1781	1689	1807	1810	0	1707	1781	0	1772
Q Serve(g_s), s	3.6	30.1	30.1	3.8	0.0	0.0	8.0	0.0	13.6	10.3	0.0	16.9
Cycle Q Clear(g_c), s	3.6	30.1	30.1	3.8	0.0	0.0	8.0	0.0	13.6	10.3	0.0	16.9
Prop In Lane	1.00		0.18	1.00		0.15	1.00		0.38	1.00		0.32
Lane Grp Cap(c), veh/h	165	2055	1089	249	2093	1120	192	0	230	215	0	243
V/C Ratio(X)	0.59	0.49	0.49	0.40	0.82	0.84	0.49	0.00	0.59	0.84	0.00	0.72
Avail Cap(c_a), veh/h	204	2055	1089	325	2093	1120	196	0	230	215	0	243
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.49	0.49	0.49	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.7	18.8	18.8	14.6	0.0	0.0	63.1	0.0	73.2	71.2	0.0	74.3
Incr Delay (d2), s/veh	3.3	0.8	1.6	0.5	1.9	3.9	2.3	0.0	10.8	24.9	0.0	16.5
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(95%),veh/ln	2.9	17.3	18.4	2.6	1.0	2.2	6.9	0.0	10.9	8.5	0.0	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.0	19.7	20.4	15.1	1.9	3.9	65.4	0.0	84.0	96.1	0.0	90.8
LnGrp LOS	B	B	C	B	A	A	E		F	F		F
Approach Vol, veh/h	1647			2763			231			355		
Approach Delay, s/veh	19.7			3.1			76.5			93.5		
Approach LOS	B			A			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	118.0	18.0	32.0	12.3	117.7	17.6	32.4				
Change Period (Y+Rc), s	6.4	6.4	7.7	7.7	6.4	6.4	7.7	7.7				
Max Green Setting (Gmax), s	9.6	107.6	10.3	24.3	13.6	103.6	10.3	24.3				
Max Q Clear Time (g_c+I1), s	5.6	2.0	12.3	15.6	5.8	32.1	10.0	18.9				
Green Ext Time (p_c), s	0.1	10.7	0.0	0.5	0.1	4.0	0.0	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	18.4											
HCM 7th LOS	B											

Timings
1: NW 104th Avenue & NW 74th Street

Future with Project PM Peak
04/10/2025

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	93	1397	95	2425	90	82	174	114
Future Volume (vph)	93	1397	95	2425	90	82	174	114
Lane Group Flow (vph)	97	1550	99	2664	94	137	181	174
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.4	26.4	11.4	26.4	12.7	29.7	12.7	31.7
Total Split (s)	16.0	110.0	20.0	114.0	18.0	32.0	18.0	32.0
Total Split (%)	8.9%	61.1%	11.1%	63.3%	10.0%	17.8%	10.0%	17.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	3.3	3.3	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.7	7.7	7.7	7.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
v/c Ratio	0.75	0.53	0.46	0.89	0.46	0.56	0.78	0.69
Control Delay (s/veh)	70.3	21.6	12.8	8.7	64.0	74.9	84.7	84.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.3	21.6	12.8	8.7	64.0	74.9	84.7	84.6
Queue Length 50th (ft)	62	376	10	102	91	138	184	187
Queue Length 95th (ft)	#156	428	m15	127	149	219	#296	280
Internal Link Dist (ft)		643		1254		507		579
Turn Bay Length (ft)	245		305		240		160	
Base Capacity (vph)	135	2952	263	3005	208	244	233	252
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.53	0.38	0.89	0.45	0.56	0.78	0.69

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 135

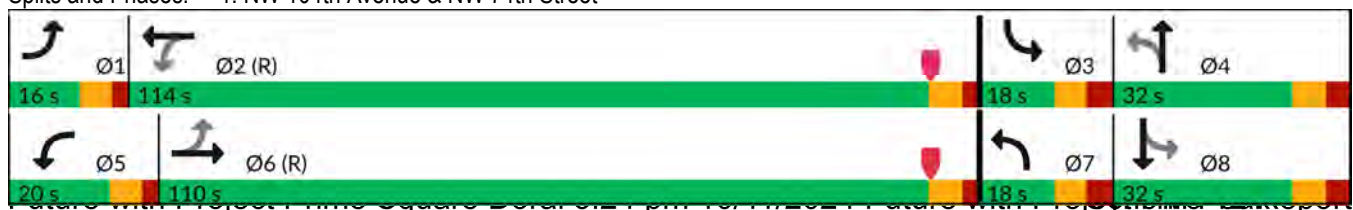
Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NW 104th Avenue & NW 74th Street



HCM 7th Signalized Intersection Summary 2: NW 102nd Avenue & NW 74th Street

Future with Project AM Peak
04/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	2236	74	101	1018	304	96	116	103	534	275	101
Future Volume (veh/h)	33	2236	74	101	1018	304	96	116	103	534	275	101
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		0.97	1.00		0.98	1.00		0.98	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	1900	1841	1811	1900	1693	1841	1767	1870	1856	1900	1900	1870
Adj Flow Rate, veh/h	34	2305	76	104	1049	313	99	120	106	551	284	104
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	4	6	0	14	4	9	2	3	0	0	2
Cap, veh/h	331	2875	94	196	2692	1043	168	121	107	223	325	321
Arrive On Green	0.06	1.00	1.00	0.08	1.00	1.00	0.06	0.13	0.13	0.10	0.17	0.17
Sat Flow, veh/h	1810	4993	164	1810	4621	1522	1682	908	802	1810	1900	1582
Grp Volume(v), veh/h	34	1543	838	104	1049	313	99	0	226	551	284	104
Grp Sat Flow(s),veh/h/ln	1810	1675	1806	1810	1540	1522	1682	0	1711	1810	1900	1582
Q Serve(g_s), s	1.3	0.0	0.0	4.3	0.0	0.0	9.1	0.0	23.7	18.0	26.2	10.1
Cycle Q Clear(g_c), s	1.3	0.0	0.0	4.3	0.0	0.0	9.1	0.0	23.7	18.0	26.2	10.1
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	331	1929	1040	196	2692	1043	168	0	228	223	325	321
V/C Ratio(X)	0.10	0.80	0.81	0.53	0.39	0.30	0.59	0.00	0.99	2.48	0.87	0.32
Avail Cap(c_a), veh/h	407	1929	1040	290	2692	1043	195	0	228	223	325	321
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	0.90	0.90	0.90	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	13.6	0.0	0.0	63.1	0.0	77.9	61.7	72.7	61.2
Incr Delay (d2), s/veh	0.0	1.7	3.2	1.5	0.4	0.7	6.9	0.0	56.9	677.2	26.1	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.8	1.7	3.2	0.2	0.3	7.6	0.0	20.2	77.6	21.6	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.7	1.7	3.2	15.1	0.4	0.7	70.0	0.0	134.8	738.8	98.7	63.8
LnGrp LOS	B	A	A	B	A	A	E		F	F	F	E
Approach Vol, veh/h	2415			1466			325			939		
Approach Delay, s/veh	2.4			1.5			115.0			470.5		
Approach LOS	A			A			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	111.6	25.0	31.0	13.7	110.3	18.2	37.8				
Change Period (Y+Rc), s	6.7	6.7	7.0	7.0	6.7	6.7	7.0	7.0				
Max Green Setting (Gmax), s	13.3	97.3	18.0	24.0	16.3	94.3	14.0	28.0				
Max Q Clear Time (g_c+I1), s	3.3	2.0	20.0	25.7	6.3	2.0	11.1	28.2				
Green Ext Time (p_c), s	0.0	3.0	0.0	0.0	0.1	8.3	0.1	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	94.7											
HCM 7th LOS	F											

Timings 2: NW 102nd Avenue & NW 74th Street

Future with Project AM Peak
04/10/2025

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	33	2236	101	1018	304	96	116	534	275	101
Future Volume (vph)	33	2236	101	1018	304	96	116	534	275	101
Lane Group Flow (vph)	34	2381	104	1049	313	99	226	551	284	104
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	3	7	4	3	8	1
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	3	7	4	3	8	1
Switch Phase										
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.7	34.7	13.7	39.7	14.0	14.0	31.0	14.0	35.0	13.7
Total Split (s)	20.0	101.0	23.0	104.0	25.0	21.0	31.0	25.0	35.0	20.0
Total Split (%)	11.1%	56.1%	12.8%	57.8%	13.9%	11.7%	17.2%	13.9%	19.4%	11.1%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0	4.4
All-Red Time (s)	2.3	2.3	2.3	2.3	3.0	3.0	3.0	3.0	3.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	7.0	7.0	7.0	7.0	7.0	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	Max	None
v/c Ratio	0.11	0.87	0.68	0.40	0.28	0.60	0.92	2.33	0.94	0.26
Control Delay (s/veh)	7.5	24.4	58.8	21.9	1.1	67.2	109.1	637.8	111.7	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	24.4	58.8	21.9	1.1	67.2	109.1	637.8	111.7	10.2
Queue Length 50th (ft)	9	933	81	208	0	91	246	~1000	339	0
Queue Length 95th (ft)	m11	m970	m149	304	16	149	#420	#1250	#536	54
Internal Link Dist (ft)		1254		2519			317		567	
Turn Bay Length (ft)	405		240		160	145		145		
Base Capacity (vph)	378	2742	204	2616	1119	170	245	236	302	447
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.87	0.51	0.40	0.28	0.58	0.92	2.33	0.94	0.23

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 36 (20%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

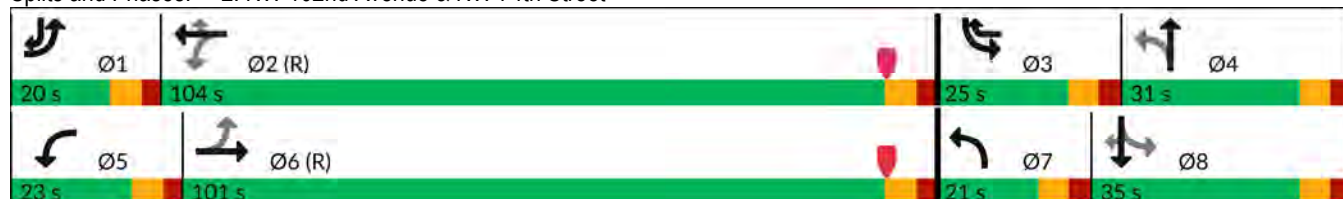
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: NW 102nd Avenue & NW 74th Street



HCM 7th Signalized Intersection Summary 2: NW 102nd Avenue & NW 74th Street

Future with Project PM Peak
04/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	88	1486	74	171	2432	452	119	156	87	242	165	101
Future Volume (veh/h)	88	1486	74	171	2432	452	119	156	87	242	165	101
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	1885	1811	1811	1885	1856	1856	1885	1900	1841	1870	1885	1841
Adj Flow Rate, veh/h	90	1516	76	174	2482	461	121	159	89	247	168	103
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	6	6	1	3	3	1	0	4	2	1	4
Cap, veh/h	159	2836	142	326	3058	1087	223	132	74	198	254	266
Arrive On Green	0.08	1.00	1.00	0.11	1.00	1.00	0.07	0.12	0.12	0.09	0.13	0.13
Sat Flow, veh/h	1795	4816	241	1795	5066	1569	1795	1136	636	1781	1885	1532
Grp Volume(v), veh/h	90	1038	554	174	2482	461	121	0	248	247	168	103
Grp Sat Flow(s),veh/h/ln	1795	1648	1761	1795	1689	1569	1795	0	1771	1781	1885	1532
Q Serve(g_s), s	3.6	0.0	0.0	7.3	0.0	0.0	10.6	0.0	21.0	16.0	15.2	10.7
Cycle Q Clear(g_c), s	3.6	0.0	0.0	7.3	0.0	0.0	10.6	0.0	21.0	16.0	15.2	10.7
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	159	1941	1037	326	3058	1087	223	0	207	198	254	266
V/C Ratio(X)	0.57	0.53	0.53	0.53	0.81	0.42	0.54	0.00	1.20	1.25	0.66	0.39
Avail Cap(c_a), veh/h	243	1941	1037	482	3058	1087	255	0	207	198	254	266
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.45	0.45	0.45	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	12.1	0.0	0.0	64.2	0.0	79.5	66.8	74.0	66.0
Incr Delay (d2), s/veh	1.9	0.9	1.6	0.5	1.1	0.5	4.3	0.0	127.1	145.4	12.8	4.2
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(95%),veh/ln	2.6	0.4	0.8	4.5	0.6	0.3	8.8	0.0	25.5	15.6	13.1	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	0.9	1.6	12.6	1.1	0.5	68.5	0.0	206.6	212.2	86.7	70.2
LnGrp LOS	B	A	A	B	A	A	E		F	F	F	E
Approach Vol, veh/h	1682		3117				369		518			
Approach Delay, s/veh	1.9		1.7				161.3		143.3			
Approach LOS	A		A				F		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	115.4	23.0	28.0	16.3	112.7	19.7	31.3				
Change Period (Y+Rc), s	6.7	6.7	7.0	7.0	6.7	6.7	7.0	7.0				
Max Green Setting (Gmax), s	15.3	100.3	16.0	21.0	25.3	90.3	16.0	21.0				
Max Q Clear Time (g_c+I1), s	5.6	2.0	18.0	23.0	9.3	2.0	12.6	17.2				
Green Ext Time (p_c), s	0.1	12.0	0.0	0.0	0.3	4.2	0.2	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			25.0									
HCM 7th LOS			C									

Timings
2: NW 102nd Avenue & NW 74th Street

Future with Project PM Peak
04/10/2025

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	88	1486	171	2432	452	119	156	242	165	101
Future Volume (vph)	88	1486	171	2432	452	119	156	242	165	101
Lane Group Flow (vph)	90	1592	174	2482	461	121	248	247	168	103
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	3	7	4	3	8	1
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	3	7	4	3	8	1
Switch Phase										
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.7	34.7	13.7	39.7	14.0	14.0	28.0	14.0	28.0	13.7
Total Split (s)	22.0	97.0	32.0	107.0	23.0	23.0	28.0	23.0	28.0	22.0
Total Split (%)	12.2%	53.9%	17.8%	59.4%	12.8%	12.8%	15.6%	12.8%	15.6%	12.2%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0	4.4
All-Red Time (s)	2.3	2.3	2.3	2.3	3.0	3.0	3.0	3.0	3.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	7.0	7.0	7.0	7.0	7.0	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	Max	None
v/c Ratio	0.63	0.58	0.71	0.84	0.42	0.51	1.15	1.25	0.73	0.28
Control Delay (s/veh)	66.1	17.6	42.7	20.0	1.8	63.7	169.1	193.5	95.1	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.1	17.6	42.7	20.0	1.8	63.7	169.1	193.5	95.1	10.2
Queue Length 50th (ft)	69	245	83	453	10	117	~328	~314	196	0
Queue Length 95th (ft)	m126	261	m144	614	m38	183	#526	#509	#311	52
Internal Link Dist (ft)		1254		2519			334		567	
Turn Bay Length (ft)	405		240		160	145		145		
Base Capacity (vph)	193	2745	351	2947	1100	245	216	198	229	404
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.58	0.50	0.84	0.42	0.49	1.15	1.25	0.73	0.25

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 161 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: NW 102nd Avenue & NW 74th Street



HCM Signalized Intersection Capacity Analysis 3: NW 97th Avenue & NW 74th Street

Future with Project AM Peak
04/10/2025

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	0	2657	206	158	1272	0	138	0	266	16	14
Future Volume (vph)	1	0	2657	206	158	1272	0	138	0	266	16	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8		6.8	6.8		7.0		6.8	7.0	7.0
Lane Util. Factor	1.00		0.91		1.00	0.91		1.00		1.00	1.00	1.00
Frpb, ped/bikes	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
Frt	1.00		0.99		1.00	1.00		1.00		0.85	1.00	0.98
Flt Protected	0.95		1.00		0.95	1.00		0.95		1.00	0.95	1.00
Satd. Flow (prot)	1805		4969		1687	4673		1583		1509	1805	1863
Flt Permitted	0.19		1.00		0.04	1.00		0.95		1.00	0.95	1.00
Satd. Flow (perm)	354		4969		64	4673		1583		1509	1805	1863
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	0	2857	222	170	1368	0	148	0	286	17	15
RTOR Reduction (vph)	0	0	5	0	0	0	0	0	0	99	0	2
Lane Group Flow (vph)	1	0	3074	0	170	1368	0	148	0	187	17	15
Confl. Peds. (#/hr)	2			2	2			2				
Confl. Bikes (#/hr)				5			1					
Heavy Vehicles (%)	0%	0%	3%	5%	7%	11%	0%	14%	0%	7%	0%	0%
Turn Type	pm+pt		NA		pm+pt	NA		Prot		pm+ov	Split	NA
Protected Phases	1		6		5	2		4		5	3	3
Permitted Phases	6				2					4		
Actuated Green, G (s)	105.8		104.4		130.5	122.3		21.9		41.2	6.8	6.8
Effective Green, g (s)	105.8		104.4		130.5	122.3		21.9		41.2	6.8	6.8
Actuated g/C Ratio	0.59		0.58		0.73	0.68		0.12		0.23	0.04	0.04
Clearance Time (s)	6.8		6.8		6.8	6.8		7.0		6.8	7.0	7.0
Vehicle Extension (s)	2.5		1.0		2.5	1.0		3.5		2.5	3.5	3.5
Lane Grp Cap (vph)	219		2882		220	3175		192		345	68	70
v/s Ratio Prot	0.00		c0.62		c0.08	0.29		c0.09		0.06	c0.01	0.01
v/s Ratio Perm	0.00				0.48					0.07		
v/c Ratio	0.00		1.07		0.77	0.43		0.77		0.54	0.25	0.22
Uniform Delay, d1	15.3		37.8		64.2	13.1		76.6		61.1	84.1	84.0
Progression Factor	0.94		0.64		1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0		30.8		14.9	0.4		17.7		1.4	2.3	1.8
Delay (s)	14.3		55.2		79.0	13.5		94.3		62.4	86.4	85.8
Level of Service	B		E		E	B		F		E	F	F
Approach Delay (s/veh)			55.2			20.7			73.3			86.1
Approach LOS			E			C			E			F
Intersection Summary												
HCM 2000 Control Delay (s/veh)			46.5									
HCM 2000 Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			180.0						27.6			
Intersection Capacity Utilization			95.4%									
Analysis Period (min)			15									
c Critical Lane Group												

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

Timings
3: NW 97th Avenue & NW 74th Street

Future with Project AM Peak
04/10/2025

								
Lane Group	EBU	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	2657	158	1272	138	266	16	14
Future Volume (vph)	1	2657	158	1272	138	266	16	14
Lane Group Flow (vph)	1	3079	170	1368	148	286	17	17
Turn Type	pm+pt	NA	pm+pt	NA	Prot	pm+ov	Split	NA
Protected Phases	1	6	5	2	4	5	3	3
Permitted Phases	6		2			4		
Detector Phase	1	6	5	2	4	5	3	3
Switch Phase								
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	49.8	13.8	45.8	26.0	13.8	25.0	25.0
Total Split (s)	17.0	112.0	17.0	112.0	26.0	17.0	25.0	25.0
Total Split (%)	9.4%	62.2%	9.4%	62.2%	14.4%	9.4%	13.9%	13.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.4	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4	3.0	2.4	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.0	6.8	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
v/c Ratio	0.00	1.04	0.77	0.40	0.77	0.57	0.18	0.17
Control Delay (s/veh)	9.0	42.8	71.2	11.8	100.3	37.2	83.3	75.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.0	42.8	71.2	11.8	100.3	37.2	83.3	75.7
Queue Length 50th (ft)	0	~1468	153	231	169	165	20	17
Queue Length 95th (ft)	m0	m706	#375	360	#317	297	47	44
Internal Link Dist (ft)		2519		1000				326
Turn Bay Length (ft)	465		420		280	275	200	
Base Capacity (vph)	312	2964	221	3388	195	498	180	188
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	1.04	0.77	0.40	0.76	0.57	0.09	0.09

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 78 (43%), Referenced to phase 2:WBTL and 6:EBTU, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

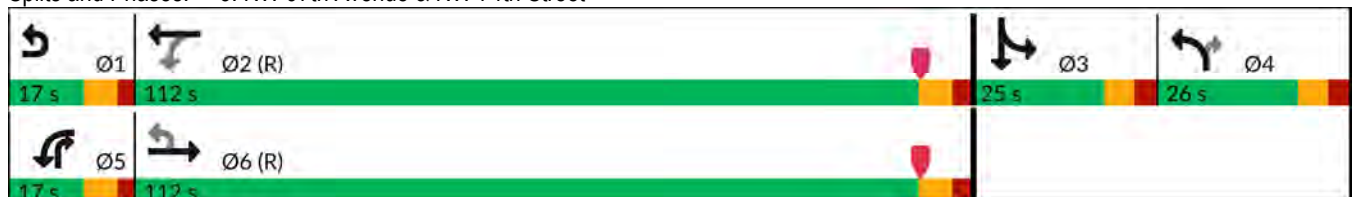
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 3: NW 97th Avenue & NW 74th Street



HCM Signalized Intersection Capacity Analysis 3: NW 97th Avenue & NW 74th Street

Future with Project PM Peak
04/10/2025

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	0	1627	171	297	2837	0	229	0	357	5	9
Future Volume (vph)	3	0	1627	171	297	2837	0	229	0	357	5	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8		6.8	6.8		7.0		6.8	7.0	7.0
Lane Util. Factor	1.00		0.91		1.00	0.91		1.00		1.00	1.00	1.00
Frpb, ped/bikes	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
Frt	1.00		0.99		1.00	1.00		1.00		0.85	1.00	0.97
Flt Protected	0.95		1.00		0.95	1.00		0.95		1.00	0.95	1.00
Satd. Flow (prot)	1805		4817		1736	5036		1719		1568	1805	1696
Flt Permitted	0.04		1.00		0.07	1.00		0.95		1.00	0.95	1.00
Satd. Flow (perm)	71		4817		129	5036		1719		1568	1805	1696
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	3	0	1660	174	303	2895	0	234	0	364	5	9
RTOR Reduction (vph)	0	0	7	0	0	0	0	0	0	119	0	2
Lane Group Flow (vph)	3	0	1827	0	303	2895	0	234	0	245	5	9
Confl. Peds. (#/hr)				2	2							
Confl. Bikes (#/hr)				2			2					
Heavy Vehicles (%)	0%	0%	6%	6%	4%	3%	0%	5%	0%	3%	0%	11%
Turn Type	pm+pt		NA		pm+pt	NA		Prot		pm+ov	Split	NA
Protected Phases	1		6		5	2		4		5	3	3
Permitted Phases	6				2					4		
Actuated Green, G (s)	108.8		107.4		124.4	116.2		30.1		40.3	4.7	4.7
Effective Green, g (s)	108.8		107.4		124.4	116.2		30.1		40.3	4.7	4.7
Actuated g/C Ratio	0.60		0.60		0.69	0.65		0.17		0.22	0.03	0.03
Clearance Time (s)	6.8		6.8		6.8	6.8		7.0		6.8	7.0	7.0
Vehicle Extension (s)	2.5		1.0		2.5	1.0		3.5		2.5	3.5	3.5
Lane Grp Cap (vph)	56		2874		180	3251		287		351	47	44
v/s Ratio Prot	0.00		0.38		c0.10	0.57		c0.14		0.04	0.00	c0.01
v/s Ratio Perm	0.03				c1.07					0.12		
v/c Ratio	0.05		0.64		1.68	0.89		0.82		0.70	0.11	0.21
Uniform Delay, d1	30.3		23.6		41.3	26.6		72.3		64.3	85.6	85.8
Progression Factor	1.77		1.32		1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	0.2		0.8		330.4	4.2		16.5		5.5	1.2	2.7
Delay (s)	53.7		32.0		371.7	30.7		88.8		69.8	86.8	88.6
Level of Service	D		C		F	C		F		E	F	F
Approach Delay (s/veh)			32.0			63.1			77.2			88.0
Approach LOS			C			E			E			F
Intersection Summary												
HCM 2000 Control Delay (s/veh)			54.5									
HCM 2000 Volume to Capacity ratio			1.50									
Actuated Cycle Length (s)			180.0						27.6			
Intersection Capacity Utilization			94.7%									
Analysis Period (min)			15									
c Critical Lane Group												

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

Timings
3: NW 97th Avenue & NW 74th Street

Future with Project PM Peak
04/10/2025

								
Lane Group	EBU	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	1627	297	2837	229	357	5	9
Future Volume (vph)	3	1627	297	2837	229	357	5	9
Lane Group Flow (vph)	3	1834	303	2895	234	364	5	11
Turn Type	pm+pt	NA	pm+pt	NA	Prot	pm+ov	Split	NA
Protected Phases	1	6	5	2	4	5	3	3
Permitted Phases	6		2			4		
Detector Phase	1	6	5	2	4	5	3	3
Switch Phase								
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	49.8	13.8	45.8	23.0	13.8	23.0	23.0
Total Split (s)	17.0	117.0	17.0	117.0	23.0	17.0	23.0	23.0
Total Split (%)	9.4%	65.0%	9.4%	65.0%	12.8%	9.4%	12.8%	12.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.4	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4	3.0	2.4	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.0	6.8	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
v/c Ratio	0.03	0.62	1.67	0.83	0.82	0.69	0.07	0.15
Control Delay (s/veh)	14.7	29.5	353.7	23.7	92.9	43.0	84.2	76.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.7	29.5	353.7	23.7	92.9	43.0	84.2	76.9
Queue Length 50th (ft)	1	415	~418	811	280	243	6	11
Queue Length 95th (ft)	m2	m461	#635	1109	#493	385	22	35
Internal Link Dist (ft)		2519		1000				326
Turn Bay Length (ft)	465		420		280	275	200	
Base Capacity (vph)	145	2956	181	3481	287	524	160	152
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.62	1.67	0.83	0.82	0.69	0.03	0.07

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 151 (84%), Referenced to phase 2:WBTL and 6:EBTU, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 3: NW 97th Avenue & NW 74th Street



Intersection	
Intersection Delay, s/veh	44.8
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	301	292	13	63	0	86	263	53	68	335	29
Future Vol, veh/h	96	301	292	13	63	0	86	263	53	68	335	29
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	1	0	0	8	0	0	1	5	0	0	1	0
Mvmt Flow	99	310	301	13	65	0	89	271	55	70	345	30
Number of Lanes	1	1	1	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	3
HCM Control Delay, s/veh	23.3	15.7	58.1	71.8
HCM LOS	C	C	F	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	21%	100%	0%	0%	100%	0%	16%
Vol Thru, %	65%	0%	100%	0%	0%	100%	78%
Vol Right, %	13%	0%	0%	100%	0%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	402	96	301	292	13	63	432
LT Vol	86	96	0	0	13	0	68
Through Vol	263	0	301	0	0	63	335
RT Vol	53	0	0	292	0	0	29
Lane Flow Rate	414	99	310	301	13	65	445
Geometry Grp	5	5	5	5	6	6	5
Degree of Util (X)	0.941	0.239	0.702	0.62	0.042	0.192	1.002
Departure Headway (Hd)	8.175	8.679	8.142	7.414	11.305	10.626	8.099
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	443	415	444	488	316	337	450
Service Time	5.911	6.417	5.88	5.151	9.086	8.406	5.833
HCM Lane V/C Ratio	0.935	0.239	0.698	0.617	0.041	0.193	0.989
HCM Control Delay, s/veh	58.1	14.1	28	21.5	14.6	15.9	71.8
HCM Lane LOS	F	B	D	C	B	C	F
HCM 95th-tile Q	10.9	0.9	5.3	4.1	0.1	0.7	13

Intersection	
Intersection Delay, s/veh	72
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	46	151	31	90	10	192	300	16	19	379	55
Future Vol, veh/h	39	46	151	31	90	10	192	300	16	19	379	55
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	1	2	0	0	1	0
Mvmt Flow	44	52	170	35	101	11	216	337	18	21	426	62
Number of Lanes	1	1	1	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	3
HCM Control Delay, s/veh	14.4	15.6	121.2	63.2
HCM LOS	B	C	F	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	38%	100%	0%	0%	100%	0%	4%
Vol Thru, %	59%	0%	100%	0%	0%	90%	84%
Vol Right, %	3%	0%	0%	100%	0%	10%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	508	39	46	151	31	100	453
LT Vol	192	39	0	0	31	0	19
Through Vol	300	0	46	0	0	90	379
RT Vol	16	0	0	151	0	10	55
Lane Flow Rate	571	44	52	170	35	112	509
Geometry Grp	5	5	5	5	6	6	5
Degree of Util (X)	1.169	0.107	0.119	0.358	0.093	0.281	0.982
Departure Headway (Hd)	7.37	9.298	8.775	8.042	10.25	9.645	7.363
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	497	388	411	450	352	375	499
Service Time	5.095	6.998	6.475	5.742	7.95	7.345	5.063
HCM Lane V/C Ratio	1.149	0.113	0.127	0.378	0.099	0.299	1.02
HCM Control Delay, s/veh	121.2	13.1	12.7	15.2	14	16.1	63.2
HCM Lane LOS	F	B	B	C	B	C	F
HCM 95th-tile Q	20.6	0.4	0.4	1.6	0.3	1.1	12.9

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	8	19	308	412	25
Future Vol, veh/h	7	8	19	308	412	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	9	21	335	448	27

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	838	461	475	0	-	0
Stage 1	461	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	338	682	1083	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	330	682	1083	-	-	-
Mov Cap-2 Maneuver	330	-	-	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.2	0.49	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	105	-	455	-	-
HCM Lane V/C Ratio	0.019	-	0.036	-	-
HCM Ctrl Dly (s/v)	8.4	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	27	21	304	380	27
Future Vol, veh/h	22	27	21	304	380	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	29	23	330	413	29

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	804	428	442	0	-	0
Stage 1	428	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	356	706	1118	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	347	706	1118	-	-	-
Mov Cap-2 Maneuver	347	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.39	0.54	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	116	-	482	-	-
HCM Lane V/C Ratio	0.02	-	0.11	-	-
HCM Ctrl Dly (s/v)	8.3	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	9	21	308	412	17
Future Vol, veh/h	11	9	21	308	412	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	10	23	335	448	18

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	838	457	466	0	-	0
Stage 1	457	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	337	604	1095	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	328	604	1095	-	-	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.21	0.53	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	115	-	413	-	-
HCM Lane V/C Ratio	0.021	-	0.053	-	-
HCM Ctrl Dly (s/v)	8.4	0	14.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	31	23	304	380	19
Future Vol, veh/h	38	31	23	304	380	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	34	25	330	413	21

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	804	423	434	0	-	0
Stage 1	423	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	356	711	1128	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	347	711	1128	-	-	-
Mov Cap-2 Maneuver	347	-	-	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.58	0.58	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	127	-	450	-	-
HCM Lane V/C Ratio	0.022	-	0.167	-	-
HCM Ctrl Dly (s/v)	8.3	0	14.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

**Future with Project with Improvement
Conditions**

HCM 7th Signalized Intersection Summary
1: NW 104th Avenue & NW 74th Street

Future with Project with Imp AM Peak
04/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1865	62	74	1080	77	114	70	158	314	117	46
Future Volume (veh/h)	29	1865	62	74	1080	77	114	70	158	314	117	46
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		0.97	1.00		0.98	0.99		0.98	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	1900	1826	1900	1811	1693	1856	1885	1900	1885	1870	1900	1870
Adj Flow Rate, veh/h	30	1943	65	77	1125	80	119	73	165	327	122	48
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, %	0	5	0	6	14	3	1	0	1	2	0	2
Cap, veh/h	335	2684	90	144	2426	172	305	69	156	280	259	102
Arrive On Green	0.02	0.54	0.54	0.06	1.00	1.00	0.07	0.13	0.13	0.13	0.20	0.20
Sat Flow, veh/h	1810	4949	165	1725	4397	312	1795	511	1154	1781	1286	506
Grp Volume(v), veh/h	30	1304	704	77	788	417	119	0	238	327	0	170
Grp Sat Flow(s),veh/h/ln	1810	1662	1791	1725	1540	1629	1795	0	1664	1781	0	1792
Q Serve(g_s), s	1.3	53.2	53.4	3.6	0.0	0.0	10.2	0.0	24.3	24.3	0.0	15.1
Cycle Q Clear(g_c), s	1.3	53.2	53.4	3.6	0.0	0.0	10.2	0.0	24.3	24.3	0.0	15.1
Prop In Lane	1.00		0.09	1.00		0.19	1.00		0.69	1.00		0.28
Lane Grp Cap(c), veh/h	335	1802	971	144	1700	899	305	0	225	280	0	361
V/C Ratio(X)	0.09	0.72	0.73	0.53	0.46	0.46	0.39	0.00	1.06	1.17	0.00	0.47
Avail Cap(c_a), veh/h	392	1802	971	202	1700	899	385	0	225	280	0	361
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.4	31.0	31.1	28.6	0.0	0.0	61.2	0.0	77.9	57.7	0.0	63.4
Incr Delay (d2), s/veh	0.1	2.6	4.7	2.8	0.8	1.6	1.0	0.0	76.5	106.3	0.0	4.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	29.2	32.0	2.7	0.4	0.7	8.4	0.0	22.3	28.5	0.0	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.5	33.6	35.8	31.4	0.8	1.6	62.1	0.0	154.4	164.0	0.0	67.8
LnGrp LOS	B	C	D	C	A	A	E		F	F		E
Approach Vol, veh/h	2038			1282			357			497		
Approach Delay, s/veh	34.1			2.9			123.6			131.1		
Approach LOS	C			A			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	105.7	32.0	32.0	12.0	104.0	20.0	44.0				
Change Period (Y+Rc), s	6.4	6.4	7.7	7.7	6.4	6.4	7.7	7.7				
Max Green Setting (Gmax), s	9.6	93.6	24.3	24.3	11.6	91.6	20.3	28.3				
Max Q Clear Time (g_c+I1), s	3.3	2.0	26.3	26.3	5.6	55.4	12.2	17.1				
Green Ext Time (p_c), s	0.0	2.9	0.0	0.0	0.1	5.9	0.2	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	43.7											
HCM 7th LOS	D											

Timings

1: NW 104th Avenue & NW 74th Street

Future with Project with Imp AM Peak

04/10/2025

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	1865	74	1080	114	70	314	117
Future Volume (vph)	29	1865	74	1080	114	70	314	117
Lane Group Flow (vph)	30	2008	77	1205	119	238	327	170
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.4	26.4	11.4	26.4	12.7	29.7	12.7	35.7
Total Split (s)	16.0	98.0	18.0	100.0	28.0	32.0	32.0	36.0
Total Split (%)	8.9%	54.4%	10.0%	55.6%	15.6%	17.8%	17.8%	20.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	3.3	3.3	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.7	7.7	7.7	7.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
v/c Ratio	0.12	0.78	0.61	0.48	0.38	0.88	1.13	0.50
Control Delay (s/veh)	15.4	37.7	68.2	25.2	50.4	89.9	138.7	68.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.4	37.7	68.2	25.2	50.4	89.9	138.7	68.6
Queue Length 50th (ft)	14	688	63	285	104	223	~379	173
Queue Length 95th (ft)	29	769	122	243	163	#386	#608	268
Internal Link Dist (ft)		643		1254		507		579
Turn Bay Length (ft)	245		305		240		160	
Base Capacity (vph)	276	2568	148	2491	364	270	290	343
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.78	0.52	0.48	0.33	0.88	1.13	0.50

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 15 (8%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: NW 104th Avenue & NW 74th Street



Imp AM Peak

HCM 7th Signalized Intersection Summary
1: NW 104th Avenue & NW 74th Street

Future with Project with Imp PM Peak
04/11/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	1397	91	95	2425	132	90	82	50	174	114	53
Future Volume (veh/h)	93	1397	91	95	2425	132	90	82	50	174	114	53
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	0.99		0.96	0.99		0.96
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	1826	1900	1870	1856	1885	1900	1856	1841	1870	1900	1870
Adj Flow Rate, veh/h	97	1455	95	99	2526	138	94	85	52	181	119	55
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, %	2	5	0	2	3	1	0	3	4	2	0	2
Cap, veh/h	164	2840	185	240	2933	158	222	149	91	253	193	89
Arrive On Green	0.03	0.60	0.60	0.07	1.00	1.00	0.06	0.14	0.14	0.07	0.16	0.16
Sat Flow, veh/h	1781	4772	312	1781	4918	265	1810	1060	648	1781	1214	561
Grp Volume(v), veh/h	97	1013	537	99	1725	939	94	0	137	181	0	174
Grp Sat Flow(s),veh/h/ln	1781	1662	1761	1781	1689	1807	1810	0	1708	1781	0	1775
Q Serve(g_s), s	3.9	32.0	32.0	4.0	0.0	0.0	7.9	0.0	13.5	13.3	0.0	16.4
Cycle Q Clear(g_c), s	3.9	32.0	32.0	4.0	0.0	0.0	7.9	0.0	13.5	13.3	0.0	16.4
Prop In Lane	1.00		0.18	1.00		0.15	1.00		0.38	1.00		0.32
Lane Grp Cap(c), veh/h	164	1977	1048	240	2014	1077	222	0	240	253	0	283
V/C Ratio(X)	0.59	0.51	0.51	0.41	0.86	0.87	0.42	0.00	0.57	0.72	0.00	0.62
Avail Cap(c_a), veh/h	201	1977	1048	314	2014	1077	256	0	240	253	0	283
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.43	0.43	0.43	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	21.2	21.2	16.5	0.0	0.0	61.9	0.0	72.3	64.6	0.0	70.5
Incr Delay (d2), s/veh	3.3	1.0	1.8	0.5	2.2	4.5	1.5	0.0	9.5	9.7	0.0	9.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	18.4	19.6	2.8	1.1	2.4	6.8	0.0	10.8	4.1	0.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.5	22.2	23.0	17.0	2.2	4.5	63.5	0.0	81.8	74.3	0.0	80.1
LnGrp LOS	B	C	C	B	A	A	E		F	E		F
Approach Vol, veh/h	1647			2763			231			355		
Approach Delay, s/veh	22.1			3.5			74.3			77.2		
Approach LOS	C			A			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	113.7	21.0	33.0	12.5	113.5	17.6	36.4				
Change Period (Y+Rc), s	6.4	6.4	7.7	7.7	6.4	6.4	7.7	7.7				
Max Green Setting (Gmax), s	9.6	103.6	13.3	25.3	13.6	99.6	13.3	25.3				
Max Q Clear Time (g_c+l1), s	5.9	2.0	15.3	15.5	6.0	34.0	9.9	18.4				
Green Ext Time (p_c), s	0.1	10.7	0.0	0.5	0.1	4.0	0.1	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	18.2											
HCM 7th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
1: NW 104th Avenue & NW 74th Street

Future with Project with Imp PM Peak
04/11/2025

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	93	1397	95	2425	90	82	174	114
Future Volume (vph)	93	1397	95	2425	90	82	174	114
Lane Group Flow (vph)	97	1550	99	2664	94	137	181	174
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.4	26.4	11.4	26.4	12.7	29.7	12.7	31.7
Total Split (s)	16.0	106.0	20.0	110.0	21.0	33.0	21.0	33.0
Total Split (%)	8.9%	58.9%	11.1%	61.1%	11.7%	18.3%	11.7%	18.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	3.3	3.3	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	7.7	7.7	7.7	7.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
v/c Ratio	0.75	0.55	0.47	0.92	0.39	0.54	0.67	0.64
Control Delay (s/veh)	70.2	24.3	15.5	10.3	57.8	73.0	70.7	79.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.2	24.3	15.5	10.3	57.8	73.0	70.7	79.8
Queue Length 50th (ft)	63	400	10	104	88	137	179	186
Queue Length 95th (ft)	#157	456	m15	138	144	218	261	279
Internal Link Dist (ft)		643		1254		507		579
Turn Bay Length (ft)	245		305		240		160	
Base Capacity (vph)	135	2837	254	2892	253	254	271	271
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.55	0.39	0.92	0.37	0.54	0.67	0.64

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 135

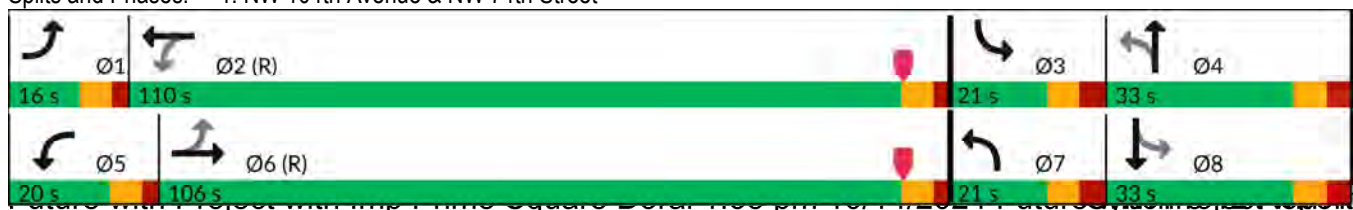
Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NW 104th Avenue & NW 74th Street



HCM 7th Signalized Intersection Summary 2: NW 102nd Avenue & NW 74th Street

Future with Project with Imp AM Peak
04/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	2236	74	101	1018	304	96	116	103	534	275	101
Future Volume (veh/h)	33	2236	74	101	1018	304	96	116	103	534	275	101
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		0.97	1.00		0.97	1.00		0.98	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	1900	1841	1811	1900	1693	1841	1767	1870	1856	1900	1900	1870
Adj Flow Rate, veh/h	34	2305	76	104	1049	313	99	120	106	551	284	104
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	4	6	0	14	4	9	2	3	0	0	2
Cap, veh/h	312	2637	86	189	2472	1030	221	129	114	305	415	396
Arrive On Green	0.06	1.00	1.00	0.08	1.00	1.00	0.06	0.14	0.14	0.14	0.22	0.22
Sat Flow, veh/h	1810	4992	164	1810	4621	1521	1682	908	802	1810	1900	1583
Grp Volume(v), veh/h	34	1543	838	104	1049	313	99	0	226	551	284	104
Grp Sat Flow(s),veh/h/ln	1810	1675	1806	1810	1540	1521	1682	0	1711	1810	1900	1583
Q Serve(g_s), s	1.5	0.0	0.0	4.9	0.0	0.0	8.9	0.0	23.5	25.0	24.7	9.5
Cycle Q Clear(g_c), s	1.5	0.0	0.0	4.9	0.0	0.0	8.9	0.0	23.5	25.0	24.7	9.5
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	312	1769	954	189	2472	1030	221	0	243	305	415	396
V/C Ratio(X)	0.11	0.87	0.88	0.55	0.42	0.30	0.45	0.00	0.93	1.81	0.68	0.26
Avail Cap(c_a), veh/h	388	1769	954	283	2472	1030	312	0	247	305	415	396
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.45	0.90	0.90	0.90	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	0.0	17.2	0.0	0.0	60.9	0.0	76.3	56.9	64.7	54.2
Incr Delay (d2), s/veh	0.1	3.0	5.6	1.7	0.5	0.7	3.0	0.0	38.6	376.2	8.9	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	1.3	2.7	3.6	0.2	0.4	7.3	0.0	18.9	67.0	19.1	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	3.0	5.6	18.9	0.5	0.7	63.9	0.0	114.9	433.1	73.5	55.8
LnGrp LOS	B	A	A	B	A	A	E		F	F	E	E
Approach Vol, veh/h	2415				1466		325				939	
Approach Delay, s/veh	4.1				1.8		99.3				282.6	
Approach LOS	A				A		F				F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	103.0	32.0	32.6	13.7	101.8	18.3	46.3				
Change Period (Y+Rc), s	6.7	6.7	7.0	7.0	6.7	6.7	7.0	7.0				
Max Green Setting (Gmax), s	13.3	88.3	25.0	26.0	16.3	85.3	21.0	30.0				
Max Q Clear Time (g_c+I1), s	3.5	2.0	27.0	25.5	6.9	2.0	10.9	26.7				
Green Ext Time (p_c), s	0.0	3.0	0.0	0.1	0.1	8.3	0.3	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	60.3											
HCM 7th LOS	E											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings 2: NW 102nd Avenue & NW 74th Street

Future with Project with Imp AM Peak
04/10/2025

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	33	2236	101	1018	304	96	116	534	275	101
Future Volume (vph)	33	2236	101	1018	304	96	116	534	275	101
Lane Group Flow (vph)	34	2381	104	1049	313	99	226	551	284	104
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	3	7	4	3	8	1
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	3	7	4	3	8	1
Switch Phase										
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.7	34.7	13.7	39.7	14.0	14.0	31.0	14.0	35.0	13.7
Total Split (s)	20.0	92.0	23.0	95.0	32.0	28.0	33.0	32.0	37.0	20.0
Total Split (%)	11.1%	51.1%	12.8%	52.8%	17.8%	15.6%	18.3%	17.8%	20.6%	11.1%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0	4.4
All-Red Time (s)	2.3	2.3	2.3	2.3	3.0	3.0	3.0	3.0	3.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	7.0	7.0	7.0	7.0	7.0	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	Max	None
v/c Ratio	0.12	0.95	0.68	0.44	0.28	0.43	0.85	1.72	0.76	0.23
Control Delay (s/veh)	8.9	31.9	63.7	26.8	1.1	51.0	95.2	369.0	81.6	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.9	31.9	63.7	26.8	1.1	51.0	95.2	369.0	81.6	9.3
Queue Length 50th (ft)	9	1005	86	208	0	85	242	~871	320	0
Queue Length 95th (ft)	m11	m#1119	m159	312	17	138	#395	#1132	#499	53
Internal Link Dist (ft)		1254		2519			317		567	
Turn Bay Length (ft)	405		240		160	145		145		
Base Capacity (vph)	348	2494	204	2387	1107	282	265	320	376	504
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.95	0.51	0.44	0.28	0.35	0.85	1.72	0.76	0.21

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 36 (20%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: NW 102nd Avenue & NW 74th Street



Imp AM Pe

HCM 7th Signalized Intersection Summary 2: NW 102nd Avenue & NW 74th Street

Future with Project with Imp PM Peak
04/11/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1486	74	171	2432	452	119	156	87	242	165	101
Future Volume (veh/h)	88	1486	74	171	2432	452	119	156	87	242	165	101
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	1885	1811	1811	1885	1856	1856	1885	1900	1841	1870	1885	1841
Adj Flow Rate, veh/h	90	1516	76	174	2482	461	121	159	89	247	168	103
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	6	6	1	3	3	1	0	4	2	1	4
Cap, veh/h	156	2659	133	320	2890	1069	264	145	81	238	317	318
Arrive On Green	0.08	1.00	1.00	0.11	1.00	1.00	0.07	0.13	0.13	0.11	0.17	0.17
Sat Flow, veh/h	1795	4816	241	1795	5066	1568	1795	1136	636	1781	1885	1534
Grp Volume(v), veh/h	90	1038	554	174	2482	461	121	0	248	247	168	103
Grp Sat Flow(s),veh/h/ln	1795	1648	1761	1795	1689	1568	1795	0	1772	1781	1885	1534
Q Serve(g_s), s	3.9	0.0	0.0	8.0	0.0	0.0	10.4	0.0	23.0	20.0	14.7	10.3
Cycle Q Clear(g_c), s	3.9	0.0	0.0	8.0	0.0	0.0	10.4	0.0	23.0	20.0	14.7	10.3
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	156	1820	972	320	2890	1069	264	0	226	238	317	318
V/C Ratio(X)	0.58	0.57	0.57	0.54	0.86	0.43	0.46	0.00	1.10	1.04	0.53	0.32
Avail Cap(c_a), veh/h	239	1820	972	470	2890	1069	336	0	226	238	317	318
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.44	0.44	0.44	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	0.0	14.4	0.0	0.0	62.1	0.0	78.5	60.9	68.4	60.8
Incr Delay (d2), s/veh	2.0	1.1	2.0	0.5	1.6	0.6	2.6	0.0	87.7	68.7	6.2	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	0.5	1.0	4.8	0.8	0.3	8.6	0.0	23.5	20.5	12.2	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.8	1.1	2.0	14.9	1.6	0.6	64.8	0.0	166.2	129.5	74.6	63.5
LnGrp LOS	B	A	A	B	A	A	E		F	F	E	E
Approach Vol, veh/h	1682			3117			369			518		
Approach Delay, s/veh	2.3			2.2			132.9			98.6		
Approach LOS	A			A			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	109.4	27.0	30.0	16.9	106.1	19.8	37.2				
Change Period (Y+Rc), s	6.7	6.7	7.0	7.0	6.7	6.7	7.0	7.0				
Max Green Setting (Gmax), s	15.3	94.3	20.0	23.0	25.3	84.3	20.0	23.0				
Max Q Clear Time (g_c+I1), s	5.9	2.0	22.0	25.0	10.0	2.0	12.4	16.7				
Green Ext Time (p_c), s	0.1	12.0	0.0	0.0	0.3	4.2	0.3	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	19.5											
HCM 7th LOS	B											

Timings
2: NW 102nd Avenue & NW 74th Street

Future with Project with Imp PM Peak
04/11/2025

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	88	1486	171	2432	452	119	156	242	165	101
Future Volume (vph)	88	1486	171	2432	452	119	156	242	165	101
Lane Group Flow (vph)	90	1592	174	2482	461	121	248	247	168	103
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	3	7	4	3	8	1
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	3	7	4	3	8	1
Switch Phase										
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.7	34.7	13.7	39.7	14.0	14.0	28.0	14.0	28.0	13.7
Total Split (s)	22.0	91.0	32.0	101.0	27.0	27.0	30.0	27.0	30.0	22.0
Total Split (%)	12.2%	50.6%	17.8%	56.1%	15.0%	15.0%	16.7%	15.0%	16.7%	12.2%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0	4.4
All-Red Time (s)	2.3	2.3	2.3	2.3	3.0	3.0	3.0	3.0	3.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	7.0	7.0	7.0	7.0	7.0	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	Max	None
v/c Ratio	0.63	0.62	0.72	0.89	0.43	0.43	1.05	1.04	0.61	0.26
Control Delay (s/veh)	67.5	20.2	51.7	25.1	1.4	55.8	140.4	122.9	83.0	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.5	20.2	51.7	25.1	1.4	55.8	140.4	122.9	83.0	9.6
Queue Length 50th (ft)	71	245	102	702	7	112	~304	~263	189	0
Queue Length 95th (ft)	m130	262	m162	831	m14	174	#502	#473	285	51
Internal Link Dist (ft)		1254		2519			334		567	
Turn Bay Length (ft)	405		240		160	145		145		
Base Capacity (vph)	193	2551	335	2778	1084	318	236	237	276	440
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.62	0.52	0.89	0.43	0.38	1.05	1.04	0.61	0.23

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 161 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: NW 102nd Avenue & NW 74th Street



mp PM Pe

Appendix E

Committed Development and Roadway Improvement Information

Century Town Center

at Midtown Doral

NW 82nd Street and NW 107th Avenue
Doral, Florida

TRAFFIC IMPACT STUDY

prepared for:
Century Homebuilders Group

KBP CONSULTING, INC.

July 2021
Updated May 2022

Century Town Center

At Midtown Doral

NW 82nd Street and NW 107th Avenue

Doral, Florida

Traffic Impact Study

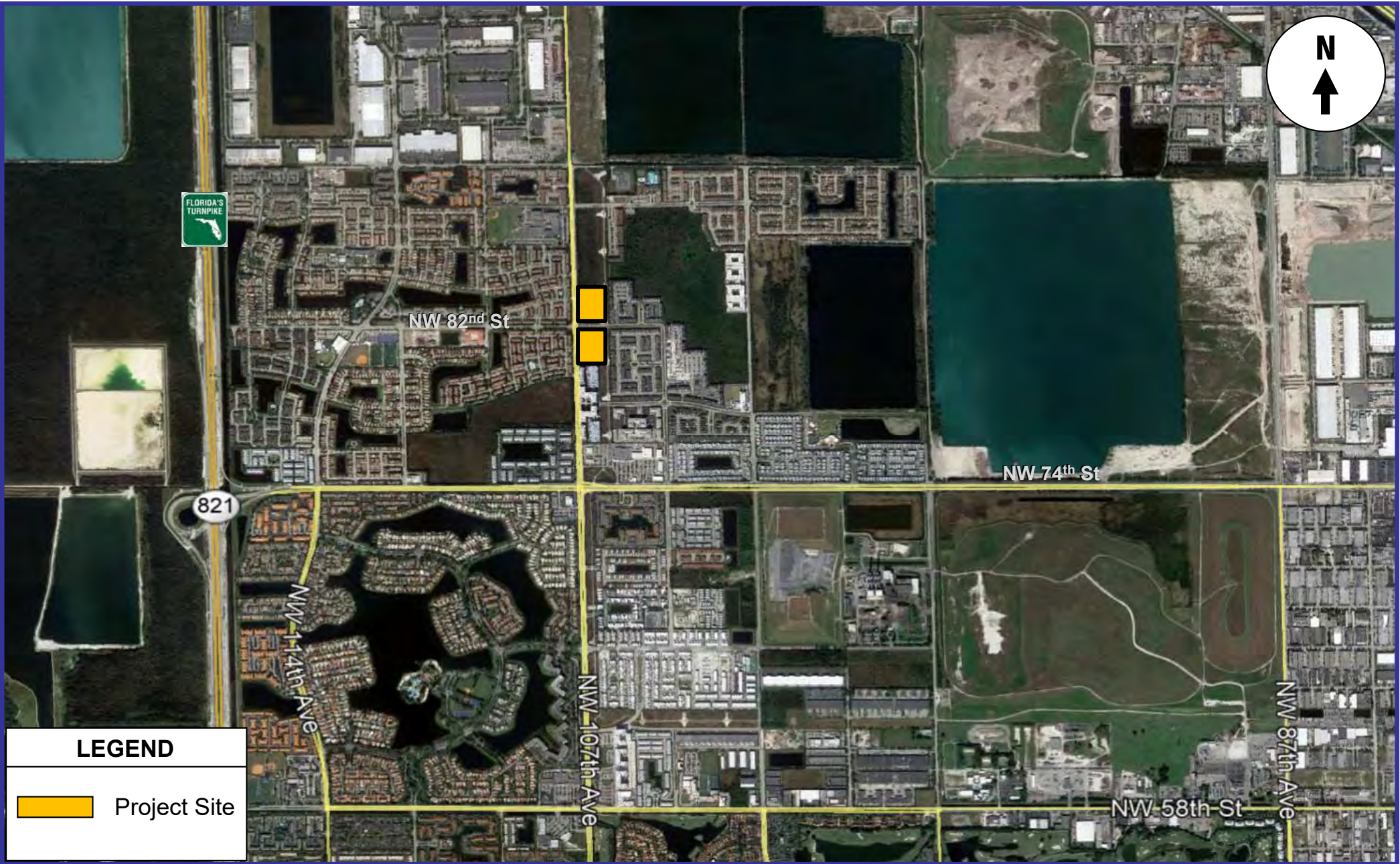
July 2021

Updated May 2022

Prepared for:
Century Homebuilders Group

Prepared by:
KBP Consulting, Inc.
8400 N. University Drive, Suite 309
Tamarac, Florida 33321
Phone: (954) 560-7103

Karl B. Peterson, P.E.
Florida Registration Number 49897
KBP Consulting, Inc.
8400 N. University Drive, Suite 309
Tamarac, Florida 33321
Registry 29939



LEGEND	
	Project Site

KBP CONSULTING, INC.

Project Location Map

FIGURE 1 Century Town Center Doral, Florida
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TRIP GENERATION

A trip generation analysis has been conducted for the approved and proposed development on the subject site. This analysis was performed using the trip generation rates and equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (10th Edition)*. The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. According to the referenced ITE manual, the most appropriate "land use" categories and corresponding rates and equations are as follows:

ITE Land Use #221 – Multifamily Housing (Mid-Rise)

- ❑ Weekday: $T = 5.45 (X) - 1.75$
where T = number of trips and X = number of dwelling units
- ❑ AM Peak: $\ln(T) = 0.98 \ln(X) - 0.98$ (26% in / 74% out)
- ❑ PM Peak: $\ln(T) = 0.96 \ln(X) - 0.63$ (61% in / 39% out)

ITE Land Use #820 – Shopping Center (Retail)

- ❑ Weekday: $\ln(T) = 0.68 \ln(X) + 5.57$
where T = number of trips and X = 1,000 square feet of gross leasable area
- ❑ AM Peak: $T = 0.50 (X) + 151.78$ (62% in / 38% out)
- ❑ PM Peak: $\ln(T) = 0.74 \ln(X) + 2.89$ (48% in / 52% out)
- ❑ Pass-by: $PM = 34\%^1$

Internalization procedures outlined in the ITE *Trip Generation Handbook (3rd Edition)* were evaluated to document the trips that will be internalized as a result of this specific mixed-use development program.

Utilizing the above-listed trip generation rates and equations from the referenced ITE manual and the internalization procedures outlined in the ITE handbook, a trip generation analysis was undertaken for the approved mixed-use development and the currently proposed mixed-use development. The results of this effort are documented in Table 1 on the following page. Excerpts from the referenced ITE manual are presented in Appendix H and the internalization analysis for these development programs are presented in Appendix I.

¹ The ITE *Trip Generation Handbook (3rd Edition)* does not specifically document a pass-by rate for the daily or AM peak hour time frames. It is understood that a significant portion of the trips generated during these time periods are pass-by trips; however, based upon input from Miami-Dade County, no pass-by trip reductions have been applied.

Table 1 Trip Generation Summary Century Town Center at Midtown Doral - Doral, Florida								
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Approved Uses								
Retail / Shopping Center	89,750 SF	5,586	122	75	197	241	261	502
Multifamily Housing (Mid-Rise)	505 DU	2,751	43	124	167	128	82	210
Subtotal		8,337	165	199	364	369	343	712
- Internalization (12%, 2%, 23%)		(1,000)	(4)	(4)	(8)	(83)	(83)	(166)
Driveway Volumes		7,337	161	195	356	286	260	546
- Pass-by Trips (Retail - 34%)		0	0	0	0	(74)	(69)	(143)
Total Trips (Approved Uses)		7,337	161	195	356	212	191	403
Proposed Uses								
Retail / Shopping Center	81,538 SF	5,233	120	73	193	224	243	467
Multifamily Housing (Mid-Rise)	675 DU	3,677	58	164	222	169	108	277
Subtotal		8,910	178	237	415	393	351	744
- Internalization (12.5%, 2%, 23%)		(1,114)	(4)	(4)	(8)	(86)	(86)	(172)
Driveway Volumes		7,796	174	233	407	307	265	572
- Pass-by Trips (Retail - 34%)		0	0	0	0	(69)	(61)	(130)
Total Trips (Proposed Uses)		7,796	174	233	407	238	204	442
Difference (Proposed Uses - Approved Uses)		459	13	38	51	26	13	39

Compiled by: KBP Consulting, Inc. (May 2022).

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition) and Trip Generation Handbook (3rd Edition).

Note: Pass-by reduction is associated with external trips only (i.e. gross trips minus internal trips) for the retail use.

As indicated in Table 1, the proposed mixed-use development is anticipated to generate approximately 7,796 daily vehicle trips, approximately 407 AM peak hour vehicle trips (174 inbound and 233 outbound) and approximately 442 vehicle trips (238 inbound and 204 outbound) during the typical afternoon peak hour. When compared with the approved development for this site this represents an increase of 459 daily vehicle trips, an increase of 51 AM peak hour vehicle trips and an increase of 39 PM peak hour vehicle trips.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The trip distribution for this project was based upon the *Miami-Dade County 2045 Long Range Transportation Plan – Directional Distribution Report* (excerpts are presented in Appendix J). Table 2 below summarizes the County’s 2015 and 2045 cardinal distribution data for Traffic Analysis Zone (TAZ) 687, which is applicable to the project location. This table also presents the interpolated distribution for the buildout year of 2024.

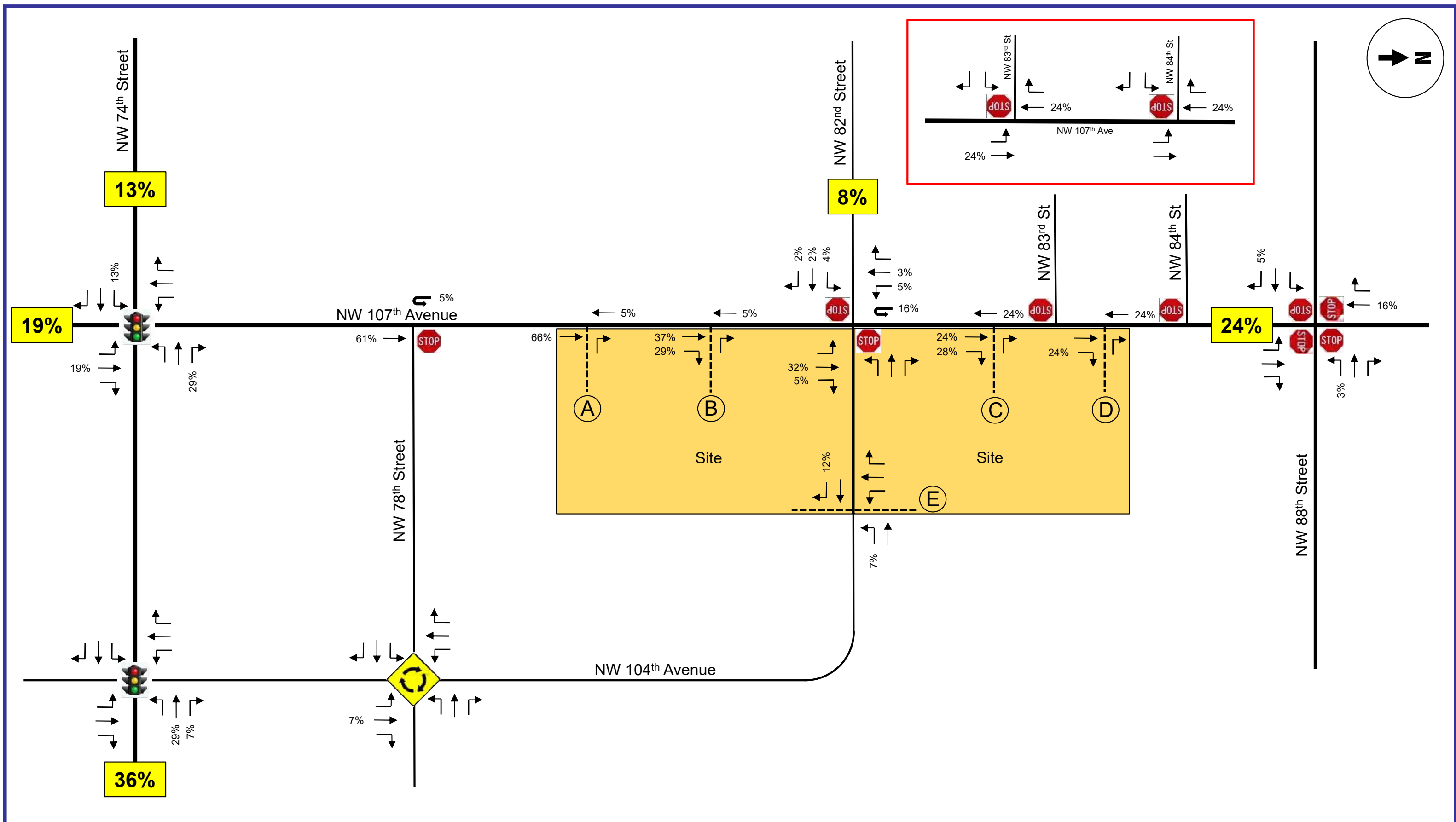
Table 2 Project Trip Distribution Century Town Center at Midtown Doral - Doral, Florida			
Direction	TAZ 687		
	Percent Distribution		
	2015	2024	2045
North			
Northwest	3.00%	3.93%	6.10%
Northeast	12.20%	12.98%	14.80%
South			
Southwest	12.50%	13.49%	15.80%
Southeast	20.50%	20.65%	21.00%
East			
Northeast	17.20%	16.36%	14.40%
Southeast	27.10%	25.63%	22.20%
West			
Northwest	2.10%	2.10%	2.10%
Southwest	5.40%	4.86%	3.60%
Total	100.00%	100.00%	100.00%

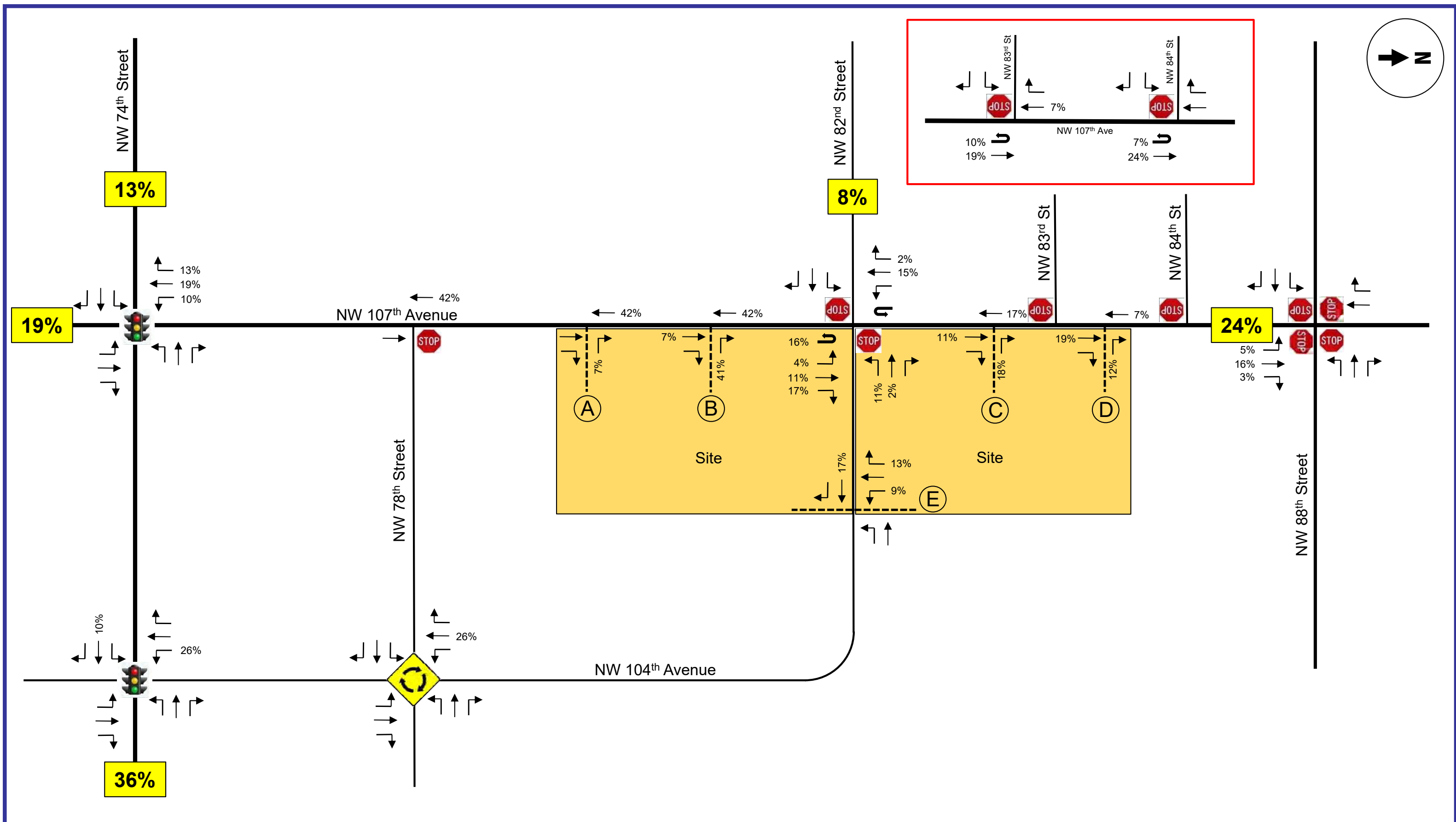
Source: Miami-Dade County MPO, 2045 LRTP

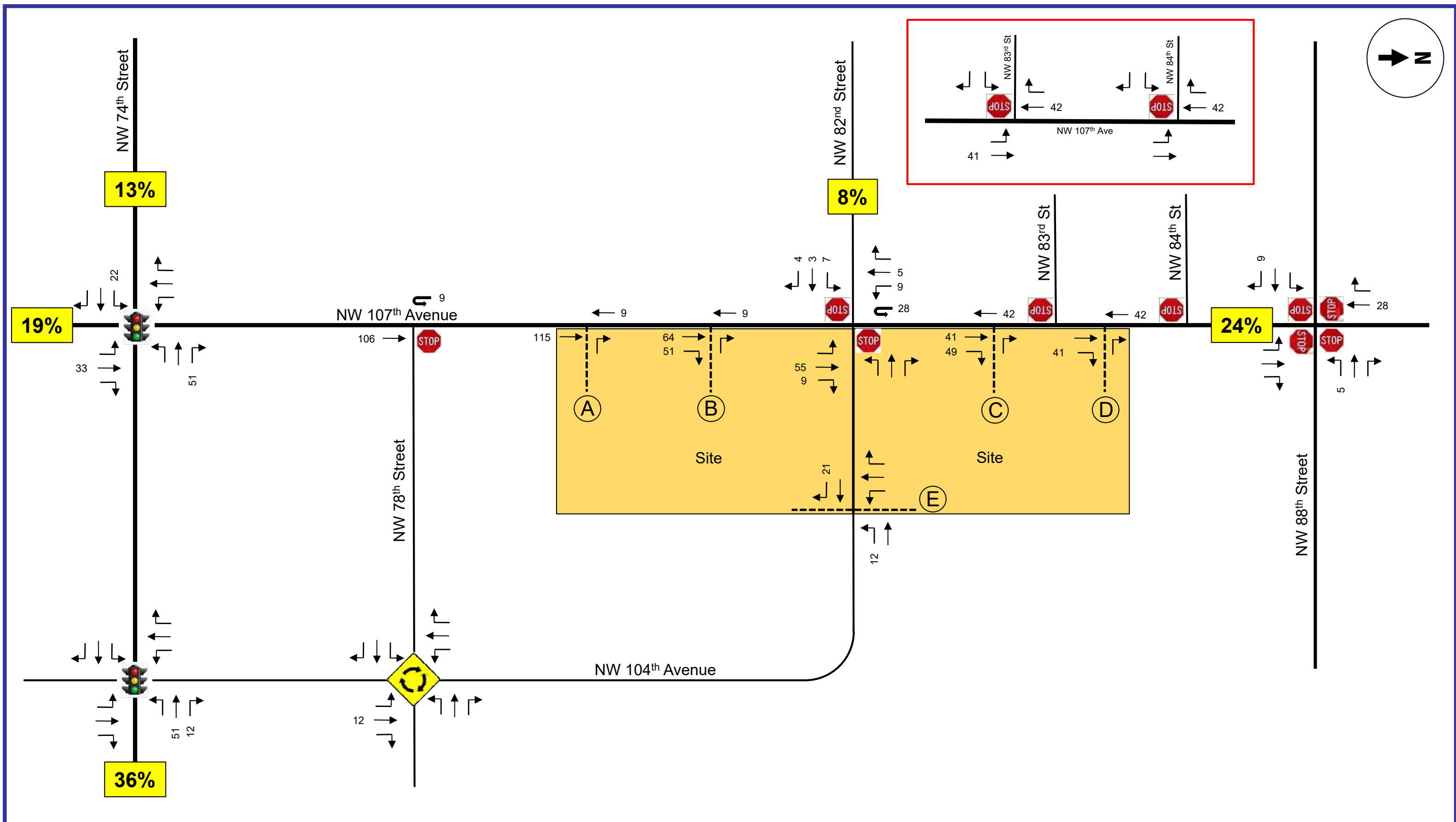
Using the trip distribution documented in Table 2 above, the following general traffic assignment was developed for the proposed Century Town Center project:

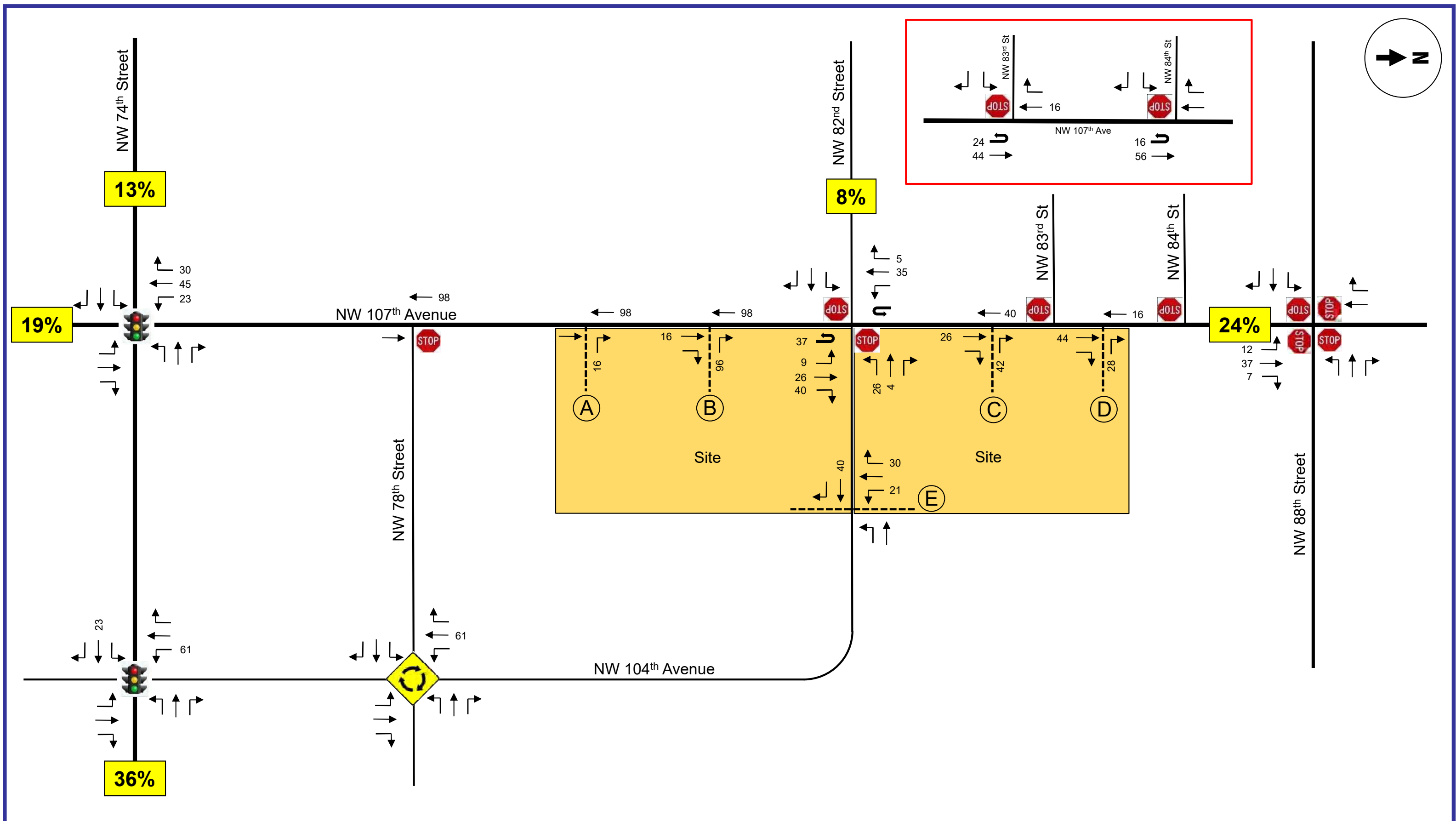
- 36% to and from the east via NW 74th Street
- 24% to and from the north via NW 107th Avenue
- 19% to and from the south via NW 107th Avenue
- 13% to and from the west via NW 74th Street
- 8% to and from the west via NW 82nd Street

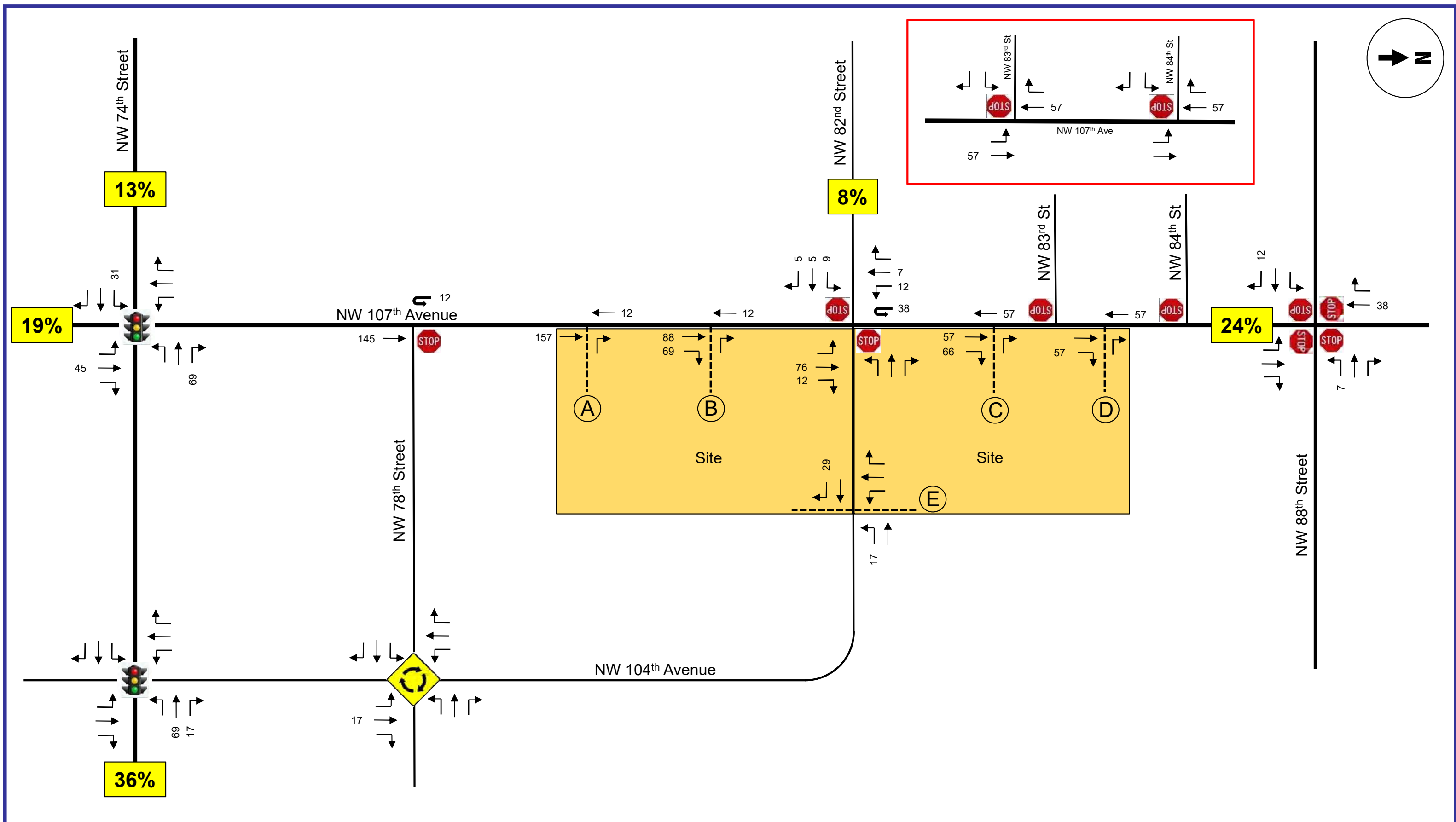
The detailed inbound and outbound trip distribution patterns for the primary project trips at the study intersections are depicted graphically in Figures 5 and 6. The primary peak hour trips generated by the project have been assigned to the nearby transportation network and external intersections using these trip distribution patterns. The resulting inbound and outbound AM and PM peak hour project traffic assignments are summarized in Figures 7 through 10.

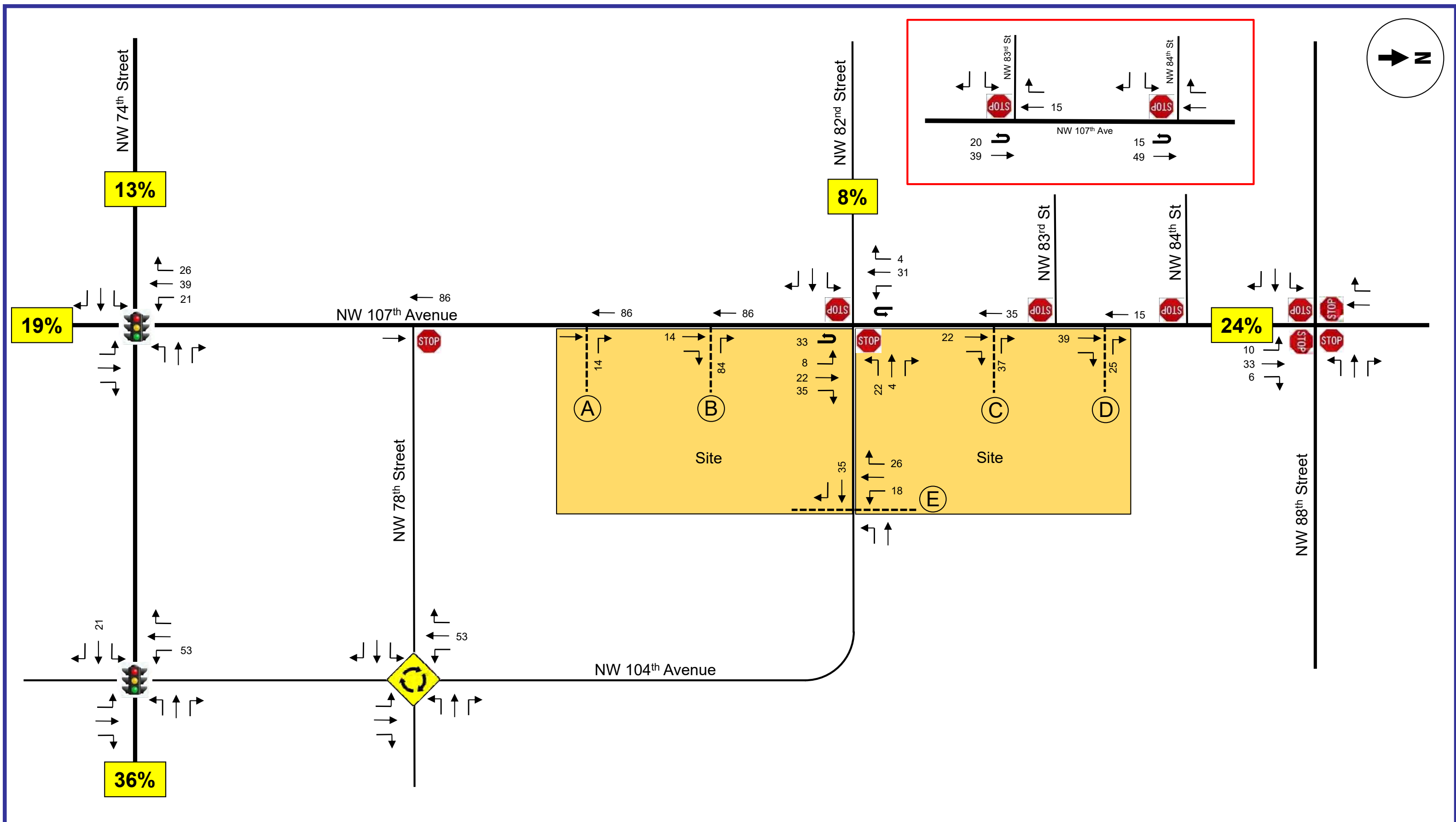












MEMORANDUM

To: Edna Sibila
From: Karl Peterson
Date: March 25, 2023
Subject: Midtown Doral – Phase III
Traffic Impact Study Methodology

Project Location: East side of NW 107th Avenue generally between NW 83rd Street and NW 86th Street (Folio Number 35-3008-000-0031)

Existing Land Use: Vacant

Approved Land Uses: Commercial / Retail Space (44,875 square feet)
Mid-Rise Multifamily Housing (253 dwelling units)

Proposed Land Uses: Mid-Rise Multifamily Housing (492 dwelling units)
A preliminary site plan is presented in Attachment A

Trip Generation: In accordance with the ITE *Trip Generation Manual (11th Edition)*.

Internalization of Traffic: In accordance with the ITE *Trip Generation Handbook (3rd Edition)*.

Pass-By Traffic Analysis: To be prepared in accordance with the latest ITE pass-by rates tables.

Preliminary Trip Generation Analysis: See Table 1 on the following page. Internalization analyses are presented in Attachment B.

Required Study: City of Doral – Level 1: Between 1 and 250 net new peak hour vehicle trips.

Note: *The trip generation characteristics of the approved land uses are provided purely for informational and comparison purposes. Since the property is currently vacant, there will be no credit taken for the approved land uses and the corresponding trips. The traffic impact analyses will be conducted by assessing the full impacts of the traffic to be generated by the proposed development program.*

Table 1
Midtown Doral - Phase III
Trip Generation Summary
Doral, Florida

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Approved Uses								
Shopping Plaza (40-150k/No Supermkt)	44,875 SF	3,030	48	30	78	114	119	233
Multifamily Housing (Mid-Rise)	253 DU	1,160	23	77	100	60	39	99
Subtotal		4,190	71	107	178	174	158	332
- Internalization (12.43800%, 1.38202%, 23.49398%)		(521)	(1)	(1)	(2)	(39)	(39)	(78)
Driveway Volumes		3,669	70	106	176	135	119	254
- Pass-by Trips (Retail - 40%)		0	0	0	0	(41)	(36)	(77)
Total Trips (Approved Uses)		3,669	70	106	176	94	83	177
Proposed Use								
Multifamily Housing (Mid-Rise)	492 DU	2,300	47	158	205	117	75	192
Subtotal		2,300	47	158	205	117	75	192
- Internalization (N/A)		0	0	0	0	0	0	0
Driveway Volumes		2,300	47	158	205	117	75	192
- Pass-by Trips (N/A)		0	0	0	0	0	0	0
Total Trips (Proposed Uses)		2,300	47	158	205	117	75	192
Difference (Proposed Uses - Approved Uses)		(1,369)	(23)	52	29	23	(8)	15

Compiled by: KBP Consulting, Inc. (March 2023).

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) and Trip Generation Handbook (3rd Edition).

Note: Pass-by reduction is associated with external trips only (i.e. gross trips minus internal trips) for the retail use.

Proposed Traffic Impact Study Methodology

- Trip Generation – to be performed in accordance with the ITE *Trip Generation Manual (11th Edition)* and *Trip Generation Handbook (3rd Edition)* report.
- Trip Distribution & Assignment – to be based upon the latest applicable TAZ data contained within the Long Range Transportation Plan (LRTP) published by the Miami-Dade MPO.
- Traffic Counts (to include trucks and pedestrians) – See Attachment C
 - o AM (7-9) & PM (4-6) peak period turning movement counts
 - NW 107th Avenue and NW 74th Street
 - NW 107th Avenue and NW 82nd Street
 - NW 107th Avenue and NW 84th Street
 - NW 107th Avenue and NW 86th Street
 - NW 107th Avenue and NW 88th Street

- o 72-Hour Roadway Link Counts
 - NW 107th Avenue
 - Between NW 82nd Street and NW 84th Street
 - Between NW 84th Street and NW 88th Street
 - NW 82nd Street
 - Between NW 104th Avenue and NW 107th Avenue
 - NW 88th Street
 - Between NW 107th Avenue and NW 102nd Avenue
- o These counts will be reviewed with respect to the City of Doral's biannual traffic count data for applicable roadways.
- o Traffic counts will be adjusted to peak season conditions.
- Signal Timing – timing plans for the study intersections will be obtained from Miami-Dade County. (Approved signal timing recommendations related to Century Town will be incorporated.)
- Committed Development – traffic data associated with committed development within the project study area will be obtained from the City of Doral.
- Background Growth – traffic data collected and maintained by the City of Doral and/or the FDOT will be reviewed and analyzed for the purposes of establishing the appropriate background growth rates for the project study area.
- Future Transportation Projects – roadway improvements that will add capacity within the project study area will be identified and reviewed with City staff for possible inclusion in the traffic analysis.
- Build Out Year – it is anticipated that the build out year for this project will be 2026. This will be confirmed with the owner / client.
- Level of Service Analyses / Concurrency Determination
 - o Periods to be Analyzed
 - Base Year (2023)
 - Project Build Out Year (2026) without Project Traffic
 - Project Build Out Year (2026) with Project Traffic
 - o Intersection Analyses (including project driveways)
 - Signalized intersection analysis procedures
 - To be performed in accordance with 2010 HCM procedures
 - Utilize SYNCHRO traffic analysis software
 - o Roadway Link Analyses
 - Analysis to be based upon latest FDOT published level of service criteria and information contained with the City's Transportation Master Plan

- Left-turn and right-turn lane analyses will be conducted in accordance with City Code at the following locations:
 - NW 107th Avenue and NW 84th Street
 - Southbound Left-Turn
 - Northbound Right-Turn
 - NW 107th Avenue and Project Driveway (north of NW 84th Street)
 - NW 107th Avenue and NW 86th Street
 - Southbound Left-Turn
 - Northbound Right-Turn
 - Westbound Left-Turn
- NW 107th Avenue and NW 86th Street – This intersection will be evaluated with respect to signal warrant criteria and/or removing the all-way stop condition.
- Traffic Report – This analysis will be presented in a Traffic Impact Study (TIS) and accompanied by supporting data. The TIS will address the requirements of the City of Doral's Land Development Code, Chapter 77 pertaining to turning lanes, intersection improvements, access drives, and other applicable sections.
 - A section of the report will be dedicated to pedestrian and transit amenities within the project study area.
 - If access to the parking garage will be gated, a vehicle queuing analysis will be performed.

Attachment A

Midtown Doral – Phase III

Preliminary Site Plan

MIDTOWN DORAL PHASE III

**PASCUAL
PEREZ
KILIDDJIAN
STARR**
ARCHITECTS + PLANNERS

FPL EASEMENT

FPL EASEMENT

PHASE IV

PHASE II



SITE PLAN

N.W. 86th STREET

N.W. 84th STREET



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EFFICIENCY TABLE		
TOTAL RENTABLE SF	447,792 SF	
TOTAL BUILDING AREA	552,080 SF	
TOTAL %	84.07 %	

FAR TABLE		
LEVEL	REQUIRED	PROVIDED
1 LEVEL	0.5 (105,335.30 SF)	61,530 SF
2 LEVEL	0.25 (52,667.65 SF)	61,730 SF
3 LEVEL	0.25 (52,667.65 SF)	58,430 SF
4 LEVEL	0.25 (52,667.65 SF)	58,430 SF
5 LEVEL	0.25 (52,667.65 SF)	58,430 SF
6 LEVEL	0.25 (52,667.65 SF)	58,430 SF
7 LEVEL	0.25 (52,667.65 SF)	58,430 SF
8 LEVEL	0.25 (52,667.65 SF)	58,430 SF
TOTAL	474,000 SF	520,530 SF

PHASE III PARKING GARAGE BREAKDOWN			
UNIT TYPE	UNIT COUNT	SPACES REQ. PER UNIT	REQUIRED DOTAL STD.
STUDIO	154	2	308
1 BEDROOM	154	2	308
2 BEDROOM	154	2	308
3 BEDROOM	154	2	308
4 BEDROOM	154	2	308
5 BEDROOM	154	2	308
6 BEDROOM	154	2	308
7 BEDROOM	154	2	308
8 BEDROOM	154	2	308
TOTAL	492		1,139
TOTAL PARKING PROVIDED: 1,145			
HANDICAP SPACES: 23			
E.V.S.E. SPACES: 23			
BICYCLE RESIDENTIAL: 80			

OVERALL UNIT & AREA BREAKDOWN															
				PER FLOOR COUNT											
UNIT TYPE	BED (BATH)	UNIT AREA (AC)	UNIT AREA (SQUARE FEET)	1ST FLR	2ND FLR	3RD FLR	4TH FLR	5TH FLR	6TH FLR	7TH FLR	8TH FLR	TOTAL NO. UNIT TYPES	UNIT TYPES	(%) UNIT TYPES	
STUDIO 1	0/1	533 SF	561 SF				2	2	2	2	2	12	2.44%		
UNIT A	1/1	674 SF	727 SF	8	8	8	8	8	8	8	8	96	19.42%		
UNIT B	1/1	662 SF	722 SF	20	16	14	14	14	14	14	20	128	25.82%		
UNIT C	1/1 (BATH 1/2)	724 SF	772 SF	4	4	10	10	10	10	10	12	70	14.22%		
UNIT D	2/2	884 SF	948 SF	4	4	8	12	12	12	12	12	84	16.72%		
UNIT E	2/2	968 SF	1,046 SF	8	8	10	10	10	10	10	16	76	15.23%		
UNIT F	2/2 (BATH 1/2)	1,018 SF	1,086 SF	2	2	2	2	2	2	2	8	32	6.47%		
UNIT G	3/2	1,242 SF	1,373 SF	4	4	4	4	4	4	4	4	32	6.50%		
TOTAL UNIT QTY. PER FLOOR				48	50	62	62	62	62	62	84	492	100.00%		
RENTABLE STORAGE QTY. PER FLOOR				34	34	34	34	34	34	34	34	34	350		
				PER FLOOR COUNT								TOTAL			
TOTAL UNIT GROSS SF. PER FLOOR				41,340 SF	43,368 SF	54,410 SF	54,410 SF	54,410 SF	54,410 SF	54,410 SF	54,410 SF	14,484 SF	431,342 SF		
RENTABLE STORAGE SF. PER FLOOR				1,730 SF	1,730 SF	1,730 SF	1,730 SF	1,730 SF	1,730 SF	1,730 SF	1,730 SF	4,940 SF	16,405 SF		
				PER FLOOR COUNT								TOTAL			
CIRCULATION & UTILITIES SF. PER FLOOR				10,508 SF	8,298 SF	10,288 SF	10,288 SF	10,288 SF	10,288 SF	10,288 SF	10,288 SF	14,804 SF	87,687 SF		
LOBBY & LEASING OFFICE				10,034 SF	8,137 SF								18,171 SF		
CLUBHOUSE												14,761 SF	14,760 SF		
POOL DECK / AMENITY AREA												33,585 SF	33,586 SF		
FRONT COLONNAGE				1,160 SF									1,160 SF		
PARKING GARAGE GROSS SF. PER FLOOR				44,848 SF	43,367 SF	71,629 SF	71,629 SF	71,629 SF	71,629 SF	71,629 SF	71,629 SF	0 SF	446,558 SF		
TOTAL BUILDING GROSS SF. PER FLOOR				180,970 SF	185,108 SF	188,595 SF	188,595 SF	188,595 SF	188,595 SF	188,595 SF	188,595 SF	41,788 SF	1,046,732 SF		

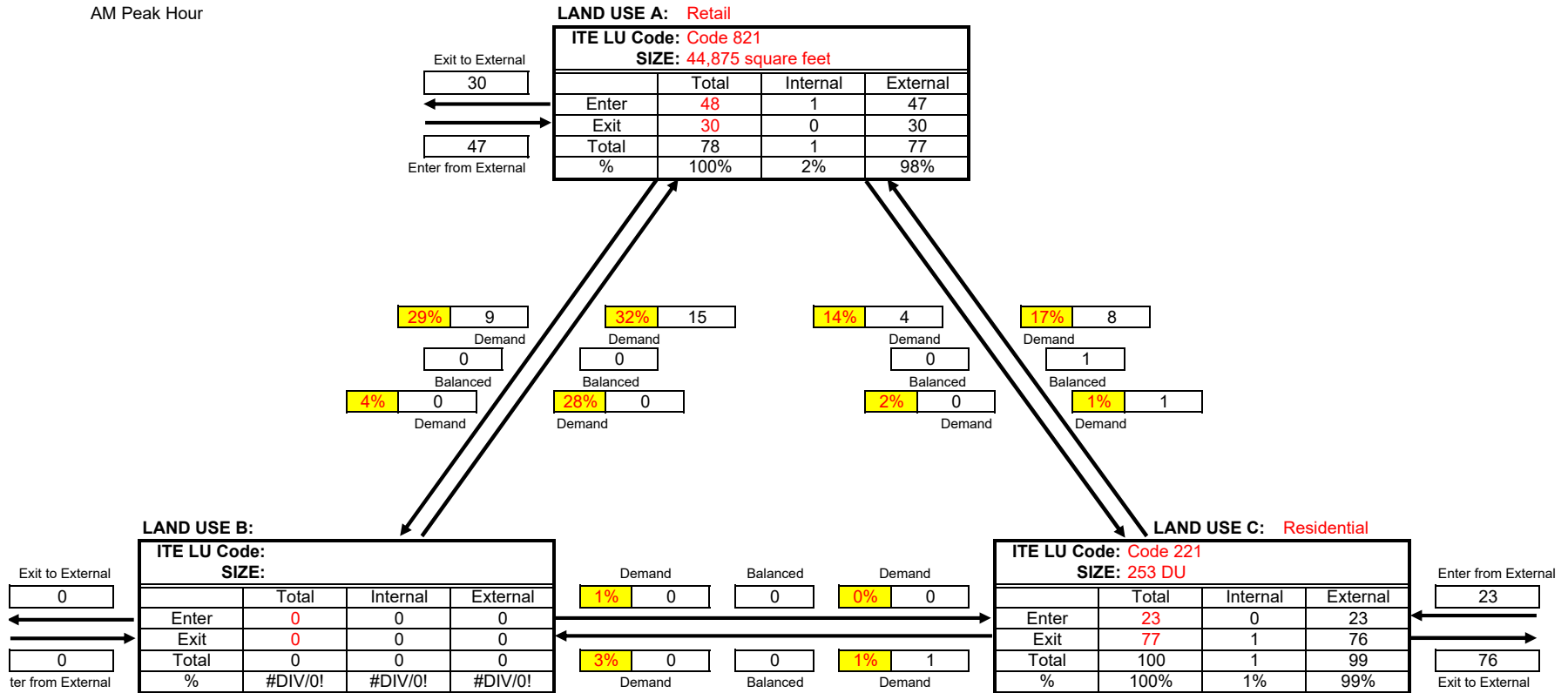
Attachment B

Midtown Doral – Phase III

Internalization Analyses

APPROVED LAND USES
Trip Generation
and Internal Capture Summary

Analyst: Peterson
Date: 2-Mar-23
 AM Peak Hour

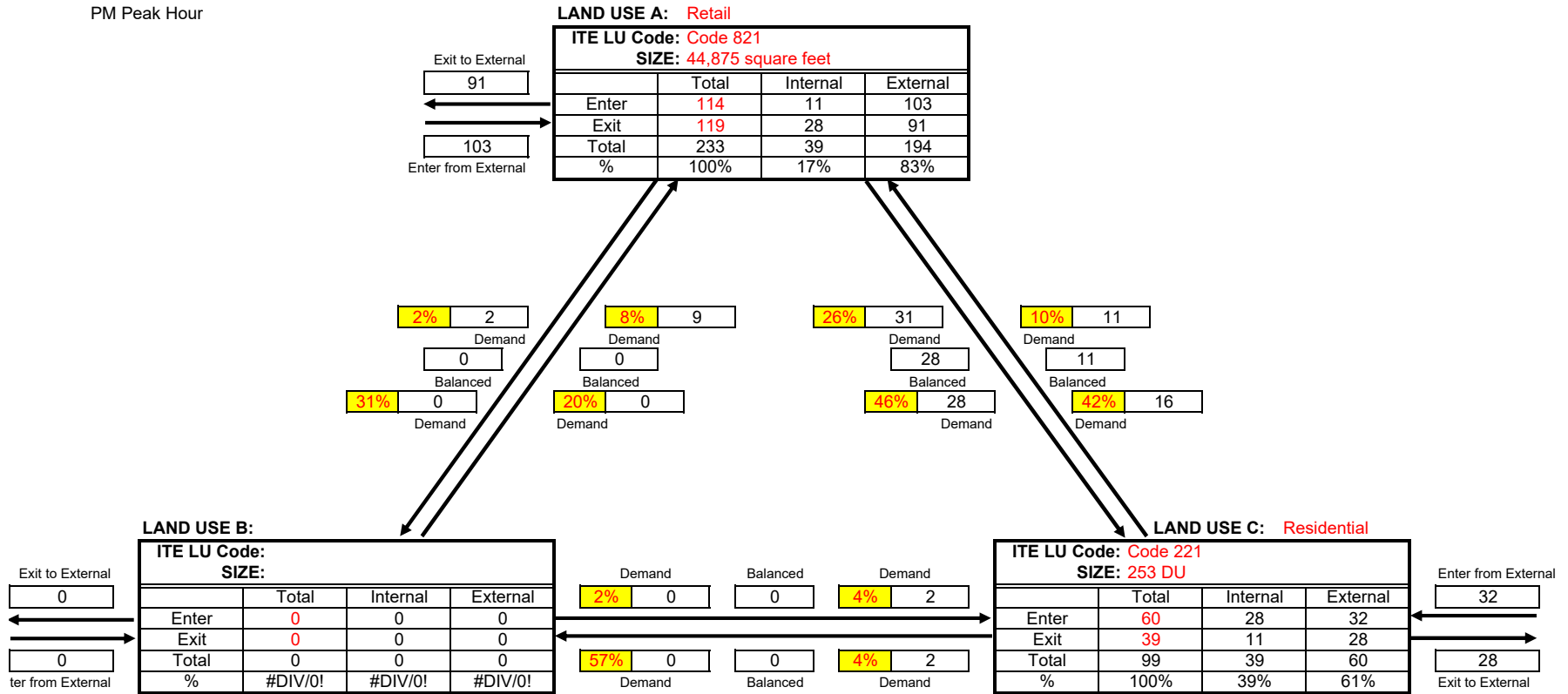


Net External Trips for Multi-Use Development				
	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	47	0	23	70
Exit	30	0	76	106
Total	77	0	99	176
Single-Use Trip Gen. Est.	78	0	100	178

INTERNAL CAPTURE
1.38202%

APPROVED LAND USES
Trip Generation
and Internal Capture Summary

Analyst: Peterson
Date: 2-Mar-23
 PM Peak Hour



Net External Trips for Multi-Use Development				
	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	103	0	32	135
Exit	91	0	28	119
Total	194	0	60	254
Single-Use Trip Gen. Est.	233	0	99	332
				INTERNAL CAPTURE
				23.49398%

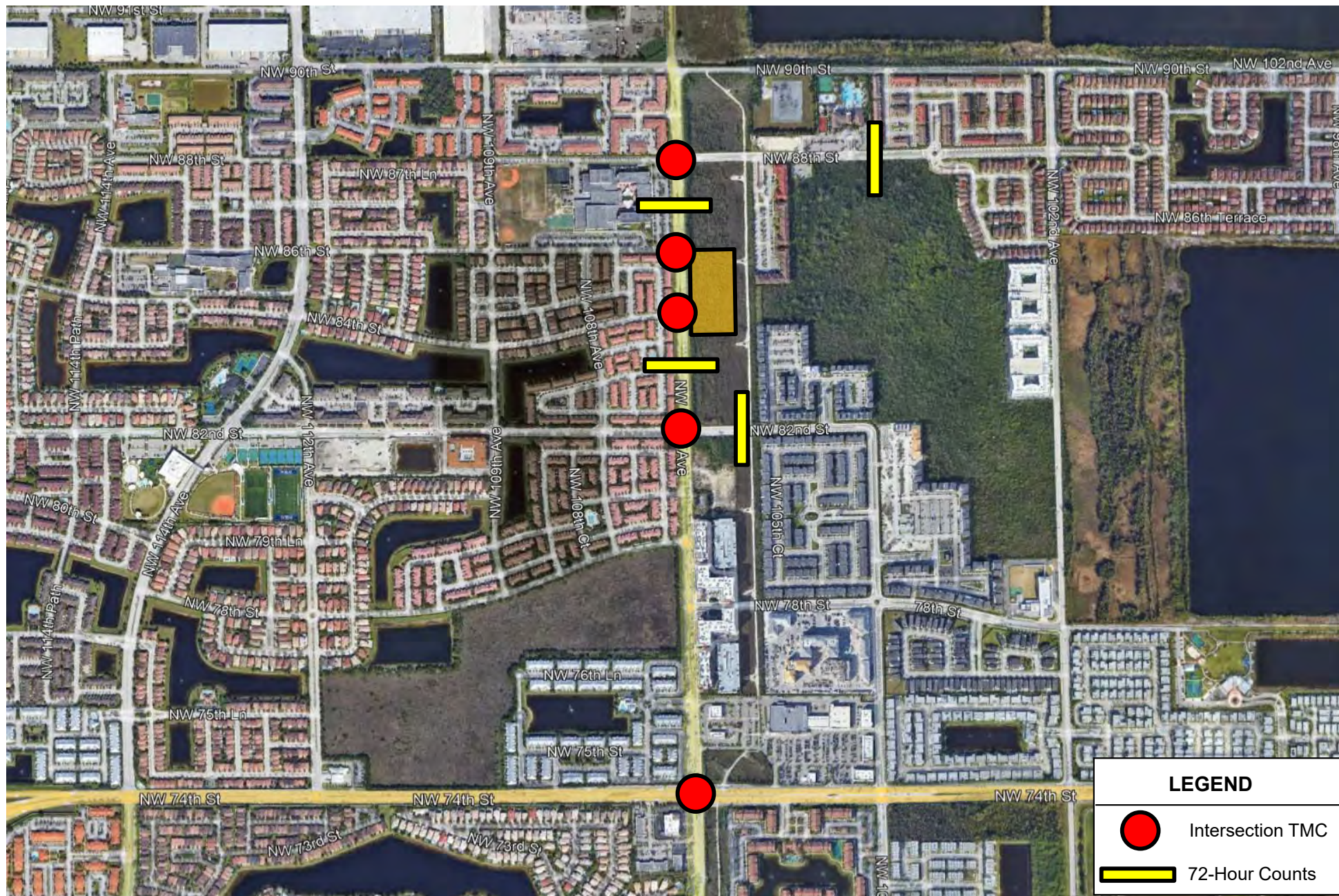
Attachment C

Midtown Doral – Phase III

Traffic Count Locations

Attachment C

Midtown Doral – Phase III – Data Collection Sites



Midtown Doral *Phases IV, V, & VI*

T R A F F I C S T U D Y



Since 1978

Prepared By:
David Plummer & Associates

Prepared For:
MG Doral Partner LLC

Prepared In:
June 2024

DPA Job #:
23188

EXECUTIVE SUMMARY

The Midtown Doral Phases IV, V, and VI project will be located on the east side of NW 107th Avenue between NW 86th Street and NW 90th Street in Doral, Florida. Phase IV of the project proposes 146 residential units. Phase V of the project proposes a mixed-use development consisting of 203 residential units and 11,370 SF of retail space. Phases IV and V will share a seven-story parking garage that provides 848 parking spaces. Phase VI proposes a mixed-use development consisting of 203 residential units, 11,370 SF of retail space, and a six-story parking garage that provides 514 parking spaces. The site is currently occupied by a vacant lot.

Access to / from the Phase IV and V parking garage will be provided via a two-way driveway located on NW 86th Street, a two-way, right in / right out driveway located on NW 107th Avenue, and a two-way, right in / right out driveway located on NW 88th Street. The loading areas for Phases IV and V of the project are located along NW 86th Street and along the private internal roadway, north of the parking garage. Access to the loading areas is provided via a two-way driveway located on NW 86th Street and a two-way, right in / right out driveway located on NW 88th Street. Access to / from the Phase VI parking garage will be provided via a two-way, right in / right out driveway located along NW 88th Street and a two-way, right in / right out driveway located along NW 107th Avenue. The loading area for Phase VI of the project is located on the southwest corner of the site. Access to the loading area is also provided via the two-way, right in / right out driveway located along NW 88th Street and a two-way, right in / right out driveway located along NW 107th Avenue. For the purpose of this traffic analysis, the project build-out is anticipated by 2025.

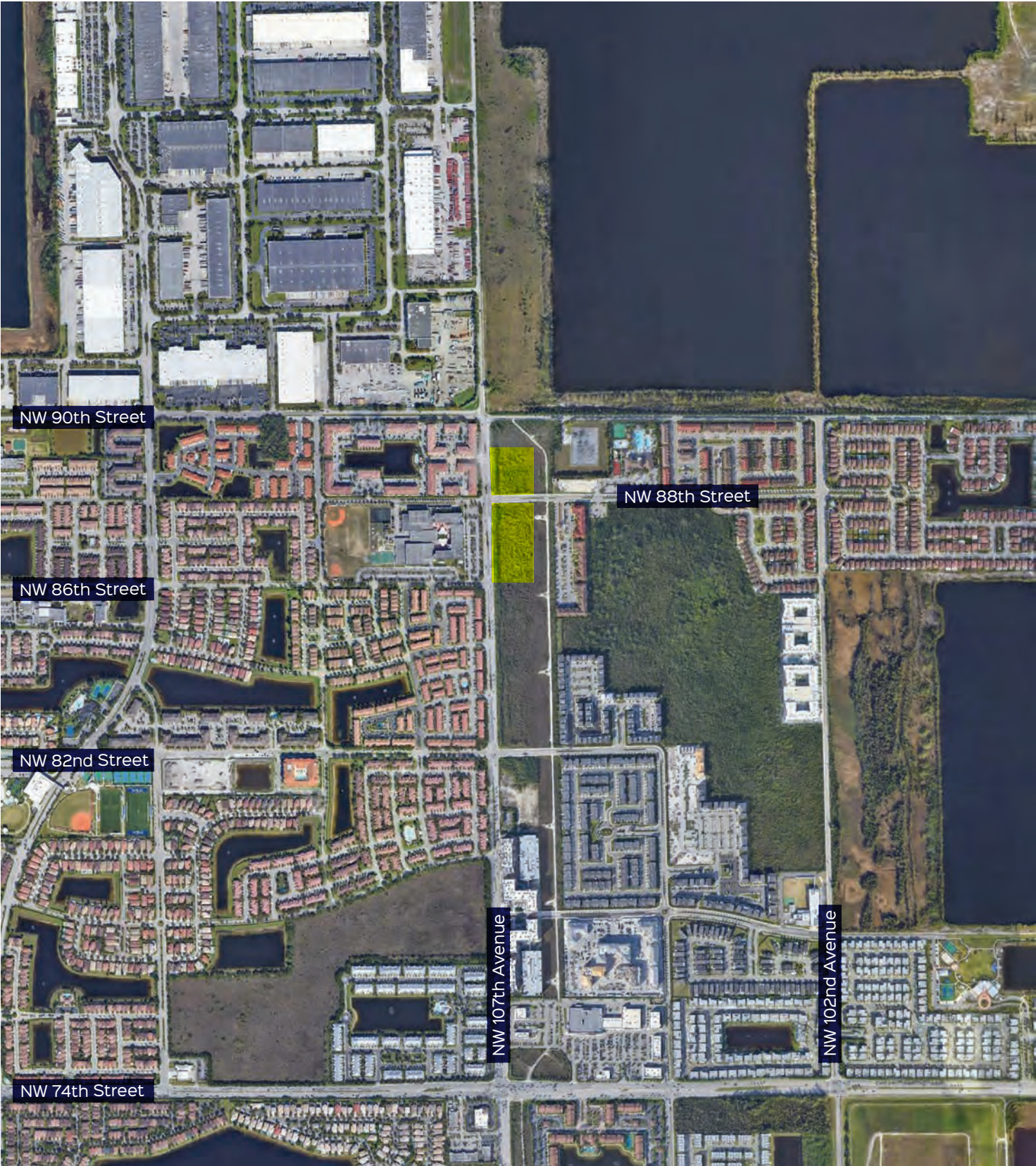
An assessment of the traffic impacts associated with the Midtown Doral Phases IV, V, and VI project was performed in accordance with the requirements of the City of Doral, Miami-Dade County (MDC), and the methodology approved by both agencies. The intersection analysis indicates that all of the studied intersections, except the NW 107th Avenue / NW 90th Street and NW 107th Avenue / NW 74th Street intersections, currently operate and are projected to continue to operate within the City's overall LOS standards during the AM and PM peak hours. Signal timing adjustments are recommended to improve approach delays at the NW 107th Avenue / NW

74th Street intersection during the AM and PM peak hours. The unsignalized project driveways were also analyzed. The analysis indicates all driveways are projected to operate at acceptable LOS.

A signal warrant analysis was performed at the NW 107th Avenue / NW 86th Street and NW 107th Avenue / NW 88th Street intersections. The signal warrant study was performed using the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT) Manual on Uniform Traffic Studies (MUTS). Meeting at least one of the signal warrants is a requirement before a traffic signal can be installed. The signal warrant analysis shows that warrants 1, 2, and 3 are met at the NW 107th Avenue / NW 88th Street and NW 107th Avenue / NW 86th Street intersections. Therefore, a traffic signal at this intersection is recommended. However, MDC and the City of Doral must also agree with the need for a traffic signal and consider other issues and concerns before approving any new traffic signal.

The project is committed to restriping the southbound left turn lane at the NW 107th Avenue / NW 86th Street intersection to allow this movement and convert the intersection to a signalized intersection. The project is also committed to signalizing and reconfiguring the NW 107th Avenue / NW 88th Street intersection. A southbound left turn lane will be added and the westbound approach will be modified to have an exclusive left turn and a shared through/right lane. A crosswalk will also be added to the south leg of the NW 107th Avenue / NW 88th Street intersection. Additionally, in order to make the driveway north of NW 88th Street right in / right out, the project will add a directional median to allow the northbound left and eastbound left movements in / out of the adjacent property. The project is also proposing to improve the existing trolley stop on the east side of NW 107th Avenue just north of NW 88th Street by adding a trolley shelter for passengers.

The project area is currently served by the City of Doral trolley routes 1, 3, and 4. The project is located in an area that is conducive for pedestrian activities providing ample sidewalks and pedestrian crosswalks. An off-street pedestrian / bicycle trail that runs parallel to NW 107th Avenue is also available within the project area. The availability of transit and the existing pedestrian / bicyclist infrastructure will encourage the use of other modes of transportation and will reduce the project's vehicular impacts on the roadway network.



 Project Location

Exhibit 1
Location Map



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. ITE trip generation worksheets are provided in Appendix F.

The proposed development plan incorporates residential and retail land uses, which can satisfy the work trip and retail needs for some residents, employees, and visitors 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 also included in Appendix F.

Based on the US census data for tract 90.40, 4.1% of the area uses other modes of transportation. As such, a 4.1% deduction was taken for the residential land use based on the 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 Phases IV & V								
Proposed ITE Land Use Designation¹	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) <i>Land Use Code: 221</i>	349 DU	1,618	33	109	142	83	53	136
Strip Retail Plaza (<40k) <i>Land Use Code: 822</i>	11,370 SF	710	16	11	27	43	43	86
Total Gross Trips		2,328	49	120	169	126	96	222
Other Modes of Transportation ²		4.1%	-1	-4	-5	-3	-2	-5
Internalization (AM, PM) ³		(2.4%, 13.8%)	-2	-2	-4	-15	-15	-30
Net Existing Trips			46	114	160	108	79	187

¹Based on ITE *Trip Generation*, 11th Edition.

²Based on the US Census tract 90.40.

³Based on ITE *Trip Generation Handbook*, 3rd Edition.

Proposed Phase VI

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) <i>Land Use Code: 221</i>	203 DU	922	18	60	78	48	31	79
Strip Retail Plaza (<40k) <i>Land Use Code: 822</i>	11,370 SF	710	16	11	27	43	43	86
Total Gross Trips		1,632	34	71	105	91	74	165
Other Modes of Transportation ²	4.1%		-1	-2	-3	-2	-1	-3
Internalization (AM, PM) ³	(2.0%, 18.5%)		-1	-1	-2	-15	-15	-30
Net Existing Trips			32	68	100	74	58	132

¹Based on ITE Trip Generation, 11th Edition.

²Based on the US Census tract 90.40.

³Based on ITE Trip Generation Handbook, 3rd Edition.

4.5 Project Trip Assignment

Project traffic was distributed and assigned to the study area using the cardinal distribution for TAZ 687 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: 17% to the north, 34% to the south, 42% to the east, and 7% to the west.

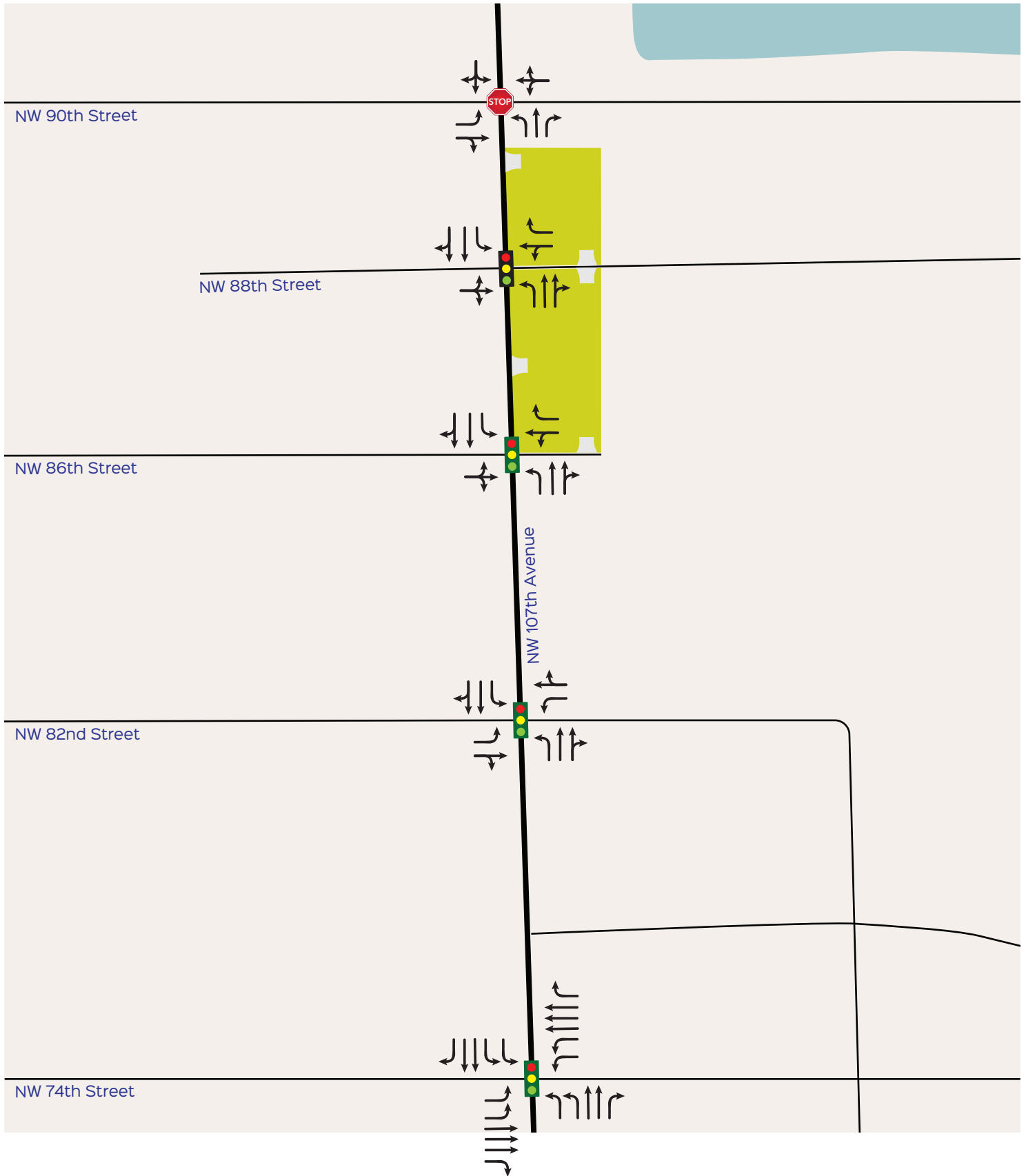
For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. The project will be developed in phases. Phases IV and V will be completed on the same site, while Phase VI will be completed on a site to the north. Therefore, the project trip distribution and assignment for Phases IV and V are independent of the Phase VI project trip distribution and assignment. The proposed lane configurations is shown in Exhibit 11.

The project trip distribution and trip assignment for each phase are graphically portrayed in Exhibits 12 – 15. The project trip distribution along the extended roadway network is provided in Appendix C. Exhibit 16 shows the projected turning movements for future with project conditions.

Exhibit 10: Cardinal Distribution (TAZ 687)

DIRECTION	2015	2045	2025
NNE	12.2%	14.8%	13.1%
ENE	17.2%	14.4%	16.3%
ESE	27.1%	22.3%	25.5%
SSE	20.5%	21.0%	20.7%
SSW	12.5%	15.8%	13.6%
WSW	5.4%	3.6%	4.8%
WNW	2.1%	2.1%	2.1%
NNW	3.0%	6.1%	4.0%

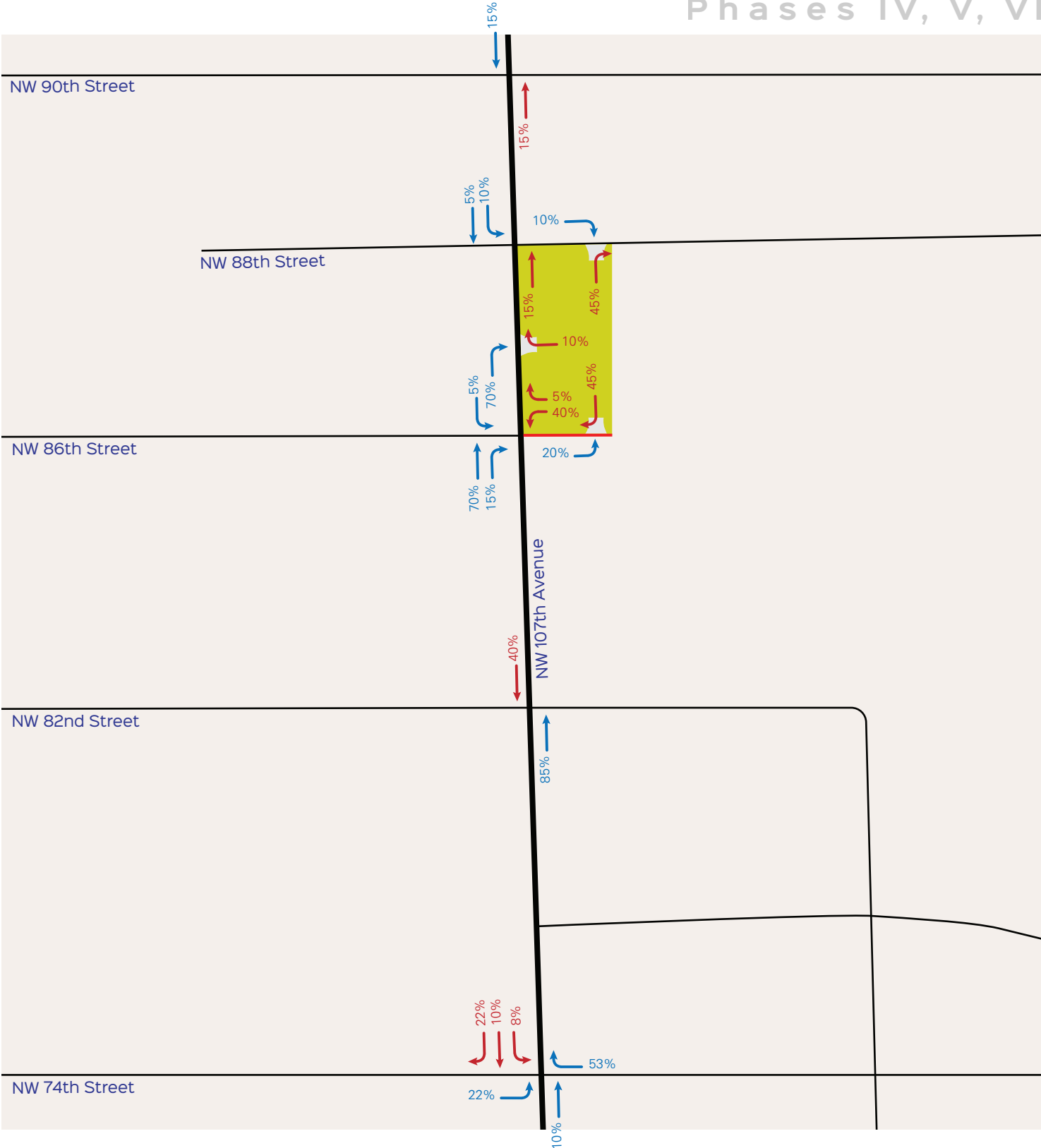
Source: Miami-Dade Long Range Transportation Plan



 Project Location

Exhibit 11

Proposed Lane Configurations

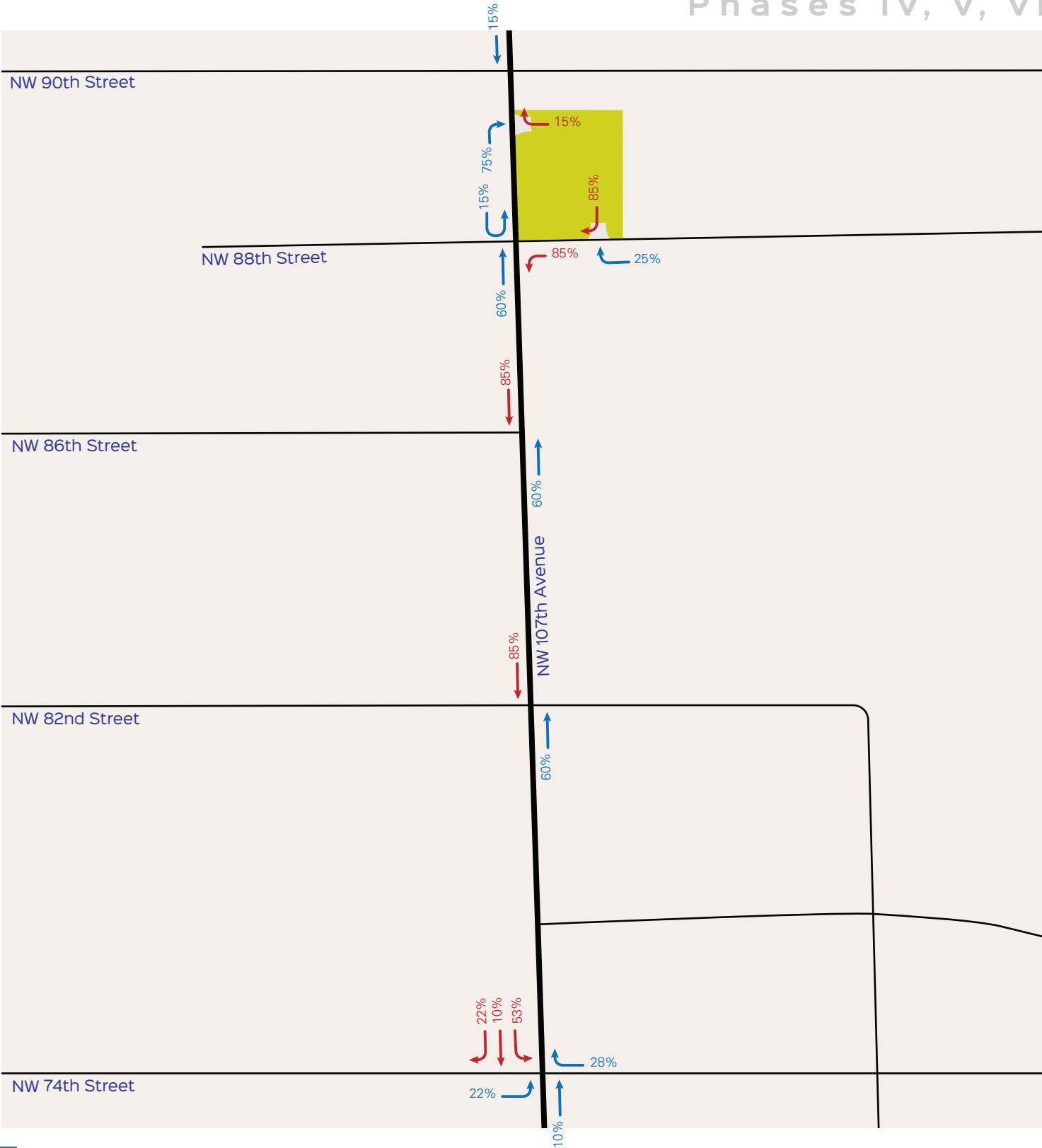


- % Inbound
- % Outbound
- Project Location
- Future Roadway Extension

Exhibit 12

Project Trip Distribution Phases IV & V

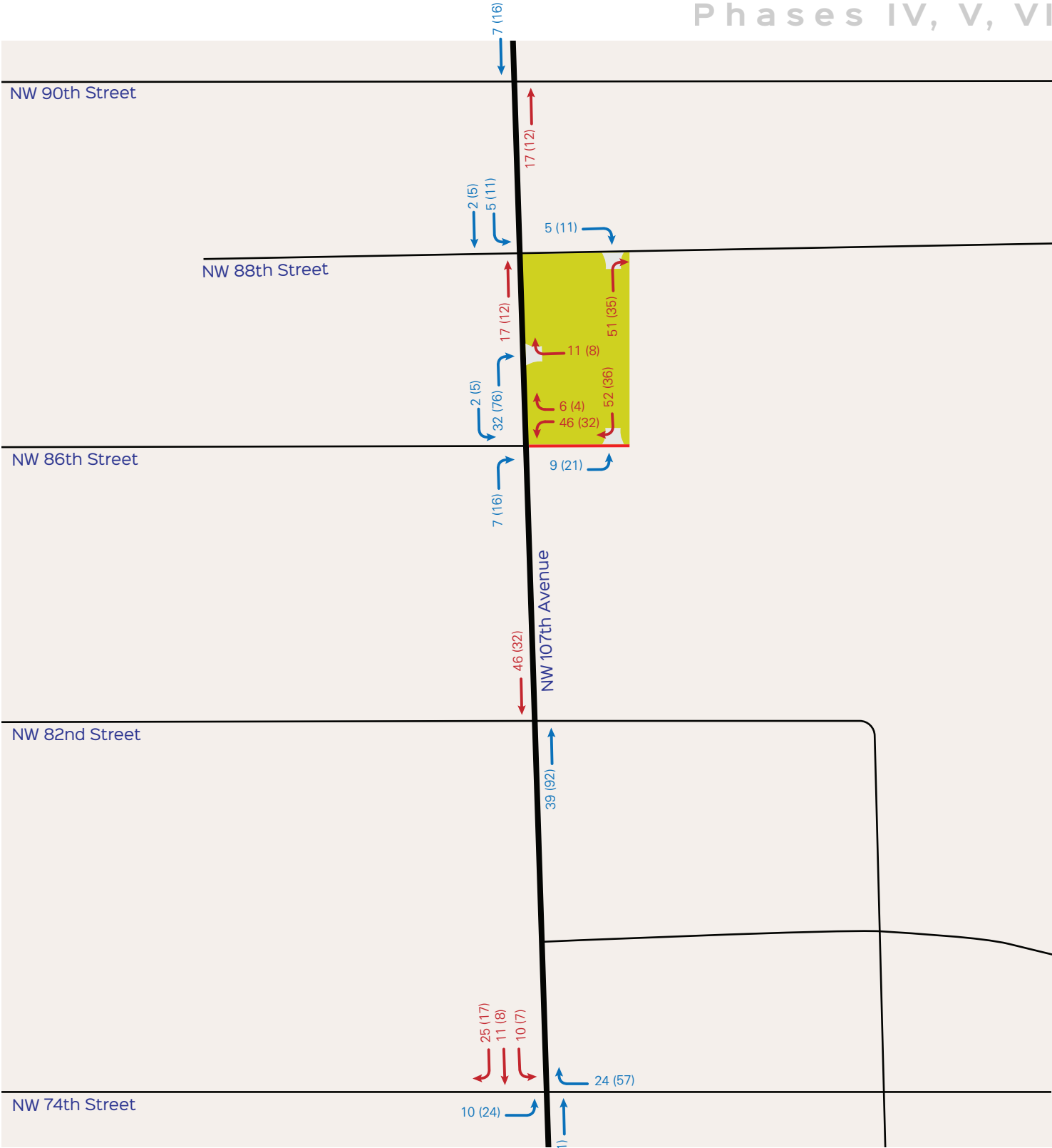




- % Inbound
- % Outbound
- Project Location

Exhibit 13
Project Trip Distribution Phase VI





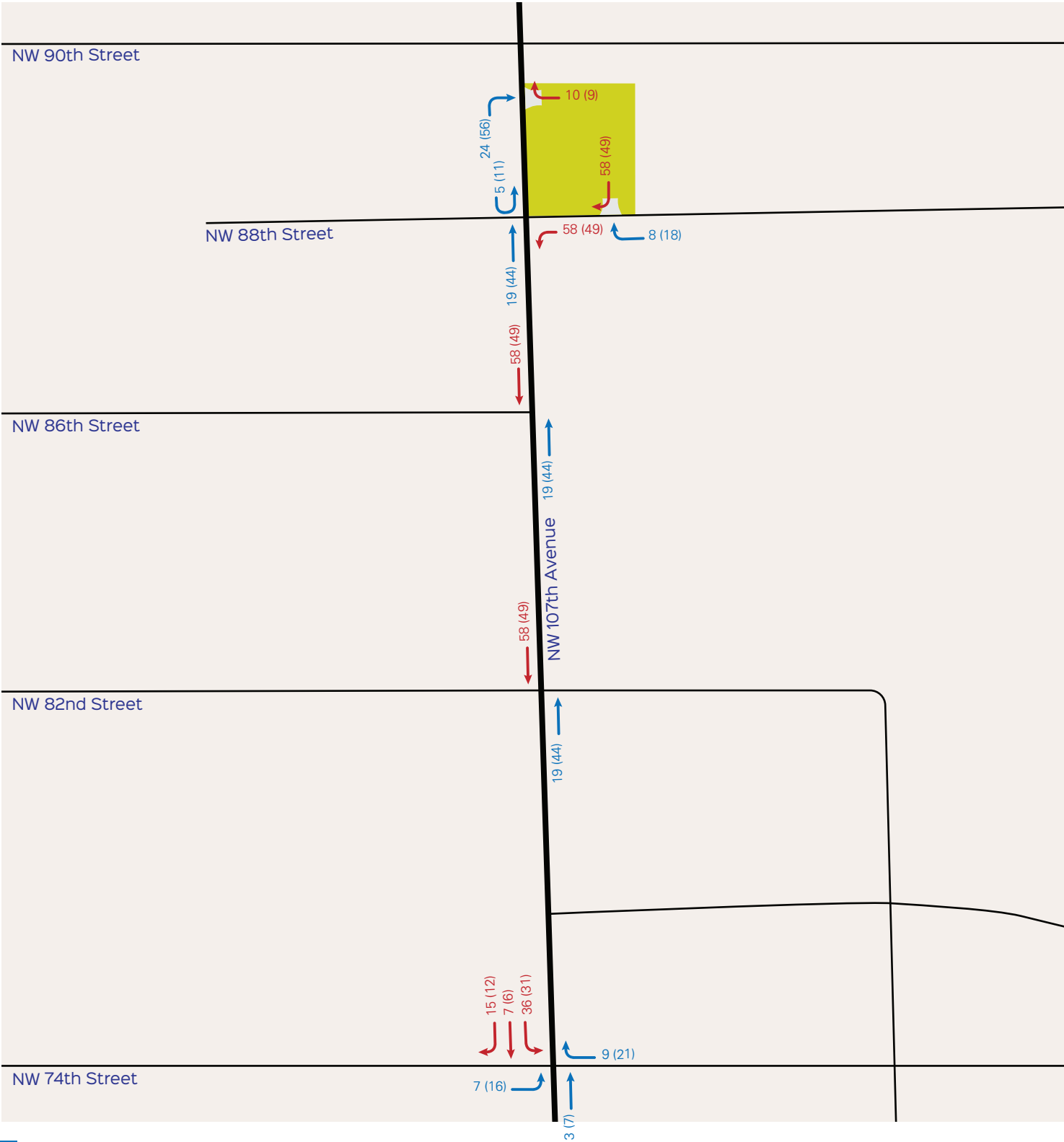
- Inbound
- Outbound
- Project Location
- Future Roadway Extension

00 AM
(00) PM

Exhibit 14

Project Trip Assignment Phases IV & V





- Inbound
- Outbound
- Project Location

Exhibit 15
Project Trip Assignment Phase VI



Project Type: Arterial/Collector Road
MPO Project No.: PW000744
Type of Work: Road reconstruction
TIP Year: 2024
Construction Year:
From: NW 97 Avenue
To: SR 826
Agency: Miami-Dade Dept. of Transportation and Public Works
Management Agency: Miami-Dade Dept. of Transportation and Public Works
Agency Project No: 744
Status: Under construction
Contact Person:
Contact Email:
Contact Phone:
Description:
Road reconstruction. Prior Years' Funding as follows: \$1,329,000 for PE, \$11,884 for CST.

No Funding Information

Project Photos





Project Type: Arterial/Collector Road
MPO Project No.: PW000751
Type of Work: Widen from 2 to 4 lanes
TIP Year: 2024
Construction Year:
From: NW 58 Street
To: NW 70 Street
Agency: Miami-Dade Dept. of Transportation and Public Works
Management Agency: Miami-Dade Dept. of Transportation and Public Works
Agency Project No: 751
Status: Under construction
Contact Person:
Contact Email:
Contact Phone:
Description:
Widen from 2 to 4 lanes. Prior Years' Funding as follows: \$6,736,000 for PE/CST.

No Funding Information

Project Photos



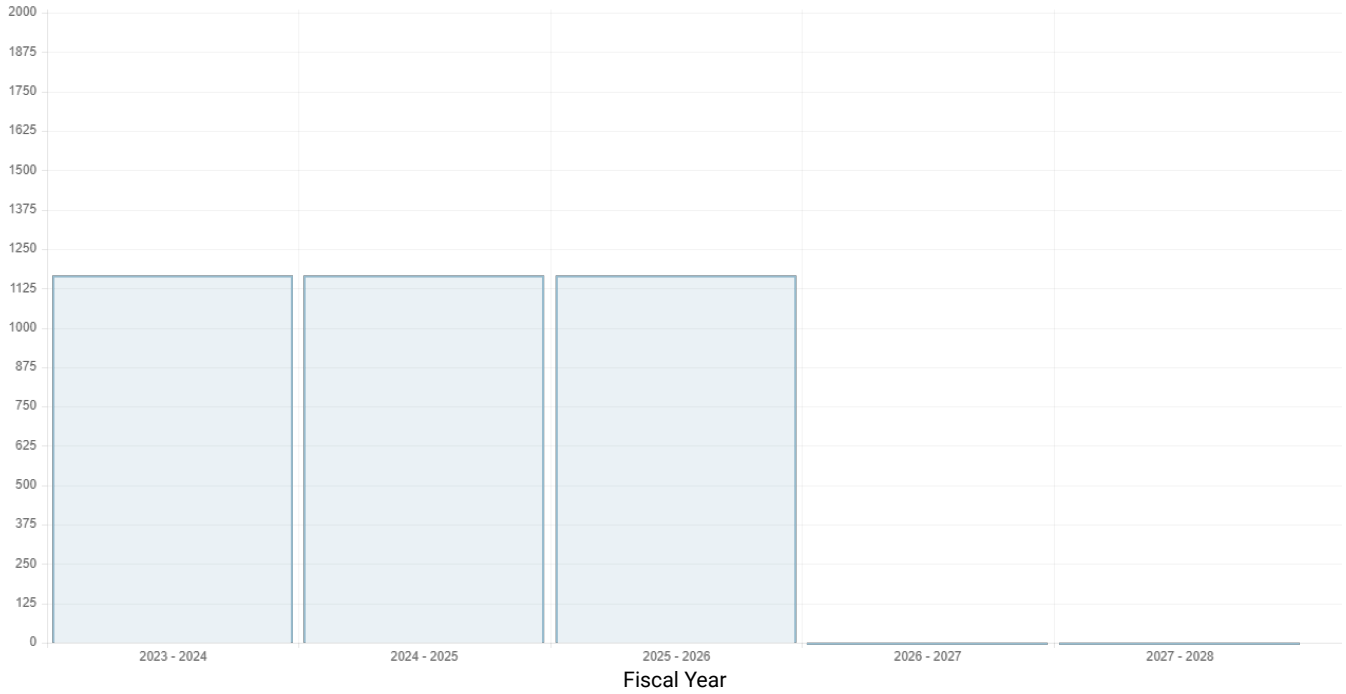


Project Type: Arterial/Collector Road
MPO Project No.: PW000860
Type of Work: Widen from 2 to 4 lanes
TIP Year: 2024
Construction Year: 2026
From: NW 52 Street
To: NW 58 Street
Agency: Miami-Dade Dept. of Transportation and Public Works
Management Agency: Miami-Dade Dept. of Transportation and Public Works
Agency Project No: 000860
Status: Under design
Contact Person:
Contact Email:
Contact Phone:
Description:
 Widen from 2 to 4 lanes. Prior Years' Funding as follows: \$873,000 for PE.

Funding Information \$(thousands)

Project Phase	Funding	2023 - 2024	2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028
CONSTRUCTION	RIF	\$1,166	\$1,166	\$1,166	\$0	\$0

Funding Chart \$(thousands)



Project Photos





Project Type: Arterial/Collector Road
MPO Project No.: PW0001169
Type of Work: Widen from 2 to 4 lanes
TIP Year: 2024
Construction Year: 2024
From: NW 58 Street
To: NW 74 Street
Agency: Miami-Dade Dept. of Transportation and Public Works
Management Agency: Miami-Dade Dept. of Transportation and Public Works
Agency Project No: 0001169
Status: Under design
Contact Person:
Contact Email:
Contact Phone:
Description:
Widen from 2 to 4 lanes. Prior Years' Funding as follows: \$9,331,000 for PE/CST.

No Funding Information

Project Type: Arterial/Collector Road
MPO Project No.: PW0001191
Type of Work: Resurfacing
TIP Year: 2024
Construction Year:
From: NW 58 Street
To: NW 74 Street
Agency: Miami-Dade Dept. of Transportation and Public Works
Management Agency: Miami-Dade Dept. of Transportation and Public Works
Agency Project No: 0001191
Status: Construction completed
Contact Person:
Contact Email:
Contact Phone:
Description:
Resurfacing. Prior Years' Funding as follows: \$580,000 for CST.

No Funding Information

Project Type: Arterial/Collector Road
MPO Project No.: PW0001217
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: 0001217

Status: Construction completed

Contact Person:

Contact Email:

Contact Phone:

Description:

Intersection improvement. Prior Years' Funding as follows: \$20,000 for PE, \$111,000 for CST.

No Funding Information

Project Type: Electronic Signs/Monitoring
MPO Project No.: PW0001307
Type of Work: Traffic signal
TIP Year: 2024
Construction Year: 2023
From:
To:
Agency: Miami-Dade Dept. of Transportation and Public Works
Management Agency: Miami-Dade Dept. of Transportation and Public Works
Agency Project No: 0001307
Status:
Contact Person:
Contact Email:
Contact Phone:
Description:
Traffic signal. Prior Years' Funding as follows: \$95,000 for PE, \$520,000 for CST.

No Funding Information

Project Type: Arterial/Collector Road
MPO Project No.: PW0001330
Type of Work: Resurfacing
TIP Year: 2024
Construction Year: 2024
From: NW 107 Avenue
To: NW S River Drive
Agency: Miami-Dade Dept. of Transportation and Public Works
Management Agency: Miami-Dade Dept. of Transportation and Public Works
Agency Project No: 0001330
Status:
Contact Person:
Contact Email:
Contact Phone:
Description:
Resurfacing. Prior Years' Funding as follows: \$950,000 for CST.

No Funding Information

Project Details - FP1057

Field Name	Field Value
LRTP Project Code	FP1057
Facility	NW 97 Ave
Limit From	NW 58 St
Limit To	NW 52 St
Description	Add 2 lanes and reconstruct
LRTP Year	2045
Project Type	Freight
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	\$3.407M
Total Capital Cost	\$2.514M

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	\$0.83M	\$M	\$M
Construction	\$M	\$1.825M	\$M	\$M
Operations and Maintenance	\$M	\$0.009M	\$0.022M	\$M
Capital	\$M	\$M	\$M	\$M

Project Details - FRP0011

Field Name	Field Value
LRTP Project Code	FRP0011
Facility	SR 934 / NW 74 St
Limit From	NW 87 Ave
Limit To	SR 826 / Palmetto Expy
Description	TSM&O / ITS Improvements
LRTP Year	2045
Project Type	Freight
Agency Name	FL Dept. of Transportation
Purpose	
Last Approved Date	
Last Approved User Name	
Last Amended Date	
Last Amended User Name	
Project Costs Funded	\$0.902M
Total Capital Cost	\$0.592M

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	\$0.686M	\$M	\$M
Operations and Maintenance	\$M	\$0.013M	\$0.031M	\$M
Capital	\$M	\$M	\$M	\$M



City of Doral TRANSPORTATION MASTER PLAN



are phased in the short-term (3 to 5 years); Tier II projects are further out, but still in the near future (5 to 10 years); Tier III looks to the mid-term timeframe (10 to 15 years); and Tier IV projects are the long-term (15 to 20 years). The project priorities are subject to change if additional funding come available. This could be in the form of grants, private funding or impact fees. If additional funds are to become available, the City should consider re-prioritizing projects.

No.	Project	Location	From	To	Description
Tier I					
1	Repair Sidewalks	Various	Various	Various	Repair or replace damaged, uneven or cracked sidewalks
2	One Stop Personal Mobility Information Center	N/A	N/A	N/A	Develop a mobile app to offer access to public transit information, ride-sharing and carpooling, and bicycling and pedestrian routes.
3	Infill Sidewalks	Various	Various	Various	Prioritization of these sidewalk improvements should be based on proximity to residential areas, schools, parks, and bus or trolley stops, and then to existing businesses. Primarily, the purpose is to create a cohesive, connected walking network; thus, in some cases, the need for sidewalks can be bundled with a bicycle path to develop a shared use off-road path.
4	Complete Streets Design Guidelines	N/A	N/A	N/A	Develop new City regulations for implementing complete streets concepts that will foster design and redevelopment of all streets to improve mobility for all users.
5	Multiple Intersection Safety Studies	Various	Various	Various	Safety Studies are necessary at intersections with high crash rates to determine changes that may be needed
6	Doral Boulevard Corridor Safety Study	Doral Boulevard	NW 97th Avenue	NW 87th Avenue	The purpose of this project is to evaluate safety on the NW 36 th /NW 41 st Streets corridor between NW 87 th Avenue and NW 97 th Avenue for both vehicles and pedestrians crossing the road.
7	Complete Bicycling Network	Various	Various	Various	Work to implement the remaining facilities, through ROW acquisition, design and construction.
8	Update City of Doral Bicycle Master Plan	N/A	N/A	N/A	Revise the City's Bicycle Master Plan in light of the plan's age and need to account for new bicycle network needs.
9	Transit Development Plan	N/A	N/A	N/A	Ensure the efficiency and effectiveness of the Doral Trolley by establishing new routes in response to future growth of the City.
10	Pedestrian Safety Improvements at Intersections	Various	Various	Various	44 locations have been noted with need for improvement. Each intersection should undergo an individual pedestrian safety evaluation to explore the number of crashes, operational characteristics, signal timing, geometry, etc. .
11	Pedestrian Bridge at NW 41st Street	NW 41st Street	NW 117th Avenue	N/A	Construct a pedestrian bridge over NW 41st Street to connect the multi-use path where it is currently bi-sected by the roadway
12	Bicycling Safety and Education Programs	N/A	N/A	N/A	Develop a bicycle/driver educational pamphlet, work to educate the public on bicycle and driver safety.
13	NW 74th Street Bike Lane Conversion	NW 74th Street	NW 97th Avenue	NW 107th Avenue	Convert the current bike lane to a multi-use path.
14	Doral Boulevard Safety Study	Doral Boulevard	NW 97th Avenue	NW 987th Avenue	A safety study should be conducted on this corridor to determine the cause of crashes and possible remediating actions which can be undertaken
15	Flyover Ramp to HEFT	HEFT	NW 41st Street	NW 25th Street	To connect the existing NW 25th Street viaduct to NW 41st Street

Appendix F

Project Trip Generation

Scenario - 2

Scenario Name: Proposed April 2025

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

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%	
822 - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	33.77	Weekday	Best Fit (LIN)	827	827	1654
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$T = 42.20(X) + 229.68$	50%	50%	
822(1) - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	33.77	Weekday, Peak Hour of Adjacent Street Traffic,	Average	48	32	80
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				2.36	60%	40%	
822(2) - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	33.77	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	92	92	184
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.71\ln(X) + 2.72$	50%	50%	
710 - General Office Building	General	1000 Sq. Ft. GFA	19.33	Weekday	Best Fit (LOG)	139	139	278
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.87\ln(X) + 3.05$	50%	50%	
710(1) - General Office Building	General	1000 Sq. Ft. GFA	19.33	Weekday, Peak Hour of Adjacent Street	Best Fit (LOG)	36	5	41
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.86\ln(X) + 1.16$	88%	12%	
710(2) - General Office Building	General	1000 Sq. Ft. GFA	19.33	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	7	35	42
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.83\ln(X) + 1.29$	17%	83%	

AM Peak Hour Trip Generation and Internalization

Prime Square Doral

General Office Building Land Use 710 19,328 SF		Strip Retail Plaza (<40K) Land Use 822 33,770 SF		
In	Out	In	Out	
36	5	48	32	121 ITE Trips
0	0	0	0	0 0.0% Transit/Pedestrian
36	5	48	32	121
UNBALANCED INTERNALIZATION				
4% 1	28% 1	32% 15	29% 9	
1	1			
General Office Buildi		Strip Retail Plaza (<40K)		
In	Out	In	Out	
36	5	48	32	121 Vehicle Trips
BALANCED INTERNALIZATION				
-1	-1	-1	-1	
35	4	47	31	-4 Internal
	4.9%		2.5%	117 External Trips
35	4	47	31	3.3% % Internal
				117 Net New External Trips

PM Peak Hour Trip Generation and Internalization

Prime Square Doral

General Office Building Land Use 710 19,328 SF		Strip Retail Plaza (<40K) Land Use 822 33,770 SF		
In	Out	In	Out	
7	35	92	92	226 ITE Trips
0	0	0	0	0 0.0% Transit/Pedestrian
7	35	92	92	226
UNBALANCED INTERNALIZATION				
20% 7 31% 2		7	8% 7 2% 2	
General Office Buildi		Strip Retail Plaza (<40K)		
In	Out	In	Out	
7	35	92	92	226 Vehicle Trips
BALANCED INTERNALIZATION				
-7 -2		-7	-7 -2	
-2	-7	-7	-2	-18 Internal
5	28	85	90	208 External Trips
	21.4%		4.9%	8.0% % Internal
5	28	85	90	208 Net New External Trips



OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On: 05/29/2024

PROPERTY INFORMATION	
Folio	35-3017-001-0180
Property Address	0 , FL
Owner	HOLDINGS OF CHRISTOPHER LLC
Mailing Address	7853 NW 46 ST DORAL, FL 33166
Primary Zone	7100 INDUSTRIAL - LIGHT MFG
Primary Land Use	4081 VACANT LAND - INDUSTRIAL : VACANT LAND
Beds / Baths /Half	0 / 0 / 0
Floors	0
Living Units	0
Actual Area	0 Sq.Ft
Living Area	0 Sq.Ft
Adjusted Area	0 Sq.Ft
Lot Size	70,950 Sq.Ft
Year Built	0
Year Annexed	2004

ASSESSMENT INFORMATION			
Year	2023	2022	2021
Land Value	\$1,419,000	\$1,419,000	\$1,419,000
Building Value	\$0	\$0	\$0
Extra Feature Value	\$0	\$0	\$0
Market Value	\$1,419,000	\$1,419,000	\$1,419,000
Assessed Value	\$1,419,000	\$1,419,000	\$1,419,000

BENEFITS INFORMATION				
Benefit	Type	2023	2022	2021
Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).				

SHORT LEGAL DESCRIPTION
17 53 40 1.629 AC M/L
FLA FRUIT LAND CO SUB PB 2-17



TAXABLE VALUE INFORMATION			
Year	2023	2022	2021
COUNTY			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,419,000	\$1,419,000	\$1,419,000
SCHOOL BOARD			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,419,000	\$1,419,000	\$1,419,000
CITY			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,419,000	\$1,419,000	\$1,419,000
REGIONAL			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,419,000	\$1,419,000	\$1,419,000

SALES INFORMATION

E250FT OF TR 18 LESS E35FT FOR

R/W

F/A/U 30-3017-001-0180

Previous Sale	Price	OR Book-Page	Qualification Description
02/07/2019	\$3,000,000	31332-3010	Qual on DOS, multi-parcel sale
01/15/2014	\$3,400,000	28996-4136	Qual on DOS, multi-parcel sale
01/31/2013	\$1,200,000	28470-0128	Financial inst or "In Lieu of Foreclosure" stated
09/26/2011	\$1,175,800	27842-0828	Financial inst or "In Lieu of Foreclosure" stated

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OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On: 05/29/2024

PROPERTY INFORMATION	
Folio	35-3017-001-0190
Property Address	0 , FL
Owner	HOLDINGS OF CHRISTOPHER LLC
Mailing Address	7853 NW 46 ST DORAL, FL 33166
Primary Zone	8900 INTERIM-AWAIT SPECIFIC ZO
Primary Land Use	4081 VACANT LAND - INDUSTRIAL : VACANT LAND
Beds / Baths /Half	0 / 0 / 0
Floors	0
Living Units	0
Actual Area	0 Sq.Ft
Living Area	0 Sq.Ft
Adjusted Area	0 Sq.Ft
Lot Size	70,915.68 Sq.Ft
Year Built	0
Year Annexed	2004

ASSESSMENT INFORMATION			
Year	2023	2022	2021
Land Value	\$1,058,200	\$1,058,200	\$1,058,200
Building Value	\$0	\$0	\$0
Extra Feature Value	\$0	\$0	\$0
Market Value	\$1,058,200	\$1,058,200	\$1,058,200
Assessed Value	\$1,058,200	\$1,058,200	\$1,058,200

BENEFITS INFORMATION				
Benefit	Type	2023	2022	2021
Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).				

SHORT LEGAL DESCRIPTION
17 53 40 1.629 AC M/L
FLA FRUIT LAND CO SUB PB 2-17



TAXABLE VALUE INFORMATION			
Year	2023	2022	2021
COUNTY			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,058,200	\$1,058,200	\$1,058,200
SCHOOL BOARD			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,058,200	\$1,058,200	\$1,058,200
CITY			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,058,200	\$1,058,200	\$1,058,200
REGIONAL			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$1,058,200	\$1,058,200	\$1,058,200

SALES INFORMATION

E250FT OF TR 19 LESS E35FT
FOR R/W
LOT SIZE IRREGULAR

Previous Sale	Price	OR Book-Page	Qualification Description
02/07/2019	\$3,000,000	31332-3010	Qual on DOS, multi-parcel sale
01/15/2014	\$3,400,000	28996-4136	Qual on DOS, multi-parcel sale
01/31/2013	\$1,200,000	28470-0128	Financial inst or "In Lieu of Foreclosure" stated
09/26/2011	\$1,175,800	27842-0828	Financial inst or "In Lieu of Foreclosure" stated

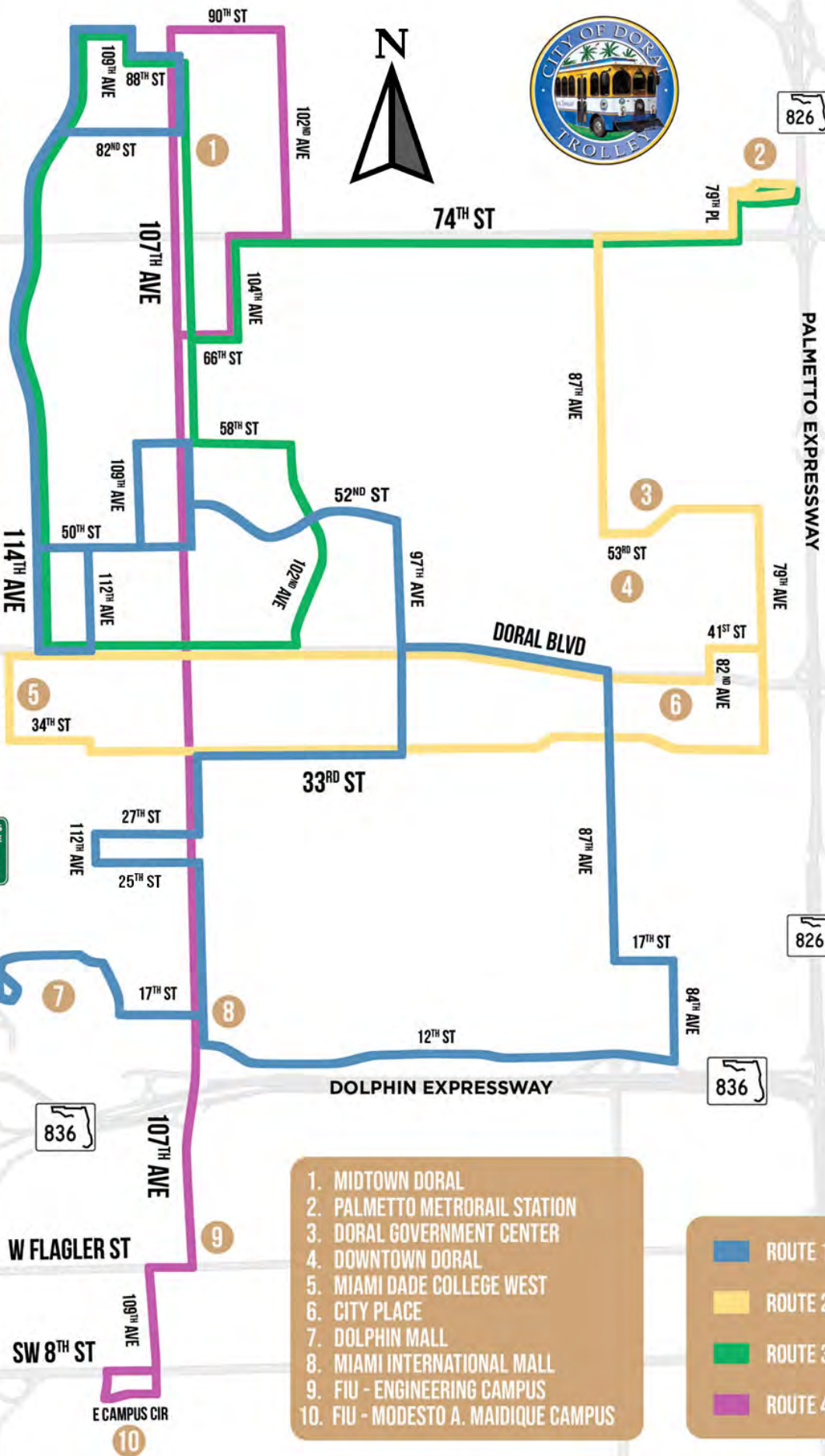
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Appendix G

Transit Information



RONALD REAGAN TURNPIKE



1. MIDTOWN DORAL
2. PALMETTO METRORAIL STATION
3. DORAL GOVERNMENT CENTER
4. DOWNTOWN DORAL
5. MIAMI DADE COLLEGE WEST
6. CITY PLACE
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 3																													
Southbound																													
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	B - 1	B - 2	B - 1	B - 2	B - 1	B - 2	B - 1
3000		NW 77 St	NW 79 Pl	Palmetto Metrorail Station	5:50	6:30	7:10	7:50	8:31	9:11	9:51	10:31	11:05	11:39	12:13	12:47	13:21	13:55	14:31	15:08	15:44	16:21	16:57	17:34	18:10	18:47	19:23	19:55	20:27
3001		NW 74 St	West of NW 97 Ave		5:57	6:37	7:17	7:57	8:38	9:18	9:58	10:38	11:12	11:46	12:20	12:54	13:28	14:03	14:39	15:16	15:52	16:29	17:05	17:42	18:18	18:54	19:30	20:02	20:34
3002		NW 74 St	East of NW 102 Ave		5:57	6:37	7:18	7:58	8:38	9:18	9:59	10:39	11:13	11:47	12:21	12:55	13:29	14:03	14:39	15:16	15:52	16:29	17:05	17:42	18:18	18:55	19:31	20:03	20:35
3003	4033	NW 74 St	West of NW 102 Ave		5:59	6:39	7:19	7:59	8:40	9:20	9:59	10:39	11:13	11:47	12:21	12:55	13:29	14:04	14:40	15:17	15:53	16:30	17:06	17:43	18:19	18:55	19:31	20:03	20:35
3042	4034	NW 104 Ave	South of NW 74 St	The Atlantic Doral	5:59	6:39	7:20	8:00	8:40	9:20	10:01	10:41	11:15	11:49	12:23	12:57	13:31	14:05	14:41	15:18	15:54	16:31	17:07	17:44	18:20	18:57	19:33	20:05	20:37
3043	4035	NW 104 Ave	North of NW 70 Terr		6:00	6:40	7:21	8:01	8:41	9:21	10:02	10:42	11:16	11:50	12:24	12:58	13:32	14:06	14:42	15:19	15:55	16:32	17:08	17:45	18:21	18:58	19:34	20:06	20:38
3044	4036	NW 104 Ave	North of NW 66 St	Doral International Academy of Math of Science	6:00	6:40	7:21	8:01	8:41	9:21	10:02	10:42	11:16	11:50	12:24	12:58	13:32	14:06	14:42	15:19	15:55	16:32	17:08	17:45	18:21	18:58	19:34	20:06	20:38
3005	4037	NW 107 Ave	South of NW 66 St	Doral Isles	6:03	6:43	7:24	8:04	8:44	9:24	10:04	10:44	11:18	11:52	12:26	13:00	13:34	14:09	14:45	15:22	15:58	16:35	17:11	17:48	18:24	19:00	19:36	20:08	20:40
3006	4038	NW 107 Ave	North of NW 58 St	Doral Isles Plaza (Publix)	6:04	6:44	7:25	8:05	8:45	9:25	10:05	10:45	11:19	11:53	12:27	13:01	13:35	14:10	14:46	15:23	15:59	16:36	17:12	17:49	18:25	19:01	19:37	20:09	20:41
3007		NW 58 St	East of NW 107 Ave		6:08	6:48	7:29	8:09	8:49	9:29	10:07	10:47	11:21	11:55	12:29	13:03	13:37	14:12	14:48	15:25	16:01	16:38	17:14	17:51	18:27	19:03	19:39	20:11	20:43
3008		NW 102 Ave	South of NW 58 St	Doral Palms	6:09	6:49	7:30	8:10	8:50	9:30	10:09	10:49	11:23	11:57	12:31	13:05	13:39	14:13	14:49	15:26	16:02	16:39	17:15	17:52	18:28	19:05	19:41	20:13	20:45
3009		NW 102 Ave	North of NW 52 St	Morgan Levy Park	6:10	6:50	7:30	8:10	8:51	9:31	10:09	10:49	11:23	11:57	12:31	13:05	13:39	14:14	14:50	15:27	16:03	16:40	17:16	17:53	18:29	19:05	19:41	20:13	20:45
3010		NW 102 Ave	South of NW 52 St	Doral Cove	6:12	6:52	7:32	8:12	8:53	9:33	10:10	10:50	11:24	11:58	12:32	13:06	13:40	14:15	14:51	15:28	16:04	16:41	17:17	17:54	18:30	19:06	19:42	20:14	20:46
3011		NW 102 Ave	South of NW 48 St	Doral Place	6:13	6:53	7:33	8:13	8:54	9:34	10:11	10:51	11:25	11:59	12:33	13:07	13:41	14:16	14:52	15:29	16:05	16:42	17:18	17:55	18:31	19:07	19:43	20:15	20:47
3012		NW 102 Ave	North of NW 43 Ter	Doral Dunes	6:13	6:53	7:34	8:14	8:54	9:34	10:11	10:51	11:25	11:59	12:33	13:07	13:41	14:16	14:52	15:29	16:05	16:42	17:18	17:55	18:31	19:07	19:43	20:15	20:47
3013		NW 41 St	West of NW 102 Ave	Aleman Building (Doral Park)	6:16	6:56	7:36	8:16	8:57	9:37	10:14	10:54	11:28	12:02	12:36	13:10	13:44	14:17	14:53	15:30	16:06	16:43	17:19	17:56	18:32	19:10	19:46	20:18	20:50
3014		NW 41 St	East of NW 104 Ave	San Ignacio College	6:16	6:56	7:37	8:17	8:57	9:37	10:14	10:54	11:28	12:02	12:36	13:10	13:44	14:18	14:54	15:31	16:07	16:44	17:20	17:57	18:33	19:10	19:46	20:18	20:50
3015		NW 41 St	East of NW 107 Ave	Wells Fargo Bank	6:17	6:57	7:38	8:18	8:58	9:38	10:15	10:55	11:29	12:03	12:37	13:11	13:45	14:21	14:57	15:34	16:10	16:47	17:23	18:00	18:36	19:11	19:47	20:19	20:51
3016		NW 41 St	West of NW 107 Ave	Palm Springs Mile Shopping Ctr	6:19	6:59	7:39	8:19	9:00	9:40	10:16	10:56	11:30	12:04	12:38	13:12	13:46	14:21	14:57	15:34	16:10	16:47	17:23	18:00	18:36	19:12	19:48	20:20	20:52

Weekday Route 3																														
Northbound																														
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	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	
3017	NW 114 Ave	North of NW 41 St	Mercantile Bank	6.21	7.01	7.41	8.21	9.02	9.42	10.18	10.58	11.32	12.06	12.40	13.14	13.48	14.24	15.00	15.37	16.13	16.50	17.26	18.03	18.39	19.14	19.50	20.22	20.54		
3018	NW 114 Ave	North of NW 44 St	Balmoral Estates	6.21	7.01	7.42	8.22	9.02	9.42	10.18	10.58	11.32	12.06	12.40	13.14	13.48	14.25	15.01	15.38	16.14	16.51	17.27	18.04	18.40	19.14	19.50	20.22	20.54		
3019	NW 114 Ave	North of NW 47 St	Biarritz	6.22	7.02	7.42	8.22	9.03	9.43	10.19	10.59	11.33	12.07	12.41	13.15	13.49	14.25	15.01	15.38	16.14	16.51	17.27	18.04	18.40	19.15	19.51	20.23	20.55		
3020	NW 114 Ave	North of NW 51 Ter	Trails & Tails Pk (Doral Landings)	6.22	7.02	7.43	8.23	9.03	9.43	10.19	10.59	11.33	12.07	12.41	13.15	13.49	14.27	15.03	15.40	16.16	16.53	17.29	18.06	18.42	19.15	19.51	20.23	20.55		
3021	NW 114 Ave	North of NW 55 St	Las Cascadas	6.23	7.03	7.44	8.24	9.04	9.44	10.20	11.00	11.34	12.08	12.42	13.16	13.50	14.28	15.04	15.41	16.17	16.54	17.30	18.07	18.43	19.16	19.52	20.24	20.56		
3022	NW 114 Ave	North of NW 58 St	EB Thomas K-8 Center	6.26	7.06	7.46	8.26	9.07	9.47	10.21	11.01	11.35	12.09	12.43	13.17	13.51	14.29	15.06	15.42	16.18	16.55	17.31	18.08	18.44	19.17	19.53	20.25	20.57		
3023	NW 114 Ave	North of NW 60 St	Doral Isles	6.26	7.06	7.47	8.27	9.07	9.47	10.21	11.01	11.35	12.09	12.43	13.17	13.51	14.29	15.05	15.42	16.18	16.55	17.31	18.08	18.44	19.17	19.53	20.25	20.57		
3024	NW 114 Ave	North of NW 64 Ter	The Courts	6.27	7.07	7.47	8.27	9.08	9.48	10.22	11.02	11.36	12.10	12.44	13.18	13.52	14.30	15.06	15.43	16.19	16.56	17.32	18.09	18.45	19.18	19.54	20.26	20.58		
3025	NW 114 Ave	North of NW 68 St	St Lucia	6.27	7.07	7.48	8.28	9.08	9.48	10.22	11.02	11.36	12.10	12.44	13.18	13.52	14.30	15.06	15.43	16.19	16.56	17.32	18.09	18.45	19.18	19.54	20.26	20.58		
3026	NW 114 Ave	North of NW 72 St	Doral Isles	6.28	7.08	7.49	8.29	9.09	9.49	10.23	11.03	11.37	12.11	12.45	13.19	13.53	14.31	15.07	15.44	16.20	16.57	17.33	18.10	18.46	19.19	19.55	20.27	20.59		
3027	NW 114 Ave	North of NW 75 Ln	Polynesian	6.31	7.11	7.52	8.32	9.12	9.52	10.25	11.05	11.39	12.13	12.47	13.21	13.55	14.32	15.08	15.45	16.21	16.58	17.34	18.11	18.47	19.21	19.57	20.29	21.01		
3028	NW 114 Ave	South of NW 82 St	Doral Legacy Park	6.32	7.12	7.52	8.32	9.13	9.53	10.26	11.06	11.40	12.14	12.48	13.22	13.56	14.32	15.08	15.45	16.21	16.58	17.34	18.11	18.47	19.22	19.58	20.30	21.02		
3029	NW 112 Ave	South of NW 84 St	Islands at Doral Club House	6.33	7.13	7.53	8.33	9.14	9.54	10.27	11.07	11.41	12.15	12.49	13.23	13.57	14.34	15.10	15.47	16.23	17.00	17.36	18.13	18.49	19.23	19.59	20.31	21.03		
3030	NW 112 Ave	North of NW 86 St	Dr. Rolando Espinosa K-8 Center	6.34	7.14	7.54	8.34	9.15	9.55	10.27	11.07	11.41	12.15	12.49	13.23	13.57	14.35	15.11	15.48	16.24	17.01	17.37	18.14	18.50	19.23	19.59	20.31	21.03		
3031	NW 112 Ave	South of NW 90 St	Ibis Villas	6.34	7.14	7.55	8.35	9.15	9.55	10.28	11.08	11.42	12.16	12.50	13.24	13.58	14.35	15.11	15.48	16.24	17.01	17.37	18.14	18.50	19.24	20.00	20.32	21.04		
3032	NW 109 Ave	South of NW 90 St	Ibis Villas	6.36	7.16	7.56	8.36	9.17	9.57	10.30	11.10	11.44	12.18	12.52	13.26	14.00	14.36	15.12	15.49	16.25	17.02	17.38	18.15	18.51	19.26	20.02	20.34	21.06		
3033	NW 88 St	East of NW 109 Ave	Ronald Reagan High School	6.36	7.16	7.57	8.37	9.17	9.57	10.31	11.11	11.45	12.19	12.53	13.27	14.01	14.37	15.13	15.50	16.26	17.03	17.39	18.16	18.52	19.27	20.03	20.35	21.07		
3034	NW 88 St	West of NW 107 Ave	Ronald Reagan High School	6.37	7.17	7.57	8.37	9.18	9.58	10.32	11.12	11.46	12.20	12.54	13.28	14.02	14.37	15.13	15.50	16.26	17.03	17.39	18.16	18.52	19.28	20.04	20.36	21.08		
3035	NW 107 Ave	South of NW 86 St	Islands at Doral	6.38	7.18	7.59	8.39	9.19	9.59	10.32	11.12	11.46	12.20	12.54	13.28	14.02	14.38	15.14	15.51	16.27	17.04	17.40	18.17	18.53	19.28	20.04	20.36	21.08		
3036	NW 107 Ave	South of NW 83 St	Leewards	6.39	7.19	7.59	8.39	9.20	10.00	10.33	11.13	11.47	12.21	12.55	13.29	14.03	14.39	15.15	15.52	16.28	17.05	17.41	18.18	18.54	19.29	20.05	20.37	21.09		
3037	NW 107 Ave	North of NW 80 Ln	Antilles	6.39	7.19	8.00	8.40	9.20	10.00	10.33	11.13	11.47	12.21	12.55	13.29	14.03	14.39	15.15	15.52	16.28	17.05	17.41	18.18	18.54	19.29	20.05	20.37	21.09		
3038	NW 107 Ave	North of NW 75 Ln	Aunties	6.43	7.23	8.04	8.44	9.24	10.04	10.34	11.14	11.48	12.22	12.56	13.30	14.04	14.40	15.16	15.53	16.29	17.06	17.42	18.19	18.55	19.30	20.06	20.38	21.10		
3004	NW 107 Ave	South of NW 74 St	Bank of America	6.49	7.29	8.09	8.49	9.30	10.10	10.35	11.15	11.49	12.23	12.57	13.31	14.05	14.42	15.18	15.55	16.31	17.08	17.44	18.21	18.57	19.31	20.07	20.39	21.11		
3045	NW 66 St	East of NW 107 Ave		6.50	7.30	8.11	8.51	9.31	10.11	10.39	11.19	11.53	12.27	13.01	13.35	14.09	14.44	15.20	15.57	16.33	17.10	17.46	18.23	18.59	19.35	20.11	20.43	21.15		
3046	NW 104 Ave	North of NW 66 St	Doral International Academy of Math of Science	6.52	7.32	8.12	8.52	9.33	10.13	10.41	11.21	11.55	12.29	13.03	13.37	14.11	14.45	15.21	15.98	16.34	17.11	17.47	18.24	19.00	19.37	20.13	20.45	21.17		
3047	NW 104 Ave	South of NW 74 St		6.53	7.33	8.13	8.53	9.34	10.14	10.42	11.22	11.56	12.30	13.04	13.38	14.12	14.46	15.22	15.99	16.35	17.12	17.48	18.25	19.01	19.38	20.14	20.46	21.18		
3039	NW 74 St	East of NW 104 Ave		6.55	7.35	8.15	8.55	9.36	10.16	10.43	11.23	11.57	12.31	13.05	13.39	14.13	14.47	15.23	16.00	16.36	17.13	17.49	18.26	19.02	19.39	20.15	20.47	21.19		
3040	NW 74 St	East of NW 102 Ave		6.55	7.35	8.16	8.56	9.36	10.16	10.43	11.23	11.57	12.31	13.05	13.39	14.13	14.47	15.23	16.00	16.36	17.13	17.49	18.26	19.02	19.39	20.15	20.47	21.19		
3041	NW 74 St	West of NW 97 Ave	Emergency Debris Management Site	6.56	7.36	8.16	8.56	9.37	10.17	10.44	11.24	11.58	12.32	13.06	13.40	14.14	14.48	15.24	16.01	16.37	17.14	17.50	18.27	19.03	19.40	20.16	20.48	21.20		
3000	NW 77 St	NW 79 Pl	Palmetto Metrorail Station	7.03	7.43	8.24	9.04	9.44	10.24	10.52	11.32	12.06	12.40	13.14	13.48	14.22	15.01	15.37	16.14	16.50	17.27	18.03	18.40	19.16	19.48	20.24	20.56	21.28		

Route 4 Weekday Schedule																																				
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	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2				
4027		NW 90 St	East of NW 103 Path		6:07 AM	6:47 AM	7:27 AM	8:07 AM	8:49 AM	9:33 AM	10:09 AM	10:49 AM	11:28 AM	12:06 PM	12:42 PM	1:18 PM	1:54 PM	2:43 PM	3:27 PM	4:12 PM	4:58 PM	5:50 PM	7:00 PM	8:05 PM	8:31 PM	8:53 PM	9:15 PM	9:23 PM	9:54 PM	10:24 PM	10:55 PM					
4028		NW 102 Ave	South of NW 88 St	Central Park Doral	6:08 AM	6:48 AM	7:29 AM	8:09 AM	8:50 AM	9:35 AM	10:10 AM	10:50 AM	11:29 AM	12:07 PM	12:44 PM	1:19 PM	1:56 PM	2:44 PM	3:29 PM	4:13 PM	4:59 PM	5:51 PM	7:01 PM	8:06 PM	8:32 PM	8:54 PM	9:16 PM	9:24 PM	9:55 PM	10:25 PM	10:56 PM					
4032		NW 102 Ave	North of NW 75 St	Modern Doral	6:09 AM	6:49 AM	7:30 AM	8:10 AM	8:53 AM	9:36 AM	10:11 AM	10:51 AM	11:31 AM	12:10 PM	12:46 PM	1:22 PM	1:59 PM	2:47 PM	3:31 PM	4:17 PM	5:02 PM	5:54 PM	7:04 PM	8:08 PM	8:34 PM	8:55 PM	9:17 PM	9:26 PM	9:56 PM	10:26 PM	10:57 PM					
4033	3003	NW 74 St	West of NW 102 Ave		6:10 AM	6:50 AM	7:31 AM	8:11 AM	8:54 AM	9:37 AM	10:12 AM	10:52 AM	11:32 AM	12:11 PM	12:47 PM	1:23 PM	2:00 PM	2:48 PM	3:34 PM	4:19 PM	5:04PM	5:55 PM	7:05 PM	8:09 PM	8:35 PM	8:56 PM	9:18 PM	9:27 PM	9:57 PM	10:27 PM	10:58 PM					
4034	3042	NW 104 Ave	South of NW 74 St	Atlantic at Doral	6:12 AM	6:52 AM	7:32 AM	8:12 AM	8:55 AM	9:40 AM	10:14 AM	10:54 AM	11:33 AM	12:12 PM	12:48 PM	1:24 PM	2:01 PM	2:49 PM	3:35 PM	4:21 PM	5:06 PM	5:56 PM	7:07 PM	8:10 PM	8:36 PM	8:57 PM	9:19 PM	9:27 PM	9:58 PM	10:28 PM	10:59 PM					
4035	3043	NW 104 Ave	North of NW 70 Terr		6:13 AM	6:53 AM	7:33 AM	8:13 AM	8:56 AM	9:41 AM	10:15 AM	10:55 AM	11:34 AM	12:12 PM	12:48 PM	1:24 PM	2:01 PM	2:49 PM	3:36 PM	4:23 PM	5:08 PM	5:56 PM	7:07 PM	8:10 PM	8:36 PM	8:57 PM	9:19 PM	9:28 PM	9:58 PM	10:28 PM	10:59 PM					
4036	3044	NW 104 Ave	North of NW 66 St		6:15 AM	6:55 AM	7:36 AM	8:15 AM	8:56 AM	9:41 AM	10:17 AM	10:57 AM	11:36 AM	12:14 PM	12:50 PM	1:26 PM	2:03 PM	2:51 PM	3:39 PM	4:24 PM	5:10 PM	5:58 PM	7:09 PM	8:11 PM	8:37 PM	8:58 PM	9:20 PM	9:30 PM	10:01 PM	10:31 PM	11:00 PM					
4037	3005	NW 107 Ave	South of NW 66 St	Doral Isles	6:16 AM	6:56 AM	7:37 AM	8:17 AM	8:58 AM	9:43 AM	10:18 AM	10:58 AM	11:37 AM	12:15 PM	12:51 PM	1:27 PM	2:04 PM	2:52 PM	3:41 PM	4:26 PM	5:12 PM	5:59 PM	7:10 PM	8:12 PM	8:38 PM	8:59 PM	9:21 PM	9:31 PM	10:02 PM	10:32 PM						
4038	3006	NW 107 Ave	North of NW 58 St	Doral Isles Plaza (Publix)	6:17 AM	6:57 AM	7:38 AM	8:18 AM	8:59 AM	9:44 AM	10:19 AM	10:59 AM	11:38 AM	12:16 PM	12:52 PM	1:28 PM	2:06 PM	2:53 PM	3:44 PM	4:28 PM	5:14 PM	6:00 PM	7:10 PM	8:13 PM	8:38 PM	9:00 PM	9:21 PM	9:32 PM	10:03 PM	10:33 PM						
4039	1058	NW 107 Ave	South of 58 St	Delia Plaza (Sedano's)	6:18 AM	6:58 AM	7:39 AM	8:19 AM	9:01 AM	9:46 AM	10:21 AM	11:01 AM	11:39 AM	12:17 PM	12:53 PM	1:29 PM	2:07 PM	2:54 PM	3:45 PM	4:30 PM	5:16 PM	6:02 PM	7:13 PM	8:15 PM	8:39 PM	9:02 PM	9:22 PM	9:34 PM	10:05 PM	10:35 PM						
4040	1024	NW 107 Ave	South of NW 52 St	Doral Gardens	6:19 AM	6:59 AM	7:40 AM	8:20 AM	9:02 AM	9:47 AM	10:21 AM	11:01 AM	11:40 AM	12:18 PM	12:54 PM	1:30 PM	2:09 PM	2:55 PM	3:46 PM	4:31 PM	5:18 PM	6:03 PM	7:14 PM	8:15 PM	8:40 PM	9:03 PM	9:23 PM	9:35 PM	10:05 PM	10:35 PM						
4041		NW 107 Ave	South of NW 48 Ln	Costa Brava	6:20 AM	7:00 AM	7:41 AM	8:21 AM	9:03 AM	9:48 AM	10:22 AM	11:02 AM	11:41 AM	12:19 PM	12:55 PM	1:31 PM	2:10 PM	2:56 PM	3:47 PM	4:32 PM	5:20 PM	6:04 PM	7:15 PM	8:16 PM	8:40 PM	9:03 PM	9:23 PM	9:35 PM	10:06 PM	10:36 PM						
4042		NW 107 Ave	North of NW 41 St		6:23 AM	7:03 AM	7:44 AM	8:24 AM	9:06 AM	9:49 AM	10:25 AM	11:05 AM	11:43 AM	12:20 PM	12:57 PM	1:32 PM	2:13 PM	2:57 PM	3:49 PM	4:34 PM	5:22 PM	6:05 PM	7:17 PM	8:17 PM	8:42 PM	9:05 PM	9:24 PM	9:36 PM	10:07 PM	10:37 PM						
4043		NW 107 Ave	South of NW 31 Terr	Perry Ellis International	6:26 AM	7:06 AM	7:47 AM	8:27 AM	9:11 AM	9:51 AM	10:28 AM	11:08 AM	11:46 AM	12:22 PM	12:59 PM	1:34 PM	2:16 PM	2:59 PM	3:51 PM	4:36 PM	5:24 PM	6:07 PM	7:20 PM	8:18 PM	8:44 PM	9:06 PM	9:25 PM	9:38 PM	10:09 PM	10:39 PM						
4044		NW 107 Ave	North of NW 27 St	Regions Bank	6:27 AM	7:07 AM	7:48 AM	8:28 AM	9:12 AM	9:51 AM	10:30 AM	11:10 AM	11:47 AM	12:23 PM	1:00 PM	1:35 PM	2:18 PM	3:01 PM	3:52 PM	4:37 PM	5:25 PM	6:08 PM	7:23 PM	8:19 PM	8:46 PM	9:07 PM	9:25 PM	9:39 PM	10:10 PM	10:39 PM						
4045		NW 107 Ave	South of NW 24 St		6:28 AM	7:08 AM	7:49 AM	8:29 AM	9:14 AM	9:52 AM	10:31 AM	11:11 AM	11:48 AM	12:24 PM	1:01 PM	1:36 PM	2:20 PM	3:03 PM	3:53 PM	4:38 PM	5:27 PM	6:10 PM	7:25 PM	8:20 PM	8:48 PM	9:08 PM	9:25 PM	9:39 PM	10:10 PM	10:40 PM						
4046		NW 107 Ave	South of NW 19 St	Exxon Gas Station	6:29 AM	7:09 AM	7:50 AM	8:30 AM	9:15 AM	9:55 AM	10:32 AM	11:12 AM	11:49 AM	12:25 PM	1:01 PM	1:37 PM	2:22 PM	3:04 PM	3:53 PM	4:39 PM	5:30 PM	6:12 PM	7:27 PM	8:22 PM	8:50 PM	9:09 PM	9:26 PM	9:40 PM	10:11 PM	10:41 PM						
4047		NW 107 Ave	North of NW 15 St	Dade County Federal Credit Union	6:30 AM	7:10 AM	7:51 AM	8:31 AM	9:16 AM	9:55 AM	10:32 AM	11:12 AM	11:49 AM	12:26 PM	1:02 PM	1:38 PM	2:23 PM	3:06 PM	3:54 PM	4:40 PM	5:35 PM	6:14 PM	7:29 PM	8:24 PM	8:51 PM	9:10 PM	9:27 PM	9:41 PM	10:11 PM	10:41 PM						
4048		NW 107 Ave	North of NW 14 St		6:30 AM	7:10 AM	7:51 AM	8:31 AM	9:17 AM	9:56 AM	10:32 AM	11:12 AM	11:50 AM	12:26 PM	1:03 PM	1:38 PM	2:25 PM	3:07 PM	3:55 PM	4:41 PM	5:40 PM	6:16 PM	7:32 PM	8:26 PM	8:53 PM	9:11 PM	9:27 PM	9:41 PM	10:11 PM	10:41 PM						
4049		NW 107 Ave	North of Flagler St	FIU Engineering Center	6:35 AM	7:15 AM	7:56 AM	8:36 AM	9:23 AM	10:00 AM	10:37 AM	11:17 AM	11:54 AM	12:30 PM	1:06 PM	1:42 PM	2:28 PM	3:13 PM	3:56 PM	4:47 PM	5:45 PM	6:18 PM	7:34 PM	8:28 PM	8:54 PM	9:12 PM	9:30 PM	9:45 PM	10:15 PM	10:45 PM						
4000			FIU - PG 6	FIU Main Campus (Arrival)	6:46 AM	7:26 AM	8:07 AM	8:47 AM	9:33 AM	10:08 AM	10:49 AM	11:29 AM	12:04 PM	12:39 PM	1:15 PM	1:51 PM	2:38 PM	3:21 PM	4:00 PM	4:55 PM	6:00 PM	6:27 PM	7:40 PM	8:30 PM	8:55 PM	9:14 PM	9:35 PM	9:50 PM	10:21 PM	10:51 PM						

Route 4 Weekday Schedule																																				
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	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2		
4000			FIU- PG 6	FIU Main Campus (Departure)			6:53 AM	7:33 AM	8:14 AM	8:54 AM	9:39 AM	10:15 AM	10:56 AM	11:36 AM	12:12 PM	12:48 PM	1:22 PM	1:58 PM	2:45 PM	3:27 PM	4:15 PM	5:02 PM	6:10 PM	7:00 PM	8:05 PM	8:30 PM	8:52 PM	9:15 PM	9:35 PM	9:57 PM	10:28 PM					
4001		NW 109 Ave	North of SW 7 Terr	109 Tower			6:57 AM	7:37 AM	8:18 AM	9:02 AM	9:42 AM	10:19 AM	11:00 AM	11:40 AM	12:17 PM	12:52 PM	1:27 PM	2:02 PM	2:50 PM	3:32 PM	4:20 PM	5:08 PM	6:15 PM	7:10 PM	8:07 PM	8:34 PM	8:54 PM	9:17 PM	9:38 PM	10:02 PM	10:32 PM					
4002		NW 107 Ave	North of Flagler St	FIU Engineering Center			7:02 AM	7:42 AM	8:23 AM	9:08 AM	9:47 AM	10:23 AM	11:05 AM	11:46 AM	12:23 PM	12:58 PM	1:33 PM	2:08 PM	2:56 PM	3:38 PM	4:26 PM	5:12 PM	6:19 PM	7:15 PM	8:10 PM	8:37 PM	8:56 PM	9:18 PM	9:40 PM	10:05 PM	10:36 PM					
4003	1006	NW 107 Ave	North of NW 12 St	Miami Int'l Mall (Mattress Firm)			7:05 AM	7:45 AM	8:26 AM	9:12 AM	9:49 AM	10:27 AM	11:08 AM	11:49 AM	12:25 PM	1:01 PM	1:35 PM	2:12 PM	3:00 PM	3:41 PM	4:29 PM	5:15 PM	6:20 PM	7:20 PM	8:12 PM	8:40 PM	8:58 PM	9:20 PM	9:42 PM	10:08 PM	10:38 PM					
4004	1007	NW 107 Ave	North of NW 14	Miami Int'l Mall (BJ's)			7:06 AM	7:46 AM	8:27 AM	9:13 AM	9:50 AM	10:27 AM	11:09 AM	11:49 AM	12:26 PM	1:01 PM	1:36 PM	2:14 PM	3:03 PM	3:41 PM	4:30 PM	5:16 PM	6:21 PM	7:22 PM	8:13 PM	8:40 PM	8:58 PM	9:20 PM	9:42 PM	10:08 PM	10:39 PM					
4005	1078	NW 107 Ave	North of NW 15 St	Toy's r Us			7:06 AM	7:46 AM	8:27 AM	9:14 AM	9:51 AM	10:28 AM	11:09 AM	11:50 AM	12:26 PM	1:02 PM	1:36 PM	2:14 PM	3:03 PM	3:42 PM	4:30 PM	5:17 PM	6:21 PM	7:24 PM	8:13 PM	8:41 PM	8:59 PM	9:21 PM	9:43 PM	10:09 PM	10:39 PM					
4006	1008	NW 107 Ave	North of NW 17 St	Bed Bath & Beyond Plaza			7:08 AM	7:48 AM	8:29 AM	9:14 AM	9:51 AM	10:29 AM	11:10 AM	11:50 AM	12:27 PM	1:02 PM	1:37 PM	2:14 PM	3:03 PM	3:42 PM	4:31 PM	5:18 PM	6:22 PM	7:26 PM	8:14 PM	8:41 PM	8:59 PM	9:21 PM	9:43 PM	10:09 PM	10:40 PM					
4007	1009	NW 107 Ave	North of NW 19 St	International Corporate Park			7:08 AM	7:48 AM	8:29 AM	9:15 AM	9:52 AM	10:30 AM	11:11 AM	11:51 AM	12:27 PM	1:03 PM	1:37 PM	2:15 PM	3:04 PM	3:43 PM	4:31 PM	5:19 PM	6:23 PM	7:28 PM	8:15 PM	8:41 PM	9:00 PM	9:22 PM	9:44 PM	10:10 PM	10:40 PM					
4008		NW 107 Ave	North of NW 21 St	Miami Free Zone			7:09 AM	7:49 AM	8:29 AM	9:15 AM	9:53 AM	10:30 AM	11:11 AM	11:51 AM	12:28 PM	1:03 PM	1:37 PM	2:16 PM	3:05 PM	3:44 PM	4:32 PM	5:20 PM	6:24 PM	7:30 PM	8:15 PM	8:42PM	9:00 PM	9:22 PM	9:44 PM	10:10 PM	10:41 PM					
4009		NW 107 Ave	North of NW 25 St				7:09 AM	7:49 AM	8:29 AM	9:16 AM	9:54 AM	10:30 AM	11:11 AM	11:51 AM	12:28 PM	1:03 PM	1:37 PM	2:16 PM	3:05 PM	3:45 PM	4:33 PM	5:21 PM	6:26 PM	7:32 PM	8:16 PM	8:42 PM	9:01 PM	9:23 PM	9:45 PM	10:11 PM	10:42 PM					
4010	1012	NW 107 Ave	North of NW 27 St	Tu Casa			7:10 AM	7:50 AM	8:30 AM	9:16 AM	9:54 AM	10:31 AM	11:12 AM	11:52 AM	12:29 PM	1:04 PM	1:39 PM	2:17 PM	3:06 PM	3:46 PM	4:34 PM	5:22 PM	6:27 PM	7:33 PM	8:16 PM	8:43 PM	9:02 PM	9:23 PM	9:46 PM	10:12 PM	10:43 PM					
4011	1013	NW 107 Ave	North of 30 Ter	FLYTEC/Aloft			7:10 AM	7:50 AM	8:31 AM	9:18 AM	9:55 AM	10:32 AM	11:13 AM	11:53 AM	12:29 PM	1:05 PM	1:39 PM	2:18 PM	3:07 PM	3:47 PM	4:35 PM	5:23 PM	6:29 PM	7:35 PM	8:17 PM	8:43 PM	9:03 PM	9:24 PM	9:46 PM	10:12 PM	10:43 PM					
4012		NW 107 Ave	South of NW 36 St	INTCOMER			7:12 AM	7:52 AM	8:33 AM	9:20 AM	9:56 AM	10:34 AM	11:14 AM	11:53 AM	12:30 PM	1:05 PM	1:40 PM	2:20 PM	3:09 PM	3:48 PM	4:36 PM	5:24 PM	6:30 PM	7:37 PM	8:18 PM	8:44 PM	9:03 PM	9:25 PM	9:47 PM	10:13 PM	10:44 PM					
4013		NW 107 Ave	South of NW 41 St	TD Bank			7:14 AM	7:54 AM	8:34 AM	9:21 AM	9:56 AM	10:35 AM	11:15 AM	11:54 AM	12:30 PM	1:06 PM	1:40 PM	2:21 PM	3:10 PM	3:49 PM	4:37 PM	5:25 PM	6:33 PM	7:39 PM	8:19 PM	8:45 PM	9:03 PM	9:25 PM	9:48 PM	10:14 PM	10:45 PM					
4014		NW 107 Ave	North of NW 41 St	Don Pan			7:17 AM	7:57 AM	8:38 AM	9:22 AM	9:58 AM	10:39 AM	11:18 AM	11:56 AM	12:32 PM	1:08 PM	1:42 PM	2:25 PM	3:14 PM	3:52 PM	4:39 PM	5:29 PM	6:37 PM	7:45 PM	8:20 PM	8:46 PM	9:04 PM	9:26 PM	9:48 PM	10:15 PM	10:46 PM					
4015		NW 107 Ave	South of NW 48 Ln				7:17 AM	7:57 AM	8:38 AM	9:22 AM	9:58 AM	10:39 AM	11:18 AM	11:56 AM	12:32 PM	1:08 PM	1:42 PM	2:26 PM	3:15 PM	3:53 PM	4:40 PM	5:31 PM	6:38 PM	7:46 PM	8:20 PM	8:46 PM	9:04 PM	9:26 PM	9:48 PM	10:15 PM	10:46 PM					
4016		NW 107 Ave	South of NW 52 St				7:18 AM	7:58 AM	8:39 AM	9:23 AM	9:59 AM	10:40 AM	11:19 AM	11:57 AM	12:33 PM	1:09 PM	1:43 PM	2:27 PM	3:16 PM	3:55 PM	4:41 PM	5:34 PM	6:40 PM	7:47 PM	8:21 PM	8:47 PM	9:05 PM	9:27 PM	9:49 PM	10:16 PM	10:47 PM					
4017		NW 107 Ave	South of NW 58 St				7:20 AM	8:00 AM	8:41 AM	9:23 AM	10:00 AM	10:42 AM	11:20 AM	11:58 AM	12:35 PM	1:10 PM	1:44 PM	2:27 PM	3:16 PM	3:57 PM	4:43 PM	5:36 PM	6:42 PM	7:49 PM	8:21 PM	8:47 PM	9:06 PM	9:28 PM	9:49 PM	10:17 PM	10:47 PM					
4018		NW 107 Ave	North of NW 60 St		6:00 AM	6:40 AM	7:21 AM	8:01 AM	8:42 AM	9:26 AM	10:01 AM	10:42 AM	11:21 AM	11:59 AM	12:35 PM	1:11 PM	1:45 PM	2:28 PM	3:17 PM	3:59 PM	4:44 PM	5:38 PM	6:43 PM	7:49 PM	8:22 PM	8:48 PM	9:06 PM	9:28 PM	9:49 PM	10:17 PM	10:48 PM					
4019		NW 107 Ave	South of NW 66 St	LANDMARK	6:01 AM	6:41 AM	7:22 AM	8:02 AM	8:42 AM	9:26 AM	10:02 AM	10:43 AM	11:22 AM	12:00 PM	12:36 PM	1:12 PM	1:46 PM	2:30 PM	3:19 PM	4:00 PM	4:45 PM	5:40 PM	6:45 PM	7:50 PM	8:23 PM	8:48 PM	9:07 PM	9:29 PM	9:50 PM	10:18 PM	10:49 PM					
4020		NW 107 Ave	North of NW 68 St	The Mansions	6:01 AM	6:41 AM	7:22 AM	8:02 AM	8:42 AM	9:27 AM	10:03 AM	10:43 AM	11:22 AM	12:00 PM	12:36 PM	1:12 PM	1:46 PM	2:31 PM	3:20 PM	4:01 PM	4:46 PM	5:40 PM	6:46 PM	7:50 PM	8:23 PM	8:49 PM	9:08 PM	9:29 PM	9:50 PM	10:18 PM	10:49 PM					
4021		NW 107 Ave	North of NW 70 St	Vintage Estates	6:02 AM	6:42 AM	7:23 AM	8:03 AM	8:43 AM	9:27 AM	10:04 AM	10:44 AM	11:23 AM	12:00 PM	12:37 PM	1:12 PM	1:47 PM	2:32 PM	3:21 PM	4:03 PM	4:47 PM	5:41 PM	6:47 PM	7:51 PM	8:23 PM	8:49 PM	9:09 PM	9:30 PM	9:51 PM	10:19 PM	10:50 PM					
4022		NW 107 Ave	North of NW 74 St	Mc Donalds	6:03 AM	6:43 AM	7:23 AM	8:03 AM	8:44 AM	9:28 AM	10:05 AM	10:45 AM	11:24 AM	12:02 PM	12:39 PM	1:14 PM	1:49 PM	2:35 PM	3:23 PM	4:05 PM	4:49 PM	5:44 PM	6:50 PM	7:55 PM	8:26 PM	8:50 PM	9:10 PM	9:31 PM	9:52 PM	10:21 PM	10:52 PM					
4023		NW 107 Ave	South of NW 78 St	Midtown at Doral	6:04 AM	6:43 AM	7:24 AM	8:04 AM	8:45 AM	9:30 AM	10:06 AM	10:45 AM	11:25 AM	12:03 PM	12:39 PM	1:15 PM	1:49 PM	2:37 PM	3:23 PM	4:06 PM	4:51 PM	5:45 PM	6:52 PM	7:56 PM	8:27 PM	8:50 PM	9:11 PM	9:32 PM	9:53 PM	10:22 PM	10:52 PM					
4024		NW 107 Ave	South of NW 82 St		6:04 AM	6:44 AM	7:25 AM	8:05 AM	8:45 AM	9:30 AM	10:06 AM	10:46 AM	11:25 AM	12:04 PM	12:40 PM	1:16 PM	1:50 PM	2:38 PM	3:24 PM	4:08 PM	4:53 PM	5:46 PM	6:54 PM	7:57 PM	8:28 PM	8:51 PM	9:12 PM	9:33 PM	9:53 PM	10:22 PM	10:53 PM					
4025		NW 107 Ave	South of NW 86 St		6:05 AM	6:45 AM	7:26 AM	8:06 AM	8:46 AM	9:31 AM	10:07 AM	10:47 AM	11:26 AM	12:05 PM	12:41 PM	1:17 PM	1:51 PM	2:39 PM	3:25 PM	4:10 PM	4:55 PM	5:47 PM	6:55 PM	7:58 PM	8:29 PM	8:52 PM	9:13 PM	9:34 PM	9:54 PM	10:23 PM	10:54 PM					
4026		NW 107 Ave	North of NW 88 St		6:06 AM	6:46 AM	7:27 AM	8:07 AM	8:48 AM	9:34 AM	10:08 AM	10:48 AM	11:27 AM	12:05 PM	12:41 PM	1:17 PM	1:51 PM	2:42 PM	3:26 PM	4:11 PM	4:57 PM	5:49 PM	6:59 PM	8:00 PM	8:30 PM	8:52 PM	9:14 PM	9:35 PM	9:55 PM	10:24 PM	10:54 PM					

Appendix H

Response to City Comments

MEMORANDUM

To: Edna Sibila, Transportation Manager / City of Doral
From: David Plummer & Associates
Date: April 14, 2025
RE: Responses to Prime Square Doral Traffic Study Comments– #24143
1st Review

David Plummer & Associates (DPA) has reviewed the comments provided by the City of Doral regarding the Prime Square Doral Traffic Study dated January 14, 2025. Below are the responses to the City Comments. The comments are repeated for your convenience.

1. Exhibit 2 - Add bike lane to lane configuration figure.

DPA Response: Exhibit 2 has been revised to add bike lanes.

2. Roadway Capacity Analysis - revise factors applied to roadway capacity calculations. Update all sheets and analysis.

- a. NW 74 St (EB/WB between NW 104 Ave and NW 102 Ave) exclusive left turn factor not applied.
- b. NW 74 St (EB between NW 102 Ave and NW 98 Pl) exclusive left turn factor not applied.
- c. NW 66 St (WB between NW 102 Ave and NW 104 Ave) there are exclusive left turn lanes within the segment.

DPA Response: An adjustment factor is not available for multilane divided roadways with an exclusive left turn. Therefore, an adjustment factor was not applied to NW 74th Street (EB/WB between NW 104 Ave and NW 102 Ave) and (EB between NW 102 Ave and NW 98 Pl). Additionally, there are no exclusive left turn lanes on NW 66th Street (WB between NW 102 Ave and NW 104 Ave). A left turn lane adjustment factor was applied to NW 66th Street (EB between NW 102 Ave and NW 104 Ave).

3. **Please note that left turn from project driveways is not allowed based on existing pavement marking. Is project proposing to modify? If not, please update trip distributions and analysis.**

DPA Response: Based on the existing pavement markings, left turns are allowed into the project driveways. In Florida, a left turn is allowed over double yellow lines. Double yellow lines indicate that passing is prohibited, not that turning is forbidden.

4. **Approval from Miami-Dade County Traffic Division is required as part of site plan application.**

DPA Response: Comment noted.

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Appendix I

Response to Miami-Dade County Comments

MEMORANDUM

To: Yamilet Senespleda P.E., PTOE
Cc: Leanne Garcia Fernandez
From: David Plummer & Associates
Date: April 14, 2025
RE: Responses to Prime Square Doral Traffic Study Comments– #24143
1st Review

David Plummer & Associates (DPA) has reviewed the comments provided by Miami-Dade County regarding the Prime Square Doral Traffic Study dated February 3, 2025. Below are the responses to the City Comments. The comments are repeated for your convenience.

- 1. Please clarify if the subject site is required to plat. If yes, please provide the t-plat number.**

DPA Response: The project will plat once they have received site plan approval.

- 2. Historic Background Growth. Please exclude the years 2020 and 2021 from the growth rate analysis due to COVID-19. Additionally, include a SERPM Model Growth Analysis and use the highest growth rate to be conservative.**

DPA Response: The historical growth has been revised.

- 3. Future with Project Intersection Capacity Analysis. There is space at the intersection of NW 102nd Avenue and NW 74th Street to extend the storage space for the northbound left turn. Please reevaluate the capacity to extend this storage length. Additionally, the southbound right has an overlap phase which is not included in the synchro analysis.**

DPA Response: The project is proposing to extend the existing northbound left storage length at the NW 102nd Avenue / NW 74th Street intersection. The Synchro analysis has been revised to include the overlap phase.