Public Works Traffic Analysis Comments

Date: 6-16-2025

Subject: Corporate Park of Doral

Permit: PLAN-2411-0095

Date Submitted: 5-28-2025

3rd Review

Results of the Review:

[X] **Approval Recommended**

Doral Public Works Department has completed its review of the Traffic submittal prepared by Kimley Horn & Associates for the redevelopment of the Corporate Park of Doral located at 7785 NW 48 Street the City of Doral. The existing site is currently consisting of 95,853 Sq. Ft General Office building (LUC 710) and 6,617 Sq. Ft Medical-Dental Office building (LUC 720). The applicant is proposing to develop 250,000 Sq. Ft of Warehouse (LUC 150) and 26,600 Sq. Ft of Office space (LUC 710) and 6,618 Sq. Ft of medical office space (LUC 720). The Public Works Department recommends approval.

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

- 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.

Memorandum

Date: Friday, June 13, 2025

Subject: DR 2025002868

Applicant Name: Corporate Park of Doral

PROJECT DESCRIPTION

The project proposes a redevelopment of the existing site, which is currently occupied by 95,853 square feet of office space and 6,618 square feet of medical office space. The proposed redevelopment will introduce 250,000 square feet of warehousing space, 26,600 square feet of office space, and will retain the existing 6,618 square feet of medical office space. It is anticipated that the proposed project will reduce peak-hour vehicle trips by 53 in the AM period and 49 in the PM period. Access to the proposed redevelopment will be provided via three (3) unsignalized, full-access driveways along NW 50th Street, east of NW 79th Avenue, and one (1) existing signalized, full-access driveway along NW 48th Street at the intersection with NW 79th Avenue. The buildout year is projected to be 2027.

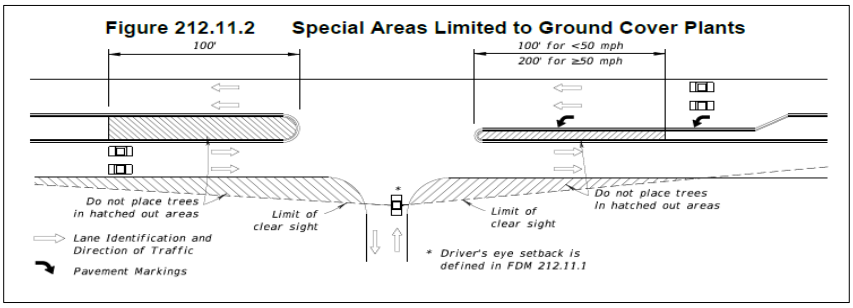
PROJECT LOCATION

The proposed project will be located at 7705 NW 48th Street in Doral, Florida in unincorporated Miami Dade County.

COMMENTS/RECOMMENDATION

Miami-Dade County Department of Transportation and Public Works (DTPW) Traffic Engineering Division has reviewed the subject application and has no objections to this application, subject to the following conditions:

1. According to the latest FDOT FDM manual Section 212.11.6, trees may not be placed within the hatched-out areas of the sight triangles, as shown in the figure below.



If you have any questions concerning the comments, or wish to discuss this matter further, please contact Leanne Garcia Fernandez at (305) 439-6491

Traffic Impact Analysis
for Submittal to
Miami-Dade County

CORPORATE PARK OF DORAL
DORAL, FLORIDA

Kimley»Horn

Updated **May** 2025
January 2025
143818000

Traffic Impact Analysis for Submittal to Miami-Dade County

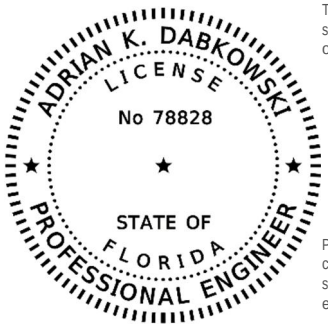
CORPORATE PARK OF DORAL
DORAL, FLORIDA

Prepared for:

Corporate Park of Doral, Inc.

Prepared by:

Kimley-Horn and Associates, Inc.



This item has been digitally signed and sealed by Adrian K. Dabkowski, P.E., PTOE, on the date adjacent to the seal.

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

Adrian K. Dabkowski, P.E., PTOE
Florida Registration Number 78828
Kimley-Horn and Associates, Inc.
8201 Peters Road, Suite 2200
Plantation, FL 33324

Updated May 2025
January 2025
143818000

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

LIST OF APPENDICES

INTRODUCTION

Corporate Park of Doral, Inc. is proposing to redevelop the property located at 7705 NW 48th Street in Doral, Florida. Currently, the site proposed for redevelopment is occupied by 95,853 square feet of office space and 6,618 square feet of medical office space. The proposed redevelopment consists of 250,000 square feet of warehousing space, 26,600 square feet of office space, and 6,618 square feet of medical office space. The existing medical office space is proposed to remain. The redevelopment is expected to be completed and opened by year 2027. A project location map is provided as Figure 1. A conceptual site plan is included in Appendix A.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis consistent with the Level 1 traffic study requirements outlined in Miami-Dade County's *Traffic Impact Study Standard Methodology* for submittal to Miami-Dade County. The purpose of the study is to assess the project's anticipated trip generation and evaluate the feasibility of turn lanes at the project driveways based on future traffic volumes. This report summarizes the project trip generation, trip distribution and assignment, driveway intersection capacity analysis, and 95th percentile queuing analysis at the existing signalized driveway.

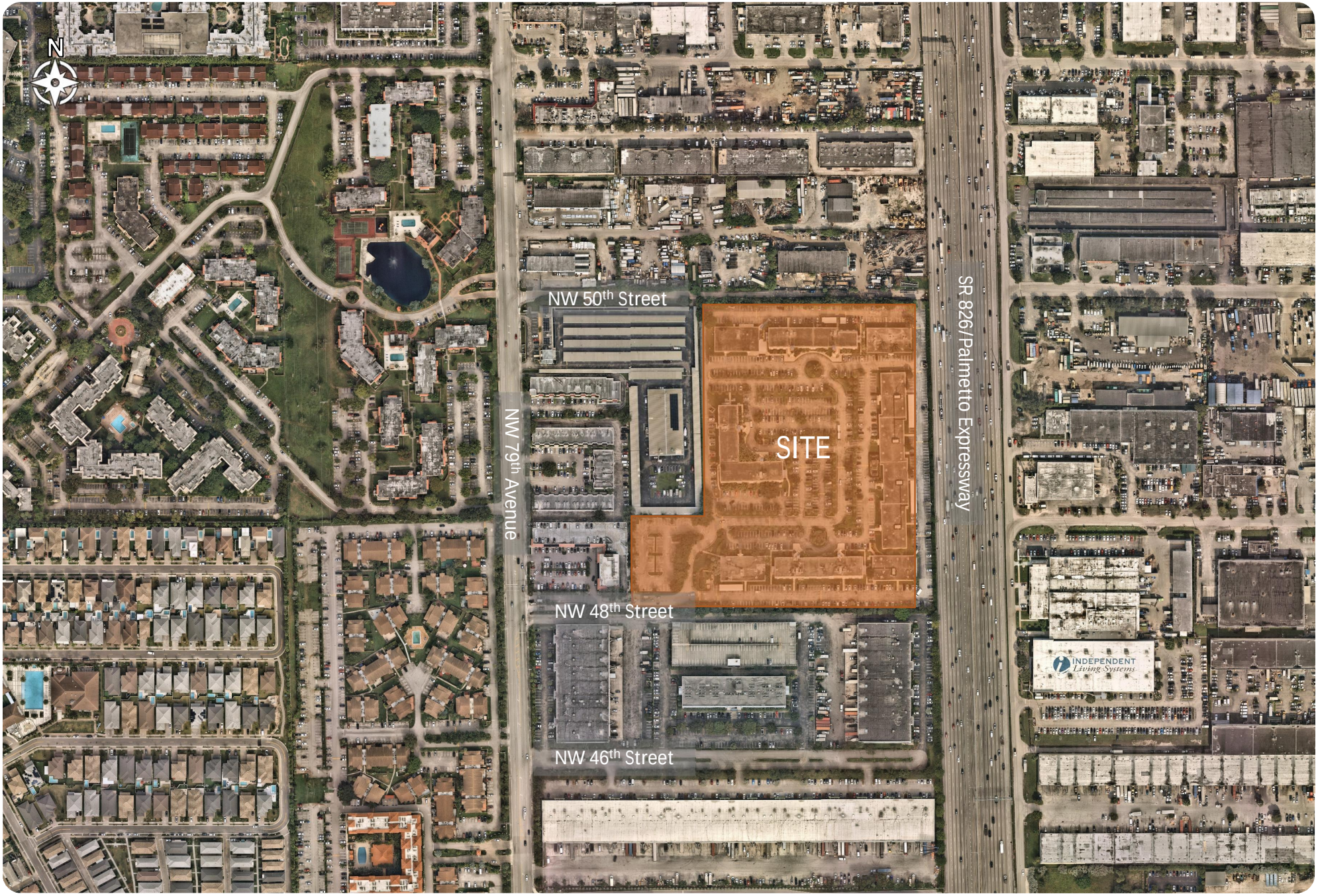


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Figure 1
Project Location Map
Corporate Park of Doral
Doral, Florida

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

EXISTING AND PROPOSED LAND USE

Currently, the site proposed for redevelopment is occupied by 95,853 square feet of office space and 6,618 square feet of medical office space. The proposed redevelopment consists of 250,000 square feet of warehousing space, 26,600 square feet of office space, and 6,618 square feet of medical office space. The existing medical office space is proposed to remain.

PROJECT ACCESS

Access to the proposed redevelopment will be provided via three (3) unsignalized, full-access driveways along NW 50th Street, east of NW 79th Avenue and one (1) existing, signalized, full-access driveway along NW 48th Street at the intersection with NW 79th Avenue.

Note that none of the driveways will be gated.

TRIP GENERATION

Trip generation calculations for the existing development and the proposed redevelopment were performed using rates and/or equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 710 (General Office Building) and LUC 720 (Medical-Dental Office Building). The trip generation for the proposed redevelopment was determined using ITE LUC 150 (Warehousing), LUC 710 (General Office Building), and LUC 720 (Medical-Dental Office Building).

MULTIMODAL REDUCTION

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the redevelopment. A multimodal factor of 0.6 percent (0.6%) was calculated to account for the urban environment in which the project site is located. It is expected that a portion of guests and employees will choose to walk, bike, or use public transit to and from the proposed

redevelopment. However, to provide a conservative analysis, this factor was not applied to the trip generation calculations.

TRANSIT ROUTE INFORMATION

Two (2) Miami-Dade County Department of Transportation and Public Works (DTPW) routes and one (1) City of Doral Trolley route currently operate in close proximity to the site during the A.M. and P.M. peak hours.

- **DTPW Route 36** operates along NW 79th Avenue in the vicinity of the project site with the nearest stop located just north of NW 48th Street. This route operates with 30-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.
- **DTPW Route 132** operates along NW 79th Avenue in the vicinity of the project site with the nearest stop located just north of NW 48th Street. This route operates with 60-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.
- **City of Doral Trolley Route 2** operates along NW 79th Avenue in the vicinity of the project site with the nearest stop located just north of NW 48th Street. This route operates with approximately 90-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.

Additional transit route information is included in Appendix B.

NET NEW PROJECT TRIPS

As shown in Table 1, the project is expected to result in a reduction of 53 net new external vehicular trips during the weekday A.M. peak hour and a reduction of 49 net new external vehicular trips during the weekday P.M. peak hour. Detailed trip generation information is included in Appendix C.

Table 1: Trip Generation Summary				
A.M. (P.M.) Peak Hour				
Land Use (ITE Code)	**Scale**	**Net New External Trips**	**Entering Trips**	**Exiting Trips**
Existing Development				
General Office Building (710)	95,853 square feet	161 (160)	142 (27)	19 (133)
Medical-Dental Office Building (720)	6,618 square feet	21 (24)	17 (7)	4 (17)
Proposed Redevelopment				
Warehousing (150)	250,000 square feet	54 (56)	42 (16)	12 (40)
General Office Building (710)	26,600 square feet	54 (55)	48 (9)	6 (46)
Medical-Dental Office Building (720)	6,618 square feet	21 (24)	17 (7)	4 (17)
Net New Redevelopment				
Net New Vehicle Trips (vehicles per hour)		-53 (-49)	-52 (-2)	-1 (-47)

PEDESTRIAN TRIP GENERATION

A schematic plan of surrounding pedestrian trip generators, including transit facilities, was prepared. Figure 2 presents pedestrian trip generators located within the vicinity of the site.

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Figure 2
Pedestrian Trip Generators
Corporate Park of Doral
Doral, Florida

EXISTING TRAFFIC VOLUMES

A.M. peak period (7:00 A.M. to 9:00 A.M.) and P.M. peak period (4:00 P.M. to 6:00 P.M.) turning movement counts were collected on June 25, 2024 (Tuesday) at the intersection of NW 79th Avenue and NW 47th Street/NW 48th Street.

All traffic volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Turning movement counts also included pedestrian and bicycle data. The appropriate Florida Department of Transportation (FDOT) peak season conversion factor (PSCF) of 1.03 was applied to the collected traffic data. The turning movement counts, FDOT peak season factor category reports, and signal timing data are included in Appendix D. Figure 3 presents the existing turning movement volumes at the study intersections during the A.M. and P.M. peak hours.

GROWTH RATE CALCULATIONS

Traffic growth on the transportation network was also included in the turn lane analysis and determined based upon (a) historical growth trends at nearby FDOT traffic count stations and (b) traffic volume comparisons from the year 2015 and 2045 Florida Standard Urban Transportation Model Structure (FSUTMS) - Southeast Florida Regional Planning Model (SERPM). FDOT count stations referenced in this analysis include:

- FDOT count station no. 8161 located on NW 79th Avenue, 200 feet north of NW 36th Street.
- FDOT count station no. 8183 located on NW 79th Avenue, 200 feet south of NW 36th Street.

The historical growth rate analysis, based on FDOT count stations, examined linear, exponential, and decaying exponential growth rates for the most recent five (5) and ten (10) year periods. The linear growth trend yielded a growth rate of 0.38 percent (0.38%) over the most recent five (5) year period and 0.65 percent (0.65%) over the most recent ten (10) year period. The exponential growth trend yielded a growth rate of negative 0.37 percent (-0.37%) over the most recent five (5) year period and 0.79 percent (0.79%) over the most recent ten (10) year period. The decaying exponential growth trend yielded a growth rate of negative 0.24 percent (0.24%) over the most recent five (5) year period and 1.23 percent (1.23%) over the most recent ten (10) year period. The calculated growth rate with the highest R^2 value was the five (5) year decaying exponential growth trend which yielded a growth rate of negative 0.24 percent (-0.24%).

Based on the volume information obtained from the years 2015 and 2045 FSUTMS SERPM, an annual growth rate of 0.60 percent (0.60%) in the vicinity of the development was calculated. To provide a conservative analysis, the growth rate of 0.60 percent (0.60%) was applied annually to the existing traffic volumes to develop future (2027) background conditions. Detailed growth calculations are provided in Appendix E.

TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution was based on an interpolated cardinal trip distribution for the project site's traffic analysis zone (TAZ) obtained from the Miami-Dade Transportation Planning Organization's (TPO's) 2045 Long Range Transportation Plan Directional Trip Distribution Report. The cardinal trip distribution for TAZ 722 is provided in Table 2.

Table 2: Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips
North-Northeast	15%
East-Northeast	10%
East-Southeast	18%
South-Southeast	11%
South-Southwest	21%
West-Southwest	8%
West-Northwest	6%
North-Northwest	11%
Total	100%

Figure 5 and Figure 6 detail the project's trip distribution and assignment for the weekday A.M. and P.M. peak hours. Note that the project is expected to result in a reduction of 53 net new external vehicular trips during the A.M. peak hour and a reduction of 49 trips in the P.M. peak hour. Detailed cardinal distribution calculations are contained in Appendix F.

FUTURE TRAFFIC VOLUMES

Future total traffic conditions are defined as the expected traffic conditions in the year 2027 with project traffic. Total traffic volumes considered in the analysis for this project are the sum of future background traffic and total project volumes in and out of the project driveways while traffic volumes at external intersections are the sum of future background traffic and net new trips accounting for the existing development. The peak hour future traffic volumes are shown in Figure 7. Volume development worksheets are included in Appendix G.

N

NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

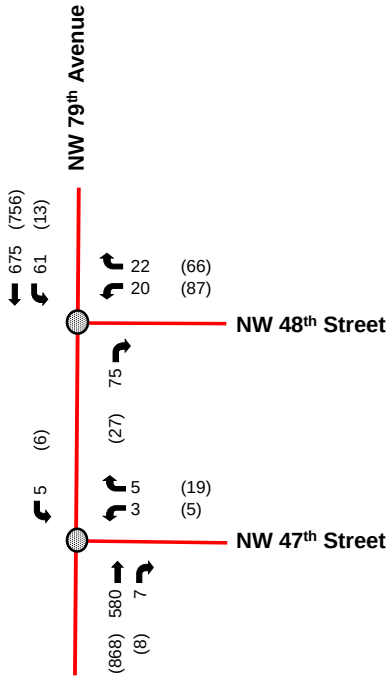

Figure 3
Existing Peak Hour Traffic
Corporate Park of Doral
Doral, Florida

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N

NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

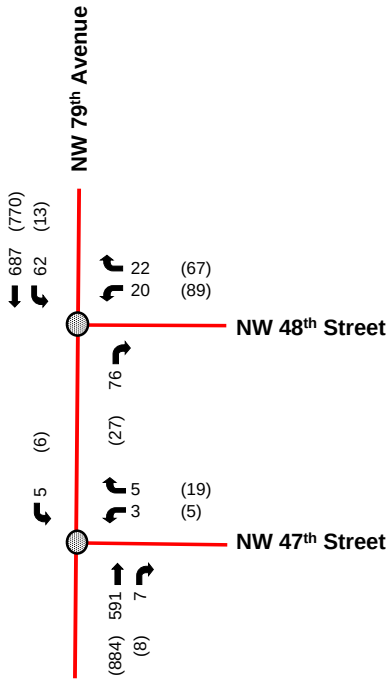

Figure 4
Future Background Peak Hour Traffic
Corporate Park of Doral
Doral, Florida

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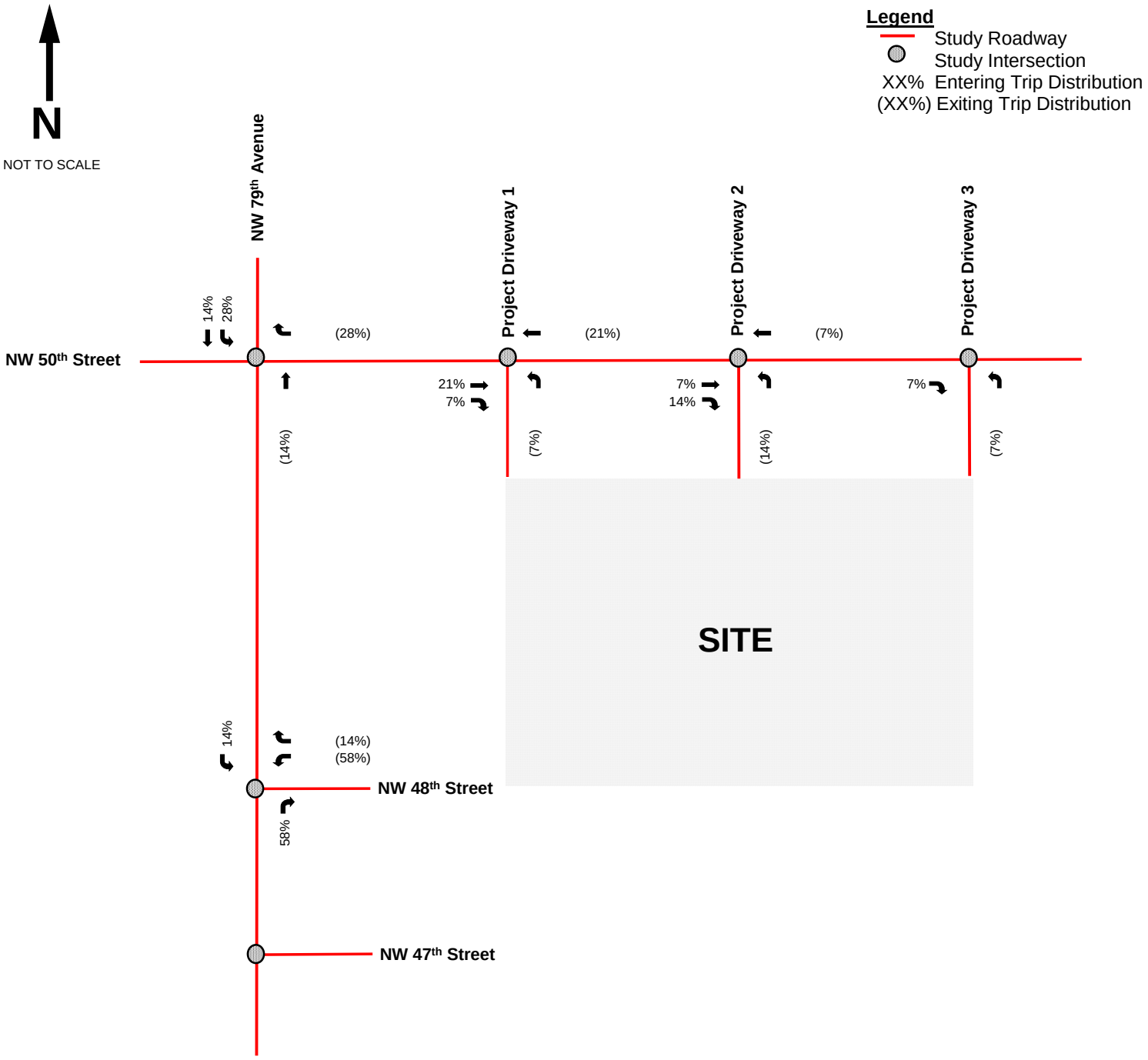
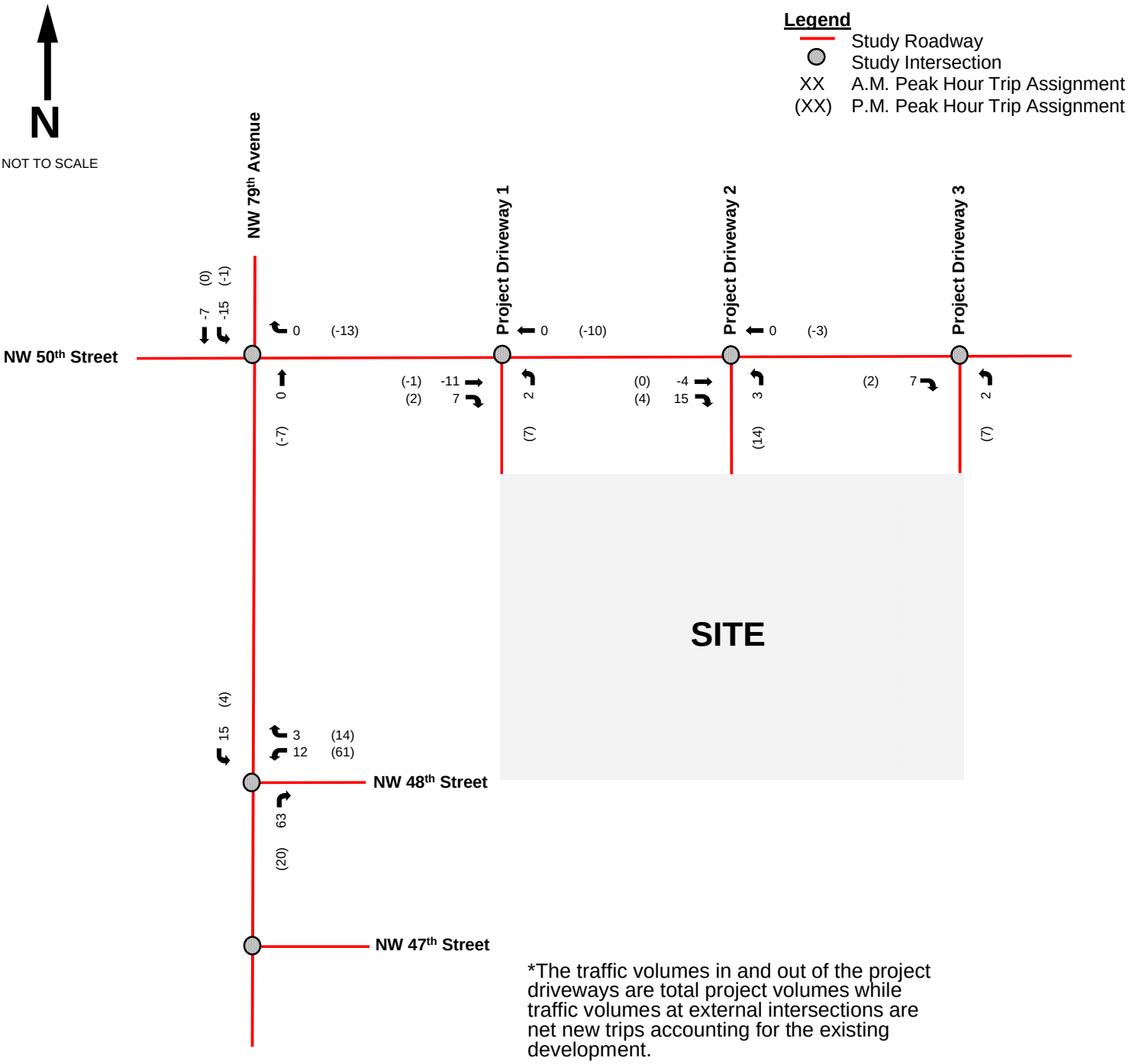


Figure 5
Peak Hour Project Trip Distribution
Corporate Park of Doral
Doral, Florida

Kimley»Horn



*The traffic volumes in and out of the project driveways are total project volumes while traffic volumes at external intersections are net new trips accounting for the existing development.

Figure 6
Peak Hour Project Trip Assignment
Corporate Park of Doral
Doral, Florida

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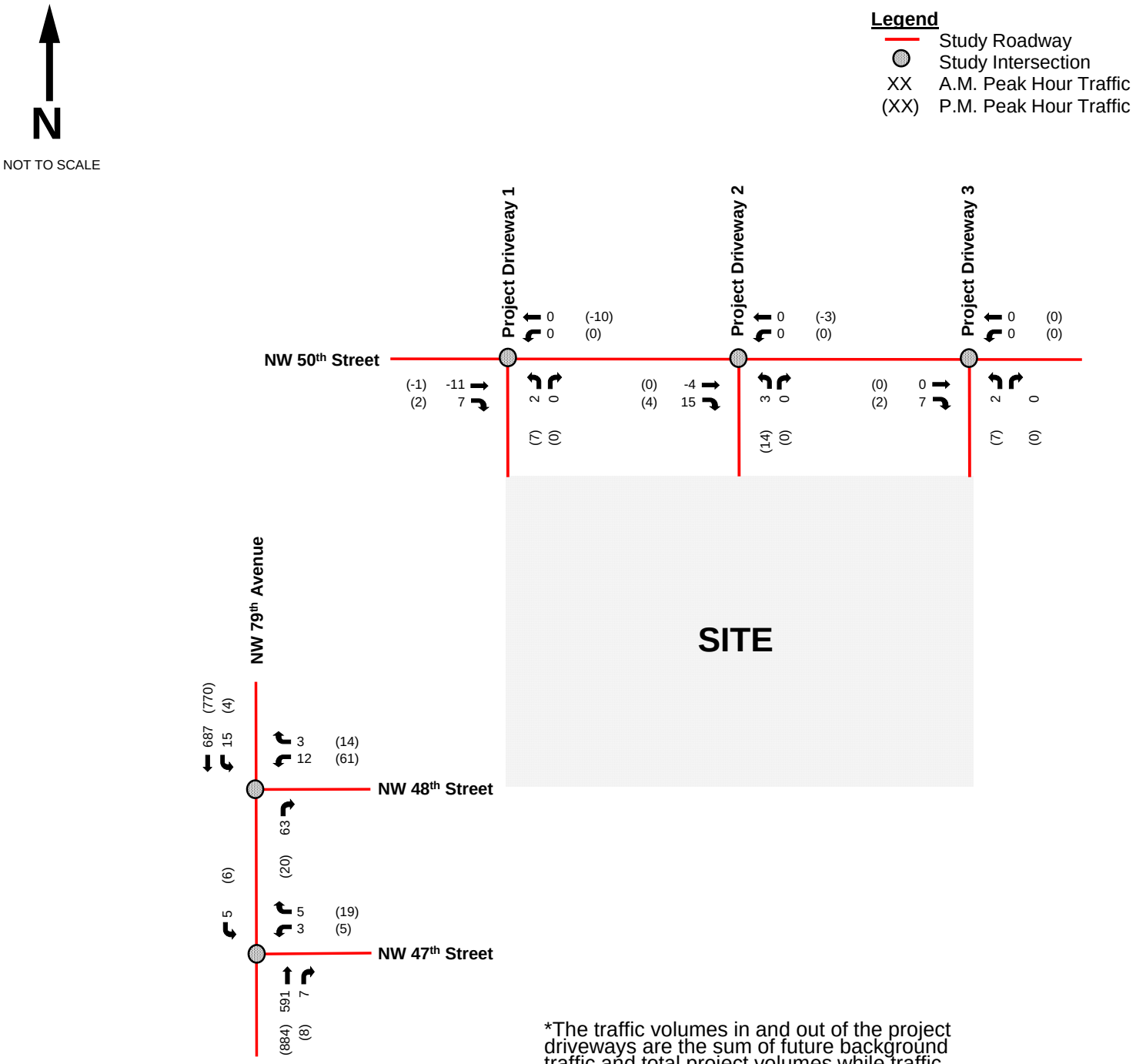


*The traffic volumes in and out of the project driveways are the sum of future background traffic and total project volumes while traffic volumes at external intersections are the sum of future background traffic and net new trips accounting for the existing development.

Figure 7
Future Total Peak Hour Traffic
Corporate Park of Doral
Doral, Florida

Kimley»Horn

INTERSECTION CAPACITY ANALYSIS

The study area intersections operating conditions were analyzed for two (2) scenarios (existing conditions and future background conditions) during the A.M. and P.M. peak hours using Trafficware's *SYNCHRO* software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM), *2000/2010/7*th Edition. As the proposed redevelopment is expected to result in a reduction of trips during the weekday A.M. and P.M. peak hours, the study intersections were not analyzed under future total conditions. Synchro worksheets for the study intersections are included in Appendix H. A summary of the intersection analysis is presented in Table 3.

The results of the intersection capacity analysis indicate that the study intersections are expected to operate at level of service (LOS) D or better during all analysis scenarios during the A.M. and P.M. peak hours.

Table 3: Peak Hour Intersection Capacity Analysis Results

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			NWB(1)	WB(2)	NB	SB
Existing Conditions (Future Background Conditions)						
A.M. Peak Hour Conditions						
NW 79th Avenue and NW 47th Street/NW 48th Street	Signalized	A/8.0 sec (A/8.0 sec)	D (D)	D (D)	A (A)	A (A)
P.M. Peak Hour Conditions						
NW 79th Avenue and NW 47th Street/NW 48th Street	Signalized	B/13.3 sec (B/13.4 sec)	E (E)	D (D)	B (B)	A (A)

Notes: (1) The NWB approach is representative of the west leg of NW 79th Avenue and NW 47th Street.
(2) The WB approach is representative of the west leg of NW 79th Avenue and NW 48th Street.

95TH PERCENTILE QUEUING ANALYSIS

A 95th percentile queuing analysis was performed at existing exclusive turn lanes at signalized study intersections with limited storage where project trips are assigned. The 95th percentile queue lengths were calculated using Trafficware's *SYNCHRO* software. As the proposed redevelopment is expected to result in a reduction of trips during the weekday A.M. and P.M. peak hours, the study intersections were not analyzed under future total conditions.

A summary of the 95th percentile queuing analysis during the A.M. and P.M. hours is presented in Table 4. The results of the analysis indicate that vehicle queue lengths are expected to be accommodated within the existing vehicle storage under existing and future background conditions during the A.M. and P.M. peak hours. Synchro worksheets for the study intersections are included in Appendix H.

Table 4: 95th Percentile Queuing Analysis Results

Intersection	Movement	95th Percentile Queue (ft)		Existing Storage Length (ft)	Queue Length Sufficient?
		A.M.	P.M.		
Existing Conditions (Future Background Conditions)					
NW 79th Avenue and NW 47th Street/NW 48th Street	Southbound Left-Turn	32 (32)	15 (15)	135	Yes

TURN LANE ANALYSIS

A turn-lane analysis was conducted at the study intersection of NW 79th Avenue and NW 47th Street/NW 48th Street and the three (3) project driveways along NW 50th Street to determine whether turn lanes at the intersection are warranted based on criteria outlined in Section 77-47 of the City of Doral's *Code of Ordinances* or guidelines in the FDOT *Multimodal Access Management Guidebook*, 2023. As the intersection of NW 79th Avenue and NW 47th Street/NW 48th Street already has an existing southbound left-turn lane, the analysis only reviewed whether a northbound right-turn lane is warranted at the study intersection. Additionally, as no traffic is expected in the westbound direction along NW 50th Street since the street is a dead-end street, the analysis only reviewed whether an eastbound right-turn lane is warranted at the three (3) project driveways along NW 50th Street. Section 77-47 states that a movement must have a posted speed limit of 35 MPH or greater and generate 100 or more right-turns during the peak hour in order to warrant an exclusive right-turn lane. The FDOT *Multimodal Access Management Guidebook*, 2023 states that exclusive right-turn lanes should be considered based on the roadway's context classification, right-turn volume, and approach volume.

Note the analysis was conducted using the project's total trips generated rather than the sum of future background volumes and net new project trips as the project generates a reduction in net new trips. Project trips were distributed and assigned to the study intersections based on an interpolated cardinal trip distribution for the project site's traffic analysis zone (TAZ) obtained from the Miami-Dade Transportation Planning Organization's (TPO's) *2045 Long Range Transportation Plan Directional Trip Distribution Report*. The project is located within TAZ 722 and estimated to have a buildout year of 2027.

Although NW 79th Avenue has a posted speed of 40 MPH, the northbound right-turn volumes at the study intersection upon project buildout is expected to be less than 100 vehicles during both the A.M. and P.M. peak hours. The three (3) project driveways along NW 50th Street have a posted speed limit of 30 MPH and the eastbound right-turn volumes at the project driveways upon project buildout is expected to be less than 100 vehicles during both A.M. and P.M. peak hours. Therefore, an exclusive right-turn lane at the study intersection or project driveways is not warranted based

on the City of Doral's *Code of Ordinances*. A right-turn lane is also not warranted based on the criteria outlined in the FDOT *Multimodal Access Management Guidebook*, 2023. Table 5 summarizes the results of the right-turn lane analysis. Right-turn lane analysis worksheets are provided in Appendix I.

Table 5: Right-Turn Lane Analysis Results

Intersection	Approach	Posted Speed	Context Classification	Right-Turn Volume (veh/h)	Approach Volume (veh/h)	Turn Lane Warranted (City of Doral Criteria)?	Turn Lane Warranted (Miami-Dade County Criteria)?
				A.M. Peak Hour (P.M. Peak Hour)			
NW 79th Avenue and NW 47th Street/NW 48th Street	Northbound	40 MPH	C3C	70 (28)	661 (912)	No	No
NW 50th Street and Project Driveway 1	Eastbound	30 MPH	C3C	7 (2)	22 (6)	No	No
NW 50th Street and Project Driveway 2	Eastbound	30 MPH	C3C	15 (4)	7 (2)	No	No
NW 50th Street and Project Driveway 3	Eastbound	30 MPH	C3C	7 (2)	0 (0)	No	No

CONCLUSION

Corporate Park of Doral, Inc. is proposing to redevelop the property located at 7705 NW 48th Street in Doral, Florida. Currently, the site proposed for redevelopment is occupied by 95,853 square feet of office space and 6,618 square feet of medical office space. The proposed redevelopment consists of 250,000 square feet of warehousing space, 26,600 square feet of office space, and 6,618 square feet of medical office space. The existing medical office space is proposed to remain. The redevelopment is expected to be completed and opened by year 2027.

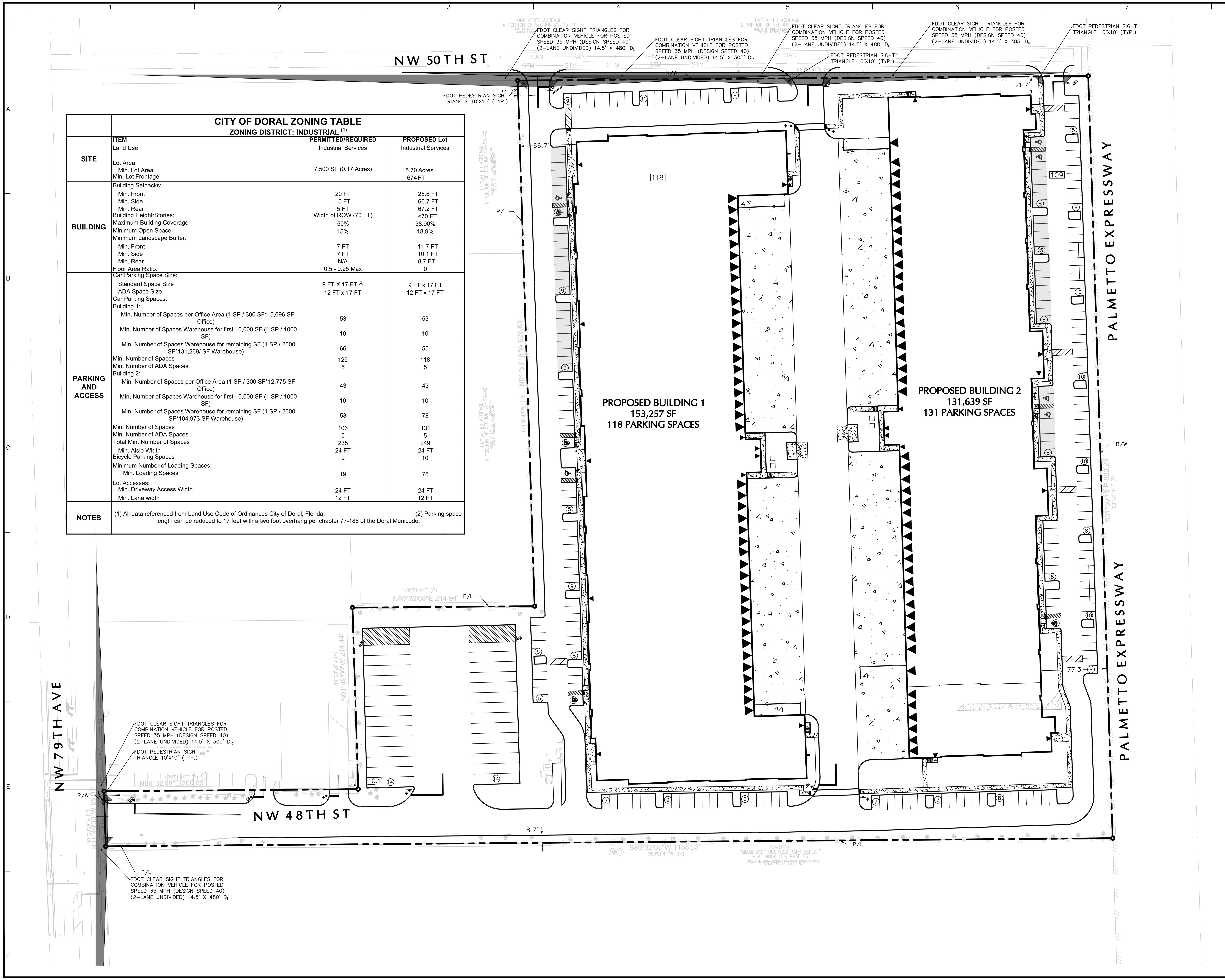
The redevelopment is expected to result in a reduction of 53 net new external vehicular trips during the weekday A.M. peak hour and a reduction of 49 net new external vehicular trips during the weekday P.M. peak hour.

The results of the intersection capacity analysis indicate that the study intersections are expected to operate at level of service (LOS) D or better during all analysis scenarios during the A.M. and P.M. peak hours.

The results of the 95th percentile queueing analysis indicate that vehicle queue lengths are expected to be accommodated within the existing vehicle storage under existing and future background conditions during the A.M. and P.M. peak hours.

The results of the turn lane analysis indicate that an exclusive right-turn lane at the project driveways is not warranted based on criteria outlined in Section 77-47 of the City of Doral's *Code of Ordinances* or guidelines in the FDOT *Multimodal Access Management Guidebook*, 2023.

Appendix A
Conceptual Site Plan



CITY OF DORAL ZONING TABLE

ZONING DISTRICT: INDUSTRIAL (1)

	ITEM	PERMITTED/REQUIRED	PROPOSED Lot
SITE	Land Use:	Industrial Services	Industrial Services
	Lot Area:		
	Min. Lot Area	7,500 SF (0.17 Acres)	15.70 Acres
	Min. Lot Frontage		674 FT
BUILDING	Building Setbacks:		
	Min. Front	20 FT	25.6 FT
	Min. Side	15 FT	66.7 FT
	Min. Rear	5 FT	67.2 FT
	Building Height/Stories:	Width of ROW (70 FT)	<70 FT
	Maximum Building Coverage	50%	38.90%
	Minimum Open Space	15%	18.9%
	Minimum Landscape Buffer:		
	Min. Front	7 FT	11.7 FT
	Min. Side	7 FT	10.1 FT
	Min. Rear	N/A	8.7 FT
	Floor Area Ratio:	0.5 - 0.25 Max	0
PARKING AND ACCESS	Car Parking Space Size:		
	Standard Space Size	9 FT X 17 FT (2)	9 FT x 17 FT
	ADA Space Size	12 FT x 17 FT	12 FT x 17 FT
	Car Parking Spaces:		
	Building 1:		
	Min. Number of Spaces per Office Area (1 SP / 300 SF*15,696 SF Office)	53	53
	Min. Number of Spaces Warehouse for first 10,000 SF (1 SP / 1000 SF)	10	10
	Min. Number of Spaces Warehouse for remaining SF (1 SP / 2000 SF*131,269/ SF Warehouse)	66	55
	Min. Number of Spaces	129	118
	Min. Number of ADA Spaces	5	5
	Building 2:		
	Min. Number of Spaces per Office Area (1 SP / 300 SF*12,775 SF Office)	43	43
	Min. Number of Spaces Warehouse for first 10,000 SF (1 SP / 1000 SF)	10	10
	Min. Number of Spaces Warehouse for remaining SF (1 SP / 2000 SF*104,973 SF Warehouse)	53	78
	Min. Number of Spaces	106	131
	Min. Number of ADA Spaces	5	5
	Total Min. Number of Spaces	235	249
	Min. Aisle Width	24 FT	24 FT
	Bicycle Parking Spaces	9	10
	Minimum Number of Loading Spaces:		
	Min. Loading Spaces	19	76
	Lot Accesses:		
	Min. Driveway Access Width	24 FT	24 FT
	Min. Lane width	12 FT	12 FT
NOTES	(1) All data referenced from Land Use Code of Ordinances City of Doral, Florida. (2) Parking space length can be reduced to 17 feet with a two foot overhang per chapter 77-186 of the Doral Municode.		

LEGEND

1. STOP SIGN (R1-1)
2. HANDICAP PARKING SIGN (R7-8)
3. LEFT-TURN ONLY (R3-5L)
4. YIELD TO PEDS SIGN (R1-5)
5. NO RIGHT TURN FOR TRUCKS (R3-1T)
6. NO PARKING (R7-1)

Date	Description	No.

REVISIONS

MICHAEL CARR, LICENSE No. 72424, STATE OF FLORIDA, PROFESSIONAL ENGINEER

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

SIGNATURE — DATE SIGNED

MICHAEL CARR
PROFESSIONAL ENGINEER FL Lic. No. 72424

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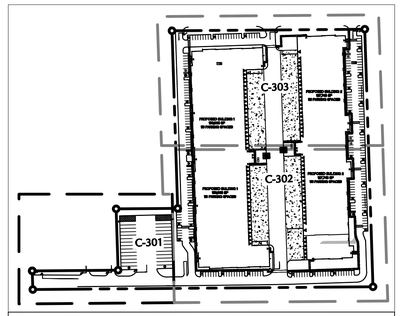
FBPE Registry No. 0000601, LB8172, LB8198

Project
BRIDGE SR 826 DORAL
DORAL
MIAMI-DADE COUNTY — FLORIDA

Drawing Title
SITE PLAN

Project No.	Drawing No.
330138701	C-300
Date: FEBRUARY 2025	
Drawn By: CRV	
Checked By: MPC	

Project No. 330138701



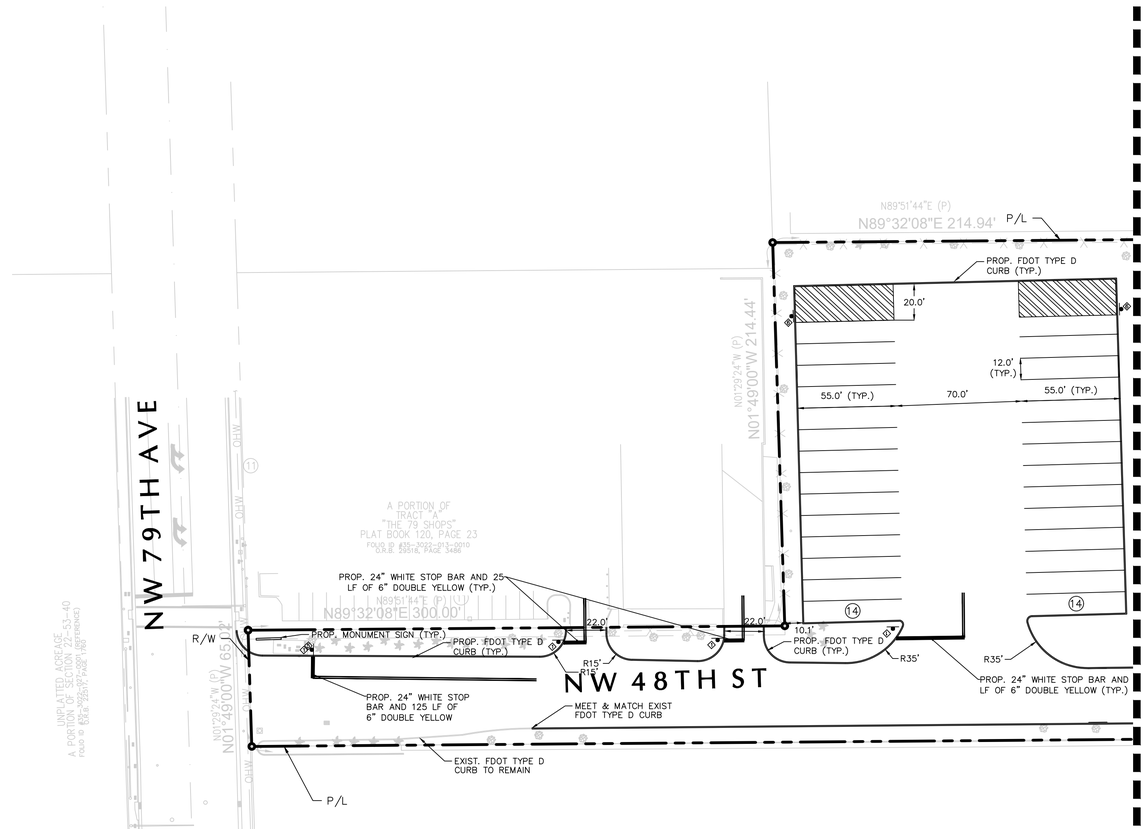
KEYMAP

MAP SCALE: 1" = 250'

LEGEND

1. STOP SIGN (R1-1)
2. HANDICAP PARKING SIGN (R7-8)
3. LEFT-TURN ONLY (R3-5L)
4. YIELD TO PEDS SIGN (R1-5)
5. NO RIGHT TURN FOR TRUCKS (R3-1T)
6. NO PARKING (R7-1)

40 0 10 25 40
SCALE: 1" = 40'



No.	Description	Date
	REVISIONS	

This item has been digitally signed and sealed by Michael Carr, PE, on the date adjacent to the seal

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

MICHAEL CARR LICENSE No. 72424 STATE OF FLORIDA PROFESSIONAL ENGINEER

SIGNATURE DATE SIGNED

MICHAEL CARR
PROFESSIONAL ENGINEER FL Lic. No. 72424

LANGAN
Langan Engineering and Environmental Services, LLC
110 East Broward Boulevard, Suite 1500
Fort Lauderdale, FL 33301

T: 954.320.2100 F: 954.320.2101 www.langan.com
FBPE Registry No. 0000600/LB8172/LB8198

Project

BRIDGE SR 826 DORAL

DORAL
MIAMI-DADE COUNTY FLORIDA

Drawing Title

PARTIAL SITE PLAN

Project No.	Drawing No.
330138701	C-301
Date: FEBRUARY 2025	
Drawn By: CRV	
Checked By: MPC	

Project No. 330138701

Appendix B
Transit Route Information

SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	4:00 a.m.	6:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
	6:00 a.m.	10:00 p.m.	15 min (36+36A) 30 min (36) 30 min (36A)
	10:00 p.m.	12:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
SATURDAY SÁBADO SAMDI	5:00 a.m.	7:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
	7:00 a.m.	10:00 p.m.	15 min (36+36A) 30 min (36) 30 min (36A)
	10:00 p.m.	12:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
SUNDAY DOMINGO DIMANCH	5:00 a.m.	6:00 a.m.	60 min (36A)
	6:00 a.m.	8:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
	8:00 a.m.	8:00 p.m.	20 min (36+36A) 40 min (36) 40 min (36A)
	8:00 p.m.	12:00 a.m.	60 min (36A)

Frequencies are approximate and may vary depending on traffic and road conditions.
Las frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías.
Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo.

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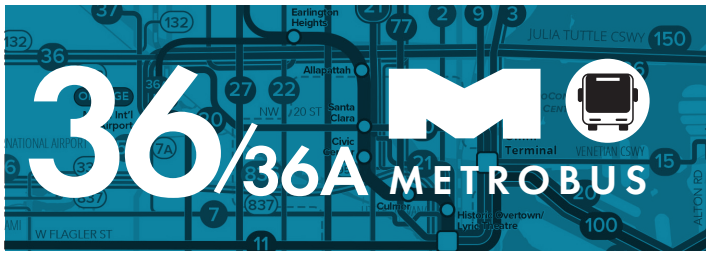

MARCH 2024 MARZO 2024 | MAS 2024

- Local service seven days a week.
- Travels from Downtown Doral to South Beach along NW/NE 36 St, the Julia Tuttle Causeway and Collins Ave.
- Route 36A travels from Miami International Airport station.
- Stops include Allapattah Metrorail station.

- Servicio local los siete días de la semana.
- Va desde el downtown del Doral hasta South Beach, pasando por NW/NE 36 St, Julia Tuttle Causeway y Collins Ave.
- La ruta 36A comienza en la estación del Aeropuerto Internacional de Miami.
- Con parada en la estación de Allapattah del Metrorail.

- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan Downtown Doral rive nan South Beach sou NW/NE 36 St, Julia Tuttle Causeway ak Collins Ave.
- Wout 36A vwayaje soti nan estasyon Ayewopò Entènasyonal Miami.
- Arè yo gen ladan estasyon Allapattah Metrorail.

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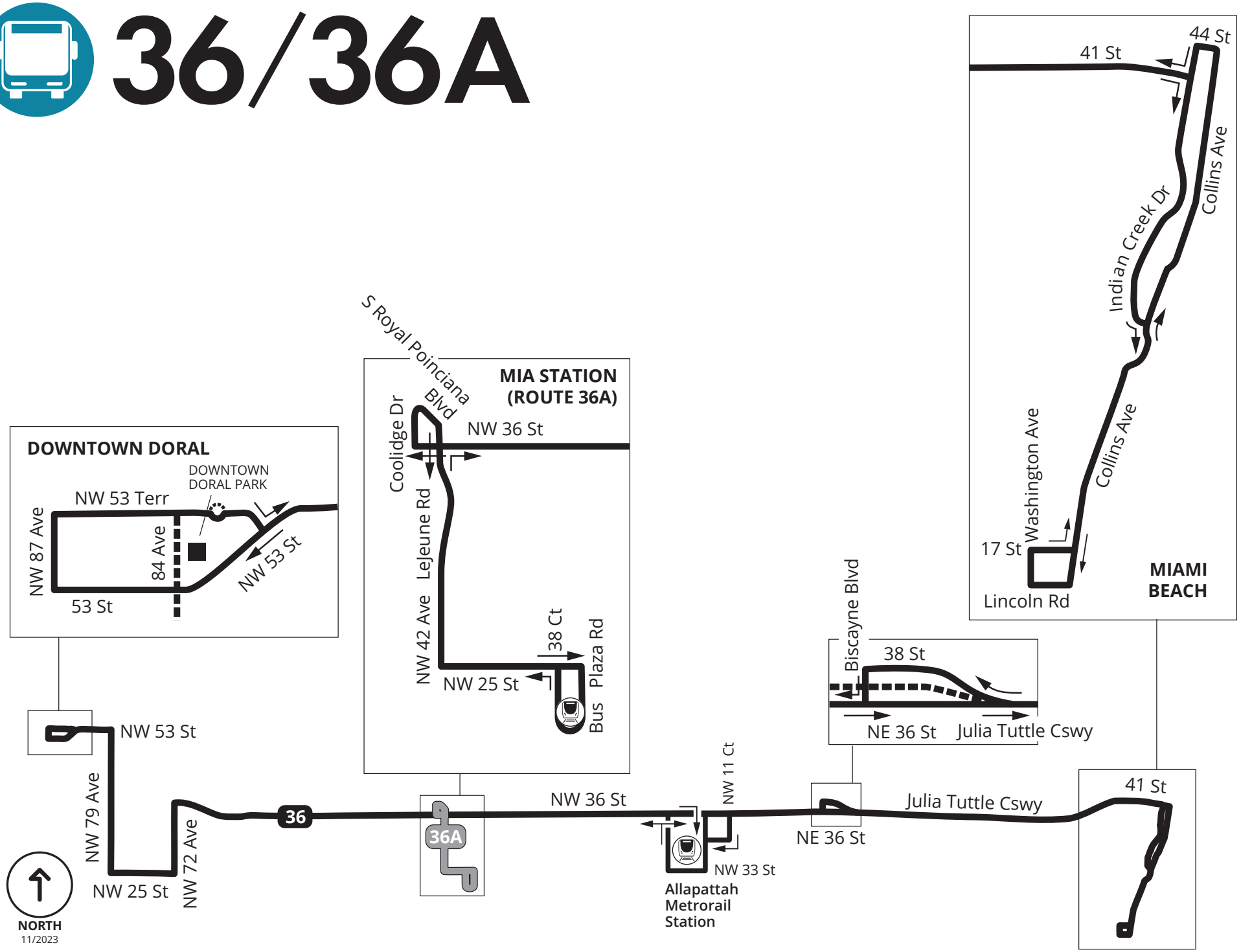
MIAMI-DADE COUNTY

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

36/36A


DOWNTOWN DORAL
DOWNTOWN DORAL PARK
NW 53 Terr
NW 87 Ave
84 Ave
NW 53 St
53 St
MIA STATION (ROUTE 36A)
S Royal Poinciana Blvd
Coolidge Dr
NW 36 St
LeJeune Rd
NW 42 Ave
38 Ct
Plaza Rd
Bus
NW 25 St
44 St
41 St
Collins Ave
Indian Creek Dr
Washington Ave
17 St
Lincoln Rd
MIAMI BEACH
Biscayne Blvd
38 St
NE 36 St
Julia Tuttle Cswy
NW 53 St
NW 79 Ave
NW 72 Ave
NW 25 St
36
36A
NW 36 St
NW 11 Ct
NW 33 St
Allapattah Metrorail Station
NE 36 St
Julia Tuttle Cswy
41 St
NORTH
11/2023

SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	6:30 a.m.	9:00 a.m.	60 min
	3:00 p.m.	5:45 p.m.	60 min

Frequencies are approximate and may vary depending on traffic and road conditions / Frecuencias son aproximadas, pues dependen del trafico y otras condiciones de las vias / Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo

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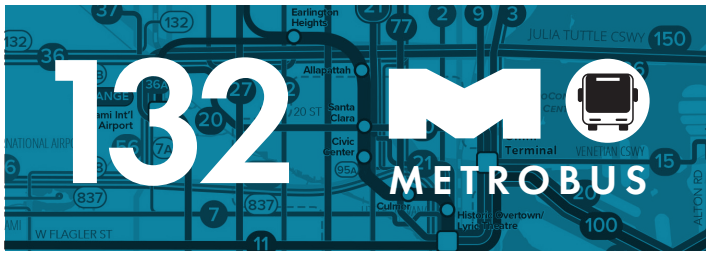

MARCH 2024 MARZO 2024 | MAS 2024

TRI-RAIL DORAL SHUTTLE

- Local service, weekday mornings and afternoons.
- Travels from Hialeah Market Tri-Rail station to Downtown Doral along NW 42 Ave, NW 36 St, NW 79 Ave and NW 87 Ave.

- Servicio local, en las mañanas y las tardes de los días laborables.
- Va desde la estación Hialeah Market del Tri-Rail hasta el downtown del Doral, pasando por NW 42 Ave, NW 36 St, NW 79 Ave y NW 87 Ave.

- Sèvis lokal, maten ak apremidi lasemèn.
- Vwayaje soti nan estasyon Hialeah Market Tri-Rail pou rive nan Downtown Doral sou NW 42 Ave, NW 36 St, NW 79 Ave ak NW 87 Ave.

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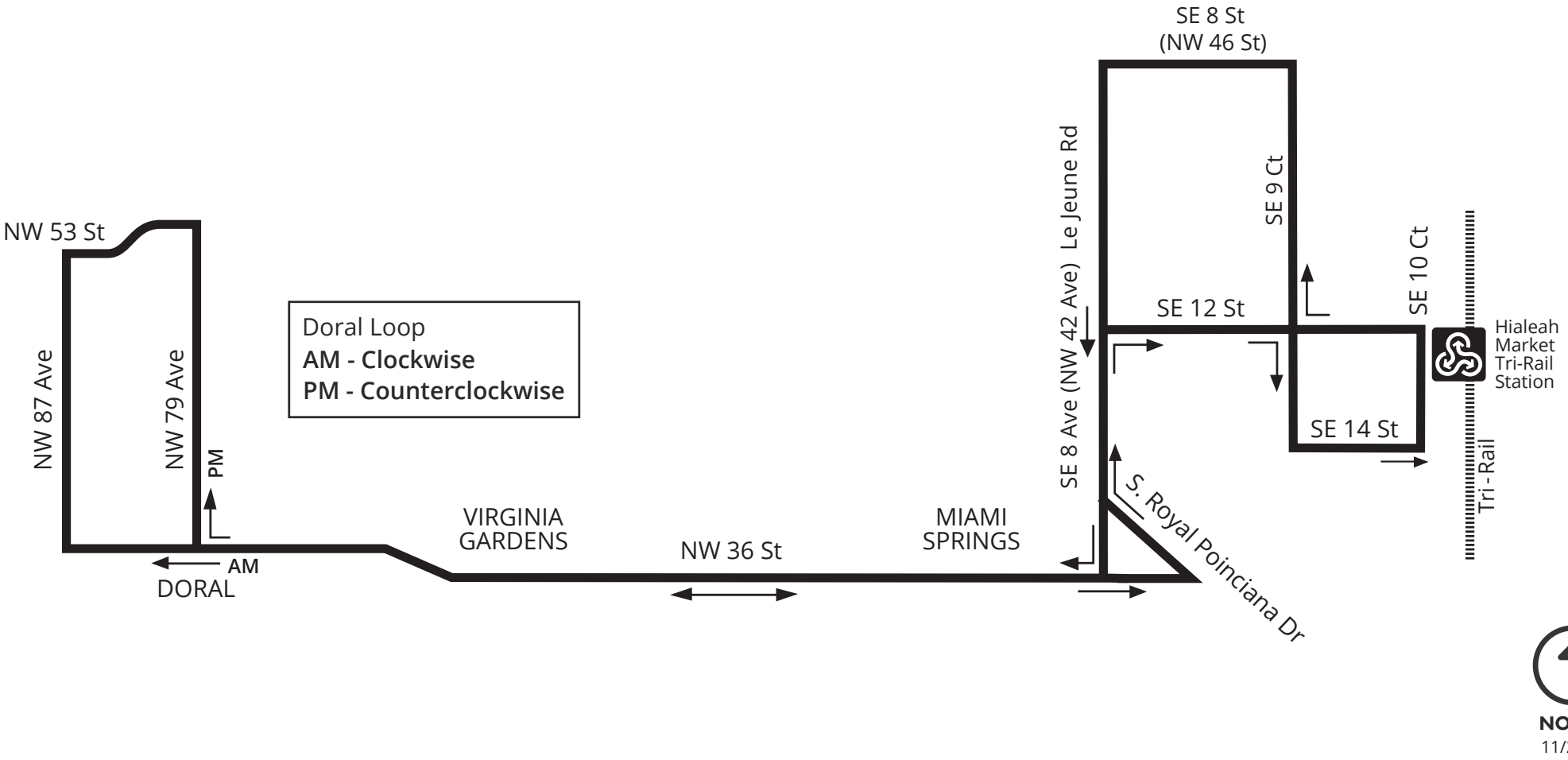
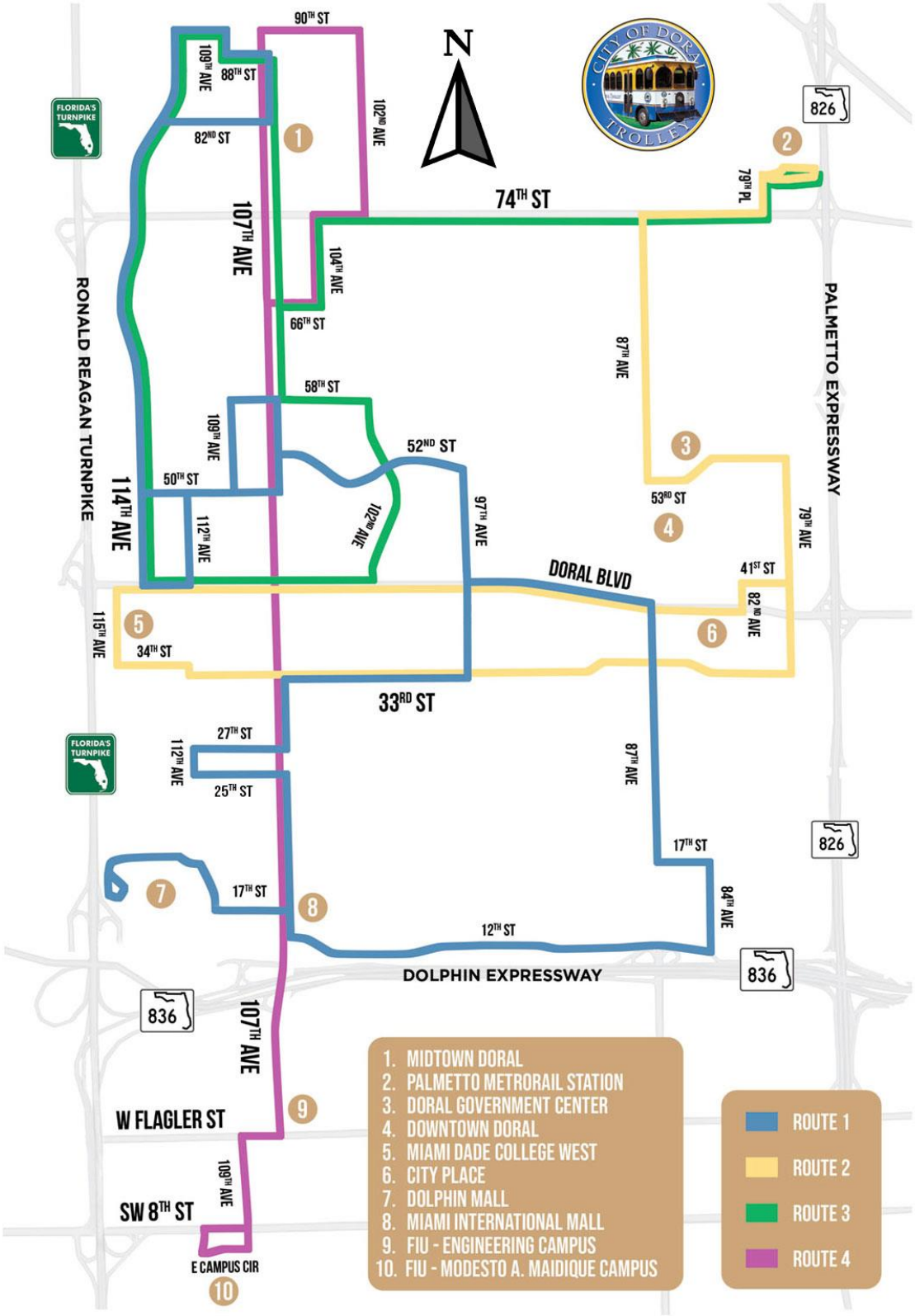
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

132

TRI-RAIL DORAL SHUTTLE




N
CITY OF DORAL TROLLEY
90TH ST
88TH ST
82ND ST
102ND AVE
109TH AVE
107TH AVE
104TH AVE
66TH ST
58TH ST
74TH ST
79TH PL
87TH AVE
RONALD REAGAN TURNPIKE
PALMETTO EXPRESSWAY
826
FLORIDA'S TURNPIKE
114TH AVE
112TH AVE
109TH AVE
50TH ST
52ND ST
102ND AVE
97TH AVE
53RD ST
79TH AVE
DORAL BLVD
41ST ST
82ND AVE
115TH AVE
34TH ST
33RD ST
27TH ST
25TH ST
112TH AVE
87TH AVE
17TH ST
84TH AVE
12TH ST
DOLPHIN EXPRESSWAY
836
W FLAGLER ST
SW 8TH ST
109TH AVE
E CAMPUS CIR
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

Doral Trolley Route 2 Weekday Schedule																				
Direction	Stop	Road	Location	Nearby Landmark	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2	B-1	B-2
	2001	NW 79 Pl	NW 77 St	MetroRail Station	6:14 AM	6:59 AM	7:39 AM	8:49 AM	9:29 AM	10:19 AM	10:54 AM	11:46 AM	12:23 PM	1:09 PM	1:54 PM	2:40 PM	3:24 PM	4:24 PM	5:09 PM	6:15 PM	6:53 PM	7:59 PM
	2002	NW 87 Ave	South of NW 58 St		6:24 AM	7:10 AM	7:50 AM	8:59 AM	9:39 AM	10:29 AM	11:04 AM	11:56 AM	12:33 PM	1:19 PM	2:04 PM	2:50 PM	3:34 PM	4:35 PM	5:19 PM	6:25 PM	7:03 PM	8:09 PM
	2003	NW 53 St	East of NW 87 Ave		6:25 AM	7:12 AM	7:52 AM	9:00 AM	9:41 AM	10:31 AM	11:05 AM	11:57 AM	12:35 PM	1:21 PM	2:05 PM	2:52 PM	3:36 PM	4:36 PM	5:21 PM	6:27 PM	7:05 PM	8:11 PM
	2004	NW 53 St	East of NW 84 Ave	Downtown Doral Charter Elementary	6:26 AM	7:13 AM	7:53 AM	9:01 AM	9:42 AM	10:32 AM	11:06 AM	11:58 AM	12:36 PM	1:22 PM	2:06 PM	2:53 PM	3:37 PM	4:37 PM	5:22 PM	6:28 PM	7:06 PM	8:12 PM
	2005	NW 53 St	East o NW 52 Terr		6:26 AM	7:13 AM	7:53 AM	9:02 AM	9:42 AM	10:32 AM	11:06 AM	11:59 AM	12:36 PM	1:22 PM	2:06 PM	2:53 PM	3:37 PM	4:38 PM	5:22 PM	6:28 PM	7:06 PM	8:12 PM
	2006	NW 53 St	West of 8100	Cordoba	6:28 AM	7:14 AM	7:55 AM	9:03 AM	9:43 AM	10:33 AM	11:08 AM	12:00 PM	12:37 PM	1:23 PM	2:08 PM	2:54 PM	3:39 PM	4:39 PM	5:23 PM	6:29 PM	7:07 PM	8:13 PM
	2007	NW 79 Ave	South of NW 50 St	Doral Gardens II	6:29 AM	7:16 AM	7:56 AM	9:04 AM	9:45 AM	10:35 AM	11:09 AM	12:01 PM	12:39 PM	1:25 PM	2:09 PM	2:56 PM	3:41 PM	4:41 PM	5:25 PM	6:31 PM	7:09 PM	8:15 PM
	2008	NW 79 Ave	South of NW 48 Way	Doral Gardens II	6:30 AM	7:17 AM	7:57 AM	9:05 AM	9:45 AM	10:36 AM	11:10 AM	12:02 PM	12:39 PM	1:26 PM	2:10 PM	2:57 PM	3:42 PM	4:42 PM	5:26 PM	6:32 PM	7:09 PM	8:16 PM
	2009	NW 79 Ave	South of NW 46 St	Doral Gardens I	6:31 AM	7:18 AM	7:58 AM	9:06 AM	9:46 AM	10:36 AM	11:11 AM	12:03 PM	12:40 PM	1:26 PM	2:11 PM	2:58 PM	3:43 PM	4:43 PM	5:27 PM	6:33 PM	7:10 PM	8:16 PM
	2010	NW 79 Ave	North of NW 41 St		6:31 AM	7:19 AM	7:59 AM	9:07 AM	9:47 AM	10:37 AM	11:11 AM	12:04 PM	12:41 PM	1:27 PM	2:11 PM	3:00 PM	3:44 PM	4:44 PM	5:28 PM	6:35 PM	7:11 PM	8:17 PM
	2012	NW 79 Ave	South of NW 37 St	Hampton Inn	6:33 AM	7:20 AM	8:01 AM	9:08 AM	9:48 AM	10:39 AM	11:13 AM	12:05 PM	12:42 PM	1:29 PM	2:13 PM	3:01 PM	3:45 PM	4:46 PM	5:30 PM	6:36 PM	7:12 PM	8:19 PM
	2013	NW 79 Ave	North of NW 33 St		6:34 AM	7:21 AM	8:01 AM	9:09 AM	9:49 AM	10:39 AM	11:14 AM	12:06 PM	12:43 PM	1:29 PM	2:14 PM	3:02 PM	3:46 PM	4:46 PM	5:30 PM	6:37 PM	7:13 PM	8:19 PM
	2063	NW 79 Ave	North of NW 29 St	Doral Décor District	6:35 AM	7:22 AM	8:02 AM	9:10 AM	9:50 AM	10:40 AM	11:15 AM	12:07 PM	12:44 PM	1:30 PM	2:15 PM	3:02 PM	3:47 PM	4:47 PM	5:31 PM	6:37 PM	7:14 PM	8:20 PM
	2064	NW 79 Ave	North of NW 25 St	Jackson West Medical Center	6:36 AM	7:23 AM	8:03 AM	9:11 AM	9:51 AM	10:41 AM	11:16 AM	12:08 PM	12:45 PM	1:31 PM	2:16 PM	3:03 PM	3:47 PM	4:48 PM	5:32 PM	6:38 PM	7:15 PM	8:21 PM
	2065	NW 82 Ave	North of NW 27 St		6:38 AM	7:24 AM	8:05 AM	9:13 AM	9:53 AM	10:43 AM	11:18 AM	12:10 PM	12:47 PM	1:33 PM	2:18 PM	3:05 PM	3:49 PM	4:49 PM	5:34 PM	6:40 PM	7:17 PM	8:23 PM
	2066	NW 82 Ave	South of NW 31 St		6:39 AM	7:25 AM	8:06 AM	9:14 AM	9:54 AM	10:44 AM	11:19 AM	12:11 PM	12:48 PM	1:34 PM	2:19 PM	3:06 PM	3:50 PM	4:50 PM	5:35 PM	6:41 PM	7:18 PM	8:24 PM
	2014	NW 33 St	West of NW 82 Ave	Oasis	6:39 AM	7:26 AM	8:07 AM	9:15 AM	9:55 AM	10:45 AM	11:19 AM	12:12 PM	12:49 PM	1:35 PM	2:19 PM	3:07 PM	3:51 PM	4:51 PM	5:35 PM	6:42 PM	7:19 PM	8:25 PM
	2015	NW 33 St	West of NW 84 Ave	Opp. Renaissance Elementary	6:40 AM	7:27 AM	8:08 AM	9:15 AM	9:55 AM	10:46 AM	11:20 AM	12:12 PM	12:49 PM	1:36 PM	2:20 PM	3:08 PM	3:52 PM	4:52 PM	5:36 PM	6:43 PM	7:19 PM	8:26 PM
SB	2016	NW 33 St	East of NW 87 Ave	Carnival Cruise Line	6:41 AM	7:28 AM	8:08 AM	9:16 AM	9:56 AM	10:46 AM	11:21 AM	12:13 PM	12:50 PM	1:36 PM	2:21 PM	3:08 PM	3:52 PM	4:53 PM	5:37 PM	6:43 PM	7:20 PM	8:26 PM
	2017	NW 33 St	West of NW 87 Ave	Wawa	6:41 AM	7:29 AM	8:09 AM	9:16 AM	9:57 AM	10:47 AM	11:21 AM	12:13 PM	12:51 PM	1:37 PM	2:21 PM	3:09 PM	3:53 PM	4:53 PM	5:38 PM	6:44 PM	7:21 PM	8:27 PM
	2018	NW 33 St	West of NW 89 Ct	Miami Herald	6:42 AM	7:31 AM	8:11 AM	9:17 AM	9:58 AM	10:48 AM	11:22 AM	12:14 PM	12:52 PM	1:38 PM	2:22 PM	3:10 PM	3:54 PM	4:55 PM	5:39 PM	6:45 PM	7:22 PM	8:28 PM
	2019	NW 33 St	West of 9300 Blk	U.S. Southern Command	6:43 AM	7:32 AM	8:12 AM	9:18 AM	9:59 AM	10:49 AM	11:23 AM	12:15 PM	12:53 PM	1:39 PM	2:23 PM	3:11 PM	3:56 PM	4:56 PM	5:40 PM	6:46 PM	7:23 PM	8:29 PM
	2020	NW 97 Ave	South of NW 33 St	Costa Brava	6:44 AM	7:34 AM	8:14 AM	9:20 AM	10:00 AM	10:50 AM	11:24 AM	12:17 PM	12:54 PM	1:40 PM	2:24 PM	3:13 PM	3:57 PM	4:57 PM	5:42 PM	6:48 PM	7:24 PM	8:30 PM
	2067	NW 97 Ave	South of NW 27 St		6:47 AM	7:37 AM	8:18 AM	9:22 AM	10:02 AM	10:52 AM	11:27 AM	12:19 PM	12:56 PM	1:42 PM	2:27 PM	3:16 PM	4:00 PM	5:01 PM	5:45 PM	6:51 PM	7:26 PM	8:32 PM
	2068	NW 97 Ave	South of NW 25 St	Doral Academy Elementary	6:48 AM	7:40 AM	8:20 AM	9:23 AM	10:04 AM	10:54 AM	11:28 AM	12:20 PM	12:58 PM	1:44 PM	2:28 PM	3:18 PM	4:03 PM	5:03 PM	5:47 PM	6:53 PM	7:28 PM	8:34 PM
	2069	NW 17 St	West of NW 97 Ave	United States Postal Service	6:49 AM	7:41 AM	8:21 AM	9:24 AM	10:05 AM	10:55 AM	11:29 AM	12:21 PM	12:59 PM	1:45 PM	2:29 PM	3:19 PM	4:04 PM	5:04 PM	5:48 PM	6:54 PM	7:29 PM	8:35 PM
	2070	NW 17 St	East of NW 102 Ave	DoubleTree Hotel and Residence Inn Hotel	6:50 AM	7:42 AM	8:22 AM	9:25 AM	10:05 AM	10:56 AM	11:30 AM	12:22 PM	12:59 PM	1:46 PM	2:30 PM	3:20 PM	4:04 PM	5:05 PM	5:49 PM	6:55 PM	7:29 PM	8:36 PM
	2071	NW 102 Ave	South of NW 21 St		6:50 AM	7:43 AM	8:23 AM	9:26 AM	10:06 AM	10:57 AM	11:31 AM	12:23 PM	1:00 PM	1:47 PM	2:31 PM	3:21 PM	4:05 PM	5:06 PM	5:50 PM	6:56 PM	7:30 PM	8:37 PM
	2072	NW 102 Ave	South of NW 25 St		6:51 AM	7:44 AM	8:24 AM	9:27 AM	10:07 AM	10:58 AM	11:32 AM	12:24 PM	1:01 PM	1:48 PM	2:32 PM	3:22 PM	4:06 PM	5:07 PM	5:51 PM	6:57 PM	7:31 PM	8:38 PM
	2073	NW 25 St	West of NW 99 Ave		6:52 AM	7:46 AM	8:26 AM	9:28 AM	10:08 AM	10:58 AM	11:32 AM	12:25 PM	1:02 PM	1:48 PM	2:32 PM	3:23 PM	4:08 PM	5:08 PM	5:52 PM	6:58 PM	7:32 PM	8:38 PM
	2074	NW 97 Ave	South of NW 27 St		6:54 AM	7:48 AM	8:28 AM	9:29 AM	10:09 AM	10:59 AM	11:34 AM	12:26 PM	1:03 PM	1:49 PM	2:34 PM	3:25 PM	4:09 PM	5:09 PM	5:54 PM	7:00 PM	7:33 PM	8:39 PM
	2021	NW 33 St	East of Torremolinos Ave	Veteran's Park	6:57 AM	7:51 AM	8:32 AM	9:32 AM	10:13 AM	11:03 AM	11:37 AM	12:29 PM	1:07 PM	1:53 PM	2:37 PM	3:29 PM	4:13 PM	5:13 PM	5:57 PM	7:04 PM	7:37 PM	8:43 PM
	2022	NW 33 St	East of NW 107 Ave	Sears (Parts & Service)	6:58 AM	7:53 AM	8:33 AM	9:34 AM	10:14 AM	11:04 AM	11:38 AM	12:31 PM	1:08 PM	1:54 PM	2:38 PM	3:30 PM	4:14 PM	5:14 PM	5:59 PM	7:05 PM	7:38 PM	8:44 PM
	2023	NW 33 St	NW 108 Ave	Beacon Industrial Park	6:59 AM	7:53 AM	8:34 AM	9:34 AM	10:14 AM	11:05 AM	11:39 AM	12:31 PM	1:08 PM	1:55 PM	2:39 PM	3:31 PM	4:15 PM	5:15 PM	5:59 PM	7:06 PM	7:38 PM	8:45 PM
	2024	NW 33 St	NW 110 Ave		7:00 AM	7:55 AM	8:35 AM	9:35 AM	10:16 AM	11:06 AM	11:40 AM	12:32 PM	1:10 PM	1:56 PM	2:40 PM	3:32 PM	4:16 PM	5:16 PM	6:01 PM	7:07 PM	7:40 PM	8:46 PM
	2025	NW 34 St	West of NW 113 Ct		7:01 AM	7:56 AM	8:36 AM	9:36 AM	10:17 AM	11:07 AM	11:41 AM	12:33 PM	1:11 PM	1:57 PM	2:41 PM	3:33 PM	4:17 PM	5:18 PM	6:02 PM	7:08 PM	7:41 PM	8:47 PM
	2026	NW 34 St	East of NW 115 Ave		7:02 AM	7:57 AM	8:37 AM	9:37 AM	10:18 AM	11:08 AM	11:42 AM	12:34 PM	1:12 PM	1:58 PM	2:42 PM	3:34 PM	4:18 PM	5:19 PM	6:03 PM	7:09 PM	7:42 PM	8:48 PM

Doral Trolley Route 2 Weekday Schedule																					
Direction	**Stop**	**Road**	**Location**	**Nearby Landmark**	**B-1**	**B-2**	**B-1**	**B-2**	**B-1**	**B-2**	**B-1**	**B-2**	**B-1**	**B-2**	**B-1**	**B-2**	**B-1**	**B-2**	**B-1**	**B-2**	**B-1**	**B-2**
NB	2027	NW 115 Ave	South of NW 39 St	Miami-Dade College West Campus	7:03 AM	7:57 AM	8:38 AM	9:38 AM	10:18 AM	11:08 AM	11:43 AM	12:35 PM	1:12 PM	1:58 PM	2:43 PM	3:35 PM	4:19 PM	5:19 PM	6:03 PM	7:10 PM	7:42 PM	8:48 PM
	2028	NW 115 Ave	South of NW 41 St	Doral Shops Plaza	7:03 AM	7:58 AM	8:38 AM	9:38 AM	10:19 AM	11:09 AM	11:43 AM	12:35 PM	1:13 PM	1:59 PM	2:43 PM	3:35 PM	4:19 PM	5:20 PM	6:04 PM	7:10 PM	7:43 PM	8:49 PM
	2029	NW 41 St	East of NW 114 Ave	The Imagination Factory	7:04 AM	7:59 AM	8:39 AM	9:39 AM	10:20 AM	11:10 AM	11:44 AM	12:36 PM	1:14 PM	2:00 PM	2:44 PM	3:36 PM	4:21 PM	5:21 PM	6:05 PM	7:11 PM	7:44 PM	8:50 PM
	2030	NW 41 St	West of NW 107 Ave	Citibank	7:06 AM	8:01 AM	8:41 AM	9:41 AM	10:22 AM	11:12 AM	11:46 AM	12:38 PM	1:16 PM	2:02 PM	2:46 PM	3:39 PM	4:23 PM	5:23 PM	6:08 PM	7:14 PM	7:46 PM	8:52 PM
	2031	NW 41 St	East of NW 107 Ave	San Ignacio University	7:07 AM	8:02 AM	8:42 AM	9:42 AM	10:22 AM	11:12 AM	11:47 AM	12:39 PM	1:16 PM	2:02 PM	2:47 PM	3:40 PM	4:24 PM	5:24 PM	6:08 PM	7:15 PM	7:46 PM	8:52 PM
	2032	NW 41 St	East of NW 104 Ave	Hellmann	7:07 AM	8:03 AM	8:43 AM	9:43 AM	10:23 AM	11:13 AM	11:47 AM	12:40 PM	1:17 PM	2:03 PM	2:47 PM	3:41 PM	4:25 PM	5:25 PM	6:09 PM	7:16 PM	7:47 PM	8:53 PM
	2033	NW 41 St	East of NW 102 Ave	Costa del Sol	7:08 AM	8:04 AM	8:44 AM	9:43 AM	10:24 AM	11:14 AM	11:48 AM	12:40 PM	1:18 PM	2:04 PM	2:48 PM	3:42 PM	4:26 PM	5:26 PM	6:10 PM	7:17 PM	7:48 PM	8:54 PM
	2034	NW 41 St	West of NW 97 Ave	HSBC	7:10 AM	8:06 AM	8:46 AM	9:45 AM	10:26 AM	11:16 AM	11:50 AM	12:42 PM	1:20 PM	2:06 PM	2:50 PM	3:44 PM	4:28 PM	5:29 PM	6:13 PM	7:19 PM	7:50 PM	8:56 PM
	2035	NW 41 St	East of NW 97 Ave	9690 Plaza (Einstein Bagels)	7:10 AM	8:06 AM	8:46 AM	9:46 AM	10:26 AM	11:16 AM	11:50 AM	12:43 PM	1:20 PM	2:06 PM	2:50 PM	3:44 PM	4:29 PM	5:29 PM	6:13 PM	7:19 PM	7:50 PM	8:56 PM
	2036	NW 41 St	West of NW 93 Ct	MDC Fire Rescue HQ	7:11 AM	8:07 AM	8:47 AM	9:46 AM	10:27 AM	11:17 AM	11:51 AM	12:43 PM	1:21 PM	2:07 PM	2:51 PM	3:45 PM	4:30 PM	5:30 PM	6:14 PM	7:20 PM	7:51 PM	8:57 PM
	2037	NW 36 St	9100 NW 36 St	Federal Reserve	7:12 AM	8:08 AM	8:48 AM	9:47 AM	10:27 AM	11:18 AM	11:52 AM	12:44 PM	1:21 PM	2:08 PM	2:52 PM	3:47 PM	4:31 PM	5:31 PM	6:15 PM	7:22 PM	7:51 PM	8:58 PM
	2047	NW 36 St	W of NW 8800 Blk	Bus Shelter	7:13 AM	8:09 AM	8:49 AM	9:48 AM	10:28 AM	11:18 AM	11:53 AM	12:45 PM	1:22 PM	2:08 PM	2:53 PM	3:48 PM	4:32 PM	5:32 PM	6:16 PM	7:23 PM	7:52 PM	8:58 PM
	2048	NW 36 St	West of NW 87 Ave	Doral Corporate Center	7:13 AM	8:09 AM	8:50 AM	9:48 AM	10:29 AM	11:19 AM	11:53 AM	12:45 PM	1:23 PM	2:09 PM	2:53 PM	3:48 PM	4:32 PM	5:33 PM	6:17 PM	7:23 PM	7:53 PM	8:59 PM
	2049	NW 36 St	East of NW 87 Ave		7:14 AM	8:10 AM	8:50 AM	9:49 AM	10:29 AM	11:19 AM	11:54 AM	12:46 PM	1:23 PM	2:09 PM	2:54 PM	3:49 PM	4:33 PM	5:34 PM	6:18 PM	7:24 PM	7:53 PM	8:59 PM
	2050	NW 36 St	West of NW 8400 Block		7:14 AM	8:10 AM	8:51 AM	9:49 AM	10:30 AM	11:20 AM	11:54 AM	12:46 PM	1:24 PM	2:10 PM	2:54 PM	3:50 PM	4:34 PM	5:34 PM	6:18 PM	7:25 PM	7:54 PM	9:00 PM
	2052	NW 82 Ave	North of NW 36 St		7:17 AM	8:13 AM	8:53 AM	9:52 AM	10:32 AM	11:22 AM	11:57 AM	12:49 PM	1:26 PM	2:12 PM	2:57 PM	3:51 PM	4:35 PM	5:36 PM	6:20 PM	7:26 PM	7:56 PM	9:02 PM
	2054	NW 79 Ave	North of NW 41 St		7:18 AM	8:14 AM	8:54 AM	9:53 AM	10:33 AM	11:23 AM	11:58 AM	12:50 PM	1:27 PM	2:13 PM	2:58 PM	3:53 PM	4:37 PM	5:37 PM	6:22 PM	7:28 PM	7:57 PM	9:03 PM
	2056	NW 79 Ave	North of NW 48 St		7:18 AM	8:15 AM	8:55 AM	9:54 AM	10:34 AM	11:24 AM	11:58 AM	12:51 PM	1:28 PM	2:14 PM	2:58 PM	3:54 PM	4:39 PM	5:39 PM	6:23 PM	7:29 PM	7:58 PM	9:04 PM
	2057	NW 79 Ave	South of NW 50 St		7:19 AM	8:15 AM	8:56 AM	9:54 AM	10:34 AM	11:25 AM	11:59 AM	12:51 PM	1:28 PM	2:15 PM	2:59 PM	3:55 PM	4:39 PM	5:40 PM	6:24 PM	7:30 PM	7:58 PM	9:05 PM
	2058	NW 53 St	West of NW 79 Ave		7:20 AM	8:17 AM	8:57 AM	9:55 AM	10:36 AM	11:26 AM	12:00 PM	12:52 PM	1:30 PM	2:16 PM	3:00 PM	3:56 PM	4:41 PM	5:41 PM	6:25 PM	7:31 PM	8:00 PM	9:06 PM
	2059	NW 53 St	East of NW 53 Ter	8333 Building	7:21 AM	8:18 AM	8:58 AM	9:56 AM	10:37 AM	11:27 AM	12:01 PM	12:53 PM	1:31 PM	2:17 PM	3:01 PM	3:57 PM	4:42 PM	5:42 PM	6:26 PM	7:32 PM	8:01 PM	9:07 PM
	2060	NW 53 St	East of NW 84 Ave	Downtown Doral Park	7:22 AM	8:18 AM	8:59 AM	9:57 AM	10:37 AM	11:28 AM	12:02 PM	12:54 PM	1:31 PM	2:18 PM	3:02 PM	3:58 PM	4:42 PM	5:43 PM	6:27 PM	7:33 PM	8:01 PM	9:08 PM
	2061	NW 53 St	East of NW 87 Ave		7:22 AM	8:19 AM	8:59 AM	9:58 AM	10:38 AM	11:28 AM	12:02 PM	12:55 PM	1:32 PM	2:18 PM	3:02 PM	3:59 PM	4:43 PM	5:43 PM	6:28 PM	7:34 PM	8:02 PM	9:08 PM
	2001	NW 79 Pl	NW 77 St	Palmetto MetroRail Station	7:34 AM	8:37 AM	9:17 AM	10:09 AM	10:50 AM	11:40 AM	12:14 PM	1:06 PM	1:44 PM	2:30 PM	3:14 PM	4:14 PM	4:59 PM	5:59 PM	6:43 PM	7:49 PM	8:14 PM	9:20 PM

Appendix C
Trip Generation Calculations

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	General Office Building	11	710	95.853	ksf	88%	12%	142	19	161	0.0%	0	142	19	161	0.0%	0	142	19	161	0.0%	0	142	19	161
	2	Medical-Dental Office Building	11	720	6.618	ksf	79%	21%	17	4	21	0.0%	0	17	4	21	0.0%	0	17	4	21	0.0%	0	17	4	21
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	159	23	182	0.0%	0	159	23	182	0.0%	0	159	23	182	0.0%	0	159	23	182
		710		LN(Y) = 0.86*LN(X)+1.16																						
		720		LN(Y) = 0.9*LN(X)+1.34																						

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Warehousing	11	150	250	ksf	77%	23%	42	12	54	0.0%	0	42	12	54	0.0%	0	42	12	54	0.0%	0	42	12	54
	2	General Office Building	11	710	26.6	ksf	88%	12%	48	6	54	0.0%	0	48	6	54	0.0%	0	48	6	54	0.0%	0	48	6	54
	3	Medical-Dental Office Building	11	720	6.618	ksf	79%	21%	17	4	21	0.0%	0	17	4	21	0.0%	0	17	4	21	0.0%	0	17	4	21
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	107	22	129	0.0%	0	107	22	129	0.0%	0	107	22	129	0.0%	0	107	22	129
		150		Y=0.12*(X)+23.62																						
		710		LN(Y) = 0.86*LN(X)+1.16																						
		720		LN(Y) = 0.9*LN(X)+1.34																						

	IN	OUT	TOTAL
NET NEW TRIPS	**-52**	**-1**	**-53**

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	General Office Building	11	710	95.853	ksf	17%	83%	27	133	160	0.0%	0	27	133	160	0.0%	0	27	133	160	0.0%	0	27	133	160
	2	Medical-Dental Office Building	11	720	6.618	ksf	30%	70%	7	17	24	0.0%	0	7	17	24	0.0%	0	7	17	24	0.0%	0	7	17	24
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
								Total:	34	150	184	0.0%	0	34	150	184	0.0%	0	34	150	184	0.0%	0	34	150	184

ITE Land Use Code	Rate or Equation
710	LN(Y) = 0.83*LN(X)+1.29
720	Y=4.07*(X)+-3.17

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Warehousing	11	150	250	ksf	28%	72%	16	40	56	0.0%	0	16	40	56	0.0%	0	16	40	56	0.0%	0	16	40	56
	2	General Office Building	11	710	26.6	ksf	17%	83%	9	46	55	0.0%	0	9	46	55	0.0%	0	9	46	55	0.0%	0	9	46	55
	3	Medical-Dental Office Building	11	720	6.618	ksf	30%	70%	7	17	24	0.0%	0	7	17	24	0.0%	0	7	17	24	0.0%	0	7	17	24
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
								Total:	32	103	135	0.0%	0	32	103	135	0.0%	0	32	103	135	0.0%	0	32	103	135

ITE Land Use Code	Rate or Equation
150	Y=0.12*(X)+26.48
710	LN(Y) = 0.83*LN(X)+1.29
720	Y=4.07*(X)+-3.17

	IN	OUT	TOTAL
NET NEW TRIPS	**-2**	**-47**	**-49**

Means of Transportation to Work

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

(11+0+0)/(1633-337) = 0.8%

Label	Block Group 1; Census Tract 90.65; Miami-Dade County; Florida	
	Estimate	Margin of Error
Total:	1,633	±291
Car, truck, or van:	1,219	±245
Drove alone	1,017	±212
Carpooled:	202	±133
In 2-person carpool	180	±135
In 3-person carpool	22	±36
In 4-person carpool	0	±15
In 5- or 6-person carpool	0	±15
In 7-or-more-person carpool	0	±15
Public transportation (excluding taxicab):	11	±18
Bus	11	±18
Subway or elevated rail	0	±15
Long-distance train or commuter rail	0	±15
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±15
Ferryboat	0	±15
Taxicab	59	±75
Motorcycle	0	±15
Bicycle	0	±15
Walked	0	±15
Other means	7	±12
Worked from home	337	±152

Table Notes

Means of Transportation to Work

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2022

Estimates: 5-Year

Table ID: B08301

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

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

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

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

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

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

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

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

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

Explanation of Symbols:

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

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

(X)
The estimate or margin of error is not applicable or not available.

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

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

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

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

*****

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

Appendix D
Traffic Data

Turning Movement Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 79th Ave & NW 47th/48th St
City: Doral
Control: Signalized

Project ID: 24-140201-001
Date: 6/25/2024

Data - Total

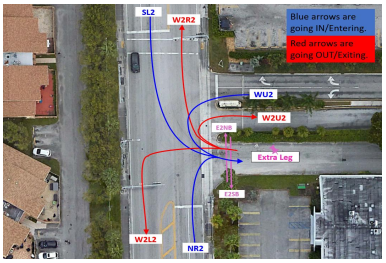
NS/EW Streets: NW 79th Ave | NW 79th Ave | NW 47th/48th St | NW 47th/48th St | WESTBOUND2

AM

	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND					WESTBOUND2			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2L2	W2R2	W2U2	TOTAL
7:00 AM	0	93	5	0	2	7	74	0	0	2	0	0	0	0	5	0	3	0	0	2	0	0	193
7:15 AM	0	93	8	0	0	4	84	0	2	2	0	0	0	0	1	0	2	0	0	0	1	0	197
7:30 AM	0	111	7	0	2	4	130	0	0	0	0	0	0	0	1	0	2	0	0	1	0	1	259
7:45 AM	0	149	10	0	1	11	167	0	0	1	0	0	0	0	3	0	0	0	0	0	0	1	343
8:00 AM	0	136	18	0	2	17	142	0	0	2	0	0	0	0	2	0	4	0	0	2	0	0	325
8:15 AM	0	126	18	0	1	19	155	0	0	2	0	0	0	0	6	0	6	0	0	0	0	0	333
8:30 AM	0	167	16	0	2	13	184	0	0	0	0	0	0	0	4	0	5	0	0	0	1	1	393
8:45 AM	0	134	21	0	2	10	174	0	0	1	0	0	0	0	7	0	6	0	0	1	3	0	359
TOTAL VOLUMES :	0	1009	103	0	12	85	1110	0	2	10	0	0	0	0	29	0	28	0	0	6	5	3	2402
APPROACH %'s :	0.00%	89.77%	9.16%	0.00%	1.07%	7.04%	91.96%	0.00%	0.17%	0.83%					50.88%	0.00%	49.12%	0.00%	0.00%	42.86%	35.71%	21.43%	
PEAK HR :	08:00 AM - 09:00 AM																						TOTAL
PEAK HR VOL :	0	563	73	0	7	59	655	0	0	5	0	0	0	0	19	0	21	0	0	3	4	1	1410
PEAK HR FACTOR :	0.000	0.843	0.869	0.000	0.875	0.776	0.890	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.679	0.000	0.875	0.000	0.000	0.375	0.333	0.250	0.897
			0.869					0.912									0.769						

PM

	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND								
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2L2	W2R2	W2U2	TOTAL
4:00 PM	0	185	10	1	4	3	159	0	0	2	0	0	0	0	17	0	15	0	0	1	6	2	405
4:15 PM	0	181	4	1	1	4	185	0	0	1	0	0	0	0	20	0	9	0	0	1	1	0	408
4:30 PM	0	204	10	0	3	1	164	0	0	3	0	0	0	0	25	0	15	0	0	0	3	1	429
4:45 PM	0	194	5	0	4	4	187	0	0	1	0	0	0	0	18	0	21	0	0	3	7	1	445
5:00 PM	0	202	7	0	0	4	211	0	0	1	0	0	0	0	29	0	18	0	0	2	3	0	477
5:15 PM	0	243	4	0	1	4	172	0	0	1	0	0	0	0	12	0	10	0	0	0	3	0	450
5:30 PM	0	202	3	0	5	5	133	0	0	1	0	0	0	0	22	0	11	0	1	3	2	3	391
5:45 PM	0	248	10	0	2	6	132	0	0	1	0	0	0	0	18	0	5	0	0	1	3	1	427
TOTAL VOLUMES :	0	1659	53	2	20	31	1343	0	0	11	0	0	0	0	161	0	104	0	1	11	28	8	3432
APPROACH %'s :	0.00%	95.67%	3.06%	0.12%	1.15%	2.24%	96.97%	0.00%	0.00%	0.79%					60.53%	0.00%	39.10%	0.00%	0.38%	23.40%	59.57%	17.02%	
PEAK HR :	04:30 PM - 05:30 PM																						TOTAL
PEAK HR VOL :	0	843	26	0	8	13	734	0	0	6	0	0	0	0	84	0	64	0	0	5	16	2	1801
PEAK HR FACTOR :	0.000	0.867	0.650	0.000	0.500	0.813	0.870	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.724	0.000	0.762	0.000	0.000	0.417	0.571	0.500	0.944
			0.884					0.872									0.787						



Explanation for extra leg movements

Movements entering the extra leg

NR2 Movements coming from NB on NW 79th Ave entering into the Extra Leg (NW 47th St)
SL2 Movements coming from SB on NW 79th Ave entering into the Extra Leg (NW 47th St)
WU2 Movements coming from WB on NW 48th St entering into the Extra Leg (NW 47th St)

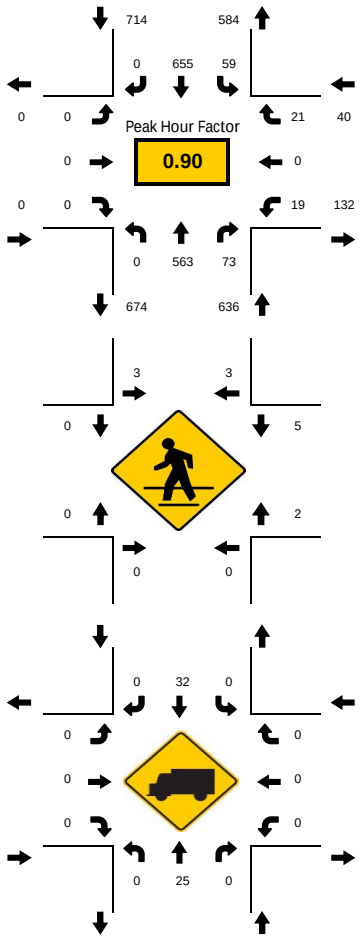
Movements exiting the extra leg

W2R2 Movements exiting from Extra Leg (NW 47th St) entering into NW 79th Ave going NB
W2L2 Movements exiting from Extra Leg (NW 47th St) entering into NW 79th Ave going SB
W2U2 Movements exiting from Extra Leg (NW 47th St) entering into NW 48th St going EB

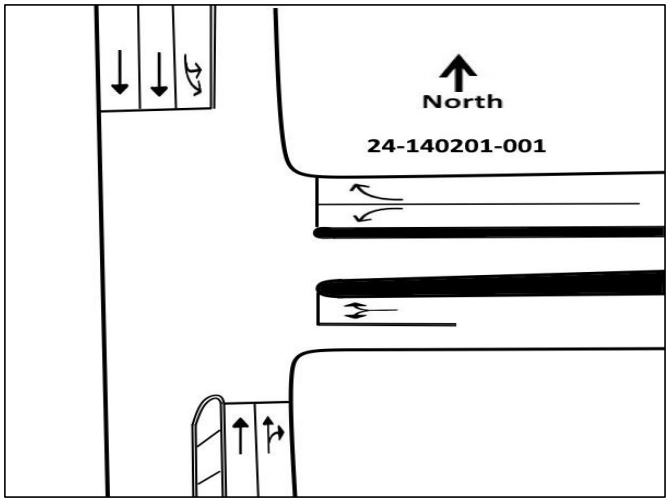
LOCATION: NW 79th Ave & NW 47th/48th St
CITY/STATE: Doral, FL

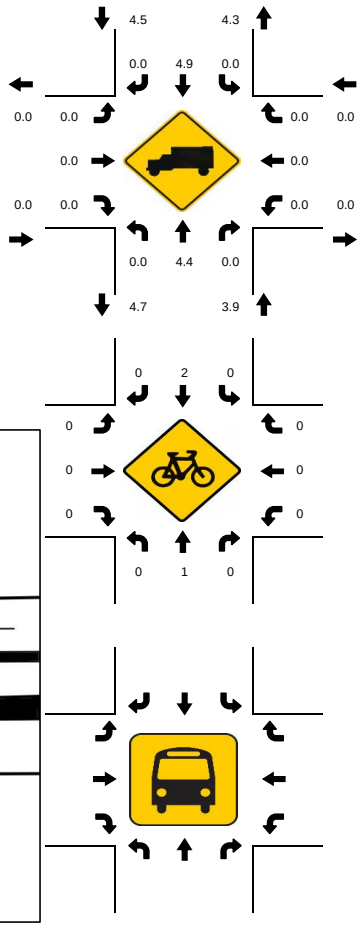
PROJECT ID: 24-140201-001
DATE: Tue, Jun 25, 2024

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



National Data & Surveying Services



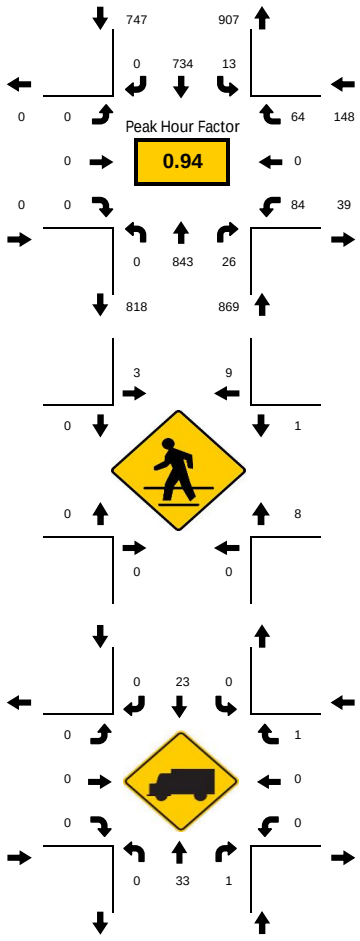


15-Min Count Period Beginning At	NW 79th Ave Northbound					NW 79th Ave Southbound					NW 47th/48th St Eastbound					NW 47th/48th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	93	5	0		7	74	0	0		0	0	0	0		5	0	3	0		187	976
7:15 AM	0	93	8	0		4	84	0	2		0	0	0	0		1	0	2	0		194	1108
7:30 AM	0	111	7	0		4	130	0	0		0	0	0	0		1	0	2	0		255	1244
7:45 AM	0	149	10	0		11	167	0	0		0	0	0	0		3	0	0	0		340	1378
8:00 AM	0	136	18	0		17	142	0	0		0	0	0	0		2	0	4	0		319	1390
8:15 AM	0	126	18	0		19	155	0	0		0	0	0	0		6	0	6	0		330	1071
8:30 AM	0	167	16	0		13	184	0	0		0	0	0	0		4	0	5	0		389	741
8:45 AM	0	134	21	0		10	174	0	0		0	0	0	0		7	0	6	0		352	352
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	668	84	0		76	736	0	0		0	0	0	0		28	0	24	0		**1616**	
Heavy Trucks	0	32	0	0		0	56	0	0		0	0	0	0		0	0	0	0		**88**	
Pedestrians		0					8					0					16				**24**	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

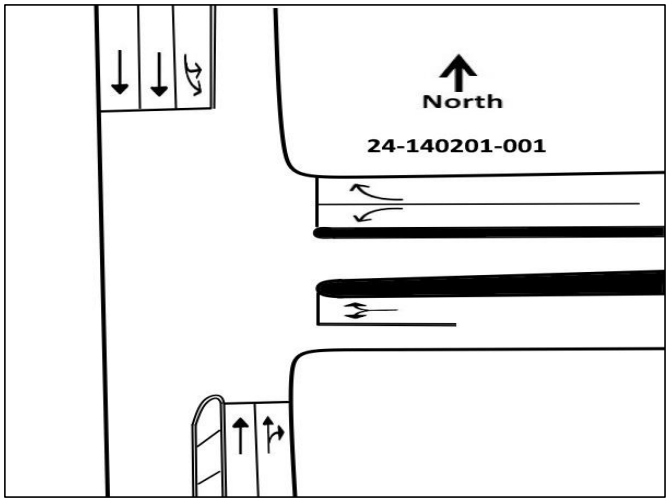
LOCATION: NW 79th Ave & NW 47th/48th St
CITY/STATE: Doral, FL

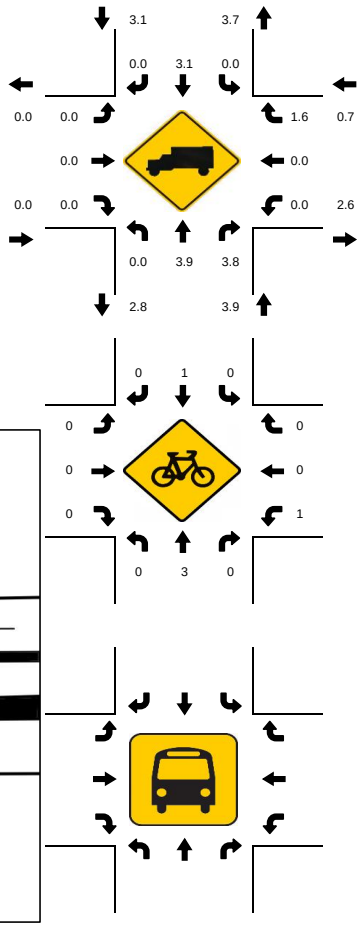
PROJECT ID: 24-140201-001
DATE: Tue, Jun 25, 2024

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



National Data & Surveying Services





15-Min Count Period Beginning At	NW 79th Ave Northbound					NW 79th Ave Southbound					NW 47th/48th St Eastbound					NW 47th/48th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	185	10	1		3	159	0	0		0	0	0	0		17	0	15	0		390	1642
4:15 PM	0	181	4	1		4	185	0	0		0	0	0	0		20	0	9	0		404	1723
4:30 PM	0	204	10	0		1	164	0	0		0	0	0	0		25	0	15	0		419	1764
4:45 PM	0	194	5	0		4	187	0	0		0	0	0	0		18	0	21	0		429	1721
5:00 PM	0	202	7	0		4	211	0	0		0	0	0	0		29	0	18	0		471	1711
5:15 PM	0	243	4	0		4	172	0	0		0	0	0	0		12	0	10	0		445	1240
5:30 PM	0	202	3	0		5	133	0	0		0	0	0	0		22	0	11	0		376	795
5:45 PM	0	248	10	0		6	132	0	0		0	0	0	0		18	0	5	0		419	419
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	972	40	0		16	844	0	0		0	0	0	0		116	0	84	0		**2072**	
Heavy Trucks	0	48	4	0		0	28	0	0		0	0	0	0		0	0	4	0		**84**	
Pedestrians		0					24					0					12				**36**	
Bicycles	0	8	0	0		0	4	0	0		0	0	0	0		4	0	0	0		**16**	
Buses																						
Stopped Buses																						

Peak Season Conversion Factor

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.99

WEEK	DATES	SF	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

Signal Timings

TOD Schedule Report

for 4856: NW 79 Av&NW 47 St

Print Date: 10/4/2021

Print Time: 7:22 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4856	NW 79 Av&NW 47 St	DOW-2	TOD	[10] PRE-PM PEAK	95	40	N/A	3	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	NWT	WBT	SBL	NBT	-	-
0	54	8	15	6	42	0	0

Active Phase Bank: Phase Bank 3

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	8 - 8 - 8	8 - 8 - 8	8 - 8 - 8	1 - 1 - 1	30 - 23 - 28	0 - 31 - 0	4.4	2
3 NWT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	9 - 8 - 8	10 - 8 - 0	4	2
4 WBT	5 - 5 - 5	10 - 10 - 10	7 - 7 - 7	3 - 3 - 3	15 - 10 - 12	30 - 13 - 0	4	2
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2.5 - 2.5 - 2.5	7 - 0 - 0	14 - 0 - 0	4.4	2
6 NBT	8 - 8 - 8	8 - 8 - 8	8 - 8 - 8	1 - 1 - 1	30 - 23 - 28	0 - 31 - 0	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-23456--
External Permit 0	--------
External Permit 1	-234-6--
External Permit 2	-23456--

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 NWT	4 WBT	5 SBL	6 NBT	7 -	8 -	Ring Offset	Offset
	5	95	0	54	9	14	7	41	0	0	0	41
	8	90	0	47	9	16	7	34	0	0	0	45
	10	95	0	54	8	15	6	42	0	0	0	40
	15	105	0	60	9	18	7	47	0	0	0	97

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	Flash	Su S
0530	Free	M T W Th F
0600	Free	Su S
0700	5	M T W Th F
0900	8	M T W Th F
1030	10	M T W Th F
1530	15	M T W Th F
1745	10	M T W Th F
1930	Free	M T W Th F

TOD Schedule Report

for 4856: NW 79 Av&NW 47 St

Print Date: 10/4/2021

Print Time: 7:22 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0600	TOD OUTPUTS	---5---1	M T W ThF
0630	TOD OUTPUTS	---5--2-	M T W ThF
0700	TOD OUTPUTS	--------	M T W ThF
1830	TOD OUTPUTS	---5-3--	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	Su S
0000	TOD OUTPUTS	--------	M T W ThF
0600	TOD OUTPUTS	---5---1	M T W ThF
0630	TOD OUTPUTS	---5--2-	M T W ThF
0700	TOD OUTPUTS	--------	M T W ThF
1830	TOD OUTPUTS	---5-3--	M T W ThF

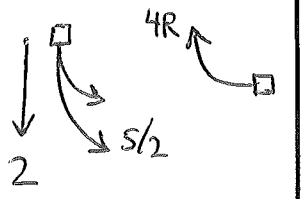
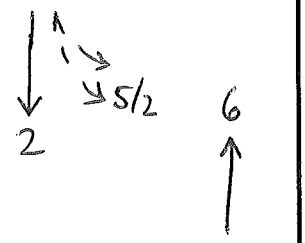
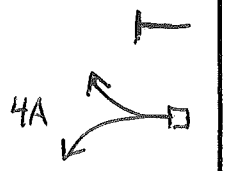
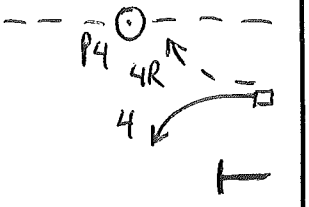
* Settings

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

	Direction	NB	SB		WB	WB		Ped Heads				Movements/Display/Actuation
Timing Phases	Head No.	6	5/2	2	4A	4	4R				P4	
(2+5) SB NW 79 AVE (Actuated)	Dwell	R	<G/G	G	R	R	R/G>				DW	
	Clear to (2+6)	R	<Y/G	G	R	R	R/Y>				DW	
(2+6) N/S NW 79 AVE (Recall)	Dwell	G	G	G	R	R	R				DW	
	Clear to (3)	Y	Y	Y	R	R	R				DW	
	(4)	Y	Y	Y	R	R	R				DW	
	(2+5)	Y	G	G	R	R	R				DW	
	Dwell											
	Clear to											
(3) WB DRIVEWAY (Actuated)	Dwell	R	R	R	G	R	R				DW	
	Clear to (4)	R	R	R	Y	R	R				DW	
	(2+5)	R	R	R	Y	R	R				DW	
	(2+6)	R	R	R	Y	R	R				DW	
(4) WB NW 47 ST (Actuated)	Dwell	R	R	R	R	G	G				W/E	
	Clear to (2+5)	R	R	R	R	Y	Y				DW	
	(2+6)	R	R	R	R	Y	Y				DW	
	Dwell											
	Clear to											
Flashing Operation		FY	FY	FY	FR	FR	FR					Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	NW 79 AVE & NW 47 ST		
	8/20/04			
Checked	Date	Placed in Service	Phasing No.	Asset Number
W. HERNANDEZ	12/17/04	Date / By TCD	3	4856

Blank12

Appendix E
Growth Rate Calculations

FDOT Historical Growth Trends

FDOT Growth Rate Summary

Station Number	Location	Historical Growth- Linear				Historical Growth- Exponential				Historical Growth- Decaying Exponential			
		5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared
8161	SW 79th Avenue -- 200 feet North of NW 36th Street	8.29%	85.07%	3.95%	19.21%	7.65%	85.09%	4.71%	23.88%	8.04%	92.24%	4.63%	26.29%
8183	SW 79th Avenue -- 200 feet South of NW 36th Street	-7.53%	89.79%	-2.65%	53.09%	-8.39%	89.85%	-3.13%	54.69%	-8.52%	94.89%	-2.18%	27.00%
Total		**0.38%**	**87.43%**	**0.65%**	**36.15%**	**-0.37%**	**87.47%**	**0.79%**	**39.29%**	**-0.24%**	**93.57%**	**1.23%**	**26.65%**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8161 - NW 79TH AVENUE, 200' NORTH OF NW 36TH STREET

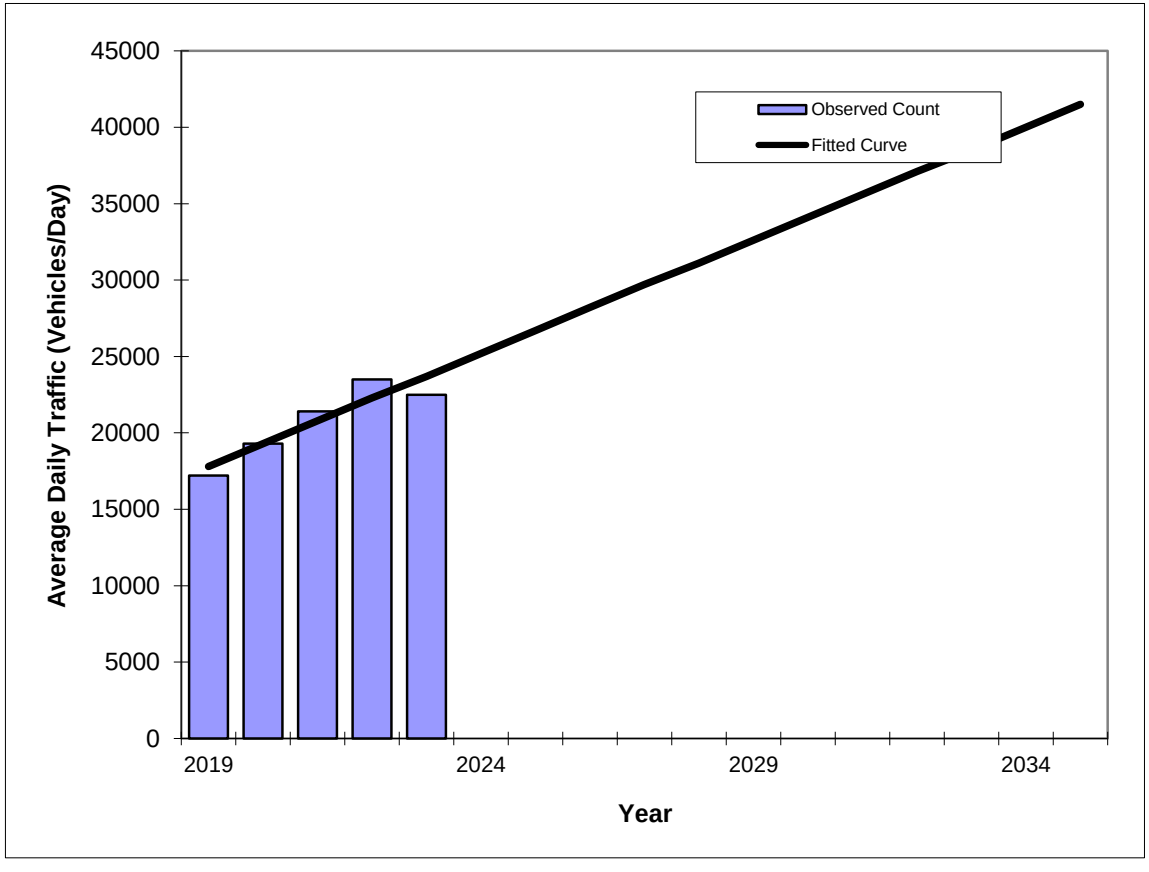
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	22500 C	N 11500	S 11000	9.00	55.10	4.80
2022	23500 F	N 11000	S 12500	9.00	54.70	3.10
2021	23500 C	N 11000	S 12500	9.00	54.30	3.10
2020	16500 T	N 9100	S 7400	9.00	54.20	10.40
2019	17200 S	N 9500	S 7700	9.00	54.60	11.00
2018	17200 F	N 9500	S 7700	9.00	54.30	12.10
2017	17000 C	N 9400	S 7600	9.00	55.00	12.60
2016	24500 F	N 11500	S 13000	9.00	54.50	13.50
2015	23500 C	N 11000	S 12500	9.00	54.70	13.70
2014	9400 S	N 5000	S 4400	9.00	54.50	17.40
2013	9400 F	N 5000	S 4400	9.00	52.40	16.20
2012	9600 C	N 5100	S 4500	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

NW 79 AVE -- 200' North of NW 36th Street

County:	Miami-Dade (87)
Station #:	8161
Highway:	NW 79 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2019	17200	17800
2020	19300	19300
2021	21400	20800
2022	23500	22300
2023	22500	23700

Trend R-squared:	85.07%
Trend Annual Historic Growth Rate:	8.29%
Printed:	2-Jul-24

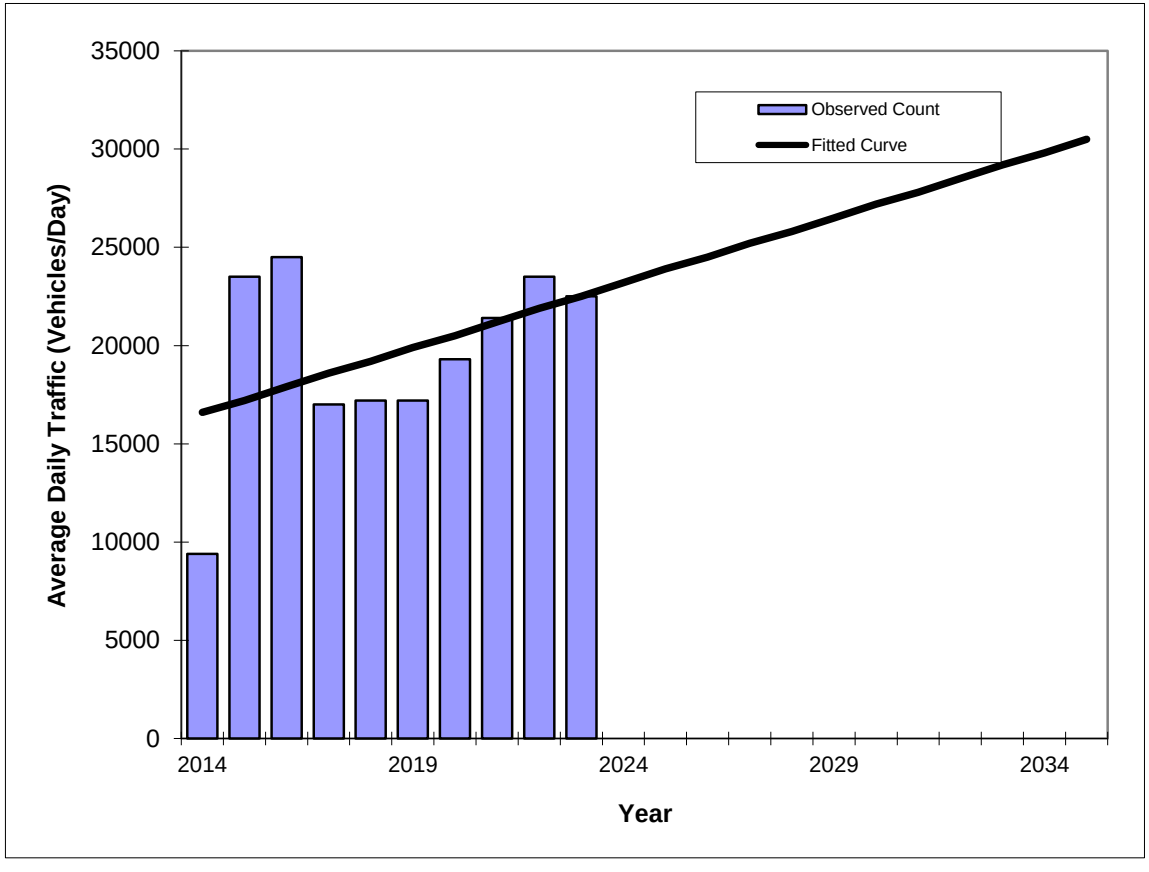
Straight Line Growth Option

***Axle-Adjusted**

Traffic Trends

NW 79 AVE -- 200' North of NW 36th Street

County:	Miami-Dade (87)
Station #:	8161
Highway:	NW 79 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	9400	16600
2015	23500	17200
2016	24500	17900
2017	17000	18600
2018	17200	19200
2019	17200	19900
2020	19300	20500
2021	21400	21200
2022	23500	21900
2023	22500	22500

Trend R-squared:	19.21%
Trend Annual Historic Growth Rate:	3.95%
Printed:	2-Jul-24

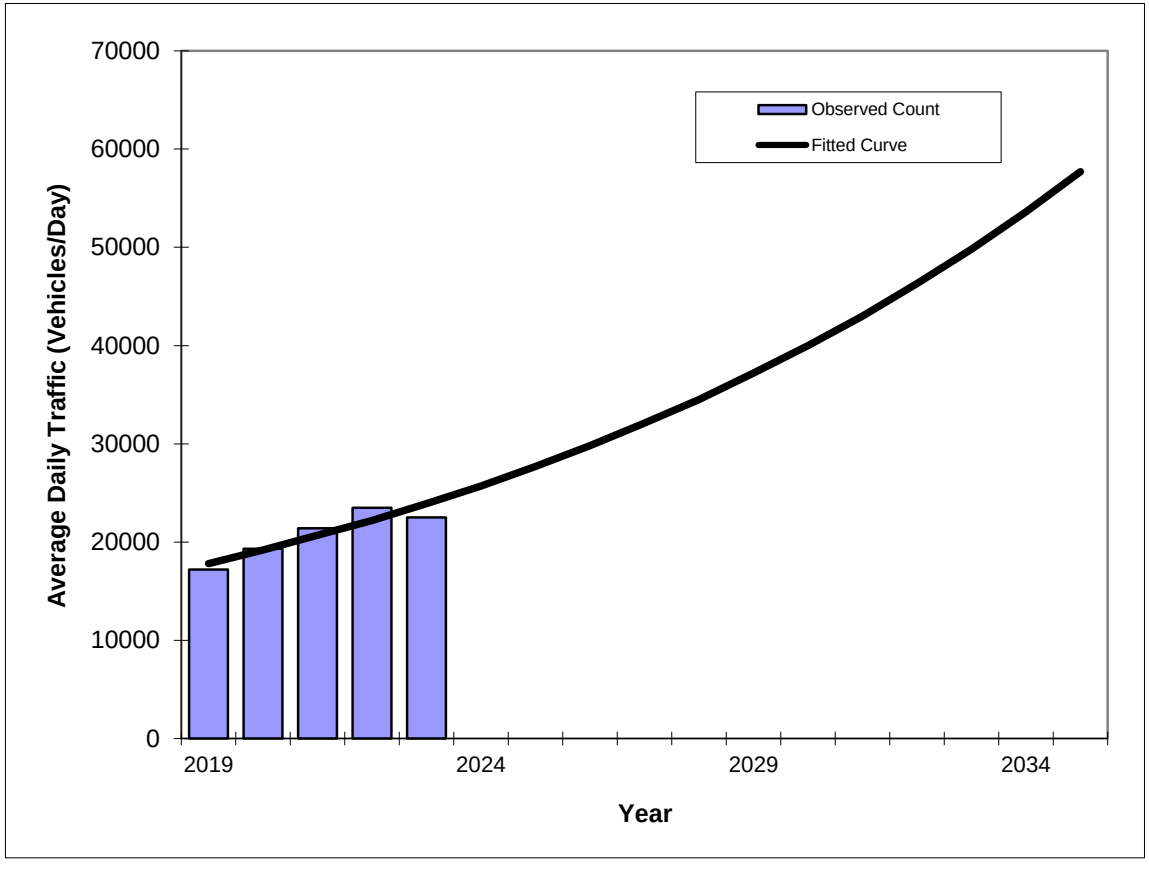
Straight Line Growth Option

***Axle-Adjusted**

Traffic Trends

NW 79 AVE -- 200' North of NW 36th Street

County:	Miami-Dade (87)
Station #:	8161
Highway:	NW 79 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2019	17200	17800
2020	19300	19200
2021	21400	20700
2022	23500	22200
2023	22500	23900

Trend R-squared:	85.09%
Compounded Annual Historic Growth Rate:	7.65%
Printed:	2-Jul-24

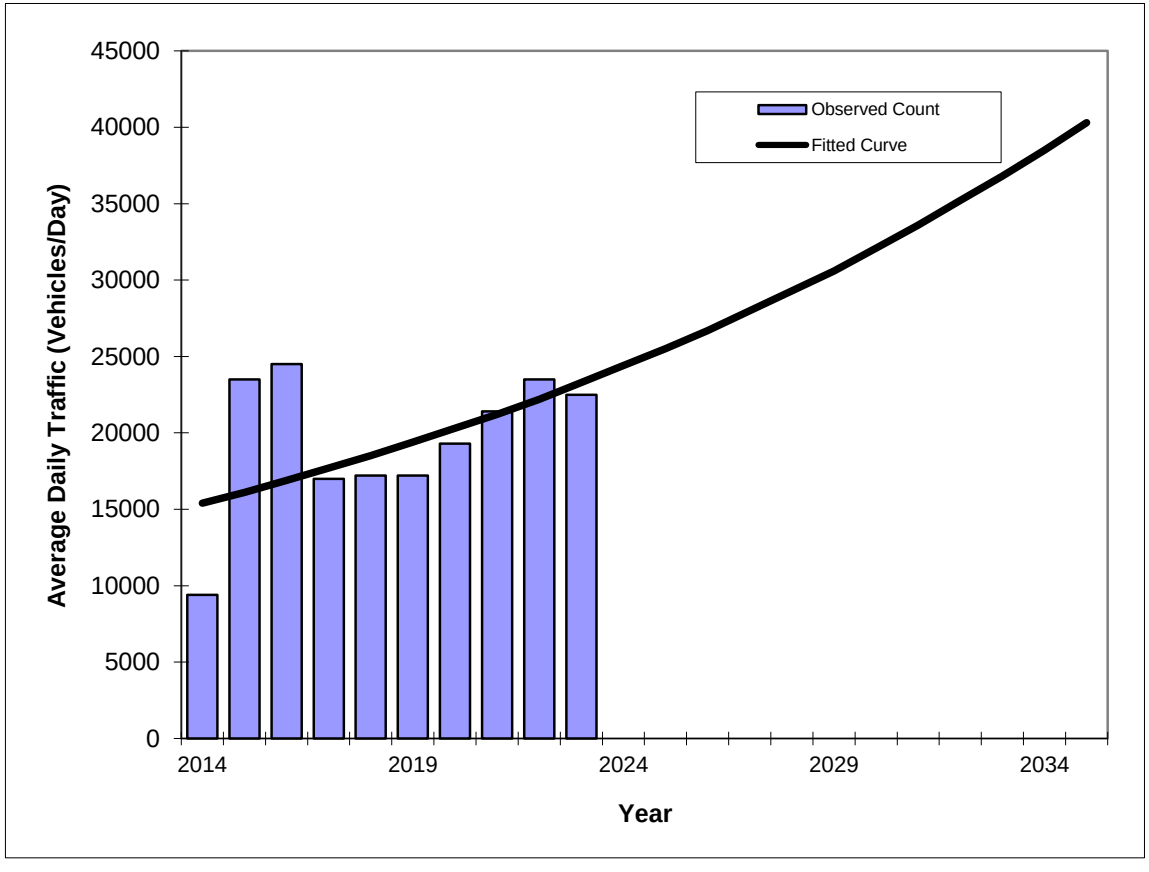
Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

NW 79 AVE -- 200' North of NW 36th Street

County:	Miami-Dade (87)
Station #:	8161
Highway:	NW 79 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	9400	15400
2015	23500	16100
2016	24500	16900
2017	17000	17700
2018	17200	18500
2019	17200	19400
2020	19300	20300
2021	21400	21200
2022	23500	22200
2023	22500	23300

Trend R-squared:	23.88%
Compounded Annual Historic Growth Rate:	4.71%
Printed:	2-Jul-24

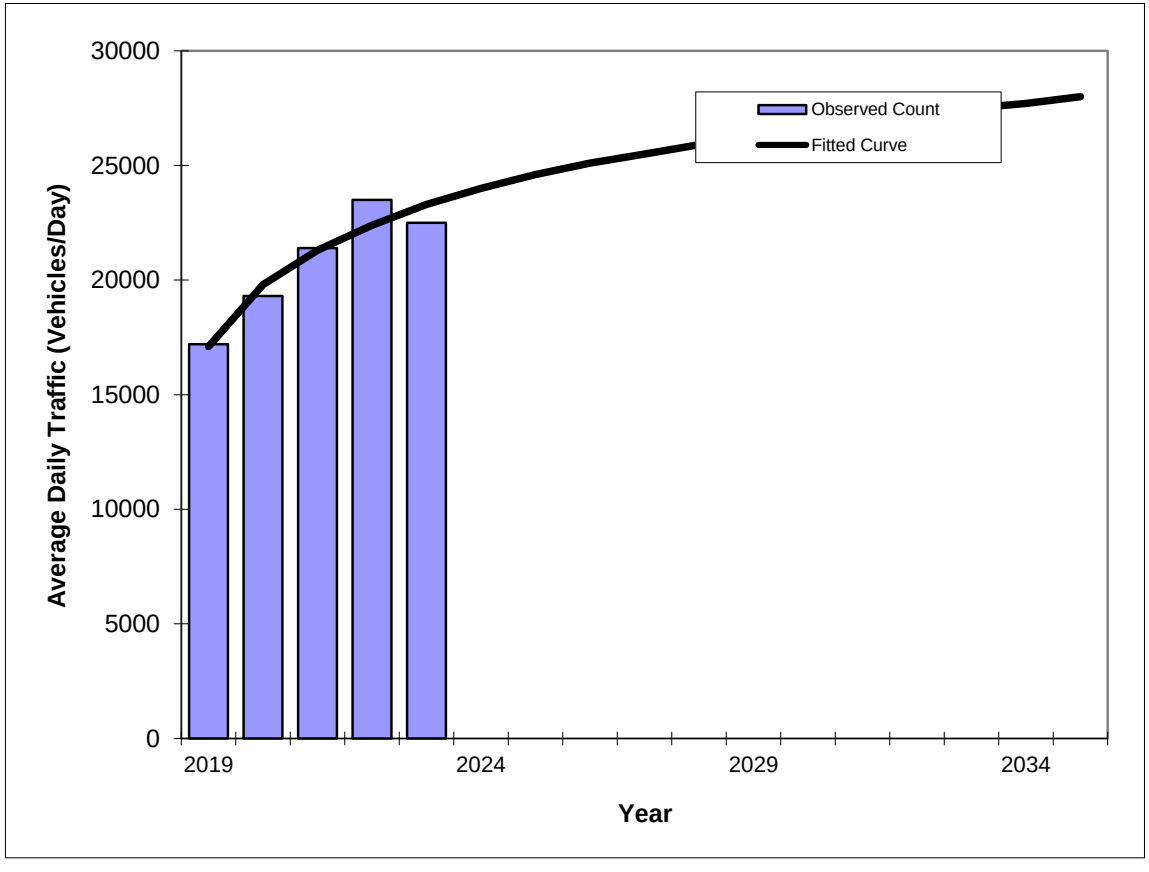
Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

NW 79 AVE -- 200' North of NW 36th Street

County:	Miami-Dade (87)
Station #:	8161
Highway:	NW 79 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2019	17200	17100
2020	19300	19800
2021	21400	21300
2022	23500	22400
2023	22500	23300

Trend R-squared:	92.24%
Compounded Annual Historic Growth Rate:	8.04%
Printed:	2-Jul-24

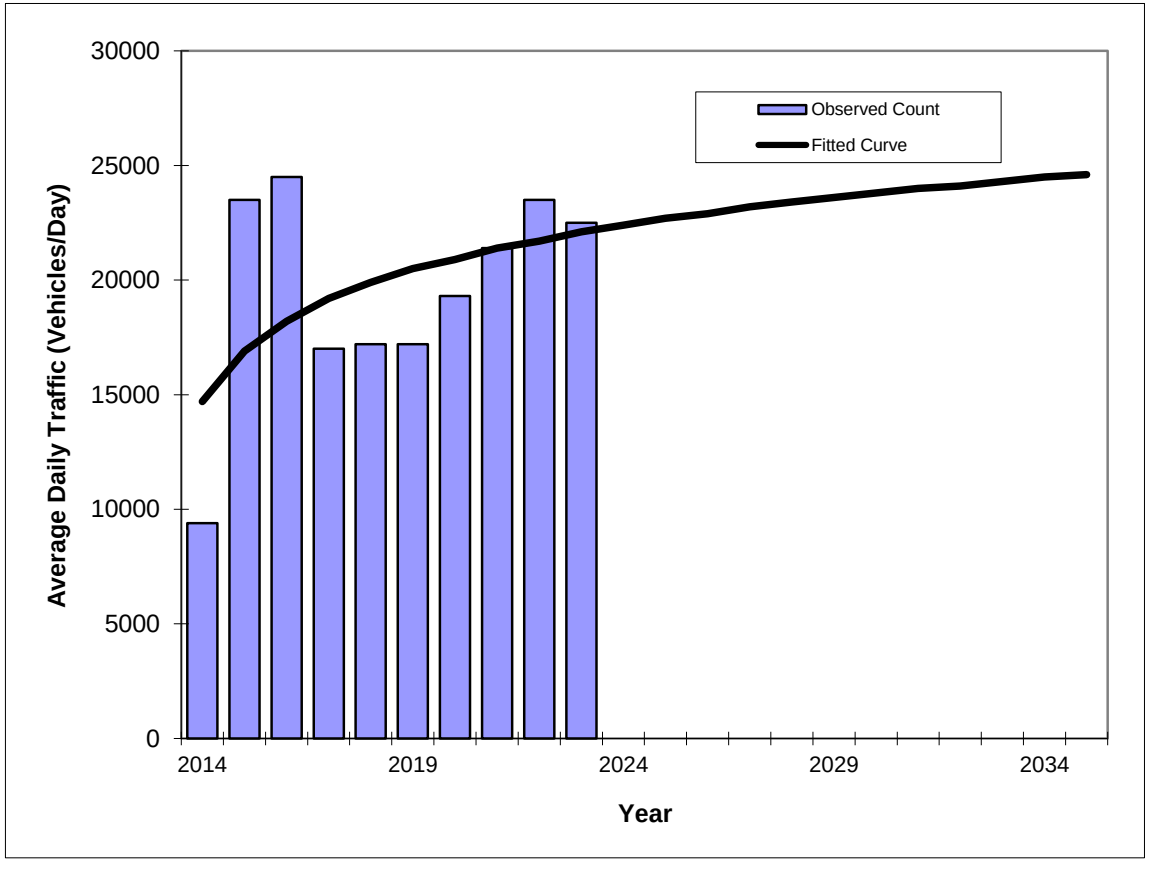
Decaying Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

NW 79 AVE -- 200' North of NW 36th Street

County:	Miami-Dade (87)
Station #:	8161
Highway:	NW 79 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	9400	14700
2015	23500	16900
2016	24500	18200
2017	17000	19200
2018	17200	19900
2019	17200	20500
2020	19300	20900
2021	21400	21400
2022	23500	21700
2023	22500	22100

Trend R-squared:	26.29%
Compounded Annual Historic Growth Rate:	4.63%
Printed:	2-Jul-24

Decaying Exponential Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8183 - NW 79TH AVE, 200' SOUTH OF NW 36 STREET

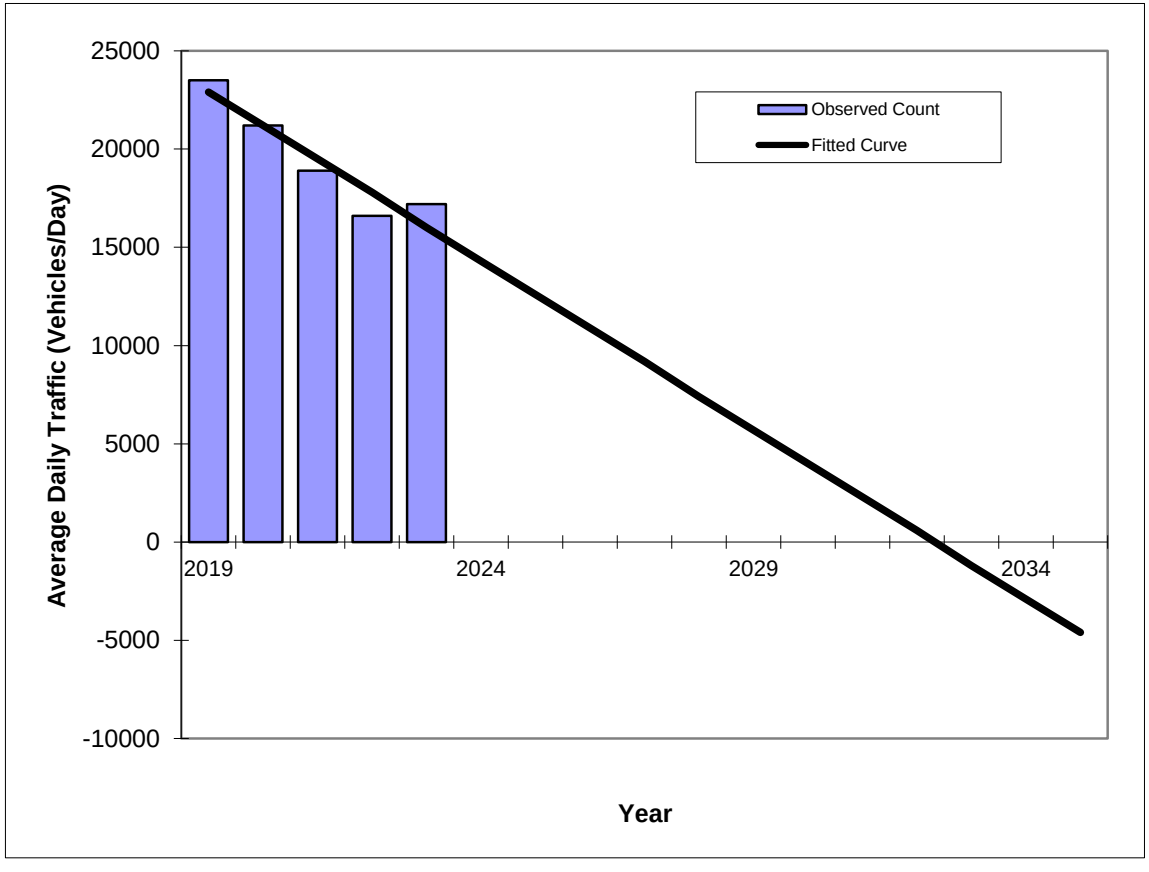
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	17200 T	N 8400	S 8800	9.00	55.10	8.00
2022	16600 S	N 8100	S 8500	9.00	54.70	11.80
2021	16800 F	N 8200	S 8600	9.00	54.30	17.50
2020	17200 C	N 8400	S 8800	9.00	54.20	10.40
2019	23500 T	N 12000	S 11500	9.00	54.60	11.00
2018	23500 S	N 12000	S 11500	9.00	54.30	12.10
2017	23500 F	N 12000	S 11500	9.00	55.00	12.60
2016	22500 C	N 11500	S 11000	9.00	54.50	13.50
2015	22300 T	N 9800	S 12500	9.00	54.70	13.70
2014	21500 S	N 9500	S 12000	9.00	54.50	17.40
2013	21400 F	N 9400	S 12000	9.00	52.40	16.20
2012	21600 C	N 9600	S 12000	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

NW 79 AVE -- 200' South of NW 36th Street

County:	Miami-Dade (87)
Station #:	8183
Highway:	NW 79 AVE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	23500	22900
2020	21200	21200
2021	18900	19500
2022	16600	17800
2023	17200	16000

Trend R-squared:	89.79%
Trend Annual Historic Growth Rate:	-7.53%
Printed:	2-Jul-24

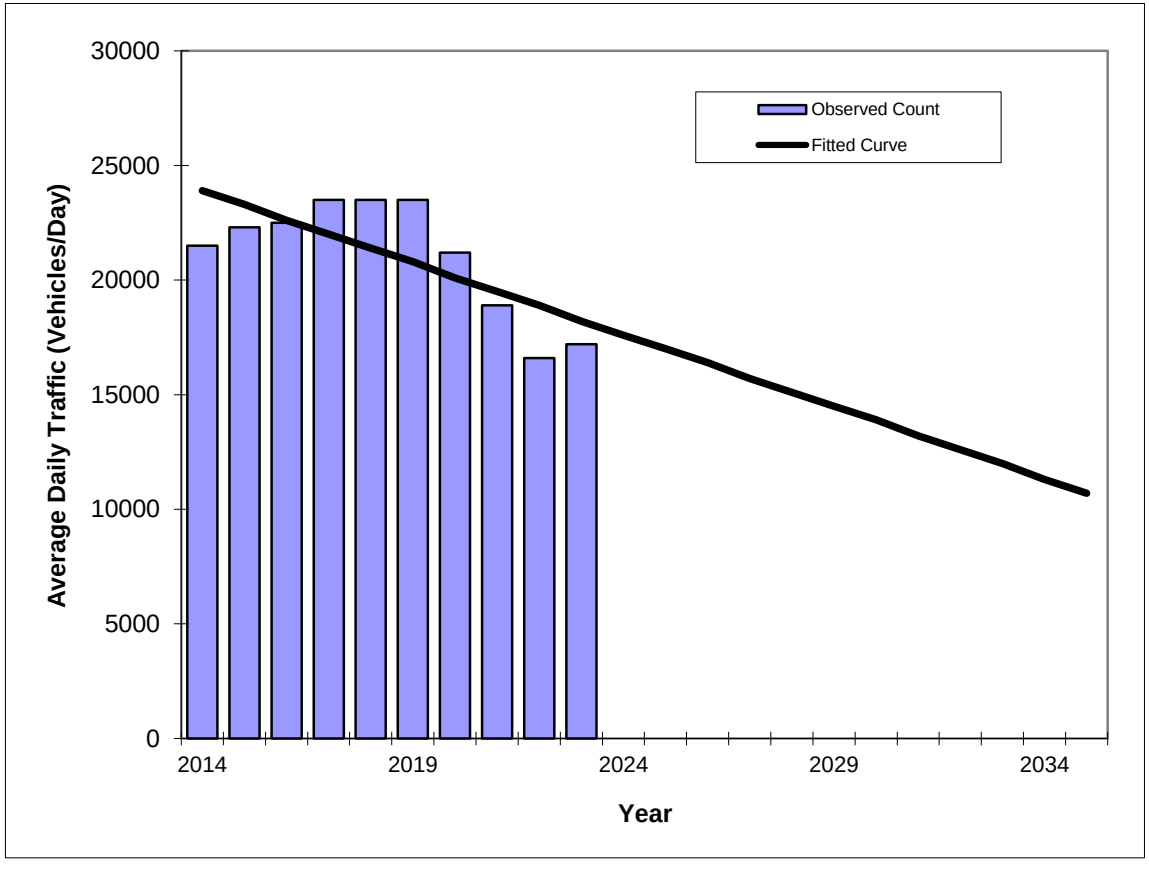
Straight Line Growth Option

***Axle-Adjusted**

Traffic Trends

NW 79 AVE -- 200' South of NW 36th Street

County:	Miami-Dade (87)
Station #:	8183
Highway:	NW 79 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	21500	23900
2015	22300	23300
2016	22500	22600
2017	23500	22000
2018	23500	21400
2019	23500	20800
2020	21200	20100
2021	18900	19500
2022	16600	18900
2023	17200	18200

Trend R-squared:	53.09%
Trend Annual Historic Growth Rate:	-2.65%
Printed:	2-Jul-24

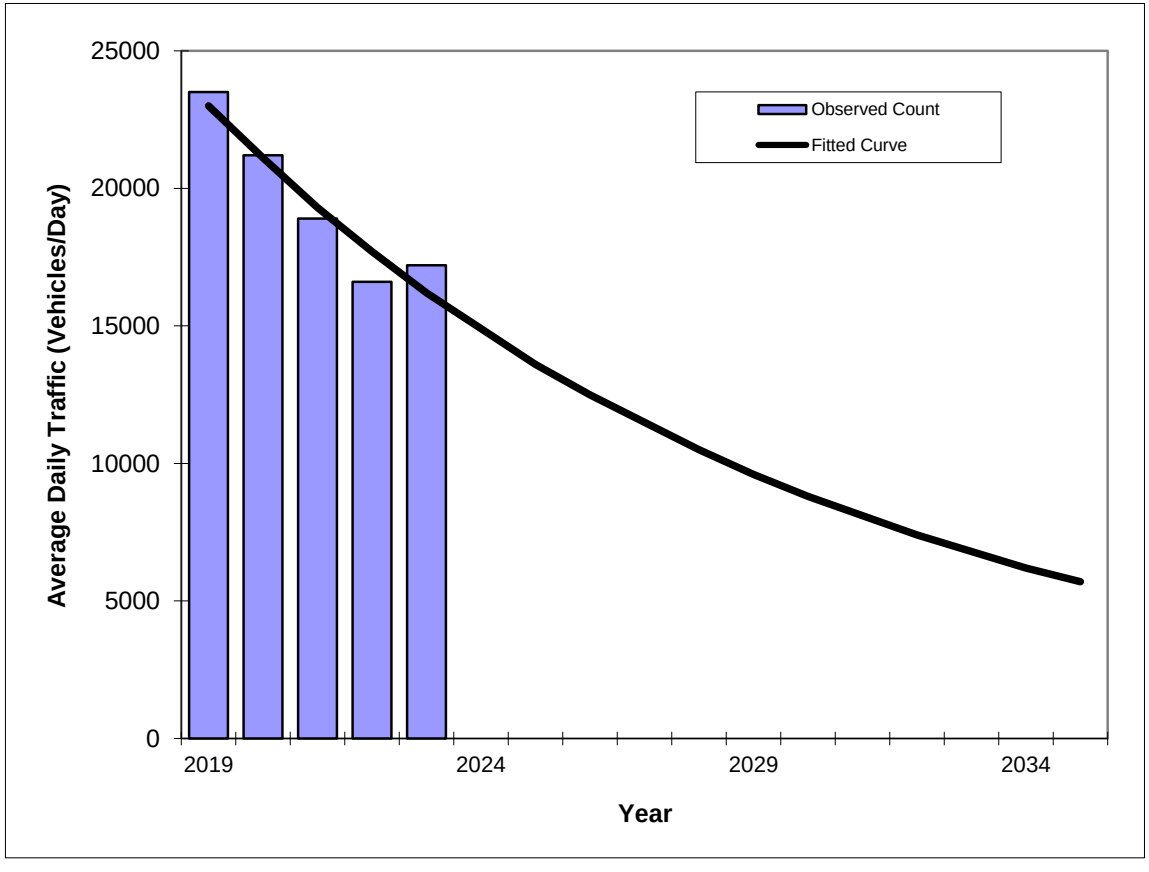
Straight Line Growth Option

***Axle-Adjusted**

Traffic Trends

NW 79 AVE -- 200' South of NW 36th Street

County:	Miami-Dade (87)
Station #:	8183
Highway:	NW 79 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2019	23500	23000
2020	21200	21100
2021	18900	19300
2022	16600	17700
2023	17200	16200

Trend R-squared:	89.85%
Compounded Annual Historic Growth Rate:	-8.39%
Printed:	2-Jul-24

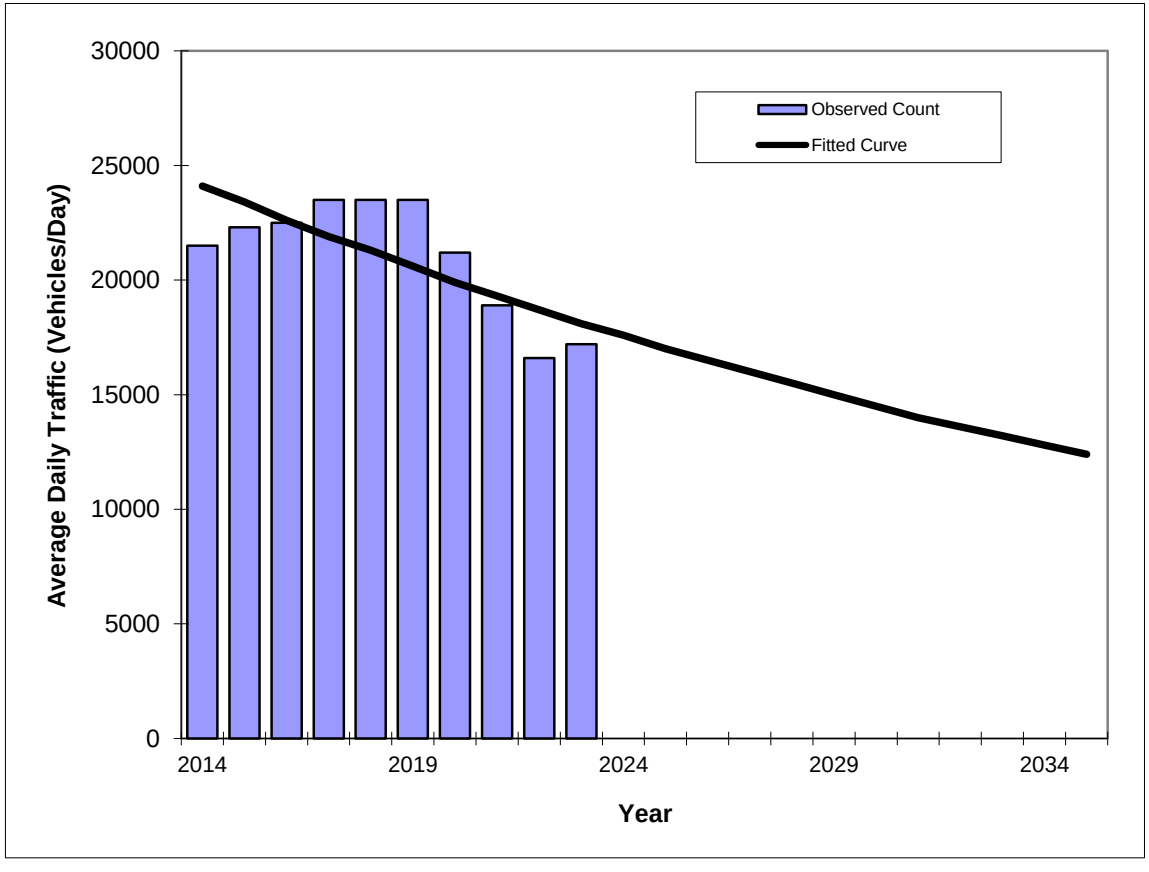
Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

NW 79 AVE -- 200' South of NW 36th Street

County:	Miami-Dade (87)
Station #:	8183
Highway:	NW 79 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	21500	24100
2015	22300	23400
2016	22500	22600
2017	23500	21900
2018	23500	21300
2019	23500	20600
2020	21200	19900
2021	18900	19300
2022	16600	18700
2023	17200	18100

Trend R-squared:	54.69%
Compounded Annual Historic Growth Rate:	-3.13%
Printed:	2-Jul-24

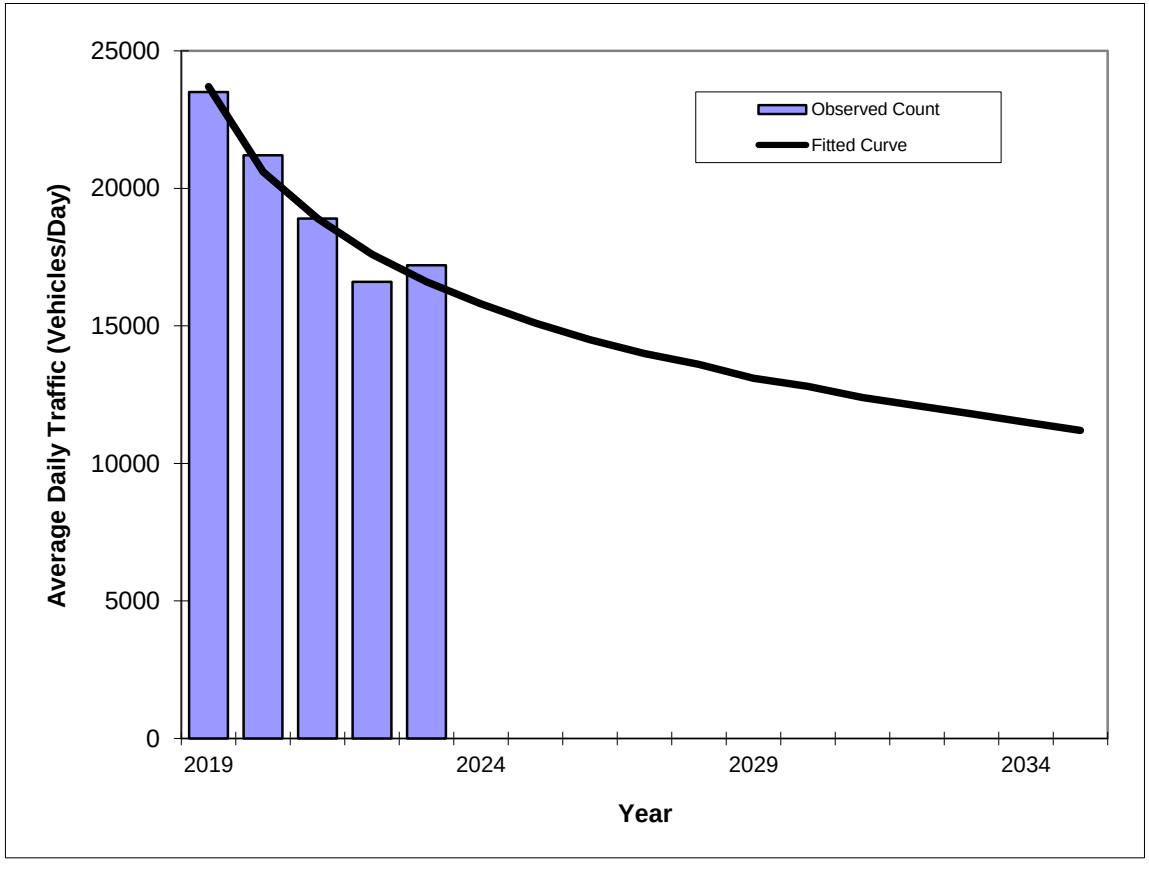
Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

NW 79 AVE -- 200' South of NW 36th Street

County:	Miami-Dade (87)
Station #:	8183
Highway:	NW 79 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2019	23500	23700
2020	21200	20600
2021	18900	18900
2022	16600	17600
2023	17200	16600

Trend R-squared:	94.89%
Compounded Annual Historic Growth Rate:	-8.52%
Printed:	2-Jul-24

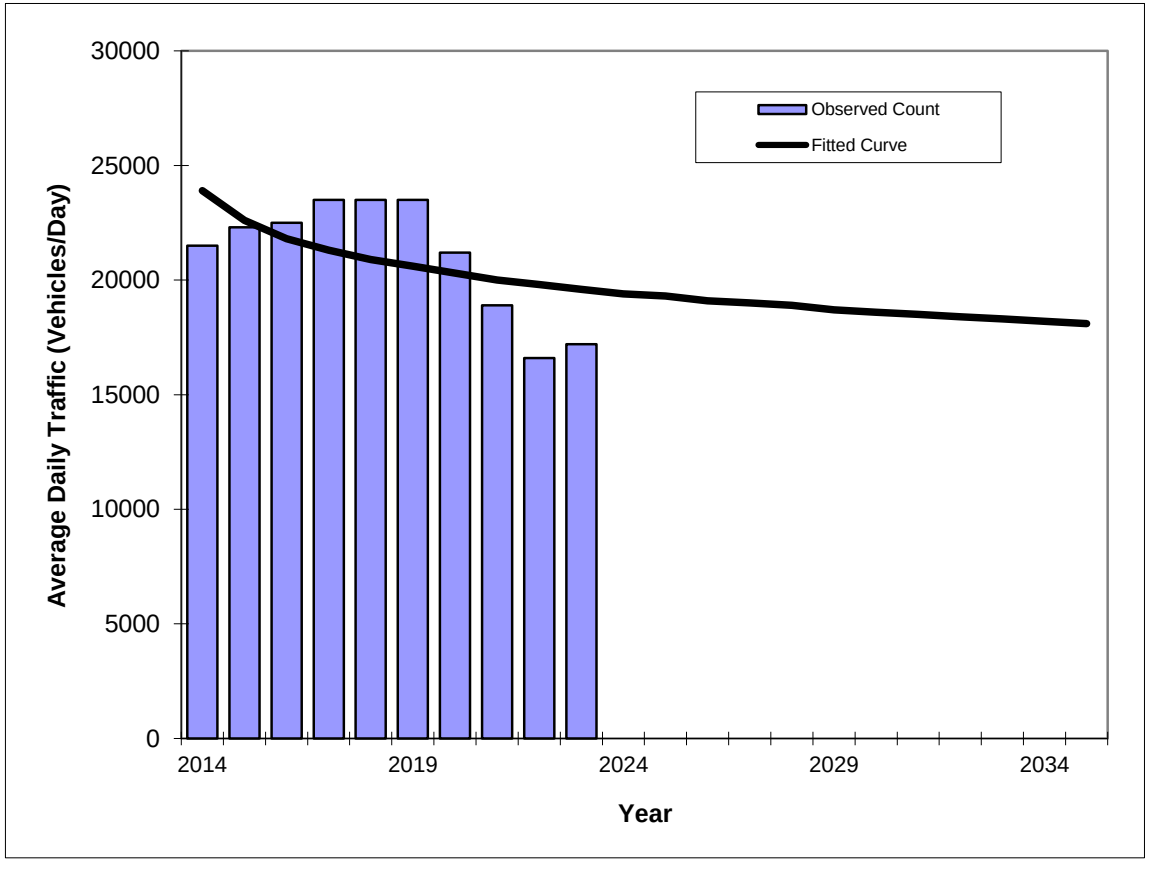
Decaying Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

NW 79 AVE -- 200' South of NW 36th Street

County:	Miami-Dade (87)
Station #:	8183
Highway:	NW 79 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	21500	23900
2015	22300	22600
2016	22500	21800
2017	23500	21300
2018	23500	20900
2019	23500	20600
2020	21200	20300
2021	18900	20000
2022	16600	19800
2023	17200	19600

Trend R-squared:	27.00%
Compounded Annual Historic Growth Rate:	-2.18%
Printed:	2-Jul-24

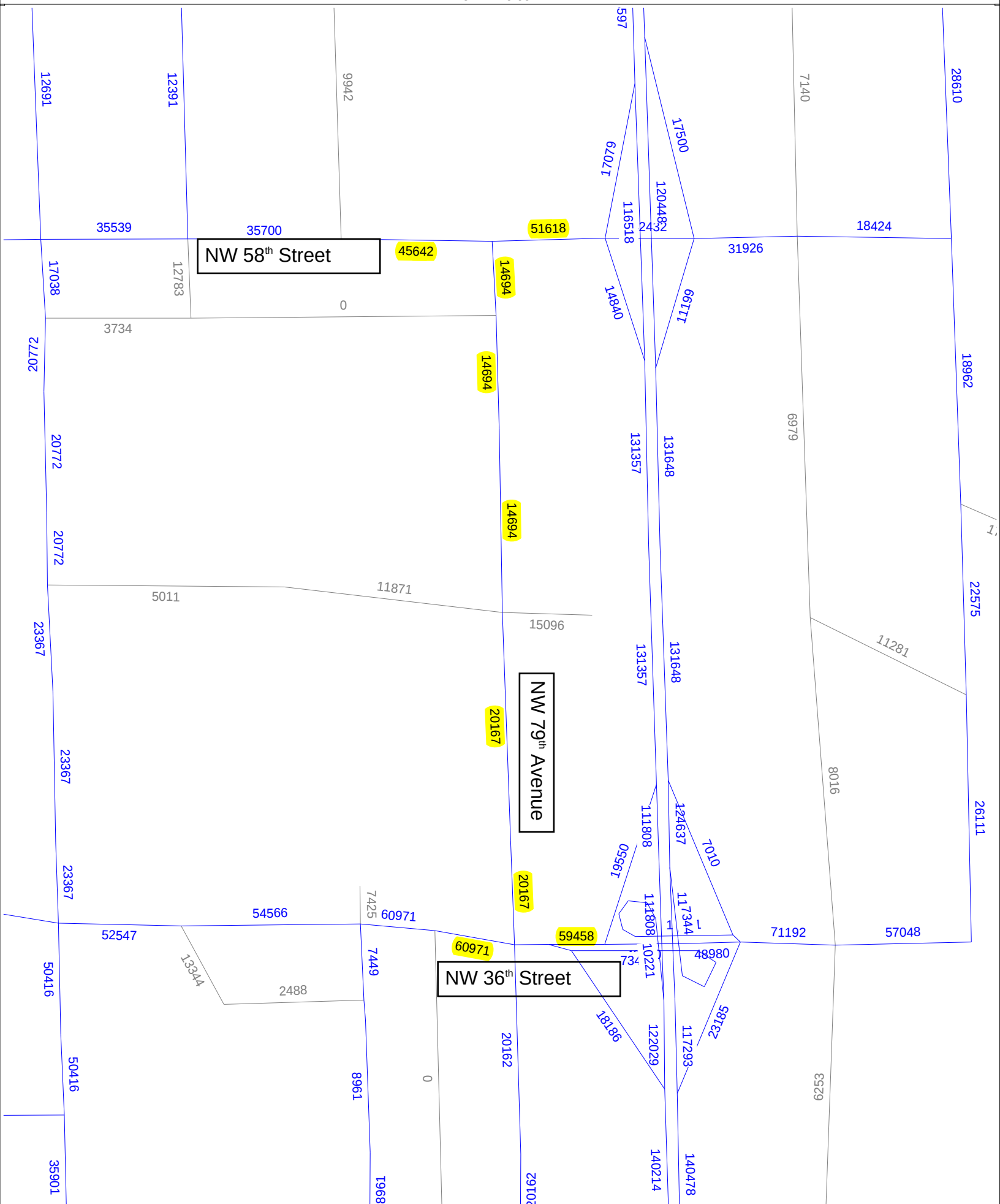
Decaying Exponential Growth Option

***Axle-Adjusted**

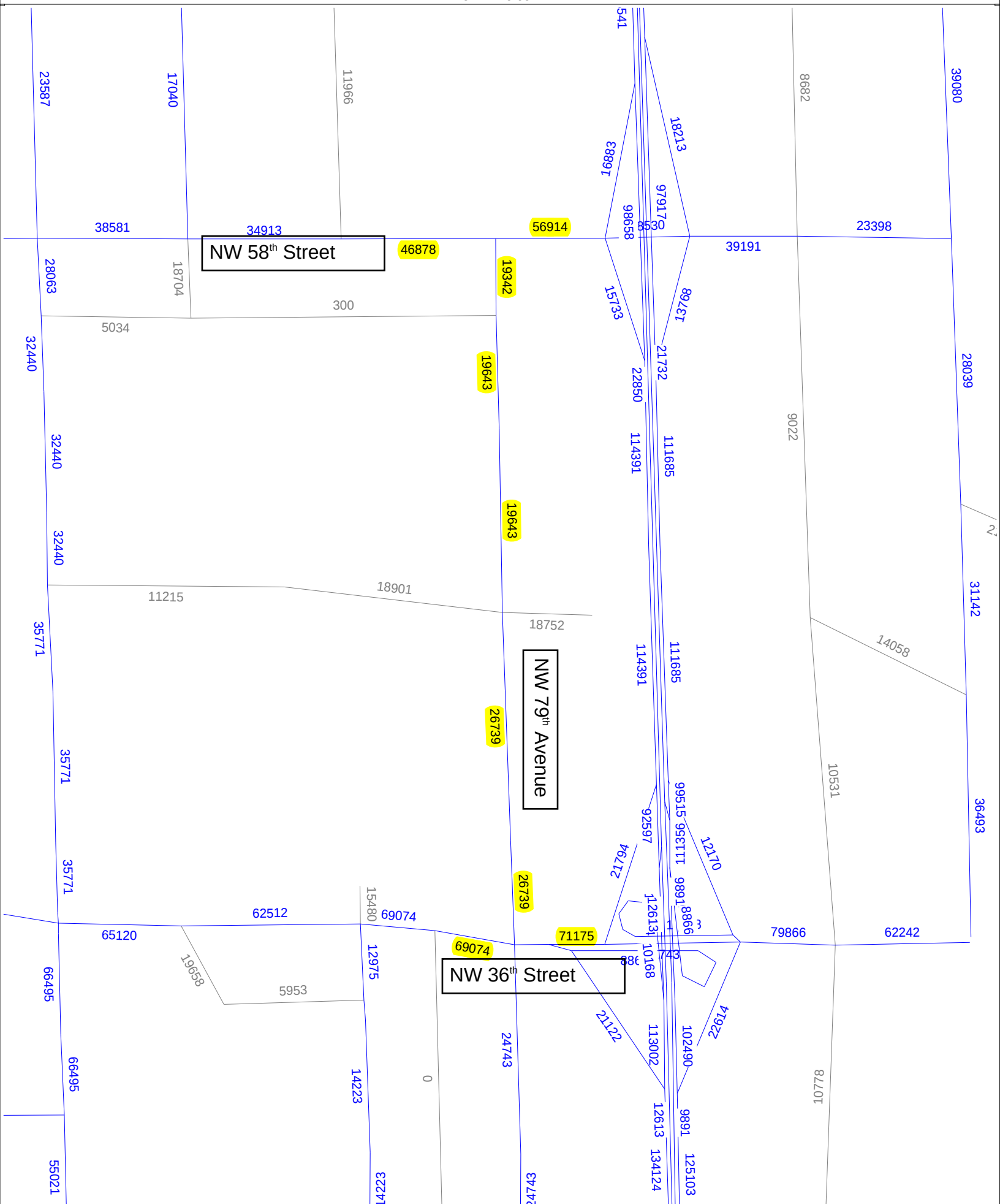
SERPM Analysis

SERPM Growth Rate Summary					
Street Name	**2015**	**2045**	**Difference**	**Growth Rate**	**Annual Growth Rate**
NW 79th Avenue	14,694	19,643	4,949	33.68%	1.12%
	14,694	19,643	4,949	33.68%	1.12%
	14,694	19,643	4,949	33.68%	1.12%
	20,167	26,739	6,572	32.59%	1.09%
	20,167	26,739	6,572	32.59%	1.09%
NW 36th Street	60,971	69,074	8,103	13.29%	0.44%
	59,458	71,175	11,717	19.71%	0.66%
NW 58th Street	45,642	46,878	1,236	2.71%	0.09%
	51,618	56,914	5,296	10.26%	0.34%
Total	**302,105**	**356,448**	**54,343**	**17.99%**	**0.60%**

Corporate Park of Doral
2015 Volumes
SERPM 8.531

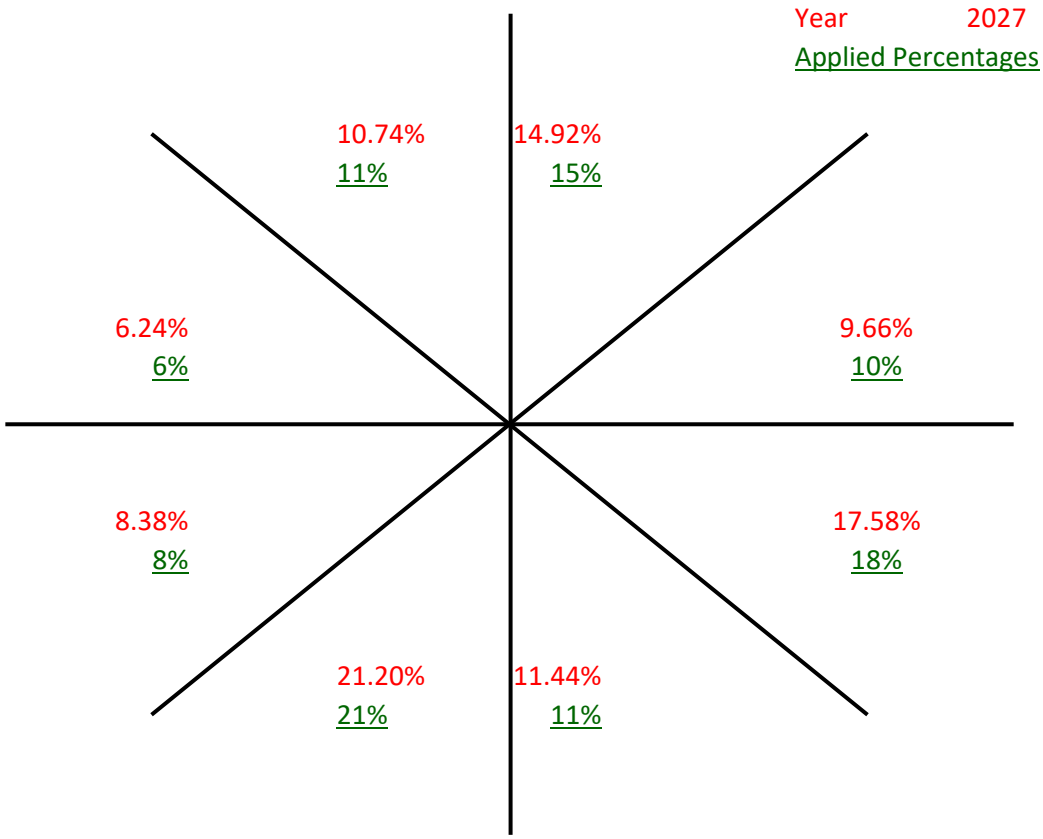


Corporate Park of Doral
2045 Volumes
SERPM 8.531



Appendix F
Trip Distribution Calculations

Cardinal Distribution for TAZ 722



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2027 Interpolated	2027 Rounded
	2015	2045		
North-Northeast	15.4%	14.2%	14.92%	15.00%
East-Northeast	9.1%	10.5%	9.66%	10.00%
East-Southeast	16.1%	19.8%	17.58%	18.00%
South-Southeast	12.2%	10.3%	11.44%	11.00%
South-Southwest	21.4%	20.9%	21.20%	21.00%
West-Southwest	8.7%	7.9%	8.38%	8.00%
West-Northwest	6.6%	5.7%	6.24%	6.00%
North-Northwest	10.7%	10.8%	10.74%	11.00%
Total	**100.2%**	**100.1%**	**100.16%**	**100.00%**

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045 LRTP SUPPORTING DOCUMENTS

DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

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

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

Appendix G
Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 79th Avenue and NW 48th Street
COUNT DATE: June 25, 2024
AM PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	WBU2	WBL2	WBT2	WBR2	WBU	WBL	WBT	WBR	NBR2	NBL	NBT	NBR	SBL2	SBL	SBT	SBR
AM Raw Turning Movements		3	0	5		19	0	21	7	0	563	73	5	59	655	0
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
AM EXISTING CONDITIONS		**3**	**0**	**5**		**20**	**0**	**22**	**7**	**0**	**580**	**75**	**5**	**61**	**675**	**0**

"PM EXISTING TRAFFIC"	WBU2	WBL2	WBT2	WBR2	WBU	WBL	WBT	WBR	NBR2	NBL	NBT	NBR	SBL2	SBL	SBT	SBR
PM Raw Turning Movements		5	0	18		84	0	64	8	0	843	26	6	13	734	0
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PM EXISTING CONDITIONS		**5**	**0**	**19**		**87**	**0**	**66**	**8**	**0**	**868**	**27**	**6**	**13**	**756**	**0**

"AM BACKGROUND TRAFFIC"	WBU2	WBL2	WBT2	WBR2	WBU	WBL	WBT	WBR	NBR2	NBL	NBT	NBR	SBL2	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0	0	0	11	1	0	1	12	0
AM NON-PROJECT TRAFFIC		**3**	**0**	**5**		**20**	**0**	**22**	**7**	**0**	**591**	**76**	**5**	**62**	**687**	**0**

"PM BACKGROUND TRAFFIC"	WBU2	WBL2	WBT2	WBR2	WBU	WBL	WBT	WBR	NBR2	NBL	NBT	NBR	SBL2	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		2	0	1	0	0	16	0	0	0	14	0
PM NON-PROJECT TRAFFIC		**5**	**0**	**19**		**89**	**0**	**67**	**8**	**0**	**884**	**27**	**6**	**13**	**770**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	WBU2	WBL2	WBT2	WBR2	WBU	WBL	WBT	WBR	NBR2	NBL	NBT	NBR	SBL2	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering												58.0%		14.0%		
Distribution	Exiting						58.0%		14.0%								

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	WBU2	WBL2	WBT2	WBR2	WBU	WBL	WBT	WBR	NBR2	NBL	NBT	NBR	SBL2	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering												58.0%		14.0%		
Distribution	Exiting						58.0%		14.0%								

"AM PROJECT TRAFFIC"

LAND USE	TYPE	WBU2	WBL2	WBT2	WBR2	WBU	WBL	WBT	WBR	NBR2	NBL	NBT	NBR	SBL2	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS							-20		-22				-76		-62		
Project Trips	Pass - By																
	Valet																
	Net New						12		3				63		15		
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**-8**	**0**	**-19**	**0**	**0**	**0**	**-13**	**0**	**-47**	**0**	**0**
AM TOTAL TRAFFIC			**3**	**0**	**5**		**12**	**0**	**3**	**7**	**0**	**591**	**63**	**5**	**15**	**687**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	WBU2	WBL2	WBT2	WBR2	WBU	WBL	WBT	WBR	NBR2	NBL	NBT	NBR	SBL2	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS							-89		-67				-27		-13		
Project Trips	Pass - By																
	Valet																
	Net New						61		14				20		4		
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**-28**	**0**	**-53**	**0**	**0**	**0**	**-7**	**0**	**-9**	**0**	**0**
PM TOTAL TRAFFIC			**5**	**0**	**19**		**61**	**0**	**14**	**8**	**0**	**884**	**20**	**6**	**4**	**770**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 79th Avenue and NW 50th Street
COUNT DATE: June 25, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		0	0	0		0	589	0		0	719	0
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
AM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**607**	**0**		**0**	**741**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	925	0		0	753	0
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**953**	**0**		**0**	**776**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	11	0		0	13	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**618**	**0**		**0**	**754**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	17	0		0	14	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**970**	**0**		**0**	**790**	**0**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering														28.0%	14.0%	
	Exiting								28.0%			14.0%					

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering														28.0%	14.0%	
	Exiting								28.0%			14.0%					

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New								0			0			-15	-7	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**-15**	**-7**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**618**	**0**		**-15**	**747**	**0**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New								-13			-7			-1	0	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**-13**		**0**	**-7**	**0**		**-1**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**0**		**0**	**0**	**-13**		**0**	**963**	**0**		**-1**	**790**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Project Driveway 1 and NW 50th Street
COUNT DATE: June 25, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		0	0	0		0	0	0		0	0	0
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
AM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	0	0		0	0	0
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			21.0%	7.0%												
	Exiting							21.0%			7.0%						

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			21.0%	7.0%												
	Exiting							21.0%			7.0%						

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			-11	7			0			2						
AM TOTAL PROJECT TRAFFIC			**0**	**-11**	**7**		**0**	**0**	**0**		**2**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**-11**	**7**		**0**	**0**	**0**		**2**	**0**	**0**		**0**	**0**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			-1	2			-10			7						
PM TOTAL PROJECT TRAFFIC			**0**	**-1**	**2**		**0**	**-10**	**0**		**7**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**-1**	**2**		**0**	**-10**	**0**		**7**	**0**	**0**		**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Project Driveway 2 and NW 50th Street
COUNT DATE: June 25, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		0	0	0		0	0	0		0	0	0
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
AM EXISTING CONDITIONS		0	0	0		0	0	0		0	0	0		0	0	0

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	0	0		0	0	0
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PM EXISTING CONDITIONS		0	0	0		0	0	0		0	0	0		0	0	0

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
AM NON-PROJECT TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			7.0%	14.0%												
	Exiting							7.0%			14.0%						

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			7.0%	14.0%												
	Exiting							7.0%			14.0%						

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			-4	15			0			3						
AM TOTAL PROJECT TRAFFIC			0	-4	15		0	0	0		3	0	0		0	0	0
AM TOTAL TRAFFIC			0	-4	15		0	0	0		3	0	0		0	0	0

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			0	4			-3			14						
PM TOTAL PROJECT TRAFFIC			0	0	4		0	-3	0		14	0	0		0	0	0
PM TOTAL TRAFFIC			0	0	4		0	-3	0		14	0	0		0	0	0

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Project Driveway 3 and NW 50th Street
COUNT DATE: June 25, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		0	0	0		0	0	0		0	0	0
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
AM EXISTING CONDITIONS		0	0	0		0	0	0		0	0	0		0	0	0

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	0	0		0	0	0
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PM EXISTING CONDITIONS		0	0	0		0	0	0		0	0	0		0	0	0

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
AM NON-PROJECT TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering				7.0%												
	Exiting										7.0%						

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering				7.0%												
	Exiting										7.0%						

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				7						2						
AM TOTAL PROJECT TRAFFIC			0	0	7		0	0	0		2	0	0		0	0	0
AM TOTAL TRAFFIC			0	0	7		0	0	0		2	0	0		0	0	0

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				2						7						
PM TOTAL PROJECT TRAFFIC			0	0	2		0	0	0		7	0	0		0	0	0
PM TOTAL TRAFFIC			0	0	2		0	0	0		7	0	0		0	0	0

Appendix H
Intersection Capacity Analysis Worksheets

A.M. Peak Hour

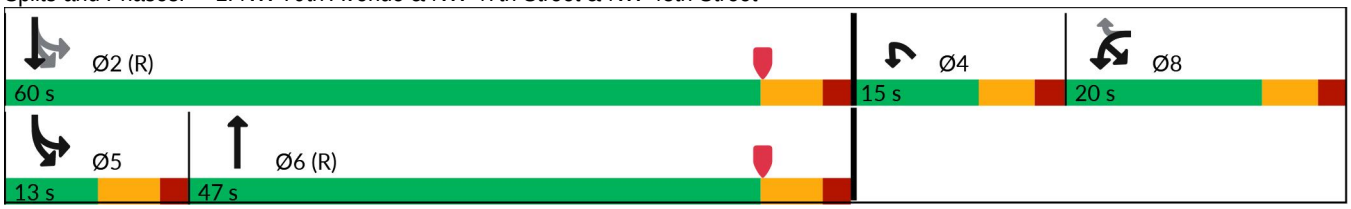
Existing Conditions

Lane Group	WBL	WBR	NBT	SBL	SBT	NWL
Lane Configurations						
Traffic Volume (vph)	20	22	580	66	675	3
Future Volume (vph)	20	22	580	66	675	3
Turn Type	Prot	Perm	NA	pm+pt	NA	Prot
Protected Phases	8		6	5	2	4
Permitted Phases		8		2		
Detector Phase	8	8	6	5	2	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	8.0	5.0	8.0	7.0
Minimum Split (s)	21.0	21.0	25.4	11.4	25.4	13.0
Total Split (s)	20.0	20.0	47.0	13.0	60.0	15.0
Total Split (%)	21.1%	21.1%	49.5%	13.7%	63.2%	15.8%
Yellow Time (s)	4.0	4.0	4.4	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.4	6.4	6.4	6.0
Lead/Lag			Lag	Lead		
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 41 (43%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 79th Avenue & NW 47th Street & NW 48th Street



Lane Group	WBL	WBR	NBT	SBL	SBT	NWL
Lane Group Flow (vph)	22	24	735	73	750	9
v/c Ratio	0.16	0.20	0.29	0.13	0.25	0.07
Control Delay (s/veh)	42.9	44.3	8.2	4.2	3.6	42.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.9	44.3	8.2	4.2	3.6	42.4
Queue Length 50th (ft)	13	14	87	7	46	5
Queue Length 95th (ft)	36	39	194	32	132	20
Internal Link Dist (ft)	352		409		380	204
Turn Bay Length (ft)				95		
Base Capacity (vph)	260	227	2503	563	2984	158
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.11	0.29	0.13	0.25	0.06

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations								
Traffic Volume (vph)	20	22	580	82	66	675	3	5
Future Volume (vph)	20	22	580	82	66	675	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.4		6.4	6.4	6.0	
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95	1.00	
Frpb, ped/bikes	1.00	0.98	1.00		1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	
Frt	1.00	0.85	0.98		1.00	1.00	0.91	
Flt Protected	0.95	1.00	1.00		0.95	1.00	0.98	
Satd. Flow (prot)	1770	1547	3463		1767	3539	1667	
Flt Permitted	0.95	1.00	1.00		0.32	1.00	0.98	
Satd. Flow (perm)	1770	1547	3463		588	3539	1667	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	24	644	91	73	750	3	6
RTOR Reduction (vph)	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	22	24	735	0	73	750	9	0
Confl. Peds. (#/hr)		6		7	7			
Confl. Bikes (#/hr)				1				
Turn Type	Prot	Perm	NA		pm+pt	NA	Prot	
Protected Phases	8		6		5	2	4	
Permitted Phases		8			2			
Actuated Green, G (s)	4.8	4.8	58.9		70.3	70.3	1.5	
Effective Green, g (s)	4.8	4.8	58.9		70.3	70.3	1.5	
Actuated g/C Ratio	0.05	0.05	0.62		0.74	0.74	0.02	
Clearance Time (s)	6.0	6.0	6.4		6.4	6.4	6.0	
Vehicle Extension (s)	3.0	3.0	1.0		2.5	1.0	3.0	
Lane Grp Cap (vph)	89	78	2147		497	2618	26	
v/s Ratio Prot	0.01		c0.21		0.01	c0.21	c0.01	
v/s Ratio Perm		c0.02			0.10			
v/c Ratio	0.25	0.31	0.34		0.15	0.29	0.35	
Uniform Delay, d1	43.4	43.5	8.7		3.9	4.1	46.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2	1.5	2.2	0.4		0.1	0.3	7.9	
Delay (s)	44.8	45.7	9.1		4.0	4.4	54.1	
Level of Service	D	D	A		A	A	D	
Approach Delay (s/veh)	45.3		9.1			4.3	54.1	
Approach LOS	D		A			A	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	24.8
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

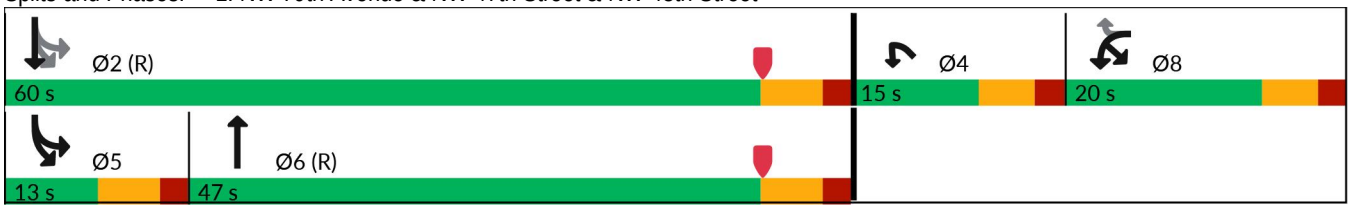
Future Background Conditions

Lane Group	WBL	WBR	NBT	SBL	SBT	NWL
Lane Configurations						
Traffic Volume (vph)	20	22	591	67	687	3
Future Volume (vph)	20	22	591	67	687	3
Turn Type	Prot	Perm	NA	pm+pt	NA	Prot
Protected Phases	8		6	5	2	4
Permitted Phases		8		2		
Detector Phase	8	8	6	5	2	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	8.0	5.0	8.0	7.0
Minimum Split (s)	21.0	21.0	25.4	11.4	25.4	13.0
Total Split (s)	20.0	20.0	47.0	13.0	60.0	15.0
Total Split (%)	21.1%	21.1%	49.5%	13.7%	63.2%	15.8%
Yellow Time (s)	4.0	4.0	4.4	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.4	6.4	6.4	6.0
Lead/Lag			Lag	Lead		
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 41 (43%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 79th Avenue & NW 47th Street & NW 48th Street



Lane Group	WBL	WBR	NBT	SBL	SBT	NWL
Lane Group Flow (vph)	22	24	749	74	763	9
v/c Ratio	0.16	0.20	0.30	0.14	0.26	0.07
Control Delay (s/veh)	42.9	44.3	8.2	4.3	3.6	42.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.9	44.3	8.2	4.3	3.6	42.4
Queue Length 50th (ft)	13	14	89	7	47	5
Queue Length 95th (ft)	36	39	198	32	135	20
Internal Link Dist (ft)	352		409		380	204
Turn Bay Length (ft)				95		
Base Capacity (vph)	260	227	2505	555	2984	158
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.11	0.30	0.13	0.26	0.06

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations								
Traffic Volume (vph)	20	22	591	83	67	687	3	5
Future Volume (vph)	20	22	591	83	67	687	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.4		6.4	6.4	6.0	
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95	1.00	
Frpb, ped/bikes	1.00	0.98	1.00		1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	
Frt	1.00	0.85	0.98		1.00	1.00	0.91	
Flt Protected	0.95	1.00	1.00		0.95	1.00	0.98	
Satd. Flow (prot)	1770	1547	3464		1767	3539	1667	
Flt Permitted	0.95	1.00	1.00		0.31	1.00	0.98	
Satd. Flow (perm)	1770	1547	3464		577	3539	1667	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	24	657	92	74	763	3	6
RTOR Reduction (vph)	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	22	24	749	0	74	763	9	0
Confl. Peds. (#/hr)		6		7	7			
Confl. Bikes (#/hr)				1				
Turn Type	Prot	Perm	NA		pm+pt	NA	Prot	
Protected Phases	8		6		5	2	4	
Permitted Phases		8			2			
Actuated Green, G (s)	4.8	4.8	58.9		70.3	70.3	1.5	
Effective Green, g (s)	4.8	4.8	58.9		70.3	70.3	1.5	
Actuated g/C Ratio	0.05	0.05	0.62		0.74	0.74	0.02	
Clearance Time (s)	6.0	6.0	6.4		6.4	6.4	6.0	
Vehicle Extension (s)	3.0	3.0	1.0		2.5	1.0	3.0	
Lane Grp Cap (vph)	89	78	2147		489	2618	26	
v/s Ratio Prot	0.01		c0.22		0.01	c0.22	c0.01	
v/s Ratio Perm		c0.02			0.10			
v/c Ratio	0.25	0.31	0.35		0.15	0.29	0.35	
Uniform Delay, d1	43.4	43.5	8.8		4.0	4.1	46.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2	1.5	2.2	0.4		0.1	0.3	7.9	
Delay (s)	44.8	45.7	9.2		4.1	4.4	54.1	
Level of Service	D	D	A		A	A	D	
Approach Delay (s/veh)	45.3		9.2			4.3	54.1	
Approach LOS	D		A			A	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	24.8
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

P.M. Peak Hour

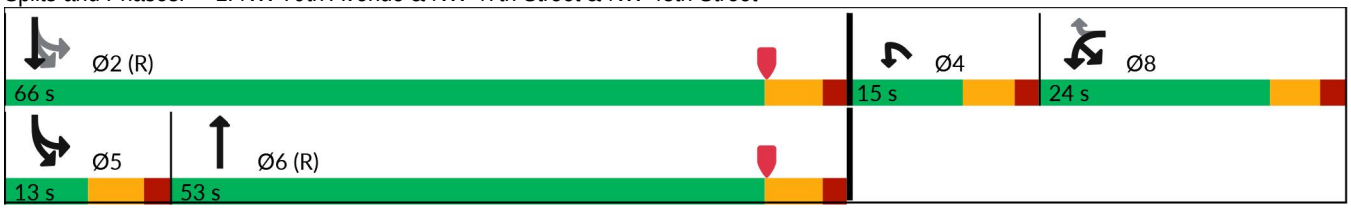
Existing Conditions

Lane Group	WBL	WBR	NBT	SBL	SBT	NWL
Lane Configurations						
Traffic Volume (vph)	87	66	868	19	756	5
Future Volume (vph)	87	66	868	19	756	5
Turn Type	Prot	Perm	NA	pm+pt	NA	Prot
Protected Phases	8		6	5	2	4
Permitted Phases		8		2		
Detector Phase	8	8	6	5	2	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	8.0	5.0	8.0	7.0
Minimum Split (s)	21.0	21.0	25.4	11.4	25.4	13.0
Total Split (s)	24.0	24.0	53.0	13.0	66.0	15.0
Total Split (%)	22.9%	22.9%	50.5%	12.4%	62.9%	14.3%
Yellow Time (s)	4.0	4.0	4.4	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.4	6.4	6.4	6.0
Lead/Lag			Lag	Lead		
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 97 (92%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 79th Avenue & NW 47th Street & NW 48th Street



Lane Group	WBL	WBR	NBT	SBL	SBT	NWL
Lane Group Flow (vph)	93	70	960	20	804	25
v/c Ratio	0.51	0.44	0.40	0.05	0.31	0.21
Control Delay (s/veh)	53.5	52.2	11.4	7.2	7.0	50.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.5	52.2	11.4	7.2	7.0	50.0
Queue Length 50th (ft)	60	45	83	2	65	16
Queue Length 95th (ft)	108	87	300	15	177	43
Internal Link Dist (ft)	352		409		376	204
Turn Bay Length (ft)				95		
Base Capacity (vph)	303	261	2374	393	2558	141
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.27	0.40	0.05	0.31	0.18

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations								
Traffic Volume (vph)	87	66	868	35	19	756	5	19
Future Volume (vph)	87	66	868	35	19	756	5	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.4		6.4	6.4	6.0	
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95	1.00	
Frpb, ped/bikes	1.00	0.96	1.00		1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	
Frt	1.00	0.85	0.99		1.00	1.00	0.89	
Flt Protected	0.95	1.00	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	1770	1525	3515		1770	3539	1645	
Flt Permitted	0.95	1.00	1.00		0.23	1.00	0.99	
Satd. Flow (perm)	1770	1525	3515		427	3539	1645	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	93	70	923	37	20	804	5	20
RTOR Reduction (vph)	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	93	70	960	0	20	804	25	0
Confl. Peds. (#/hr)		12		9	9			
Confl. Bikes (#/hr)				3				
Turn Type	Prot	Perm	NA		pm+pt	NA	Prot	
Protected Phases	8		6		5	2	4	
Permitted Phases		8			2			
Actuated Green, G (s)	10.9	10.9	63.5		72.3	72.3	3.4	
Effective Green, g (s)	10.9	10.9	63.5		72.3	72.3	3.4	
Actuated g/C Ratio	0.10	0.10	0.60		0.69	0.69	0.03	
Clearance Time (s)	6.0	6.0	6.4		6.4	6.4	6.0	
Vehicle Extension (s)	3.0	3.0	1.0		2.5	1.0	3.0	
Lane Grp Cap (vph)	183	158	2125		324	2436	53	
v/s Ratio Prot	c0.05		c0.27		0.00	c0.23	c0.02	
v/s Ratio Perm		0.05			0.04			
v/c Ratio	0.51	0.44	0.45		0.06	0.33	0.47	
Uniform Delay, d1	44.5	44.2	11.3		6.4	6.6	49.9	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2	2.2	2.0	0.7		0.1	0.4	6.5	
Delay (s)	46.7	46.2	12.0		6.5	7.0	56.4	
Level of Service	D	D	B		A	A	E	
Approach Delay (s/veh)	46.5		12.0			6.9	56.4	
Approach LOS	D		B			A	E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	24.8
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

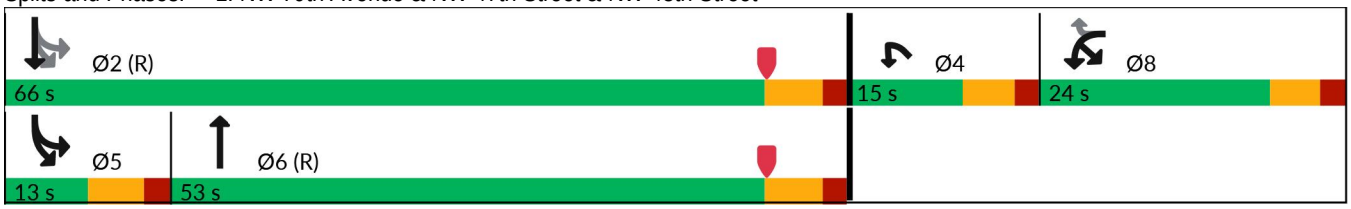
Future Background Conditions

Lane Group	WBL	WBR	NBT	SBL	SBT	NWL
Lane Configurations						
Traffic Volume (vph)	89	67	884	19	770	5
Future Volume (vph)	89	67	884	19	770	5
Turn Type	Prot	Perm	NA	pm+pt	NA	Prot
Protected Phases	8		6	5	2	4
Permitted Phases		8		2		
Detector Phase	8	8	6	5	2	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	8.0	5.0	8.0	7.0
Minimum Split (s)	21.0	21.0	25.4	11.4	25.4	13.0
Total Split (s)	24.0	24.0	53.0	13.0	66.0	15.0
Total Split (%)	22.9%	22.9%	50.5%	12.4%	62.9%	14.3%
Yellow Time (s)	4.0	4.0	4.4	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.4	6.4	6.4	6.0
Lead/Lag			Lag	Lead		
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 97 (92%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 79th Avenue & NW 47th Street & NW 48th Street



Lane Group	WBL	WBR	NBT	SBL	SBT	NWL
Lane Group Flow (vph)	95	71	977	20	819	25
v/c Ratio	0.51	0.45	0.41	0.05	0.32	0.21
Control Delay (s/veh)	53.5	52.0	11.6	7.3	7.1	50.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.5	52.0	11.6	7.3	7.1	50.0
Queue Length 50th (ft)	61	46	86	2	67	16
Queue Length 95th (ft)	110	88	308	15	183	43
Internal Link Dist (ft)	352		409		376	204
Turn Bay Length (ft)				95		
Base Capacity (vph)	303	261	2370	384	2554	141
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.27	0.41	0.05	0.32	0.18

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations								
Traffic Volume (vph)	89	67	884	35	19	770	5	19
Future Volume (vph)	89	67	884	35	19	770	5	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.4		6.4	6.4	6.0	
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95	1.00	
Frpb, ped/bikes	1.00	0.96	1.00		1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	
Frt	1.00	0.85	0.99		1.00	1.00	0.89	
Flt Protected	0.95	1.00	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	1770	1525	3515		1770	3539	1645	
Flt Permitted	0.95	1.00	1.00		0.22	1.00	0.99	
Satd. Flow (perm)	1770	1525	3515		416	3539	1645	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	95	71	940	37	20	819	5	20
RTOR Reduction (vph)	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	95	71	977	0	20	819	25	0
Confl. Peds. (#/hr)		12		9	9			
Confl. Bikes (#/hr)				3				
Turn Type	Prot	Perm	NA		pm+pt	NA	Prot	
Protected Phases	8		6		5	2	4	
Permitted Phases		8			2			
Actuated Green, G (s)	11.0	11.0	63.4		72.2	72.2	3.4	
Effective Green, g (s)	11.0	11.0	63.4		72.2	72.2	3.4	
Actuated g/C Ratio	0.10	0.10	0.60		0.69	0.69	0.03	
Clearance Time (s)	6.0	6.0	6.4		6.4	6.4	6.0	
Vehicle Extension (s)	3.0	3.0	1.0		2.5	1.0	3.0	
Lane Grp Cap (vph)	185	159	2122		316	2433	53	
v/s Ratio Prot	c0.05		c0.28		0.00	c0.23	c0.02	
v/s Ratio Perm		0.05			0.04			
v/c Ratio	0.51	0.45	0.46		0.06	0.34	0.47	
Uniform Delay, d1	44.5	44.1	11.4		6.5	6.7	49.9	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2	2.4	2.0	0.7		0.1	0.4	6.5	
Delay (s)	46.9	46.1	12.1		6.6	7.0	56.4	
Level of Service	D	D	B		A	A	E	
Approach Delay (s/veh)	46.6		12.1			7.0	56.4	
Approach LOS	D		B			A	E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	24.8
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Appendix I
Right-Turn Lane Analysis Worksheets

A.M. Peak Hour - NW 79th Avenue and NW 47th Street/NW 48th Street

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

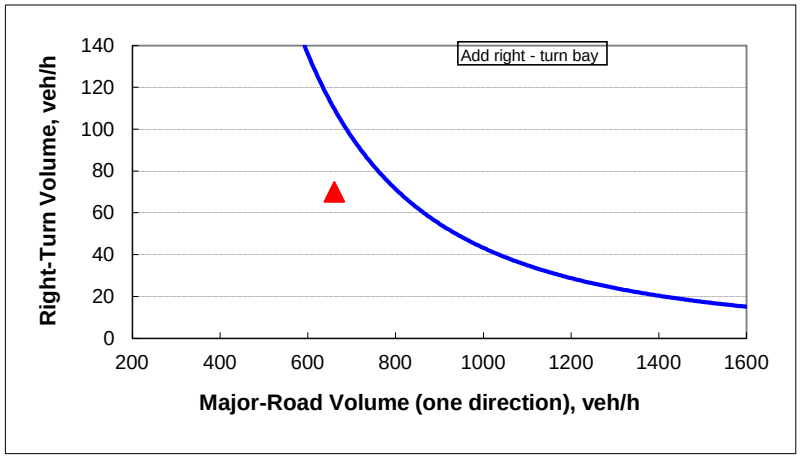
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	661
Right-turn volume, veh/h:	70

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	109
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



P.M. Peak Hour - NW 79th Avenue and NW 47th Street/NW 48th Street

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

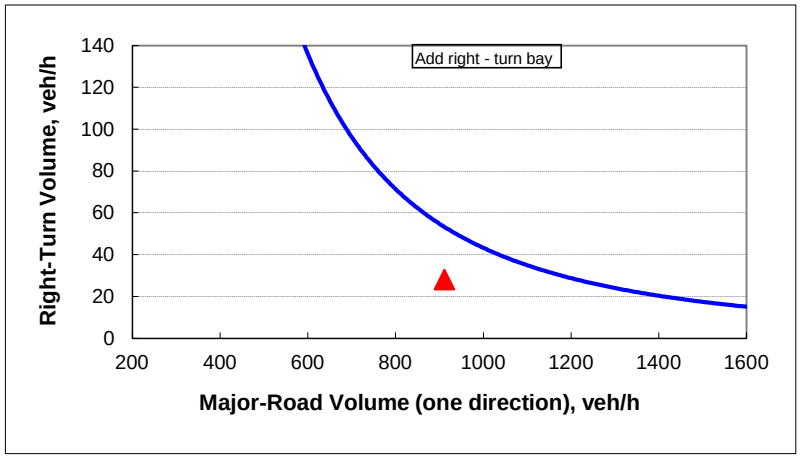
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	912
Right-turn volume, veh/h:	28

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	53
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



A.M. Peak Hour - NW 50th Street and Project Driveway 1

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

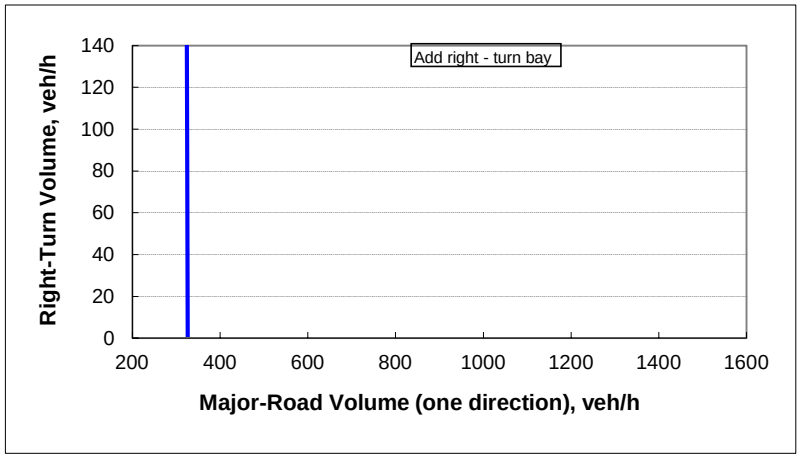
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	22
Right-turn volume, veh/h:	7

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	1900213726
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



P.M. Peak Hour - NW 50th Street and Project Driveway 1

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

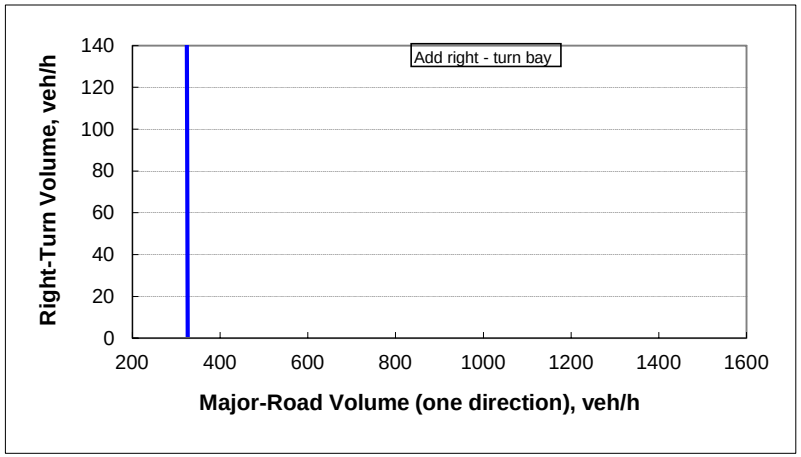
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	6
Right-turn volume, veh/h:	2

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	10385050
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



A.M. Peak Hour - NW 50th Street and Project Driveway 2

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

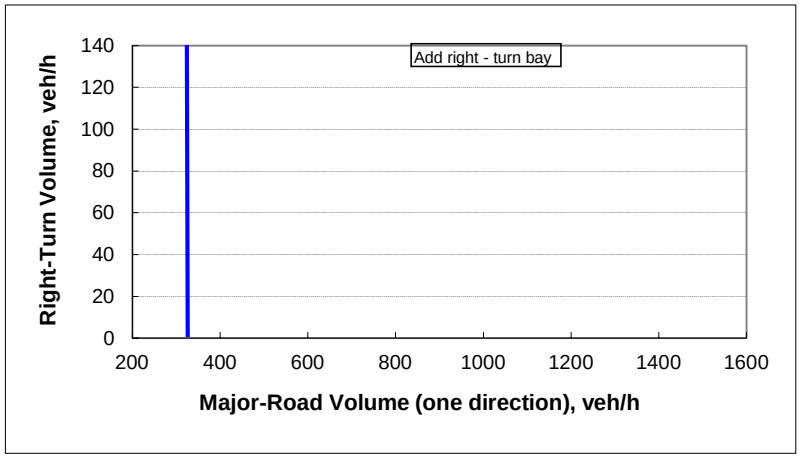
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	7
Right-turn volume, veh/h:	15

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	6912281
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



P.M. Peak Hour - NW 50th Street and Project Driveway 2

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

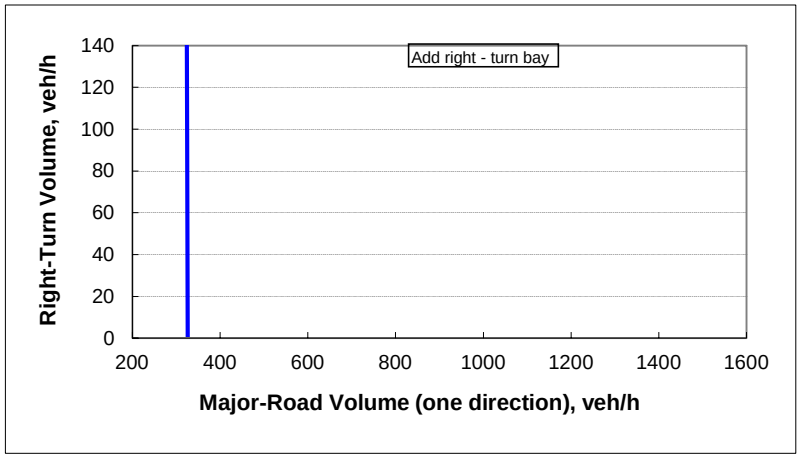
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	2
Right-turn volume, veh/h:	4

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	188950691
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



A.M. Peak Hour - NW 50th Street and Project Driveway 3

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

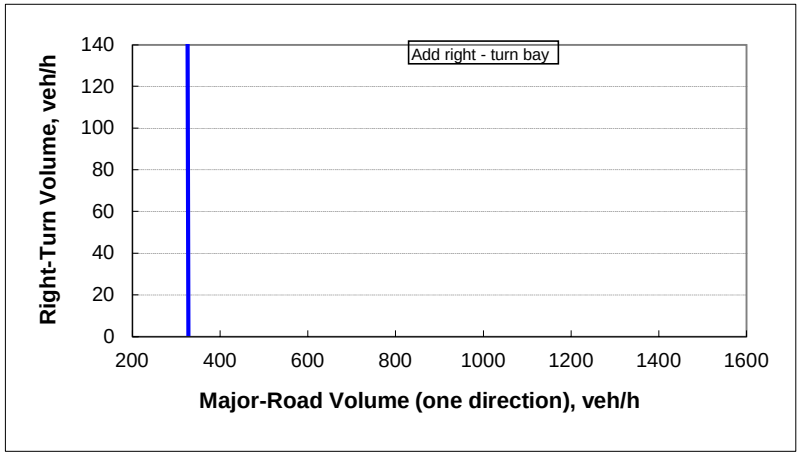
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	0
Right-turn volume, veh/h:	7

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	1178371043
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



P.M. Peak Hour - NW 50th Street and Project Driveway 3

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

INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	0
Right-turn volume, veh/h:	2

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	1178371043
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.