



Public Works Traffic Analysis Comments

Date: 6-9-2025

Subject: Finger Lake Storage Facility – Traffic Impact Study

Permit: PLAN-2410-0091

Date Submitted: 5-21-2025

2nd Review

Results of the Review:

☒ **Approval Recommended**

Doral Public Works Department has completed its review of the Traffic Impact Study prepared by Choice Engineering consultants for the proposed 16,577 Sq. Ft new storage facility located at 2100 NW 95th Avenue, in City of Doral. The existing land use is vacant. The Public Works Department recommends approval.

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

- Modification to siteplan and/or land use may require a revision to the traffic study.
- 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.

FINAL

TRAFFIC IMPACT STUDY

FINGER LAKES STORAGE FACILITY

2100 NW 95 AVENUE, DORAL, FLORIDA 33172



Prepared for:
Mahudi International Corporation

Prepared by:
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Folio Number(s):
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NOVEMBER 2024



**Finger Lakes Storage Facility
2100 NW 95 Avenue, Doral, Florida 33172**

**Traffic Impact Study
(FINAL)**

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November 2024

Engineer's Certification

I, Carlos Francis, P.E. No. 51364, certify that I currently hold an active Professional Engineer's License in the State of Florida and am competent through education or experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.011 F.A.C. and that all statements, conclusions, and recommendations made herein are true and correct to the best of my knowledge and ability.

Study Location: Traffic Impact Study – 2100 NW 95 Avenue, Doral, Florida 33172

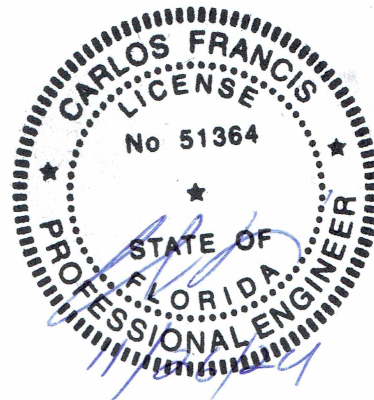


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EXECUTIVE SUMMARY

Choice Engineering Consultants, Inc. was retained by Mahudi International Corporation to conduct a Traffic Impact Study (TIS) for a new storage facility development. The development is to be located at 2100 NW 95 Avenue, in the City of Doral, Florida. The objective of this study is to determine the impact, if any, of the proposed development on the traffic operations of the existing adjacent roadway network and community. The approved methodology is included in **Appendix A**. Based on the results of the TIS, the following conclusions are summarized below.

Proposed Site Information:

- The proposed land use will be a 16,577.1 square foot Gross Floor Area (GFA) non-gated storage facility which will be utilized for general warehousing and office use. The expected completion date for the site is either late 2025 or early 2026; therefore, to be conservative, the year 2026 was utilized.

Existing Conditions Operational Analysis:

- All study roadways currently operate at acceptable levels of service (LOS D or better) based on City of Doral standards.
- While some study intersections experience delays and queues, they generally function within acceptable levels. Specifically, the intersections of NW 25 Street at NW 95 Avenue and NW 25 Street at NW 92 Avenue are operating with LOS C or better during both peak hours. Similarly, NW 25 Street at NW 97 Avenue and NW 25 Street at NW 87 Avenue are operating at LOS E or better during both peak hours.

Future (2026) Conditions Without Project:

- All study roadways are projected to continue operating at similar levels of service (LOS D or better) as the existing conditions.
- Intersection operations are expected to remain similar to existing conditions, with some movements experiencing increased delays and queues due to the increased traffic volumes. Specifically, the intersections of NW 25 Street at NW 95 Avenue and NW 25 Street at NW 92 Avenue are operating with LOS C or better during both peak hours. Similarly, NW 25 Street at NW 97 Avenue and NW 25 Street at NW 87 Avenue are operating at LOS E or better during both peak hours.

Future (2026) Conditions With Project:

- The proposed development is not expected to significantly impact the traffic operations of the surrounding roadways or intersections. All roadways are projected to operate at acceptable levels of service, and intersection delays and queues are expected to remain similar to the future without the project scenario. However, there are two movements that experienced an increase in delay when comparing the two future scenarios:

- NW 25 Street at NW 95 Avenue: The shared northbound left/right-turn movement had a change in delay of 55.9 sec/veh and 54.4 sec/veh in the morning and afternoon peak hours, respectively. However, this corresponds to only a minimal increase in v/c and queue with 0.181 and 1.0 vehicle during the morning peak hour, and 0.169 and 2.2 vehicles during the afternoon peak hour, respectively. Nonetheless, all intersection queues (including the shared northbound left/right-turn movement) are accommodated, based on the 95 percentile queues. It should be noted that this movement is saturated and operates at LOS F under both the existing (2024) and future (2026) conditions, with and without the project traffic.
- NW 25 Street at NW 92 Avenue: The southbound left-turn movement had a change in delay of 37.0 sec/veh in the morning peak hour and no change in the afternoon peak hour. However, this corresponds to only a minimal increase in v/c and queue with 0.067 and 0.1 vehicles during the morning peak hour, and no change in either value during the afternoon peak hour. Nonetheless, all intersection queues (including the southbound left-turn movement) are accommodated, based on the 95 percentile queues. It should be noted that this movement is saturated and operates at LOS F under both the existing (2024) and future (2026) conditions, with and without the project traffic.
- A dedicated right-turn lane on NW 95 Avenue for access to the development is not warranted due to the relatively low southbound right-turn and through volumes.

Local Agency Policy Compliance:

- The project meets the City of Doral Level of Service standards for roadways based on a review of Policy 3.2.1, Policy 3.2.2, and Policy 3.2.3 outlined in the City of Doral Comprehensive Plan.

Conclusions & Recommendations:

- Based on the findings of this TIS, it can be stated that the study intersections and roadways are expected to operate within the overall City of Doral LOS standards during the morning and afternoon peak periods. The delays and queues at the study intersections and segments are expected to remain relatively unaffected when comparing the future conditions with project traffic to those without project traffic. The exception is the shared northbound left/right-turn movement at the intersection of NW 25 Street and NW 95 Avenue and the southbound left-turn movement at the intersection of NW 25 Street and NW 92 Avenue which had an increase in delay. Nonetheless, the intersection delay remained relatively unchanged and the volume/capacity (v/c) ratios with queues for these movements experienced relatively minor increases. Overall, any increases in delays and queues are expected to be adequately accommodated within the existing intersection geometry. Referring to Section 11.0 (Evaluation of Local Agency Policies), the development meets Policy 3.2.1, Policy 3.2.2, and Policy 3.2.3 outlined in the City of Doral Comprehensive Plan.

1.0 INTRODUCTION

Choice Engineering Consultants, Inc. was retained by Mahudi International Corporation to conduct a Traffic Impact Study (TIS) for a new storage facility development. The development is to be located at 2100 NW 95 Avenue, in the City of Doral, Florida, as presented in **Figure 1**. The proposed land use will be a storage facility, which will be utilized for general warehousing and office use. The objective of this study is to determine the impact, if any, of the proposed development on the traffic operations of the existing adjacent roadway network and community.

2.0 PROJECT METHODOLOGY AND AGENCY COORDINATION

This TIS was performed in accordance with the City of Doral Level 1 Traffic Analysis requirements and conforms with Miami-Dade County Traffic Analysis standards and requirements. The final approved methodology for this study is included in **Appendix A**.

3.0 PROJECT SITE INFORMATION

Proposed Land Use: The proposed land use will be a 16,577.1 square foot Gross Floor Area (GFA) non-gated storage facility which will be utilized for general warehousing and office use. The expected completion date for the site is either late 2025 or early 2026; therefore, to be conservative, the year 2026 shall be utilized. The preliminary site plan and zoning information is included in **Appendix B**.

Driveway Ingress/Egress: The development will utilize two driveways for the ingress/egress operations which will then provide access to staff parking (north driveway) and to the storage pick-up/drop-off areas (south driveway) of the property. The permitted ingress movements from NW 95 Avenue are the southbound right-turn and the northbound left-turn. Subsequently, the permitted egress movements are the eastbound left and right-turn movements.

4.0 EXISTING (2024) STUDY AREA CONDITIONS

Intersections & Roadways: The below intersections and roadways were selected to be part of the study area due to being in close proximity and being considered network boundary points to the proposed development. The existing and future traffic conditions of these intersections and roadways will be further described throughout this report.

Study Intersections:

- NW 25 Street at NW 97 Avenue
- NW 25 Street at NW 95 Avenue
- NW 25 Street at NW 92 Avenue
- NW 25 Street at NW 87 Avenue



Figure 1: Study Location Map

Study Roadway Segments:

- NW 95 Avenue (privately maintained): Two-way, two-lane undivided roadway with no observable posted speed limit, from 2100 NW 95 Avenue (subject development) to NW 25 Street.
- NW 25 Street (maintained by Miami-Dade County): Two-way, four-lane divided roadway with a 40 MPH posted speed limit, from NW 97 Avenue to NW 87 Avenue.
- NW 92 Avenue (maintained by City of Doral): Two-way, four-lane undivided roadway with a 30 MPH posted speed limit, from NW 25 Street to NW 33 Street.

Project Site and Land Use:

The existing land use of the project site is a vacant lot which does not currently generate any vehicular trips. Currently, the parcel of land is enclosed within a metal mesh fencing and can be accessed via a gate located along NW 95 Avenue.

Pedestrian and Transit Amenities:

Existing (2024) and future (2026) amenities are outlined and discussed in Section 10.0 of this report.

(This section was intentionally left blank.)

5.0 DATA COLLECTION

5.1 TRAFFIC VOLUME COUNTS

Seventy-two-hour traffic volume counts were collected in 15-minute intervals within the study roadway segments outlined in Section 4.0 from Tuesday, September 10, 2024, through Thursday, September 12, 2024. It should be noted that the volume counts for NW 95 Avenue were recollected from Tuesday, September 24, 2024, through Thursday, September 26, 2024, due to the equipment being damaged by flooding during the initial data collection efforts. The Miami-Dade North Peak Season Correctional Factor (PSCF) of 1.02 was applied to the initially collected traffic data, and a PSCF of 1.0 (see **Appendix C**) was applied to the recollected traffic data along NW 95 Avenue. The intent of the PSCF is to adjust the raw traffic counts to peak seasonal conditions. **Table 1** summarizes the average of the three-day, 72-hour counts with the PSCF applied. Based on this data, the adjacent major roadway of NW 25 Street experienced two-hour morning and afternoon peak periods between 7:15 AM to 9:15 AM and between 3:45 PM to 5:45 PM, respectively. Details of the traffic data collected in 15-minute intervals are included in **Appendix C**.

Time	Weekday 3-Day Hourly Average												Hourly Total
	NW 25 St btwn NW 97 Ave & NW 95 Ave			NW 25 St btwn NW 92 Ave & NW 87 Ave			NW 92 Ave btwn NW 25 St & NW 33 St			NW 95 Ave btwn 2100 NW 95 Ave & NW 25 St			
	Eastbound	Westbound	Total	Eastbound	Westbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total	
12:00:00 AM	144	144	288	189	147	336	5	4	9	14	4	18	651
1:00:00 AM	104	115	219	157	115	272	2	6	8	9	2	11	510
2:00:00 AM	68	103	171	122	86	208	3	6	9	5	0	5	393
3:00:00 AM	92	120	212	106	121	227	3	7	10	2	4	6	455
4:00:00 AM	221	208	429	232	300	532	10	2	12	4	5	9	982
5:00:00 AM	424	443	867	388	547	935	36	12	48	4	75	79	1929
6:00:00 AM	949	683	1632	889	851	1740	121	41	162	18	110	128	3662
7:00:00 AM	1505	986	2491	1348	1216	2564	181	101	282	42	157	199	5536
8:00:00 AM	1527	1069	2596	1460	1330	2790	247	91	338	39	101	140	5864
9:00:00 AM	1325	922	2247	1297	1095	2392	139	95	234	41	72	113	4986
10:00:00 AM	1151	903	2054	1167	1087	2254	104	90	194	57	79	136	4638
11:00:00 AM	1101	1097	2198	1258	1233	2491	97	138	235	57	69	126	5050
12:00:00 PM	1177	1192	2369	1264	1316	2580	121	172	293	72	73	145	5387
1:00:00 PM	1103	1214	2317	1234	1336	2570	120	157	277	64	58	122	5286
2:00:00 PM	1030	1344	2374	1203	1373	2576	123	190	313	83	52	135	5398
3:00:00 PM	1135	1434	2569	1333	1373	2706	120	250	370	86	43	129	5774
4:00:00 PM	1082	1574	2656	1383	1399	2782	101	268	369	125	50	175	5982
5:00:00 PM	1018	1607	2625	1303	1479	2782	149	269	418	104	38	142	5967
6:00:00 PM	908	1370	2278	1071	1267	2338	69	186	255	53	15	68	4939
7:00:00 PM	724	933	1657	839	954	1793	33	80	113	13	11	24	3587
8:00:00 PM	636	609	1245	796	599	1395	18	44	62	13	8	21	2723
9:00:00 PM	454	438	892	614	438	1052	21	30	51	11	5	16	2011
10:00:00 PM	359	360	719	541	349	890	12	29	41	12	3	15	1665
11:00:00 PM	210	236	446	297	232	529	8	12	20	8	6	14	1009

Table 1: Summary of Traffic Volume Counts

Note: Total intersection hourly traffic volumes are conditionally formatted by color from red to green, with red being the highest.

5.2 TURNING MOVEMENT COUNTS

Turning Movement Counts (TMC) were collected for all the study intersections on Wednesday, September 11, 2024, during the previously identified peak periods from 7:15 AM to 9:15 AM (morning peak period) and from 3:45 PM to 5:45 PM (afternoon peak period). Based on this data collection, the roadway network morning and afternoon peak hours were identified as 7:15 AM to 8:15 AM and 4:15 PM to 5:15 PM, respectively. The PSCF of 1.02 was applied to the collected traffic data. **Figure 2** outlines the collected traffic data with PSCF applied for the study intersections. Details of the traffic data collected in 15-minute intervals are included in **Appendix C**.



Figure 2: Existing (2024) Turning Movement Counts

6.0 EXISTING (2024) TRAFFIC CONDITIONS

6.1 EXISTING (2024) ROADWAY Q/LOS ANALYSIS

Table 2 contains the segment analysis that was performed to evaluate the Quality Level of Service (Q/LOS) for each of the study roadways. The peak hour volumes utilized in this analysis pertains to the collected traffic data. The Q/LOS criteria with corresponding volumes and LOS thresholds were obtained from the 2023 FDOT Multimodal Q/LOS Handbook. The FDOT Q/LOS Handbook focuses on applying Highway Capacity Manual (HCM) based methodology and LOS to measure motorized vehicle quality level of service at a generalized planning level. The context classification for all the study roadways was determined to be C3C (Suburban Commercial), except for the roadway segment on NW 25 Street between NW 92 Avenue and NW 87 Street which was determined to be C4 (Urban General). These context classifications were qualitatively determined based on the surrounding land uses and roadway connectivity. It is noted that based on the City of Doral LOS standards, all City streets and major County roadways must operate at LOS D or better.

Segment Q/LOS Results:

- All roadways in 2024 existing traffic conditions currently meet the City of Doral standards.

Table 2: Existing (2024) Roadway Q/LOS Results

Roadway (Context Class)	Location		Dir.	Peak Period	Service Volume* (LOS D)	Peak Hour Volume	Peak Hour QLOS	Meet LOS Criteria?
	From	To						
NW 95 Ave (C3C)	2100 NW 95 Ave	NW 25 St	NB	AM	856	47	C	Yes
			SB		856	148	C	Yes
			NB	PM	856	114	C	Yes
			SB		856	41	C	Yes
NW 25 St (C3C)	NW 97 Ave	NW 95 Ave	EB	AM	1629	1487	C	Yes
			WB		1629	1089	C	Yes
			EB	PM	1629	1081	C	Yes
			WB		1629	1615	C	Yes
NW 25 St (C4)	NW 92 Ave	NW 87 Ave	EB	AM	1611	1382	C	Yes
			WB		1611	1327	C	Yes
			EB	PM	1611	1357	C	Yes
			WB		1611	1388	C	Yes
NW 92 Ave (C3C)	NW 25 St	NW 33 St	NB	AM	1358	210	C	Yes
			SB		1358	99	C	Yes
			NB	PM	1358	104	C	Yes
			SB		1358	282	C	Yes

Note(s):

(*) Service volumes considered:

- 2 Lane Undivided Roadway with No Exclusive Left-Turn Lanes (x0.80): (C3C w/ 1L: $1,070 * 0.80 = 856$).
- Multilane Roadway with No Exclusive Left-Turn Lanes (x0.75): (C3C w/ 2L: $1,810 * 0.75 = 1358$).
- Non-State Signalized Roadway (x0.90): (C3C w/ 2L: $1,810 * 0.90 = 1629$) (C4 w/ 2L: $1790 * 0.90 = 1611$).

6.2 EXISTING (2024) INTERSECTION OPERATIONAL ANALYSIS

An operational analysis of each of the study intersections was performed utilizing Synchro, Version 11, to evaluate the performance of the existing traffic conditions for the weekday morning and afternoon hours. The peak hour turning movement counts utilized in this analysis pertain to the volumes in Section 5.2. The operational assessment was performed in accordance with the standard FDOT methodologies and consistent with the HCM. The results are based on the HCM 6 Edition.

Intersection geometry (lane assignments), posted speed limits, peak hour turning movement counts, truck percentages, PHFs, and signal timing/phase data were coded into the Synchro models. The latest Time of Day (TOD) Plans (signal timing sheet) and Signal Operating Plan (SOP) for the study intersections were obtained from the Miami-Dade County Traffic Signals and Signs Division (County) and are included in **Appendix D**. The truck percentages by movement and an overall average PHF by intersection were used in the analysis.

Measures of Effectiveness:

The main Measures of Effectiveness (MOE) used to evaluate the performance of the study intersections were level of service (LOS), control delay (seconds/vehicle), volume-to-capacity ratios (V/C), and the 95th percentile queue (vehicles and/or feet). The HCM utilizes LOS as the quantitative measure to represent the level of service at an intersection or arterial. The LOS grading criteria ranges from LOS A to LOS F, where LOS A is under-saturated/free-flow conditions and LOS F is over-saturated conditions.

Traffic Operational Results:

The traffic analysis output reports for the existing conditions are briefly summarized in **Table 3** and are included in **Appendix E**.

NW 25 Street at NW 97 Avenue:

The intersection operates at LOS E (both peak hours) with an average vehicular delay of 59.2 seconds and 67.7 seconds during the morning and afternoon peak hours, respectively. Overall, the westbound and eastbound approaches are operating at LOS D during both peak hours. However, the northbound and southbound approaches are operating at LOS F or better during both peak hours. Several turning lanes exceed their current storage based on the 95 percentile queues, including the southbound left-turn (morning peak hour only), and westbound left-turn (afternoon peak hour only).

NW 25 Street at NW 95 Avenue:

The intersection operates at LOS A (both peak hours) with an average vehicular delay of 2.9 seconds and 6.4 seconds during the morning and afternoon peak hours, respectively. Overall, all approaches operate at LOS A except for the northbound approach that operates at LOS F during both peak hours. The shared northbound left/right-turn movement operates with a vehicular delay of 109.1 seconds and 108.2 seconds with only a slight queue of 3.3 vehicles and 6.8 vehicles in the morning and afternoon peak hours,

respectively. Nonetheless, all intersection queues (including the shared northbound left/right-turn movement) are generally accommodated, based on the 95 percentile queues.

NW 25 Street at NW 92 Avenue:

The intersection operates at LOS B and LOS C with an average vehicular delay of 13.2 seconds and 25.2 seconds during the morning and afternoon peak hours, respectively. Overall, all approaches operate at LOS A except for the southbound approach that operates at LOS F during both peak hours. The southbound left-turn movement operates with a vehicular delay of 619.3 seconds and 1423.9 seconds with only a slight queue of 6.4 vehicles and 7.3 vehicles in the morning and afternoon peak hours, respectively. Nonetheless, all queues (including the southbound left-turn movement) are generally accommodated, based on the 95 percentile queues.

NW 25 Street at NW 87 Avenue:

The intersection operates at LOS E (both peak hours) with an average vehicular delay of 56.9 seconds and 61.8 seconds during the morning and afternoon peak hours, respectively. The northbound and southbound approaches are operating at LOS D during both peak hours. While the westbound and eastbound approaches operate at LOS F or better during both peak hours. All queues are generally accommodated except for the westbound right-turn (afternoon peak hour), based on the 95 percentile queues.

Table 3: Existing (2024) Intersection Operational Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
NW 25 St at NW 97 Ave	59.2	E	67.7	E
NW 25 St at NW 95 Ave	2.9	A	6.4	A
NW 25 St at NW 92 Ave	13.2	B	25.2	C
NW 25 St at NW 87 Ave	56.9	E	61.8	E

7.0 ON-GOING PROJECTS AND STUDIES

Various sources of information were reviewed to identify any on-going and future projects or studies within the study area that would be constructed by the opening year of this development (2026). These sources included the FDOT Five Year Work Program; City of Doral Transportation and Public Works Department; and Miami-Dade County 2024 Transportation Improvement Plan (TIP) and 2045 Long Range Transportation Plan (LRTP). Based on this review, the following projects and studies were identified and considered:

Private Unbuilt Developments:

There were no private unbuilt developments identified at this time within the study area.

FDOT Public Unbuilt Projects:

There were no FDOT public unbuilt projects identified at this time within the study area.

Miami-Dade County 2024 TIP and 2045 LRTP Projects:

- **MDC Widening Project** (Project No.: PW0001070): A Miami Dade County widening project along NW 25 Street from NW 117 Avenue to NW 87 Avenue, where this road will increase from 4 to 6-lanes. Based on coordination with Miami-Dade County Department of Transportation and Public Works (DTPW), the construction plans for this project have been completed but it is currently not funded for construction. Hence, the anticipated construction date is not known. Consequently, Miami-Dade County DTPW is planning on performing an interim resurfacing project to rehabilitate the pavement and implement some capacity improvements at the intersections within the project limits. However, the interim project is in the early scoping and development stage and the exact capacity improvements have not been determined, at this time. It is noted that these projects are not expected to be completed by 2026; therefore, they were not taken into account.

Project Status: Design completed but construction is not funded.

8.0 FUTURE (2026) W/O PROJECT TRAFFIC CONDITIONS

The following sections will discuss the traffic conditions and procedures associated to the forecasting and operational analyses performed to evaluate the future (2026) traffic conditions of the study roadways and intersections.

8.1 BACKGROUND TRAFFIC AND TRAFFIC GROWTH

Existing traffic volumes were forecasted to the opening year 2026 of the proposed development. The FDOT Portable Traffic Monitoring Stations from the FDOT Florida Traffic Online (FTO) platform near the study area were identified and used to estimate the traffic volume growth in the upcoming years. The analysis was performed using the FDOT Traffic Trends Analysis Tool and following the guidelines presented by the FDOT Project Traffic Forecasting Handbook 2019. Additionally, the Miami-Dade County and City of Doral population data was reviewed. The FDOT Traffic Trends output sheets and FDOT FTO traffic data are included in **Appendix A**. The results indicate that the traffic volume historically has varied between -1.18% to +0.17% per year. Similarly, the average population percent growth for Miami-Dade County and the City of Doral was +0.71% and +5.18%, respectively. The results of the regression analysis and population data are summarized in **Table 4**. Hence, a +1.00% growth per year was determined to be conservative and will be applied to forecast existing traffic conditions to the project opening year. This +1.00% growth rate matches the growth rate utilized in Section 6 (Assessment of Levels of Service) in the 2017 City of Doral Transportation Master Plan. Subsequently, **Figure 3** presents the future conditions without project traffic turning movement counts.

Table 4: Summarized Regression Analysis and Population Data

Regression Analysis Method	NW 25 Street		NW 87 Avenue			
	PTMS #877025		PTMS #877051			
	Growth Rate	R-Squared	Growth Rate	R-Squared		
Linear	-0.65%	11.06%	0.09%	0.82%		
Exponential	-0.64%	9.45%	0.08%	0.61%		
Decaying Exponential	-1.18%	29.27%	0.17%	1.92%		
Note(s): Light blue highlight represents the lowest calculated growth rate, and the light green highlight represents the largest calculated growth rate.						
BEBR Population Estimates						
Year	Miami-Dade Population	% Growth	Average	City of Doral Population	% Growth	Average
2023	2,768,954	0.41%	0.71%	81,318	0.17%	5.18%
2022	2,757,592	0.94%		81,182	0.59%	
2021	2,731,939	1.12%		80,703	6.36%	
2020	2,701,767	-3.92%		75,874	7.74%	
2019	2,812,130	1.18%		70,420	3.19%	
2018	2,779,322	1.32%		68,244	6.35%	
2017	2,743,095	1.57%		64,167	8.20%	
2016	2,700,794	1.77%		59,304	6.55%	
2015	2,653,934	1.54%		55,660	5.24%	
2014	2,613,692	1.21%		52,889	7.38%	
2013	2,582,375			49,253		

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Figure 3: Future W/O Project (2026) Turning Movement Counts

8.2 FUTURE (2026) W/O PROJECT ROADWAY Q/LOS ANALYSIS

Table 5 contains the segment analysis that was performed to evaluate the Quality Level of Service (Q/LOS) for each of the study roadways following the same procedures previously performed in Section 6.1. The peak hour volumes utilized in this analysis pertain to the future without project forecasted traffic volumes.

Segment Q/LOS Results:

- All roadways in the future without project traffic conditions are expected to meet the City of Doral standards.

Table 5: Future (2026) W/O Project Roadway Q/LOS Results

Roadway (Context Class)	Location		Dir.	Peak Period	Service Volume* (LOS D)	Peak Hour Volume	Peak Hour QLOS	Meet LOS Criteria?
	From	To						
NW 95 Ave (C3C)	2100 NW 95 Ave	NW 25 St	NB	AM	856	48	C	Yes
			SB		856	151	C	Yes
			NB	PM	856	116	C	Yes
			SB		856	42	C	Yes
NW 25 St (C3C)	NW 97 Ave	NW 95 Ave	EB	AM	1629	1517	C	Yes
			WB		1629	1111	C	Yes
			EB	PM	1629	1103	C	Yes
			WB		1629	1647	D	Yes
NW 25 St (C4)	NW 92 Ave	NW 87 Ave	EB	AM	1611	1410	C	Yes
			WB		1611	1354	C	Yes
			EB	PM	1611	1384	C	Yes
			WB		1611	1416	C	Yes
NW 92 Ave (C3C)	NW 25 St	NW 33 St	NB	AM	1358	214	C	Yes
			SB		1358	101	C	Yes
			NB	PM	1358	106	C	Yes
			SB		1358	288	C	Yes

Note(s):

(*) Service volumes considered:

- 2 Lane Undivided Roadway with No Exclusive Left-Turn Lanes (x0.80): (C3C w/ 1L: $1,070 * 0.80 = 856$).
- Multilane Roadway with No Exclusive Left-Turn Lanes (x0.75): (C3C w/ 2L: $1,810 * 0.75 = 1358$).
- Non-State Signalized Roadway (x0.90): (C3C w/ 2L: $1,810 * 0.90 = 1629$) (C4 w/ 2L: $1790 * 0.90 = 1611$).

8.3 FUTURE (2026) W/O PROJECT INTERSECTION OPERATIONAL ANALYSIS

An operational analysis of each of the study intersections was performed utilizing Synchro, Version 11, to evaluate the performance of the future without project traffic conditions for the weekday morning and afternoon peak hours. The peak hour volumes utilized in this analysis pertain to the future without project forecasted traffic volumes in Section 8.1. The operational assessment was performed in accordance with the standard FDOT methodologies and consistent with the HCM. The results are based on the HCM 6 Edition.

These future conditions do not include the optimization of the intersection signal timings at the signalized intersections as the existing (2024) timings are expected to perform well with the projected 2026 volumes. Similarly, the signal cycle lengths were not optimized because these intersections are currently located within coordinated signal systems. The remaining intersection geometries (lane assignments) posted speed limits, truck percentages, and Peak Hour Factors (PHFs) remain the same as existing (2024) conditions.

Measures of Effectiveness:

The main MOE used to evaluate the performance of the study intersections were LOS, control delay (seconds/vehicle), V/C, and the 95th percentile queue (vehicles and/or feet). The HCM utilizes LOS as the quantitative measure to represent the level of service at an intersection or arterial. The LOS grading criteria ranges from LOS A to LOS F, where LOS A is under-saturated/free-flow conditions and LOS F is over-saturated conditions.

Traffic Operational Results:

The traffic analysis output reports for the future without project traffic conditions are briefly summarized in **Table 6** and are included in **Appendix E**.

NW 25 Street at NW 97 Avenue:

The intersection operates at LOS E (both peak hours) with an average vehicular delay of 61.2 seconds and 70.9 seconds during the morning and afternoon peak hours, respectively. Overall, the westbound and eastbound approaches are operating at LOS D during both peak hours. However, the northbound and southbound approaches are operating at LOS F or better during both peak hours. Several turning lanes exceed their current storage based on the 95 percentile queues, including the southbound left-turn (morning peak hour only), eastbound left-turn (afternoon peak hour only), and westbound left-turn (afternoon peak hour only).

NW 25 Street at NW 95 Avenue:

The intersection operates at LOS A (both peak hours) with an average vehicular delay of 3.2 seconds and 7.5 seconds during the morning and afternoon peak hours, respectively. Overall, all approaches operate at LOS A except for the northbound approach that operates at LOS F during both peak hours. Specifically, the shared northbound left/right-turn movement operates with a vehicular delay of 125.0 seconds and 127.0 seconds with only a slight queue of 3.6 vehicles and 7.5 vehicles in the morning and afternoon peak hours, respectively. Nonetheless, all intersection queues (including the shared northbound left/right-turn movement) are generally accommodated, based on the 95 percentile queues.

NW 25 Street at NW 92 Avenue:

The intersection operates at LOS B and LOS C with an average vehicular delay of 15.4 seconds and 29.7 seconds during the morning and afternoon peak hours, respectively. Overall, all approaches operate at LOS A except for the southbound approach that operates at LOS F during both peak hours. Specifically,

the southbound left-turn movement operates with a vehicular delay of 730.1 seconds and 1,695.3 seconds with a queue of 6.8 vehicles and 7.6 vehicles in the morning and afternoon peak hours, respectively. Nonetheless, all intersection queues (including the southbound left-turn movement) are generally accommodated, based on the 95 percentile queues.

NW 25 Street at NW 87 Avenue:

The intersection operates at LOS E (both peak hours) with an average vehicular delay of 57.5 seconds and 62.9 seconds during the morning and afternoon peak hours, respectively. The northbound and southbound approaches operate at LOS D during both peak hours. While the westbound and eastbound approaches operate at LOS F or better during both peak hours. All queues are generally accommodated except for the westbound right-turn (afternoon peak hour), based on the 95 percentile queues.

Table 6: Future (2026) W/O Project Traffic Intersection Operational Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
NW 25 St at NW 97 Ave	61.2	E	70.9	E
NW 25 St at NW 95 Ave	3.2	A	7.5	A
NW 25 St at NW 92 Ave	15.4	B	29.7	C
NW 25 St at NW 87 Ave	57.5	E	62.9	E

9.0 FUTURE W/ PROJECT TRAFFIC CONDITIONS

9.1 PROJECT TRIP GENERATION

To estimate the effect, if any, of the proposed development to the adjacent roadway network, the expected number of vehicular trips for the AM and PM peak hours of the adjacent street roadway were estimated using the methods and rates/equations established by the Institute of Transportation Engineers (ITE), Trip Generation Handbook 11th Edition.

The appropriate ITE land use code for the proposed warehouse is #150 (Industrial Warehousing) which includes office and maintenance areas. A summary of the expected trips for the project site is outlined in **Table 7** and the detailed ITE outputs are included in **Appendix A**.

Table 7: Summary of Estimated ITE Trips

Land Use Description (Code)	Gross Square Footage (GFA)	Number of Trips (Veh/Hr)	
		AM Peak Hour	PM Peak Hour
Industrial Warehousing (150)	16,577.10	26 Total 20 (Entry) 6 (Exit)	28 Total 8 (Entry) 20 (Exit)
		Daily Trips	
		64 Total 32 (Entry) 32 (Exit)	

9.2 VEHICULAR TRIP ASSIGNMENT

The project trip assignment is the process used for determining where site-generated traffic is expected to come from and go to within the larger street network. According to ITE, the directions from which traffic will access the project site vary depending on different factors. These factors can include competing developments, surrounding land uses and population, conditions of the surrounding street system, and existing traffic patterns and volumes.

There are several methodologies that can be used to estimate site traffic distribution. One of these methodologies is the gravity model or other locally accepted trip distribution model typically developed by state departments of transportation, area metropolitan planning organizations, and other major transportation agencies. The Cardinal Directional Trip Distribution model developed by the Miami Dade Transportation Planning Organization (MTPO) will be used to estimate the project site trip distribution. The directional trip distribution was obtained from the Miami-Dade 2045 Long Range Transportation Plan Directional Trip Distribution Report (September 2019). The model divides the County into different Traffic Analysis Zones (TAZs) each denoted by a number. According to the MTPO, the TAZ for the proposed development falls within area #743. **Figure 4** contains the cardinal distribution percentages based on the geographic distribution patterns for this TAZ. Similarly, **Figure 5** presents the trip distribution for the subject site. Subsequently, **Figure 6** presents the future conditions with project traffic turning movement counts.

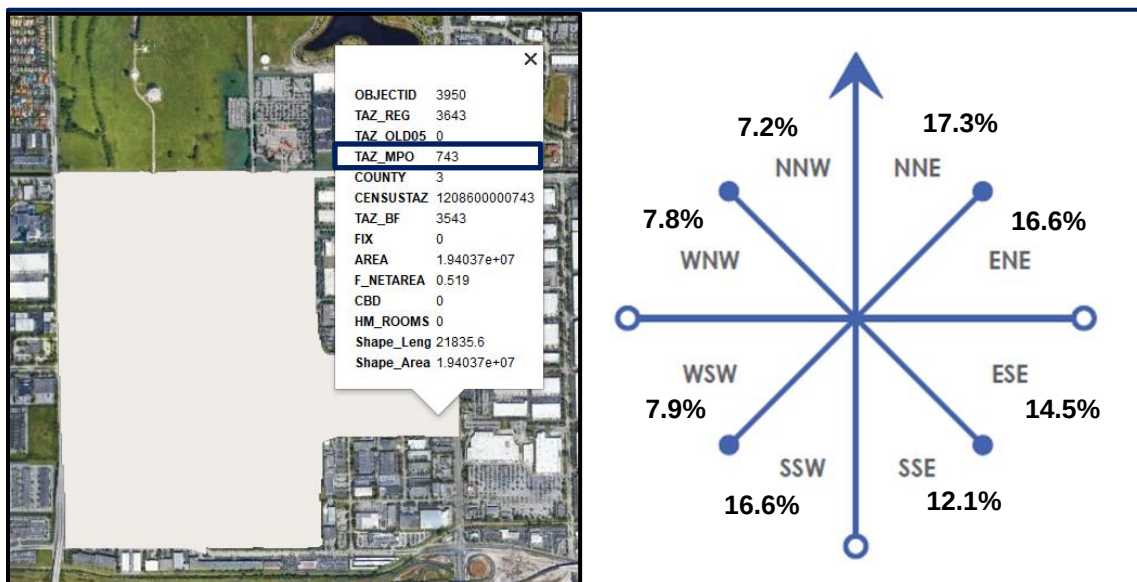


Figure 4: TAZ and Future (2026) Cardinal Distribution

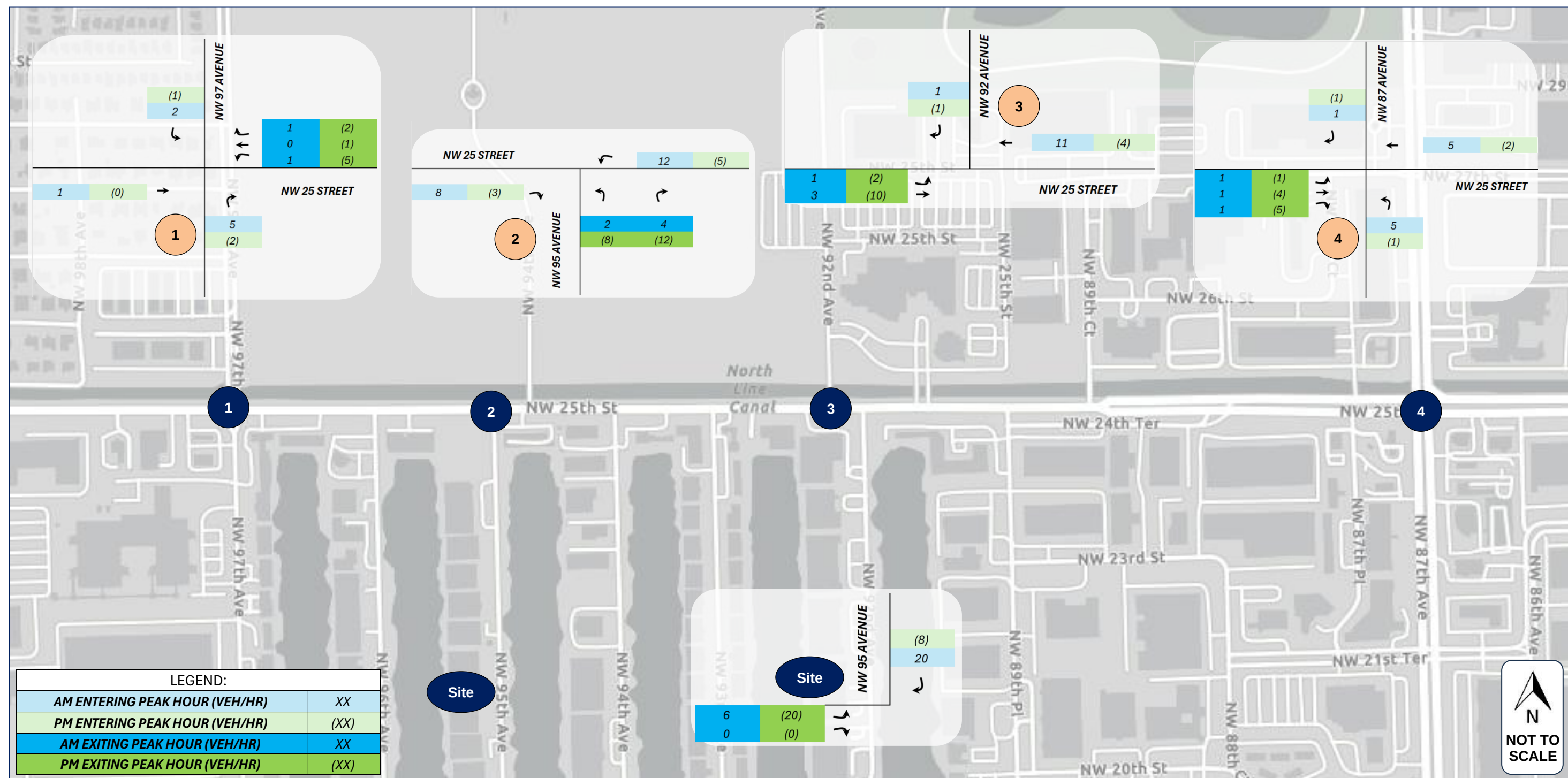


Figure 5: Project Trip Distribution

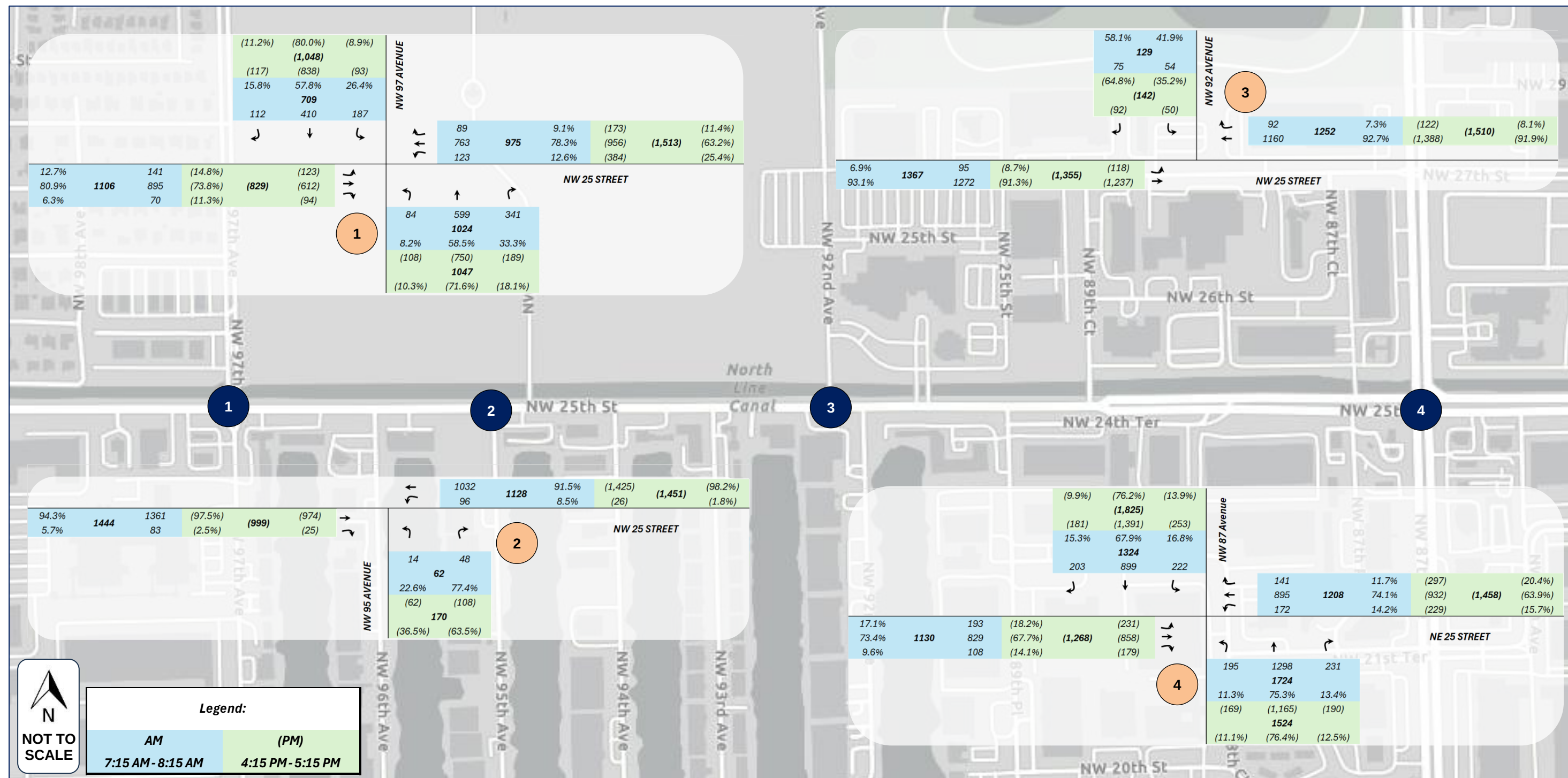


Figure 6: Future (2026) W/ Project Turning Movement Counts

9.3 FUTURE (2026) W/ PROJECT ROADWAY Q/LOS ANALYSIS

Table 8 contains the segment analysis that was performed to evaluate the Quality Level of Service (Q/LOS) for each of the study roadways following the same procedures previously performed in Section 6.1. The peak hour volumes utilized in this analysis pertain to the future with project forecasted traffic volumes.

Segment Q/LOS Results:

- All roadways in the future without project traffic conditions are expected to meet the City of North Miami Beach LOS criteria.

Table 8: Future (2026) W/ Project Roadway Q/LOS Results

Roadway (Context Class)	Location		Dir.	Peak Period	Service Volume* (LOS D)	Peak Hour Volume	Peak Hour QLOS	Meet LOS Criteria?
	From	To						
NW 95 Ave (C3C)	2100 NW 95 Ave	NW 25 St	NB	AM	856	54	C	Yes
			SB		856	171	C	Yes
			NB	PM	856	136	C	Yes
			SB		856	50	C	Yes
NW 25 St (C3C)	NW 97 Ave	NW 95 Ave	EB	AM	1629	1525	C	Yes
			WB		1629	1113	C	Yes
			EB	PM	1629	1106	C	Yes
			WB		1629	1655	D	Yes
NW 25 St (C4)	NW 92 Ave	NW 87 Ave	EB	AM	1611	1413	C	Yes
			WB		1611	1365	C	Yes
			EB	PM	1611	1394	C	Yes
			WB		1611	1420	C	Yes
NW 92 Ave (C3C)	NW 25 St	NW 33 St	NB	AM	1358	215	C	Yes
			SB		1358	102	C	Yes
			NB	PM	1358	108	C	Yes
			SB		1358	289	C	Yes

Note(s):

(*) Service volumes considered:

- 2 Lane Undivided Roadway with No Exclusive Left-Turn Lanes (x0.80): (C3C w/ 1L: $1,070 * 0.80 = 856$).
- Multilane Roadway with No Exclusive Left-Turn Lanes (x0.75): (C3C w/ 2L: $1,810 * 0.75 = 1358$).
- Non-State Signalized Roadway (x0.90): (C3C w/ 2L: $1,810 * 0.90 = 1629$) (C4 w/ 2L: $1790 * 0.90 = 1611$).

9.4 FUTURE (2026) W/ PROJECT INTERSECTION OPERATIONAL ANALYSIS

An operational analysis of each of the study intersections was performed utilizing Synchro, Version 11, to evaluate the performance of the future with project traffic conditions for the weekday morning and afternoon peak hours. The peak hour volumes utilized in this analysis pertain to the future with project forecasted traffic volumes in Section 9.2. The operational assessment was performed in accordance with the standard FDOT methodologies and consistent with the HCM. The results are based on the HCM 6 Edition.

These future conditions do not include the optimization of the intersection signal timings at the signalized intersections as the existing (2024) timings are expected to perform well with the projected 2026 volumes. Similarly, the signal cycle lengths were not optimized because these intersections are currently located within coordinated signal systems. The remaining intersection geometries (lane assignments), posted speed limits, truck percentages, and PHFs remain the same as existing (2024) conditions.

Measures of Effectiveness

The main MOEs used to evaluate the performance of the study intersections were LOS, control delay (seconds/vehicle), V/C, and the 95th percentile queue (vehicles and/or feet). The HCM utilizes LOS as the quantitative measure to represent the level of service at an intersection or arterial. The LOS grading criteria ranges from LOS A to LOS F, where LOS A is under-saturated/free-flow conditions and LOS F is over-saturated conditions.

Traffic Operational Results:

Overall, it can be determined that there is minimal to no significant impact to the operations of the study intersections located throughout the study area due to the addition of the project traffic. There are certain movements that may experience an increase in delay and/or queues; however, these are expected to be accommodated within the existing roadway facilities. The traffic analysis output reports for the future with project traffic conditions are briefly summarized in **Table 9** and are included in **Appendix E**.

NW 25 Street at NW 97 Avenue:

The intersection continues to operate at LOS E with an average vehicular delay of 61.9 seconds and 71.4 seconds during the morning and afternoon peak hours, respectively. This represents a slight increase in delay of 0.7 sec/veh and 0.5 sec/veh for the morning and afternoon peak hours, respectively. Overall, all intersection movements are expected to be operating with the same delay, LOS, and queues as the future without project traffic conditions scenario.

NW 25 Street at NW 95 Avenue:

The intersection continues to operate at LOS A with an average vehicular delay of 4.9 seconds during the morning peak hour. The intersection experiences a slight change of LOS in the afternoon peak hour with LOS B and an average vehicular delay of 11.9 seconds. This represents a minor increase in delay of 1.7 seconds and 4.4 seconds for the morning and afternoon peak hours, respectively. Overall, all approaches continue to operate with the same LOS, delays, and queues as the future without project traffic conditions. The exception is the northbound approach which continues to operate with LOS F and comparable queues but with increased delays. Specifically, the shared northbound left/right-turn movement presents a delay of 180.9 sec/veh and 181.4 sec/veh in the morning and afternoon peak hours, respectively. This represents a change in delay of 55.9 sec/veh and 54.4 sec/veh in the morning and afternoon peak hours, respectively. However, this corresponds to only a minimal increase in v/c and queue with 0.181 and 1.0 vehicle during the morning peak hour, and 0.169 and 2.2 vehicles during the afternoon peak hour, respectively.

Nonetheless, all intersection queues (including the shared northbound left/right-turn movement) are accommodated, based on the 95 percentile queues. The change in delay for the shared northbound left/right-turn movement is likely due to the existing high percentage of heavy vehicles and the saturated northbound approach conditions. Based on the trip assignment and future (2026) volumes, the development is expected to contribute 6 and 20 northbound vehicles during the morning and afternoon peak hours, respectively. These vehicles account for only 9.7% and 11.8% of the total northbound approach volume, respectively.

NW 25 Street at NW 92 Avenue:

The intersection continues to operate at LOS B and C with an average vehicular delay of 16.0 seconds and 29.6 seconds during the morning and afternoon peak hours, respectively. This represents a slight increase in delay of 0.6 sec/veh and a slight decrease of 0.1 sec/veh for the morning and afternoon peak hours, respectively. Overall, all approaches continue to operate with the same LOS, delays, and queues as the future without project traffic conditions scenario. The exception is the southbound approach which continues to operate with LOS F and comparable queues but with increased delays. Specifically, the southbound left-turn movement presents a delay of 767.1 sec/veh and 1,695.3 sec/veh in the morning and afternoon peak hours, respectively. This represents a change in delay of 37.0 sec/veh in the morning peak hour and no change in the afternoon peak hour. However, this corresponds to only a minimal increase in v/c and queue with 0.067 and 0.1 vehicles during the morning peak hour, and no change in either value during the afternoon peak hour. Nonetheless, all intersection queues (including the southbound left-turn movement) are accommodated, based on the 95 percentile queues. The change in delay for the southbound left-turn movement is likely due to the saturated southbound approach conditions and the future increase in conflicting volumes. Based on the trip assignment and future (2026) volumes, the development is expected to contribute 1 southbound vehicle during both the morning and afternoon peak hours, representing only 0.8% and 0.7% of the total southbound approach volume, respectively.

NW 25 Street at NW 87 Avenue:

The intersection continues to operate at LOS E with an average vehicular delay of 57.6 seconds and 63.1 seconds during the morning and afternoon peak hours, respectively. This represents a slight increase in delay of 0.1 sec/veh and 0.2 sec/veh for the morning and afternoon peak hours, respectively. Overall, all intersection movements are expected to be operating with the same delay, LOS, and queues as the future without project traffic conditions scenario.

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Table 9: Future W/O and W/ Project Traffic Operational Analysis Comparison

Intersection	AM Peak Hour				PM Peak Hour			
	No Build		Build		No Build		Build	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
NW 25 St at NW 97 Ave	61.2	E	61.9	E	70.9	E	71.4	E
NW 25 St at NW 95 Ave	3.2	A	4.9	A	7.5	A	11.9	B
NW 25 St at NW 92 Ave	15.4	B	16.0	B	29.7	C	29.6	C
NW 25 St at NW 87 Ave	57.5	E	57.6	E	62.9	E	63.1	E

9.5 TURN LANE EVALUATION

An exclusive right-turn lane warrant analysis was performed in accordance with the criteria outlined in Section 6.2 Exclusive Right-Turn Lanes from the 2023 FDOT Multimodal Access Management Guidebook. This analysis was performed to evaluate the necessity of installing a southbound right-turn lane for NW 95 Avenue vehicles to access the subject development. The evaluation considers the speed limit of the major roadway (30 mph along NW 95 Avenue), major roadway approach volume (obtained from Section 9.3), and how many right turns occur per hour. Hence, based on this analysis, a right-turn lane was not warranted (see **Table 10**).

Table 10: Right-Turn Lane Evaluation

Peak Hours	Number of Southbound Through Vehicles (veh/hr)	Number of Southbound Right- Turn Vehicles (veh/hr)	Exclusive Right-Turn Lane Warranted?
AM Peak Hour	171	20	No
PM Peak Hour	50	8	No

10.0 NETWORK CIRCULATION

The pedestrian and transit network connectivity was reviewed to evaluate the local agency policies and the overall multimodal circulation within the study area. Based on this review (**Figure 7** and **Figure 8**), the project is located in an area that is reasonably suitable for pedestrian activity, with all signalized intersections being equipped with sidewalks and designated crosswalks. Throughout the study area for this development, there are multiple bus/trolley routes that can provide service to pedestrians. The Miami Dade Transit (MDT) contains several bus routes such as Route 95B and 87. Similarly, there is a City of Doral trolley service which has routes 1 and 2 within the study area. Referring to **Table 11**, MDT Route 95B provides bus stops within ½ mile (2580 feet) of the development, along NW 25 Street, with limited service. Similarly, the City of Doral Trolley route 2 provides stops, along NW 97 Avenue, with headways averaging 45 minutes. The MDT bus and City of Doral trolley schedule is included in **Appendix F**.

Roadway and Intersection Pedestrian/Bicycle Amenities:

Figure 7 outlines the available pedestrian and bicycle amenities within the study area. A 500 foot radius from the study roadways and intersections was used to define the boundary limits for identifying pedestrian and bicycle amenities.



Figure 7: Pedestrian and Bicycle Amenities

Transit Amenities:

Figure 8 outlines the available bus stops and transit routes within the study area. A 500 foot radius from the study roadways and intersections was used to define the boundary limits for identifying bus stops.

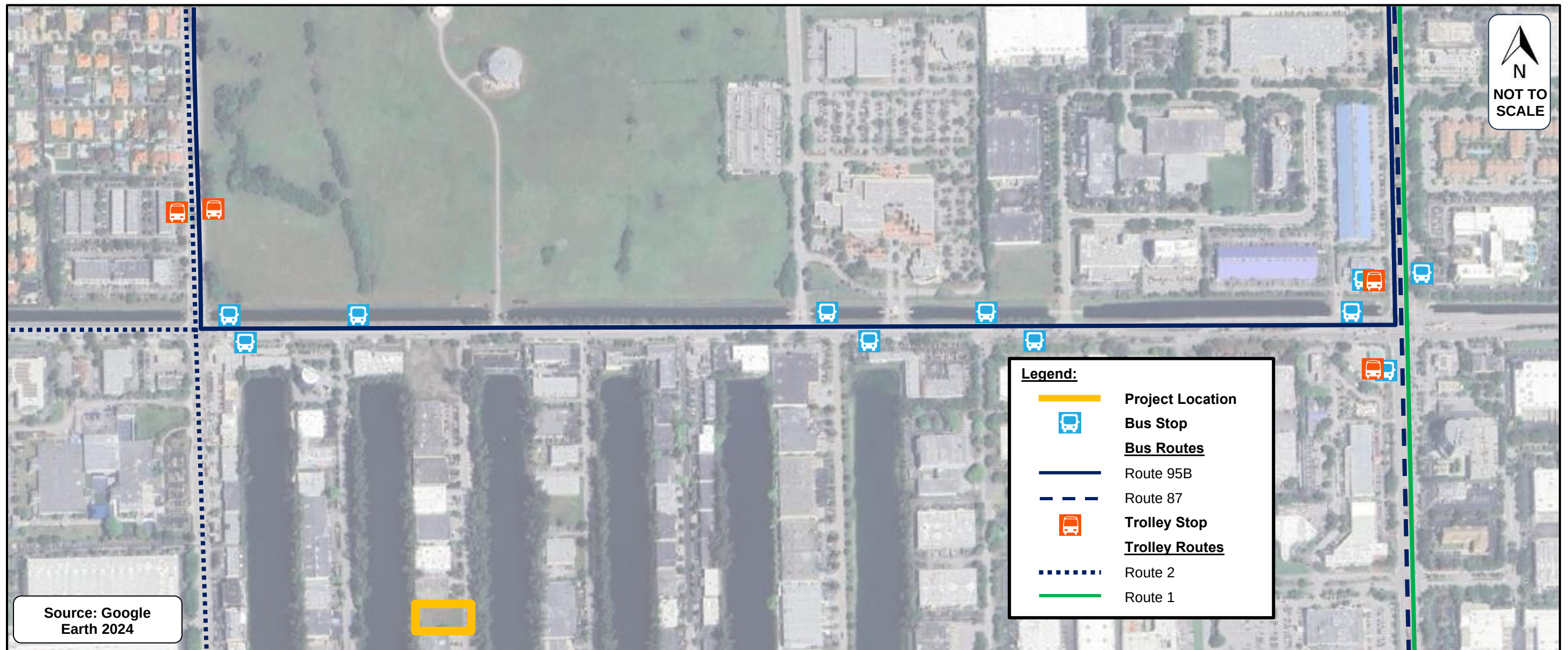


Figure 8: Rail and Transit Amenities

Table 11: Existing Available Transit within ½ mile from Development

Bus Stop Location	Direction of Route Travel	Routes	Peak Hour Headways
NW 25 St east of NW 97 Ave	EB	MDT Route 95B	Only Serviced Once During The PM Peak Hour
NW 25 St east of NW 97 Ave	WB	MDT Route 95B	
NW 25 St east of NW 92 Ave	EB	MDT Route 95B	
NW 25 St east of NW 92 Ave	WB	MDT Route 95B	
NW 97 Ave north of NW 25 St	NB	City of Doral Trolley Route 2	45 Min (Average)
NW 97 Ave north of NW 25 St	SB	City of Doral Trolley Route 2	

11.0 EVALUATION OF LOCAL AGENCY POLICIES

The roadway segments being analyzed were evaluated based on Policy 3.2.1, Policy 3.2.2, and Policy 3.2.3 of the City of Doral Comprehensive Plan. Below is a brief description and detailed evaluation of these policies.

- **Policy 3.2.1:** The minimum acceptable average daily and peak period operating level of service (LOS) for all City streets within the City of Doral shall be LOS D.
- **Policy 3.2.2:** All major County roadways must operate at LOS D or better, except where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, then a roadway shall operate at or above LOS E at peak hour. When extraordinary transit service such as commuter rail or express bus service exists, parallel roads within ½ mile shall operate at no greater than 120% of their capacity at peak hour at LOS D.
 - The project site is not located within a ½ mile distance from extraordinary transit service, express bus services, or mass transit stops with headways of 20 minutes or less. Therefore, all County roadways within the study area must operate at LOS D or better. Based on a review of the roadway segment Q/LOS analysis previously performed for the existing, future without project, and future with project conditions the LOS standards outlined in Policy 3.2.2 are **met**.
- **Policy 3.2.3:** All Florida Department of Transportation Strategic Intermodal System (SIS) roadways within the City, must operate at LOS D or better (at peak hour), except where 1) exclusive through lanes exist, roadways may operate at LOS E (at peak hour), or 2) such roadways are parallel to exclusive transit facilities or are located inside designated transportation concurrency management areas (TCMA's), roadways may operate at LOS E (at peak hour).
 - The SIS facilities within the City of Doral are the Florida Turnpike, SR 836, and SR 826. SR 826 contains exclusive through lanes; therefore, it may operate at LOS E. Similarly, the Florida Turnpike and SR 836 do not contain exclusive through lanes; therefore, they may operate at LOS D.

To evaluate Policy 3.2.1 a segment Q/LOS peak hour analysis was previously performed for the existing, future without project, and future with project conditions and based on this review the peak hour LOS standards outlined in Policy 3.2.1 are met. A segment Q/LOS AADT analysis was performed for the future with project traffic conditions to evaluate the City of Doral daily Q/LOS standards for the roadways maintained by the City. This analysis was performed following the same procedures previously performed in Section 6.1. Based on a review of **Table 12**, it appears that the daily LOS standard in Policy 3.2.1 is **met**.

Table 12: City of Doral Policy 3.2.1

Roadway (Context Class)	Location		Service Volume* (LOS D)	2026 Daily Volume	Assigned Daily Trips	Q/LOS	Meet LOS Criteria?
	From	To					
NW 95 Ave (C3C)	2100 NW 95 Ave	NW 25 St	17,360	2,016	64	C	Yes
NW 92 Ave (C3C)	NW 25 St	NW 33 St	27,450	4,206	4	C	Yes

Note(s):

(*) Service volumes considered:

- 2 Lane Undivided Roadway with No Exclusive Left-Turn Lanes (x0.80): (C3C w/ 2L: $21,700 * 0.80 = 17,360$).
- Multilane Roadway with No Exclusive Left-Turn Lanes (x0.75): (C3C w/ 4L: $36,600 * 0.75 = 27,450$).

To evaluate Policy 3.2.3, the FDOT generalized service volume tables were utilized to evaluate the Q/LOS for the FDOT SIS roadways, taking into account the Directional Design Hour Volumes (DDHV) and the trips that are assigned to the roadways. The trip generation calculations outlined in Section 9.4 were utilized for this effort and were distributed accordingly based on the criteria previously mentioned. The DDHV is the proportion of Average Annual Daily Traffic (AADT) in the peak hour in the predominant direction of traffic flow. The DDHV was utilized to evaluate Policy 3.2.3 since the FDOT FTO platform does not currently contain traffic data for all the SIS roadways within the City of Doral limits. The AADT, K factor, and D factor is based on 2023 traffic data from the nearby FDOT Portable Traffic Monitoring Stations (PTMS) #870571 for SR 826, PTMS #970267 for the Florida Turnpike, and PTMS #872243 for SR 836. Based on a review of **Table 13**, it appears that Policy 3.2.3 is **met**.

Table 13: City of Doral Policy 3.2.3

SIS Roadway	Number of Lanes	Service Volume*	AADT	D Factor	DDHV	Two-Way Trips**	Assigned Trips	Meets Criteria
SR 826	6	12,760	242,000	56.80	12,371	28	5	Yes
SR 836	4	7,700	85,500	71.10	5,471	28	9	Yes
FL TPK	4	7,700	85,500	52.6	4,048	28	3	Yes

Note(s):

(*) Service volumes considered the roadways being located within core urbanized areas.

(**) PM peak period project trips and volumes were reviewed due to being the period that generates the highest number of trips for the subject development.

12.0 CONCLUSIONS & RECOMMENDATIONS

Choice Engineering Consultants, Inc. was retained by Mahudi International Corporation to conduct a Traffic Impact Study (TIS) for a new storage facility development. The storage facility development is to be located at 2100 NW 95 Avenue, in the City of Doral, Florida. The proposed land use will be a non-gated storage facility, which will be utilized for general warehousing and office use. The objective of this study is to determine the impact, if any, of the proposed development on the traffic operations of the existing adjacent roadway network and community.

Based on the findings of this TIS, it can be stated that the study intersections and roadways are expected to operate within the overall City of Doral LOS standards during the morning and afternoon peak periods. The delays and queues at the study intersections and segments are expected to remain relatively unaffected when comparing the future conditions with project traffic to those without project traffic. The exception is the shared northbound left/right-turn movement at the intersection of NW 25 Street and NW 95 Avenue which is expected to have an increase in delay during the morning and afternoon peak hours. Nonetheless, the NW 25 Street and NW 95 Avenue intersection delay remained relatively unchanged and the volume/capacity (v/c) ratios with queues for the shared northbound left/right-turn movement experienced relatively minor increases. Overall, any increases in delays and queues are expected to be adequately accommodated within the existing intersection geometry. Referring to Section 11.0 (Evaluation of Local Agency Policies), the development meets Policy 3.2.1, Policy 3.2.2, and Policy 3.2.3 outlined in the City of Doral Comprehensive Plan.

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List of Appendices:

Appendix A: Approved Methodology

Appendix B: Project Site

Appendix C: Data Collection

Appendix D: Existing Signal Timing Information

Appendix E: Operational Analysis

Appendix F: Public Transit Information

Appendix A: Approved Methodology

Date: September 4, 2024

To: Miami-Dade County and City of Doral

From: Eugenio S. Lopez, MSCE, PE, PTOE / Lorenzo Fuchs, E.I., RSP1 (P.E. Passed)
Choice Engineering Consultants, Inc.
12855 SW 132 Street, Suite 200, Miami, Florida 33186

Subject: FINAL Methodology Letter for Finger Lakes Storage Facility Traffic Impact Study

1. INTRODUCTION

This document presents the traffic methodology to conduct a Traffic Impact Study (TIS) to assess the proposed development of a storage facility (general warehousing and office usage) at 2100 NW 95 Avenue, Doral, Florida 33172, (Folio Number: 35-3033-041-0010), as presented in **Figure 1**. The following sections discuss the items to be considered in this study. It should be noted that this proposal includes the City of Doral Level 1 Traffic Analysis requirements and conforms with Miami-Dade County Traffic Analysis requirements (**Attachment A**).



Figure 1: Study Location Map

2. PRE/POST PROJECT INFORMATION

Existing Land Use: The existing land use of the project site is a vacant lot which does not currently generate any vehicular trips. Currently, the parcel of land is enclosed within a metal mesh fencing and can be accessed via a gate located along NW 95 Avenue.

Proposed Land Use: The proposed land use will be a 16,577.1 square foot Gross Floor Area (GFA) non-gated storage facility which will be utilized for general warehousing and office use. The expected completion date for the site is either late 2025 or early 2026; therefore, to be conservative, the year 2026 shall be utilized. The preliminary site plan and zoning information is included in **Attachment B**.

Proposed Driveway Ingress/Egress:

The development will utilize two driveways for the ingress/egress operations which will then provide access to parking (north driveway) and to the storage pick-up/drop-off areas (south driveway) of the property. The permitted ingress movements from NW 95 Avenue are the southbound right-turn and the northbound left-turn. Subsequently, the permitted egress movements are the eastbound left and right-turn movements.

3. VEHICULAR TRIP GENERATION

To estimate the influence, if any, of the proposed development to the adjacent roadway network, the expected number of vehicular trips for the morning (AM) and afternoon (PM) peak hours of the adjacent street roadway will be estimated using the methods and rates/equations established by the Institute of Transportation Engineers (ITE), Trip Generation Handbook 11th Edition.

The appropriate ITE land use code for the proposed warehouse is #150 (Industrial Warehousing) which includes office and maintenance areas. A summary of the expected trips for the project site is outlined in **Table 1** and the detailed ITE outputs are included in **Attachment C**.

Table 1: Summary of Estimated ITE Trips

Land Use Description (Code)	Gross Square Footage (GFA)	Number of Trips (Veh/Hr)	
		AM Peak Hour	PM Peak Hour
Industrial Warehousing (150)	16,577.10	26 Total 20 (Entry) 6 (Exit)	28 Total 8 (Entry) 20 (Exit)

4. VEHICULAR TRIP ASSIGNMENT

This section presents the process used for determining where site-generated traffic is expected to come from and go to within the larger street network. According to ITE, the directions from which traffic will access the project site vary depending on different factors. These are as follow:

- Type of proposed development and the area from which it will attract traffic
- Competing developments (if any) *
- Size of the proposed development
- Surrounding land uses and population
- Conditions of the surrounding street system

(*) No relevant committed developments have been identified at this time. However, if we are informed by the public agencies of any relevant developments during the methodology coordination, those developments will be added to the analysis of this effort as deemed applicable.

There are several methodologies that can be used to estimate site traffic distribution. One of these methodologies is the gravity model or other locally accepted trip distribution model typically developed by state departments of transportation, area metropolitan planning organizations, and other major transportation agencies. The Cardinal Directional Trip Distribution model developed by the Miami Dade Transportation Planning Organization (MTPO) will be used to estimate the project site trip distribution. The directional trip distribution was obtained from the Miami-Dade 2045 Long Range Transportation Plan Directional Trip Distribution Report (LRTP) dated September 2019. The model divides the County into different Traffic Analysis Zones (TAZs) each denoted by a number. According to the MTPO, the TAZ for the proposed development falls within area #743 (**Figure 2**). The opening year cardinal distribution percentages (**Figure 2**) were based on the interpolated 2015 and 2045 LRTP geographic distribution patterns for this TAZ (**Attachment D**).

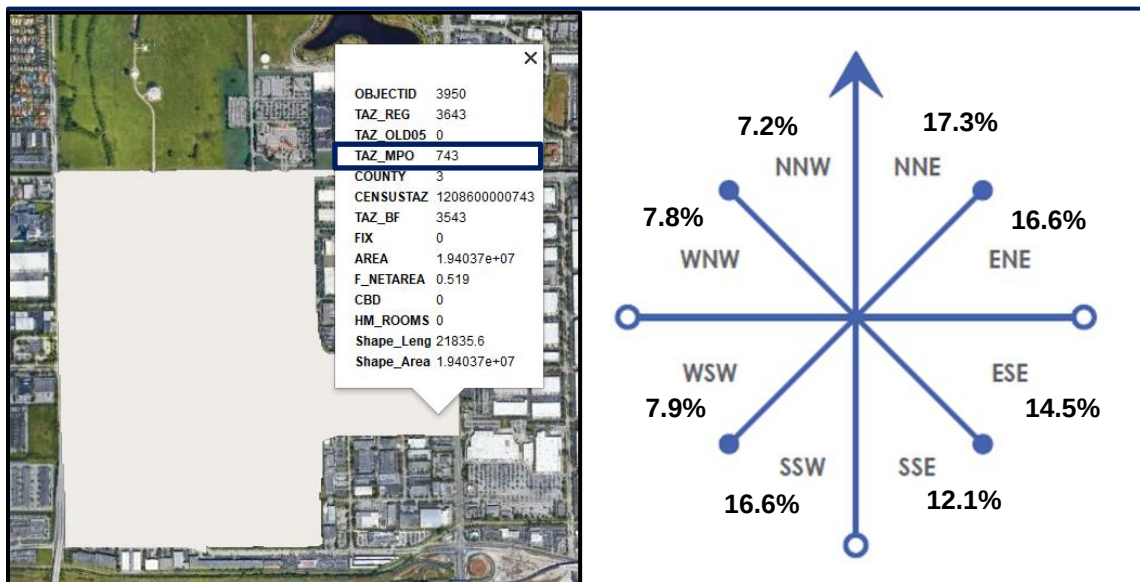


Figure 2: TAZ and Cardinal Distribution

5. DATA COLLECTION

5.1 PEAK PERIOD IDENTIFICATION

The objective of this section is to determine the peak periods for the Turning Movement Counts (TMCs) data collection. Based on a review of the FDOT Florida Traffic Online (FTO) platform, the adjacent major roadways of NW 25 Street and NW 87 Avenue experienced a morning peak period of 8:00 AM to 10:00 AM and an afternoon peak period of 4:00 PM to 6:00 PM. Specifically, this is based on 2023 traffic data from the nearby FDOT Portable Traffic Monitoring Station (PTMS) #877025 for NW 25 Street and PTMS #877051 for NW 87 Avenue. The detailed FDOT FTO traffic data is summarized in **Table 1** and **Figure 3**, with the detailed traffic data included in **Attachment E**. However, these peak periods will be confirmed and, if applicable, replaced with new peak periods based on the 72-hour bi-directional roadway segment counts that will be conducted in 2024 as part of this TIS.

Table 2: Summary of Traffic Volume Counts from FDOT FTO

Time	FTO Stations (Hourly Average)						Hourly Total
	NW 25 Street			NW 87 Avenue			
	PTMS #877025			PTMS #877051			
	Eastbound	Westbound	Total	Northbound	Southbound	Total	
12:00:00 AM	202	179	381	151	164	315	695
1:00:00 AM	136	134	270	75	115	190	460
2:00:00 AM	92	108	199	64	79	143	342
3:00:00 AM	106	123	229	57	88	145	373
4:00:00 AM	206	189	395	130	105	235	630
5:00:00 AM	343	461	804	308	193	501	1305
6:00:00 AM	732	697	1429	763	543	1306	2734
7:00:00 AM	1147	923	2069	1232	978	2210	4279
8:00:00 AM	1233	968	2200	1318	1306	2624	4824
9:00:00 AM	1200	957	2157	1055	1249	2304	4461
10:00:00 AM	1036	935	1970	1021	1129	2149	4119
11:00:00 AM	1025	1064	2089	1159	1157	2316	4404
12:00:00 PM	1115	1158	2272	1309	1332	2640	4912
1:00:00 PM	1107	1147	2254	1332	1261	2593	4846
2:00:00 PM	1116	1144	2260	1258	1271	2529	4788
3:00:00 PM	1092	1251	2343	1376	1323	2698	5041
4:00:00 PM	1092	1397	2488	1504	1518	3022	5510
5:00:00 PM	1072	1487	2559	1590	1483	3073	5632
6:00:00 PM	886	1281	2166	1297	1252	2549	4715
7:00:00 PM	740	870	1610	977	836	1812	3422
8:00:00 PM	656	639	1295	814	652	1465	2760
9:00:00 PM	579	450	1029	653	539	1192	2221
10:00:00 PM	432	389	821	457	408	865	1686
11:00:00 PM	277	269	546	266	281	546	1092

Note: Total intersection hourly traffic volumes are conditionally formatted by color from red to green, with red being the highest.

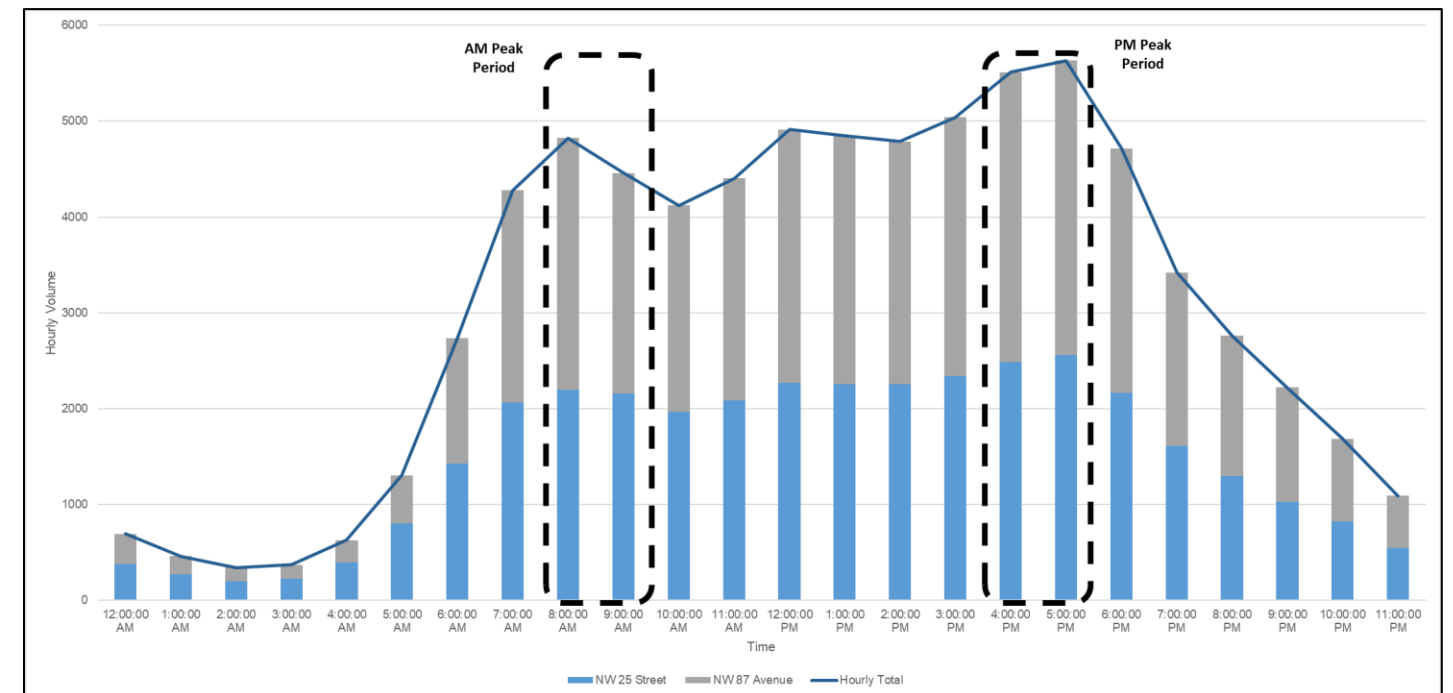


Figure 3: Summary of Traffic Volume Counts from FDOT FTO

5.2 IN-FIELD DATA COLLECTION

Turning Movement Counts:

The Consultant will collect 4-hour morning and afternoon 2-hour peak period Turning Movement Counts during a typical weekday (Tuesday, Wednesday, or Thursday) at the intersections within the study area (see below). The data collection peak periods correspond to the morning (8:00 AM to 10:00 AM) and afternoon (4:00 PM to 6:00 PM) peak periods identified in the previous section. However, as previously noted, these periods are subject to change based on the roadway segment counts that will be collected.

Intersections Selected for Turning Movement Counts:

- NW 25 Street at NW 97 Avenue (signalized)
- NW 25 Street at NW 95 Avenue (unsignalized)
- NW 25 Street at NW 92 Avenue (unsignalized)
- NW 25 Street at NW 87 Avenue (signalized)

Roadway Segment Counts:

72-hour bi-directional roadway segment traffic counts will be collected along the roadway links within the study area (see below).

Roadway Segments Selected for 72-Hour Traffic Counts:

- NW 95 Avenue between 2100 NW 95 Avenue (Subject Development) and NW 25 Street
- NW 25 Street between NW 97 Avenue and NW 95 Avenue
- NW 25 Street between NW 92 Avenue and NW 87 Street
- NW 92 Avenue between NW 25 Street and NW 33 Street

5.3 TRAFFIC GROWTH

Existing traffic volumes will be forecasted to the opening year 2026 of the proposed development. The previously identified FDOT Portable Traffic Monitoring Stations near the study area were identified and used to estimate the traffic volume growth in the upcoming years. The analysis was performed using the FDOT Traffic Trends Analysis Tool and following the guidelines presented in the 2019 FDOT Project Traffic Forecasting Handbook. Additionally, the Miami-Dade County and City of Doral population data was reviewed. The FDOT Traffic Trends output sheets are included in **Attachment F**. The FDOT results indicate that the traffic volume historically has varied between -1.18% to +0.17% per year. Similarly, the average population percent growth for Miami-Dade County and the City of Doral was +0.71% and +5.18%, respectively. The results of the regression analysis and population data are summarized in **Table 2**. Hence, a +1.00% growth per year was determined to be conservative and will be applied to forecast existing traffic conditions to the project opening year. This +1.00% growth rate matches the growth rate utilized in Section 6 (Assessment of Levels of Service) in the 2017 City of Doral Transportation Master Plan.

Table 3: Summarized Regression and Population Data For % Growth

Regression Analysis Method	NW 25 Street		NW 87 Avenue			
	PTMS #877025		PTMS #877051			
	Growth Rate	R-Squared	Growth Rate	R-Squared		
Linear	-0.65%	11.06%	0.09%	0.82%		
Exponential	-0.64%	9.45%	0.08%	0.61%		
Decaying Exponential	-1.18%	29.27%	0.17%	1.92%		
Note(s): Light blue highlight represents the lowest calculated growth rate, and the light green highlight represents the largest calculated growth rate.						
BEBR Population Estimates						
Year	Miami-Dade Population	% Growth	Average	City of Doral Population	% Growth	Average
2023	2,768,954	0.41%	0.71%	81,318	0.17%	5.18%
2022	2,757,592	0.94%		81,182	0.59%	
2021	2,731,939	1.12%		80,703	6.36%	
2020	2,701,767	-3.92%		75,874	7.74%	
2019	2,812,130	1.18%		70,420	3.19%	
2018	2,779,322	1.32%		68,244	6.35%	
2017	2,743,095	1.57%		64,167	8.20%	
2016	2,700,794	1.77%		59,304	6.55%	
2015	2,653,934	1.54%		55,660	5.24%	
2014	2,613,692	1.21%		52,889	7.38%	
2013	2,582,375			49,253		

6. OPERATIONAL ANALYSIS

6.1 INTERSECTION OPERATIONAL ANALYSIS

Synchro, Version 11, will be used to code and evaluate the performance of the existing conditions, future conditions without project, and future conditions with project traffic conditions for the individual morning and afternoon peak hours at each of the study intersections. The operational assessment will be performed in accordance with the standard FDOT methodologies and consistent with the Highway Capacity Manual (HCM). Because there are analysis limitations for each HCM methodology (i.e., 2000, 2010, or 6th), the methodology output report to be selected will be determined at the time of analysis. For instance, the HCM 2010 and 6th methodologies do not support shared lane operations. Nevertheless, for consistency, the output reports for all intersections will be generated based on the same HCM methodology.

Intersection geometry (lane assignments), posted speed limits, peak hour turning traffic volumes, truck percentages, PHFs, and signal timing/phase data will be coded into the Synchro models. A consistent morning and afternoon peak hour for the study area will be identified from the collected data and used to conduct the intersection operational analysis. The latest signal timing and phasing information will be

obtained from the County for each signalized intersection. For all the analysis scenarios, the truck percentages by intersection movement and an overall average PHF by intersection will be used in the analysis. The existing truck percentages will be maintained and carried forward to the proposed conditions. The main Measures of Effectiveness (MOE) used to evaluate the performance of the study intersections will be the level of service (LOS), control delay (seconds/vehicle), volume over capacity (v/c) ratio, and the 95th percentile queue (feet). The HCM utilizes LOS as the quantitative measure to represent the level of service at an intersection. The LOS grading criteria ranges from LOS A to LOS F, where LOS A is under-saturated/free-flow conditions and LOS F is over-saturated conditions.

6.2 ROAD SEGMENT LINK ANALYSIS

A peak hour directional link analysis will be performed following the FDOT 2023 Multimodal Quality/Level of Service Handbook for each of the operational analysis alternatives along the roadways previously listed in Section 5.2 and will be compared to the local municipal LOS standards. This analysis shall be performed for the same morning and afternoon study area peak hours identified from the collected data and used to conduct the intersection operational analysis.

7. DEVELOPMENT OF MITIGATION IMPROVEMENTS

Based on the results of the operational analysis, mitigation improvements will be discussed in the TIS to address operational deficiencies (LOS and vehicle queuing), if any, that the proposed project might have at the study intersections and roadways. Recommendations will be listed in a bulletized format, as necessary, and no CADD exhibits or construction related plan sheets will be developed. This study will also consider the Level of Service requirements established by the FDOT, Miami-Dade County, and the City of Doral when identifying deficiencies and improvements.

8. DOCUMENTATION

The results of the traffic methodology described in the previous sections will be documented in a report format addressed as a TIS. The TIS will provide a description of the overall site circulation and roadway characteristics of the adjacent roadways and intersections. All supporting documentation including the proposed site plan, intersection lane geometry, trip generation, data collection worksheets, and software output sheets will be included in the report.

ATTACHMENTS:

Attachment A – City of Doral and Miami-Dade County TIS Requirements

Attachment B – Preliminary Site Plan and Zoning Details

Attachment C – ITE Trip Generation Output Sheets

Attachment D – MDC Cardinal Directional Trip Distribution Excerpts

Attachment E – FDOT FTO Traffic Data

Attachment F – Traffic Trends Worksheets

Attachment A – City of Doral and Miami-Dade County TIS Requirements

City of Doral TIS Requirements

Lorenzo M. Fuchs

From: Edna Sibila (PW) <Edna.Sibila@cityofdoral.com>
Sent: Tuesday, September 3, 2024 4:24 PM
To: Lorenzo M. Fuchs; Stephanie Puglia (PZ)
Cc: Jose A. Vidal; Manuel Fernandez; Royers Leno Medina Jardon; Carlos Francis
Subject: RE: FINGER LAKES WAREHOUSE TRAFFIC ANALYSIS

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Good Afternoon Lorenzo,

My only comment for the methodology is that if the office space is part of the warehouse there is no need to calculate those vehicle trips separately. Land Use 150 also includes office and maintenance areas. You can proceed with the data collection. Please note this traffic study also needs to be reviewed and approved by Miami-Dade County. If you have any questions let me know.

Regards,

Edna Sibila

Transportation Manager

City of Doral

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From: Lorenzo M. Fuchs <lmfuchs@choiceeng.com>
Sent: Tuesday, August 27, 2024 2:02 PM
To: Edna Sibila (PW) <Edna.Sibila@cityofdoral.com>; Stephanie Puglia (PZ) <Stephanie.Puglia@cityofdoral.com>
Cc: Jose A. Vidal <jose@v3architecturalgroup.com>; Manuel Fernandez <manuel@v3architecturalgroup.com>; Royers Leno Medina Jardon <royers@v3architecturalgroup.com>; Carlos Francis <cfrancis@choiceeng.com>
Subject: RE: FINGER LAKES WAREHOUSE TRAFFIC ANALYSIS

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Edna and Stephanie,

I trust this email finds you well!

My name is Lorenzo Fuchs, and I am a traffic engineer at Choice Engineering Consultants Inc. We are reaching out to submit the DRAFT methodology letter (see attached) for the Finger Lakes Warehouse development for your review and approval of study approach.

Please let us know if you have any questions or comments. We look forward to hearing back from you and your team.

Thank you,

Lorenzo M. Fuchs, E.I., RSP1 (P.E Passed)
Transportation Engineer
South Florida ITE Treasurer
ASCE Miami-Dade Branch Gov. Relations Co-Chair
12855 SW 132nd Street, Suite 202
Miami, Florida 33186
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From: Edna Sibila (PW) <Edna.Sibila@cityofdoral.com>

Sent: Friday, July 19, 2024 3:03 PM

To: Royers Leno Medina Jardon <royers@v3architecturalgroup.com>; Stephanie Puglia (PZ) <Stephanie.Puglia@cityofdoral.com>

Cc: Jose A. Vidal <jose@v3architecturalgroup.com>; Manuel Fernandez <manuel@v3architecturalgroup.com>; Lorenzo M. Fuchs <lmfuchs@choiceeng.com>

Subject: RE: FINGER LAKES WAREHOUSE TRAFFIC ANALYSIS

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Good Afternoon,

See attached City of Doral Transportation Division Code for Traffic Impact. Since this is a new development and there is no existing use, a traffic analysis is required as part of siteplan. Based on the proposed development, it appears a Level I will apply which I've attached the ordinance that shows that a Level I traffic study requires. A methodology should be submitted for our review before data collection is conducted. If there are any

gates/mechanical arms, a queueing analysis is required. Also, approval from Miami-Dade County traffic division is required in order for City to provide traffic approval. Let me know if you have any questions or need additional information.

Regards,

Edna Sibila

Transportation Manager

City of Doral

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From: Royers Leno Medina Jardon <royers@v3architecturalgroup.com>

Sent: Wednesday, July 17, 2024 10:15 AM

To: Stephanie Puglia (PZ) <Stephanie.Puglia@cityofdoral.com>; Edna Sibila (PW) <Edna.Sibila@cityofdoral.com>

Cc: Jose A. Vidal <jose@v3architecturalgroup.com>; Manuel Fernandez <manuel@v3architecturalgroup.com>; lmfuchs@choiceeng.com

Subject: FINGER LAKES WAREHOUSE TRAFFIC ANALYSIS

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Edna and Stephanie, I hope you are doing well today.

Our traffic engineer has doubts about the level 1 traffic analysis required.

According to him, this study includes a standard Level 1 traffic analysis, which primarily includes a trip generation and trip distribution analysis per Miami-Dade County requirements, but he needs to know if the project requires anything else in addition. Could you please advise if there are any specific requirements requested for this project? For example, for warehousing developments, the reviewing agency may want a queueing analysis or an autoTURN analysis performed. Thanks in advance for your help. See below the engineer comment.

I quote:

"Can you please advise exactly what the City of Doral comments and requirements were for the Level 1 traffic impact analysis? Based on the City of Doral "Development Review Process" website ([Development Review Process · City of Doral](#)), a Level 1 analysis includes a trip generation, trip distribution, data collection for 4 intersections and roadways, an

operational analysis, among other items for analysis (see attached City of Doral Traffic Impact Analysis Methodology for reference). The proposal provided is for a Miami-Dade County Level 1 analysis which includes a trip generation and a trip distribution analysis only.

Our team expects that due to the size of the development, only the trip generation and a trip distribution analysis would be required. However, due to the methodology on the City website we wanted to reconfirm the requirements of the project before officially responding to your Client. Feel free to call me directly (786-296-2284) if you wish to discuss.”

If you could advise us on this matter would be very helpful.

Best regards

May the design
be with you!

ROYERS LENO



ARCHITECTURAL GROUP

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DIVISION 3. - TRANSPORTATION

Sec. 59-76. - Purpose.

- (a) The goal of this division is to ensure proposed developments are within the accepted level of service thresholds mandated by state law, and if transportation improvements are needed to mitigate the site's generated traffic impact.
- (b) Based on the number, location, and type of traffic counts the levels of transportation analysis in this division is required for proposed new developments in the city. Each level is determined by the number of trips the project will generate, as stated in the latest edition of the Institute of Transportation Engineers, Trip Generation Manual. Each level of analysis is a minimum threshold and may be exceeded by the applicant. The city may require additional analysis to address site specific issues if desired.

(Ord. No. 2007-12, exh. A(ch. XIII, § 3.4(intro.)), 8-22-2007)

Sec. 59-77. - Level 1.

Level 1 contains 1—250 trips (total vehicles per hour—peak hour adjacent street).

(1) *Project methodology meeting.* This meeting shall be held between the applicant and the city, to discuss the methodology, study area, requirements, format and submission dates.

(2) *Data needs.*

a. *Traffic counts including trucks.* May include pedestrians if requested by the city.

- 1. Two-hour peak periods (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. or any other time period depending on the type of development) intersection turning movement counts (TMCs) on the four intersections most impacted by the proposed development.
- 2. Roadway link counts (hourly for 72 hours) shall be collected on the four links most impacted by the proposed development. Additional link counts may be necessary if the site's generated impact is ten percent or more of the link's highest existing two-way peak hour traffic volumes.

All counts shall adhere to the Florida Department of Transportation's Manual on Uniform Traffic Studies and other applicable standards.

b. *Signals location and timing (if applicable).* Traffic signals shall be identified by the county asset identification. Existing signal phasing and timing shall be utilized in the analysis.

c. *Trip generation, distribution and assignment.*

- 1. All trip generation information should be based on the latest edition of the ITE Trip Generation Manual.
- 2. Trip distribution shall begin by defining the traffic analysis zone (TAZ) number for the project location. Distribute trips using the project's TAZ and related data from the current adopted county MPO long range transportation plan.

d. *Committed developments.* All committed developments within the study area shall be quantified. This data should be collected from the city and the county's department of planning and zoning. It will include all developments that have entered the concurrency application process, yet have not been constructed, within the study area, as defined by the city planning and zoning department, generally within a one mile radius of the project. If quantifiable data can not be reasonably obtained, an alternative method will be to apply an annual growth factor, developed according to accepted professional practice, in consultation with and approved by the city.

- e. *Future transportation projects.* To counterbalance subtractions from transportation network capacity, future transportation projects, which add capacity to the network shall be quantified. These must be represented as approved and fully funded projects set for implementation within one year of project opening, within the MPO's adopted transportation improvement program (TIP) and/or the city's program.
- f. *Build-out year.* This represents a date in the future in which the facility and development will be operational. It shall be used as the date for future conditions analysis.

(3) *Level of service analysis.*

- a. Capacity, level of service, and operational analyses for the selected four intersections and four roadway links for the morning and evening peak hours or any other periods as well as for additional intersections and/or links as may be determined by the city.
- b. Capacity, level of service, and operational analyses on all driveways providing access to and from the site, for the same time period as above.
- c. Using the data collected, including trucks, analyses will be undertaken to portray the existing conditions, future conditions with committed developments, and the future conditions with the project and committed developments. All analyses shall be done utilizing the latest edition of the Highway Capacity Manual methodologies. Other measures such as vehicular delay, volume to capacity ratios, and vehicular queue length, among others, may be required by the city. Determine site's impacts and identify improvements recommendations to mitigate impacts if applicable.
 - 1. Existing condition.
 - 2. Future condition with committed developments.
 - 3. Future conditions with project and committed development.
- d. If the site is to have gates to control access, then the appropriate analyses shall be performed to determine vehicular queue lengths waiting to enter the site and their impact on the adjacent roadways.

(Ord. No. 2007-12, exh. A(ch. XIII, § 3.4(a)), 8-22-2007)

Sec. 59-78. - Level 2.

Level 2 contains 251—400 trips (total vehicles per hour—peak hour adjacent street).

- (1) *Project methodology meeting.* This meeting shall be held between the applicant and the city, to discuss the methodology, study area, requirements, format and submission dates.

(2) *Data needs.*

- a. *Traffic counts, including trucks.* May include pedestrians if requested by the city.
 - 1. Two-hour peak periods (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. or any other time period depending on the type of development) intersection turning movement counts (TMCs) on the six intersections most impacted by the proposed development.
 - 2. Roadway link counts (hourly for 72 hours) shall be collected on the six links most impacted by the proposed development. Additional link counts may be necessary if the site's generated traffic impact is ten percent or more of the link's highest existing two way peak hour traffic volumes.

All counts shall adhere to the Florida Department of Transportation's Manual on Uniform Traffic Studies and other applicable standards.

- b. *Signals location and timing (if applicable).* Traffic signals shall be identified by county asset identification. Existing signal phasing and timing shall be utilized in the analysis.

- c. *Trip generation, distribution and assignment.*
 - 1. All trip generation information should be based on the latest edition of the ITE Trip Generation Manual.
 - 2. Trip distribution shall begin by defining the traffic analysis zone (TAZ) number for the project location. Distribute trips using the project's TAZ and related data from the current adopted county MPO long range transportation plan.
- d. *Committed developments.* All committed developments within the study area shall be quantified. This data should be collected from the city's and the county's department of planning and zoning. It will include all developments that have entered the concurrency application process, yet have not been constructed, within the study area, as defined by the city planning and zoning department, generally within a one mile radius of the project. If quantifiable data can not be reasonably obtained, an alternative method will be to apply an annual growth factor, developed according to accepted professional practice, in consultation with and approved by the city.
- e. *Future transportation projects.* To counterbalance subtractions from transportation network capacity, future transportation projects, which add capacity to the network shall be quantified. These must be represented as approved and funded projects, set for implementation within one year of project opening, within the MPO's adopted transportation improvement program (TIP) and/or the city's program.
- f. *Build-out year.* This represents a date in the future in which the facility and development will be operational. It shall be used as the date for future conditions analysis.

(3) *Level of service analysis.*

- a. Capacity, level of service and operational analyses for the selected six intersections and six roadway links for the morning and evening peak hours or any other periods as well as for additional intersections and/or links as may be determined by the city.
- b. Capacity, level of service and operational analysis on all driveways providing access to and from the site for the same time period as above.
- c. Using the data collected, including trucks, analyses will be undertaken to portray the existing conditions, future conditions with committed developments, and the future conditions with the project and committed developments. All analyses shall be done utilizing the latest edition of the Highway Capacity Manual methodologies. Other measures such as vehicular delay, volume to capacity ratios, and vehicular queue length, among others, may be required by the city. Determine site's impacts and identify improvements recommendations to mitigate impacts if applicable.
 - 1. Existing condition.
 - 2. Future condition with committed developments.
 - 3. Future conditions with project and committed development.
- d. If the site is to have gates to control access, then the appropriate analyses shall be performed to determine vehicular queue lengths waiting to enter the site and their impact on the adjacent roadways.

(Ord. No. 2007-12, exh. A(ch. XIII, § 3.4(b)), 8-22-2007)

Sec. 59-79. - Level 3.

Level 3 contains 401+ trips (total vehicles per hour—peak hour adjacent street) (below development of regional impact thresholds).

- (1) *Project methodology meeting.* This meeting shall be held between the applicant and the city, to discuss the methodology, study area, requirements, format and submission dates.

(2) *Data needs.*

- a. *Traffic counts, including trucks.* May include pedestrians if requested by the city.
 1. Two-hour peak periods (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. or any other time period depending on the type of development) intersection turning movement counts (TMCs) on the eight intersections most impacted by the proposed development.
 2. Roadway link counts (hourly for 72 hours) shall be collected on the eight links most impacted by the proposed development. Additional link counts may be necessary if the site's generated traffic impact is ten percent or more of the link's highest existing two-way peak hour traffic volumes.

All counts shall adhere to the Florida Department of Transportation's Manual on Uniform Traffic Studies and other applicable standards.
- b. *Signals location and timing (if applicable).* Traffic signals shall be identified by county asset identification. Existing signal phasing and timing shall be utilized in the analysis.
- c. *Trip generation, distribution and assignment.*
 1. All trip generation information should be based on the latest edition of the ITE Trip Generation Manual.
 2. Trip distribution shall begin by defining the traffic analysis zone (TAZ) number for the project location. Distribute trips using the project's TAZ and related data from the current adopted county MPO long range transportation plan.
- d. *Committed developments.* All committed developments within the study area shall be quantified. This data should be collected from the city's and the county's department of planning and zoning. It will include all developments that have entered the concurrency application process, yet have not been constructed, within the study area, as defined by the city planning and zoning department, generally within a one mile radius of the project. If quantifiable data can not be reasonably obtained, an alternative method will be to apply an annual growth factor, developed according to accepted professional practice, in consultation with and approved by the city.
- e. *Future transportation projects.* To counterbalance subtractions from transportation network capacity, future transportation projects, which add capacity to the network shall be quantified. These must be represented as approved and funded projects, set for implementation within one year of project opening, within the MPO's adopted transportation improvement program (TIP) and/or the city's program.
- f. *Build-out year.* This represents a date in the future in which the facility and development will be operational. It shall be used as the date for future conditions analysis.

(3) *Level of service analysis.*

- a. Capacity, level of service and operational analyses for the selected eight intersections and eight roadway links for the morning and evening peak hours or any other periods as well as for additional intersections and/or links as may be determined by the city.
- b. Capacity, level of service and operational analysis on all driveways providing access to and from the site, for the same time period as above.
- c. Using the data collected, including trucks, analyses will be undertaken to portray the existing conditions, future conditions with committed developments, and the future conditions with the project and committed developments. All analyses shall be done utilizing the latest edition of the Highway Capacity Manual methodologies. Other measures such as vehicular delay, volume to capacity ratios, and vehicular queue length, among others, may be required by the city. Determine site's impacts and identify improvements recommendations to mitigate the following impacts if applicable:
 1. Existing condition.

2. Future condition with committed developments.
3. Future conditions with project and committed development.
- d. If the site is to have gates to control access, then the appropriate analyses shall be performed to determine vehicular queue lengths waiting to enter the site and their impact on the adjacent roadway.

(Ord. No. 2007-12, exh. A(ch. XIII, § 3.4(c)), 8-22-2007)

Sec. 59-80. - Conditions applicable to all analysis levels.

- (a) Level I, II, and III intersection link, capacity and level of service analyses are to be based on The Highway Capacity Manual (HCM 2000) methodology, or latest acceptable HCM methodology. State department of transportation (FDOT) Art-Plan or Q/LOS methodology is acceptable. Other analysis software may be used subject to approval by the city.
- (b) Parking. The need and requirements for a parking analysis will be determined by the city in the initial project methodology meeting. Parking required for the facility will depend upon project programming, taking into account the number of units, and the square footage of the retail and commercial space. Parking analysis shall consist of determining if planned parking for the development meets or exceeds the city's requirements.
- (c) Additions, deletions, or changes to existing land uses. If the resulting additional generated two-way hourly traffic volume, highest peak hour of adjacent street, is ten percent or less of the total site's generated traffic, then there is no need to assess traffic impact, unless the additional generated traffic will cause the adjacent roadway to exceed concurrency thresholds. This shall be documented and submitted by the applicant or his designee.
- (d) In cases where the resulting new generated traffic will be less than the existing, it shall then be documented and submitted by the applicant or his designee.

(Ord. No. 2007-12, exh. A(ch. XIII, § 3.4(d)), 8-22-2007)

Secs. 59-81—59-103. - Reserved.

Level 1: 1 – 250 Trips (total vehicles per hour – peak hour adjacent street)

1 Project Methodology Meeting

- To be held between the applicant and the City of Doral, to discuss the methodology, study area, requirements, format and submission date(s).

2 Data Needs

- Traffic Counts – including trucks. May include pedestrians if requested by the City.
 - Two-hour peak periods (a.m. 7:00 – 9:00 and p.m. 4:00 – 6:00 or any other time period depending on the type of development) intersection turning movement counts (TMCs) on the FOUR Intersections most impacted by the proposed development.
 - Roadway Link counts (hourly for 72 hours) shall be collected on the FOUR Links most impacted by the proposed development. Additional links counts may be necessary if the site's generated impact is 10 % or more of the link's highest existing two way peak hour traffic volumes.
All counts shall adhere to the FDOT MUTS manual and other applicable standards
- Signals Location and Timing (if applicable)
 - Traffic signals shall be identified by Miami-Dade County Asset ID. Existing Signal Phasing/Timing shall be utilized in the analysis.
- Trip Generation /Trip Distribution / Trip Assignment
 - All trip generation information should be based on the latest edition of the ITE Trip Generation Manual.
 - Trip Distribution shall begin by defining the Traffic Analysis Zone (TAZ) number for the project location. Distribute trips using the project's TAZ and related data from the current adopted Miami Dade MPO Long Range Transportation Plan.
- Committed Developments
 - All committed developments within the study area shall be quantified. This data should be collected from the City of Doral and Miami Dade County's Department of Planning and Zoning. It will include all developments that have entered the concurrency application process, yet have not been constructed, within the study area, as defined by the City Planning Department (generally within a 1 mile radius of the project.) If quantifiable data can not be reasonably obtained, an alternative method will be to apply an annual growth factor, developed according to accepted professional practice, in consultation with and approved by the City.
- Future Transportation Projects
 - To counterbalance subtractions from transportation network capacity, future transportation projects, which add capacity to the network shall be quantified. These must be represented as approved and funded projects, set for implementation within one year of project opening, within the MPO's adopted Transportation Improvement Program (TIP) and/or the City's program.
- Build Out Year
 - This represents a date in the future in which the facility/ development will be operational. It shall be used as the date for future conditions analysis.

3 Level of Service Analysis

- Capacity / LOS / operational analyses for the selected FOUR intersections and FOUR roadway link(s) for the AM & PM peak hours or any other period(s) as well as for additional intersections and/or links as may be determined by the City.
- Capacity / LOS / operational analysis on all driveways providing access to/from the site, for the same time period as above.

Level 1 continued

Using the data collected, including trucks, analyses will be undertaken to portray the existing conditions, future conditions with committed developments, and the future conditions with the project and committed developments. All analyses shall be done utilizing latest edition of the Highway Capacity Manual methodologies. Other measures such as vehicular delay, volume to capacity ratios, vehicular queue length, among others, may be required by the City. Determine site's impacts and identify improvements recommendations to mitigate impacts if applicable.

- Existing Condition
- Future Condition with Committed Developments
- Future Conditions With Project and Committed Development

If the site is to have gates to control access, then the appropriate analyses shall be performed to determine vehicular queue lengths waiting to enter the site and their impact on the adjacent roadway(s).

Level 2: 251 - 400 Trips (total vehicles per hour – peak hour adjacent street)

1 Project Methodology Meeting

- To be held between the applicant and the City of Doral to discuss the methodology, study area, requirements, format and submission date(s).

2 Data Needs

- Traffic Counts – including trucks. May include pedestrians if requested by the City
 - Two-hour peak periods (a.m. 7:00 – 9:00 and p.m. 4:00 – 6:00 or any other time period depending on the type of development) intersection turning movement counts (TMCs) on the SIX intersections most impacted by the proposed development.
 - Roadway Link counts (hourly for 72 hours) shall be collected on the SIX links most impacted by the proposed development. Additional link(s) counts may be necessary if the site's generated traffic impact is 10 % or more of the link's highest existing two way peak hour traffic volumes.
All counts shall adhere to the FDOT MUTS manual and other applicable standards
- Signals Location and Timing (if applicable)
 - Traffic signals shall be identified by Miami-Dade County Asset ID. Existing Signal Phasing/Timing shall be utilized in the analysis.
- Trip Generation / Trip Distribution / Trip Assignment
 - All trip generation information should be based on the latest edition of the ITE Trip Generation Manual.
 - Trip Distribution shall begin by defining the Traffic Analysis Zone (TAZ) number for the project location. Distribute trips using the project's TAZ and related data from the current adopted Miami Dade MPO Long Range Transportation Plan.
- Committed Developments
 - All committed developments within the study area shall be quantified. This data should be collected from the City of Doral and Miami Dade County's Department of Planning and Zoning. It will include all developments that have entered the concurrency application process, yet have not been constructed, within the study area, as defined by the City Planning Department (generally within a 1 mile radius of the project.) If quantifiable data can not be reasonably obtained, an alternative method will be to apply an annual growth factor, developed according to accepted professional practice, in consultation with and approved by the City.

Miami-Dade County TIS Requirements

Lorenzo M. Fuchs

From: Arce, Anamersy (DTPW) <anamersy.arce@miamidade.gov>
Sent: Wednesday, August 28, 2024 8:48 AM
To: Lorenzo M. Fuchs; Fernandez, Dalila (DTPW); Orue, Jon (DTPW)
Cc: Carlos Francis; Jose A. Vidal; Royers Leno Medina Jardon
Subject: RE: 2400.10 Finger Lakes Warehouse TIS

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Good morning,

Please note that the methodology was marked as not required given that it is a level I study. Please submit the traffic study once completed under a new permit number for our review.

Please let me know if you have any additional questions.

Thank you,

Anamersy Arce

Traffic Engineer III

Traffic Engineering Division

Department of Transportation and Public Works

Miami-Dade County

111 NW 1st Street, Suite 1510, Miami Florida 33128-1970

Tel. (305) 375 – 1179 Fax (305) 372 – 6064

Email: Anamersy.Arce@miamidade.gov

From: Lorenzo M. Fuchs <lmfuchs@choiceeng.com>

Sent: Tuesday, August 27, 2024 5:41 PM

To: Arce, Anamersy (DTPW) <anamersy.arce@miamidade.gov>; Fernandez, Dalila (DTPW)

<Dalila.Fernandez@miamidade.gov>; Orue, Jon (DTPW) <Jon.Orue@miamidade.gov>

Cc: Carlos Francis <cfrancis@choiceeng.com>; Jose A. Vidal <jose@v3architecturalgroup.com>; Royers Leno Medina Jardon <royers@v3architecturalgroup.com>

Subject: RE: 2400.10 Finger Lakes Warehouse TIS

EMAIL RECEIVED FROM EXTERNAL SOURCE

Anamersy,

Thank you for the quick responses and review!

We included the data collection and operational analysis due to the City of Doral requirements (email correspondence and city ordinances were included as a reference in *Attachment A* of the methodology letter). We

are sharing the methodology letter to give you advanced notice of the effort since we must do a Traffic Impact Study (TIS) instead of the typically required Trip Generation Memorandum due to the City of Doral requirements. Additionally, based on email communications with the City of Doral, it was stated that “Also, approval from Miami-Dade County traffic division is required in order for City to provide traffic approval”; hence, we wanted to give you and your team an opportunity to provide feedback, if needed.

Given the provided information, please advise if there are any next steps required as it relates to this methodology letter submittal to the County.

Thank you and we look forward to your response,

Lorenzo M. Fuchs, E.I., RSP1 (P.E Passed)
Transportation Engineer
South Florida ITE Treasurer
ASCE Miami-Dade Branch Gov. Relations Co-Chair
12855 SW 132nd Street, Suite 202
Miami, Florida 33186
Tel (786) 250-5526 Cell (786) 296-2284



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From: Arce, Anamersy (DTPW) <anamersy.arce@miamidade.gov>
Sent: Tuesday, August 27, 2024 4:34 PM
To: Lorenzo M. Fuchs <lmfuchs@choiceeng.com>; Fernandez, Dalila (DTPW) <Dalila.Fernandez@miamidade.gov>; Orue, Jon (DTPW) <Jon.Orue@miamidade.gov>
Cc: Carlos Francis <cfrancis@choiceeng.com>; Jose A. Vidal <jose@v3architecturalgroup.com>; Royers Leno Medina Jardon <royers@v3architecturalgroup.com>
Subject: RE: 2400.10 Finger Lakes Warehouse TIS

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Hi Lorenzo,

As per methodology, the proposed warehouse will not generate more than 100 peak hour trips; however, the methodology proposes to collect data and perform operational analysis. Please note that based on the trip generation, a level I study/trip generation memo is required, which does not require operational analysis. Basically, a level I study must include, trip generation and distribution at driveways and evaluation of turn lanes at driveways. I will mark application as not required as a methodology is not required for a level I study. For reference, see attached standard methodology.

Please let me know if you have any questions.

Thank you,

Anamersy Arce

Traffic Engineer III

Traffic Engineering Division

Department of Transportation and Public Works

Miami-Dade County

111 NW 1st Street, Suite 1510, Miami Florida 33128-1970

Tel. (305) 375 – 1179 Fax (305) 372 – 6064

Email: Anamersy.Arce@miamidade.gov

From: Lorenzo M. Fuchs <lmfuchs@choiceeng.com>

Sent: Tuesday, August 27, 2024 4:28 PM

To: Arce, Anamersy (DTPW) <anamersy.arce@miamidade.gov>; Fernandez, Dalila (DTPW)

<Dalila.Fernandez@miamidade.gov>; Orue, Jon (DTPW) <Jon.Orue@miamidade.gov>

Cc: Carlos Francis <cfrancis@choiceeng.com>; Jose A. Vidal <jose@v3architecturalgroup.com>; Royers Leno Medina Jardon <royers@v3architecturalgroup.com>

Subject: RE: 2400.10 Finger Lakes Warehouse TIS

EMAIL RECEIVED FROM EXTERNAL SOURCE

Anamersy,

Thank you for your quick reply!

The complete number is “2024007527” (see **Snippet 1** below) it appears that the last digit “7” was eliminated in my previous email.

Snippet 1:

Date↓	Per Number	Work Order#	Type	5G	Special Event	Affordable Housing	ATMS	Name	Address	Zip
8/27/2024	2024007527		DR	N	No	No	No	Choice Engineering Consultants	2100 NW 95 AVENUE	33186

Thank you,

Lorenzo M. Fuchs, E.I., RSP1 (P.E Passed)

Transportation Engineer

South Florida ITE Treasurer

ASCE Miami-Dade Branch Gov. Relations Co-Chair

12855 SW 132nd Street, Suite 202

Miami, Florida 33186

Tel (786) 250-5526 Cell (786) 296-2284



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From: Arce, Anamersy (DTPW) <anamersy.arce@miamidade.gov>
Sent: Tuesday, August 27, 2024 4:22 PM
To: Lorenzo M. Fuchs <lmfuchs@choiceeng.com>; Fernandez, Dalila (DTPW) <Dalila.Fernandez@miamidade.gov>; Orue, Jon (DTPW) <Jon.Orue@miamidade.gov>
Cc: Carlos Francis <cfrancis@choiceeng.com>; Jose A. Vidal <jose@v3architecturalgroup.com>; Royers Leno Medina Jardon <royers@v3architecturalgroup.com>
Subject: RE: 2400.10 Finger Lakes Warehouse TIS

CAUTION: This email is originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

Can you please provide the correct application number as the number provided below is incorrect.

Thank you,

Anamersy Arce
Traffic Engineer III
Traffic Engineering Division
Department of Transportation and Public Works
Miami-Dade County
111 NW 1st Street, Suite 1510, Miami Florida 33128-1970
Tel. (305) 375 – 1179 Fax (305) 372 – 6064
Email: Anamersy.Arce@miamidade.gov

From: Lorenzo M. Fuchs <lmfuchs@choiceeng.com>
Sent: Tuesday, August 27, 2024 3:58 PM
To: Arce, Anamersy (DTPW) <anamersy.arce@miamidade.gov>; Fernandez, Dalila (DTPW) <Dalila.Fernandez@miamidade.gov>; Orue, Jon (DTPW) <Jon.Orue@miamidade.gov>
Cc: Carlos Francis <cfrancis@choiceeng.com>; Jose A. Vidal <jose@v3architecturalgroup.com>; Royers Leno Medina Jardon <royers@v3architecturalgroup.com>
Subject: 2400.10 Finger Lakes Warehouse TIS

EMAIL RECEIVED FROM EXTERNAL SOURCE

Good afternoon,

I trust this email finds you all well!

My name is Lorenzo Fuchs, and I am a traffic engineer at Choice Engineering Consultants Inc. We are reaching out to inform you that we have submitted a TIS methodology letter through the Miami-Dade County DTPW Permits webpage (202400752) for your review.

Please do not hesitate to contact Carlos Francis (CCed) or myself directly if you have any immediate questions/comments.

Thank you and have a great day,

Lorenzo M. Fuchs, E.I., RSP1 (P.E Passed)

Transportation Engineer

South Florida ITE Treasurer

ASCE Miami-Dade Branch Gov. Relations Co-Chair

12855 SW 132nd Street, Suite 202

Miami, Florida 33186

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TRAFFIC IMPACT STUDY METHODOLOGY

1. Purpose

The Department of Transportation and Public Works Traffic Engineering Division (TED) has established the following guidelines for the preparation of Traffic Impact Studies (TIS) reports to ensure a timely review, consistency of analysis and adequacy of information presented.

The goal of a traffic impact study is to ensure that the impact to the roadway network is maintained within acceptable level of service thresholds mandated by local, state and federal requirements and determine if transportation improvements are needed to mitigate the development generated traffic impact.

We have developed several levels of transportation analysis requirements. Each level is determined by the gross number of trips the project will generate, as forecasted by using the latest edition of the Trip Generation Manual published by the Institute of Transportation Engineers. Each level of analysis is a minimum threshold and may be exceeded by the applicant at his discretion. The County may require additional analysis to address site specific issues on a case-by-case basis. It is highly recommended that the applicant or the transportation consultant contact the Traffic Engineering Division with any questions or concerns regarding the requirements of the traffic impact study.

2. Requirements per Levels of Analysis

(a) Level 1: Less than 100 trips per hour (peak hour adjacent street)

- Trip Generation. Section 3(a)iii
- Queue lengths (if gated entrance is proposed). Section 3(g)ii

(b) Level 2: 100-300 trips per hour (peak hour adjacent street)

Same requirements as level 1, plus:

- Data Requirements. Section 3(a)
- Study Area. Section 3(b)
- Project Trips Reductions. Section 3(c)
- Site Plan. Section 3(d)
- Area Plan. Section 3(e)
- Traffic Analysis Scenarios. Section 3(f)
- Measures of Effectiveness (MOEs). Section 3(g)

Attachment B – Preliminary Site Plan and Zoning Details

Attachment C – ITE Trip Generation Output Sheets

Warehousing (150)

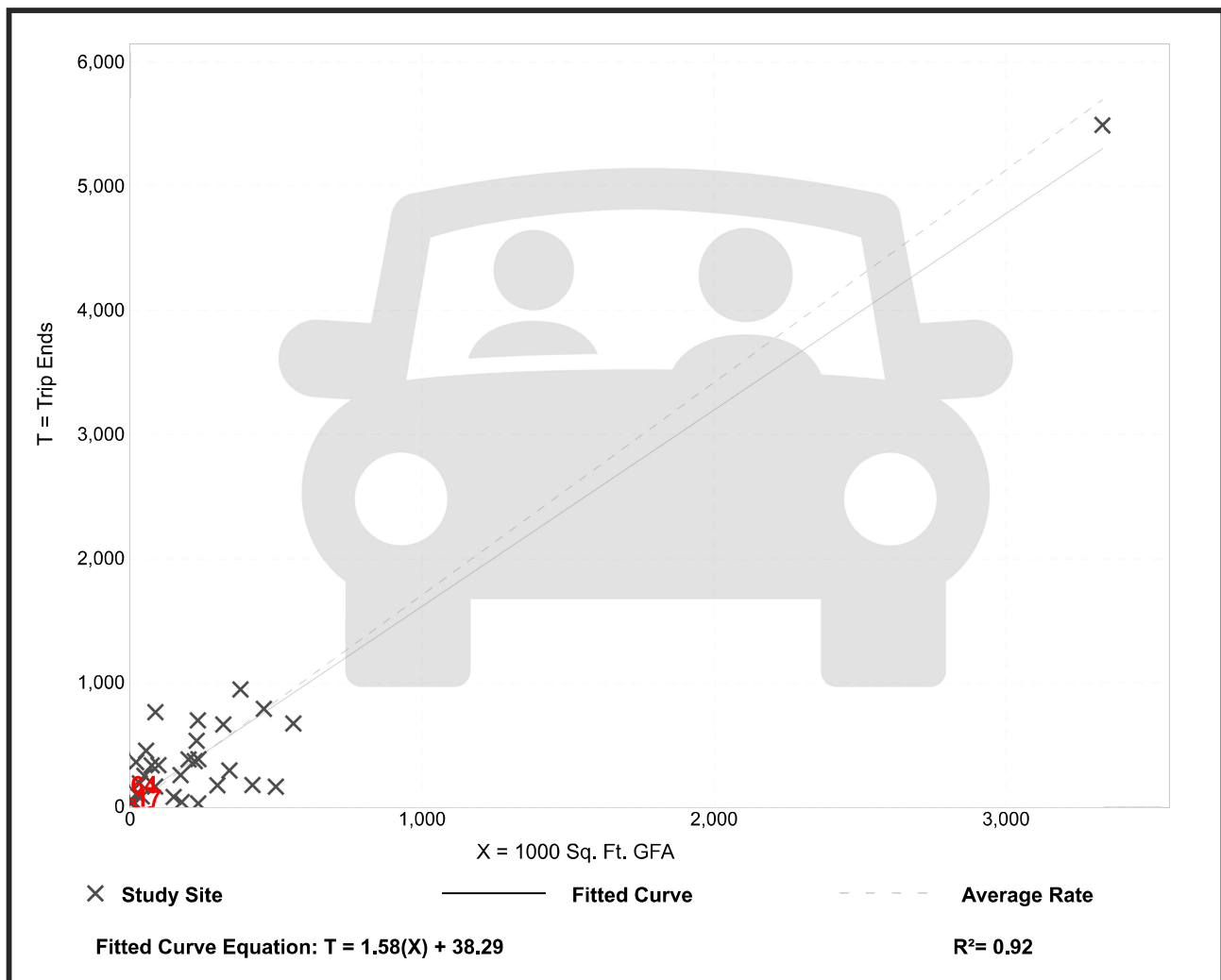
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 292
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



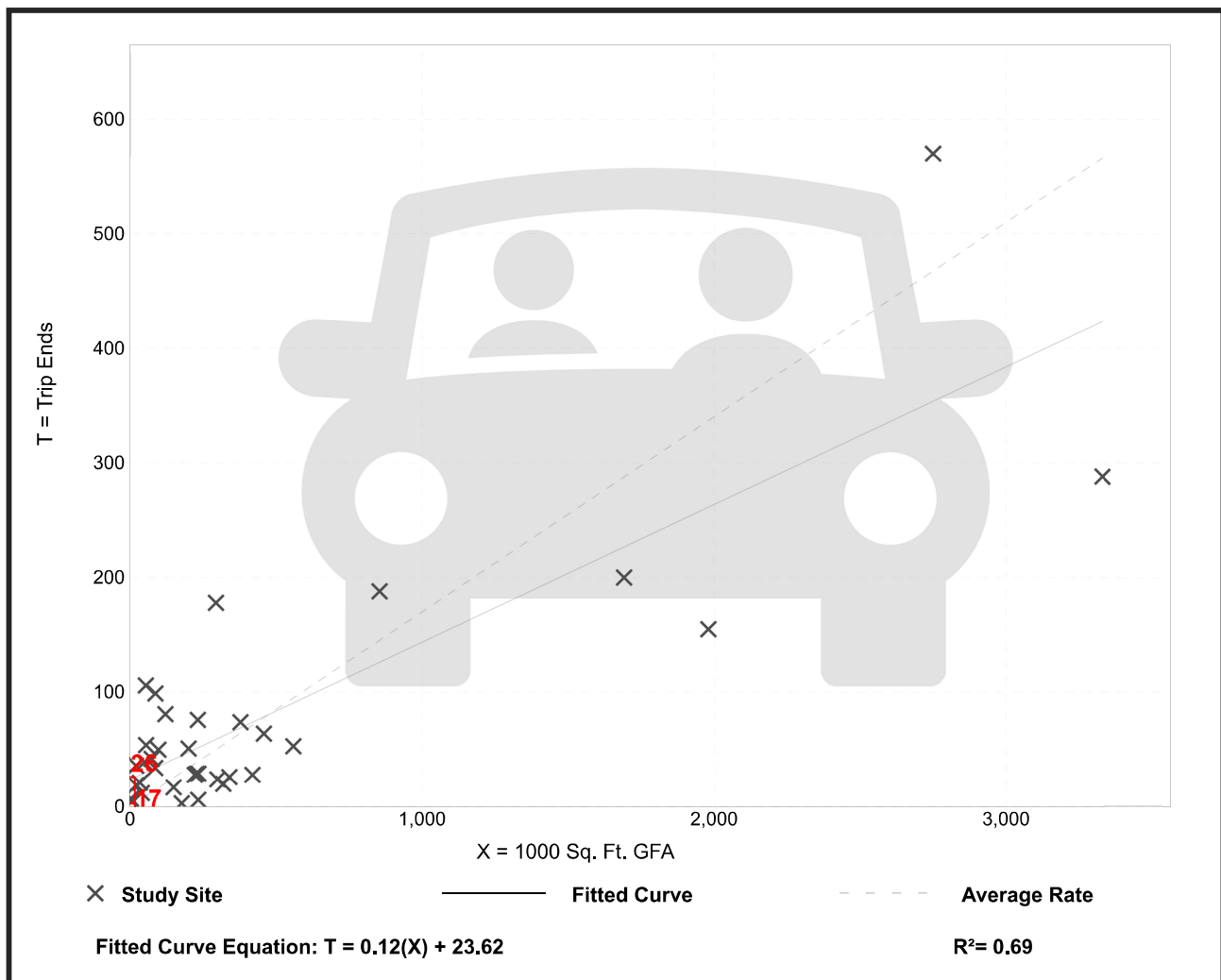
Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 36
 Avg. 1000 Sq. Ft. GFA: 448
 Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



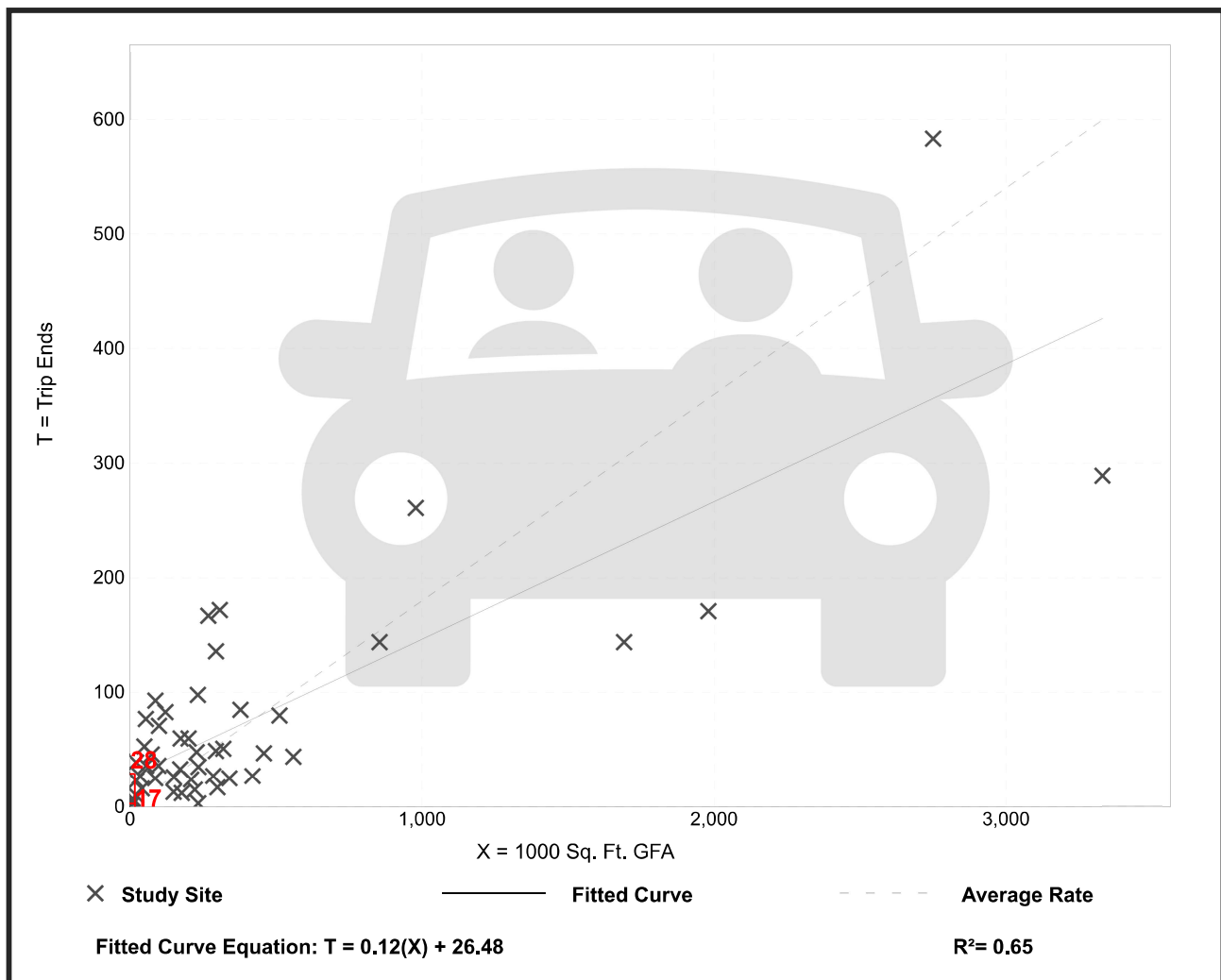
Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 49
 Avg. 1000 Sq. Ft. GFA: 400
 Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



Attachment D – MDC Cardinal Directional Trip Distribution Excerpts

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
729	3629	Trips	206	206	329	286	297	68	17	104	1,531
729	3629	Percent	13.6	13.6	21.7	18.9	19.6	4.5	1.1	6.9	
730	3630	Trips	250	220	415	302	422	177	53	112	1,996
730	3630	Percent	12.8	11.3	21.3	15.5	21.6	9.0	2.7	5.7	
731	3631	Trips	517	596	813	813	681	19	142	298	4,043
731	3631	Percent	13.3	15.4	21.0	21.0	17.6	0.5	3.7	7.7	
732	3632	Trips	863	867	1,444	1,380	340	17	-	208	5,260
732	3632	Percent	16.9	16.9	28.2	27.0	6.6	0.3	-	4.1	
733	3633	Trips	657	803	931	996	595	26	0	138	4,206
733	3633	Percent	15.9	19.4	22.5	24.0	14.4	0.6	-	3.3	
734	3634	Trips	532	581	702	597	340	100	38	244	3,173
734	3634	Percent	17.0	18.5	22.4	19.0	10.8	3.2	1.2	7.8	
735	3635	Trips	722	684	766	699	1,015	154	138	316	4,610
735	3635	Percent	16.1	15.2	17.1	15.6	22.6	3.4	3.1	7.0	
736	3636	Trips	1,697	1,373	1,827	1,418	1,874	868	296	810	10,504
736	3636	Percent	16.7	13.5	18.0	14.0	18.4	8.5	2.9	8.0	
737	3637	Trips	210	194	246	220	246	18	5	111	1,250
737	3637	Percent	16.8	15.5	19.7	17.6	19.7	1.4	0.4	8.9	
738	3638	Trips	1,072	634	807	1,102	570	57	0	84	4,343
738	3638	Percent	24.8	14.7	18.7	25.5	13.2	1.3	-	2.0	
739	3639	Trips	168	172	225	204	131	10	11	46	966
739	3639	Percent	17.4	17.9	23.3	21.1	13.5	1.0	1.1	4.8	
740	3640	Trips	1,694	1,965	2,149	2,006	1,841	869	60	951	11,735
740	3640	Percent	14.7	17.0	18.6	17.4	16.0	7.5	0.5	8.3	
741	3641	Trips	984	889	1,179	697	1,262	612	86	485	6,358
741	3641	Percent	15.9	14.4	19.0	11.3	20.4	9.9	1.4	7.8	
742	3642	Trips	1,389	1,121	973	1,058	1,476	277	439	484	7,275
742	3642	Percent	19.3	15.5	13.5	14.7	20.5	3.8	6.1	6.7	
743	3643	Trips	2,026	1,818	1,612	1,335	1,850	999	869	824	11,561
743	3643	Percent	17.9	16.0	14.2	11.8	16.3	8.8	7.7	7.3	
744	3644	Trips	612	601	486	536	500	279	140	261	3,448
744	3644	Percent	17.9	17.6	14.2	15.7	14.6	8.2	4.1	7.6	
745	3645	Trips	508	630	487	467	554	260	266	311	3,503
745	3645	Percent	14.6	18.1	14.0	13.4	15.9	7.5	7.6	8.9	
746	3646	Trips	1,885	1,270	1,464	1,555	1,879	1,365	896	848	11,365
746	3646	Percent	16.9	11.4	13.1	13.9	16.8	12.2	8.0	7.6	
747	3647	Trips	632	509	426	291	584	339	160	209	3,161
747	3647	Percent	20.1	16.2	13.5	9.3	18.6	10.8	5.1	6.6	
748	3648	Trips	922	672	527	356	950	400	385	460	4,696
748	3648	Percent	19.7	14.4	11.3	7.6	20.3	8.6	8.2	9.9	
749	3649	Trips	1,677	1,314	810	659	1,498	752	635	1,068	8,585
749	3649	Percent	19.9	15.6	9.6	7.8	17.8	8.9	7.6	12.7	
750	3650	Trips	94	36	79	44	69	30	21	58	432
750	3650	Percent	21.8	8.4	18.4	10.1	16.1	7.0	4.8	13.5	
751	3651	Trips	1,985	2,126	1,446	1,303	2,050	1,602	1,153	1,717	13,747
751	3651	Percent	14.8	15.9	10.8	9.7	15.3	12.0	8.6	12.8	
752	3652	Trips	458	612	391	247	515	499	333	509	3,577
752	3652	Percent	12.9	17.2	11.0	6.9	14.4	14.0	9.3	14.3	
753	3653	Trips	651	712	409	250	736	645	309	693	4,416
753	3653	Percent	14.8	16.2	9.3	5.7	16.7	14.6	7.0	15.7	
754	3654	Trips	19,813	17,560	21,518	15,301	15,993	15,902	7,688	17,486	138,365
754	3654	Percent	15.1	13.4	16.4	11.7	12.2	12.1	5.9	13.3	

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
729	3629	Trips	249	239	389	323	304	51	11	150	1,732
729	3629	Percent	14.5	13.9	22.7	18.8	17.7	3.0	0.7	8.7	
730	3630	Trips	404	346	547	340	446	125	54	98	2,443
730	3630	Percent	17.1	14.7	23.2	14.4	18.9	5.3	2.3	4.2	
731	3631	Trips	802	801	1,149	836	870	31	68	239	4,935
731	3631	Percent	16.7	16.7	24.0	17.4	18.1	0.7	1.4	5.0	
732	3632	Trips	1,028	997	1,435	1,272	520	15	-	195	5,529
732	3632	Percent	18.8	18.3	26.3	23.3	9.5	0.3	-	3.6	
733	3633	Trips	809	879	1,120	973	682	18	2	108	4,712
733	3633	Percent	17.6	19.2	24.4	21.2	14.9	0.4	0.0	2.4	
734	3634	Trips	726	836	1,152	828	770	63	22	230	4,742
734	3634	Percent	15.7	18.1	24.9	17.9	16.6	1.4	0.5	5.0	
735	3635	Trips	1,095	1,008	1,264	967	1,284	188	81	304	6,472
735	3635	Percent	17.7	16.3	20.4	15.6	20.8	3.0	1.3	4.9	
736	3636	Trips	1,499	1,431	2,076	1,307	1,801	753	97	803	10,015
736	3636	Percent	15.4	14.7	21.3	13.4	18.4	7.7	1.0	8.2	
737	3637	Trips	291	322	288	298	415	17	7	101	1,768
737	3637	Percent	16.7	18.5	16.6	17.1	23.9	1.0	0.4	5.8	
738	3638	Trips	1,407	789	919	1,297	828	78	0	109	5,439
738	3638	Percent	25.9	14.5	16.9	23.9	15.3	1.4	-	2.0	
739	3639	Trips	209	203	315	347	245	14	12	46	1,390
739	3639	Percent	15.0	14.6	22.7	24.9	17.6	1.0	0.9	3.3	
740	3640	Trips	2,241	2,423	2,600	2,497	2,229	1,067	50	860	14,254
740	3640	Percent	16.0	17.4	18.6	17.9	16.0	7.6	0.4	6.2	
741	3641	Trips	1,181	1,308	1,490	948	1,410	825	55	532	7,972
741	3641	Percent	15.2	16.9	19.2	12.2	18.2	10.6	0.7	6.9	
742	3642	Trips	2,332	2,205	2,003	1,684	2,465	441	1,041	872	13,375
742	3642	Percent	17.9	16.9	15.4	12.9	18.9	3.4	8.0	6.7	
743	3643	Trips	1,935	2,112	1,787	1,488	2,028	756	952	844	12,037
743	3643	Percent	16.3	17.8	15.0	12.5	17.0	6.4	8.0	7.1	
744	3644	Trips	785	753	622	577	664	344	258	347	4,374
744	3644	Percent	18.0	17.3	14.3	13.3	15.3	7.9	5.9	8.0	
745	3645	Trips	796	929	631	534	850	405	297	451	4,910
745	3645	Percent	16.3	19.0	12.9	10.9	17.4	8.3	6.1	9.2	
746	3646	Trips	1,939	1,625	1,659	1,661	1,943	1,259	938	1,026	12,279
746	3646	Percent	16.1	13.5	13.8	13.8	16.1	10.5	7.8	8.5	
747	3647	Trips	723	721	598	480	780	310	234	375	4,233
747	3647	Percent	17.1	17.1	14.2	11.4	18.5	7.3	5.6	8.9	
748	3648	Trips	925	813	933	606	1,036	370	472	636	5,811
748	3648	Percent	16.0	14.1	16.1	10.5	17.9	6.4	8.2	11.0	
749	3649	Trips	1,660	1,646	1,413	913	1,821	988	831	1,403	10,796
749	3649	Percent	15.6	15.4	13.2	8.6	17.1	9.3	7.8	13.1	
750	3650	Trips	59	70	104	44	81	42	33	67	500
750	3650	Percent	11.8	13.9	20.7	8.9	16.3	8.3	6.6	13.5	
751	3651	Trips	1,966	2,434	1,919	1,389	2,530	1,689	1,339	2,033	15,704
751	3651	Percent	12.9	15.9	12.5	9.1	16.5	11.0	8.8	13.3	
752	3652	Trips	1,073	1,312	1,067	600	1,533	1,205	848	1,294	9,032
752	3652	Percent	12.0	14.7	12.0	6.7	17.2	13.5	9.5	14.5	
753	3653	Trips	791	1,075	602	297	964	887	458	1,002	6,108
753	3653	Percent	13.0	17.7	9.9	4.9	15.9	14.6	7.5	16.5	
754	3654	Trips	24,420	25,355	33,077	21,756	22,758	19,473	12,587	23,592	190,277
754	3654	Percent	13.3	13.9	18.1	11.9	12.4	10.6	6.9	12.9	

Attachment E – FDOT FTO Traffic Data

COUNTY: 87
STATION: 7025
DESCRIPTION: NW 25TH ST 100 FT. WEST OF NW 94TH AVE
START DATE: 07/26/2023
START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	63	43	45	33	184	51	42	40	51	184	368	
0100	39	46	28	27	140	45	35	31	25	136	276	
0200	32	23	26	22	103	28	34	19	33	114	217	
0300	17	22	25	37	101	26	39	23	26	114	215	
0400	36	34	49	71	190	31	39	47	56	173	363	
0500	58	77	68	121	324	54	77	138	185	454	778	
0600	137	164	202	220	723	128	130	235	222	715	1438	
0700	257	255	291	307	1110	185	231	222	277	915	2025	
0800	289	320	320	298	1227	222	207	239	243	911	2138	
0900	315	287	289	288	1179	238	206	224	223	891	2070	
1000	255	250	256	237	998	225	217	222	242	906	1904	
1100	275	251	249	232	1007	227	267	274	264	1032	2039	
1200	285	252	253	297	1087	264	251	279	319	1113	2200	
1300	275	262	268	259	1064	287	257	307	283	1134	2198	
1400	260	287	283	245	1075	292	272	294	290	1148	2223	
1500	278	296	294	261	1129	294	325	344	315	1278	2407	
1600	311	249	271	282	1113	344	346	340	383	1413	2526	
1700	318	297	227	247	1089	403	323	372	373	1471	2560	
1800	246	267	202	203	918	314	405	297	279	1295	2213	
1900	225	211	132	171	739	232	219	189	200	840	1579	
2000	203	187	153	168	711	213	179	147	159	698	1409	
2100	165	145	128	115	553	119	98	119	115	451	1004	
2200	108	125	121	85	439	99	83	100	93	375	814	
2300	105	66	48	67	286	89	48	62	65	264	550	
24-HOUR TOTALS:					17489						18025	35514

PEAK VOLUME INFORMATION						
DIRECTION: E			DIRECTION: W		COMBINED DIRECTIONS	
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
P.M.	1630	1168	1645	1481	1630	2617
DAILY	815	1253	1645	1481	1630	2617
TRUCK PERCENTAGE		9.65			8.90	9.27

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	184	13367	2251	502	476	167	70	164	280	28	0	0	0	0	0	1687 17489
W	137	14106	2177	466	466	169	71	124	275	33	0	1	0	0	0	1605 18025

COUNTY: 87
STATION: 7025
DESCRIPTION: NW 25TH ST 100 FT. WEST OF NW 94TH AVE
START DATE: 07/27/2023
START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	55	58	50	56	219	59	30	45	40	174	393	
0100	52	38	23	19	132	35	26	37	34	132	264	
0200	31	19	18	12	80	16	17	32	36	101	181	
0300	31	19	28	32	110	27	31	36	38	132	242	
0400	32	48	51	90	221	40	27	56	82	205	426	
0500	82	84	80	115	361	60	101	130	177	468	829	
0600	112	148	219	262	741	109	151	203	215	678	1419	
0700	240	280	297	366	1183	195	218	251	266	930	2113	
0800	276	307	301	354	1238	234	256	275	259	1024	2262	
0900	339	304	281	296	1220	211	287	230	295	1023	2243	
1000	265	282	268	258	1073	225	213	266	259	963	2036	
1100	234	272	260	276	1042	247	269	292	288	1096	2138	
1200	291	286	289	276	1142	316	275	317	294	1202	2344	
1300	296	305	280	269	1150	297	293	276	293	1159	2309	
1400	308	278	299	272	1157	270	280	291	298	1139	2296	
1500	272	226	266	290	1054	312	305	304	303	1224	2278	
1600	298	243	273	256	1070	364	328	344	344	1380	2450	
1700	304	245	258	248	1055	390	379	331	403	1503	2558	
1800	234	276	165	178	853	371	301	320	274	1266	2119	
1900	214	178	168	181	741	268	246	201	184	899	1640	
2000	148	151	162	140	601	170	145	144	121	580	1181	
2100	163	153	147	142	605	110	130	115	94	449	1054	
2200	160	88	98	79	425	111	113	98	81	403	828	
2300	95	68	44	60	267	83	68	65	58	274	541	
24-HOUR TOTALS:					17740						18404	36144

PEAK VOLUME INFORMATION						
DIRECTION: E			DIRECTION: W		COMBINED DIRECTIONS	
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
P.M.	1230	1166	1700	1503	1700	2558
DAILY	815	1301	1700	1503	1700	2558
TRUCK PERCENTAGE		9.27			8.94	9.10

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	164	13657	2274	474	463	191	72	133	278	34	0	0	0	0	0	1645 17740
W	181	14293	2285	515	428	196	81	129	267	27	1	1	0	0	0	1645 18404

COUNTY: 87
STATION: 7051
DESCRIPTION: SR & CR 973 200 FEET SOUTH OF NW 33RD ST
START DATE: 07/26/2023
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	47	38	29	31	145	42	52	42	53	189	334	
0100	24	17	13	21	75	36	42	22	14	114	189	
0200	15	9	16	18	58	18	19	22	15	74	132	
0300	12	8	14	13	47	27	26	18	26	97	144	
0400	27	21	42	42	132	22	26	25	30	103	235	
0500	48	57	80	124	309	31	28	58	84	201	510	
0600	102	164	213	273	752	85	114	148	203	550	1302	
0700	240	294	341	376	1251	192	214	266	296	968	2219	
0800	340	335	311	344	1330	290	329	307	371	1297	2627	
0900	278	269	255	249	1051	315	279	303	306	1203	2254	
1000	228	254	295	246	1023	300	232	301	250	1083	2106	
1100	278	273	275	319	1145	238	281	269	273	1061	2206	
1200	318	358	329	316	1321	309	318	342	348	1317	2638	
1300	366	330	324	361	1381	320	325	304	316	1265	2646	
1400	329	326	341	297	1293	292	273	342	320	1227	2520	
1500	355	323	359	333	1370	328	352	319	419	1418	2788	
1600	347	326	388	369	1430	372	380	405	370	1527	2957	
1700	414	403	360	373	1550	375	362	383	371	1491	3041	
1800	353	290	305	296	1244	402	302	279	265	1248	2492	
1900	252	249	249	227	977	233	221	183	187	824	1801	
2000	207	198	178	185	768	173	189	144	128	634	1402	
2100	217	176	144	139	676	159	140	111	127	537	1213	
2200	130	116	125	108	479	112	117	75	86	390	869	
2300	87	71	58	44	260	82	69	51	62	264	524	
24-HOUR TOTALS:					20067						19082	39149

			PEAK VOLUME INFORMATION			
DIRECTION: N			DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	1392	815	1322	800	2627
P.M.	1630	1574	1545	1576	1630	3086
DAILY	1630	1574	1545	1576	1630	3086
TRUCK PERCENTAGE	4.71			4.99		4.85

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
N	116	16720	2285	258	364	94	77	51	102	0	0	0	0	0	0	946 20067
S	93	15635	2402	266	375	89	33	85	100	4	0	0	0	0	0	952 19082

COUNTY: 87
STATION: 7051
DESCRIPTION: SR & CR 973 200 FEET SOUTH OF NW 33RD ST
START DATE: 07/27/2023
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	49	38	34	36	157	45	31	31	31	138	295	
0100	20	22	15	18	75	29	35	23	29	116	191	
0200	21	18	11	20	70	24	18	21	20	83	153	
0300	17	11	13	26	67	10	21	21	26	78	145	
0400	21	30	42	35	128	23	20	22	42	107	235	
0500	49	62	80	116	307	26	36	48	75	185	492	
0600	121	171	205	276	773	93	97	156	190	536	1309	
0700	256	285	332	340	1213	193	223	269	302	987	2200	
0800	329	326	314	336	1305	283	314	363	355	1315	2620	
0900	307	252	259	241	1059	338	343	308	306	1295	2354	
1000	272	264	261	221	1018	331	279	281	283	1174	2192	
1100	303	282	278	309	1172	276	322	334	321	1253	2425	
1200	282	333	317	364	1296	365	318	319	344	1346	2642	
1300	345	299	310	328	1282	312	312	319	314	1257	2539	
1400	311	306	318	287	1222	331	302	326	356	1315	2537	
1500	324	337	365	355	1381	305	329	289	304	1227	2608	
1600	403	386	397	391	1577	369	369	366	405	1509	3086	
1700	436	377	443	374	1630	408	342	344	381	1475	3105	
1800	372	355	325	298	1350	353	350	303	249	1255	2605	
1900	294	252	233	197	976	229	229	212	177	847	1823	
2000	213	221	233	192	859	188	172	160	149	669	1528	
2100	177	155	138	160	630	161	155	131	93	540	1170	
2200	125	143	83	84	435	150	99	105	72	426	861	
2300	84	77	63	47	271	73	90	64	70	297	568	
24-HOUR TOTALS:					20253						19430	39683

PEAK VOLUME INFORMATION				COMBINED DIRECTIONS			
DIRECTION: N		DIRECTION: S		DIRECTION: N		DIRECTION: S	
A.M.	HOUR	VOLUME		P.M.	HOUR	VOLUME	
	730	1327			830	1399	
P.M.	1645	1647			1615	1548	
DAILY	1645	1647			1615	1548	
TRUCK PERCENTAGE		4.69				5.15	
						4.92	

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK
N	121	16820	2362	270	362	110	65	59	80	4	0	0	0	0	0	950
S	108	15813	2508	270	396	100	46	82	99	8	0	0	0	0	0	1001
															TOTVOL	
															20253	
															19430	

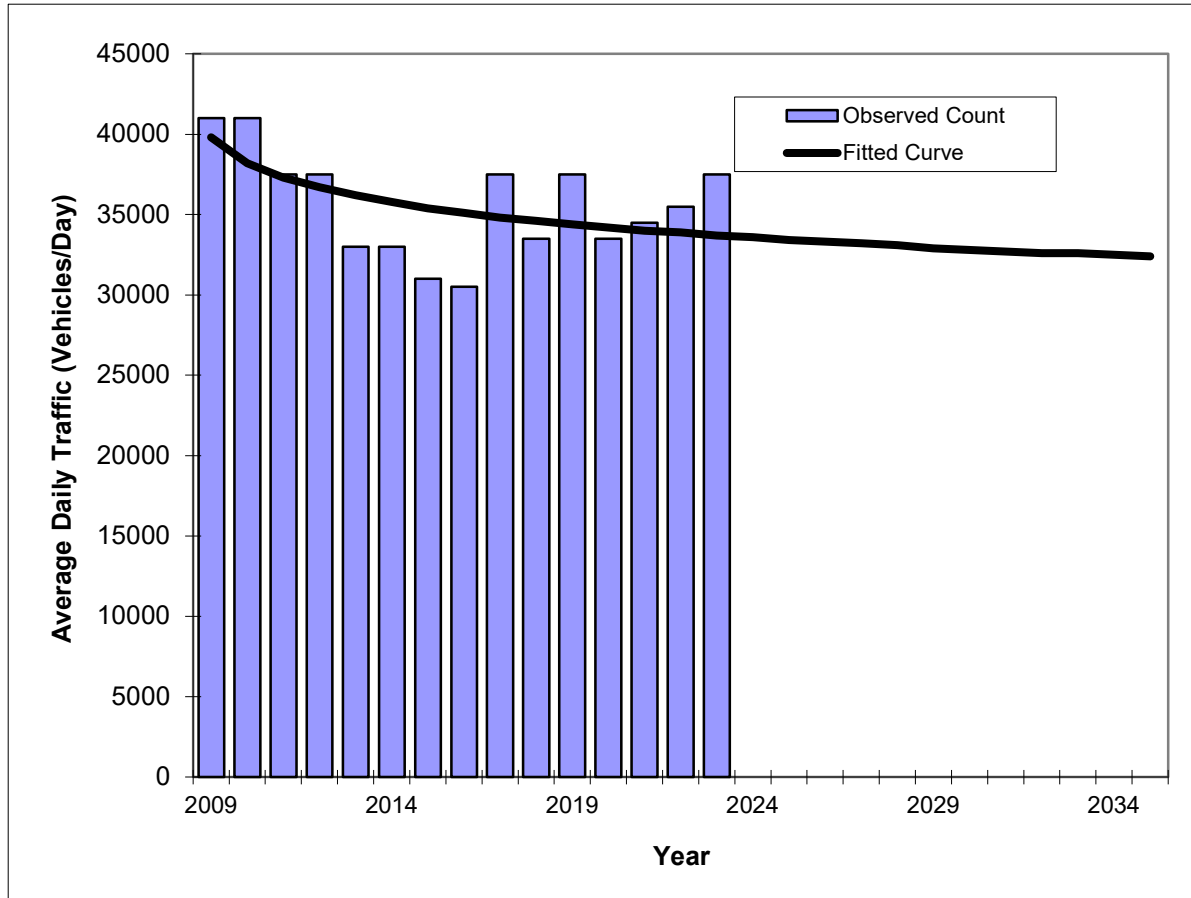
Attachment F – Traffic Trends Worksheets

Traffic Trends - V03.a

NW 25 Street --

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0
Highway:	NW 25 Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2009	41000	39800
2010	41000	38200
2011	37500	37300
2012	37500	36700
2013	33000	36200
2014	33000	35800
2015	31000	35400
2016	30500	35100
2017	37500	34800
2018	33500	34600
2019	37500	34400
2020	33500	34200
2021	34500	34000
2022	35500	33900
2023	37500	33700
2026 Opening Year Trend		
2026	N/A	33300
2027 Mid-Year Trend		
2027	N/A	33200
2035 Design Year Trend		
2035	N/A	32400
TRANPLAN Forecasts/Trends		

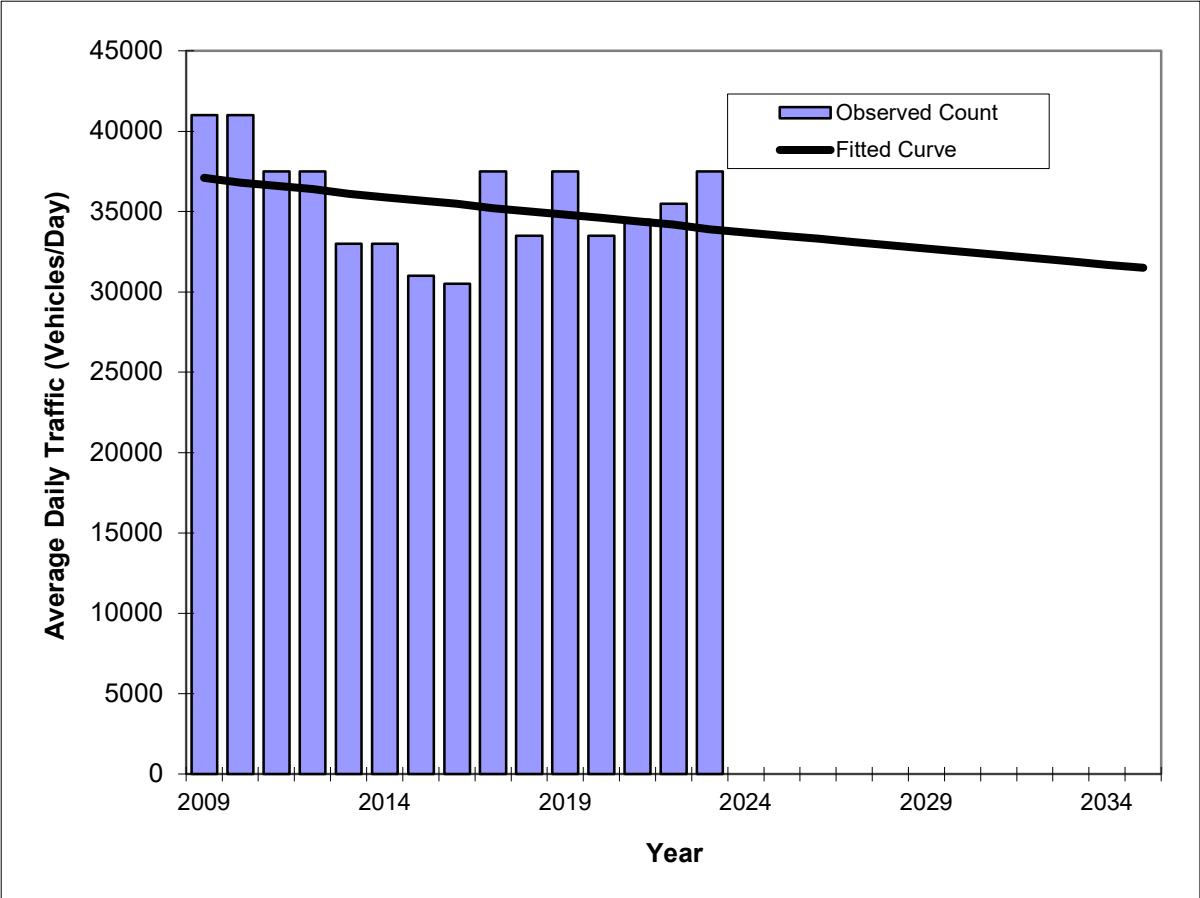
Trend R-squared:	29.27%
Compounded Annual Historic Growth Rate:	-1.18%
Compounded Growth Rate (2023 to Design Year):	-0.33%
Printed:	13-Aug-24
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a
NW 25 Street --

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0
Highway:	NW 25 Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2009	41000	37100
2010	41000	36800
2011	37500	36600
2012	37500	36400
2013	33000	36100
2014	33000	35900
2015	31000	35700
2016	30500	35500
2017	37500	35200
2018	33500	35000
2019	37500	34800
2020	33500	34600
2021	34500	34400
2022	35500	34200
2023	37500	33900
2026 Opening Year Trend		
2026	N/A	33300
2027 Mid-Year Trend		
2027	N/A	33100
2035 Design Year Trend		
2035	N/A	31500
TRANPLAN Forecasts/Trends		

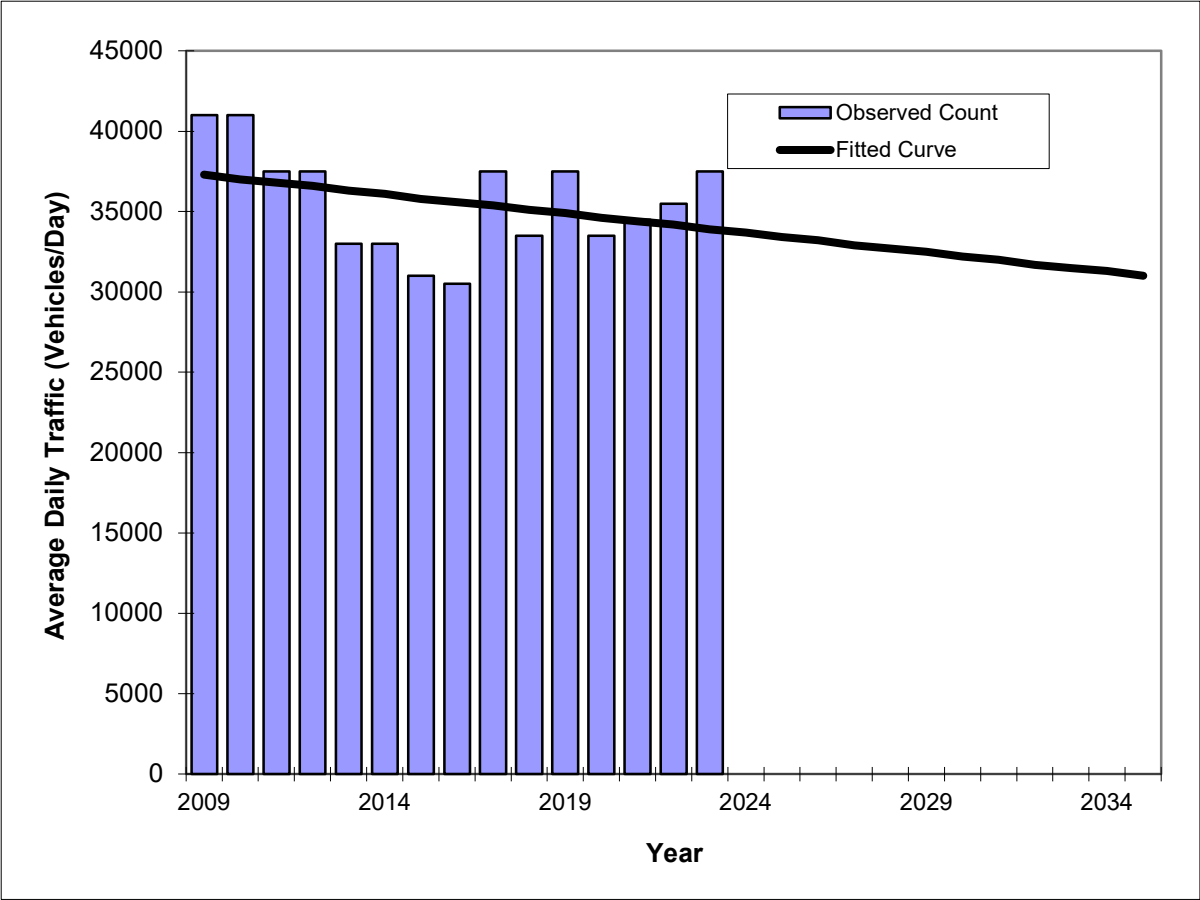
Trend R-squared:	9.45%
Compounded Annual Historic Growth Rate:	-0.64%
Compounded Growth Rate (2023 to Design Year):	-0.61%
Printed:	13-Aug-24
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a
NW 25 Street --

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0
Highway:	NW 25 Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2009	41000	37300
2010	41000	37000
2011	37500	36800
2012	37500	36600
2013	33000	36300
2014	33000	36100
2015	31000	35800
2016	30500	35600
2017	37500	35400
2018	33500	35100
2019	37500	34900
2020	33500	34600
2021	34500	34400
2022	35500	34200
2023	37500	33900
2026 Opening Year Trend		
2026	N/A	33200
2027 Mid-Year Trend		
2027	N/A	32900
2035 Design Year Trend		
2035	N/A	31000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-241
Trend R-squared:	11.06%
Trend Annual Historic Growth Rate:	-0.65%
Trend Growth Rate (2023 to Design Year):	-0.71%
Printed:	13-Aug-24
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

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

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

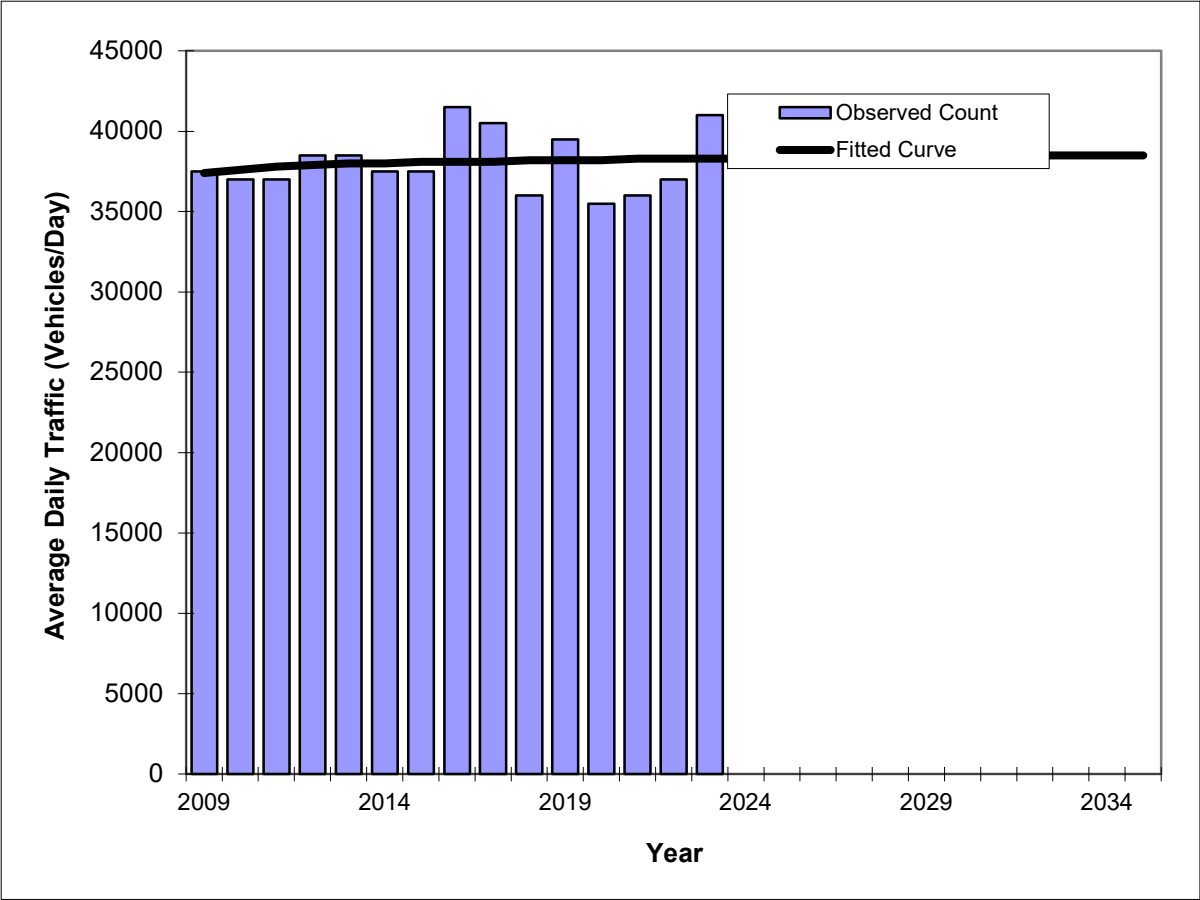
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NW 87 AVENUE --

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0
Highway:	NW 87 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2009	37500	37400
2010	37000	37600
2011	37000	37800
2012	38500	37900
2013	38500	38000
2014	37500	38000
2015	37500	38100
2016	41500	38100
2017	40500	38100
2018	36000	38200
2019	39500	38200
2020	35500	38200
2021	36000	38300
2022	37000	38300
2023	41000	38300
2026 Opening Year Trend		
2026	N/A	38400
2027 Mid-Year Trend		
2027	N/A	38400
2035 Design Year Trend		
2035	N/A	38500
TRANPLAN Forecasts/Trends		

Trend R-squared:	1.92%
Compounded Annual Historic Growth Rate:	0.17%
Compounded Growth Rate (2023 to Design Year):	0.04%
Printed:	13-Aug-24
Decaying Exponential Growth Option	

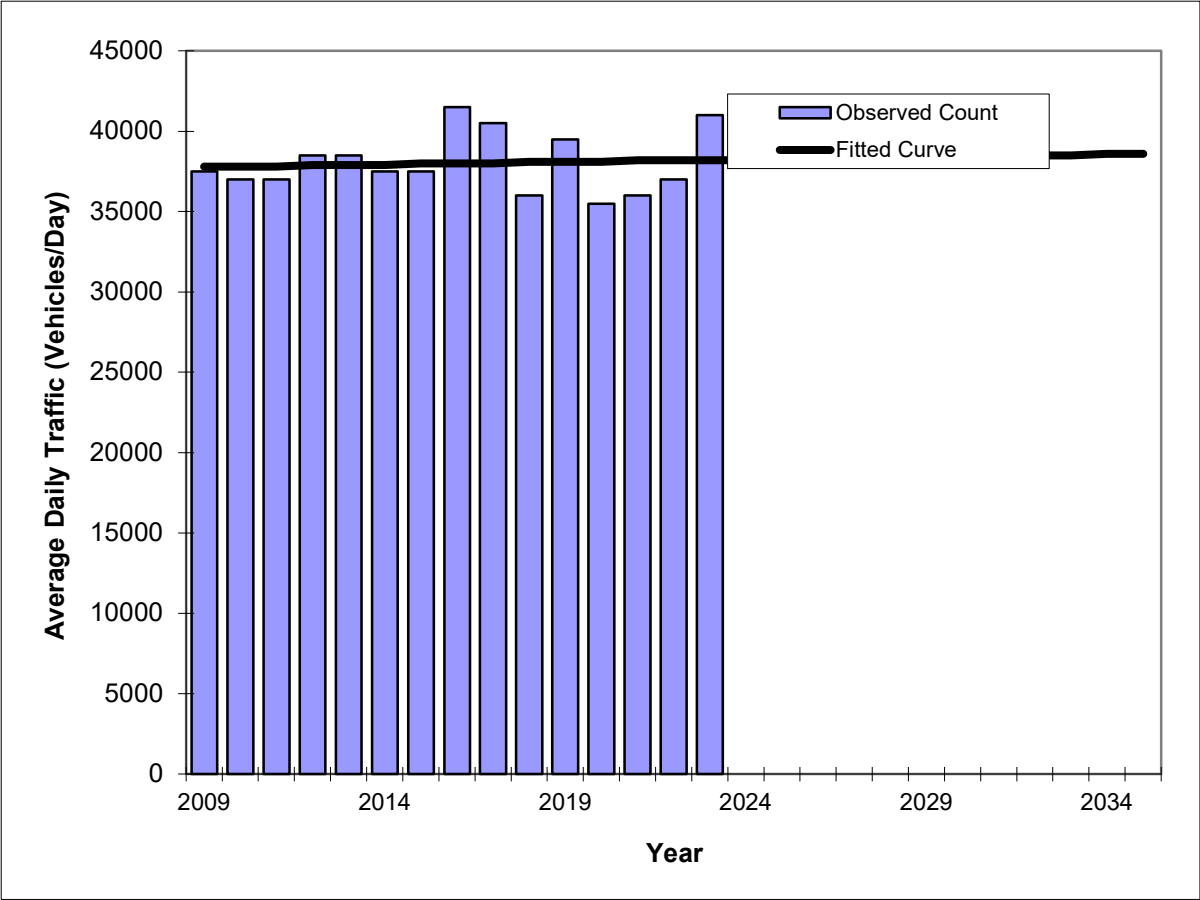
*Axle-Adjusted

Traffic Trends - V03.a

NW 87 AVENUE --

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0
Highway:	NW 87 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2009	37500	37800
2010	37000	37800
2011	37000	37800
2012	38500	37900
2013	38500	37900
2014	37500	37900
2015	37500	38000
2016	41500	38000
2017	40500	38000
2018	36000	38100
2019	39500	38100
2020	35500	38100
2021	36000	38200
2022	37000	38200
2023	41000	38200
2026 Opening Year Trend		
2026	N/A	38300
2027 Mid-Year Trend		
2027	N/A	38300
2035 Design Year Trend		
2035	N/A	38600
TRANPLAN Forecasts/Trends		

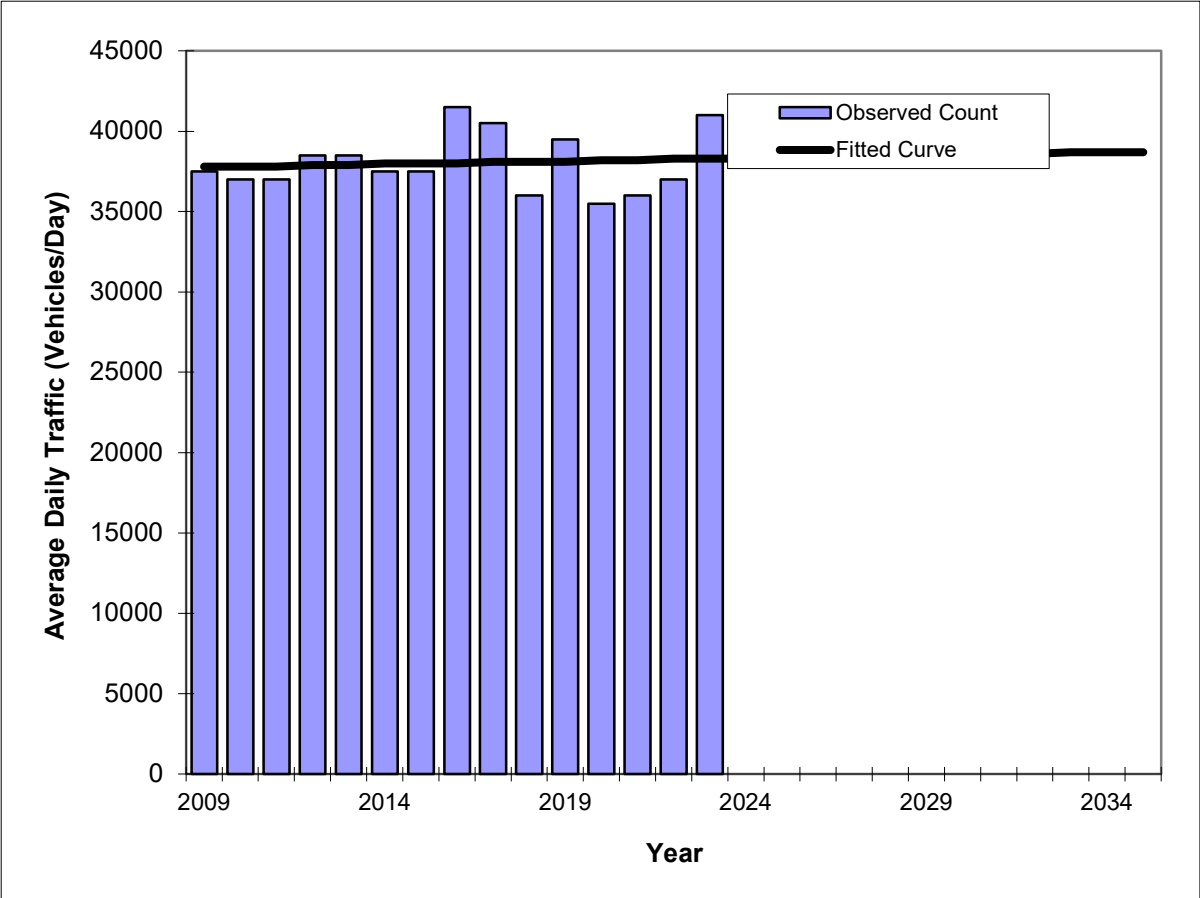
Trend R-squared:	0.61%
Compounded Annual Historic Growth Rate:	0.08%
Compounded Growth Rate (2023 to Design Year):	0.09%
Printed:	13-Aug-24
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a **NW 87 AVENUE --**

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0
Highway:	NW 87 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2009	37500	37800
2010	37000	37800
2011	37000	37800
2012	38500	37900
2013	38500	37900
2014	37500	38000
2015	37500	38000
2016	41500	38000
2017	40500	38100
2018	36000	38100
2019	39500	38100
2020	35500	38200
2021	36000	38200
2022	37000	38300
2023	41000	38300
2026 Opening Year Trend		
2026	N/A	38400
2027 Mid-Year Trend		
2027	N/A	38400
2035 Design Year Trend		
2035	N/A	38700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	38
Trend R-squared:	0.82%
Trend Annual Historic Growth Rate:	0.09%
Trend Growth Rate (2023 to Design Year):	0.09%
Printed:	13-Aug-24
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 7051 - SR & CR 973 200 FEET SOUTH OF NW 33RD ST

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2023	41000	C	N 21000		S 20000	9.00	63.10	4.90
2022	37000	F	N 18500		S 18500	9.00	56.50	4.40
2021	36000	C	N 18000		S 18000	9.00	55.00	4.40
2020	35500	F	N 18500		S 17000	9.00	56.00	5.10
2019	39500	C	N 20500		S 19000	9.00	56.00	5.10
2018	36000	S	N 19500		S 16500	9.00	54.30	6.10
2017	40500	F	N 22000		S 18500	9.00	54.00	6.10
2016	41500	C	N 22500		S 19000	9.00	56.10	6.10
2015	37500	F	N 18000		S 19500	9.00	57.40	13.50
2014	37500	C	N 18000		S 19500	9.00	59.30	13.50
2013	38500	F	N 20000		S 18500	9.00	58.90	6.50
2012	38500	C	N 20000		S 18500	9.00	59.70	6.50
2011	37000	F	N 19000		S 18000	9.00	58.20	6.00
2010	37000	C	N 19000		S 18000	7.87	58.27	5.10
2009	37500	C	N 19000		S 18500	7.98	59.96	4.70

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

Appendix B: Project Site



• ZONING:		I (INDUSTRIAL DISTRICT)
• SITE AREA:		42,500 SF = 0.98 ACRES
MIN. REQUIRED SETBACKS		PROVIDED SETBACKS
• FRONT:	20'	• FRONT: 83' - 1"
• REAR:	19'	• REAR: 19' - 1"
• SIDES:	20'	• SIDES:
	5' / 15' WHEN ABUTTING RES. DIST.	• NORTH: 5' - 0"
	5' / 15' WHEN ABUTTING RES. DIST.	• SOUTH: 5' - 0"
MAX. HEIGHT		
• WIDTH OF WIDEST ADJACENT STREET (TOTAL RIGHT OF WAY)		40'-0"
• PROPOSED BUILDING HEIGHT		
LOT COVERAGE		
• ALLOWED:		50% LOT AREA MAX.
• MAX. ALLOWED 50% X 42,500 SF =		21,250 SF
• PROPOSED BUILDING COVERAGE =		14,854 SF (34.95%)

BUILDING FOOTPRINT		
• MAX. LOT COVERAGE ALLOWED		50% LOT AREA MAX.
MAX. ALLOWED 50% X 42,500 SF =		21,250 SF
• PROPOSED BUILDING COVERAGE	14,854 SF	(34.95% LOT AREA)
 FLOOR AREA RATIO		
• MAX. GROUND FLOOR F.A.R. ALLOWED		
MAX. ALLOWED 50% X 42,500 SF =	21,250 SF MAX.	
• PROPOSED GROUND FLOOR F.A.R.		
GROUND FLOOR OFFICE	1,702.6 SF	(1.01% LOT AREA)
GROUND FLOOR WAREHOUSE	13,151.4 SF	(30.94% LOT AREA)
TOTAL	14,854.0 SF	(34.95% LOT AREA)
• MAX. UPPER FLOORS F.A.R. ALLOWED		
MAX. ALLOWED 25% X 42,500 SF =	10,625 SF MAX.	
• PROPOSED MEZZANINE F.A.R.		
MEZZANINE STORAGE	1,723.1 SF	(4.05% LOT AREA)
 TOTAL BUILDING FLOOR AREA		
GROUND FLOOR OFFICE	1,702.6 SF	
GROUND FLOOR WAREHOUSE	13,151.4 SF	
MEZZANINE STORAGE	1,723.1 SF	
TOTAL	16,577.1 SF	

FLOOD ZONE: "A1"

ADDRESS: 21XX NORTHWEST 95TH AVENUE, DORAL, FL 33172

FOLIO NUMBER: 35-3033-041-0010

PLAT BOOK: 150 PAGE: 28 OF THE PUBLIC RECORDS OF MIAM-DADE COUNTY, FLORIDA.

BASE FLOOD: +8.00' NGVD

FIRM PANEL: 12004/10286 SUFFIX: L

ALL ELEV. WAS TAKEN FROM THE ATTACHED ELEVATION CERTIFIED

THE ATTACHED ELEVATION CERTIFIED

JACOB GOMIS PLS LIC. # 6231

SURVEYORS NAME

HIGHEST CROWN OF ROAD: + 6.81' NGVD (EXIST.)

LOWEST CROWN OF ROAD: + 6.68' NGVD (EXIST.)

SIDEWALK ELEVATION ABUTTING THE PROPERTY

HIGHEST: N/A

LOWEST: N/A

TOP OF BOTTOM FLOOR (PROPOSED)

GROUND FLOOR MEZZANINE

+ 11.70' NGVD (PROPOSED)

+ 25.70' NGVD (PROPOSED)

LOWEST MACHINERY PROPOSE (SERVICING THE BUILDING)

+ 11.70' NGVD

LOWEST ADJACENT (FINISHED) GRADE NEXT TO THE BLDG. (LAG) EXIST.

HIGHEST ADJACENT (FINISHED) GRADE NEXT TO THE BLDG. (HAG) EXIST.

0'-0" = +11.70' N.G.V.D. (PROPOSED)

SIGNAGE SHALL BE APPROVED AT TIME OF BUILDING PERMIT

- MAXIMUM SIGN AREA NOT TO EXCEED 300 SF
- MAXIMUM SIGN HEIGHT NOT TO EXCEED 8'-0"

TRACT "A" OF "MAHUDI SUBDIVISION", ACCORDING TO THE PLAT THEREOF AS
RECORDED IN PLAT BOOK 150, AT PAGE 28, OF THE PUBLIC RECORDS OF MIAMI-DADE
COUNTY, FLORIDA.

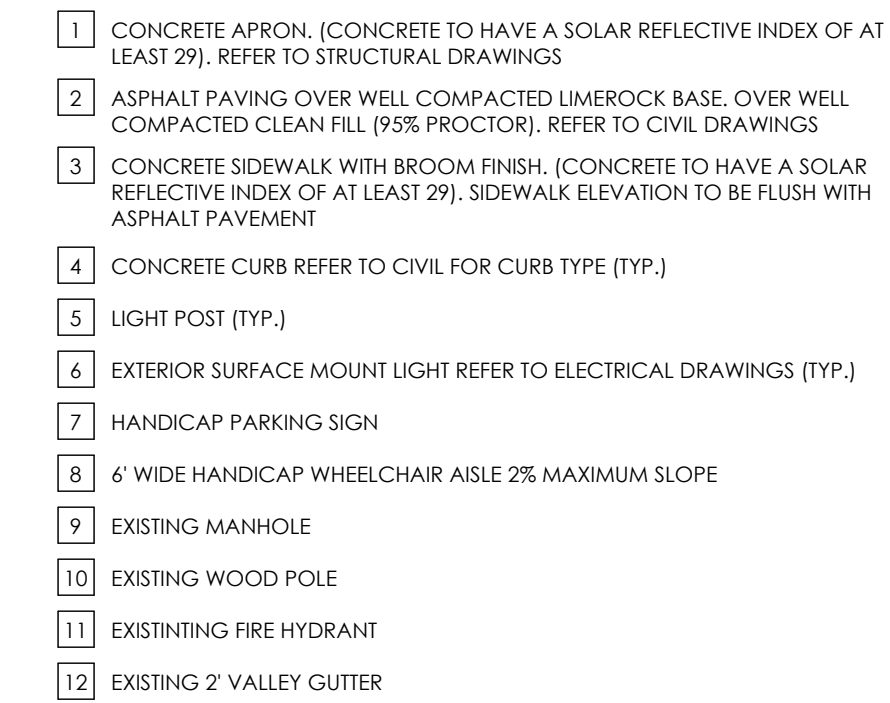
OPEN SPACE REQUIREMENTS		
• MINIMUM:		
• MIN. REQUIRED 20% X 42,500 SF =	8,500 SF	
• 10 S.F. PER PARKING SPACE = 18 X 10 =	180 SF	
• TOTAL OPEN SPACE REQUIRED:	8,680 SF	
• TOTAL GREEN OPEN SPACE PROVIDED	8,900 SF	20.94% LOT AREA

SECTION 77-195 PERVIOUS OR HEAT-REFLECTIVE PARKING SURFACES		
• PARKING AREA	8,615 SF	(20.27%) LOT AREA
• REQUIRED 20% OF PARKING AREA TO BE CONSTRUCTED USING A HEAT REFLECTIVE MATERIAL WITH A SOLAR REFLECTIVE INDEX OVER 28	1,723 SF	(4.05%) LOT AREA
• PROVIDED AREA CONSTRUCTED USING A HEAT REFLECTIVE MATERIAL	3,886 SF	(45.10%) PARKING AREA

PROJECT SHALL MEET THE REQUIREMENTS OF THE CITY'S FLOOD PLAIN
MANAGEMENT ORDINANCE

PARKING SPACES REQUIRED		
OFFICE	1,500 SF	1,500 SF
	1,500 SF X 1/300 SF = 5 PARKING SPACES	
WAREHOUSE		14,875 SF
	10,000 SF X 1/1000 SF = 10 PARKING SPACES	
	4,875 SF X 1/2000 SF = 3 PARKING SPACES	
TOTAL PARKING SPACES PROVIDED = 18 PARKING SPACES		
ACCESSIBLE PARKING SPACES REQUIRED = 1 UP TO 25 PARKING SPACES		
ACCESSIBLE PARKING SPACES PROVIDED = 1 PARKING SPACE		
BIKE RACK SPACE REQUIRED = 0.10 PER PARKING SPACE		
	18 X 0.10 = 2 BIKE RACK REQUIRED	
	2 BIKE RACK PROVIDED	
LOADING SPACES REQUIRED		
WAREHOUSE		14,875 SF
	3,000 SF - 15,000 SF = 1 SPACE REQUIRED	14,875 SF = 1 SPACE
	15,001 SF - 30,000 SF = 2 SPACE REQUIRED	(N/A)
TOTAL LOADING SPACES REQUIRED = 1 SPACE REQUIRED		
TOTAL LOADING SPACES PROVIDED = 3 SPACES		

	PROPERTY LINE REQUIRED SETBACK LINE CENTER LINE OF 40' R.O.W. TOP OF BANK PER PLAT 6' UTILITY EASEMENT LINE
	GREEN SPACE
	ASPHALT PAVING
	CONCRETE APRON (TO HAVE REFLECTIVE INDEX OF AT LEAST 29)
	CONCRETE PAVING WITH BROOM FINISH
	WATER (EXISTING LAKE)



DATE:	07.02.24
DRAWN BY:	R.L.
DESIGNED BY:	J.A.VIDAL
REVIEWED BY:	M.D.FNDZ
PROJECT NO.	24-0012

[illegible]

MANUEL D. FERNANDEZ
AR 95601

TE PLAN

A1.0

SITE PLAN SUBMITTAL

Appendix C: Data Collection

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

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

* PEAK SEASON

09-MAR-2024 18:41:41

830UPD

6_8700_PKSEASON.TXT

Automatic Traffic Recorders (ATRs)

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 16122013
Description: NW 25 St btwn NW 92 Av & NW 87 Av
Start Date: 9/10/2024
Start Time: 0000

Direction: Eastbound (A)					
Time	1st	2nd	3rd	4th	Total
0000	60	46	50	34	190
0100	32	41	35	37	145
0200	25	22	35	23	105
0300	24	14	27	23	88
0400	73	38	74	58	243
0500	50	88	101	131	370
0600	144	180	236	288	848
0700	287	353	378	319	1337
0800	301	340	408	427	1476
0900	384	289	360	281	1314
1000	259	268	299	310	1136
1100	322	364	297	322	1305
1200	260	352	340	277	1229
1300	293	302	310	295	1200
1400	310	293	341	251	1195
1500	264	312	342	320	1238
1600	339	332	324	332	1327
1700	325	328	332	314	1299
1800	307	270	255	215	1047
1900	218	235	165	168	786
2000	210	194	181	150	735
2100	184	181	133	148	646
2200	139	113	128	86	466
2300	96	75	60	73	304

24-Hour Totals: 20029

Peak Volume Information

	Hour	Volume
A.M.	815	1559
P.M.	1530	1333
Daily	815	1559

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 16122013
Description: NW 25 St btwn NW 92 Av & NW 87 Av
Start Date: 9/11/2024
Start Time: 0000

Direction: Eastbound (A)					
Time	1st	2nd	3rd	4th	Total
0000	44	25	53	44	166
0100	28	44	38	53	163
0200	21	36	40	19	116
0300	21	22	33	38	114
0400	62	33	56	51	202
0500	53	85	96	134	368
0600	148	207	271	317	943
0700	277	357	353	300	1287
0800	293	305	373	375	1346
0900	363	297	273	275	1208
1000	268	302	302	308	1180
1100	327	328	291	319	1265
1200	361	374	325	295	1355
1300	308	330	275	265	1178
1400	272	323	338	247	1180
1500	315	323	374	356	1368
1600	408	334	314	296	1352
1700	384	333	321	286	1324
1800	289	310	235	239	1073
1900	213	204	183	178	778
2000	212	198	179	197	786
2100	185	182	123	111	601
2200	172	153	138	121	584
2300	85	75	65	65	290

24-Hour Totals: 20227

Peak Volume Information

	Hour	Volume
A.M.	815	1416
P.M.	1530	1472
Daily	1530	1472

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 16122013
Description: NW 25 St btwn NW 92 Av & NW 87 Av
Start Date: 9/12/2024
Start Time: 0000

Direction: Eastbound (A)					
Time	1st	2nd	3rd	4th	Total
0000	64	31	63	40	198
0100	31	24	36	63	154
0200	29	30	60	21	140
0300	15	24	28	44	111
0400	65	67	51	54	237
0500	53	113	127	108	401
0600	146	183	238	259	826
0700	283	333	364	363	1343
0800	349	392	409	322	1472
0900	360	347	296	292	1295
1000	280	287	280	269	1116
1100	280	272	297	281	1130
1200	297	281	308	248	1134
1300	266	359	321	306	1252
1400	306	280	305	272	1163
1500	319	323	330	344	1316
1600	377	322	358	331	1388
1700	339	291	292	285	1207
1800	308	261	229	233	1031
1900	267	212	212	214	905
2000	252	212	176	178	818
2100	148	155	127	130	560
2200	191	118	128	104	541
2300	76	78	73	51	278

24-Hour Totals: 20016

Peak Volume Information

	Hour	Volume
A.M.	745	1513
P.M.	1545	1401
Daily	745	1513

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 16122012
Description: NW 25 St btwn NW 92 Av & NW 87 Av
Start Date: 9/10/2024
Start Time: 0000

Direction: Westbound (A)

Time	1st	2nd	3rd	4th	Total
0000	40	29	25	35	129
0100	48	35	25	23	131
0200	13	15	19	30	77
0300	20	22	44	50	136
0400	37	63	106	99	305
0500	66	80	171	208	525
0600	174	183	259	259	875
0700	260	287	280	342	1169
0800	348	319	303	290	1260
0900	257	245	234	253	989
1000	273	257	252	258	1040
1100	246	330	291	305	1172
1200	321	320	313	327	1281
1300	294	322	309	340	1265
1400	311	357	339	310	1317
1500	320	337	323	327	1307
1600	339	321	294	317	1271
1700	347	383	414	376	1520
1800	285	276	318	294	1173
1900	320	226	185	186	917
2000	162	128	114	120	524
2100	104	93	102	90	389
2200	79	73	82	71	305
2300	67	46	45	62	220

24-Hour Totals: 19297

Peak Volume Information

	Hour	Volume
A.M.	745	1312
P.M.	1700	1520
Daily	1700	1520

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 16122012
Description: NW 25 St btwn NW 92 Av & NW 87 Av
Start Date: 9/11/2024
Start Time: 0000

Direction: Westbound (A)					
Time	1st	2nd	3rd	4th	Total
0000	32	41	27	45	145
0100	32	24	22	25	103
0200	21	29	20	26	96
0300	22	18	40	36	116
0400	39	59	88	107	293
0500	63	94	155	227	539
0600	157	195	264	251	867
0700	266	217	307	364	1154
0800	381	281	309	318	1289
0900	262	250	276	290	1078
1000	268	243	331	285	1127
1100	297	279	342	303	1221
1200	274	274	297	370	1215
1300	316	304	351	372	1343
1400	349	322	356	328	1355
1500	310	366	295	361	1332
1600	339	355	351	358	1403
1700	334	289	349	347	1319
1800	325	346	358	243	1272
1900	249	198	229	198	874
2000	161	150	136	124	571
2100	114	116	95	103	428
2200	101	80	101	79	361
2300	61	53	69	47	230

24-Hour Totals: 19731

Peak Volume Information

	Hour	Volume
A.M.	745	1335
P.M.	1545	1406
Daily	1545	1406

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 16122012
Description: NW 25 St btwn NW 92 Av & NW 87 Av
Start Date: 9/12/2024
Start Time: 0000

Direction: Westbound (A)					
Time	1st	2nd	3rd	4th	Total
0000	32	48	40	37	157
0100	37	31	22	16	106
0200	20	22	18	20	80
0300	26	21	27	31	105
0400	29	44	98	112	283
0500	79	96	156	213	544
0600	134	181	211	234	760
0700	262	266	337	388	1253
0800	387	315	349	312	1363
0900	303	284	269	299	1155
1000	221	260	247	303	1031
1100	317	302	316	299	1234
1200	375	324	331	344	1374
1300	329	336	325	331	1321
1400	320	352	320	373	1365
1500	332	321	337	409	1399
1600	384	318	339	402	1443
1700	345	395	351	420	1511
1800	407	308	263	304	1282
1900	300	225	264	224	1013
2000	190	163	171	142	666
2100	126	123	110	111	470
2200	104	94	84	78	360
2300	68	52	66	44	230

24-Hour Totals: 20505

Peak Volume Information

	Hour	Volume
A.M.	745	1439
P.M.	1715	1573
Daily	1715	1573

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 17042755
Description: NW 25 St btwn NW 97 Av & NW 95 Av
Start Date: 9/10/2024
Start Time: 0000

Direction: Eastbound(D)					
Time	1st	2nd	3rd	4th	Total
0000	49	36	41	24	150
0100	24	33	18	22	97
0200	14	15	13	19	61
0300	15	22	26	25	88
0400	26	36	88	71	221
0500	65	92	104	149	410
0600	145	198	280	307	930
0700	329	373	400	386	1488
0800	309	344	411	397	1461
0900	348	342	321	283	1294
1000	279	292	260	312	1143
1100	247	278	249	290	1064
1200	269	330	303	271	1173
1300	255	267	266	245	1033
1400	285	233	273	197	988
1500	214	309	276	272	1071
1600	258	257	280	260	1055
1700	287	244	261	219	1011
1800	247	217	199	192	855
1900	180	165	138	158	641
2000	161	175	125	101	562
2100	140	117	108	99	464
2200	94	78	75	53	300
2300	70	53	48	40	211

24-Hour Totals: 17771

Peak Volume Information

	Hour	Volume
A.M.	815	1500
P.M.	1200	1173
Daily	815	1500

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 17042755
Description: NW 25 St btwn NW 97 Av & NW 95 Av
Start Date: 9/11/2024
Start Time: 0000

Direction: Eastbound(D)					
Time	1st	2nd	3rd	4th	Total
0000	38	22	42	29	131
0100	22	25	31	31	109
0200	15	24	15	14	68
0300	16	11	24	39	90
0400	31	35	65	65	196
0500	59	87	124	144	414
0600	156	196	289	328	969
0700	341	369	381	375	1466
0800	302	332	409	409	1452
0900	357	307	279	288	1231
1000	283	318	277	286	1164
1100	271	281	271	270	1093
1200	321	291	272	284	1168
1300	290	290	239	248	1067
1400	254	307	250	224	1035
1500	286	273	283	267	1109
1600	272	264	249	251	1036
1700	275	255	257	230	1017
1800	257	259	210	191	917
1900	187	168	164	153	672
2000	156	168	141	167	632
2100	126	138	81	89	434
2200	106	95	93	66	360
2300	64	43	37	49	193

24-Hour Totals: 18023

Peak Volume Information

	Hour	Volume
A.M.	815	1507
P.M.	1200	1168
Daily	815	1507

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 17042755
Description: NW 25 St btwn NW 97 Av & NW 95 Av
Start Date: 9/12/2024
Start Time: 0000

Direction: Eastbound(D)					
Time	1st	2nd	3rd	4th	Total
0000	31	32	47	31	141
0100	20	15	26	39	100
0200	18	18	21	14	71
0300	16	12	27	38	93
0400	42	53	59	79	233
0500	65	100	133	127	425
0600	146	198	253	293	890
0700	346	359	400	365	1470
0800	355	402	412	409	1578
0900	400	349	310	314	1373
1000	262	281	250	283	1076
1100	268	266	274	273	1081
1200	306	295	288	233	1122
1300	292	292	286	272	1142
1400	283	249	255	221	1008
1500	317	287	279	276	1159
1600	281	258	291	262	1092
1700	244	225	249	249	967
1800	250	220	212	217	899
1900	235	177	208	196	816
2000	201	193	137	146	677
2100	116	130	84	108	438
2200	143	80	100	73	396
2300	64	57	54	38	213

24-Hour Totals: 18460

Peak Volume Information

	Hour	Volume
A.M.	815	1623
P.M.	1500	1159
Daily	815	1623

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 16122014
Description: NW 25 St btwn NW 97 Av & NW 95 Av
Start Date: 9/10/2024
Start Time: 0000

Direction: Westbound (A)					
Time	1st	2nd	3rd	4th	Total
0000	42	29	28	31	130
0100	46	32	29	23	130
0200	13	15	31	31	90
0300	19	31	38	52	140
0400	40	41	68	66	215
0500	53	73	130	160	416
0600	129	157	204	222	712
0700	217	229	222	296	964
0800	297	234	230	245	1006
0900	221	222	227	217	887
1000	193	210	218	203	824
1100	206	280	261	289	1036
1200	319	298	272	288	1177
1300	282	266	299	311	1158
1400	288	367	355	322	1332
1500	341	330	373	344	1388
1600	368	384	406	393	1551
1700	398	407	408	431	1644
1800	402	304	309	293	1308
1900	297	213	200	187	897
2000	163	134	121	121	539
2100	93	94	102	101	390
2200	95	84	90	66	335
2300	72	51	51	66	240

24-Hour Totals: 18509

Peak Volume Information

	Hour	Volume
A.M.	745	1057
P.M.	1715	1648
Daily	1715	1648

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 16122014
Description: NW 25 St btwn NW 97 Av & NW 95 Av
Start Date: 9/11/2024
Start Time: 0000

Direction: Westbound (A)

Time	1st	2nd	3rd	4th	Total
0000	34	42	33	35	144
0100	28	22	32	27	109
0200	20	35	36	23	114
0300	20	22	36	36	114
0400	37	38	54	64	193
0500	53	78	117	181	429
0600	121	149	217	202	689
0700	210	190	243	272	915
0800	324	228	232	267	1051
0900	193	206	247	250	896
1000	222	201	293	252	968
1100	260	243	296	287	1086
1200	235	274	264	322	1095
1300	293	294	302	311	1200
1400	346	351	339	334	1370
1500	346	344	371	341	1402
1600	366	386	386	375	1513
1700	445	404	395	341	1585
1800	368	374	347	294	1383
1900	239	222	221	194	876
2000	159	158	144	139	600
2100	121	124	90	93	428
2200	107	82	92	74	355
2300	68	45	71	43	227

24-Hour Totals: 18742

Peak Volume Information

	Hour	Volume
A.M.	1100	1086
P.M.	1645	1619
Daily	1645	1619

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 16122014
Description: NW 25 St btwn NW 97 Av & NW 95 Av
Start Date: 9/12/2024
Start Time: 0000

Direction: Westbound (A)					
Time	1st	2nd	3rd	4th	Total
0000	36	45	36	32	149
0100	37	25	19	19	100
0200	19	28	33	20	100
0300	23	21	28	28	100
0400	34	39	56	76	205
0500	71	82	125	178	456
0600	109	154	168	179	610
0700	220	228	266	308	1022
0800	326	253	264	245	1088
0900	214	244	232	239	929
1000	195	216	210	242	863
1100	305	246	251	302	1104
1200	321	303	304	306	1234
1300	307	287	297	320	1211
1400	294	307	329	323	1253
1500	384	317	367	361	1429
1600	389	414	400	363	1566
1700	398	361	369	369	1497
1800	372	387	286	293	1338
1900	296	214	258	203	971
2000	196	165	160	132	653
2100	121	117	123	108	469
2200	103	102	90	75	370
2300	67	54	67	38	226

24-Hour Totals: 18943

Peak Volume Information

	Hour	Volume
A.M.	730	1153
P.M.	1615	1575
Daily	1615	1575

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 16122108
Description: NW 92 Av btwn NW 25 St & NW 33 St
Start Date: 9/10/2024
Start Time: 0000

Direction: Northbound(B)

Time	1st	2nd	3rd	4th	Total
0000	3	0	1	1	5
0100	0	0	0	0	0
0200	0	0	1	1	2
0300	1	0	1	1	3
0400	2	2	3	4	11
0500	3	9	10	12	34
0600	17	27	32	50	126
0700	32	51	41	55	179
0800	71	52	63	52	238
0900	35	41	43	26	145
1000	24	23	42	24	113
1100	18	28	22	19	87
1200	28	27	28	32	115
1300	17	26	31	36	110
1400	25	22	28	29	104
1500	24	26	32	21	103
1600	30	22	16	37	105
1700	32	43	54	41	170
1800	38	19	13	9	79
1900	12	10	9	3	34
2000	5	3	1	2	11
2100	5	8	4	10	27
2200	5	1	3	2	11
2300	5	2	0	1	8

24-Hour Totals: 1820

Peak Volume Information

	Hour	Volume
A.M.	745	241
P.M.	1715	176
Daily	745	241

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 16122108
Description: NW 92 Av btwn NW 25 St & NW 33 St
Start Date: 9/11/2024
Start Time: 0000

Direction: Northbound(B)

Time	1st	2nd	3rd	4th	Total
0000	0	1	1	1	3
0100	0	0	2	0	2
0200	0	2	0	0	2
0300	0	0	0	0	0
0400	1	3	2	4	10
0500	4	6	8	19	37
0600	17	25	31	46	119
0700	38	40	46	51	175
0800	61	53	63	59	236
0900	31	37	23	36	127
1000	25	32	24	25	106
1100	21	26	33	24	104
1200	28	34	31	29	122
1300	31	42	27	28	128
1400	44	22	27	42	135
1500	41	41	30	37	149
1600	23	22	20	42	107
1700	27	37	40	23	127
1800	21	19	6	12	58
1900	10	10	5	3	28
2000	5	4	4	4	17
2100	7	4	4	6	21
2200	1	4	4	4	13
2300	0	4	1	1	6

24-Hour Totals: 1832

Peak Volume Information

	Hour	Volume
A.M.	800	236
P.M.	1445	154
Daily	800	236

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 16122108
Description: NW 92 Av btwn NW 25 St & NW 33 St
Start Date: 9/12/2024
Start Time: 0000

Direction: Northbound(B)

Time	1st	2nd	3rd	4th	Total
0000	4	2	0	0	6
0100	3	0	2	0	5
0200	0	0	4	0	4
0300	0	3	1	1	5
0400	0	3	4	2	9
0500	7	6	8	14	35
0600	22	17	25	47	111
0700	49	33	43	53	178
0800	74	63	56	60	253
0900	43	24	39	31	137
1000	24	18	27	19	88
1100	19	31	19	26	95
1200	19	32	31	38	120
1300	28	34	16	38	116
1400	37	27	30	31	125
1500	33	21	26	22	102
1600	25	18	27	16	86
1700	29	37	47	27	140
1800	25	14	18	9	66
1900	11	9	7	8	35
2000	3	6	8	8	25
2100	3	3	2	8	16
2200	4	7	1	1	13
2300	6	3	1	0	10

24-Hour Totals: 1780

Peak Volume Information

	Hour	Volume
A.M.	800	253
P.M.	1700	140
Daily	800	253

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 17042759
Description: NW 92 Av btwn NW 25 St & NW 33 St
Start Date: 9/10/2024
Start Time: 0000

Direction: Southbound(A)

Time	1st	2nd	3rd	4th	Total
0000	1	2	0	0	3
0100	2	0	1	1	4
0200	2	1	2	2	7
0300	1	3	2	2	8
0400	2	0	0	0	2
0500	1	4	4	5	14
0600	8	5	18	12	43
0700	26	17	22	28	93
0800	31	18	20	26	95
0900	19	32	26	37	114
1000	17	17	26	20	80
1100	23	38	34	39	134
1200	47	39	42	39	167
1300	31	37	34	42	144
1400	41	52	50	39	182
1500	45	60	78	60	243
1600	59	74	62	58	253
1700	66	82	57	52	257
1800	43	32	29	29	133
1900	36	20	14	15	85
2000	9	5	8	5	27
2100	4	9	2	7	22
2200	12	9	7	2	30
2300	4	2	3	1	10

24-Hour Totals: 2150

Peak Volume Information

	Hour	Volume
A.M.	1100	134
P.M.	1530	271
Daily	1530	271

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 17042759
Description: NW 92 Av btwn NW 25 St & NW 33 St
Start Date: 9/11/2024
Start Time: 0000

Direction: Southbound(A)

Time	1st	2nd	3rd	4th	Total
0000	1	1	0	0	2
0100	1	1	3	2	7
0200	3	0	3	0	6
0300	0	1	4	1	6
0400	0	1	0	0	1
0500	1	2	2	3	8
0600	4	6	12	11	33
0700	36	18	34	29	117
0800	22	22	14	19	77
0900	27	18	20	20	85
1000	27	15	17	31	90
1100	27	37	28	36	128
1200	52	46	48	38	184
1300	53	31	41	26	151
1400	44	51	56	45	196
1500	63	69	68	47	247
1600	87	53	76	68	284
1700	89	63	60	67	279
1800	84	66	49	30	229
1900	31	16	12	22	81
2000	9	20	8	11	48
2100	7	11	10	13	41
2200	12	10	3	3	28
2300	5	6	2	3	16

24-Hour Totals: 2344

Peak Volume Information

	Hour	Volume
A.M.	1100	128
P.M.	1630	296
Daily	1630	296

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami-Dade
Station: 17042759
Description: NW 92 Av btwn NW 25 St & NW 33 St
Start Date: 9/12/2024
Start Time: 0000

Direction: Southbound(A)

Time	1st	2nd	3rd	4th	Total
0000	3	2	2	0	7
0100	2	1	2	3	8
0200	2	0	2	1	5
0300	1	4	0	2	7
0400	0	0	1	2	3
0500	1	2	4	7	14
0600	8	8	9	20	45
0700	19	24	24	21	88
0800	21	26	25	24	96
0900	17	23	14	27	81
1000	20	23	22	30	95
1100	22	42	31	48	143
1200	33	42	47	33	155
1300	49	40	43	35	167
1400	42	41	55	43	181
1500	57	68	61	58	244
1600	51	70	66	66	253
1700	83	63	59	50	255
1800	72	43	43	26	184
1900	24	18	15	12	69
2000	13	16	15	10	54
2100	4	9	6	5	24
2200	12	8	4	2	26
2300	7	2	1	0	10

24-Hour Totals: 2214

Peak Volume Information

	Hour	Volume
A.M.	1100	143
P.M.	1615	285
Daily	1615	285

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami- Dade
Station: 17042758
Description: NW 95 Av Btwn NW 21 St & NW 25 St
Start Date: 9/24/2024
Start Time: 0000

Direction: Northbound(B)

Time	1st	2nd	3rd	4th	Total
0000	3	3	3	2	11
0100	1	7	2	4	14
0200	1	4	0	0	5
0300	0	0	0	4	4
0400	1	0	2	0	3
0500	0	0	0	2	2
0600	1	2	3	8	14
0700	3	10	14	11	38
0800	10	7	12	4	33
0900	6	8	11	15	40
1000	15	13	10	13	51
1100	18	8	15	8	49
1200	23	14	20	14	71
1300	19	13	9	14	55
1400	14	18	19	24	75
1500	16	14	25	25	80
1600	32	34	32	23	121
1700	22	32	35	20	109
1800	21	11	4	8	44
1900	5	2	1	3	11
2000	2	4	3	6	15
2100	2	2	1	4	9
2200	1	2	6	3	12
2300	3	1	2	1	7

24-Hour Totals: 873

Peak Volume Information

	Hour	Volume
A.M.	930	54
P.M.	1545	123
Daily	1545	123

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami- Dade
Station: 17042758
Description: NW 95 Av Btwn NW 21 St & NW 25 St
Start Date: 9/25/2024
Start Time: 0000

Direction: Northbound(B)

Time	1st	2nd	3rd	4th	Total
0000	2	4	4	2	12
0100	1	2	1	0	4
0200	2	3	0	0	5
0300	1	0	1	0	2
0400	2	0	0	1	3
0500	0	2	1	1	4
0600	2	3	4	12	21
0700	7	10	8	13	38
0800	13	11	8	10	42
0900	10	7	7	6	30
1000	12	19	20	9	60
1100	15	13	17	11	56
1200	32	13	18	15	78
1300	21	14	21	15	71
1400	18	28	27	15	88
1500	22	22	22	20	86
1600	34	27	36	24	121
1700	23	30	22	22	97
1800	30	14	9	4	57
1900	2	2	4	6	14
2000	4	3	3	3	13
2100	1	2	7	3	13
2200	3	1	6	4	14
2300	1	4	3	6	14

24-Hour Totals: 943

Peak Volume Information

	Hour	Volume
A.M.	1015	63
P.M.	1600	121
Daily	1600	121

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami- Dade
Station: 17042758
Description: NW 95 Av Btwn NW 21 St & NW 25 St
Start Date: 9/26/2024
Start Time: 0000

Direction: Northbound(B)

Time	1st	2nd	3rd	4th	Total
0000	9	7	0	2	18
0100	3	4	0	1	8
0200	1	2	1	0	4
0300	0	0	0	0	0
0400	5	0	0	2	7
0500	0	2	1	3	6
0600	1	5	5	7	18
0700	7	13	13	13	46
0800	12	12	8	7	39
0900	9	15	13	12	49
1000	18	17	9	12	56
1100	9	11	21	21	62
1200	14	17	17	15	63
1300	17	17	18	10	62
1400	11	26	19	24	80
1500	27	11	25	24	87
1600	32	35	25	35	127
1700	27	18	29	25	99
1800	29	8	9	8	54
1900	7	2	0	4	13
2000	2	3	2	4	11
2100	3	0	3	5	11
2200	3	5	1	2	11
2300	1	0	0	2	3

24-Hour Totals: 934

Peak Volume Information

	Hour	Volume
A.M.	1100	62
P.M.	1600	127
Daily	1600	127

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami- Dade
Station: 17042758
Description: NW 95 Av Btwn NW 21 St & NW 25 St
Start Date: 9/24/2024
Start Time: 0000

Direction: Southbound					
Time	1st	2nd	3rd	4th	Total
0000	1	1	0	0	2
0100	0	0	0	0	0
0200	0	0	0	0	0
0300	0	0	1	4	5
0400	0	0	2	1	3
0500	5	5	21	48	79
0600	19	24	24	30	97
0700	34	42	45	38	159
0800	27	17	25	17	86
0900	18	15	21	21	75
1000	19	25	10	17	71
1100	11	12	14	21	58
1200	19	23	21	17	80
1300	13	9	9	14	45
1400	10	9	10	15	44
1500	12	6	8	14	40
1600	15	11	15	9	50
1700	8	10	8	11	37
1800	5	5	1	3	14
1900	5	3	2	2	12
2000	1	2	1	2	6
2100	1	0	0	1	2
2200	1	2	1	1	5
2300	2	1	2	0	5

24-Hour Totals: 975

Peak Volume Information

	Hour	Volume
A.M.	700	159
P.M.	1200	80
Daily	700	159

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami- Dade
Station: 17042758
Description: NW 95 Av Btwn NW 21 St & NW 25 St
Start Date: 9/25/2024
Start Time: 0000

Direction: Southbound					
Time	1st	2nd	3rd	4th	Total
0000	3	4	1	1	9
0100	0	1	0	1	2
0200	0	0	0	1	1
0300	0	1	1	1	3
0400	1	1	1	3	6
0500	6	6	22	31	65
0600	25	26	29	28	108
0700	39	38	44	38	159
0800	28	25	31	31	115
0900	19	13	12	15	59
1000	24	20	24	19	87
1100	16	24	18	19	77
1200	12	24	18	14	68
1300	18	19	21	11	69
1400	10	16	11	18	55
1500	11	13	7	13	44
1600	13	8	12	15	48
1700	9	13	8	9	39
1800	4	9	5	3	21
1900	2	5	2	1	10
2000	2	1	4	4	11
2100	0	1	1	1	3
2200	0	1	1	1	3
2300	1	4	1	2	8

24-Hour Totals: 1070

Peak Volume Information

	Hour	Volume
A.M.	700	159
P.M.	1215	74
Daily	700	159

Choice Engineering Consultants, Inc
12855 SW 132nd Street, Suite 200
Miami, FL. 33186

County: Miami- Dade
Station: 17042758
Description: NW 95 Av Btwn NW 21 St & NW 25 St
Start Date: 9/26/2024
Start Time: 0000

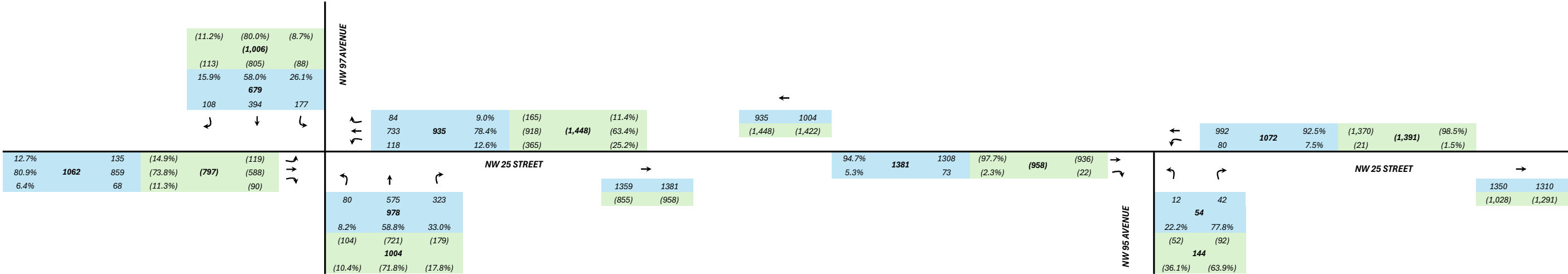
Direction: Southbound					
Time	1st	2nd	3rd	4th	Total
0000	0	1	0	0	1
0100	1	1	1	1	4
0200	0	0	0	0	0
0300	0	0	1	3	4
0400	1	1	1	4	7
0500	3	13	15	47	78
0600	19	27	25	49	120
0700	29	35	33	46	143
0800	29	18	23	25	95
0900	22	17	18	23	80
1000	21	17	16	19	73
1100	18	21	13	17	69
1200	17	19	19	14	69
1300	15	14	14	15	58
1400	19	11	13	12	55
1500	13	10	11	7	41
1600	19	9	14	6	48
1700	7	14	6	7	34
1800	4	4	2	1	11
1900	4	1	1	6	12
2000	2	1	4	0	7
2100	3	3	2	1	9
2200	0	1	0	0	1
2300	0	0	3	2	5

24-Hour Totals: 1024

Peak Volume Information

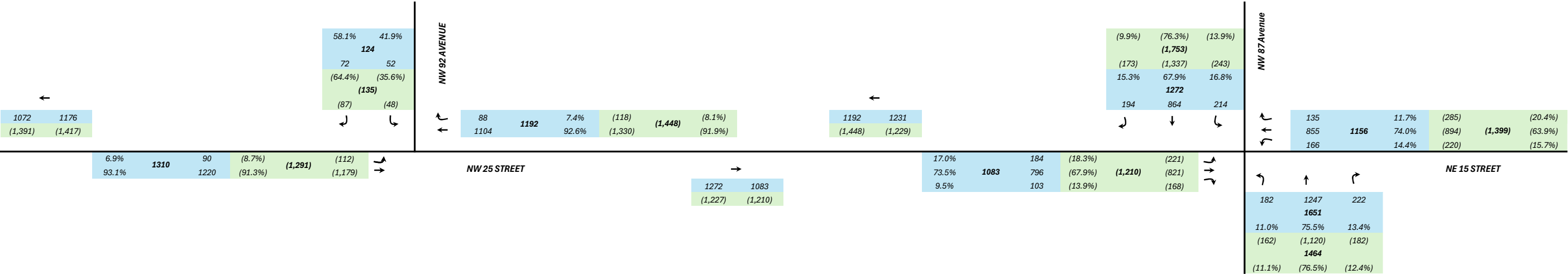
	Hour	Volume
A.M.	645	146
P.M.	1200	69
Daily	645	146

Turning Movement Counts (TMCs)



Legend:

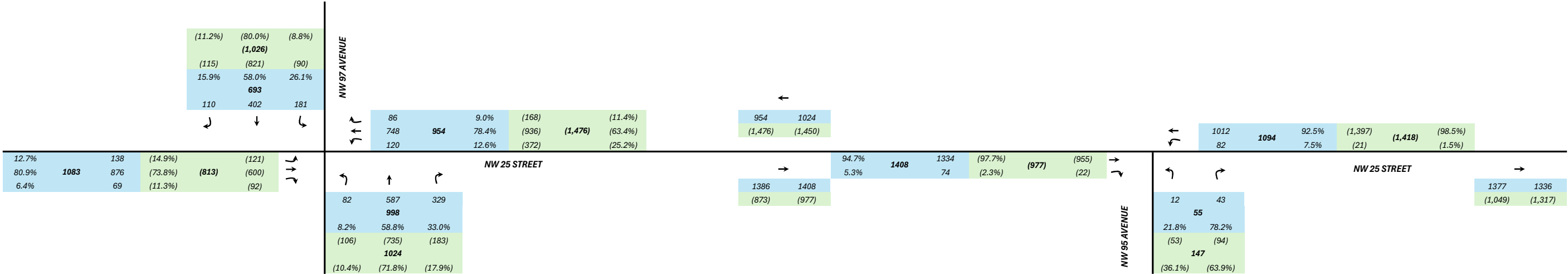
AM	PM	2024 Peak Hour TMCs
7:15 AM - 8:15 AM	4:15 PM - 5:15 PM	

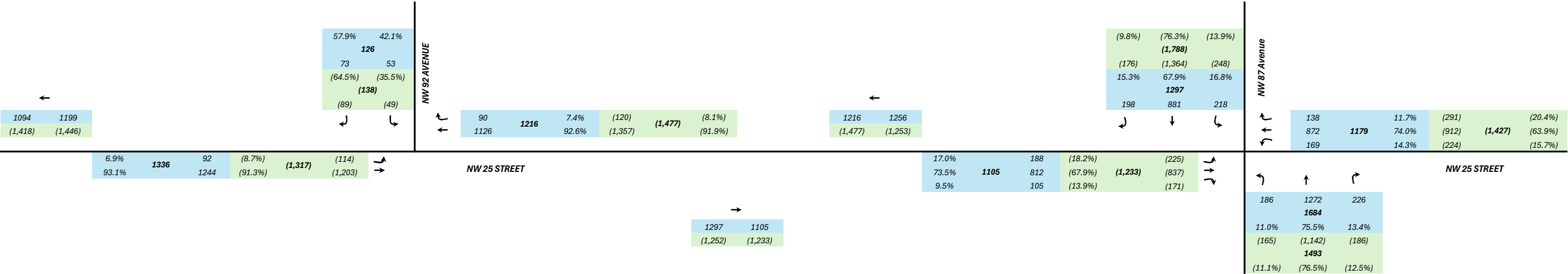


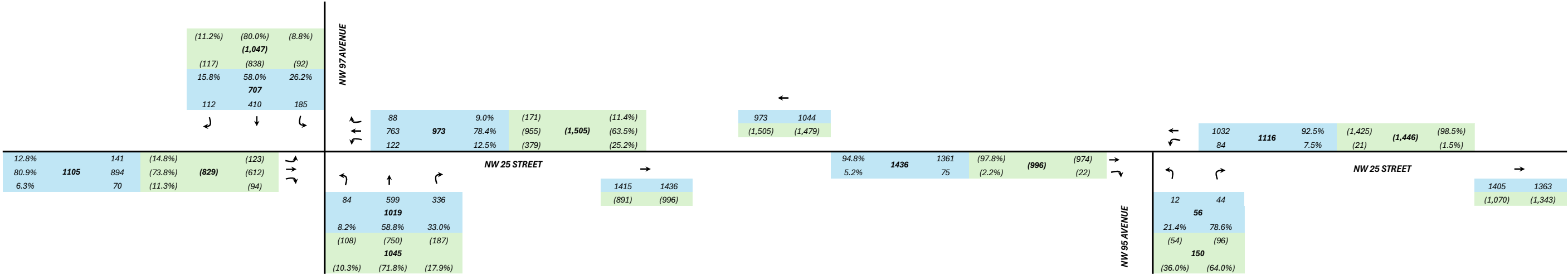
Legend:

AM	PM
7:15 AM - 8:15 AM	4:15 PM - 5:15 PM

2024 Peak Hour TMCs







Legend:

AM

7:15 AM - 8:15 AM

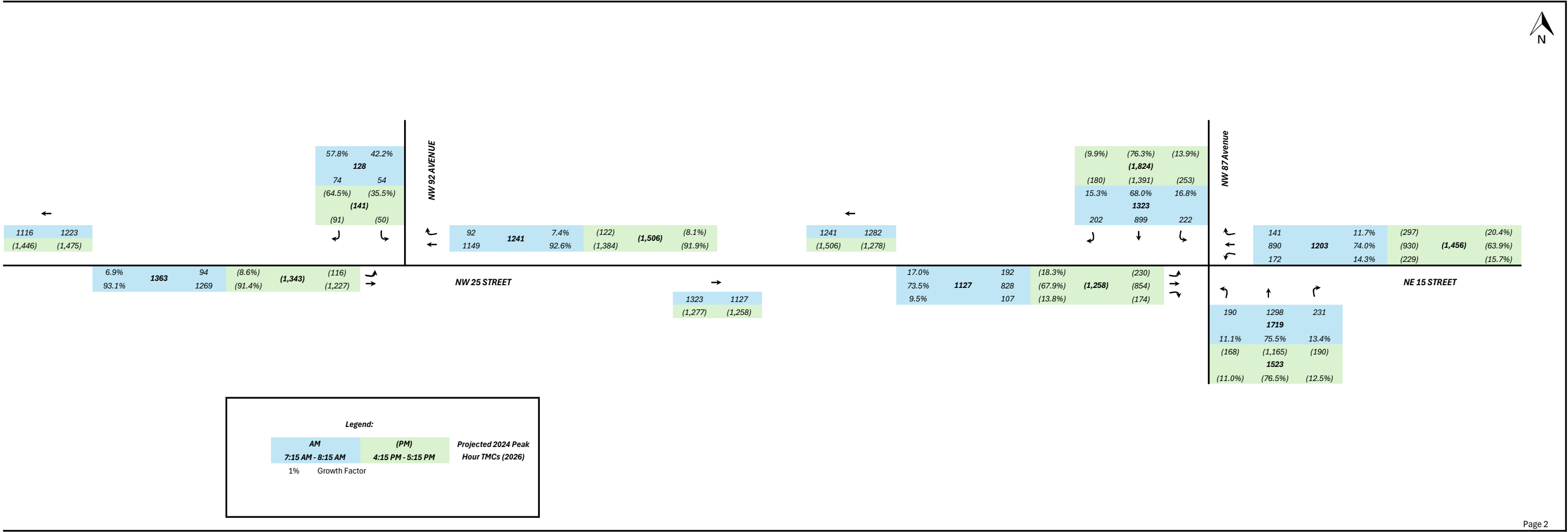
PM

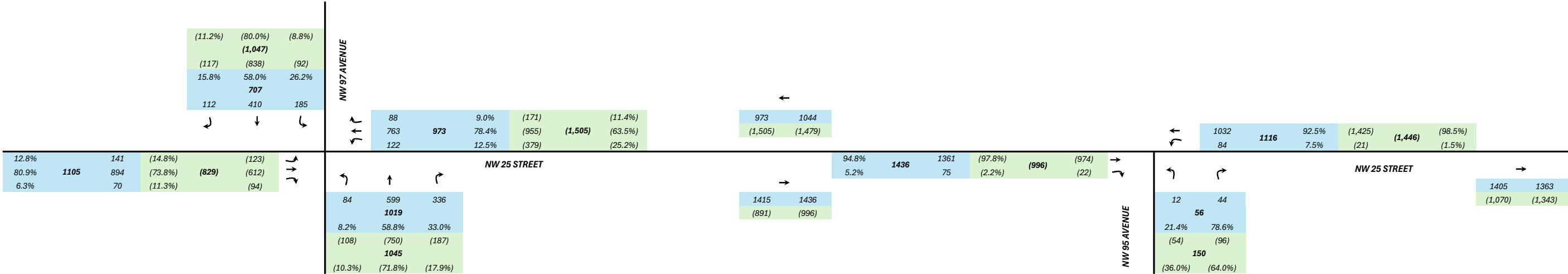
4:15 PM - 5:15 PM

Projected 2024 Peak Hour TMCs (2026)

1%

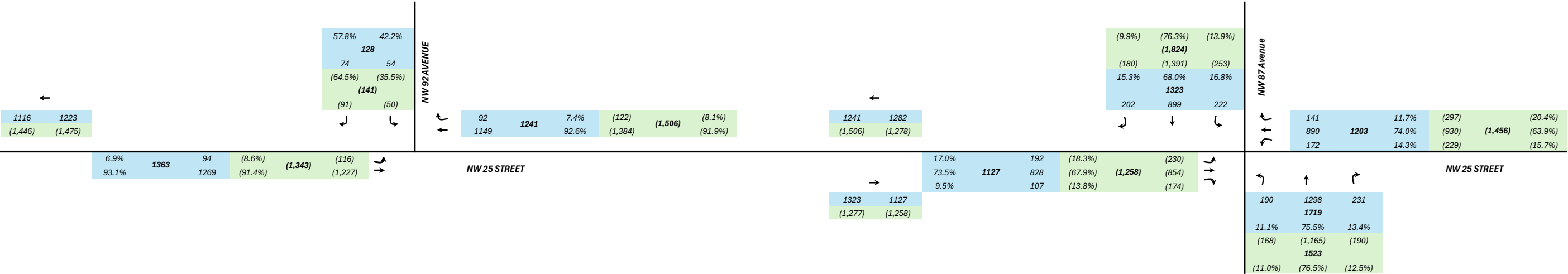
Growth Factor





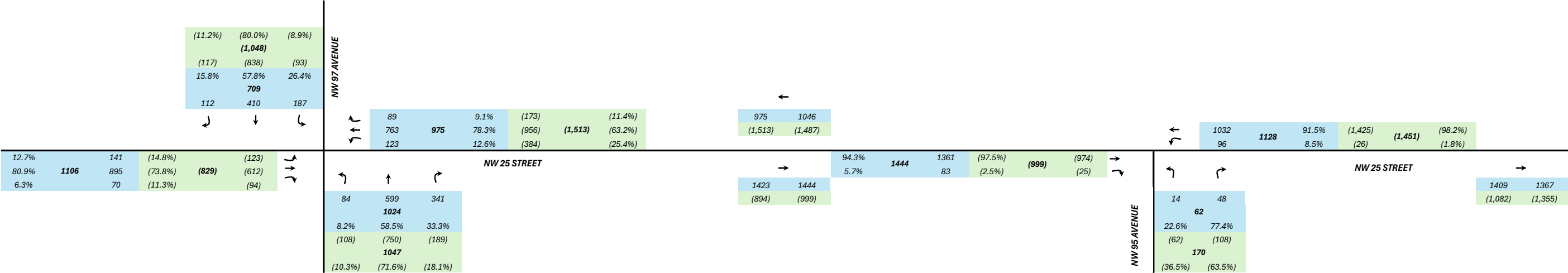
Legend:

AM	PM	2026 Peak Hour TMCs
7:15 AM - 8:15 AM	4:15 PM - 5:15 PM	No Build



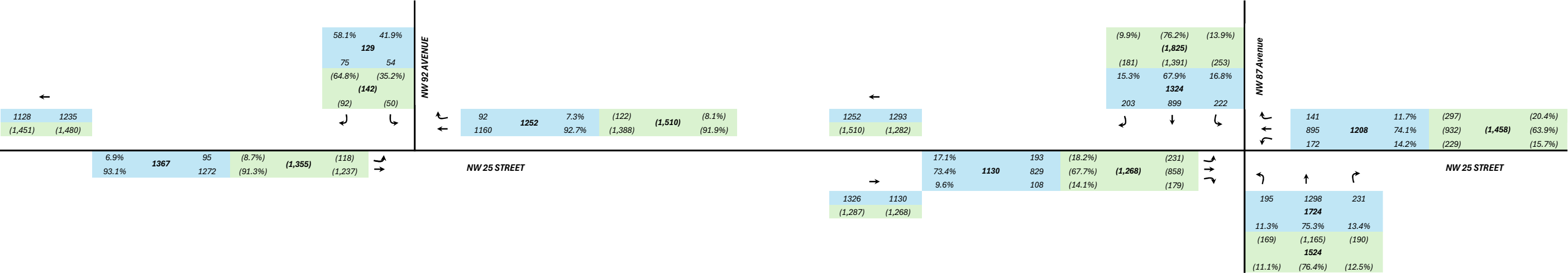
Legend:

AM	PM	2026 Peak Hour TMCs
7:15 AM - 8:15 AM	4:15 PM - 5:15 PM	No Build



Legend:

AM	PM	2026 Peak Hour TMCs
7:15 AM - 8:15 AM	4:15 PM - 5:15 PM	Build



Choice Engineering Consultants, Inc

12855 SW 132nd Street, Suite 200

Miami, FL 33186

NW 25th St & NW 97th Ave

Wednesday, September 11, 2024

Time: 7:15 - 9:15 AM & 3:45 - 5:45 PM

Weather: Partly Cloudy, Dry

File Name : NW 25th St & NW 97th Ave

Site Code : 25790001

Start Date : 9/11/2024

Page No : 1

Groups Printed- Autos - Heavy Vehicles

	NW 97th Av Southbound					NW 97th Av Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Int. Total
07:15 AM	32	121	25	0	178	17	148	74	1	240	24	150	10	0	184	38	263	22	1	324	926
07:30 AM	44	99	27	0	170	18	163	78	4	263	28	154	15	0	197	38	244	16	2	300	930
07:45 AM	57	85	32	1	175	24	132	84	1	241	37	188	30	0	255	35	203	10	1	249	920
Total	133	305	84	1	523	59	443	236	6	744	89	492	55	0	636	111	710	48	4	873	2776
08:00 AM	44	89	24	0	157	21	132	87	1	241	29	241	29	1	300	24	149	20	2	195	893
08:15 AM	54	120	11	0	185	34	135	92	3	264	30	155	18	3	206	34	172	22	0	228	883
08:30 AM	52	121	20	0	193	19	121	88	1	229	39	172	33	0	244	20	245	5	2	272	938
08:45 AM	54	103	29	1	187	10	128	77	1	216	25	154	33	1	213	29	277	11	0	317	933
Total	204	433	84	1	722	84	516	344	6	950	123	722	113	5	963	107	843	58	4	1012	3647
09:00 AM	47	114	21	0	182	18	124	52	0	194	29	127	32	0	188	18	220	12	1	251	815
*** BREAK ***																					
Total	47	114	21	0	182	18	124	52	0	194	29	127	32	0	188	18	220	12	1	251	815
*** BREAK ***																					
03:45 PM	23	174	47	1	245	27	157	69	0	253	61	210	30	1	302	34	142	19	1	196	996
Total	23	174	47	1	245	27	157	69	0	253	61	210	30	1	302	34	142	19	1	196	996
04:00 PM	28	208	40	1	277	15	153	49	1	218	79	204	49	1	333	37	140	18	1	196	1024
04:15 PM	27	177	39	0	243	28	165	43	4	240	73	249	38	0	360	32	161	24	2	219	1062
04:30 PM	28	214	32	0	274	24	192	36	6	258	85	221	44	0	350	16	139	19	0	174	1056
04:45 PM	16	230	14	0	260	20	177	53	1	251	88	210	43	1	342	29	139	24	2	194	1047
Total	99	829	125	1	1054	87	687	181	12	967	325	884	174	2	1385	114	579	85	5	783	4189
05:00 PM	17	184	28	0	229	32	187	47	3	269	119	238	40	1	398	42	149	23	1	215	1111
05:15 PM	18	183	18	1	220	22	169	44	0	235	100	212	43	2	357	34	160	34	2	230	1042
05:30 PM	18	237	21	0	276	22	204	47	2	275	87	199	50	0	336	38	163	19	1	221	1108
Grand Total	559	2459	428	5	3451	351	2487	1020	29	3887	933	3084	537	11	4565	498	2966	298	19	3781	15684
Apprch %	16.2	71.3	12.4	0.1		9	64	26.2	0.7		20.4	67.6	11.8	0.2		13.2	78.4	7.9	0.5		
Total %	3.6	15.7	2.7	0	22	2.2	15.9	6.5	0.2	24.8	5.9	19.7	3.4	0.1	29.1	3.2	18.9	1.9	0.1	24.1	
Autos	547	2415				2445					2762					2622					14704
% Autos	97.9	98.2	95.8	20	97.7	96	98.3	94.3	17.2	96.4	95.9	89.6	98.1	36.4	91.7	96	88.4	97.7	15.8	89.8	93.8
Heavy Vehicles																					
% Heavy Vehicles	2.1	1.8	4.2	80	2.3	4	1.7	5.7	82.8	3.6	4.1	10.4	1.9	63.6	8.3	4	11.6	2.3	84.2	10.2	6.2

Choice Engineering Consultants, Inc

12855 SW 132nd Street, Suite 200

Miami, FL 33186

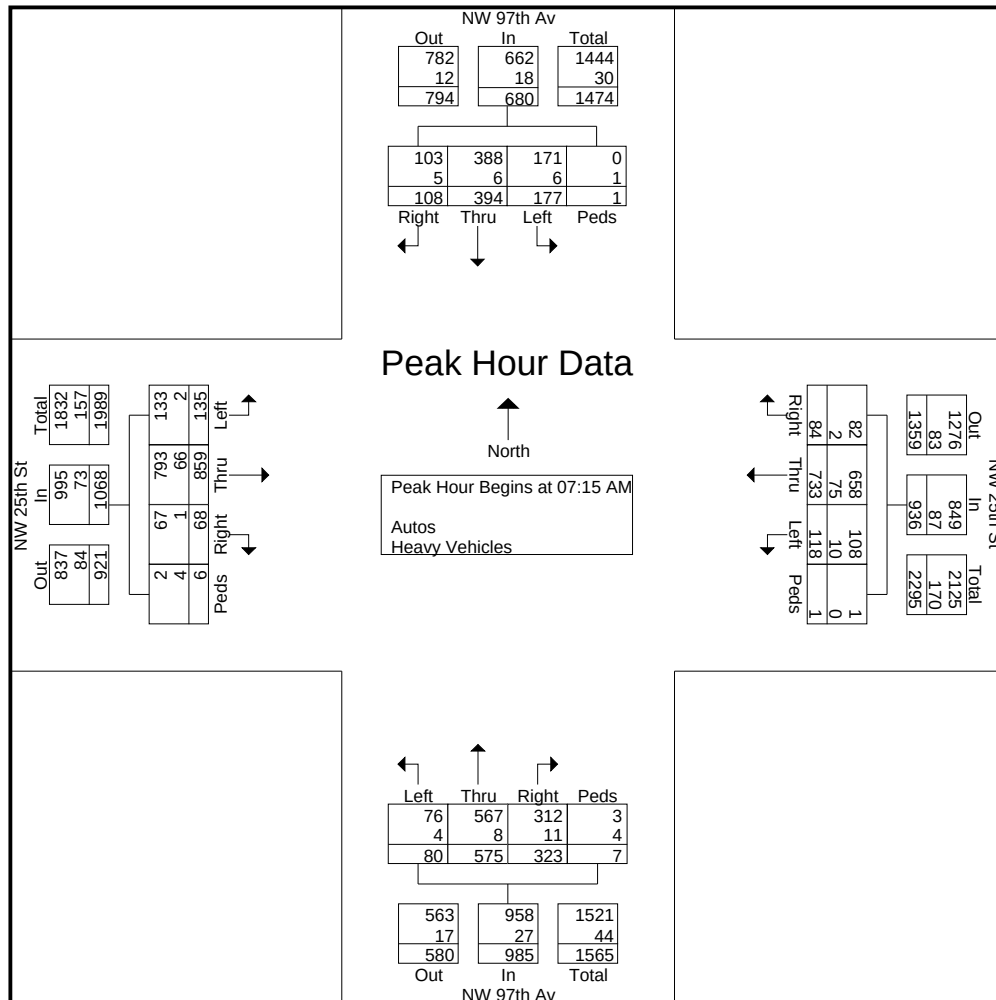
File Name : NW 25th St & NW 97th Ave

Site Code : 25790001

Start Date : 9/11/2024

Page No : 2

	NW 97th Av Southbound					NW 97th Av Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	32	121	25	0	178	17	148	74	1	240	24	150	10	0	184	38	263	22	1	324	926
07:30 AM	44	99	27	0	170	18	163	78	4	263	28	154	15	0	197	38	244	16	2	300	930
07:45 AM	57	85	32	1	175	24	132	84	1	241	37	188	30	0	255	35	203	10	1	249	920
08:00 AM	44	89	24	0	157	21	132	87	1	241	29	241	29	1	300	24	149	20	2	195	893
Total Volume	177	394	108	1	680	80	575	323	7	985	118	733	84	1	936	135	859	68	6	1068	3669
% App. Total	26	57.9	15.9	0.1		8.1	58.4	32.8	0.7		12.6	78.3	9	0.1		12.6	80.4	6.4	0.6		
PHF	.776	.814	.844	.250	.955	.833	.882	.928	.438	.936	.797	.760	.700	.250	.780	.888	.817	.773	.750	.824	.986
Autos	171	388	103	0	662	76	567	312	3	958	108	658	82	1	849	133	793	67	2	995	3464
% Autos	96.6	98.5	95.4	0	97.4	95.0	98.6	96.6	42.9	97.3	91.5	89.8	97.6	100	90.7	98.5	92.3	98.5	33.3	93.2	94.4
Heavy Vehicles																					
% Heavy Vehicles	3.4	1.5	4.6	100	2.6	5.0	1.4	3.4	57.1	2.7	8.5	10.2	2.4	0	9.3	1.5	7.7	1.5	66.7	6.8	5.6



Choice Engineering Consultants, Inc

12855 SW 132nd Street, Suite 200

Miami, FL 33186

File Name : NW 25th St & NW 97th Ave

Site Code : 25790001

Start Date : 9/11/2024

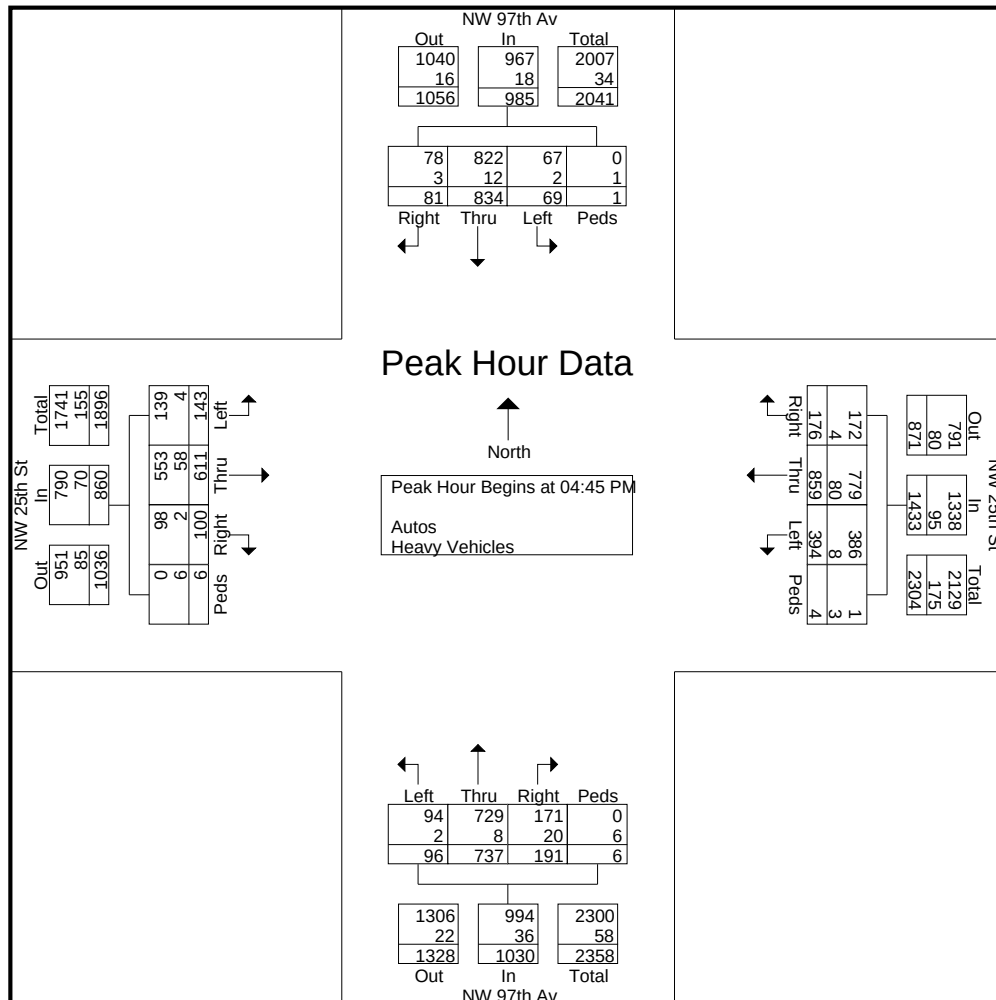
Page No : 3

	NW 97th Av Southbound					NW 97th Av Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Int. Total

Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	16	230	14	0	260	20	177	53	1	251	88	210	43	1	342	29	139	24	2	194	1047
05:00 PM	17	184	28	0	229	32	187	47	3	269	119	238	40	1	398	42	149	23	1	215	1111
05:15 PM	18	183	18	1	220	22	169	44	0	235	100	212	43	2	357	34	160	34	2	230	1042
05:30 PM	18	237	21	0	276	22	204	47	2	275	87	199	50	0	336	38	163	19	1	221	1108
Total Volume	69	834	81	1	985	96	737	191	6	1030	394	859	176	4	1433	143	611	100	6	860	4308
% App. Total	7	84.7	8.2	0.1		9.3	71.6	18.5	0.6		27.5	59.9	12.3	0.3		16.6	71	11.6	0.7		
PHF	.958	.880	.723	.250	.892	.750	.903	.901	.500	.936	.828	.902	.880	.500	.900	.851	.937	.735	.750	.935	.969
Autos	67	822	78	0	967	94	729	171	0	994	386	779	172	1	1338	139	553	98	0	790	4089
% Autos	97.1	98.6	96.3	0	98.2	97.9	98.9	89.5	0	96.5	98.0	90.7	97.7	25.0	93.4	97.2	90.5	98.0	0	91.9	94.9
Heavy Vehicles																					
% Heavy Vehicles	2.9	1.4	3.7	100	1.8	2.1	1.1	10.5	100	3.5	2.0	9.3	2.3	75.0	6.6	2.8	9.5	2.0	100	8.1	5.1



Choice Engineering Consultants, Inc

12855 SW 132nd Street, Suite 200

Miami, FL 33186

NW 25th St & NW 97th Ave

Wednesday, September 11, 2024

Time: 7:15 - 9:15 AM & 3:45 - 5:45 PM

Weather: Partly Cloudy, Dry

File Name : NW 25th St & NW 97th Ave

Site Code : 25790001

Start Date : 9/11/2024

Page No : 1

Groups Printed- Autos

	NW 97th Av Southbound					NW 97th Av Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	31	120	22	0	173	17	146	71	0	234	22	131	10	0	163	37	241	22	0	300	870
07:30 AM	41	96	27	0	164	17	160	74	2	253	23	137	15	0	175	37	230	15	2	284	876
07:45 AM	55	83	30	0	168	23	130	82	1	236	35	181	30	0	246	35	186	10	0	231	881
Total	127	299	79	0	505	57	436	227	3	723	80	449	55	0	584	109	657	47	2	815	2627
08:00 AM	44	89	24	0	157	19	131	85	0	235	28	209	27	1	265	24	136	20	0	180	837
08:15 AM	54	120	9	0	183	33	132	90	0	255	30	138	17	1	186	32	157	22	0	211	835
08:30 AM	52	114	18	0	184	19	119	84	1	223	36	155	32	0	223	18	214	5	0	237	867
08:45 AM	54	102	29	0	185	9	125	74	0	208	22	132	32	0	186	26	241	11	0	278	857
Total	204	425	80	0	709	80	507	333	1	921	116	634	108	2	860	100	748	58	0	906	3396
09:00 AM	46	110	21	0	177	17	119	45	0	181	23	110	31	0	164	14	182	10	0	206	728
*** BREAK ***																					
Total	46	110	21	0	177	17	119	45	0	181	23	110	31	0	164	14	182	10	0	206	728
*** BREAK ***																					
03:45 PM	22	169	45	0	236	26	154	65	0	245	59	180	30	0	269	34	116	19	0	169	919
Total	22	169	45	0	236	26	154	65	0	245	59	180	30	0	269	34	116	19	0	169	919
04:00 PM	26	205	39	1	271	15	149	45	1	210	78	184	49	1	312	36	107	18	1	162	955
04:15 PM	27	174	38	0	239	26	162	42	0	230	69	220	38	0	327	32	139	23	0	194	990
04:30 PM	28	211	30	0	269	22	189	34	0	245	84	206	44	0	334	14	120	18	0	152	1000
04:45 PM	15	227	13	0	255	19	171	44	0	234	86	189	43	0	318	29	124	24	0	177	984
Total	96	817	120	1	1034	82	671	165	1	919	317	799	174	1	1291	111	490	83	1	685	3929
05:00 PM	17	182	28	0	227	32	186	42	0	260	116	215	39	0	370	42	138	23	0	203	1060
05:15 PM	18	180	18	0	216	22	169	42	0	233	99	195	42	1	337	33	142	33	0	208	994
05:30 PM	17	233	19	0	269	21	203	43	0	267	85	180	48	0	313	35	149	18	0	202	1051
Grand Total	547	2415	410	1	3373	337	2445	962	5	3749	895	2762	527	4	4188	478	2622	291	3	3394	14704
Apprch %	16.2	71.6	12.2	0		9	65.2	25.7	0.1		21.4	66	12.6	0.1		14.1	77.3	8.6	0.1		
Total %	3.7	16.4	2.8	0	22.9	2.3	16.6	6.5	0	25.5	6.1	18.8	3.6	0	28.5	3.3	17.8	2	0	23.1	

Choice Engineering Consultants, Inc

12855 SW 132nd Street, Suite 200

Miami, FL 33186

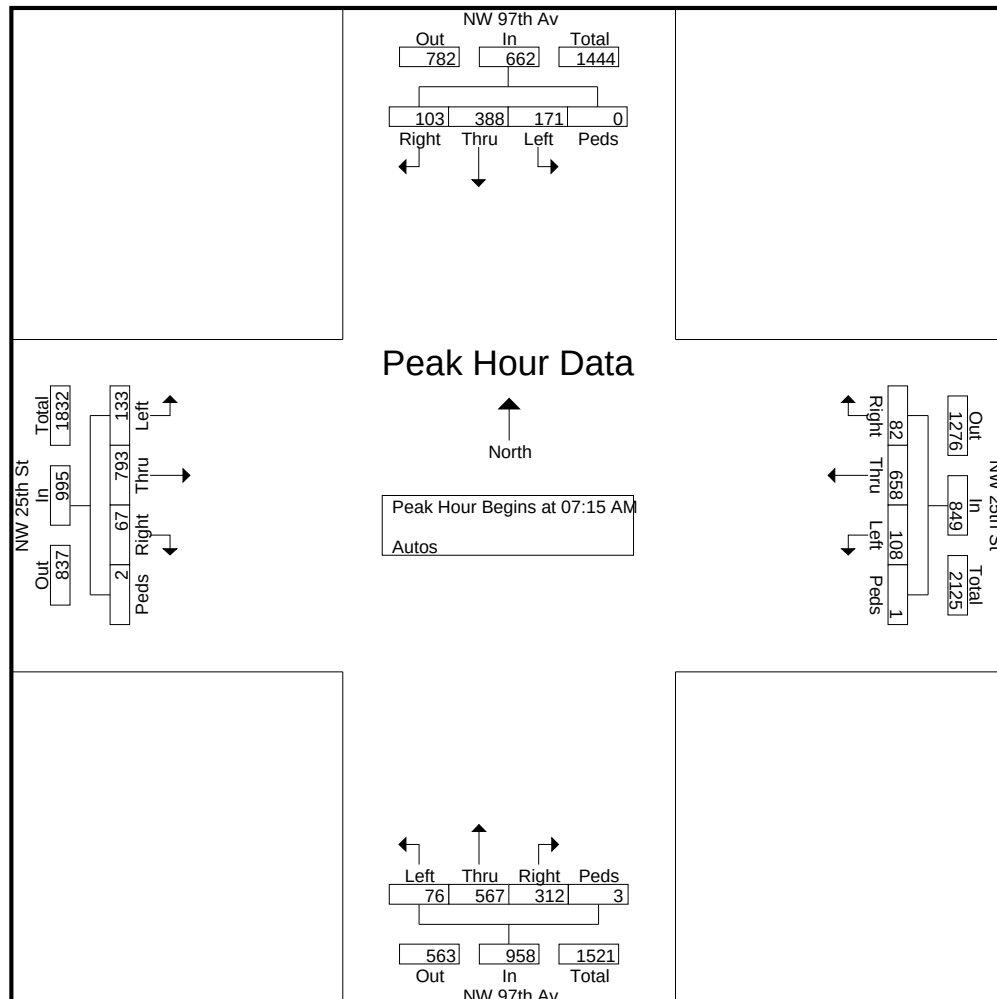
File Name : NW 25th St & NW 97th Ave

Site Code : 25790001

Start Date : 9/11/2024

Page No : 2

	NW 97th Av Southbound					NW 97th Av Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	31	120	22	0	173	17	146	71	0	234	22	131	10	0	163	37	241	22	0	300	870
07:30 AM	41	96	27	0	164	17	160	74	2	253	23	137	15	0	175	37	230	15	2	284	876
07:45 AM	55	83	30	0	168	23	130	82	1	236	35	181	30	0	246	35	186	10	0	231	881
08:00 AM	44	89	24	0	157	19	131	85	0	235	28	209	27	1	265	24	136	20	0	180	837
Total Volume	171	388	103	0	662	76	567	312	3	958	108	658	82	1	849	133	793	67	2	995	3464
% App. Total	25.8	58.6	15.6	0		7.9	59.2	32.6	0.3		12.7	77.5	9.7	0.1		13.4	79.7	6.7	0.2		
PHF	.777	.808	.858	.000	.957	.826	.886	.918	.375	.947	.771	.787	.683	.250	.801	.899	.823	.761	.250	.829	.983



Choice Engineering Consultants, Inc

12855 SW 132nd Street, Suite 200

Miami, FL 33186

File Name : NW 25th St & NW 97th Ave

Site Code : 25790001

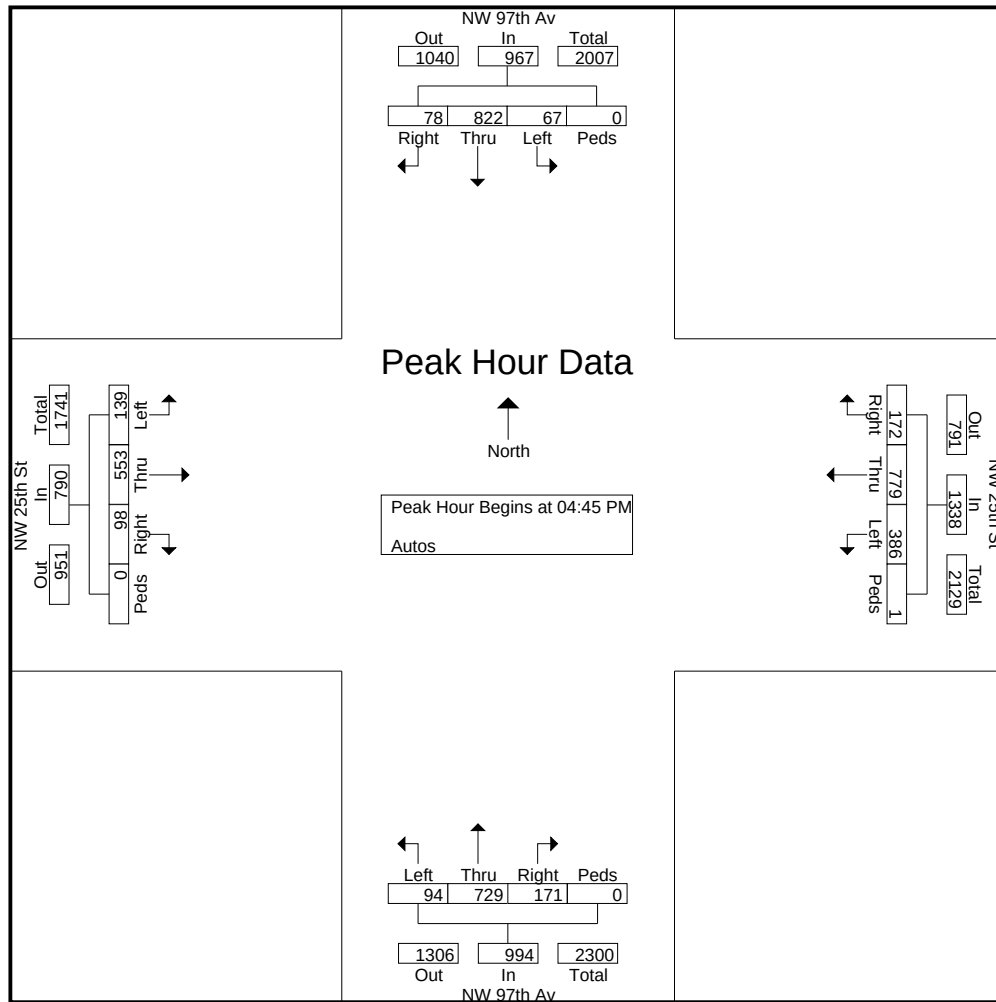
Start Date : 9/11/2024

Page No : 3

	NW 97th Av Southbound					NW 97th Av Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:45 PM	15	227	13	0	255	19	171	44	0	234	86	189	43	0	318	29	124	24	0	177	984
05:00 PM	17	182	28	0	227	32	186	42	0	260	116	215	39	0	370	42	138	23	0	203	1060
05:15 PM	18	180	18	0	216	22	169	42	0	233	99	195	42	1	337	33	142	33	0	208	994
05:30 PM	17	233	19	0	269	21	203	43	0	267	85	180	48	0	313	35	149	18	0	202	1051
Total Volume	67	822	78	0	967	94	729	171	0	994	386	779	172	1	1338	139	553	98	0	790	4089
% App. Total	6.9	85	8.1	0		9.5	73.3	17.2	0		28.8	58.2	12.9	0.1		17.6	70	12.4	0		
PHF	.931	.882	.696	.000	.899	.734	.898	.972	.000	.931	.832	.906	.896	.250	.904	.827	.928	.742	.000	.950	.964

Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM



Choice Engineering Consultants, Inc

12855 SW 132nd Street, Suite 200

Miami, FL 33186

NW 25th St & NW 97th Ave

Wednesday, September 11, 2024

Time: 7:15 - 9:15 AM & 3:45 - 5:45 PM

Weather: Partly Cloudy, Dry

File Name : NW 25th St & NW 97th Ave

Site Code : 25790001

Start Date : 9/11/2024

Page No : 1

Groups Printed- Heavy Vehicles

	NW 97th Av Southbound					NW 97th Av Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Int. Total
07:15 AM	1	1	3	0	5	0	2	3	1	6	2	19	0	0	21	1	22	0	1	24	56
07:30 AM	3	3	0	0	6	1	3	4	2	10	5	17	0	0	22	1	14	1	0	16	54
07:45 AM	2	2	2	1	7	1	2	2	0	5	2	7	0	0	9	0	17	0	1	18	39
Total	6	6	5	1	18	2	7	9	3	21	9	43	0	0	52	2	53	1	2	58	149
08:00 AM	0	0	0	0	0	2	1	2	1	6	1	32	2	0	35	0	13	0	2	15	56
08:15 AM	0	0	2	0	2	1	3	2	3	9	0	17	1	2	20	2	15	0	0	17	48
08:30 AM	0	7	2	0	9	0	2	4	0	6	3	17	1	0	21	2	31	0	2	35	71
08:45 AM	0	1	0	1	2	1	3	3	1	8	3	22	1	1	27	3	36	0	0	39	76
Total	0	8	4	1	13	4	9	11	5	29	7	88	5	3	103	7	95	0	4	106	251
09:00 AM	1	4	0	0	5	1	5	7	0	13	6	17	1	0	24	4	38	2	1	45	87
*** BREAK ***																					
Total	1	4	0	0	5	1	5	7	0	13	6	17	1	0	24	4	38	2	1	45	87
*** BREAK ***																					
03:45 PM	1	5	2	1	9	1	3	4	0	8	2	30	0	1	33	0	26	0	1	27	77
Total	1	5	2	1	9	1	3	4	0	8	2	30	0	1	33	0	26	0	1	27	77
04:00 PM	2	3	1	0	6	0	4	4	0	8	1	20	0	0	21	1	33	0	0	34	69
04:15 PM	0	3	1	0	4	2	3	1	4	10	4	29	0	0	33	0	22	1	2	25	72
04:30 PM	0	3	2	0	5	2	3	2	6	13	1	15	0	0	16	2	19	1	0	22	56
04:45 PM	1	3	1	0	5	1	6	9	1	17	2	21	0	1	24	0	15	0	2	17	63
Total	3	12	5	0	20	5	16	16	11	48	8	85	0	1	94	3	89	2	4	98	260
05:00 PM	0	2	0	0	2	0	1	5	3	9	3	23	1	1	28	0	11	0	1	12	51
05:15 PM	0	3	0	1	4	0	0	2	0	2	1	17	1	1	20	1	18	1	2	22	48
05:30 PM	1	4	2	0	7	1	1	4	2	8	2	19	2	0	23	3	14	1	1	19	57
Grand Total	12	44	18	4	78	14	42	58	24	138	38	322	10	7	377	20	344	7	16	387	980
Apprch %	15.4	56.4	23.1	5.1		10.1	30.4	42	17.4		10.1	85.4	2.7	1.9		5.2	88.9	1.8	4.1		
Total %	1.2	4.5	1.8	0.4	8	1.4	4.3	5.9	2.4	14.1	3.9	32.9	1	0.7	38.5	2	35.1	0.7	1.6	39.5	

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Miami, FL 33186

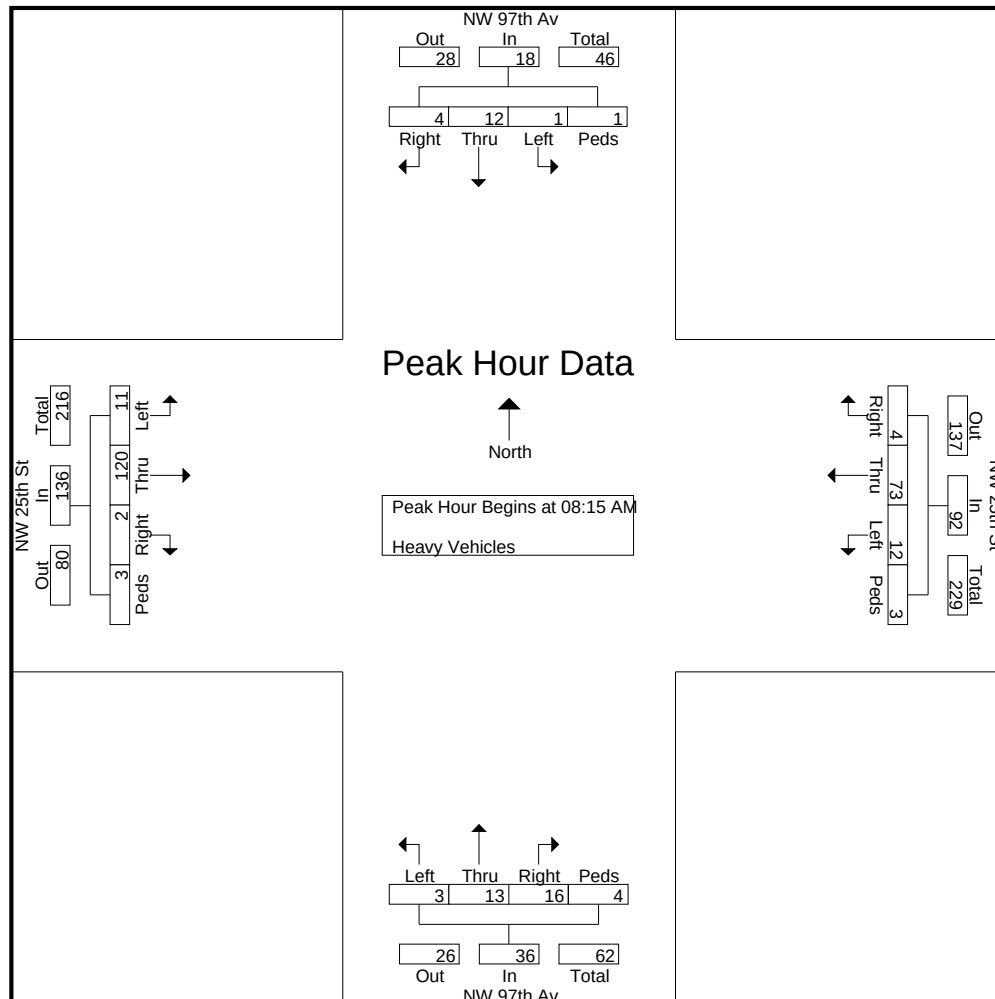
File Name : NW 25th St & NW 97th Ave

Site Code : 25790001

Start Date : 9/11/2024

Page No : 2

	NW 97th Av Southbound					NW 97th Av Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	0	2	0	2	1	3	2	3	9	0	17	1	2	20	2	15	0	0	17	48
08:30 AM	0	7	2	0	9	0	2	4	0	6	3	17	1	0	21	2	31	0	2	35	71
08:45 AM	0	1	0	1	2	1	3	3	1	8	3	22	1	1	27	3	36	0	0	39	76
09:00 AM	1	4	0	0	5	1	5	7	0	13	6	17	1	0	24	4	38	2	1	45	87
Total Volume	1	12	4	1	18	3	13	16	4	36	12	73	4	3	92	11	120	2	3	136	282
% App. Total	5.6	66.7	22.2	5.6		8.3	36.1	44.4	11.1		13	79.3	4.3	3.3		8.1	88.2	1.5	2.2		
PHF	.250	.429	.500	.250	.500	.750	.650	.571	.333	.692	.500	.830	1.00	.375	.852	.688	.789	.250	.375	.756	.810



Choice Engineering Consultants, Inc

12855 SW 132nd Street, Suite 200

Miami, FL 33186

File Name : NW 25th St & NW 97th Ave

Site Code : 25790001

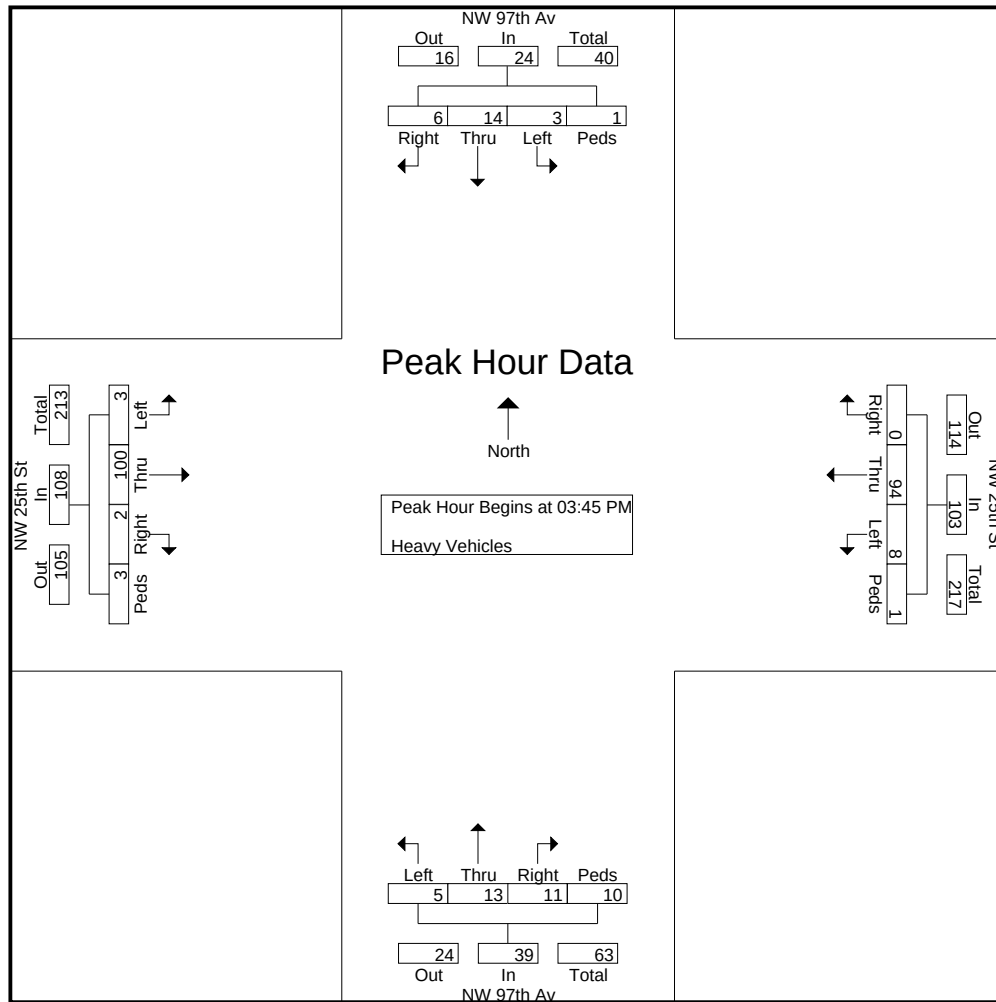
Start Date : 9/11/2024

Page No : 3

	NW 97th Av Southbound					NW 97th Av Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Int. Total
03:45 PM	1	5	2	1	9	1	3	4	0	8	2	30	0	1	33	0	26	0	1	27	77
04:00 PM	2	3	1	0	6	0	4	4	0	8	1	20	0	0	21	1	33	0	0	34	69
04:15 PM	0	3	1	0	4	2	3	1	4	10	4	29	0	0	33	0	22	1	2	25	72
04:30 PM	0	3	2	0	5	2	3	2	6	13	1	15	0	0	16	2	19	1	0	22	56
Total Volume	3	14	6	1	24	5	13	11	10	39	8	94	0	1	103	3	100	2	3	108	274
% App. Total	12.5	58.3	25	4.2		12.8	33.3	28.2	25.6		7.8	91.3	0	1		2.8	92.6	1.9	2.8		
PHF	.375	.700	.750	.250	.667	.625	.813	.688	.417	.750	.500	.783	.000	.250	.780	.375	.758	.500	.375	.794	.890

Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:45 PM





Choice Engineering Consultants Inc.

12855 SW 132nd St, Suite 200

Miami, FL, 33186

NW 87th Ave & NW 25th St

Wednesday, September 11, 2024

Time: 7:15 - 9:15 AM & 3:45 - 5:45 PM

Weather: Partly Cloudy, Dry

File Name : NW 87 Ave & NW 25 St

Site Code : 24001001

Start Date : 9/11/2024

Page No : 1

Groups Printed- Autos - Heavy Vehicles

NW 87th Ave Southbound							NW 87th Ave Northbound						NW 25th St Westbound						NW 25th St Eastbound						Int. Total
Start Time	U-Turn	Left	Thru	Right	Peds & Bicycle s	App. Total	U-Turn	Left	Thru	Right	Peds & Bicycle s	App. Total	U-Turn	Left	Thru	Right	Peds & Bicycle s	App. Total	U-Turn	Left	Thru	Right	Peds & Bicycle s	App. Total	
07:15 AM	6	40	200	33	0	279	4	31	284	46	4	369	0	27	153	39	7	226	0	49	205	23	6	283	1157
07:30 AM	4	51	208	48	0	311	3	42	299	52	3	399	2	36	203	26	2	269	0	47	206	29	0	282	1261
07:45 AM	6	56	213	59	0	334	2	49	351	63	2	467	0	49	262	35	2	348	0	45	198	21	2	266	1415
Total	16	147	621	140	0	924	9	122	934	161	9	1235	2	112	618	100	11	843	0	141	609	73	8	831	3833
08:00 AM	8	43	243	54	2	350	4	47	313	61	1	426	1	51	237	35	1	325	2	41	187	30	5	265	1366
08:15 AM	3	53	218	33	0	307	1	48	331	67	0	447	1	33	192	47	6	279	1	52	184	31	3	271	1304
08:30 AM	7	59	247	53	0	366	0	49	314	65	2	430	4	52	203	39	2	300	1	49	240	25	3	318	1414
08:45 AM	8	67	224	39	0	338	3	58	333	78	2	474	2	56	207	31	2	298	1	56	230	34	0	321	1431
Total	26	222	932	179	2	1361	8	202	1291	271	5	1777	8	192	839	152	11	1202	5	198	841	120	11	1175	5515
09:00 AM	7	55	229	37	0	328	7	39	296	64	0	406	1	54	177	40	2	274	4	47	201	26	0	278	1286
*** BREAK ***																									
Total	7	55	229	37	0	328	7	39	296	64	0	406	1	54	177	40	2	274	4	47	201	26	0	278	1286
*** BREAK ***																									
03:45 PM	5	38	286	40	0	369	4	47	236	41	1	329	9	56	225	61	0	351	0	38	213	29	5	285	1334
Total	5	38	286	40	0	369	4	47	236	41	1	329	9	56	225	61	0	351	0	38	213	29	5	285	1334
04:00 PM	4	55	328	35	1	423	6	45	252	41	2	346	3	51	223	73	3	353	1	49	229	45	5	329	1451
04:15 PM	7	42	338	39	3	429	6	42	260	42	2	352	2	53	217	63	4	339	4	47	212	43	2	308	1428
04:30 PM	4	53	332	40	3	432	4	36	284	42	1	367	4	50	231	62	1	348	2	67	198	39	6	312	1459
04:45 PM	6	52	324	55	0	437	7	34	283	39	1	364	2	54	210	73	3	342	6	40	187	31	0	264	1407
Total	21	202	1322	169	7	1721	23	157	1079	164	6	1429	11	208	881	271	11	1382	13	203	826	158	13	1213	5745
05:00 PM	6	73	343	39	2	463	13	20	293	59	3	388	2	53	236	87	6	384	1	54	224	55	6	340	1575
05:15 PM	6	76	338	39	1	460	13	34	310	53	3	413	4	51	203	98	0	356	2	48	208	38	3	299	1528
05:30 PM	6	76	314	47	0	443	5	42	262	76	3	388	3	48	229	74	5	359	3	48	214	36	3	304	1494
Grand Total	93	889	4385	690	12	6069	82	663	4701	889	30	6365	40	774	3408	883	46	5151	28	777	3336	535	49	4725	22310
Apprch %	1.5	14.6	72.3	11.4	0.2		1.3	10.4	73.9	14	0.5		0.8	15	66.2	17.1	0.9		0.6	16.4	70.6	11.3	1		
Total %	0.4	4	19.7	3.1	0.1	27.2	0.4	3	21.1	4	0.1	28.5	0.2	3.5	15.3	4	0.2	23.1	0.1	3.5	15	2.4	0.2	21.2	
Autos	92	830	4268	629	10	5829	82	639	4602	848	10	6181	40	740	3089	841	26	4736	28	702	2988	515	31	4264	21010
% Autos	98.9	93.4	97.3	91.2	83.3	96	100	96.4	97.9	95.4	33.3	97.1	100	95.6	90.6	95.2	56.5	91.9	100	90.3	89.6	96.3	63.3	90.2	94.2
Heavy Vehicles	1	59	117	61	2	240	0	24	99	41	20	184	0	34	319	42	20	415	0	75	348	20	18	461	1300
% Heavy Vehicles	1.1	6.6	2.7	8.8	16.7	4	0	3.6	2.1	4.6	66.7	2.9	0	4.4	9.4	4.8	43.5	8.1	0	9.7	10.4	3.7	36.7	9.8	5.8



Choice Engineering Consultants Inc.

12855 SW 132nd St, Suite 200
Miami, FL, 33186

File Name : NW 87 Ave & NW 25 St

Site Code : 24001001

Start Date : 9/11/2024

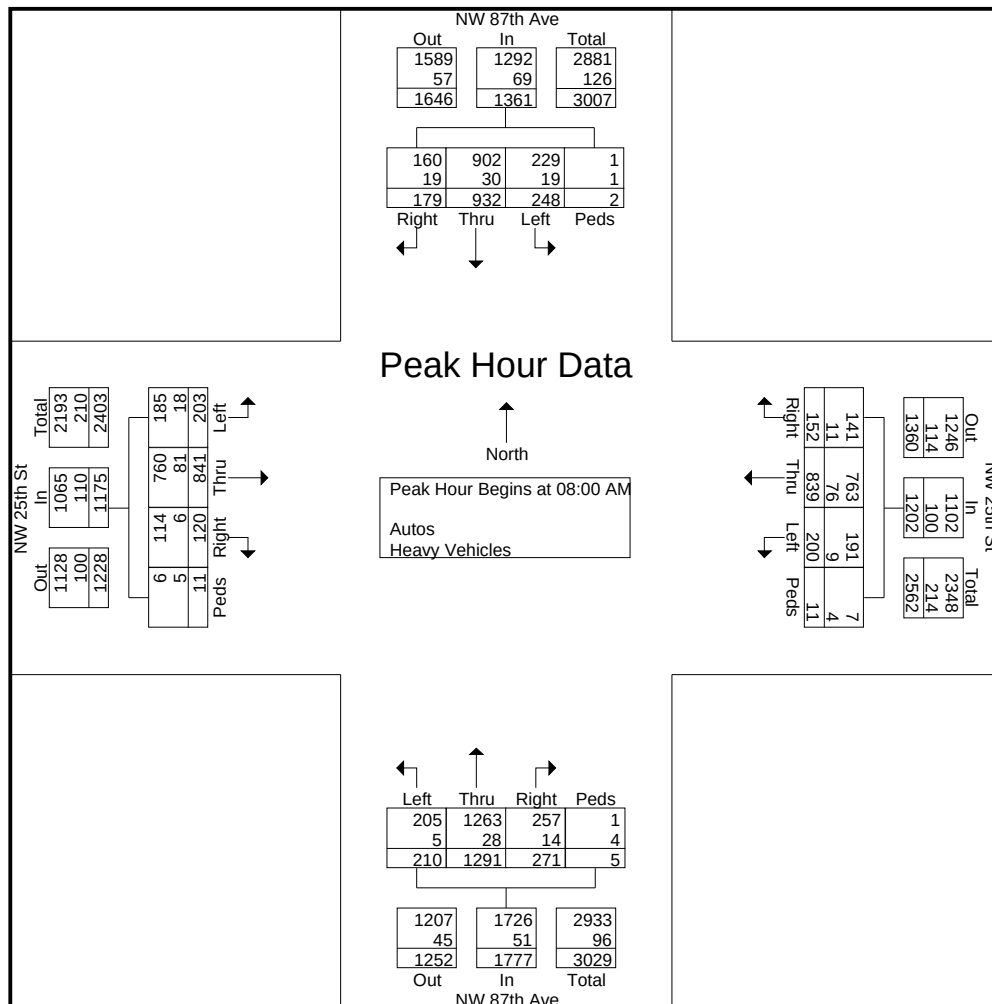
Page No : 2

Start Time	NW 87th Ave Southbound						NW 87th Ave Northbound						NW 25th St Westbound						NW 25th St Eastbound						Int. Total
	U-Turn	Left	Thru	Right	Peds & Bicycle	App. Total	U-Turn	Left	Thru	Right	Peds & Bicycle	App. Total	U-Turn	Left	Thru	Right	Peds & Bicycle	App. Total	U-Turn	Left	Thru	Right	Peds & Bicycle	App. Total	

Peak Hour Analysis From 07:15 AM to 09:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	8	43	243	54	2	350	4	47	313	61	1	426	1	51	237	35	1	325	2	41	187	30	5	265	1366
08:15 AM	3	53	218	33	0	307	1	48	331	67	0	447	1	33	192	47	6	279	1	52	184	31	3	271	1304
08:30 AM	7	59	247	53	0	366	0	49	314	65	2	430	4	52	203	39	2	300	1	49	240	25	3	318	1414
08:45 AM	8	67	224	39	0	338	3	58	333	78	2	474	2	56	207	31	2	298	1	56	230	34	0	321	1431
Total Volume	26	222	932	179	2	1361	8	202	1291	271	5	1777	8	192	839	152	11	1202	5	198	841	120	11	1175	5515
% App. Total	1.9	16.3	68.5	13.2	0.1		0.5	11.4	72.7	15.3	0.3		0.7	16	69.8	12.6	0.9		0.4	16.9	71.6	10.2	0.9		
PHF	.813	.828	.943	.829	.250	.930	.500	.871	.969	.869	.625	.937	.500	.857	.885	.809	.458	.925	.625	.884	.876	.882	.550	.915	.963
Autos	25	204	902	160	1	1292	8	197	1263	257	1	1726	8	183	763	141	7	1102	5	180	760	114	6	1065	5185
% Autos	96.2	91.9	96.8	89.4	50.0	94.9	100	97.5	97.8	94.8	20.0	97.1	100	95.3	90.9	92.8	63.6	91.7	100	90.9	90.4	95.0	54.5	90.6	94.0
Heavy Vehicles	1	18	30	19	1	69	0	5	28	14	4	51	0	9	76	11	4	100	0	18	81	6	5	110	330
% Heavy Vehicles	3.8	8.1	3.2	10.6	50.0	5.1	0	2.5	2.2	5.2	80.0	2.9	0	4.7	9.1	7.2	36.4	8.3	0	9.1	9.6	5.0	45.5	9.4	6.0





Choice Engineering Consultants Inc.

12855 SW 132nd St, Suite 200

Miami, FL, 33186

File Name : NW 87 Ave & NW 25 St

Site Code : 24001001

Start Date : 9/11/2024

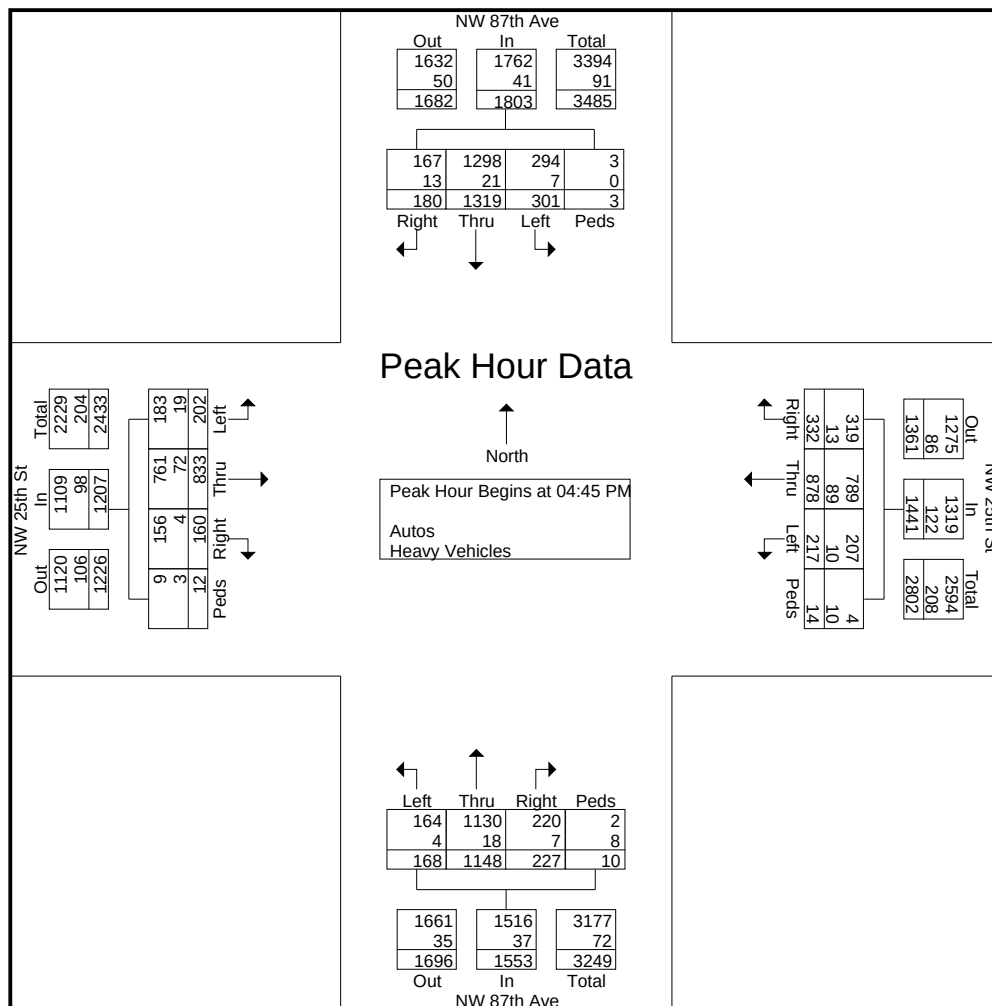
Page No : 3

	NW 87th Ave Southbound						NW 87th Ave Northbound						NW 25th St Westbound						NW 25th St Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds & Bicycle	App. Total	U-Turn	Left	Thru	Right	Peds & Bicycle	App. Total	U-Turn	Left	Thru	Right	Peds & Bicycle	App. Total	U-Turn	Left	Thru	Right	Peds & Bicycle	App. Total	Int. Total

Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	6	52	324	55	0	437	7	34	283	39	1	364	2	54	210	73	3	342	6	40	187	31	0	264	1407
05:00 PM	6	73	343	39	2	463	13	20	293	59	3	388	2	53	236	87	6	384	1	54	224	55	6	340	1575
05:15 PM	6	76	338	39	1	460	13	34	310	53	3	413	4	51	203	98	0	356	2	48	208	38	3	299	1528
05:30 PM	6	76	314	47	0	443	5	42	262	76	3	388	3	48	229	74	5	359	3	48	214	36	3	304	1494
Total Volume	24	277	1319	180	3	1803	38	130	1148	227	10	1553	11	206	878	332	14	1441	12	190	833	160	12	1207	6004
% App. Total	1.3	15.4	73.2	10	0.2		2.4	8.4	73.9	14.6	0.6		0.8	14.3	60.9	23	1		1	15.7	69	13.3	1		
PHF	1.0						.731	.774	.926	.747	.833	.940	.688	.954	.930	.847	.583	.938	.500	.880	.930	.727	.500	.888	.953
Autos	24	270	1298	167	3	1762	38	126	1130	220	2	1516	11	196	789	319	4	1319	12	171	761	156	9	1109	5706
% Autos	100	97.5	98.4	92.8	100	97.7	100	96.9	98.4	96.9	20.0	97.6	100	95.1	89.9	96.1	28.6	91.5	100	90.0	91.4	97.5	75.0	91.9	95.0
Heavy Vehicles	0	7	21	13	0	41	0	4	18	7	8	37	0	10	89	13	10	122	0	19	72	4	3	98	298
% Heavy Vehicles	0	2.5	1.6	7.2	0	2.3	0	3.1	1.6	3.1	80.0	2.4	0	4.9	10.1	3.9	71.4	8.5	0	10.0	8.6	2.5	25.0	8.1	5.0





Choice Engineering Consultants Inc.

12855 SW 132nd St, Suite 200

Miami, FL, 33186

NW 87th Ave & NW 25th St

Wednesday, September 11, 2024

Time: 7:15 - 9:15 AM & 3:45 - 5:45 PM

Weather: Partly Cloudy, Dry

File Name : NW 87 Ave & NW 25 St

Site Code : 24001001

Start Date : 9/11/2024

Page No : 1

Groups Printed- Autos

Start Time	NW 87th Ave Southbound						NW 87th Ave Northbound						NW 25th St Westbound						NW 25th St Eastbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
07:15 AM	6	35	189	30	0	260	4	31	277	43	4	359	0	26	141	37	7	211	0	47	188	22	4	261	1091
07:30 AM	4	47	202	46	0	299	3	42	297	51	1	394	2	33	181	25	1	242	0	43	178	28	0	249	1184
07:45 AM	6	55	202	55	0	318	2	49	348	58	0	457	0	48	252	35	1	336	0	43	179	20	1	243	1354
Total	16	137	593	131	0	877	9	122	922	152	5	1210	2	107	574	97	9	789	0	133	545	70	5	753	3629
08:00 AM	8	39	233	47	1	328	4	46	309	61	1	421	1	49	213	33	1	297	2	36	169	28	1	236	1282
08:15 AM	3	46	208	32	0	289	1	48	322	65	0	436	1	30	181	44	4	260	1	51	165	29	2	248	1233
08:30 AM	7	53	243	46	0	349	0	46	307	59	0	412	4	49	185	35	0	273	1	45	220	23	3	292	1326
08:45 AM	7	66	218	35	0	326	3	57	325	72	0	457	2	55	184	29	2	272	1	48	206	34	0	289	1344
Total	25	204	902	160	1	1292	8	197	1263	257	1	1726	8	183	763	141	7	1102	5	180	760	114	6	1065	5185
09:00 AM	7	51	222	29	0	309	7	35	290	60	0	392	1	52	156	37	1	247	4	42	164	25	0	235	1183
*** BREAK ***																									
Total	7	51	222	29	0	309	7	35	290	60	0	392	1	52	156	37	1	247	4	42	164	25	0	235	1183
*** BREAK ***																									
03:45 PM	5	35	279	34	0	353	4	45	227	38	0	314	9	54	198	55	0	316	0	31	192	29	4	256	1239
Total	5	35	279	34	0	353	4	45	227	38	0	314	9	54	198	55	0	316	0	31	192	29	4	256	1239
04:00 PM	4	48	321	33	1	407	6	42	242	39	1	330	3	49	199	70	2	323	1	40	197	42	3	283	1343
04:15 PM	7	35	328	38	3	411	6	39	254	41	0	340	2	51	194	63	2	312	4	43	191	42	1	281	1344
04:30 PM	4	50	325	37	2	418	4	33	274	41	1	353	4	48	216	59	1	328	2	62	178	37	3	282	1381
04:45 PM	6	51	318	51	0	426	7	33	278	38	0	356	2	53	185	70	1	311	6	36	163	29	0	234	1327
Total	21	184	1292	159	6	1662	23	147	1048	159	2	1379	11	201	794	262	6	1274	13	181	729	150	7	1080	5395
05:00 PM	6	71	337	38	2	454	13	19	287	59	0	378	2	48	212	84	3	349	1	48	210	54	5	318	1499
05:15 PM	6	74	333	35	1	449	13	32	305	51	1	402	4	48	184	96	0	332	2	42	191	37	3	275	1458
05:30 PM	6	74	310	43	0	433	5	42	260	72	1	380	3	47	208	69	0	327	3	45	197	36	1	282	1422
Grand Total	92	830	4268	629	10	5829	82	639	4602	848	10	6181	40	740	3089	841	26	4736	28	702	2988	515	31	4264	21010
Apprch %	1.6	14.2	73.2	10.8	0.2		1.3	10.3	74.5	13.7	0.2		0.8	15.6	65.2	17.8	0.5		0.7	16.5	70.1	12.1	0.7		
Total %	0.4	4	20.3	3	0	27.7	0.4	3	21.9	4	0	29.4	0.2	3.5	14.7	4	0.1	22.5	0.1	3.3	14.2	2.5	0.1	20.3	



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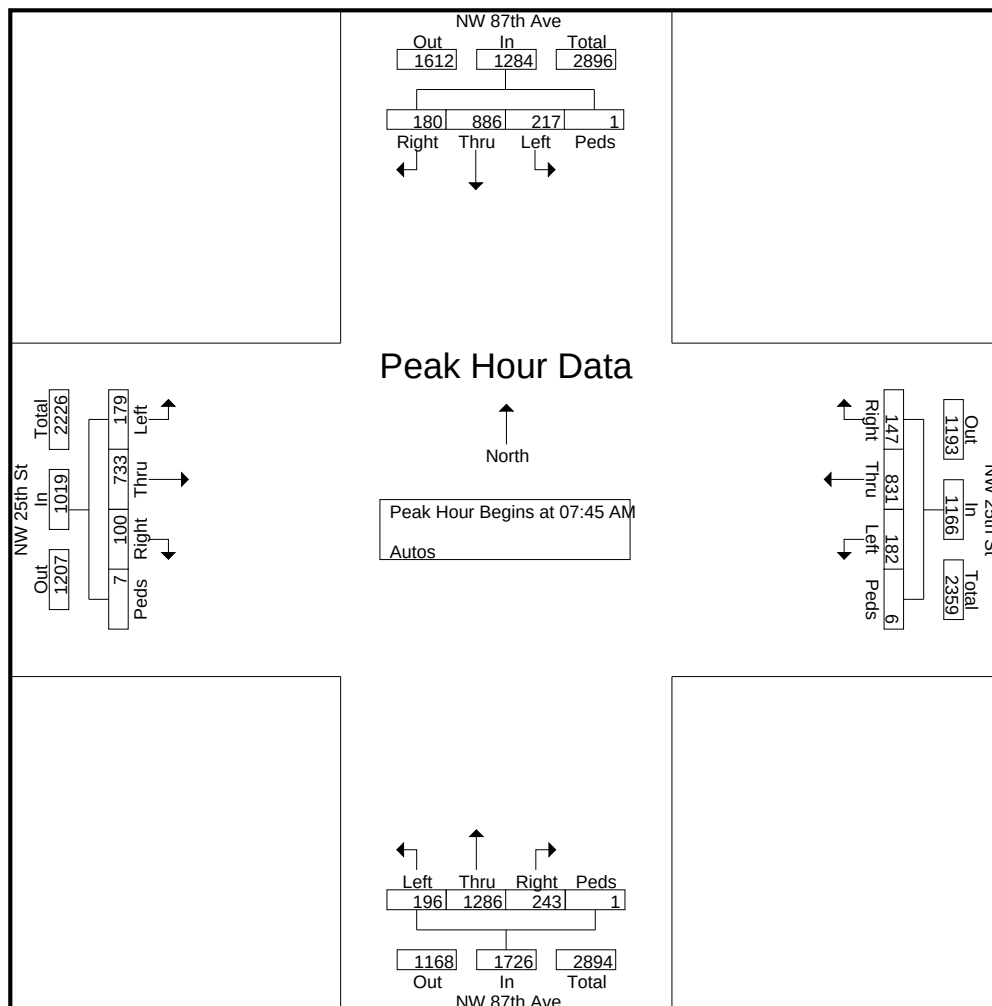
File Name : NW 87 Ave & NW 25 St

Site Code : 24001001

Start Date : 9/11/2024

Page No : 2

	NW 87th Ave Southbound						NW 87th Ave Northbound						NW 25th St Westbound						NW 25th St Eastbound							
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
Peak Hour Analysis From 07:15 AM to 09:00 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:45 AM																										
07:45 AM	6	55	202	55	0	318	2	49	348	58	0	457	0	48	252	35	1	336	0	43	179	20	1	243	1354	
08:00 AM	8	39	233	47	1	328	4	46	309	61	1	421	1	49	213	33	1	297	2	36	169	28	1	236	1282	
08:15 AM	3	46	208	32	0	289	1	48	322	65	0	436	1	30	181	44	4	260	1	51	165	29	2	248	1233	
08:30 AM	7	53	243	46	0	349	0	46	307	59	0	412	4	49	185	35	0	273	1	45	220	23	3	292	1326	
Total Volume	24	193	886	180	1	1284	7	189	1286	243	1	1726	6	176	831	147	6	1166	4	175	733	100	7	1019	5195	
% App. Total	1.9	15	69	14	0.1		0.4	11	74.5	14.1	0.1		0.5	15.1	71.3	12.6	0.5		0.4	17.2	71.9	9.8	0.7			
PHF	.750	.877	.912	.818	.250	.920	.438	.964	.924	.935	.250	.944	.375	.898	.824	.835	.375	.868	.500	.858	.833	.862	.583	.872	.959	





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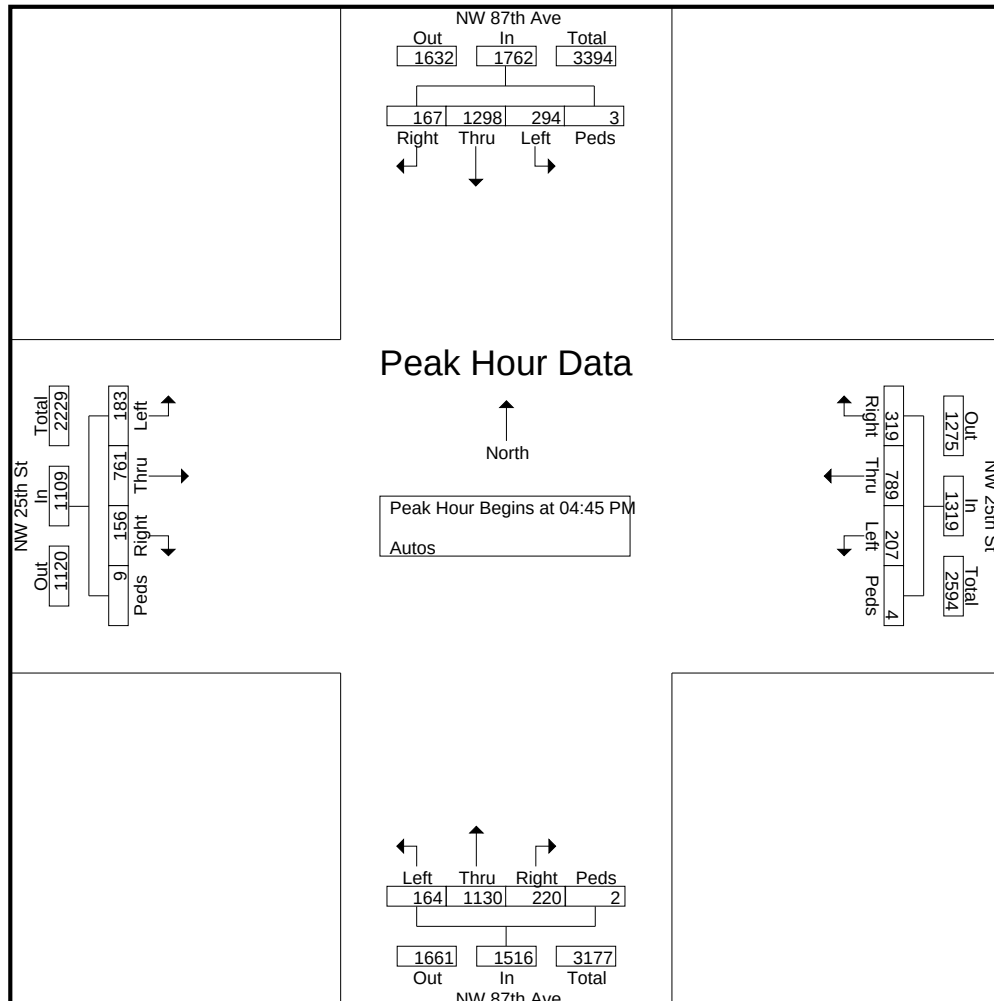
File Name : NW 87 Ave & NW 25 St

Site Code : 24001001

Start Date : 9/11/2024

Page No : 3

	NW 87th Ave Southbound						NW 87th Ave Northbound						NW 25th St Westbound						NW 25th St Eastbound							
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:45 PM																										
04:45 PM	6	51	318	51	0	426	7	33	278	38	0	356	2	53	185	70	1	311	6	36	163	29	0	234	1327	
05:00 PM	6	71	337	38	2	454	13	19	287	59	0	378	2	48	212	84	3	349	1	48	210	54	5	318	1499	
05:15 PM	6	74	333	35	1	449	13	32	305	51	1	402	4	48	184	96	0	332	2	42	191	37	3	275	1458	
05:30 PM	6	74	310	43	0	433	5	42	260	72	1	380	3	47	208	69	0	327	3	45	197	36	1	282	1422	
Total Volume	24	270	1298	167	3	1762	38	126	1130	220	2	1516	11	196	789	319	4	1319	12	171	761	156	9	1109	5706	
% App. Total	1.4	15.3	73.7	9.5	0.2		2.5	8.3	74.5	14.5	0.1		0.8	14.9	59.8	24.2	0.3		1.1	15.4	68.6	14.1	0.8			
PHF	1.0																									
	0	.912	.963	.819	.375	.970	.731	.750	.926	.764	.500	.943	.688	.925	.930	.831	.333	.945	.500	.891	.906	.722	.450	.872	.952	





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NW 87th Ave & NW 25th St
Wednesday, September 11, 2024
Time: 7:15 - 9:15 AM & 3:45 - 5:45 PM
Weather: Partly Cloudy, Dry

File Name : NW 87 Ave & NW 25 St
Site Code : 24001001
Start Date : 9/11/2024
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	NW 87th Ave Southbound						NW 87th Ave Northbound						NW 25th St Westbound						NW 25th St Eastbound						Int. Total
	U-Turn	Left	Thru	Right	Bicycles	App. Total	U-Turn	Left	Thru	Right	Bicycles	App. Total	U-Turn	Left	Thru	Right	Bicycles	App. Total	U-Turn	Left	Thru	Right	Bicycles	App. Total	
07:15 AM	0	5	11	3	0	19	0	0	7	3	0	10	0	1	12	2	0	15	0	2	17	1	2	22	66
07:30 AM	0	4	6	2	0	12	0	0	2	1	2	5	0	3	22	1	1	27	0	4	28	1	0	33	77
07:45 AM	0	1	11	4	0	16	0	0	3	5	2	10	0	1	10	0	1	12	0	2	19	1	1	23	61
Total	0	10	28	9	0	47	0	0	12	9	4	25	0	5	44	3	2	54	0	8	64	3	3	78	204
08:00 AM	0	4	10	7	1	22	0	1	4	0	0	5	0	2	24	2	0	28	0	5	18	2	4	29	84
08:15 AM	0	7	10	1	0	18	0	0	9	2	0	11	0	3	11	3	2	19	0	1	19	2	1	23	71
08:30 AM	0	6	4	7	0	17	0	3	7	6	2	18	0	3	18	4	2	27	0	4	20	2	0	26	88
08:45 AM	1	1	6	4	0	12	0	1	8	6	2	17	0	1	23	2	0	26	0	8	24	0	0	32	87
Total	1	18	30	19	1	69	0	5	28	14	4	51	0	9	76	11	4	100	0	18	81	6	5	110	330
09:00 AM	0	4	7	8	0	19	0	4	6	4	0	14	0	2	21	3	1	27	0	5	37	1	0	43	103
*** BREAK ***																									
Total	0	4	7	8	0	19	0	4	6	4	0	14	0	2	21	3	1	27	0	5	37	1	0	43	103
*** BREAK ***																									
03:45 PM	0	3	7	6	0	16	0	2	9	3	1	15	0	2	27	6	0	35	0	7	21	0	1	29	95
Total	0	3	7	6	0	16	0	2	9	3	1	15	0	2	27	6	0	35	0	7	21	0	1	29	95
04:00 PM	0	7	7	2	0	16	0	3	10	2	1	16	0	2	24	3	1	30	0	9	32	3	2	46	108
04:15 PM	0	7	10	1	0	18	0	3	6	1	2	12	0	2	23	0	2	27	0	4	21	1	1	27	84
04:30 PM	0	3	7	3	1	14	0	3	10	1	0	14	0	2	15	3	0	20	0	5	20	2	3	30	78
04:45 PM	0	1	6	4	0	11	0	1	5	1	1	8	0	1	25	3	2	31	0	4	24	2	0	30	80
Total	0	18	30	10	1	59	0	10	31	5	4	50	0	7	87	9	5	108	0	22	97	8	6	133	350
05:00 PM	0	2	6	1	0	9	0	1	6	0	3	10	0	5	24	3	3	35	0	6	14	1	1	22	76
05:15 PM	0	2	5	4	0	11	0	2	5	2	2	11	0	3	19	2	0	24	0	6	17	1	0	24	70
05:30 PM	0	2	4	4	0	10	0	0	2	4	2	8	0	1	21	5	5	32	0	3	17	0	2	22	72
Grand Total	1	59	117	61	2	240	0	24	99	41	20	184	0	34	319	42	20	415	0	75	348	20	18	461	1300
Apprch %	0.4	24.6	48.8	25.4	0.8		0	13	53.8	22.3	10.9		0	8.2	76.9	10.1	4.8		0	16.3	75.5	4.3	3.9		
Total %	0.1	4.5	9	4.7	0.2	18.5	0	1.8	7.6	3.2	1.5	14.2	0	2.6	24.5	3.2	1.5	31.9	0	5.8	26.8	1.5	1.4	35.5	



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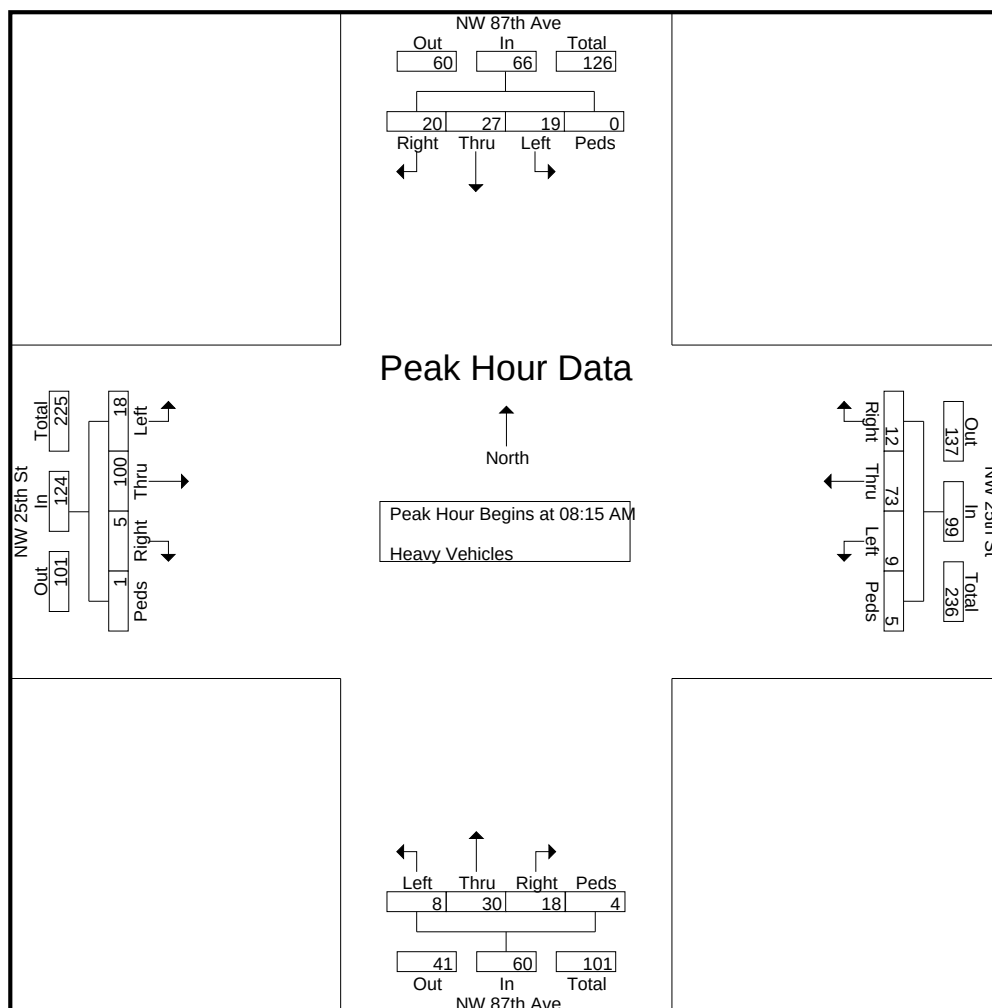
File Name : NW 87 Ave & NW 25 St

Site Code : 24001001

Start Date : 9/11/2024

Page No : 2

	NW 87th Ave Southbound						NW 87th Ave Northbound						NW 25th St Westbound						NW 25th St Eastbound							
Start Time	U-Turn	Left	Thru	Right	Bicycle s	App. Total	U-Turn	Left	Thru	Right	Bicycle s	App. Total	U-Turn	Left	Thru	Right	Bicycle s	App. Total	U-Turn	Left	Thru	Right	Bicycle s	App. Total	Int. Total	
Peak Hour Analysis From 07:15 AM to 09:00 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:15 AM																										
08:15 AM	0	7	10	1	0	18	0	0	9	2	0	11	0	3	11	3	2	19	0	1	19	2	1	23	71	
08:30 AM	0	6	4	7	0	17	0	3	7	6	2	18	0	3	18	4	2	27	0	4	20	2	0	26	88	
08:45 AM	1	1	6	4	0	12	0	1	8	6	2	17	0	1	23	2	0	26	0	8	24	0	0	32	87	
09:00 AM	0	4	7	8	0	19	0	4	6	4	0	14	0	2	21	3	1	27	0	5	37	1	0	43	103	
Total Volume	1	18	27	20	0	66	0	8	30	18	4	60	0	9	73	12	5	99	0	18	100	5	1	124	349	
% App. Total	1.5	27.3	40.9	30.3	0		0	13.3	50	30	6.7		0	9.1	73.7	12.1	5.1		0	14.5	80.6	4	0.8			
PHF	.250	.643	.675	.625	.000	.868	.000	.500	.833	.750	.500	.833	.000	.750	.793	.750	.625	.917	.000	.563	.676	.625	.250	.721	.847	





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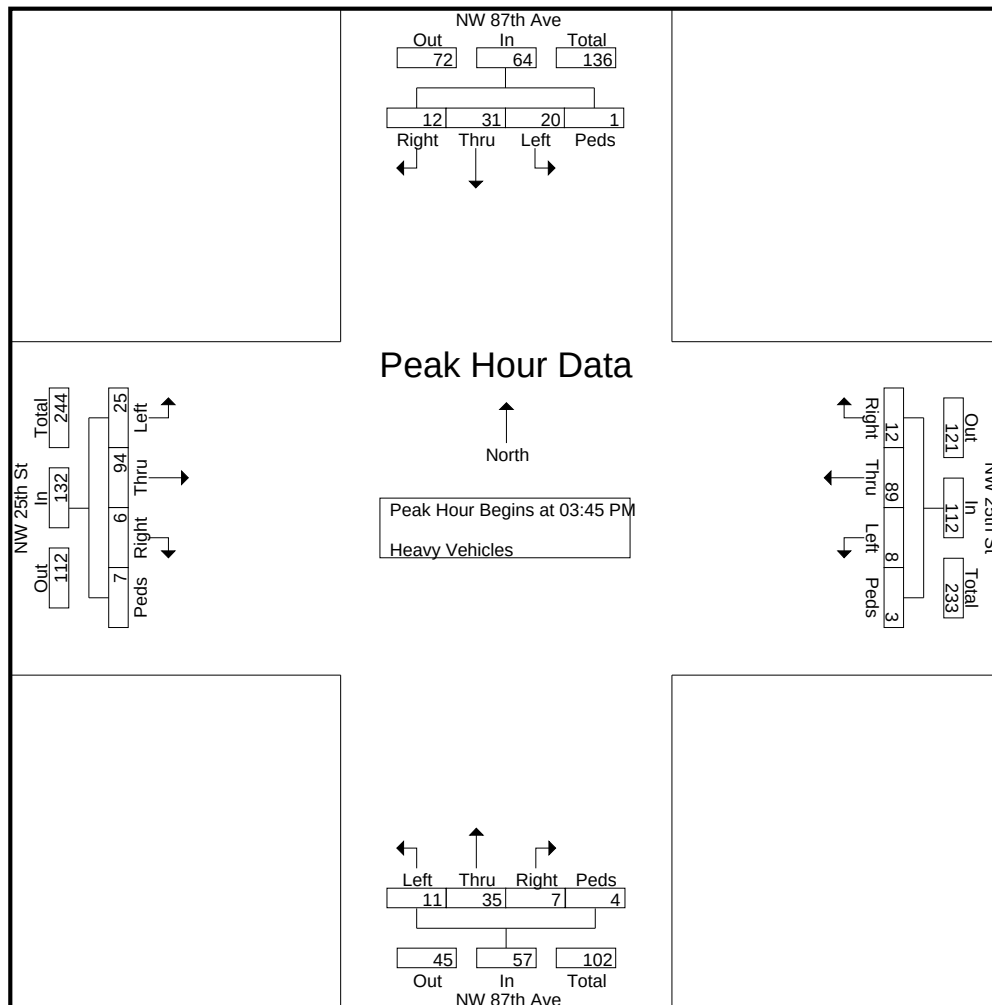
File Name : NW 87 Ave & NW 25 St

Site Code : 24001001

Start Date : 9/11/2024

Page No : 3

	NW 87th Ave Southbound						NW 87th Ave Northbound						NW 25th St Westbound						NW 25th St Eastbound							
Start Time	U-Turn	Left	Thru	Right	Bicycle _s	App. Total	U-Turn	Left	Thru	Right	Bicycle _s	App. Total	U-Turn	Left	Thru	Right	Bicycle _s	App. Total	U-Turn	Left	Thru	Right	Bicycle _s	App. Total	Int. Total	
Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 03:45 PM																										
03:45 PM	0	3	7	6	0	16	0	2	9	3	1	15	0	2	27	6	0	35	0	7	21	0	1	29	95	
04:00 PM	0	7	7	2	0	16	0	3	10	2	1	16	0	2	24	3	1	30	0	9	32	3	2	46	108	
04:15 PM	0	7	10	1	0	18	0	3	6	1	2	12	0	2	23	0	2	27	0	4	21	1	1	27	84	
04:30 PM	0	3	7	3	1	14	0	3	10	1	0	14	0	2	15	3	0	20	0	5	20	2	3	30	78	
Total Volume	0	20	31	12	1	64	0	11	35	7	4	57	0	8	89	12	3	112	0	25	94	6	7	132	365	
% App. Total	0	31.2	48.4	18.8	1.6		0	19.3	61.4	12.3	7		0	7.1	79.5	10.7	2.7		0	18.9	71.2	4.5	5.3			
PHF	.000	.714	.775	.500	.250	.889	.000	.917	.875	.583	.500	.891	.000	1.0 0	.824	.500	.375	.800	.000	.694	.734	.500	.583	.717	.845	





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12855 SW 132nd St, Suite 200

Miami, FL, 33186

NW 92nd Ave & NW 25th St
Wednesday, September 11, 2024
Time: 7:15 - 9:15 AM & 3:45 - 5:45 PM
Weather: Partly Cloudy, Dry

File Name : NW 92nd Ave & NW 25th St
Site Code : 25920001
Start Date : 9/11/2024
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	NW 92nd Ave Southbound					North bound	NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Peds & Bicycles	App. Total	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Int. Total
07:15 AM	4	0	18	0	22	0	0	196	11	0	207	31	318	0	0	349	578
07:30 AM	11	0	19	0	30	0	0	259	30	0	289	22	336	0	0	358	677
07:45 AM	11	0	20	0	31	0	0	334	29	0	363	24	299	0	0	323	717
Total	26	0	57	0	83	0	0	789	70	0	859	77	953	0	0	1030	1972
08:00 AM	26	0	15	0	41	0	0	315	18	0	333	13	267	0	0	280	654
08:15 AM	24	0	11	0	35	0	0	236	23	0	259	12	283	0	0	295	589
08:30 AM	33	0	11	0	44	0	0	250	10	0	260	11	347	0	0	358	662
08:45 AM	30	0	12	0	42	0	0	275	17	0	292	10	368	0	0	378	712
Total	113	0	49	0	162	0	0	1076	68	0	1144	46	1265	0	0	1311	2617
09:00 AM	13	0	15	0	28	0	0	213	12	0	225	20	322	0	0	342	595
*** BREAK ***																	
Total	13	0	15	0	28	0	0	213	12	0	225	20	322	0	0	342	595
*** BREAK ***																	
03:45 PM	13	0	32	0	45	0	0	312	17	0	329	17	269	0	0	286	660
Total	13	0	32	0	45	0	0	312	17	0	329	17	269	0	0	286	660
04:00 PM	8	0	30	0	38	0	0	313	28	0	341	28	288	0	0	316	695
04:15 PM	15	0	21	0	36	0	0	320	20	0	340	18	278	0	0	296	672
04:30 PM	7	0	17	0	24	0	0	335	27	0	362	33	311	0	0	344	730
04:45 PM	18	0	23	0	41	0	0	330	31	0	361	26	266	0	0	292	694
Total	48	0	91	0	139	0	0	1298	106	0	1404	105	1143	0	0	1248	2791
05:00 PM	8	0	26	0	34	0	0	345	40	0	385	35	324	0	0	359	778
05:15 PM	16	0	24	0	40	0	0	287	33	0	320	35	255	0	0	290	650
05:30 PM	18	0	19	0	37	0	0	319	36	0	355	19	300	0	0	319	711
Grand Total	255	0	313	0	568	0	0	4639	382	0	5021	354	4831	0	0	5185	10774
Apprch %	44.9	0	55.1	0			0	92.4	7.6	0		6.8	93.2	0	0		
Total %	2.4	0	2.9	0	5.3	0	0	43.1	3.5	0	46.6	3.3	44.8	0	0	48.1	
Autos	247	0	299	0	546	0	0	4250	373	0	4623	342	4377	0	0	4719	9888
% Autos	96.9	0	95.5	0	96.1	0	0	91.6	97.6	0	92.1	96.6	90.6	0	0	91	91.8
Heavy Vehicles	8	0	14	0	22	0	0	389	9	0	398	12	454	0	0	466	886
% Heavy Vehicles	3.1	0	4.5	0	3.9	0	0	8.4	2.4	0	7.9	3.4	9.4	0	0	9	8.2



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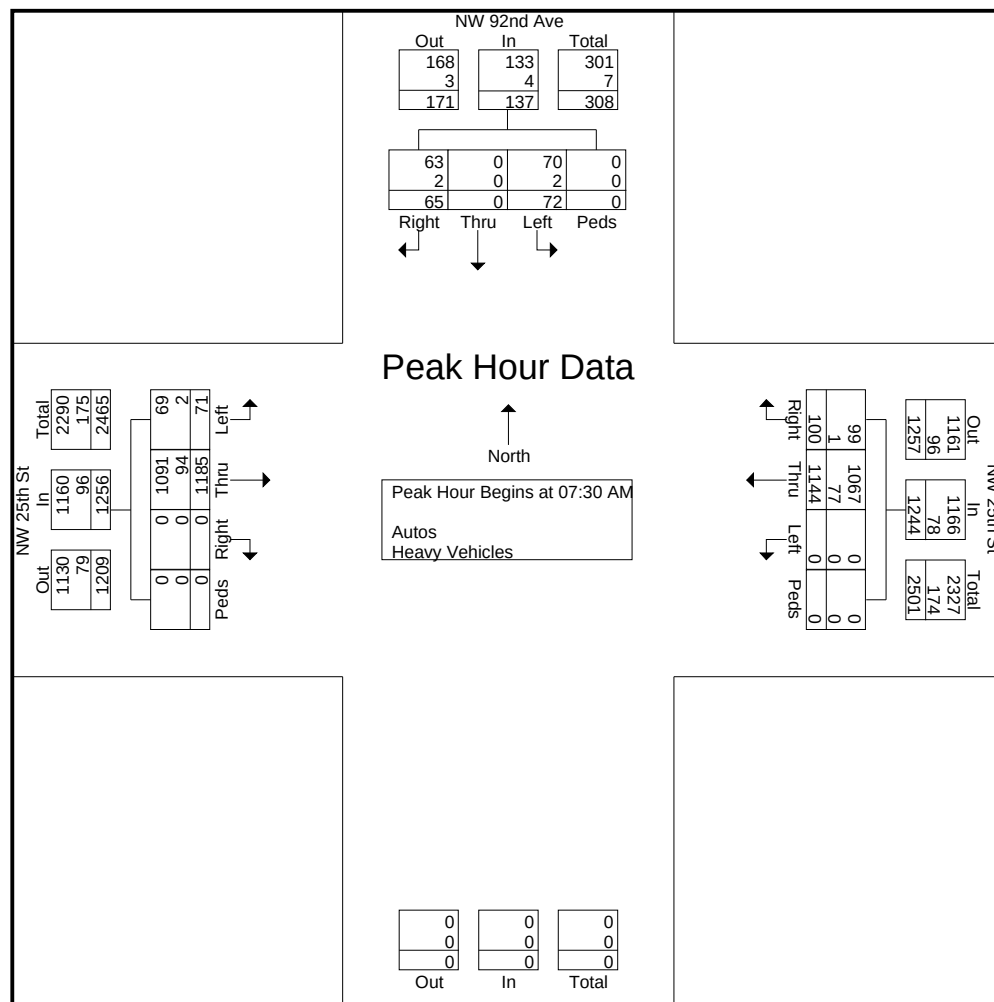
File Name : NW 92nd Ave & NW 25th St

Site Code : 25920001

Start Date : 9/11/2024

Page No : 2

	NW 92nd Ave Southbound					North bound	NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Peds & Bicycles	App. Total	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	0	19	0	30	0	0	259	30	0	289	22	336	0	0	358	677
07:45 AM	11	0	20	0	31	0	0	334	29	0	363	24	299	0	0	323	717
08:00 AM	26	0	15	0	41	0	0	315	18	0	333	13	267	0	0	280	654
08:15 AM	24	0	11	0	35	0	0	236	23	0	259	12	283	0	0	295	589
Total Volume	72	0	65	0	137	0	0	1144	100	0	1244	71	1185	0	0	1256	2637
% App. Total	52.6	0	47.4	0			0	92	8	0		5.7	94.3	0	0		
PHF	.692	.000	.813	.000	.835	.000	.000	.856	.833	.000	.857	.740	.882	.000	.000	.877	.919
Autos	70	0	63	0	133	0	0	1067	99	0	1166	69	1091	0	0	1160	2459
% Autos	97.2	0	96.9	0	97.1	0	0	93.3	99.0	0	93.7	97.2	92.1	0	0	92.4	93.2
Heavy Vehicles	2	0	2	0	4	0	0	77	1	0	78	2	94	0	0	96	178
% Heavy Vehicles	2.8	0	3.1	0	2.9	0	0	6.7	1.0	0	6.3	2.8	7.9	0	0	7.6	6.8





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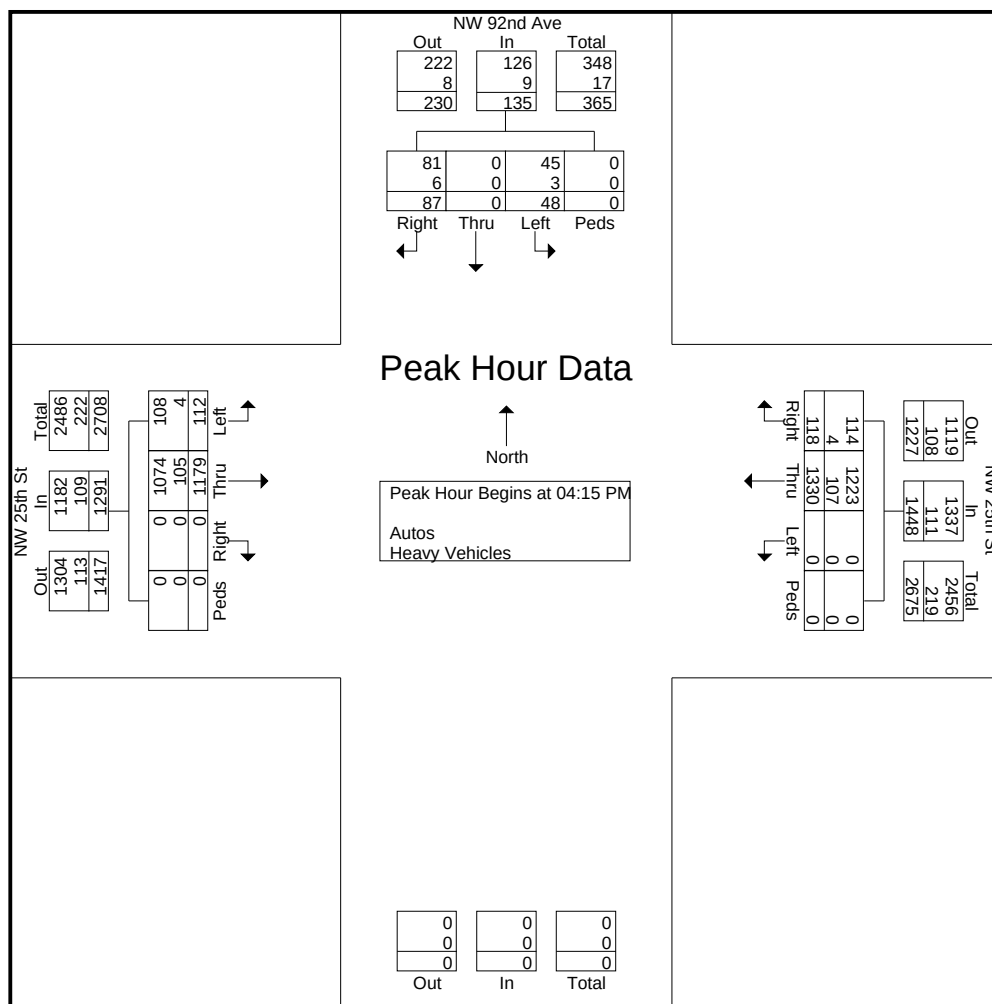
File Name : NW 92nd Ave & NW 25th St

Site Code : 25920001

Start Date : 9/11/2024

Page No : 3

	NW 92nd Ave Southbound					North bound	NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Peds & Bicycles	App. Total	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	15	0	21	0	36	0	0	320	20	0	340	18	278	0	0	296	672
04:30 PM	7	0	17	0	24	0	0	335	27	0	362	33	311	0	0	344	730
04:45 PM	18	0	23	0	41	0	0	330	31	0	361	26	266	0	0	292	694
05:00 PM	8	0	26	0	34	0	0	345	40	0	385	35	324	0	0	359	778
Total Volume	48	0	87	0	135	0	0	1330	118	0	1448	112	1179	0	0	1291	2874
% App. Total	35.6	0	64.4	0			0	91.9	8.1	0		8.7	91.3	0	0		
PHF	.667	.000	.837	.000	.823	.000	.000	.964	.738	.000	.940	.800	.910	.000	.000	.899	.924
Autos	45	0	81	0	126	0	0	1223	114	0	1337	108	1074	0	0	1182	2645
% Autos	93.8	0	93.1	0	93.3	0	0	92.0	96.6	0	92.3	96.4	91.1	0	0	91.6	92.0
Heavy Vehicles	3	0	6	0	9	0	0	107	4	0	111	4	105	0	0	109	229
% Heavy Vehicles	6.3	0	6.9	0	6.7	0	0	8.0	3.4	0	7.7	3.6	8.9	0	0	8.4	8.0





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Miami, FL, 33186

NW 92nd Ave & NW 25th St
Wednesday, September 11, 2024
Time: 7:15 - 9:15 AM & 3:45 - 5:45 PM
Weather: Partly Cloudy, Dry

File Name : NW 92nd Ave & NW 25th St
Site Code : 25920001
Start Date : 9/11/2024
Page No : 1

Groups Printed- Autos

	NW 92nd Ave Southbound					North bound	NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	4	0	16	0	20	0	0	177	11	0	188	30	296	0	0	326	534
07:30 AM	11	0	17	0	28	0	0	239	29	0	268	20	310	0	0	330	626
07:45 AM	10	0	20	0	30	0	0	323	29	0	352	24	272	0	0	296	678
Total	25	0	53	0	78	0	0	739	69	0	808	74	878	0	0	952	1838
08:00 AM	26	0	15	0	41	0	0	283	18	0	301	13	249	0	0	262	604
08:15 AM	23	0	11	0	34	0	0	222	23	0	245	12	260	0	0	272	551
08:30 AM	33	0	11	0	44	0	0	230	10	0	240	11	312	0	0	323	607
08:45 AM	29	0	10	0	39	0	0	240	16	0	256	9	333	0	0	342	637
Total	111	0	47	0	158	0	0	975	67	0	1042	45	1154	0	0	1199	2399
09:00 AM	13	0	15	0	28	0	0	187	11	0	198	18	274	0	0	292	518
*** BREAK ***																	
Total	13	0	15	0	28	0	0	187	11	0	198	18	274	0	0	292	518
*** BREAK ***																	
03:45 PM	13	0	31	0	44	0	0	277	17	0	294	17	235	0	0	252	590
Total	13	0	31	0	44	0	0	277	17	0	294	17	235	0	0	252	590
04:00 PM	8	0	29	0	37	0	0	285	27	0	312	28	250	0	0	278	627
04:15 PM	14	0	20	0	34	0	0	290	19	0	309	17	254	0	0	271	614
04:30 PM	6	0	16	0	22	0	0	312	25	0	337	32	283	0	0	315	674
04:45 PM	18	0	20	0	38	0	0	299	30	0	329	26	236	0	0	262	629
Total	46	0	85	0	131	0	0	1186	101	0	1287	103	1023	0	0	1126	2544
05:00 PM	7	0	25	0	32	0	0	322	40	0	362	33	301	0	0	334	728
05:15 PM	16	0	24	0	40	0	0	266	33	0	299	33	235	0	0	268	607
05:30 PM	16	0	19	0	35	0	0	298	35	0	333	19	277	0	0	296	664
Grand Total	247	0	299	0	546	0	0	4250	373	0	4623	342	4377	0	0	4719	9888
Apprch %	45.2	0	54.8	0			0	91.9	8.1	0		7.2	92.8	0	0		
Total %	2.5	0	3	0	5.5	0	0	43	3.8	0	46.8	3.5	44.3	0	0	47.7	



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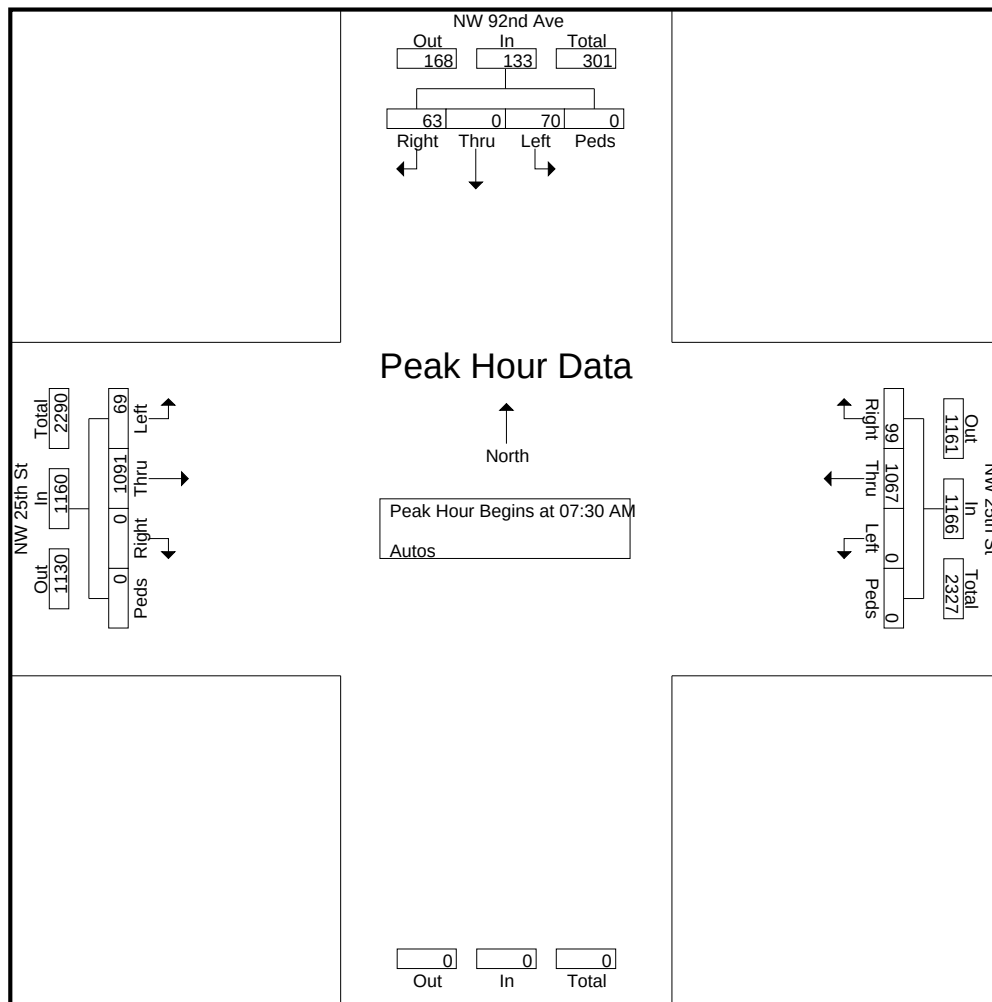
File Name : NW 92nd Ave & NW 25th St

Site Code : 25920001

Start Date : 9/11/2024

Page No : 2

	NW 92nd Ave Southbound					North bound	NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	0	17	0	28	0	0	239	29	0	268	20	310	0	0	330	626
07:45 AM	10	0	20	0	30	0	0	323	29	0	352	24	272	0	0	296	678
08:00 AM	26	0	15	0	41	0	0	283	18	0	301	13	249	0	0	262	604
08:15 AM	23	0	11	0	34	0	0	222	23	0	245	12	260	0	0	272	551
Total Volume	70	0	63	0	133	0	0	1067	99	0	1166	69	1091	0	0	1160	2459
% App. Total	52.6	0	47.4	0			0	91.5	8.5	0		5.9	94.1	0	0		
PHF	.673	.000	.788	.000	.811	.000	.000	.826	.853	.000	.828	.719	.880	.000	.000	.879	.907





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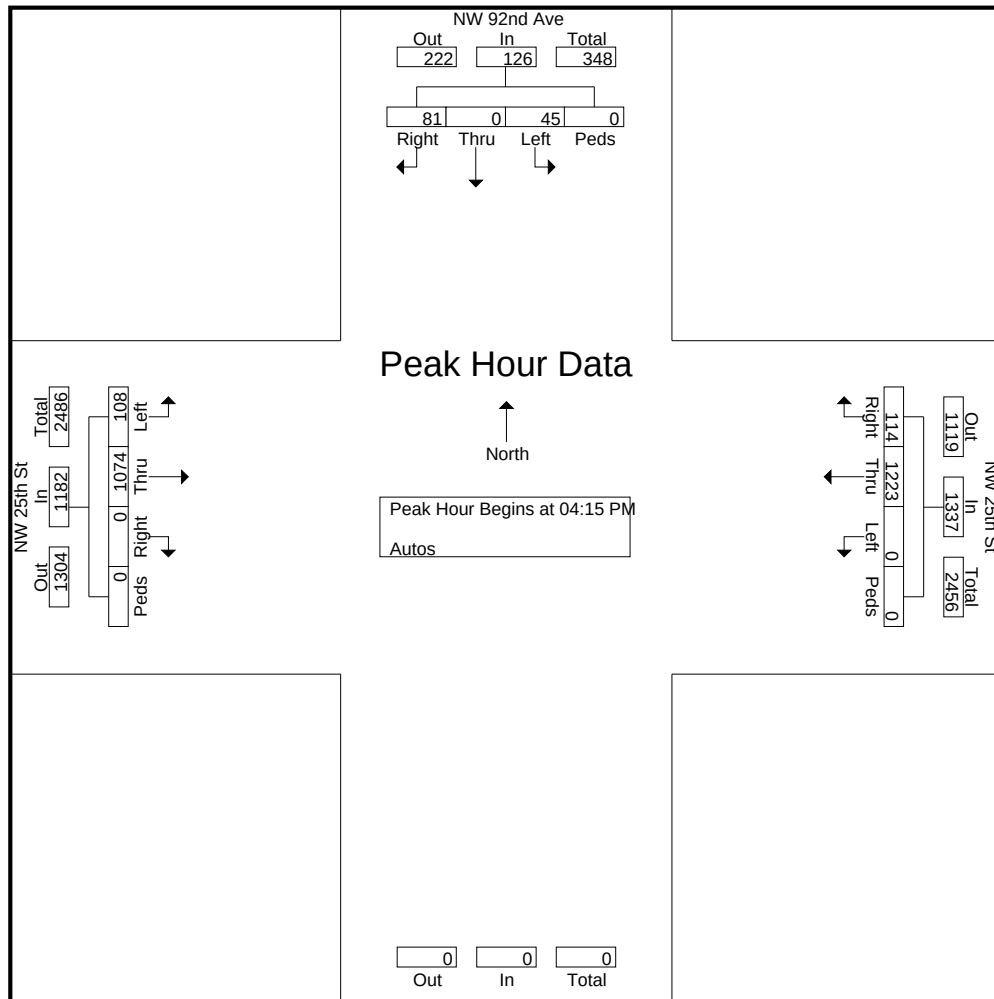
File Name : NW 92nd Ave & NW 25th St

Site Code : 25920001

Start Date : 9/11/2024

Page No : 3

	NW 92nd Ave Southbound					North bound	NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	14	0	20	0	34	0	0	290	19	0	309	17	254	0	0	271	614
04:30 PM	6	0	16	0	22	0	0	312	25	0	337	32	283	0	0	315	674
04:45 PM	18	0	20	0	38	0	0	299	30	0	329	26	236	0	0	262	629
05:00 PM	7	0	25	0	32	0	0	322	40	0	362	33	301	0	0	334	728
Total Volume	45	0	81	0	126	0	0	1223	114	0	1337	108	1074	0	0	1182	2645
% App. Total	35.7	0	64.3	0			0	91.5	8.5	0		9.1	90.9	0	0		
PHF	.625	.000	.810	.000	.829	.000	.000	.950	.713	.000	.923	.818	.892	.000	.000	.885	.908





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12855 SW 132nd St, Suite 200

Miami,FL, 33186

NW 92nd Ave & NW 25th St
Wednesday, September 11, 2024
Time: 7:15 - 9:15 AM & 3:45 - 5:45 PM
Weather: Partly Cloudy, Dry

File Name : NW 92nd Ave & NW 25th St
Site Code : 25920001
Start Date : 9/11/2024
Page No : 1

Groups Printed- Heavy Vehicles

	NW 92nd Ave Southbound					North bound	NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Bicycles	App. Total	App. Total	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Int. Total
07:15 AM	0	0	2	0	2	0	0	19	0	0	19	1	22	0	0	23	44
07:30 AM	0	0	2	0	2	0	0	20	1	0	21	2	26	0	0	28	51
07:45 AM	1	0	0	0	1	0	0	11	0	0	11	0	27	0	0	27	39
Total	1	0	4	0	5	0	0	50	1	0	51	3	75	0	0	78	134
08:00 AM	0	0	0	0	0	0	0	32	0	0	32	0	18	0	0	18	50
08:15 AM	1	0	0	0	1	0	0	14	0	0	14	0	23	0	0	23	38
08:30 AM	0	0	0	0	0	0	0	20	0	0	20	0	35	0	0	35	55
08:45 AM	1	0	2	0	3	0	0	35	1	0	36	1	35	0	0	36	75
Total	2	0	2	0	4	0	0	101	1	0	102	1	111	0	0	112	218
09:00 AM	0	0	0	0	0	0	0	26	1	0	27	2	48	0	0	50	77
*** BREAK ***																	
Total	0	0	0	0	0	0	0	26	1	0	27	2	48	0	0	50	77
*** BREAK ***																	
03:45 PM	0	0	1	0	1	0	0	35	0	0	35	0	34	0	0	34	70
Total	0	0	1	0	1	0	0	35	0	0	35	0	34	0	0	34	70
04:00 PM	0	0	1	0	1	0	0	28	1	0	29	0	38	0	0	38	68
04:15 PM	1	0	1	0	2	0	0	30	1	0	31	1	24	0	0	25	58
04:30 PM	1	0	1	0	2	0	0	23	2	0	25	1	28	0	0	29	56
04:45 PM	0	0	3	0	3	0	0	31	1	0	32	0	30	0	0	30	65
Total	2	0	6	0	8	0	0	112	5	0	117	2	120	0	0	122	247
05:00 PM	1	0	1	0	2	0	0	23	0	0	23	2	23	0	0	25	50
05:15 PM	0	0	0	0	0	0	0	21	0	0	21	2	20	0	0	22	43
05:30 PM	2	0	0	0	2	0	0	21	1	0	22	0	23	0	0	23	47
Grand Total	8	0	14	0	22	0	0	389	9	0	398	12	454	0	0	466	886
Apprch %	36.4	0	63.6	0			0	97.7	2.3	0		2.6	97.4	0	0		
Total %	0.9	0	1.6	0	2.5	0	0	43.9	1	0	44.9	1.4	51.2	0	0	52.6	



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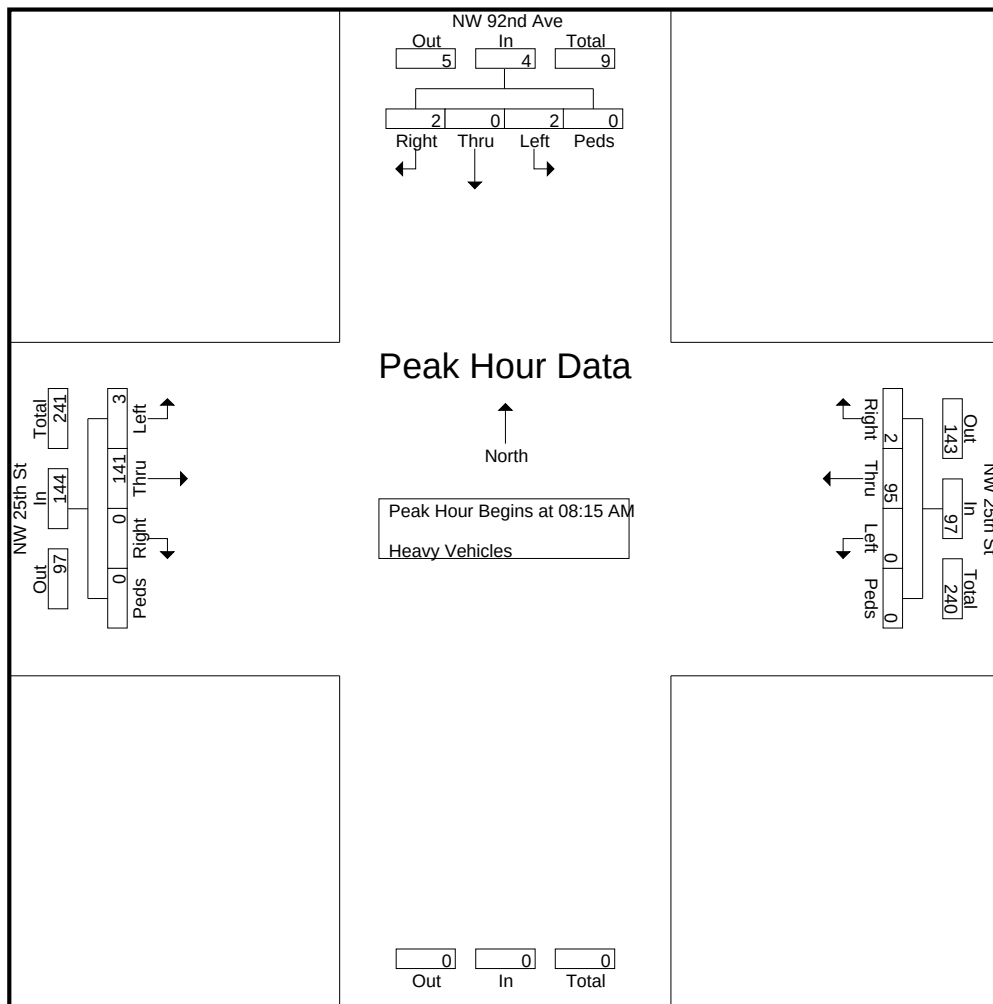
File Name : NW 92nd Ave & NW 25th St

Site Code : 25920001

Start Date : 9/11/2024

Page No : 2

	NW 92nd Ave Southbound					North bound	NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Bicycles	App. Total	App. Total	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	1	0	0	0	1	0	0	14	0	0	14	0	23	0	0	23	38
08:30 AM	0	0	0	0	0	0	0	20	0	0	20	0	35	0	0	35	55
08:45 AM	1	0	2	0	3	0	0	35	1	0	36	1	35	0	0	36	75
09:00 AM	0	0	0	0	0	0	0	26	1	0	27	2	48	0	0	50	77
Total Volume	2	0	2	0	4	0	0	95	2	0	97	3	141	0	0	144	245
% App. Total	50	0	50	0			0	97.9	2.1	0		2.1	97.9	0	0		
PHF	.500	.000	.250	.000	.333	.000	.000	.679	.500	.000	.674	.375	.734	.000	.000	.720	.795





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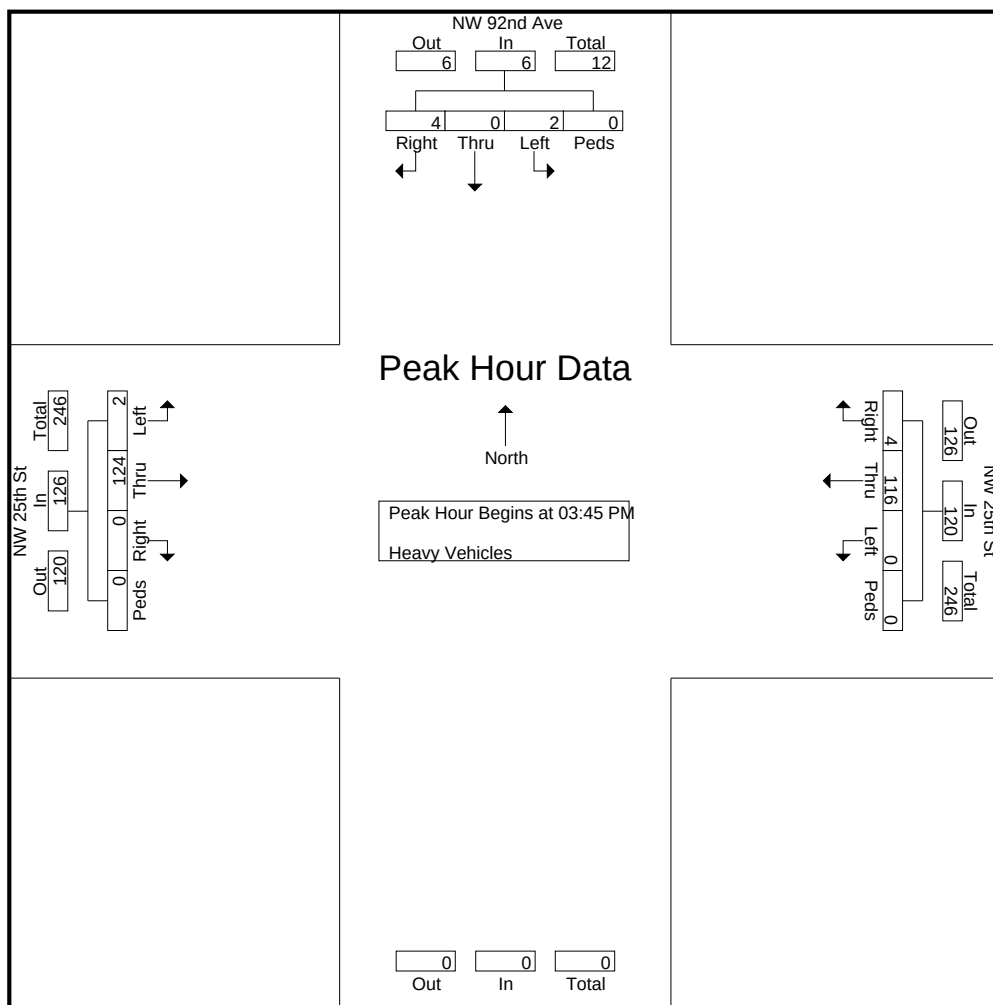
File Name : NW 92nd Ave & NW 25th St

Site Code : 25920001

Start Date : 9/11/2024

Page No : 3

	NW 92nd Ave Southbound					North bound	NW 25th St Westbound					NW 25th St Eastbound					
Start Time	Left	Thru	Right	Bicycles	App. Total	App. Total	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	1	0	1	0	0	35	0	0	35	0	34	0	0	34	70
04:00 PM	0	0	1	0	1	0	0	28	1	0	29	0	38	0	0	38	68
04:15 PM	1	0	1	0	2	0	0	30	1	0	31	1	24	0	0	25	58
04:30 PM	1	0	1	0	2	0	0	23	2	0	25	1	28	0	0	29	56
Total Volume	2	0	4	0	6	0	0	116	4	0	120	2	124	0	0	126	252
% App. Total	33.3	0	66.7	0			0	96.7	3.3	0		1.6	98.4	0	0		
PHF	.500	.000	1.00	.000	.750	.000	.000	.829	.500	.000	.857	.500	.816	.000	.000	.829	.900





Choice Engineering Consultants Inc.

12855 SW 132nd Street, Suite 200
Miami, FL, 33186

NW 95th Ave & NW 25th St
Wednesday, September 11, 2024
Time: 7:15 - 9:15 AM & 3:45 - 5:45 PM
Weather: Partly Cloudy, Dry

File Name : NW 95 Ave & NW 25 St
Site Code : 25950001
Start Date : 9/11/2024
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	South bound	NW 95th Ave Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Int. Total
07:15 AM	0	1	0	10	1	12	18	192	0	0	210	0	355	15	0	370	592
07:30 AM	0	3	0	7	2	12	19	231	0	0	250	0	357	16	0	373	635
07:45 AM	0	5	0	15	2	22	25	265	0	0	290	0	328	28	0	356	668
Total	0	9	0	32	5	46	62	688	0	0	750	0	1040	59	0	1099	1895
08:00 AM	0	3	0	10	0	13	18	304	0	0	322	0	268	14	0	282	617
08:15 AM	0	7	0	5	1	13	7	214	0	0	221	0	314	12	0	326	560
08:30 AM	0	3	0	7	0	10	19	230	0	0	249	0	388	12	0	400	659
08:45 AM	0	3	0	8	2	13	10	234	0	0	244	0	359	12	0	371	628
Total	0	16	0	30	3	49	54	982	0	0	1036	0	1329	50	0	1379	2464
09:00 AM	0	1	0	5	1	7	14	203	0	0	217	0	338	8	0	346	570
*** BREAK ***																	
Total	0	1	0	5	1	7	14	203	0	0	217	0	338	8	0	346	570
*** BREAK ***																	
03:45 PM	0	10	0	17	0	27	6	321	0	0	327	0	255	5	0	260	614
Total	0	10	0	17	0	27	6	321	0	0	327	0	255	5	0	260	614
04:00 PM	0	16	0	31	3	50	6	324	1	0	331	0	231	10	0	241	622
04:15 PM	0	9	0	21	3	33	5	327	0	0	332	0	236	6	0	242	607
04:30 PM	0	10	0	33	5	48	6	340	0	0	346	0	238	2	0	240	634
04:45 PM	0	17	0	17	0	34	6	363	0	0	369	0	215	7	0	222	625
Total	0	52	0	102	11	165	23	1354	1	0	1378	0	920	25	0	945	2488
05:00 PM	0	16	0	21	2	39	4	340	0	0	344	0	247	7	0	254	637
05:15 PM	0	15	0	19	2	36	3	345	0	0	348	0	249	5	0	254	638
05:30 PM	0	16	0	20	1	37	3	348	0	0	351	0	246	3	0	249	637
Grand Total	0	135	0	246	25	406	169	4581	1	0	4751	0	4624	162	0	4786	9943
Apprch %		33.3	0	60.6	6.2		3.6	96.4	0	0		0	96.6	3.4	0		
Total %	0	1.4	0	2.5	0.3	4.1	1.7	46.1	0	0	47.8	0	46.5	1.6	0	48.1	
Autos	0	127	0	214	3	344	145	4210	0	0	4355	0	4280	148	0	4428	9127
% Autos	0	94.1	0	87	12	84.7	85.8	91.9	0	0	91.7	0	92.6	91.4	0	92.5	91.8
Heavy Vehicles	0	8	0	32	22	62	24	371	1	0	396	0	344	14	0	358	816
% Heavy Vehicles	0	5.9	0	13	88	15.3	14.2	8.1	100	0	8.3	0	7.4	8.6	0	7.5	8.2



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File Name : NW 95 Ave & NW 25 St

Site Code : 25950001

Start Date : 9/11/2024

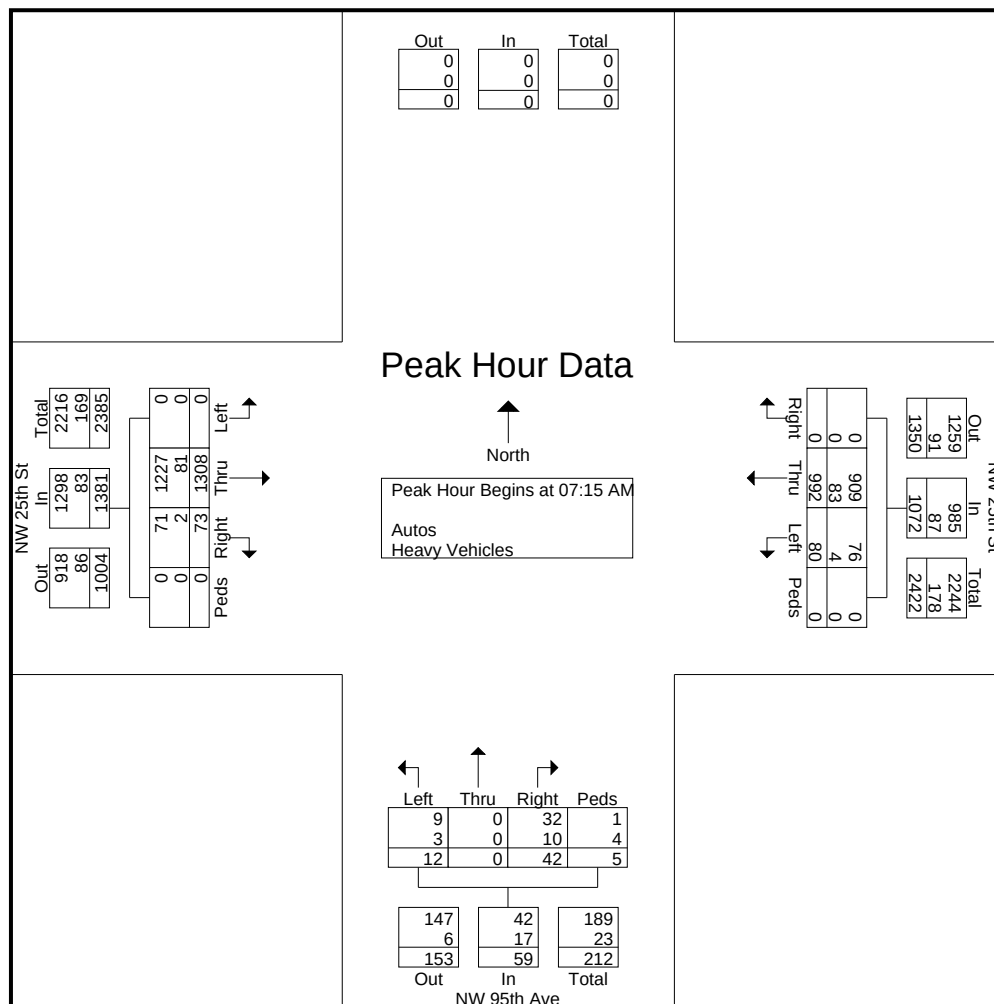
Page No : 2

	South bound	NW 95th Ave Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Int. Total

Peak Hour Analysis From 07:15 AM to 09:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	0	1	0	10	1	12	18	192	0	0	210	0	355	15	0	370	592
07:30 AM	0	3	0	7	2	12	19	231	0	0	250	0	357	16	0	373	635
07:45 AM	0	5	0	15	2	22	25	265	0	0	290	0	328	28	0	356	668
08:00 AM	0	3	0	10	0	13	18	304	0	0	322	0	268	14	0	282	617
Total Volume	0	12	0	42	5	59	80	992	0	0	1072	0	1308	73	0	1381	2512
% App. Total		20.3	0	71.2	8.5		7.5	92.5	0	0		0	94.7	5.3	0		
PHF	.000	.600	.000	.700	.625	.670	.800	.816	.000	.000	.832	.000	.916	.652	.000	.926	.940
Autos	0	9	0	32	1	42	76	909	0	0	985	0	1227	71	0	1298	2325
% Autos	0	75.0	0	76.2	20.0	71.2	95.0	91.6	0	0	91.9	0	93.8	97.3	0	94.0	92.6
Heavy Vehicles	0	3	0	10	4	17	4	83	0	0	87	0	81	2	0	83	187
% Heavy Vehicles	0	25.0	0	23.8	80.0	28.8	5.0	8.4	0	0	8.1	0	6.2	2.7	0	6.0	7.4





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12855 SW 132nd Street, Suite 200
Miami, FL, 33186

File Name : NW 95 Ave & NW 25 St

Site Code : 25950001

Start Date : 9/11/2024

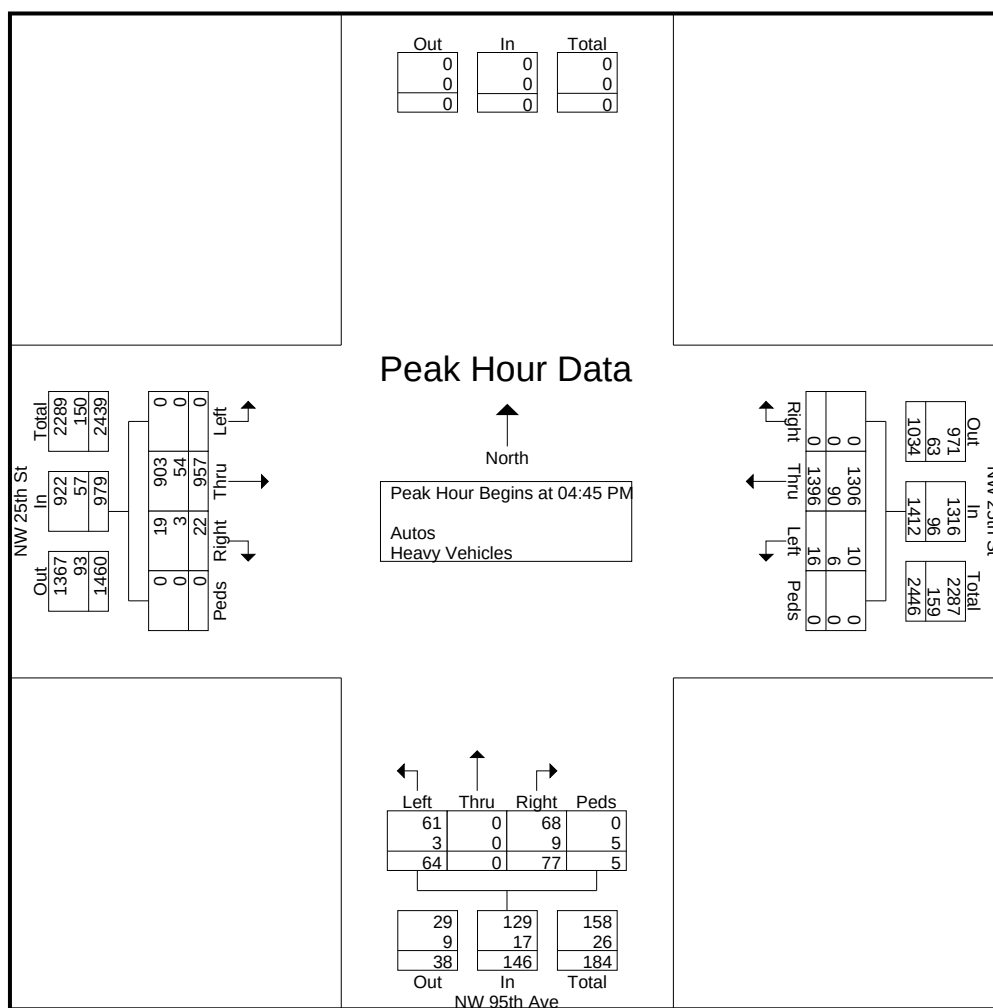
Page No : 3

	South bound	NW 95th Ave Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Left	Thru	Right	Peds & Bicycles	App. Total	Int. Total

Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	17	0	17	0	34	6	363	0	0	369	0	215	7	0	222	625
05:00 PM	0	16	0	21	2	39	4	340	0	0	344	0	247	7	0	254	637
05:15 PM	0	15	0	19	2	36	3	345	0	0	348	0	249	5	0	254	638
05:30 PM	0	16	0	20	1	37	3	348	0	0	351	0	246	3	0	249	637
Total Volume	0	64	0	77	5	146	16	1396	0	0	1412	0	957	22	0	979	2537
% App. Total		43.8	0	52.7	3.4		1.1	98.9	0	0		0	97.8	2.2	0		
PHF	.000	.941	.000	.917	.625	.936	.667	.961	.000	.000	.957	.000	.961	.786	.000	.964	.994
Autos	0	61	0	68	0	129	10	1306	0	0	1316	0	903	19	0	922	2367
% Autos	0	95.3	0	88.3	0	88.4	62.5	93.6	0	0	93.2	0	94.4	86.4	0	94.2	93.3
Heavy Vehicles	0	3	0	9	5	17	6	90	0	0	96	0	54	3	0	57	170
% Heavy Vehicles	0	4.7	0	11.7	100	11.6	37.5	6.4	0	0	6.8	0	5.6	13.6	0	5.8	6.7





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NW 95th Ave & NW 25th St
Wednesday, September 11, 2024
Time: 7:15 - 9:15 AM & 3:45 - 5:45 PM
Weather: Partly Cloudy, Dry

File Name : NW 95 Ave & NW 25 St
Site Code : 25950001
Start Date : 9/11/2024
Page No : 1

Groups Printed- Autos

	South bound	NW 95th Ave Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	1	0	8	0	9	18	169	0	0	187	0	335	14	0	349	545
07:30 AM	0	2	0	4	0	6	18	212	0	0	230	0	335	16	0	351	587
07:45 AM	0	3	0	11	1	15	23	258	0	0	281	0	305	27	0	332	628
Total	0	6	0	23	1	30	59	639	0	0	698	0	975	57	0	1032	1760
08:00 AM	0	3	0	9	0	12	17	270	0	0	287	0	252	14	0	266	565
08:15 AM	0	6	0	4	0	10	6	199	0	0	205	0	296	10	0	306	521
08:30 AM	0	3	0	5	0	8	19	214	0	0	233	0	364	12	0	376	617
08:45 AM	0	3	0	6	0	9	8	200	0	0	208	0	330	12	0	342	559
Total	0	15	0	24	0	39	50	883	0	0	933	0	1242	48	0	1290	2262
09:00 AM	0	0	0	4	0	4	11	178	0	0	189	0	302	6	0	308	501
*** BREAK ***																	
Total	0	0	0	4	0	4	11	178	0	0	189	0	302	6	0	308	501
*** BREAK ***																	
03:45 PM	0	10	0	16	0	26	4	284	0	0	288	0	228	4	0	232	546
Total	0	10	0	16	0	26	4	284	0	0	288	0	228	4	0	232	546
04:00 PM	0	16	0	30	2	48	5	300	0	0	305	0	199	7	0	206	559
04:15 PM	0	9	0	18	0	27	1	299	0	0	300	0	215	6	0	221	548
04:30 PM	0	10	0	31	0	41	5	321	0	0	326	0	216	1	0	217	584
04:45 PM	0	16	0	15	0	31	2	335	0	0	337	0	193	7	0	200	568
Total	0	51	0	94	2	147	13	1255	0	0	1268	0	823	21	0	844	2259
05:00 PM	0	16	0	17	0	33	4	320	0	0	324	0	238	7	0	245	602
05:15 PM	0	15	0	17	0	32	1	327	0	0	328	0	235	3	0	238	598
05:30 PM	0	14	0	19	0	33	3	324	0	0	327	0	237	2	0	239	599
Grand Total	0	127	0	214	3	344	145	4210	0	0	4355	0	4280	148	0	4428	9127
Apprch %		36.9	0	62.2	0.9		3.3	96.7	0	0		0	96.7	3.3	0		
Total %	0	1.4	0	2.3	0	3.8	1.6	46.1	0	0	47.7	0	46.9	1.6	0	48.5	



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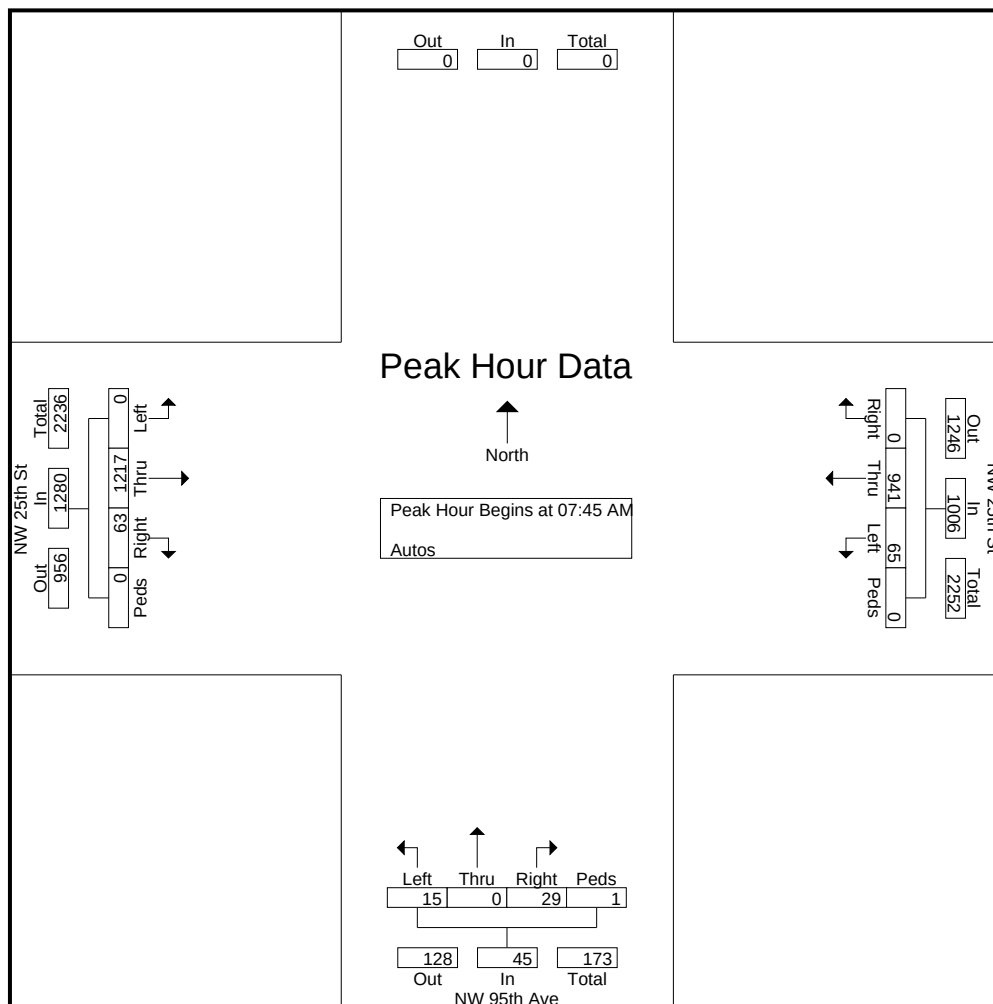
File Name : NW 95 Ave & NW 25 St

Site Code : 25950001

Start Date : 9/11/2024

Page No : 2

	South bound	NW 95th Ave Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 09:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	3	0	11	1	15	23	258	0	0	281	0	305	27	0	332	628
08:00 AM	0	3	0	9	0	12	17	270	0	0	287	0	252	14	0	266	565
08:15 AM	0	6	0	4	0	10	6	199	0	0	205	0	296	10	0	306	521
08:30 AM	0	3	0	5	0	8	19	214	0	0	233	0	364	12	0	376	617
Total Volume	0	15	0	29	1	45	65	941	0	0	1006	0	1217	63	0	1280	2331
% App. Total		33.3	0	64.4	2.2		6.5	93.5	0	0		0	95.1	4.9	0		
PHF	.000	.625	.000	.659	.250	.750	.707	.871	.000	.000	.876	.000	.836	.583	.000	.851	.928





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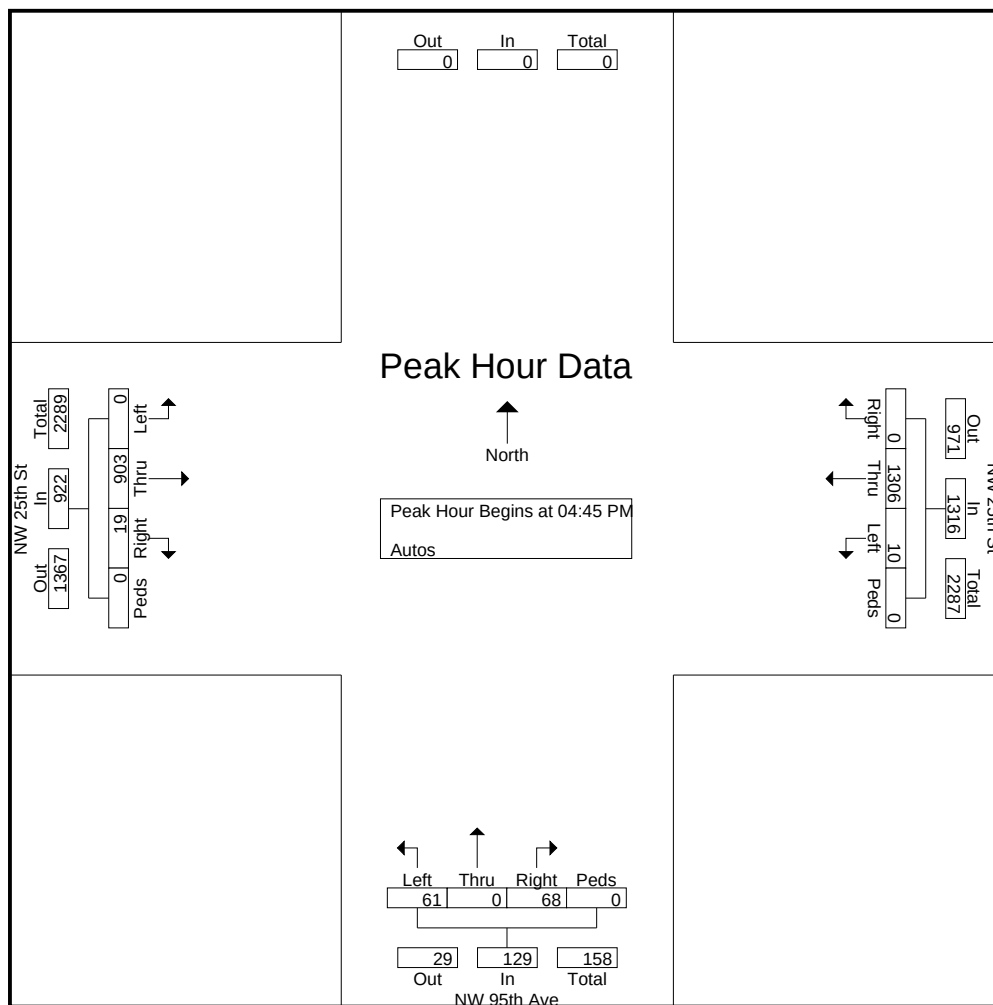
File Name : NW 95 Ave & NW 25 St

Site Code : 25950001

Start Date : 9/11/2024

Page No : 3

	South bound	NW 95th Ave Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	16	0	15	0	31	2	335	0	0	337	0	193	7	0	200	568
05:00 PM	0	16	0	17	0	33	4	320	0	0	324	0	238	7	0	245	602
05:15 PM	0	15	0	17	0	32	1	327	0	0	328	0	235	3	0	238	598
05:30 PM	0	14	0	19	0	33	3	324	0	0	327	0	237	2	0	239	599
Total Volume	0	61	0	68	0	129	10	1306	0	0	1316	0	903	19	0	922	2367
% App. Total		47.3	0	52.7	0		0.8	99.2	0	0		0	97.9	2.1	0		
PHF	.000	.953	.000	.895	.000	.977	.625	.975	.000	.000	.976	.000	.949	.679	.000	.941	.983





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12855 SW 132nd Street, Suite 200
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NW 95th Ave & NW 25th St
Wednesday, September 11, 2024
Time: 7:15 - 9:15 AM & 3:45 - 5:45 PM
Weather: Partly Cloudy, Dry

File Name : NW 95 Ave & NW 25 St
Site Code : 25950001
Start Date : 9/11/2024
Page No : 1

Groups Printed- Heavy Vehicles

	South bound	NW 95th Ave Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	App. Total	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Int. Total
07:15 AM	0	0	0	2	1	3	0	23	0	0	23	0	20	1	0	21	47
07:30 AM	0	1	0	3	2	6	1	19	0	0	20	0	22	0	0	22	48
07:45 AM	0	2	0	4	1	7	2	7	0	0	9	0	23	1	0	24	40
Total	0	3	0	9	4	16	3	49	0	0	52	0	65	2	0	67	135
08:00 AM	0	0	0	1	0	1	1	34	0	0	35	0	16	0	0	16	52
08:15 AM	0	1	0	1	1	3	1	15	0	0	16	0	18	2	0	20	39
08:30 AM	0	0	0	2	0	2	0	16	0	0	16	0	24	0	0	24	42
08:45 AM	0	0	0	2	2	4	2	34	0	0	36	0	29	0	0	29	69
Total	0	1	0	6	3	10	4	99	0	0	103	0	87	2	0	89	202
09:00 AM	0	1	0	1	1	3	3	25	0	0	28	0	36	2	0	38	69
*** BREAK ***																	
Total	0	1	0	1	1	3	3	25	0	0	28	0	36	2	0	38	69
*** BREAK ***																	
03:45 PM	0	0	0	1	0	1	2	37	0	0	39	0	27	1	0	28	68
Total	0	0	0	1	0	1	2	37	0	0	39	0	27	1	0	28	68
04:00 PM	0	0	0	1	1	2	1	24	1	0	26	0	32	3	0	35	63
04:15 PM	0	0	0	3	3	6	4	28	0	0	32	0	21	0	0	21	59
04:30 PM	0	0	0	2	5	7	1	19	0	0	20	0	22	1	0	23	50
04:45 PM	0	1	0	2	0	3	4	28	0	0	32	0	22	0	0	22	57
Total	0	1	0	8	9	18	10	99	1	0	110	0	97	4	0	101	229
05:00 PM	0	0	0	4	2	6	0	20	0	0	20	0	9	0	0	9	35
05:15 PM	0	0	0	2	2	4	2	18	0	0	20	0	14	2	0	16	40
05:30 PM	0	2	0	1	1	4	0	24	0	0	24	0	9	1	0	10	38
Grand Total	0	8	0	32	22	62	24	371	1	0	396	0	344	14	0	358	816
Apprch %		12.9	0	51.6	35.5		6.1	93.7	0.3	0		0	96.1	3.9	0		
Total %	0	1	0	3.9	2.7	7.6	2.9	45.5	0.1	0	48.5	0	42.2	1.7	0	43.9	



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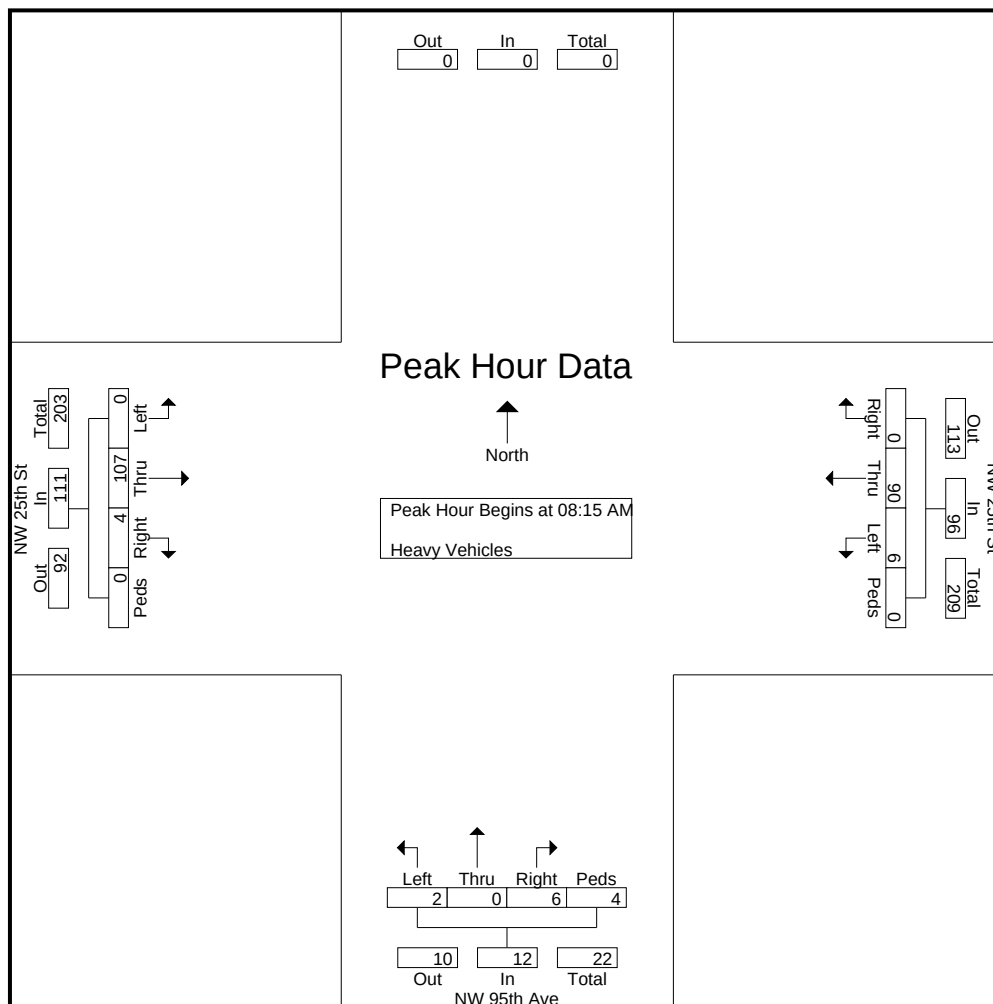
File Name : NW 95 Ave & NW 25 St

Site Code : 25950001

Start Date : 9/11/2024

Page No : 2

	South bound	NW 95th Ave Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	App. Total	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 09:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	1	0	1	1	3	1	15	0	0	16	0	18	2	0	20	39
08:30 AM	0	0	0	2	0	2	0	16	0	0	16	0	24	0	0	24	42
08:45 AM	0	0	0	2	2	4	2	34	0	0	36	0	29	0	0	29	69
09:00 AM	0	1	0	1	1	3	3	25	0	0	28	0	36	2	0	38	69
Total Volume	0	2	0	6	4	12	6	90	0	0	96	0	107	4	0	111	219
% App. Total		16.7	0	50	33.3		6.2	93.8	0	0		0	96.4	3.6	0		
PHF	.000	.500	.000	.750	.500	.750	.500	.662	.000	.000	.667	.000	.743	.500	.000	.730	.793





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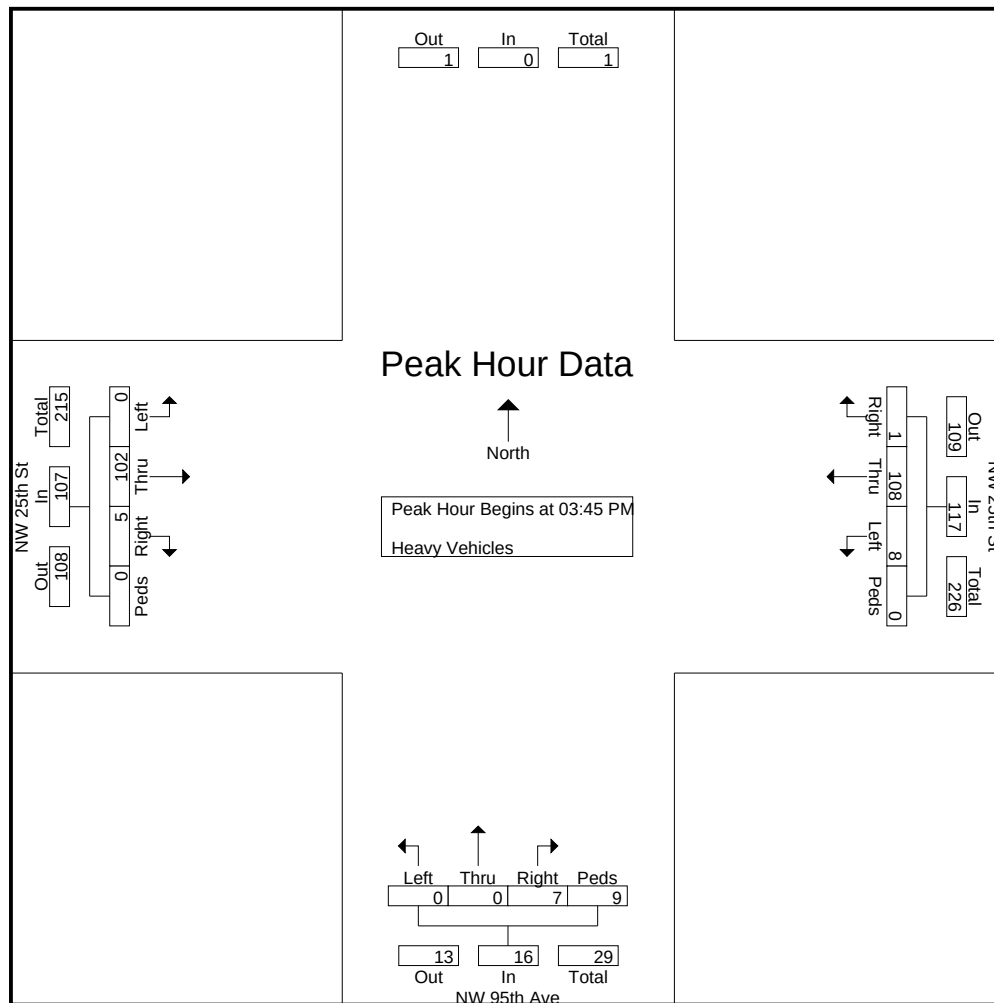
File Name : NW 95 Ave & NW 25 St

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	South bound	NW 95th Ave Northbound					NW 25th St Westbound					NW 25th St Eastbound					
Start Time	App. Total	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Left	Thru	Right	Bicycles	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	1	0	1	2	37	0	0	39	0	27	1	0	28	68
04:00 PM	0	0	0	1	1	2	1	24	1	0	26	0	32	3	0	35	63
04:15 PM	0	0	0	3	3	6	4	28	0	0	32	0	21	0	0	21	59
04:30 PM	0	0	0	2	5	7	1	19	0	0	20	0	22	1	0	23	50
Total Volume	0	0	0	7	9	16	8	108	1	0	117	0	102	5	0	107	240
% App. Total		0	0	43.8	56.2		6.8	92.3	0.9	0		0	95.3	4.7	0		
PHF	.000	.000	.000	.583	.450	.571	.500	.730	.250	.000	.750	.000	.797	.417	.000	.764	.882



Appendix D: Signal Timing Information

SEPAC All Data Report

Intersection Name: 5112 NW 97 Av & NW 25 St	Intersection Alias: 5112
IP Address: 10.57.138.248	Report Date/Time: 2024-09-10 15:00:09
Variant Name: Main	
Last Modified: 2024-03-12 09:13:23	

Access Data F-2-6							
User Access Code	Admin Access Code	Connection Method	Revision	Address	IP Address	GPS Enabled	GPS Port
9999	0000	Direct IP	5.4.4 (MAR 2023)	001	192.168.1.100/24	False	8

Phase Initialization Data F-3-4															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	4	1	1	1	4	1	1	0	0	0	0	0	0	0	0

Phase Data : Bank 1		Phase #															
Vehicle		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-1-1	Min Green	5	7	5	7	5	7	5	7	-	-	-	-	-	-	-	-
	Passage	2.0	1.0	2.0	2.5	2.0	1.0	2.0	2.5	-	-	-	-	-	-	-	-
	Max 1	7	35	7	18	7	35	7	18	-	-	-	-	-	-	-	-
	Max 2	25	-	25	50	37	-	25	50	-	-	-	-	-	-	-	-
	Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	-	-	-	-	-	-	-	-
	Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	-	-	-	-	-	-	-	-
F-3-1-2	Dyn Max	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Dyn Step	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-1-3	Veh Recall	-	3	-	-	-	3	-	-	-	-	-	-	-	-	-	-
	Recall Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-1-4	Green Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Yellow Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Bike Green	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Bike Passg	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Density		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-2	Added Init	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Max Initial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Time B4 Rdctn	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cars B4 Rdctn	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Time to Rdce	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Min Gap	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrian		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-3-1	Walk	-	7	-	7	-	7	-	7	-	-	-	-	-	-	-	-
	Ped Clr	-	22	-	28	-	23	-	25	-	-	-	-	-	-	-	-
	Alt Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Alt Ped Clr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-3-2	Ped Recall	-	2	-	-	-	2	-	-	-	-	-	-	-	-	-	-
	Ped Recall Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-3-3	Walk Offset Time	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Walk Offset Mode	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-3-4	Flash Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ext Ped Clr	-	3	-	3	-	3	-	3	-	-	-	-	-	-	-	-
	Act Rest in Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Initial & NA		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-4	Initial	1	4	1	1	1	4	1	1	-	-	-	-	-	-	-	-
	NA Response	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Update Green	-	True	-	-	-	True	-	-	-	-	-	-	-	-	-	-
Non-Lock & Misc		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-5	Non-Lock	True	True	True	True	True	True	True	True	-	-	-	-	-	-	-	-

	Mem																
	Dual Entry	-	-	-	True	-	-	-	True	-	-	-	-	-	-	-	-
	Last Car Pass	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cond Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	No Simul Gap	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Special Sequence		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-6	Omit	2	-	4	-	6	-	8	-	-	-	-	-	-	-	-	-
	- Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Omit Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Phase Data : Bank 2		Phase #															
Vehicle		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-1-1	Min Green	5	7	5	7	5	7	5	7	-	-	-	-	-	-	-	-
	Passage	2.0	1.0	2.0	2.5	2.0	1.0	2.0	2.5	-	-	-	-	-	-	-	-
	Max 1	6	35	7	11	6	35	7	11	-	-	-	-	-	-	-	-
	Max 2	8	38	15	30	8	38	15	30	-	-	-	-	-	-	-	-
	Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	-	-	-	-	-	-	-	-
	Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	-	-	-	-	-	-	-	-
F-3-1-2	Dyn Max	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Dyn Step	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-1-3	Veh Recall	-	3	-	-	-	3	-	-	-	-	-	-	-	-	-	-
	Recall Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-1-4	Green Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Yellow Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Bike Green	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Bike Passg	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Density		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-2	Added Init	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Max Initial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Time B4 Rdctn	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cars B4 Rdctn	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Time to Rdce	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Min Gap	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Pedestrian		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-3-1	Walk	-	7	-	7	-	7	-	7	-	-	-	-	-	-	-	-
	Ped Clr	-	22	-	28	-	23	-	25	-	-	-	-	-	-	-	-
	Alt Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Alt Ped Clr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-3-2	Ped Recall	-	2	-	-	-	2	-	-	-	-	-	-	-	-	-	-
	Ped Recall Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-3-3	Walk Offset Time	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Walk Offset Mode	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-3-4	Flash Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ext Ped Clr	-	3	-	3	-	3	-	3	-	-	-	-	-	-	-	-
	Act Rest in Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Initial & NA		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-4	Initial	1	3	1	1	1	3	1	1	-	-	-	-	-	-	-	-
	NA Response	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Update Green	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Non-Lock & Misc		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-5	Non-Lock Mem	True	True	True	True	True	True	True	True	-	-	-	-	-	-	-	-
	Dual Entry	-	-	-	True	-	-	-	True	-	-	-	-	-	-	-	-
	Last Car Pass	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cond Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	No Simul Gap	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Special Sequence		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-6	Omit	2	-	4	-	6	-	8	-	-	-	-	-	-	-	-	-
	- Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Omit Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Phase Data : Bank 3		Phase #															
Vehicle		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-1-1	Min Green	5	7	5	7	5	7	5	7	-	-	-	-	-	-	-	-

Density		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-2	Added Init	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Max Initial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Time B4 Rdctn	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cars B4 Rdctn	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Time to Rdce	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Min Gap	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrian		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-3-1	Walk	-	7	-	7	-	7	-	7	-	-	-	-	-	-	-	-
	Ped Clr	-	22	-	28	-	23	-	25	-	-	-	-	-	-	-	-
	Alt Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Alt Ped Clr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-3-2	Ped Recall	-	2	-	-	-	2	-	-	-	-	-	-	-	-	-	-
	Ped Recall Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-3-3	Walk Offset Time	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Walk Offset Mode	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F-3-3-4	Flash Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ext Ped Clr	-	3	-	3	-	3	-	3	-	-	-	-	-	-	-	-
	Act Rest in Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Initial & NA		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-4	Initial	1	3	1	1	1	3	1	1	-	-	-	-	-	-	-	-
	NA Response	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Update Green	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Non-Lock & Misc		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-5	Non-Lock Mem	True	True	True	True	True	True	True	True	-	-	-	-	-	-	-	-
	Dual Entry	-	-	-	True	-	-	-	True	-	-	-	-	-	-	-	-
	Last Car Pass	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cond Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	No Simul Gap	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Special Sequence		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F-3-6	Omit	2	-	4	-	6	-	8	-	-	-	-	-	-	-	-	-
	- Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Omit Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Detector Assignments F-3-7 : Bank 1														
Vehicle Detector Data														
#	Type	Assigned	Switch	Extend (sec)	Delay (sec)	Call	Passage	Added	Volume	Occup	Lock	Fail (sec)	Queue	Q-Limit (sec)
1	0	1	-	0.0	0.0	True	True	False	True	False	0	255	False	0
5	0	3, 4, 8	-	0.0	0.0	True	True	False	True	False	0	255	False	0
7	0	4, 8	-	0.0	0.0	True	True	False	True	False	0	255	False	0
8	0	4, 8	-	0.0	0.0	True	True	False	True	False	0	255	False	0
9	0	5	-	0.0	0.0	True	True	False	True	False	0	255	False	0
13	0	4, 7, 8	-	0.0	0.0	True	True	False	True	False	0	255	False	0
15	0	4, 8	-	0.0	0.0	True	True	False	True	False	0	255	False	0
16	0	4, 8	-	0.0	0.0	True	True	False	True	False	0	255	False	0
Pedestrian Detector														
#	Type	Assigned	Switch	Extend (sec)	Delay (sec)	Call	Passage	Added	Volume	Occup	Lock	Fail (sec)	Queue	Q-Limit (sec)
4	1	4	-	0.0	0.0	True	False	False	False	False	0	255	False	0
8	1	8	-	0.0	0.0	True	False	False	False	False	0	255	False	0
Special Detector - No detectors configured														

Detector Assignments F-3-7 : Bank 2														
Vehicle Detector Data														
#	Type	Assigned	Switch	Extend (sec)	Delay (sec)	Call	Passage	Added	Volume	Occup	Lock	Fail (sec)	Queue	Q-Limit (sec)
1	0	1	-	0.0	0.0	True	True	False	True	False	0	255	False	0

Pedestrian Detector														
#	Type	Assigned	Switch	Extend (sec)	Delay (sec)	Call	Passage	Added	Volume	Occup	Lock	Fail (sec)	Queue	Q-Limit (sec)
4	1	4	-	0.0	0.0	True	False	False	False	False	0	255	False	0
8	1	8	-	0.0	0.0	True	False	False	False	False	0	255	False	0
Special Detector - No detectors configured														

Detector Assignments F-3-7 : Bank 4

Vehicle Detector Data

#	Type	Assigned	Switch	Extend (sec)	Delay (sec)	Call	Passage	Added	Volume	Occup	Lock	Fail (sec)	Queue	Q-Limit (sec)
1	0	1	-	0.0	0.0	True	True	False	True	False	0	255	False	0
5	0	3, 4, 8	-	0.0	0.0	True	True	False	True	False	0	255	False	0
7	0	4, 8	-	0.0	0.0	True	True	False	True	False	0	255	False	0
8	0	4, 8	-	0.0	0.0	True	True	False	True	False	0	255	False	0
9	0	5	-	0.0	0.0	True	True	False	True	False	0	255	False	0
13	0	4, 7, 8	-	0.0	0.0	True	True	False	True	False	0	255	False	0
15	0	4, 8	-	0.0	0.0	True	True	False	True	False	0	255	False	0
16	0	4, 8	-	0.0	0.0	True	True	False	True	False	0	255	False	0

Pedestrian Detector

#	Type	Assigned	Switch	Extend (sec)	Delay (sec)	Call	Passage	Added	Volume	Occup	Lock	Fail (sec)	Queue	Q-Limit (sec)
4	1	4	-	0.0	0.0	True	False	False	False	False	0	255	False	0
8	1	8	-	0.0	0.0	True	False	False	False	False	0	255	False	0

Special Detector - No detectors configured

Ring	Input Response	Output Selection
1	1	1
2	2	2
3	0	0
4	0	0

Remote Flash F-4-2

[illegible]

Cabinet Flash

[illegible]

Flash Entry/Exit

[illegible]

Overlap Data		Phases						Overlaps		Trail Time (sec)				Ped Time (sec)				Transit Time (sec)		FYA Time (sec)		
Overlap	Type	Parents	Plus Grn	Minus G/Y	Minus Ped	Perm	Prot	Perm	Prot	Green	Pmpt Grn	Yellow	Red	Walk 1	Ped Clr 1	Walk 2	Ped Clr 2	Yellow	Red	Delay	- Ped Delay	Min Perm
A	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-
B	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-
C	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-
D	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-
E	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-
F	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-
G	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-
H	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-
I	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-
J	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-
K	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-
L	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-
M	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-
N	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-
O	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-
P	-	-	-	-	-	-	-	-	-	-	-	4.0	2.0	-	-	-	-	4.0	2.0	5.0	-	-

Peer to Peer F-4-4

Bank : 1	P2P Sources : No data
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P2P Function : No data

Bank : 2	P2P Sources : No data
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P2P Function : No data

Bank : 3	P2P Sources : No data
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P2P Function : No data

Bank : 4 P2P Sources : No data

P2P Function : No data

Part 1: Personal Info	
1. Name	
2. Age	
3. Gender	
4. Email	
5. Phone	
6. Address	
7. City	
8. State	
9. Zip	
10. Country	
11. Occupation	
12. Education	
13. Marital Status	
14. Number of Children	
15. Number of Pets	
16. Number of Vehicles	
17. Number of Vehicles	
18. Number of Vehicles	
19. Number of Vehicles	
20. Number of Vehicles	
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95. Number of Vehicles	
96. Number of Vehicles	
97. Number of Vehicles	
98. Number of Vehicles	
99. Number of Vehicles	
100. Number of Vehicles	

Ring Structure F-4-5	Phase #
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[illegible]

Sequence Data F-4-6

[illegible]

Sequence	Ring	Phases															
13	1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
	2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Sequence	Ring	Phases															
14	1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
	2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Sequence	Ring	Phases															
15	1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
	2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Sequence	Ring	Phases															
16	1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
	2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TS2 Port 1 F-4-7 : No data configured																	
ITS Config F-4-7 : No data configured																	

Output Mapping Configuration F-4-9

Load	Red		Yellow		Green		FIO
Switch	Source	Mode	Source	Mode	Source	Mode	Chan
1	Phase Vehicle 1	Red	Phase Vehicle 1	Yellow	Phase Vehicle 1	Green	1
2	Phase Vehicle 2	Red	Phase Vehicle 2	Yellow	Phase Vehicle 2	Green	2
3	Phase Pedestrian 2	Dont Walk	-	-	Phase Pedestrian 2	Walk	3
4	Phase Vehicle 3	Red	Phase Vehicle 3	Yellow	Phase Vehicle 3	Green	4
5	Phase Vehicle 4	Red	Phase Vehicle 4	Yellow	Phase Vehicle 4	Green	5
6	Phase Pedestrian 4	Dont Walk	-	-	Phase Pedestrian 4	Walk	6
7	Phase Vehicle 5	Red	Phase Vehicle 5	Yellow	Phase Vehicle 5	Green	7
8	Phase Vehicle 6	Red	Phase Vehicle 6	Yellow	Phase Vehicle 6	Green	8
9	Phase Pedestrian 6	Dont Walk	-	-	Phase Pedestrian 6	Walk	9
10	Phase Vehicle 7	Red	Phase Vehicle 7	Yellow	Phase Vehicle 7	Green	10
11	Phase Vehicle 8	Red	Phase Vehicle 8	Yellow	Phase Vehicle 8	Green	11
12	Phase Pedestrian 8	Dont Walk	-	-	Phase Pedestrian 8	Walk	12
13	-	-	-	-	-	-	13
14	-	-	-	-	-	-	14
15	-	-	-	-	-	-	15
16	-	-	-	-	-	-	16
17	-	-	-	-	-	-	17
18	-	-	-	-	-	-	18
19	-	-	-	-	-	-	19
20	-	-	-	-	-	-	20
21	-	-	-	-	-	-	21
22	-	-	-	-	-	-	22
23	-	-	-	-	-	-	23
24	-	-	-	-	-	-	24
25	-	-	-	-	-	-	25
26	-	-	-	-	-	-	26
27	-	-	-	-	-	-	27
28	-	-	-	-	-	-	28
29	-	-	-	-	-	-	29
30	-	-	-	-	-	-	30
31	-	-	-	-	-	-	31
32	-	-	-	-	-	-	32

Coord Data F-5-1																															
Operation			Mode (Normal)			Maximum			Correction			Offset Mode			Force Mode			Yield Period			Max Dwell Time			Manual Control							
Auto			Yield			Max II			Short Way			End Green			Cycle			0			0			1							
Pattern Data F-5-3			Phase #														Length (sec)			Overrides											
Pattern			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Cycle	Split Length	Time Offset	Seq	Force Mode	Coord Mode	Coord Max	Corr. Mode	Coord Offset	Spc Func	R 2 Lag	R 3 Lag	R 4 Lag
1	Split Time		20	66	22	32	20	66	22	32	-	-	-	-	-	-	-	-	140	140	57	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0	0	0
	Phs Mode		0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0													
	Act		Crd	Act	Act	Act	Crd	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act													
	Pri Reduc		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-													
Pri Exten		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-														
Pattern			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Cycle	Split Length	Time Offset	Seq	Force Mode	Coord Mode	Coord Max	Corr. Mode	Coord Offset	Spc Func	R 2 Lag	R 3 Lag	R 4 Lag
2	Split Time		20	66	22	32	20	66	22	32	-	-	-	-	-	-	-	-	140	140	136	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0	0	0
	Phs Mode		0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0													
	Act		Crd	Act	Act	Act	Crd	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act													
	Pri Reduc		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-													
Pri Exten		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-														
Pattern			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Cycle	Split Length	Time Offset	Seq	Force Mode	Coord Mode	Coord Max	Corr. Mode	Coord Offset	Spc Func	R 2 Lag	R 3 Lag	R 4 Lag
3	Split Time		16	78	24	52	16	78	24	52	-	-	-	-	-	-	-	-	170	170	128	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0	0	0
	Phs Mode		0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0													
	Act		Crd	Act	Act	Act	Crd	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act													
	Pri Reduc		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-													
Pri Exten		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-														
Pattern			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Cycle	Split Length	Time Offset	Seq	Force Mode	Coord Mode	Coord Max	Corr. Mode	Coord Offset	Spc Func	R 2 Lag	R 3 Lag	R 4 Lag
4	Split Time		16	78	24	52	16	78	24	52	-	-	-	-	-	-	-	-	170	170	39	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0	0	0
	Phs Mode		0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0													
	Act		Crd	Act	Act	Act	Crd	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act													
	Pri Reduc		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-													
Pri Exten		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-														
Pattern			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Cycle	Split Length	Time Offset	Seq	Force Mode	Coord Mode	Coord Max	Corr. Mode	Coord Offset	Spc Func	R 2 Lag	R 3 Lag	R 4 Lag
6	Split Time		16	70	26	38	30	56	26	38	-	-	-	-	-	-	-	-	150	150	66	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0	0	0
	Phs Mode		0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0													
	Act		Crd	Act	Act	Act	Crd	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act													
	Pri Reduc		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-													
Pri Exten		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-														
Pattern			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Cycle	Split Length	Time Offset	Seq	Force Mode	Coord Mode	Coord Max	Corr. Mode	Coord Offset	Spc Func	R 2 Lag	R 3 Lag	R 4 Lag
7	Split Time		16	70	26	38	30	56	26	38	-	-	-	-	-	-	-	-	150	150	129	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0	0	0
	Phs Mode		0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0													
	Act		Crd	Act	Act	Act	Crd	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act													
	Pri Reduc		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-													
Pri Exten		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-														
Pattern			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Cycle	Split Length	Time Offset	Seq	Force Mode	Coord Mode	Coord Max	Corr. Mode	Coord Offset	Spc Func	R 2 Lag	R 3 Lag	R 4 Lag
8	Split Time		17	66	29	48	35	48	29	48	-	-	-	-	-	-	-	-	160	160	153	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0	0	0
	Phs Mode		0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0													
	Act		Crd	Act	Act	Act	Crd	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act													
	Pri Reduc		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-													
Pri Exten		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-														
Pattern			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Cycle	Split Length	Time Offset	Seq	Force Mode	Coord Mode	Coord Max	Corr. Mode	Coord Offset	Spc Func	R 2 Lag	R 3 Lag	R 4 Lag
9	Split Time		17	66	29	48	35	48	29	48	-	-	-	-	-	-	-	-	160	160	2	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0-Def	0	0	0
	Phs Mode		0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0													
	Act		Crd	Act	Act	Act	Crd	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act	Act													
	Pri Reduc		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-													

[illegible]

Min Green	Min Walk	Ext Ped	Ped Cl	Yellow	Red	Green	Ped Clr	Yellow	Red	Green	Ped Clr	Yellow	Red		
10	10	0-Default	8	40	20	8	40	20	10	10	8	40	20		
Preempt Status		Phase #													
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-1	Exit Ph	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ped Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-3	Track	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Dwell	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Cycle	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default
Pedestrian Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-4	Track	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Dwell	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Overlap Status		A	B	C	D	E	F	G	H	I	J	K	L	M	N
F-7-X-5	Track	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Dwell	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Trail (sec)	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Preempt 2

Miscellaneous Data F-7-X-1			(sec)												
Det #	NonLock	Link	Delay	Extend	Duration	Max Call	Lockout	Gate Dly	Debounce	SR Mode	R2C				
0	0-Off	0	0	0	0	0	0	0	0.0	0	0-Off				
Interval Times F-7-X-2															
Global			Selective Interval			Track Interval				Dwell	Return Interval				
Min Green	Min Walk	Ext Ped	Ped Cl	Yellow	Red	Green	Ped Clr	Yellow	Red	Green	Ped Clr	Yellow	Red		
10	10	0-Default	8	40	20	8	40	20	10	10	8	40	20		
Preempt Status		Phase #													
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-1	Exit Ph	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ped Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-3	Track	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Dwell	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Cycle	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default
Pedestrian Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-4	Track	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Dwell	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Overlap Status		A	B	C	D	E	F	G	H	I	J	K	L	M	N
F-7-X-5	Track	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Dwell	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Trail (sec)	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Preempt 3

Miscellaneous Data F-7-X-1			(sec)								
Det #	NonLock	Link	Delay	Extend	Duration	Max Call	Lockout	Gate Dly	Debounce	SR Mode	R2C
0	0-Off	0	0	0	0	0	0	0	0.0	0	0-Off
Interval Times F-7-X-2											
Global			Selective Interval			Track Interval			Dwell		Return Interval

Min Green	Min Walk	Ext Ped	Ped Cl	Yellow	Red	Green	Ped Clr	Yellow	Red	Green	Ped Clr	Yellow	Red		
10	10	0-Default	8	40	20	8	40	20	10	10	8	40	20		
Preempt Status		Phase #													
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-1	Exit Ph	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ped Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-3	Track	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Dwell	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Cycle	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default
Pedestrian Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-4	Track	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Dwell	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Overlap Status		A	B	C	D	E	F	G	H	I	J	K	L	M	N
F-7-X-5	Track	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Dwell	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Trail (sec)	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Preempt 4

Miscellaneous Data F-7-X-1			(sec)													
Det #	NonLock	Link	Delay	Extend	Duration	Max Call	Lockout	Gate Dly	Debounce	SR Mode	R2C					
0	0-Off	0	0	0	0	0	0	0	0.0	0	0-Off					
Interval Times F-7-X-2																
Global			Selective Interval			Track Interval				Dwell	Return Interval					
Min Green	Min Walk	Ext Ped	Ped Cl	Yellow	Red	Green	Ped Clr	Yellow	Red	Green	Ped Clr	Yellow	Red			
10	10	0-Default	8	40	20	8	40	20	10	10	8	40	20			
Preempt Status			Phase #													
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
F-7-X-1	Exit Ph	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Ped Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
F-7-X-3	Track	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-	
	Dwell	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-	
	Cycle	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	
Pedestrian Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
F-7-X-4	Track	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-	
	Dwell	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-	
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Overlap Status		A	B	C	D	E	F	G	H	I	J	K	L	M	N	
F-7-X-5	Track	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Dwell	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Trail (sec)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Preempt 5

Miscellaneous Data F-7-X-1			(sec)									
Det #	NonLock	Link	Delay	Extend	Duration	Max Call	Lockout	Gate Dly	Debounce	SR Mode	R2C	
0	0-Off	0	0	0	0	0	0	0	0.0	0	0-Off	
Interval Times F-7-X-2												
Global			Selective Interval			Track Interval			Dwell		Return Interval	

Min Green	Min Walk	Ext Ped	Ped Cl	Yellow	Red	Green	Ped Clr	Yellow	Red	Green	Ped Clr	Yellow	Red		
10	10	0-Default	8	40	20	8	40	20	10	10	8	40	20		
Preempt Status		Phase #													
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-1	Exit Ph	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ped Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-3	Track	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Dwell	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Cycle	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default
Pedestrian Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-4	Track	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Dwell	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Overlap Status		A	B	C	D	E	F	G	H	I	J	K	L	M	N
F-7-X-5	Track	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Dwell	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Trail (sec)	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Preempt 6

Miscellaneous Data F-7-X-1			(sec)												
Det #	NonLock	Link	Delay	Extend	Duration	Max Call	Lockout	Gate Dly	Debounce	SR Mode	R2C				
0	0-Off	0	0	0	0	0	0	0	0.0	0	0-Off				
Interval Times F-7-X-2															
Global			Selective Interval			Track Interval				Dwell	Return Interval				
Min Green	Min Walk	Ext Ped	Ped Cl	Yellow	Red	Green	Ped Clr	Yellow	Red	Green	Ped Clr	Yellow	Red		
10	10	0-Default	8	40	20	8	40	20	10	10	8	40	20		
Preempt Status		Phase #													
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-1	Exit Ph	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ped Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-3	Track	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Dwell	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Cycle	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default
Pedestrian Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-4	Track	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Dwell	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Overlap Status		A	B	C	D	E	F	G	H	I	J	K	L	M	N
F-7-X-5	Track	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Dwell	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Trail (sec)	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Preempt 7

Miscellaneous Data F-7-X-1			(sec)								
Det #	NonLock	Link	Delay	Extend	Duration	Max Call	Lockout	Gate Dly	Debounce	SR Mode	R2C
0	0-Off	0	0	0	0	0	0	0	0.0	0	0-Off
Interval Times F-7-X-2											
Global		Selective Interval			Track Interval				Dwell	Return Interval	

Min Green	Min Walk	Ext Ped	Ped Cl	Yellow	Red	Green	Ped Clr	Yellow	Red	Green	Ped Clr	Yellow	Red		
10	10	0-Default	8	40	20	8	40	20	10	10	8	40	20		
Preempt Status		Phase #													
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-1	Exit Ph	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ped Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-3	Track	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Dwell	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Cycle	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default
Pedestrian Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-4	Track	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Dwell	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Overlap Status		A	B	C	D	E	F	G	H	I	J	K	L	M	N
F-7-X-5	Track	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Dwell	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Trail (sec)	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Preempt 8

Miscellaneous Data F-7-X-1			(sec)													
Det #	NonLock	Link	Delay	Extend	Duration	Max Call	Lockout	Gate Dly	Debounce	SR Mode	R2C					
0	0-Off	0	0	0	0	0	0	0	0.0	0	0-Off					
Interval Times F-7-X-2																
Global			Selective Interval			Track Interval				Dwell	Return Interval					
Min Green	Min Walk	Ext Ped	Ped Cl	Yellow	Red	Green	Ped Clr	Yellow	Red	Green	Ped Clr	Yellow	Red			
10	10	0-Default	8	40	20	8	40	20	10	10	8	40	20			
Preempt Status			Phase #													
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
F-7-X-1	Exit Ph	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Ped Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
F-7-X-3	Track	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-	
	Dwell	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-	
	Cycle	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	
Pedestrian Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
F-7-X-4	Track	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-	
	Dwell	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-	
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Overlap Status		A	B	C	D	E	F	G	H	I	J	K	L	M	N	
F-7-X-5	Track	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Dwell	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Trail (sec)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Preempt 9

Miscellaneous Data F-7-X-1			(sec)									
Det #	NonLock	Link	Delay	Extend	Duration	Max Call	Lockout	Gate Dly	Debounce	SR Mode	R2C	
0	0-Off	0	0	0	0	0	0	0	0.0	0	0-Off	
Interval Times F-7-X-2												
Global			Selective Interval			Track Interval			Dwell		Return Interval	

Min Green	Min Walk	Ext Ped	Ped Cl	Yellow	Red	Green	Ped Clr	Yellow	Red	Green	Ped Clr	Yellow	Red		
10	10	0-Default	8	40	20	8	40	20	10	10	8	40	20		
Preempt Status		Phase #													
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-1	Exit Ph	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ped Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-3	Track	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Dwell	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Cycle	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default
Pedestrian Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-4	Track	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Dwell	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Overlap Status		A	B	C	D	E	F	G	H	I	J	K	L	M	N
F-7-X-5	Track	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Dwell	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Trail (sec)	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Preempt 10

Miscellaneous Data F-7-X-1			(sec)												
Det #	NonLock	Link	Delay	Extend	Duration	Max Call	Lockout	Gate Dly	Debounce	SR Mode	R2C				
0	0-Off	0	0	0	0	0	0	0	0.0	0	0-Off				
Interval Times F-7-X-2															
Global			Selective Interval			Track Interval				Dwell	Return Interval				
Min Green	Min Walk	Ext Ped	Ped Cl	Yellow	Red	Green	Ped Clr	Yellow	Red	Green	Ped Clr	Yellow	Red		
10	10	0-Default	8	40	20	8	40	20	10	10	8	40	20		
Preempt Status		Phase #													
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-1	Exit Ph	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ped Call	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vehicle Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-3	Track	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Dwell	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	0-Red	-	-	-	-	-	-
	Cycle	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default	0-Default
Pedestrian Status		1	2	3	4	5	6	7	8	9	10	11	12	13	14
F-7-X-4	Track	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Dwell	-	0-Dont	-	0-Dont	-	0-Dont	-	0-Dont	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Overlap Status		A	B	C	D	E	F	G	H	I	J	K	L	M	N
F-7-X-5	Track	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Dwell	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Trail (sec)	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Preempt 11

Miscellaneous Data F-7-X-1			(sec)								
Det #	NonLock	Link	Delay	Extend	Duration	Max Call	Lockout	Gate Dly	Debounce	SR Mode	R2C
0	0-Off	0	0	0	0	0	0	0	0.0	0	0-Off
Interval Times F-7-X-2											
Global		Selective Interval				Track Interval			Dwell	Return Interval	

[illegible]

Preempt 12

[illegible]

Priority F-8

[illegible]

[illegible]

Detector	1	2	3	4	5	6
Detector Number	-	-	-	-	-	-

Bank: 1								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

[illegible]

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

[illegible][illegible]

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 3								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSd	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

[illegible]

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

[illegible][illegible]

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Priority 2															
N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCoPhase	Signal Type	Olp Blankout	Blankout
False	0	0.0	253	0		1	0	0	0	0.0	1	False	0	0	0

[illegible]

Detector	1	2	3	4	5	6
Detector Number	-	-	-	-	-	-

[illegible][illegible]

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 3								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 4								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Priority 4																
N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCoPhase	Signal Type	Olp Blankout	Blankout	
False	0	0.0	253	0		1	0	0	0	0.0	1	False	0	0	0	

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CO-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Detector	1	2	3	4	5	6
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Detector Number	-	-	-	-	-	-
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Bank: 1								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 2								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 3								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

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Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 4								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Priority 5																
N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCoPhase	Signal Type	Olp Blankout	Blankout	
False	0	0.0	253	0		1	0	0	0	0.0	1	False	0	0	0	

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CO-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Detector	1	2	3	4	5	6
Detector Number	-	-	-	-	-	-

Bank: 1								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Priority 6															
N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	Lockout A	Lockout B	Overlap	Pre Grn	Recall	ExCoPhase	Signal Type	Olp Blankout	Blankout
False	0	0.0	253	0		1	0	0	0	0.0	1	False	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CO-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Detector	1	2	3	4	5	6
Detector Number	-	-	-	-	-	-

Bank: 1								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 2								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 2																
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	-	-	-	-	-	-	-	-								
TED	-	-	-	-	-	-	-	-								
TTL	-	-	-	-	-	-	-	-								

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 3																
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	-	-	-	-	-	-	-	-								
TED	-	-	-	-	-	-	-	-								
TTL	-	-	-	-	-	-	-	-								

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue	-	-	-	-	-	-

Det						
Queue Time	-	-	-	-	-	-

Bank: 4								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

[illegible]

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Priority 8															
N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	Lockout A	Lockout B	Overlap	Pre Grn	Recall	ExCoPhase	Signal Type	Olp Blankout	Blankout
False	0	0.0	253	0		1	0	0	0	0.0	1	False	0	0	0

[illegible]

Detector	1	2	3	4	5	6
Detector Number	-	-	-	-	-	-

Bank: 1								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

[illegible]

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 2	
---------	--

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 3																
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	-	-	-	-	-	-	-	-								
TED	-	-	-	-	-	-	-	-								
TTL	-	-	-	-	-	-	-	-								

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 4																
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	-	-	-	-	-	-	-	-								
TED	-	-	-	-	-	-	-	-								
TTL	-	-	-	-	-	-	-	-								

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue	-	-	-	-	-	-

[illegible]

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

[illegible][illegible]

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 3								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

[illegible]

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 4	
---------	--

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Priority 11																
N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	Lockout A	Lockout B	Overlap	Pre Grn	Recall	ExCoPhase	Signal Type	Olp Blankout	Blankout	
False	0	0.0	253	0		1	0	0	0	0.0	1	False	0	0	0	

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CO-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Detector	1	2	3	4	5	6
Detector Number	-	-	-	-	-	-

Bank: 1								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 2								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 3																
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	-	-	-	-	-	-	-	-								
TED	-	-	-	-	-	-	-	-								
TTL	-	-	-	-	-	-	-	-								

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 4																
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	-	-	-	-	-	-	-	-								
TED	-	-	-	-	-	-	-	-								
TTL	-	-	-	-	-	-	-	-								

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Priority 12

N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	Lockout A	Lockout B	Overlap	Pre Grn	Recall	ExCoPhase	Signal Type	Olp Blankout	Blankout
False	0	0.0	253	0		1	0	0	0	0.0	1	False	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CO-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
QJ-Phase	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Detector	1	2	3	4	5	6
Detector Number	-	-	-	-	-	-

Bank: 1								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 2								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ph Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	Method	Return	Ped Wait	Ped Override	Force FullPri
1	0	0	0	0	False	1	0	0	0	False	False

Queue	1	2	3	4	5	6
Queue Ph	-	-	-	-	-	-
Queue Det	-	-	-	-	-	-
Queue Time	-	-	-	-	-	-

Bank: 3								
PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	-	-	-	-	-	-	-	-
TED	-	-	-	-	-	-	-	-
TTL	-	-	-	-	-	-	-	-

PHSMODE	-
COORD PH	-

Mode:	0
Msg Type:	0
Outstation ID:	X000010

Port Configuration F-2-6-1

Port	Baud Rate	Protocol	CTS	DCD
1	153600	N/A	N/A	N/A
2	0	0	False	False
3	0	0	False	False

SPaT Data F-2-6-A

ID	Destination IP	DST Port	Enabled
1	0.0.0.0	1034	False
2	0.0.0.0	1034	False
3	0.0.0.0	1034	False
4	0.0.0.0	1034	False
5	0.0.0.0	1034	False
6	0.0.0.0	1034	False
7	0.0.0.0	1034	False
8	0.0.0.0	1034	False
9	0.0.0.0	1034	False
10	0.0.0.0	1034	False
11	0.0.0.0	1034	False
12	0.0.0.0	1034	False
13	0.0.0.0	1034	False
14	0.0.0.0	1034	False
15	0.0.0.0	1034	False
16	0.0.0.0	1034	False

System Data F-9-1-2	
Backup Time	900

MIAMIDADE Advanced Traffic Management System FOIA Report

Galloway Rd and NW 25 St
Intersection Asset Num: 4333: Galloway Rd&NW 25 St
9/6/2024 From 12:00 AM , To 11:59 PM

Phase Diagram

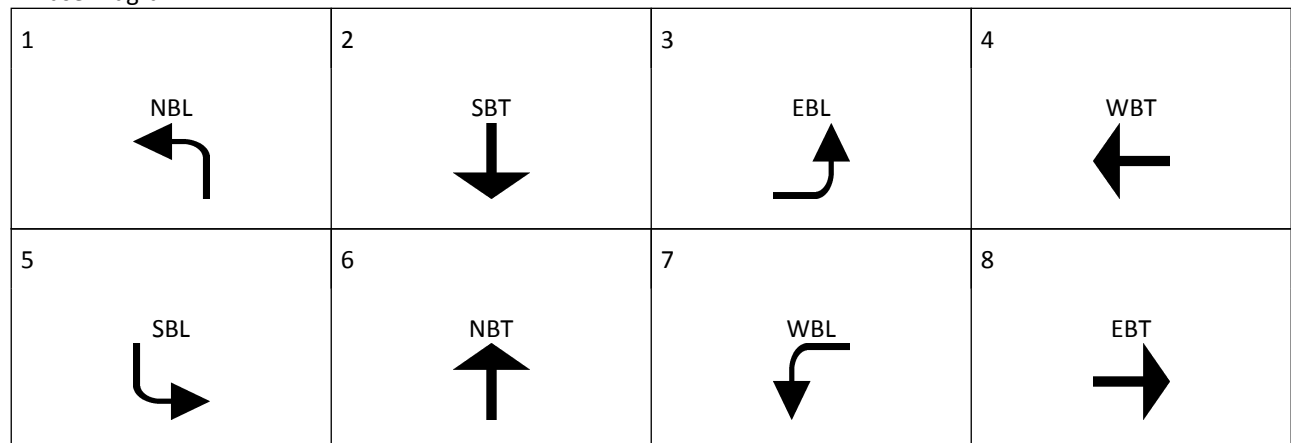


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Pattern Summary

Pattern	Cycle	Offset	1-NBL	2-SBT	3-EBL	4-WBT	5-SBL	6-NBT	7-WBL	8-EBT
2	160	133	20	60	20	60	20	60	20	60
4	150	96	21	57	21	51	21	57	21	51
7	180	95	20	73	21	66	24	69	21	66
8	150	77	23	53	24	50	23	53	24	50
10	160	109	20	60	20	60	20	60	20	60
11	180	23	24	66	24	66	24	66	24	66
15	160	91	22	54	22	62	22	54	22	62
17	110	88	17	38	17	38	17	38	17	38
19	130	125	19	47	19	45	19	47	19	45
20	130	125	19	47	19	45	19	47	19	45
21	150	100	19	56	19	56	19	56	19	56
22	130	94	19	50	19	42	19	50	19	42
23	110	88	17	38	17	38	17	38	17	38
25	130	9	15	8	61	46	-92	23	80	27
28	220	88	17	48	27	128	17	48	117	38

Pattern Green Summary

Pattern	Cycle	Offset	1-NBL	2-SBT	3-EBL	4-WBT	5-SBL	6-NBT	7-WBL	8-EBT
2	160	133	13.2	53.2	13.2	53.2	13.2	53.2	13.2	53.2
4	150	96	14.2	50.2	14.2	44.2	14.2	50.2	14.2	44.2
7	180	95	13.2	66.2	14.2	59.2	17.2	62.2	14.2	59.2
8	150	77	16.2	46.2	17.2	43.2	16.2	46.2	17.2	43.2
10	160	109	13.2	53.2	13.2	53.2	13.2	53.2	13.2	53.2
11	180	23	17.2	59.2	17.2	59.2	17.2	59.2	17.2	59.2
15	160	91	15.2	47.2	15.2	55.2	15.2	47.2	15.2	55.2
17	110	88	10.2	31.2	10.2	31.2	10.2	31.2	10.2	31.2
19	130	125	12.2	40.2	12.2	38.2	12.2	40.2	12.2	38.2
20	130	125	12.2	40.2	12.2	38.2	12.2	40.2	12.2	38.2
21	150	100	12.2	49.2	12.2	49.2	12.2	49.2	12.2	49.2
22	130	94	12.2	43.2	12.2	35.2	12.2	43.2	12.2	35.2
23	110	88	10.2	31.2	10.2	31.2	10.2	31.2	10.2	31.2
25	130	9	8.2	1.2	54.2	39.2	-92	16.2	73.2	20.2
28	220	88	10.2	41.2	20.2	121.2	10.2	41.2	110.2	31.2

Phase Bank

Phase	Walk			DontWalk			Min Initial			Veh Ext			Max Limit			Max2			Yellow			Red		
Phase Bank	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
1-NBL	0	0	0	0	0	0	5	5	5	3.5	3.5	3.5	7	7	7	30	20	30	4.4	4.4	4.4	2.4	2.4	2.4
2-SBT	5	5	5	26	26	26	7	7	7	2.5	2.5	2.5	40	40	40	0	50	0	4.4	4.4	4.4	2.4	2.4	2.4
3-EBL	0	0	0	0	0	0	5	5	5	3.5	3.5	3.5	7	7	7	30	25	30	4.4	4.4	4.4	2.4	2.4	2.4
4-WBT	5	5	5	26	26	26	10	10	10	2.5	2.5	2.5	20	12	20	70	45	132	4.4	4.4	4.4	2.4	2.4	2.4
5-SBL	0	0	0	0	0	0	5	5	5	3.5	3.5	3.5	7	7	7	30	20	30	4.4	4.4	4.4	2.4	2.4	2.4
6-NBT	5	5	5	26	26	26	7	7	7	2.5	2.5	2.5	40	40	40	0	50	0	4.4	4.4	4.4	2.4	2.4	2.4
7-WBL	0	0	0	0	0	0	5	5	5	3.5	3.5	3.5	7	7	7	30	25	115	4.4	4.4	4.4	2.4	2.4	2.4
8-EBT	5	5	5	26	26	26	10	10	10	2.5	2.5	2.5	20	12	20	70	45	70	4.4	4.4	4.4	2.4	2.4	2.4

TOD Schedule

Schedule	Time	Plan	Days of Week						
1	0000	17		M	T	W	Th	F	
15	0000	23	Su						S
16	0200	Free	Su						S
3	0545	8		M	T	W	Th	F	
17	0600	19	Su						S
4	0630	11		M	T	W	Th	F	
18	0730	20	Su						S
6	1000	15		M	T	W	Th	F	
19	1100	21	Su						S
8	1530	7		M	T	W	Th	F	
20	1630	22	Su						S
9	1930	4		M	T	W	Th	F	
21	2030	23	Su						
22	2200	23							S
10	2200	17		M	T	W	Th	F	

TOD Function

Schedule	Time	Function	Settings	Days of Week						
1	0000	15 TOD Outputs	-----	Su	M	T	W	Th	F	S

Appendix E: Operational Analysis

Existing (2024) Traffic Conditions

Lanes, Volumes, Timings
1: NW 95 Ave & NW 25 St

10/11/2024

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1334	74	82	1012	12	43
Future Volume (vph)	1334	74	82	1012	12	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			73		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.992				0.895	
Flt Protected			0.950		0.989	
Satd. Flow (prot)	3383	0	1719	3343	1354	0
Flt Permitted			0.950		0.989	
Satd. Flow (perm)	3383	0	1719	3343	1354	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	1165			1480	2871	
Travel Time (s)	19.9			25.2	65.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	3%	5%	8%	25%	24%
Adj. Flow (vph)	1419	79	87	1077	13	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1498	0	87	1077	59	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	57.1%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	1334	74	82	1012	12	43
Future Vol, veh/h	1334	74	82	1012	12	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	370	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	3	5	8	25	24
Mvmt Flow	1419	79	87	1077	13	46

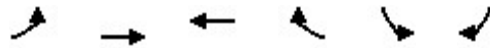
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1498
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.2
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.25
Pot Cap-1 Maneuver	-	-	429
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	429
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	109.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	86	-	-	429	-
HCM Lane V/C Ratio	0.68	-	-	0.203	-
HCM Control Delay (s)	109.1	-	-	15.5	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	3.3	-	-	0.8	-

Lanes, Volumes, Timings 3: NW 25 St & NW 92 Ave

10/11/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	92	1244	1126	90	53	73
Future Volume (vph)	92	1244	1126	90	53	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	85				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.989			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3343	3346	0	1752	1524
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3343	3346	0	1752	1524
Link Speed (mph)		40	40		30	
Link Distance (ft)		1480	1701		2582	
Travel Time (s)		25.2	29.0		58.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	8%	7%	3%	3%	6%
Adj. Flow (vph)	100	1352	1224	98	58	79
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	1352	1322	0	58	79
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	52.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	13.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	92	1244	1126	90	53	73
Future Vol, veh/h	92	1244	1126	90	53	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	110	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	8	7	3	3	6
Mvmt Flow	100	1352	1224	98	58	79
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1322	0	-	0	2149	661
Stage 1	-	-	-	-	1273	-
Stage 2	-	-	-	-	876	-
Critical Hdwy	4.16	-	-	-	6.86	7.02
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	2.23	-	-	-	3.53	3.36
Pot Cap-1 Maneuver	513	-	-	-	~ 41	396
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	365	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	513	-	-	-	~ 33	396
Mov Cap-2 Maneuver	-	-	-	-	~ 33	-
Stage 1	-	-	-	-	181	-
Stage 2	-	-	-	-	365	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.9	0	270			
HCM LOS			F			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	513	-	-	-	33	396
HCM Lane V/C Ratio	0.195	-	-	-	1.746	0.2
HCM Control Delay (s)	13.7	-	-	-	\$ 619.3	16.4
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.7	-	-	-	6.4	0.7
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Lanes, Volumes, Timings

5: NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑							
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	5085	0	0	0	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	5085	0	0	0	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1701			932			126			156	
Travel Time (s)		38.7			21.2			2.9			3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			0			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 0.0%	ICU Level of Service A											
Analysis Period (min) 15												

Lanes, Volumes, Timings
4333: NW 87 St & NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (vph)	188	812	105	169	872	138	186	1272	226	218	881	198
Future Volume (vph)	188	812	105	169	872	138	186	1272	226	218	881	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		255	325		220	315		350	250		0
Storage Lanes	2		1	2		1	2		1	2		0
Taper Length (ft)	110			110			120			110		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	0.91
Frt		0.983				0.850			0.850		0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3273	4660	0	3367	4803	1553	3400	5036	1553	3273	4819	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3273	4660	0	3367	4803	1553	3400	5036	1553	3273	4819	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				64			64		30	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		932			2653			3018			2673	
Travel Time (s)		15.9			45.2			51.4			45.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	10%	5%	4%	8%	4%	3%	3%	4%	7%	4%	8%
Adj. Flow (vph)	204	883	114	184	948	150	202	1383	246	237	958	215
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	997	0	184	948	150	202	1383	246	237	1173	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		27			28			27			27	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0	0	1	0	
Detector Template												
Leading Detector (ft)	30	30		30	30	30	30	0	0	30	0	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	30	30	30	30	30	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	8		7	4	5	1	6	7	5	2	
Permitted Phases						4			6			
Detector Phase	3	8		7	4	5	1	6	7	5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	5.0	5.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.8	37.8		11.8	37.8	11.8	11.8	37.8	11.8	11.8	37.8	

Lanes, Volumes, Timings
4333: NW 87 St & NW 25 St

10/11/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	24.0	66.0		24.0	66.0	24.0	24.0	66.0	24.0	24.0	66.0	
Total Split (%)	13.3%	36.7%		13.3%	36.7%	13.3%	13.3%	36.7%	13.3%	13.3%	36.7%	
Maximum Green (s)	17.2	59.2		17.2	59.2	17.2	17.2	59.2	17.2	17.2	59.2	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	2.5		3.5	2.5	3.5	3.5	2.5	3.5	3.5	2.5	
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		26.0			26.0			26.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	15.8	44.3		15.1	43.6	69.3	16.4	74.5	96.4	18.9	77.0	
Actuated g/C Ratio	0.09	0.25		0.08	0.24	0.38	0.09	0.41	0.54	0.10	0.43	
v/c Ratio	0.71	0.86		0.65	0.81	0.24	0.65	0.66	0.29	0.69	0.56	
Control Delay	93.8	72.1		91.0	70.3	20.2	88.9	46.1	18.9	88.3	40.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	93.8	72.1		91.0	70.3	20.2	88.9	46.1	18.9	88.3	40.5	
LOS	F	E		F	E	C	F	D	B	F	D	
Approach Delay		75.7			67.4			47.2			48.6	
Approach LOS		E			E			D			D	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 23 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 58.0

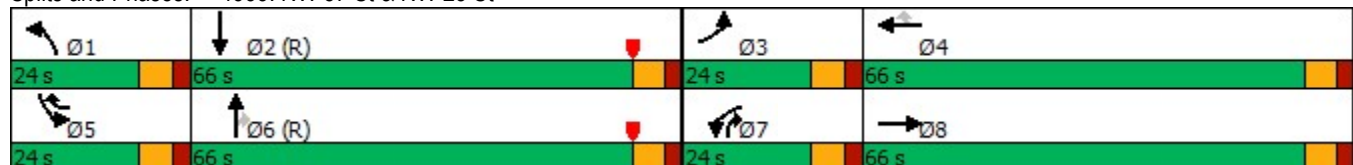
Intersection LOS: E

Intersection Capacity Utilization 76.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4333: NW 87 St & NW 25 St



Queues

4333: NW 87 St & NW 25 St

10/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	204	997	184	948	150	202	1383	246	237	1173
v/c Ratio	0.71	0.86	0.65	0.81	0.24	0.65	0.66	0.29	0.69	0.56
Control Delay	93.8	72.1	91.0	70.3	20.2	88.9	46.1	18.9	88.3	40.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.8	72.1	91.0	70.3	20.2	88.9	46.1	18.9	88.3	40.5
Queue Length 50th (ft)	122	411	110	393	67	121	486	114	141	375
Queue Length 95th (ft)	170	445	155	421	110	164	612	202	188	480
Internal Link Dist (ft)		852		2573			2938			2593
Turn Bay Length (ft)	330		325		220	315		350	250	
Base Capacity (vph)	312	1542	321	1579	642	340	2084	879	354	2078
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.65	0.57	0.60	0.23	0.59	0.66	0.28	0.67	0.56
Intersection Summary										

HCM 6th Signalized Intersection Summary

4333: NW 87 St & NW 25 St

10/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	812	105	169	872	138	186	1272	226	218	881	198
Future Volume (veh/h)	188	812	105	169	872	138	186	1272	226	218	881	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1752	1826	1841	1781	1841	1856	1856	1841	1796	1841	1781
Adj Flow Rate, veh/h	204	883	114	184	948	150	202	1383	246	237	958	215
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	10	5	4	8	4	3	3	4	7	4	8
Cap, veh/h	244	977	126	226	1073	474	244	2389	839	275	1985	444
Arrive On Green	0.07	0.23	0.23	0.07	0.22	0.22	0.07	0.47	0.47	0.08	0.48	0.48
Sat Flow, veh/h	3319	4289	551	3401	4863	1560	3428	5066	1560	3319	4106	919
Grp Volume(v), veh/h	204	655	342	184	948	150	202	1383	246	237	781	392
Grp Sat Flow(s),veh/h/ln	1659	1594	1653	1700	1621	1560	1714	1689	1560	1659	1675	1675
Q Serve(g_s), s	10.9	36.0	36.2	9.6	34.0	13.3	10.5	35.7	15.6	12.7	28.3	28.4
Cycle Q Clear(g_c), s	10.9	36.0	36.2	9.6	34.0	13.3	10.5	35.7	15.6	12.7	28.3	28.4
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	244	727	377	226	1073	474	244	2389	839	275	1620	810
V/C Ratio(X)	0.84	0.90	0.91	0.81	0.88	0.32	0.83	0.58	0.29	0.86	0.48	0.48
Avail Cap(c_a), veh/h	317	1049	544	325	1599	643	328	2389	839	317	1620	810
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	82.3	67.5	67.6	82.9	67.9	48.3	82.5	34.6	22.8	81.5	31.3	31.3
Incr Delay (d2), s/veh	14.8	7.3	13.3	11.1	3.7	0.3	13.2	1.0	0.9	19.3	1.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	15.3	16.6	4.6	14.3	5.3	5.1	14.9	6.0	6.2	11.7	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.1	74.8	81.0	94.0	71.6	48.6	95.7	35.6	23.7	100.8	32.3	33.4
LnGrp LOS	F	E	F	F	E	D	F	D	C	F	C	C
Approach Vol, veh/h	1201		1282				1831		1410			
Approach Delay, s/veh	80.3		72.1				40.6		44.1			
Approach LOS	F		E				D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.6	93.8	20.0	46.5	21.7	91.7	18.8	47.8				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8				
Max Green Setting (Gmax), s	17.2	59.2	17.2	59.2	17.2	59.2	17.2	59.2				
Max Q Clear Time (g_c+I1), s	12.5	0.0	12.9	36.0	14.7	0.0	11.6	38.2				
Green Ext Time (p_c), s	0.3	0.0	0.3	3.5	0.2	0.0	0.3	2.8				
Intersection Summary												
HCM 6th Ctrl Delay	56.9											
HCM 6th LOS	E											

Lanes, Volumes, Timings

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	876	69	120	748	86	82	587	329	181	402	110
Future Volume (vph)	138	876	69	120	748	86	82	587	329	181	402	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	420		0	175		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	94			70			75			58		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.989			0.985			0.946			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3317	0	1671	3254	0	1719	3316	0	1752	3379	0
Flt Permitted	0.217			0.171			0.380			0.076		
Satd. Flow (perm)	400	3317	0	301	3254	0	688	3316	0	140	3379	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9			62			20	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		3487			1165			2941			2660	
Travel Time (s)		59.4			19.9			50.1			45.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	8%	3%	8%	10%	3%	5%	3%	3%	3%	3%	5%
Adj. Flow (vph)	139	885	70	121	756	87	83	593	332	183	406	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	955	0	121	843	0	83	925	0	183	517	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.4	13.4		11.4	13.4		11.4	13.4		11.4	13.4	

Lanes, Volumes, Timings

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	16.0	78.0		16.0	78.0		24.0	52.0		24.0	52.0	
Total Split (%)	9.4%	45.9%		9.4%	45.9%		14.1%	30.6%		14.1%	30.6%	
Maximum Green (s)	9.6	71.6		9.6	71.6		17.6	45.6		17.6	45.6	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.0	2.5		2.0	2.5	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			22.0			28.0			25.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	82.1	72.9		81.8	72.7		56.1	46.5		68.4	52.9	
Actuated g/C Ratio	0.48	0.43		0.48	0.43		0.33	0.27		0.40	0.31	
v/c Ratio	0.52	0.67		0.56	0.60		0.29	0.97		0.88	0.49	
Control Delay	29.5	41.8		31.9	39.6		34.7	79.2		83.2	47.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	29.5	41.8		31.9	39.6		34.7	79.2		83.2	47.6	
LOS	C	D		C	D		C	E		F	D	
Approach Delay		40.3			38.6			75.6			56.9	
Approach LOS		D			D			E			E	

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 128 (75%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 52.4

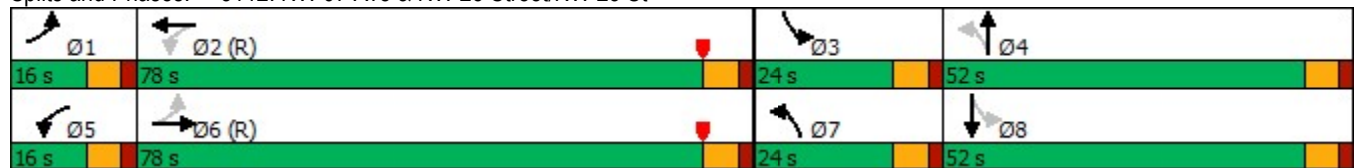
Intersection LOS: D

Intersection Capacity Utilization 91.2%

ICU Level of Service F

Analysis Period (min) 15

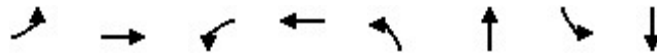
Splits and Phases: 5112: NW 97 Ave & NW 25 Street/NW 25 St



Queues

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	139	955	121	843	83	925	183	517
v/c Ratio	0.52	0.67	0.56	0.60	0.29	0.97	0.88	0.49
Control Delay	29.5	41.8	31.9	39.6	34.7	79.2	83.2	47.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	41.8	31.9	39.6	34.7	79.2	83.2	47.6
Queue Length 50th (ft)	80	450	69	380	57	516	151	235
Queue Length 95th (ft)	123	530	110	453	98	#668	#288	305
Internal Link Dist (ft)		3407		1085		2861		2580
Turn Bay Length (ft)	200		420		175		145	
Base Capacity (vph)	270	1425	223	1396	366	952	223	1064
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.67	0.54	0.60	0.23	0.97	0.82	0.49

Intersection Summary

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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	876	69	120	748	86	82	587	329	181	402	110
Future Volume (veh/h)	138	876	69	120	748	86	82	587	329	181	402	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1781	1856	1781	1752	1856	1826	1856	1856	1856	1856	1826
Adj Flow Rate, veh/h	139	885	70	121	756	87	83	593	332	183	406	111
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	8	3	8	10	3	5	3	3	3	3	5
Cap, veh/h	299	1396	110	254	1310	151	288	585	327	202	859	232
Arrive On Green	0.06	0.44	0.44	0.05	0.44	0.44	0.05	0.27	0.27	0.09	0.31	0.31
Sat Flow, veh/h	1767	3177	251	1697	3008	346	1739	2179	1220	1767	2743	742
Grp Volume(v), veh/h	139	471	484	121	418	425	83	480	445	183	259	258
Grp Sat Flow(s),veh/h/ln	1767	1692	1736	1697	1664	1690	1739	1763	1636	1767	1763	1722
Q Serve(g_s), s	7.4	36.8	36.8	6.7	32.2	32.2	5.8	45.6	45.6	13.3	20.2	20.5
Cycle Q Clear(g_c), s	7.4	36.8	36.8	6.7	32.2	32.2	5.8	45.6	45.6	13.3	20.2	20.5
Prop In Lane	1.00		0.14	1.00		0.20	1.00		0.75	1.00		0.43
Lane Grp Cap(c), veh/h	299	744	763	254	725	736	288	473	439	202	552	539
V/C Ratio(X)	0.46	0.63	0.63	0.48	0.58	0.58	0.29	1.01	1.01	0.91	0.47	0.48
Avail Cap(c_a), veh/h	301	744	763	263	725	736	388	473	439	225	552	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	37.0	37.0	29.0	36.2	36.2	42.6	62.2	62.2	50.1	47.0	47.2
Incr Delay (d2), s/veh	0.4	4.1	4.0	0.5	3.3	3.3	0.2	45.1	46.7	31.8	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	15.9	16.3	2.8	13.7	13.9	2.5	26.1	24.4	7.6	8.9	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	41.1	41.0	29.5	39.5	39.5	42.8	107.3	108.9	81.9	47.5	47.6
LnGrp LOS	C	D	D	C	D	D	D	F	F	F	D	D
Approach Vol, veh/h	1094			964			1008			700		
Approach Delay, s/veh	39.4			38.2			102.7			56.5		
Approach LOS	D			D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	80.4	21.8	52.0	15.1	81.1	14.2	59.6				
Change Period (Y+Rc), s	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4				
Max Green Setting (Gmax), s	9.6	71.6	17.6	45.6	9.6	71.6	17.6	45.6				
Max Q Clear Time (g_c+l1), s	9.4	0.0	15.3	47.6	8.7	0.0	7.8	22.5				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.1	1.2				
Intersection Summary												
HCM 6th Ctrl Delay	59.2											
HCM 6th LOS	E											

Lanes, Volumes, Timings
1: NW 95 Ave & NW 25 St

10/11/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱		↱	↑↑	↱↱	
Traffic Volume (vph)	955	22	21	1397	53	94
Future Volume (vph)	955	22	21	1397	53	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			73		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.997				0.914	
Flt Protected			0.950		0.982	
Satd. Flow (prot)	3335	0	1262	3374	1568	0
Flt Permitted			0.950		0.982	
Satd. Flow (perm)	3335	0	1262	3374	1568	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	1165			1480	2871	
Travel Time (s)	19.9			25.2	65.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	4%	43%	7%	3%	12%
Adj. Flow (vph)	974	22	21	1426	54	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	996	0	21	1426	150	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	54.0%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
1: NW 95 Ave & NW 25 St

10/11/2024

Intersection

Int Delay, s/veh 6.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	955	22	21	1397	53	94
Future Vol, veh/h	955	22	21	1397	53	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	370	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	8	4	43	7	3	12
Mvmt Flow	974	22	21	1426	54	96

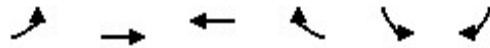
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	996
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.96
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.63
Pot Cap-1 Maneuver	-	-	488
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	488
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	108.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	162	-	-	488	-
HCM Lane V/C Ratio	0.926	-	-	0.044	-
HCM Control Delay (s)	108.2	-	-	12.7	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	6.8	-	-	0.1	-

Lanes, Volumes, Timings
3: NW 25 St & NW 92 Ave

10/11/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	114	1203	1357	120	49	89
Future Volume (vph)	114	1203	1357	120	49	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	85				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.988			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	3312	3315	0	1703	1509
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	3312	3315	0	1703	1509
Link Speed (mph)		40	40		30	
Link Distance (ft)		1480	1701		2582	
Travel Time (s)		25.2	29.0		58.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	9%	8%	3%	6%	7%
Adj. Flow (vph)	124	1308	1475	130	53	97
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	1308	1605	0	53	97
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	61.0%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	25.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	114	1203	1357	120	49	89
Future Vol, veh/h	114	1203	1357	120	49	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	110	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	9	8	3	6	7
Mvmt Flow	124	1308	1475	130	53	97

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1605	0	-	0	2442 803
Stage 1	-	-	-	-	1540 -
Stage 2	-	-	-	-	902 -
Critical Hdwy	4.18	-	-	-	6.92 7.04
Critical Hdwy Stg 1	-	-	-	-	5.92 -
Critical Hdwy Stg 2	-	-	-	-	5.92 -
Follow-up Hdwy	2.24	-	-	-	3.56 3.37
Pot Cap-1 Maneuver	394	-	-	-	~ 25 316
Stage 1	-	-	-	-	157 -
Stage 2	-	-	-	-	347 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	394	-	-	-	~ 17 316
Mov Cap-2 Maneuver	-	-	-	-	~ 17 -
Stage 1	-	-	-	-	108 -
Stage 2	-	-	-	-	347 -

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	\$ 519.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	394	-	-	-	17	316
HCM Lane V/C Ratio	0.315	-	-	-	3.133	0.306
HCM Control Delay (s)	18.3	-	-	-	\$ 1423.9	21.3
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1.3	-	-	-	7.3	1.3

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

Lanes, Volumes, Timings

5: NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑							
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	5085	0	0	0	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	5085	0	0	0	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1701			932			126			156	
Travel Time (s)		38.7			21.2			2.9			3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			0			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 0.0%	ICU Level of Service A											
Analysis Period (min) 15												

Lanes, Volumes, Timings
4333: NW 87 St & NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	837	171	224	912	291	165	1142	186	248	1364	176
Future Volume (vph)	225	837	171	224	912	291	165	1142	186	248	1364	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		255	325		220	315		350	250		0
Storage Lanes	2		1	2		1	2		1	2		0
Taper Length (ft)	110			110			120			110		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	0.91
Frt		0.975				0.850			0.850		0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3213	4641	0	3335	4715	1568	3303	5036	1568	3303	4939	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3213	4641	0	3335	4715	1568	3303	5036	1568	3303	4939	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				64			64		14	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		932			2653			3018			2673	
Travel Time (s)		15.9			45.2			51.4			45.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	10%	4%	5%	10%	3%	6%	3%	3%	6%	3%	5%
Adj. Flow (vph)	245	910	186	243	991	316	179	1241	202	270	1483	191
Shared Lane Traffic (%)												
Lane Group Flow (vph)	245	1096	0	243	991	316	179	1241	202	270	1674	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		27			28			27			27	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0	0	1	0	
Detector Template												
Leading Detector (ft)	30	30		30	30	30	30	0	0	30	0	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	30	30	30	30	30	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	8		7	4	5	1	6	7	5	2	
Permitted Phases						4			6			
Detector Phase	3	8		7	4	5	1	6	7	5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	5.0	5.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.8	37.8		11.8	37.8	11.8	11.8	37.8	11.8	11.8	37.8	

PM Peak Period 11:08 am 09/25/2024

Synchro 11 Report
Page 6

Lanes, Volumes, Timings
4333: NW 87 St & NW 25 St

10/11/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	21.0	66.0		21.0	66.0	24.0	20.0	69.0	21.0	24.0	73.0	
Total Split (%)	11.7%	36.7%		11.7%	36.7%	13.3%	11.1%	38.3%	11.7%	13.3%	40.6%	
Maximum Green (s)	14.2	59.2		14.2	59.2	17.2	13.2	62.2	14.2	17.2	66.2	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	2.5		3.5	2.5	3.5	3.5	2.5	3.5	3.5	2.5	
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		26.0			26.0			26.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	14.2	48.2		14.2	48.2	75.2	15.1	70.2	91.2	20.2	75.3	
Actuated g/C Ratio	0.08	0.27		0.08	0.27	0.42	0.08	0.39	0.51	0.11	0.42	
v/c Ratio	0.97	0.87		0.92	0.79	0.46	0.65	0.63	0.24	0.73	0.81	
Control Delay	129.2	69.4		119.4	65.8	30.7	90.8	47.3	18.7	89.0	50.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	129.2	69.4		119.4	65.8	30.7	90.8	47.3	18.7	89.0	50.1	
LOS	F	E		F	E	C	F	D	B	F	D	
Approach Delay		80.3			67.0			48.5			55.5	
Approach LOS		F			E			D			E	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 95 (53%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 61.7

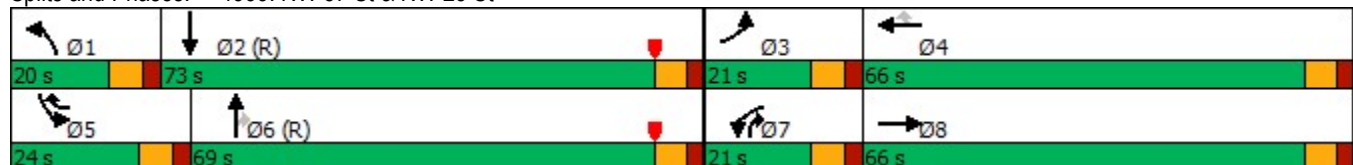
Intersection LOS: E

Intersection Capacity Utilization 84.0%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 4333: NW 87 St & NW 25 St



Queues

4333: NW 87 St & NW 25 St

10/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	245	1096	243	991	316	179	1241	202	270	1674
v/c Ratio	0.97	0.87	0.92	0.79	0.46	0.65	0.63	0.24	0.73	0.81
Control Delay	129.2	69.4	119.4	65.8	30.7	90.8	47.3	18.7	89.0	50.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	129.2	69.4	119.4	65.8	30.7	90.8	47.3	18.7	89.0	50.1
Queue Length 50th (ft)	151	448	150	402	212	107	438	89	160	632
Queue Length 95th (ft)	#248	479	#240	432	283	151	524	159	215	755
Internal Link Dist (ft)		852		2573			2938			2593
Turn Bay Length (ft)	330		325		220	315		350	250	
Base Capacity (vph)	253	1543	263	1550	694	283	1964	825	375	2075
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.71	0.92	0.64	0.46	0.63	0.63	0.24	0.72	0.81

Intersection Summary

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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

4333: NW 87 St & NW 25 St

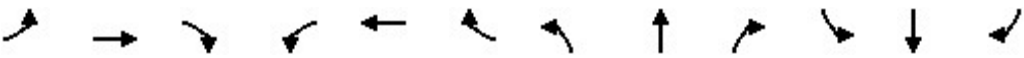
10/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	837	171	224	912	291	165	1142	186	248	1364	176
Future Volume (veh/h)	225	837	171	224	912	291	165	1142	186	248	1364	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1752	1841	1826	1752	1856	1811	1856	1856	1811	1856	1826
Adj Flow Rate, veh/h	245	910	186	243	991	316	179	1241	202	270	1483	191
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	10	4	5	10	3	6	3	3	6	3	5
Cap, veh/h	257	1000	204	266	1201	539	216	2165	796	306	2064	266
Arrive On Green	0.08	0.25	0.25	0.08	0.25	0.25	0.06	0.43	0.43	0.09	0.45	0.45
Sat Flow, veh/h	3264	3983	811	3374	4782	1572	3346	5066	1572	3346	4543	585
Grp Volume(v), veh/h	245	728	368	243	991	316	179	1241	202	270	1102	572
Grp Sat Flow(s),veh/h/ln	1632	1594	1606	1687	1594	1572	1673	1689	1572	1673	1689	1750
Q Serve(g_s), s	13.5	39.9	40.1	12.9	35.2	29.8	9.5	33.4	13.1	14.4	47.6	47.7
Cycle Q Clear(g_c), s	13.5	39.9	40.1	12.9	35.2	29.8	9.5	33.4	13.1	14.4	47.6	47.7
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	257	800	403	266	1201	539	216	2165	796	306	1534	795
V/C Ratio(X)	0.95	0.91	0.91	0.91	0.83	0.59	0.83	0.57	0.25	0.88	0.72	0.72
Avail Cap(c_a), veh/h	257	1049	528	266	1573	661	245	2165	796	320	1534	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	82.6	65.4	65.5	82.3	63.7	48.7	83.2	39.1	25.2	80.8	39.8	39.8
Incr Delay (d2), s/veh	42.9	9.0	16.4	33.4	2.6	0.8	19.3	1.1	0.8	23.5	2.9	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	17.1	18.1	6.8	14.5	11.8	4.7	14.1	5.1	7.2	20.2	21.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.5	74.4	81.9	115.7	66.3	49.4	102.4	40.2	25.9	104.3	42.7	45.4
LnGrp LOS	F	E	F	F	E	D	F	D	C	F	D	D
Approach Vol, veh/h	1341			1550			1622			1944		
Approach Delay, s/veh	85.8			70.6			45.3			52.0		
Approach LOS	F			E			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.4	88.6	21.0	52.0	23.3	83.7	21.0	52.0				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8				
Max Green Setting (Gmax), s	13.2	66.2	14.2	59.2	17.2	62.2	14.2	59.2				
Max Q Clear Time (g_c+I1), s	11.5	0.0	15.5	37.2	16.4	0.0	14.9	42.1				
Green Ext Time (p_c), s	0.1	0.0	0.0	4.2	0.1	0.0	0.0	3.1				
Intersection Summary												
HCM 6th Ctrl Delay	61.8											
HCM 6th LOS	E											

Lanes, Volumes, Timings

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	600	92	372	936	168	106	735	183	90	821	115
Future Volume (vph)	121	600	92	372	936	168	106	735	183	90	821	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	420		0	175		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	94			70			75			58		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.980			0.977			0.970			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3218	0	1752	3238	0	1719	3354	0	1752	3438	0
Flt Permitted	0.112			0.108			0.092			0.111		
Satd. Flow (perm)	207	3218	0	199	3238	0	166	3354	0	205	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			14			18			9	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		3487			1165			2941			2660	
Travel Time (s)		59.4			19.9			50.1			45.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	11%	3%	3%	10%	3%	5%	3%	10%	3%	3%	4%
Adj. Flow (vph)	126	625	96	388	975	175	110	766	191	94	855	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	721	0	388	1150	0	110	957	0	94	975	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.4	13.4		11.4	13.4		11.4	13.4		11.4	13.4	

Lanes, Volumes, Timings

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	18.0	46.0		43.0	71.0		28.0	51.0		30.0	53.0	
Total Split (%)	10.6%	27.1%		25.3%	41.8%		16.5%	30.0%		17.6%	31.2%	
Maximum Green (s)	11.6	39.6		36.6	64.6		21.6	44.6		23.6	46.6	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.0	2.5		2.0	2.5	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			22.0			28.0			25.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	52.2	41.6		82.6	65.5		69.4	58.1		67.0	56.9	
Actuated g/C Ratio	0.31	0.24		0.49	0.39		0.41	0.34		0.39	0.33	
v/c Ratio	0.79	0.91		0.94	0.92		0.65	0.83		0.55	0.84	
Control Delay	70.6	77.6		78.6	61.0		48.3	57.7		40.8	59.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	70.6	77.6		78.6	61.0		48.3	57.7		40.8	59.8	
LOS	E	E		E	E		D	E		D	E	
Approach Delay		76.6			65.5			56.7			58.1	
Approach LOS		E			E			E			E	

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 75 (44%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 63.8

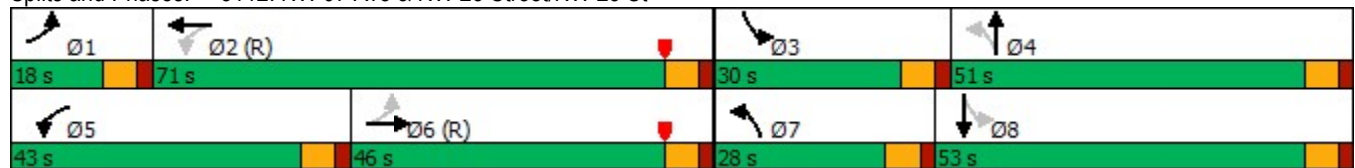
Intersection LOS: E

Intersection Capacity Utilization 93.7%

ICU Level of Service F

Analysis Period (min) 15

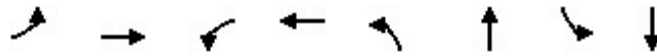
Splits and Phases: 5112: NW 97 Ave & NW 25 Street/NW 25 St



Queues

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	126	721	388	1150	110	957	94	975
v/c Ratio	0.79	0.91	0.94	0.92	0.65	0.83	0.55	0.84
Control Delay	70.6	77.6	78.6	61.0	48.3	57.7	40.8	59.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.6	77.6	78.6	61.0	48.3	57.7	40.8	59.8
Queue Length 50th (ft)	82	416	359	639	73	506	62	526
Queue Length 95th (ft)	#186	#547	#555	#779	125	623	102	#676
Internal Link Dist (ft)		3407		1085		2861		2580
Turn Bay Length (ft)	200		420		175		145	
Base Capacity (vph)	170	793	431	1256	270	1158	304	1157
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.91	0.90	0.92	0.41	0.83	0.31	0.84

Intersection Summary

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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	600	92	372	936	168	106	735	183	90	821	115
Future Volume (veh/h)	121	600	92	372	936	168	106	735	183	90	821	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1737	1856	1856	1752	1856	1826	1856	1752	1856	1856	1841
Adj Flow Rate, veh/h	126	625	96	388	975	175	110	766	191	94	855	120
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	11	3	3	10	3	5	3	10	3	3	4
Cap, veh/h	227	1064	163	444	1303	234	142	787	196	136	851	119
Arrive On Green	0.06	0.37	0.37	0.15	0.46	0.46	0.06	0.28	0.28	0.05	0.27	0.27
Sat Flow, veh/h	1767	2868	440	1767	2819	506	1739	2796	697	1767	3104	436
Grp Volume(v), veh/h	126	359	362	388	575	575	110	483	474	94	486	489
Grp Sat Flow(s),veh/h/ln	1767	1650	1658	1767	1664	1661	1739	1763	1730	1767	1763	1777
Q Serve(g_s), s	7.5	29.8	29.9	22.5	48.3	48.4	7.7	46.1	46.1	6.5	46.6	46.6
Cycle Q Clear(g_c), s	7.5	29.8	29.9	22.5	48.3	48.4	7.7	46.1	46.1	6.5	46.6	46.6
Prop In Lane	1.00		0.27	1.00		0.30	1.00		0.40	1.00		0.25
Lane Grp Cap(c), veh/h	227	612	615	444	769	768	142	496	487	136	483	487
V/C Ratio(X)	0.55	0.59	0.59	0.87	0.75	0.75	0.78	0.97	0.97	0.69	1.00	1.00
Avail Cap(c_a), veh/h	249	612	615	564	769	768	263	496	487	294	483	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	43.0	43.0	30.5	37.6	37.6	47.0	60.4	60.4	47.4	61.7	61.7
Incr Delay (d2), s/veh	0.9	4.1	4.1	10.1	6.6	6.6	3.4	33.3	33.7	2.3	42.1	42.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	12.8	12.9	10.6	20.8	20.8	3.4	24.9	24.5	2.9	26.2	26.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	47.1	47.1	40.6	44.1	44.2	50.4	93.7	94.1	49.7	103.8	103.7
LnGrp LOS	D	D	D	D	D	D	D	F	F	D	F	F
Approach Vol, veh/h	847				1538				1067			
Approach Delay, s/veh	45.4				43.2				89.4			
Approach LOS	D				D				F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.9	85.0	14.9	54.3	31.4	69.4	16.1	53.0				
Change Period (Y+Rc), s	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4				
Max Green Setting (Gmax), s	11.6	64.6	23.6	44.6	36.6	39.6	21.6	46.6				
Max Q Clear Time (g_c+l1), s	9.5	0.0	8.5	48.1	24.5	0.0	9.7	48.6				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.5	0.0	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	67.7											
HCM 6th LOS	E											

Future (2026) W/O Project Traffic Conditions

Lanes, Volumes, Timings
1: NW 95 Ave & NW 25 St

10/11/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↘		↙	↑↑	↖↗	
Traffic Volume (vph)	1361	75	84	1032	12	44
Future Volume (vph)	1361	75	84	1032	12	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			73		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.992				0.894	
Flt Protected			0.950		0.989	
Satd. Flow (prot)	3383	0	1719	3343	1352	0
Flt Permitted			0.950		0.989	
Satd. Flow (perm)	3383	0	1719	3343	1352	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	1165			1480	2871	
Travel Time (s)	19.9			25.2	65.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	3%	5%	8%	25%	24%
Adj. Flow (vph)	1448	80	89	1098	13	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1528	0	89	1098	60	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	58.0%			ICU Level of Service B		
Analysis Period (min)	15					

HCM 6th TWSC
1: NW 95 Ave & NW 25 St

10/11/2024

Intersection

Int Delay, s/veh 3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	
Traffic Vol, veh/h	1361	75	84	1032	12	44
Future Vol, veh/h	1361	75	84	1032	12	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	370	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	3	5	8	25	24
Mvmt Flow	1448	80	89	1098	13	47

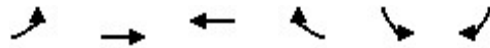
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1528
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.2
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.25
Pot Cap-1 Maneuver	-	-	418
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	418
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	125
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	81	-	-	418	-
HCM Lane V/C Ratio	0.735	-	-	0.214	-
HCM Control Delay (s)	125	-	-	15.9	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	3.6	-	-	0.8	-

Lanes, Volumes, Timings
3: NW 25 St & NW 92 Ave

10/11/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	94	1269	1149	92	54	74
Future Volume (vph)	94	1269	1149	92	54	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	85				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.989			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3343	3346	0	1752	1524
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3343	3346	0	1752	1524
Link Speed (mph)		40	40		30	
Link Distance (ft)		1480	1701		2582	
Travel Time (s)		25.2	29.0		58.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	8%	7%	3%	3%	6%
Adj. Flow (vph)	102	1379	1249	100	59	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	102	1379	1349	0	59	80
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	53.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	15.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	94	1269	1149	92	54	74
Future Vol, veh/h	94	1269	1149	92	54	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	110	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	8	7	3	3	6
Mvmt Flow	102	1379	1249	100	59	80
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1349	0	-	0	2193	675
Stage 1	-	-	-	-	1299	-
Stage 2	-	-	-	-	894	-
Critical Hdwy	4.16	-	-	-	6.86	7.02
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	2.23	-	-	-	3.53	3.36
Pot Cap-1 Maneuver	501	-	-	-	~ 38	387
Stage 1	-	-	-	-	218	-
Stage 2	-	-	-	-	357	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	501	-	-	-	~ 30	387
Mov Cap-2 Maneuver	-	-	-	-	~ 30	-
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	357	-
Approach	EB	WB		SB		
HCM Control Delay, s	1	0		\$ 317.7		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	501	-	-	-	30	387
HCM Lane V/C Ratio	0.204	-	-	-	1.957	0.208
HCM Control Delay (s)	14	-	-	-	\$ 730.1	16.7
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.8	-	-	-	6.8	0.8
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Lanes, Volumes, Timings

5: NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑							
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	5085	0	0	0	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	5085	0	0	0	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1701			932			126			156	
Travel Time (s)		38.7			21.2			2.9			3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			0			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 0.0%	ICU Level of Service A											
Analysis Period (min) 15												

Lanes, Volumes, Timings
4333: NW 87 St & NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔↔		↔↔	↔↔↔	↔	↔↔	↔↔↔	↔	↔↔	↔↔↔	
Traffic Volume (vph)	192	828	107	172	890	141	190	1298	231	222	899	202
Future Volume (vph)	192	828	107	172	890	141	190	1298	231	222	899	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		255	325		220	315		350	250		0
Storage Lanes	2		1	2		1	2		1	2		0
Taper Length (ft)	110			110			120			110		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	0.91
Frt		0.983				0.850			0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3273	4659	0	3367	4803	1553	3400	5036	1553	3273	4814	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3273	4659	0	3367	4803	1553	3400	5036	1553	3273	4814	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				64			64		30	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		932			2653			3018			2673	
Travel Time (s)		15.9			45.2			51.4			45.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	10%	5%	4%	8%	4%	3%	3%	4%	7%	4%	8%
Adj. Flow (vph)	209	900	116	187	967	153	207	1411	251	241	977	220
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	1016	0	187	967	153	207	1411	251	241	1197	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		27			28			27			27	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0	0	1	0	
Detector Template												
Leading Detector (ft)	30	30		30	30	30	30	0	0	30	0	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	30	30	30	30	30	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	8		7	4	5	1	6	7	5	2	
Permitted Phases						4			6			
Detector Phase	3	8		7	4	5	1	6	7	5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	5.0	5.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.8	37.8		11.8	37.8	11.8	11.8	37.8	11.8	11.8	37.8	

Lanes, Volumes, Timings
4333: NW 87 St & NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	24.0	66.0		24.0	66.0	24.0	24.0	66.0	24.0	24.0	66.0	
Total Split (%)	13.3%	36.7%		13.3%	36.7%	13.3%	13.3%	36.7%	13.3%	13.3%	36.7%	
Maximum Green (s)	17.2	59.2		17.2	59.2	17.2	17.2	59.2	17.2	17.2	59.2	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	2.5		3.5	2.5	3.5	3.5	2.5	3.5	3.5	2.5	
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		26.0			26.0			26.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	16.0	45.2		15.2	44.5	70.4	16.7	73.2	95.2	19.1	75.7	
Actuated g/C Ratio	0.09	0.25		0.08	0.25	0.39	0.09	0.41	0.53	0.11	0.42	
v/c Ratio	0.72	0.86		0.66	0.82	0.24	0.66	0.69	0.29	0.69	0.59	
Control Delay	94.3	71.4		91.1	69.7	20.2	88.8	47.8	19.6	88.1	41.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	94.3	71.4		91.1	69.7	20.2	88.8	47.8	19.6	88.1	41.9	
LOS	F	E		F	E	C	F	D	B	F	D	
Approach Delay		75.3			67.0			48.5			49.6	
Approach LOS		E			E			D			D	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 23 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 58.5

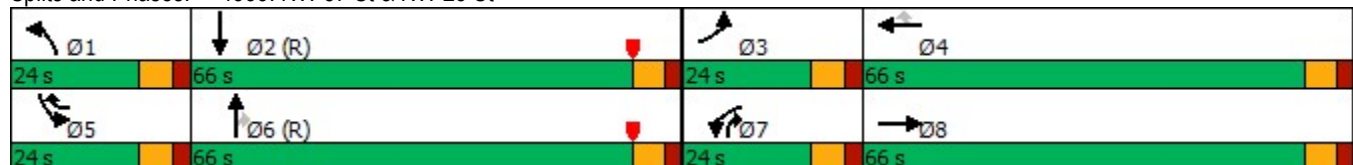
Intersection LOS: E

Intersection Capacity Utilization 77.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4333: NW 87 St & NW 25 St



Queues

4333: NW 87 St & NW 25 St

10/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	209	1016	187	967	153	207	1411	251	241	1197
v/c Ratio	0.72	0.86	0.66	0.82	0.24	0.66	0.69	0.29	0.69	0.59
Control Delay	94.3	71.4	91.1	69.7	20.2	88.8	47.8	19.6	88.1	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.3	71.4	91.1	69.7	20.2	88.8	47.8	19.6	88.1	41.9
Queue Length 50th (ft)	125	419	112	401	69	124	505	119	144	390
Queue Length 95th (ft)	174	452	157	428	112	168	634	210	190	498
Internal Link Dist (ft)		852		2573			2938			2593
Turn Bay Length (ft)	330		325		220	315		350	250	
Base Capacity (vph)	312	1541	321	1579	651	343	2048	868	358	2041
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.66	0.58	0.61	0.24	0.60	0.69	0.29	0.67	0.59

Intersection Summary

HCM 6th Signalized Intersection Summary

4333: NW 87 St & NW 25 St

10/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	828	107	172	890	141	190	1298	231	222	899	202
Future Volume (veh/h)	192	828	107	172	890	141	190	1298	231	222	899	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1752	1826	1841	1781	1841	1856	1856	1841	1796	1841	1781
Adj Flow Rate, veh/h	209	900	116	187	967	153	207	1411	251	241	977	220
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	10	5	4	8	4	3	3	4	7	4	8
Cap, veh/h	249	995	128	229	1090	481	249	2359	831	279	1958	440
Arrive On Green	0.08	0.23	0.23	0.07	0.22	0.22	0.07	0.47	0.47	0.08	0.48	0.48
Sat Flow, veh/h	3319	4290	551	3401	4863	1560	3428	5066	1560	3319	4103	922
Grp Volume(v), veh/h	209	668	348	187	967	153	207	1411	251	241	797	400
Grp Sat Flow(s),veh/h/ln	1659	1594	1653	1700	1621	1560	1714	1689	1560	1659	1675	1675
Q Serve(g_s), s	11.2	36.6	36.9	9.8	34.7	13.5	10.7	37.1	16.1	12.9	29.4	29.5
Cycle Q Clear(g_c), s	11.2	36.6	36.9	9.8	34.7	13.5	10.7	37.1	16.1	12.9	29.4	29.5
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	249	739	383	229	1090	481	249	2359	831	279	1599	799
V/C Ratio(X)	0.84	0.90	0.91	0.82	0.89	0.32	0.83	0.60	0.30	0.86	0.50	0.50
Avail Cap(c_a), veh/h	317	1049	544	325	1599	644	328	2359	831	317	1599	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	82.2	67.2	67.3	82.9	67.6	47.8	82.4	35.6	23.4	81.4	32.3	32.3
Incr Delay (d2), s/veh	15.5	7.6	13.8	11.5	4.0	0.3	13.8	1.1	0.9	19.8	1.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	15.6	16.9	4.6	14.7	5.3	5.2	15.5	6.2	6.3	12.2	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.6	74.8	81.1	94.4	71.7	48.0	96.2	36.8	24.3	101.3	33.4	34.5
LnGrp LOS	F	E	F	F	E	D	F	D	C	F	C	C
Approach Vol, veh/h	1225			1307			1869			1438		
Approach Delay, s/veh	80.5			72.1			41.7			45.1		
Approach LOS	F			E			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.9	92.7	20.3	47.1	21.9	90.6	18.9	48.5				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8				
Max Green Setting (Gmax), s	17.2	59.2	17.2	59.2	17.2	59.2	17.2	59.2				
Max Q Clear Time (g_c+I1), s	12.7	0.0	13.2	36.7	14.9	0.0	11.8	38.9				
Green Ext Time (p_c), s	0.3	0.0	0.3	3.5	0.2	0.0	0.3	2.8				
Intersection Summary												
HCM 6th Ctrl Delay	57.5											
HCM 6th LOS	E											

Lanes, Volumes, Timings

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	894	70	122	763	88	84	599	336	185	410	112
Future Volume (vph)	141	894	70	122	763	88	84	599	336	185	410	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	420		0	175		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	94			70			75			58		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.989			0.984			0.946			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3317	0	1671	3251	0	1719	3316	0	1752	3379	0
Flt Permitted	0.207			0.162			0.375			0.075		
Satd. Flow (perm)	382	3317	0	285	3251	0	679	3316	0	138	3379	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9			62			20	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		3487			1165			2941			2660	
Travel Time (s)		59.4			19.9			50.1			45.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	8%	3%	8%	10%	3%	5%	3%	3%	3%	3%	5%
Adj. Flow (vph)	142	903	71	123	771	89	85	605	339	187	414	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	974	0	123	860	0	85	944	0	187	527	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.4	13.4		11.4	13.4		11.4	13.4		11.4	13.4	

Lanes, Volumes, Timings

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	16.0	78.0		16.0	78.0		24.0	52.0		24.0	52.0	
Total Split (%)	9.4%	45.9%		9.4%	45.9%		14.1%	30.6%		14.1%	30.6%	
Maximum Green (s)	9.6	71.6		9.6	71.6		17.6	45.6		17.6	45.6	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.0	2.5		2.0	2.5	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			22.0			28.0			25.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	81.3	72.1		81.1	71.9		56.8	47.1		69.1	53.5	
Actuated g/C Ratio	0.48	0.42		0.48	0.42		0.33	0.28		0.41	0.31	
v/c Ratio	0.55	0.69		0.59	0.62		0.30	0.98		0.90	0.49	
Control Delay	31.0	42.9		33.8	40.5		34.7	80.7		85.9	47.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.0	42.9		33.8	40.5		34.7	80.7		85.9	47.6	
LOS	C	D		C	D		C	F		F	D	
Approach Delay		41.4			39.7			76.9			57.6	
Approach LOS		D			D			E			E	

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 128 (75%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 53.5

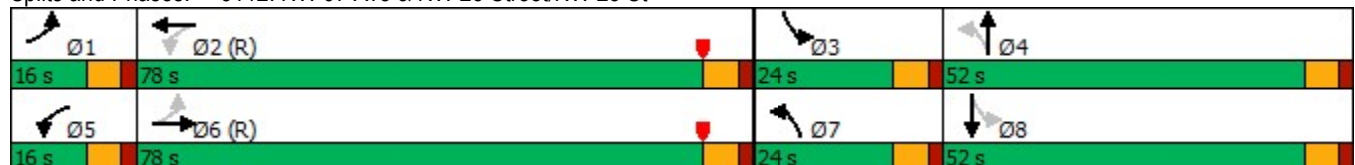
Intersection LOS: D

Intersection Capacity Utilization 92.6%

ICU Level of Service F

Analysis Period (min) 15

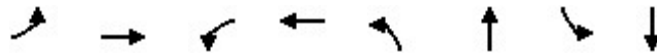
Splits and Phases: 5112: NW 97 Ave & NW 25 Street/NW 25 St



Queues

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	142	974	123	860	85	944	187	527
v/c Ratio	0.55	0.69	0.59	0.62	0.30	0.98	0.90	0.49
Control Delay	31.0	42.9	33.8	40.5	34.7	80.7	85.9	47.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	42.9	33.8	40.5	34.7	80.7	85.9	47.6
Queue Length 50th (ft)	82	462	70	390	59	~540	157	242
Queue Length 95th (ft)	126	544	111	465	100	#691	#302	312
Internal Link Dist (ft)		3407		1085		2861		2580
Turn Bay Length (ft)	200		420		175		145	
Base Capacity (vph)	260	1409	215	1380	366	963	223	1076
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.69	0.57	0.62	0.23	0.98	0.84	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	894	70	122	763	88	84	599	336	185	410	112
Future Volume (veh/h)	141	894	70	122	763	88	84	599	336	185	410	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1781	1856	1781	1752	1856	1826	1856	1856	1856	1856	1826
Adj Flow Rate, veh/h	142	903	71	123	771	89	85	605	339	187	414	113
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	8	3	8	10	3	5	3	3	3	3	5
Cap, veh/h	293	1387	109	248	1299	150	287	584	327	206	862	233
Arrive On Green	0.06	0.44	0.44	0.05	0.43	0.43	0.05	0.27	0.27	0.09	0.31	0.31
Sat Flow, veh/h	1767	3179	250	1697	3007	347	1739	2178	1220	1767	2743	742
Grp Volume(v), veh/h	142	481	493	123	427	433	85	490	454	187	265	262
Grp Sat Flow(s),veh/h/ln	1767	1692	1736	1697	1664	1689	1739	1763	1636	1767	1763	1722
Q Serve(g_s), s	7.6	38.0	38.0	6.9	33.3	33.3	6.0	45.6	45.6	13.7	20.6	21.0
Cycle Q Clear(g_c), s	7.6	38.0	38.0	6.9	33.3	33.3	6.0	45.6	45.6	13.7	20.6	21.0
Prop In Lane	1.00		0.14	1.00		0.21	1.00		0.75	1.00		0.43
Lane Grp Cap(c), veh/h	293	739	758	248	719	730	287	473	439	206	554	541
V/C Ratio(X)	0.49	0.65	0.65	0.50	0.59	0.59	0.30	1.04	1.04	0.91	0.48	0.48
Avail Cap(c_a), veh/h	293	739	758	255	719	730	386	473	439	225	554	541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	37.7	37.7	29.6	36.9	36.9	42.5	62.2	62.2	50.5	47.0	47.1
Incr Delay (d2), s/veh	0.5	4.4	4.3	0.6	3.6	3.5	0.2	50.8	52.4	32.9	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	16.5	17.0	2.8	14.2	14.4	2.6	26.8	25.1	7.9	9.1	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	42.1	42.0	30.2	40.4	40.4	42.7	113.0	114.6	83.4	47.5	47.6
LnGrp LOS	C	D	D	C	D	D	D	F	F	F	D	D
Approach Vol, veh/h	1116			983			1029			714		
Approach Delay, s/veh	40.4			39.1			107.9			56.9		
Approach LOS	D			D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	79.9	22.2	52.0	15.3	80.6	14.3	59.8				
Change Period (Y+Rc), s	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4				
Max Green Setting (Gmax), s	9.6	71.6	17.6	45.6	9.6	71.6	17.6	45.6				
Max Q Clear Time (g_c+I1), s	9.6	0.0	15.7	47.6	8.9	0.0	8.0	23.0				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.1	1.2				
Intersection Summary												
HCM 6th Ctrl Delay	61.2											
HCM 6th LOS	E											

Lanes, Volumes, Timings
1: NW 95 Ave & NW 25 St

10/11/2024

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	974	22	21	1425	54	96
Future Volume (vph)	974	22	21	1425	54	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			73		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.997				0.914	
Flt Protected			0.950		0.982	
Satd. Flow (prot)	3335	0	1262	3374	1568	0
Flt Permitted			0.950		0.982	
Satd. Flow (perm)	3335	0	1262	3374	1568	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	1165			1480	2871	
Travel Time (s)	19.9			25.2	65.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	4%	43%	7%	3%	12%
Adj. Flow (vph)	994	22	21	1454	55	98
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1016	0	21	1454	153	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	55.0%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
1: NW 95 Ave & NW 25 St

10/11/2024

Intersection

Int Delay, s/veh 7.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	974	22	21	1425	54	96
Future Vol, veh/h	974	22	21	1425	54	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	370	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	8	4	43	7	3	12
Mvmt Flow	994	22	21	1454	55	98

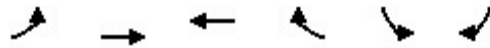
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1016
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.96
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.63
Pot Cap-1 Maneuver	-	-	478
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	478
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	127
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	155	-	-	478	-
HCM Lane V/C Ratio	0.987	-	-	0.045	-
HCM Control Delay (s)	127	-	-	12.9	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	7.5	-	-	0.1	-

Lanes, Volumes, Timings
3: NW 25 St & NW 92 Ave

10/11/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	116	1227	1384	122	50	91
Future Volume (vph)	116	1227	1384	122	50	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	85				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.988			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	3312	3315	0	1703	1509
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	3312	3315	0	1703	1509
Link Speed (mph)		40	40		30	
Link Distance (ft)		1480	1701		2582	
Travel Time (s)		25.2	29.0		58.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	9%	8%	3%	6%	7%
Adj. Flow (vph)	126	1334	1504	133	54	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	126	1334	1637	0	54	99
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	61.9%			ICU Level of Service B		
Analysis Period (min)	15					

HCM 6th TWSC
3: NW 25 St & NW 92 Ave

10/11/2024

Intersection

Int Delay, s/veh 29.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	116	1227	1384	122	50	91
Future Vol, veh/h	116	1227	1384	122	50	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	110	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	9	8	3	6	7
Mvmt Flow	126	1334	1504	133	54	99

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1637	0	0 2490 819
Stage 1	-	-	- 1571 -
Stage 2	-	-	- 919 -
Critical Hdwy	4.18	-	- 6.92 7.04
Critical Hdwy Stg 1	-	-	- 5.92 -
Critical Hdwy Stg 2	-	-	- 5.92 -
Follow-up Hdwy	2.24	-	- 3.56 3.37
Pot Cap-1 Maneuver	383	-	- ~ 23 308
Stage 1	-	-	- 150 -
Stage 2	-	-	- 340 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	383	-	- ~ 15 308
Mov Cap-2 Maneuver	-	-	- ~ 15 -
Stage 1	-	-	- 101 -
Stage 2	-	-	- 340 -

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	\$ 615.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	383	-	-	-	15	308
HCM Lane V/C Ratio	0.329	-	-	-	3.623	0.321
HCM Control Delay (s)	18.9	-	-	-	\$ 1695.3	22.1
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1.4	-	-	-	7.6	1.4

Notes

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

Lanes, Volumes, Timings

5: NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑							
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	5085	0	0	0	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	5085	0	0	0	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1701			932			126			156	
Travel Time (s)		38.7			21.2			2.9			3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			0			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 0.0%	ICU Level of Service A											
Analysis Period (min) 15												

Lanes, Volumes, Timings
4333: NW 87 St & NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	854	174	229	930	297	168	1165	190	253	1391	180
Future Volume (vph)	230	854	174	229	930	297	168	1165	190	253	1391	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		255	325		220	315		350	250		0
Storage Lanes	2		1	2		1	2		1	2		0
Taper Length (ft)	110			110			120			110		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	0.91
Frt		0.975				0.850			0.850		0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3213	4640	0	3335	4715	1568	3303	5036	1568	3303	4939	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3213	4640	0	3335	4715	1568	3303	5036	1568	3303	4939	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				64			64		14	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		932			2653			3018			2673	
Travel Time (s)		15.9			45.2			51.4			45.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	10%	4%	5%	10%	3%	6%	3%	3%	6%	3%	5%
Adj. Flow (vph)	250	928	189	249	1011	323	183	1266	207	275	1512	196
Shared Lane Traffic (%)												
Lane Group Flow (vph)	250	1117	0	249	1011	323	183	1266	207	275	1708	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		27			28			27			27	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0	0	1	0	
Detector Template												
Leading Detector (ft)	30	30		30	30	30	30	0	0	30	0	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	30	30	30	30	30	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	8		7	4	5	1	6	7	5	2	
Permitted Phases						4			6			
Detector Phase	3	8		7	4	5	1	6	7	5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	5.0	5.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.8	37.8		11.8	37.8	11.8	11.8	37.8	11.8	11.8	37.8	

PM Peak Period 11:08 am 09/25/2024

Synchro 11 Report
Page 6

Lanes, Volumes, Timings
4333: NW 87 St & NW 25 St

10/11/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	21.0	66.0		21.0	66.0	24.0	20.0	69.0	21.0	24.0	73.0	
Total Split (%)	11.7%	36.7%		11.7%	36.7%	13.3%	11.1%	38.3%	11.7%	13.3%	40.6%	
Maximum Green (s)	14.2	59.2		14.2	59.2	17.2	13.2	62.2	14.2	17.2	66.2	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	2.5		3.5	2.5	3.5	3.5	2.5	3.5	3.5	2.5	
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		26.0			26.0			26.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	14.2	49.0		14.2	49.0	76.1	15.2	69.3	90.3	20.4	74.5	
Actuated g/C Ratio	0.08	0.27		0.08	0.27	0.42	0.08	0.38	0.50	0.11	0.41	
v/c Ratio	0.99	0.87		0.95	0.79	0.46	0.66	0.65	0.25	0.74	0.83	
Control Delay	133.7	69.1		123.7	65.4	30.6	91.4	48.4	19.3	89.4	51.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	133.7	69.1		123.7	65.4	30.6	91.4	48.4	19.3	89.4	51.8	
LOS	F	E		F	E	C	F	D	B	F	D	
Approach Delay		80.9			67.5			49.5			57.0	
Approach LOS		F			E			D			E	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 95 (53%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 62.6

Intersection LOS: E

Intersection Capacity Utilization 85.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 4333: NW 87 St & NW 25 St

Ø1	Ø2 (R)	Ø3	Ø4
20 s	73 s	21 s	66 s
Ø5	Ø6 (R)	Ø7	Ø8
24 s	69 s	21 s	66 s

Queues

4333: NW 87 St & NW 25 St

10/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	250	1117	249	1011	323	183	1266	207	275	1708
v/c Ratio	0.99	0.87	0.95	0.79	0.46	0.66	0.65	0.25	0.74	0.83
Control Delay	133.7	69.1	123.7	65.4	30.6	91.4	48.4	19.3	89.4	51.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	133.7	69.1	123.7	65.4	30.6	91.4	48.4	19.3	89.4	51.8
Queue Length 50th (ft)	155	457	154	409	216	109	455	94	163	659
Queue Length 95th (ft)	#255	488	#248	440	292	156	538	164	220	778
Internal Link Dist (ft)		852		2573			2938			2593
Turn Bay Length (ft)	330		325		220	315		350	250	
Base Capacity (vph)	253	1543	263	1550	701	283	1937	818	376	2051
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.72	0.95	0.65	0.46	0.65	0.65	0.25	0.73	0.83

Intersection Summary

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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

4333: NW 87 St & NW 25 St

10/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	854	174	229	930	297	168	1165	190	253	1391	180
Future Volume (veh/h)	230	854	174	229	930	297	168	1165	190	253	1391	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1752	1841	1826	1752	1856	1811	1856	1856	1811	1856	1826
Adj Flow Rate, veh/h	250	928	189	249	1011	323	183	1266	207	275	1512	196
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	10	4	5	10	3	6	3	3	6	3	5
Cap, veh/h	257	1018	207	266	1221	547	220	2137	787	310	2037	264
Arrive On Green	0.08	0.26	0.26	0.08	0.26	0.26	0.07	0.42	0.42	0.09	0.45	0.45
Sat Flow, veh/h	3264	3986	809	3374	4782	1572	3346	5066	1572	3346	4539	588
Grp Volume(v), veh/h	250	742	375	249	1011	323	183	1266	207	275	1124	584
Grp Sat Flow(s),veh/h/ln	1632	1594	1606	1687	1594	1572	1673	1689	1572	1673	1689	1750
Q Serve(g_s), s	13.8	40.6	40.9	13.2	35.9	30.3	9.7	34.7	13.6	14.6	49.5	49.6
Cycle Q Clear(g_c), s	13.8	40.6	40.9	13.2	35.9	30.3	9.7	34.7	13.6	14.6	49.5	49.6
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	257	814	410	266	1221	547	220	2137	787	310	1516	785
V/C Ratio(X)	0.97	0.91	0.91	0.94	0.83	0.59	0.83	0.59	0.26	0.89	0.74	0.74
Avail Cap(c_a), veh/h	257	1049	528	266	1573	663	245	2137	787	320	1516	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	82.7	65.0	65.1	82.4	63.3	48.1	83.1	40.1	25.8	80.7	41.0	41.0
Incr Delay (d2), s/veh	47.9	9.3	16.8	38.3	2.7	0.8	20.0	1.2	0.8	24.2	3.3	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	17.4	18.5	7.2	14.8	12.0	4.8	14.6	5.3	7.3	21.1	22.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.6	74.3	82.0	120.7	66.0	48.9	103.1	41.3	26.6	105.0	44.3	47.3
LnGrp LOS	F	E	F	F	E	D	F	D	C	F	D	D
Approach Vol, veh/h	1367			1583			1656			1983		
Approach Delay, s/veh	86.7			71.1			46.3			53.6		
Approach LOS	F			E			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.6	87.6	21.0	52.8	23.5	82.7	21.0	52.8				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8				
Max Green Setting (Gmax), s	13.2	66.2	14.2	59.2	17.2	62.2	14.2	59.2				
Max Q Clear Time (g_c+I1), s	11.7	0.0	15.8	37.9	16.6	0.0	15.2	42.9				
Green Ext Time (p_c), s	0.1	0.0	0.0	4.3	0.1	0.0	0.0	3.1				
Intersection Summary												
HCM 6th Ctrl Delay	62.9											
HCM 6th LOS	E											

Lanes, Volumes, Timings

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	612	94	379	955	171	108	750	187	92	838	117
Future Volume (vph)	123	612	94	379	955	171	108	750	187	92	838	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	420		0	175		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	94			70			75			58		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.980			0.977			0.970			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3218	0	1752	3238	0	1719	3354	0	1752	3438	0
Flt Permitted	0.102			0.093			0.082			0.102		
Satd. Flow (perm)	188	3218	0	172	3238	0	148	3354	0	188	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			14			18			9	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		3487			1165			2941			2660	
Travel Time (s)		59.4			19.9			50.1			45.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	11%	3%	3%	10%	3%	5%	3%	10%	3%	3%	4%
Adj. Flow (vph)	128	638	98	395	995	178	113	781	195	96	873	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	736	0	395	1173	0	113	976	0	96	995	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.4	13.4		11.4	13.4		11.4	13.4		11.4	13.4	

Lanes, Volumes, Timings

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	18.0	46.0		43.0	71.0		28.0	51.0		30.0	53.0	
Total Split (%)	10.6%	27.1%		25.3%	41.8%		16.5%	30.0%		17.6%	31.2%	
Maximum Green (s)	11.6	39.6		36.6	64.6		21.6	44.6		23.6	46.6	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.0	2.5		2.0	2.5	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			22.0			28.0			25.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	51.6	40.8		82.6	65.4		69.4	58.0		67.0	56.7	
Actuated g/C Ratio	0.30	0.24		0.49	0.38		0.41	0.34		0.39	0.33	
v/c Ratio	0.82	0.94		0.96	0.94		0.68	0.85		0.57	0.86	
Control Delay	78.1	83.4		85.2	63.7		53.3	58.9		42.6	61.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	78.1	83.4		85.2	63.7		53.3	58.9		42.6	61.4	
LOS	E	F		F	E		D	E		D	E	
Approach Delay		82.6			69.1			58.4			59.7	
Approach LOS		F			E			E			E	

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 75 (44%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 66.9

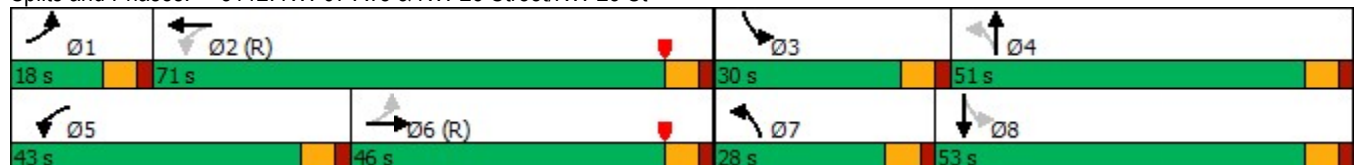
Intersection LOS: E

Intersection Capacity Utilization 95.1%

ICU Level of Service F

Analysis Period (min) 15

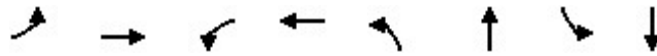
Splits and Phases: 5112: NW 97 Ave & NW 25 Street/NW 25 St



Queues

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	128	736	395	1173	113	976	96	995
v/c Ratio	0.82	0.94	0.96	0.94	0.68	0.85	0.57	0.86
Control Delay	78.1	83.4	85.2	63.7	53.3	58.9	42.6	61.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.1	83.4	85.2	63.7	53.3	58.9	42.6	61.4
Queue Length 50th (ft)	90	427	381	660	75	522	63	542
Queue Length 95th (ft)	#206	#565	#591	#807	137	#667	104	#707
Internal Link Dist (ft)		3407		1085		2861		2580
Turn Bay Length (ft)	200		420		175		145	
Base Capacity (vph)	164	779	423	1254	264	1155	299	1153
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.94	0.93	0.94	0.43	0.85	0.32	0.86

Intersection Summary

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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	612	94	379	955	171	108	750	187	92	838	117
Future Volume (veh/h)	123	612	94	379	955	171	108	750	187	92	838	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1737	1856	1856	1752	1856	1826	1856	1752	1856	1856	1841
Adj Flow Rate, veh/h	128	638	98	395	995	178	112	781	195	96	873	122
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	11	3	3	10	3	5	3	10	3	3	4
Cap, veh/h	221	1052	161	441	1299	232	143	787	197	133	851	119
Arrive On Green	0.06	0.37	0.37	0.15	0.46	0.46	0.06	0.28	0.28	0.05	0.27	0.27
Sat Flow, veh/h	1767	2868	440	1767	2821	504	1739	2795	698	1767	3106	434
Grp Volume(v), veh/h	128	367	369	395	586	587	112	493	483	96	495	500
Grp Sat Flow(s),veh/h/ln	1767	1650	1658	1767	1664	1661	1739	1763	1730	1767	1763	1777
Q Serve(g_s), s	7.7	30.8	30.9	23.0	49.9	50.1	7.8	47.4	47.4	6.6	46.6	46.6
Cycle Q Clear(g_c), s	7.7	30.8	30.9	23.0	49.9	50.1	7.8	47.4	47.4	6.6	46.6	46.6
Prop In Lane	1.00		0.27	1.00		0.30	1.00		0.40	1.00		0.24
Lane Grp Cap(c), veh/h	221	605	608	441	766	765	143	496	487	133	483	487
V/C Ratio(X)	0.58	0.61	0.61	0.90	0.77	0.77	0.78	0.99	0.99	0.72	1.03	1.03
Avail Cap(c_a), veh/h	242	605	608	555	766	765	263	496	487	289	483	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	43.8	43.9	31.2	38.2	38.3	46.9	60.9	60.9	47.4	61.7	61.7
Incr Delay (d2), s/veh	1.5	4.5	4.5	12.9	7.2	7.2	3.5	38.3	38.7	2.7	47.5	47.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	13.3	13.4	11.2	21.6	21.6	3.5	26.2	25.8	3.0	27.0	27.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	48.3	48.3	44.1	45.4	45.5	50.4	99.2	99.5	50.1	109.2	109.1
LnGrp LOS	D	D	D	D	D	D	D	F	F	D	F	F
Approach Vol, veh/h	864		1568				1088		1091			
Approach Delay, s/veh	46.6		45.1				94.3		104.0			
Approach LOS	D		D				F		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.1	84.7	15.0	54.3	32.0	68.7	16.3	53.0				
Change Period (Y+Rc), s	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4				
Max Green Setting (Gmax), s	11.6	64.6	23.6	44.6	36.6	39.6	21.6	46.6				
Max Q Clear Time (g_c+I1), s	9.7	0.0	8.6	49.4	25.0	0.0	9.8	48.6				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.5	0.0	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	70.9											
HCM 6th LOS	E											

Future (2026) W/ Project Traffic Conditions

Lanes, Volumes, Timings
1: NW 95 Ave & NW 25 St

10/11/2024

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1361	83	96	1032	14	48
Future Volume (vph)	1361	83	96	1032	14	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			73		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.991				0.896	
Flt Protected			0.950		0.989	
Satd. Flow (prot)	3380	0	1719	3343	1355	0
Flt Permitted			0.950		0.989	
Satd. Flow (perm)	3380	0	1719	3343	1355	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	1165			1480	2871	
Travel Time (s)	19.9			25.2	65.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	3%	5%	8%	25%	24%
Adj. Flow (vph)	1448	88	102	1098	15	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1536	0	102	1098	66	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	59.3%			ICU Level of Service B		
Analysis Period (min)	15					

HCM 6th TWSC
1: NW 95 Ave & NW 25 St

10/11/2024

Intersection

Int Delay, s/veh 4.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1361	83	96	1032	14	48
Future Vol, veh/h	1361	83	96	1032	14	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	370	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	3	5	8	25	24
Mvmt Flow	1448	88	102	1098	15	51

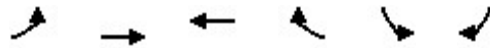
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1536
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.2
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.25
Pot Cap-1 Maneuver	-	-	415
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	415
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	180.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	72	-	-	415	-
HCM Lane V/C Ratio	0.916	-	-	0.246	-
HCM Control Delay (s)	180.9	-	-	16.5	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	4.6	-	-	1	-

Lanes, Volumes, Timings
3: NW 25 St & NW 92 Ave

10/11/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	1272	1160	92	54	75
Future Volume (vph)	95	1272	1160	92	54	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	85				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.989			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3343	3346	0	1752	1524
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3343	3346	0	1752	1524
Link Speed (mph)		40	40		30	
Link Distance (ft)		1480	1701		2582	
Travel Time (s)		25.2	29.0		58.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	8%	7%	3%	3%	6%
Adj. Flow (vph)	103	1383	1261	100	59	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	1383	1361	0	59	82
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	53.6%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
3: NW 25 St & NW 92 Ave

10/11/2024

Intersection

Int Delay, s/veh 16

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	95	1272	1160	92	54	75
Future Vol, veh/h	95	1272	1160	92	54	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	110	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	8	7	3	3	6
Mvmt Flow	103	1383	1261	100	59	82

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1361	0	0 2209 681
Stage 1	-	-	- 1311 -
Stage 2	-	-	- 898 -
Critical Hdwy	4.16	-	- 6.86 7.02
Critical Hdwy Stg 1	-	-	- 5.86 -
Critical Hdwy Stg 2	-	-	- 5.86 -
Follow-up Hdwy	2.23	-	- 3.53 3.36
Pot Cap-1 Maneuver	496	-	- ~ 37 384
Stage 1	-	-	- 214 -
Stage 2	-	-	- 356 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	496	-	- ~ 29 384
Mov Cap-2 Maneuver	-	-	- ~ 29 -
Stage 1	-	-	- 169 -
Stage 2	-	-	- 356 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	\$ 330.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	496	-	-	-	29	384
HCM Lane V/C Ratio	0.208	-	-	-	2.024	0.212
HCM Control Delay (s)	14.2	-	-	-	\$ 767.1	16.9
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.8	-	-	-	6.9	0.8

Notes

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

Lanes, Volumes, Timings

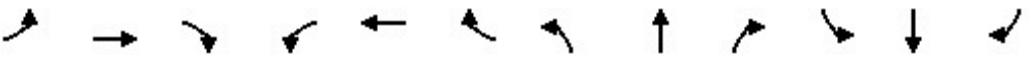
5: NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑							
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	5085	0	0	0	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	5085	0	0	0	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1701			932			126			156	
Travel Time (s)		38.7			21.2			2.9			3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			0			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 0.0%	ICU Level of Service A											
Analysis Period (min) 15												

Lanes, Volumes, Timings
4333: NW 87 St & NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔↔		↔↔	↔↔↔	↔	↔↔	↔↔↔	↔	↔↔	↔↔↔	
Traffic Volume (vph)	193	829	108	172	895	141	195	1298	231	222	899	203
Future Volume (vph)	193	829	108	172	895	141	195	1298	231	222	899	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		255	325		220	315		350	250		0
Storage Lanes	2		1	2		1	2		1	2		0
Taper Length (ft)	110			110			120			110		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	0.91
Frt		0.983				0.850			0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3273	4660	0	3367	4803	1553	3400	5036	1553	3273	4814	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3273	4660	0	3367	4803	1553	3400	5036	1553	3273	4814	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				64			64		30	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		932			2653			3018			2673	
Travel Time (s)		15.9			45.2			51.4			45.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	10%	5%	4%	8%	4%	3%	3%	4%	7%	4%	8%
Adj. Flow (vph)	210	901	117	187	973	153	212	1411	251	241	977	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	210	1018	0	187	973	153	212	1411	251	241	1198	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		27			28			27			27	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0	0	1	0	
Detector Template												
Leading Detector (ft)	30	30		30	30	30	30	0	0	30	0	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	30	30	30	30	30	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	8		7	4	5	1	6	7	5	2	
Permitted Phases						4			6			
Detector Phase	3	8		7	4	5	1	6	7	5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	5.0	5.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.8	37.8		11.8	37.8	11.8	11.8	37.8	11.8	11.8	37.8	

Lanes, Volumes, Timings
4333: NW 87 St & NW 25 St

10/11/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	24.0	66.0		24.0	66.0	24.0	24.0	66.0	24.0	24.0	66.0	
Total Split (%)	13.3%	36.7%		13.3%	36.7%	13.3%	13.3%	36.7%	13.3%	13.3%	36.7%	
Maximum Green (s)	17.2	59.2		17.2	59.2	17.2	17.2	59.2	17.2	17.2	59.2	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	2.5		3.5	2.5	3.5	3.5	2.5	3.5	3.5	2.5	
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		26.0			26.0			26.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	16.0	45.3		15.2	44.6	70.5	17.0	73.1	95.1	19.1	75.3	
Actuated g/C Ratio	0.09	0.25		0.08	0.25	0.39	0.09	0.41	0.53	0.11	0.42	
v/c Ratio	0.72	0.86		0.66	0.82	0.24	0.66	0.69	0.30	0.69	0.59	
Control Delay	94.5	71.3		91.1	69.8	20.1	88.7	47.9	19.6	88.1	42.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	94.5	71.3		91.1	69.8	20.1	88.7	47.9	19.6	88.1	42.2	
LOS	F	E		F	E	C	F	D	B	F	D	
Approach Delay		75.3			67.1			48.7			49.9	
Approach LOS		E			E			D			D	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 23 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 58.7

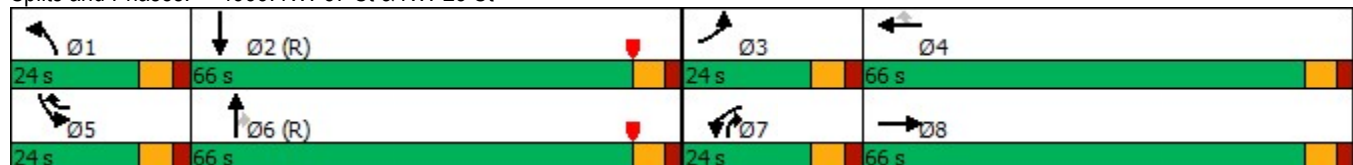
Intersection LOS: E

Intersection Capacity Utilization 77.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4333: NW 87 St & NW 25 St



Queues

4333: NW 87 St & NW 25 St

10/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	210	1018	187	973	153	212	1411	251	241	1198
v/c Ratio	0.72	0.86	0.66	0.82	0.24	0.66	0.69	0.30	0.69	0.59
Control Delay	94.5	71.3	91.1	69.8	20.1	88.7	47.9	19.6	88.1	42.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.5	71.3	91.1	69.8	20.1	88.7	47.9	19.6	88.1	42.2
Queue Length 50th (ft)	125	420	112	403	68	127	506	119	144	392
Queue Length 95th (ft)	175	453	157	431	112	171	634	211	190	500
Internal Link Dist (ft)		852		2573			2938			2593
Turn Bay Length (ft)	330		325		220	315		350	250	
Base Capacity (vph)	312	1542	321	1579	651	345	2045	867	358	2031
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.66	0.58	0.62	0.24	0.61	0.69	0.29	0.67	0.59
Intersection Summary										

HCM 6th Signalized Intersection Summary

4333: NW 87 St & NW 25 St

10/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	829	108	172	895	141	195	1298	231	222	899	203
Future Volume (veh/h)	193	829	108	172	895	141	195	1298	231	222	899	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1752	1826	1841	1781	1841	1856	1856	1841	1796	1841	1781
Adj Flow Rate, veh/h	210	901	117	187	973	153	212	1411	251	241	977	221
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	10	5	4	8	4	3	3	4	7	4	8
Cap, veh/h	250	998	129	229	1093	482	254	2354	830	279	1946	439
Arrive On Green	0.08	0.23	0.23	0.07	0.22	0.22	0.07	0.46	0.46	0.08	0.47	0.47
Sat Flow, veh/h	3319	4286	554	3401	4863	1560	3428	5066	1560	3319	4099	925
Grp Volume(v), veh/h	210	669	349	187	973	153	212	1411	251	241	798	400
Grp Sat Flow(s),veh/h/ln	1659	1594	1652	1700	1621	1560	1714	1689	1560	1659	1675	1674
Q Serve(g_s), s	11.2	36.7	36.9	9.8	34.9	13.5	11.0	37.2	16.2	12.9	29.6	29.7
Cycle Q Clear(g_c), s	11.2	36.7	36.9	9.8	34.9	13.5	11.0	37.2	16.2	12.9	29.6	29.7
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	250	742	385	229	1093	482	254	2354	830	279	1591	795
V/C Ratio(X)	0.84	0.90	0.91	0.82	0.89	0.32	0.84	0.60	0.30	0.86	0.50	0.50
Avail Cap(c_a), veh/h	317	1049	543	325	1599	644	328	2354	830	317	1591	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	82.2	67.0	67.1	82.9	67.6	47.7	82.3	35.7	23.5	81.4	32.6	32.6
Incr Delay (d2), s/veh	15.6	7.5	13.6	11.5	4.2	0.3	14.5	1.1	0.9	19.8	1.1	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	15.6	16.9	4.6	14.8	5.3	5.4	15.5	6.2	6.3	12.3	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.7	74.5	80.8	94.4	71.8	47.9	96.7	36.9	24.4	101.3	33.7	34.9
LnGrp LOS	F	E	F	F	E	D	F	D	C	F	C	C
Approach Vol, veh/h	1228			1313			1874			1439		
Approach Delay, s/veh	80.3			72.2			42.0			45.4		
Approach LOS	F			E			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.1	92.3	20.4	47.3	21.9	90.4	18.9	48.7				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8				
Max Green Setting (Gmax), s	17.2	59.2	17.2	59.2	17.2	59.2	17.2	59.2				
Max Q Clear Time (g_c+I1), s	13.0	0.0	13.2	36.9	14.9	0.0	11.8	38.9				
Green Ext Time (p_c), s	0.3	0.0	0.3	3.6	0.2	0.0	0.3	2.9				
Intersection Summary												
HCM 6th Ctrl Delay	57.6											
HCM 6th LOS	E											

Lanes, Volumes, Timings

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	895	70	123	763	89	84	599	341	187	410	112
Future Volume (vph)	141	895	70	123	763	89	84	599	341	187	410	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	420		0	175		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	94			70			75			58		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.989			0.984			0.946			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3317	0	1671	3251	0	1719	3316	0	1752	3379	0
Flt Permitted	0.207			0.161			0.376			0.075		
Satd. Flow (perm)	382	3317	0	283	3251	0	680	3316	0	138	3379	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9			64			20	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		3487			1165			2941			2660	
Travel Time (s)		59.4			19.9			50.1			45.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	8%	3%	8%	10%	3%	5%	3%	3%	3%	3%	5%
Adj. Flow (vph)	142	904	71	124	771	90	85	605	344	189	414	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	975	0	124	861	0	85	949	0	189	527	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.4	13.4		11.4	13.4		11.4	13.4		11.4	13.4	

Lanes, Volumes, Timings

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	16.0	78.0		16.0	78.0		24.0	52.0		24.0	52.0	
Total Split (%)	9.4%	45.9%		9.4%	45.9%		14.1%	30.6%		14.1%	30.6%	
Maximum Green (s)	9.6	71.6		9.6	71.6		17.6	45.6		17.6	45.6	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.0	2.5		2.0	2.5	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			22.0			28.0			25.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	81.3	72.1		81.1	71.9		56.7	47.0		69.2	53.5	
Actuated g/C Ratio	0.48	0.42		0.48	0.42		0.33	0.28		0.41	0.31	
v/c Ratio	0.55	0.69		0.59	0.62		0.30	0.99		0.90	0.49	
Control Delay	31.0	42.9		34.2	40.5		34.7	82.0		86.5	47.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.0	42.9		34.2	40.5		34.7	82.0		86.5	47.6	
LOS	C	D		C	D		C	F		F	D	
Approach Delay		41.4			39.7			78.1			57.8	
Approach LOS		D			D			E			E	

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 128 (75%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 53.9

Intersection LOS: D

Intersection Capacity Utilization 93.0%

ICU Level of Service F

Analysis Period (min) 15

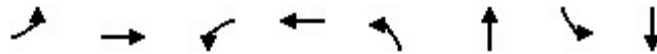
Splits and Phases: 5112: NW 97 Ave & NW 25 Street/NW 25 St

	Ø1		Ø2 (R)		Ø3		Ø4
16 s		78 s		24 s		52 s	
	Ø5		Ø6 (R)		Ø7		Ø8
16 s		78 s		24 s		52 s	

Queues

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	142	975	124	861	85	949	189	527
v/c Ratio	0.55	0.69	0.59	0.62	0.30	0.99	0.90	0.49
Control Delay	31.0	42.9	34.2	40.5	34.7	82.0	86.5	47.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	42.9	34.2	40.5	34.7	82.0	86.5	47.6
Queue Length 50th (ft)	82	463	71	391	59	~554	160	242
Queue Length 95th (ft)	126	545	112	465	100	#695	#306	312
Internal Link Dist (ft)		3407		1085		2861		2580
Turn Bay Length (ft)	200		420		175		145	
Base Capacity (vph)	260	1409	214	1380	365	962	223	1076
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.69	0.58	0.62	0.23	0.99	0.85	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	895	70	123	763	89	84	599	341	187	410	112
Future Volume (veh/h)	141	895	70	123	763	89	84	599	341	187	410	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1781	1856	1781	1752	1856	1826	1856	1856	1856	1856	1826
Adj Flow Rate, veh/h	142	904	71	124	771	90	85	605	344	189	414	113
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	8	3	8	10	3	5	3	3	3	3	5
Cap, veh/h	291	1383	109	247	1294	151	288	581	330	208	865	234
Arrive On Green	0.06	0.43	0.43	0.05	0.43	0.43	0.05	0.27	0.27	0.09	0.32	0.32
Sat Flow, veh/h	1767	3179	250	1697	3003	350	1739	2165	1231	1767	2743	742
Grp Volume(v), veh/h	142	481	494	124	427	434	85	492	457	189	265	262
Grp Sat Flow(s),veh/h/ln	1767	1692	1736	1697	1664	1689	1739	1763	1634	1767	1763	1722
Q Serve(g_s), s	7.6	38.2	38.2	6.9	33.4	33.4	6.0	45.6	45.6	13.9	20.5	20.9
Cycle Q Clear(g_c), s	7.6	38.2	38.2	6.9	33.4	33.4	6.0	45.6	45.6	13.9	20.5	20.9
Prop In Lane	1.00		0.14	1.00		0.21	1.00		0.75	1.00		0.43
Lane Grp Cap(c), veh/h	291	736	755	247	717	728	288	473	438	208	556	543
V/C Ratio(X)	0.49	0.65	0.65	0.50	0.60	0.60	0.30	1.04	1.04	0.91	0.48	0.48
Avail Cap(c_a), veh/h	291	736	755	254	717	728	387	473	438	225	556	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	37.9	37.9	29.8	37.0	37.0	42.5	62.2	62.2	50.7	46.9	47.0
Incr Delay (d2), s/veh	0.5	4.5	4.4	0.6	3.6	3.6	0.2	52.6	54.2	33.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	16.6	17.0	2.9	14.3	14.5	2.6	27.1	25.3	8.0	9.1	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	42.4	42.3	30.4	40.7	40.6	42.7	114.8	116.4	84.1	47.3	47.5
LnGrp LOS	C	D	D	C	D	D	D	F	F	F	D	D
Approach Vol, veh/h	1117			985			1034			716		
Approach Delay, s/veh	40.7			39.3			109.6			57.1		
Approach LOS	D			D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	79.7	22.3	52.0	15.3	80.3	14.3	60.0				
Change Period (Y+Rc), s	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4				
Max Green Setting (Gmax), s	9.6	71.6	17.6	45.6	9.6	71.6	17.6	45.6				
Max Q Clear Time (g_c+I1), s	9.6	0.0	15.9	47.6	8.9	0.0	8.0	22.9				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.1	1.2				
Intersection Summary												
HCM 6th Ctrl Delay	61.9											
HCM 6th LOS	E											

Lanes, Volumes, Timings
1: NW 95 Ave & NW 25 St

10/11/2024

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	974	25	26	1425	62	108
Future Volume (vph)	974	25	26	1425	62	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			73		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.996				0.914	
Flt Protected			0.950		0.982	
Satd. Flow (prot)	3332	0	1262	3374	1569	0
Flt Permitted			0.950		0.982	
Satd. Flow (perm)	3332	0	1262	3374	1569	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	1165			1480	2871	
Travel Time (s)	19.9			25.2	65.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	4%	43%	7%	3%	12%
Adj. Flow (vph)	994	26	27	1454	63	110
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1020	0	27	1454	173	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	56.1%			ICU Level of Service B		
Analysis Period (min)	15					

HCM 6th TWSC
1: NW 95 Ave & NW 25 St

10/11/2024

Intersection

Int Delay, s/veh 11.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	974	25	26	1425	62	108
Future Vol, veh/h	974	25	26	1425	62	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	370	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	8	4	43	7	3	12
Mvmt Flow	994	26	27	1454	63	110

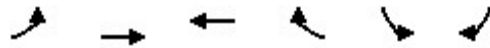
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1020
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.96
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.63
Pot Cap-1 Maneuver	-	-	476
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	476
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	181.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	150	-	-	476	-
HCM Lane V/C Ratio	1.156	-	-	0.056	-
HCM Control Delay (s)	181.4	-	-	13	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	9.7	-	-	0.2	-

Lanes, Volumes, Timings
3: NW 25 St & NW 92 Ave

10/11/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	118	1237	1388	122	50	92
Future Volume (vph)	118	1237	1388	122	50	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	85				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.988			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	3312	3315	0	1703	1509
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	3312	3315	0	1703	1509
Link Speed (mph)		40	40		30	
Link Distance (ft)		1480	1701		2582	
Travel Time (s)		25.2	29.0		58.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	9%	8%	3%	6%	7%
Adj. Flow (vph)	128	1345	1509	133	54	100
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	1345	1642	0	54	100
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	62.1%			ICU Level of Service B		
Analysis Period (min)	15					

HCM 6th TWSC
3: NW 25 St & NW 92 Ave

10/11/2024

Intersection

Int Delay, s/veh 29.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	118	1237	1388	122	50	92
Future Vol, veh/h	118	1237	1388	122	50	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	110	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	9	8	3	6	7
Mvmt Flow	128	1345	1509	133	54	100

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1642	0	0 2505 821
Stage 1	-	-	- 1576 -
Stage 2	-	-	- 929 -
Critical Hdwy	4.18	-	- 6.92 7.04
Critical Hdwy Stg 1	-	-	- 5.92 -
Critical Hdwy Stg 2	-	-	- 5.92 -
Follow-up Hdwy	2.24	-	- 3.56 3.37
Pot Cap-1 Maneuver	381	-	- ~ 22 307
Stage 1	-	-	- 150 -
Stage 2	-	-	- 336 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	381	-	- ~ 15 307
Mov Cap-2 Maneuver	-	-	- ~ 15 -
Stage 1	-	-	- 100 -
Stage 2	-	-	- 336 -

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	\$ 611.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	381	-	-	-	15	307
HCM Lane V/C Ratio	0.337	-	-	-	3.623	0.326
HCM Control Delay (s)	19.2	-	-	-	\$ 1695.3	22.3
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1.5	-	-	-	7.6	1.4

Notes

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

Lanes, Volumes, Timings

5: NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑							
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	5085	0	0	0	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	5085	0	0	0	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1701			932			126			156	
Travel Time (s)		38.7			21.2			2.9			3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			0			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 0.0%	ICU Level of Service A											
Analysis Period (min) 15												

Lanes, Volumes, Timings
4333: NW 87 St & NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	231	858	179	229	932	297	169	1165	190	253	1391	181
Future Volume (vph)	231	858	179	229	932	297	169	1165	190	253	1391	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		255	325		220	315		350	250		0
Storage Lanes	2		1	2		1	2		1	2		0
Taper Length (ft)	110			110			120			110		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	0.91
Frt		0.974				0.850			0.850		0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3213	4637	0	3335	4715	1568	3303	5036	1568	3303	4939	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3213	4637	0	3335	4715	1568	3303	5036	1568	3303	4939	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				64			64		15	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		932			2653			3018			2673	
Travel Time (s)		15.9			45.2			51.4			45.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	10%	4%	5%	10%	3%	6%	3%	3%	6%	3%	5%
Adj. Flow (vph)	251	933	195	249	1013	323	184	1266	207	275	1512	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	251	1128	0	249	1013	323	184	1266	207	275	1709	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		27			28			27			27	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0	0	1	0	
Detector Template												
Leading Detector (ft)	30	30		30	30	30	30	0	0	30	0	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	30	30	30	30	30	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	8		7	4	5	1	6	7	5	2	
Permitted Phases						4			6			
Detector Phase	3	8		7	4	5	1	6	7	5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	5.0	5.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.8	37.8		11.8	37.8	11.8	11.8	37.8	11.8	11.8	37.8	

PM Peak Period 11:08 am 09/25/2024

Synchro 11 Report
Page 6

Lanes, Volumes, Timings
4333: NW 87 St & NW 25 St

10/11/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	21.0	66.0		21.0	66.0	24.0	20.0	69.0	21.0	24.0	73.0	
Total Split (%)	11.7%	36.7%		11.7%	36.7%	13.3%	11.1%	38.3%	11.7%	13.3%	40.6%	
Maximum Green (s)	14.2	59.2		14.2	59.2	17.2	13.2	62.2	14.2	17.2	66.2	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	2.5		3.5	2.5	3.5	3.5	2.5	3.5	3.5	2.5	
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		26.0			26.0			26.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	14.2	49.3		14.2	49.3	76.3	15.1	69.1	90.1	20.2	74.2	
Actuated g/C Ratio	0.08	0.27		0.08	0.27	0.42	0.08	0.38	0.50	0.11	0.41	
v/c Ratio	0.99	0.87		0.95	0.78	0.46	0.66	0.66	0.25	0.74	0.84	
Control Delay	134.7	69.0		123.7	64.9	30.5	91.8	48.6	19.4	89.9	52.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	134.7	69.0		123.7	64.9	30.5	91.8	48.6	19.4	89.9	52.2	
LOS	F	E		F	E	C	F	D	B	F	D	
Approach Delay		80.9			67.1			49.8			57.4	
Approach LOS		F			E			D			E	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 95 (53%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 62.7

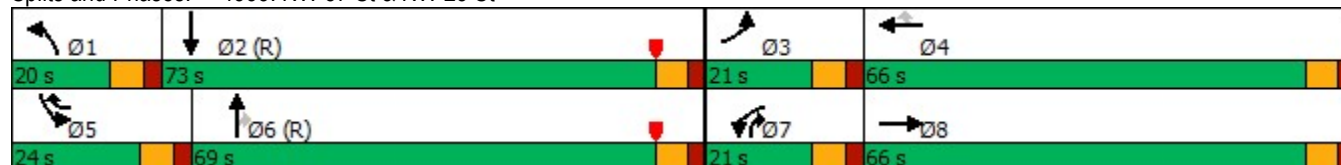
Intersection LOS: E

Intersection Capacity Utilization 85.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 4333: NW 87 St & NW 25 St



Queues

4333: NW 87 St & NW 25 St

10/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	251	1128	249	1013	323	184	1266	207	275	1709
v/c Ratio	0.99	0.87	0.95	0.78	0.46	0.66	0.66	0.25	0.74	0.84
Control Delay	134.7	69.0	123.7	64.9	30.5	91.8	48.6	19.4	89.9	52.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	134.7	69.0	123.7	64.9	30.5	91.8	48.6	19.4	89.9	52.2
Queue Length 50th (ft)	155	461	154	409	215	110	456	94	163	662
Queue Length 95th (ft)	#257	492	#248	439	292	157	538	164	221	778
Internal Link Dist (ft)		852		2573			2938			2593
Turn Bay Length (ft)	330		325		220	315		350	250	
Base Capacity (vph)	253	1543	263	1550	702	282	1932	816	373	2043
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.73	0.95	0.65	0.46	0.65	0.66	0.25	0.74	0.84

Intersection Summary

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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

4333: NW 87 St & NW 25 St

10/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	858	179	229	932	297	169	1165	190	253	1391	181
Future Volume (veh/h)	231	858	179	229	932	297	169	1165	190	253	1391	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1752	1841	1826	1752	1856	1811	1856	1856	1811	1856	1826
Adj Flow Rate, veh/h	251	933	195	249	1013	323	184	1266	207	275	1512	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	10	4	5	10	3	6	3	3	6	3	5
Cap, veh/h	257	1022	213	266	1233	551	221	2125	784	310	2024	263
Arrive On Green	0.08	0.26	0.26	0.08	0.26	0.26	0.07	0.42	0.42	0.09	0.45	0.45
Sat Flow, veh/h	3264	3966	826	3374	4782	1572	3346	5066	1572	3346	4536	590
Grp Volume(v), veh/h	251	749	379	249	1013	323	184	1266	207	275	1125	584
Grp Sat Flow(s),veh/h/ln	1632	1594	1603	1687	1594	1572	1673	1689	1572	1673	1689	1749
Q Serve(g_s), s	13.8	41.1	41.3	13.2	35.9	30.2	9.8	34.8	13.7	14.6	49.8	49.9
Cycle Q Clear(g_c), s	13.8	41.1	41.3	13.2	35.9	30.2	9.8	34.8	13.7	14.6	49.8	49.9
Prop In Lane	1.00		0.52	1.00		1.00	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	257	822	413	266	1233	551	221	2125	784	310	1507	780
V/C Ratio(X)	0.97	0.91	0.92	0.94	0.82	0.59	0.83	0.60	0.26	0.89	0.75	0.75
Avail Cap(c_a), veh/h	257	1049	527	266	1573	663	245	2125	784	320	1507	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	82.7	64.8	64.9	82.4	62.9	47.8	83.1	40.4	26.1	80.7	41.4	41.4
Incr Delay (d2), s/veh	49.0	9.5	17.2	38.3	2.6	0.7	20.2	1.2	0.8	24.2	3.4	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	17.6	18.7	7.2	14.8	12.0	4.8	14.7	5.4	7.3	21.3	22.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.7	74.3	82.0	120.7	65.5	48.5	103.3	41.7	26.9	105.0	44.8	47.9
LnGrp LOS	F	E	F	F	E	D	F	D	C	F	D	D
Approach Vol, veh/h	1379			1585			1657			1984		
Approach Delay, s/veh	86.9			70.7			46.7			54.1		
Approach LOS	F			E			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.7	87.1	21.0	53.2	23.5	82.3	21.0	53.2				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8				
Max Green Setting (Gmax), s	13.2	66.2	14.2	59.2	17.2	62.2	14.2	59.2				
Max Q Clear Time (g_c+I1), s	11.8	0.0	15.8	37.9	16.6	0.0	15.2	43.3				
Green Ext Time (p_c), s	0.1	0.0	0.0	4.3	0.1	0.0	0.0	3.1				
Intersection Summary												
HCM 6th Ctrl Delay	63.1											
HCM 6th LOS	E											

Lanes, Volumes, Timings

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	612	94	384	956	173	108	750	189	93	838	117
Future Volume (vph)	123	612	94	384	956	173	108	750	189	93	838	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	420		0	175		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	94			70			75			58		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.980			0.977			0.970			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3218	0	1752	3238	0	1719	3354	0	1752	3438	0
Flt Permitted	0.101			0.091			0.083			0.100		
Satd. Flow (perm)	186	3218	0	168	3238	0	150	3354	0	184	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			14			18			9	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		3487			1165			2941			2660	
Travel Time (s)		59.4			19.9			50.1			45.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	11%	3%	3%	10%	3%	5%	3%	10%	3%	3%	4%
Adj. Flow (vph)	128	638	98	400	996	180	113	781	197	97	873	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	736	0	400	1176	0	113	978	0	97	995	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	6		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.4	13.4		11.4	13.4		11.4	13.4		11.4	13.4	

PM Peak Period 11:08 am 09/25/2024

Synchro 11 Report
Page 10

Lanes, Volumes, Timings

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	18.0	46.0		43.0	71.0		28.0	51.0		30.0	53.0	
Total Split (%)	10.6%	27.1%		25.3%	41.8%		16.5%	30.0%		17.6%	31.2%	
Maximum Green (s)	11.6	39.6		36.6	64.6		21.6	44.6		23.6	46.6	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.0	2.5		2.0	2.5	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			22.0			28.0			25.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	51.4	40.6		82.6	65.4		69.4	57.9		67.0	56.7	
Actuated g/C Ratio	0.30	0.24		0.49	0.38		0.41	0.34		0.39	0.33	
v/c Ratio	0.83	0.95		0.97	0.94		0.68	0.85		0.58	0.86	
Control Delay	79.4	84.6		87.6	64.0		52.7	59.1		43.2	61.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	79.4	84.6		87.6	64.0		52.7	59.1		43.2	61.4	
LOS	E	F		F	E		D	E		D	E	
Approach Delay		83.8			70.0			58.5			59.8	
Approach LOS		F			E			E			E	

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 75 (44%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 67.4

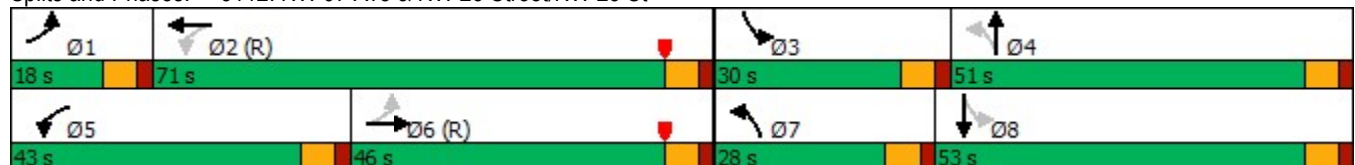
Intersection LOS: E

Intersection Capacity Utilization 95.4%

ICU Level of Service F

Analysis Period (min) 15

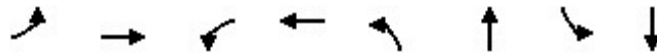
Splits and Phases: 5112: NW 97 Ave & NW 25 Street/NW 25 St



Queues

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	128	736	400	1176	113	978	97	995
v/c Ratio	0.83	0.95	0.97	0.94	0.68	0.85	0.58	0.86
Control Delay	79.4	84.6	87.6	64.0	52.7	59.1	43.2	61.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.4	84.6	87.6	64.0	52.7	59.1	43.2	61.4
Queue Length 50th (ft)	90	427	389	662	75	523	64	542
Queue Length 95th (ft)	#207	#565	#605	#811	136	#672	106	#707
Internal Link Dist (ft)		3407		1085		2861		2580
Turn Bay Length (ft)	200		420		175		145	
Base Capacity (vph)	163	774	422	1254	265	1154	298	1153
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.95	0.95	0.94	0.43	0.85	0.33	0.86

Intersection Summary

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

Queue shown is maximum after two cycles.

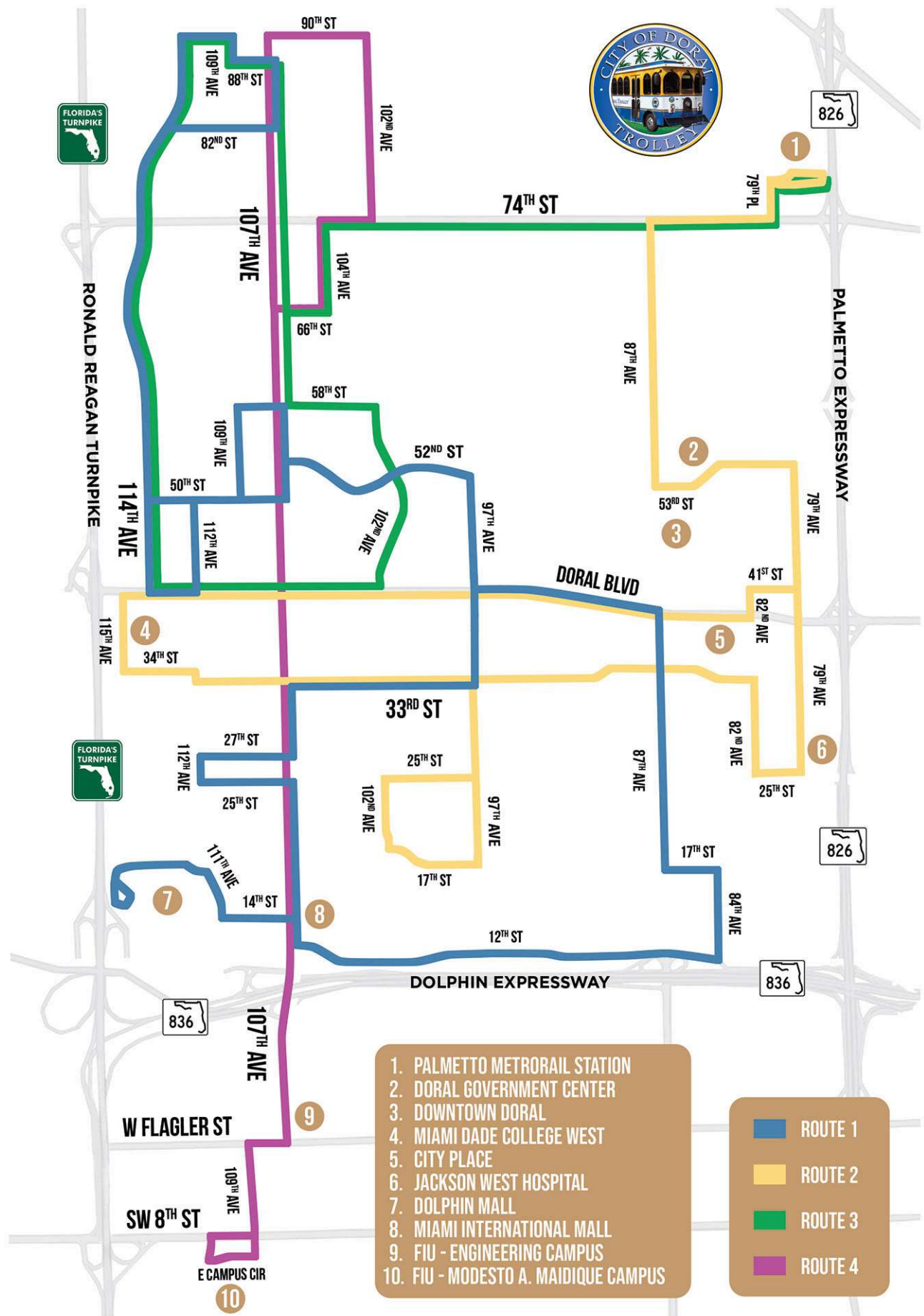
HCM 6th Signalized Intersection Summary

5112: NW 97 Ave & NW 25 Street/NW 25 St

10/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	612	94	384	956	173	108	750	189	93	838	117
Future Volume (veh/h)	123	612	94	384	956	173	108	750	189	93	838	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1737	1856	1856	1752	1856	1826	1856	1752	1856	1856	1841
Adj Flow Rate, veh/h	128	638	98	400	996	180	112	781	197	97	873	122
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	11	3	3	10	3	5	3	10	3	3	4
Cap, veh/h	221	1045	160	443	1296	234	143	784	198	133	851	119
Arrive On Green	0.06	0.36	0.36	0.15	0.46	0.46	0.06	0.28	0.28	0.05	0.27	0.27
Sat Flow, veh/h	1767	2868	440	1767	2816	508	1739	2788	703	1767	3106	434
Grp Volume(v), veh/h	128	367	369	400	588	588	112	494	484	97	495	500
Grp Sat Flow(s),veh/h/ln	1767	1650	1658	1767	1664	1660	1739	1763	1729	1767	1763	1777
Q Serve(g_s), s	7.7	30.9	31.0	23.4	50.1	50.3	7.8	47.5	47.5	6.7	46.6	46.6
Cycle Q Clear(g_c), s	7.7	30.9	31.0	23.4	50.1	50.3	7.8	47.5	47.5	6.7	46.6	46.6
Prop In Lane	1.00		0.27	1.00		0.31	1.00		0.41	1.00		0.24
Lane Grp Cap(c), veh/h	221	601	604	443	766	764	143	496	486	133	483	487
V/C Ratio(X)	0.58	0.61	0.61	0.90	0.77	0.77	0.78	1.00	1.00	0.73	1.03	1.03
Avail Cap(c_a), veh/h	241	601	604	553	766	764	263	496	486	289	483	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	44.1	44.2	31.4	38.3	38.3	46.9	61.0	61.0	47.3	61.7	61.7
Incr Delay (d2), s/veh	1.5	4.6	4.6	14.1	7.3	7.3	3.5	39.4	39.8	2.8	47.5	47.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	13.3	13.4	11.5	21.7	21.7	3.5	26.4	26.0	3.0	27.0	27.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	48.7	48.7	45.4	45.6	45.7	50.4	100.4	100.8	50.2	109.2	109.1
LnGrp LOS	D	D	D	D	D	D	D	F	F	D	F	F
Approach Vol, veh/h	864			1576			1090			1092		
Approach Delay, s/veh	47.0			45.6			95.4			103.9		
Approach LOS	D			D			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.1	84.6	15.1	54.2	32.4	68.4	16.3	53.0				
Change Period (Y+Rc), s	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4				
Max Green Setting (Gmax), s	11.6	64.6	23.6	44.6	36.6	39.6	21.6	46.6				
Max Q Clear Time (g_c+I1), s	9.7	0.0	8.7	49.5	25.4	0.0	9.8	48.6				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.5	0.0	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	71.4											
HCM 6th LOS	E											

Appendix F: Public Transit Information



Doral Trolley service hours

Route 1 (Crosstown Connector):

- **Weekdays**
🕒 6:00 am to 10:00 pm
- **Saturdays**
🕒 7:00 am to 8:00 pm
- **Sundays**
🕒 7:00 am to 8:00 pm

Route 2 (Commercial - Metrorail Connector):

- **Weekdays**
🕒 6:10 am to 9:20 pm
- **Saturdays**
🕒 7:00 am to 7:30 pm
- ***No Service on Sundays***

Route 3 (Residential - Metrorail Connector):

- **Weekdays**
🕒 5:50 am to 9:30 pm
- **Saturdays**
🕒 6:50 am to 7:00 pm
- ***No Service on Sundays***

Route 4 (FIU Connector):

- **Weekdays**
🕒 6:00 am to 11:00 pm
- ***No Service on Weekends***

Document Downloads

New Route Schedules

- 📄 [Route 1 Weekday \(/_entity/sharepointdocumentlocation/5c77811a-b667-eb11-a812-001dd8009229?file=Route_1_Schedule-Weekday.pdf\)](/_entity/sharepointdocumentlocation/5c77811a-b667-eb11-a812-001dd8009229?file=Route_1_Schedule-Weekday.pdf)
- 📄 [Route 1 Saturday \(/_entity/sharepointdocumentlocation/ef2d3c45-b667-eb11-a812-001dd8009229?file=Route_1_Schedule-Saturday.pdf\)](/_entity/sharepointdocumentlocation/ef2d3c45-b667-eb11-a812-001dd8009229?file=Route_1_Schedule-Saturday.pdf)
- 📄 [Route 1 Sunday \(/_entity/sharepointdocumentlocation/6bb1b063-b667-eb11-a812-001dd8009229?file=Route_1_Schedule-Sunday.pdf\)](/_entity/sharepointdocumentlocation/6bb1b063-b667-eb11-a812-001dd8009229?file=Route_1_Schedule-Sunday.pdf)
- 📄 [Route 2 Weekday \(/_entity/sharepointdocumentlocation/991e101b-68cd-ed11-b596-001dd807078a?file=Trolley_Route_2_Weekday.pdf\)](/_entity/sharepointdocumentlocation/991e101b-68cd-ed11-b596-001dd807078a?file=Trolley_Route_2_Weekday.pdf)
- 📄 [Route 2 Saturday \(/_entity/sharepointdocumentlocation/789a7d4d-68cd-ed11-b596-001dd807078a?file=Trolley_Route_2_Saturday.pdf\)](/_entity/sharepointdocumentlocation/789a7d4d-68cd-ed11-b596-001dd807078a?file=Trolley_Route_2_Saturday.pdf)
- 📄 [Route 3 Weekday \(/_entity/sharepointdocumentlocation/705e55bf-b667-eb11-a812-001dd8009229?file=Route_3_Schedule-Weekday.pdf\)](/_entity/sharepointdocumentlocation/705e55bf-b667-eb11-a812-001dd8009229?file=Route_3_Schedule-Weekday.pdf)
- 📄 [Route 3 Saturday \(/_entity/sharepointdocumentlocation/ec07a1dd-b667-eb11-a812-001dd8009229?file=Route_3_Schedule-Saturday.pdf\)](/_entity/sharepointdocumentlocation/ec07a1dd-b667-eb11-a812-001dd8009229?file=Route_3_Schedule-Saturday.pdf)
- 📄 [Route 4 FIU Weekday Test Schedule \(/_entity/sharepointdocumentlocation/7fd49df8-2e23-ef11-840a-001dd8007137?file=Route_4_FIU-Weekday-Test_1.pdf\)](/_entity/sharepointdocumentlocation/7fd49df8-2e23-ef11-840a-001dd8007137?file=Route_4_FIU-Weekday-Test_1.pdf)



MIAMI-DADE COUNTY METROBUS SYSTEM

SISTEMA DEL METROBÚS • SISTÈM METROBUS

JULY 2024 • JULIO 2024 • JUIYÉ 2024

Metrobus routes • Rutas de Metrobús • Wout Metrobus

During weekdays at midday, the bus comes every...
Los días laborales durante el horario del mediodía, el autobús pasa cada...
Pandán lasemén, nan mitan jouen, otobis la vini chak...

- 10 minutes or less • minutos o menos • minit oswa mwen
- 15 minutes • minutos • minit
- 20 minutes • minutos • minit
- 30 minutes • minutos • minit
- 60 minutes • minutos • minit
- Peak-Only or Limited Service
Servicio limitado o solamente en horas pico
Èdèpwent sèlman oswa sèvis limite

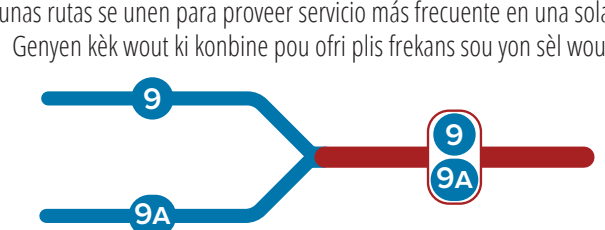
Other transit services

Otros servicios de transporte público • Lòt sèvis transpò piblik

- MetroConnect Zone**
Zona de servicio de MetroConnect
Zòn MetroConnect
- Metrorail and Station**
Metrorail y estasyon
Metrorail ak estasyon
- Metromover and Station**
Metromover y estasyon
Metromover ak estasyon
- South Dade TransitWay Stations**
Estaciones de transporte rápido de South Dade TransitWay
Estasyon Transpò Rapido South Dade
- Tri-Rail**
- Brightline**

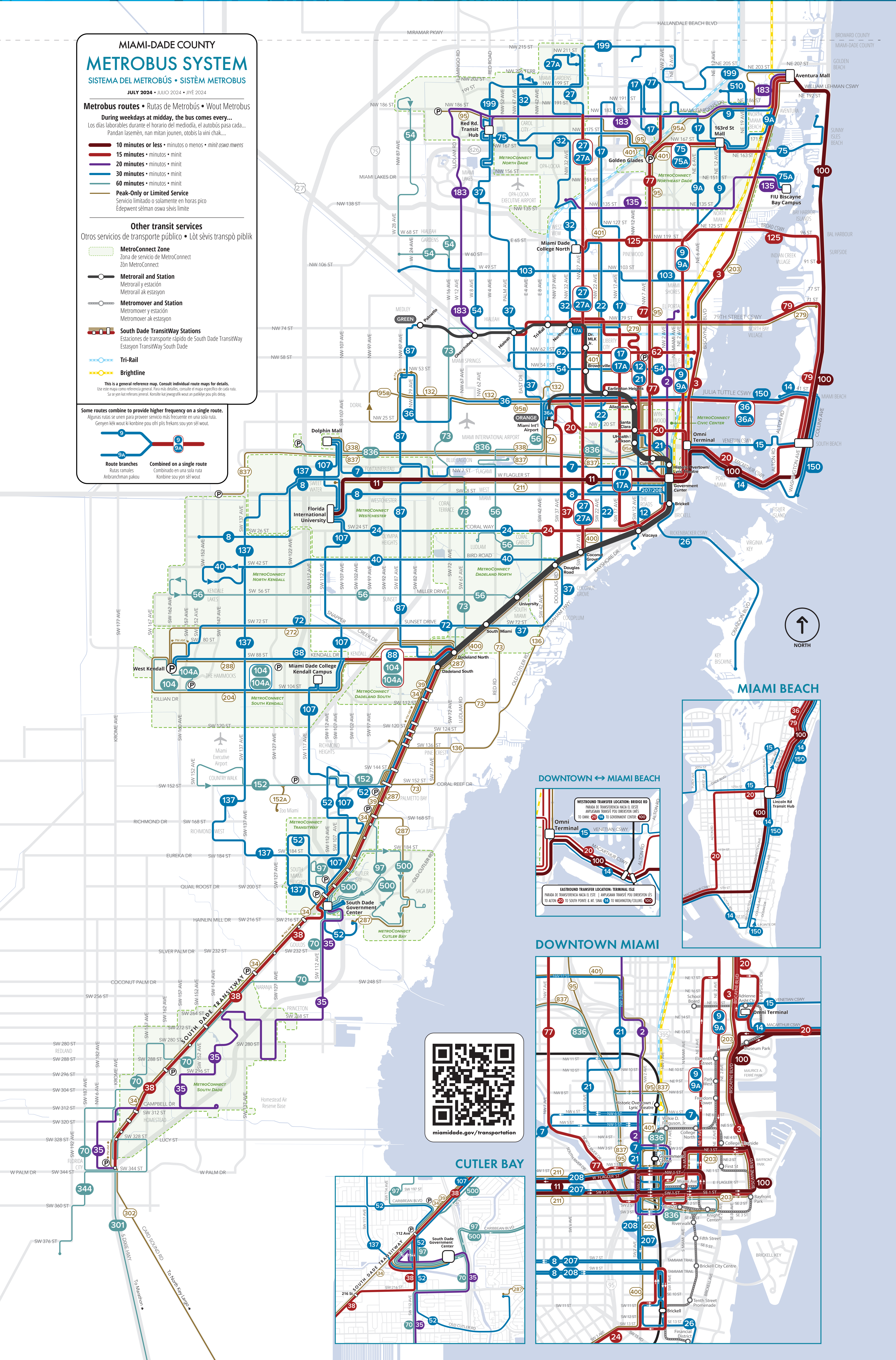
This is a general reference map. Consult individual route maps for details.
Use esse mapa como referencia general. Para más detalles, consulte el mapa específico de cada ruta.
Sa se you kit referans jeneral. Konsulte kat jwèografik wout an patikilye you sèl wout.

Some routes combine to provide higher frequency on a single route.
Algunas rutas se unen para proveer servicio más frecuente en una sola ruta.
Geyen kek wout ki konbine pou ofri plis frekans sou you sèl wout.

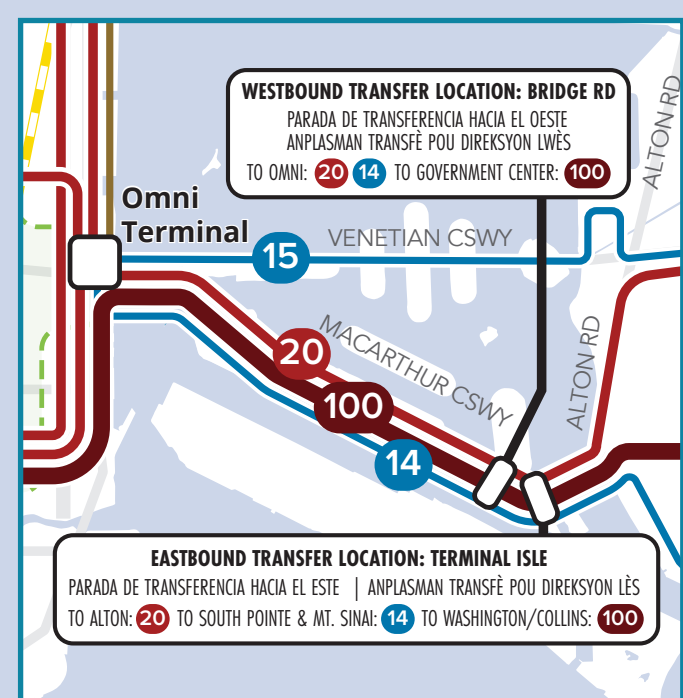


Route branches
Rutas omiles
Anbranchman pakou

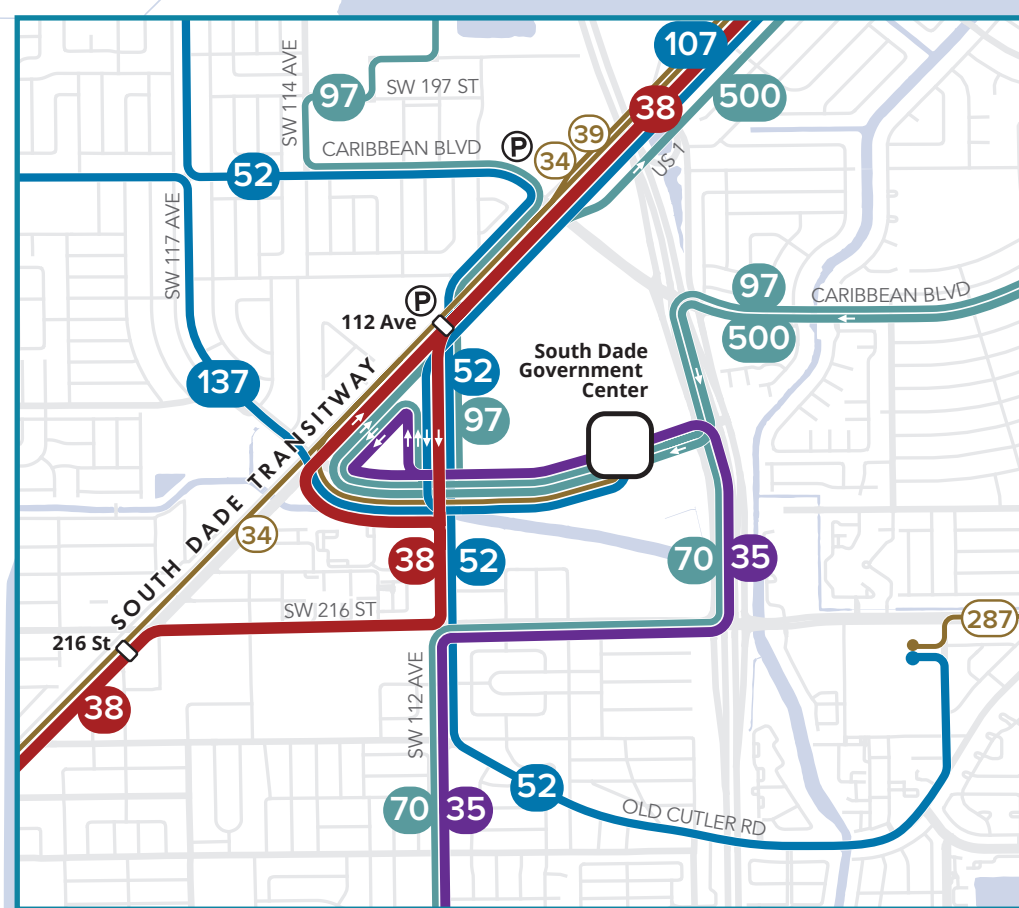
Combined on a single route
Combinado en una sola ruta
Konbine sou you sèl wout



DOWNTOWN ↔ MIAMI BEACH



DOWNTOWN MIAMI



miamidade.gov/transportation



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GO Miami-Dade Transit

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311 or 305.468.5900 TTY/Florida Relay: 711



