



Public Works Traffic Analysis Comments

Date: 07-21-2026

Subject: Marlowe Doral Traffic Review [Site 1]

Permit: PLAN-2603-0125

Date Submitted: 07-13-2026

Date Assigned: 07-13-2026

3rd Review

Results of the Review:



Conditional Approval Recommended

The Public Works Department has completed its review of the traffic impact analysis performed by Vala Group for the proposed Marlowe Doral – Site I. The applicant proposed to redevelop a portion of the retail area of the Miami International Mall located at 1455 NW 107th Avenue. The project will replace approximately 75,758 square feet of retail use (LU 820) with 292 midrise multifamily dwelling units (LU 221). The Public Works Department recommends conditional approval with the following information provided below:

1. Miami-Dade County Traffic Engineering Division approval is required prior to issuance of Final Certificate of Occupancy.
-

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

- Applicant will install warranted traffic signal at intersection NW 107th Avenue and NW 15th Street and lengthen southbound left-turn lane at intersection of NW 107th Avenue and NW 17th Street prior to Final Certificate of Occupancy.
- Any proposed future modifications to the approved site plan or land use (Mid-rise Multifamily; residential), the City reserves the right to request the applicant to provide an updated traffic analysis in order for the City to assess any potential impacts to the Public Right of Way and future mitigations.
- Approval is subject to review from City of Doral Public Works Department - Plans Review.
- Compliance with the applicable sections of the City's Land Development Code Chapter 77.
- Implementation of the proposed project dealing with roadway construction work, installation of signage, pavement markings and other needed items shall conform to all applicable requirements, standards and regulations of the latest version of the Manual on Uniform Traffic Control Devices (MUTCD), City of Doral, Miami-Dade County Department of Transportation and Public Works, and Miami-Dade Fire Rescue Department.

Marlowe Doral – Site I

Traffic Impact Analysis

Miami, Florida

Prepared for:

Greystar

Prepared by:

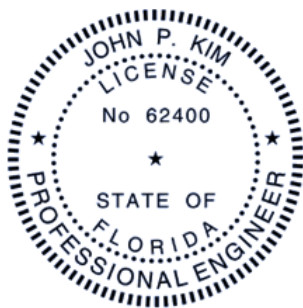
Vala Group, Inc.

Project No.: 2025040186

Revised: June 11, 2026

April 27, 2026

April 3, 2026



This item has been digitally signed and sealed by John P. Kim, PE on the date adjacent to the seal using a Digital Signature.

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John P. Kim, P.E.

Professional Engineer

FL Registration No. 62400



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EXECUTIVE SUMMARY

Vala Group, Inc. prepared this traffic-impact analysis for Site 1 of the proposed Marlowe Doral residential development that is expected to be completed by 2030. The project plans to redevelop a portion of the retail area of the Miami International Mall located at 1455 NW 107th Avenue in Doral, Florida. The project will replace approximately 75,758 square feet of the former Sears department retail store with 292 midrise multifamily dwelling units. We analyzed nine intersections for the AM peak-hour conditions for 2025 existing, 2030 background, and 2030 total conditions and determined the following for the 2030 total conditions:

- The proposed 292-unit multifamily residential development is expected to decrease the amount of daily and PM peak hour traffic generated by the site. It will increase the amount of AM peak hour traffic generated by the site by 65 net new trips.
- Eight of the study intersections are expected to operate at Level of Service (LOS) E or better with the proposed development's impacts.
- The intersection of NW 19th Street and NW 102nd Avenue will operate beyond LOS E. However, it exceeds LOS E for the background conditions without the project's impacts.
- The 2030 background approach traffic volumes at the intersection of NW 15th Street and NW 107th Avenue warrant the need for a traffic signal without the project's impacts. The developer will construct a traffic signal at this intersection.
- The 95th percentile queues at some of the exclusive turn lanes at some of the study intersections exceed their storage capacity. However, they all exceed capacity for the background conditions as well. The developer will lengthen the southbound left-turn lane at the intersection of NW 107th Avenue and NW 17th Street. Also, for most of these exclusive turn lanes they either cannot be lengthened or are movements that the project does not add traffic to.
- The project will utilize the mall's five main access driveways. Although the volumes at the three driveway intersections on NW 107th Avenue warrant the need for exclusive right-turn lanes on NW 107th Avenue, the development should not have to construct them because the mall is fully developed and the two roads that abut the mall, NW 12th Street and NW 107th Avenue, have been built to their full extent within their zoned right-of-way. Additionally, the proposed development does not increase the number of peak-hour vehicle trips entering the mall property and does not cause the turn lanes to be warranted. Therefore, the development should not be required to construct exclusive northbound right-turn lanes on NW 12th Street or NW 107th Avenue.

INTRODUCTION

Vala Group, Inc. to prepare this traffic-impact study for Site 1 of the proposed Marlowe Doral multifamily residential development. The project plans to redevelop a portion of the retail area of the Miami International Mall located at 1455 NW 107th Avenue in Doral, Florida. The project will replace approximately 75,758 square feet of the former Sears department retail store with 292 midrise multifamily units. The 292-unit development is expected to be built by 2030. We analyzed nine intersections for the AM peak-hour conditions for 2025 existing, 2030 background, and 2030 total conditions and determined the following for the 2030 total conditions:

- The proposed 292-unit multifamily residential development is expected to decrease the amount of daily and PM peak hour traffic generated by the site. It will increase the amount of AM peak hour traffic generated by the site by 65 net new trips.
- Eight of the study intersections are expected to operate at Level of Service (LOS) E or better with the proposed development's impacts.
- The intersection of NW 19th Street and NW 102nd Avenue will operate beyond LOS E. However, it exceeds LOS E for the background conditions without the project's impacts.
- The 2030 background approach traffic volumes at the intersection of NW 15th Street and NW 107th Avenue warrant the need for a traffic signal without the project's impacts. The developer will construct a traffic signal at this intersection.
- The 95th percentile queues at some of the exclusive turn lanes at some of the study intersections exceed their storage capacity. However, they all exceed capacity for the background conditions as well. Also, for most of these exclusive turn lanes they either cannot be lengthened or are movements that the project does not add traffic to. The developer will lengthen the southbound left-turn lane at the intersection of NW 107th Avenue and NW 17th Street.
- The project will utilize the mall's five main access driveways. Although the volumes at the three driveway intersections on NW 107th Avenue warrant the need for exclusive right-turn lanes on NW 107th Avenue, the development should not have to construct them because the mall is fully developed and the two roads that abut the mall, NW 12th Street and NW 107th Avenue, have been built to their full extent within their zoned right-of-way. Additionally, the proposed development does not increase the number of peak-hour vehicle trips entering the mall property and does not cause the turn lanes to be warranted. Therefore, the development should not be required to construct exclusive northbound right-turn lanes on NW 12th Street or NW 107th Avenue.

Project Description

The project site (Site 1) is comprised of a portion of one parcel (Folio Number: 35-3032-008-0050) within Miami International Mall development which was formerly a Sears department store and replace it with 292 midrise multifamily units. The subject parcel is approximately 12.992 acres and will be developed as two separate projects where Site 1 is the west portion of the parcel and Site 2 the east portion. Site 1 will replace approximately one third of the existing building area, approximately 75,758 square feet, and replace it with 292 midrise multifamily units. Site 2 will replace approximately 113,637 square feet of the building area. Site 1 and Site 2 will be constructed as two separate projects.

The project (Site 1) will utilize the mall's existing private driveway connections to the NW 107th Avenue and NW 12th Street for access. The mall also has vehicular cross access with the Double Tree by Hilton hotel property located north of the mall at 10250 NW 19th Street which has access to NW 19th Street. The proposed residential development will not have gate-controlled entrances. **Appendix A** contains a copy of the land surveys, site plan, and property appraiser data for the development site. **Figure 1** is an aerial photograph of the site. The proposed development will only increase traffic during the AM peak hour after accounting for the retail area it will replace.

Figure 1 – Site Aerial Photograph



Analysis Methodology

We met with the City of Doral and the County's Traffic Engineering Division to determine the study intersections and traffic analysis methodology. A copy of the methodology letter is included in **Appendix B**. Only the AM peak hour was analyzed because the proposed development does not increase the amount of PM peak hour traffic generated by the site. The traffic analysis methodology, which is consistent with City and County traffic study guidelines, is summarized below.

- Collect peak-hour (7-9 AM & 4-6 PM) intersection volumes at the following intersections:
 - NW 107th Avenue and NW 12th Street (signalized)
 - NW 107th Avenue and NW 14th Street (signalized)
 - NW 107th Avenue and NW 15th /NW 16th Street (unsignalized)
 - NW 107th Avenue and NW 17th Street (signalized)
 - NW 107th Avenue and NW 19th Street (signalized)
 - NW 19th Street and NW 102nd Avenue (unsignalized)
 - NW 19th Street and Double Tree by Hilton Driveway (unsignalized)
 - NW 12th Street site driveway directly east of NW 107th Avenue (signalized)
 - NW 12th Street site driveway directly east of Acura car dealership (signalized)

- Use Institute of Transportation Engineers (ITE) trip-generation equations to estimate site-traffic generation.
- Calculate an annual-growth rate for background traffic using Florida Department of Transportation (FDOT) historical data from traffic-count stations near the project.
- Develop trip-distribution estimates for the proposed development based on the cardinal distribution for the corresponding Traffic Analysis Zone of the Miami-Dade County 2045 Long Range Transportation Plan (LRTP) model. The model output provides distribution percentages for the eight secondary-intercardinal directions (NNE; ENE; ESE; SSE; SSW; WSW; WNW; NNW).
- Use Synchro software to prepare AM and PM peak-hour capacity analysis for the study intersections for the 2025 existing, 2030 future background, and 2030 total conditions. 7th Edition Highway Capacity Methodology (HCM) will be used where possible depending upon intersection approach lane configurations and County NEMA Phasing conventions.
- Use AM and PM peak hour site driveway volumes to determine the need for exclusive turn lanes on abutting roadways.
- Conduct a traffic signal warrant analysis at the intersection of NW 107th Avenue and NW 15th / NW 16th Street.

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EXISTING CONDITIONS ANALYSIS

We visited the site and study area to verify the intersection conditions and traffic control shown in **Figure 2**.

Roadway Inventory

NW 107th Avenue is a county-maintained, six-lane divided, arterial roadway with a 40 MPH posted speed limit.

NW 12th Street is a county-maintained, four-lane divided, arterial roadway with a 40 MPH posted speed limit east of NW 107th Avenue and a six-lane divided arterial roadway west of NW 107th Avenue.

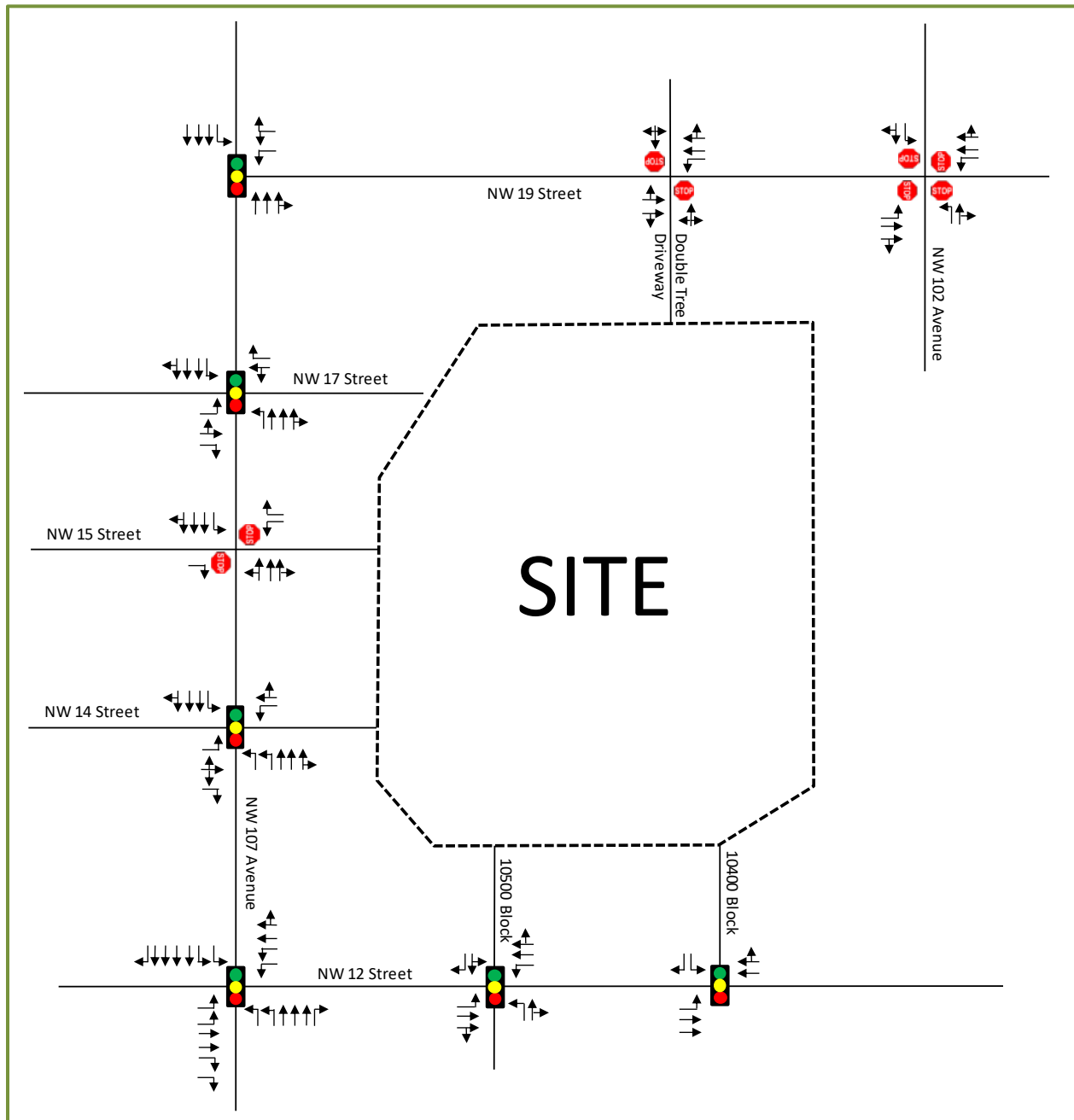
NW 14th Street, NW 15th Street, and NW 17th Street, and NW 102nd Avenue are county-maintained, two-lane undivided, local roadways with a 30 MPH posted speed limit.

NW 19th Street is a city-maintained, four-lane divided, collector roadway with a 30 MPH posted speed limit.

Transit

The site is within the Miami International Mall property which is served by multiple public transit routes that travel on NW 12th Street and/or NW 107th Avenue. The closest bus stop is within 1,100 feet of the site and serves Routes 7, 107, 137 and City of Doral Trolley Routes 1 and 4. Route 7 travels from the Dolphin Mall terminal to Miami-Dade College Wolfson campus via NW 7th Street with some trips (Route 7A) that travel from the Miami International Airport Metrorail station and includes stops at the Downtown Metrobus terminal, the College North Metromover station, and the Historic Overtown / Lyric Theatre Metrorail station. Route 107 travels from Cutler Bay to the Dolphin Mall Terminal through Richmond Heights along the South Dade TransitWay, SW 117th Avenue, and SW/NW 107th Avenue with stops that include the Miami Dade College South Campus and FIU Maidique Campus. Route 137 travels from the South Dade Government Center to the Dolphin Mall. Bus stops for the City of Doral Trolley Route 1 exist on NW 12th Street east of NW 107th Avenue. Route 2 of the Doral Trolley travels within close proximity to the development to the northeast along NW 19th Street and SW 102nd Avenue. **Appendix C** contains the MTA Route information.

Figure 2 – Intersection Lane Configurations



Existing Traffic Volumes

We collected peak hour (7-9 AM & 4-6 PM) intersection traffic volumes on Wednesday, May 21, 2025, and applied an FDOT peak-season correction factor of 1.08 to convert the traffic data to peak season volumes. **Figure 3** shows the existing peak-season adjusted weekday AM peak-hour traffic volumes. Appendix C contains the traffic data.

Map Details:

- Streets:** NW 19 Street, NW 17 Street, NW 15 Street, NW 14 Street, NW 12 Street, NW 107 Avenue, NW 102 Avenue.
- Site:** Outlined in a dashed line, labeled "SITE".
- Traffic Counts (AM Peak Hour):**
 - NW 19 Street:**
 - Approach from NW 107 Avenue: 194 (left), 0 (through), 199 (right)
 - Approach from NW 102 Avenue: 265 (left), 285 (through), 11 (right)
 - NW 17 Street:**
 - Approach from NW 107 Avenue: 28 (left), 5 (through), 8 (right)
 - Approach from NW 15 Street: 14 (left), 0 (through), 4 (right)
 - NW 15 Street:**
 - Approach from NW 107 Avenue: 14 (left), 0 (through), 4 (right)
 - Approach from NW 14 Street: 22 (left), 15 (through), 14 (right)
 - NW 14 Street:**
 - Approach from NW 107 Avenue: 22 (left), 15 (through), 14 (right)
 - Approach from NW 12 Street: 85 (left), 477 (right)
 - NW 12 Street:**
 - Approach from NW 107 Avenue: 104 (left), 222 (through), 166 (right)
 - Approach from NW 102 Avenue: 126 (left), 26 (through), 234 (right)
 - NW 107 Avenue:**
 - Approach from NW 19 Street: 2,007 (left), 592 (right)
 - Approach from NW 17 Street: 314 (left), 10 (through), 84 (right)
 - Approach from NW 15 Street: 23 (left), 1,027 (right)
 - Approach from NW 14 Street: 30 (left), 960 (right)
 - Approach from NW 12 Street: 69 (left), 889 (right)
 - NW 102 Avenue:**
 - Approach from NW 19 Street: 4 (left), 374 (right)
 - Approach from NW 17 Street: 145 (left), 2,121 (right)
 - Approach from NW 15 Street: 19 (left), 2,232 (right)
 - Approach from NW 14 Street: 161 (left), 2,058 (right)
 - Approach from NW 12 Street: 51 (left), 1,900 (right)

We prepared 2025 existing conditions capacity analyses for the study intersections using Synchro software based on the current Highway Capacity Manual intersection capacity methodology and found that seven of the study intersections are operating at LOS D or better and two of the intersections are operating at LOS E. The County's adopted LOS for county and state roads is LOS E and the City's adopted LOS is LOS D. Note that all of the study intersections are on County

maintained roads. **Table 1** summarizes the results of the existing-conditions intersection-capacity analysis. **Appendix D** contains intersection-volume tables; **Appendix E** contains the capacity-analyses worksheets and a table that summarizes the LOS for all study intersection movements and approaches and the 95th percentile queue lengths for each exclusive turn lane.

Table 1 – 2025 Existing Conditions Intersection Capacity Analysis Summary

Location	AM Peak Hour	
	LOS	Delay (sec/veh)
NW 19 Street and NW 107 Avenue (Asset 5892)	D	39.5
NW 19 Street and Double Tree Driveway	A	2.3
NW 19 Street and NW 102 Avenue	E	42.5
NW 107 Avenue and NW 17 Street (Asset 6789)	C	22.7
NW 107 Avenue and NW 15 Street	A	4.1
NW 107 Avenue and NW 14 Street (Asset 4599)	C	21.0
NW 107 Avenue and NW 12 Street (Asset 4592)	E	71.6
NW 12 Street and NW 10500 Block (Asset 6660)	A	1.4
NW 12 Street and NW 10400 Block (Asset 6799)	A	6.8

FUTURE BACKGROUND CONDITIONS

This section of the report covers background traffic growth and the intersection-capacity analysis for the background conditions (future without proposed development). The project will be completed before the end of 2030. We used FDOT historical traffic data from FDOT and used TREND analysis to calculate a growth rate of 0.93 percent which was applied as a compounded annual-growth rate to the 2025 traffic data and added traffic from five committed development projects provided by the City including Hyatt House, Miami Free Zone, Doral Subaru, Doral KIA, and Doral Subaru 93rd Court to develop 2030 background volumes. **Figure 4** shows the 2030 background volumes. Appendix C contains the traffic data, growth rate calculations, and committed development data.

Planned Roadway Improvements

We reviewed the City of Doral's 2024 Capital Improvements Element/Five Year Schedule, the Transportation Planning Organization's 2025 Transportation Improvement Program (2026 through 2030), county 2050 Long Range Transportation Plan and the FDOT Five Year Work Program (2026 through 2030) and found no planned improvement projects. The City's Transportation Master Plan includes the following recommended improvements: Special emphasis crosswalks at NW 102nd Avenue and NW 19th Street, NW 107th Avenue and NW 19th Street, and NW 107th Avenue and NW 12th Street; Bus shelter improvements for two stops on NW 107th Avenue between NW 14th and NW 17th streets and for two stops on NW 12th Street between NW 107th Avenue and theoretical NW 104th Avenue; A midblock crosswalk on NW 107th Avenue near NW 17th Street. Appendix C contains relevant pages from the City's Transportation Master Plan.

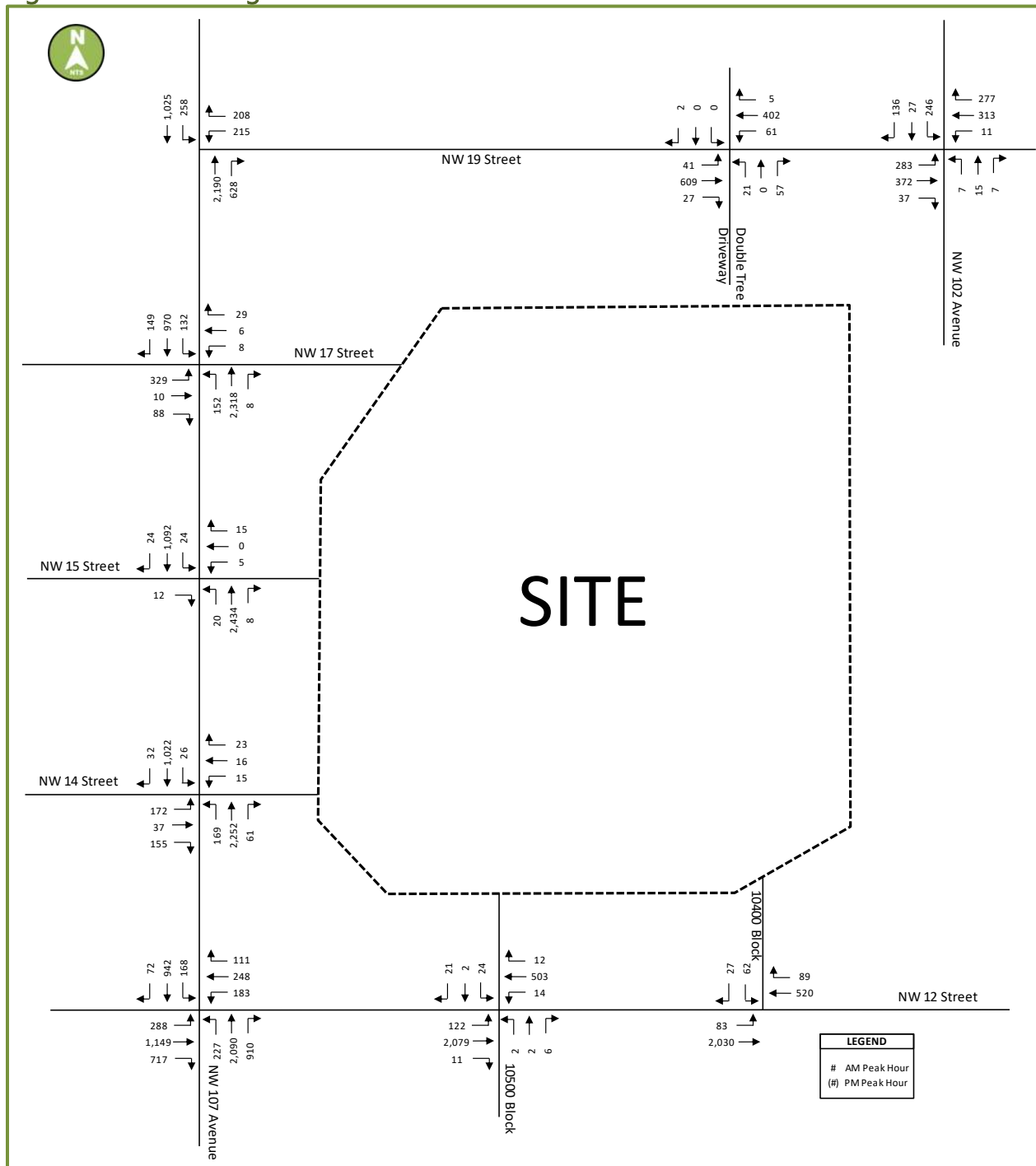
Intersection Capacity Analysis

We prepared 2030 background conditions capacity analyses for the study intersections using Synchro software and found that seven of the study intersections are expected to operate at LOS E or better. Two of the study intersections are expected to exceed LOS E. **Table 2** summarizes the results of the background conditions intersection-capacity analysis. Appendix D contains intersection-volume tables. Appendix E contains the capacity-analyses worksheets and a table that summarizes the LOS for all study intersection movements and approaches and the 95th percentile queue lengths for each exclusive turn lane.

Table 2 - 2030 Background Conditions Intersection Capacity Analysis Summary

Location	AM Peak Hour	
	LOS	Delay (sec/veh)
NW 19 Street and NW 107 Avenue (Asset 5892)	D	46.7
NW 19 Street and Double Tree Driveway	A	2.6
NW 19 Street and NW 102 Avenue	F	59.7
NW 107 Avenue and NW 17 Street (Asset 6789)	C	25.1
NW 107 Avenue and NW 15 Street	A	8.1
NW 107 Avenue and NW 14 Street (Asset 4599)	C	21.1
NW 107 Avenue and NW 12 Street (Asset 4592)	F	86.9
NW 12 Street and NW 10500 Block (Asset 6660)	A	1.5
NW 12 Street and NW 10400 Block (Asset 6799)	A	8.2

Figure 4 – 2030 Background Traffic Volumes



FUTURE TOTAL CONDITIONS

This section of the report covers site-generated trips, trip distribution, and future traffic volumes including traffic from the proposed development.

Site-Generated Traffic

We used equations from the 12th Edition of the ITE *Trip Generation Manual* and determined that the proposed 292 mid-rise multifamily dwelling units are expected to generate 65 AM net-new peak-hour trips and reduce the number of daily and PM peak hour trips generated by the site after accounting for the retail area this project will replace. **Table 3** summarizes the trip-generation estimates. Note that only the number of AM peak hour outbound trips increases as a result of the proposed development. Internalization reductions were applied to the proposed development to account for the captured trips between the retail and residential land uses and PM peak hour pass-by trips were applied to the retail land use. **Appendix F** contains the trip-generation calculations and data.

Table 3 – Traffic Generation Summary

Land Use	ITE Land Use Code	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
EXISTING USE									
Shopping Center	820	1,241,056 SF	45,162	552	338	890	1,100	1,155	2,255
Total			45,162	552	338	890	1,100	1,155	2,255
PROPOSED USES									
Multifamily Housing (Mid-Rise)	221	292 DU	846	25	88	113	37	23	60
Shopping Center	820	1,165,298 SF	41,940	522	320	842	1,049	1,076	2,125
Total			42,786	547	408	955	1,086	1,099	2,185
Difference (Proposed less Existing)			-2,376	-5	70	65	-14	-56	-70

* Includes Pass-by Reductions for the Retail Land Use & Internalization Reductions for the Proposed Development

Development Traffic Distribution

We estimated the directional distribution of site-generated trips based on the cardinal distribution data for TAZ 829 from the Miami-Dade County 2045 Transportation Model (see Appendix C) and from the development's access to the surrounding roadway network. We interpolated the 2015 and 2045 directional-distribution values from the model data to develop 2030 percentages. **Table 4** summarizes the 2030 trip-distribution percentages. **Figure 5** shows the proposed development's traffic distributions at the study intersections. **Figure 6** shows the AM peak-hour development-traffic assignments at the study intersections. **Figure 7** shows the 2030 total

volumes. We developed 2030 total volumes by adding the development-traffic assignments, based on the development distribution, to the 2030 background traffic volumes.

Table 4 – Development Traffic Distribution Summary

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	16.70%	14.20%	15.00%	11.70%	21.90%	6.80%	6.10%	7.60%
2045	15.80%	15.00%	16.40%	12.00%	21.20%	5.90%	7.40%	6.30%
2030	16.25%	14.60%	15.70%	11.85%	21.55%	6.35%	6.75%	6.95%

Figure 5 – Development Traffic Distribution

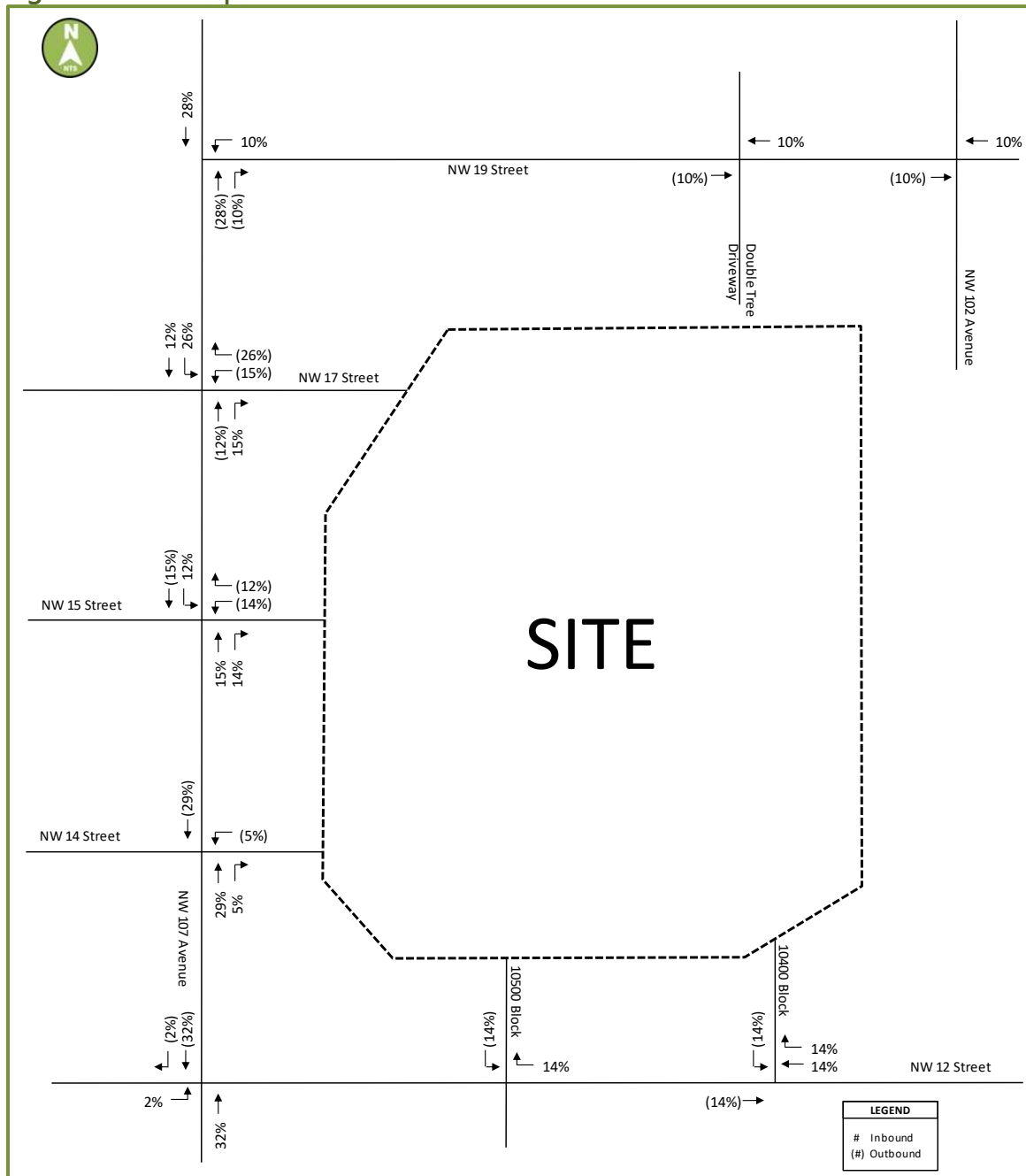


Figure 6 – Development Traffic Assignment

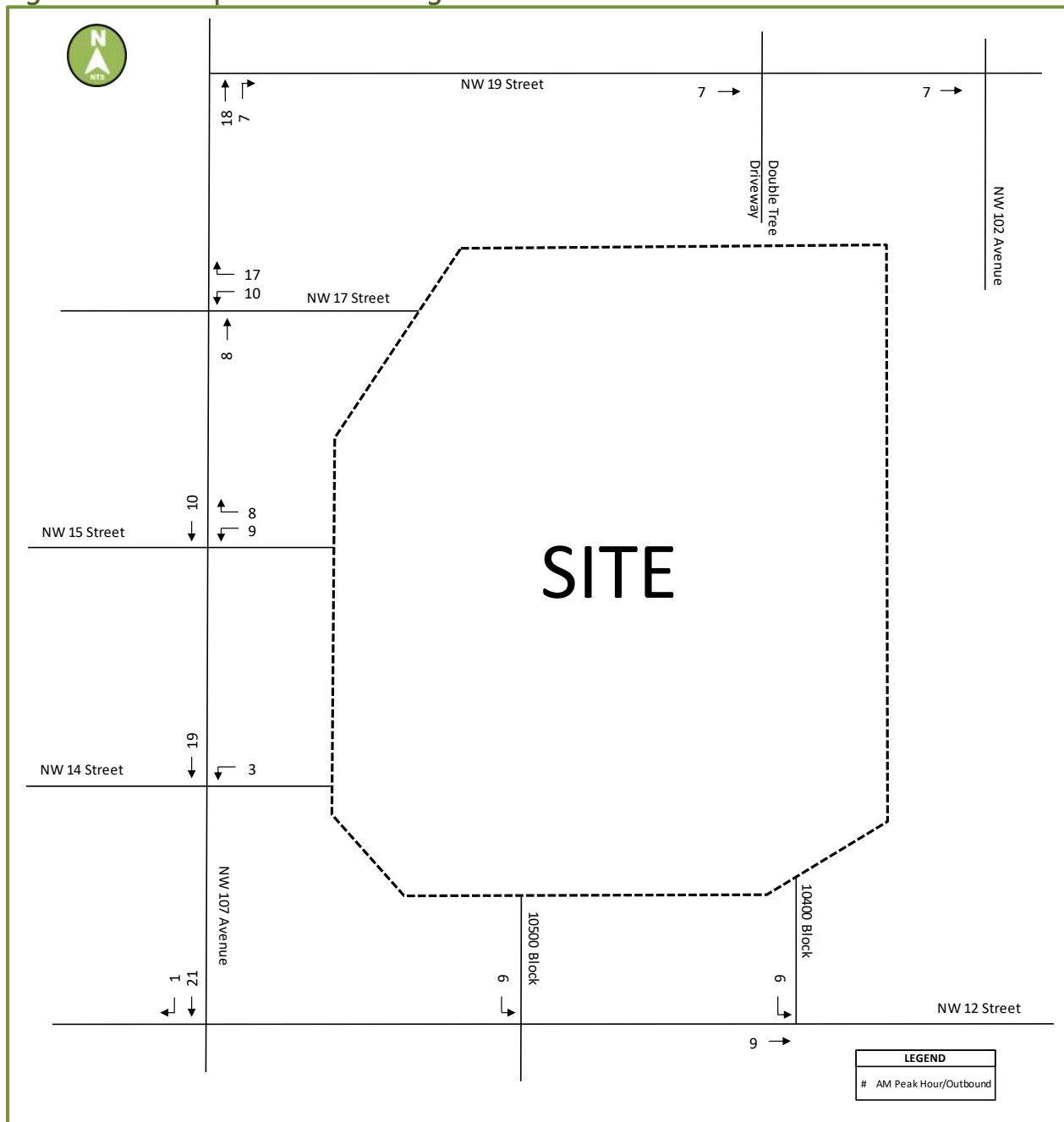
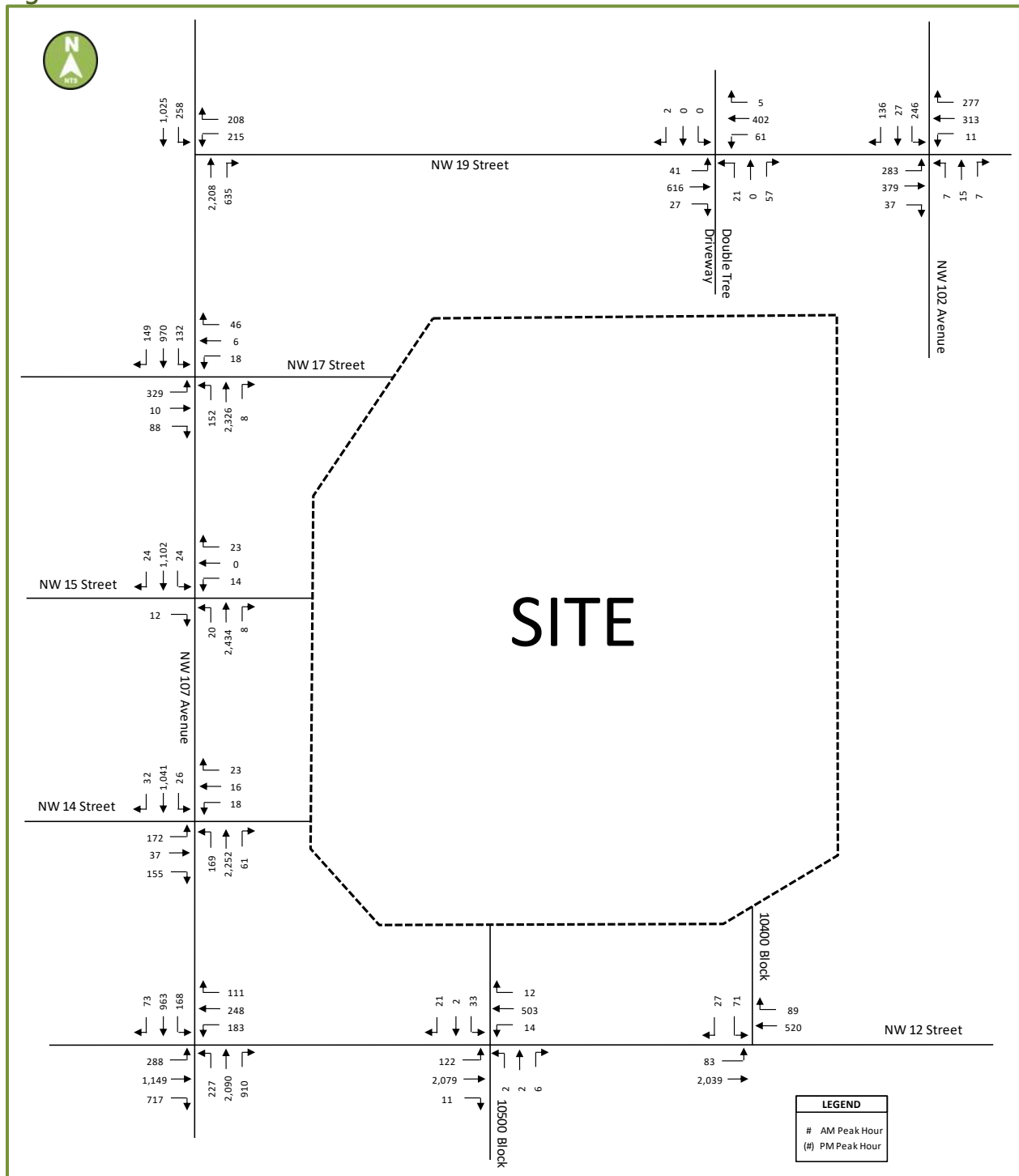


Figure 7 – 2030 Total Traffic Volumes



Intersection Capacity Analysis

We prepared 2030 total conditions capacity analyses for the analyzed intersections using Synchro software and determined that eight of the study intersections are expected to operate at LOS E or better with the impacts of the proposed development. We optimized the traffic signal timing for four of the intersections to reduce the vehicle delays for those intersections and intersection approaches exceeding LOS E to operate with the same or less delay than the 2030 background conditions. The analysis and traffic signal optimization provided the following results:

- Resulted in average vehicle delays that were equal to or less than the 2030 background conditions for the intersection and approaches for the intersections of NW 19th Street and NW 107th Avenue, NW 17th Street and NW 107th Avenue, and NW 12th Street and NW 10400 Block.
- Improved the average vehicle delays that were equal to or less than the 2030 background conditions for the intersection and approaches for the intersection of NW 14th Street and NW 107th Avenue with the exception of the westbound approach. The eastbound and westbound approaches exceed capacity for the existing and background conditions as well. However, the amount of project traffic entering the intersection is only 0.6 percent of the total traffic entering the intersection which is not considered a significant impact.
- Improved the average vehicle delay for the southbound approach but not lower than the 2030 background conditions for the intersection of NW 12th Street and NW 10500 Block. However, the amount of project traffic entering the intersection is only 0.33 percent of the total traffic entering the intersection which is not considered a significant impact.
- Improved the average vehicle delays for the northbound approach and overall capacity but not lower than the 2030 background conditions for the intersection of NW 12th Street and NW 107th Avenue. The overall intersection and all of the approaches with the exception of the southbound approach exceed capacity for the existing and background conditions as well. However, the amount of project traffic entering the intersection is only 0.32 percent of the total traffic entering the intersection which is not considered a significant impact.
- The intersection of NW 15th Street and NW 107th Avenue is a two-way stop-sign controlled intersection and the average vehicle delays for the westbound approach and overall intersection cannot be improved. However, the amount of project traffic entering the intersection is only 0.76 percent of the total traffic entering the intersection which is not

considered a significant impact. The delay for the westbound approach increases significantly from approximately 648 to approximately 1,751 seconds of delay. However, the developer will construct a traffic signal at this intersection because the background volumes warrant the need for a traffic signal. A preliminary Synchro analysis was conducted at the intersection using similar timing and phasing for the intersection of NW 14th Street and NW 107th Avenue to show that a signal will improve the westbound approach and southbound left turn delays.

- The intersection of NW 19th Street and NW 102nd Avenue is an all-way stop-sign controlled intersection and the average vehicle delays for the westbound approach, southbound approach, and overall intersection cannot be improved and exceed capacity for the existing and background conditions as well. However, the amount of project traffic entering the intersection is only 0.41 percent of the total traffic entering the intersection which is not considered a significant impact.

Table 5 summarizes the results of the total-conditions intersection-capacity analysis. Appendix D contains intersection-volume tables. Appendix E contains the capacity-analyses worksheets and a table that summarizes the LOS for all study intersection movements and approaches and the 95th percentile queue lengths for each exclusive turn lane.

Table 5 – 2030 Total Conditions Intersection Capacity Analysis Summary

Location	AM Peak Hour	
	LOS	Delay (sec/veh)
NW 19 Street and NW 107 Avenue (Asset 5892)*	D	44.5
NW 19 Street and Double Tree Driveway	A	2.6
NW 19 Street and NW 102 Avenue	F	58.9
NW 107 Avenue and NW 17 Street (Asset 6789)*	D	49.3
NW 107 Avenue and NW 15 Street	D	28.7
NW 107 Avenue and NW 14 Street (Asset 4599)*	C	21.8
NW 107 Avenue and NW 12 Street (Asset 4592)	F	86.7
NW 12 Street and NW 10500 Block (Asset 6660)	A	1.9
NW 12 Street and NW 10400 Block (Asset 6799)	A	8.8

** Results with Optimized Traffic Signal Timing*

Some 95th percentile queue lengths exceed available storage capacity at certain intersections exceed capacity for the total conditions, which are summarized below:

- All of the exclusive turn lanes where the 95th percentile queue length exceeds the storage capacity for the total conditions also does so for the background conditions.
- The southbound left-turn lane at the intersection of NW 19th Street and NW 107th Avenue exceeds storage capacity but we optimized the traffic signal timing to get the 95th percentile queue length less than the background condition. This turn lane cannot be lengthened due to an adjacent turn lane.
- The eastbound and southbound left-turn lanes at the intersection of NW 19th Street and NW 102nd Avenue exceed their storage capacity. The eastbound left-turn lane cannot be lengthened due to an adjacent turn lane. The southbound left-turn lane becomes a centered to-way left-turn lane north of the intersection.
- The eastbound, northbound, and southbound left-turn lanes at the intersection of NW 17th Street and NW 107th Avenue exceed their storage capacity but we optimized the traffic signal timing to get the 95th percentile queue length for the eastbound left-turn lane less than the storage capacity and get the 95th percentile queues for the other movements to be less than the background.
- The eastbound left-turn lane at the intersection of NW 14th Street and NW 107th Avenue exceeds storage capacity but we optimized the traffic signal timing to get the 95th percentile queue length less than the background condition. The proposed development does not increase traffic for the eastbound left-turn movement.
- The eastbound and northbound right-turn lane and the southbound left-turn lane at the intersection of NW 12th Street and NW 107th Avenue exceed their storage capacity but do so for the existing and background conditions as well. The southbound left turn and northbound right-turn lanes cannot be lengthened and the proposed development does not increase traffic for the eastbound right-turn movement.

The developer will lengthen the southbound left-turn lane at the intersection of NW 107th Avenue and NW 17th Street.

All of the mall's major access driveways are served by existing exclusive left-turn lanes, so no left-turn lane warrant analysis should be required. These five access driveway intersections were analyzed as part of the study area. We prepared exclusive right-turn lane warrant analysis for the mall's five main driveway connections to the abutting public roads using County right-turn lane

warrant criteria from the National Cooperative Highway Research Program (NCHRP) Report 457. and found that exclusive right-turn lanes are warranted on the three driveway connections to NW 107th Avenue. However, the mall is fully developed and the two roads that abut the mall, NW 12th Street and NW 107th Avenue, have been built to their full extent within their zoned right-of-way and off-street exists directly adjacent to NW 107th Avenue and NW 12th Street. Additionally, the proposed development does not increase the number of peak-hour vehicle trips entering the mall property and does not cause the turn lanes to be warranted. Finally, Therefore, the development should not be required to construct exclusive westbound right-turn lanes on NW 12th Street or exclusive northbound right-turn lanes on NW 107th Avenue.

Section 77-46 (Turn Lanes) of the City's code of ordinances requires an exclusive right-turn lane where the speed limit of the road is 35 MPH or higher or when the project generates 100 or more peak hour right turns. Both NW 107th Avenue and NW 12th Street are County-maintained roads with 40 MPH speed limits, so all five of the intersections warrant the need for an exclusive right-turn lane. However, NW 107th Avenue and NW 12th Street are County maintained roads and should not be subject to City turn lane warrant criteria. Note also that the right-of-way required to install the exclusive right-turn lanes cannot be provided. The peak hour northbound right turn volumes at the three mall driveway intersections on NW 107th Avenue meet the warrants for an exclusive turn lane, but they cannot be installed due to the location of off-street parking adjacent to NW 107th Avenue. Appendix E contains the Synchro analysis for the driveway intersections. **Appendix G** contains the right-turn lane warrant analysis graphs.

Pedestrian Facilities

The mall within which the development is located is served by existing sidewalks on the north side of NW 12th Street and the east side of NW 107th Avenue along the mall property's frontage. Marked pedestrian crosswalks exist on all of the mall's main access driveway connections to NW 12th Street and NW 107th Avenue. No new uncontrolled marked pedestrian crosswalks will be installed on any publicly dedicated roadways. **Appendix H** contains an aerial photograph that shows the existing pedestrian facilities within and near the proposed development.

Traffic Signal Warrant Analysis

We evaluated the need for a traffic signal at the intersection of NW 107th Avenue (major approaches) and NW 15th Street / NW 16th Street (minor approaches) using the traffic-signal warrants from the current edition of the Manual on Uniform Traffic Control Devices and found

that the future background traffic (future without development) meet or exceed the signal-warrant volume thresholds for Warrant 1 (eight hour) and Warrant 2 (four hour). We evaluated all nine (9) of the MUTCD traffic signal warrants and found that only Warrants 1 and 2 were applicable. We collected traffic data on Wednesday, May 21, 2025, and applied a 1.08 peak season and 0.93 percent growth rate to convert the data to 2030 peak season volumes and added committed development traffic during the peak hours. We evaluated the highest eight (8) hours of the minor approach volumes. **Table 6** summarizes the eight (8) hours with the highest intersection entering volumes. **Appendix I** contains the traffic data, intersection volume calculations, and traffic-signal warrant forms.

Table 6 – Traffic Signal Warrant 2030 Background Intersection Approach Volumes

Hourly Begin Time	Total of Major Approaches	Highest Minor Approach
	NW 107 Avenue	NW 15/16 Street
12:00 PM	2,622	123
1:00 PM	2,644	139
2:00 PM	2,923	132
3:00 PM	2,946	157
4:00 PM	2,734	140
6:00 PM	2,299	131
7:00 PM	2,017	148
8:00 PM	1,647	128

CONCLUSIONS

Vala Group, Inc. prepared this traffic-impact analysis for Site 1 of the proposed Marlowe Doral residential development that is expected to be completed by 2030. The project plans to redevelop a portion of the retail area of the Miami International Mall located at 1455 NW 107th Avenue in Doral, Florida. The project will replace approximately 75,758 square feet of the former Sears department retail store with 292 midrise multifamily dwelling units. We analyzed nine intersections for the AM peak-hour conditions for 2025 existing, 2030 background, and 2030 total conditions and determined the following for the 2030 total conditions:

- The proposed 292-unit multifamily residential development is expected to decrease the amount of daily and PM peak hour traffic generated by the site. It will increase the amount of AM peak hour traffic generated by the site by 65 net new trips.
- Eight of the study intersections are expected to operate at Level of Service (LOS) E or better with the proposed development's impacts.
- The intersection of NW 19th Street and NW 102nd Avenue will operate beyond LOS E. However, it exceeds LOS E for the background conditions without the project's impacts.
- The 2030 background approach traffic volumes at the intersection of NW 15th Street and NW 107th Avenue warrant the need for a traffic signal without the project's impacts. The developer will construct a traffic signal at this intersection.
- The 95th percentile queues at some of the exclusive turn lanes at some of the study intersections exceed their storage capacity. However, they all exceed capacity for the background conditions as well. The developer will lengthen the southbound left-turn lane at the intersection of NW 107th Avenue and NW 17th Street. Also, for most of these exclusive turn lanes they either cannot be lengthened or are movements that the project does not add traffic to.
- The project will utilize the mall's five main access driveways. Although the volumes at the three driveway intersections on NW 107th Avenue warrant the need for exclusive right-turn lanes on NW 107th Avenue, the development should not have to construct them because the mall is fully developed and the two roads that abut the mall, NW 12th Street and NW 107th Avenue, have been built to their full extent within their zoned right-of-way. Additionally, the proposed development does not increase the number of peak-hour vehicle trips entering the mall property and does not cause the turn lanes to be warranted. Therefore, the development should not be required to construct exclusive northbound right-turn lanes on NW 12th Street or NW 107th Avenue.

Appendix A

Site Plan, Survey & Property Appraiser Data

[illegible]

- GREYSTAR DEVELOPMENT EAST, LLC, A DELAWARE LIMITED LIABILITY COMPANY
- FIRST AMERICAN TITLE INSURANCE COMPANY
- GREENBERG TRAURIG, PA

THIS ALTA/NSPS LAND TITLE SURVEY REFLECTS PLOTTABLE EASEMENTS AND RIGHT-OF-WAYS SHOWN IN SCHEDULE B-II OF FILE NUMBER 110655622, ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, HAVING AN EFFECTIVE DATE OF MAY 2, 2025 AT 8:00 AM. (REVISION No. 2, MAY 20, 2025).

7. INTENTIONALLY DELETED.

9. SUBJECT TO WELL RESTRICTIONS, SEPTIC TANK RESTRICTIONS, AND ELECTRICAL AND COMMUNICATION LINE RESTRICTIONS AS SHOWN ON THAT CERTAIN PLAT OF MIAMI INTERNATIONAL MALL PROPERTIES, RECORDED ON MAY 28, 1981 IN PLAT BOOK 117, PAGE 84 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. AFFECTS PROPERTY - NOT DEPICTABLE

10. COVENANT RUNNING WITH THE LAND, GIVEN BY DEBARTOLO MIAMI ASSOCIATES AND ROLAND INTERNATIONAL CORPORATION FOR THE BENEFIT OF THE BOARD OF COUNTY COMMISSIONERS OF METROPOLITAN DADE COUNTY, FLORIDA RECORDED IN OFFICIAL RECORDS BOOK 113815, PAGE 1885 AS AFFECTED BY PUBLIC RECORDS BOOK 113815, COVENANT RECORDED IN OFFICIAL RECORDS BOOK 11042, PAGE 442, AND BY INSTRUMENT RECORDED IN OFFICIAL RECORDS BOOK 11382, PAGE 2040, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. AFFECTS PROPERTY - NOT DEPICTABLE (BLANKET IN NATURE).

11. DECLARATION OF RESTRICTIVE COVENANTS RECORDED IN
OFFICIAL RECORDS BOOK 11212, PAGE 1613, PUBLIC RECORDS OF
MIAMI-DADE COUNTY, FLORIDA. AFFECTS PROPERTY - NOT
DEPICTABLE (BLANKET IN NATURE)

12. EASEMENTS GRANTED PURSUANT TO SECTIONS 2, 6.3, 6.4, 6.6, AND THE TERMS, PROVISIONS, AND CONDITIONS OF SECTIONS 12.(1)(I) AND 12.(1)(II), ALL OF THAT CERTAIN EASEMENT AND OPERATING AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 34466, PAGE 4703, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, AS AMENDED IN OFFICIAL RECORDS BOOK 16238, PAGE 4289, AS AFFECTED BY ASSIGNMENT AND AS AMENDED BY THE COMPLETION OF THE ASSIGNMENT, AS AMENDED AND RECORDED IN BOOK 34466, PAGE 4703, AS SHOWN ON THAT CERTAIN SURVEY DATED MAY 1, 2025, AND PREPARED BY J. MICHAEL WAGNER, A PROFESSIONAL LAND SURVEYOR, TO BE THE ACCURACY OR COMPLETENESS OF SAID SURVEY, AFFECTS PROPERTY - DEPICTED ON SURVEY.

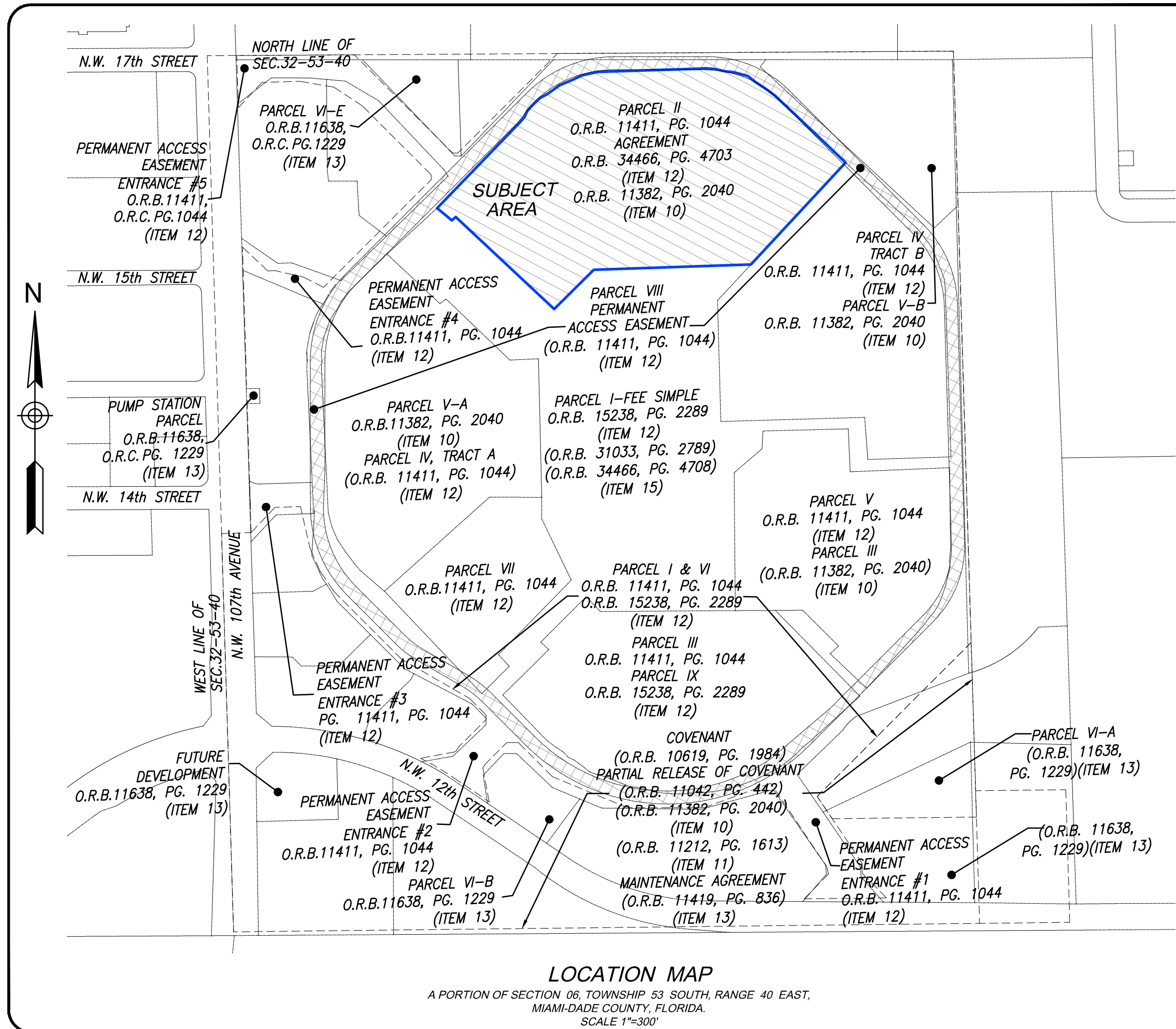
13. ENTRANCE FEATURE MAINTENANCE AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 11419, PAGE 836, AS AFFECTED BY AMENDMENT RECORDED IN OFFICIAL RECORDS BOOK 11638, PAGE 1229, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. AFFECTS PROPERTY - NOT DEPICTABLE (BLANKET IN NATURE)

14. THE TERMS, PROVISIONS AND CONDITIONS CONTAINED IN THAT CERTAIN DECLARATION OF USE RECORDED IN OFFICIAL RECORDS BOOK 17735, PAGE 3022, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, AFFECTS PROPERTY - NOT DEPICTABLE (BLANKET IN NATURE)

15. CROSS-EASEMENT AGREEMENT BY AND BETWEEN WEST
MIAMI-DADE COUNTY ASSOCIATES AND SERITAGE SRC, PANCE LLC,
RECORDED IN OFFICIAL RECORDS BOOK 31033 PAGE 2789, PUBLIC
RECORDS OF MIAMI-DADE COUNTY, FLORIDA; AS AFFECTED BY
FIRST AMENDMENT TO CROSS-EASEMENT AGREEMENT BY AND
BETWEEN WEST MIAMI-DADE COUNTY ASSOCIATES AND SERITAGE
SRC, PANCE LLC, RECORDED IN OFFICIAL RECORDS BOOK 34466 PAGE 4708,
PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, AS SHOWN
ON THAT CERTAIN SURVEY DATED MAY 1, 2023, AND PREPARED BY
THE MIAMI-DADE COUNTY ENGINEER, BUT WITHOUT GUARANTEE
AS TO THE ACCURACY OR COMPLETENESS OF SAID SURVEY, AFFECTS
PROPERTY - DEPICTED ON SURVEY.

DATE	JOB No.	REV.	BY:
05/27/25	155116	UPDATE TITLE OF COMMITMENT	C.A.F.

FIELD SURVEY WAS COMPLETED ON: APRIL 29, 2025.



Tree No	COMMON		DIA.	HT.	CNPY. Ø		TREE NO	COMMON		DIA.	HT.	CNPY. Ø		TREE NO	COMMON		DIA.	HT.	CNPY. Ø	
	NAME	IN.			FT.	FT.		NAME	IN.			FT.	FT.		NAME	IN.			FT.	FT.
1	TREE	24	30	15	47	PALM	6	10	5	93	TREE	12	15	10	139	TREE	18	15	10	
2	PALM	3	15	6	48	TREE	10	20	15	94	TREE	10	12	8	140	TREE	36	20	15	
3	PALM	3	15	6	49	PALM	8	8	6	95	TREE	10	12	8	141	PALM	5	10	4	
4	PALM	8	10	6	50	PALM	8	10	6	96	TREE	12	15	10	142	PALM	5	10	4	
5	TREE	12	15	20	51	PALM	8	12	6	97	TREE	12	15	10	143	PALM	5	10	4	
6	TREE	12	15	20	52	PALM	10	15	8	98	TREE	12	15	10	144	PALM	5	10	4	
7	TREE	16	15	20	53	TREE	24	18	15	99	TREE	10	15	8	145	PALM	5	10	4	
8	TREE	10	15	20	54	TREE	18	18	15	100	TREE	12	15	10	146	PALM	5	10	4	
9	TREE	8	10	8	55	TREE	24	18	15	101	TREE	12	15	10	147	PALM	5	10	4	
10	TREE	6	10	8	56	TREE	18	18	15	102	TREE	12	15	10	148	PALM	5	10	4	
11	TREE	6	10	8	57	PALM	10	10	8	103	TREE	12	10	10	149	PALM	5	10	4	
12	TREE	6	10	8	58	TREE	10	10	15	104	PALM	10	15	8	150	TREE	18	15	10	
13	TREE	8	15	10	59	PALM	8	12	10	105	TREE	12	10	10	151	TREE	18	15	10	
14	TREE	12	15	10	60	TREE	36	25	20	106	TREE	12	15	10	152	PALM	6	8	3	
15	TREE	12	15	10	61	TREE	36	25	20	107	TREE	12	15	10	153	PALM	6	8	3	
16	TREE	12	20	15	62	TREE	36	25	20	108	TREE	12	15	10	154	PALM	6	8	3	
17	TREE	12	20	15	63	TREE	36	25	20	109	TREE	12	15	10	155	PALM	6	8	3	
18	PALM	6	8	3	64	TREE	24	25	20	110	TREE	36	25	20	156	PALM	4	8	3	
19	PALM	6	8	3	65	PALM	8	15	8	111	TREE	36	25	20	157	PALM	6	8	3	
20	TREE	12	20	15	66	PALM	8	15	8	112	TREE	36	25	20	158	PALM	6	8	3	
21	TREE	12	20	15	67	PALM	8	15	8	113	TREE	36	25	20	159	TREE	18	40	40	
22	TREE	12	20	15	68	PALM	6	15	5	114	PALM	8	12	8	160	PALM	12	20	8	
23	PALM	8	12	10	69	PALM	6	15	5	115	PALM	8	12	10	161	PALM	12	20	8	
24	PALM	8	12	10	70	PALM	6	12	5	116	PALM	8	15	10	162	PALM	12	20	8	
25	PALM	8	12	10	71	PALM	6	12	5	117	TREE	10	12	10	163	PALM	12	20	8	
26	PALM	8	12	10	72	PALM	8	15	8	118	TREE	10	12	10	164	TREE	8	12	8	
27	PALM	8	12	10	73	PALM	8	15	8	119	TREE	10	12	10	165	TREE	30	25	30	
28	PALM	8	12	10	74	PALM	6	15	5	120										

TREE IDENTIFICATION MUST BE VERIFY BY A CERTIFIED SPECIALIST

1. EXISTING LAND USE AND ZONING
 - ZONING: CC (CORRIDOR COMMERCIAL)
 - THE CURRENT ZONING DISTRICT FOR THE SUBJECT PROPERTY IS CC, CORRIDOR COMMERCIAL. THE USE OF TANGIBLE SALES IS PERMITTED BY THE CC ZONING DISTRICT, AND NO ACTIVE ZONING, BUILDING OR FIRE CODE VIOLATIONS HAVE BEEN DISCLOSED THAT WOULD AFFECT THE SUBJECT PROPERTY. THE PROPERTY IS CONSIDERED TO BE LEGAL CONFORMING AS NOTED HEREIN.
2. PROPERTY DEVELOPMENT REGULATIONS

North		I	Industrial
South		CC	Corridor Commercial
East		CC	Corridor Commercial
West		CC	Corridor Commercial

Setbacks

Front Side	20' minimum Street: 15' minimum Interior: 5' minimum
Rear	Abutting Residential: 15' minimum 5' minimum Abutting Residential: 15' minimum
Is property in conformance?	Front/ Side: Yes Rear: N/A - Structure part of a larger development ^a
Existing Conditions (per provided survey)	Structure is located 199.1' from the Northern property line, approximately 55.53' ± from the Eastern property line (structure not tied), 0' from the Southern property line and approximately 235.83' ± from the Western property line

Maximum building height	6 stories
Is property in conformance?	Yes
Existing Conditions (per provided survey)	39' / 3 stories

Minimum lot area	1 acre
Minimum lot width	100'
Minimum lot depth	No requirement noted
Is property in conformance?	Yes
Existing Conditions (per provided survey)	Lot Area: 565,950 sq. ft. / 12.992 acres Lot Width: 1,509.64' along Northern property line Lot Depth: 426.52' along the Eastern property line

Maximum lot coverage	50%
Is property in conformance?	Yes
Existing Conditions (per provided survey)	22% (based on 125,305 sq. ft. building footprint and 565,950 sq. ft. lot area)

Maximum floor area ratio	First Floor: 0.5 Other Floors: 0.25
Is property in conformance?	Yes
Existing Conditions (per provided survey)	0.44 (based on 250,610 sq. ft. building area and 565,950 sq. ft. lot area)

Parking formula	For retail uses within enclosed malls in excess of
-----------------	--

	300,000 square feet: 1 space/350 sq. ft. GFA excluding theaters, restaurants, and food courts that shall provide parking spaces as per the respective uses in this matrix
Required spaces	716 spaces (based on 250,610 sq. ft. GFA)
Is property in conformance?	Yes
Existing Conditions (per provided survey)	907 spaces

PREPARED FOR:
GREYSTAR DEVELOPMENT EAST, LLC
LYING AND BEING IN SECTION 32, TOWNSHIP 53 SOUTH, RANGE 40 EAST
CITY OF DORAL, MIAMI-DADE COUNTY, FLORIDA.

 **J.Hernandez & Associates Inc**
LAND SURVEYORS AND MAPPERS
CERTIFICATE OF AUTHORIZATION No. LB8092
3300 NW 112th AVE. SUITE #10, DORAL, FL 33172
(P) 305-526-0606 (E) info@jhasurveys.com

DRAWN BY: C.A.F.	CHECKED BY: J.G.H.	JOB NUM: 155116
DATE: 05/01/2025	DATE: 05/01/2025	F.B.: MD-80, PG. 30

PARCEL 1

A PARCEL OF LAND LOCATED WITHIN SECTION 32, TOWNSHIP 53 SOUTH, RANGE 40 EAST, LYING AND BEING IN DADE COUNTY, FLORIDA AND FURTHER BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A PIPE IN CONCRETE MARKING THE SOUTHWEST CORNER OF SAID SECTION 32, THENCE N 1° 43' 13" W, ALONG THE WEST LINE OF SAID SECTION 32, A DISTANCE OF 2644.15 FEET TO A POINT; THENCE N 89° 38' 52" E, A DISTANCE OF 1228.85 FEET TO A POINT; THENCE S 0° 21' 08" E, A DISTANCE OF 46.51 FEET TO THE PRINCIPAL POINT AND PLACE OF BEGINNING OF THE FOLLOWING DESCRIPTION:

THENCE DUE EAST, A DISTANCE OF 280.00 FEET TO A POINT;
THENCE 247.40 FEET ALONG AN ARC TO THE RIGHT, HAVING A
RADIUS OF 315.00 FEET, AND A CHORD OF 241.08 FEET
BEARING S 45° 00' 00" E TO A POINT;
THENCE OF 297.19 FEET TO A POINT; THENCE S 45° 00' 00" W,
A DISTANCE OF 426.62 FEET TO A POINT; THENCE DUE WEST,
A DISTANCE OF 172.25 FEET TO A POINT;
THENCE 171.25 FEET TO A POINT; THENCE N 45° 00' 00" W,
A DISTANCE OF 413.30 FEET TO A POINT; THENCE S 45° 00'
00" E, A DISTANCE OF 413.30 FEET TO A POINT;
THENCE S 45° 00' 00" W, A DISTANCE OF 603.63 FEET TO A POINT; THENCE N
45° 00' 00" E, A DISTANCE OF 542.12 FEET TO A POINT; THENCE
N 45° 00' 00" E, A DISTANCE OF 542.12 FEET TO A POINT;
THENCE 267.04 FEET ALONG AN ARC TO THE RIGHT, HAVING A
RADIUS OF 340.00 FEET, AND A CHORD OF 260.22 FEET
BEARING S 30° 00' 00" E TO THE PRINCIPAL POINT AND PLACE
OF BEGINNING.

TOGETHER WITH THE EASEMENTS FOR THE BENEFIT OF THE ABOVE DESCRIBED PARCEL CONTAINED IN THE EASEMENT AND OPERATING AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 11411, PAGE 1044 AS AMENDED BY INSTRUMENT RECORDED IN OFFICIAL RECORDS BOOK 15238, PAGE 2289, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

4. FIELD SURVEY WAS COMPLETED ON: APRIL 22, 2025

- 1 FIELD SURVEY WAS COMPLETED ON APRIL 26, 2022 BY TITUS OF COMMITMENT
2 FIELD NUMBER 1108555222, ISSUED BY FIRST AMERICAN TITLE INSURANCE
3 COMPANY, 2022. THE SURVEY WAS EFFECTIVE DATE OF MAY
4 2, 2022. 8:00 AM (PROPERTY No. 266 S.W. 1/4, 12,982 ACRES).
5 THE SURVEY BEARING OF THE SURVEY BEARING OF THE SURVEY BEARING OF THE
6 THE NORTH LINE OF SUBJECT PROPERTY.
7 DISTANCES ALONG BOUNDARY LINES, AS SHOWN HEREON, ARE
8 SHOWN WITHIN SUBJECT PROPERTY.
9 ABOVEGROUND AND/OR VISIBLE UTILITIES HAVE BEEN LOCATED
10 AT THE TIME OF THIS SURVEY, UNLESS OTHERWISE NOTED.
11 UTILITIES NOT OBSERVED IN THE PROCEEDING OF THE SURVEY, BUT NOT BEEN
12 LOCATED AT THE TIME OF THIS SURVEY, UNLESS OTHERWISE
13 NOTED.
14 ABOVEGROUND UTILITIES (IE COMMUNICATION, GAS, ELECTRIC,
15 FIBEROPTIC, WATER) HAVE NOT BEEN LOCATED AT THE TIME
16 OF THIS SURVEY.
17 THEREFORE, DO NOT DETERMINE FENCE AND/OR WALL
18 OWNERSHIP.
19 THERE ARE A TOTAL OF 874 PARKING SPACES AND 25
20 HANDICAPPED PARKING SPACES.
21 THERE IS NOT OBSERVED EVIDENCE OF RECENT EARTH
22 MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING
23 ALTERATION OBSERVED IN THE PROCEEDING OF THE SURVEY.
24 THERE IS NOT OBSERVED EVIDENCE OF PROPOSED CHANGES
25 TO EXISTING LINES AND/OR RECENT STREET OR SIDEWALK
26 CONSTRUCTION.
27 THERE IS NOT OBSERVED EVIDENCE OF WETLANDS WITHIN
28 THE SURVEYED AREA.
29 THERE IS NO OBSERVED EVIDENCE OF SITE USE AS A SOLID
30 WASTE DUMP, SOLID OR HAZARDOUS LANDFILL.
31 THERE IS NO OBSERVABLE EVIDENCE OF FACILITIES SERVING THE
32 PROPERTY.
33 ATTENTION: LAND SURVEYOR OF CARRIES PROFESSIONAL
34 LAND INSURANCE IN THE AMOUNT OF \$1,000,000.
35 THE CALCULATIONS OBTAINED BY FIELD MEASUREMENTS AND
36 THE CALCULATIONS OBTAINED BY THE GLASS GEOMETRY
37 METHOD, AND THE CALCULATIONS OBTAINED BY THE STANDARDS
38 OF PRACTICE REQUIREMENTS FOR COMMERCIAL/INDUSTRIAL
39 SURVEYING, ARE IN ACCORDANCE WITH THE DEFINED IN RULE 5J-17.001
40 OF THE FLORIDA ADMINISTRATIVE CODE.

• ELEVATIONS SHOWN HEREON REFER TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D. 1929) AND ARE EXPRESSED IN FEET.

- **BENCHMARK:**
NAME: H-450.
ELEVATION: 8.72' N.G.V.D.
DESCRIPTION: PK NAIL AND ALUMINIUM WASHER SET
ON CONC SIDEWALK

- SUBJECT PROPERTY IS LOCATED WITHIN FLOOD ZONE "AH" (EL. 8 FEET) AND ZONE "X" AS SHOWN ON FLOOD INSURANCE RATE MAP NUMBER 12086C0286L, DATED ON SEPTEMBER 11, 2009.

- ELEVATION REFER TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 AND IS EXPRESSED IN FEET.

• **PROPERTY ADDRESS:** 1625 NW 107th AVE
CITY OF DORAL , MIAMI-DADE
FL 33172

- **PARCEL E ID:** 35-3032-008-0050

图 1.1.0 图 1.1.1 图 1.1.2 图 1.1.3 图 1.1.4 图 1.1.5 图 1.1.6 图 1.1.7 图 1.1.8 图 1.1.9 图 1.1.10 图 1.1.11 图 1.1.12

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARDS DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(A)(B), 7(A)(B)1, 8, 9, 13, 14, 16, 17, 18 AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED APRIL 29, 2025.

I HEREBY CERTIFY THAT THIS "ALTAINSPS LAND TITLE SURVEY" OF THE PROPERTY DESCRIBED HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS RECENTLY SURVEYED AND DRAWN UNDER MY SUPERVISION AND DIRECTION. THIS SURVEY COMPLIES WITH STANDARDS OF PRACTICE REQUIREMENTS ADOPTED BY THE FLORIDA STATE BOARD OF SURVEYORS AND MAPPERS PURSUANT TO CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE.

THIS CERTIFICATION DOES NOT EXTEND TO ANY UNNAMED PARTIES.

BY: Jose G. Hernandez
JOSE G. HERNANDEZ, PRESIDENT,
PROFESSIONAL LAND SURVEYOR No. 6952 STATE OF
FLORIDA.

THE ELECTRONIC SEAL AND SIGNATURE APPEARING ON THIS SURVEY
WAS AUTHORIZED BY JOSE G. HERNANDEZ, PROFESSIONAL LAND
SURVEYOR NO. 6952 OF THE STATE OF FLORIDA ON MAY 27, 2025.

THIS IS A BOUNDARY SURVEY
PROJECT NUMBER: MD-746
SHEET NUMBER: 1 OF 6

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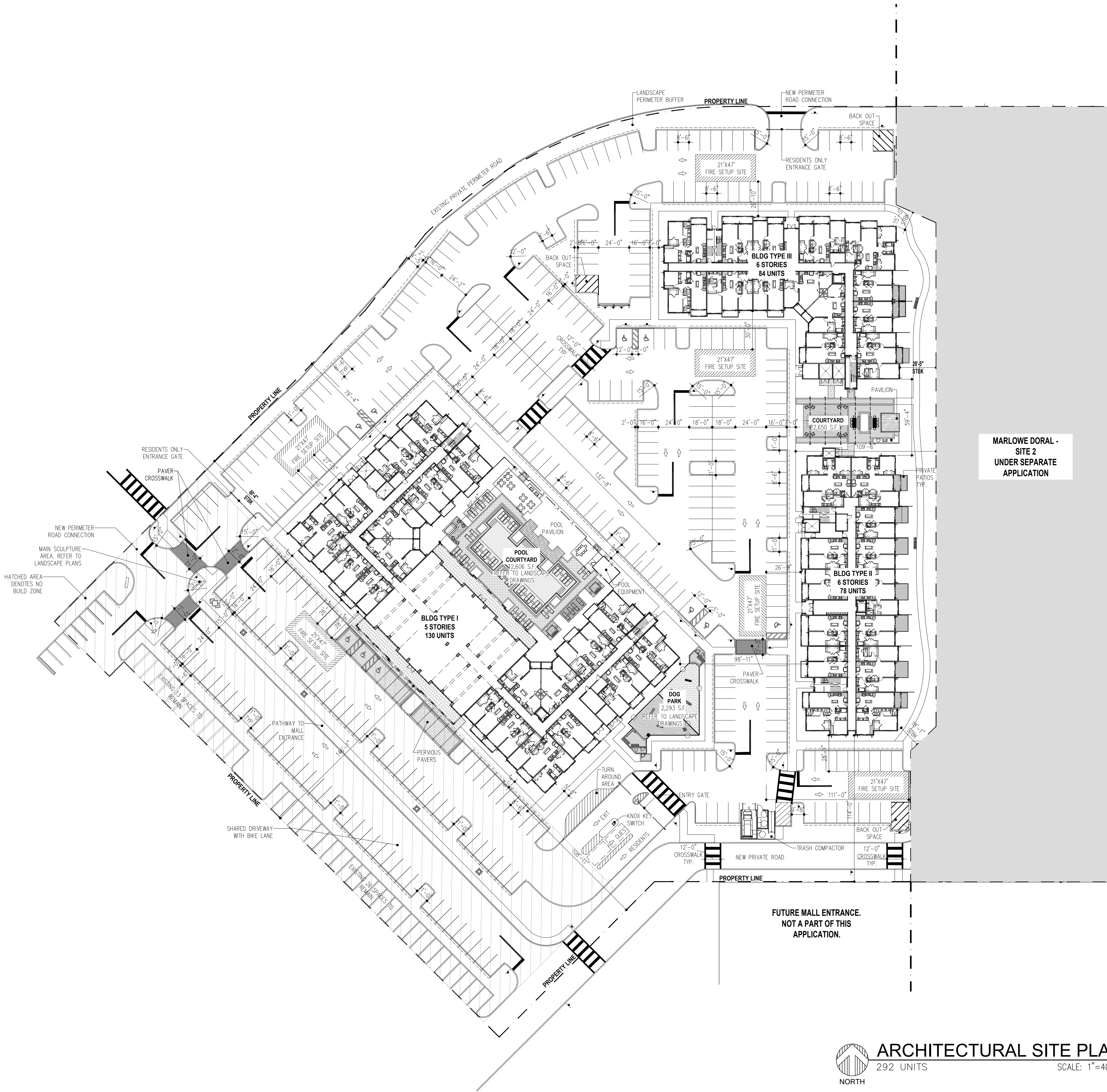
SITE DATA		
Property location	Miami International Mall - Sears Parcel	
Folio	35-3032-008-0050	
Zoning District:	MMU - Mall Mixed Use	
Future Land Use	MMU - Mall Mixed Use	
Proposed Use	Multifamily Residential	
Site Area	319,277 sf	7.330 acres
Density Provided *	292 units	
*Maximum density allocated per master development agreement.		
BUILDING SETBACKS	Required	Provided
Front - Perimeter Rd	20'-0"	83'-10"
Side - Interior	15'-0"	18'-1
Rear - South	5'-0"	116'-0"
BUILDING HEIGHT	Allowed	Provided
Maximum Height	6 Stories	5 & 6 Stories
SITE STANDARDS		
Lot Coverage	Required	Provided
	N/A	21% 66,069 sf
FAR	1.75 FAR 558,735 sf	1.05 FAR 334,602 sf
Open Space	20% 63,855 sf	30% 96,862 sf
Landscape Area	15% 47,892 sf	19% 60,417 sf
RFH	50% 57,107 sf	85% 96,862 sf

PARKING		
REQUIRED		
Unit Type	# of units or SF	# Spaces
1 BD @ 1.5 sp/du	132 units	198 sp
2 BD @ 1.5 sp/du	132 units	198 sp
3BD @ 1.5 sp/du	28 units	42 sp
Sub-Total	292 units	438 sp
Total Parking Required		438 sp
PROVIDED		
Type	Standard	HC
Type	Standard	HC
Surface	387 sp	10 sp
Existing Parking	44 sp	
Grand Total Parking Provided	441 sp	
Parking Ratio	1.52 sp/du	

Recreation, Health and Fitness (RHF)	
City's Parks Level of Service	@ 3.0ac / 1,000 persons
Number of Persons	@ 2.99 /du
Number of Units	292 units
Total Occupants	874 persons
Level of Service (LOS)	2.62 acres 114,214 sf
RHF @ 50% of LOS	1.31 acres 57,107 sf

UNIT MIX					
Unit Type	Building Type			# of Units	% of total
	Type I	Type II	Type III		
1BD					
A1	24	20	20	64	45%
A1.1	18	12	6	36	
A2	20	0	12	32	
Subtotal	62	32	38	132	
2BD					
B1	20	12	12	44	45%
B2	25	10	23	58	
B2.1	10	12	5	27	
B2.2	3	0	0	3	
Subtotal	58	34	40	132	
3BD					
C1	10	12	6	28	10%
Subtotal	10	12	6	28	
# of Units/bldg	130	78	84		
# of Bldgs	1	1	1	3 bldgs.	
Grand Total # Units				292 units	100%

NOTE
SUSTAINABLE DESIGN PRINCIPLES ARE INCORPORATED THROUGHOUT THE PROJECT, INCLUDING LANDSCAPE STRATEGIES, EFFICIENT BUILDING SYSTEMS, AND LOW-IMPACT DEVELOPMENT PRACTICES. THE PROJECT WILL MEET NGBS SILVER CERTIFICATION.



ARCHITECTURAL SITE PLAN
292 UNITS
SCALE: 1"=40'-0"

REVISIONS:		
NO.:	DESCRIPTION:	DATE:
1	SITE PLAN RESUBMITTAL	2026-06-16
2	SITE PLAN RESUBMITTAL	2026-07-09
DIGITAL SIGNATURE:		

SEAL:

GEORGE L. MOURIZ
AR0007808
Site Plan Submittal

Marlowe Doral - Site 1
Doral, FL
GREYSTAR

MSA ARCHITECTS, INC.
AAC0000895
8950 SW 74TH CT SUITE #1513
MIAMI, FLORIDA 33156
(305) 273-9911

MSA ARCHITECTS
ARCHITECTURE & PLANNING

TITLE: **SITE PLAN**
Project No: 2290.1
Date: 03/06/2026
Scale: 1" = 40'-0"
Format: 24" x 36"
Drawn: LMS
Checked: LMS
SHEET: **SP.1**

ARCHITECT'S BUILDING CODE STATEMENT TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE EIGHTH EDITION (2023) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES. COPYRIGHT © 2024 MSA ARCHITECTS, INC. ARCHITECTURAL DESIGN & DETAIL DRAWINGS FOR THIS BUILDING AND/OR OVERALL PROJECT ARE THE LEGAL PROPERTY OF & ALL RIGHTS ARE RESERVED BY THE ARCHITECT. THEIR USE FOR REPRODUCTION, CONSTRUCTION, OR DISTRIBUTION IS PROHIBITED UNLESS AUTHORIZED IN WRITING BY THE ARCHITECT.



PROPERTY APPRAISER OF MIAMI-DADE COUNTY

Summary Report

Generated On: 03/05/2026

PROPERTY INFORMATION	
Folio	35-3032-008-0050
Property Address	1625 NW 107 AVE DORAL, FL 33172-0000
Owner	EWE RETAIL II LTD
Mailing Address	10165 NW 19 ST MIAMI, FL 33172
Primary Zone	6400 COMMERCIAL - CENTRAL
Primary Land Use	1311 DEPARTMENT STORE : RETAIL OUTLET
Beds / Baths /Half	0 / 0 / 0
Floors	2
Living Units	0
Actual Area	
Living Area	
Adjusted Area	189,395 Sq.Ft
Lot Size	565,951 Sq.Ft
Year Built	Multiple (See Building Info.)
Year Annexed	2004

ASSESSMENT INFORMATION				
Year	2025	2024	2023	
Land Value	\$14,148,775	\$10,187,118	\$10,187,118	
Building Value	\$100,000	\$100,000	\$100,000	
Extra Feature Value	\$0	\$0	\$0	
Market Value	\$14,248,775	\$10,287,118	\$10,287,118	
Assessed Value	\$14,248,775	\$5,377,881	\$4,888,983	

BENEFITS INFORMATION				
Benefit	Type	2025	2024	2023
Non-Homestead Cap	Assessment Reduction		\$4,909,237	\$5,398,135

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

SHORT LEGAL DESCRIPTION	
MIAMI INTERNATIONAL MALL PROP	
PB 117-84	
PORT OF TR A DESC BEG 46.51FTS &	
1228.85FTE OF NW COR OF SEC 32	
CONT E280FT SELY AD 247.40FT S	



TAXABLE VALUE INFORMATION				
Year	2025	2024	2023	
COUNTY				
Exemption Value	\$0	\$0	\$0	
Taxable Value	\$14,248,775	\$5,377,881	\$4,888,983	
SCHOOL BOARD				
Exemption Value	\$0	\$0	\$0	
Taxable Value	\$14,248,775	\$10,287,118	\$10,287,118	
CITY				
Exemption Value	\$0	\$0	\$0	
Taxable Value	\$14,248,775	\$5,377,881	\$4,888,983	
REGIONAL				
Exemption Value	\$0	\$0	\$0	
Taxable Value	\$14,248,775	\$5,377,881	\$4,888,983	

SALES INFORMATION			
Previous Sale	Price	OR Book-Page	Qualification Description
10/10/2024	\$17,100,000	34466-4700	Qual by exam of deed
07/07/2015	\$100	29702-1422	Corrective, tax or QCD; min consideration

The information contained herein is for ad valorem tax assessment purposes only. The Property Appraiser of Miami-Dade County is continually editing and updating the tax roll. This website may not reflect the most current information on record. The Property Appraiser of Miami-Dade County and Miami-Dade County assumes no liability, see full disclaimer and User Agreement at <https://www.miamidadepa.gov/pa/disclaimer.page>

Appendix B

Traffic Methodology Letter



May 19, 2025

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

Re: Traffic Study Methodology
International Mall Residences
Project No.: 2025040186

Dear Ms. Sibila:

Vala Group, Inc. was retained to prepare a traffic-impact analysis for the International Mall Residences redevelopment project that is expected to be built by 2030. The project will redevelop 189,395 square feet of the International Shopping Mall into 512 midrise multifamily units. The approximately 29 acre site (Folio No.: 35-3032-008-0050) is at 1625 NW 107th Avenue in the City of Doral, Florida. **Figure 1** shows the site location. **Attachment A** contains the preliminary site plan, survey, and property-appraiser data. Please accept this letter as the traffic-analysis methodology for the proposed development.

Figure 1 – Site Aerial Photograph



Study Intersections

The study intersections for the project, shown in an aerial photograph included in **Attachment B**, will include the following locations:

- NW 107th Avenue and NW 12th Street (signalized)
- NW 107th Avenue and NW 14th Street (signalized)
- NW 107th Avenue and NW 15th Street (unsignalized)
- NW 107th Avenue and NW 17th Street (signalized)
- NW 107th Avenue and NW 19th Street (signalized)
- NW 19th Street and NW 102nd Avenue (unsignalized)
- NW 19th Street and Double Tree by Hilton Driveway (unsignalized)

Site driveway intersections that will be analyzed for 2030 total conditions

- NW 12th Street site driveway directly east of NW 107th Avenue (signalized)
- NW 12th Street site driveway directly east of Acura car dealership (signalized)

Analysis Scenarios

The analysis scenarios for this study are as follows:

- Existing Year: 2025
- Project buildout year (2030) without project trips (background traffic)
- Project buildout year (2030) with project trips (total traffic)

Data Collection

Turning movement counts will be collected during peak hour conditions (7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM) on a typical weekday (Tuesday, Wednesday, or Thursday) at the study intersections.

Field Reviews

Field reviews will be performed to assess the lane configurations at the study intersections.

Existing Conditions Analysis

Collected counts will be adjusted to reflect peak season, AM and PM peak hour traffic volumes by applying a peak-season conversion factor obtained from the 2024 Florida Department of Transportation (FDOT) Peak Season Factor Category Report. Intersection capacity analyses will be evaluated for the study intersections using the Synchro Software Version 12 and HCM output, if possible.

Future Conditions Analysis – Background Traffic Conditions

Future background traffic volumes will be determined by applying a compound growth rate to existing volumes. We calculated a 0.93% growth rate based on FDOT historical AADT data that will be applied to existing peak-season volumes to develop 2030 volumes. We will coordinate with the City to determine committed developments that need to be included in the analysis. The future conditions analysis will account for future transportation improvements listed on the Transportation Planning Organization's Traffic Improvement Program or City of Doral's Long Range Transportation Plan. Intersection capacity analyses will be performed. Peak hour factors will be based on the collected data.

Attachment C contains the growth rate data and calculations.

Project Trip Generation

The proposed development is expected to generate 96 morning net-new, peak-hour trips, and reduce the number of daily and afternoon net-new, peak-hour trips by 4,249 and 277, respectively, after accounting for the retail space the development will replace. We estimated the trip generation using the Institute of Transportation Engineers' *Trip Generation Manual*, 11th Edition. ITE internalization reductions were applied to the proposed land uses and a pass-by reduction was applied to the retail land uses. **Table 1** summarizes the trip-generation calculations and **Attachment D** contains the ITE trip generation calculations and data.

Table 1 Trip Generation Summary

Table 1 - Trip Generation Estimates

Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<u>EXISTING USE</u>								
Shopping Center	1,241,055 SF	38,268	537	329	866	1,333	1,470	2,803
Total		38,268	537	329	866	1,333	1,470	2,803
<u>PROPOSED USES</u>								
Multifamily Housing (Mid-Rise)	512 DU	1,546	48	163	211	66	45	111
Shopping Center	1,051,660 SF	32,473	465	286	751	1,158	1,257	2,415
Total		34,019	513	449	962	1,224	1,302	2,526
Difference (Proposed less Existing)		-4,249	-24	120	96	-109	-168	-277

* Includes Pass-by Reductions for the Bank & Retail Land Uses & Internalization Reductions to the Proposed Development

Project Trip Distribution

Project traffic distribution for the proposed development will be based on Traffic Analysis Zone (TAZ 829) of the Miami-Dade County Long Range Transportation Plan Model within which the site is located. Attachment B shows the preliminary project traffic distribution based on the cardinal distribution and the site's location relative to the surrounding roadway network. The site has five main driveway connections: three on NW 107th Avenue and two on NW 12th Street. Of the three driveway connections on NW 107th Avenue, the north and south driveway connections align with existing signalized intersections and allow all turning movements. The middle driveway on NW 107th Avenue is unsignalized and allows all turning movements. Both main driveway connections on NW 12th Street are signalized and allow all turning movements. **Table 2** summarizes the interpolated distribution for 2030. **Attachment E** contains the TAZ location and data.

Table 2 Project Traffic Distribution Summary

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	16.70%	14.20%	15.00%	11.70%	21.90%	6.80%	6.10%	7.60%
2045	15.80%	15.00%	16.40%	12.00%	21.20%	5.90%	7.40%	6.30%
2030	16.25%	14.60%	15.70%	11.85%	21.55%	6.35%	6.75%	6.95%

Future Conditions Analysis – Total Traffic Conditions

Future total traffic volumes will be determined by summing together project trips with background traffic volumes. Intersection capacity analyses will be performed. Signal timings may be optimized for future conditions analyses. Peak hour factors will be based on the collected data. Traffic mitigation will be proposed, if necessary. Site driveway intersections will be analyzed for the total conditions.

Other Transportation Modes

Existing and proposed bicycle, pedestrian and transit infrastructure and services will be identified in the report.

Report

The study methodology, analysis and findings will be summarized in a report that will be signed and sealed by a Florida registered professional engineer. The report will include trip generation, traffic distribution, and peak hour intersection capacity analyses and will include summary tables, figures, and data. We will summarize overall intersection LOS and delays in the report body and summarize LOS and delays for intersection approaches for the existing, background, and total conditions in a table and include them in the appendices. 95th percentile queue lengths for the exclusive turn lanes at the study intersections will be summarized in a table and included in the report appendices. We will include narrative in the report discussing the existing and proposed transit, pedestrian, and bicycle facilities and amenities within and near the site and will include discussion regarding existing marked crosswalks, bicycle route, sidewalks, and the nearest bus stops. Should you have any questions or comments regarding this methodology, please do not hesitate to contact me.

Sincerely,
Vala Group, Inc.



John P. Kim, P.E.
Senior Project Manager

JPK/jgk

Attachments

- Attachment A – Survey, Site Plan & Property Appraiser Data
- Attachment B – Study Intersections & Project Traffic Distribution
- Attachment C – Growth Rate Data & Calculations
- Attachment D – Trip Generation Calculations & ITE Data
- Attachment E – TAZ Location & Data



ATTACHMENT A

Survey, Site Plan & Property Appraiser Data

Methodology

ITEMS CORRESPONDING TO SCHEDULE B-II

10. Subject to well restrictions, septic tank restrictions, and electrical and communication line restrictions as shown on that certain Plat of Miami International Mall Properties, recorded on May 28, 1981 in Plat Book 117, Page 84 of the Public Records of Miami-Dade County, Florida.
- Plat covers the subject property but does not contain any plottable items.*
11. Covenant running with the land, given by DeBartolo Miami Associates and Roland International Corporation for the benefit of the Board of County Commissioners of Metropolitan Dade County, Florida recorded in Official Records Book 10619, Page 1984, as affected by Partial Release of Covenant recorded in Official Records Book 11042, Page 442, and by instrument recorded in Official Records Book 11361, Page 2040, Public Records of Miami-Dade County, Florida.
- Agreement covers the subject property and is blanket in nature. Not a survey related item.*
12. Declaration of Restrictive Covenants recorded in Official Records Book 11212, Page 1613, Public Records of Miami-Dade County, Florida.
- Declaration covers the subject property and is blanket in nature. Not a survey related item.*
13. Easements granted pursuant to Sections 6.2, 6.3, 6.4, and 6.6, and the terms, provisions, and conditions of Sections 12.1(i) and 12.1(ii), all of that certain Easement and Operating Agreement recorded in Official Records Book 11411, Page 1044, Public Records of Miami-Dade County, Florida, as amended in Official Records Book 15236, Page 2289.
- Easement benefits the subject property as shown in the Reciprocal Easement Exhibit hereon.*
14. Entrance Feature Maintenance Agreement recorded in Official Records Book 11419, Page 836, as affected by Amendment recorded in Official Records Book 11638, Page 2229, Public Records of Miami-Dade County, Florida.
- Agreement covers the subject property and is blanket in nature. Not a survey related item.*
15. The terms, provisions and conditions contained in that certain Declaration of Use recorded in Official Records Book 17735, Page 3022, Public Records of Miami-Dade County, Florida.
- Declaration covers the subject property and is blanket in nature. Not a survey related item.*
17. Cross-Easement Agreement by and between West Dade County Associates and Seritage SRC Finance LLC recorded in Official Records Book 31033, Page 2789, Public Records of Miami-Dade County, Florida.
- Easement benefits the subject property as shown in the Reciprocal Easement Exhibit hereon.*
19. Easement, granted from West Dade County Associates to City of Doral, recorded in Book 30703, Page 3534 of Official Records (as to Parcel 3).
- Easement is not located on or over Parcel 1 of the subject property.*
20. That certain unrecorded lease, by and between West Dade County Associates, Lessor, and Mall at Miami International, LLC, Lessee, as evidenced by that certain Memorandum of Lease, recorded in Book 21893, Page 1832; as affected by First Amendment to Memorandum of Lease recorded in Book 29004, Page 3924, of Official Records (as to Parcel 3).
- Lease does not cover Parcel 1 of the subject property. Not a survey related item.*
21. Terms and conditions of the Non-Disturbance and Attornment Agreement between West Dade County Associates and H & M Hennes & Mauritz LP and Mall at Miami International, LLC recorded in Book 28905, Page 3555 of Official Records (as to Parcel 3).
- Agreement does not cover Parcel 1 of the subject property. Not a survey related item.*
22. Easement, granted from West Dade County Associates to Miami-Dade County, recorded in Book 28295, Page 2779 of Official Records (as to Parcel 3).
- Easement is not located on or over Parcel 1 of the subject property.*
23. Easement granted to Florida Power & Light Company by instrument recorded in Book 28087, Page 4230 of Official Records (as to Parcel 3).
- Easement is not located on or over Parcel 1 of the subject property.*
24. Easement, granted from West Dade County Associates to Miami-Dade County, recorded in Book 25605, Page 1752 of Official Records (as to Parcel 3).
- Easement is not located on or over Parcel 1 of the subject property.*
25. Easement, granted from West Dade County Associates and West Dade County Associates II to Miami-Dade County, recorded in Book 25508, Page 136 of Official Records (as to Parcel 3).
- Easement is not located on or over Parcel 1 of the subject property.*
26. Easement, granted from West Dade County Associates and West Dade County Associates II to Miami-Dade County, recorded in Book 25508, Page 128 of Official Records (as to Parcel 3).
- Easement is not located on or over Parcel 1 of the subject property.*
27. Easement, granted from West Dade County Associates to Lehman Doral Partners LLC, recorded in Book 22741, Page 3000 of Official Records (as to Parcel 3).
- Easement is not located on or over Parcel 1 of the subject property.*
28. Easement, granted from West Dade County Associates to Lehman Doral Partners LLC, recorded in Book 22741, Page 2994 of Official Records (as to Parcel 3).
- Easement is not located on or over Parcel 1 nor does it benefit Parcel 1 of the subject property.*
30. That certain mortgage Amended, Restated and Consolidated Leasehold Mortgage and Security Agreement from Mall at Miami International, LLC, to Merrill Lynch Mortgage Lending, INC, recorded in Book 21686, Page 3109 of Official Records, as affected by that certain Assignment of Mortgage and Assignment of Assignment of Leases and Rents recorded in Book 22280, Page 2945 of Official Records; as affected by that certain Assignment of Mortgage and Assignment of Assignment of Leases and Rents recorded in Book 27018, Page 242 of Official Records; as affected by that certain Mortgage Extension Agreement recorded in Book 28044, Page 360 of Official Records; as affected by Subordination, Non-Disturbance and Attornment Agreement recorded in 28905, Page 3376 of Official Records; as affected by that certain Assignment of Mortgage recorded in Book 29004, Page 3936 of Official Records; as affected by that certain Amended and Restated Fee and Leasehold Mortgage, Assignment of Leases and Rents, Security Agreement & Fixture Filing recorded in 29004, Page 3948 of Official Records; as affected by that certain Assignment of Amended and Restated Fee and Leasehold Mortgage, Assignment of Leases and Rents, security Agreement & Fixture Filing recorded in Book 29144, Page 4713 of Official Records (as to Parcel 3), and the terms and conditions thereof.
- Mortgage and Agreements do not cover Parcel 1 of the subject property. Not a survey related item.*
31. Terms and conditions of the Entrance Feature Maintenance Agreement between West Dade County Associates and Miami-Dade County recorded in Book 21045, Page 2266 of Official Records (as to Parcel 3).
- Agreement does not cover Parcel 1 of the subject property. Not a survey related item.*
32. That certain mortgage Modification, Renewal and Restatement of Mortgage and Security Agreement from West Dade County Associates, to The Prudential Insurance Company of America, recorded in Book 16183, Page 391 of Official Records; as affected by that certain First Amendment to Modification, Renewal and Restatement of Mortgage and Security Agreement recorded in Book 19283, Page 1480 of Official Records (as to Parcel 3), and the terms and conditions thereof.
- Mortgage and Agreements do not cover Parcel 1 of the subject property. Not a survey related item.*
33. That certain unrecorded lease, by and between West Dade County Associates, Lessor, and The Prudential Insurance Company of America, Lessee, as evidenced by that certain Modified and Restated Assignment of Lessor's interest in Leases, recorded in Book 16183, Page 521 of Official Records; as affected by that certain Miami International Mall Subordination, Non-Disturbance and Attornment Agreement recorded in Book 16183, Page 656 of Official Records (as to Parcel 3).
- Lease does not cover Parcel 1 of the subject property. Not a survey related item.*
34. Easement granted to Florida Power & Light Company by instrument recorded in Book 13359, Page 1298 of Official Records (as to Parcel 3).
- Easement is not located on or over Parcel 1 of the subject property.*

SIGNIFICANT OBSERVATIONS

The surveyor did not observe any significant observations over or upon the subject property.

FLOOD NOTE

By graphic plotting only, the subject property is located within Zone "X" & "AH" as shown on Flood Insurance Rate Map, Community No. 120041 0286 L, Map Number 12086C0286L which bears an effective date of September 11, 2009 and is partially located in a special flood hazard area. As shown on the FEMA website (<https://www.fema.gov/cis/FL.html>) we have learned this community does currently participate in the program. Zone "X" denotes areas outside of the 500-year floodplain determined to be outside 1% annual chance floodplains. Zone "AE" denotes an area within the base floodplain where base flood elevations are provided. (Table A Item #3)

LEGAL

This survey was prepared for the purpose of this real estate transaction only and no further parties other than those certified above shall rely on it for any other purpose or transaction.

MISCELLANEOUS NOTES

1. BASIS OF BEARING : Bearings shown hereon are based on the Northwesterly Property line, as being North 45°00'00" East. Bearings and distances shown hereon are the same record as measured unless otherwise noted.
2. This property has indirect physical access to Northwest 107th Avenue, which is dedicated public road or highway, with no gaps, gores or overlaps. This access is provided by the easements for the benefit of the above described parcel contained in the easement and operating agreement recorded in Official Records Book 11411, Page 1044 as amended by instrument recorded in Official Records Book 15236, Page 2289.
3. Monuments have been recovered or placed at all corners of the property as shown hereon. (Table A Item #1)
4. Buildings located on this property are as shown. The address of this property was physically observed and noted as being 1625 Northwest 107th Avenue. (Table A Item #2)
5. The gross land area of this property is 565,950 square feet or 12.992 acres. (Table A Item #4)
6. The buildings shown on this survey reflect the exterior dimensions along with the square footage of each building as located at ground level. Measured heights of all buildings are noted to the highest point of the building above ground level. (Table A Item #7a, 7b1, & 7c)
7. All substantial features and improvements located and observed on site and within five feet of the property boundaries are shown. (Table A Item #8)
8. The relationship and location of this party wall are shown with the dimensions indicated as noted. (Table A Item #10)
9. Adjacent owner information was taken from the latest tax assessors property owners map when this land title survey was prepared. (Table A Item #13)
10. At the time of this survey, the building was not under construction including additions. No evidence of earth moving or other construction was observed. (Table A Item #16)
11. There are no proposed changes in street right-of-way lines according to the City of Doral, Miami - Dade County, and the Florida Department of Transportation. There is no observable evidence of recent street or sidewalk construction or repairs. (Table A Item #17)
12. There is no observable evidence of cemeteries, gravesites, and burial grounds at the time of this survey. No cemeteries, gravesites, and burial grounds were disclosed in the record documents provided to the surveyor.
13. No visible evidence of existing tanks or drainage fields were observed.
14. The boundary of the survey property as described forms a mathematically closed figure.

ZONING INFORMATION

The following zoning data was obtained from Zoning Report #7202400633, dated , April 29, 2024, prepared by NV5 Transaction Services - Zoning Division, (800) 787-8390. (Table A Item #6a & #6b)

Property information
City of Doral, Florida
Property Jurisdiction:
Retail (Tangible Sales)
Current Use:
CC, Corridor Commercial District
Current Zoning Designation:

Setbacks
Front
20 feet
Side
Street: 15 feet
Interior: 5 feet
Abutting Residential: 15 feet
Rear
5 feet
Abutting Residential: 15 feet
Height
Maximum Building Height
6 stories

Lot Size
Minimum Lot Area
1 acre
Minimum Lot Width
100 feet
Minimum Lot Depth
No requirement noted

Coverage
Maximum Lot Coverage
50%

Floor Area Ratio
Maximum Floor Area Ratio
First Floor: 0.5, Other Floors: 0.25

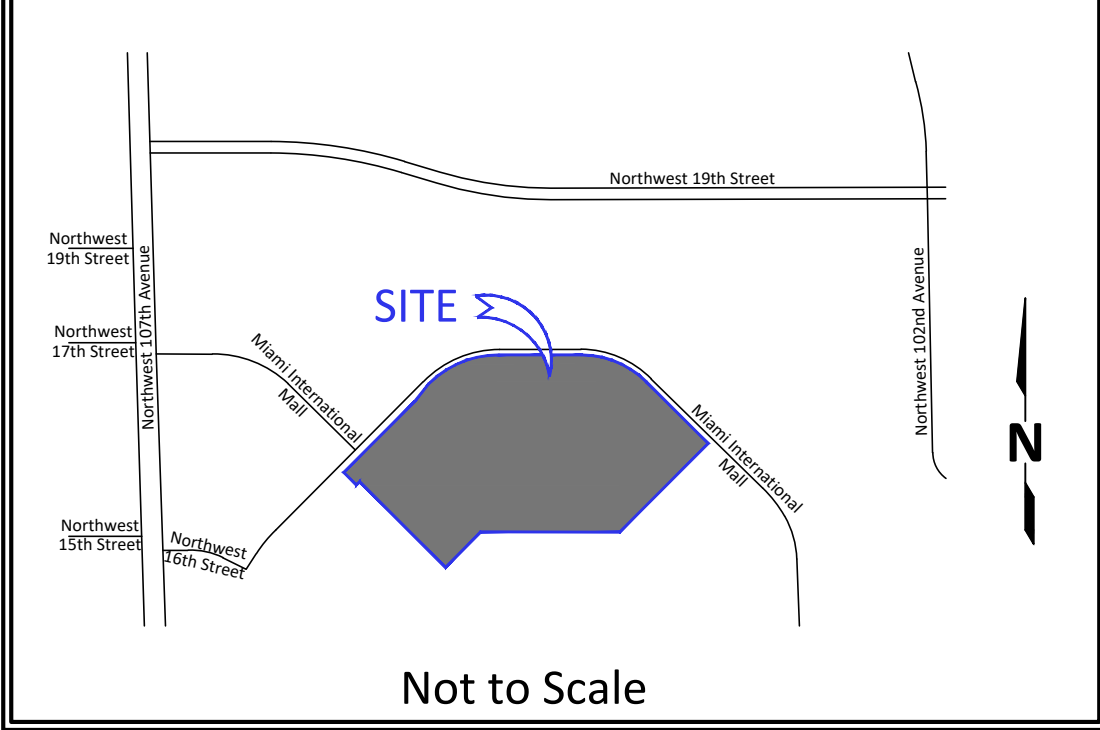
ON-SITE PARKING CALCULATIONS

Offstreet parking requirements per Zoning. (Table A Items #6a, #6b & #9)

Parking Formula
For retail uses within enclosed malls in excess of 300,000 square feet: 1 space/350 square feet GFA excluding theaters, restaurants, and food courts that shall provide parking spaces as per the respective uses in this matrix

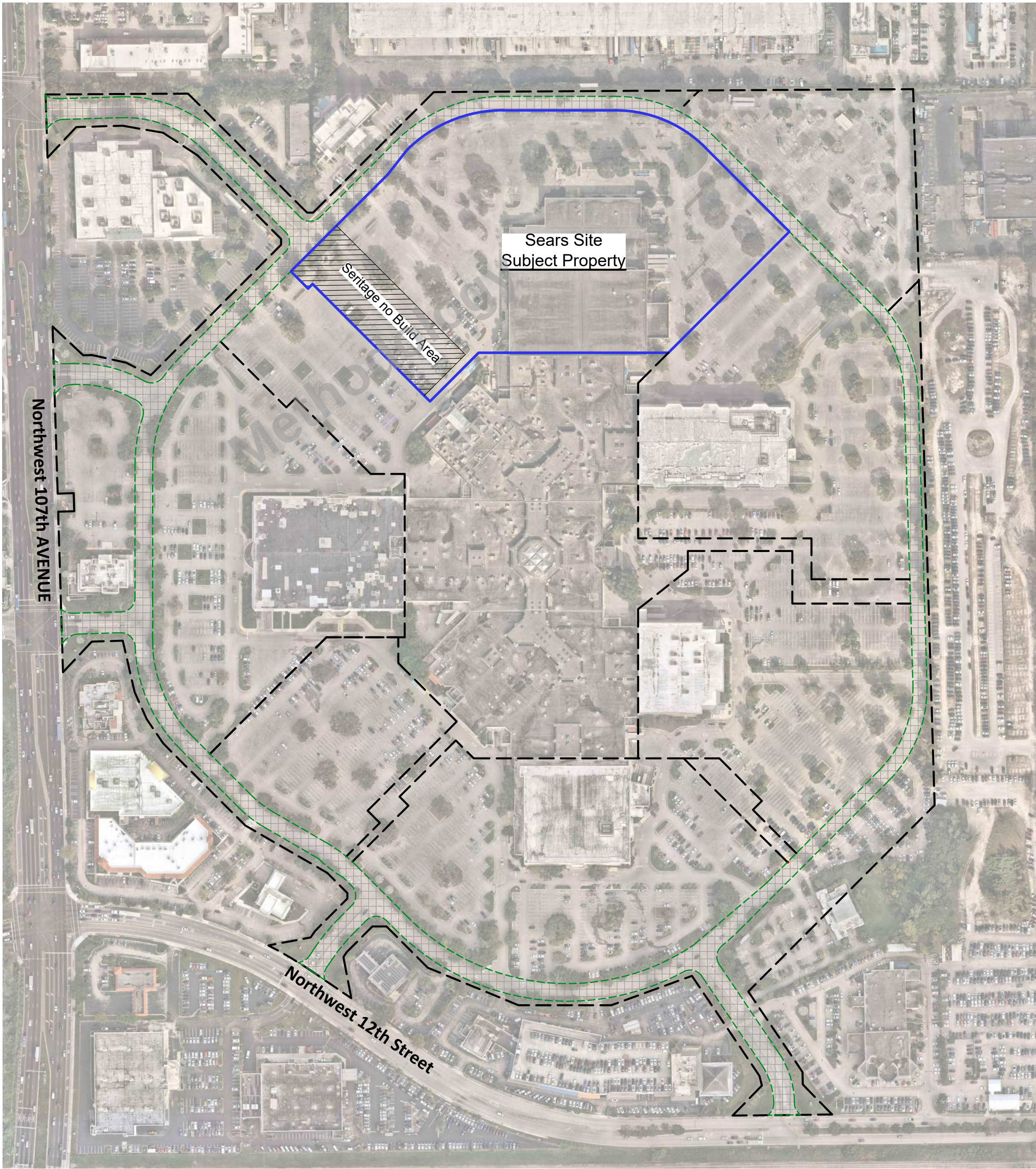
Required Parking
716 spaces
On Site Parking Observed
Regular Parking
877 spaces
Truck Bays Parking
6 spaces
Handicap Parking
24 spaces
Total Parking
907 spaces

VICINITY MAP



RECIPROCAL EASEMENT EXHIBIT

- Parcel 2 & 3
The exhibit below portrays the ingress and egress; drainage; utility; service; and parking easements which cover and benefit the subject property and over the properties shown in the exhibit below. The easements are blanket in nature.
- Parcel 2 : Permanent Access Easement
Parcel 3 : Ring Road Easement



See Sheet 2
for Survey Details

PROJECT REVISION RECORD

Date	Description	Date	Description
04/22/2024	First Draft	05/15/2024	Updated Title / Client Comments
04/25/2024	Network Comments	05/24/2024	Client Comments
04/30/2024	Zoning Report Reflected		
Field Work: SWH	Drafted: RFA	Checked by: AJK	

RECORD DESCRIPTION

The Land referred to herein below is situated in the County of Miami-Dade, State of Florida, and is described as follows:

Parcel 1:

A parcel of land located within Section 32, Township 53 South, Range 40 East, lying and being in Dade County, Florida and further bounded and described as follows:

Beginning at a pipe in concrete marking the Southwest corner of said Section 32, thence N 1° 43' 13" W, along the West line of said Section 32, a distance of 2644.15 feet to a point; thence N 89° 38' 52" E, a distance of 1228.85 feet to a point; thence S 0° 21' 08" E, a distance of 46.51 feet to the principal Point and Place of Beginning of the following description.

Thence due East, a distance of 280.00 feet to a point; thence 247.40 feet along an arc to the right, having a radius of 315.00 feet and a chord of 241.09 feet, bearing S 67° 30' 00" E to a point; thence S 45° 00' 00" E, a distance of 297.19 feet to a point; thence S 45° 00' 00" W, a distance of 426.52 feet to a point; thence due West, a distance of 472.87 feet to a point; thence S 45° 00' 00" W, a distance of 171.25 feet to a point; thence N 45° 00' 00" W, a distance of 413.50 feet to a point; thence S 45° 00' 00" W, a distance of 16.00 feet to a point; thence N 45° 00' 00" W, a distance of 60.63 feet to a point; thence N 45° 00' 00" E, a distance of 342.12 feet to a point; thence N 38° 11' 22.8" E, a distance of 75.89 feet to a point; thence 267.04 feet along an arc to the right, having a radius of 340.00 feet and a chord of 260.22 feet, bearing N 67° 30' 00" E to the principal Point and Place of Beginning.

Parcel 2:

Together with the easements for the benefit of the above described parcel contained in the easement and operating agreement recorded in Official Records Book 11411, Page 1044 as amended by instrument recorded in Official Records Book 15236, Page 2289, of the public records of Miami-Dade County, Florida.

Parcel 3:

Easement as shown in that certain Cross-Easement agreement by and between West Dade County Associates and Seritage SRC Finance LLC, recorded in Official Records Book 31033, Page 2789, of the public records of Miami-Dade County, Florida.

The lands surveyed, shown and described hereon are the same lands as described in the Title Commitment provided by First American Title Insurance Company, Commitment No. 3020-1129852, dated March 7, 2024.

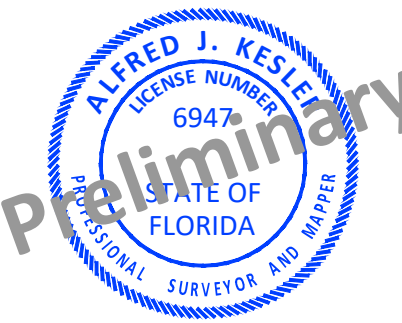
ALTA/NSPS LAND TITLE SURVEY

1625 Northwest 107th Avenue
NVS Project No. 202401251_001
1625 Northwest 107th Avenue, Doral (Miami), Florida
based upon Title Commitment No. 3020-1129852
of First American Title Insurance Company
bearing an effective date of March 7, 2024
Surveyor's Certification

To: Seritage SRC Finance LLC a Delaware limited liability company; Easton Real Estate Holdings LLC, a Florida limited liability company; Greenberg Traurig, P.A.; and First American Title Insurance Company, and Bock & Clark Corporation, an NVS Company.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1(except those States exempt), 2, 3, 4, 6a, 6b, 7a, 7b1, 7c, 8, 9, 10, 13, 14, 16, 17 and 19 of Table A thereof. The field work was completed on April 18, 2024.

I certify that this plat represents an actual ground survey made by me or under my direction, and it does conform to the requirements for the Minimum Technical Standards for property boundary surveys as found in Chapter 5J-17.052.



Alfred J. Kesler
Professional Surveyor and Mapper #6947
in the State of Florida

Date of Survey: April 18, 2024
Date of Last Revision: May 24, 2024
NVS Network Project No. 202401251-001 CMP

PRELIMINARY DOCUMENT
FOR REVIEW ONLY
This document is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

Survey performed by:
SOUTHERN
GEOMATICS
SERVICES
Southern Geomatics Services, LLC
3737 South Atlantic Avenue, Suite 402
Daytona Beach Shores, Florida 32118
Phone: (985) 801-9990
akesler@southerngeomatrics.com
Florida Licensed Business #8415
SGS Project #24-089

SHEET 1 OF 2

Bock & Clark Corporation
an NV5 Company

NV5

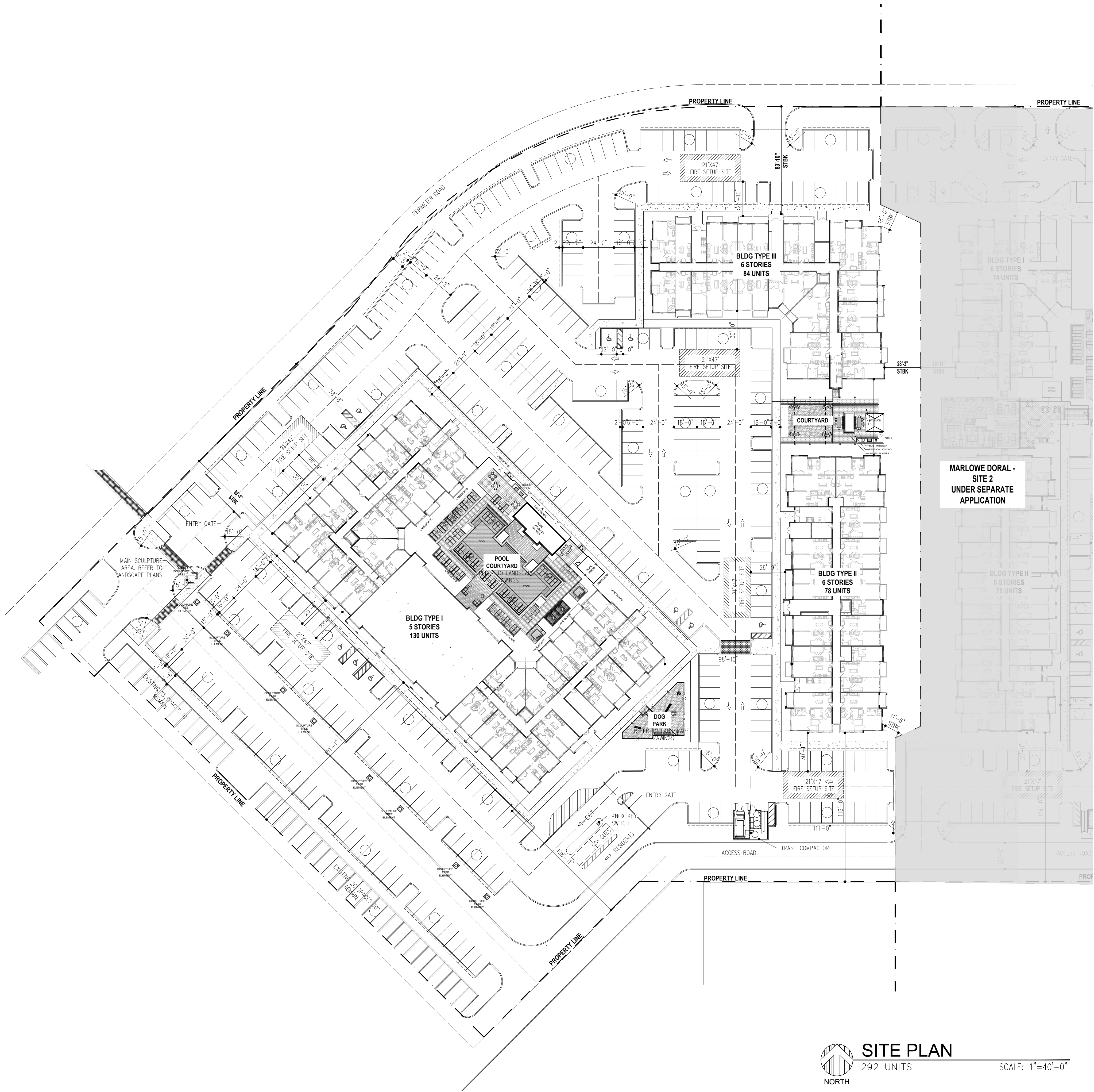
Transaction Services 1-800-SURVEYS (787-8397)
3550 W. Market Street, Suite 200, Akron, Ohio 44333
www.BockandClark.com maywhehelpyou@bockandclark.com www.NV5.com

SURVEY • ZONING • ENVIRONMENTAL ASSESSMENT

SITE DATA			
Property location	Miami International Mall - Sears Parcel		
Folio	35-3032-008-0050		
Zoning District:	MMU - Mall Mixed Use		
Future Land Use	MMU - Mall Mixed Use		
Proposed Use	Multifamily Residential		
Site Area	319,162 sf	7.327 acres	
Density Provided	292 units		
*Maximum density allocated per master development agreement.			
BUILDING SETBACKS		Required	Provided
Front - Perimeter Rd		20'-0"	83'-10"
Side - Interior		10'-0"	11'-6"
Rear - South		5'-0"	116'-0"
BUILDING HEIGHT		Allowed	Provided
Maximum Height		6 Stories	6 Stories
SITE STANDARDS		Required	Provided
Lot Coverage	N/A	21%	66,069 sf
FAR	1.75 FAR	558,534 sf	1.05 FAR
Open Space	15%	47,874 sf	334,602 sf
		31%	97,467 sf

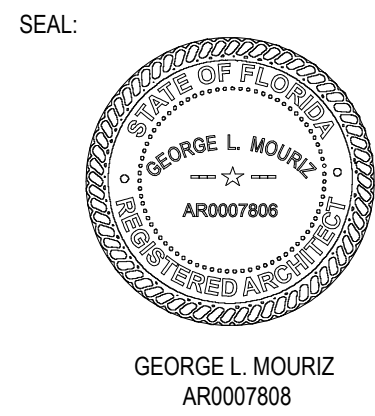
PARKING		
REQUIRED		
Unit Type	# of units or SF	# Spaces
1 BD @ 1.5 sp/du	126 units	189 sp
2 BD @ 1.5 sp/du	138 units	207 sp
3BD @ 1.5 sp/du	28 units	42 sp
Sub-Total	292 units	438 sp
Total Parking Required		438 sp
PROVIDED		
Type	Standard	HC
Surface	390 sp	10 sp
Existing Parking	44 sp	
Grand Total Parking Provided		444 sp
Parking Ratio	1.52 sp/du	

UNIT MIX							
Unit Type	Area	Building Type			# of Units	% of total	Leasable Area (NRSF)
		Type I	Type II	Type III			
1BD							
A1	744 sf.	38	18	20	76	43%	56,544 sf
A1.1	760 sf.	0	12	6	18		28,544 sf
A2	892 sf.	20	0	12	32		
Subtotal		58	30	38	126		85,088 sf
2BD							
B1	958 sf.	20	12	11	43	47%	41,194 sf.
B2	1,147 sf.	37	12	24	73		83,731 sf.
B2.1	1,053 sf.	5	12	5	22		23,166 sf.
Subtotal		62	36	40	138		148,091 sf.
3BD							
C1	1,329 sf.	10	12	6	28	10%	37,212 sf
Subtotal		10	12	6	28		37,212 sf.
# of Units/bldg		130	78	84			
# of Bldgs		1	1	1	3 bldgs.		
Grand Total # Units					292 units	100%	270,391 sf.
							926 avg sf/du



 **SITE PLAN**
292 UNITS
SCALE: 1"=40'-0"

REVISIONS:		
NO.:	DESCRIPTION:-	DATE:
	Site Plan Submittal	03/06/2026
DIGITAL SIGNATURE:		



Site Plan Submittal

Marlowe Doral -
Site 1
Doral, FL
GREYSTAR



MSA ARCHITECTS, INC.
AAC000895
8950 SW 74TH CT SUITE #1513
MIAMI, FLORIDA 33156
(305) 273-9911



TITLE:
SITE PLAN

Project No: 2290.1
Date: 03/06/2026
Scale: 1" = 40'-0"
Format: 24" x 36"
Drawn: LMS
Checked: LMS

SHEET:
SP.1



PROPERTY APPRAISER OF MIAMI-DADE COUNTY

Summary Report

Generated On: 04/30/2025

PROPERTY INFORMATION	
Folio	35-3032-008-0050
Property Address	1625 NW 107 AVE DORAL, FL 33172-2792
Owner	EWE RETAIL II LTD
Mailing Address	10165 NW 19 ST MIAMI, FL 33172
Primary Zone	6400 COMMERCIAL - CENTRAL
Primary Land Use	1311 DEPARTMENT STORE : RETAIL OUTLET
Beds / Baths / Half	0 / 0 / 0
Floors	2
Living Units	0
Actual Area	
Living Area	
Adjusted Area	189,395 Sq.Ft
Lot Size	565,951 Sq.Ft
Year Built	Multiple (See Building Info.)
Year Annexed	2004

ASSESSMENT INFORMATION			
Year	2024	2023	2022
Land Value	\$10,187,118	\$10,187,118	\$0
Building Value	\$100,000	\$100,000	\$0
Extra Feature Value	\$0	\$0	\$0
Market Value	\$10,287,118	\$10,287,118	\$4,444,530
Assessed Value	\$5,377,881	\$4,888,983	\$4,444,530

BENEFITS INFORMATION			
Benefit	Type	2024	2023 2022
Non-Homestead Cap	Assessment Reduction	\$4,909,237	\$5,398,135
Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).			

SHORT LEGAL DESCRIPTION	
MIAMI INTERNATIONAL MALL PROP	
PB 117-84	
PORT OF TR A DESC BEG 46.51FTS &	
1228.85FTE OF NW COR OF SEC 32	
CONT E280FT SELY AD 247.40FT S	



TAXABLE VALUE INFORMATION			
Year	2024	2023	2022
COUNTY			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$5,377,881	\$4,888,983	\$4,444,530
SCHOOL BOARD			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$10,287,118	\$10,287,118	\$4,444,530
CITY			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$5,377,881	\$4,888,983	\$4,444,530
REGIONAL			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$5,377,881	\$4,888,983	\$4,444,530

SALES INFORMATION			
Previous Sale	Price	OR Book-Page	Qualification Description
10/10/2024	\$17,100,000	34466-4700	Qual by exam of deed
07/07/2015	\$100	29702-1422	Corrective, tax or QCD; min consideration

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

ATTACHMENT B

Study Intersections & Project Traffic Distribution



ATTACHMENT C

Growth Rate Data & Calculations

**GROWTH RATE CALCULATION
INTERNATIONAL MALL RESIDENCES**

Roadway	FDOT Site	Linear	Exponential	Decaying Exponential
NW 19 Street w/o NW 102 Avenue	878668	6.32%	4.58%	4.31%
NW 12 Street e/o NW 107 Avenue	878654	-1.09%	-1.18%	-1.59%
NW 107 Avenue n/o NW 12 Street	878229	-1.02%	-1.08%	-0.85%
Average Growth Rate				0.93%



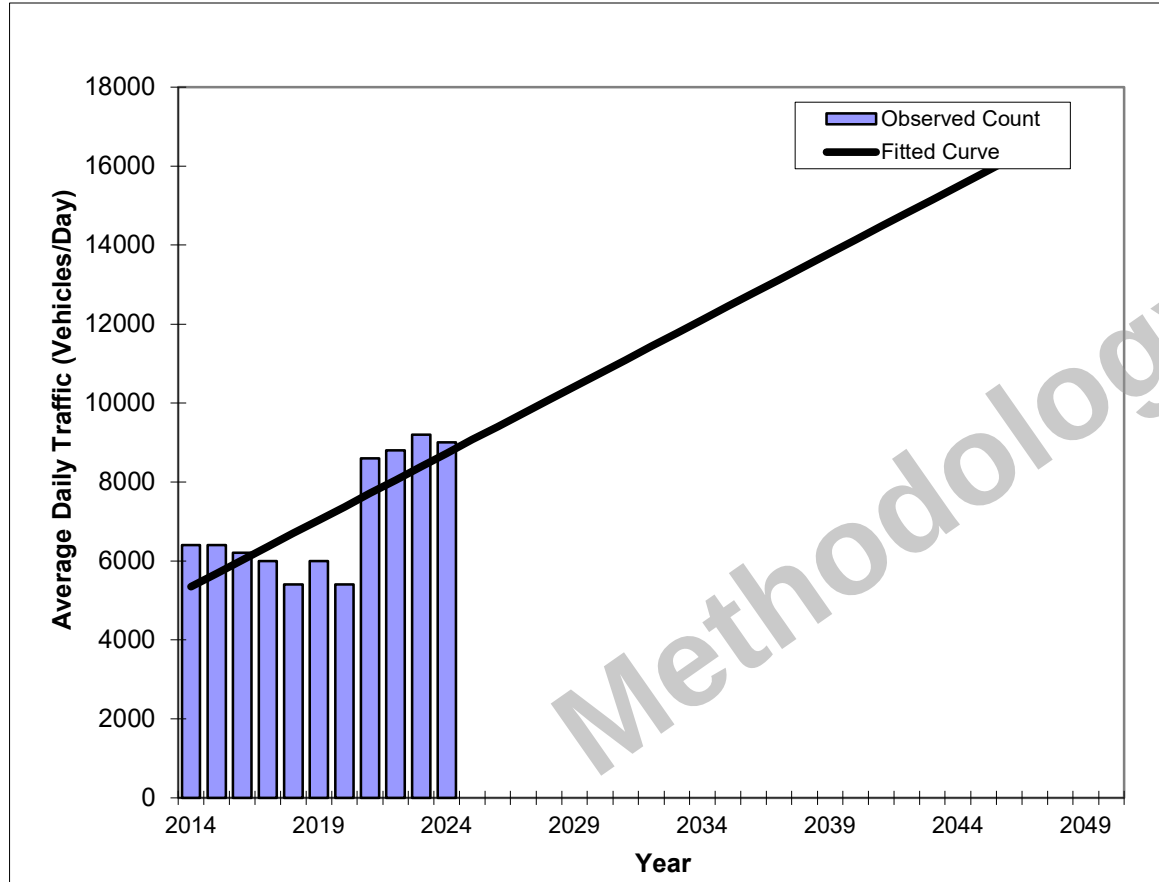
Methodology

Traffic Trends - V2023

-- NW 19 STREET 400' WEST OF NW 102 AVE

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878668
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	6,400	5,350
2015	6,400	5,680
2016	6,200	6,020
2017	6,000	6,360
2018	5,400	6,700
2019	6,000	7,040
2020	5,400	7,370
2021	8,600	7,710
2022	8,800	8,050
2023	9,200	8,390
2024	9,000	8,730
2025 Opening Year Trend		
2025	N/A	9,070
2027 Interim Year Trend		
2027	N/A	9,740
2028 Design Year Trend		
2028	N/A	10,080
FSUTMS Forecasts/Trends		

Annual Trend Increase:	338
Trend R-squared:	54.45%
Trend Annual Historic Growth Rate:	6.32%
Trend Growth Rate (2024 to Design Year)	3.87%
Printed:	5/8/2025
Linear Growth Option	

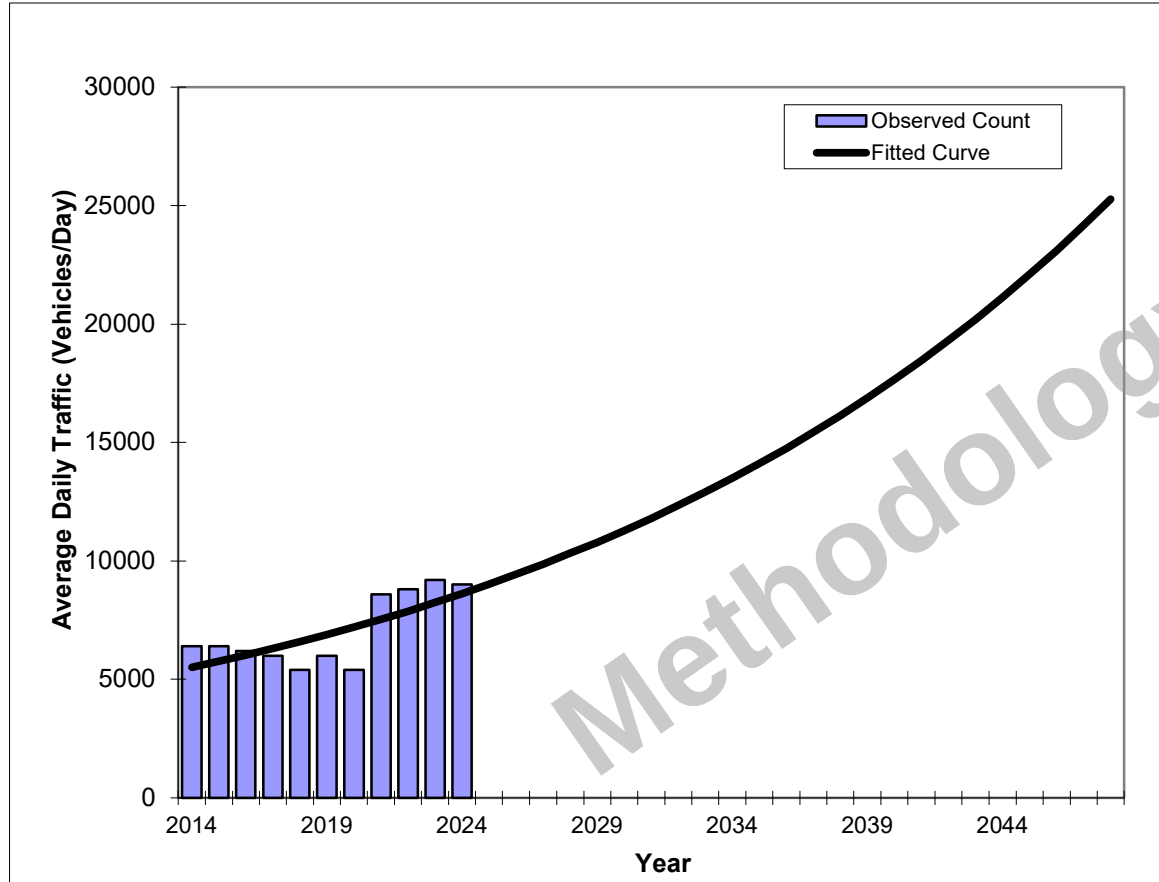
*Axle-Adjusted

Traffic Trends - V2023

-- NW 19 STREET 400' WEST OF NW 102 AVE

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878668
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	6,400	5,510
2015	6,400	5,760
2016	6,200	6,030
2017	6,000	6,300
2018	5,400	6,590
2019	6,000	6,890
2020	5,400	7,210
2021	8,600	7,540
2022	8,800	7,880
2023	9,200	8,250
2024	9,000	8,620
2025 Opening Year Trend		
2025	N/A	9,020
2027 Interim Year Trend		
2027	N/A	9,860
2028 Design Year Trend		
2028	N/A	10,320
FSUTMS Forecasts/Trends		

Trend R-squared:	49.81%
Compounded Annual Historic Growth Rate:	4.58%
Compounded Growth Rate (2024 to Design Year)	4.60%
Printed:	5/8/2025
Exponential Growth Option	

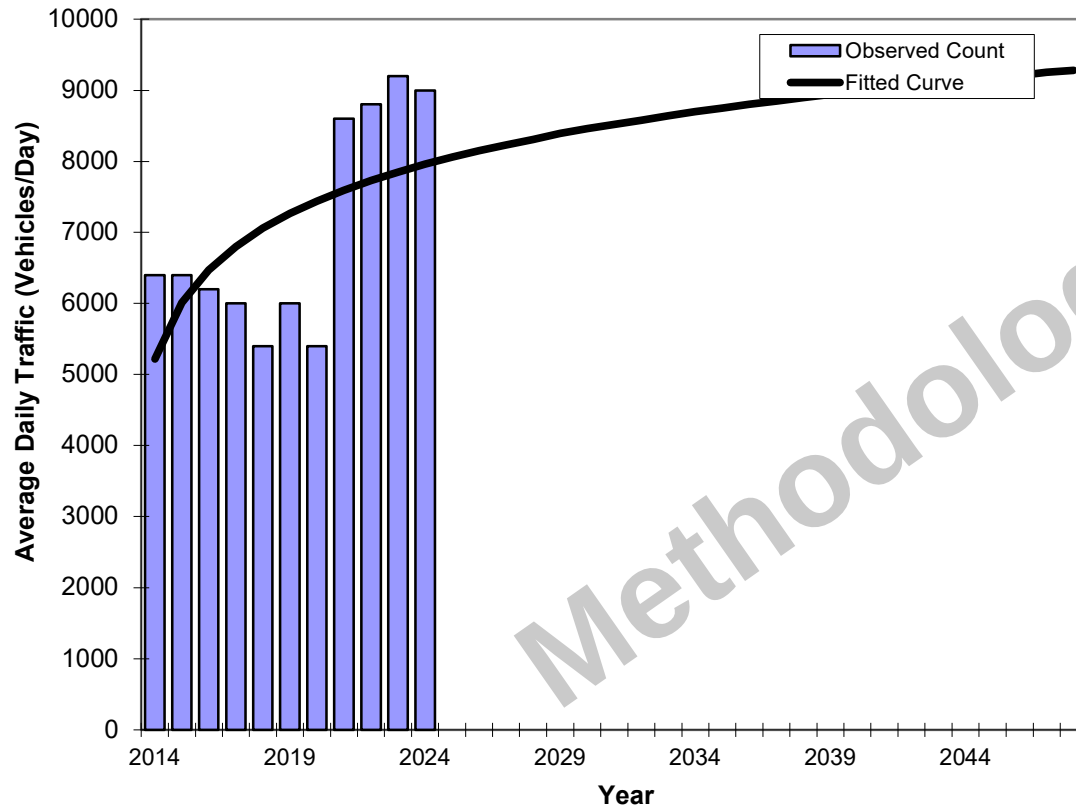
*Axle-Adjusted

Traffic Trends - V2023

-- NW 19 STREET 400' WEST OF NW 102 AVE

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878668
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	6,400	5,220
2015	6,400	6,010
2016	6,200	6,470
2017	6,000	6,800
2018	5,400	7,060
2019	6,000	7,270
2020	5,400	7,440
2021	8,600	7,590
2022	8,800	7,730
2023	9,200	7,850
2024	9,000	7,960
2025 Opening Year Trend		
2025	N/A	8,060
2027 Interim Year Trend		
2027	N/A	8,230
2028 Design Year Trend		
2028	N/A	8,310
FSUTMS Forecasts/Trends		

Trend R-squared: 31.39%
 Compounded Annual Historic Growth Rate: 4.31%
 Compounded Growth Rate (2024 to Design Year): 1.08%
 Printed: 5/8/2025

Decaying Exponential Growth Option

*Axle-Adjusted

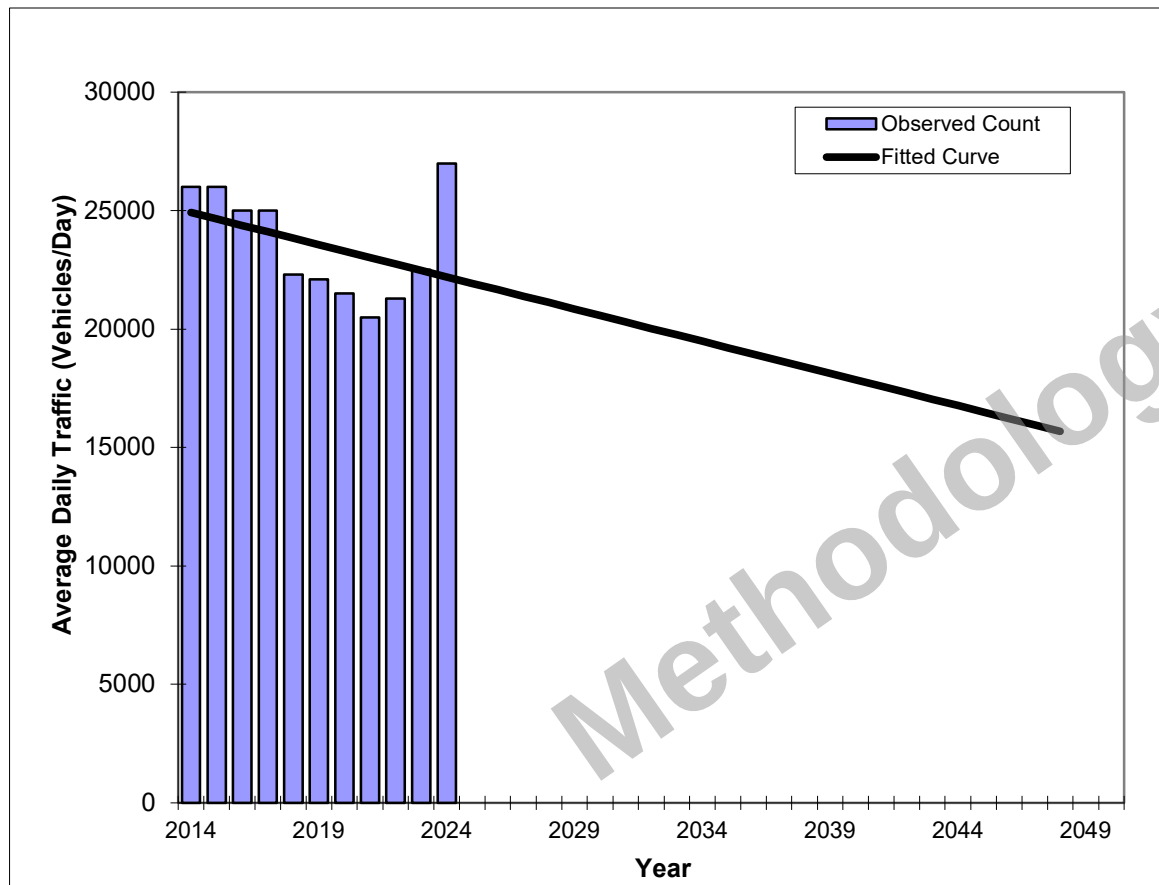
Traffic Trends - V2023

-- NW 12TH ST, 0.3 MI E OF NW 107TH ST, DORAL

FM #	
Location	1

County:
Station #:
Roadway:

Miami-Dade (87)
878654



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	26,000	24,920
2015	26,000	24,650
2016	25,000	24,380
2017	25,000	24,110
2018	22,300	23,840
2019	22,100	23,560
2020	21,500	23,290
2021	20,500	23,020
2022	21,300	22,750
2023	22,500	22,480
2024	27,000	22,200
2025 Opening Year Trend		
2025	N/A	21,930
2027 Interim Year Trend		
2027	N/A	21,390
2028 Design Year Trend		
2028	N/A	21,120
FSUTMS Forecasts/Trends		

Annual Trend Decrease:	272
Trend R-squared:	15.80%
Trend Annual Historic Growth Rate:	-1.09%
Trend Growth Rate (2024 to Design Year)	-1.22%
Printed:	5/8/2025
Linear Growth Option	

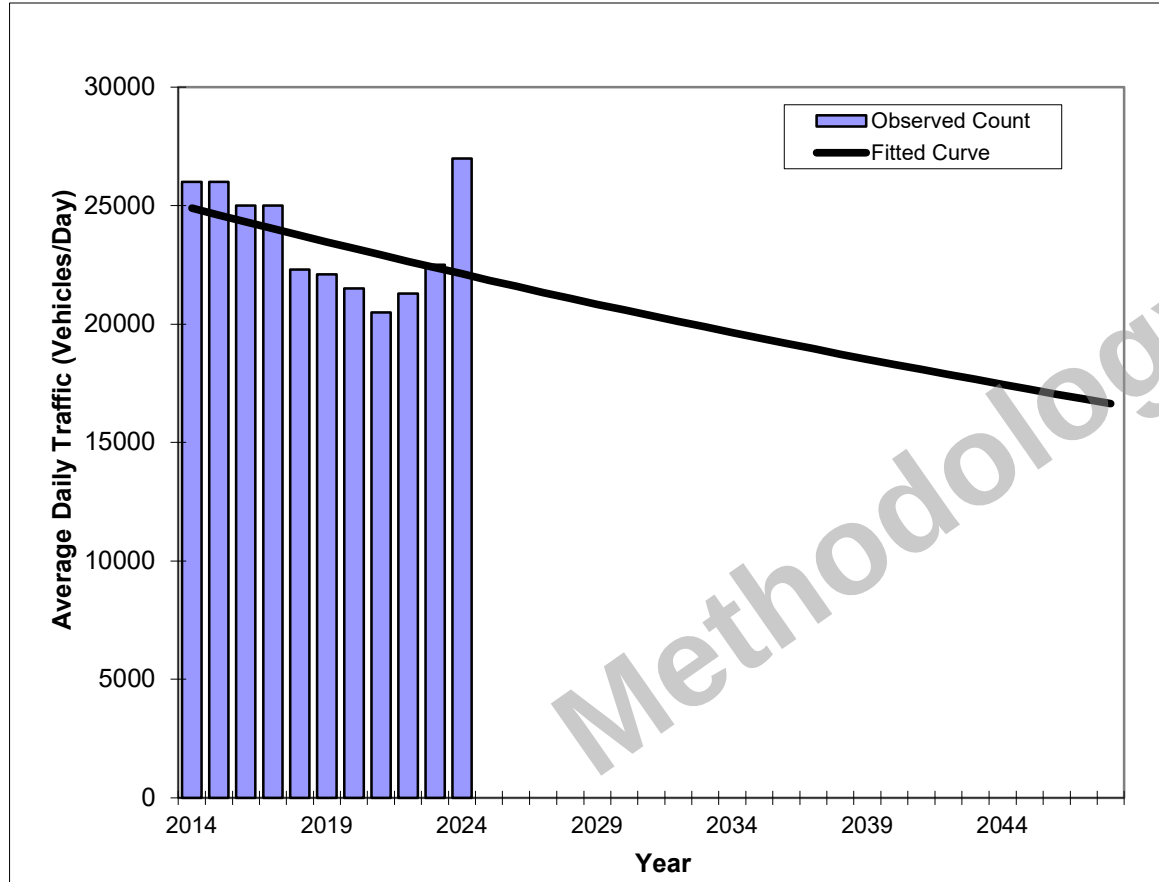
*Axle-Adjusted

Traffic Trends - V2023

-- NW 12TH ST, 0.3 MI E OF NW 107TH ST, DORAL

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878654
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	26,000	24,900
2015	26,000	24,600
2016	25,000	24,310
2017	25,000	24,030
2018	22,300	23,740
2019	22,100	23,470
2020	21,500	23,190
2021	20,500	22,920
2022	21,300	22,650
2023	22,500	22,380
2024	27,000	22,120
2025 Opening Year Trend		
2025	N/A	21,850
2027 Interim Year Trend		
2027	N/A	21,340
2028 Design Year Trend		
2028	N/A	21,090
FSUTMS Forecasts/Trends		

Trend R-squared: 16.79%
 Compounded Annual Historic Growth Rate: -1.18%
 Compounded Growth Rate (2024 to Design Year): -1.19%
 Printed: 5/8/2025

Exponential Growth Option

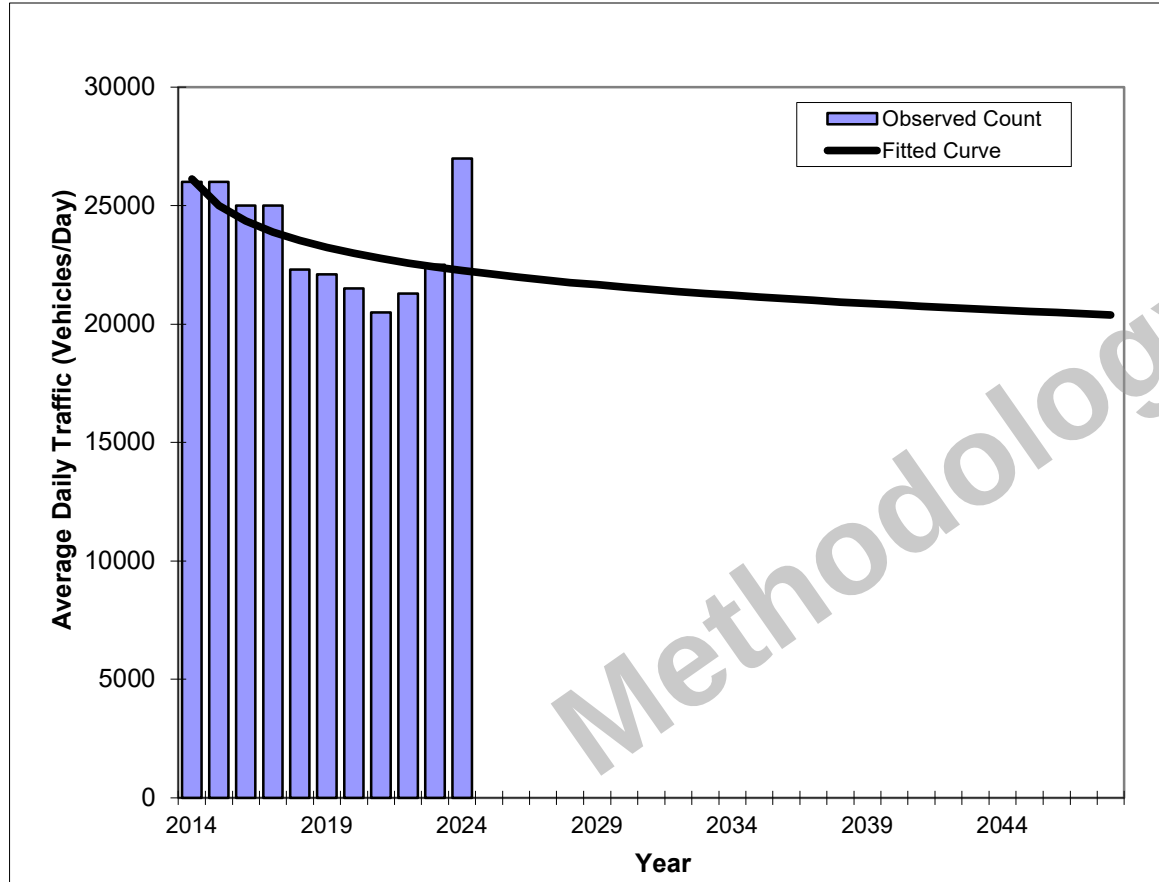
*Axle-Adjusted

Traffic Trends - V2023

-- NW 12TH ST, 0.3 MI E OF NW 107TH ST, DORAL

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878654
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	26,000	26,130
2015	26,000	25,010
2016	25,000	24,360
2017	25,000	23,890
2018	22,300	23,530
2019	22,100	23,240
2020	21,500	22,990
2021	20,500	22,770
2022	21,300	22,580
2023	22,500	22,410
2024	27,000	22,260
2025 Opening Year Trend		
2025	N/A	22,120
2027 Interim Year Trend		
2027	N/A	21,870
2028 Design Year Trend		
2028	N/A	21,760
FSUTMS Forecasts/Trends		

Trend R-squared: 28.15%
 Compounded Annual Historic Growth Rate: -1.59%
 Compounded Growth Rate (2024 to Design Year): -0.57%
 Printed: 5/8/2025

Decaying Exponential Growth Option

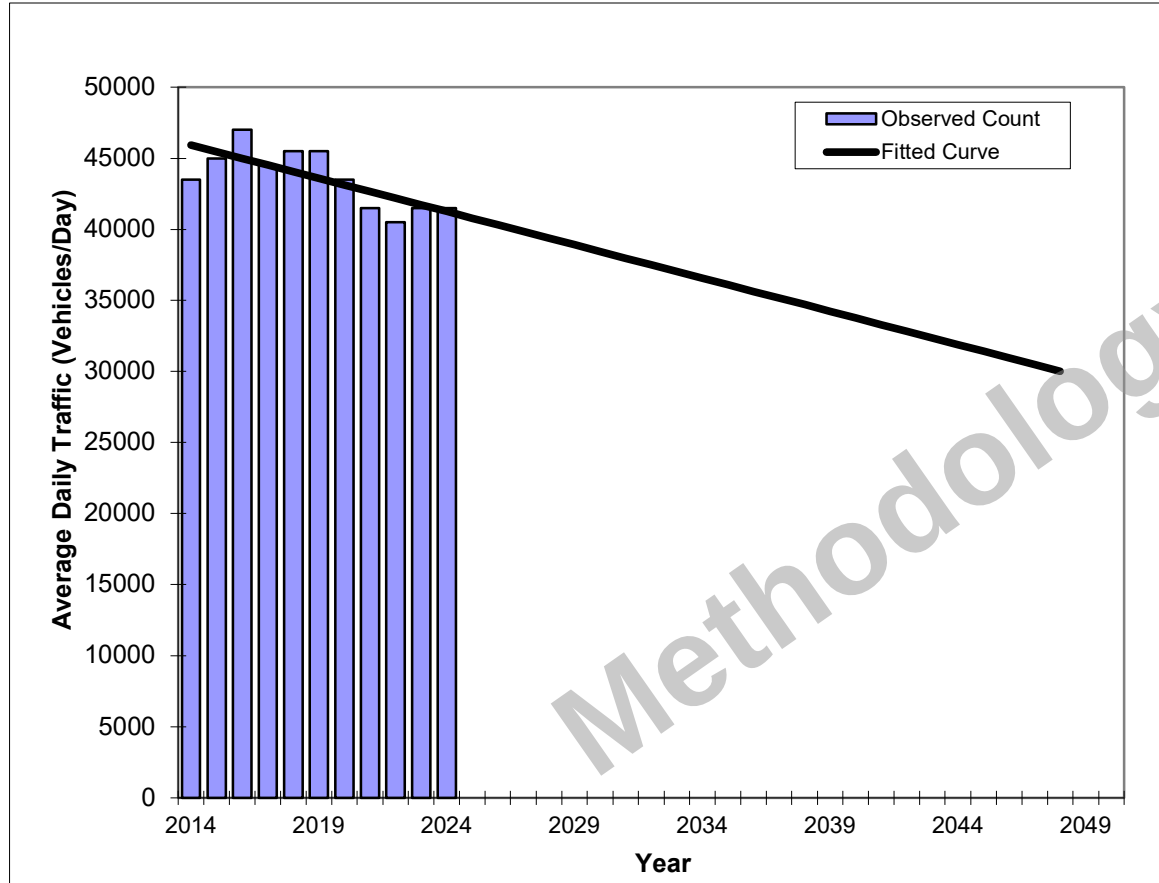
*Axle-Adjusted

Traffic Trends - V2023

-- NW 107TH AVE, 200' NORTH OF NW 12TH STREET

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878229
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	43,500	45,930
2015	45,000	45,460
2016	47,000	45,000
2017	44,500	44,530
2018	45,500	44,060
2019	45,500	43,590
2020	43,500	43,120
2021	41,500	42,650
2022	40,500	42,190
2023	41,500	41,720
2024	41,500	41,250
2025 Opening Year Trend		
2025	N/A	40,780
2027 Interim Year Trend		
2027	N/A	39,850
2028 Design Year Trend		
2028	N/A	39,380
FSUTMS Forecasts/Trends		

Annual Trend Decrease:	468
Trend R-squared:	54.29%
Trend Annual Historic Growth Rate:	-1.02%
Trend Growth Rate (2024 to Design Year)	-1.13%
Printed:	5/8/2025
Linear Growth Option	

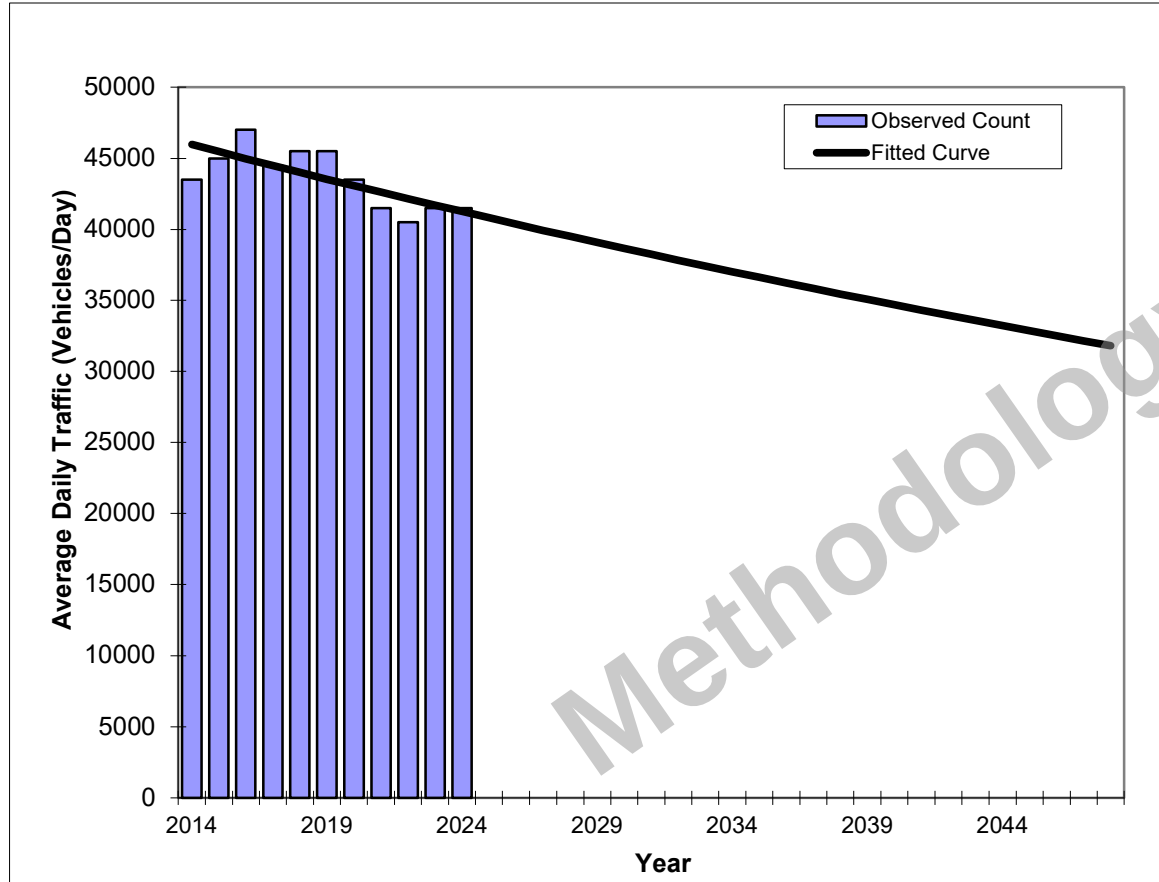
*Axle-Adjusted

Traffic Trends - V2023

-- NW 107TH AVE, 200' NORTH OF NW 12TH STREET

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878229
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	43,500	45,970
2015	45,000	45,470
2016	47,000	44,980
2017	44,500	44,500
2018	45,500	44,020
2019	45,500	43,540
2020	43,500	43,080
2021	41,500	42,610
2022	40,500	42,150
2023	41,500	41,700
2024	41,500	41,250
2025 Opening Year Trend		
2025	N/A	40,810
2027 Interim Year Trend		
2027	N/A	39,930
2028 Design Year Trend		
2028	N/A	39,500
FSUTMS Forecasts/Trends		

Trend R-squared: 54.96%
 Compounded Annual Historic Growth Rate: -1.08%
 Compounded Growth Rate (2024 to Design Year): -1.08%
 Printed: 5/8/2025

Exponential Growth Option

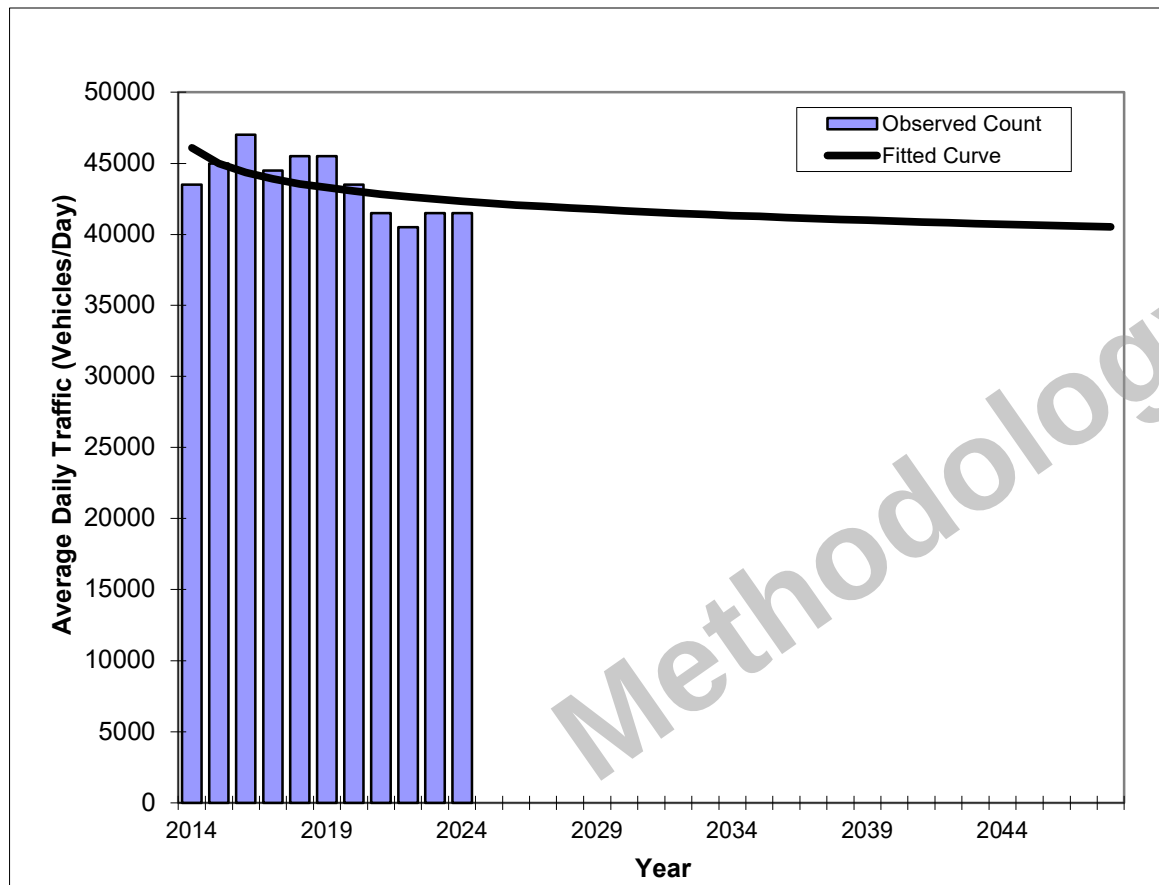
*Axle-Adjusted

Traffic Trends - V2023

-- NW 107TH AVE, 200' NORTH OF NW 12TH STREET

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878229
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	43,500	46,080
2015	45,000	44,990
2016	47,000	44,360
2017	44,500	43,910
2018	45,500	43,560
2019	45,500	43,280
2020	43,500	43,040
2021	41,500	42,830
2022	40,500	42,640
2023	41,500	42,480
2024	41,500	42,330
2025 Opening Year Trend		
2025	N/A	42,200
2027 Interim Year Trend		
2027	N/A	41,950
2028 Design Year Trend		
2028	N/A	41,850
FSUTMS Forecasts/Trends		

Trend R-squared: 30.48%
 Compounded Annual Historic Growth Rate: -0.85%
 Compounded Growth Rate (2024 to Design Year): -0.28%
 Printed: 5/8/2025

Decaying Exponential Growth Option

*Axle-Adjusted

ATTACHMENT D

Trip Generation Calculations & ITE Data

Methodology

TRIP GENERATION ANALYSIS
INTERNATIONAL MALL RESIDENCES

DAILY

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips			Internal Trips				Driveway Volumes			Pass-by		Net New Trips		
						In	Out	Total	In	Out	Total	%	In	Out	Total	Trips	%	In	Out	Total
EXISTING USE																				
Shopping Center	820	1,241,055 SF	T = 26.11 (X) + 5,864	50%	50%	19,134	19,134	38,268	0	0	0	0.0%	19134	19134	38268	0	0%	19,134	19,134	38,268
Sub Total						19,134	19,134	38,268	0	0	0		19,134	19,134	38,268	0		19,134	19,134	38,268
PROPOSED USES																				
Multifamily Housing (Mid-Rise)	221	512 DU	T = 4.77 (X) - 46.46	50%	50%	1,198	1,198	2,396	395	455	850	35.5%	803	743	1,546	0	0%	803	743	1,546
Shopping Center	820	1,051,660 SF	T = 26.11 (X) + 5,864	50%	50%	16,662	16,661	33,323	455	395	850	2.6%	16,207	16,266	32,473	0	0%	16,207	16,266	32,473
Sub Total						17,860	17,859	35,719	850	850	1,700		17,010	17,009	34,019	0		17,010	17,009	34,019
Difference (Proposed less Existing)						-1,274	-1,275	-2,549	850	850	1,700		-2,124	-2,125	-4,249			-2,124	-2,125	-4,249

MORNING PEAK HOUR

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips			Internal Trips				Driveway Volumes			Pass-by		Net New Trips		
						In	Out	Total	In	Out	Total	%	In	Out	Total	Trips	%	In	Out	Total
EXISTING USE																				
Shopping Center	820	1,241,055 SF	T = 0.59 (X) + 133.55	62%	38%	537	329	866	0	0	0	0.0%	537	329	866	0	0%	537	329	866
Sub Total						537	329	866	0	0	0		537	329	866	0	0%	537	329	866
PROPOSED USES																				
Multifamily Housing (Mid-Rise)	221	512 DU	T = 0.44 (X) - 11.61	23%	77%	49	165	214	1	2	3	1.4%	48	163	211	0	0%	48	163	211
Shopping Center	820	1,051,660 SF	T = 0.59 (X) + 133.55	62%	38%	467	287	754	2	1	3	0.4%	465	286	751	0	0%	465	286	751
Sub Total						516	452	968	3	3	6		513	449	962	0		513	449	962
Difference (Proposed less Existing)						-21	123	102	3	3	6		-24	120	96			-24	120	96

AFTERNOON PEAK HOUR

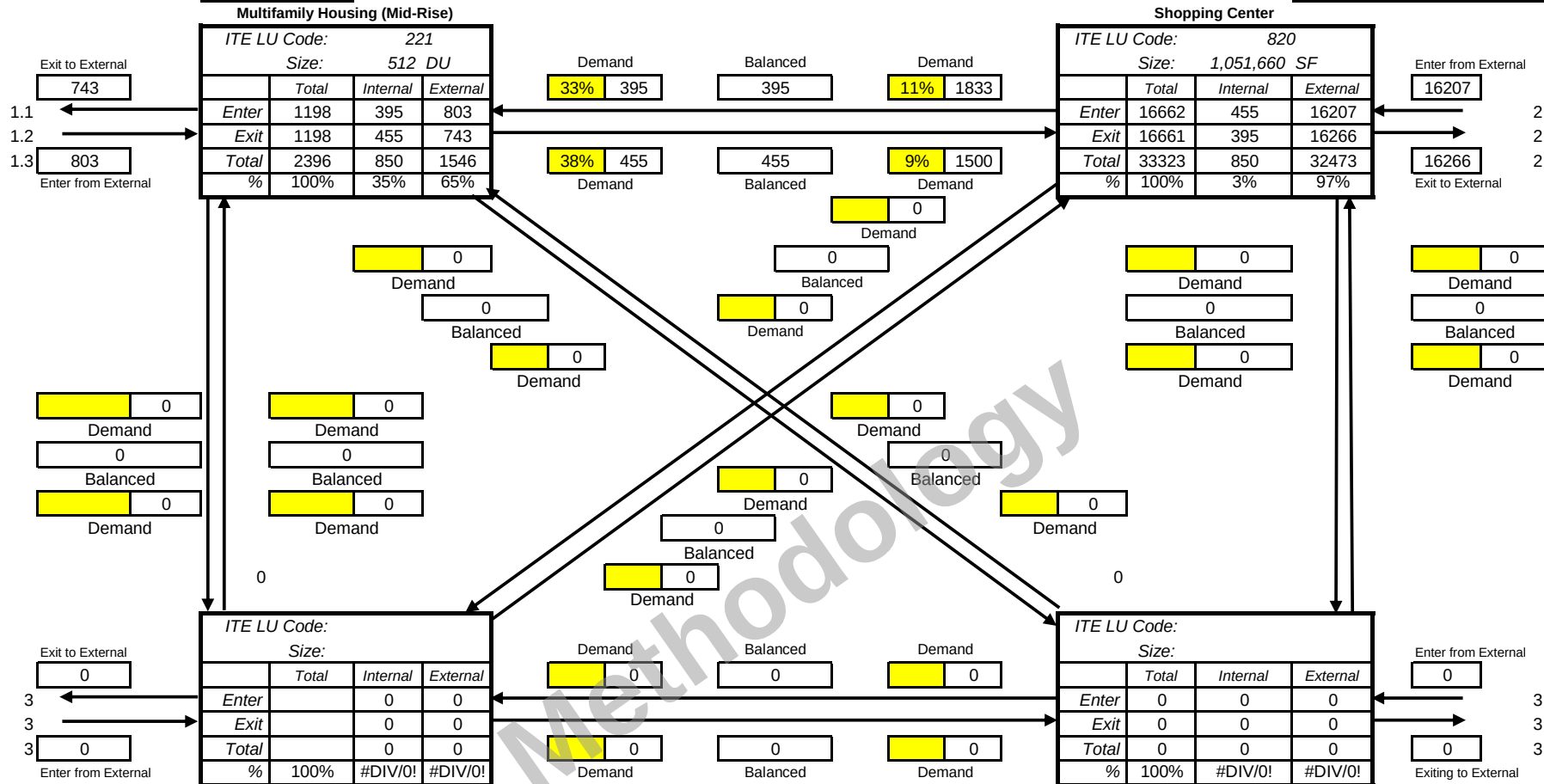
Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips			Internal Trips				Driveway Volumes			Pass-by		Net New Trips		
						In	Out	Total	In	Out	Total	%	In	Out	Total	Trips	%	In	Out	Total
EXISTING USE																				
Shopping Center	820	1,241,055 SF	Ln (T) = 0.72 Ln(X) + 3.02	48%	52%	1,661	1,799	3,460	0	0	0	0.0%	1661	1799	3460	657	19%	1,333	1,470	2,803
Sub Total						1,661	1,799	3,460	0	0	0		1,661	1,799	3,460	657	0%	1,333	1,470	2,803
PROPOSED USES																				
Multifamily Housing (Mid-Rise)	221	512 DU	T = 0.26 (X) + 23.12	61%	39%	122	78	200	56	33	89	44.5%	66	45	111	0	0%	66	45	111
Shopping Center	820	1,051,660 SF	Ln (T) = 0.72 Ln(X) + 3.02	48%	52%	1,474	1,597	3,071	33	56	89	2.9%	1441	1541	2982	567	19%	1,158	1,257	2,415
Sub Total						1,596	1,675	3,271	89	89	178		1,507	1,586	3,093	567		1,224	1,302	2,526
Difference (Proposed less Existing)						-65	-124	-189	89	89	178		-154	-213	-367			-109	-168	-277



Analyst JPK
Data 5/8/2025

MULTI-USE DEVELOPMENT
TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt INTERNATIONAL MALL RESIDENCES
Time Period Daily
Shopping Center



Net External Trips for Multi-Use Development

	Multifamily Housing (Mid-Rise)	Shopping Center	0	0	TOTAL
Enter	803	16207	0	0	17010
Exit	743	16266	0	0	17009
Total	1546	32473	0	0	34019
Single-Use Trip Gen.Est	2396	33323	0	0	35719

INTERNAL CAPTURE 5%

Source: Kaku Associates, Inc.

Net Internal Trips for Multi-Use Development

	In	Out	TOTAL
1 Multifamily Housing (Mid-Rise)	395	455	850
2 Shopping Center	455	395	850
3 0	0	0	0
4 0	0	0	0
Total	850	850	1700

Analyst
Data

JPK

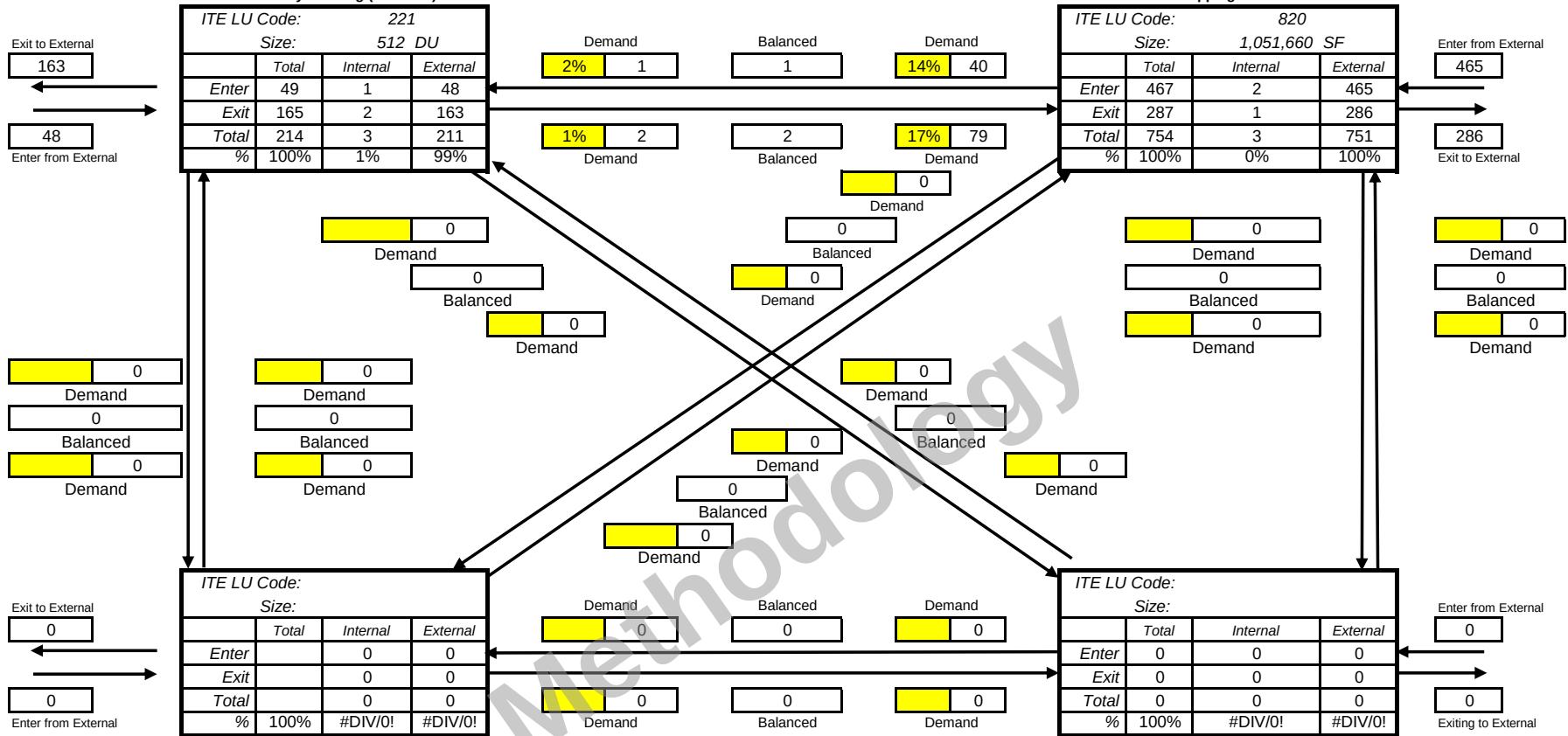
5/8/2025

MULTI-USE DEVELOPMENT
TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt
Time Period
Shopping Center

INTERNATIONAL MALL RESIDENCES

AM Peak Hour



Net External Trips for Multi-Use Development

	Multifamily Housing (Mid-Rise)	Shopping Center	0	0	TOTAL
Enter	48	465	0	0	513
Exit	163	286	0	0	449
Total	211	751	0	0	962
Single-Use Trip Gen.Est	214	754	0	0	968

Source: Kaku Associates, Inc.

INTERNAL CAPTURE

1%

Net Internal Trips for Multi-Use Development

	In	Out	TOTAL
Multifamily Housing (Mid-Rise)	1	2	3
Shopping Center	2	1	3
0	0	0	0
0	0	0	0
Total	3	3	6

Analyst
Data

JPK
5/8/2025

MULTI-USE DEVELOPMENT **TRIP GENERATION AND INTERNAL CAPTURE SUMMARY**

Name of Dvlp't
Time Period

INTERNATIONAL MALL RESIDENCES
PM Peak Hour

Shopping Center

Exit to External
45

66
Enter from External

ITE LU Code: 221			
Size: 512 DU			
	Total	Internal	External
Enter	122	56	66
Exit	78	33	45
Total	200	89	111
%	100%	45%	56%

Demand
46% 56

Balanced
56

Demand
26% 415

ITE LU Code: 820			
Size: 1,051,660 SF			
	Total	Internal	External
Enter	1474	33	1441
Exit	1597	56	1541
Total	3071	89	2982
%	100%	3%	97%

Enter from External
1441

1541
Exit to External

Demand 0
0
Balanced
0
Demand

Demand 0
0
Balanced
0
Demand

Demand 0

Demand 0
Balanced 0
Demand 0

Demand 0
0
Balanced
0
Demand

Demand 0
0
Balanced
0
Demand

Exit to External
0

0
Enter from External

ITE LU Code:			
Size:			
	Total	Internal	External
Enter		0	0
Exit		0	0
Total		0	0
%	100%		

Demand 0

Balanced 0

Demand 0

ITE LU Code:			
Size:			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	100%	#DIV/0!	#DIV/0!

Enter from External
0

0
Exiting to External

Net External Trips for Multi-Use Development

	Multifamily Housing (Mid-Rise)	Shopping Center	0	0	TOTAL
Enter	66	1441	0	0	1507
Exit	45	1541	0	0	1586
Total	111	2982	0	0	3093
Single-Use Trip Gen.Est	200	3071	0	0	3271

Source: Kaku Associates, Inc.

INTERNAL CAPTURE

5%

Net Internal Trips for Multi-Use Development

	In	Out	TOTAL
1 Multifamily Housing (Mid-Rise)	56	33	89
2 Shopping Center	33	56	89
3 0	0	0	0
4 0	0	0	0
Total	89	89	178

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

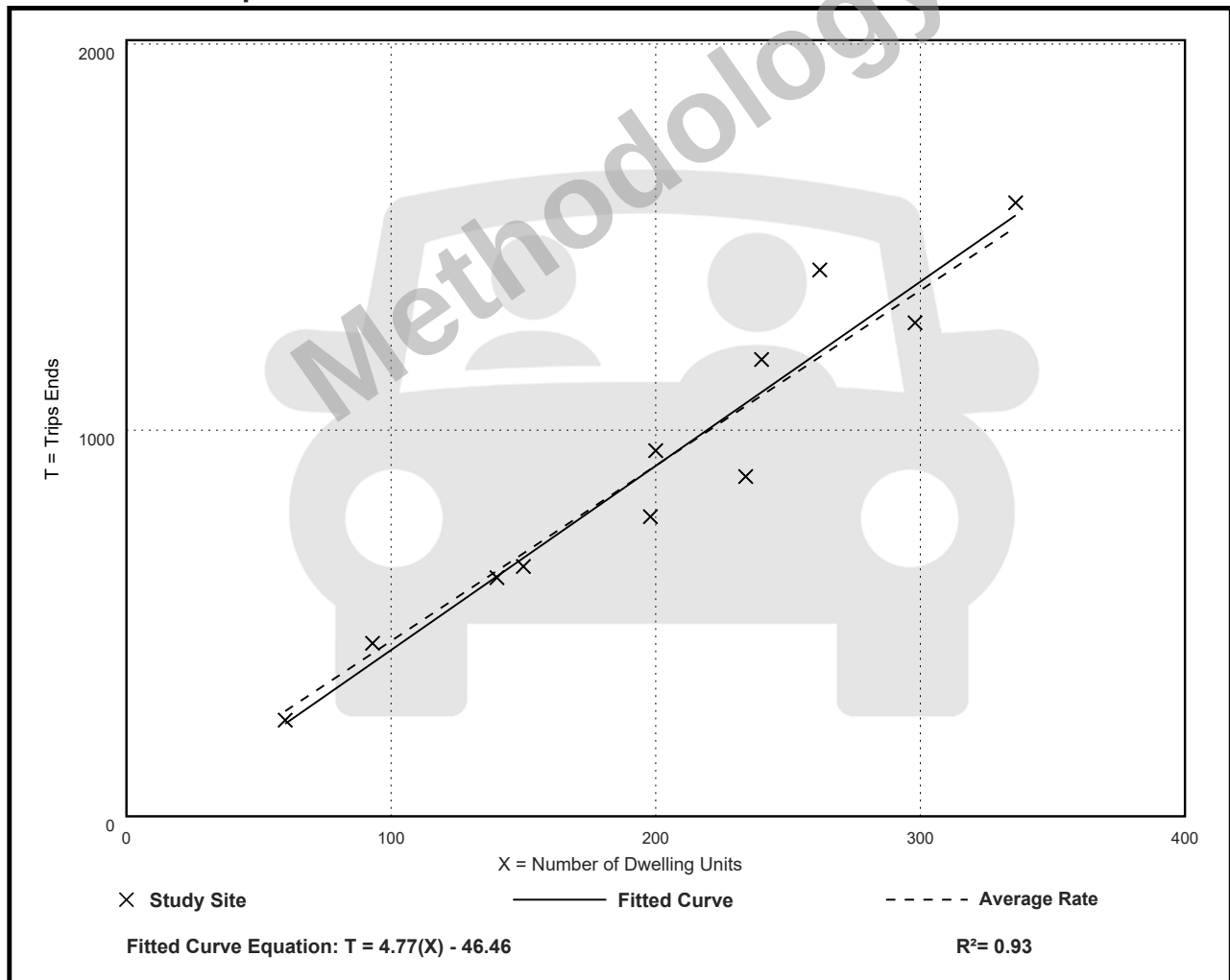
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

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: 30

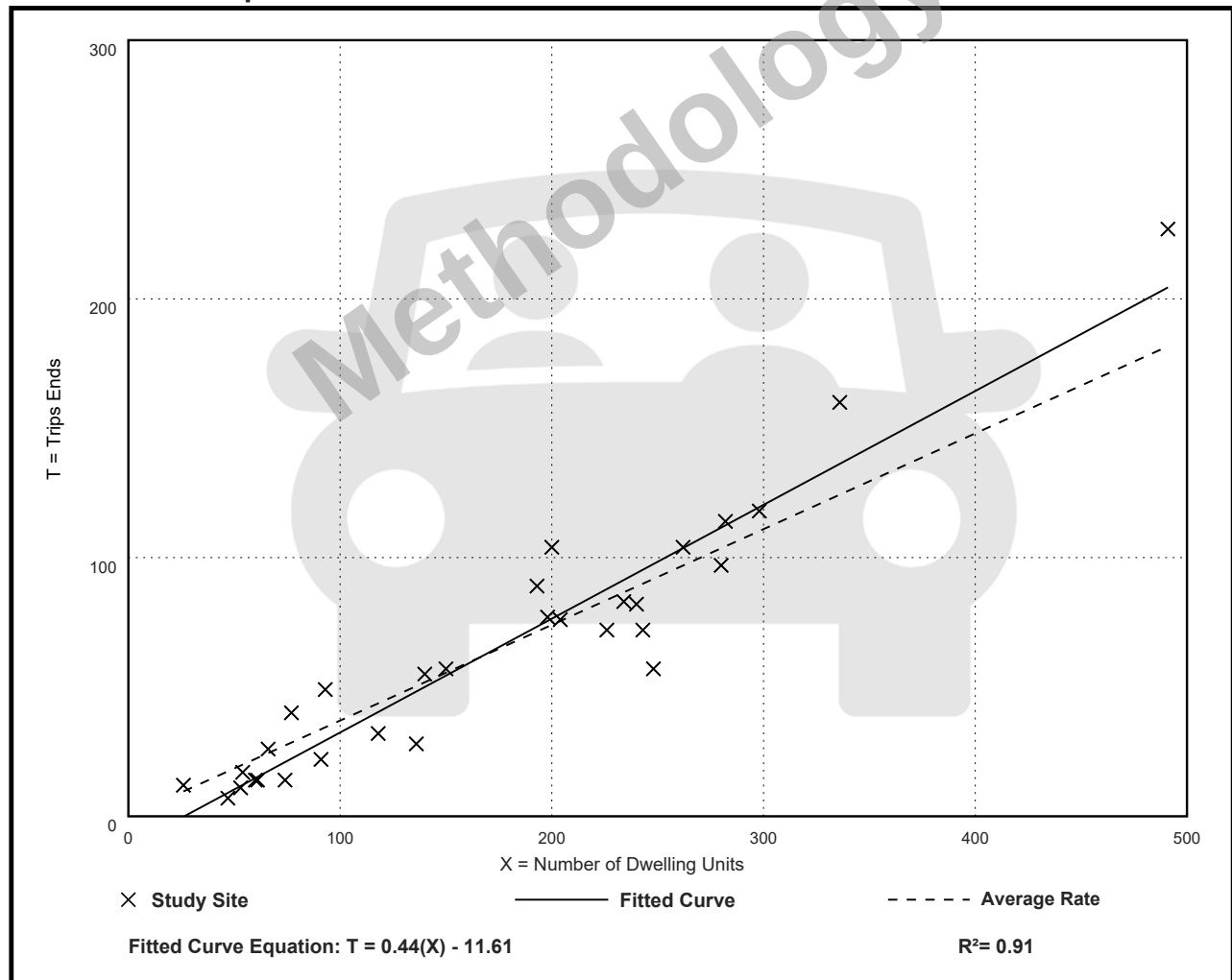
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

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: 31

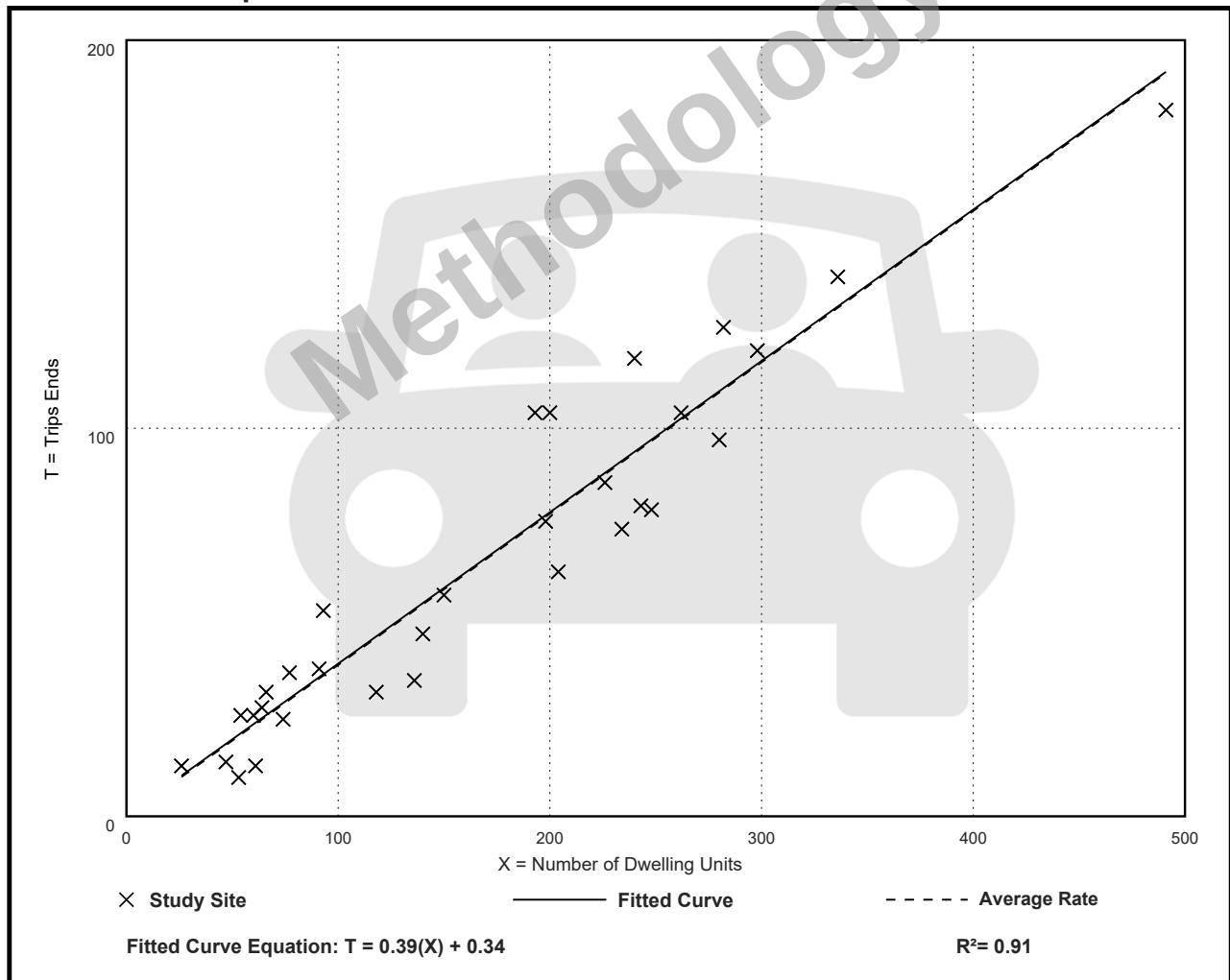
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 108

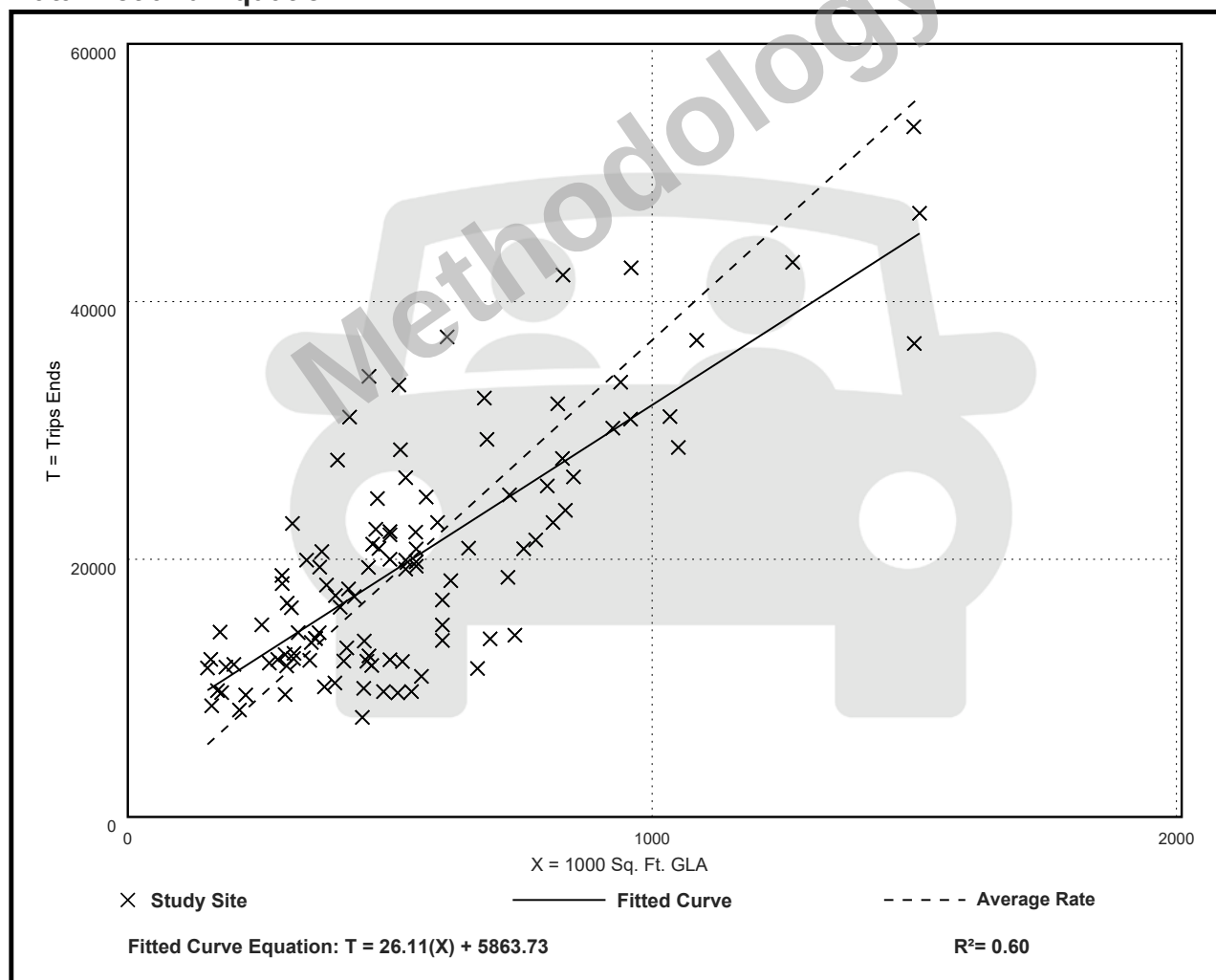
Avg. 1000 Sq. Ft. GLA: 538

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 44

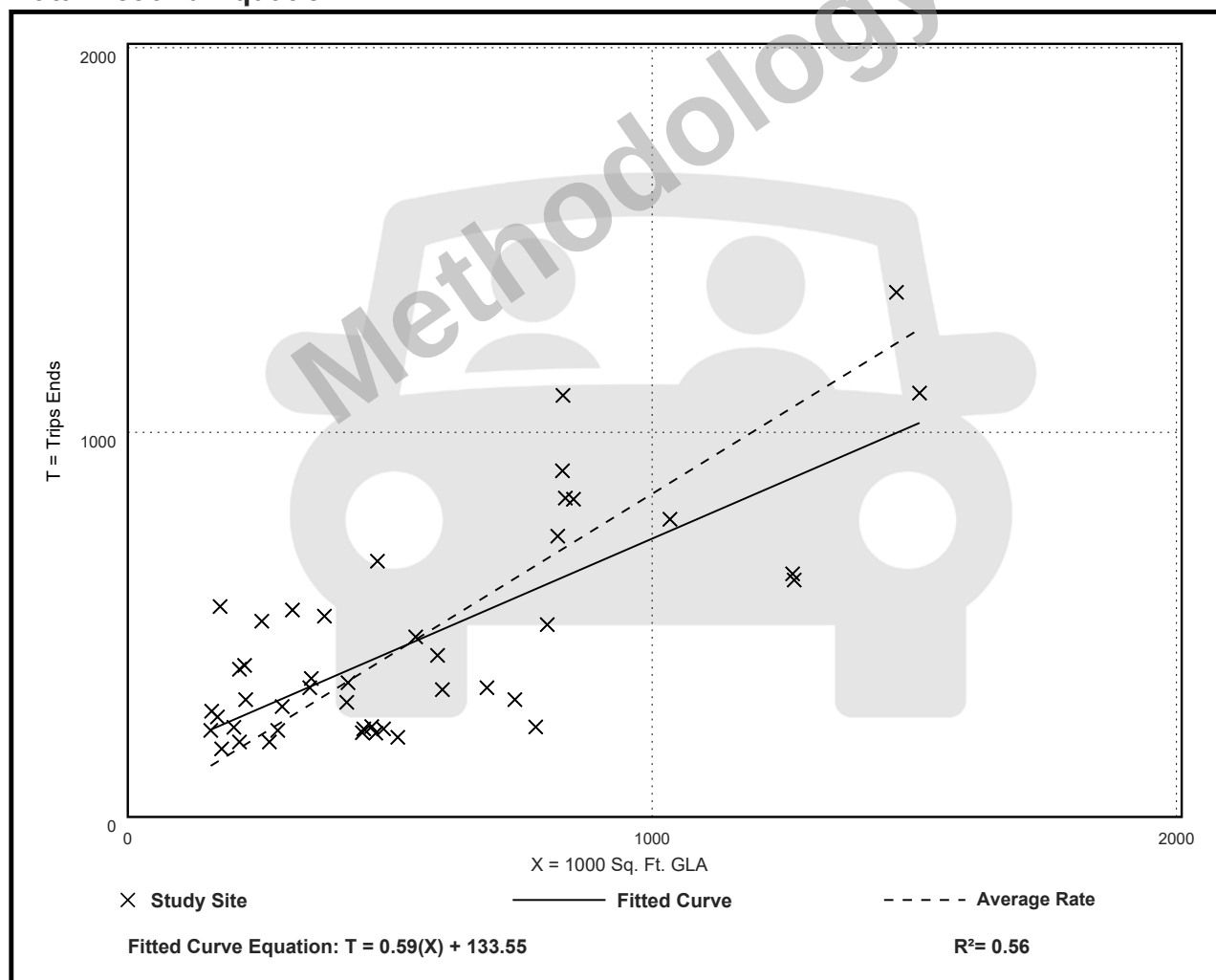
Avg. 1000 Sq. Ft. GLA: 546

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 126

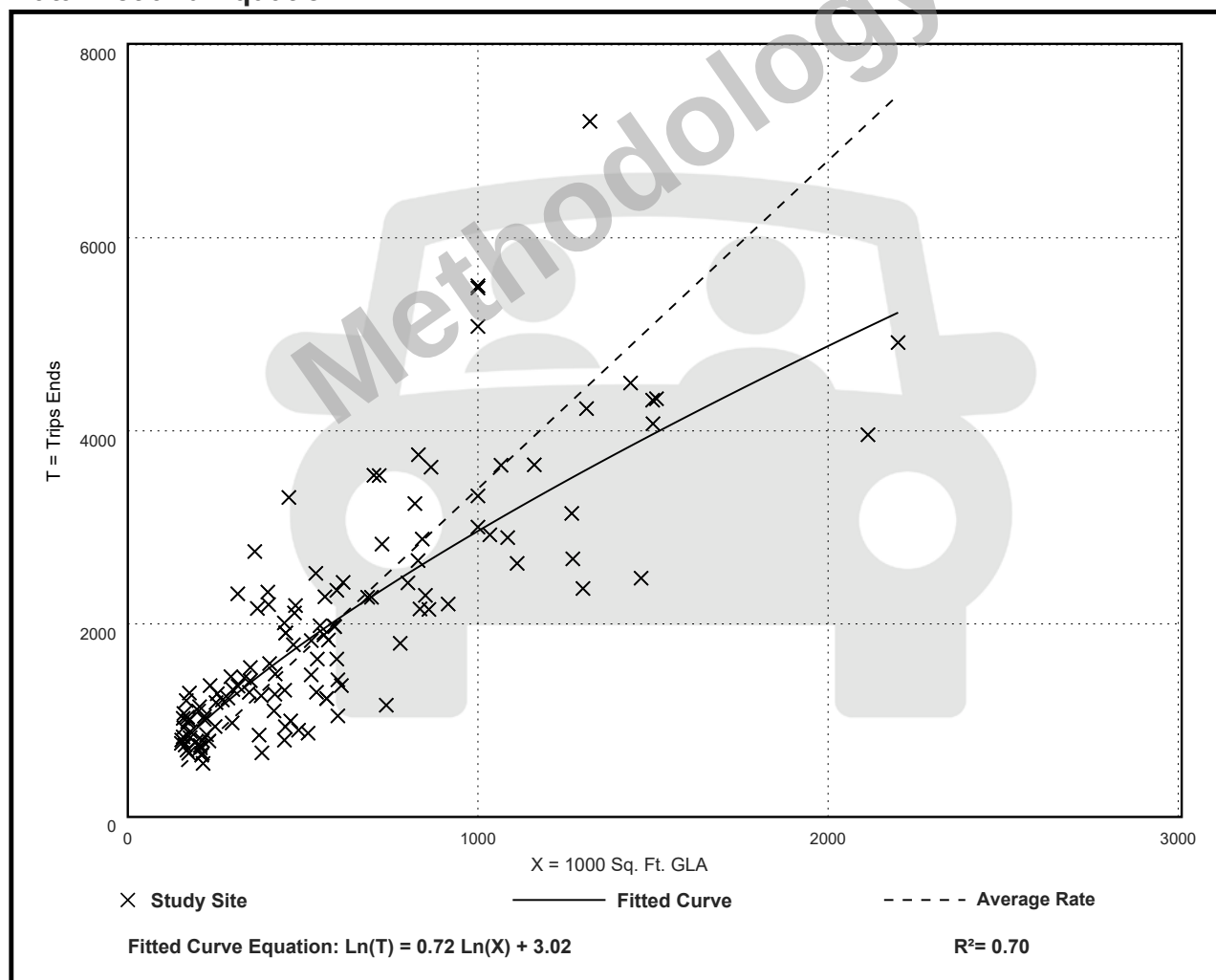
Avg. 1000 Sq. Ft. GLA: 581

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

[illegible]

ATTACHMENT E

TAZ Location & Data

Methodology



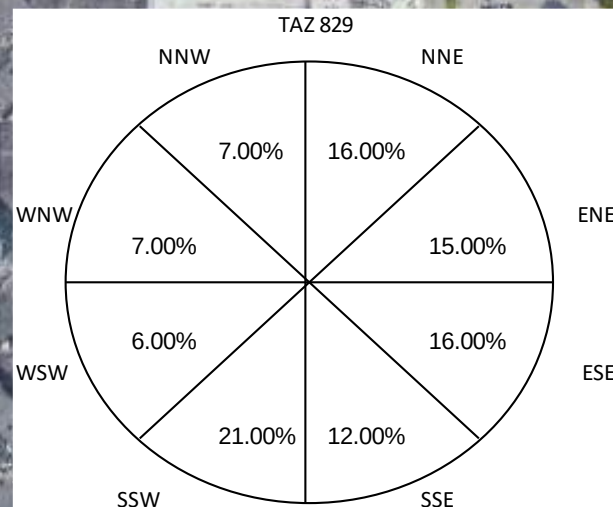
NW 19th St

NW 19th St

TAZ 829



OGRGeoJSON:OBJECTID	1218
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OGRGeoJSON:WORKERS00	906
OGRGeoJSON:POP10	0
OGRGeoJSON:SHAPE_Length	3033.583219
OGRGeoJSON:SHAPE_Area	525366.645978



DIRECTIONAL TRIP DISTRIBUTION REPORT

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
807	3707	Trips	92	200	83	75	89	95	96	103	842
807	3707	Percent	11.0	24.0	10.0	9.1	10.7	11.4	11.5	12.4	
808	3708	Trips	234	331	309	112	254	264	179	311	2,027
808	3708	Percent	11.7	16.6	15.5	5.6	12.7	13.3	9.0	15.6	
809	3709	Trips	156	400	166	85	193	218	162	193	1,575
809	3709	Percent	9.9	25.5	10.6	5.4	12.3	13.9	10.3	12.3	
810	3710	Trips	190	271	128	132	184	171	67	154	1,297
810	3710	Percent	14.7	20.9	9.9	10.2	14.2	13.2	5.1	11.9	
811	3711	Trips	398	569	433	272	506	396	196	365	3,156
811	3711	Percent	12.7	18.2	13.8	8.7	16.2	12.6	6.3	11.6	
812	3712	Trips	1,657	1,791	1,337	932	1,932	1,789	1,375	1,450	12,570
812	3712	Percent	13.5	14.6	10.9	7.6	15.8	14.6	11.2	11.8	
813	3713	Trips	404	510	170	191	251	263	235	428	2,541
813	3713	Percent	16.5	20.8	6.9	7.8	10.3	10.7	9.6	17.5	
814	3714	Trips	676	641	611	447	744	587	489	613	4,913
814	3714	Percent	14.1	13.3	12.7	9.3	15.5	12.2	10.2	12.8	
815	3715	Trips	857	860	695	488	707	467	316	599	5,060
815	3715	Percent	17.2	17.3	13.9	9.8	14.2	9.4	6.3	12.0	
816	3716	Trips	717	761	674	649	801	501	385	465	4,987
816	3716	Percent	14.5	15.4	13.6	13.1	16.2	10.1	7.8	9.4	
817	3717	Trips	290	281	365	153	300	298	257	164	2,128
817	3717	Percent	13.8	13.3	17.3	7.3	14.2	14.2	12.2	7.8	
818	3718	Trips	277	339	323	196	314	227	180	162	2,047
818	3718	Percent	13.7	16.8	16.0	9.7	15.5	11.3	8.9	8.0	
819	3719	Trips	1,859	1,710	1,504	997	1,483	1,363	1,055	1,163	11,542
819	3719	Percent	16.7	15.4	13.5	9.0	13.3	12.2	9.5	10.4	
820	3720	Trips	2,264	2,561	2,110	1,521	1,588	1,149	848	1,215	13,680
820	3720	Percent	17.1	19.3	15.9	11.5	12.0	8.7	6.4	9.2	
821	3721	Trips	1,372	1,319	724	628	690	530	450	474	6,371
821	3721	Percent	22.2	21.3	11.7	10.2	11.2	8.6	7.3	7.7	
822	3722	Trips	893	945	481	455	572	402	239	347	4,386
822	3722	Percent	20.6	21.8	11.1	10.5	13.2	9.3	5.5	8.0	
823	3723	Trips	1,003	1,217	564	629	495	507	186	545	5,262
823	3723	Percent	19.5	23.7	11.0	12.2	9.6	9.9	3.6	10.6	
824	3724	Trips	666	629	449	284	262	348	103	398	3,159
824	3724	Percent	21.2	20.1	14.3	9.0	8.4	11.1	3.3	12.7	
825	3725	Trips	698	852	567	498	601	294	241	587	4,506
825	3725	Percent	16.1	19.6	13.1	11.5	13.9	6.8	5.6	13.5	
826	3726	Trips	716	581	581	440	545	443	176	392	3,916
826	3726	Percent	18.5	15.0	15.0	11.4	14.1	11.4	4.6	10.1	
827	3727	Trips	847	884	830	681	689	364	147	419	4,910
827	3727	Percent	17.4	18.2	17.1	14.0	14.2	7.5	3.0	8.6	
828	3728	Trips	968	1,104	990	875	1,235	632	346	607	6,844
828	3728	Percent	14.3	16.4	14.7	13.0	18.3	9.4	5.1	9.0	
829	3729	Trips	3,320	2,824	2,987	2,329	4,350	1,355	1,212	1,505	20,499
829	3729	Percent	16.7	14.2	15.0	11.7	21.9	6.8	6.1	7.6	
830	3730	Trips	1,246	1,113	1,318	1,179	1,390	249	482	511	7,607
830	3730	Percent	16.6	14.9	17.6	15.8	18.6	3.3	6.4	6.8	
831	3731	Trips	7,063	7,024	7,998	6,792	6,519	1,039	319	1,619	41,445
831	3731	Percent	18.4	18.3	20.8	17.7	17.0	2.7	0.8	4.2	
832	3732	Trips	112	135	108	103	71	33	0	42	605
832	3732	Percent	18.5	22.3	17.8	17.1	11.7	5.5	0.1	7.0	

DIRECTIONAL TRIP DISTRIBUTION REPORT

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
807	3707	Trips	77	130	80	64	66	34	62	75	596
807	3707	Percent	13.1	22.1	13.6	10.9	11.3	5.8	10.5	12.8	
808	3708	Trips	211	426	294	142	289	258	168	439	2,271
808	3708	Percent	9.5	19.1	13.2	6.4	13.0	11.6	7.6	19.7	
809	3709	Trips	215	637	362	171	394	388	248	294	2,731
809	3709	Percent	7.9	23.5	13.4	6.3	14.5	14.3	9.2	10.9	
810	3710	Trips	208	381	212	147	202	210	57	212	1,628
810	3710	Percent	12.8	23.4	13.0	9.0	12.4	12.9	3.5	13.0	
811	3711	Trips	647	961	518	361	596	463	442	633	4,654
811	3711	Percent	14.0	20.8	11.2	7.8	12.9	10.0	9.6	13.7	
812	3712	Trips	1,905	2,209	1,605	1,178	2,274	2,041	1,530	1,820	14,984
812	3712	Percent	13.1	15.2	11.0	8.1	15.6	14.0	10.5	12.5	
813	3713	Trips	551	623	279	258	419	378	258	460	3,287
813	3713	Percent	17.1	19.3	8.7	8.0	13.0	11.7	8.0	14.3	
814	3714	Trips	822	966	719	399	849	648	538	753	5,799
814	3714	Percent	14.4	17.0	12.6	7.0	14.9	11.4	9.4	13.2	
815	3715	Trips	1,010	1,092	685	428	733	355	216	574	5,229
815	3715	Percent	19.8	21.5	13.4	8.4	14.4	7.0	4.2	11.3	
816	3716	Trips	861	922	794	594	716	507	446	742	5,647
816	3716	Percent	15.4	16.5	14.2	10.6	12.8	9.1	8.0	13.3	
817	3717	Trips	354	390	402	223	327	279	186	277	2,455
817	3717	Percent	14.5	16.0	16.5	9.2	13.4	11.4	7.6	11.4	
818	3718	Trips	296	457	343	252	377	204	165	236	2,334
818	3718	Percent	12.7	19.6	14.7	10.8	16.2	8.7	7.1	10.1	
819	3719	Trips	2,255	2,354	1,713	1,189	1,982	1,238	1,023	1,283	13,579
819	3719	Percent	17.3	18.1	13.1	9.1	15.2	9.5	7.9	9.8	
820	3720	Trips	2,340	2,658	2,306	1,667	1,647	1,087	898	1,281	14,223
820	3720	Percent	16.9	19.1	16.6	12.0	11.9	7.8	6.5	9.2	
821	3721	Trips	1,444	1,612	1,009	887	865	632	462	667	7,897
821	3721	Percent	19.1	21.3	13.3	11.7	11.4	8.4	6.1	8.8	
822	3722	Trips	1,229	1,223	718	660	616	446	293	462	5,829
822	3722	Percent	21.8	21.7	12.7	11.7	10.9	7.9	5.2	8.2	
823	3723	Trips	1,172	1,255	732	630	555	471	167	658	5,720
823	3723	Percent	20.8	22.3	13.0	11.2	9.8	8.4	3.0	11.7	
824	3724	Trips	560	635	433	313	341	316	84	335	3,058
824	3724	Percent	18.6	21.0	14.4	10.4	11.3	10.5	2.8	11.1	
825	3725	Trips	876	991	672	571	652	288	131	674	4,942
825	3725	Percent	18.0	20.4	13.9	11.8	13.4	5.9	2.7	13.9	
826	3726	Trips	908	753	737	474	628	462	115	467	4,640
826	3726	Percent	20.0	16.6	16.2	10.4	13.8	10.2	2.5	10.3	
827	3727	Trips	847	910	793	556	790	275	179	393	4,801
827	3727	Percent	17.9	19.2	16.7	11.7	16.7	5.8	3.8	8.3	
828	3728	Trips	1,186	1,462	1,133	974	1,380	653	537	654	8,056
828	3728	Percent	14.9	18.3	14.2	12.2	17.3	8.2	6.7	8.2	
829	3729	Trips	3,145	2,989	3,261	2,383	4,217	1,170	1,476	1,251	20,397
829	3729	Percent	15.8	15.0	16.4	12.0	21.2	5.9	7.4	6.3	
830	3730	Trips	2,248	2,322	2,436	1,718	2,241	380	941	654	13,340
830	3730	Percent	17.4	17.9	18.8	13.3	17.3	2.9	7.3	5.1	
831	3731	Trips	11,722	12,845	13,936	11,820	13,418	1,994	445	2,094	74,874
831	3731	Percent	17.2	18.8	20.4	17.3	19.7	2.9	0.7	3.1	
832	3732	Trips	143	233	172	138	149	44	13	44	943
832	3732	Percent	15.3	24.9	18.4	14.7	15.9	4.7	1.4	4.7	

Appendix C

Traffic, Transit, FDOT, City and County Data & Growth Rate Calculation

**GROWTH RATE CALCULATION
MARLOWE DORAL**

Roadway	FDOT Site	Linear	Exponential	Decaying Exponential
NW 19 Street w/o NW 102 Avene	878668	6.32%	4.58%	4.31%
NW 12 Street e/o NW 107 Avenue	878654	-1.09%	-1.18%	-1.59%
NW 107 Avenue n/o NW 12 Street	878229	-1.02%	-1.08%	-0.85%
Average Growth Rate				0.93%



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8229 - NW 107TH AVE, 200' NORTH OF NW 12TH STREET

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	41500	E	N 21500		S 20000	9.00	54.90	7.80
2023	41500	S	N 21500		S 20000	9.00	55.10	7.00
2022	40500	F	N 21000		S 19500	9.00	54.70	7.60
2021	41500	C	N 21500		S 20000	9.00	54.30	7.00
2020	43500	T	N 22500		S 21000	9.00	54.20	8.90
2019	45500	S	N 23500		S 22000	9.00	54.60	8.70
2018	45500	F	N 23500		S 22000	9.00	54.30	8.80
2017	44500	C	N 23000		S 21500	9.00	55.00	8.50
2016	47000	T	N 25000		S 22000	9.00	54.50	8.00
2015	45000	S	N 24000		S 21000	9.00	54.70	10.20
2014	43500	F	N 23000		S 20500	9.00	54.50	12.00
2013	43500	C	N 23000		S 20500	9.00	52.40	16.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8654 - NW 12TH ST, 0.3 MI E OF NW 107TH ST, DORAL

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	27000	C	E 14000		W 13000	9.00	52.70	7.80
2023	22500	T	E 12000		W 10500	9.00	63.10	7.00
2022	21300	S	E 11500		W 9800	9.00	56.50	7.60
2021	20500	F	E 11000		W 9500	9.00	55.00	7.00
2020	21500	C	E 11500		W 10000	9.00	56.00	8.90
2019	22100	T	E 12500		W 9600	9.00	56.00	8.70
2018	22300	S	E 12500		W 9800	9.00	54.30	8.80
2017	25000	F	E 14000		W 11000	9.00	55.70	8.50
2016	25000	C	E 14000		W 11000	9.00	56.10	8.00
2015	26000	T	E 13500		W 12500	9.00	57.40	10.20
2014	26000	S	E 13500		W 12500	9.00	59.30	12.00
2013	26000	F	E 13500		W 12500	9.00	58.90	16.20
2012	26000	C	E 13500		W 12500	9.00	59.70	16.00

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8668 - NW 19 STREET 400' WEST OF NW 102 AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	9000 E	E	4300	W	4700	9.00	52.70	7.80
2023	9200 S	E	4400	W	4800	9.00	63.10	7.00
2022	8800 F	E	4200	W	4600	9.00	56.50	7.60
2021	8600 C	E	4100	W	4500	9.00	55.00	7.00
2020	5400 X		0		0	9.00	56.00	8.90
2019	6000 E					9.00	56.00	8.70
2018	5400 V	E	2700	W	2700	9.00	54.30	8.80
2017	6000 R	E	3000	W	3000	9.00	56.10	8.50
2016	6200 T	E	3100	W	3100	9.00	56.10	8.00
2015	6400 S	E	3200	W	3200	9.00	57.40	10.20
2014	6400 F	E	3200	W	3200	9.00	59.30	12.00
2013	6400 C	E	3200	W	3200	9.00	58.90	14.20

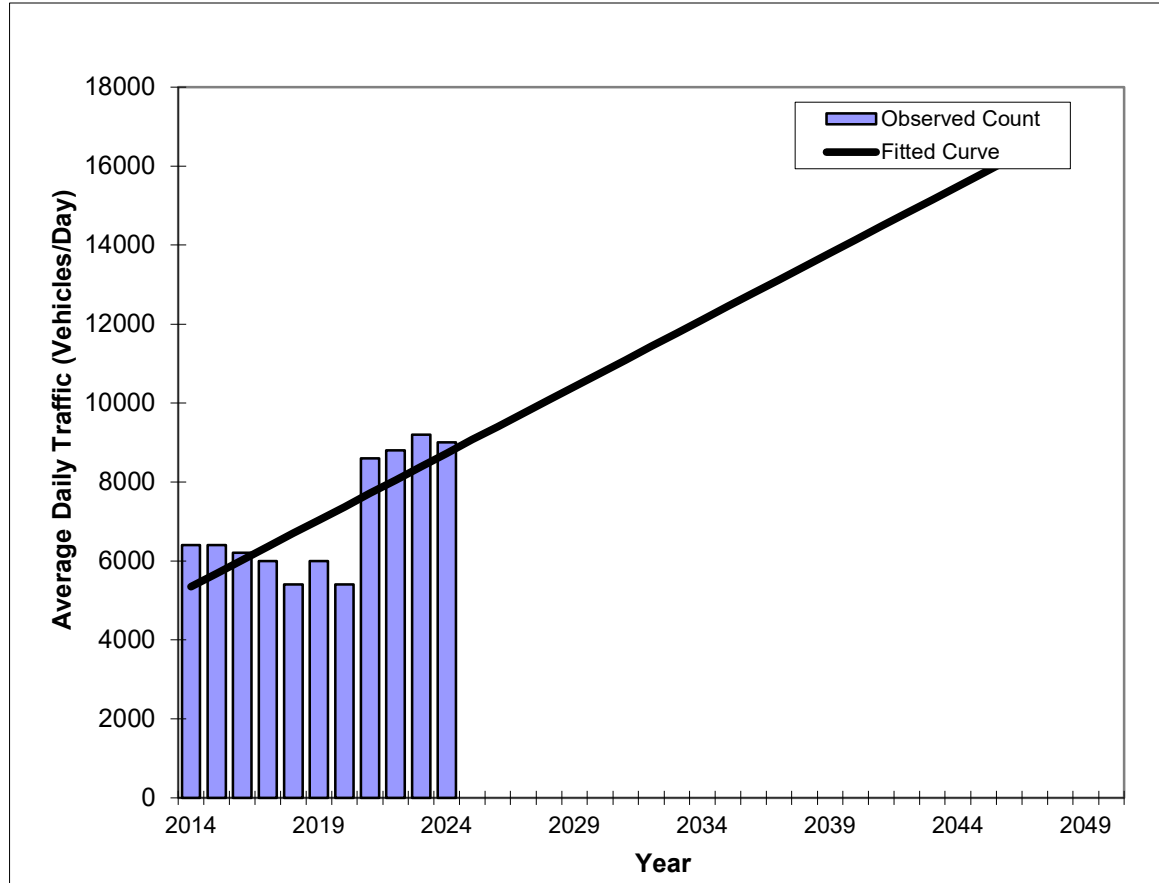
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2023

-- NW 19 STREET 400' WEST OF NW 102 AVE

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878668
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	6,400	5,350
2015	6,400	5,680
2016	6,200	6,020
2017	6,000	6,360
2018	5,400	6,700
2019	6,000	7,040
2020	5,400	7,370
2021	8,600	7,710
2022	8,800	8,050
2023	9,200	8,390
2024	9,000	8,730
2025 Opening Year Trend		
2025	N/A	9,070
2027 Interim Year Trend		
2027	N/A	9,740
2028 Design Year Trend		
2028	N/A	10,080
FSUTMS Forecasts/Trends		

Annual Trend Increase:	338
Trend R-squared:	54.45%
Trend Annual Historic Growth Rate:	6.32%
Trend Growth Rate (2024 to Design Year)	3.87%
Printed:	5/8/2025
Linear Growth Option	

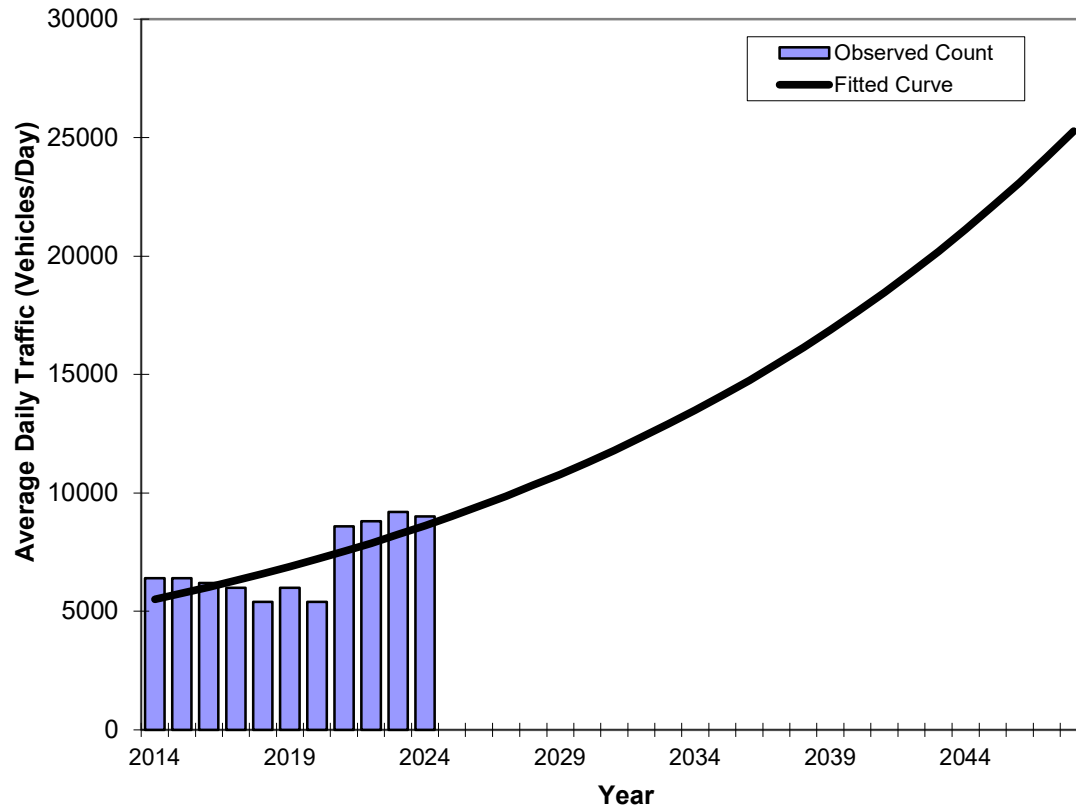
*Axle-Adjusted

Traffic Trends - V2023

-- NW 19 STREET 400' WEST OF NW 102 AVE

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878668
Roadway:	



Trend R-squared: 49.81%
 Compounded Annual Historic Growth Rate: 4.58%
 Compounded Growth Rate (2024 to Design Year): 4.60%
 Printed: 5/8/2025

Exponential Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	6,400	5,510
2015	6,400	5,760
2016	6,200	6,030
2017	6,000	6,300
2018	5,400	6,590
2019	6,000	6,890
2020	5,400	7,210
2021	8,600	7,540
2022	8,800	7,880
2023	9,200	8,250
2024	9,000	8,620
2025 Opening Year Trend		
2025	N/A	9,020
2027 Interim Year Trend		
2027	N/A	9,860
2028 Design Year Trend		
2028	N/A	10,320
FSUTMS Forecasts/Trends		

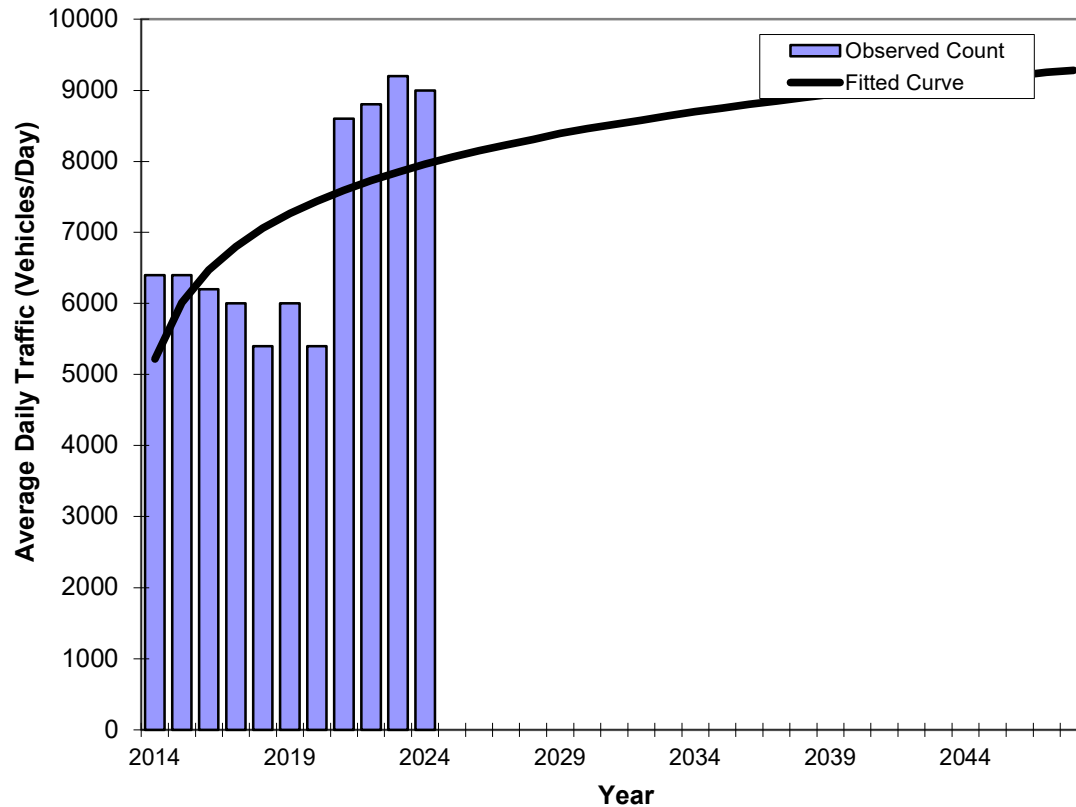
*Axle-Adjusted

Traffic Trends - V2023

-- NW 19 STREET 400' WEST OF NW 102 AVE

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878668
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	6,400	5,220
2015	6,400	6,010
2016	6,200	6,470
2017	6,000	6,800
2018	5,400	7,060
2019	6,000	7,270
2020	5,400	7,440
2021	8,600	7,590
2022	8,800	7,730
2023	9,200	7,850
2024	9,000	7,960
2025 Opening Year Trend		
2025	N/A	8,060
2027 Interim Year Trend		
2027	N/A	8,230
2028 Design Year Trend		
2028	N/A	8,310
FSUTMS Forecasts/Trends		

Trend R-squared: 31.39%
 Compounded Annual Historic Growth Rate: 4.31%
 Compounded Growth Rate (2024 to Design Year): 1.08%
 Printed: 5/8/2025

Decaying Exponential Growth Option

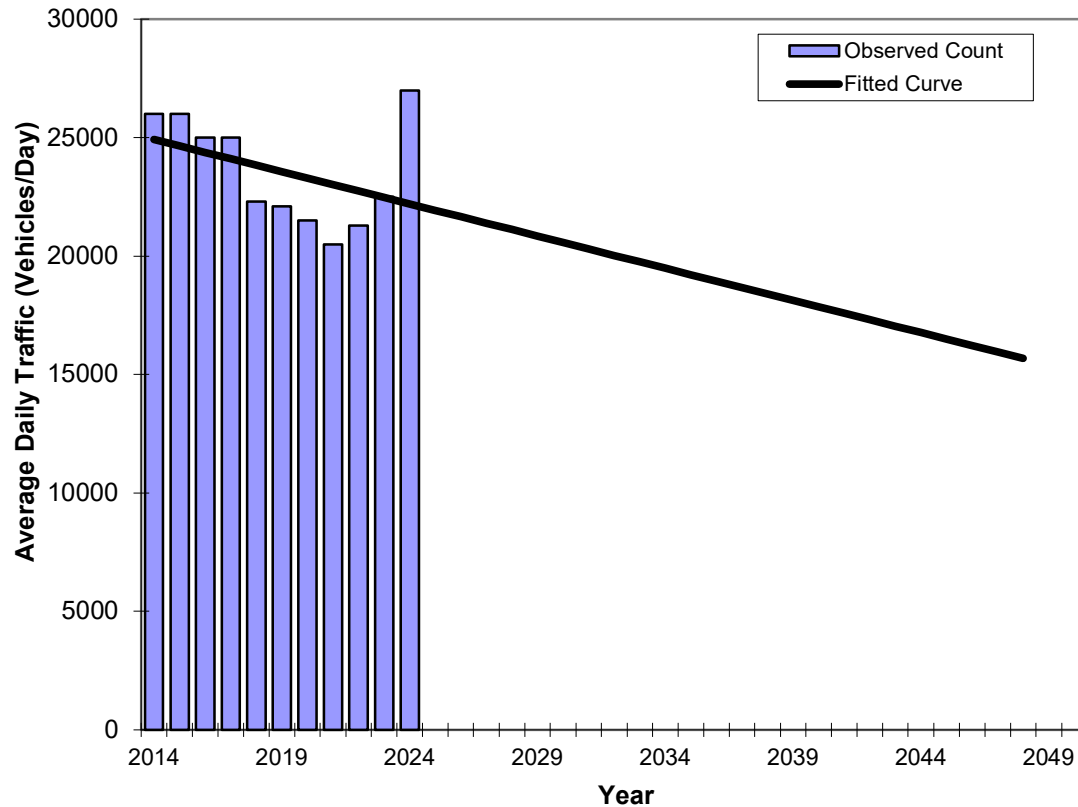
*Axle-Adjusted

Traffic Trends - V2023

-- NW 12TH ST, 0.3 MI E OF NW 107TH ST, DORAL

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878654
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	26,000	24,920
2015	26,000	24,650
2016	25,000	24,380
2017	25,000	24,110
2018	22,300	23,840
2019	22,100	23,560
2020	21,500	23,290
2021	20,500	23,020
2022	21,300	22,750
2023	22,500	22,480
2024	27,000	22,200

2025 Opening Year Trend

2025	N/A	21,930
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2027 Interim Year Trend

2027	N/A	21,390
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2028 Design Year Trend

2028	N/A	21,120
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FSUTMS Forecasts/Trends

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Annual Trend Decrease: 272
Trend R-squared: 15.80%
Trend Annual Historic Growth Rate: -1.09%
Trend Growth Rate (2024 to Design Year): -1.22%
Printed: 5/8/2025

Linear Growth Option

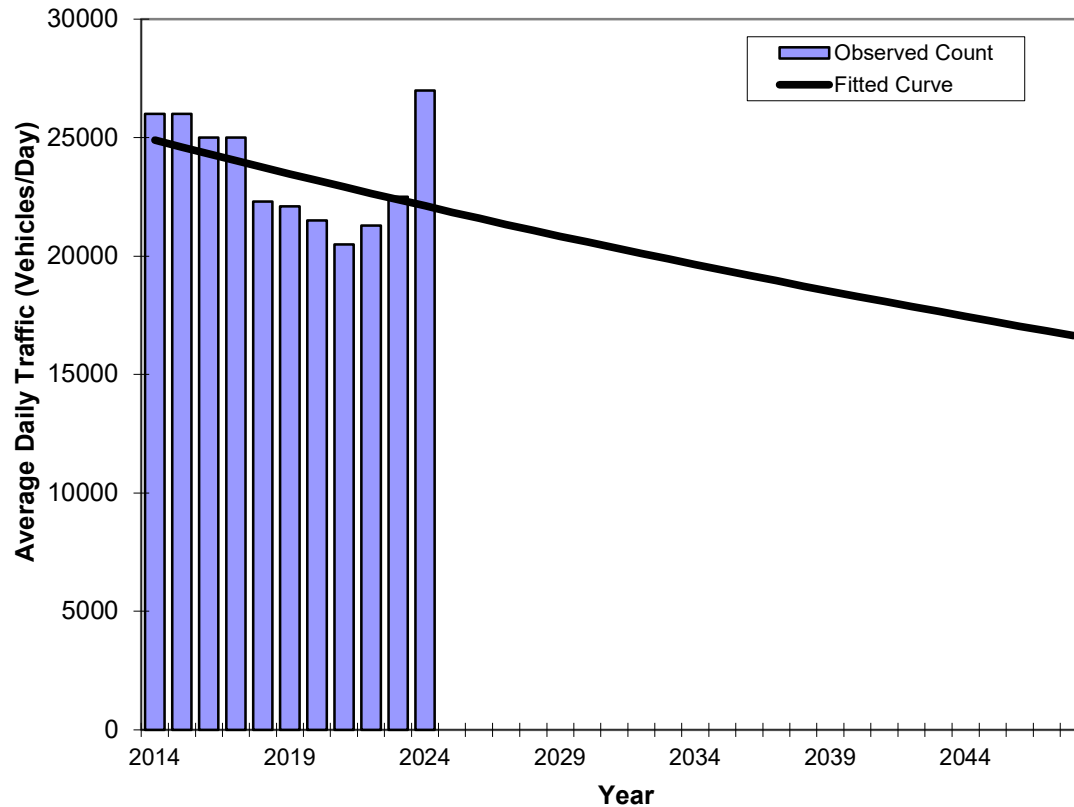
*Axle-Adjusted

Traffic Trends - V2023

-- NW 12TH ST, 0.3 MI E OF NW 107TH ST, DORAL

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878654
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	26,000	24,900
2015	26,000	24,600
2016	25,000	24,310
2017	25,000	24,030
2018	22,300	23,740
2019	22,100	23,470
2020	21,500	23,190
2021	20,500	22,920
2022	21,300	22,650
2023	22,500	22,380
2024	27,000	22,120
2025 Opening Year Trend		
2025	N/A	21,850
2027 Interim Year Trend		
2027	N/A	21,340
2028 Design Year Trend		
2028	N/A	21,090
FSUTMS Forecasts/Trends		

Trend R-squared: 16.79%
 Compounded Annual Historic Growth Rate: -1.18%
 Compounded Growth Rate (2024 to Design Year): -1.19%
 Printed: 5/8/2025

Exponential Growth Option

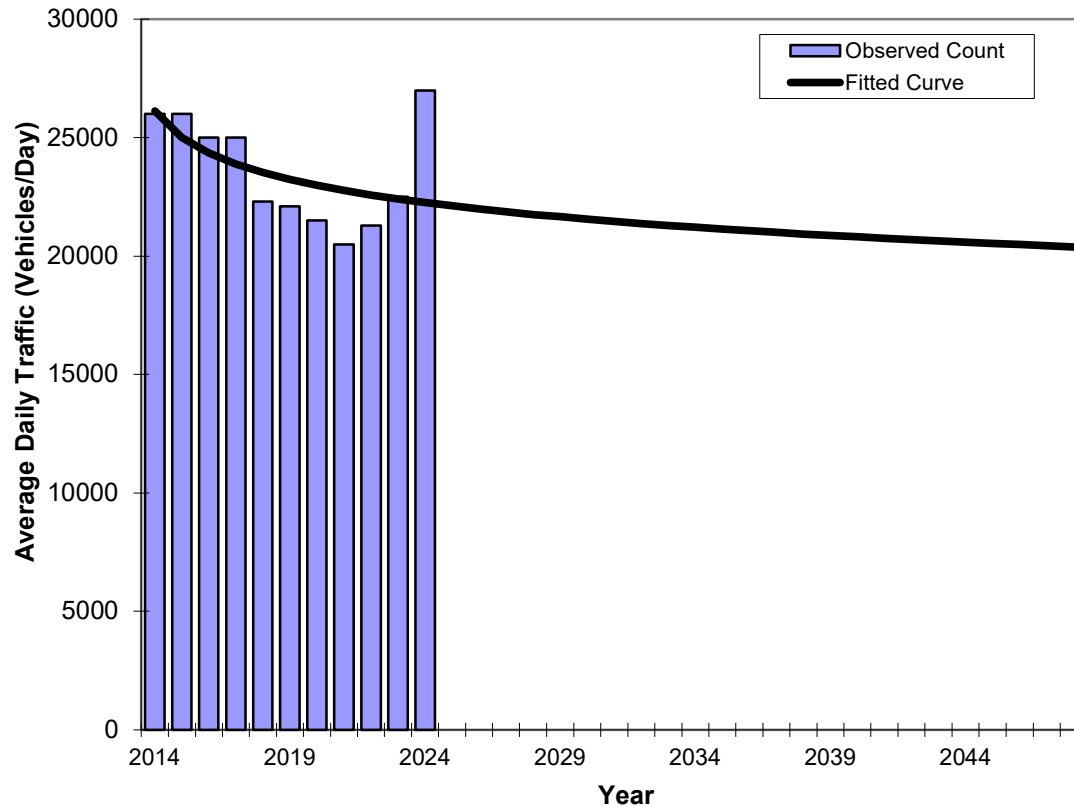
*Axle-Adjusted

Traffic Trends - V2023

-- NW 12TH ST, 0.3 MI E OF NW 107TH ST, DORAL

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878654
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	26,000	26,130
2015	26,000	25,010
2016	25,000	24,360
2017	25,000	23,890
2018	22,300	23,530
2019	22,100	23,240
2020	21,500	22,990
2021	20,500	22,770
2022	21,300	22,580
2023	22,500	22,410
2024	27,000	22,260
2025 Opening Year Trend		
2025	N/A	22,120
2027 Interim Year Trend		
2027	N/A	21,870
2028 Design Year Trend		
2028	N/A	21,760
FSUTMS Forecasts/Trends		

Trend R-squared: 28.15%
 Compounded Annual Historic Growth Rate: -1.59%
 Compounded Growth Rate (2024 to Design Year): -0.57%
 Printed: 5/8/2025

Decaying Exponential Growth Option

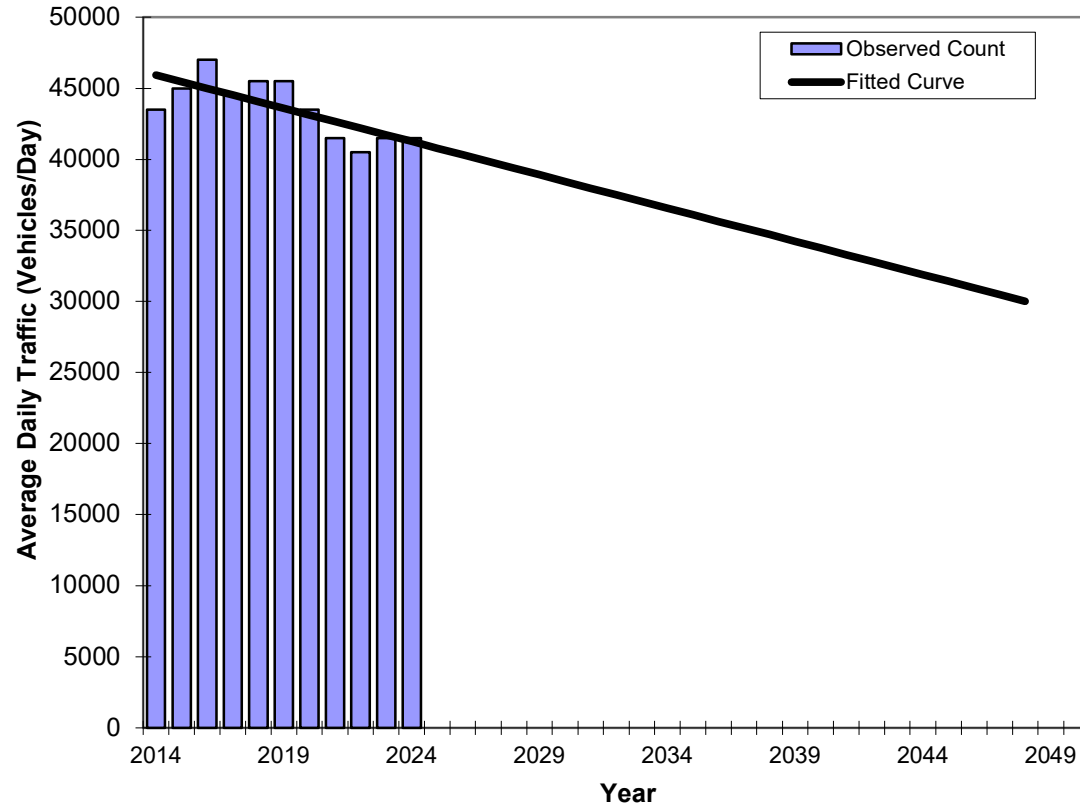
*Axle-Adjusted

Traffic Trends - V2023

-- NW 107TH AVE, 200' NORTH OF NW 12TH STREET

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878229
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	43,500	45,930
2015	45,000	45,460
2016	47,000	45,000
2017	44,500	44,530
2018	45,500	44,060
2019	45,500	43,590
2020	43,500	43,120
2021	41,500	42,650
2022	40,500	42,190
2023	41,500	41,720
2024	41,500	41,250

2025 Opening Year Trend

2025	N/A	40,780
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2027 Interim Year Trend

2027	N/A	39,850
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2028 Design Year Trend

2028	N/A	39,380
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FSUTMS Forecasts/Trends

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Annual Trend Decrease: 468
Trend R-squared: 54.29%
Trend Annual Historic Growth Rate: -1.02%
Trend Growth Rate (2024 to Design Year): -1.13%
Printed: 5/8/2025

Linear Growth Option

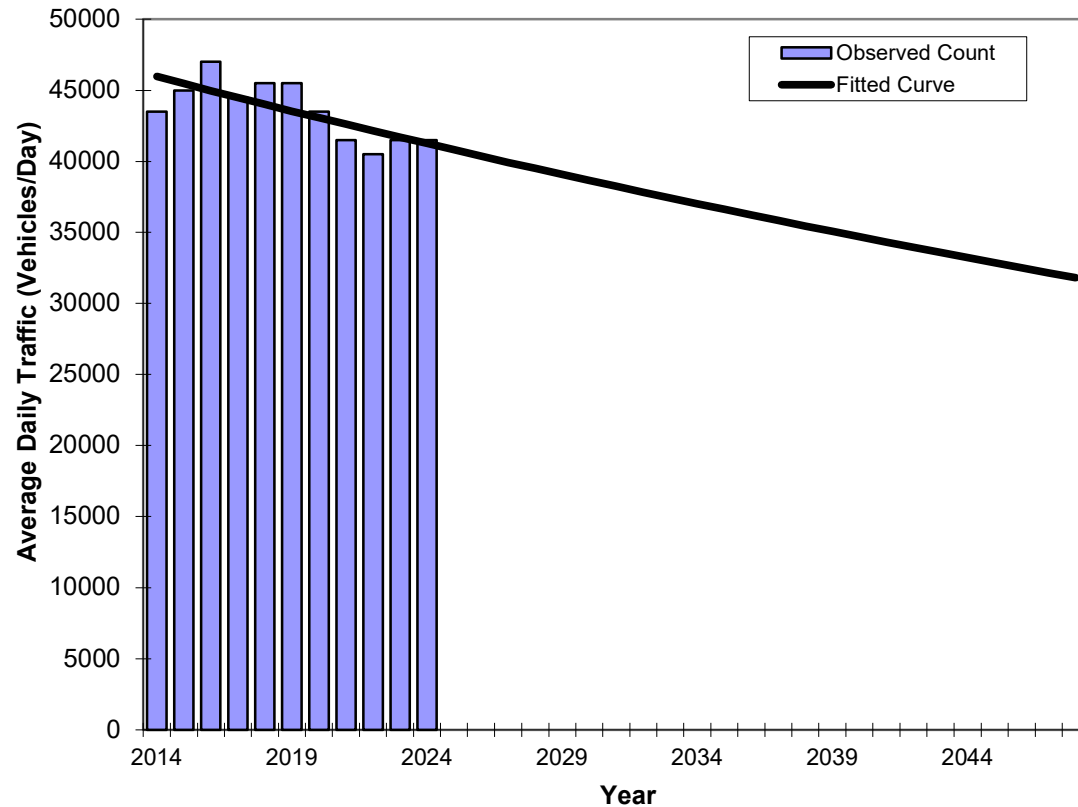
*Axle-Adjusted

Traffic Trends - V2023

-- NW 107TH AVE, 200' NORTH OF NW 12TH STREET

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878229
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	43,500	45,970
2015	45,000	45,470
2016	47,000	44,980
2017	44,500	44,500
2018	45,500	44,020
2019	45,500	43,540
2020	43,500	43,080
2021	41,500	42,610
2022	40,500	42,150
2023	41,500	41,700
2024	41,500	41,250

2025 Opening Year Trend

2025	N/A	40,810
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2027 Interim Year Trend

2027	N/A	39,930
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2028 Design Year Trend

2028	N/A	39,500
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FSUTMS Forecasts/Trends

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Trend R-squared: 54.96%
 Compounded Annual Historic Growth Rate: -1.08%
 Compounded Growth Rate (2024 to Design Year): -1.08%
 Printed: 5/8/2025

Exponential Growth Option

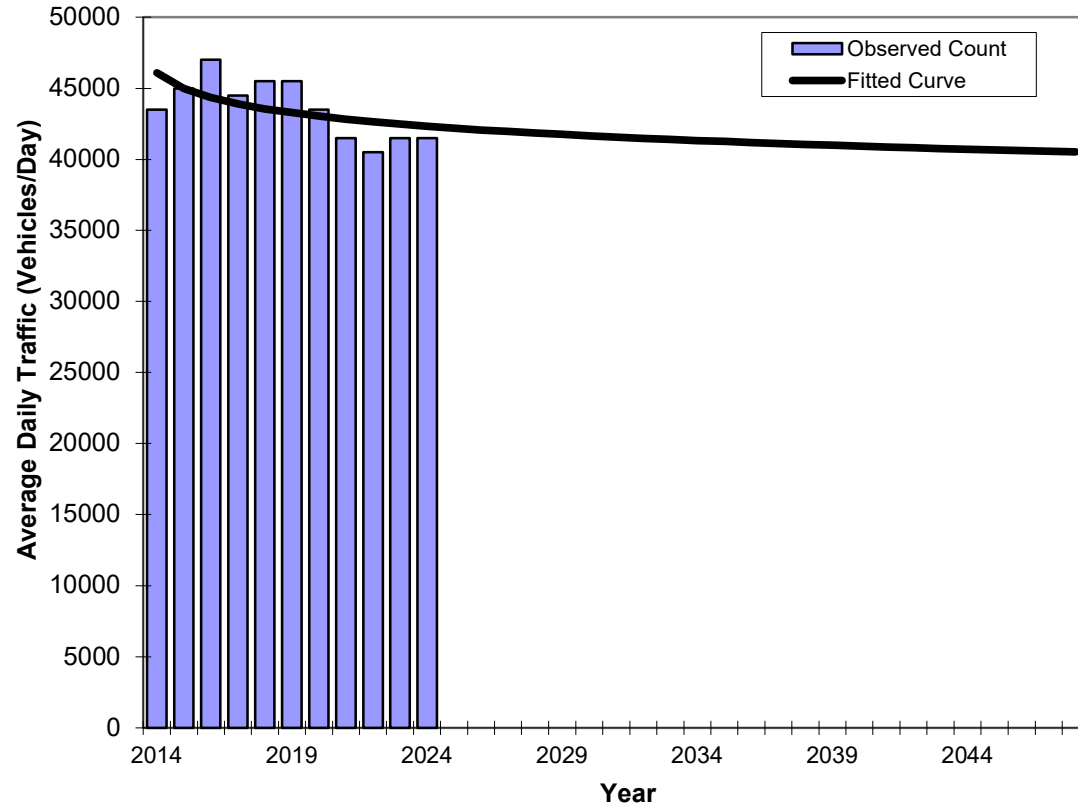
*Axle-Adjusted

Traffic Trends - V2023

-- NW 107TH AVE, 200' NORTH OF NW 12TH STREET

FM #	
Location	1

County:	Miami-Dade (87)
Station #:	878229
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	43,500	46,080
2015	45,000	44,990
2016	47,000	44,360
2017	44,500	43,910
2018	45,500	43,560
2019	45,500	43,280
2020	43,500	43,040
2021	41,500	42,830
2022	40,500	42,640
2023	41,500	42,480
2024	41,500	42,330
2025 Opening Year Trend		
2025	N/A	42,200
2027 Interim Year Trend		
2027	N/A	41,950
2028 Design Year Trend		
2028	N/A	41,850
FSUTMS Forecasts/Trends		

Trend R-squared: 30.48%
 Compounded Annual Historic Growth Rate: -0.85%
 Compounded Growth Rate (2024 to Design Year): -0.28%
 Printed: 5/8/2025

Decaying Exponential Growth Option

*Axle-Adjusted



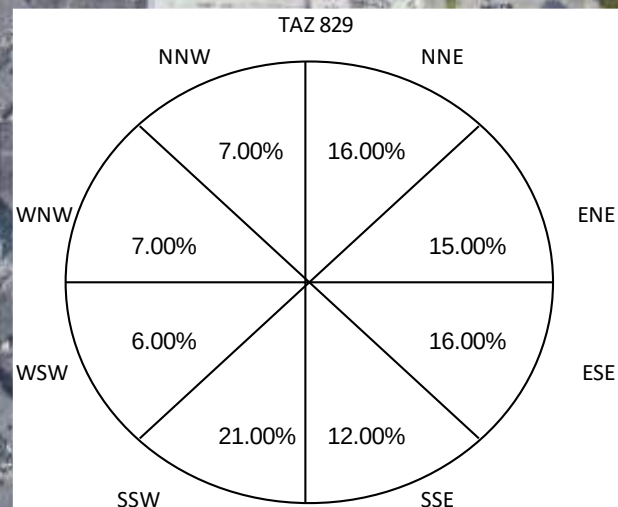
NW 19th St

NW 19th St

TAZ 829



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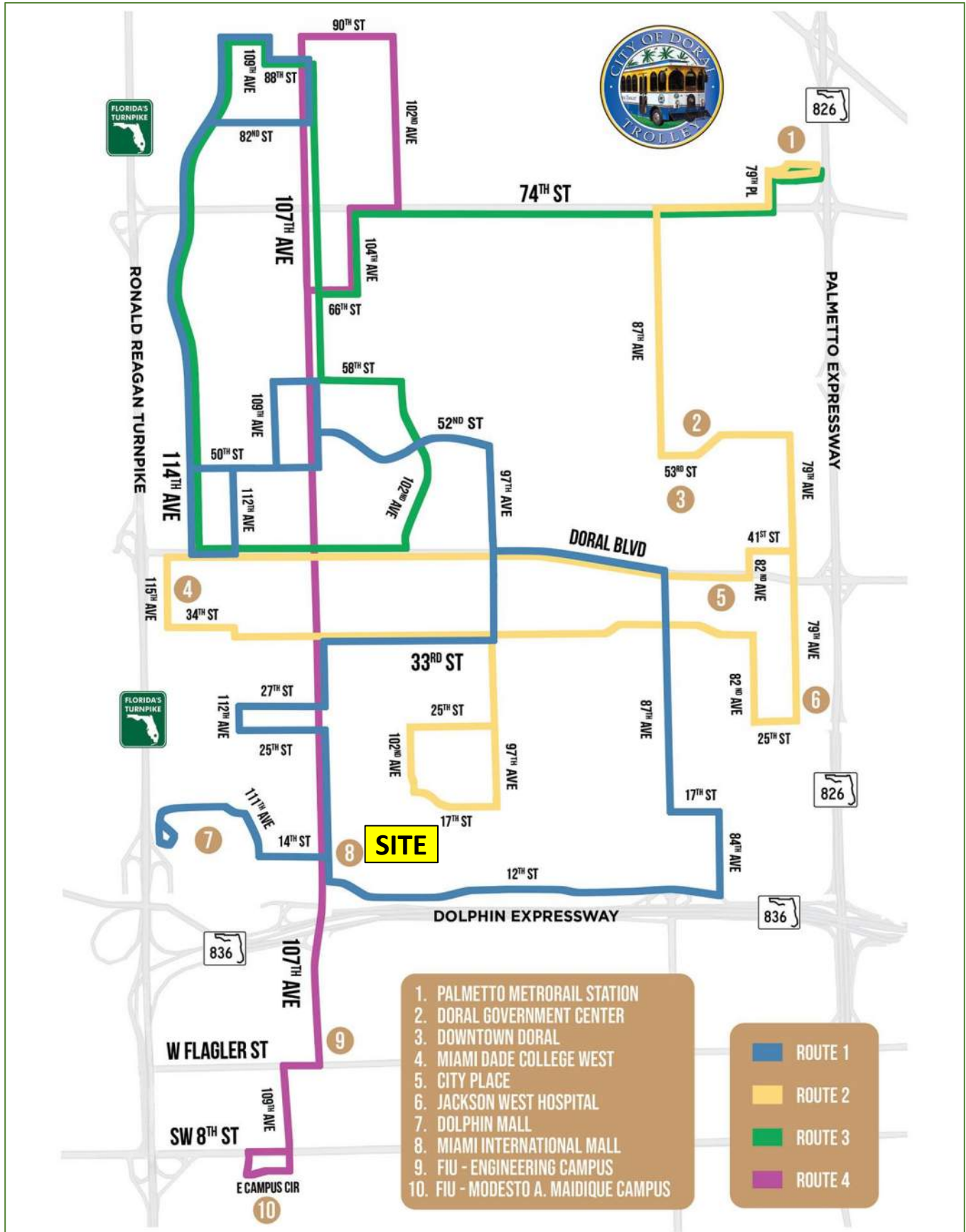
DIRECTIONAL TRIP DISTRIBUTION REPORT

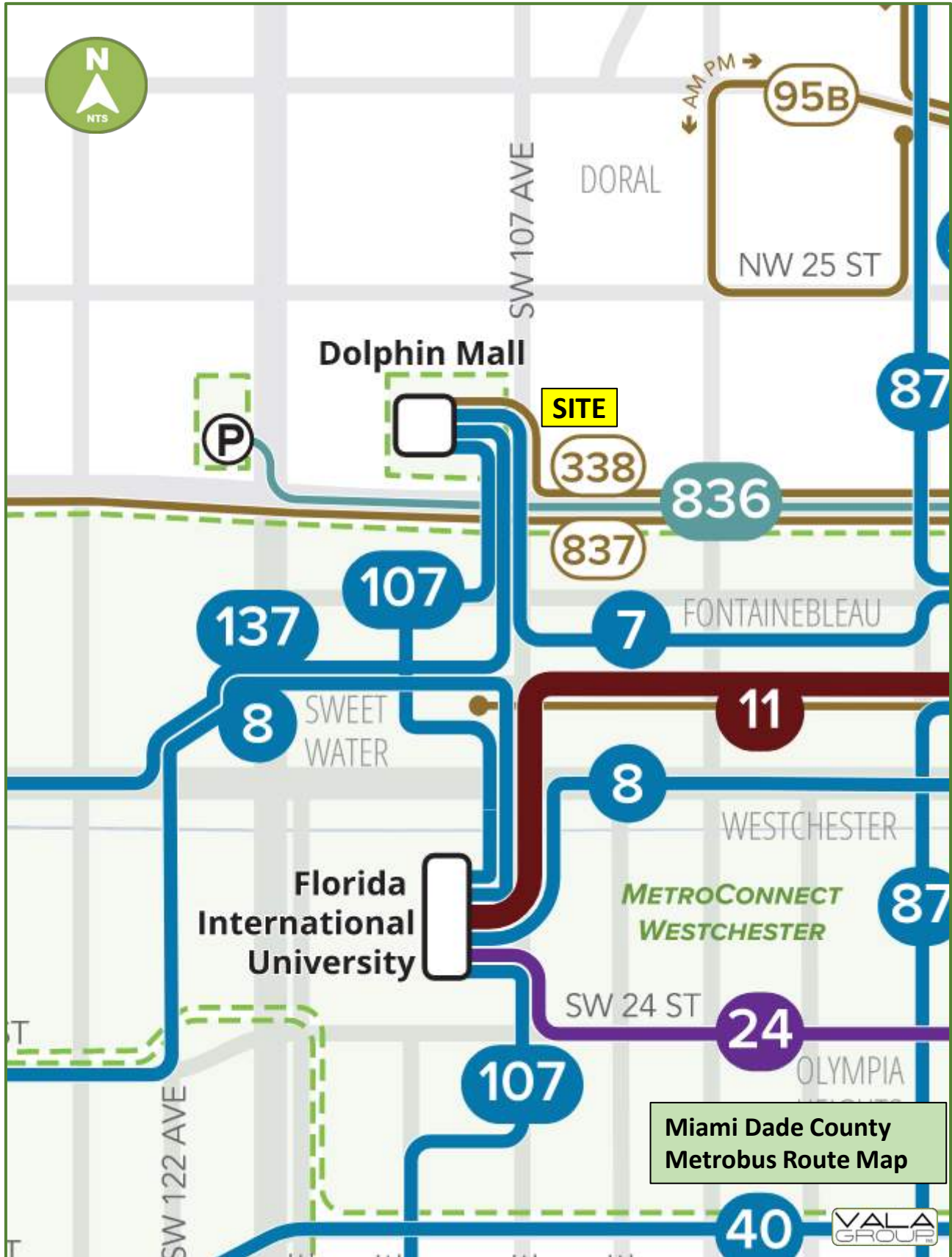
Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
807	3707	Trips	92	200	83	75	89	95	96	103	842
807	3707	Percent	11.0	24.0	10.0	9.1	10.7	11.4	11.5	12.4	
808	3708	Trips	234	331	309	112	254	264	179	311	2,027
808	3708	Percent	11.7	16.6	15.5	5.6	12.7	13.3	9.0	15.6	
809	3709	Trips	156	400	166	85	193	218	162	193	1,575
809	3709	Percent	9.9	25.5	10.6	5.4	12.3	13.9	10.3	12.3	
810	3710	Trips	190	271	128	132	184	171	67	154	1,297
810	3710	Percent	14.7	20.9	9.9	10.2	14.2	13.2	5.1	11.9	
811	3711	Trips	398	569	433	272	506	396	196	365	3,156
811	3711	Percent	12.7	18.2	13.8	8.7	16.2	12.6	6.3	11.6	
812	3712	Trips	1,657	1,791	1,337	932	1,932	1,789	1,375	1,450	12,570
812	3712	Percent	13.5	14.6	10.9	7.6	15.8	14.6	11.2	11.8	
813	3713	Trips	404	510	170	191	251	263	235	428	2,541
813	3713	Percent	16.5	20.8	6.9	7.8	10.3	10.7	9.6	17.5	
814	3714	Trips	676	641	611	447	744	587	489	613	4,913
814	3714	Percent	14.1	13.3	12.7	9.3	15.5	12.2	10.2	12.8	
815	3715	Trips	857	860	695	488	707	467	316	599	5,060
815	3715	Percent	17.2	17.3	13.9	9.8	14.2	9.4	6.3	12.0	
816	3716	Trips	717	761	674	649	801	501	385	465	4,987
816	3716	Percent	14.5	15.4	13.6	13.1	16.2	10.1	7.8	9.4	
817	3717	Trips	290	281	365	153	300	298	257	164	2,128
817	3717	Percent	13.8	13.3	17.3	7.3	14.2	14.2	12.2	7.8	
818	3718	Trips	277	339	323	196	314	227	180	162	2,047
818	3718	Percent	13.7	16.8	16.0	9.7	15.5	11.3	8.9	8.0	
819	3719	Trips	1,859	1,710	1,504	997	1,483	1,363	1,055	1,163	11,542
819	3719	Percent	16.7	15.4	13.5	9.0	13.3	12.2	9.5	10.4	
820	3720	Trips	2,264	2,561	2,110	1,521	1,588	1,149	848	1,215	13,680
820	3720	Percent	17.1	19.3	15.9	11.5	12.0	8.7	6.4	9.2	
821	3721	Trips	1,372	1,319	724	628	690	530	450	474	6,371
821	3721	Percent	22.2	21.3	11.7	10.2	11.2	8.6	7.3	7.7	
822	3722	Trips	893	945	481	455	572	402	239	347	4,386
822	3722	Percent	20.6	21.8	11.1	10.5	13.2	9.3	5.5	8.0	
823	3723	Trips	1,003	1,217	564	629	495	507	186	545	5,262
823	3723	Percent	19.5	23.7	11.0	12.2	9.6	9.9	3.6	10.6	
824	3724	Trips	666	629	449	284	262	348	103	398	3,159
824	3724	Percent	21.2	20.1	14.3	9.0	8.4	11.1	3.3	12.7	
825	3725	Trips	698	852	567	498	601	294	241	587	4,506
825	3725	Percent	16.1	19.6	13.1	11.5	13.9	6.8	5.6	13.5	
826	3726	Trips	716	581	581	440	545	443	176	392	3,916
826	3726	Percent	18.5	15.0	15.0	11.4	14.1	11.4	4.6	10.1	
827	3727	Trips	847	884	830	681	689	364	147	419	4,910
827	3727	Percent	17.4	18.2	17.1	14.0	14.2	7.5	3.0	8.6	
828	3728	Trips	968	1,104	990	875	1,235	632	346	607	6,844
828	3728	Percent	14.3	16.4	14.7	13.0	18.3	9.4	5.1	9.0	
829	3729	Trips	3,320	2,824	2,987	2,329	4,350	1,355	1,212	1,505	20,499
829	3729	Percent	16.7	14.2	15.0	11.7	21.9	6.8	6.1	7.6	
830	3730	Trips	1,246	1,113	1,318	1,179	1,390	249	482	511	7,607
830	3730	Percent	16.6	14.9	17.6	15.8	18.6	3.3	6.4	6.8	
831	3731	Trips	7,063	7,024	7,998	6,792	6,519	1,039	319	1,619	41,445
831	3731	Percent	18.4	18.3	20.8	17.7	17.0	2.7	0.8	4.2	
832	3732	Trips	112	135	108	103	71	33	0	42	605
832	3732	Percent	18.5	22.3	17.8	17.1	11.7	5.5	0.1	7.0	

DIRECTIONAL TRIP DISTRIBUTION REPORT

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
807	3707	Trips	77	130	80	64	66	34	62	75	596
807	3707	Percent	13.1	22.1	13.6	10.9	11.3	5.8	10.5	12.8	
808	3708	Trips	211	426	294	142	289	258	168	439	2,271
808	3708	Percent	9.5	19.1	13.2	6.4	13.0	11.6	7.6	19.7	
809	3709	Trips	215	637	362	171	394	388	248	294	2,731
809	3709	Percent	7.9	23.5	13.4	6.3	14.5	14.3	9.2	10.9	
810	3710	Trips	208	381	212	147	202	210	57	212	1,628
810	3710	Percent	12.8	23.4	13.0	9.0	12.4	12.9	3.5	13.0	
811	3711	Trips	647	961	518	361	596	463	442	633	4,654
811	3711	Percent	14.0	20.8	11.2	7.8	12.9	10.0	9.6	13.7	
812	3712	Trips	1,905	2,209	1,605	1,178	2,274	2,041	1,530	1,820	14,984
812	3712	Percent	13.1	15.2	11.0	8.1	15.6	14.0	10.5	12.5	
813	3713	Trips	551	623	279	258	419	378	258	460	3,287
813	3713	Percent	17.1	19.3	8.7	8.0	13.0	11.7	8.0	14.3	
814	3714	Trips	822	966	719	399	849	648	538	753	5,799
814	3714	Percent	14.4	17.0	12.6	7.0	14.9	11.4	9.4	13.2	
815	3715	Trips	1,010	1,092	685	428	733	355	216	574	5,229
815	3715	Percent	19.8	21.5	13.4	8.4	14.4	7.0	4.2	11.3	
816	3716	Trips	861	922	794	594	716	507	446	742	5,647
816	3716	Percent	15.4	16.5	14.2	10.6	12.8	9.1	8.0	13.3	
817	3717	Trips	354	390	402	223	327	279	186	277	2,455
817	3717	Percent	14.5	16.0	16.5	9.2	13.4	11.4	7.6	11.4	
818	3718	Trips	296	457	343	252	377	204	165	236	2,334
818	3718	Percent	12.7	19.6	14.7	10.8	16.2	8.7	7.1	10.1	
819	3719	Trips	2,255	2,354	1,713	1,189	1,982	1,238	1,023	1,283	13,579
819	3719	Percent	17.3	18.1	13.1	9.1	15.2	9.5	7.9	9.8	
820	3720	Trips	2,340	2,658	2,306	1,667	1,647	1,087	898	1,281	14,223
820	3720	Percent	16.9	19.1	16.6	12.0	11.9	7.8	6.5	9.2	
821	3721	Trips	1,444	1,612	1,009	887	865	632	462	667	7,897
821	3721	Percent	19.1	21.3	13.3	11.7	11.4	8.4	6.1	8.8	
822	3722	Trips	1,229	1,223	718	660	616	446	293	462	5,829
822	3722	Percent	21.8	21.7	12.7	11.7	10.9	7.9	5.2	8.2	
823	3723	Trips	1,172	1,255	732	630	555	471	167	658	5,720
823	3723	Percent	20.8	22.3	13.0	11.2	9.8	8.4	3.0	11.7	
824	3724	Trips	560	635	433	313	341	316	84	335	3,058
824	3724	Percent	18.6	21.0	14.4	10.4	11.3	10.5	2.8	11.1	
825	3725	Trips	876	991	672	571	652	288	131	674	4,942
825	3725	Percent	18.0	20.4	13.9	11.8	13.4	5.9	2.7	13.9	
826	3726	Trips	908	753	737	474	628	462	115	467	4,640
826	3726	Percent	20.0	16.6	16.2	10.4	13.8	10.2	2.5	10.3	
827	3727	Trips	847	910	793	556	790	275	179	393	4,801
827	3727	Percent	17.9	19.2	16.7	11.7	16.7	5.8	3.8	8.3	
828	3728	Trips	1,186	1,462	1,133	974	1,380	653	537	654	8,056
828	3728	Percent	14.9	18.3	14.2	12.2	17.3	8.2	6.7	8.2	
829	3729	Trips	3,145	2,989	3,261	2,383	4,217	1,170	1,476	1,251	20,397
829	3729	Percent	15.8	15.0	16.4	12.0	21.2	5.9	7.4	6.3	
830	3730	Trips	2,248	2,322	2,436	1,718	2,241	380	941	654	13,340
830	3730	Percent	17.4	17.9	18.8	13.3	17.3	2.9	7.3	5.1	
831	3731	Trips	11,722	12,845	13,936	11,820	13,418	1,994	445	2,094	74,874
831	3731	Percent	17.2	18.8	20.4	17.3	19.7	2.9	0.7	3.1	
832	3732	Trips	143	233	172	138	149	44	13	44	943
832	3732	Percent	15.3	24.9	18.4	14.7	15.9	4.7	1.4	4.7	

Doral Trolley Route Map





SERVICE FREQUENCIES
FRECUENCIAS DE SERVICIO / FREKANS SÈVS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	5:00 a.m.	11:30 p.m.	30 min
SATURDAY SÁBADO SAMDI	5:00 a.m.	11:00 p.m.	30 min
SUNDAY DOMINGO DIMANCH	6:00 a.m.	7:30 p.m.	30 min
	7:30 p.m.	10:30 p.m.	60 min

Frequencies are approximate and may vary depending on traffic and road conditions
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yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo

MetroCONNECT
YOUR FREE AND DIRECT CONNECTION TO MIAMI-DADE TRANSIT
SCAN TO DOWNLOAD THE APP OR CALL 786-321-5842
QR code
Miami-Dade County logo
Powered by VIA logo

Language Assistance: Miami-Dade Transit (MDT) is committed to providing information about its transit services to passengers with limited English as part of its non-discrimination program. MDT publishes route information in Spanish and Haitian Creole and offers assistance in both languages at our Call Center at 3-1-1 or 305- 468-5900. For more information, call MDT's Office of Civil Rights & Labor Relations at 786-469-5486.

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311 (305.468.5900) TTY/Florida Relay: 711
Social media icons: Facebook, Twitter, Instagram, YouTube
@GoMiamiDade GO Miami-Dade Transit

107 METROBUS logo

MARCH 2025 MARZO 2025 | MAS 2025

- Local service seven days a week.
- Travels from Cutler Bay to the Dolphin Mall Terminal through Richmond Heights along the South Dade TransitWay, SW 117 Ave, and SW/NW 107 Ave.
- Stops include Miami Dade College Kendall Campus and FIU Maidique Campus.



- Servicio local los siete días de la semana.
- Va desde Cutler Bay hasta la terminal de Dolphin Mall, pasando por Richmond Heights, por South Dade TransitWay, SW 117 Ave y SW/NW 107 Ave.
- Con paradas en el campus Kendall de Miami Dade College y el campus Maidique de FIU.

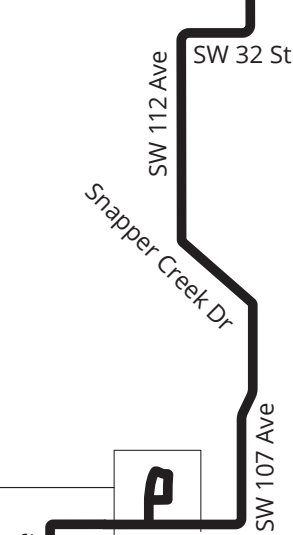
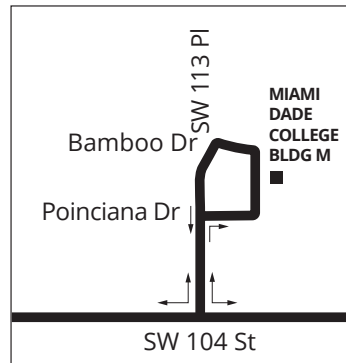
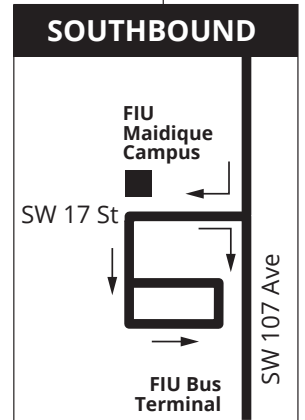
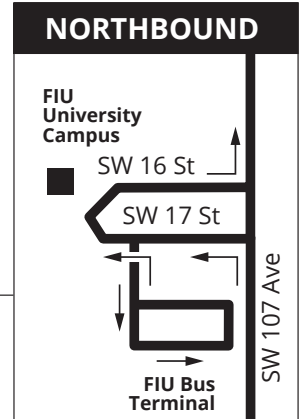
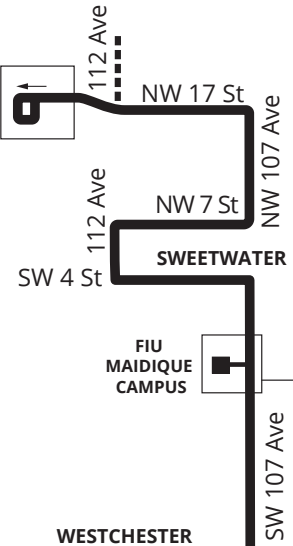
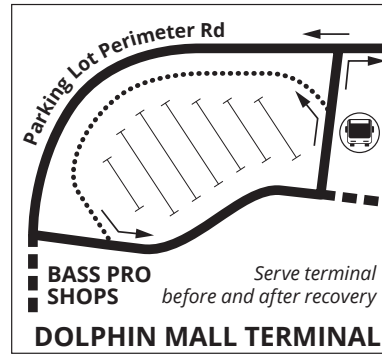
- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan Cutler Bay pou rive nan Tèminal Dolphin Mall atravè Richmond Heights sou South Dade TransitWay, SW 117 Ave, ak SW/NW 107 Ave.
- Arè yo gen ladan Miami Dade College Kendall Campus ak FIU Maidique Campus.



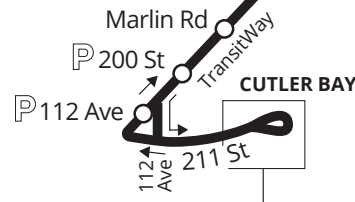
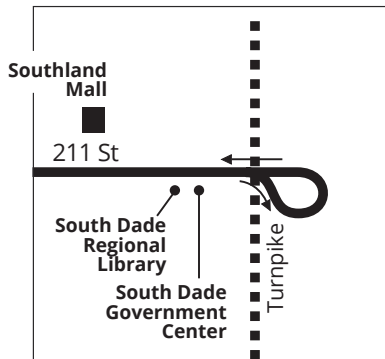
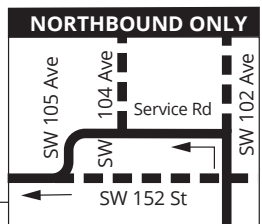
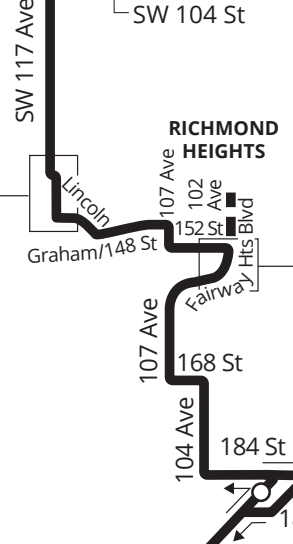
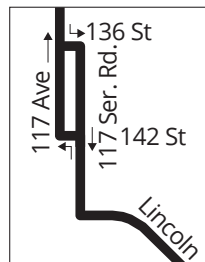
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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
MIAMI-DADE COUNTY logo



107



KENDALL



SERVICE FREQUENCIES
FRECUENCIAS DE SERVICIO / FREKANS SÈVS YO

Table with 4 columns: Day, From/Desde, To/Hasta, and Every/Cada. Rows for Saturday (SÁBADO SAMDI) and Sunday (DOMINGO DIMANCH).

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

MetroCONNECT
YOUR FREE AND DIRECT CONNECTION TO BETTER BUS
SCAN TO DOWNLOAD THE APP OR CALL 786-321-5842
Includes QR code and image of a bus.

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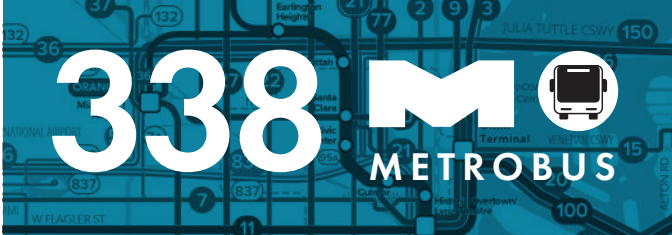
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miamidade.gov/transportation
Information • Información • Enfòmasyon
311 (305.468.5900) TTY/Florida Relay: 711
Includes QR code and social media icons.



MARCH 2024 MARZO 2024 | MAS 2024

WEEKEND EXPRESS

- Express service on weekends.
- Travels from Miami International Airport Metrorail station to Miami International Mall and Dolphin Mall Metrobus terminal along SR 836.



- Servicio expreso los fines de semana.
- Va desde la estación de Metrorail del Aeropuerto Internacional de Miami hasta el Miami International Mall y la terminal del Metrobús del Dolphin Mall, pasando por la SR 836.

- Sèvis eksprès nan wikenn.
- Vwayaje soti nan estasyon Metrorail Ayewopò Entènasyonal Miami pou rive nan Miami International Mall ak tèminal Metrobus Dolphin Mall sou SR 836.



MORE INFORMATION
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MIAMI-DADE COUNTY logo

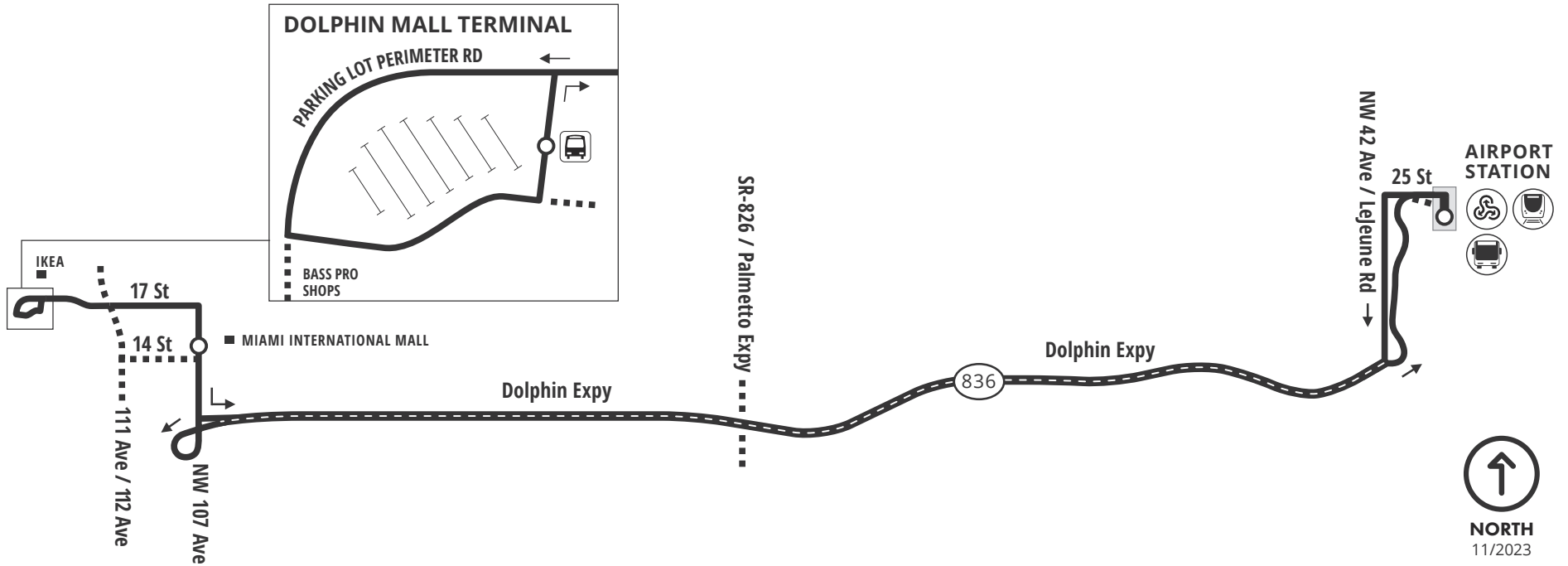


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WEEKEND EXPRESS



LIMITED STOPS
entire route



SERVICE FREQUENCIES
FRECUENCIAS DE SERVICIO / FREKANS SÈVS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	5:30 a.m.	7:00 p.m.	30 min
	7:00 p.m.	11:00 p.m.	60 min
SATURDAY SÁBADO SAMDI	5:00 a.m.	7:00 a.m.	60 min
	7:00 a.m.	10:00 p.m.	30 min
	10:00 p.m.	12:00 a.m.	60 min
SUNDAY DOMINGO DIMANCH	5:00 a.m.	8:00 a.m.	60 min
	8:00 a.m.	8:00 p.m.	30 min
	8:00 p.m.	10:00 p.m.	60 min

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SCAN TO DOWNLOAD THE APP OR CALL 786-321-5842
[QR Code]
[Image of MetroCONNECT bus]

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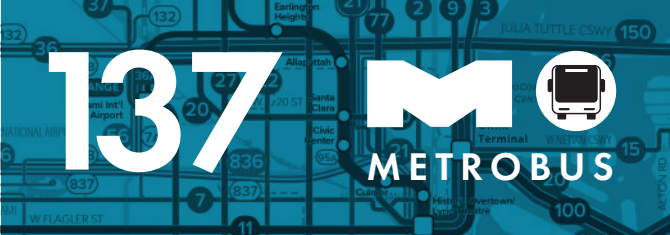
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Information • Información • Enfòmasyon
311 (305.468.5900) TTY/Florida Relay: 711
[QR Code]
[Social Media Icons]
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JULY 2024 JULIO 2024 | JIYÈ 2024

WEST DADE CONNECTION

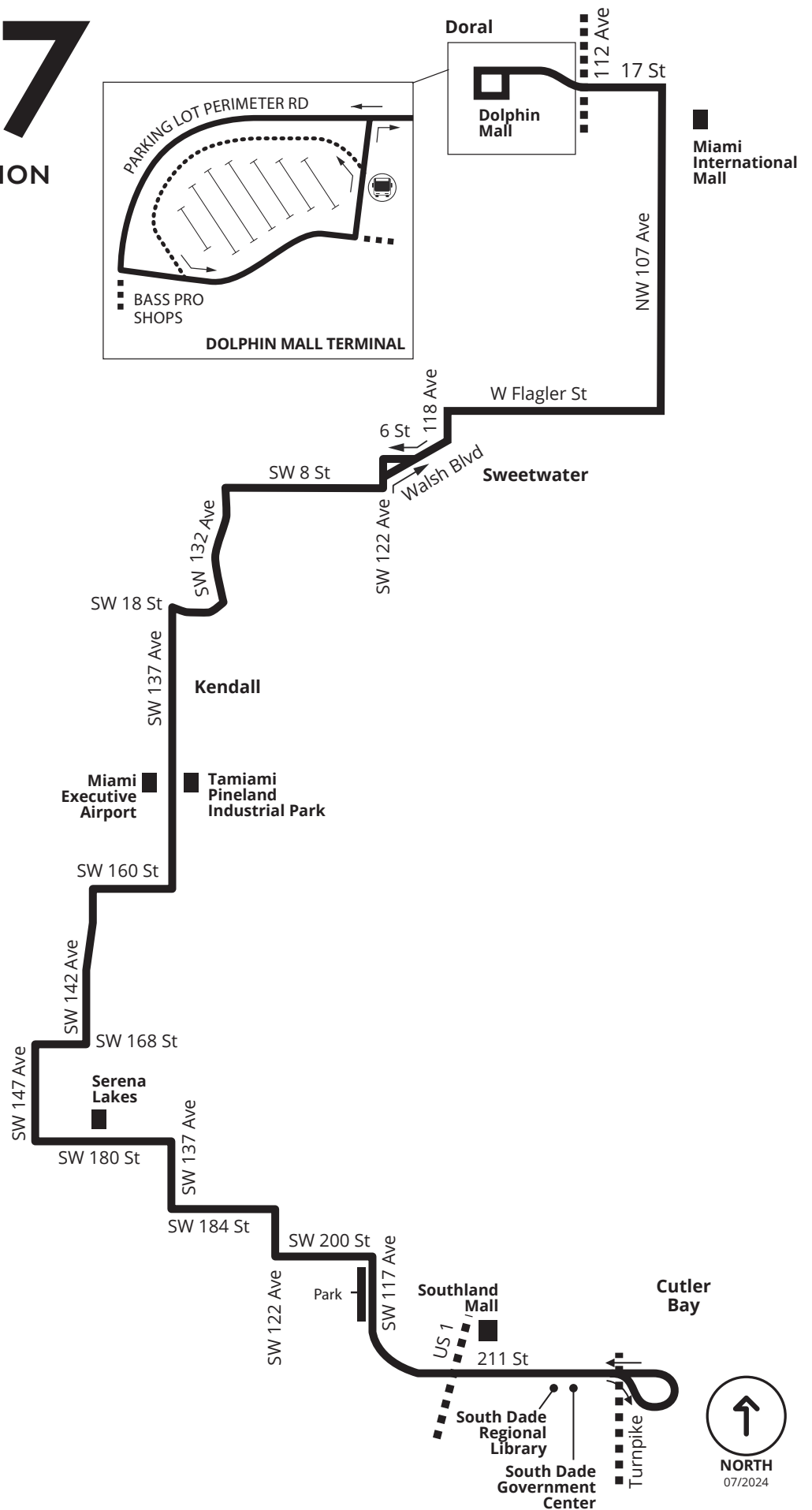
- Local service seven days a week.
- Travels from South Dade Government Center to Dolphin Mall along SW 137 Ave.
- Servicio local los siete días de la semana.
- Va desde South Dade Government Center hasta Dolphin Mall por SW 137 Ave.
- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan South Dade Government Center pou rive nan Dolphin Mall sou SW 137 Ave.

[QR Code]
MORE INFORMATION
MÁS INFORMACIÓN | PLUS ENFOMASYON



137

WEST DADE CONNECTION



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

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

* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

6_8700_PKSEASON.TXT

2024



TRANSPORTATION MASTER PLAN





Table 3-9: Doral Trolley Stop Route 1 Recommended Improvements

Trolley Stop No.	Existing Amenities	Recommended Amenities	Midblock Crossing Rec.	Jurisdiction
1001	Bench	Shelter		County
1003	Bench	Shelter		County
1004	Bench	Shelter		County
1005	Bench	Shelter		County
1011	Shelter		Yes	City
1012	Bench	Shelter		County
1013	Bench	Shelter		County
1014	Bench	Shelter		City
1015	Bench	Shelter		City
1016	Bench	Shelter		County
1017	Bench	Shelter		County
1019	Bench	Shelter	Yes	County
1020	Bench	Shelter and Bike Rack		City
1021	Bench	Shelter and Bike Rack		City
1022	Bench	Bike Rack		City
1023	Bench	Shelter and Bike Rack		City
1024	Bench	Shelter		County
1026	Shelter	Bike Rack		City
1028	Shelter	Bike Rack		City
1030	Bench	Shelter		City
1031	Bench		Yes	City
1032	Bench	Shelter	Yes	City
1033	Shelter	Bike Rack	Yes	City
1034	Shelter	Bike Rack	Yes	City
1035	Bench	Shelter		City
1038	Bench	Shelter	Yes	City
1043	Bench	Shelter		County
1045	Sign Post	Shelter and Bike Rack		City
1046	Sign Post	Shelter and Bike Rack		City
1047	Sign Post	Shelter		City

Trolley Stop No.	Existing Amenities	Recommended Amenities	Midblock Crossing Rec.	Jurisdiction
1048	Bench	Shelter		City
1049	Shelter	Bike Rack		City
1050	Bench	Bike Rack		City
1051	Bench	Shelter		City
1054	Sign Post	Shelter		City
1055	Sign Post	Shelter and Bike Rack		City
1056	Bench	Shelter		City
1058	Shelter	Bike Rack	Yes	County
1059	Bench	Shelter and Bike Rack		City
1060	Bench	Shelter and Bike Rack		City
1061	Bench	Shelter and Bike Rack		City
1062	Sign Post	Shelter and Bike Rack		City
1063	Bench	Shelter and Bike Rack	Yes	City
1068	Sign Post	Shelter		County
1073	Bench	Shelter		County
1078	Shelter		Yes	County
1080	Sign Post		Yes	City
1081	Sign Post	Shelter and Bike Rack		City
1082	Bench	Shelter		County
1084	Sign Post	Shelter	Yes	City

Figure 3-13: Doral Trolley Stop Route 1 Recommended Improvements

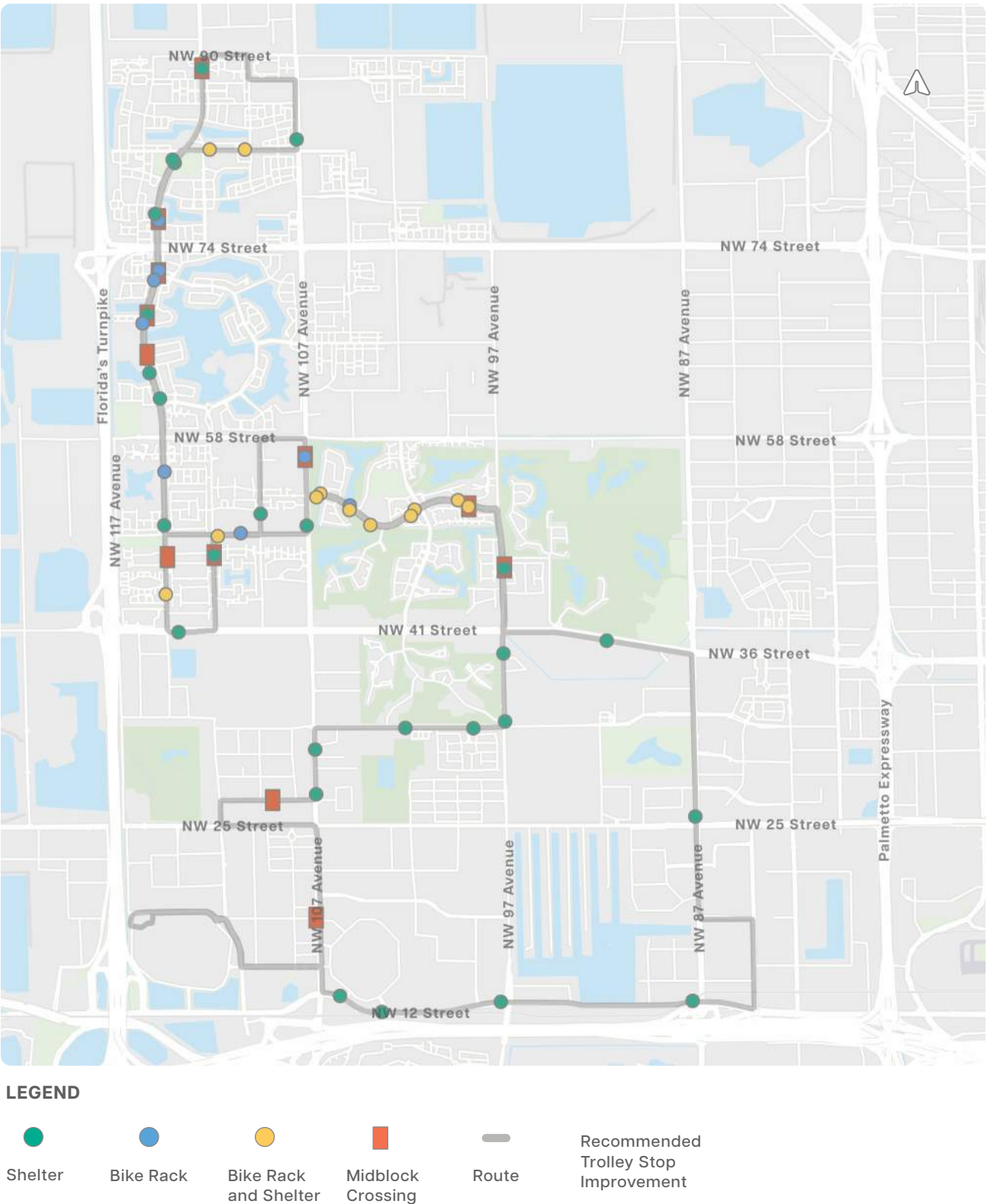
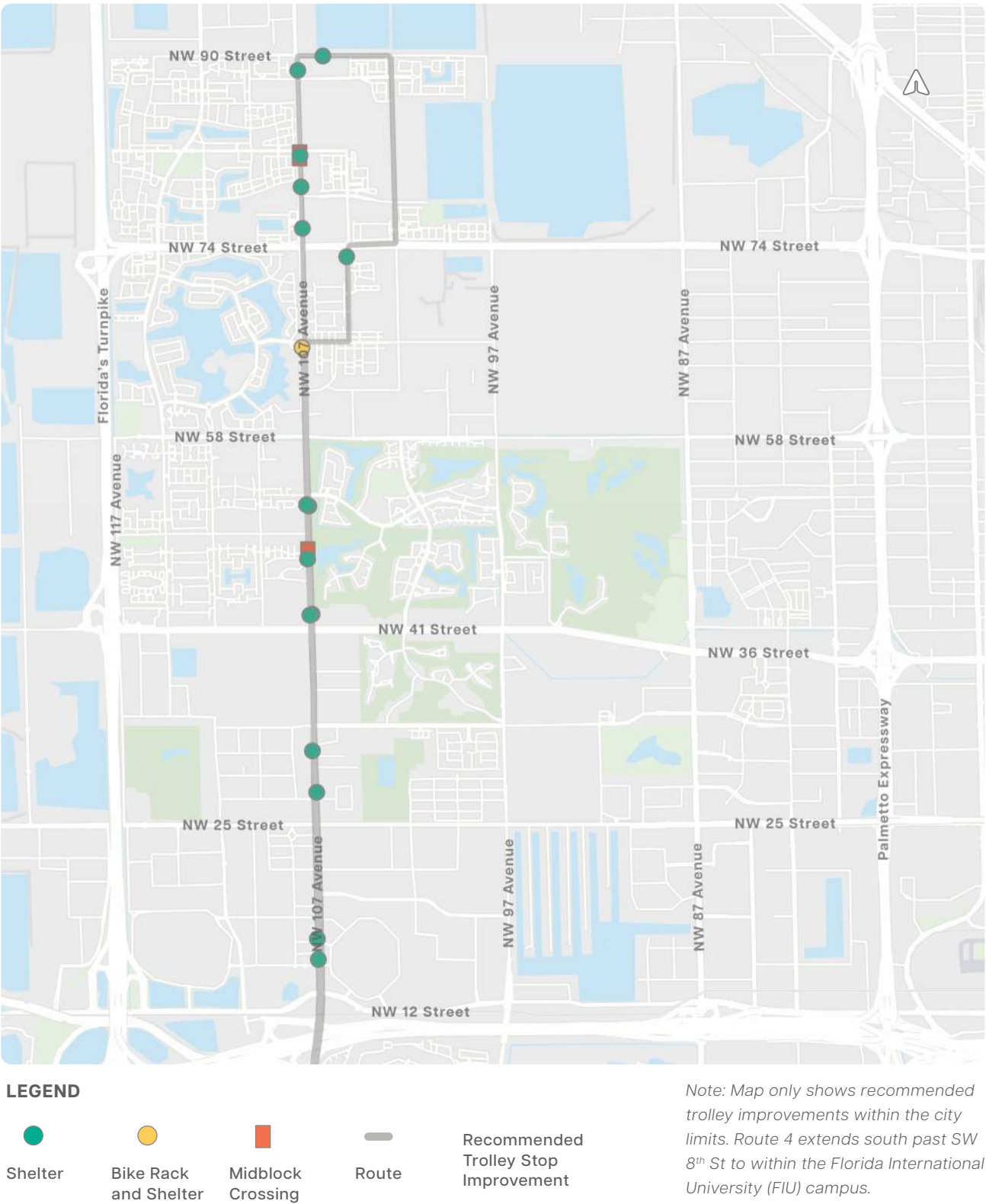




Table 3-12: Doral Trolley Stop Route 4 Recommended Improvements

Trolley Stop No.	Existing Amenities	Recommended Amenities	Midblock Crossing Rec.	Jurisdiction
4001	Sign Post	Shelter		City - Sweetwater
4002	Bench	Shelter	Yes	County
4010	Bench	Shelter		County
4014	Bench	Shelter		County
4015	Sign Post		Yes	County
4016	Sign Post	Shelter		County
4022	Sign Post	Shelter		County
4023	Sign Post	Shelter		County
4024	Sign Post	Shelter	Yes	County
4026	Sign Post	Shelter		County
4027	Sign Post	Shelter		City
4034	Sign Post	Shelter		City
4037	Bench	Shelter and Bike Rack		County
4040	Bench	Shelter		County
4041	Sign Post	Shelter		County
4042	Sign Post	Shelter		County
4043	Bench	Shelter		County
4047	Bench	Shelter		County
4048	Bench	Shelter		County

Figure 3-16: Doral Trolley Route 4 Recommended Improvements



Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 19th St
City: Doral
Control: Signalized

Project ID: 25-570064-001
Date: 5/21/2025

Data - Total

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 19th St				NW 19th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	1	434	45	1	30	128	15	3	0	0	0	0	20	1	44	0	722
7:15 AM	0	425	55	0	45	152	17	3	0	0	0	0	15	2	35	0	749
7:30 AM	0	499	97	0	49	182	14	2	0	0	0	0	20	1	35	0	899
7:45 AM	0	528	119	0	43	202	11	3	1	0	0	0	41	3	54	0	1005
8:00 AM	0	431	153	0	58	199	15	4	0	0	0	0	54	1	45	0	960
8:15 AM	0	400	179	0	65	257	18	0	0	0	1	0	62	2	46	0	1030
8:30 AM	0	435	65	0	46	207	12	3	0	0	0	0	43	3	43	0	857
8:45 AM	0	446	63	2	43	162	18	5	0	0	1	0	20	1	27	1	789
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.02%	82.18%	17.72%	0.07%	18.85%	74.04%	5.97%	1.14%	33.33%	0.00%	66.67%	0.00%	44.43%	2.26%	53.15%	0.16%	7011
PEAK HR :	07:30 AM - 08:30 AM				215	840	58	9	1	0	1	0	177	7	180	0	TOTAL
PEAK HR VOL :	0	1858	548	0	0.827	0.817	0.806	0.563	0.250	0.000	0.250	0.000	0.714	0.583	0.833	0.000	3894
PEAK HR FACTOR :	0.000	0.880	0.765	0.000	0.930				0.500				0.827				0.945
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	0	294	25	0	27	215	10	3	0	0	0	0	39	0	23	0	636
11:15 AM	0	261	27	1	37	248	16	1	0	0	1	0	28	0	12	1	633
11:30 AM	0	265	21	0	29	248	6	5	0	0	0	0	22	2	23	0	621
11:45 AM	0	246	44	0	30	263	9	5	0	0	0	0	37	1	35	0	670
12:00 PM	1	304	28	0	51	278	15	9	0	0	0	0	36	0	33	0	755
12:15 PM	0	286	31	0	35	270	11	6	0	0	0	0	35	4	27	0	705
12:30 PM	0	303	37	0	41	264	8	8	0	0	0	0	32	5	38	0	736
12:45 PM	1	277	39	2	46	275	11	7	0	0	0	0	37	3	27	0	725
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	2236	252	3	296	2061	86	44	0	0	1	0	266	15	218	1	5481
	0.08%	89.69%	10.11%	0.12%	11.90%	82.87%	3.46%	1.77%	0.00%	0.00%	100.00%	0.00%	53.20%	3.00%	43.60%	0.20%	
PEAK HR :	12:00 PM - 01:00 PM				173	1087	45	30	0	0	0	0	140	12	125	0	TOTAL
PEAK HR VOL :	2	1170	135	2	0.848	0.978	0.750	0.833	0.000	0.000	0.000	0.000	0.946	0.600	0.822	0.000	2921
PEAK HR FACTOR :	0.500	0.962	0.865	0.250	0.963				0.945				0.923				0.967
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	227	37	1	41	294	13	6	0	0	1	0	65	2	36	0	723
4:15 PM	0	214	23	1	39	326	17	1	0	0	1	0	76	1	32	0	731
4:30 PM	0	251	39	0	46	332	11	3	1	0	1	0	70	1	43	1	799
4:45 PM	0	231	28	1	45	321	11	5	0	0	1	0	60	0	39	0	742
5:00 PM	0	217	29	1	58	326	13	1	0	0	2	0	100	2	47	0	796
5:15 PM	0	221	30	1	51	269	13	3	0	1	1	0	53	1	50	2	696
5:30 PM	0	247	29	2	62	339	18	0	0	0	0	0	56	0	57	0	810
5:45 PM	0	203	32	0	39	274	7	3	0	1	2	0	55	4	29	1	650
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1811	247	7	381	2481	103	22	1	2	9	0	535	11	333	4	5947
	0.00%	87.70%	11.96%	0.34%	12.76%	83.06%	3.45%	0.74%	8.33%	16.67%	75.00%	0.00%	60.59%	1.25%	37.71%	0.45%	
PEAK HR :	04:15 PM - 05:15 PM				188	1305	52	10	1	0	5	0	306	4	161	1	TOTAL
PEAK HR VOL :	0	913	119	3	0.810	0.983	0.765	0.500	0.250	0.000	0.625	0.000	0.765	0.500	0.856	0.250	3068
PEAK HR FACTOR :	0.000	0.909	0.763	0.750	0.892				0.977				0.792				0.960

DO NOT WRITE
COMMITTED DEVELOPMENT



4.4 Project Trip Generation

Trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. The project trip generation summary is provided in Exhibit 9. ITE trip generation worksheets are provided in Appendix F.

Exhibit 9: Project Trip Generation Summary

Proposed Use

Proposed ITE Land Use Designation ¹	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Automobile Sales (New) <i>Land Use Code: 840</i>	37,809 SF	1,054	52	19	71	36	54	90
Total Gross Trips		1,054	52	19	71	36	54	90

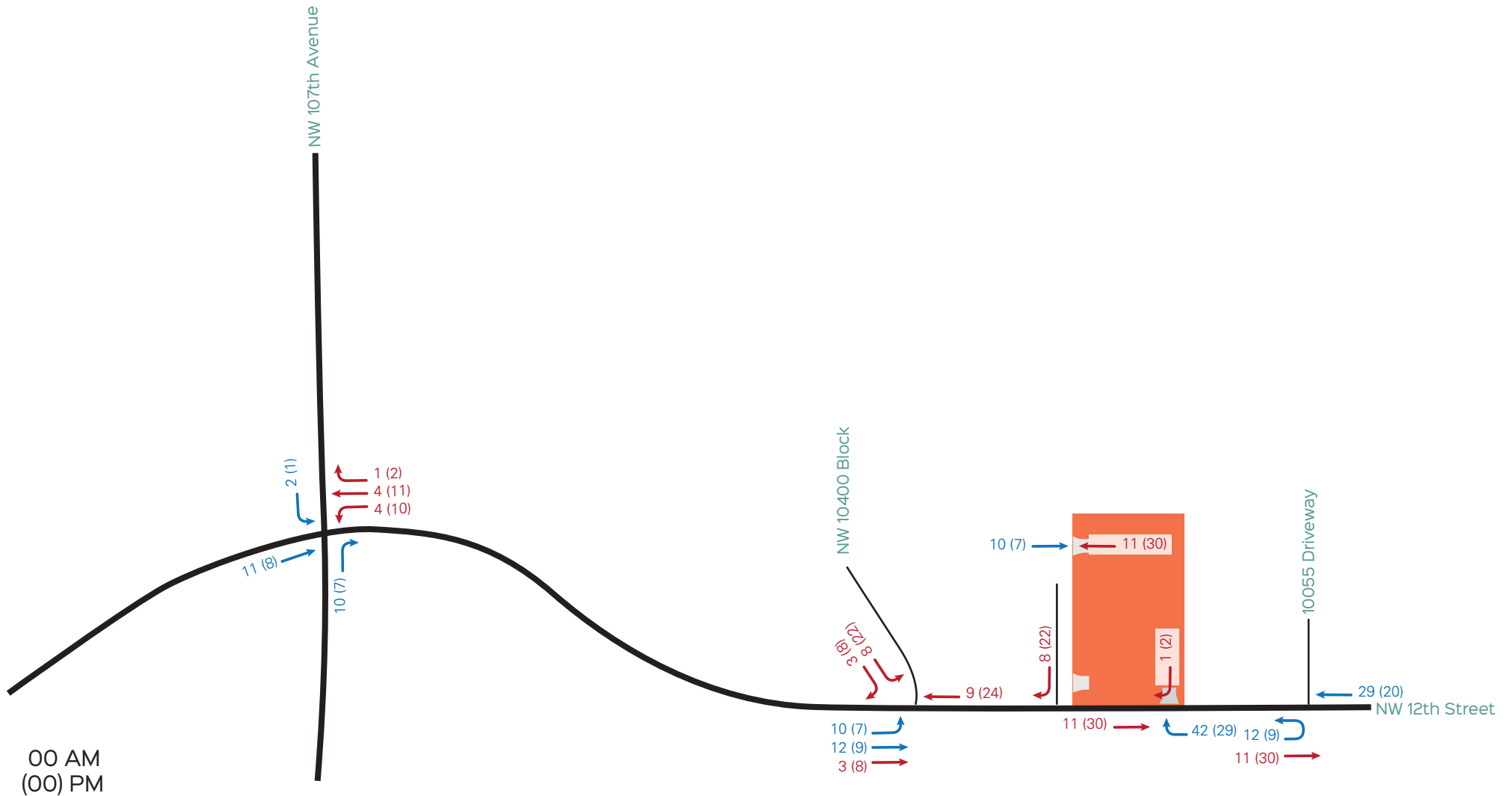
Existing Use

Existing ITE Land Use Designation ¹	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Automobile Sales (New) <i>Land Use Code: 840</i>	3,000 SF	56	4	2	6	11	16	27
Total Gross Trips		56	4	2	6	11	16	27

Net New Trips

	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Proposed	1,054	52	19	71	36	54	90
Existing	56	4	2	6	11	16	27
Difference	998	48	17	65	25	38	63

¹ Based on ITE Trip Generation Manual, 10th Edition.



00 AM
(00) PM



IN



OUT



Project Location

Exhibit 12

Project Trip Assignment

4.4 Project Trip Generation

Trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. The project trip generation summary is provided in Exhibit 9. ITE trip generation worksheets are provided in Appendix F.

Exhibit 9: Project Trip Generation Summary

Proposed Use								
Proposed ITE Land Use Designation¹	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Automobile Sales (New) <i>Land Use Code: 840</i>	48,051 SF	1,348	66	24	90	43	65	108
Total Gross Trips		1,348	66	24	90	43	65	108

¹ Based on ITE Trip Generation Manual, 10th Edition.

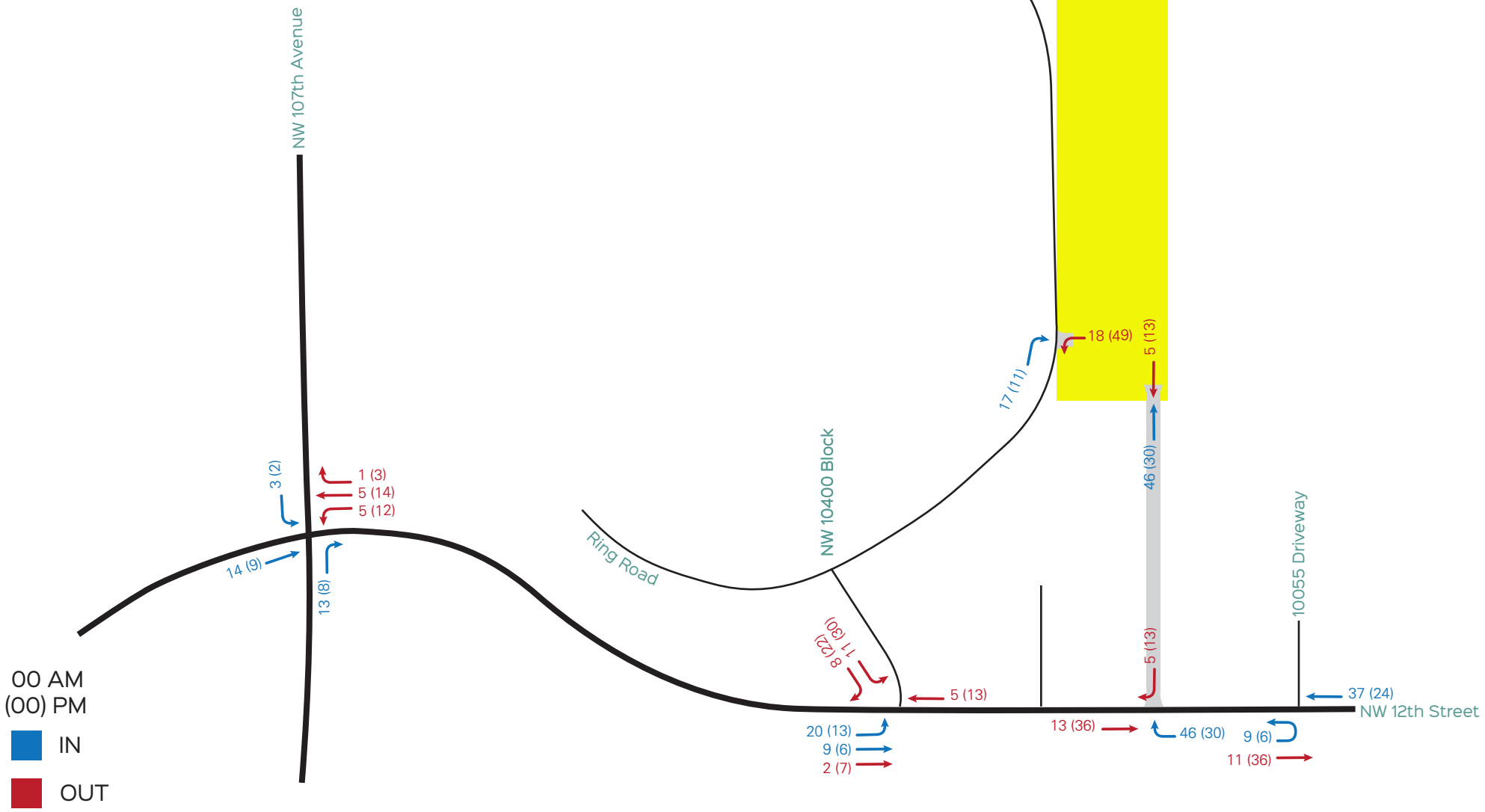


Exhibit 12
Project Trip Assignment



FUTURE TOTAL CONDITIONS

This section of the report covers site-generated trips, trip distribution, and future traffic volumes including traffic from the proposed development.

Site-Generated Traffic

We used equations from the 11th Edition of the ITE *Trip Generation Manual* and determined that the 53,048 square-foot automobile dealership is expected to generate 1,268 daily, 61 AM peak-hour, and 76 PM peak hour, net-new trips, after accounting for the warehouses it will replace. **Table 3** summarizes the trip-generation estimates for the proposed development. **Appendix F** contains the trip-generation calculations and data.

Table 3 – Traffic Generation Summary

Time	Scenario	Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
								In	Out	Total
Daily	Existing	Warehousing	150	117,853 SF	T = 1.58 (X) + 38.29	50%	50%	112	112	224
	Proposed	Automobile Sales (New)	840	53,098 SF	T = 28.65 (X) - 29.45	50%	50%	746	746	1,492
Net New Daily Total								634	634	1,268
AM Peak Hour	Existing	Warehousing	150	117,853 SF	T = 0.12 (X) + 23.62	77%	23%	29	9	38
	Proposed	Automobile Sales (New)	840	53,098 SF	T = 1.86 (X)	73%	27%	72	27	99
Net New AM Peak Hour								43	18	61
PM Peak Hour	Existing	Warehousing	150	117,853 SF	T = 0.12 (X) + 26.48	28%	72%	11	30	41
	Proposed	Automobile Sales (New)	840	53,098 SF	T = 1.81 (X) + 20.91	40%	60%	47	70	117
Net New PM Peak Hour								36	40	76

* Based on 11th Edition ITE Trip Generation Manual

Development Traffic Distribution

We estimated the directional distribution of site-generated trips based on the cardinal distribution data for TAZ 743 from the Miami-Dade County 2045 SERPM (see Appendix C) and from the development's access to the surrounding roadway network. We interpolated the 2015 and 2045 directional-distribution values from the model data to develop 2027 percentages. **Table 4** summarizes the 2027 trip-distribution percentages. **Figure 5** shows the proposed development's traffic distributions at the study intersections. The distribution accounts for traffic from the north via NW 97th Avenue having to exit the interchange at NW 12th Street and enter the intersection as both a southbound and northbound through movements to access the site via NW 13th Street in order to provide a conservative analysis. **Figure 6** shows the AM and PM peak-hour development-traffic assignments at the study intersections. **Figure 7** shows the 2027 total volumes. We developed 2027 total volumes by adding the development-traffic assignments, based on the development distribution, to the 2027 background traffic volumes.

Table 4 – Development Traffic Distribution Summary

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	17.90%	16.00%	14.20%	11.80%	16.30%	8.80%	7.70%	7.30%
2045	16.30%	17.80%	15.00%	12.50%	17.00%	6.40%	8.00%	7.10%
2027	17.26%	16.72%	14.52%	12.08%	16.58%	7.84%	7.82%	7.22%

Figure 5 – Development Traffic Distribution

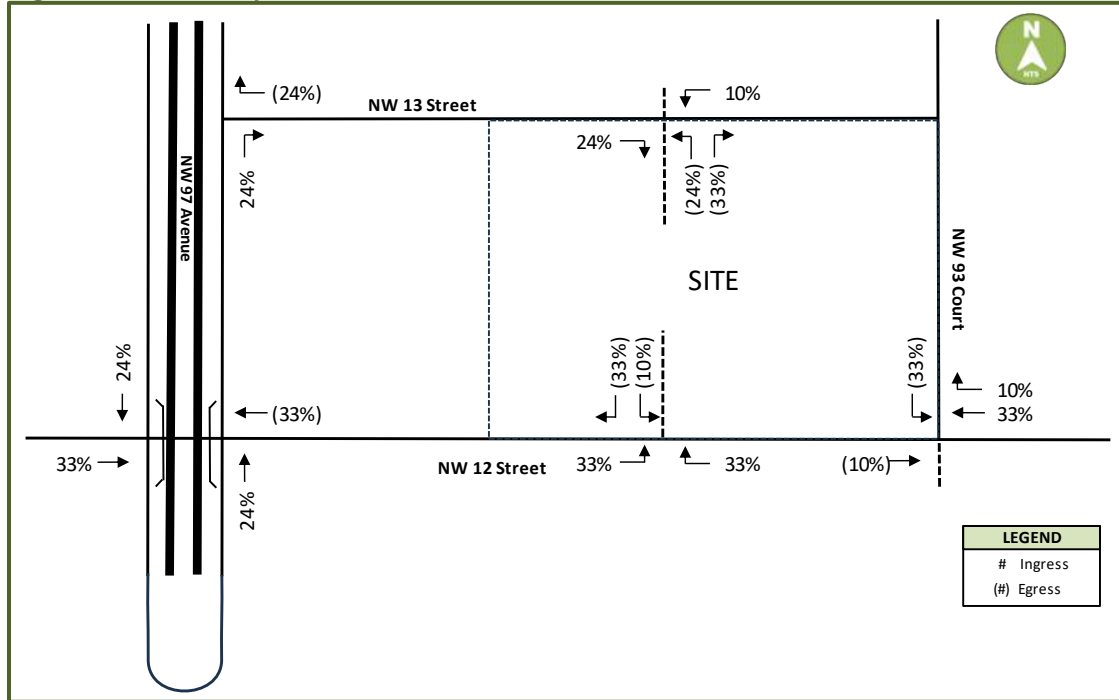
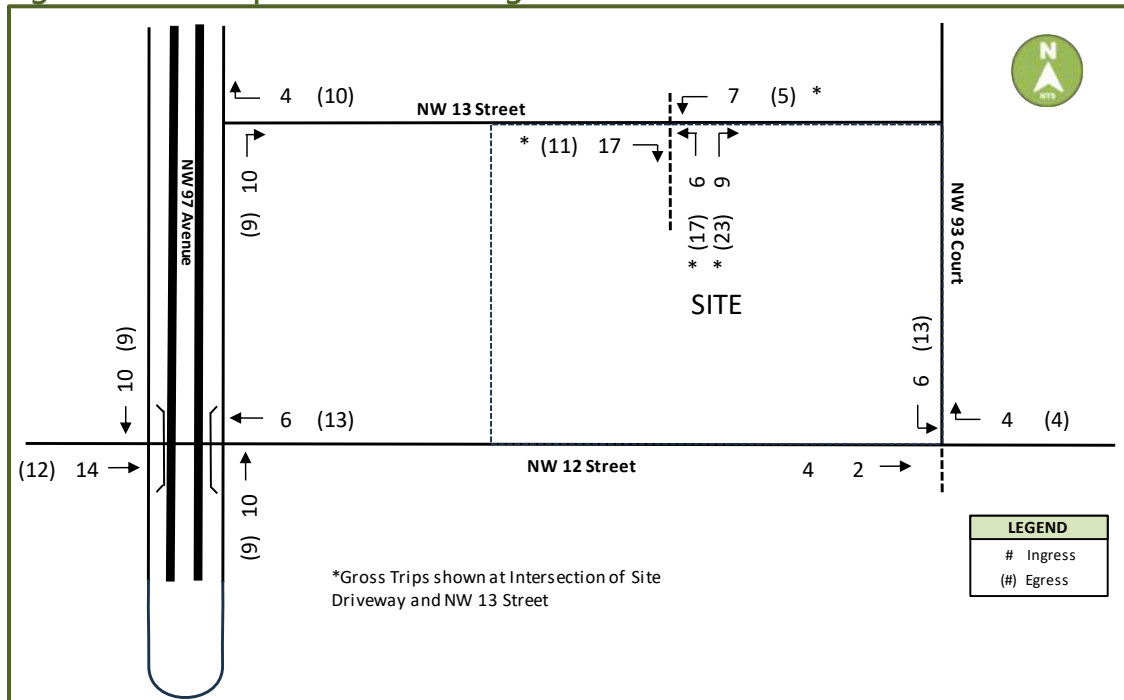


Figure 6 – Development Traffic Assignment



- Collected intersection turning movement counts during the critical peak periods (7:00 AM to 9:00 AM) and (4:00 PM to 6:00 PM) at the following locations:
 - NW 107th Avenue & NW 19th Street (signalized)
 - NW 19th Street & Full median opening (stop controlled)
 - NW 19th Street & project driveway (stop controlled)
 - NW 19th Street & NW 102nd Avenue (stop controlled)
 - NW 97th Avenue & NW 17th Street (signalized)

The above traffic counts were recorded on Wednesday, January 24, 2024. The traffic counts were adjusted by utilizing a peak season factor of 1.04 based on FDOT's peak season adjustment factors. Figure 3 shows the results of the AM and PM peak hour traffic counts. These traffic counts are included in Attachment B.

- Obtained the signal timing plan from Miami-Dade County Traffic Engineering Division. Attachment B contains the signal timing plan for the signalized intersection located within the study area.
- Determined the trip generation of the proposed land use intensity using the trip generation equations/rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). Tables 1 documents the trip generation associated with the proposed hotel.

TABLE 1 Trip Generation Summary Hyatt House								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Hotel (LUC 310)	126 rooms	942	56	31	25	65	33	32
Net External Trips		942	56	31	25	65	33	32

Source: ITE Trip Generation Manual (11th Edition)

ITE Land Use Code 310 - Hotel

Daily Trips: $T = 10.84 (X) - 423.51$, X = number of rooms

AM Peak: $T = 0.50 (X) - 7.45$ (56% inbound and 44% outbound), X = number of rooms

PM Peak: $T = 0.74 (X) - 27.89$ (51% inbound and 49% outbound), X = number of rooms

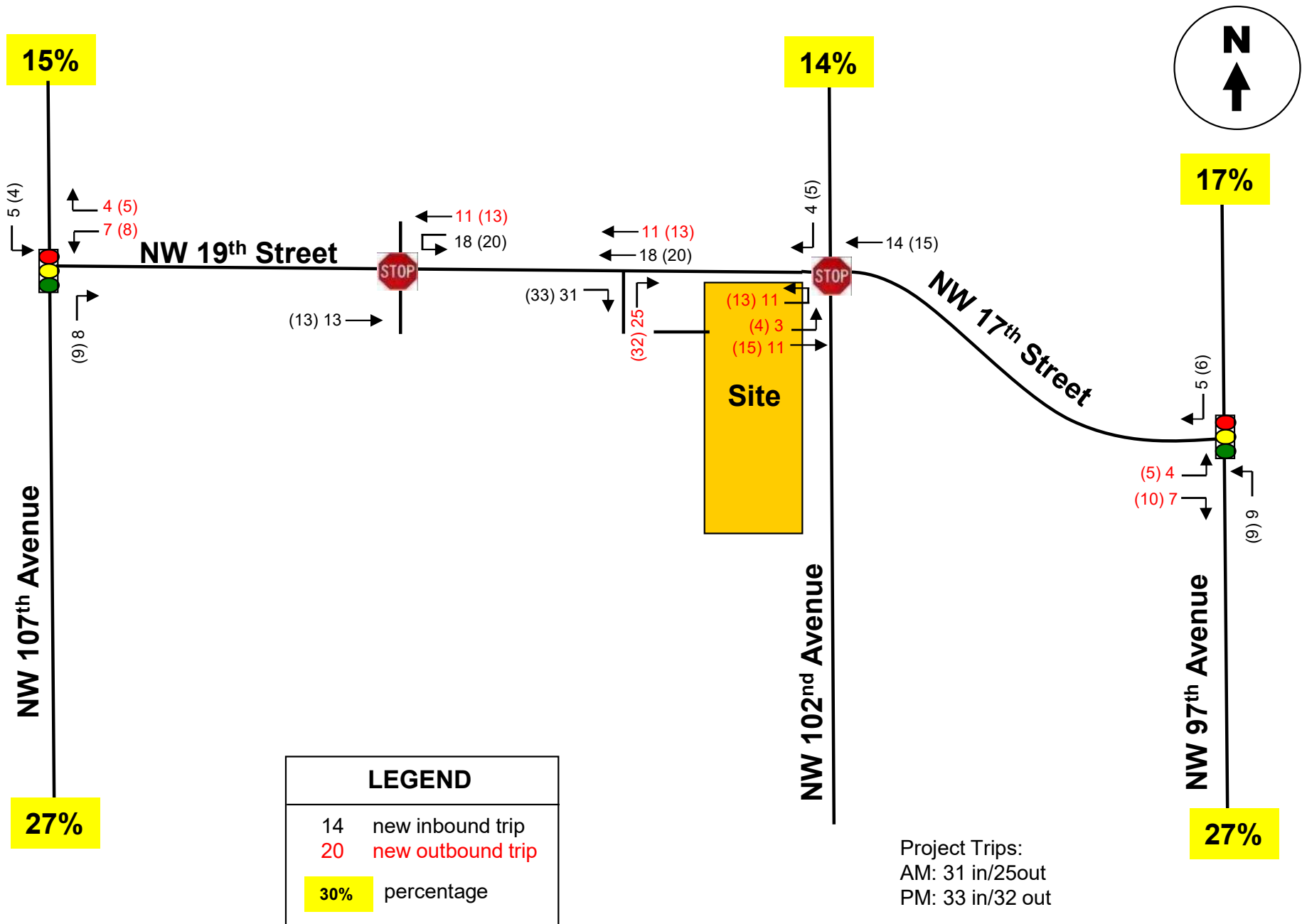
ITE Land Use Code 822 - Retail (<40k)

Daily Trips: $T = 54.45 (X)$, X = 1,000 sf

AM Peak: $T = 2.36 (X)$ (60% inbound and 40% outbound), X = 1,000 sf

PM Peak: $T = 6.59 (X)$ (50% inbound and 50% outbound), X = 1,000 sf

- As indicated in Table 1, the 126-room hotel development is projected to generate approximately 942 daily trips, approximately 56 AM peak hour





MEMORANDUM

To: Rita Carbonell
City of Doral

From: Omar Kanaan, P.E. 
Adrian K. Dabkowski, P.E., PTOE 

Date: February 2, 2018

**Subject: Miami Free Zone
Traffic Assessment**

Kimley-Horn and Associates, Inc. has prepared this traffic assessment consistent with the requirements of the City of Doral. Methodology correspondence detailing the traffic assessment requirements is included in Attachment A. This assessment includes trip generation, turn-lane analysis, intersection capacity analysis, and queue length analysis of the intersection of NW 25th Street and NW 107th Avenue in Doral, Florida. The study intersection is adjacent to the proposed redevelopment generally bounded by NW 25th Street to the north, NW 21st Street to the south, NW 102nd Place to the east, and NW 107th Avenue to the west. The site proposed for redevelopment is currently occupied by 656,627 square feet of warehousing, 152,842 square feet of wholesale market, and 21,404 square feet of office. The proposed redevelopment program consists of 913,255 square feet of warehousing and 23,296 of wholesale market. An existing site plan, conceptual site plan, and location map are provided in Attachment B. The following sections summarize the completed analysis.

TRIP GENERATION

Trip generation calculations for the existing development and proposed redevelopment were performed using Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 9th Edition. ITE Land Use Code (LUC) 150 (Warehousing), 860 (Wholesale Market), and 710 (General Office Building) were used for the existing development. ITE LUC 150 (Warehousing) and LUC 860 (Wholesale Market) were used for the proposed redevelopment.

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the development. A multimodal factor of 1.3 percent (1.3%) was applied to the trip generation calculations to account for the urban environment in which the project site is located. It is expected that some employees and patients will choose to walk or use public transit to and from the development. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment C.

The trip generation calculations indicate that the proposed redevelopment will result in a reduction of 75 net new external trips during the weekday A.M. peak hour and a reduction of 98 net new external trips during the weekday P.M. peak hour.

DATA COLLECTION

Turning movement data was collected on December 12, 2017 (Tuesday) from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M. at the intersection of NW 25th Street and NW 107th Avenue. The traffic

PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
							In	Out													
GROUP 1	1	General Office Building	9	710	21.404	ksf	88%	12%	49	7	56	1.3%	1	48	7	55	0.0%	0	48	7	55
	2	Wholesale Market	9	860	104.434	ksf	67%	33%	36	17	53	1.3%	1	35	17	52	0.0%	0	35	17	52
	3	Warehousing	9	150	552.194	ksf	79%	21%	167	44	211	1.3%	2	165	44	209	0.0%	0	165	44	209
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
		ITE Land Use Code		Rate or Equation		Total:		252	68	320	1.3%	4	248	68	316	0.0%	0	248	68	316	
		710		LN(Y) = 0.8*LN(X)+1.57																	
		860		Y=0.51(X)																	
		150		LN(Y) = 0.55*LN(X)+1.88																	

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS			
Land Use		ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
						In	Out														
GROUP 2	1	Warehousing	9	150	893.97	ksf	79%	21%	217	58	275	1.3%	4	214	57	271	0.0%	0	214	57	271
	2	Wholesale Market	9	860	67.77	ksf	67%	33%	23	12	35	1.3%	0	23	12	35	0.0%	0	23	12	35
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
ITE Land Use Code		Rate or Equation				Total:		240	70	310	1.3%	4	237	69	306	0.0%	0	237	69	306	
150		LN(Y) = 0.55*LN(X)+1.88																			
860		Y=0.51(X)																			
NET NEW PROJECT TRIPS																					

NET NEW PROJECT TRIPS		
In	Out	Total
-11	1	-10

PEAK HOUR TRIP GENERATION COMPARISON

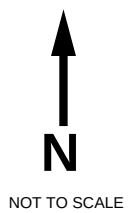
EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
							In	Out													
GROUP 1	1	General Office Building	9	710	21.404	ksf	17%	83%	5	27	32	1.3%	0	5	27	32	0.0%	0	5	27	32
	2	Wholesale Market	9	860	104.434	ksf	53%	47%	49	43	92	1.3%	1	48	43	91	0.0%	0	48	43	91
	3	Warehousing	9	150	552.194	ksf	25%	75%	44	134	178	1.3%	3	43	132	175	0.0%	0	43	132	175
	4																				
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		ITE Land Use Code		Rate or Equation			Total:		98	204	302	1.3%	4	96	202	298	0.0%	0	96	202	298
		710		Y=1.49(X)																	
		860		Y=0.88(X)																	
		150		LN(Y) = 0.64*LN(X)+1.14																	

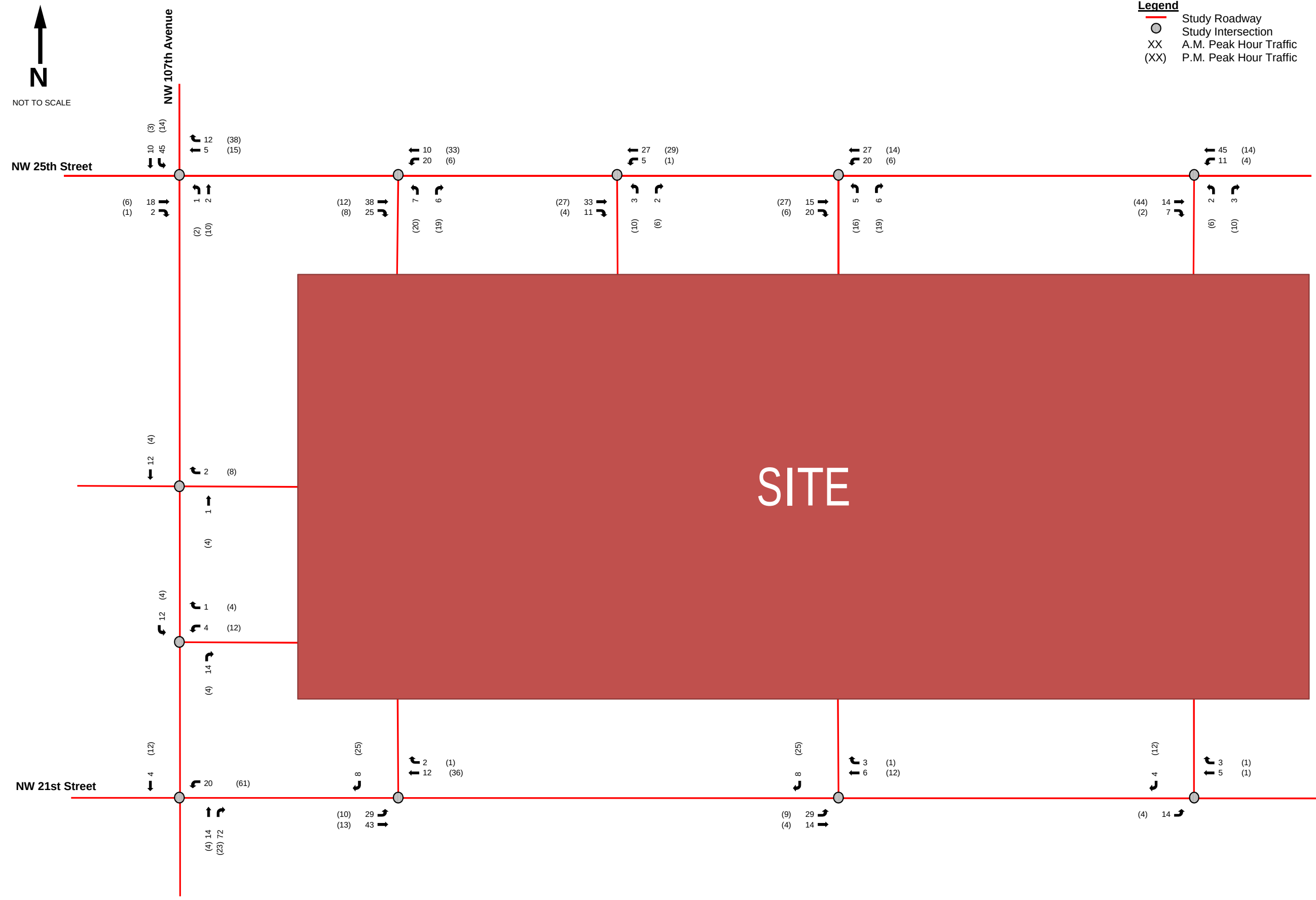
PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS			
Land Use		ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
						In	Out														
GROUP 2	1	Warehousing	9	150	893.97	ksf	25%	75%	60	182	242	1.3%	3	59	180	239	0.0%	0	59	180	239
	2	Wholesale Market	9	860	67.77	ksf	53%	47%	32	28	60	1.3%	1	31	28	59	0.0%	0	31	28	59
	3																				
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ITE Land Use Code		Rate or Equation				Total:		92	210	302	1.3%	4	90	208	298	0.0%	0	90	208	298	
150		LN(Y) = 0.64*LN(X)+1.14																			
860		Y=0.88(X)																			
NET NEW PROJECT TRIPS																					

NET NEW PROJECT TRIPS		
In	Out	Total
-6	6	0



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





June 21, 2022

Mr. Marc O'Keefe
City of Doral
8401 NW 53rd Terrace
Doral, Florida 33166

**Re: Miami Corporate Center fka Miami Free Zone
Trip Generation Comparison
Doral, Florida**

Dear Mr. O'Keefe:

Kimley-Horn and Associates, Inc. has performed a trip generation analysis for the Miami Corporate Center, fka Miami Free Zone, redevelopment generally bounded by NW 25th Street to the north, NW 21st Street to the south, NW 102nd Place to the east, and NW 107th Avenue to the west in Doral, Florida. Note that a traffic assessment was previously prepared and approved for the proposed redevelopment in February 2018. City of Doral approval correspondence is included as Attachment A.

The previously approved traffic assessment was prepared for a 936,551 square-foot development program consisting of 913,255 square feet of warehousing and a 23,296 square feet of wholesale market. Since the project's approval, a portion of the site, referred to as Phase I was constructed, the development program for the remainder of the site, referred to as Phase II, has changed. As a result, an additional 1,050 square feet of warehousing is proposed for a total of 937,601 square feet.

A trip generation analysis was performed to compare the previously approved and proposed development programs. The trip generation calculations were prepared in accordance with the previously approved methodology for the weekday A.M. and P.M. peak hour. The proposed conceptual site plan is included as Attachment B.

TRIP GENERATION ANALYSIS

Trip generation calculations for the existing development and proposed redevelopment were performed using Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 11th Edition. The trip generation calculations for the previously approved and proposed redevelopment program were determined using ITE Land Use Code (LUC) 150 (Warehousing) and LUC 860 (Wholesale Market).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tracts in the vicinity of the development. A multimodal factor of 3.4 percent (3.4%) was calculated using the Census data. It is expected that a portion of employees and patrons will choose to walk, bicycle, or use public transit to and from the proposed redevelopment.

As Table 1 indicates, the proposed redevelopment is expected to result in no change in net new weekday A.M. peak hour trips and P.M. peak hour trips as compared to the previously proposed redevelopment. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment C.

AM PEAK HOUR TRIP GENERATION COMPARISON

PREVIOUSLY APPROVED WEEKDAY AM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
						In	Out																		
GROUP 1	1 Warehousing	11	150	913.255	ksf	77%	23%	102	31	133	3.4%	5	98	30	128	0.0%	0	98	30	128	0.0%	0	98	30	128
	2 Wholesale Market	11	860	23.296	ksf	67%	33%	9	4	13	3.4%	0	9	4	13	0.0%	0	9	4	13	0.0%	0	9	4	13
	3																								
	4																								
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ITE Land Use Code						Rate or Equation		Total:																	
150						Y=0.12*(X)+23.62																			
860						Y=0.55(X)																			

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
						In	Out																		
GROUP 2	1 Warehousing	11	150	914.305	ksf	77%	23%	102	31	133	3.4%	5	98	30	128	0.0%	0	98	30	128	0.0%	0	98	30	128
	2 Wholesale Market	11	860	23.296	ksf	67%	33%	9	4	13	3.4%	0	9	4	13	0.0%	0	9	4	13	0.0%	0	9	4	13
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ITE Land Use Code						Rate or Equation		Total:																	
150						Y=0.12*(X)+23.62																			
860						Y=0.55(X)																			

	IN	OUT	TOTAL
NET NEW TRIPS	0	0	0

PM PEAK HOUR TRIP GENERATION COMPARISON

PREVIOUSLY APPROVED WEEKDAY PM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total		
						In	Out																				
GROUP 1	1	Warehousing	11	150	913.255	ksf	28%	72%	38	98	136	3.4%	5	36	95	131	0.0%	0	36	95	131	0.0%	0	36	95	131	
	2	Wholesale Market	11	860	23.296	ksf	53%	47%	22	19	41	3.4%	1	21	19	40	0.0%	0	21	19	40	0.0%	0	21	19	40	
	3																										
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ITE Land Use Code						Rate or Equation						Total:			60	117	177	3.4%	6	57	114	171	2.3%	0	57	114	171
150						Y=0.12*(X)+26.48																					
860						Y=1.76(X)																					

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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	2	Wholesale Market	11	860	23.296	ksf	53%	47%	22	19	41	3.4%	1	21	19	40	0.0%	0	21	19	40	0.0%	0	21	19	40																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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	IN	OUT	TOTAL
NET NEW TRIPS	0	0	0

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 19th St
City: Doral
Control: Signalized

Project ID: 25-570064-001
Date: 5/21/2025

Data - Cars

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 19th St				NW 19th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	1	425	42	1	28	122	13	3	0	0	0	0	18	1	43	0	697
7:15 AM	0	417	54	0	44	149	15	3	0	0	0	0	15	1	34	0	732
7:30 AM	0	482	95	0	49	174	12	2	0	0	0	0	18	1	35	0	868
7:45 AM	0	511	116	0	42	183	10	3	1	0	0	0	40	2	54	0	962
8:00 AM	0	423	149	0	57	189	14	4	0	0	0	0	52	1	45	0	934
8:15 AM	0	394	178	0	65	252	17	0	0	0	1	0	57	2	46	0	1012
8:30 AM	0	426	65	0	43	193	12	3	0	0	0	0	39	3	38	0	822
8:45 AM	0	430	62	2	40	155	17	5	0	0	1	0	18	1	26	1	758
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.02%	82.10%	17.81%	0.07%	19.19%	73.88%	5.74%	1.20%	33.33%	0.00%	66.67%	0.00%	43.49%	2.03%	54.31%	0.17%	6785
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1810	538	0	213	798	53	9	1	0	1	0	167	6	180	0	3776
PEAK HR FACTOR :	0.000	0.886	0.756	0.000	0.819	0.792	0.779	0.563	0.250	0.000	0.250	0.000	0.732	0.750	0.833	0.000	0.933
	0.936				0.803				0.500				0.840				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	0	281	23	0	27	205	10	3	0	0	0	0	37	0	21	0	607
11:15 AM	0	254	25	1	34	236	15	1	0	0	1	0	24	0	11	1	603
11:30 AM	0	245	19	0	29	241	5	5	0	0	0	0	20	1	17	0	582
11:45 AM	0	235	39	0	28	245	9	5	0	0	0	0	36	1	31	0	629
12:00 PM	1	291	24	0	47	267	14	9	0	0	0	0	35	0	30	0	718
12:15 PM	0	272	29	0	32	263	10	6	0	0	0	0	34	3	23	0	672
12:30 PM	0	291	32	0	39	252	8	8	0	0	0	0	29	5	37	0	701
12:45 PM	1	260	35	2	44	264	11	7	0	0	0	0	35	3	26	0	688
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.08%	90.21%	9.58%	0.13%	11.77%	82.93%	3.45%	1.85%	0.00%	0.00%	100.00%	0.00%	54.35%	2.83%	42.61%	0.22%	5200
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	2	1114	120	2	162	1046	43	30	0	0	0	0	133	11	116	0	2779
PEAK HR FACTOR :	0.500	0.957	0.857	0.250	0.862	0.979	0.768	0.833	0.000	0.000	0.000	0.000	0.950	0.550	0.784	0.000	0.968
	0.958				0.950								0.915				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	216	33	1	41	288	9	6	0	0	1	0	65	2	34	0	696
4:15 PM	0	203	21	1	38	322	16	1	0	0	1	0	76	1	31	0	711
4:30 PM	0	243	35	0	43	328	11	3	1	0	1	0	68	1	42	1	777
4:45 PM	0	226	26	1	45	317	11	5	0	0	1	0	60	0	39	0	731
5:00 PM	0	211	28	1	58	321	13	1	0	0	2	0	100	2	46	0	783
5:15 PM	0	217	30	1	51	267	13	3	0	1	1	0	53	1	50	2	690
5:30 PM	0	240	28	2	62	336	18	0	0	0	0	0	56	0	56	0	798
5:45 PM	0	200	32	0	38	269	7	3	0	1	2	0	55	4	28	1	640
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	87.98%	11.67%	0.35%	12.77%	83.15%	3.33%	0.75%	8.33%	16.67%	75.00%	0.00%	60.98%	1.26%	37.30%	0.46%	5826
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	883	110	3	184	1288	51	10	1	0	5	0	304	4	158	1	3002
PEAK HR FACTOR :	0.000	0.908	0.786	0.750	0.793	0.982	0.797	0.500	0.250	0.000	0.625	0.000	0.760	0.500	0.859	0.250	0.958
	0.896				0.975				0.750				0.789				

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 19th St
City: Doral
Control: Signalized

Project ID: 25-570064-001
Date: 5/21/2025

Data - HT

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 19th St				NW 19th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	9	3	0	2	6	2	0	0	0	0	0	2	0	1	0	25
7:15 AM	0	8	1	0	1	3	2	0	0	0	0	0	0	1	1	0	17
7:30 AM	0	17	2	0	0	8	2	0	0	0	0	0	2	0	0	0	31
7:45 AM	0	17	3	0	1	19	1	0	0	0	0	0	1	1	0	0	43
8:00 AM	0	8	4	0	1	10	1	0	0	0	0	0	2	0	0	0	26
8:15 AM	0	6	1	0	0	5	1	0	0	0	0	0	5	0	0	0	18
8:30 AM	0	9	0	0	3	14	0	0	0	0	0	0	4	0	5	0	35
8:45 AM	0	16	1	0	3	7	1	0	0	0	0	0	2	0	1	0	31
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	90	15	0	11	72	10	0	0	0	0	0	18	2	8	0	226
	0.00%	85.71%	14.29%	0.00%	11.83%	77.42%	10.75%	0.00%	0	0	0	0	64.29%	7.14%	28.57%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	48	10	0	2	42	5	0	0	0	0	0	10	1	0	0	118
PEAK HR FACTOR :	0.000	0.706	0.625	0.000	0.500	0.553	0.625	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.686
	0.725				0.583								0.550				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	0	13	2	0	0	10	0	0	0	0	0	0	2	0	2	0	29
11:15 AM	0	7	2	0	3	12	1	0	0	0	0	0	4	0	1	0	30
11:30 AM	0	20	2	0	0	7	1	0	0	0	0	0	2	1	6	0	39
11:45 AM	0	11	5	0	2	18	0	0	0	0	0	0	1	0	4	0	41
12:00 PM	0	13	4	0	4	11	1	0	0	0	0	0	1	0	3	0	37
12:15 PM	0	14	2	0	3	7	1	0	0	0	0	0	1	1	4	0	33
12:30 PM	0	12	5	0	2	12	0	0	0	0	0	0	3	0	1	0	35
12:45 PM	0	17	4	0	2	11	0	0	0	0	0	0	2	0	1	0	37
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	107	26	0	16	88	4	0	0	0	0	0	16	2	22	0	281
	0.00%	80.45%	19.55%	0.00%	14.81%	81.48%	3.70%	0.00%	0	0	0	0	40.00%	5.00%	55.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	56	15	0	11	41	2	0	0	0	0	0	7	1	9	0	142
PEAK HR FACTOR :	0.000	0.824	0.750	0.000	0.688	0.854	0.500	0.000	0.000	0.000	0.000	0.000	0.583	0.250	0.563	0.000	0.959
	0.845				0.844								0.708				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	11	4	0	0	6	4	0	0	0	0	0	0	0	2	0	27
4:15 PM	0	11	2	0	1	4	1	0	0	0	0	0	0	0	1	0	20
4:30 PM	0	8	4	0	3	4	0	0	0	0	0	0	2	0	1	0	22
4:45 PM	0	5	2	0	0	4	0	0	0	0	0	0	0	0	0	0	11
5:00 PM	0	6	1	0	0	5	0	0	0	0	0	0	0	0	1	0	13
5:15 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	7	1	0	0	3	0	0	0	0	0	0	0	0	1	0	12
5:45 PM	0	3	0	0	1	5	0	0	0	0	0	0	0	0	1	0	10
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	55	14	0	5	33	5	0	0	0	0	0	2	0	7	0	121
	0.00%	79.71%	20.29%	0.00%	11.63%	76.74%	11.63%	0.00%	0	0	0	0	22.22%	0.00%	77.78%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	30	9	0	4	17	1	0	0	0	0	0	2	0	3	0	66
PEAK HR FACTOR :	0.000	0.682	0.563	0.000	0.333	0.850	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.750	0.000	0.750
	0.750				0.786								0.417				

Nationwide Traffic Data, LLC
Intersection Turning Movement Count

Location: NW 107th Ave & NW 19th St
City: Doral
Control: Signalized

Project ID: 25-570064-001
Date: 5/21/2025

Data - Bikes

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 19th St				NW 19th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL 0	NT 4	NR 0	NU 0	SL 0	ST 2	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 6
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL 5
PEAK HR VOL :	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
	0.500				0.250												
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 1	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1
APPROACH %'s :	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL 1
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
					0.250												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 4	NR 0	NU 0	SL 0	ST 3	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 7
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL 4
PEAK HR VOL :	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333
	0.375				0.250												

Nationwide Traffic Data, LLC
Intersection Turning Movement Count

Location: NW 107th Ave & NW 19th St
City: Doral

Project ID: 25-570064-001
Date: 5/21/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	NW 107th Ave		NW 107th Ave		NW 19th St		NW 19th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	3	0	1	0	4
7:15 AM	1	0	0	0	6	1	1	0	9
7:30 AM	0	1	0	0	0	0	0	1	2
7:45 AM	1	0	0	0	2	1	0	0	4
8:00 AM	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	4	0	2	0	6
8:30 AM	0	0	0	0	1	0	1	0	2
8:45 AM	0	0	0	0	1	0	2	0	3
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	2	1	0	0	17	3	7	1	31
	66.67%	33.33%			85.00%	15.00%	87.50%	12.50%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	1	1	0	0	6	2	2	1	13
PEAK HR FACTOR :	0.250	0.250			0.375	0.500	0.250	0.250	0.542
	0.500				0.500		0.375		

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	0	0	1
11:30 AM	0	0	0	0	0	0	1	0	1
11:45 AM	0	0	0	0	0	1	0	0	1
12:00 PM	0	0	0	0	0	1	0	2	3
12:15 PM	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	2	0	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	1	4	2	2	9
					20.00%	80.00%	50.00%	50.00%	
PEAK HR :	12:00 PM - 01:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	3	1	2	6
PEAK HR FACTOR :					0.375	0.375	0.250	0.250	0.500
					0.375		0.375		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	1	2
5:00 PM	0	0	0	0	0	6	0	0	6
5:15 PM	0	0	0	0	2	5	0	0	7
5:30 PM	1	0	0	0	1	1	0	3	6
5:45 PM	0	0	0	0	2	0	2	3	7
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	0	0	0	5	13	3	8	30
	100.00%	0.00%			27.78%	72.22%	27.27%	72.73%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	7	1	2	10
PEAK HR FACTOR :					0.292	0.292	0.250	0.500	0.417
					0.292		0.375		

NW 107th Ave & NW 19th St

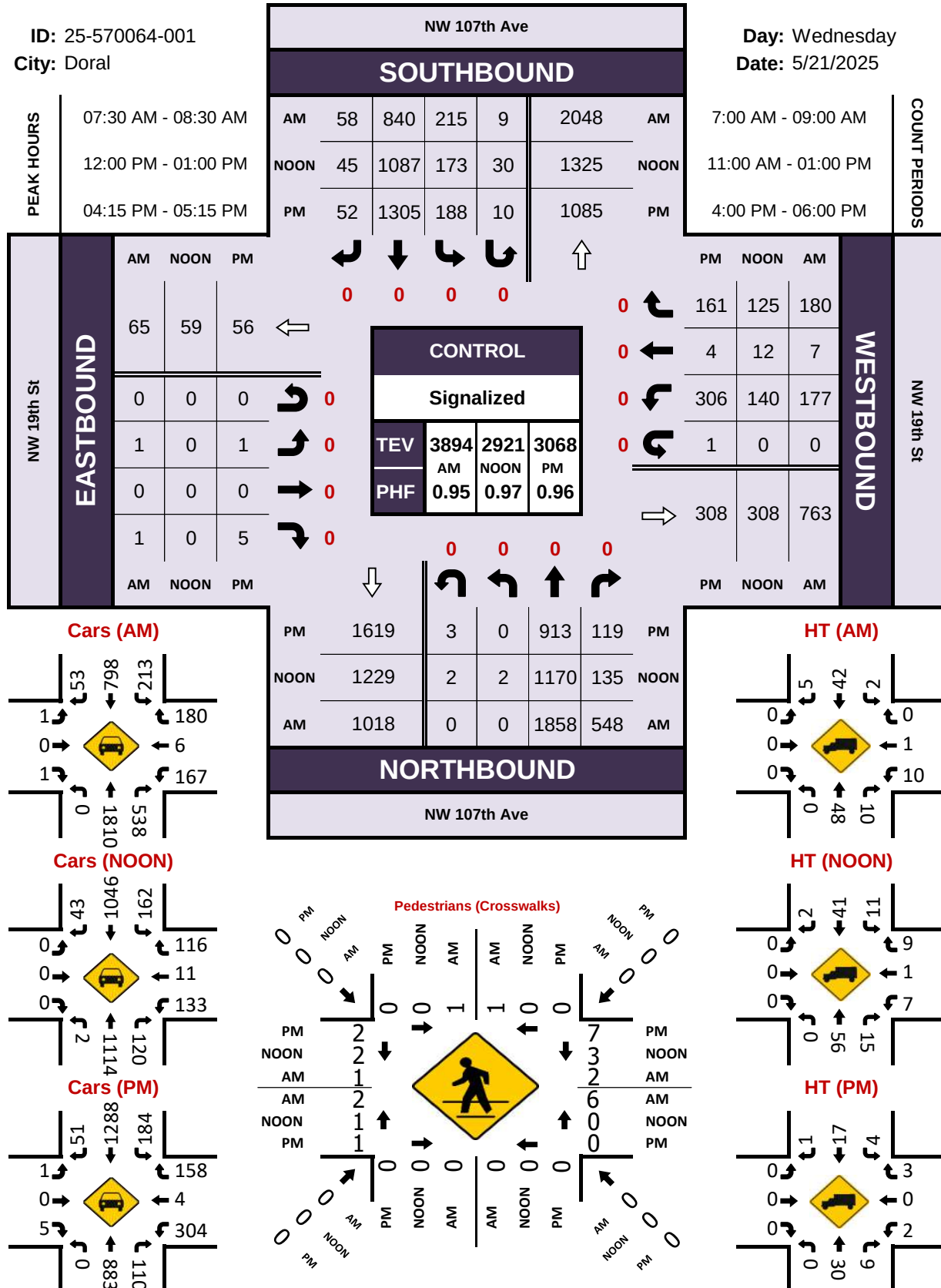
Peak Hour Turning Movement Count

ID: 25-570064-001

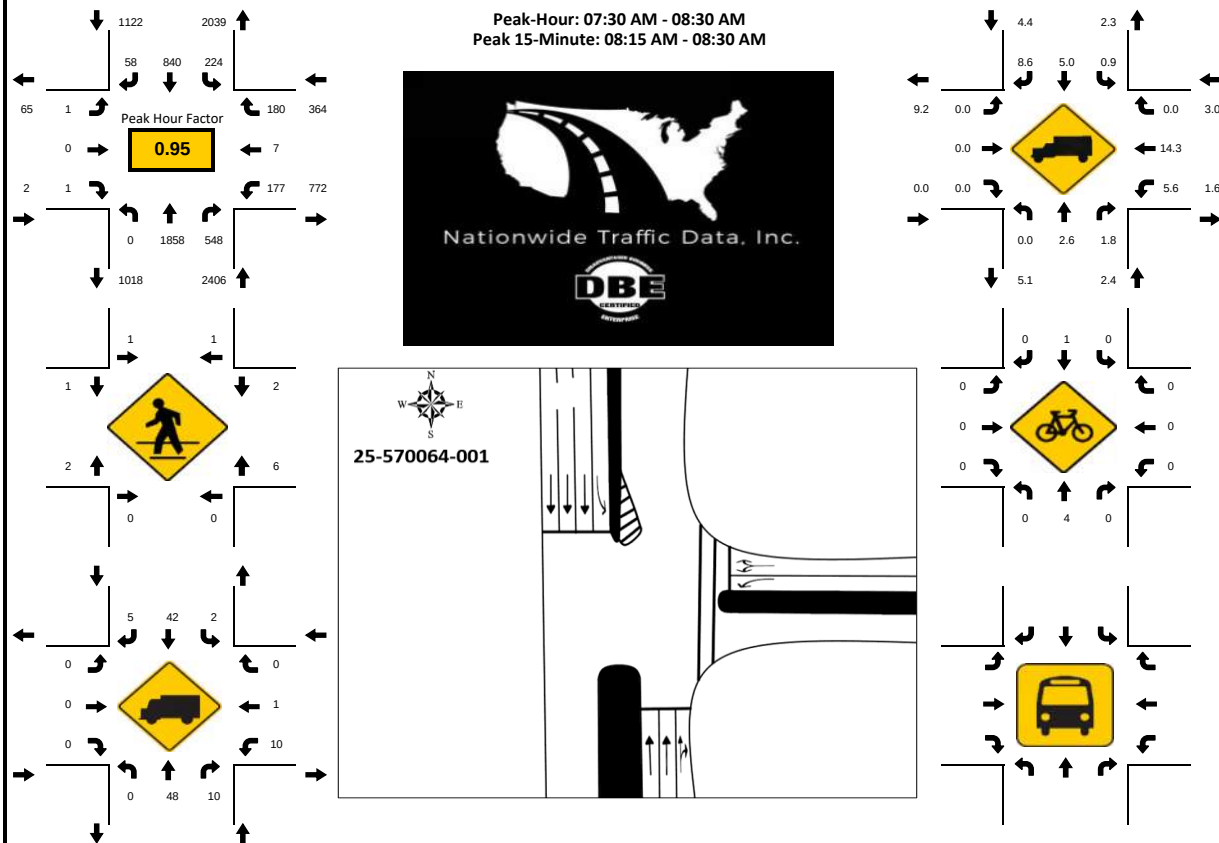
City: Doral

Day: Wednesday

Date: 5/21/2025



PROJECT ID: 25-570064-001
DATE: Wed, May 21, 2025

[illegible]

PROJECT ID: 25-570064-001
DATE: Wed, May 21, 2025



15-Min Count Period Beginning At	NW 107th Ave Northbound					NW 107th Ave Southbound					NW 19th St Eastbound					NW 19th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
11:00 AM	0	294	25	0		27	215	10	3		0	0	0	0		39	0	23	0		636	2560
11:15 AM	0	261	27	1		37	248	16	1		0	0	1	0		28	0	12	1		633	2679
11:30 AM	0	265	21	0		29	248	6	5		0	0	0	0		22	2	23	0		621	2751
11:45 AM	0	246	44	0		30	263	9	5		0	0	0	0		37	1	35	0		670	2866
12:00 PM	1	304	28	0		51	278	15	9		0	0	0	0		36	0	33	0		755	2921
12:15 PM	0	286	31	0		35	270	11	6		0	0	0	0		35	4	27	0		705	2166
12:30 PM	0	303	37	0		41	264	8	8		0	0	0	0		32	5	38	0		736	1461
12:45 PM	1	277	39	2		46	275	11	7		0	0	0	0		37	3	27	0		725	725
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	4	1216	156	8		204	1112	60	36		0	0	0	0		148	20	152	0		3116	
Heavy Trucks	0	68	20	0		16	48	4	0		0	0	0	0		12	4	16	0		188	
Pedestrians	0						0				8					8					16	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0		4	
Buses																						
Stopped Buses																						

PROJECT ID: 25-570064-001
DATE: Wed, May 21, 2025

[illegible]

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Dux Logistics USA/DoubleTree by Hilton Miami Doral Dwy & NW 19th St
City: Doral
Control: 2-Way Stop(NB/SB)

Project ID: 25-570064-002
Date: 5/21/2025

Data - Total

NS/EW Streets:	Dux Logistics USA/DoubleTree by Hilton Miami Doral Dwy				Dux Logistics USA/DoubleTree by Hilton Miami Doral Dwy				NW 19th St				NW 19th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	4	0	8	0	0	0	1	0	3	61	2	0	12	56	2	0	149
7:15 AM	2	2	15	0	1	0	0	0	3	74	1	0	7	41	1	0	147
7:30 AM	3	0	11	0	0	0	0	0	2	116	2	1	10	45	2	0	192
7:45 AM	5	0	12	0	0	0	0	0	2	137	1	0	10	91	0	0	258
8:00 AM	3	0	12	0	0	0	2	0	10	153	8	1	9	85	1	0	284
8:15 AM	7	0	15	0	0	0	0	0	19	145	5	0	7	93	3	0	294
8:30 AM	4	0	11	0	0	0	0	0	4	92	10	0	12	77	0	0	210
8:45 AM	7	1	14	0	2	0	2	0	4	67	8	0	11	51	3	0	170
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	35	3	98	0	3	0	5	0	47	845	37	2	78	539	12	0	1704
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	19	0	50	0	0	0	2	0	35	527	24	1	38	346	4	0	1046
PEAK HR FACTOR :	0.679	0.000	0.833	0.000	0.000	0.000	0.250	0.000	0.461	0.861	0.600	0.250	0.792	0.930	0.333	0.000	0.889
	0.784				0.250				0.853				0.942				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	1	0	10	0	2	0	1	0	0	40	4	0	11	59	1	0	129
11:15 AM	1	0	11	0	0	0	0	0	0	54	3	0	15	36	1	1	122
11:30 AM	2	0	6	0	0	0	1	0	2	50	3	0	10	32	1	0	107
11:45 AM	1	0	12	0	0	0	1	0	1	47	7	0	11	58	0	0	138
12:00 PM	3	0	12	0	1	1	2	0	0	72	10	3	17	66	0	0	187
12:15 PM	1	0	13	0	0	0	0	0	1	53	4	0	12	61	0	0	145
12:30 PM	6	2	11	0	0	0	1	0	1	70	6	0	19	49	0	1	166
12:45 PM	2	1	11	0	0	2	2	0	1	77	7	0	12	56	1	0	172
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	17	3	86	0	3	3	8	0	6	463	44	3	107	417	4	2	1166
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	12	3	47	0	1	3	5	0	3	272	27	3	60	232	1	1	670
PEAK HR FACTOR :	0.500	0.375	0.904	0.000	0.250	0.375	0.625	0.000	0.750	0.883	0.675	0.250	0.789	0.879	0.250	0.250	0.896
	0.816				0.563				0.897				0.886				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	4	0	18	0	1	0	2	0	1	86	8	0	37	86	1	1	245
4:15 PM	4	0	6	0	0	0	0	0	0	72	5	1	21	84	0	0	193
4:30 PM	1	0	11	0	4	1	1	0	0	77	7	2	24	99	0	1	228
4:45 PM	4	0	25	0	0	0	0	0	0	69	7	0	33	85	0	0	223
5:00 PM	12	0	22	0	2	1	3	0	0	93	16	1	54	91	0	0	295
5:15 PM	3	0	16	0	1	0	3	0	0	80	10	0	39	94	0	1	247
5:30 PM	4	0	10	0	1	0	4	0	1	90	12	0	34	83	0	1	240
5:45 PM	1	0	11	0	0	1	0	0	0	77	8	0	21	68	2	1	190
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	33	0	119	0	9	3	13	0	2	644	73	4	263	690	3	5	1861
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	23	0	73	0	4	1	10	0	1	332	45	1	160	353	0	2	1005
PEAK HR FACTOR :	0.479	0.000	0.730	0.000	0.500	0.250	0.625	0.000	0.250	0.892	0.703	0.250	0.741	0.939	0.000	0.500	0.852
	0.706				0.625				0.861				0.888				

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Dux Logistics USA/DoubleTree by Hilton Miami Doral Dwy & NW 19th St
City: Doral
Control: 2-Way Stop(NB/SB)

Project ID: 25-570064-002
Date: 5/21/2025

Data - Cars

NS/EW Streets:	Dux Logistics USA/DoubleTree by Hilton Miami Doral Dwy				Dux Logistics USA/DoubleTree by Hilton Miami Doral Dwy				NW 19th St				NW 19th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	3	0	8	0	0	0	1	0	3	57	2	0	12	55	2	0	143
7:15 AM	2	2	15	0	0	0	0	0	3	72	1	0	7	40	1	0	143
7:30 AM	3	0	10	0	0	0	0	0	2	113	2	1	10	43	2	0	186
7:45 AM	5	0	12	0	0	0	0	0	2	134	1	0	10	90	0	0	254
8:00 AM	3	0	12	0	0	0	2	0	10	149	8	1	9	85	1	0	280
8:15 AM	7	0	15	0	0	0	0	0	19	143	5	0	7	89	3	0	288
8:30 AM	4	0	11	0	0	0	0	0	4	88	10	0	12	71	0	0	200
8:45 AM	7	1	14	0	2	0	2	0	4	65	8	0	11	49	3	0	166
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	25.37%	2.24%	72.39%	0.00%	28.57%	0.00%	71.43%	0.00%	5.18%	90.52%	4.08%	0.22%	12.75%	85.29%	1.96%	0.00%	1660
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	19	0	50	0	0	0	2	0	35	514	24	1	38	335	4	0	1022
PEAK HR FACTOR :	0.679	0.000	0.833	0.000	0.000	0.000	0.250	0.000	0.461	0.862	0.600	0.250	0.792	0.931	0.333	0.000	0.887
	0.784				0.250				0.854				0.943				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	1	0	9	0	2	0	1	0	0	35	4	0	10	51	1	0	114
11:15 AM	1	0	11	0	0	0	0	0	0	49	3	0	15	33	1	1	114
11:30 AM	2	0	6	0	0	0	0	0	2	47	3	0	10	28	1	0	99
11:45 AM	1	0	12	0	0	0	1	0	1	42	7	0	10	52	0	0	126
12:00 PM	3	0	12	0	0	1	2	0	0	62	10	3	16	62	0	0	171
12:15 PM	1	0	13	0	0	0	0	0	1	51	4	0	12	54	0	0	136
12:30 PM	6	2	11	0	0	0	1	0	1	63	6	0	18	46	0	1	155
12:45 PM	1	1	10	0	0	2	2	0	1	68	7	0	11	51	1	0	155
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	15.53%	2.91%	81.55%	0.00%	16.67%	25.00%	58.33%	0.00%	1.28%	88.72%	9.36%	0.64%	21.03%	77.73%	0.82%	0.41%	1070
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	11	3	46	0	0	3	5	0	3	244	27	3	57	213	1	1	617
PEAK HR FACTOR :	0.458	0.375	0.885	0.000	0.000	0.375	0.625	0.000	0.750	0.897	0.675	0.250	0.792	0.859	0.250	0.250	0.902
	0.789				0.500				0.911				0.872				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	4	0	17	0	1	0	2	0	1	79	8	0	36	82	1	1	232
4:15 PM	4	0	6	0	0	0	0	0	0	69	5	1	20	84	0	0	189
4:30 PM	1	0	10	0	4	1	1	0	0	74	7	2	24	96	0	1	221
4:45 PM	4	0	25	0	0	0	0	0	0	65	7	0	32	84	0	0	217
5:00 PM	12	0	22	0	2	1	3	0	0	92	16	1	53	91	0	0	293
5:15 PM	3	0	16	0	1	0	3	0	0	80	10	0	39	94	0	1	247
5:30 PM	4	0	10	0	1	0	4	0	1	89	12	0	33	82	0	1	237
5:45 PM	1	0	10	0	0	1	0	0	0	77	7	0	20	67	2	1	186
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	22.15%	0.00%	77.85%	0.00%	36.00%	12.00%	52.00%	0.00%	0.28%	88.90%	10.24%	0.57%	27.20%	71.96%	0.32%	0.53%	1822
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	23	0	73	0	4	1	10	0	1	326	45	1	157	351	0	2	994
PEAK HR FACTOR :	0.479	0.000	0.730	0.000	0.500	0.250	0.625	0.000	0.250	0.886	0.703	0.250	0.741	0.934	0.000	0.500	0.848
	0.706				0.625				0.856				0.885				

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Dux Logistics USA/DoubleTree by Hilton Miami Doral Dwy & NW 19th St
City: Doral
Control: 2-Way Stop(NB/SB)

Project ID: 25-570064-002
Date: 5/21/2025

Data - HT

NS/EW Streets:	Dux Logistics USA/DoubleTree by Hilton Miami Doral Dwy				Dux Logistics USA/DoubleTree by Hilton Miami Doral Dwy				NW 19th St				NW 19th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	1	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	
	7:00 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	
	7:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	1	0	1	0	0	0	0	24	0	0	0	17	0	0	44
	50.00%	0.00%	50.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM				0				0				0				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	13	0	0	0	11	0	0	24
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.813	0.000	0.000	0.000	0.458	0.000	0.000	0.600
										0.813				0.458			
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	1	0	0	0	0	0	0	5	0	0	1	8	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	
	11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	1	6	0	0	12
12:00 PM	0	0	0	0	1	0	0	0	0	10	0	0	1	4	0	0	16
12:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0	0	9
12:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	1	3	0	0	11
12:45 PM	1	0	1	0	0	0	0	0	0	9	0	0	1	5	0	0	17
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	2	0	1	0	1	0	0	46	0	0	5	40	0	0	96
	33.33%	0.00%	66.67%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	11.11%	88.89%	0.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM				1				0				3				TOTAL
PEAK HR VOL :	1	0	1	0	1	0	0	0	0	28	0	0	0	19	0	0	53
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.700	0.000	0.000	0.750	0.679	0.000	0.000	0.779
					0.250					0.700				0.679			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	1	0	0	0	0	0	0	7	0	0	1	4	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	
	4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	1	1	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3
5:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	3	0	0	0	0	0	0	19	1	0	6	10	0	0	39
	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	95.00%	5.00%	0.00%	37.50%	62.50%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM				0				0				3				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	11
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.750	0.500	0.000	0.000	0.458
										0.375				0.500			

Nationwide Traffic Data, LLC
Intersection Turning Movement Count

Location: Dux Logistics USA/DoubleTree by Hilton Miami Doral Dwy & NW 19th **Project ID:** 25-570064-002
City: Doral **Date:** 5/21/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Dux Logistics USA/DoubleTree by Hilton		Dux Logistics USA/DoubleTree by Hilton		NW 19th St		NW 19th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	1	0	1	0	0	0	2
7:15 AM	1	1	1	1	0	0	0	0	4
7:30 AM	2	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES :	EB 4	WB 1	EB 3	WB 2	NB 1	SB 0	NB 0	SB 0	TOTAL 11
APPROACH %'s :	80.00%	20.00%	60.00%	40.00%	100.00%	0.00%			
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	0	2
PEAK HR FACTOR :	0.250		0.250						0.500
		0.250		0.250					

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
11:00 AM	0	0	1	0	0	0	0	0	1
11:15 AM	1	2	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	1	0	0	0	0	1
12:45 PM	1	0	0	0	1	0	0	0	2
TOTAL VOLUMES :	EB 2	WB 2	EB 1	WB 1	NB 1	SB 0	NB 0	SB 1	TOTAL 8
APPROACH %'s :	50.00%	50.00%	50.00%	50.00%	100.00%	0.00%	0.00%	100.00%	
PEAK HR :	12:00 PM - 01:00 PM								TOTAL
PEAK HR VOL :	1	0	0	1	1	0	0	0	3
PEAK HR FACTOR :	0.250			0.250	0.250				0.375
		0.250		0.250		0.250			

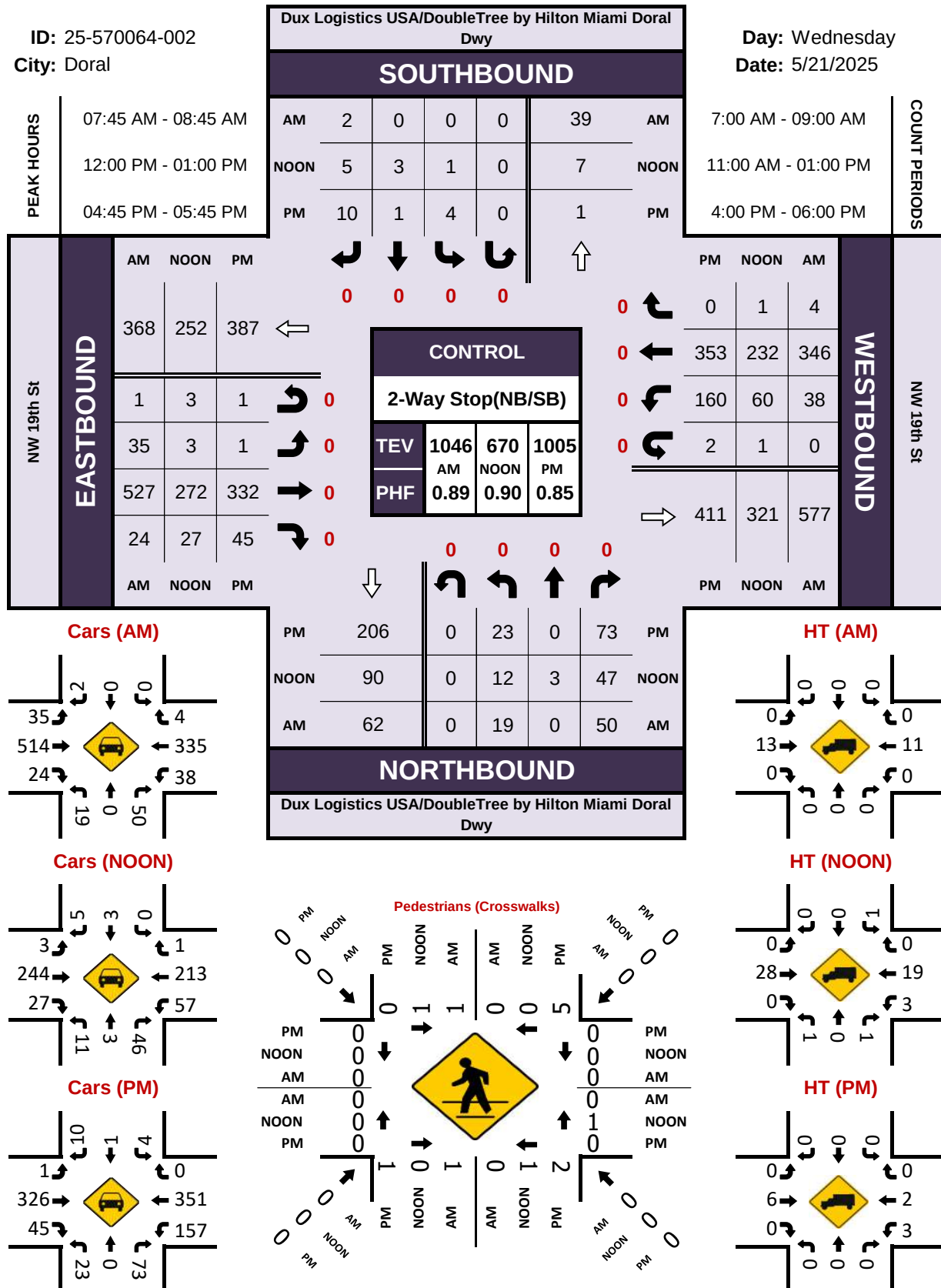
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	1	1	0	0	0	0	2
5:00 PM	0	2	0	0	0	0	0	0	2
5:15 PM	0	3	0	0	0	0	0	0	3
5:30 PM	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES :	EB 0	WB 5	EB 3	WB 2	NB 0	SB 0	NB 0	SB 0	TOTAL 10
APPROACH %'s :	0.00%	100.00%	60.00%	40.00%					
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	5	1	2	0	0	0	0	8
PEAK HR FACTOR :		0.417	0.250	0.500					0.667
		0.417		0.375					

Dux Logistics USA/DoubleTree by Hilton Miami Doral Dwy & NW 19th St

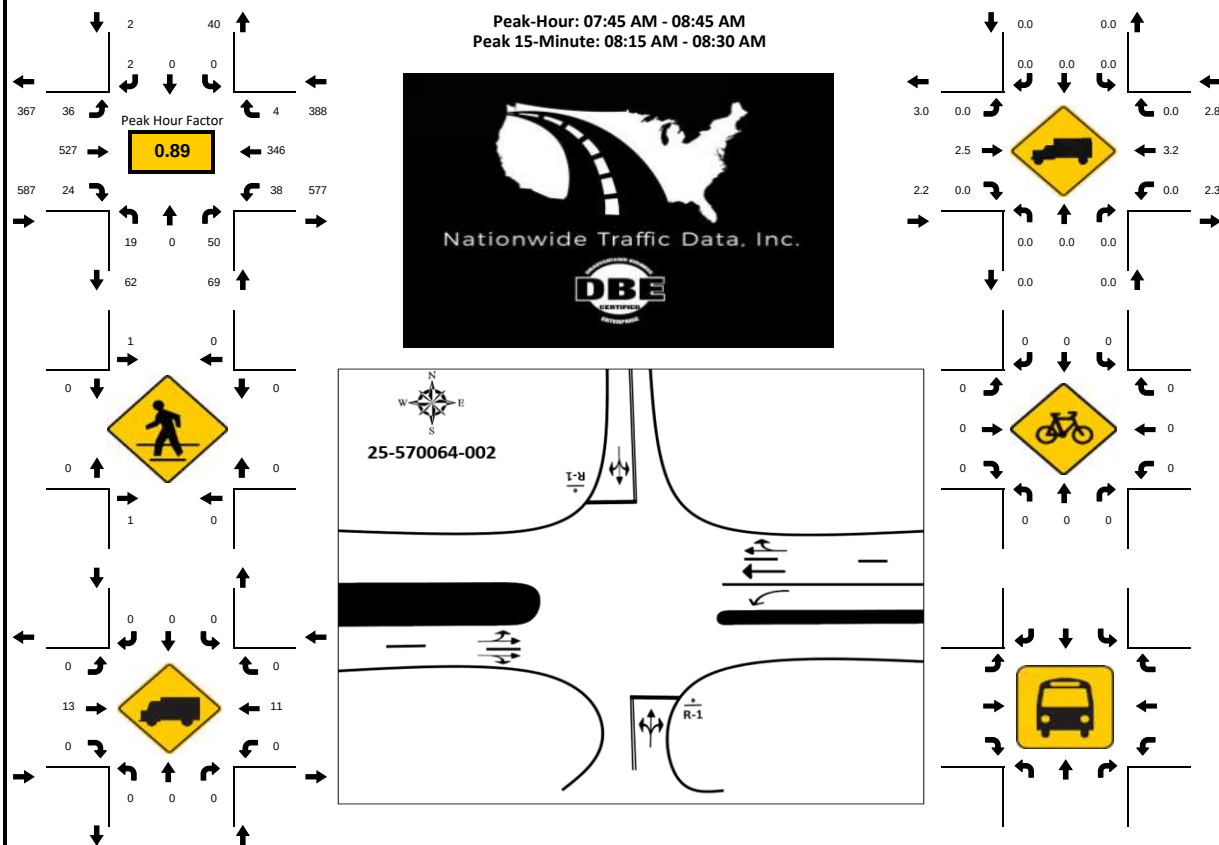
Peak Hour Turning Movement Count

ID: 25-570064-002
City: Doral

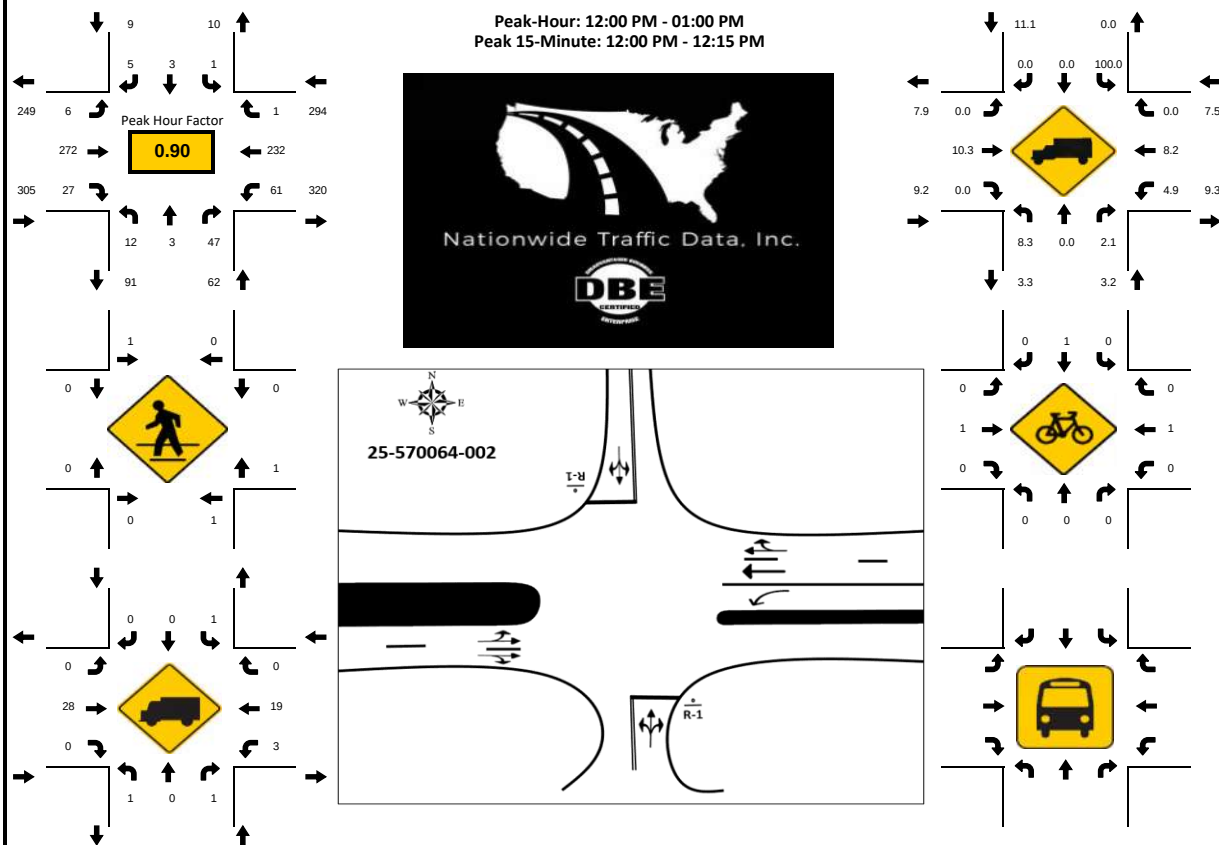
Day: Wednesday
Date: 5/21/2025



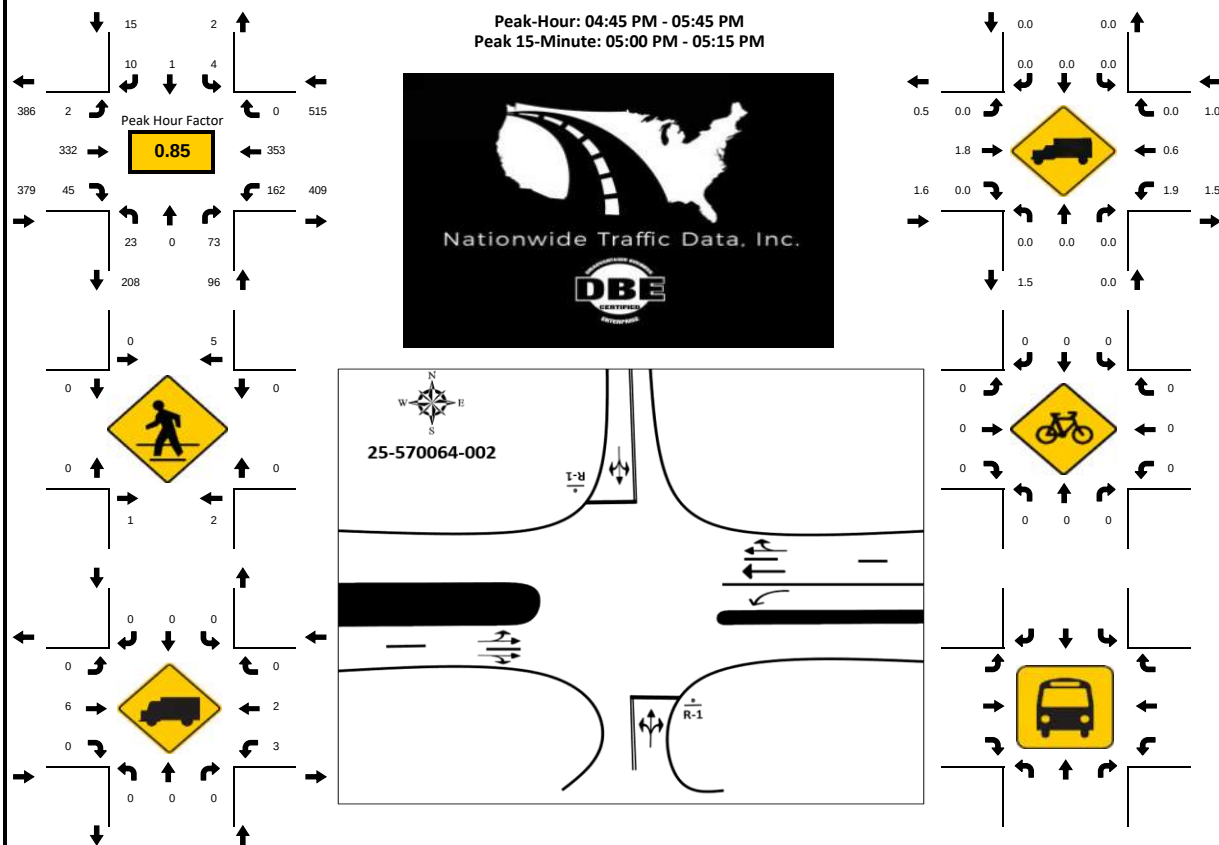
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DATE: Wed, May 21, 2025

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PROJECT ID: 25-570064-002
DATE: Wed, May 21, 2025

[illegible]

PROJECT ID: 25-570064-002
DATE: Wed, May 21, 2025

[illegible]

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 102nd Ave & NW 19th St
City: Doral
Control: 4-Way Stop

Project ID: 25-570064-003
Date: 5/21/2025

Data - Total

NS/EW Streets:	NW 102nd Ave				NW 102nd Ave				NW 19th St				NW 19th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	1	0	8	1	9	0	23	47	1	1	0	60	20	0	172
7:15 AM	1	2	0	0	7	0	10	0	27	56	4	0	1	38	32	1	179
7:30 AM	1	1	3	0	28	2	12	0	42	81	4	0	2	45	44	1	266
7:45 AM	1	1	1	0	44	3	20	0	55	93	8	0	2	81	69	0	378
8:00 AM	1	3	3	0	47	4	35	0	80	78	7	0	3	59	75	3	398
8:15 AM	1	5	2	0	75	10	36	0	80	75	5	0	1	65	65	0	420
8:30 AM	3	4	0	0	51	7	26	0	22	73	13	1	1	59	36	0	296
8:45 AM	1	3	1	0	12	1	9	0	26	44	11	1	4	53	29	0	195
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	22.50%	50.00%	27.50%	0.00%	59.52%	6.13%	34.35%	0.00%	37.06%	57.10%	5.53%	0.31%	1.65%	54.18%	43.58%	0.59%	2304
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	6	13	6	0	217	24	117	0	237	319	33	1	7	264	245	3	1492
PEAK HR FACTOR :	0.500	0.650	0.500	0.000	0.723	0.600	0.813	0.000	0.741	0.858	0.635	0.250	0.583	0.815	0.817	0.250	0.888
	0.781				0.740				0.894				0.854				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	5	1	1	0	13	2	24	0	13	32	8	1	2	41	11	0	154
11:15 AM	2	1	0	0	8	3	20	0	17	46	4	1	3	31	18	0	154
11:30 AM	1	3	2	0	13	3	9	0	15	38	5	1	2	34	12	0	138
11:45 AM	4	5	3	0	16	5	16	0	19	41	7	1	2	45	17	0	181
12:00 PM	7	2	1	0	18	4	30	0	24	51	8	0	0	46	15	0	206
12:15 PM	8	5	2	0	19	7	16	0	17	49	5	0	3	51	23	2	207
12:30 PM	11	7	2	0	12	5	22	0	18	53	9	1	4	35	14	0	193
12:45 PM	4	3	2	0	19	5	16	0	22	52	12	0	5	48	27	0	215
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	51.22%	32.93%	15.85%	0.00%	38.69%	11.15%	50.16%	0.00%	25.44%	63.51%	10.18%	0.88%	4.28%	67.41%	27.90%	0.41%	1448
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	30	17	7	0	68	21	84	0	81	205	34	1	12	180	79	2	821
PEAK HR FACTOR :	0.682	0.607	0.875	0.000	0.895	0.750	0.700	0.000	0.844	0.967	0.708	0.250	0.600	0.882	0.731	0.250	0.955
	0.675				0.832				0.933				0.853				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	12	4	2	0	31	5	44	0	21	81	3	0	0	69	17	0	289
4:15 PM	8	1	2	0	30	2	29	0	7	71	3	1	2	67	21	1	245
4:30 PM	4	3	1	0	31	2	27	0	9	74	7	1	2	94	21	0	276
4:45 PM	4	3	2	0	32	4	28	0	18	72	4	1	1	84	25	0	278
5:00 PM	17	6	0	0	52	8	45	0	21	97	1	2	1	80	32	0	362
5:15 PM	16	4	2	0	48	5	31	0	23	67	7	1	1	85	30	0	320
5:30 PM	18	1	3	0	56	1	36	0	6	88	3	0	1	65	32	0	310
5:45 PM	7	2	4	0	22	4	27	1	15	76	2	0	2	59	19	0	240
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	68.25%	19.05%	12.70%	0.00%	50.25%	5.16%	44.43%	0.17%	15.35%	80.05%	3.84%	0.77%	1.23%	74.35%	24.29%	0.12%	2320
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	55	14	7	0	188	18	140	0	68	324	15	4	4	314	119	0	1270
PEAK HR FACTOR :	0.764	0.583	0.583	0.000	0.839	0.563	0.778	0.000	0.739	0.835	0.536	0.500	1.000	0.924	0.930	0.000	0.877
	0.826				0.824				0.849				0.942				

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 102nd Ave & NW 19th St
City: Doral
Control: 4-Way Stop

Project ID: 25-570064-003
Date: 5/21/2025

Data - Cars

NS/EW Streets:	NW 102nd Ave				NW 102nd Ave				NW 19th St				NW 19th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	1	0	7	1	9	0	23	44	0	1	0	59	20	0	166
7:15 AM	1	2	0	0	7	0	9	0	27	54	4	0	1	38	27	1	171
7:30 AM	1	0	3	0	28	1	12	0	39	79	4	0	2	43	43	1	256
7:45 AM	1	1	1	0	44	3	19	0	55	91	7	0	2	81	69	0	374
8:00 AM	1	3	3	0	46	4	34	0	79	75	7	0	3	58	75	3	391
8:15 AM	1	3	0	0	74	9	35	0	79	75	4	0	1	63	63	0	407
8:30 AM	2	2	0	0	51	7	23	0	22	69	13	1	1	57	32	0	280
8:45 AM	1	3	1	0	10	1	8	0	26	42	11	1	3	52	25	0	184
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	8	15	9	0	267	26	149	0	350	529	50	3	13	451	354	5	2229
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	5	9	4	0	215	23	111	0	235	310	31	1	7	259	239	3	1452
PEAK HR FACTOR :	0.625	0.750	0.333	0.000	0.726	0.639	0.793	0.000	0.744	0.852	0.596	0.250	0.583	0.799	0.797	0.250	0.892
	0.643				0.739				0.896				0.836				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	5	0	1	0	13	2	18	0	10	31	6	1	1	38	10	0	136
11:15 AM	2	1	0	0	8	3	18	0	16	43	3	1	3	30	16	0	144
11:30 AM	1	3	2	0	8	1	9	0	14	37	5	1	2	30	8	0	121
11:45 AM	4	4	2	0	15	4	13	0	18	38	6	1	2	41	13	0	161
12:00 PM	7	2	1	0	13	4	29	0	21	46	5	0	0	42	13	0	183
12:15 PM	7	5	2	0	16	6	13	0	16	48	5	0	2	48	18	1	187
12:30 PM	10	7	1	0	11	3	20	0	18	48	8	1	3	34	14	0	178
12:45 PM	3	3	2	0	18	3	16	0	19	49	10	0	5	43	26	0	197
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	39	25	11	0	102	26	136	0	132	340	48	5	18	306	118	1	1307
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	27	17	6	0	58	16	78	0	74	191	28	1	10	167	71	1	745
PEAK HR FACTOR :	0.675	0.607	0.750	0.000	0.806	0.667	0.672	0.000	0.881	0.974	0.700	0.250	0.500	0.870	0.683	0.250	0.945
	0.694				0.826				0.942				0.841				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	10	4	2	0	30	3	43	0	19	75	2	0	0	67	12	0	267
4:15 PM	8	1	2	0	27	2	29	0	6	68	3	1	0	66	18	1	232
4:30 PM	4	3	1	0	31	2	25	0	8	72	7	1	2	93	18	0	267
4:45 PM	4	3	2	0	30	3	26	0	16	69	4	1	1	84	24	0	267
5:00 PM	17	6	0	0	52	7	44	0	21	96	1	2	1	80	30	0	357
5:15 PM	16	4	1	0	48	5	31	0	23	67	7	1	1	85	28	0	317
5:30 PM	18	1	3	0	56	1	35	0	6	87	3	0	1	64	30	0	305
5:45 PM	7	2	3	0	22	4	26	1	15	75	1	0	2	58	17	0	233
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	84	24	14	0	296	27	259	1	114	609	28	6	8	597	177	1	2245
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	55	14	6	0	186	16	136	0	66	319	15	4	4	313	112	0	1246
PEAK HR FACTOR :	0.764	0.583	0.500	0.000	0.830	0.571	0.773	0.000	0.717	0.831	0.536	0.500	1.000	0.921	0.933	0.000	0.873
	0.815				0.820				0.842				0.941				

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 102nd Ave & NW 19th St
City: Doral
Control: 4-Way Stop

Project ID: 25-570064-003
Date: 5/21/2025

Data - HT

NS/EW Streets:	NW 102nd Ave				NW 102nd Ave				NW 19th St				NW 19th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	1	0	0	0	0	3	1	0	0	1	0	0	6
7:15 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	5	0	8
7:30 AM	0	1	0	0	0	1	0	0	3	2	0	0	0	2	1	0	10
7:45 AM	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	4
8:00 AM	0	0	0	0	1	0	1	0	1	3	0	0	0	1	0	0	7
8:15 AM	0	2	2	0	1	1	1	0	1	0	1	0	0	2	2	0	13
8:30 AM	1	2	0	0	0	0	3	0	0	4	0	0	0	2	4	0	16
8:45 AM	0	0	0	0	2	0	1	0	0	2	0	0	1	1	4	0	11
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	12.50%	62.50%	25.00%	0.00%	33.33%	13.33%	53.33%	0.00%	19.23%	69.23%	11.54%	0.00%	3.85%	34.62%	61.54%	0.00%	75
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	4	2	0	2	1	6	0	2	9	2	0	0	5	6	0	40
PEAK HR FACTOR :	0.250	0.500	0.250	0.000	0.500	0.250	0.500	0.000	0.500	0.563	0.500	0.000	0.000	0.625	0.375	0.000	0.625
	0.438				0.750				0.813				0.458				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	0	1	0	0	0	0	6	0	3	1	2	0	1	3	1	0	18
11:15 AM	0	0	0	0	0	0	2	0	1	3	1	0	0	1	2	0	10
11:30 AM	0	0	0	0	5	2	0	0	1	1	0	0	0	4	4	0	17
11:45 AM	0	1	1	0	1	1	3	0	1	3	1	0	0	4	4	0	20
12:00 PM	0	0	0	0	5	0	1	0	3	5	3	0	0	4	2	0	23
12:15 PM	1	0	0	0	3	1	3	0	1	1	0	0	1	3	5	1	20
12:30 PM	1	0	1	0	1	2	2	0	0	5	1	0	1	1	0	0	15
12:45 PM	1	0	0	0	1	2	0	0	3	3	2	0	0	5	1	0	18
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	42.86%	28.57%	28.57%	0.00%	39.02%	19.51%	41.46%	0.00%	28.89%	48.89%	22.22%	0.00%	6.25%	52.08%	39.58%	2.08%	141
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	3	0	1	0	10	5	6	0	7	14	6	0	2	13	8	1	76
PEAK HR FACTOR :	0.750	0.000	0.250	0.000	0.500	0.625	0.500	0.000	0.583	0.700	0.500	0.000	0.500	0.650	0.400	0.250	0.826
	0.500				0.750				0.614				0.600				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	2	0	0	0	1	2	1	0	2	6	1	0	0	2	5	0	22
4:15 PM	0	0	0	0	3	0	0	0	1	3	0	0	0	1	3	0	13
4:30 PM	0	0	0	0	0	0	2	0	1	2	0	0	0	1	3	0	9
4:45 PM	0	0	0	0	2	1	2	0	2	3	0	0	0	0	1	0	11
5:00 PM	0	0	0	0	0	1	1	0	0	1	0	0	0	0	2	0	5
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	2	0	5
5:45 PM	0	0	1	0	0	0	1	0	0	1	1	0	0	1	2	0	7
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	33.33%	22.22%	44.44%	0.00%	24.00%	68.00%	8.00%	0.00%	7.14%	21.43%	71.43%	0.00%	75
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	1	0	2	2	4	0	2	5	0	0	0	1	7	0	24
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.250	0.500	0.500	0.000	0.250	0.417	0.000	0.000	0.000	0.250	0.875	0.000	0.545
	0.250				0.400				0.350				0.667				

Nationwide Traffic Data, LLC
Intersection Turning Movement Count

Location: NW 102nd Ave & NW 19th St
City: Doral

Project ID: 25-570064-003
Date: 5/21/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	NW 102nd Ave		NW 102nd Ave		NW 19th St		NW 19th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	1	0	0	0	0	1	3
7:30 AM	1	0	0	1	0	2	0	0	4
7:45 AM	0	0	0	1	0	0	1	0	2
8:00 AM	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	1	0	1	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES :	EB 2	WB 0	EB 3	WB 3	NB 1	SB 2	NB 1	SB 1	TOTAL 13
APPROACH %'s :	100.00%	0.00%	50.00%	50.00%	33.33%	66.67%	50.00%	50.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	2	1	1	0	1	0	5
PEAK HR FACTOR :			0.500	0.250	0.250	0.250	0.250	0.250	0.625

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
11:00 AM	0	0	1	0	0	0	0	0	1
11:15 AM	1	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 1	WB 0	EB 1	WB 0	NB 0	SB 0	NB 0	SB 1	TOTAL 3
APPROACH %'s :	100.00%	0.00%	100.00%	0.00%			0.00%	100.00%	
PEAK HR :	12:00 PM - 01:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	1	1
PEAK HR FACTOR :							0.250	0.250	0.250

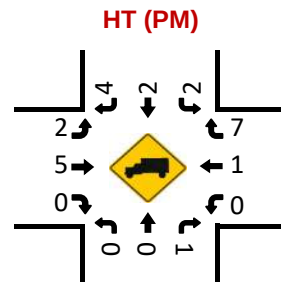
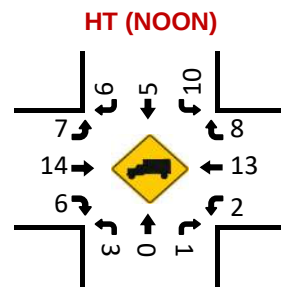
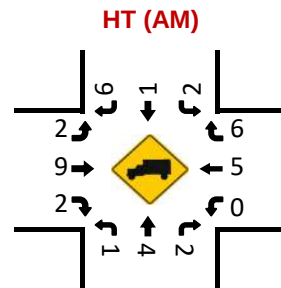
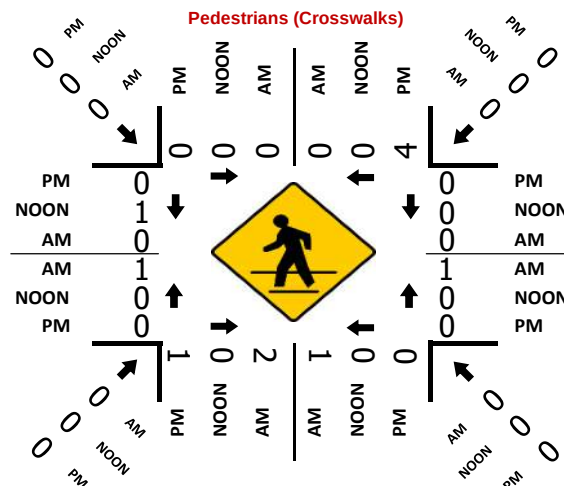
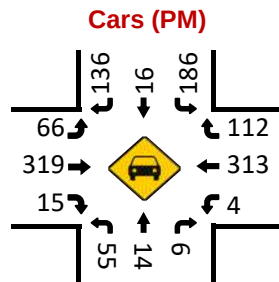
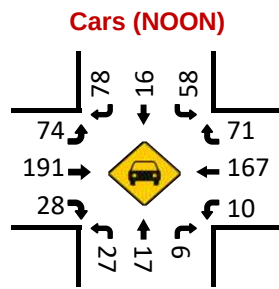
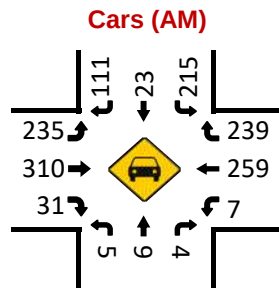
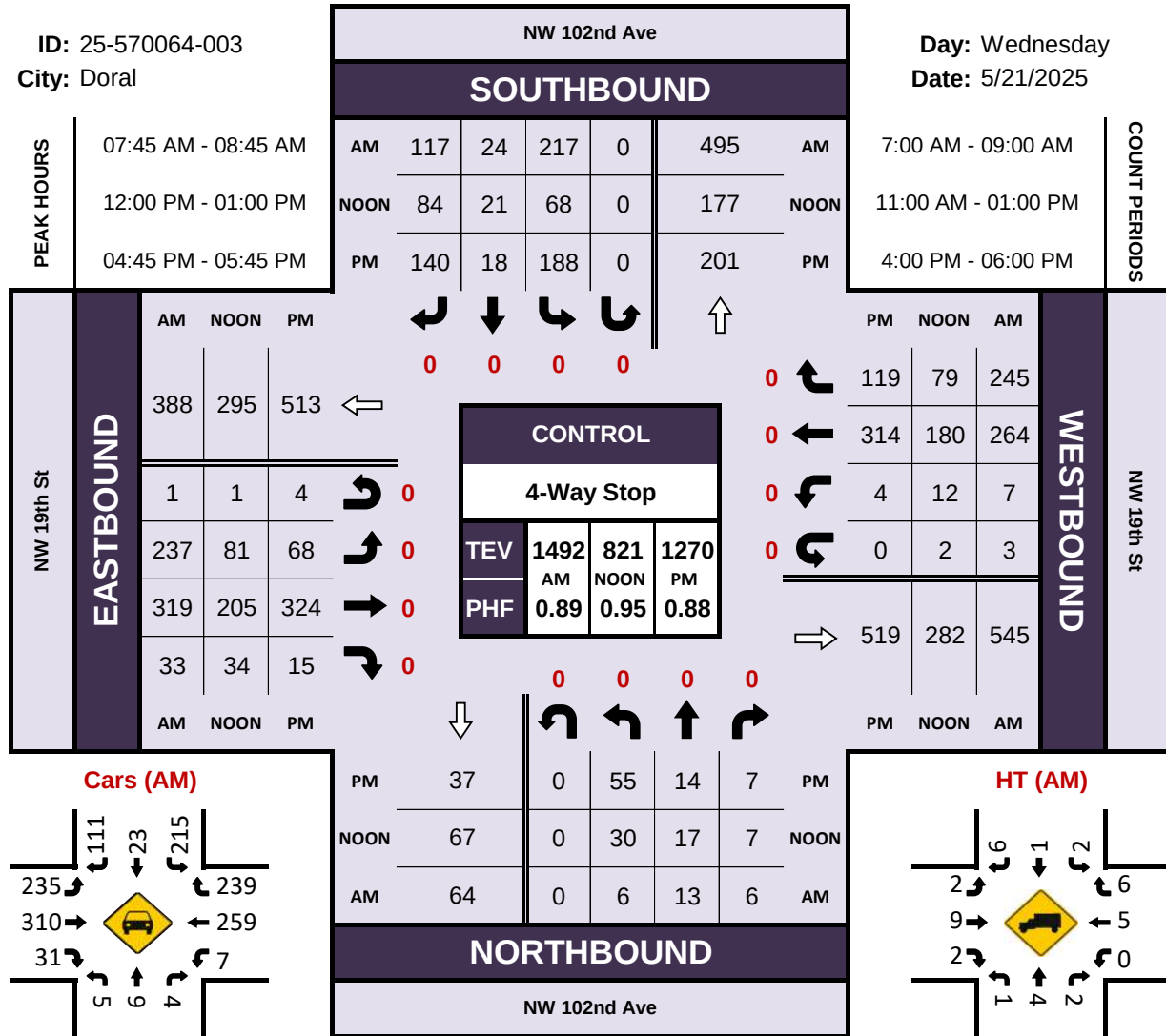
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	1	0	0	1	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	1	0	0	0	0	2
4:45 PM	0	0	1	0	0	0	0	0	1
5:00 PM	0	2	0	0	0	0	0	0	2
5:15 PM	0	2	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 0	WB 4	EB 3	WB 1	NB 0	SB 1	NB 0	SB 1	TOTAL 10
APPROACH %'s :	0.00%	100.00%	75.00%	25.00%	0.00%	100.00%	0.00%	100.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	4	1	0	0	0	0	0	5
PEAK HR FACTOR :		0.500	0.250	0.250					0.625

NW 102nd Ave & NW 19th St

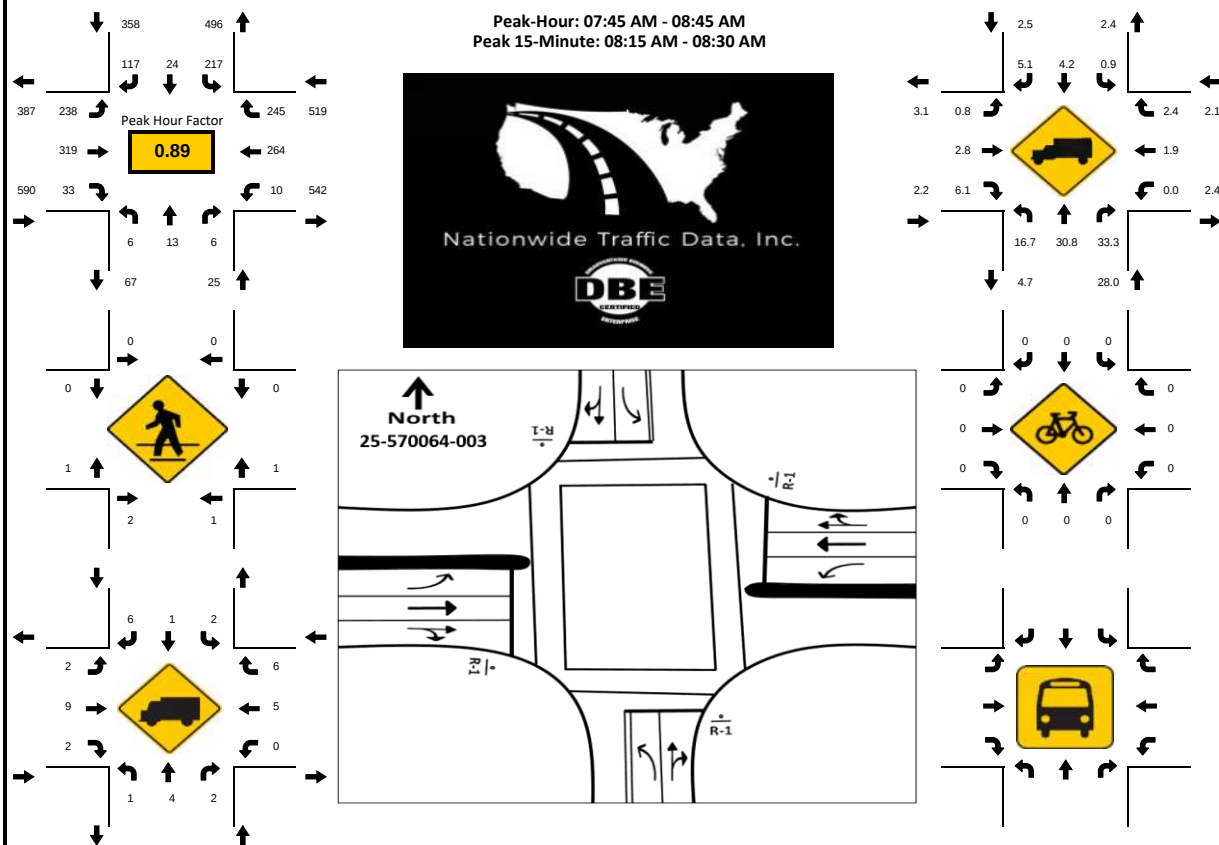
Peak Hour Turning Movement Count

ID: 25-570064-003
City: Doral

Day: Wednesday
Date: 5/21/2025



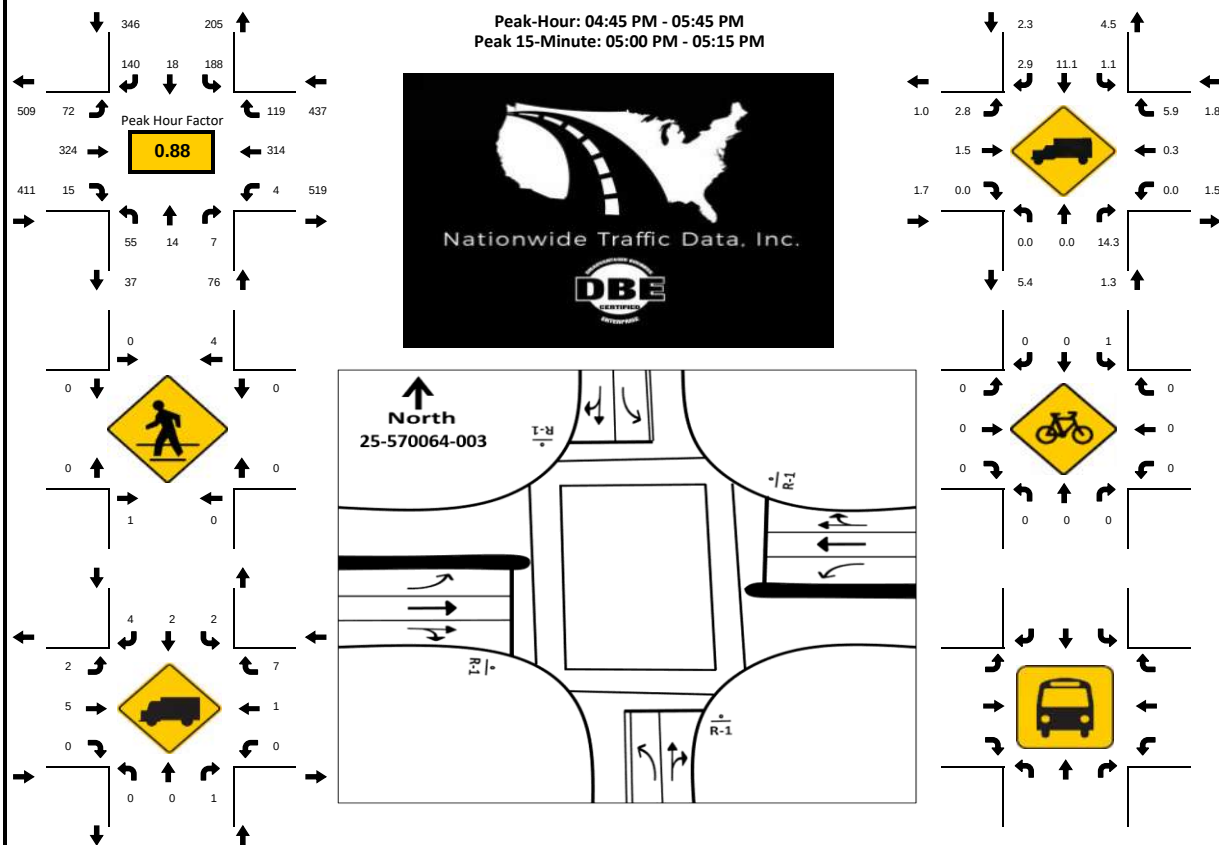
PROJECT ID: 25-570064-003
DATE: Wed, May 21, 2025

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PROJECT ID: 25-570064-003
DATE: Wed, May 21, 2025

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PROJECT ID: 25-570064-003
DATE: Wed, May 21, 2025

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Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 17th St/Burlington/Firestone Complete Auto Care Access Dwy
City: Doral
Control: Signalized

Project ID: 25-570064-004
Date: 5/21/2025

Data - Total

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 17th St/Burlington/Firestone Complete Auto Care Access Dwy				NW 17th St/Burlington/Firestone Complete Auto Care Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	33	433	1	0	4	116	29	14	19	1	14	0	4	2	4	0	670
7:15 AM	28	407	2	0	6	124	23	20	63	3	25	0	2	1	5	0	709
7:30 AM	27	503	2	0	6	191	24	20	65	4	22	0	0	1	6	0	871
7:45 AM	29	534	2	0	5	195	37	23	70	1	10	0	1	4	6	0	917
8:00 AM	33	478	1	0	7	202	32	18	79	2	23	0	2	0	6	0	883
8:15 AM	43	449	2	2	4	255	39	34	77	2	23	0	4	0	8	0	942
8:30 AM	30	420	2	0	7	238	46	13	51	2	19	0	3	3	12	0	846
8:45 AM	38	444	7	0	4	138	41	21	44	4	25	0	2	2	10	0	780
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	261	3668	19	2	43	1459	271	163	468	19	161	0	14	13	57	0	6618
	6.61%	92.86%	0.48%	0.05%	2.22%	75.36%	14.00%	8.42%	72.22%	2.93%	24.85%	0.00%	16.67%	15.48%	67.86%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	132	1964	7	2	22	843	132	95	291	5	78	0	7	5	26	0	3613
PEAK HR FACTOR :	0.767	0.919	0.875	0.250	0.786	0.826	0.846	0.699	0.921	0.563	0.848	0.000	0.438	0.313	0.813	0.000	0.959
			0.931				0.822				0.909				0.792		

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	27	253	7	0	18	201	44	23	39	1	32	0	7	6	18	0	676
11:15 AM	20	231	1	4	18	217	49	24	46	5	33	0	6	6	14	1	675
11:30 AM	24	235	6	1	17	235	40	8	32	3	41	0	4	4	19	0	669
11:45 AM	26	228	5	4	21	228	50	13	35	4	38	0	9	4	26	1	692
12:00 PM	43	249	7	3	31	225	57	9	61	14	35	0	2	2	31	0	769
12:15 PM	29	232	3	3	35	240	57	14	43	8	36	0	7	4	37	0	748
12:30 PM	31	246	3	6	25	241	44	15	52	8	44	0	8	6	46	0	775
12:45 PM	20	225	5	2	26	233	44	14	49	5	28	0	9	1	41	0	702
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	220	1899	37	23	191	1820	385	120	357	48	287	0	52	33	232	2	5706
	10.10%	87.15%	1.70%	1.06%	7.59%	72.34%	15.30%	4.77%	51.59%	6.94%	41.47%	0.00%	16.30%	10.34%	72.73%	0.63%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	123	952	18	14	117	939	202	52	205	35	143	0	26	13	155	0	2994
PEAK HR FACTOR :	0.715	0.956	0.643	0.583	0.836	0.974	0.886	0.867	0.840	0.625	0.813	0.000	0.722	0.542	0.842	0.000	0.966
			0.916				0.947				0.870				0.808		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	21	191	0	0	23	322	40	15	46	10	30	0	9	7	31	0	745
4:15 PM	28	173	3	0	28	314	45	9	47	8	44	0	8	5	31	0	743
4:30 PM	17	189	3	1	32	357	57	13	53	3	45	0	8	8	34	0	820
4:45 PM	27	199	1	0	28	317	52	1	28	9	40	0	11	9	32	0	754
5:00 PM	22	155	3	1	23	302	40	5	63	12	60	0	9	8	42	0	745
5:15 PM	25	188	5	1	37	284	39	4	41	15	37	0	7	8	23	1	715
5:30 PM	32	187	6	3	36	308	59	9	44	10	37	0	4	14	25	0	774
5:45 PM	35	148	2	2	23	268	59	12	51	18	31	0	1	6	36	0	692
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	207	1430	23	8	230	2472	391	68	373	85	324	0	57	65	254	1	5988
	12.41%	85.73%	1.38%	0.48%	7.28%	78.20%	12.37%	2.15%	47.70%	10.87%	41.43%	0.00%	15.12%	17.24%	67.37%	0.27%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	94	716	10	2	111	1290	194	28	191	32	189	0	36	30	139	0	3062
PEAK HR FACTOR :	0.839	0.899	0.833	0.500	0.867	0.903	0.851	0.538	0.758	0.667	0.788	0.000	0.818	0.833	0.827	0.000	0.934
			0.905				0.884				0.763				0.869		

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 17th St/Burlington/Firestone Complete Auto Care Access Dwy
City: Doral
Control: Signalized

Project ID: 25-570064-004
Date: 5/21/2025

Data - Cars

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 17th St/Burlington/Firestone Complete Auto Care Access Dwy				NW 17th St/Burlington/Firestone Complete Auto Care Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	29	420	1	0	4	106	27	14	19	1	12	0	0	2	4	0	639
7:15 AM	28	400	2	0	6	123	22	20	62	3	22	0	2	1	5	0	696
7:30 AM	23	491	2	0	6	180	23	18	61	3	19	0	0	1	5	0	832
7:45 AM	26	520	2	0	5	177	36	21	67	1	7	0	1	4	6	0	873
8:00 AM	33	469	1	0	6	187	31	16	79	2	19	0	2	0	5	0	850
8:15 AM	40	441	2	2	4	243	37	34	76	1	19	0	4	0	8	0	911
8:30 AM	28	414	2	0	7	222	44	13	50	1	17	0	3	3	11	0	815
8:45 AM	35	428	6	0	4	131	39	19	42	4	21	0	2	2	9	0	742
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	242	3583	18	2	42	1369	259	155	456	16	136	0	14	13	53	0	6358
	6.29%	93.19%	0.47%	0.05%	2.30%	75.01%	14.19%	8.49%	75.00%	2.63%	22.37%	0.00%	17.50%	16.25%	66.25%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	122	1921	7	2	21	787	127	89	283	7	64	0	7	5	24	0	3466
PEAK HR FACTOR :	0.763	0.924	0.875	0.250	0.875	0.810	0.858	0.654	0.896	0.583	0.842	0.000	0.438	0.313	0.750	0.000	0.951
				0.936			0.805				0.885				0.750		

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	24	243	7	0	16	191	44	23	34	1	30	0	7	6	17	0	643
11:15 AM	15	223	1	4	18	207	44	24	45	5	32	0	6	6	13	1	644
11:30 AM	20	215	6	1	17	226	37	8	31	3	37	0	4	4	19	0	628
11:45 AM	21	214	3	4	21	211	47	13	33	4	36	0	8	3	26	1	645
12:00 PM	38	236	7	3	31	214	57	8	57	14	32	0	2	2	30	0	731
12:15 PM	26	216	3	3	35	231	53	14	42	7	33	0	5	4	37	0	709
12:30 PM	21	232	3	6	25	228	39	15	49	8	41	0	8	6	45	0	726
12:45 PM	13	207	4	2	26	222	42	14	46	5	23	0	8	1	41	0	654
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	178	1786	34	23	189	1730	363	119	337	47	264	0	48	32	228	2	5380
	8.81%	88.37%	1.68%	1.14%	7.87%	72.05%	15.12%	4.96%	52.01%	7.25%	40.74%	0.00%	15.48%	10.32%	73.55%	0.65%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	98	891	17	14	117	895	191	51	194	34	129	0	23	13	153	0	2820
PEAK HR FACTOR :	0.645	0.944	0.607	0.583	0.836	0.969	0.838	0.850	0.851	0.607	0.787	0.000	0.719	0.542	0.850	0.000	0.964
				0.898			0.941				0.867				0.801		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	18	177	0	0	23	318	39	15	44	10	28	0	9	6	31	0	718
4:15 PM	26	161	3	0	28	306	45	9	47	8	43	0	8	5	30	0	719
4:30 PM	14	180	3	1	32	353	55	13	51	3	44	0	8	8	34	0	799
4:45 PM	23	192	1	0	28	314	51	1	28	8	37	0	11	8	32	0	734
5:00 PM	21	148	3	1	23	297	40	5	63	12	58	0	9	8	42	0	730
5:15 PM	23	183	5	1	37	282	39	4	41	15	34	0	7	7	22	1	701
5:30 PM	30	181	6	3	36	305	58	9	43	10	34	0	4	13	25	0	757
5:45 PM	33	145	2	2	23	263	59	12	51	18	27	0	1	6	36	0	678
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	188	1367	23	8	230	2438	386	68	368	84	305	0	57	61	252	1	5836
	11.85%	86.19%	1.45%	0.50%	7.37%	78.09%	12.36%	2.18%	48.61%	11.10%	40.29%	0.00%	15.36%	16.44%	67.92%	0.27%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	84	681	10	2	111	1270	191	28	189	31	182	0	36	29	138	0	2982
PEAK HR FACTOR :	0.808	0.887	0.833	0.500	0.867	0.899	0.868	0.538	0.750	0.646	0.784	0.000	0.818	0.906	0.821	0.000	0.933
				0.899			0.883				0.756				0.860		

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 17th St/Burlington/Firestone Complete Auto Care Access Dwy
City: Doral
Control: Signalized

Project ID: 25-570064-004
Date: 5/21/2025

Data - HT

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 17th St/Burlington/Firestone Complete Auto Care Access Dwy				NW 17th St/Burlington/Firestone Complete Auto Care Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	4	13	0	0	0	10	2	0	0	0	2	0	0	0	0	0	31
7:15 AM	0	7	0	0	0	1	1	0	1	0	3	0	0	0	0	0	13
7:30 AM	4	12	0	0	0	11	1	2	4	1	3	0	0	0	1	0	39
7:45 AM	3	14	0	0	0	18	1	2	3	0	3	0	0	0	0	0	44
8:00 AM	0	9	0	0	1	15	1	2	0	0	4	0	0	0	1	0	33
8:15 AM	3	8	0	0	0	12	2	0	1	1	4	0	0	0	0	0	31
8:30 AM	2	6	0	0	0	16	2	0	1	1	2	0	0	0	1	0	31
8:45 AM	3	16	1	0	0	7	2	2	2	0	4	0	0	0	1	0	38
TOTAL VOLUMES :	NL 19	NT 85	NR 1	NU 0	SL 1	ST 90	SR 12	SU 8	EL 12	ET 3	ER 25	EU 0	WL 0	WT 0	WR 4	WU 0	TOTAL 260
APPROACH %'s :	18.10%	80.95%	0.95%	0.00%	0.90%	81.08%	10.81%	7.21%	30.00%	7.50%	62.50%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL 147
PEAK HR VOL :	10	43	0	0	1	56	5	6	8	2	14	0	0	0	2	0	TOTAL 835
PEAK HR FACTOR :	0.625	0.768	0.000	0.000	0.250	0.778	0.625	0.750	0.500	0.500	0.875	0.000	0.000	0.000	0.500	0.000	
	0.779				0.810				0.750				0.500				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	3	10	0	0	2	10	0	0	5	0	2	0	0	0	1	0	33
11:15 AM	5	8	0	0	0	10	5	0	1	0	1	0	0	0	1	0	31
11:30 AM	4	20	0	0	0	9	3	0	1	0	4	0	0	0	0	0	41
11:45 AM	5	14	2	0	0	17	3	0	2	0	2	0	1	1	0	0	47
12:00 PM	5	13	0	0	0	11	0	1	4	0	3	0	0	0	1	0	38
12:15 PM	3	16	0	0	0	9	4	0	1	1	3	0	2	0	0	0	39
12:30 PM	10	14	0	0	0	13	5	0	3	0	3	0	0	0	1	0	49
12:45 PM	7	18	1	0	0	11	2	0	3	0	5	0	1	0	0	0	48
TOTAL VOLUMES :	NL 42	NT 113	NR 3	NU 0	SL 2	ST 90	SR 22	SU 1	EL 20	ET 1	ER 23	EU 0	WL 4	WT 1	WR 4	WU 0	TOTAL 326
APPROACH %'s :	26.58%	71.52%	1.90%	0.00%	1.74%	78.26%	19.13%	0.87%	45.45%	2.27%	52.27%	0.00%	44.44%	11.11%	44.44%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL 174
PEAK HR VOL :	25	61	1	0	0	44	11	1	11	1	14	0	3	0	2	0	TOTAL 888
PEAK HR FACTOR :	0.625	0.847	0.250	0.000	0.000	0.846	0.550	0.250	0.688	0.250	0.700	0.000	0.375	0.000	0.500	0.000	
	0.837				0.778				0.813				0.625				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	3	14	0	0	0	4	1	0	2	0	2	0	0	1	0	0	27
4:15 PM	2	12	0	0	0	8	0	0	0	0	1	0	0	0	1	0	24
4:30 PM	3	9	0	0	0	4	2	0	2	0	1	0	0	0	0	0	21
4:45 PM	4	7	0	0	0	3	1	0	0	1	3	0	0	1	0	0	20
5:00 PM	1	7	0	0	0	5	0	0	0	0	2	0	0	0	0	0	15
5:15 PM	2	5	0	0	0	2	0	0	0	0	3	0	0	1	1	0	14
5:30 PM	2	6	0	0	0	3	1	0	1	0	3	0	0	1	0	0	17
5:45 PM	2	3	0	0	0	5	0	0	0	0	4	0	0	0	0	0	14
TOTAL VOLUMES :	NL 19	NT 63	NR 0	NU 0	SL 0	ST 34	SR 5	SU 0	EL 5	ET 1	ER 19	EU 0	WL 0	WT 4	WR 2	WU 0	TOTAL 152
APPROACH %'s :	23.17%	76.83%	0.00%	0.00%	0.00%	87.18%	12.82%	0.00%	20.00%	4.00%	76.00%	0.00%	0.00%	66.67%	33.33%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL 80
PEAK HR VOL :	10	35	0	0	0	20	3	0	2	1	7	0	0	1	1	0	TOTAL 833
PEAK HR FACTOR :	0.625	0.729	0.000	0.000	0.000	0.625	0.375	0.000	0.250	0.250	0.583	0.000	0.000	0.250	0.250	0.000	
	0.804				0.719				0.625				0.500				

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 17th St/Burlington/Firestone Complete Auto Care Access Dwy
City: Doral
Control: Signalized

Project ID: 25-570064-004
Date: 5/21/2025

Data - Bikes

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 17th St/Burlington/Firestone Complete Auto Care Access Dwy				NW 17th St/Burlington/Firestone Complete Auto Care Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 1	NT 5	NR 0	NU 0	SL 0	ST 1	SR 1	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 8
APPROACH %'s :	16.67%	83.33%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL 6
PEAK HR VOL :	0	4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.500				0.500												
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 1	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	12:00 PM - 01:00 PM																TOTAL 1
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
					0.250												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	1	2	0	2	0	1	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 4	NR 0	NU 0	SL 0	ST 3	SR 2	SU 0	EL 2	ET 0	ER 1	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 12
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	60.00%	40.00%	0.00%	66.67%	0.00%	33.33%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL 5
PEAK HR VOL :	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
	0.500				0.250												

Nationwide Traffic Data, LLC
Intersection Turning Movement Count

Location: NW 107th Ave & NW 17th St/Burlington/Firestone Complete Auto Car **Project ID:** 25-570064-004
City: Doral **Date:** 5/21/2025

Data - Pedestrians (Crosswalks)

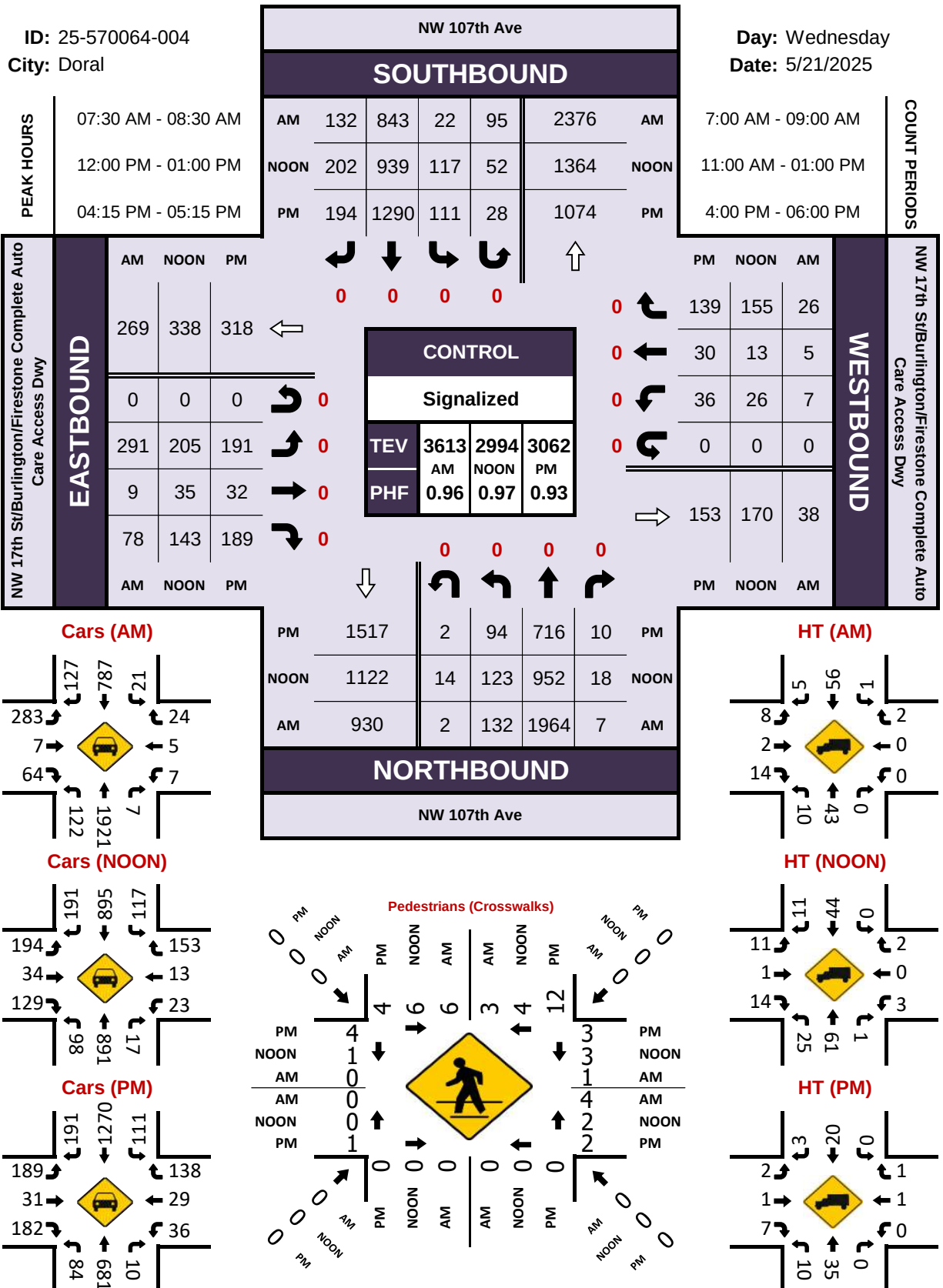
NS/EW Streets:	NW 107th Ave		NW 107th Ave		NW 17th St/Burlington/Firestone		NW 17th St/Burlington/Firestone		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	5	0	0	0	7	0	0	0	12
7:15 AM	2	0	0	0	2	0	0	0	4
7:30 AM	2	0	0	0	0	0	0	0	2
7:45 AM	2	3	0	0	2	1	0	0	8
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	2	0	0	0	2	0	0	0	4
8:30 AM	0	2	0	0	3	1	0	0	6
8:45 AM	1	2	0	0	1	0	0	0	4
TOTAL VOLUMES :	EB 14	WB 7	EB 0	WB 0	NB 17	SB 2	NB 0	SB 0	TOTAL 40
APPROACH %'s :	66.67%	33.33%			89.47%	10.53%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	6	3	0	0	4	1	0	0	14
PEAK HR FACTOR :	0.750	0.250			0.500	0.250			0.438
	0.450				0.417				

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
11:00 AM	1	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	3	0	0	0	3
11:30 AM	1	0	0	0	0	0	0	0	1
11:45 AM	1	0	0	0	1	1	0	1	4
12:00 PM	2	1	0	0	2	2	0	0	7
12:15 PM	1	0	0	0	0	0	0	1	2
12:30 PM	3	2	0	0	0	1	0	0	6
12:45 PM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB 9	WB 4	EB 0	WB 0	NB 6	SB 4	NB 0	SB 2	TOTAL 25
APPROACH %'s :	69.23%	30.77%			60.00%	40.00%	0.00%	100.00%	
PEAK HR :	12:00 PM - 01:00 PM								TOTAL
PEAK HR VOL :	6	4	0	0	2	3	0	1	16
PEAK HR FACTOR :	0.500	0.500			0.250	0.375	0	0.250	0.571
	0.500				0.313		0.250		

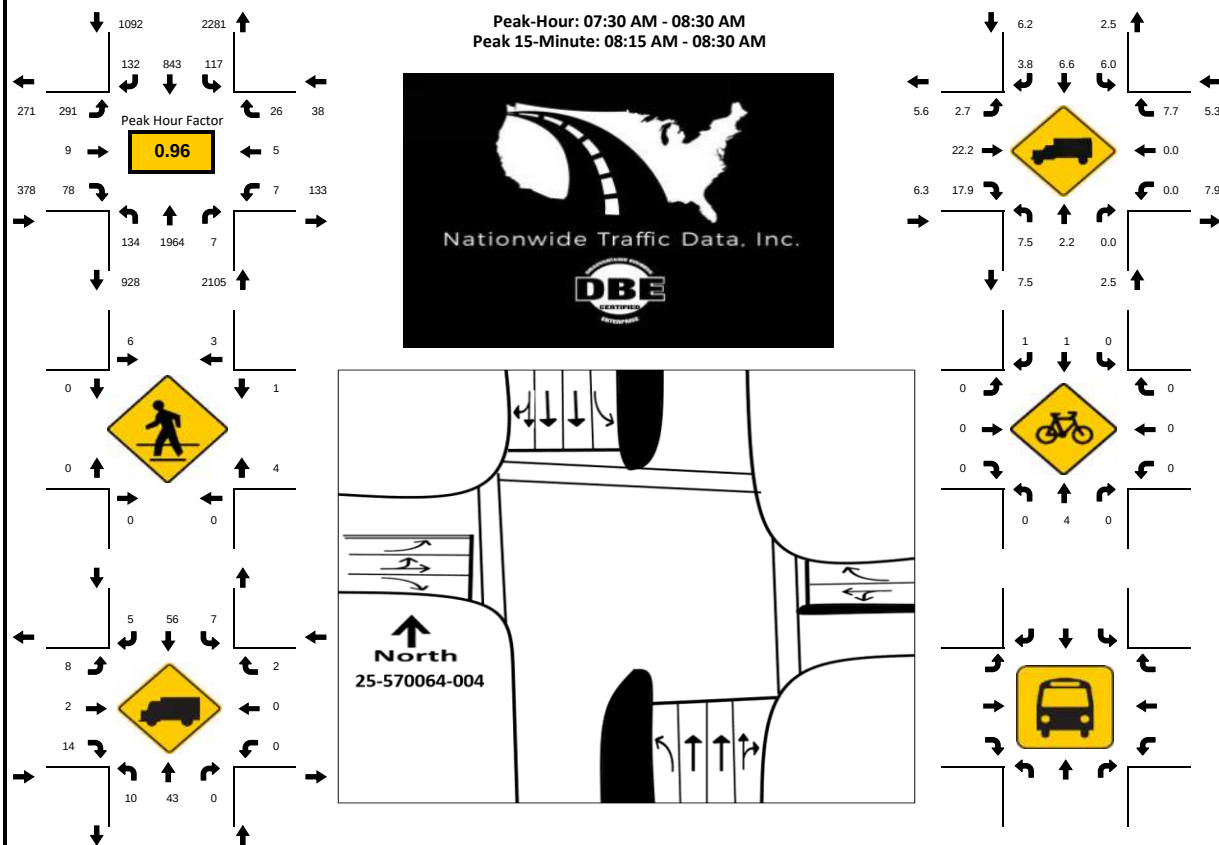
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	1	1	0	0	1	1	2	7
4:15 PM	1	1	0	0	0	1	0	1	4
4:30 PM	1	2	0	0	1	0	0	0	4
4:45 PM	2	5	0	0	1	1	0	0	9
5:00 PM	0	4	0	0	0	1	1	3	9
5:15 PM	3	4	0	0	0	0	0	0	7
5:30 PM	3	3	1	0	1	1	2	1	12
5:45 PM	1	6	0	0	2	0	0	5	14
TOTAL VOLUMES :	EB 12	WB 26	EB 2	WB 0	NB 5	SB 5	NB 4	SB 12	TOTAL 66
APPROACH %'s :	31.58%	68.42%	100.00%	0.00%	50.00%	50.00%	25.00%	75.00%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	4	12	0	0	2	3	1	4	26
PEAK HR FACTOR :	0.500	0.600			0.500	0.750	0.250	0.333	0.722
	0.571				0.625		0.313		

NW 107th Ave & NW 17th St/Burlington/Firestone Complete Auto Care Access Dwy

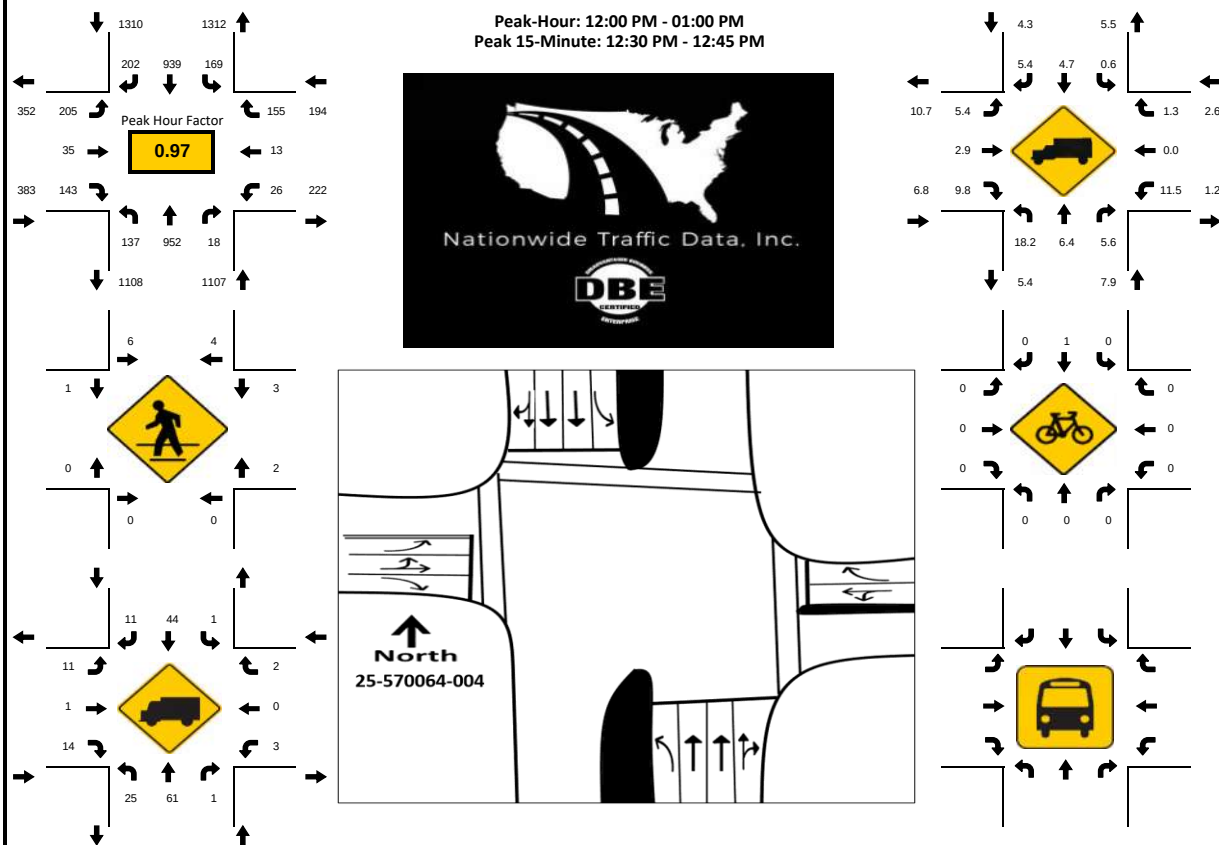
Peak Hour Turning Movement Count



PROJECT ID: 25-570064-004
DATE: Wed, May 21, 2025

[illegible]

PROJECT ID: 25-570064-004
DATE: Wed, May 21, 2025

[illegible]

PROJECT ID: 25-570064-004
DATE: Wed, May 21, 2025

[illegible]

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 15th St/NW 16th St
City: Doral
Control: 2-Way Stop(EB/WB)

Project ID: 25-570064-005
Date: 5/21/2025

Data - Total

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 15th St/NW 16th St				NW 15th St/NW 16th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	450	0	0	5	127	1	0	1	0	0	0	0	0	7	0	591
7:15 AM	2	453	1	0	12	139	2	1	1	0	7	0	0	0	5	1	624
7:30 AM	3	535	0	0	7	198	4	0	0	0	2	0	1	0	4	0	754
7:45 AM	7	570	2	0	4	200	6	1	0	0	5	0	1	0	3	0	799
8:00 AM	7	531	2	0	6	222	4	1	1	0	1	0	2	0	3	0	780
8:15 AM	3	498	1	0	4	257	5	2	1	0	3	0	0	0	1	0	775
8:30 AM	1	468	2	0	2	272	6	1	1	0	2	0	1	0	6	0	762
8:45 AM	3	449	2	0	5	161	9	2	0	0	2	0	0	0	4	0	637
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.65%	99.10%	0.25%	0.00%	2.70%	94.60%	2.22%	0.48%	18.52%	0.00%	81.48%	0.00%	12.82%	0.00%	84.62%	2.56%	5722
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	18	2067	7	0	16	951	21	5	3	0	11	0	4	0	13	0	3116
PEAK HR FACTOR :	0.643	0.907	0.875	0.000	0.667	0.874	0.875	0.625	0.750	0.000	0.550	0.000	0.500	0.000	0.542	0.000	0.975
	0.903				0.883				0.700				0.607				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	2	289	6	0	13	216	6	1	0	1	10	0	9	0	8	1	562
11:15 AM	1	267	6	0	20	241	7	2	0	1	3	0	8	1	13	0	570
11:30 AM	0	250	7	0	16	282	2	1	0	1	4	0	6	0	18	0	587
11:45 AM	3	273	9	0	18	257	7	2	0	1	10	0	7	0	11	0	598
12:00 PM	0	296	6	0	26	249	4	0	0	0	9	0	4	0	17	0	611
12:15 PM	2	268	10	0	28	258	6	0	0	0	10	0	6	0	21	0	609
12:30 PM	0	282	5	0	17	288	9	2	0	0	6	0	8	0	16	0	633
12:45 PM	0	256	9	0	24	258	5	0	0	1	13	0	20	1	17	1	605
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.36%	97.06%	2.58%	0.00%	7.15%	90.46%	2.03%	0.35%	0.00%	7.14%	92.86%	0.00%	35.23%	1.04%	62.69%	1.04%	4775
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	2	1102	30	0	95	1053	24	2	0	1	38	0	38	1	71	1	2458
PEAK HR FACTOR :	0.250	0.931	0.750	0.000	0.848	0.914	0.667	0.250	0.000	0.250	0.731	0.000	0.475	0.250	0.845	0.250	0.971
	0.939				0.929				0.696				0.712				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	1	203	6	0	11	359	6	2	0	0	7	1	15	1	20	0	632
4:15 PM	2	202	12	0	15	350	7	0	0	0	10	0	8	1	14	0	621
4:30 PM	2	190	8	0	11	384	3	0	0	0	6	0	13	0	15	0	632
4:45 PM	1	228	4	0	17	379	3	0	0	0	12	0	12	2	18	0	676
5:00 PM	3	176	4	0	17	338	2	1	0	0	44	0	7	0	21	0	613
5:15 PM	1	190	1	0	10	287	0	0	0	0	10	0	9	1	13	0	522
5:30 PM	1	208	5	0	15	345	3	2	0	0	7	0	7	0	19	0	612
5:45 PM	6	186	4	0	24	319	8	1	0	3	18	0	13	1	18	0	601
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1.03%	96.29%	2.68%	0.00%	4.11%	94.59%	1.10%	0.21%	0.00%	2.54%	96.61%	0.85%	36.84%	2.63%	60.53%	0.00%	4909
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	6	823	30	0	54	1472	19	2	0	0	35	1	48	4	67	0	2561
PEAK HR FACTOR :	0.750	0.902	0.625	0.000	0.794	0.958	0.679	0.250	0.000	0.000	0.729	0.250	0.800	0.500	0.838	0.000	0.947
	0.922				0.969				0.750				0.826				

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 15th St/NW 16th St
City: Doral
Control: 2-Way Stop(EB/WB)

Project ID: 25-570064-005
Date: 5/21/2025

Data - Cars

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 15th St/NW 16th St				NW 15th St/NW 16th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	435	0	0	5	115	1	0	0	0	0	0	0	0	7	0	563
7:15 AM	2	444	1	0	12	135	2	1	1	0	7	0	0	0	5	1	611
7:30 AM	3	519	0	0	7	186	4	0	0	0	2	0	1	0	4	0	726
7:45 AM	7	554	2	0	4	178	6	1	0	0	5	0	1	0	3	0	761
8:00 AM	7	522	2	0	5	204	4	1	1	0	1	0	2	0	3	0	752
8:15 AM	3	488	1	0	4	243	4	2	1	0	3	0	0	0	1	0	750
8:30 AM	1	460	2	0	2	256	4	1	1	0	2	0	1	0	6	0	736
8:45 AM	3	434	2	0	5	151	8	2	0	0	2	0	0	0	4	0	611
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.67%	99.08%	0.26%	0.00%	2.83%	94.53%	2.12%	0.52%	15.38%	0.00%	84.62%	0.00%	12.82%	0.00%	84.62%	2.56%	5510
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	18	2024	7	0	15	881	18	5	3	0	11	0	4	0	13	0	2999
PEAK HR FACTOR :	0.643	0.913	0.875	0.000	0.750	0.860	0.750	0.625	0.750	0.000	0.550	0.000	0.500	0.000	0.542	0.000	0.985
	0.910				0.874				0.700				0.607				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	2	276	6	0	13	205	6	1	0	1	10	0	9	0	8	1	538
11:15 AM	1	255	6	0	20	231	6	2	0	1	3	0	8	1	13	0	547
11:30 AM	0	225	7	0	16	269	2	1	0	1	4	0	6	0	18	0	549
11:45 AM	3	247	9	0	18	238	6	2	0	1	9	0	7	0	10	0	550
12:00 PM	0	280	6	0	26	235	3	0	0	0	9	0	4	0	17	0	580
12:15 PM	2	248	10	0	28	245	6	0	0	0	10	0	6	0	21	0	576
12:30 PM	0	257	5	0	17	270	8	2	0	0	6	0	8	0	16	0	589
12:45 PM	0	232	9	0	24	241	5	0	0	1	12	0	20	1	17	1	563
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	8	2020	58	0	162	1934	42	8	0	5	63	0	68	2	120	2	4492
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	2	1017	30	0	95	991	22	2	0	1	37	0	38	1	71	1	2308
PEAK HR FACTOR :	0.250	0.908	0.750	0.000	0.848	0.918	0.688	0.250	0.000	0.250	0.771	0.000	0.475	0.250	0.845	0.250	0.980
	0.917				0.934				0.731				0.712				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	1	188	6	0	11	353	6	2	0	0	7	1	15	1	19	0	610
4:15 PM	2	187	12	0	15	343	6	0	0	0	10	0	8	1	14	0	598
4:30 PM	2	180	8	0	11	378	3	0	0	0	6	0	13	0	14	0	615
4:45 PM	1	217	4	0	17	373	3	0	0	0	12	0	12	2	17	0	658
5:00 PM	3	167	4	0	17	330	2	1	0	0	44	0	7	0	21	0	596
5:15 PM	1	184	1	0	10	285	0	0	0	0	10	0	9	1	13	0	514
5:30 PM	1	200	5	0	15	335	3	2	0	0	7	0	7	0	19	0	594
5:45 PM	6	181	4	0	23	313	8	1	0	3	16	0	13	1	18	0	587
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	17	1504	44	0	119	2710	31	6	0	3	112	1	84	6	135	0	4772
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	6	772	30	0	54	1447	18	2	0	0	35	1	48	4	64	0	2481
PEAK HR FACTOR :	0.750	0.889	0.625	0.000	0.794	0.957	0.750	0.250	0.000	0.000	0.729	0.250	0.800	0.500	0.842	0.000	0.943
	0.910				0.968				0.750				0.829				

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 15th St/NW 16th St
City: Doral
Control: 2-Way Stop(EB/WB)

Project ID: 25-570064-005
Date: 5/21/2025

Data - HT

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 15th St/NW 16th St				NW 15th St/NW 16th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	15	0	0	0	12	0	0	1	0	0	0	0	0	0	0	28
7:15 AM	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0	0	13
7:30 AM	0	16	0	0	0	12	0	0	0	0	0	0	0	0	0	0	28
7:45 AM	0	16	0	0	0	22	0	0	0	0	0	0	0	0	0	0	38
8:00 AM	0	9	0	0	1	18	0	0	0	0	0	0	0	0	0	0	28
8:15 AM	0	10	0	0	0	14	1	0	0	0	0	0	0	0	0	0	25
8:30 AM	0	8	0	0	0	16	2	0	0	0	0	0	0	0	0	0	26
8:45 AM	0	15	0	0	0	10	1	0	0	0	0	0	0	0	0	0	26
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.88%	95.58%	3.54%	0.00%	100.00%	0.00%	0.00%	0.00%	0	0	0	0	212
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	43	0	0	1	70	3	0	0	0	0	0	0	0	0	0	117
PEAK HR FACTOR :	0.000	0.672	0.000	0.000	0.250	0.795	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.770
	0.672				0.841												
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	0	13	0	0	0	11	0	0	0	0	0	0	0	0	0	0	24
11:15 AM	0	12	0	0	0	10	1	0	0	0	0	0	0	0	0	0	23
11:30 AM	0	25	0	0	0	13	0	0	0	0	0	0	0	0	0	0	38
11:45 AM	0	26	0	0	0	19	1	0	0	0	1	0	0	0	1	0	48
12:00 PM	0	16	0	0	0	14	1	0	0	0	0	0	0	0	0	0	31
12:15 PM	0	20	0	0	0	13	0	0	0	0	0	0	0	0	0	0	33
12:30 PM	0	25	0	0	0	18	1	0	0	0	0	0	0	0	0	0	44
12:45 PM	0	24	0	0	0	17	0	0	0	0	1	0	0	0	0	0	42
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	96.64%	3.36%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	283
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	85	0	0	0	62	2	0	0	0	1	0	0	0	0	0	150
PEAK HR FACTOR :	0.000	0.850	0.000	0.000	0.000	0.861	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.852
	0.850				0.842				0.250								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	15	0	0	0	6	0	0	0	0	0	0	0	0	1	0	22
4:15 PM	0	15	0	0	0	7	1	0	0	0	0	0	0	0	0	0	23
4:30 PM	0	10	0	0	0	6	0	0	0	0	0	0	0	0	1	0	17
4:45 PM	0	11	0	0	0	6	0	0	0	0	0	0	0	0	1	0	18
5:00 PM	0	9	0	0	0	8	0	0	0	0	0	0	0	0	0	0	17
5:15 PM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8
5:30 PM	0	8	0	0	0	10	0	0	0	0	0	0	0	0	0	0	18
5:45 PM	0	5	0	0	1	6	0	0	0	0	2	0	0	0	0	0	14
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	1.89%	96.23%	1.89%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	137
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	51	0	0	0	25	1	0	0	0	0	0	0	0	3	0	80
PEAK HR FACTOR :	0.000	0.850	0.000	0.000	0.000	0.893	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.870
	0.850				0.813								0.750				

Nationwide Traffic Data, LLC
Intersection Turning Movement Count

Location: NW 107th Ave & NW 15th St/NW 16th St

City: Doral

Control: 2-Way Stop(EB/WB)

Project ID: 25-570064-005

Date: 5/21/2025

Data - Bikes

[illegible]

Nationwide Traffic Data, LLC
Intersection Turning Movement Count

Location: NW 107th Ave & NW 15th St/NW 16th St
City: Doral

Project ID: 25-570064-005
Date: 5/21/2025

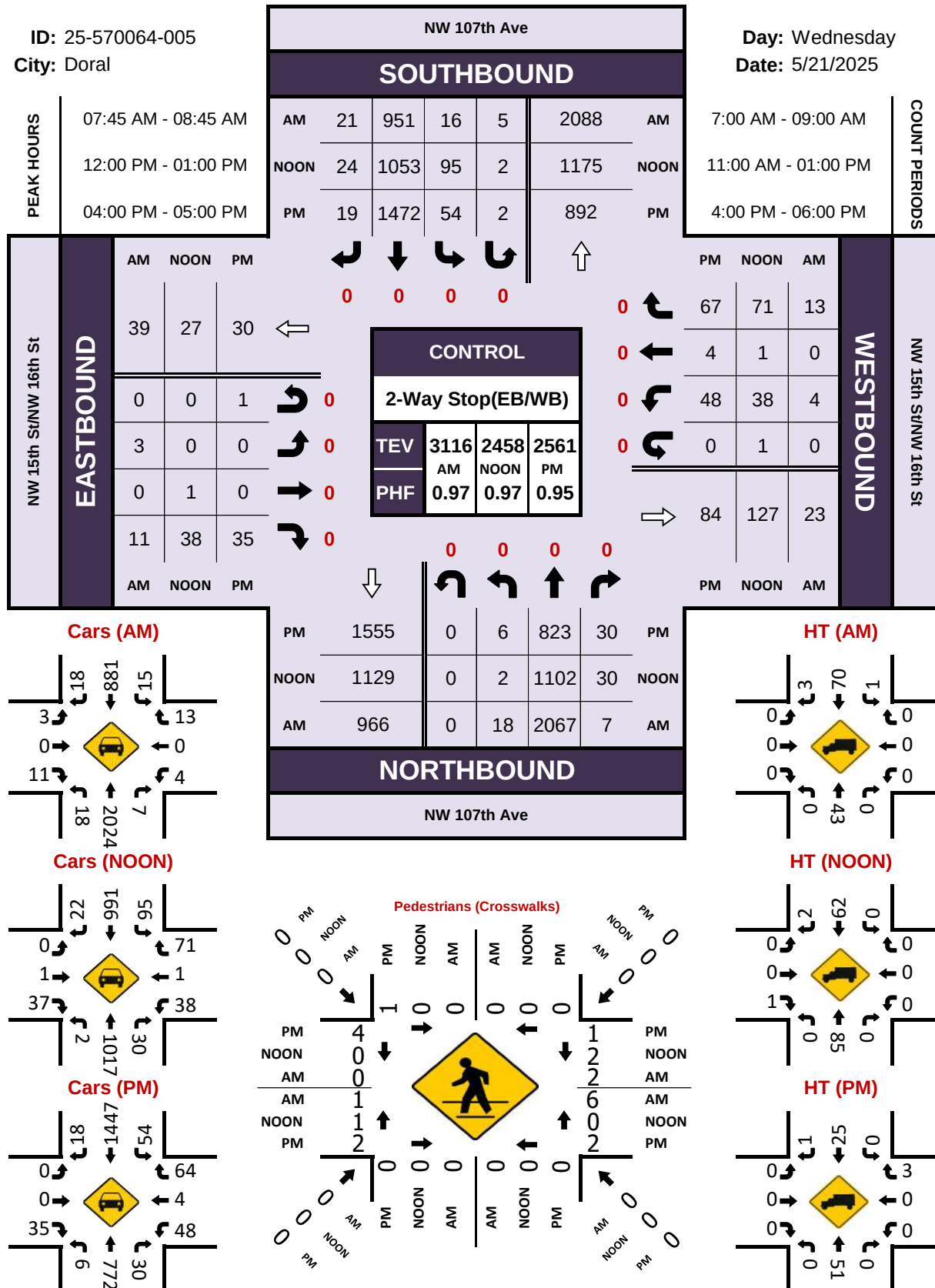
Data - Pedestrians (Crosswalks)

NS/EW Streets:	NW 107th Ave		NW 107th Ave		NW 15th St/NW 16th St		NW 15th St/NW 16th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	6	0	1	0	7
7:15 AM	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	1	1	0	3
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	2	0	0	0	2
8:30 AM	0	0	0	0	3	1	0	0	4
8:45 AM	0	0	0	0	1	0	1	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	14	2	3	0	19
					87.50%	12.50%	100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	0	0	6	2	1	0	9
PEAK HR FACTOR :					0.500	0.500	0.250	0	0.563
					0.500		0.250		

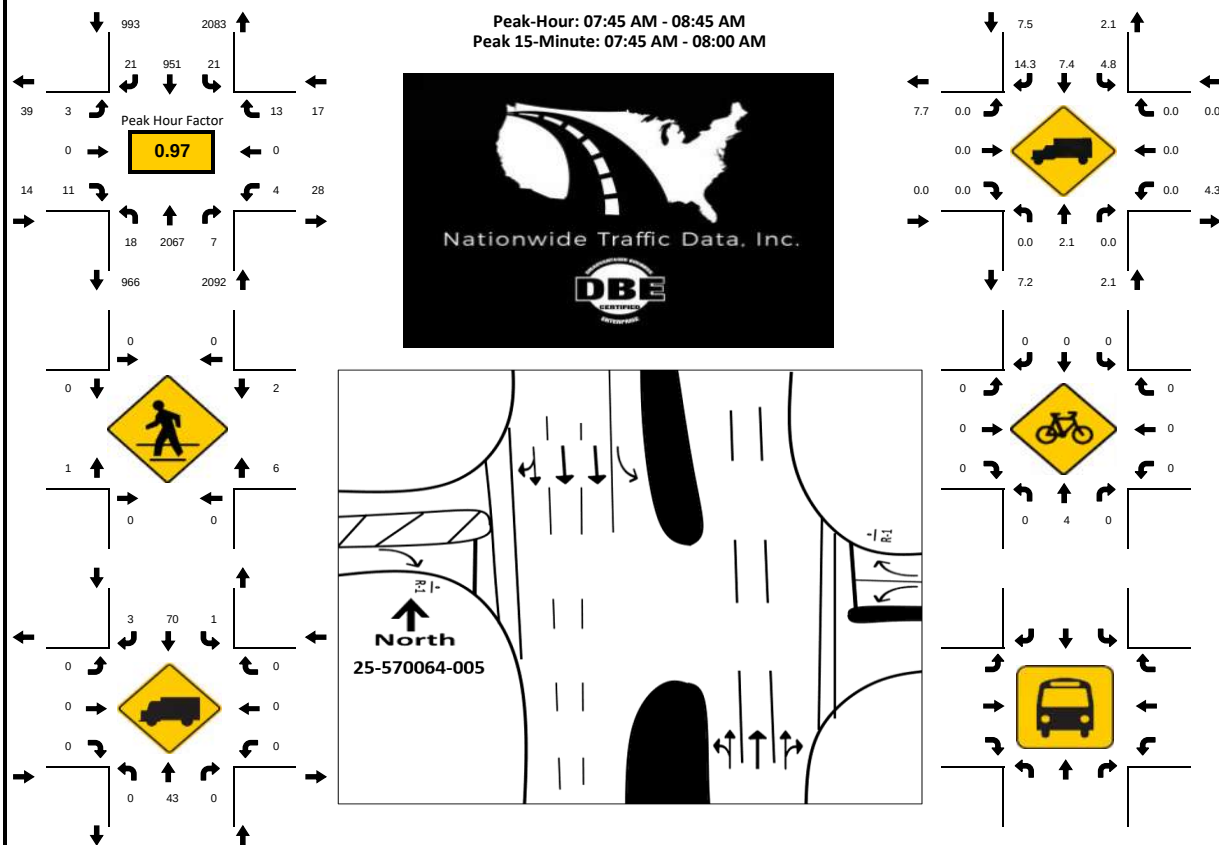
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
11:00 AM	0	0	0	0	1	0	0	0	1
11:15 AM	0	0	0	0	1	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	3	1	0	0	4
12:00 PM	0	0	0	0	0	1	0	0	1
12:15 PM	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	5	3	1	0	9
					62.50%	37.50%	100.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	2	1	0	3
PEAK HR FACTOR :					0.500		0.250		0.750
					0.500		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	1	3	4
4:15 PM	0	0	0	0	0	1	0	0	1
4:30 PM	1	0	0	0	2	0	1	1	5
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	1	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	2	2	0	5
5:45 PM	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	0	0	0	4	4	5	4	18
	100.00%		0.00%		50.00%	50.00%	55.56%	44.44%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	1	0	0	0	2	1	2	4	10
PEAK HR FACTOR :	0.250				0.250	0.250	0.500	0.333	0.500
	0.250				0.375		0.375		

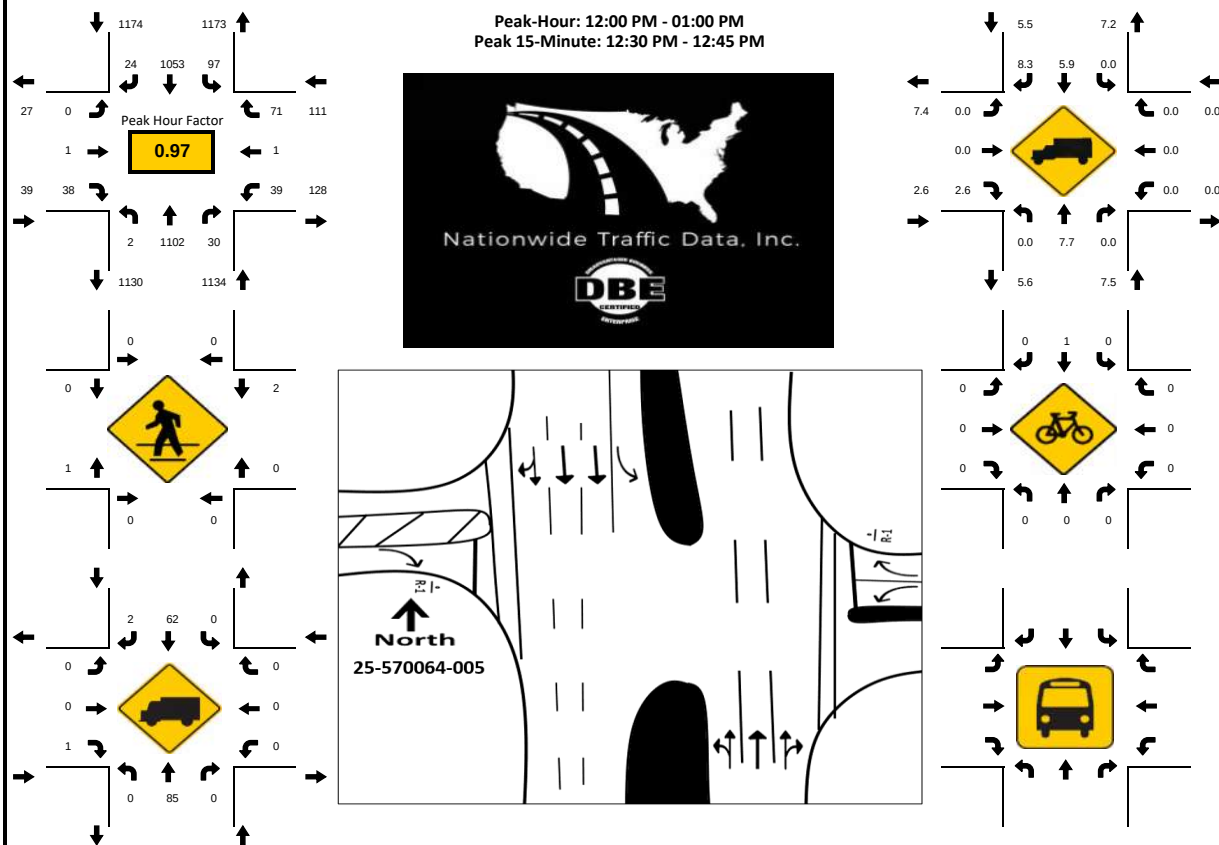
Date: 5/21/2025



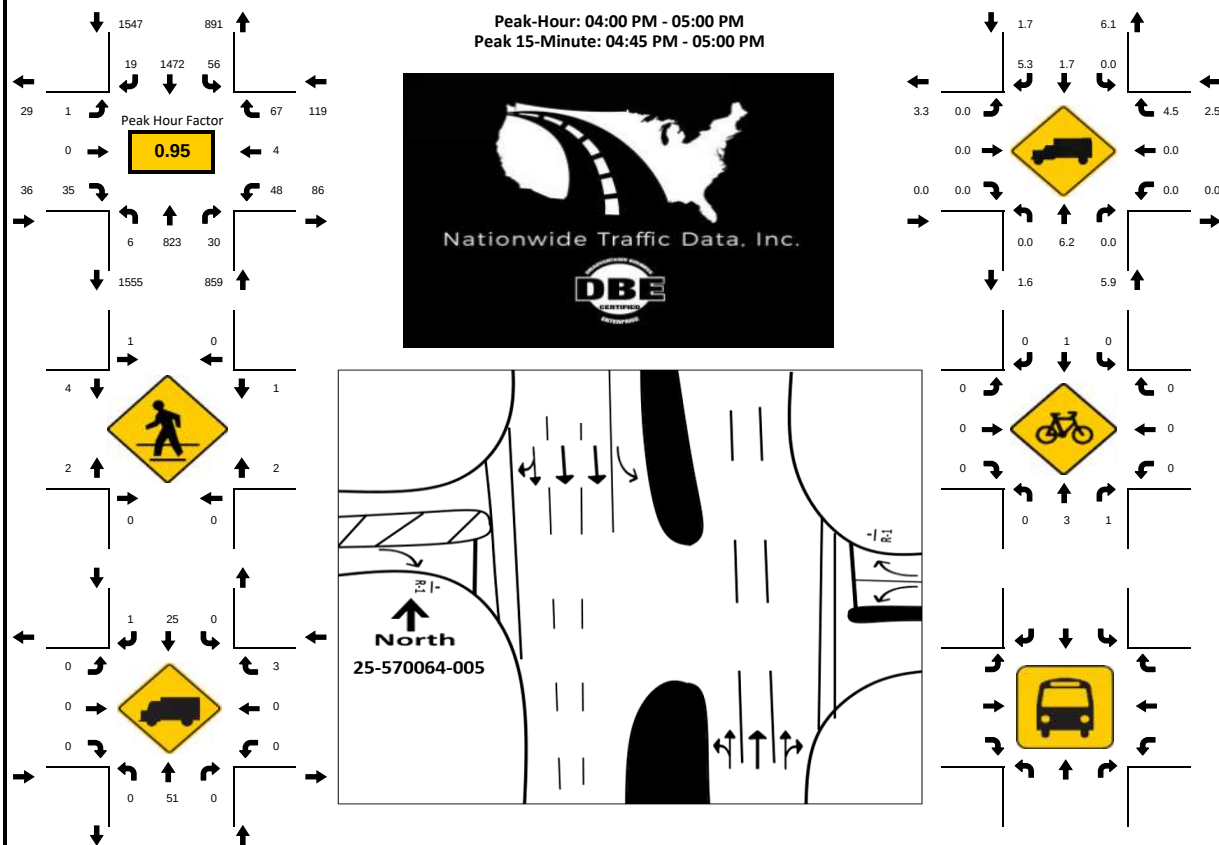
PROJECT ID: 25-570064-005
DATE: Wed, May 21, 2025

[illegible]

PROJECT ID: 25-570064-005
DATE: Wed, May 21, 2025

[illegible]

PROJECT ID: 25-570064-005
DATE: Wed, May 21, 2025

[illegible]

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 14th St/Miami International Mall Access Dwy
City: Doral
Control: Signalized

Project ID: 25-570064-006
Date: 5/21/2025

Data - Total

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 14th St/Miami International Mall Access Dwy				NW 14th St/Miami International Mall Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	11	427	13	0	6	112	7	2	5	1	23	0	2	3	6	0	618
7:15 AM	24	440	18	2	6	131	3	0	15	4	47	0	2	0	6	0	698
7:30 AM	24	506	14	0	3	173	5	1	34	6	28	0	1	0	5	0	800
7:45 AM	33	512	15	0	1	200	4	0	55	12	27	0	3	1	3	0	866
8:00 AM	25	487	9	0	7	189	10	1	43	7	38	0	4	3	5	0	828
8:15 AM	46	471	14	1	4	253	5	0	25	7	41	0	2	4	8	0	881
8:30 AM	44	436	16	0	9	247	9	1	29	7	31	0	4	6	4	0	843
8:45 AM	47	426	25	0	10	144	7	3	21	7	23	0	5	5	6	0	729
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	254	3705	124	3	46	1449	50	8	227	51	258	0	23	22	43	0	6263
	6.22%	90.68%	3.03%	0.07%	2.96%	93.30%	3.22%	0.52%	42.35%	9.51%	48.13%	0.00%	26.14%	25.00%	48.86%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	148	1906	54	1	21	889	28	2	152	33	137	0	13	14	20	0	3418
PEAK HR FACTOR :	0.804	0.931	0.844	0.250	0.583	0.878	0.700	0.500	0.691	0.688	0.835	0.000	0.813	0.583	0.625	0.000	0.970
			0.942				0.883				0.856				0.839		
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	49	270	40	0	12	215	11	2	11	9	36	0	17	14	11	2	699
11:15 AM	43	248	53	0	3	232	8	2	14	6	34	0	26	6	11	0	686
11:30 AM	47	237	48	1	10	249	17	1	16	8	43	0	17	6	6	0	706
11:45 AM	48	255	48	0	10	246	10	4	13	11	43	0	23	11	10	0	732
12:00 PM	56	268	50	0	11	241	16	3	9	15	55	0	29	13	22	0	788
12:15 PM	51	246	52	1	5	245	14	5	20	10	76	0	23	12	9	0	769
12:30 PM	43	259	57	2	7	262	13	4	12	8	77	0	28	9	12	0	793
12:45 PM	52	243	43	2	8	273	14	7	9	7	57	0	32	14	7	0	768
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	389	2026	391	6	66	1963	103	28	104	74	421	0	195	85	88	2	5941
	13.83%	72.05%	13.90%	0.21%	3.06%	90.88%	4.77%	1.30%	17.36%	12.35%	70.28%	0.00%	52.70%	22.97%	23.78%	0.54%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	202	1016	202	5	31	1021	57	19	50	40	265	0	112	48	50	0	3118
PEAK HR FACTOR :	0.902	0.948	0.886	0.625	0.705	0.935	0.891	0.679	0.625	0.667	0.860	0.000	0.875	0.857	0.568	0.000	0.983
			0.953				0.934				0.837				0.820		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	29	181	26	2	5	365	20	1	15	18	98	0	58	18	8	0	844
4:15 PM	36	192	33	2	6	358	13	0	9	12	94	0	50	29	14	0	848
4:30 PM	51	186	36	0	5	390	12	2	12	11	102	0	37	19	4	0	867
4:45 PM	34	212	35	0	8	401	12	1	10	7	91	0	34	11	11	0	867
5:00 PM	44	165	32	0	2	350	9	3	7	12	129	0	56	31	4	0	844
5:15 PM	44	176	42	0	3	322	10	0	8	12	145	0	43	33	7	0	845
5:30 PM	49	197	41	1	3	367	11	1	6	12	120	0	52	16	14	0	890
5:45 PM	50	175	42	0	2	341	7	1	12	10	128	0	47	24	5	0	844
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	337	1484	287	5	34	2894	94	9	79	94	907	0	377	181	67	0	6849
	15.95%	70.23%	13.58%	0.24%	1.12%	95.48%	3.10%	0.30%	7.31%	8.70%	83.98%	0.00%	60.32%	28.96%	10.72%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	171	750	150	1	16	1440	42	5	31	43	485	0	185	91	36	0	3446
PEAK HR FACTOR :	0.872	0.884	0.893	0.250	0.500	0.898	0.875	0.417	0.775	0.896	0.836	0.000	0.826	0.689	0.643	0.000	0.968
			0.931				0.890				0.847				0.857		

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 14th St/Miami International Mall Access Dwy
City: Doral
Control: Signalized

Project ID: 25-570064-006
Date: 5/21/2025

Data - Cars

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 14th St/Miami International Mall Access Dwy				NW 14th St/Miami International Mall Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	11	414	13	0	6	100	7	2	5	1	22	0	2	3	6	0	592
7:15 AM	23	434	18	2	6	126	3	0	13	4	43	0	1	0	5	0	678
7:30 AM	24	489	14	0	3	162	4	1	34	6	25	0	1	0	5	0	768
7:45 AM	32	501	14	0	1	177	4	0	51	12	23	0	3	1	3	0	822
8:00 AM	24	479	9	0	7	173	9	1	42	7	35	0	4	3	5	0	798
8:15 AM	45	462	14	1	4	239	5	0	24	7	39	0	1	4	8	0	853
8:30 AM	42	427	15	0	9	230	9	1	29	7	29	0	4	5	4	0	811
8:45 AM	45	413	25	0	10	134	7	3	20	7	19	0	5	5	6	0	699
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	246	3619	122	3	46	1341	48	8	218	51	235	0	21	21	42	0	6021
	6.17%	90.70%	3.06%	0.08%	3.19%	92.93%	3.33%	0.55%	43.25%	10.12%	46.63%	0.00%	25.00%	25.00%	50.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	143	1869	52	1	21	819	27	2	146	33	126	0	12	13	20	0	3284
PEAK HR FACTOR :	0.794	0.933	0.867	0.250	0.583	0.857	0.750	0.500	0.716	0.688	0.808	0.000	0.750	0.650	0.625	0.000	0.962
			0.944				0.872				0.887				0.865		

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	48	261	39	0	12	203	11	2	10	9	33	0	17	14	11	2	672
11:15 AM	42	235	53	0	3	221	8	2	14	6	31	0	26	6	11	0	658
11:30 AM	44	215	46	1	10	237	16	1	15	8	38	0	17	6	5	0	659
11:45 AM	44	229	48	0	9	231	9	4	13	11	41	0	23	10	9	0	681
12:00 PM	54	254	49	0	11	227	16	3	8	15	55	0	29	13	22	0	756
12:15 PM	48	226	51	1	5	234	13	5	20	10	72	0	23	12	8	0	728
12:30 PM	40	236	57	2	7	245	12	4	11	8	72	0	27	6	12	0	739
12:45 PM	50	218	43	2	8	255	14	7	8	7	55	0	32	14	7	0	720
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	370	1874	386	6	65	1853	99	28	99	74	397	0	194	81	85	2	5613
	14.04%	71.09%	14.64%	0.23%	3.18%	90.61%	4.84%	1.37%	17.37%	12.98%	69.65%	0.00%	53.59%	22.38%	23.48%	0.55%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	192	934	200	5	31	961	55	19	47	40	254	0	111	45	49	0	2943
PEAK HR FACTOR :	0.889	0.919	0.877	0.625	0.705	0.942	0.859	0.679	0.588	0.667	0.882	0.000	0.867	0.804	0.557	0.000	0.973
			0.932				0.938				0.836				0.801		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	27	167	26	2	5	358	20	1	13	18	98	0	58	17	8	0	818
4:15 PM	35	179	33	2	5	350	13	0	8	12	90	0	50	28	14	0	819
4:30 PM	49	177	36	0	5	383	12	2	11	11	100	0	37	19	4	0	846
4:45 PM	33	201	34	0	8	395	12	1	10	7	90	0	34	11	11	0	847
5:00 PM	44	157	32	0	2	343	9	3	6	12	129	0	56	30	4	0	827
5:15 PM	42	171	41	0	3	319	10	0	7	12	144	0	42	32	7	0	830
5:30 PM	48	189	41	1	3	360	11	1	6	12	120	0	51	15	14	0	872
5:45 PM	50	171	42	0	2	330	6	1	11	10	128	0	47	24	5	0	827
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	328	1412	285	5	33	2838	93	9	72	94	899	0	375	176	67	0	6686
	16.16%	69.56%	14.04%	0.25%	1.11%	95.46%	3.13%	0.30%	6.76%	8.83%	84.41%	0.00%	60.68%	28.48%	10.84%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	167	718	148	1	16	1417	42	5	29	43	483	0	183	88	36	0	3376
PEAK HR FACTOR :	0.870	0.893	0.902	0.250	0.500	0.897	0.875	0.417	0.725	0.896	0.839	0.000	0.817	0.688	0.643	0.000	0.968
			0.927				0.889				0.851				0.853		

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 14th St/Miami International Mall Access Dwy
City: Doral
Control: Signalized

Project ID: 25-570064-006
Date: 5/21/2025

Data - HT

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 14th St/Miami International Mall Access Dwy				NW 14th St/Miami International Mall Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	13	0	0	0	12	0	0	0	0	1	0	0	0	0	0	26
7:15 AM	1	6	0	0	0	5	0	0	2	0	4	0	1	0	1	0	20
7:30 AM	0	17	0	0	0	11	1	0	0	0	3	0	0	0	0	0	32
7:45 AM	1	11	1	0	0	23	0	0	4	0	4	0	0	0	0	0	44
8:00 AM	1	8	0	0	0	16	1	0	1	0	3	0	0	0	0	0	30
8:15 AM	1	9	0	0	0	14	0	0	1	0	2	0	1	0	0	0	28
8:30 AM	2	9	1	0	0	17	0	0	0	0	2	0	0	1	0	0	32
8:45 AM	2	13	0	0	0	10	0	0	1	0	4	0	0	0	0	0	30
TOTAL VOLUMES :	NL 8	NT 86	NR 2	NU 0	SL 0	ST 108	SR 2	SU 0	EL 9	ET 0	ER 23	EU 0	WL 2	WT 1	WR 1	WU 0	TOTAL 242
APPROACH %'s :	8.33%	89.58%	2.08%	0.00%	0.00%	98.18%	1.82%	0.00%	28.13%	0.00%	71.88%	0.00%	50.00%	25.00%	25.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	5	37	2	0	0	70	1	0	6	0	11	0	1	1	0	0	134
PEAK HR FACTOR :	0.625	0.841	0.500	0.000	0.000	0.761	0.250	0.000	0.375	0.000	0.688	0.000	0.250	0.250	0.000	0.000	0.761
	0.846				0.772				0.531				0.500				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	1	9	1	0	0	12	0	0	1	0	3	0	0	0	0	0	27
11:15 AM	1	13	0	0	0	11	0	0	0	0	3	0	0	0	0	0	28
11:30 AM	3	22	2	0	0	12	1	0	1	0	5	0	0	0	1	0	47
11:45 AM	4	26	0	0	1	15	1	0	0	0	2	0	0	1	1	0	51
12:00 PM	2	14	1	0	0	14	0	0	1	0	0	0	0	0	0	0	32
12:15 PM	3	20	1	0	0	11	1	0	0	0	4	0	0	0	1	0	41
12:30 PM	3	23	0	0	0	17	1	0	1	0	5	0	1	3	0	0	54
12:45 PM	2	25	0	0	0	18	0	0	1	0	2	0	0	0	0	0	48
TOTAL VOLUMES :	NL 19	NT 152	NR 5	NU 0	SL 1	ST 110	SR 4	SU 0	EL 5	ET 0	ER 24	EU 0	WL 1	WT 4	WR 3	WU 0	TOTAL 328
APPROACH %'s :	10.80%	86.36%	2.84%	0.00%	0.87%	95.65%	3.48%	0.00%	17.24%	0.00%	82.76%	0.00%	12.50%	50.00%	37.50%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	10	82	2	0	0	60	2	0	3	0	11	0	1	3	1	0	175
PEAK HR FACTOR :	0.833	0.820	0.500	0.000	0.000	0.833	0.500	0.000	0.750	0.000	0.550	0.000	0.250	0.250	0.250	0.000	0.810
	0.870				0.861				0.583				0.313				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	2	14	0	0	0	7	0	0	2	0	0	0	0	1	0	0	26
4:15 PM	1	13	0	0	1	8	0	0	1	0	4	0	0	1	0	0	29
4:30 PM	2	9	0	0	0	7	0	0	1	0	2	0	0	0	0	0	21
4:45 PM	1	11	1	0	0	6	0	0	0	0	1	0	0	0	0	0	20
5:00 PM	0	8	0	0	0	7	0	0	1	0	0	0	0	1	0	0	17
5:15 PM	2	5	1	0	0	3	0	0	1	0	1	0	1	1	0	0	15
5:30 PM	1	8	0	0	0	7	0	0	0	0	0	0	1	1	0	0	18
5:45 PM	0	4	0	0	0	11	1	0	1	0	0	0	0	0	0	0	17
TOTAL VOLUMES :	NL 9	NT 72	NR 2	NU 0	SL 1	ST 56	SR 1	SU 0	EL 7	ET 0	ER 8	EU 0	WL 2	WT 5	WR 0	WU 0	TOTAL 163
APPROACH %'s :	10.84%	86.75%	2.41%	0.00%	1.72%	96.55%	1.72%	0.00%	46.67%	0.00%	53.33%	0.00%	28.57%	71.43%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	4	32	2	0	0	23	0	0	2	0	2	0	2	3	0	0	70
PEAK HR FACTOR :	0.500	0.727	0.500	0.000	0.000	0.821	0.000	0.000	0.500	0.000	0.500	0.000	0.500	0.750	0.000	0.000	0.875
	0.731				0.821				0.500				0.625				

Location: NW 107th Ave & NW 14th St/Miami International Mall Access Dwy
City: Doral
Control: Signalized

Data - Bikes

[illegible]

Nationwide Traffic Data, LLC
Intersection Turning Movement Count

Location: NW 107th Ave & NW 14th St/Miami International Mall Access Dwy
City: Doral

Project ID: 25-570064-006
Date: 5/21/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	NW 107th Ave		NW 107th Ave		NW 14th St/Miami International Mall Access		NW 14th St/Miami International Mall Access		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	2	0	0	6	0	0	0	8
7:15 AM	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	1	1	0	3
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	1	0	2	1	0	0	5
8:30 AM	2	0	0	0	2	2	0	0	6
8:45 AM	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES :	EB 3	WB 2	EB 1	WB 0	NB 13	SB 4	NB 1	SB 0	TOTAL 24
APPROACH %'s :	60.00%	40.00%	100.00%	0.00%	76.47%	23.53%	100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	3	0	1	0	5	4	1	0	14
PEAK HR FACTOR :	0.375		0.250		0.625	0.500	0.250		0.583
	0.375		0.250		0.563		0.250		

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
11:00 AM	0	0	0	0	2	0	0	0	2
11:15 AM	1	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	2	2	0	0	4
12:00 PM	1	0	0	2	1	0	0	0	4
12:15 PM	0	0	0	0	1	3	0	1	5
12:30 PM	0	1	0	0	1	0	0	1	3
12:45 PM	1	0	0	1	0	1	0	0	3
TOTAL VOLUMES :	EB 3	WB 1	EB 0	WB 3	NB 7	SB 6	NB 0	SB 2	TOTAL 22
APPROACH %'s :	75.00%	25.00%	0.00%	100.00%	53.85%	46.15%	0.00%	100.00%	
PEAK HR :	12:00 PM - 01:00 PM								TOTAL
PEAK HR VOL :	2	1	0	3	3	4	0	2	15
PEAK HR FACTOR :	0.500	0.250		0.375	0.750	0.333		0.500	0.750
	0.750		0.375		0.438		0.500		

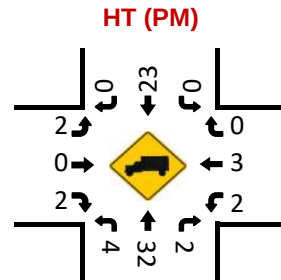
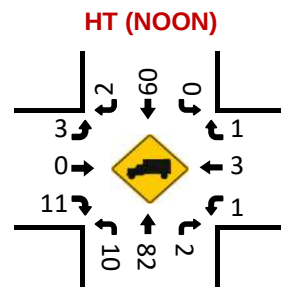
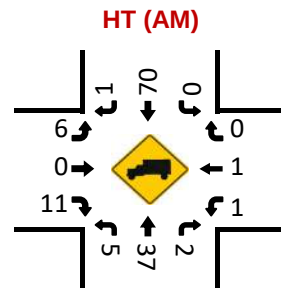
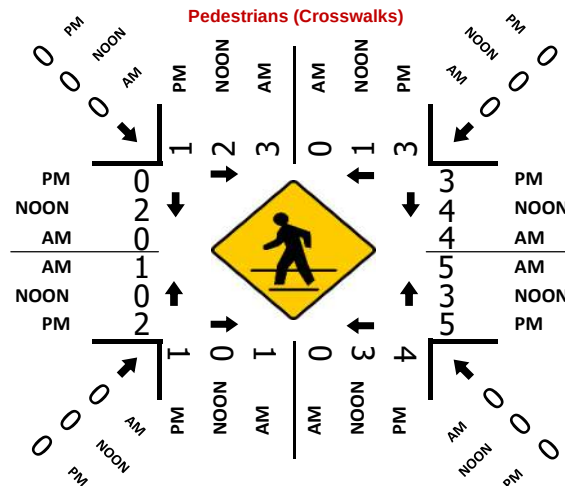
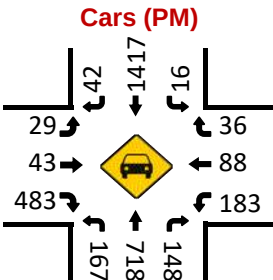
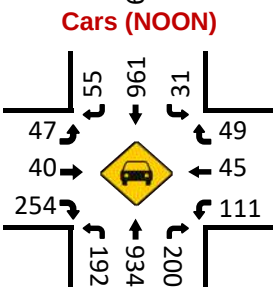
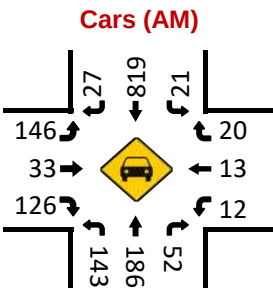
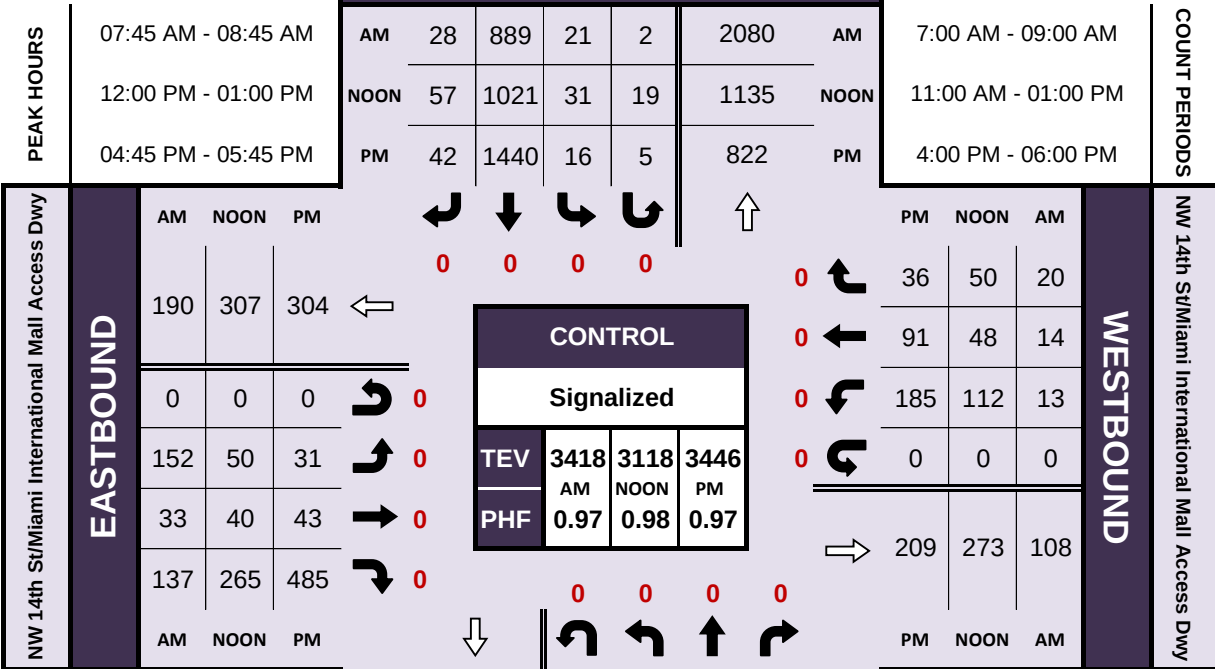
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	1	0	0	0	0	1	0	0	2
4:15 PM	3	1	0	2	0	3	0	0	9
4:30 PM	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	1	0	0	0	2	0	3
5:00 PM	1	1	0	2	0	1	0	0	5
5:15 PM	0	2	0	1	3	0	0	0	6
5:30 PM	0	0	0	1	2	2	0	0	5
5:45 PM	2	0	0	0	0	0	1	0	3
TOTAL VOLUMES :	EB 7	WB 4	EB 1	WB 6	NB 6	SB 7	NB 3	SB 0	TOTAL 34
APPROACH %'s :	63.64%	36.36%	14.29%	85.71%	46.15%	53.85%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	1	3	1	4	5	3	2	0	19
PEAK HR FACTOR :	0.250	0.375	0.250	0.500	0.417	0.375	0.250		0.792
	0.500		0.625		0.500		0.250		

NW 107th Ave & NW 14th St/Miami International Mall Access Dwy

Peak Hour Turning Movement Count

ID: 25-570064-006
City: Doral

Day: Wednesday
Date: 5/21/2025

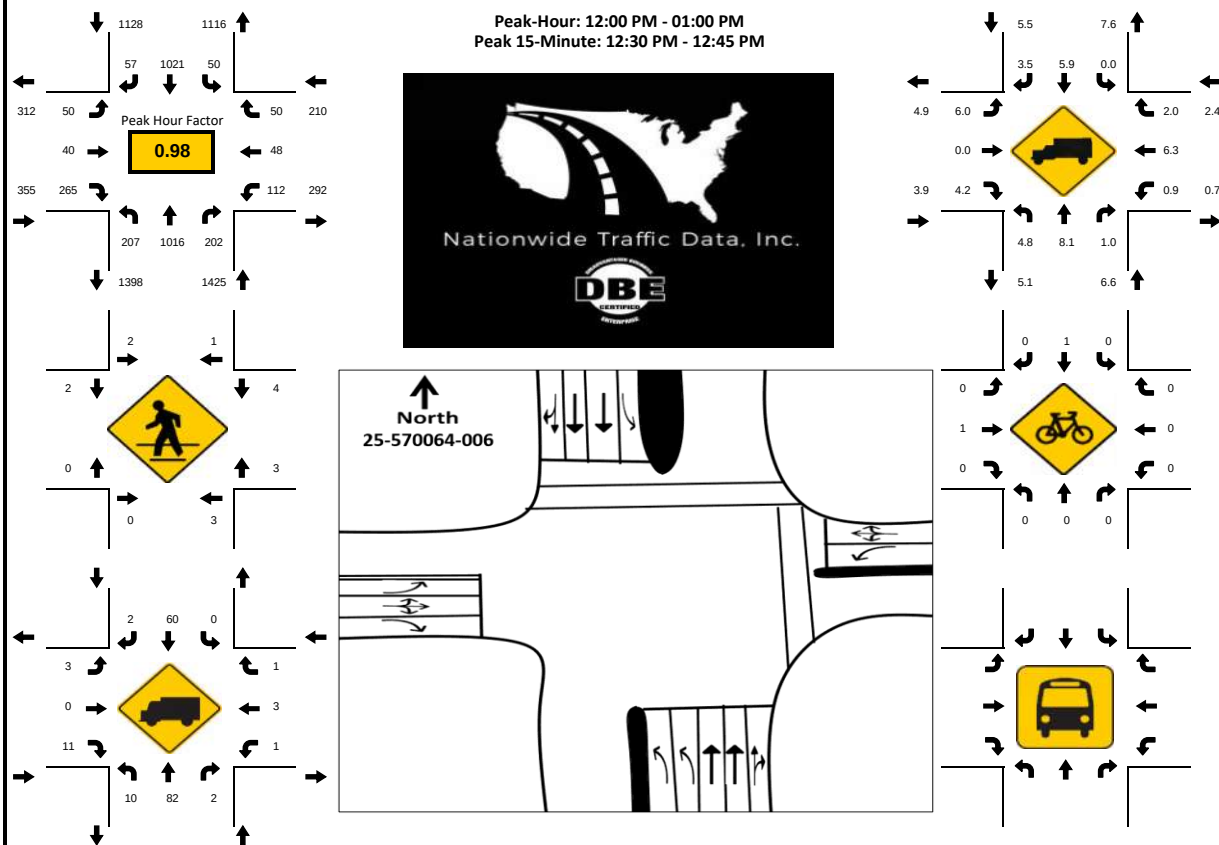


PROJECT ID: 25-570064-006
DATE: Wed, May 21, 2025

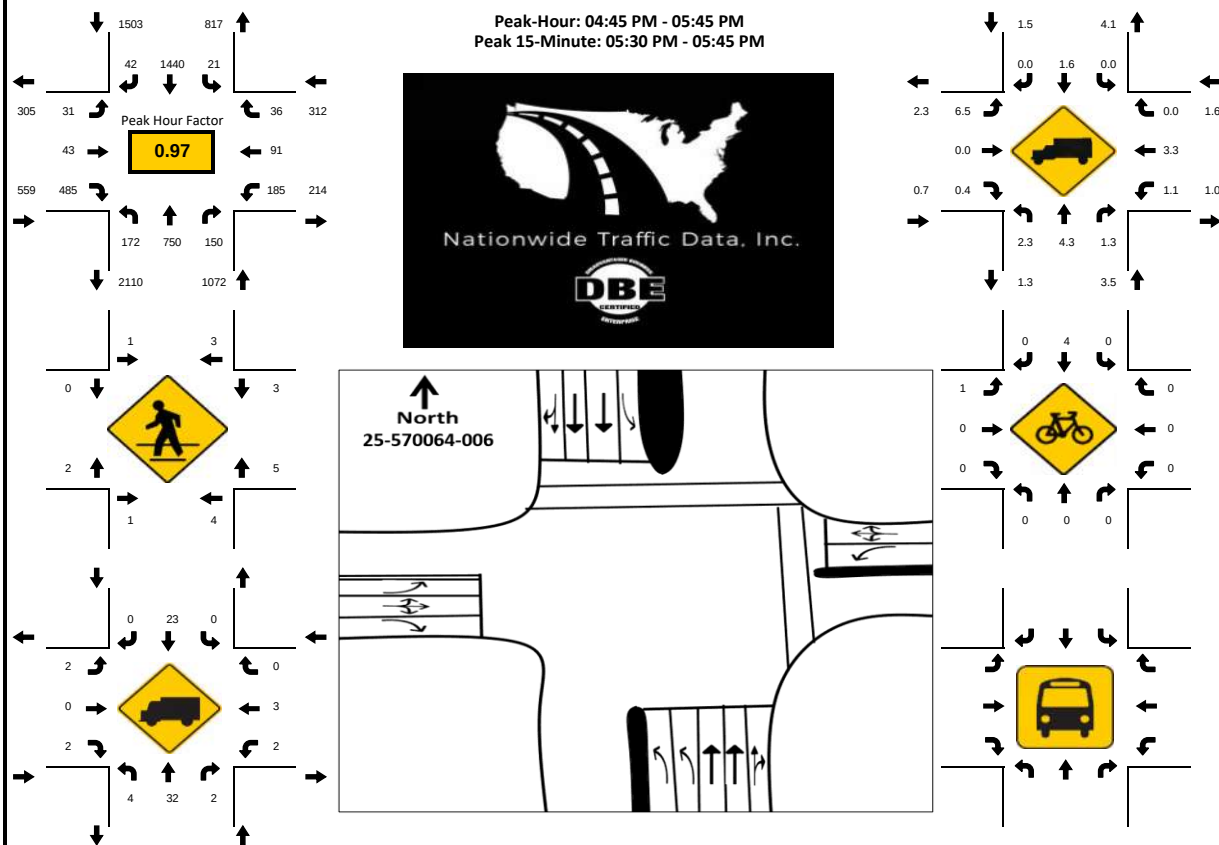


15-Min Count Period Beginning At	NW 107th Ave Northbound					NW 107th Ave Southbound					St/Miami International Mall Access Eastbound					St/Miami International Mall Access Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	11	427	13	0		6	112	7	2		5	1	23	0		2	3	6	0		618	2982
7:15 AM	24	440	18	2		6	131	3	0		15	4	47	0		2	0	6	0		698	3192
7:30 AM	24	506	14	0		3	173	5	1		34	6	28	0		1	0	5	0		800	3375
7:45 AM	33	512	15	0		1	200	4	0		55	12	27	0		3	1	3	0		866	3418
8:00 AM	25	487	9	0		7	189	10	1		43	7	38	0		4	3	5	0		828	3281
8:15 AM	46	471	14	1		4	253	5	0		25	7	41	0		2	4	8	0		881	2453
8:30 AM	44	436	16	0		9	247	9	1		29	7	31	0		4	6	4	0		843	1572
8:45 AM	47	426	25	0		10	144	7	3		21	7	23	0		5	5	6	0		729	729
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	184	2048	64	4		36	1012	40	4		220	48	164	0		16	24	32	0		3896	
Heavy Trucks	8	44	4	0		0	92	4	0		16	0	16	0		4	4	0	0		192	
Pedestrians		4					8					4					16				32	
Bicycles	0	8	4	0		0	0	0	0		0	0	0	0		0	0	0	0		12	
Buses																						
Stopped Buses																						

PROJECT ID: 25-570064-006
DATE: Wed, May 21, 2025

[illegible]

PROJECT ID: 25-570064-006
DATE: Wed, May 21, 2025

[illegible]

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 12th St
City: Doral
Control: Signalized

Project ID: 25-570064-007
Date: 5/21/2025

Data - Total

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 12th St				NW 12th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	48	391	163	3	24	101	9	0	52	231	78	0	21	37	18	0	1176
7:15 AM	47	402	170	0	40	122	7	0	47	239	116	0	28	35	28	0	1281
7:30 AM	43	469	192	0	41	164	13	0	61	231	141	0	33	33	18	0	1439
7:45 AM	44	452	205	3	18	179	20	0	79	270	137	0	42	47	22	0	1518
8:00 AM	64	429	181	1	52	179	11	0	66	266	161	0	39	58	26	0	1533
8:15 AM	50	463	206	2	39	243	17	0	48	219	185	0	35	55	27	0	1589
8:30 AM	37	420	192	0	35	222	16	0	61	226	151	1	38	46	21	0	1466
8:45 AM	50	415	189	2	21	146	9	0	50	267	127	0	40	52	26	0	1394
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	383	3441	1498	11	270	1356	102	0	464	1949	1096	1	276	363	186	0	11396
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	195	1764	784	6	144	823	64	0	254	981	634	1	154	206	96	0	6106
PEAK HR FACTOR :	0.762	0.952	0.951	0.500	0.692	0.847	0.800	0.000	0.804	0.908	0.857	0.250	0.917	0.888	0.889	0.000	0.961
	0.953				0.862				0.948				0.927				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	81	282	84	3	30	219	9	0	29	81	96	0	57	67	27	0	1065
11:15 AM	74	281	98	1	22	244	24	0	42	95	118	0	66	57	30	0	1152
11:30 AM	80	275	103	6	26	281	19	1	26	77	115	2	64	50	33	0	1158
11:45 AM	93	282	103	1	28	256	27	0	48	82	128	0	76	84	26	0	1234
12:00 PM	93	307	121	4	25	279	22	0	47	88	105	0	109	86	32	0	1318
12:15 PM	75	284	102	3	36	278	24	2	30	85	124	0	83	75	25	0	1226
12:30 PM	89	293	91	0	38	301	26	0	41	75	122	0	96	84	22	0	1278
12:45 PM	81	271	127	4	33	321	22	0	45	82	132	0	106	88	29	0	1341
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	666	2275	829	22	238	2179	173	3	308	665	940	2	657	591	224	0	9772
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	338	1155	441	11	132	1179	94	2	163	330	483	0	394	333	108	0	5163
PEAK HR FACTOR :	0.909	0.941	0.868	0.688	0.868	0.918	0.904	0.250	0.867	0.938	0.915	0.000	0.904	0.946	0.844	0.000	0.963
	0.926				0.936				0.942				0.920				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	61	213	53	1	33	459	42	0	20	71	151	1	136	147	10	0	1398
4:15 PM	67	210	57	2	29	437	32	0	39	79	177	0	151	173	22	0	1475
4:30 PM	85	229	52	1	42	435	39	0	32	52	174	0	122	142	10	0	1415
4:45 PM	64	230	75	2	25	480	34	0	36	49	157	1	104	150	11	0	1418
5:00 PM	77	205	59	0	32	462	24	0	29	57	201	0	170	147	18	0	1481
5:15 PM	94	201	63	2	33	436	18	0	29	82	233	0	125	168	15	0	1499
5:30 PM	79	256	53	2	33	500	31	0	32	60	203	1	145	134	9	0	1538
5:45 PM	79	217	54	1	24	463	22	0	40	61	191	0	153	142	14	0	1461
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	606	1761	466	11	251	3672	242	0	257	511	1487	3	1106	1203	109	0	11685
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	329	879	229	5	122	1861	95	0	130	260	828	1	593	591	56	0	5979
PEAK HR FACTOR :	0.875	0.858	0.909	0.625	0.924	0.931	0.766	0.000	0.813	0.793	0.888	0.250	0.872	0.879	0.778	0.000	0.972
	0.924				0.921				0.886				0.925				

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 12th St
City: Doral
Control: Signalized

Project ID: 25-570064-007
Date: 5/21/2025

Data - Cars

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 12th St				NW 12th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	48	381	163	3	22	94	6	0	50	226	73	0	18	35	16	0	1135
7:15 AM	45	395	167	0	40	111	7	0	46	234	111	0	24	34	27	0	1241
7:30 AM	41	457	191	0	40	153	11	0	61	220	139	0	32	31	16	0	1392
7:45 AM	42	442	204	3	16	159	15	0	77	264	135	0	39	45	21	0	1462
8:00 AM	64	423	180	1	50	164	9	0	65	263	156	0	38	54	24	0	1491
8:15 AM	47	454	204	2	39	229	14	0	47	213	180	0	33	49	27	0	1538
8:30 AM	36	411	188	0	34	205	15	0	59	219	143	1	36	43	20	0	1410
8:45 AM	49	405	187	2	20	135	8	0	47	258	120	0	35	48	22	0	1336
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	372	3368	1484	11	261	1250	85	0	452	1897	1057	1	255	339	173	0	11005
	7.11%	64.34%	28.35%	0.21%	16.35%	78.32%	5.33%	0.00%	13.27%	55.68%	31.02%	0.03%	33.25%	44.20%	22.56%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	189	1730	776	6	139	757	53	0	248	959	614	1	146	191	92	0	5901
PEAK HR FACTOR :	0.738	0.953	0.951	0.500	0.695	0.826	0.883	0.000	0.805	0.908	0.853	0.250	0.936	0.884	0.852	0.000	0.959
	0.955				0.841				0.941				0.925				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	80	270	81	3	29	205	8	0	29	78	93	0	53	64	26	0	1019
11:15 AM	70	268	95	1	20	234	23	0	41	87	117	0	65	55	30	0	1106
11:30 AM	78	255	98	6	25	264	19	1	22	71	111	2	60	47	29	0	1088
11:45 AM	91	263	99	1	27	240	27	0	42	75	124	0	73	83	24	0	1169
12:00 PM	91	290	115	4	23	268	21	0	44	83	99	0	106	82	31	0	1257
12:15 PM	74	264	100	3	35	267	22	2	28	78	122	0	81	66	24	0	1166
12:30 PM	87	274	89	0	37	279	25	0	37	72	116	0	90	81	22	0	1209
12:45 PM	79	249	125	4	33	302	21	0	41	78	125	0	105	78	27	0	1267
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	650	2133	802	22	229	2059	166	3	284	622	907	2	633	556	213	0	9281
	18.02%	59.14%	22.23%	0.61%	9.32%	83.80%	6.76%	0.12%	15.65%	34.27%	49.97%	0.11%	45.15%	39.66%	15.19%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	331	1077	429	11	128	1116	89	2	150	311	462	0	382	307	104	0	4899
PEAK HR FACTOR :	0.909	0.928	0.858	0.688	0.865	0.924	0.890	0.250	0.852	0.937	0.924	0.000	0.901	0.936	0.839	0.000	0.967
	0.924				0.938				0.946				0.905				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	61	201	52	1	33	454	41	0	17	67	151	1	134	144	9	0	1366
4:15 PM	67	199	56	2	28	426	31	0	36	77	177	0	149	170	20	0	1438
4:30 PM	81	224	50	1	41	429	38	0	29	51	174	0	121	140	9	0	1388
4:45 PM	64	221	71	2	24	474	33	0	34	46	154	1	103	147	9	0	1383
5:00 PM	75	196	57	0	32	455	24	0	28	55	200	0	169	146	18	0	1455
5:15 PM	91	199	61	2	33	433	17	0	28	81	232	0	125	168	12	0	1482
5:30 PM	78	248	53	2	32	492	31	0	31	59	202	1	143	133	9	0	1514
5:45 PM	79	213	53	1	24	454	21	0	40	61	191	0	151	140	13	0	1441
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	596	1701	453	11	247	3617	236	0	243	497	1481	3	1095	1188	99	0	11467
	21.59%	61.61%	16.41%	0.40%	6.02%	88.22%	5.76%	0.00%	10.93%	22.35%	66.59%	0.13%	45.97%	49.87%	4.16%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	323	856	224	5	121	1834	93	0	127	256	825	1	588	587	52	0	5892
PEAK HR FACTOR :	0.887	0.863	0.918	0.625	0.917	0.932	0.750	0.000	0.794	0.790	0.889	0.250	0.870	0.874	0.722	0.000	0.973
	0.924				0.923				0.886				0.921				

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 12th St
City: Doral
Control: Signalized

Project ID: 25-570064-007
Date: 5/21/2025

Data - HT

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 12th St				NW 12th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	10	0	0	2	7	3	0	2	5	5	0	3	2	2	0	41
7:15 AM	2	7	3	0	0	11	0	0	1	5	5	0	4	1	1	0	40
7:30 AM	2	12	1	0	1	11	2	0	0	11	2	0	1	2	2	0	47
7:45 AM	2	10	1	0	2	20	5	0	2	6	2	0	3	2	1	0	56
8:00 AM	0	6	1	0	2	15	2	0	1	3	5	0	1	4	2	0	42
8:15 AM	3	9	2	0	0	14	3	0	1	6	5	0	2	6	0	0	51
8:30 AM	1	9	4	0	1	17	1	0	2	7	8	0	2	3	1	0	56
8:45 AM	1	10	2	0	1	11	1	0	3	9	7	0	5	4	4	0	58
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	11.22%	74.49%	14.29%	0.00%	6.82%	80.30%	12.88%	0.00%	11.65%	50.49%	37.86%	0.00%	36.21%	41.38%	22.41%	0.00%	391
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	6	34	8	0	5	66	11	0	6	22	20	0	8	15	4	0	205
PEAK HR FACTOR :	0.500	0.850	0.500	0.000	0.625	0.825	0.550	0.000	0.750	0.786	0.625	0.000	0.667	0.625	0.500	0.000	0.915
	0.857				0.759				0.706				0.844				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	1	12	3	0	1	14	1	0	0	3	3	0	4	3	1	0	46
11:15 AM	4	13	3	0	2	10	1	0	1	8	1	0	1	2	0	0	46
11:30 AM	2	20	5	0	1	17	0	0	4	6	4	0	4	3	4	0	70
11:45 AM	2	19	4	0	1	16	0	0	6	7	4	0	3	1	2	0	65
12:00 PM	2	17	6	0	2	11	1	0	3	5	6	0	3	4	1	0	61
12:15 PM	1	20	2	0	1	11	2	0	2	7	2	0	2	9	1	0	60
12:30 PM	2	19	2	0	1	22	1	0	4	3	6	0	6	3	0	0	69
12:45 PM	2	22	2	0	0	19	1	0	4	4	7	0	1	10	2	0	74
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	16	142	27	0	9	120	7	0	24	43	33	0	24	35	11	0	491
	8.65%	76.76%	14.59%	0.00%	6.62%	88.24%	5.15%	0.00%	24.00%	43.00%	33.00%	0.00%	34.29%	50.00%	15.71%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	7	78	12	0	4	63	5	0	13	19	21	0	12	26	4	0	264
PEAK HR FACTOR :	0.875	0.886	0.500	0.000	0.500	0.716	0.625	0.000	0.813	0.679	0.750	0.000	0.500	0.650	0.500	0.000	0.892
	0.933				0.750				0.883				0.808				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	12	1	0	0	5	1	0	3	4	0	0	2	3	1	0	32
4:15 PM	0	11	1	0	1	11	1	0	3	2	0	0	2	3	2	0	37
4:30 PM	4	5	2	0	1	6	1	0	3	1	0	0	1	2	1	0	27
4:45 PM	0	9	4	0	1	6	1	0	2	3	3	0	1	3	2	0	35
5:00 PM	2	9	2	0	0	7	0	0	1	2	1	0	1	1	0	0	26
5:15 PM	3	2	2	0	0	3	1	0	1	1	1	0	0	0	3	0	17
5:30 PM	1	8	0	0	1	8	0	0	1	1	1	0	2	1	0	0	24
5:45 PM	0	4	1	0	0	9	1	0	0	0	0	0	2	2	1	0	20
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	10	60	13	0	4	55	6	0	14	14	6	0	11	15	10	0	218
	12.05%	72.29%	15.66%	0.00%	6.15%	84.62%	9.23%	0.00%	41.18%	41.18%	17.65%	0.00%	30.56%	41.67%	27.78%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	6	23	5	0	1	27	2	0	3	4	3	0	5	4	4	0	87
PEAK HR FACTOR :	0.500	0.639	0.625	0.000	0.250	0.750	0.500	0.000	0.750	0.500	0.750	0.000	0.625	0.500	0.333	0.000	0.837
	0.654				0.750				0.625				0.650				

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 12th St
City: Doral
Control: Signalized

Project ID: 25-570064-007
Date: 5/21/2025

Data - Bikes

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 12th St				NW 12th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	10.00%	80.00%	10.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	11
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.250	0.625	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583
	0.583																
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	100.00%	0.00%	0.00%	0.00%	3
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.375
	0.250				0.250								0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	8
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
					0.500												

Nationwide Traffic Data, LLC
Intersection Turning Movement Count

Location: NW 107th Ave & NW 12th St
City: Doral

Project ID: 25-570064-007
Date: 5/21/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	NW 107th Ave		NW 107th Ave		NW 12th St		NW 12th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	1	0	0	0	4	0	1	0	6
7:15 AM	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	0	2	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	2	0	0	3
8:30 AM	0	0	0	0	2	0	0	0	2
8:45 AM	0	0	0	0	2	0	0	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	2	0	0	12	2	1	0	18
	33.33%	66.67%			85.71%	14.29%	100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	2	0	0	5	2	0	0	9
PEAK HR FACTOR :		0.250			0.625	0.250			0.563
		0.250				0.583			

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	0	0	1
12:00 PM	0	0	0	0	0	1	0	0	1
12:15 PM	0	0	0	0	2	1	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	2	4	0	0	6
					33.33%	66.67%			
PEAK HR :	12:00 PM - 01:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	2	3	0	0	5
PEAK HR FACTOR :					0.250	0.750			0.417
						0.417			

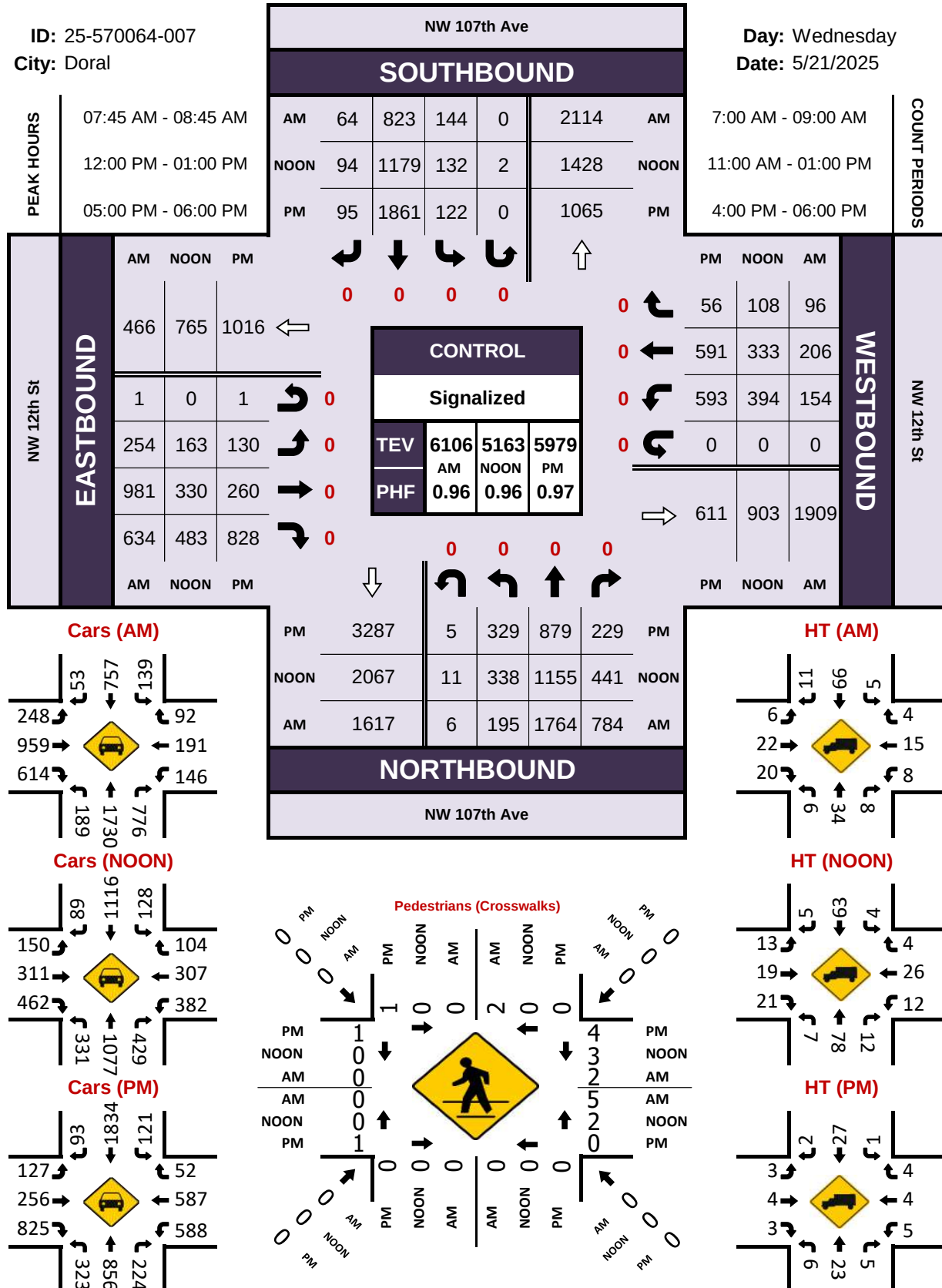
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	3	1	0	5
5:45 PM	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	1	0	0	0	4	1	1	8
	50.00%	50.00%			0.00%	100.00%	50.00%	50.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	1	0	0	0	0	4	1	1	7
PEAK HR FACTOR :	0.250					0.333	0.250	0.250	0.350
		0.250				0.333		0.500	

NW 107th Ave & NW 12th St

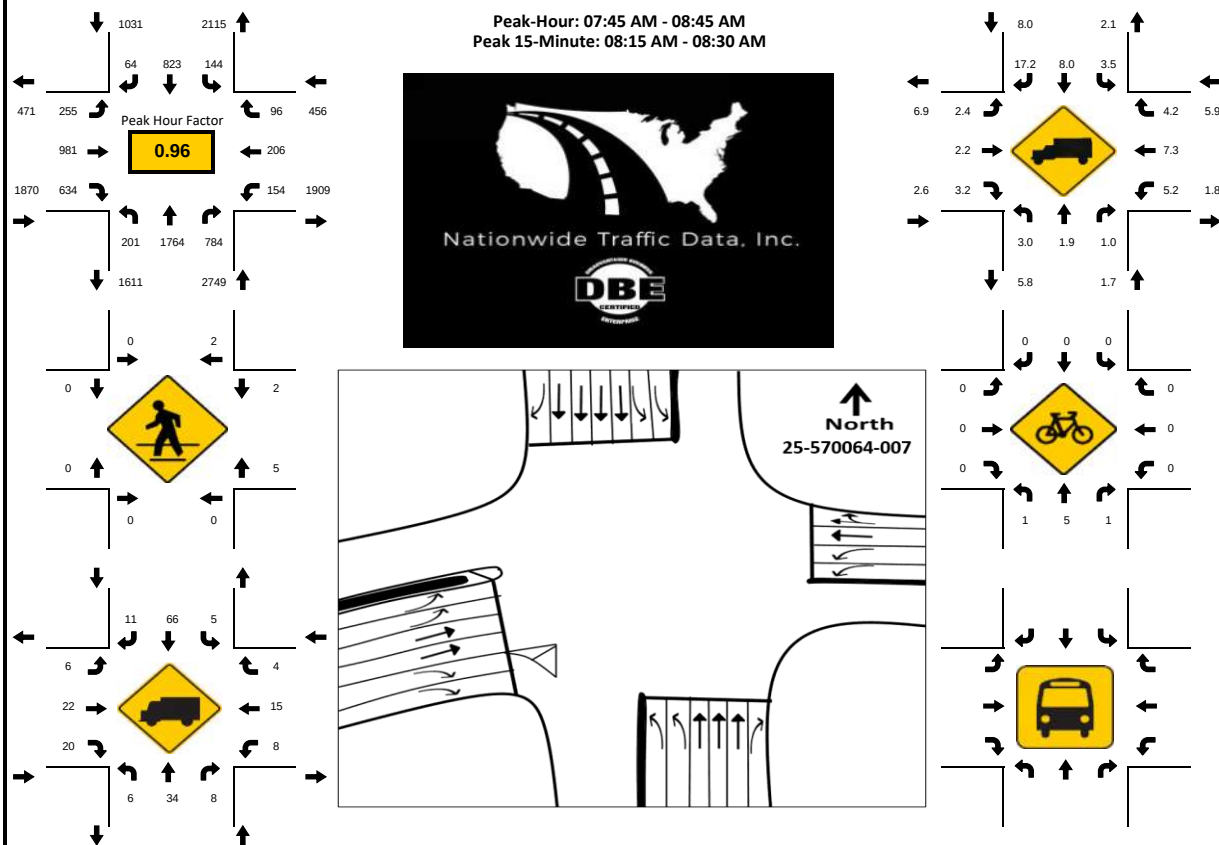
Peak Hour Turning Movement Count

ID: 25-570064-007
City: Doral

Day: Wednesday
Date: 5/21/2025

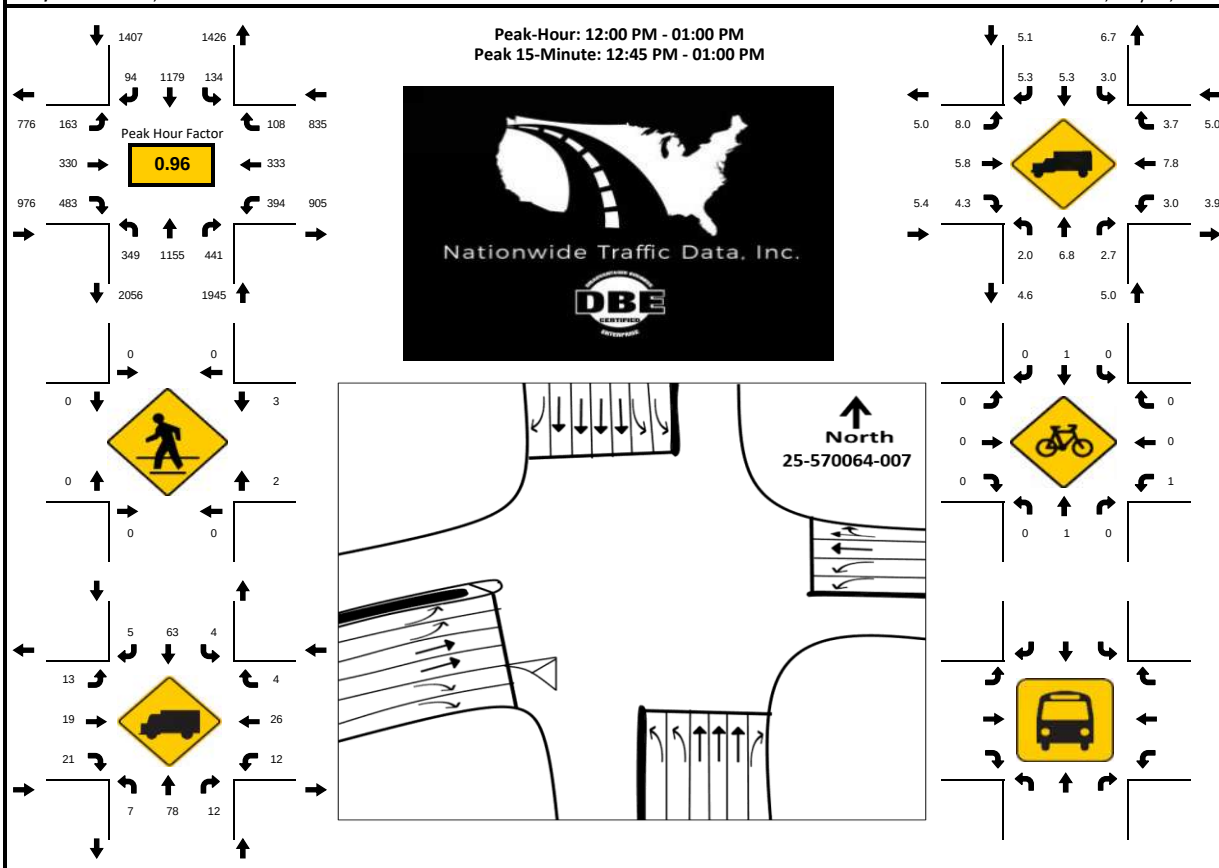


PROJECT ID: 25-570064-007
DATE: Wed, May 21, 2025

[illegible]

LOCATION: NW 107th Ave & NW 12th St
CITY/STATE: Doral, FL

PROJECT ID: 25-570064-007
DATE: Wed, May 21, 2025



15-Min Count Period Beginning At	NW 107th Ave Northbound					NW 107th Ave Southbound					NW 12th St Eastbound					NW 12th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
11:00 AM	81	282	84	3		30	219	9	0		29	81	96	0		57	67	27	0		1065	4609
11:15 AM	74	281	98	1		22	244	24	0		42	95	118	0		66	57	30	0		1152	4862
11:30 AM	80	275	103	6		26	281	19	1		26	77	115	2		64	50	33	0		1158	4936
11:45 AM	93	282	103	1		28	256	27	0		48	82	128	0		76	84	26	0		1234	5056
12:00 PM	93	307	121	4		25	279	22	0		47	88	105	0		109	86	32	0		1318	5163
12:15 PM	75	284	102	3		36	278	24	2		30	85	124	0		83	75	25	0		1226	3845
12:30 PM	89	293	91	0		38	301	26	0		41	75	122	0		96	84	22	0		1278	2619
12:45 PM	81	271	127	4		33	321	22	0		45	82	132	0		106	88	29	0		1341	1341
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	372	1228	508	16		152	1284	104	8		188	352	528	0		436	352	128	0		5656	
Heavy Trucks	8	88	24	0		8	88	8	0		16	28	28	0		24	40	8	0		368	
Pedestrians	0					0					0						12				12	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		4	0	0	0		12	
Buses																						
Stopped Buses																						

PROJECT ID: 25-570064-007
DATE: Wed, May 21, 2025



15-Min Count Period Beginning At	NW 107th Ave Northbound					NW 107th Ave Southbound					NW 12th St Eastbound					NW 12th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	61	213	53	1		33	459	42	0		20	71	151	1		136	147	10	0		1398	5706
4:15 PM	67	210	57	2		29	437	32	0		39	79	177	0		151	173	22	0		1475	5789
4:30 PM	85	229	52	1		42	435	39	0		32	52	174	0		122	142	10	0		1415	5813
4:45 PM	64	230	75	2		25	480	34	0		36	49	157	1		104	150	11	0		1418	5936
5:00 PM	77	205	59	0		32	462	24	0		29	57	201	0		170	147	18	0		1481	5979
5:15 PM	94	201	63	2		33	436	18	0		29	82	233	0		125	168	15	0		1499	4498
5:30 PM	79	256	53	2		33	500	31	0		32	60	203	1		145	134	9	0		1538	2999
5:45 PM	79	217	54	1		24	463	22	0		40	61	191	0		153	142	14	0		1461	1461
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	376	1024	252	8		132	2000	124	0		160	328	932	4		680	672	72	0		6764	
Heavy Trucks	12	36	8	0		4	36	4	0		4	8	4	0		8	8	12	0		144	
Pedestrians	0						4					4					12				20	
Bicycles	0	0	0	0		0	8	0	0		0	0	0	0		0	0	0	0		8	
Buses																						
Stopped Buses																						

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Miami International Mall W Access Dwy & NW 12th St
City: Doral
Control: Signalized

Project ID: 25-570064-008
Date: 5/21/2025

Data - Total

NS/EW Streets:	Miami International Mall W Access Dwy				Miami International Mall W Access Dwy				NW 12th St				NW 12th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	11	0	5	0	23	368	0	6	1	68	3	0	485
7:15 AM	0	0	0	0	14	0	2	0	35	416	0	3	0	92	5	1	568
7:30 AM	0	0	0	0	7	0	4	0	23	439	3	7	2	71	5	0	561
7:45 AM	1	0	2	0	6	0	2	0	26	452	1	2	2	104	3	0	601
8:00 AM	0	1	1	0	7	1	2	0	28	467	3	4	4	110	1	1	630
8:15 AM	0	0	1	0	3	1	7	0	23	433	2	8	4	119	3	0	604
8:30 AM	1	1	1	0	5	0	8	0	13	424	4	4	1	97	4	0	563
8:45 AM	1	1	1	0	3	1	5	0	31	434	0	8	4	105	5	0	599
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	25.00%	25.00%	50.00%	0.00%	59.57%	3.19%	37.23%	0.00%	5.47%	93.04%	0.35%	1.14%	2.21%	93.99%	3.56%	0.25%	4611
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	2	2	5	0	21	2	19	0	90	1776	10	18	11	430	11	1	2398
PEAK HR FACTOR :	0.500	0.500	0.625	0.000	0.750	0.500	0.594	0.000	0.804	0.951	0.625	0.563	0.688	0.903	0.688	0.250	0.952
	0.750				0.808				0.943				0.899				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	2	0	3	0	9	0	25	0	31	145	1	7	2	120	8	2	355
11:15 AM	3	1	4	0	7	1	28	0	42	165	2	4	2	112	8	0	379
11:30 AM	9	0	4	0	14	3	22	0	40	157	4	8	4	119	12	0	396
11:45 AM	4	1	2	0	9	2	21	0	46	150	5	4	1	156	13	1	415
12:00 PM	6	0	2	0	18	1	34	0	48	161	5	15	3	151	13	0	457
12:15 PM	10	0	4	0	14	0	18	1	41	168	1	12	3	144	17	0	433
12:30 PM	4	2	3	0	20	1	26	0	34	164	2	9	2	164	15	0	446
12:45 PM	9	0	0	0	26	2	30	0	50	184	4	6	3	162	20	0	496
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	47	4	22	0	117	10	204	1	332	1294	24	65	20	1128	106	3	3377
	64.38%	5.48%	30.14%	0.00%	35.24%	3.01%	61.45%	0.30%	19.36%	75.45%	1.40%	3.79%	1.59%	89.74%	8.43%	0.24%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	29	2	9	0	78	4	108	1	173	677	12	42	11	621	65	0	1832
PEAK HR FACTOR :	0.725	0.250	0.563	0.000	0.750	0.500	0.794	0.250	0.865	0.920	0.600	0.700	0.917	0.947	0.813	0.000	0.923
	0.714				0.823				0.926				0.942				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	12	0	3	0	20	0	34	0	33	122	0	1	1	252	5	1	484
4:15 PM	5	0	4	0	16	1	36	0	25	122	5	2	1	263	10	0	490
4:30 PM	4	1	3	0	10	2	38	0	17	134	0	2	2	255	12	0	480
4:45 PM	14	4	1	0	16	1	52	0	22	117	3	0	3	212	8	0	453
5:00 PM	11	0	4	0	19	1	48	0	24	132	3	3	1	226	6	1	479
5:15 PM	4	1	3	0	17	1	42	0	28	137	0	4	0	244	5	0	486
5:30 PM	3	0	2	0	19	0	40	0	30	114	1	4	2	261	8	0	484
5:45 PM	4	0	4	0	20	1	36	1	30	108	1	1	0	250	12	0	468
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	57	6	24	0	137	7	326	1	209	986	13	17	10	1963	66	2	3824
	65.52%	6.90%	27.59%	0.00%	29.09%	1.49%	69.21%	0.21%	17.06%	80.49%	1.06%	1.39%	0.49%	96.18%	3.23%	0.10%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	22	1	13	0	75	3	166	1	112	491	5	12	3	981	31	1	1917
PEAK HR FACTOR :	0.500	0.250	0.813	0.000	0.938	0.750	0.865	0.250	0.933	0.896	0.417	0.750	0.375	0.940	0.646	0.250	0.986
	0.600				0.901				0.917				0.937				

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Miami International Mall W Access Dwy & NW 12th St
City: Doral
Control: Signalized

Project ID: 25-570064-008
Date: 5/21/2025

Data - Cars

NS/EW Streets:	Miami International Mall W Access Dwy				Miami International Mall W Access Dwy				NW 12th St				NW 12th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	11	0	5	0	22	362	0	6	1	60	3	0	470
7:15 AM	0	0	0	0	14	0	2	0	34	409	0	3	0	86	5	1	554
7:30 AM	0	0	0	0	7	0	4	0	23	425	3	7	2	65	5	0	541
7:45 AM	1	0	2	0	6	0	2	0	25	444	1	2	2	100	3	0	588
8:00 AM	0	1	0	0	7	0	2	0	28	460	3	4	4	102	1	1	613
8:15 AM	0	0	1	0	3	1	6	0	23	423	2	8	3	112	3	0	585
8:30 AM	1	1	1	0	5	0	8	0	11	415	3	4	1	91	3	0	544
8:45 AM	0	1	1	0	3	1	5	0	31	423	0	8	4	92	5	0	574
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	3	5	0	56	2	34	0	197	3361	12	42	17	708	28	2	4469
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	2	2	4	0	21	1	18	0	87	1742	9	18	10	405	10	1	2330
PEAK HR FACTOR :	0.500	0.500	0.500	0.000	0.750	0.250	0.563	0.000	0.777	0.947	0.750	0.563	0.625	0.904	0.833	0.250	0.950
	0.667				0.769				0.937				0.903				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	2	0	3	0	9	0	25	0	31	139	1	7	2	112	8	2	341
11:15 AM	3	1	4	0	7	1	28	0	42	151	2	4	2	109	8	0	362
11:30 AM	9	0	4	0	14	3	21	0	39	147	3	8	4	109	12	0	373
11:45 AM	3	1	2	0	8	2	19	0	42	142	5	4	1	151	13	1	394
12:00 PM	5	0	2	0	18	1	33	0	47	150	5	15	3	147	12	0	438
12:15 PM	9	0	4	0	13	0	17	1	40	159	1	12	3	132	17	0	408
12:30 PM	4	1	3	0	20	1	26	0	33	159	2	9	1	155	15	0	429
12:45 PM	9	0	0	0	26	2	30	0	49	179	4	6	3	148	20	0	476
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	44	3	22	0	115	10	199	1	323	1226	23	65	19	1063	105	3	3221
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	27	1	9	0	77	4	106	1	169	647	12	42	10	582	64	0	1751
PEAK HR FACTOR :	0.750	0.250	0.563	0.000	0.740	0.500	0.803	0.250	0.862	0.904	0.600	0.700	0.833	0.939	0.800	0.000	0.920
	0.712				0.810				0.914				0.959				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	12	0	3	0	20	0	34	0	33	117	0	1	1	246	5	1	473
4:15 PM	5	0	4	0	16	1	36	0	24	120	5	2	1	258	10	0	482
4:30 PM	4	1	3	0	10	2	38	0	17	130	0	1	2	247	12	0	467
4:45 PM	13	4	1	0	16	1	52	0	21	110	2	0	3	209	8	0	440
5:00 PM	11	0	4	0	19	1	47	0	21	130	3	3	1	224	6	1	471
5:15 PM	4	1	3	0	17	1	42	0	28	135	0	4	0	241	5	0	481
5:30 PM	3	0	2	0	19	0	40	0	30	112	1	4	2	258	8	0	479
5:45 PM	3	0	4	0	19	0	35	1	30	107	1	1	0	246	12	0	459
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	55	6	24	0	136	6	324	1	204	961	12	16	10	1929	66	2	3752
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	21	1	13	0	74	2	164	1	109	484	5	12	3	969	31	1	1890
PEAK HR FACTOR :	0.477	0.250	0.813	0.000	0.974	0.500	0.872	0.250	0.908	0.896	0.417	0.750	0.375	0.939	0.646	0.250	0.982
	0.583				0.899				0.913				0.937				

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Miami International Mall W Access Dwy & NW 12th St
City: Doral
Control: Signalized

Project ID: 25-570064-008
Date: 5/21/2025

Data - HT

NS/EW Streets:	Miami International Mall W Access Dwy				Miami International Mall W Access Dwy				NW 12th St				NW 12th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	1	6	0	0	0	8	0	0	15
7:15 AM	0	0	0	0	0	0	0	0	1	7	0	0	0	6	0	0	14
7:30 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	6	0	0	20
7:45 AM	0	0	0	0	0	0	0	0	1	8	0	0	0	4	0	0	13
8:00 AM	0	0	1	0	0	1	0	0	0	7	0	0	0	8	0	0	17
8:15 AM	0	0	0	0	0	0	1	0	0	10	0	0	1	7	0	0	19
8:30 AM	0	0	0	0	0	0	0	0	2	9	1	0	0	6	1	0	19
8:45 AM	1	0	0	0	0	0	0	0	0	11	0	0	0	13	0	0	25
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	50.00%	0.00%	50.00%	0.00%	0.00%	50.00%	50.00%	0.00%	6.41%	92.31%	1.28%	0.00%	1.67%	96.67%	1.67%	0.00%	142
PEAK HR:	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL:	0	0	1	0	0	1	1	0	3	34	1	0	1	25	1	0	68
PEAK HR FACTOR:	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.375	0.850	0.250	0.000	0.250	0.781	0.250	0.000	0.895
	0.250				0.500				0.792				0.844				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	0	14
11:15 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	3	0	0	17
11:30 AM	0	0	0	0	0	0	1	0	1	10	1	0	0	10	0	0	23
11:45 AM	1	0	0	0	1	0	2	0	4	8	0	0	0	5	0	0	21
12:00 PM	1	0	0	0	0	0	1	0	1	11	0	0	0	4	1	0	19
12:15 PM	1	0	0	0	1	0	1	0	1	9	0	0	0	12	0	0	25
12:30 PM	0	1	0	0	0	0	0	0	1	5	0	0	1	9	0	0	17
12:45 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	14	0	0	20
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	75.00%	25.00%	0.00%	0.00%	28.57%	0.00%	71.43%	0.00%	11.54%	87.18%	1.28%	0.00%	1.49%	97.01%	1.49%	0.00%	156
PEAK HR:	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL:	2	1	0	0	1	0	2	0	4	30	0	0	1	39	1	0	81
PEAK HR FACTOR:	0.500	0.250	0.000	0.000	0.250	0.000	0.500	0.000	1.000	0.682	0.000	0.000	0.250	0.696	0.250	0.000	0.810
	0.750				0.375				0.708				0.732				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0	0	11
4:15 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	5	0	0	8
4:30 PM	0	0	0	0	0	0	0	0	0	4	0	1	0	8	0	0	13
4:45 PM	1	0	0	0	0	0	0	0	1	7	1	0	0	3	0	0	13
5:00 PM	0	0	0	0	0	0	1	0	3	2	0	0	0	2	0	0	8
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
5:45 PM	1	0	0	0	1	1	1	0	0	1	0	0	0	4	0	0	9
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	100.00%	0.00%	0.00%	0.00%	25.00%	25.00%	50.00%	0.00%	15.63%	78.13%	3.13%	3.13%	0.00%	100.00%	0.00%	0.00%	72
PEAK HR:	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:	1	0	0	0	1	1	2	0	3	7	0	0	0	12	0	0	27
PEAK HR FACTOR:	0.250	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.250	0.875	0.000	0.000	0.000	0.750	0.000	0.000	0.750
	0.250				0.333				0.500				0.750				

Location: Miami International Mall W Access Dwy & NW 12th St
City: Doral
Control: Signalized

Data - Bikes

[illegible]

Nationwide Traffic Data, LLC
Intersection Turning Movement Count

Location: Miami International Mall W Access Dwy & NW 12th St
City: Doral

Project ID: 25-570064-008
Date: 5/21/2025

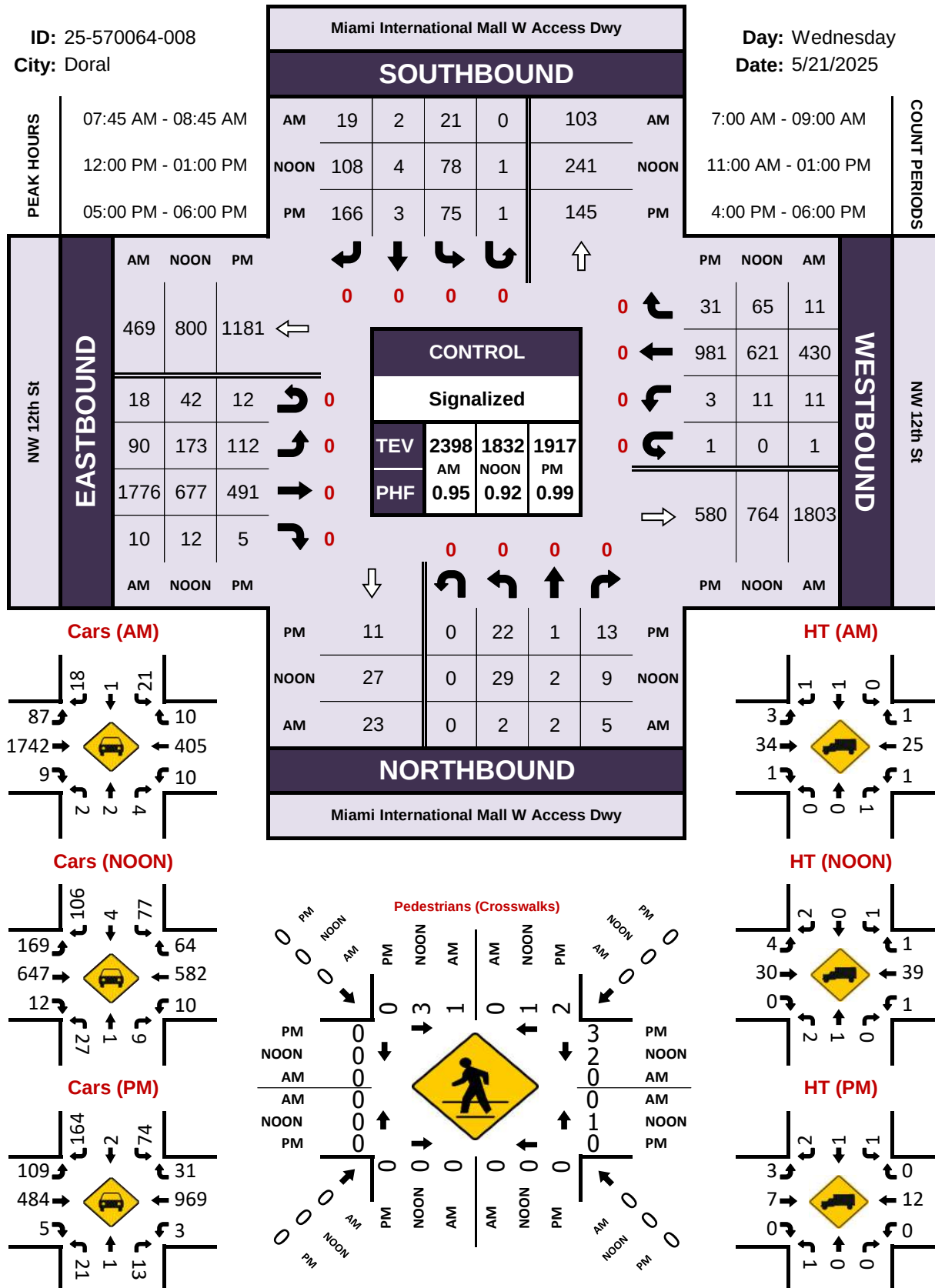
Data - Pedestrians (Crosswalks)

NS/EW Streets:	Miami International Mall W Access Dwy	Miami International Mall W Access Dwy	NW 12th St	NW 12th St	
AM	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
	EB WB	EB WB	NB SB	NB SB	
7:00 AM	2 0	0 0	0 0	0 0	2
7:15 AM	0 1	0 0	0 0	0 1	2
7:30 AM	1 0	0 0	0 0	0 0	1
7:45 AM	0 0	0 0	0 0	0 0	0
8:00 AM	0 0	0 0	0 0	0 0	0
8:15 AM	1 0	0 0	0 0	0 0	1
8:30 AM	0 0	0 0	0 0	0 0	0
8:45 AM	0 0	0 0	0 0	0 0	0
TOTAL VOLUMES :	EB WB 4 1	EB WB 0 0	NB SB 0 0	NB SB 0 1	TOTAL 6
APPROACH %'s :	80.00% 20.00%			0.00% 100.00%	
PEAK HR :	07:45 AM - 08:45 AM				TOTAL
PEAK HR VOL :	1 0	0 0	0 0	0 0	1
PEAK HR FACTOR :	0.250 0.250				0.250

NOON	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
	EB WB	EB WB	NB SB	NB SB	
11:00 AM	0 0	0 0	0 0	1 0	1
11:15 AM	0 0	0 0	0 0	0 2	2
11:30 AM	0 0	0 0	0 0	0 0	0
11:45 AM	0 0	0 0	0 0	0 0	0
12:00 PM	1 1	0 0	0 0	0 0	2
12:15 PM	0 0	0 0	1 0	0 0	1
12:30 PM	0 0	0 0	0 1	0 0	1
12:45 PM	2 0	0 0	0 1	0 0	3
TOTAL VOLUMES :	EB WB 3 1	EB WB 0 0	NB SB 1 2	NB SB 1 2	TOTAL 10
APPROACH %'s :	75.00% 25.00%		33.33% 66.67%	33.33% 66.67%	
PEAK HR :	12:00 PM - 01:00 PM				TOTAL
PEAK HR VOL :	3 1	0 0	1 2	0 0	7
PEAK HR FACTOR :	0.375 0.250 0.500		0.250 0.500 0.750		0.583

PM	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
	EB WB	EB WB	NB SB	NB SB	
4:00 PM	0 0	0 0	0 0	0 0	0
4:15 PM	0 0	0 0	0 0	0 0	0
4:30 PM	0 0	0 0	0 0	0 0	0
4:45 PM	0 0	0 0	0 1	0 0	1
5:00 PM	0 0	0 0	0 0	0 0	0
5:15 PM	0 1	0 0	0 0	0 0	1
5:30 PM	0 1	0 0	0 3	0 0	4
5:45 PM	0 0	0 0	0 0	0 0	0
TOTAL VOLUMES :	EB WB 0 2	EB WB 0 0	NB SB 0 4	NB SB 0 0	TOTAL 6
APPROACH %'s :	0.00% 100.00%		0.00% 100.00%		
PEAK HR :	05:00 PM - 06:00 PM				TOTAL
PEAK HR VOL :	0 2	0 0	0 3	0 0	5
PEAK HR FACTOR :	0.500 0.500		0.250 0.250		0.313

Date: 5/21/2025



PROJECT ID: 25-570064-008
DATE: Wed, May 21, 2025

[illegible]

PROJECT ID: 25-570064-008
DATE: Wed, May 21, 2025

[illegible]

PROJECT ID: 25-570064-008
DATE: Wed, May 21, 2025

[illegible]

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Miami International Mall E Access Dwy & NW 12th St
City: Doral
Control: Signalized

Project ID: 25-570064-009
Date: 5/21/2025

Data - Total

NS/EW Streets:	Miami International Mall E Access Dwy				Miami International Mall E Access Dwy				NW 12th St				NW 12th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	4	0	2	0	9	359	0	0	0	76	9	0	459
7:15 AM	0	0	0	0	8	0	1	0	12	413	0	0	0	93	11	0	538
7:30 AM	0	0	0	0	12	0	2	0	10	443	0	0	0	78	16	0	561
7:45 AM	0	0	0	0	7	0	0	0	11	445	0	0	0	110	22	0	595
8:00 AM	0	0	0	0	10	0	3	0	16	446	0	0	0	115	16	0	606
8:15 AM	0	0	0	0	8	0	3	0	10	426	0	1	0	119	23	0	590
8:30 AM	0	0	0	0	13	0	8	0	9	442	0	0	0	98	18	0	588
8:45 AM	0	0	0	0	13	0	3	0	24	402	0	0	0	110	13	0	565
TOTAL VOLUMES : APPROACH %'s :	0 0	0 0	0 0	0 0	75 77.32%	0 0.00%	22 22.68%	0 0.00%	101 2.90%	3376 97.07%	0 0.00%	1 0.03%	0 0.00%	799 86.19%	18 13.81%	0 0.00%	4502
PEAK HR :	07:45 AM - 08:45 AM				38	0	14	0	46	1759	0	1	0	442	79	0	TOTAL
PEAK HR VOL :	0	0	0	0	0.731	0.000	0.438	0.000	0.719	0.986	0.000	0.250	0.000	0.929	0.859	0.000	2379
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.619				0.977				0.917				0.981

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	17	0	7	0	12	140	0	0	0	131	28	1	336
11:15 AM	0	0	0	0	13	0	13	0	12	158	0	0	0	112	35	1	344
11:30 AM	0	0	0	0	31	0	10	0	12	170	0	0	0	124	41	0	388
11:45 AM	0	0	0	0	14	0	20	0	14	150	0	0	0	159	31	0	388
12:00 PM	0	0	0	0	25	0	10	0	12	173	0	0	0	150	34	0	404
12:15 PM	0	0	0	0	24	0	12	0	8	178	0	0	0	155	47	0	424
12:30 PM	0	0	0	0	14	0	8	0	13	180	0	0	0	172	52	0	439
12:45 PM	0	0	0	0	31	0	15	0	17	189	0	0	0	169	35	1	457
TOTAL VOLUMES : APPROACH %'s :	0 0	0 0	0 0	0 0	169 64.02%	0 0.00%	95 35.98%	0 0.00%	100 6.95%	1338 93.05%	0 0.00%	0 0.00%	0 0.00%	1172 79.30%	303 20.50%	3 0.20%	3180
PEAK HR :	12:00 PM - 01:00 PM				94	0	45	0	50	720	0	0	0	646	168	1	TOTAL
PEAK HR VOL :	0	0	0	0	0.758	0.000	0.750	0.000	0.735	0.952	0.000	0.000	0.000	0.939	0.808	0.250	1724
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.755				0.934				0.910				0.943

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	32	0	18	0	11	134	0	0	0	279	69	1	544
4:15 PM	0	0	0	0	30	0	16	0	5	141	0	1	0	242	62	1	498
4:30 PM	0	0	0	0	26	0	13	0	4	140	0	0	0	239	55	0	477
4:45 PM	0	0	0	0	27	0	15	0	7	134	0	0	0	225	51	0	459
5:00 PM	0	0	0	0	29	0	12	0	9	145	0	1	0	241	66	1	504
5:15 PM	0	0	0	0	34	0	16	0	7	147	0	0	0	223	77	0	504
5:30 PM	0	0	0	0	47	0	14	0	4	135	0	0	0	249	75	0	524
5:45 PM	0	0	0	0	29	0	18	0	7	133	0	0	0	237	62	0	486
TOTAL VOLUMES : APPROACH %'s :	0 0	0 0	0 0	0 0	254 67.55%	0 0.00%	122 32.45%	0 0.00%	54 4.64%	1109 95.19%	0 0.00%	2 0.17%	0 0.00%	1935 78.82%	517 21.06%	3 0.12%	3996
PEAK HR :	05:00 PM - 06:00 PM				139	0	60	0	27	560	0	1	0	950	280	1	TOTAL
PEAK HR VOL :	0	0	0	0	0.739	0.000	0.833	0.000	0.750	0.952	0.000	0.250	0.000	0.954	0.909	0.250	2018
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.816				0.948				0.950				0.963

NS/EW Streets:		Miami International Mall E Access Dwy				Miami International Mall E Access Dwy				NW 12th St				NW 12th St				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM		0	0	0	0	4	0	1	0	9	353	0	0	0	69	9	0	445
7:15 AM		0	0	0	0	8	0	1	0	12	406	0	0	0	86	11	0	524
7:30 AM		0	0	0	0	12	0	2	0	10	428	0	0	0	72	16	0	540
7:45 AM		0	0	0	0	6	0	0	0	11	437	0	0	0	106	22	0	582
8:00 AM		0	0	0	0	10	0	2	0	16	437	0	0	0	107	16	0	588
8:15 AM		0	0	0	0	8	0	3	0	10	416	0	1	0	111	23	0	572
8:30 AM		0	0	0	0	12	0	8	0	8	434	0	0	0	92	18	0	572
8:45 AM		0	0	0	0	13	0	3	0	23	393	0	0	0	97	13	0	542
TOTAL VOLUMES : APPROACH %'s :		0 0	0 0	0 0	0 0	73 78.49%	0 0.00%	20 21.51%	0 0.00%	99 2.91%	3304 97.06%	0 0.00%	1 0.03%	0 0.00%	740 85.25%	128 14.75%	0 0.00%	4365
PEAK HR :		07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :		0	0	0	0	36	0	13	0	45	1724	0	1	0	416	79	0	2314
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.750	0.000	0.406	0.000	0.703	0.986	0.000	0.250	0.000	0.937	0.859	0.000	0.984
						0.613				0.977				0.924				
NOON		0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
11:00 AM		0	0	0	0	17	0	6	0	12	133	0	0	0	125	28	1	322
11:15 AM		0	0	0	0	12	0	13	0	11	145	0	0	0	109	35	1	326
11:30 AM		0	0	0	0	30	0	10	0	11	161	0	0	0	112	40	0	364
11:45 AM		0	0	0	0	14	0	20	0	14	143	0	0	0	155	31	0	377
12:00 PM		0	0	0	0	25	0	10	0	10	163	0	0	0	143	34	0	385
12:15 PM		0	0	0	0	24	0	12	0	8	168	0	0	0	146	46	0	404
12:30 PM		0	0	0	0	14	0	6	0	13	175	0	0	0	164	51	0	423
12:45 PM		0	0	0	0	30	0	15	0	17	184	0	0	0	154	34	1	435
TOTAL VOLUMES : APPROACH %'s :		0 0	0 0	0 0	0 0	166 64.34%	0 0.00%	92 35.66%	0 0.00%	96 7.02%	1272 92.98%	0 0.00%	0 0.00%	0 0.00%	1108 78.58%	299 21.21%	3 0.21%	3036
PEAK HR :		12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :		0	0	0	0	93	0	43	0	48	690	0	0	0	607	165	1	1647
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.775	0.000	0.717	0.000	0.706	0.938	0.000	0.000	0.000	0.925	0.809	0.250	0.947
						0.756				0.918				0.899				
PM		0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM		0	0	0	0	32	0	18	0	11								

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Miami International Mall E Access Dwy & NW 12th St
City: Doral
Control: Signalized

Project ID: 25-570064-009
Date: 5/21/2025

Data - HT

NS/EW Streets:	Miami International Mall E Access Dwy				Miami International Mall E Access Dwy				NW 12th St				NW 12th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	1	0	0	6	0	0	0	7	0	0	14
7:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	14
7:30 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	6	0	0	21
7:45 AM	0	0	0	0	1	0	0	0	0	8	0	0	0	4	0	0	13
8:00 AM	0	0	0	0	0	0	1	0	0	9	0	0	0	8	0	0	18
8:15 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	8	0	0	18
8:30 AM	0	0	0	0	1	0	0	0	1	8	0	0	0	6	0	0	16
8:45 AM	0	0	0	0	0	0	0	0	1	9	0	0	0	13	0	0	23
TOTAL VOLUMES : APPROACH %'s :	0 0	0 0	0 0	0 0	2 50.00%	0 0.00%	1 50.00%	0 0.00%	2 2.70%	72 97.30%	0 0.00%	0 0.00%	0 0.00%	59 100.00%	0 0.00%	0 0.00%	137
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	1	0	1	35	0	0	0	26	0	0	65
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.250	0.875	0.000	0.000	0.000	0.813	0.000	0.000	0.903
												</					

Nationwide Traffic Data, LLC
Intersection Turning Movement Count

Location: Miami International Mall E Access Dwy & NW 12th St
City: Doral

Project ID: 25-570064-009
Date: 5/21/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Miami International Mall E Access Dwy		Miami International Mall E Access Dwy		NW 12th St		NW 12th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	2	1	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 3	WB 1	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 4
APPROACH %'s :	75.00%	25.00%							
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250								0.250
		0.250							

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	1	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 1	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 1
APPROACH %'s :	100.00%	0.00%							
PEAK HR :	12:00 PM - 01:00 PM								TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250								0.250
		0.250							

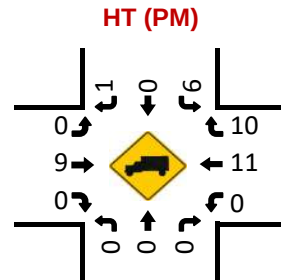
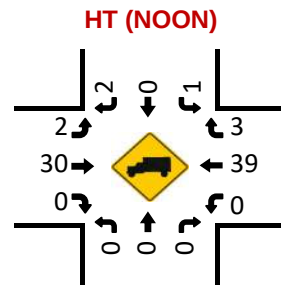
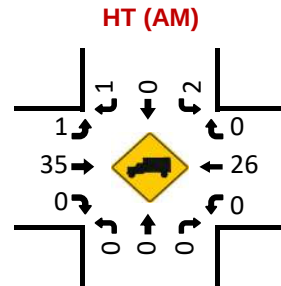
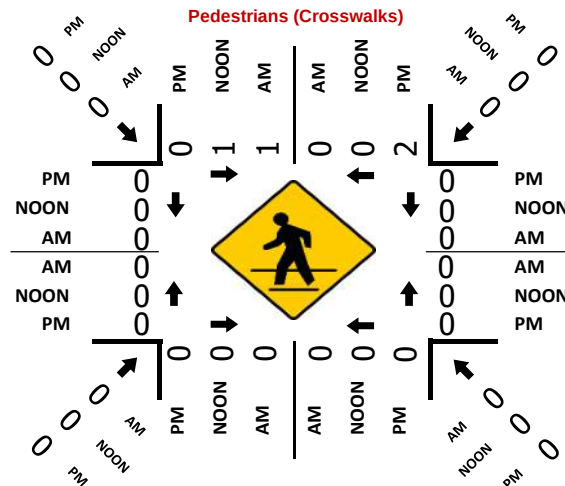
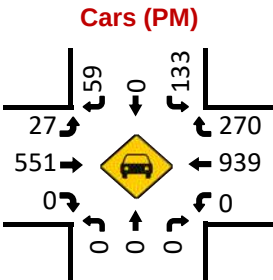
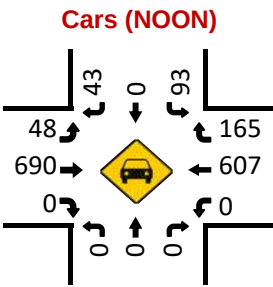
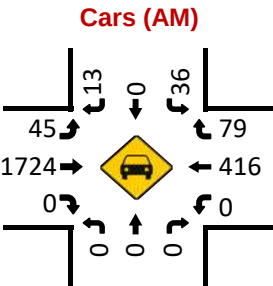
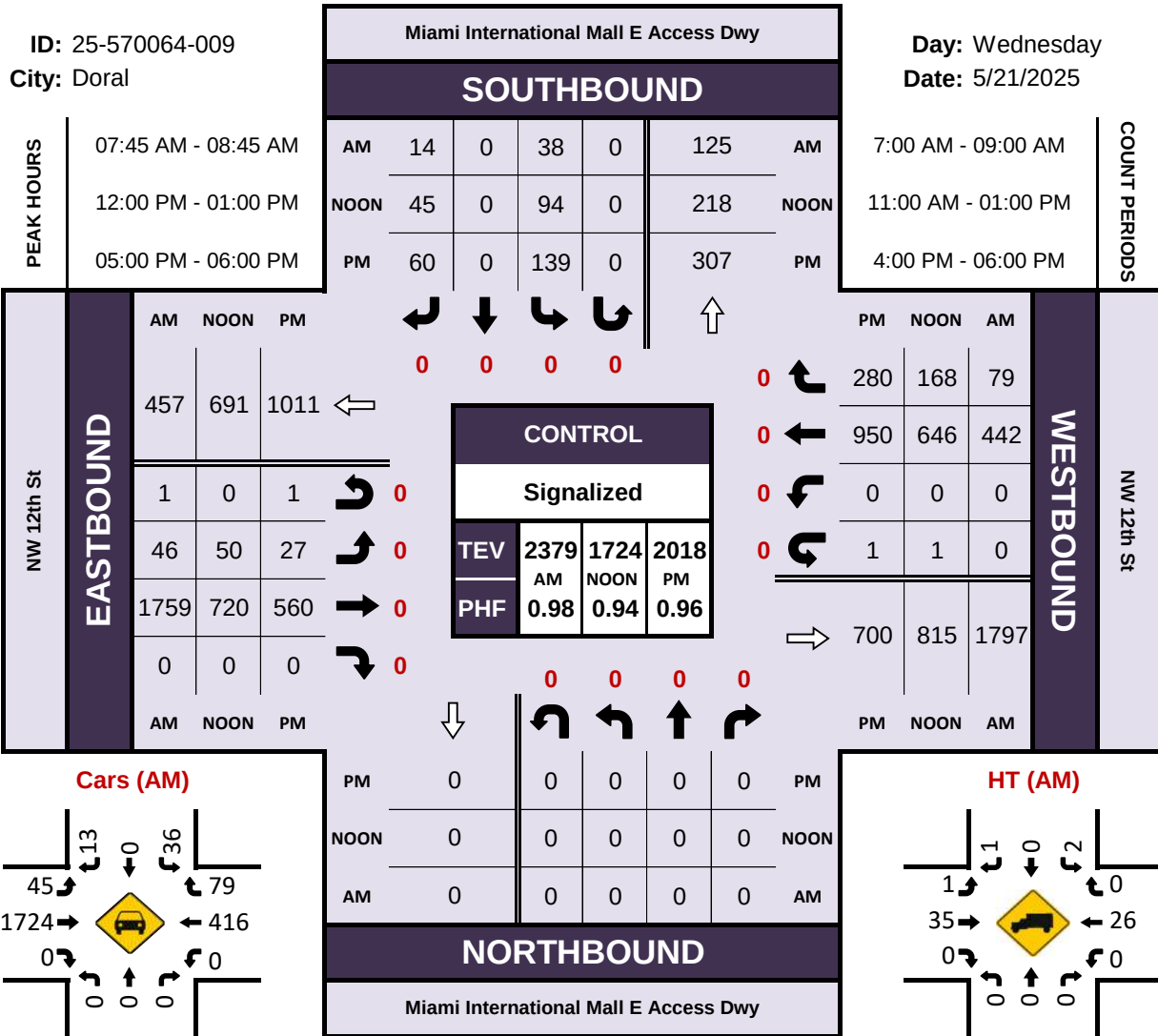
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :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

Miami International Mall E Access Dwy & NW 12th St

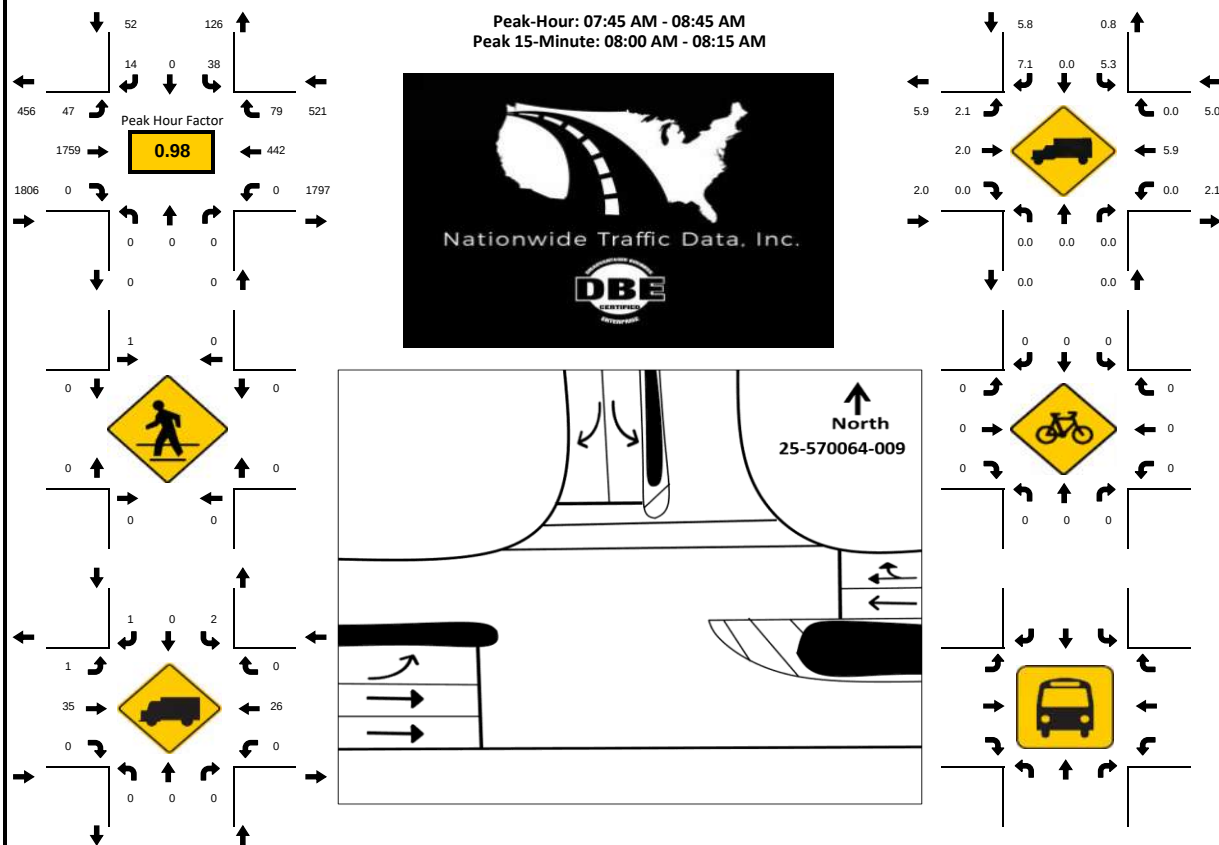
Peak Hour Turning Movement Count

ID: 25-570064-009
City: Doral

Day: Wednesday
Date: 5/21/2025

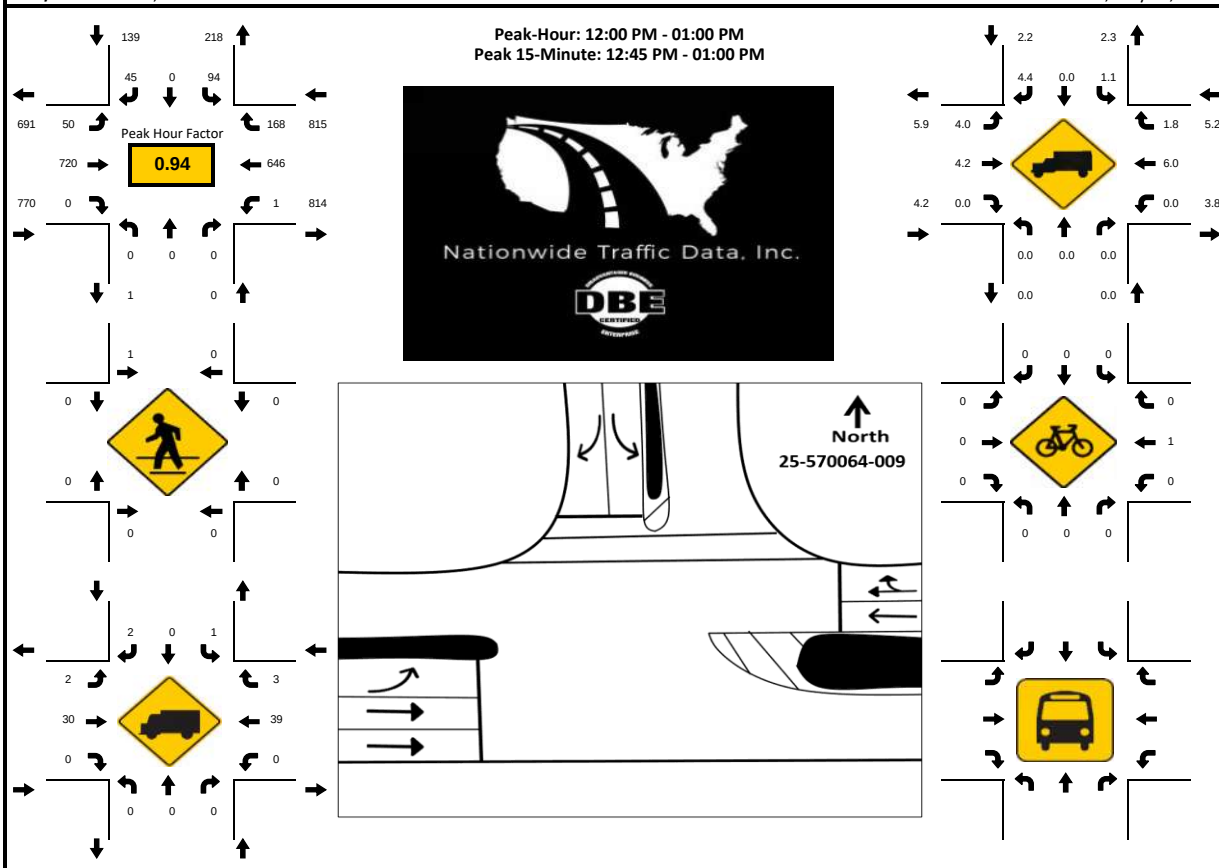


PROJECT ID: 25-570064-009
DATE: Wed, May 21, 2025

[illegible]

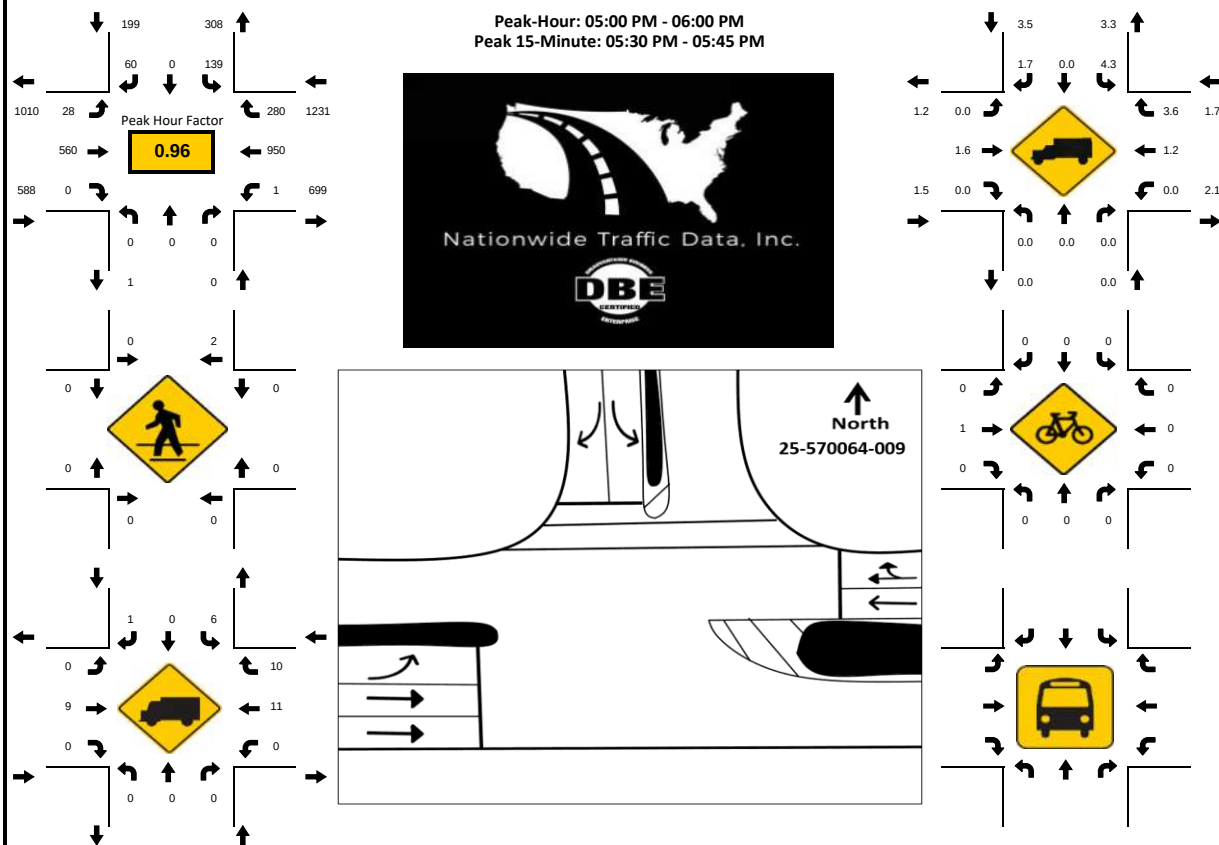
LOCATION: Miami International Mall E Access Dwy & NW 12th St
CITY/STATE: Doral, FL

PROJECT ID: 25-570064-009
DATE: Wed, May 21, 2025



15-Min Count Period Beginning At	Miami International Mall E Access Dwy Northbound					Miami International Mall E Access Dwy Southbound					NW 12th St Eastbound					NW 12th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
11:00 AM	0	0	0	0		17	0	7	0		12	140	0	0		0	131	28	1		336	1456
11:15 AM	0	0	0	0		13	0	13	0		12	158	0	0		0	112	35	1		344	1524
11:30 AM	0	0	0	0		31	0	10	0		12	170	0	0		0	124	41	0		388	1604
11:45 AM	0	0	0	0		14	0	20	0		14	150	0	0		0	159	31	0		388	1655
12:00 PM	0	0	0	0		25	0	10	0		12	173	0	0		0	150	34	0		404	1724
12:15 PM	0	0	0	0		24	0	12	0		8	178	0	0		0	155	47	0		424	1320
12:30 PM	0	0	0	0		14	0	8	0		13	180	0	0		0	172	52	0		439	896
12:45 PM	0	0	0	0		31	0	15	0		17	189	0	0		0	169	35	1		457	457
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	0	0	0	0		124	0	60	0		68	756	0	0		0	688	208	4		1908	
Heavy Trucks	0	0	0	0		4	0	8	0		8	40	0	0		0	60	4	0		124	
Pedestrians	0	0	0	0		0	0	4	0		0	0	0	0		0	0	0	0		4	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	4	0	0		4	
Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Stopped Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	

PROJECT ID: 25-570064-009
DATE: Wed, May 21, 2025

[illegible]

TOD Schedule Report
for 4592: NW 107 Av&NW 12 St

Print Date:
10/4/2021

Print Time:
6:46 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
4592	NW 107 Av&NW 12 St	DOW-2	TOD	[11] PM PEAK	170	0	N/A	1	Max 2

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
NBL	SBT	EBL	WBT	SBL	NBT	WBL	EBT
24	69	13	36	15	78	37	12
							

Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	<u>Phase Bank</u>																			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 NBL	0	-	0	0	0	0	6	-	6	-	6	3	-	2	-	20	-	7	-	7
2 SBT	0	-	0	0	0	0	16	-	16	-	16	1	-	1	-	40	-	40	-	40
3 EBL	0	-	0	0	0	0	5	-	5	-	5	2	-	2	-	12	-	7	-	7
4 WBT	5	-	5	5	28	-	28	-	28	5	-	5	2.5	-	2.5	40	-	12	-	12
5 SBL	0	-	0	0	0	0	6	-	6	-	6	2	-	2	-	12	-	7	-	7
6 NBT	0	-	0	0	0	0	16	-	16	-	16	1	-	1	-	40	-	40	-	40
7 WBL	0	-	0	0	0	0	5	-	5	-	5	2	-	2	-	25	-	7	-	7
8 EBT	0	-	0	0	0	0	7	-	7	-	7	2.5	-	2.5	-	25	-	12	-	12

Last In Service Date: unknown

Permitted Phases

12345678

Default 12345678

External Permit 0 -----

External Permit 1 -----

External Permit 2 -----

TOD Schedule Report
for 4592: NW 107 Av&NW 12 St

Print Date:
10/4/2021

Print Time:
6:46 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT		
2		140	17	47	17	31	7	57	9	39	0	30
3		170	18	64	20	39	7	75	12	48	0	30
4		160	17	62	19	34	7	72	11	42	0	30
5		130	19	43	19	21	11	51	24	16	0	54
7		150	20	56	20	26	11	65	25	21	0	54
8		160	24	62	12	34	12	74	35	11	0	0
9		160	24	62	12	34	12	74	35	11	0	0
10		130	18	42	8	34	8	52	29	13	0	43
11		170	24	69	13	36	15	78	37	12	0	0
12		140	20	47	9	36	9	58	30	15	0	43
14		120	14	38	19	21	12	40	24	16	0	52
20		115	11	36	24	16	8	39	24	16	0	34
21		150	20	54	20	28	15	59	20	28	0	65
22		115	8	39	24	16	8	39	24	16	0	34
24		110	11	31	24	16	8	34	24	16	0	34
25		150	28	46	18	30	10	64	23	25	0	65
26		160	35	49	14	34	14	70	25	23	0	65
27		110	15	31	14	22	9	37	20	16	0	34

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	
0000	Free	
0000	Free	Su S
0130	Free	
0530	Free	
0545	2	M T W Th F
0545	4	
0630	3	M T W Th F
0700	24	Su S
0800	Free	
0900	20	
1000	7	M T W Th F
1000	25	Su S
1000	5	
1030	21	
1130	8	M T W Th F
1430	9	
1530	11	M T W Th F
1600	26	Su S
2000	10	
2000	12	M T W Th F
2100	27	Su S
2300	Free	
2300	Free	M T W Th F
2300	22	

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	Su M T W Th F S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	Su M T W Th F S

*** Settings**

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

TOD Schedule Report
for 4592: NW 107 Av&NW 12 St

Print Date:
10/4/2021

Print Time:
6:46 PM

<i>No Calendar Defined/Enabled</i>

SIGNAL OPERATING PLAN

	Direction	NB			SB			EB			WB		Ped Heads					
Timing Phases	Head No.	1	6	6R	5	2	2R	3	8	8R	7	4				P4	Movements/Display/Actuator	
(1+5) NSLTs (Actuated)	Dwell	<G	R	R	<G	R	R	<R	R	R/G>	<R	R				DW		
	Clear to	(1+6)	<G	R	R	<Y	R	R	<R	R	R/G>	<R	R					DW
		(2+5)	<Y	R	R	<G	R	R	<R	R	R/Y>	<R	R					DW
		(2+6)	<Y	R	R	<Y	R	R	<R	R	R/Y>	<R	R					DW
(1+6) NB (Actuated)	Dwell	<G	G	G	<R	R	R	<R	R	R/G>	<R	R				DW		
	Clear to	(2+6)	<Y	G	G	<R	R	R	<R	R	R/Y>	<R	R					DW
(2+5) SB (Actuated)		Dwell	<R	R	R	<G	G	G	<R	R	R	<R	R				DW	
	Clear to	(2+6)	<R	R	R	<Y	G	G	<R	R	R	<R	R				DW	
(2+6) NS NW 107 Av (Recall)		Dwell	<R	G	G	<R	G	G	<R	R	R	<R	R				DW	
	Clear to	(3+7)	<R	Y	Y	<R	Y	Y	<R	R	R	<R	R				DW	
		(3+8)	<R	Y	Y	<R	Y	Y	<R	R	R	<R	R				DW	
		(4+7)	<R	Y	Y	<R	Y	Y	<R	R	R	<R	R				DW	
		(4+8)	<R	Y	Y	<R	Y	Y	<R	R	R	<R	R				DW	
		(1+5)	<R	Y	Y	<R	Y	Y	<R	R	R	<R	R				DW	
		(1+6)	<R	G	G	<R	Y	Y	<R	R	R	<R	R				DW	
		(2+5)	<R	Y	Y	<R	G	G	<R	R	R	<R	R				DW	
(3+7) EWLTs (Actuated)	Dwell	<R	R	R/G>	<R	R	R/G>	<G	R	R	<G	R				DW		
	Clear to	(3+8)	<R	R	R/G>	<R	R	R/Y>	<G	R	R	<Y	R					DW
		(4+7)	<R	R	R/Y>	<R	R	R/G>	<Y	R	R	<G	R					DW
		(4+8)	<R	R	R/Y>	<R	R	R/Y>	<Y	R	R	<Y	R					DW
		(1+5)	<R	R	R/Y>	<R	R	R/Y>	<Y	R	R	<Y	R					DW
		(1+6)	<R	R	R/Y>	<R	R	R/Y>	<Y	R	R	<Y	R					DW
		(2+5)	<R	R	R/Y>	<R	R	R/Y>	<Y	R	R	<Y	R					DW
		(2+6)	<R	R	R/Y>	<R	R	R/Y>	<Y	R	R	<Y	R					DW
(3+8) EB (Actuated)	Dwell	<R	R	R	<R	R	R/G>	<G	G	G	<R	R				DW		
	Clear to	(4+8)	<R	R	R	<R	R	R/Y>	<Y	G	G	<R	R					DW
		(1+5)	<R	R	R	<R	R	R/Y>	<Y	Y	Y	<R	R					DW
		(1+6)	<R	R	R	<R	R	R/Y>	<Y	Y	Y	<R	R					DW
		(2+5)	<R	R	R	<R	R	R/Y>	<Y	Y	Y	<R	R					DW
		(2+6)	<R	R	R	<R	R	R/Y>	<Y	Y	Y	<R	R					DW
(4+7) WB (Actuated)	Dwell	<R	R	R/G>	<R	R	R	<R	R	R	<G	G				W/F		
	Clear to	(4+8)	<R	R	R/Y>	<R	R	R	<R	R	R	<Y	G					DW
		(1+5)	<R	R	R/Y>	<R	R	R	<R	R	R	<Y	Y					DW
		(1+6)	<R	R	R/Y>	<R	R	R	<R	R	R	<Y	Y					DW
		(2+5)	<R	R	R/Y>	<R	R	R	<R	R	R	<Y	Y					DW
		(2+6)	<R	R	R/Y>	<R	R	R	<R	R	R	<Y	Y					DW
(4+8) EW NW 12 St (Actuated)	Dwell	<R	R	R	<R	R	R	<R	G	G	<R	G				W/F		
	Clear to	(1+5)	<R	R	R	<R	R	R	<R	Y	Y	<R	Y					DW
		(1+6)	<R	R	R	<R	R	R	<R	Y	Y	<R	Y					DW
		(2+5)	<R	R	R	<R	R	R	<R	Y	Y	<R	Y					DW
		(2+6)	<R	R	R	<R	R	R	<R	Y	Y	<R	Y					DW
Flashing Operation		F<R	FY	FY	F<R	FY	FY	F<R	FR	FR	F<R	FR					Page 1 of 1	

Flashing Operation

F<R FY FY

F<R FY FY

F<R FR FR

F<R FR

Page 1 of 1

Miami-Dade County Public Works Department

Drawn
H. Hernandez

Date
10/7/2002

NW 107 Av & 12 St

Checked

Date
10/7/02

Placed in Service

Phasing No.

Asset Number

Date 11/27/02 By

3

4592

TOD Schedule Report
for 4599: NW 107 Av&NW 14 St

Print Date:
10/4/2021

Print Time:
6:47 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
4599	NW 107 Av&NW 14 St	DOW-2	TOD	[11] PM PEAK	170	163	N/A	1	Max 2

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
NBL	SBT	EBT	WBT	SBL	NBT	-	-
24	73	19	26	19	78	0	0



Active Phase Bank: Phase Bank 1

<u>Phase</u>		<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>													
		<u>Phase Bank</u>																																
		1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3															
1	NBL	0	-	0	-	0	0	0	-	0	-	0	5	-	5	-	5	3.5	-	2	-	2	10	-	17	-	17	33	-	20	-	30	4.4	2.2
2	SBT	0	-	0	-	0	0	0	0	-	0	0	16	-	16	-	16	1	-	1	-	1	35	-	35	-	35	0	-	35	-	45	4.4	2.2
3	EBT	0	-	0	-	0	0	0	0	0	-	0	7	-	7	-	7	4	-	2.5	-	2.5	9	-	12	-	12	30	-	15	-	20	4	3.4
4	WBT	4	-	4	-	4	4	27	-	27	-	27	7	-	7	-	7	4	-	2.5	-	2.5	8	-	8	-	8	30	-	15	-	10	4	3.4
5	SBL	0	-	0	-	0	0	0	0	0	-	0	5	-	5	-	5	2	-	2	-	2	12	-	5	-	5	36	-	7	-	7	4.4	2.2
6	NBT	0	-	0	-	0	0	0	0	0	-	0	16	-	16	-	16	1	-	1	-	1	35	-	35	-	35	0	-	35	-	45	4.4	2.2
7	-	0	-	0	-	0	0	0	0	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0
8	-	0	-	0	-	0	0	0	0	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	123456--
External Permit 0	1234-6--
External Permit 1	1234-6--
External Permit 2	1234-6--

TOD Schedule Report
for 4599: NW 107 Av&NW 14 St

Print Date:
10/4/2021

Print Time:
6:47 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 NBL	2 SBT	3 EBT	4 WBT	5 SBL	6 NBT	7 -	8 -		
2		140	12	72	19	9	12	72	0	0	0	49
3		170	30	79	21	12	12	97	0	0	0	48
4		160	27	75	21	9	27	75	0	0	0	54
5		130	17	46	18	21	15	48	0	0	0	52
7		150	20	57	21	24	17	60	0	0	0	54
8		160	23	66	18	25	15	74	0	0	0	153
9		160	23	66	18	25	15	74	0	0	0	5
10		130	14	42	24	22	14	42	0	0	0	41
11		170	24	73	19	26	19	78	0	0	0	163
12		140	17	49	23	23	17	49	0	0	0	44
14		120	17	48	14	13	20	45	0	0	0	62
20		115	20	48	9	10	35	33	0	0	0	44
21		150	22	59	14	27	27	54	0	0	0	66
22		115	20	50	7	10	35	35	0	0	0	44
24		110	19	32	14	17	19	32	0	0	0	34
25		150	25	52	15	30	11	66	0	0	0	76
26		160	28	48	28	28	14	62	0	0	0	69
27		110	19	32	14	17	19	32	0	0	0	34

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	
0000	Free	
0000	Free	Su S
0130	Flash	
0530	Free	
0545	2	M T W Th F
0545	4	
0630	3	M T W Th F
0700	24	Su S
0800	Free	
0900	20	
1000	7	M T W Th F
1000	25	Su S
1000	5	
1030	21	
1130	8	M T W Th F
1430	9	
1530	11	M T W Th F
1600	26	Su S
2000	10	
2000	12	M T W Th F
2100	27	Su S
2300	Free	
2300	Free	M T W Th F
2300	22	

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S

*** Settings**

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

TOD Schedule Report
for 4599: NW 107 Av&NW 14 St

Print Date:
10/4/2021

Print Time:
6:47 PM

<i>No Calendar Defined/Enabled</i>

SIGNAL OPERATING PLAN



		SIGNAL HEAD NUMBER																										
PHASE	INT	1	2	3	4	5	6	7	8	8R	P _A																	
ϕ 1+5 N/SLT'S NW 107 AV (ACTUATED)	R/W	←				R/←				R/→	DW																	
	PED. CL																											
	TO	1+6	←			R/←				R/→	DW																	
		2+5	←			R/←				R/→	DW																	
		2+6	←			R/←				R/→	DW																	
	CLEAR																											
ϕ 1+6 NB (ACTUATED)	R/W	←				G				R/→	DW																	
	PED. CL																											
	TO	2+6	←			G				R/→	DW																	
	CLEAR																											
ϕ 2+5 SB (ACTUATED)	R/W	←	G			G/←					DW																	
	PED. CL																											
	TO	2+6	←	G			G/←				DW																	
	CLEAR																											
ϕ 2+6 N/S (RECALL)	R/W	←	G			G	G				DW																	
	PED. CL																											
	TO	3	←	Y		Y	Y				DW																	
		4	←	Y		Y	Y				DW																	
		1+6	←	Y		Y	Y				DW																	
		1+5	←	Y		Y	Y				DW																	
	CLEAR																											
Drawn C. LORES	Date 4/25/09	MIAMI-DADE COUNTY DEPARTMENT OF PUBLIC WORKS																										
Check H. HERNANDEZ	Date 6/27/09																											
Division Engineer	Date	NW 107 AV & 14 St																										
		ASSET NO. 4599																										
		Page 1 of 2																										
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="5">Placed In Service</td> <td colspan="3">Phasing Number</td> </tr> <tr> <td>Date:</td> <td></td> <td>By:</td> <td></td> <td></td> <td colspan="3" style="text-align: center;">5</td> </tr> </table>											Placed In Service					Phasing Number			Date:		By:			5		
Placed In Service					Phasing Number																							
Date:		By:			5																							

Page 2 of 2

TOD Schedule Report
for 5892: NW 107 Av&NW 19 St

Print Date:
10/4/2021

Print Time:
8:48 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
5892	NW 107 Av&NW 19 St	DOW-2	TOD	[12] HEAVY PM PEAK	140	69	N/A	1	Max 2

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SBT	-	WBT	SBL	NBT	-	-
0	107	0	20	6	94	0	0



Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	<u>Phase Bank</u>																			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	0
2 SBT	0	-	0 - 0	0	-	0 - 0	16	-	16 - 40	2.5	-	2.5 - 2.5	40	-	45 - 40	0	-	0 - 0	4.4	2.4
3 -	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	0
4 WBT	0	-	0 - 0	0	-	0 - 0	7	-	7 - 7	3	-	2.5 - 2.5	8	-	8 - 15	32	-	0 - 32	4	2.1
5 SBL	0	-	0 - 0	0	-	0 - 0	5	-	5 - 5	2	-	2 - 2	7	-	5 - 7	18	-	0 - 9	4.4	2.4
6 NBT	0	-	0 - 0	0	-	0 - 0	16	-	16 - 40	2.5	-	2.5 - 2.5	40	-	45 - 40	0	-	0 - 0	4.4	2.4
7 -	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	0
8 -	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

12345678

Default -2-456--
External Permit 0 -----
External Permit 1 -----
External Permit 2 -----

TOD Schedule Report
for 5892: NW 107 Av&NW 19 St

Print Date:
10/4/2021

Print Time:
8:48 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 -	2 SBT	3 -	4 WBT	5 SBL	6 NBT	7 -	8 -		
2		140	0	111	0	16	12	92	0	0	0	90
3		170	0	139	0	18	15	117	0	0	0	87
4		160	0	130	0	17	18	105	0	0	0	90
5		130	0	97	0	20	12	78	0	0	0	92
7		150	0	115	0	22	13	95	0	0	0	78
8		160	0	118	0	29	10	101	0	0	0	17
9		160	0	118	0	29	10	101	0	0	0	5
10		130	0	99	0	18	6	86	0	0	0	91
11		170	0	127	0	30	12	108	0	0	0	1
12		140	0	107	0	20	6	94	0	0	0	69
14		120	0	93	0	14	8	78	0	0	0	74
20		115	0	88	0	14	8	73	0	0	0	25
21		150	0	118	0	19	10	101	0	0	0	60
22		115	0	88	0	14	8	73	0	0	0	111
24		110	0	82	0	15	7	68	0	0	0	61
25		150	0	112	0	25	12	93	0	0	0	85
26		160	0	129	0	18	9	113	0	0	0	55
27		110	0	82	0	15	7	68	0	0	0	61

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	
0000	Free	
0000	Free	Su S
0030	Flash	M T W Th F
0130	Flash	
0530	Free	
0545	2	M T W Th F
0545	4	
0630	3	M T W Th F
0700	24	Su S
0800	Free	
0900	20	
1000	7	M T W Th F
1000	25	Su S
1000	5	
1030	21	
1130	8	M T W Th F
1430	9	
1530	11	M T W Th F
1600	26	Su S
2000	10	
2000	12	M T W Th F
2100	27	Su S
2300	Free	
2300	Free	M T W Th F
2300	22	

TOD Schedule Report
for 5892: NW 107 Av&NW 19 St

Print Date:
10/4/2021

Print Time:
8:48 PM

Current Time of Day Function				Local Time of Day Function				* Settings
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>	<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>	Blank - FREE - Phase Bank 1, Max 1
0000	TOD OUTPUTS	-----	SuM T W ThF S	0000	TOD OUTPUTS	-----	SuM T W ThF S	Blank - Plan - Phase Bank 1, Max 2
								1 - Phase Bank 2, Max 1
								2 - Phase Bank 2, Max 2
								3 - Phase Bank 3, Max 1
								4 - Phase Bank 3, Max 2
								5 - EXTERNAL PERMIT 1
								6 - EXTERNAL PERMIT 2
								7 - X-PED OMIT
								8 - TBA

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

		SIGNAL HEAD NUMBER												
PHASE ϕ 2+5 SBL NW 107 AV (ACTUATED)	INT		2		4	5	6							
	R/W		G		R	$\frac{R}{2}$	R							
	PED. CL													
	TO		G		R	$\frac{R}{2}$	R							
	CLEAR													
	CLEAR													
ϕ 2+6 N/S NW 107 AV (RECALL)	R/W		G		R	G	G							
	PED. CL													
	TO	4	Y		R	Y	Y							
	CLEAR													
	CLEAR													
	CLEAR													
ϕ 4 WB NW 19 St (ACTUATED)	R/W		R		G	R	R							
	PED. CL													
	TO	2+5	R		Y	R	R							
	TO	2+6	R		Y	R	R							
	CLEAR													
	CLEAR													
FLASH. OPER.	R/W													
	PED. CL													
	TO													
	CLEAR													
	CLEAR													
	CLEAR													
Drawn H. HERNANDEZ		Date 8/31/98	MIAMI-DADE COUNTY DEPARTMENT OF PUBLIC WORKS											
Check F. PRATS		Date 5/6/99												
Division Engineer		Date	NW 107 AV $\frac{1}{2}$ 19 St											
			Placed in Service				Phasing Number							
			Date: 4/12/99				By:							
							ASSET NO. 5892							

TOD Schedule Report

for 6660: NW 10500 Blk&NW 12 St

Print Date:
10/4/2021

Print Time:
9:42 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
6660	NW 10500 Blk&NW 12 St	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red				
	Phase Bank																							
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3						
1 EBL	0	-	0	-	0	0	0	-	0	5	-	5	-	5	5	2	-	2	-	2				
2 WBT	0	-	0	-	0	0	0	0	-	0	14	-	14	-	14	14	1	-	1	-	1			
3 -	0	-	0	-	0	0	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0			
4 NBT	0	-	0	-	0	0	0	0	-	0	7	-	7	-	7	7	2.5	-2.5	-2.5	15	-	14	-	16
5 -	0	-	0	-	0	0	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0
6 EBT	0	-	0	-	0	0	0	0	-	0	14	-	14	-	14	14	1	-	1	-	1			
7 -	0	-	0	-	0	0	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0
8 SBT	0	-	0	-	0	0	0	0	-	0	7	-	7	-	7	7	2.5	-2.5	-2.5	15	-	14	-	16

Last In Service Date: unknown

Permitted Phases

12345678

Default 12-4-6-8
External Permit 0 -----
External Permit 1 -2-4-6-8
External Permit 2 -2-4-6-8

TOD Schedule Report

for 6660: NW 10500 Blk&NW 12 St

Print Date:

10/4/2021

Print Time:

9:42 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 -	4 NBT	5 -	6 EBT	7 -	8 SBT		
2		70	6	38	0	8	0	50	0	8	0	1
3		85	7	48	0	12	0	61	0	12	0	38
4		160	8	121	0	13	0	135	0	13	0	120
5		130	29	59	0	24	0	94	0	24	0	129
7		75	8	35	0	14	0	49	0	14	0	37
8		80	9	38	0	15	0	53	0	15	0	52
9		160	19	99	0	24	0	124	0	24	0	75
10		65	12	25	0	10	0	43	0	10	0	31
11		85	9	43	0	15	0	58	0	15	0	53
12		70	6	36	0	10	0	48	0	10	0	14
14		120	7	81	0	14	0	94	0	14	0	34
20		115	5	81	0	11	0	92	0	11	0	34
21		75	8	40	0	9	0	54	0	9	0	66
22		115	5	81	0	11	0	92	0	11	0	34
24		110	14	64	0	14	0	84	0	14	0	0
25		75	18	30	0	9	0	54	0	9	0	16
26		80	10	31	0	21	0	47	0	21	0	70
27		110	14	64	0	14	0	84	0	14	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	
0000	Free	
0000	Free	Su S
0030	Flash	M T W Th F
0130	Flash	
0500	Free	M T W Th F
0530	Free	
0545	2	M T W Th F
0545	4	
0630	3	M T W Th F
0700	24	Su S
0800	Free	
0900	20	
1000	7	M T W Th F
1000	25	Su S
1000	5	
1030	21	
1130	8	M T W Th F
1430	9	
1530	11	M T W Th F
1600	26	Su S
2000	10	
2000	12	M T W Th F
2100	27	Su S
2300	Free	
2300	Free	M T W Th F
2300	22	

TOD Schedule Report

for 6660: NW 10500 Blk&NW 12 St

Print Date:

10/4/2021

Print Time:

9:42 PM

Current Time of Day Function

<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----	M T W ThF
0500	TOD OUTPUTS	-----1	M T W ThF
0545	TOD OUTPUTS	-----	M T W ThF

Local Time of Day Function

<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----	Su S
0000	TOD OUTPUTS	-----	M T W ThF
0130	TOD OUTPUTS	-----1	Su S
0500	TOD OUTPUTS	-----1	M T W ThF
0545	TOD OUTPUTS	-----	M T W ThF
0700	TOD OUTPUTS	-----	Su S

* Settings

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN



	Direction	EB		WB		SB		NB		Ped Heads				
Timing Phases	Head No.	1/6	6	2		8	8R	4						Movements/Display/Actuator
(1+6) NW 12 ST EBLT (ACTUATED)	Dwell	<G/G	G	R		R	R/G>	R						
	C	(2+6)	<Y/G	G	R		R	R/Y>	R					
	l													
	e													
	a													
(2+6) NW 12 ST E/W (RECALL)	Dwell	G	G	G		R	R	R						
	C	(4+8)	Y	Y	Y		R	R	R					
	l													
	e													
	a													
(4+8) 10500 BLK N/S (ACTUATED)	Dwell	R	R	R		G	G	G						
	C	(1+6)	R	R	R		Y	Y	Y					
	l	(2+6)	R	R	R		Y	Y	Y					
	e													
	a													
	Dwell													
	C													
	l													
	e													
	a													
	Dwell													
	C													
	l													
	e													
	a													
	Dwell													
	C													
	l													
	e													
	a													
Flashing Operation		FY	FY	FY		FR	FR	FR					Page 1 of 1	

Miami-Dade County Public Works Department

Drawn RAUL CARAZA	Date 11/12/2008	NW 10500 BLK & NW 12 ST			
Checked H. Hernandez	Date 11/14/08	Placed in Service		Phasing No.	Asset Number
		Date	By	2	6660

TOD Schedule Report
for 6789: NW 107 Av&NW 17 St

Print Date:
10/4/2021

Print Time:
9:52 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
6789	NW 107 Av&NW 17 St	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	<u>Phase Bank</u>																			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 NBL	0	-	0 - 0	0	-	0 - 0	5	-	5 - 5	2	-	2 - 2	12	-	18 - 12	23	-	25 - 15	4.4	2.6
2 SBT	7	-	7 - 7	17	-	17 - 17	7	-	7 - 7	1	-	1 - 1	35	-	40 - 35	0	-	60 - 35	4.4	2.6
3 -	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	0
4 -	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	0
5 SBL	0	-	0 - 0	0	-	0 - 0	5	-	5 - 5	2	-	2 - 2	12	-	18 - 12	32	-	28 - 15	4.4	2.6
6 NBT	7	-	7 - 7	17	-	17 - 17	7	-	7 - 7	1	-	1 - 1	35	-	40 - 35	0	-	60 - 35	4.4	2.6
7 WBT	4	-	4 - 4	26	-	26 - 26	5	-	5 - 5	2.5	-	2.5 - 2.5	20	-	25 - 20	25	-	30 - 15	4	2.9
8 EBT	0	-	0 - 0	0	-	0 - 0	7	-	7 - 7	2.5	-	2.5 - 2.5	20	-	25 - 20	25	-	30 - 25	4	2.9

Last In Service Date: unknown

Permitted Phases

12345678

Default 12--5678
External Permit 0 -----
External Permit 1 -2---678
External Permit 2 -2---678

TOD Schedule Report
for 6789: NW 107 Av&NW 17 St

Print Date:
10/4/2021

Print Time:
9:52 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 NBL	2 SBT	3 -	4 -	5 SBL	6 NBT	7 WBT	8 EBT		
2		140	6	74	0	0	6	74	18	14	0	68
3		170	10	93	0	0	7	96	21	18	0	70
4		160	10	85	0	0	7	88	20	17	0	74
5		130	7	58	0	0	14	51	19	18	0	60
7		150	11	69	0	0	14	66	23	19	0	55
8		160	14	81	0	0	14	81	17	20	0	153
9		160	18	77	0	0	28	67	15	22	0	5
10		130	11	54	0	0	9	56	19	18	0	55
11		170	18	85	0	0	30	73	16	23	0	145
12		140	12	61	0	0	13	60	20	19	0	49
14		120	12	61	0	0	10	63	10	9	0	64
20		115	15	49	0	0	15	49	8	15	0	44
21		150	10	79	0	0	10	79	14	19	0	54
22		115	16	56	0	0	16	56	6	9	0	39
24		110	7	38	0	0	7	38	19	18	0	46
25		150	18	67	0	0	19	66	19	18	0	72
26		160	22	57	0	0	26	53	28	25	0	64
27		110	7	38	0	0	7	38	19	18	0	46

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	
0000	Free	
0000	Free	Su S
0030	Flash	M T W Th F
0130	Flash	
0530	Free	
0545	2	M T W Th F
0545	4	
0630	3	M T W Th F
0700	24	Su S
0800	Free	
0900	20	
1000	7	M T W Th F
1000	25	Su S
1000	5	
1030	21	
1130	8	M T W Th F
1430	9	
1530	11	M T W Th F
1600	26	Su S
2000	10	
2000	12	M T W Th F
2100	27	Su S
2300	Free	
2300	Free	M T W Th F
2300	22	

TOD Schedule Report
for 6789: NW 107 Av&NW 17 St

Print Date:
10/4/2021

Print Time:
9:52 PM

Current Time of Day Function				Local Time of Day Function				* Settings
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>	<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>	
0000	TOD OUTPUTS	-----1	M T W ThF	0000	TOD OUTPUTS	-----1	Su S	Blank - FREE - Phase Bank 1, Max 1
0500	TOD OUTPUTS	-----	M T W ThF	0000	TOD OUTPUTS	-----1	M T W ThF	Blank - Plan - Phase Bank 1, Max 2
2300	TOD OUTPUTS	-----1	M T W ThF	0500	TOD OUTPUTS	-----	M T W ThF	1 - Phase Bank 2, Max 1
				0700	TOD OUTPUTS	-----2-	Su S	2 - Phase Bank 2, Max 2
				2300	TOD OUTPUTS	-----1	Su S	3 - Phase Bank 3, Max 1
				2300	TOD OUTPUTS	-----1	M T W ThF	4 - Phase Bank 3, Max 2
								5 - EXTERNAL PERMIT 1
								6 - EXTERNAL PERMIT 2
								7 - X-PED OMIT
								8 - TBA

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN



	Direction	NB		SB		WB		EB		Ped Heads			
Timing Phases	Head No.	1/6	6	5/2	2	7/4	4R	3/8	8R	P6	P2	P7	Movements/Display/Actuation
(1+5) N/S L NW 107 AV (Actuated)	Dwell	<G/R	R	<G/R	R	R	R/G>	R	R/G>	DW	DW	DW	
	(1+6)	<G/R	R	<Y/R	R	R	R/Y>	R	R/G>	DW	DW	DW	
	(2+5)	<Y/R	R	<G/R	R	R	R/G>	R	R/Y>	DW	DW	DW	
	(2+6)	<Y/R	R	<Y/R	R	R	R/Y>	R	R/Y>	DW	DW	DW	
(1+6) NBL NW 107 AV (Actuated)	Dwell	<G/G	G	R	R	R	R	R	R/G>	W/F	DW	DW	
	(2+6)	<Y/G	G	R	R	R	R	R	R/Y>	DW	DW	DW	
(2+5) SBL NW 107 AV (Actuated)	Dwell	R	R	<G/G	G	R	R/G>	R	R	DW	W/F	DW	
	(2+6)	R	R	<Y/G	G	R	R	R	R	DW	DW	DW	
(2+6) N/S NW 58 ST (Recall)	Dwell	G	G	G	G	R	R	R	R	W/F	W/F	DW	
	(3+7)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	
	(3+8)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	
	(4+7)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	
	(4+8)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	
(7) WB NW 17 ST (Actuated)	Dwell	R	R	R	R	<G/G	G	R	R	DW	DW	W/F	
	8	R	R	R	R	Y	Y	R	R	DW	DW	DW	
	1 + 5	R	R	R	R	Y	Y	R	R	DW	DW	DW	
	2 + 5	R	R	R	R	Y	Y	R	R	DW	DW	DW	
	1 + 6	R	R	R	R	Y	Y	R	R	DW	DW	DW	
	2 + 6	R	R	R	R	Y	Y	R	R	DW	DW	DW	
(8) EB NW 17 ST (Actuated)	Dwell	R	R	R	R	R	R	<G/G	G	DW	DW	DW	
	1 + 5	R	R	R	R	R	R	Y	Y	DW	DW	DW	
	2 + 5	R	R	R	R	R	R	Y	Y	DW	DW	DW	
	1 + 6	R	R	R	R	R	R	Y	Y	DW	DW	DW	
	2 + 6	R	R	R	R	R	R	Y	Y	DW	DW	DW	
Flashing Operation		FY	FY	FY	FY	FR	FR	FR	FR				Page 1 of 1

Miami-Dade County Public Works Department

Drawn By: Diana I. Ospina	Date 12/6/2011	NW 107 AVENUE & NW 17 STREET		
Checked By: H. HERNANDEZ	Date 12/6/2011	Placed in Service Date: 03/01/05/12	Phasing No. 1	Asset Number 6789

TOD Schedule Report
for 6799: NW 10400 Blk&NW 12 St

Print Date:
10/4/2021

Print Time:
9:53 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
6799	NW 10400 Blk&NW 12 St	DOW-2	TOD	[12] HEAVY PM PEAK	70	54	N/A	1	Max 2

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
EBL	WBT	-	-	-	EBT	-	SBT
5	36	0	0	0	47	0	11

Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red				
	Phase Bank																							
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3						
1 EBL	0	-	0	0	0	0	5	-	5	5	2	-	2	2	15	-	15	15	20	-	20	20	4.4	2
2 WBT	0	-	0	0	0	0	14	-	14	14	1	-	1	1	40	-	38	38	0	-	45	45	4.4	2
3 -	0	-	0	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
4 -	0	-	0	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
5 -	0	-	0	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
6 EBT	0	-	0	0	0	0	14	-	14	14	1	-	1	1	40	-	38	38	0	-	45	45	4.4	2
7 -	0	-	0	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
8 SBT	0	-	0	0	0	0	7	-	7	7	2.5	-	2.5	2.5	15	-	30	15	26	-	30	15	4	2

Last In Service Date: unknown

Permitted Phases

12345678

Default 12---6-8
External Permit 0 -2---6-8
External Permit 1 -2---6-8
External Permit 2 -2---6-8

TOD Schedule Report

for 6799: NW 10400 Blk&NW 12 St

Print Date:
10/4/2021

Print Time:
9:53 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 -	4 -	5 -	6 EBT	7 -	8 SBT		
2		70	5	39	0	0	0	50	0	8	0	41
3		85	6	51	0	0	0	63	0	10	0	53
4		160	10	118	0	0	0	134	0	14	0	145
5		130	19	67	0	0	0	92	0	26	0	76
7		75	6	40	0	0	0	52	0	11	0	7
8		80	8	40	0	0	0	54	0	14	0	22
9		80	5	37	0	0	0	48	0	20	0	42
10		65	6	23	0	0	0	35	0	18	0	9
11		85	8	44	0	0	0	58	0	15	0	23
12		70	5	36	0	0	0	47	0	11	0	54
14		120	5	81	0	0	0	92	0	16	0	53
20		115	5	76	0	0	0	87	0	16	0	0
21		75	7	41	0	0	0	54	0	9	0	0
22		115	8	79	0	0	0	93	0	10	0	0
24		110	6	70	0	0	0	82	0	16	0	0
25		75	9	33	0	0	0	48	0	15	0	72
26		80	8	36	0	0	0	50	0	18	0	15
27		110	6	70	0	0	0	82	0	16	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	
0000	Free	
0000	Free	Su S
0030	Flash	M T W Th F
0130	Flash	
0500	Free	M T W Th F
0530	Free	
0545	2	M T W Th F
0545	4	
0630	3	M T W Th F
0700	24	Su S
0800	Free	
0900	20	
1000	7	M T W Th F
1000	25	Su S
1000	5	
1030	21	
1130	8	M T W Th F
1430	9	
1530	11	M T W Th F
1600	26	Su S
2000	10	
2000	12	M T W Th F
2100	27	Su S
2300	Free	
2300	Free	M T W Th F
2300	22	

TOD Schedule Report

for 6799: NW 10400 Blk&NW 12 St

Print Date:
10/4/2021

Print Time:
9:53 PM

Current Time of Day Function				Local Time of Day Function				* Settings
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>	<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>	Blank - FREE - Phase Bank 1, Max 1
0000	TOD OUTPUTS	-----	SuM T W ThF S	0000	TOD OUTPUTS	-----	SuM T W ThF S	Blank - Plan - Phase Bank 1, Max 2
								1 - Phase Bank 2, Max 1
								2 - Phase Bank 2, Max 2
								3 - Phase Bank 3, Max 1
								4 - Phase Bank 3, Max 2
								5 - EXTERNAL PERMIT 1
								6 - EXTERNAL PERMIT 2
								7 - X-PED OMIT
								8 - TBA

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN



		Direction	W	E	S	Ped Heads							
Timing Phases	Head No.		2	1/6	6	8	8R		P6	P2	P8	P4	Movements/Display/Actuation
1+6 EB Actuated	Dwell		R	<G/G	G	R	R/G>						
	C	2+6	R	<Y/G	G	R	R/Y>						
	l												
	e												
2+6 EW Recall	Dwell		G	G	G	R	R						
	C	8	Y	Y	Y	R	R						
	l	1+6	Y	G	G	R	R						
	e												
8 SB Actuated	Dwell		R	R	R	G	G						
	C	1+6	R	R	R	Y	Y						
	l	2+6	R	R	R	Y	Y						
	e												
	Dwell												
	C												
	l												
	e												
	Dwell												
	C												
	l												
	e												
	Dwell												
	C												
	l												
	e												
Flashing Operation			FY	FY	FY	FR	FR						Page 1 of 1
Miami-Dade County Public Works Department													
Drawn R. Fernandez		Date 2/3/09	NW 12 ST @ 10400 BLK										
Checked H. Hernandez		Date 2/3/09	Placed in Service Date 5/12/09 By AGC.				Phasing No. 1			Asset Number 6799			

Appendix D

Traffic Volume Development Tables

**AM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
MARLOWE DORAL**

Intersection	Scenario	Traffic Volumes											
		EBLT	EBT	EBRT	WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
NW 19 Street and NW 107 Avenue (Asset 5892)	Traffic Count				184		180		1,858	548	224	898	
	Peak Season Adjustment Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2025 Peak Season Traffic	0	0	0	199	0	194	0	2,007	592	242	970	0
	Compound Growth Rate	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%
	Existing plus Background Growth	0	0	0	208	0	204	0	2,102	620	253	1,016	0
	Committed Development Trips				7		4		88	8	5	9	
	2030 Background Traffic	0	0	0	215	0	208	0	2,190	628	258	1,025	0
	In/Out				In				Out	Out		In	
	Project Assignment				10%				28%	10%		28%	
	Net New Project Trips	0	0	0	0	0	0	0	18	7	0	0	0
	2030 Total Traffic	0	0	0	215	0	208	0	2,208	635	258	1,025	0
NW 19 Street and Double Tree Driveway	Traffic Count	36	527	24	38	346	4	19	0	50	0	0	2
	Peak Season Conversion Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2025 Peak Season Traffic	39	569	26	41	374	4	21	0	54	0	0	2
	Compound Growth Rate	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%
	Existing plus Background Growth	41	596	27	43	391	5	21	0	57	0	0	2
	Committed Development Trips		13		18	11							
	2030 Background Traffic	41	609	27	61	402	5	21	0	57	0	0	2
	In/Out		Out			In							
	Project Assignment		10%			10%							
	Net New Project Trips	0	7	0	0	0	0	0	0	0	0	0	0
	2030 Total Traffic	41	616	27	61	402	5	21	0	57	0	0	2
NW 19 Street and NW 102 Avenue	Traffic Count	238	319	33	10	264	245	6	13	6	217	24	117
	Peak Season Conversion Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2025 Peak Season Traffic	257	345	36	11	285	265	6	14	6	234	26	126
	Compound Growth Rate	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%
	Existing plus Background Growth	269	361	37	11	299	277	7	15	7	246	27	132
	Committed Development Trips	14	11			14							4
	2030 Background Traffic	283	372	37	11	313	277	7	15	7	246	27	136
	In/Out		Out			In							
	Project Assignment		10%			10%							
	Net New Project Trips	0	7	0	0	0	0	0	0	0	0	0	0
	2030 Total Traffic	283	379	37	11	313	277	7	15	7	246	27	136

AM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
MARLOWE DORAL

Intersection	Scenario	Traffic Volumes											
		EBLT	EBT	EBRT	WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
NW 107 Avenue and NW 17 Street (Asset 6789)	Traffic Count	291	9	78	7	5	26	134	1,964	7	117	843	132
	Peak Season Conversion Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2025 Peak Season Traffic	314	10	84	8	5	28	145	2,121	8	126	910	143
	Compound Growth Rate	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%
	Existing plus Background Growth	329	10	88	8	6	29	152	2,222	8	132	954	149
	Committed Development Trips								96			16	
	2030 Background Traffic	329	10	88	8	6	29	152	2,318	8	132	970	149
	In/Out				Out		Out		Out	In	In	In	
	Project Assignment				15%		26%		12%	15%	26%	12%	
	Net New Project Trips	0	0	0	10	0	17	0	8	0	0	0	0
	2030 Total Traffic	329	10	88	18	6	46	152	2,326	8	132	970	149
NW 107 Avenue and NW 15 Street	Traffic Count			11	4	0	13	18	2,067	7	21	951	21
	Peak Season Conversion Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2025 Peak Season Traffic	0	0	12	4	0	14	19	2,232	8	23	1,027	23
	Compound Growth Rate	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%
	Existing plus Background Growth	0	0	12	5	0	15	20	2,338	8	24	1,076	24
	Committed Development Trips								96			16	
	2030 Background Traffic	0	0	12	5	0	15	20	2,434	8	24	1,092	24
	In/Out				Out		Out		In	In	In	Out	
	Project Assignment				14%		12%		15%	14%	12%	15%	
	Net New Project Trips	0	0	0	9	0	8	0	0	0	0	10	0
	2030 Total Traffic	0	0	12	14	0	23	20	2,434	8	24	1,102	24
NW 107 Avenue and NW 14 Street (Asset 4599)	Traffic Count	152	33	137	13	14	20	149	1,906	54	23	889	28
	Peak Season Conversion Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2025 Peak Season Traffic	164	36	148	14	15	22	161	2,058	58	25	960	30
	Compound Growth Rate	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%
	Existing plus Background Growth	172	37	155	15	16	23	169	2,156	61	26	1,006	32
	Committed Development Trips								96			16	
	2030 Background Traffic	172	37	155	15	16	23	169	2,252	61	26	1,022	32
	In/Out				Out				In	In		Out	
	Project Assignment				5%				29%	5%		29%	
	Net New Project Trips	0	0	0	3	0	0	0	0	0	0	19	0
	2030 Total Traffic	172	37	155	18	16	23	169	2,252	61	26	1,041	32

AM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
MARLOWE DORAL

Intersection	Scenario	Traffic Volumes											
		EBLT	EBT	EBRT	WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
NW 107 Avenue and NW 12 Street (Asset 4592)	Traffic Count	255	981	634	154	206	96	201	1,764	784	144	823	64
	Peak Season Conversion Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2025 Peak Season Traffic	275	1,059	685	166	222	104	217	1,905	847	156	889	69
	Compound Growth Rate	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%
	Existing plus Background Growth	288	1,110	717	174	233	109	227	1,996	887	163	931	72
	Committed Development Trips		39		9	15	2		94	23	5	11	
	2030 Background Traffic	288	1,149	717	183	248	111	227	2,090	910	168	942	72
	In/Out	In							In			Out	Out
	Project Assignment	2%							32%			32%	2%
	Net New Project Trips	0	0	0	0	0	0	0	0	0	0	21	1
	2030 Total Traffic	288	1,149	717	183	248	111	227	2,090	910	168	963	73
NW 12 Street and NW 10500 Block (Asset 6660)	Traffic Count	108	1,776	10	12	430	11	2	2	5	21	2	19
	Peak Season Conversion Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2025 Peak Season Traffic	117	1,918	11	13	464	12	2	2	5	23	2	21
	Compound Growth Rate	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%
	Existing plus Background Growth	122	2,009	11	14	486	12	2	2	6	24	2	21
	Committed Development Trips		70			17							
	2030 Background Traffic	122	2,079	11	14	503	12	2	2	6	24	2	21
	In/Out						In				Out		
	Project Assignment						14%				14%		
	Net New Project Trips	0	0	0	0	0	0	0	0	0	9	0	0
	2030 Total Traffic	122	2,079	11	14	503	12	2	2	6	33	2	21
NW 12 Street and NW 10400 Block (Asset 6799)	Traffic Count	47	1,759		0	442	79				38		14
	Peak Season Conversion Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2025 Peak Season Traffic	51	1,900	0	0	477	85	0	0	0	41	0	15
	Compound Growth Rate	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%
	Existing plus Background Growth	53	1,990	0	0	500	89	0	0	0	43	0	16
	Committed Development Trips	30	40			20					19		11
	2030 Background Traffic	83	2,030	0	0	520	89	0	0	0	62	0	27
	In/Out		Out			In	In				Out		
	Project Assignment		14%			14%	14%				14%		
	Net New Project Trips	0	9	0	0	0	0	0	0	0	9	0	0
	2030 Total Traffic	83	2,039	0	0	520	89	0	0	0	71	0	27

Appendix E

Intersection Capacity Reports

Existing Conditions

2025 Existing AM Peak Hour Intersection Capacity Analysis Summary

Intersection	Scenario	Eastbound			Westbound			Northbound			Southbound			
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
NW 19 Street and NW 107 Avenue (Asset 5892)	Total Delay				155.1			7.4			302.0		3.8	
	LOS				F			A			F		A	
	Available Storage				-			-			145'		-	-
	95% Queues (ft)				-			-			531'		-	-
	Approach Delay				155.1			7.4			63.4			
	Approach LOS				F			A			E			
Intersection Delay		39.5												
NW 19 Street and Double Tree Driveway	Total Delay	8.3	0.4		9.3	0.0		19.0			9.5			
	LOS	A	A		A	A		C			A			
	Available Storage	-			140'		-		-			-		
	95% Queues (ft)	-			5'		-		-			-		
	Approach Delay	0.83					0.91		19.02			9.47		
	Approach LOS	A			A		C			A				
	Intersection Delay	2.3												
	Intersection LOS	A												
NW 19 Street and NW 102 Avenue	Total Delay	36.9	26.7	17.8	12.9	24.1	83.6	15.1	15.0		51.9	20.4		
	LOS	E	D	C	B	C	F	C	B		F	C		
	Available Storage	135	-		175		-		100		-		150	-
	95% Queues (ft)	153'	-		3'		-		3'		-		205'	-
	Approach Delay	28.7			62.1			15.0			39.5			
	Approach LOS	D			F			B			E			
	Intersection Delay	42.5												
	Intersection LOS	E												
NW 107 Avenue and NW 17 Street (Asset 6789)	Total Delay	72.5	71.9	51.9	84.9		66.1	13.2	11.8		64.1	20.6		
	LOS	E	E	D	F		E	B	B		E	C		
	Available Storage	300'	-	-	-			65'		-		125'	-	
	95% Queues (ft)	292'	-	-	-			51'		-		263'	-	
	Approach Delay	68.1			72.0			11.9			25.2			
	Approach LOS	E			E			B			C			
	Intersection Delay	22.7												
	Intersection LOS	C												
NW 107 Avenue and NW 15 Street	Total Delay	14.8			1000.4		36.2	17.4	2.1		86.1	0.0		
	LOS	B			F		E	C	A		F	A		
	Available Storage	-			-			-			115	-		
	95% Queues (ft)	-			-		-	-			35'	-		
	Approach Delay	14.8			250.4			2.2			1.9			
	Approach LOS	B			F			A			A			
	Intersection Delay	4.1												
	Intersection LOS	A												
NW 107 Avenue and NW 14 Street (Asset 4599)	Total Delay	93.7	92.9	57.1	80.8	81.4		90.5	7.7		32.3	11.7		
	LOS	F	F	E	F	F		F	A		C	B		
	Available Storage	150	-		150		-		220		-		140	-
	95% Queues (ft)	232'	-		43'		-		121'		-		120'	-
	Approach Delay	82.0			81.2			13.6			12.2			
	Approach LOS	F			F			B			B			
	Intersection Delay	21.0												
	Intersection LOS	C												
NW 107 Avenue and NW 12 Street (Asset 4592)	Total Delay	91.6	129.5	49.6	94.5	41.5	41.8	89.1	47.9	105.7	260.4	10.1	6.6	
	LOS	F	F	D	F	D	D	F	D	F	F	B	A	
	Available Storage	458'	-	315'	285'	-		200'	-	670'	200'	-	150'	
	95% Queues (ft)	218'	-	388'	158'	-		176'	-	1142'	213'	-	1'	
	Approach Delay	97.3			59.4			67.4			44.9			
	Approach LOS	F			E			E			D			
	Intersection Delay	71.6												
	Intersection LOS	E												
NW 12 Street and NW 10500 Block (Asset 6660)	Total Delay	3.5	0.3	0.3	0.6	0.5	0.5	35.7	0.0	35.4	44.0	0.0	30.0	
	LOS	A	A	A	A	A	A	D	A	D	D	A	C	
	Available Storage	150'	-		45'		-		-		75'	-		200'
	95% Queues (ft)	14'	-		13'		-		-		0'	-		6'
	Approach Delay	0.5			0.5			35.5			37.5			
	Approach LOS	A			A			D			D			
	Intersection Delay	1.4												
	Intersection LOS	A												
NW 12 Street and NW 10400 Block (Asset 6799)	Total Delay	3.6	5.5		6.3	6.3					41.2	-	34.2	
	LOS	A	A		A	A					D	-	C	
	Available Storage	150'	-		-		-		-		-		400'	
	95% Queues (ft)	6'	-		-		-		-		-		9'	
	Approach Delay	5.4			6.3						39.4			
	Approach LOS	A			A						D			
	Intersection Delay	6.8												
	Intersection LOS	A												

Doral Marlowe
5892: NW 107 Avenue & NW 19 Street

Existing
AM Peak Hour



Lane Group	WBL	NBT	SBL	SBT
Lane Configurations	←←←	↑↑↑	←	↑↑↑
Traffic Volume (vph)	199	2007	242	970
Future Volume (vph)	199	2007	242	970
Lane Group Flow (vph)	474	2795	292	1169
Turn Type	Perm	NA	pm+pt	NA
Protected Phases		6	5	2
Permitted Phases	8		2	
Detector Phase	8	6	5	2
Switch Phase				
Minimum Initial (s)	7.0	16.0	5.0	16.0
Minimum Split (s)	24.1	24.8	11.8	24.8
Total Split (s)	24.0	124.0	22.0	146.0
Total Split (%)	14.1%	72.9%	12.9%	85.9%
Yellow Time (s)	4.0	4.4	4.4	4.4
All-Red Time (s)	2.1	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.8	6.8	6.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
v/c Ratio	1.08	0.84	1.48	0.29
Control Delay (s/veh)	116.6	7.3	280.7	3.8
Queue Delay	0.0	0.4	0.0	0.0
Total Delay (s/veh)	116.6	7.6	280.7	3.8
Queue Length 50th (ft)	~239	162	~398	96
Queue Length 95th (ft)	#307	167	#531	98
Internal Link Dist (ft)	2141	578		1012
Turn Bay Length (ft)			145	
Base Capacity (vph)	440	3341	197	4084
Starvation Cap Reductn	0	159	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.08	0.88	1.48	0.29

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 87 (51%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

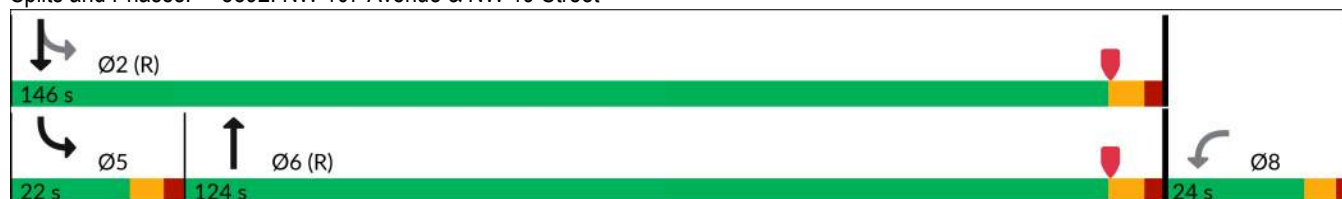
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 5892: NW 107 Avenue & NW 19 Street





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	←←		↑↑↑		←	↑↑↑
Traffic Volume (vph)	199	194	2007	592	242	970
Future Volume (vph)	199	194	2007	592	242	970
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1		6.8		6.8	6.8
Lane Util. Factor	0.97		0.91		1.00	0.91
Frpb, ped/bikes	0.99		1.00		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.93		0.97		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	3204		4800		1736	4988
Flt Permitted	0.98		1.00		0.03	1.00
Satd. Flow (perm)	3204		4800		59	4988
Peak-hour factor, PHF	0.83	0.83	0.93	0.93	0.83	0.83
Adj. Flow (vph)	240	234	2158	637	292	1169
RTOR Reduction (vph)	103	0	31	0	0	0
Lane Group Flow (vph)	371	0	2764	0	292	1169
Confl. Peds. (#/hr)		2		8		
Heavy Vehicles (%)	3%	3%	4%	4%	4%	4%
Turn Type	Perm		NA		pm+pt	NA
Protected Phases			6		5	2
Permitted Phases	8				2	
Actuated Green, G (s)	17.9		117.2		139.2	139.2
Effective Green, g (s)	17.9		117.2		139.2	139.2
Actuated g/C Ratio	0.11		0.69		0.82	0.82
Clearance Time (s)	6.1		6.8		6.8	6.8
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	337		3309		198	4084
v/s Ratio Prot			0.58		c0.13	0.23
v/s Ratio Perm	c0.12				c1.08	
v/c Ratio	1.10		0.84		1.47	0.29
Uniform Delay, d1	76.1		19.3		63.2	3.6
Progression Factor	1.00		0.29		1.00	1.00
Incremental Delay, d2	79.0		1.8		238.9	0.2
Delay (s)	155.1		7.4		302.0	3.8
Level of Service	F		A		F	A
Approach Delay (s/veh)	155.1		7.4			63.4
Approach LOS	F		A			E
Intersection Summary						
HCM 2000 Control Delay (s/veh)			39.5		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			1.45			
Actuated Cycle Length (s)			170.0		Sum of lost time (s)	19.7
Intersection Capacity Utilization			93.9%		ICU Level of Service	F
Analysis Period (min)			15			
c Critical Lane Group						

Doral Marlowe
2: Double Tree DW/Warehouse DW & NW 19 Street

Existing
AM Peak Hour

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔			↔	
Traffic Vol, veh/h	39	569	26	41	374	4	21	0	54	0	0	2
Future Vol, veh/h	39	569	26	41	374	4	21	0	54	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	94	94	94	78	78	78	25	25	25
Heavy Vehicles, %	2	2	2	3	3	3	0	0	0	0	0	0
Mvmt Flow	46	669	31	44	398	4	27	0	69	0	0	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	402	0	0	700	0	0	1063	1266	350	914	1279	201
Stage 1	-	-	-	-	-	-	776	776	-	487	487	-
Stage 2	-	-	-	-	-	-	286	489	-	426	792	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.22	-	-	2.23	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1153	-	-	886	-	-	180	171	652	231	167	813
Stage 1	-	-	-	-	-	-	361	410	-	536	554	-
Stage 2	-	-	-	-	-	-	703	552	-	582	404	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1153	-	-	886	-	-	161	154	652	187	151	813
Mov Cap-2 Maneuver	-	-	-	-	-	-	161	154	-	187	151	-
Stage 1	-	-	-	-	-	-	343	390	-	509	526	-
Stage 2	-	-	-	-	-	-	662	525	-	494	384	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.83			0.91			19.02			9.47		
HCM LOS							C			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	352	209	-	-	886	-	-	813				
HCM Lane V/C Ratio	0.273	0.04	-	-	0.049	-	-	0.01				
HCM Ctrl Dly (s/v)	19	8.3	0.4	-	9.3	-	-	9.5				
HCM Lane LOS	C	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.2	-	-	0				

Doral Marlowe
3: NW 102 Avenue & NW 19 Street

Existing
AM Peak Hour

Intersection	
Intersection Delay, s/veh	42.8
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	257	345	36	11	285	265	6	14	6	234	26	126
Future Vol, veh/h	257	345	36	11	285	265	6	14	6	234	26	126
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.78	0.78	0.78	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	3	3	3
Mvmt Flow	289	388	40	13	335	312	8	18	8	316	35	170
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay, s/veh	28.7	62.1	15	39.5
HCM LOS	D	F	B	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	70%	0%	100%	76%	0%	100%	26%	0%	17%
Vol Right, %	0%	30%	0%	0%	24%	0%	0%	74%	0%	83%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	20	257	230	151	11	190	360	234	152
LT Vol	6	0	257	0	0	11	0	0	234	0
Through Vol	0	14	0	230	115	0	190	95	0	26
RT Vol	0	6	0	0	36	0	0	265	0	126
Lane Flow Rate	8	26	289	258	170	13	224	424	316	205
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.025	0.079	0.758	0.641	0.413	0.035	0.579	1.034	0.865	0.505
Departure Headway (Hd)	12.084	11.35	9.621	9.103	8.931	9.835	9.318	8.786	10.046	8.857
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	298	318	378	401	405	366	389	415	364	405
Service Time	9.784	9.05	7.321	6.803	6.631	7.543	7.026	6.494	7.746	6.652
HCM Lane V/C Ratio	0.027	0.082	0.765	0.643	0.42	0.036	0.576	1.022	0.868	0.506
HCM Control Delay, s/veh	15.1	15	36.9	26.7	17.8	12.9	24.1	83.6	51.9	20.4
HCM Lane LOS	C	B	E	D	C	B	C	F	F	C
HCM 95th-tile Q	0.1	0.3	6.1	4.3	2	0.1	3.5	13.5	8.2	2.8

Doral Marlowe
6789: NW 107 Avenue & NW 17 Street

Existing
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	314	10	84	5	28	145	2121	126	910
Future Volume (vph)	314	10	84	5	28	145	2121	126	910
Lane Group Flow (vph)	179	177	92	16	35	156	2290	154	1284
Turn Type	Split	NA	pm+ov	NA	pm+ov	pm+pt	NA	pm+pt	NA
Protected Phases	8	8	1	7	5	1	6	5	2
Permitted Phases			8		7	6		2	
Detector Phase	8	8	1	7	5	1	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	5.0	5.0	5.0	7.0	5.0	7.0
Minimum Split (s)	24.9	24.9	12.0	36.9	12.0	12.0	31.0	12.0	31.0
Total Split (s)	25.0	25.0	17.0	28.0	14.0	17.0	103.0	14.0	100.0
Total Split (%)	14.7%	14.7%	10.0%	16.5%	8.2%	10.0%	60.6%	8.2%	58.8%
Yellow Time (s)	4.0	4.0	4.4	4.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.9	2.9	2.6	2.9	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	7.0	6.9	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
v/c Ratio	0.67	0.65	0.20	0.22	0.14	0.55	0.80	0.79	0.44
Control Delay (s/veh)	79.2	78.4	8.9	85.0	1.2	13.6	10.9	64.5	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	79.2	78.4	8.9	85.0	1.2	13.6	10.9	64.5	20.0
Queue Length 50th (ft)	200	197	0	18	0	18	249	~106	336
Queue Length 95th (ft)	292	289	48	40	0	51	262	m#263	m339
Internal Link Dist (ft)		463		262			589		578
Turn Bay Length (ft)	300		300		390	65		125	
Base Capacity (vph)	269	271	478	217	244	294	2849	196	2886
Starvation Cap Reductn	0	0	0	0	0	0	0	0	554
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.65	0.19	0.07	0.14	0.53	0.80	0.79	0.55

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 70 (41%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

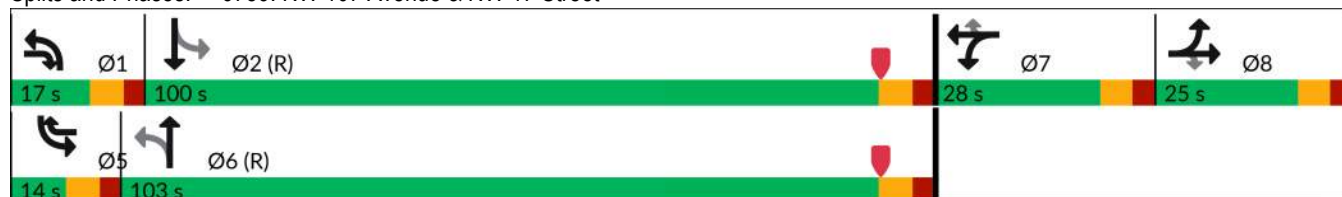
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 6789: NW 107 Avenue & NW 17 Street



Doral Marlowe
6789: NW 107 Avenue & NW 17 Street

Existing
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	10	84	8	5	28	145	2121	8	126	910	143
Future Volume (vph)	314	10	84	8	5	28	145	2121	8	126	910	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9	7.0		6.9	7.0	7.0	7.0		7.0	7.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.98	
Flt Protected	0.95	0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1618	1627	1524		1755	1538	1752	5033		1703	4794	
Flt Permitted	0.95	0.96	1.00		0.97	1.00	0.18	1.00		0.04	1.00	
Satd. Flow (perm)	1618	1627	1524		1755	1538	326	5033		72	4794	
Peak-hour factor, PHF	0.91	0.91	0.91	0.79	0.79	0.79	0.93	0.93	0.93	0.82	0.82	0.82
Adj. Flow (vph)	345	11	92	10	6	35	156	2281	9	154	1110	174
RTOR Reduction (vph)	0	0	71	0	0	31	0	0	0	0	11	0
Lane Group Flow (vph)	179	177	21	0	16	4	156	2290	0	154	1273	0
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8	1	7	7	5	1	6		5	2	
Permitted Phases			8			7	6			2		
Actuated Green, G (s)	28.3	28.3	38.1		4.8	20.3	103.4	93.6		114.8	99.3	
Effective Green, g (s)	28.3	28.3	38.1		4.8	20.3	103.4	93.6		114.8	99.3	
Actuated g/C Ratio	0.17	0.17	0.22		0.03	0.12	0.61	0.55		0.68	0.58	
Clearance Time (s)	6.9	6.9	7.0		6.9	7.0	7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	269	270	341		49	183	280	2771		197	2800	
v/s Ratio Prot	c0.11	0.11	0.00		c0.01	0.00	0.03	c0.45		c0.07	c0.27	
v/s Ratio Perm			0.01			0.00	0.31			0.45		
v/c Ratio	0.67	0.66	0.06		0.33	0.02	0.56	0.83		0.78	0.45	
Uniform Delay, d1	66.4	66.3	51.9		81.0	66.1	15.1	31.5		53.9	20.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00	0.75	0.30		0.88	1.00	
Incremental Delay, d2	6.1	5.6	0.1		3.9	0.1	1.9	2.3		16.9	0.5	
Delay (s)	72.5	71.9	51.9		84.9	66.1	13.2	11.8		64.1	20.6	
Level of Service	E	E	D		F	E	B	B		E	C	
Approach Delay (s/veh)		68.1			72.0			11.9			25.2	
Approach LOS		E			E			B			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			22.7									
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			170.0									
Intersection Capacity Utilization			81.2%									
Analysis Period (min)			15									
c Critical Lane Group												

Doral Marlowe
5: NW 107 Avenue & NW 15 Street

Existing
AM Peak Hour

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	12	4	0	14	19	2232	8	23	1027	23
Future Vol, veh/h	0	0	12	4	0	14	19	2232	8	23	1027	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	8	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	0	-	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	61	61	61	90	90	90	88	88	88
Heavy Vehicles, %	0	0	0	3	3	3	3	3	3	2	2	2
Mvmt Flow	0	0	17	7	0	23	21	2480	9	26	1167	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	598	3054	-	1252	1194	0	0	2497	0	0
Stage 1	-	-	-	2535	-	-	-	-	-	-	-	-
Stage 2	-	-	-	519	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	6.46	-	7.16	5.36	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.36	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.76	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.83	-	3.93	3.13	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	386	13	0	139	312	-	-	69	-	-
Stage 1	0	0	-	15	0	-	-	-	-	-	-	-
Stage 2	0	0	-	462	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	-	385	7	-	138	312	-	-	69	-	-
Mov Cap-2 Maneuver	-	-	-	7	-	-	-	-	-	-	-	-
Stage 1	-	-	-	13	-	-	-	-	-	-	-	-
Stage 2	-	-	-	274	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	14.77		250.44		2.23		1.85	
HCM LOS	B		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	45	-	-	385	7	138	69
HCM Lane V/C Ratio	0.068	-	-	0.044	0.96	0.166	0.379
HCM Ctrl Dly (s/v)	17.4	2.1	-	14.5	1000.4	36.2	86.1
HCM Lane LOS	C	A	-	B	F	E	F
HCM 95th %tile Q(veh)	0.2	-	-	0.1	1.6	0.6	1.4

Doral Marlowe
4599: NW 107 Avenue & NW 14 Street

Existing
AM Peak Hour

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	164	36	148	14	15	161	2058	25	960
Future Volume (vph)	164	36	148	14	15	161	2058	25	960
Lane Group Flow (vph)	139	139	127	17	44	171	2251	28	1125
Turn Type	Split	NA	pm+ov	Split	NA	Prot	NA	pm+pt	NA
Protected Phases	3	3	1	4	4	1	6	5	2
Permitted Phases			3					2	
Detector Phase	3	3	1	4	4	1	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	5.0	16.0	5.0	16.0
Minimum Split (s)	25.4	25.4	11.6	38.4	38.4	11.6	24.6	22.6	24.6
Total Split (s)	28.0	28.0	37.0	19.0	19.0	37.0	104.0	19.0	86.0
Total Split (%)	16.5%	16.5%	21.8%	11.2%	11.2%	21.8%	61.2%	11.2%	50.6%
Yellow Time (s)	4.0	4.0	4.4	4.0	4.0	4.4	4.4	4.4	4.4
All-Red Time (s)	3.4	3.4	2.2	3.4	3.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	6.6	7.4	7.4	6.6	6.6	6.6	6.6
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
v/c Ratio	0.78	0.78	0.32	0.20	0.42	0.62	0.66	0.23	0.36
Control Delay (s/veh)	102.1	95.6	7.6	82.2	50.6	93.1	7.7	22.6	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	102.1	95.6	7.6	82.2	50.6	93.1	7.7	22.6	12.1
Queue Length 50th (ft)	160	152	0	19	20	103	160	7	124
Queue Length 95th (ft)	232	229	42	43	58	m121	168	35	142
Internal Link Dist (ft)		1401			353		664		531
Turn Bay Length (ft)	150			150		140		220	
Base Capacity (vph)	205	203	526	120	138	602	3427	186	3118
Starvation Cap Reductn	0	0	0	0	0	0	213	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.68	0.24	0.14	0.32	0.28	0.70	0.15	0.36

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

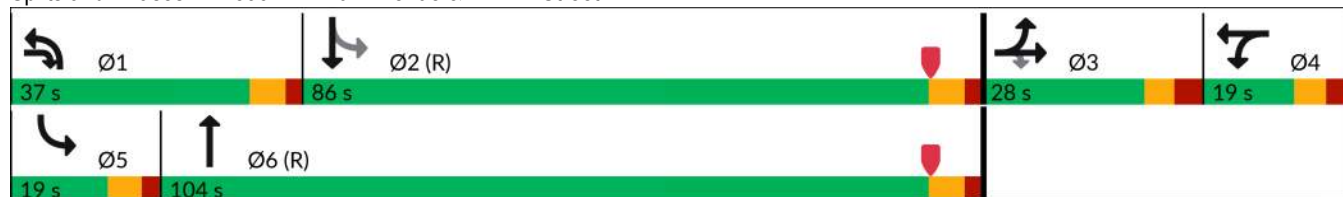
Offset: 48 (28%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

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

Splits and Phases: 4599: NW 107 Avenue & NW 14 Street



Doral Marlowe
4599: NW 107 Avenue & NW 14 Street

Existing
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	36	148	14	15	22	161	2058	58	25	960	30
Future Volume (vph)	164	36	148	14	15	22	161	2058	58	25	960	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.4	6.6	7.4	7.4		6.6	6.6		6.6	6.6	
Lane Util. Factor	0.95	0.91	0.95	1.00	1.00		0.97	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95	0.85	1.00	0.91		1.00	1.00		1.00	1.00	
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1698	1591	1507	1770	1681		3367	4963		1770	5060	
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.05	1.00	
Satd. Flow (perm)	1698	1591	1507	1770	1681		3367	4963		93	5060	
Peak-hour factor, PHF	0.86	0.86	0.86	0.84	0.84	0.84	0.94	0.94	0.94	0.88	0.88	0.88
Adj. Flow (vph)	191	42	172	17	18	26	171	2189	62	28	1091	34
RTOR Reduction (vph)	0	11	103	0	25	0	0	1	0	0	2	0
Lane Group Flow (vph)	139	128	24	17	19	0	171	2250	0	28	1123	0
Confl. Peds. (#/hr)			1			3			9			1
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Turn Type	Split	NA	pm+ov	Split	NA		Prot	NA		pm+pt	NA	
Protected Phases	3	3	1	4	4		1	6		5	2	
Permitted Phases			3							2		
Actuated Green, G (s)	17.9	17.9	31.9	6.9	6.9		14.0	113.2		107.2	103.2	
Effective Green, g (s)	17.9	17.9	31.9	6.9	6.9		14.0	113.2		107.2	103.2	
Actuated g/C Ratio	0.11	0.11	0.19	0.04	0.04		0.08	0.67		0.63	0.61	
Clearance Time (s)	7.4	7.4	6.6	7.4	7.4		6.6	6.6		6.6	6.6	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	178	167	282	71	68		277	3304		98	3071	
v/s Ratio Prot	c0.08	0.08	0.01	0.01	c0.01		c0.05	c0.45		0.01	0.22	
v/s Ratio Perm			0.01							0.17		
v/c Ratio	0.78	0.77	0.08	0.24	0.28		0.62	0.68		0.29	0.37	
Uniform Delay, d1	74.1	74.0	57.0	79.0	79.1		75.4	17.4		15.5	16.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.17	0.41		1.99	0.67	
Incremental Delay, d2	19.6	18.9	0.1	1.7	2.3		2.1	0.6		1.5	0.3	
Delay (s)	93.7	92.9	57.1	80.8	81.4		90.5	7.7		32.3	11.7	
Level of Service	F	F	E	F	F		F	A		C	B	
Approach Delay (s/veh)		82.0			81.2			13.6			12.2	
Approach LOS		F			F			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			21.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			170.0			Sum of lost time (s)				28.0		
Intersection Capacity Utilization			76.1%			ICU Level of Service				D		
Analysis Period (min)			15									

c Critical Lane Group

Doral Marlowe
4592: NW 107 Avenue & NW 12 Street

Existing
AM Peak Hour

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	275	1059	685	166	222	217	1905	847	156	889	69
Future Volume (vph)	275	1059	685	166	222	217	1905	847	156	889	69
Lane Group Flow (vph)	289	1115	721	178	351	228	2005	892	181	1034	80
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	1	6	7	5	2	3
Permitted Phases			8					6			2
Detector Phase	3	8	1	7	4	1	6	7	5	2	3
Switch Phase											
Minimum Initial (s)	5.0	7.0	6.0	5.0	5.0	6.0	16.0	5.0	6.0	16.0	5.0
Minimum Split (s)	14.1	40.1	12.9	23.1	40.1	12.9	39.9	23.1	12.9	39.9	14.1
Total Split (s)	27.0	55.0	25.0	19.0	46.0	25.0	82.0	19.0	14.0	71.0	27.0
Total Split (%)	15.9%	32.4%	14.7%	11.2%	27.1%	14.7%	48.2%	11.2%	8.2%	41.8%	15.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.7	2.7	2.5	2.7	2.7	2.5	2.5	2.7	2.5	2.5	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	6.9	7.1	7.1	6.9	6.9	7.1	6.9	6.9	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	None	C-Max	None
v/c Ratio	0.79	1.13	0.60	0.77	0.43	0.69	0.89	1.04	1.34	0.44	0.09
Control Delay (s/veh)	89.4	125.0	36.4	84.9	48.9	85.6	50.0	73.5	256.3	35.7	0.4
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0
Total Delay (s/veh)	89.4	125.3	36.4	84.9	48.9	85.6	50.0	74.3	256.3	35.7	0.4
Queue Length 50th (ft)	163	~754	315	103	163	128	748	~876	~138	211	0
Queue Length 95th (ft)	218	#894	388	#158	194	176	816	#1142	#213	267	m1
Internal Link Dist (ft)		1127			616		2867			664	
Turn Bay Length (ft)	485		315	285		200		670	200		150
Base Capacity (vph)	398	987	1227	231	818	365	2246	854	135	2345	867
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	60	0	0	0	0	0	2	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	1.20	0.59	0.77	0.43	0.62	0.89	1.05	1.34	0.44	0.09

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 30 (18%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

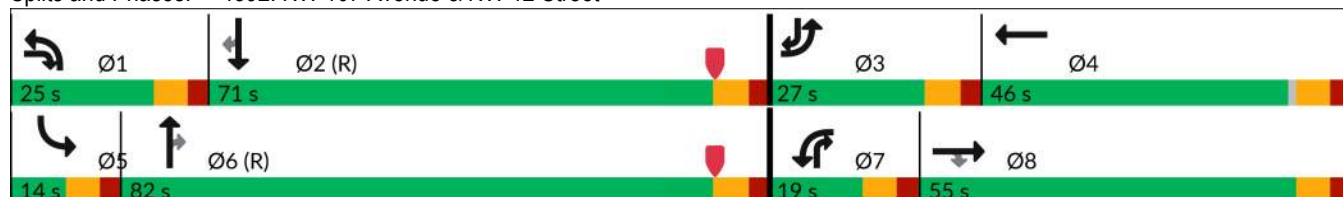
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 4592: NW 107 Avenue & NW 12 Street



Doral Marlowe
4592: NW 107 Avenue & NW 12 Street

Existing
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	1059	685	166	222	104	217	1905	847	156	889	69
Future Volume (veh/h)	275	1059	685	166	222	104	217	1905	847	156	889	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1811	1811	1811	1870	1870	1870	1781	1781	1781
Adj Flow Rate, veh/h	289	1115	721	178	239	112	228	2005	892	181	1034	80
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	6	6	6	2	2	2	8	8	8
Cap, veh/h	332	993	998	215	572	260	272	2285	808	137	2516	766
Arrive On Green	0.10	0.28	0.28	0.11	0.42	0.42	0.08	0.45	0.45	0.08	0.82	0.82
Sat Flow, veh/h	3428	3526	2768	3346	2299	1042	3456	5106	1578	3291	6128	1510
Grp Volume(v), veh/h	289	1115	721	178	177	174	228	2005	892	181	1034	80
Grp Sat Flow(s),veh/h/ln	1714	1763	1384	1673	1721	1620	1728	1702	1578	1646	1532	1510
Q Serve(g_s), s	14.1	47.9	38.3	8.9	12.3	13.0	11.1	60.7	76.1	7.1	7.7	1.5
Cycle Q Clear(g_c), s	14.1	47.9	38.3	8.9	12.3	13.0	11.1	60.7	76.1	7.1	7.7	1.5
Prop In Lane	1.00		1.00	1.00		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	993	998	215	428	403	272	2285	808	137	2516	766
V/C Ratio(X)	0.87	1.12	0.72	0.83	0.41	0.43	0.84	0.88	1.10	1.32	0.41	0.10
Avail Cap(c_a), veh/h	401	993	998	234	428	403	368	2285	808	137	2516	766
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	75.7	61.0	47.0	75.0	40.9	41.1	77.2	42.7	41.5	77.9	9.6	6.4
Incr Delay (d2), s/veh	15.9	68.5	2.6	19.5	0.6	0.7	11.9	5.2	64.1	182.5	0.5	0.3
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	6.9	30.6	13.5	4.2	4.9	4.8	5.4	26.1	47.0	6.4	2.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	91.6	129.5	49.6	94.5	41.5	41.8	89.1	47.9	105.7	260.4	10.1	6.6
LnGrp LOS	F	F	D	F	D	D	F	D	F	F	B	A
Approach Vol, veh/h	2125				529		3125				1295	
Approach Delay, s/veh	97.3				59.4		67.4				44.9	
Approach LOS	F				E		E				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.3	76.7	23.6	49.4	14.0	83.0	18.0	55.0				
Change Period (Y+Rc), s	6.9	6.9	* 7.1	* 7.1	6.9	6.9	* 7.1	* 7.1				
Max Green Setting (Gmax), s	18.1	64.1	* 20	* 39	7.1	75.1	* 12	* 48				
Max Q Clear Time (g_c+I1), s	13.1	9.7	16.1	15.0	9.1	78.1	10.9	49.9				
Green Ext Time (p_c), s	0.3	9.2	0.4	1.9	0.0	0.0	0.1	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			71.6									
HCM 7th LOS			E									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Doral Marlowe
6660: NW 105 Block & NW 12 Street

Existing
AM Peak Hour

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	117	1918	13	464	2	2	5	23	2	21
Future Volume (vph)	117	1918	13	464	2	2	5	23	2	21
Lane Group Flow (vph)	124	2052	14	529	0	6	7	0	33	23
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	1	6		2		4			8	1
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	2	2	4	4	4	8	8	1
Switch Phase										
Minimum Initial (s)	5.0	14.0	14.0	14.0	7.0	7.0	7.0	7.0	7.0	5.0
Minimum Split (s)	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4
Total Split (s)	13.0	67.0	54.0	54.0	18.0	18.0	18.0	18.0	18.0	13.0
Total Split (%)	15.3%	78.8%	63.5%	63.5%	21.2%	21.2%	21.2%	21.2%	21.2%	15.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0	4.4
All-Red Time (s)	2.0	2.0	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		6.0	6.0		6.0	6.4
Lead/Lag	Lead		Lag	Lag						Lead
Lead-Lag Optimize?	Yes		Yes	Yes						Yes
Recall Mode	Max	Max	C-Max	C-Max	None	None	None	None	None	Max
v/c Ratio	0.16	0.68	0.14	0.28		0.04	0.03		0.26	0.05
Control Delay (s/veh)	1.9	4.6	12.6	8.7		34.5	0.2		38.1	3.3
Queue Delay	0.0	0.3	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	1.9	4.9	12.6	8.7		34.5	0.2		38.1	3.3
Queue Length 50th (ft)	13	192	3	51		3	0		15	0
Queue Length 95th (ft)	m14	m186	13	92		12	0		38	6
Internal Link Dist (ft)		616		1226		278			302	
Turn Bay Length (ft)	150		45				75			200
Base Capacity (vph)	788	3005	98	1900		214	329		183	454
Starvation Cap Reductn	0	340	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	0.16	0.77	0.14	0.28		0.03	0.02		0.18	0.05

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 85

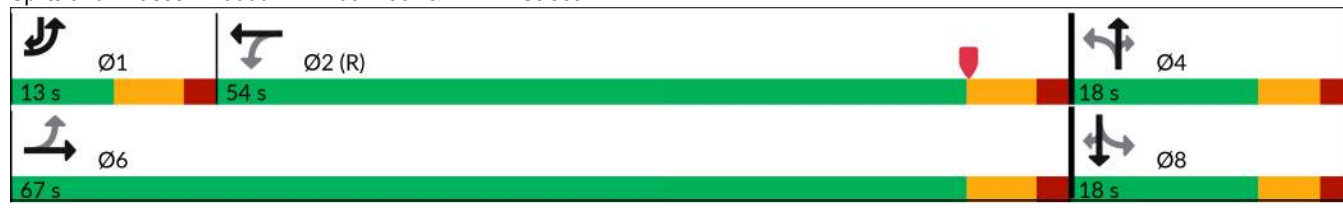
Offset: 38 (45%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

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

Splits and Phases: 6660: NW 105 Block & NW 12 Street



Doral Marlowe
6660: NW 105 Block & NW 12 Street

Existing
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	1918	11	13	464	12	2	2	5	23	2	21
Future Volume (veh/h)	117	1918	11	13	464	12	2	2	5	23	2	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1811	1811	1811	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	124	2040	12	14	516	13	3	3	7	28	2	26
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.75	0.75	0.75	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	6	6	6	3	3	3	5	5	5
Cap, veh/h	757	2764	16	206	2093	53	64	41	143	84	3	261
Arrive On Green	0.16	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1781	3622	21	198	3430	86	7	454	1572	23	35	1547
Grp Volume(v), veh/h	124	1000	1052	14	259	270	6	0	7	30	0	26
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	198	1721	1795	461	0	1572	58	0	1547
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.0	1.2
Cycle Q Clear(g_c), s	1.8	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.3	7.7	0.0	1.2
Prop In Lane	1.00		0.01	1.00		0.05	0.50		1.00	0.93		1.00
Lane Grp Cap(c), veh/h	757	1356	1424	206	1050	1095	105	0	143	87	0	261
V/C Ratio(X)	0.16	0.74	0.74	0.07	0.25	0.25	0.06	0.00	0.05	0.34	0.00	0.10
Avail Cap(c_a), veh/h	757	1356	1424	206	1050	1095	185	0	222	157	0	339
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.5	0.0	0.0	0.0	0.0	0.0	35.4	0.0	35.3	41.7	0.0	29.9
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.6	0.5	0.5	0.2	0.0	0.1	2.3	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.1	0.0	0.2	0.2	0.1	0.0	0.1	0.7	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.5	0.3	0.3	0.6	0.5	0.5	35.7	0.0	35.4	44.0	0.0	30.0
LnGrp LOS	A	A	A	A	A	A	D		D	D		C
Approach Vol, veh/h	2176			543			13			56		
Approach Delay, s/veh	0.5			0.5			35.5			37.5		
Approach LOS	A			A			D			D		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.0	58.2		13.8		71.2		13.8				
Change Period (Y+Rc), s	6.4	6.4		6.0		6.4		6.0				
Max Green Setting (Gmax), s	6.6	47.6		12.0		60.6		12.0				
Max Q Clear Time (g_c+I1), s	3.8	2.0		9.7		2.0		9.7				
Green Ext Time (p_c), s	0.1	3.9		0.0		30.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				1.4								
HCM 7th LOS				A								
Notes												
User approved volume balancing among the lanes for turning movement.												

Doral Marlowe
6799: NW 12 Street & NW 10400 Block

Existing
AM Peak Hour



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	51	1900	477	41	15
Future Volume (vph)	51	1900	477	41	15
Lane Group Flow (vph)	52	1939	610	66	24
Turn Type	pm+pt	NA	NA	Prot	pm+ov
Protected Phases	1	6	2	8	1
Permitted Phases	6				8
Detector Phase	1	6	2	8	1
Switch Phase					
Minimum Initial (s)	5.0	14.0	14.0	7.0	5.0
Minimum Split (s)	11.4	24.4	24.4	24.4	11.4
Total Split (s)	12.0	69.0	57.0	16.0	12.0
Total Split (%)	14.1%	81.2%	67.1%	18.8%	14.1%
Yellow Time (s)	4.4	4.4	4.4	4.0	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.0	6.4
Lead/Lag	Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes
Recall Mode	None	C-Max	C-Max	None	None
v/c Ratio	0.08	0.69	0.26	0.38	0.07
Control Delay (s/veh)	1.9	2.8	7.0	41.8	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.9	2.8	7.0	41.8	10.6
Queue Length 50th (ft)	3	60	68	34	0
Queue Length 95th (ft)	m6	86	98	48	9
Internal Link Dist (ft)		1226	680	413	
Turn Bay Length (ft)	150				
Base Capacity (vph)	620	2828	2372	204	342
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.69	0.26	0.32	0.07

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 85

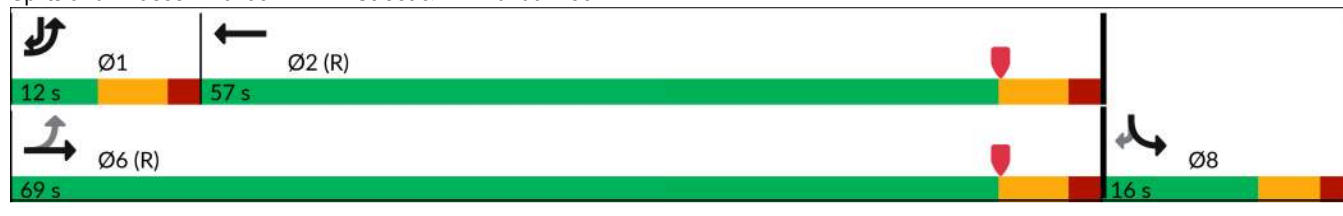
Offset: 53 (62%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

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

Splits and Phases: 6799: NW 12 Street & NW 10400 Block



Doral Marlowe
6799: NW 12 Street & NW 10400 Block

Existing
AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	1900	477	85	41	15
Future Volume (veh/h)	51	1900	477	85	41	15
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1841
Adj Flow Rate, veh/h	52	1939	518	92	66	24
Peak Hour Factor	0.98	0.98	0.92	0.92	0.62	0.62
Percent Heavy Veh, %	2	2	2	2	4	4
Cap, veh/h	641	2778	2006	355	127	178
Arrive On Green	0.04	0.78	0.66	0.66	0.07	0.07
Sat Flow, veh/h	1781	3647	3111	534	1753	1560
Grp Volume(v), veh/h	52	1939	304	306	66	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1774	1753	1560
Q Serve(g_s), s	0.7	22.3	5.9	5.9	3.1	1.2
Cycle Q Clear(g_c), s	0.7	22.3	5.9	5.9	3.1	1.2
Prop In Lane	1.00			0.30	1.00	1.00
Lane Grp Cap(c), veh/h	641	2778	1181	1179	127	178
V/C Ratio(X)	0.08	0.70	0.26	0.26	0.52	0.13
Avail Cap(c_a), veh/h	684	2778	1181	1179	206	248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.6	4.5	5.8	5.8	38.0	33.9
Incr Delay (d2), s/veh	0.0	1.0	0.5	0.5	3.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.3	1.9	1.9	1.4	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	3.6	5.5	6.3	6.3	41.2	34.2
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		1991	610		90	
Approach Delay, s/veh		5.4	6.3		39.4	
Approach LOS		A	A		D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.9	62.9			72.8	12.2
Change Period (Y+Rc), s	6.4	6.4			6.4	6.0
Max Green Setting (Gmax), s	5.6	50.6			62.6	10.0
Max Q Clear Time (g_c+l1), s	2.7	7.9			24.3	5.1
Green Ext Time (p_c), s	0.0	3.8			22.3	0.1
Intersection Summary						
HCM 7th Control Delay, s/veh			6.8			
HCM 7th LOS			A			

Background Conditions

2030 Background AM Peak Hour Intersection Capacity Analysis Summary

Intersection	Scenario	Eastbound			Westbound			Northbound			Southbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
NW 19 Street and NW 107 Avenue (Asset 5892)	Total Delay				193.2			9.0			344.6	3.9	
	LOS				F			A			F	A	
	Available Storage				-			-			145'	-	-
	95% Queues (ft)				-			-			578'	-	-
	Approach Delay				193.2			9.0			72.4		
	Approach LOS				F			A			E		
	Intersection Delay	46.7											
	Intersection LOS	D											
NW 19 Street and Double Tree Driveway	Total Delay	8.3	0.4		9.6	0.0		22.2			9.6		
	LOS	A	A		A	A		C			A		
	Available Storage	-			140'	-		-			-		
	95% Queues (ft)	-			5'	-		-			-		
	Approach Delay	0.87			1.25			22.15			9.58		
	Approach LOS	A			A			C			A		
	Intersection Delay	2.6											
Intersection LOS	A												
NW 19 Street and NW 102 Avenue	Total Delay	49.3	32.0	19.5	13.4	30.1	124.2	15.8	15.9		68.8	23.9	
	LOS	E	D	C	B	D	F	C	C		F	C	
	Available Storage	135	-		175	-		100	-		150	-	
	95% Queues (ft)	195'	-		3'	-		3'	-		245'	-	
	Approach Delay	36.2			89.5			15.9			50.9		
	Approach LOS	E			F			C			F		
	Intersection Delay	59.7											
Intersection LOS	F												
NW 107 Avenue and NW 17 Street (Asset 6789)	Total Delay	70.0	70.4	50.7	85.1		67.4	23.4	13.9		84.7	22.5	
	LOS	E	E	D	F		E	C	B		F	C	
	Available Storage	300'	-	-	-		-	65'	-		125'	-	
	95% Queues (ft)	303'	-	-	-		-	72'	-		277'	-	
	Approach Delay	66.2			73.2			14.5			29.1		
	Approach LOS	E			E			B			C		
	Intersection Delay	25.1											
Intersection LOS	C												
NW 107 Avenue and NW 15 Street	Total Delay	15.4			2457.8		44.3	18.6	2.8		131.3	0.0	
	LOS	C			F		E	C	A		F	A	
	Available Storage	-			-			-			115	-	
	95% Queues (ft)	-			-		-	-			50'	-	
	Approach Delay	15.36			647.40			2.92			2.76		
	Approach LOS	C			F			A			A		
	Intersection Delay	8.1											
Intersection LOS	A												
NW 107 Avenue and NW 14 Street (Asset 4599)	Total Delay	96.0	93.7	56.6	80.8	81.4		89.5	8.1		45.8	12.0	
	LOS	F	F	E	F	F		F	A		D	B	
	Available Storage	150	-		150	-		220	-		140	-	
	95% Queues (ft)	228'	-		182'	-		184'	-		232'	-	
	Approach Delay	82.8			81.3			13.7			12.8		
	Approach LOS	F			F			B			B		
	Intersection Delay	21.1											
Intersection LOS	C												
NW 107 Avenue and NW 12 Street (Asset 4592)	Total Delay	92.8	168.0	50.5	97.6	41.8	42.1	90.2	60.2	137.5	301.1	11.4	7.3
	LOS	F	F	D	F	D	D	F	E	F	F	B	A
	Available Storage	458'	-	315'	285'	-		200'	-	670'	200'	-	150'
	95% Queues (ft)	228'	-	414'	182'	-		184'	-	1298'	232'	-	1'
	Approach Delay	118.8			60.7			84.1			52.2		
	Approach LOS	F			E			F			D		
	Intersection Delay	86.9											
Intersection LOS	F												
NW 12 Street and NW 10500 Block (Asset 6660)	Total Delay	3.8	0.5	0.5	0.9	0.6	0.6	35.1	0.0	34.8	44.3	0.0	29.4
	LOS	A	A	A	A	A	A	D	A	C	D	A	C
	Available Storage	150'	-		45'	-		-		75'	-		200'
	95% Queues (ft)	13'	-		16'	-		-		0'	-		6'
	Approach Delay	0.7			0.6			34.9			37.6		
	Approach LOS	A			A			C			D		
	Intersection Delay	1.5											
Intersection LOS	A												
NW 12 Street and NW 10400 Block (Asset 6799)	Total Delay	4.0	6.4		7.1	7.1					44.9	-	33.6
	LOS	A	A		A	A					D	-	C
	Available Storage	150'	-		-						-		400'
	95% Queues (ft)	9'	-		-						-		11'
	Approach Delay	6.3			7.1						41.4		
	Approach LOS	A			A						D		
	Intersection Delay	8.2											
Intersection LOS	A												

Doral Marlowe
5892: NW 107 Avenue & NW 19 Street

2030 Background
AM Peak Hour



Lane Group	WBL	NBT	SBL	SBT
Lane Configurations	WY	AAA	W	AAA
Traffic Volume (vph)	215	2190	258	1025
Future Volume (vph)	215	2190	258	1025
Lane Group Flow (vph)	510	3030	311	1235
Turn Type	Perm	NA	pm+pt	NA
Protected Phases		6	5	2
Permitted Phases	8		2	
Detector Phase	8	6	5	2
Switch Phase				
Minimum Initial (s)	7.0	16.0	5.0	16.0
Minimum Split (s)	24.1	24.8	11.8	24.8
Total Split (s)	24.0	124.0	22.0	146.0
Total Split (%)	14.1%	72.9%	12.9%	85.9%
Yellow Time (s)	4.0	4.4	4.4	4.4
All-Red Time (s)	2.1	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.8	6.8	6.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
v/c Ratio	1.16	0.91	1.58	0.30
Control Delay (s/veh)	141.6	8.9	319.6	3.9
Queue Delay	0.0	1.4	0.0	0.0
Total Delay (s/veh)	141.6	10.3	319.6	3.9
Queue Length 50th (ft)	~281	171	~443	103
Queue Length 95th (ft)	#347	175	#578	104
Internal Link Dist (ft)	2141	578		1012
Turn Bay Length (ft)			145	
Base Capacity (vph)	441	3343	197	4084
Starvation Cap Reductn	0	159	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.16	0.95	1.58	0.30

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 87 (51%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

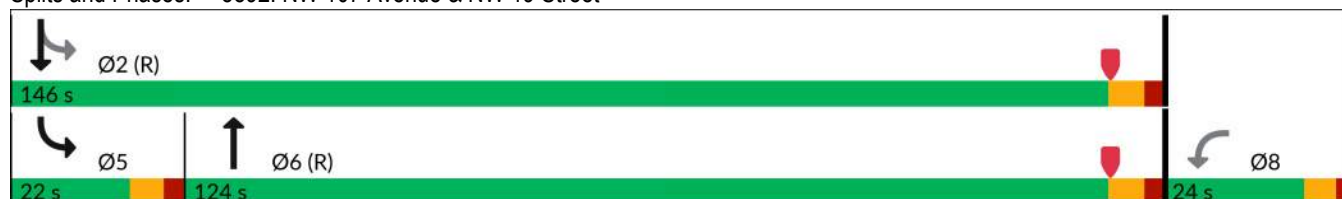
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 5892: NW 107 Avenue & NW 19 Street



						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	215	208	2190	628	258	1025
Future Volume (vph)	215	208	2190	628	258	1025
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1		6.8		6.8	6.8
Lane Util. Factor	0.97		0.91		1.00	0.91
Frpb, ped/bikes	0.99		1.00		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.93		0.97		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	3204		4804		1736	4988
Flt Permitted	0.98		1.00		0.03	1.00
Satd. Flow (perm)	3204		4804		59	4988
Peak-hour factor, PHF	0.83	0.83	0.93	0.93	0.83	0.83
Adj. Flow (vph)	259	251	2355	675	311	1235
RTOR Reduction (vph)	104	0	30	0	0	0
Lane Group Flow (vph)	406	0	3000	0	311	1235
Confl. Peds. (#/hr)		2		8		
Heavy Vehicles (%)	3%	3%	4%	4%	4%	4%
Turn Type	Perm		NA		pm+pt	NA
Protected Phases			6		5	2
Permitted Phases	8				2	
Actuated Green, G (s)	17.9		117.2		139.2	139.2
Effective Green, g (s)	17.9		117.2		139.2	139.2
Actuated g/C Ratio	0.11		0.69		0.82	0.82
Clearance Time (s)	6.1		6.8		6.8	6.8
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	337		3311		198	4084
v/s Ratio Prot			0.62		c0.14	0.25
v/s Ratio Perm	c0.13				c1.15	
v/c Ratio	1.21		0.91		1.57	0.30
Uniform Delay, d1	76.1		21.8		64.8	3.7
Progression Factor	1.00		0.28		1.00	1.00
Incremental Delay, d2	117.2		2.8		279.8	0.2
Delay (s)	193.2		9.0		344.6	3.9
Level of Service	F		A		F	A
Approach Delay (s/veh)	193.2		9.0			72.4
Approach LOS	F		A			E
Intersection Summary						
HCM 2000 Control Delay (s/veh)			46.7		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			1.55			
Actuated Cycle Length (s)			170.0		Sum of lost time (s)	19.7
Intersection Capacity Utilization			100.0%		ICU Level of Service	G
Analysis Period (min)			15			

c Critical Lane Group

Doral Marlowe
2: Double Tree DW/Warehouse DW & NW 19 Street

2030 Background
AM Peak Hour

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↗	↕↕			↕↔			↕↔	
Traffic Vol, veh/h	41	609	27	61	402	5	21	0	57	0	0	2
Future Vol, veh/h	41	609	27	61	402	5	21	0	57	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	94	94	94	78	78	78	25	25	25
Heavy Vehicles, %	2	2	2	3	3	3	0	0	0	0	0	0
Mvmt Flow	48	716	32	65	428	5	27	0	73	0	0	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	433	0	0	748	0	0	1172	1392	374	1015	1405	216
Stage 1	-	-	-	-	-	-	829	829	-	560	560	-
Stage 2	-	-	-	-	-	-	344	563	-	455	845	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.22	-	-	2.23	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1123	-	-	850	-	-	150	143	629	195	141	794
Stage 1	-	-	-	-	-	-	335	388	-	485	514	-
Stage 2	-	-	-	-	-	-	651	512	-	560	382	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1123	-	-	850	-	-	130	125	629	151	123	794
Mov Cap-2 Maneuver	-	-	-	-	-	-	130	125	-	151	123	-
Stage 1	-	-	-	-	-	-	317	367	-	448	475	-
Stage 2	-	-	-	-	-	-	595	473	-	468	361	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.87			1.25			22.15			9.58		
HCM LOS							C			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	309	206	-	-	850	-	-	794				
HCM Lane V/C Ratio	0.324	0.043	-	-	0.076	-	-	0.01				
HCM Ctrl Dly (s/v)	22.2	8.3	0.4	-	9.6	-	-	9.6				
HCM Lane LOS	C	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.2	-	-	0				

Doral Marlowe
3: NW 102 Avenue & NW 19 Street

2030 Background
AM Peak Hour

Intersection	
Intersection Delay, s/veh	57.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	283	372	37	11	313	277	7	15	7	246	27	136
Future Vol, veh/h	283	372	37	11	313	277	7	15	7	246	27	136
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.78	0.78	0.78	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	3	3	3
Mvmt Flow	318	418	42	13	368	326	9	19	9	332	36	184
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay, s/veh	36.2	89.5	15.9	50.9
HCM LOS	E	F	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	68%	0%	100%	77%	0%	100%	27%	0%	17%
Vol Right, %	0%	32%	0%	0%	23%	0%	0%	73%	0%	83%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	22	283	248	161	11	209	381	246	163
LT Vol	7	0	283	0	0	11	0	0	246	0
Through Vol	0	15	0	248	124	0	209	104	0	27
RT Vol	0	7	0	0	37	0	0	277	0	136
Lane Flow Rate	9	28	318	279	181	13	245	449	332	220
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.031	0.091	0.849	0.705	0.45	0.037	0.667	1.154	0.943	0.565
Departure Headway (Hd)	12.712	11.964	10.024	9.506	9.339	10.305	9.787	9.26	10.609	9.509
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	283	301	362	382	389	349	371	395	346	381
Service Time	10.412	9.664	7.724	7.206	7.039	8.017	7.499	6.972	8.309	7.209
HCM Lane V/C Ratio	0.032	0.093	0.878	0.73	0.465	0.037	0.66	1.137	0.96	0.577
HCM Control Delay, s/veh	15.8	15.9	49.3	32	19.5	13.4	30.1	124.2	68.8	23.9
HCM Lane LOS	C	C	E	D	C	B	D	F	F	C
HCM 95th-tile Q	0.1	0.3	7.8	5.2	2.3	0.1	4.6	17.2	9.8	3.4



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	329	10	88	6	29	152	2318	132	970
Future Volume (vph)	329	10	88	6	29	152	2318	132	970
Lane Group Flow (vph)	185	188	97	18	37	163	2501	161	1365
Turn Type	Split	NA	pm+ov	NA	pm+ov	pm+pt	NA	pm+pt	NA
Protected Phases	8	8	1	7	5	1	6	5	2
Permitted Phases			8		7	6		2	
Detector Phase	8	8	1	7	5	1	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	5.0	5.0	5.0	7.0	5.0	7.0
Minimum Split (s)	24.9	24.9	12.0	36.9	12.0	12.0	31.0	12.0	31.0
Total Split (s)	25.0	25.0	17.0	28.0	14.0	17.0	103.0	14.0	100.0
Total Split (%)	14.7%	14.7%	10.0%	16.5%	8.2%	10.0%	60.6%	8.2%	58.8%
Yellow Time (s)	4.0	4.0	4.4	4.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.9	2.9	2.6	2.9	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	7.0	6.9	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
v/c Ratio	0.65	0.65	0.20	0.24	0.16	0.63	0.88	0.89	0.48
Control Delay (s/veh)	76.7	77.0	8.7	85.6	2.1	21.2	12.4	81.2	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Delay (s/veh)	76.7	77.0	8.7	85.6	2.1	21.2	12.5	81.2	21.5
Queue Length 50th (ft)	205	208	0	20	0	18	262	~157	374
Queue Length 95th (ft)	303	308	49	44	0	m72	303	m#277	m361
Internal Link Dist (ft)		463		262			589		578
Turn Bay Length (ft)	300		300		390	65		125	
Base Capacity (vph)	286	288	494	218	231	267	2841	180	2835
Starvation Cap Reductn	0	0	0	0	0	0	0	0	497
Spillback Cap Reductn	0	0	0	0	0	0	29	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.65	0.20	0.08	0.16	0.61	0.89	0.89	0.58

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 70 (41%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

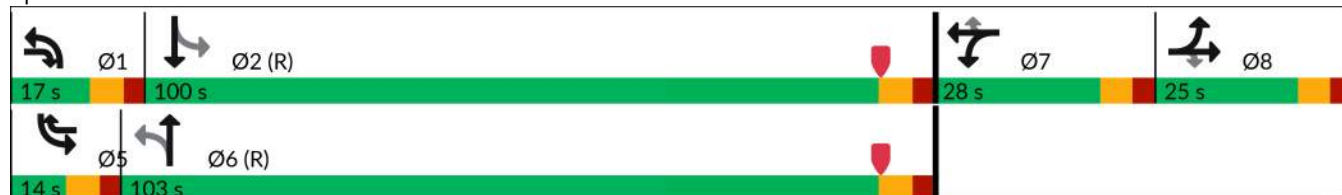
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 6789: NW 107 Avenue & NW 17 Street



Doral Marlowe
6789: NW 107 Avenue & NW 17 Street

2030 Background
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	329	10	88	8	6	29	152	2318	8	132	970	149
Future Volume (vph)	329	10	88	8	6	29	152	2318	8	132	970	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9	7.0		6.9	7.0	7.0	7.0		7.0	7.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.98	
Flt Protected	0.95	0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1618	1626	1524		1761	1538	1752	5033		1703	4796	
Flt Permitted	0.95	0.96	1.00		0.97	1.00	0.15	1.00		0.04	1.00	
Satd. Flow (perm)	1618	1626	1524		1761	1538	283	5033		74	4796	
Peak-hour factor, PHF	0.91	0.91	0.91	0.79	0.79	0.79	0.93	0.93	0.93	0.82	0.82	0.82
Adj. Flow (vph)	362	11	97	10	8	37	163	2492	9	161	1183	182
RTOR Reduction (vph)	0	0	74	0	0	33	0	0	0	0	12	0
Lane Group Flow (vph)	185	188	23	0	18	4	163	2501	0	161	1353	0
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8	1	7	7	5	1	6		5	2	
Permitted Phases			8			7	6			2		
Actuated Green, G (s)	30.1	30.1	39.8		5.0	18.9	102.9	93.2		111.3	97.4	
Effective Green, g (s)	30.1	30.1	39.8		5.0	18.9	102.9	93.2		111.3	97.4	
Actuated g/C Ratio	0.18	0.18	0.23		0.03	0.11	0.61	0.55		0.65	0.57	
Clearance Time (s)	6.9	6.9	7.0		6.9	7.0	7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	286	287	356		51	170	255	2759		181	2747	
v/s Ratio Prot	0.11	c0.12	0.00		c0.01	0.00	0.04	0.50		c0.07	0.28	
v/s Ratio Perm			0.01			0.00	0.35			c0.51		
v/c Ratio	0.65	0.66	0.06		0.35	0.02	0.64	0.91		0.89	0.49	
Uniform Delay, d1	65.0	65.1	50.6		80.9	67.3	16.2	34.5		57.4	21.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.22	0.29		0.87	1.01	
Incremental Delay, d2	5.0	5.3	0.1		4.2	0.1	3.7	4.1		34.8	0.6	
Delay (s)	70.0	70.4	50.7		85.1	67.4	23.4	13.9		84.7	22.5	
Level of Service	E	E	D		F	E	C	B		F	C	
Approach Delay (s/veh)		66.2			73.2			14.5			29.1	
Approach LOS		E			E			B			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			25.1									
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			170.0									
Intersection Capacity Utilization			85.7%									
Analysis Period (min)			15									
c Critical Lane Group												

Doral Marlowe
5: NW 107 Avenue & NW 15 Street

2030 Background
AM Peak Hour

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	12	5	0	15	20	2434	8	24	1092	24
Future Vol, veh/h	0	0	12	5	0	15	20	2434	8	24	1092	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	8	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	0	-	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	61	61	61	90	90	90	88	88	88
Heavy Vehicles, %	0	0	0	3	3	3	3	3	3	2	2	2
Mvmt Flow	0	0	17	8	0	25	22	2704	9	27	1241	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	635	3312	-	1365	1269	0	0	2721	0	0
Stage 1	-	-	-	2761	-	-	-	-	-	-	-	-
Stage 2	-	-	-	551	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	6.46	-	7.16	5.36	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.36	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.76	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.83	-	3.93	3.13	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	365	9	0	117	287	-	-	53	-	-
Stage 1	0	0	-	10	0	-	-	-	-	-	-	-
Stage 2	0	0	-	441	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	-	365	~ 3	-	116	287	-	-	53	-	-
Mov Cap-2 Maneuver	-	-	-	~ 3	-	-	-	-	-	-	-	-
Stage 1	-	-	-	9	-	-	-	-	-	-	-	-
Stage 2	-	-	-	203	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.36	\$ 647.64	2.92	2.76
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	43	-	-	365 3 116	53	-	-
HCM Lane V/C Ratio	0.078	-	-	0.047 2.375 0.212	0.518	-	-
HCM Ctrl Dly (s/v)	18.6	2.8	-	15.3 2457.8 44.3	131.3	-	-
HCM Lane LOS	C	A	-	C F E F	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1 2.1 0.8	2	-	-

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

Doral Marlowe
4599: NW 107 Avenue & NW 14 Street

2030 Background
AM Peak Hour

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	172	37	155	15	16	169	2252	26	1022
Future Volume (vph)	172	37	155	15	16	169	2252	26	1022
Lane Group Flow (vph)	146	144	133	18	46	180	2461	30	1197
Turn Type	Split	NA	pm+ov	Split	NA	Prot	NA	pm+pt	NA
Protected Phases	3	3	1	4	4	1	6	5	2
Permitted Phases			3					2	
Detector Phase	3	3	1	4	4	1	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	5.0	16.0	5.0	16.0
Minimum Split (s)	25.4	25.4	11.6	38.4	38.4	11.6	24.6	22.6	24.6
Total Split (s)	28.0	28.0	37.0	19.0	19.0	37.0	104.0	19.0	86.0
Total Split (%)	16.5%	16.5%	21.8%	11.2%	11.2%	21.8%	61.2%	11.2%	50.6%
Yellow Time (s)	4.0	4.0	4.4	4.0	4.0	4.4	4.4	4.4	4.4
All-Red Time (s)	3.4	3.4	2.2	3.4	3.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	6.6	7.4	7.4	6.6	6.6	6.6	6.6
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
v/c Ratio	0.80	0.79	0.33	0.21	0.43	0.63	0.74	0.27	0.39
Control Delay (s/veh)	103.3	96.1	7.6	82.4	50.9	91.2	8.3	32.0	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay (s/veh)	103.3	96.1	7.6	82.4	50.9	91.2	8.5	32.0	12.4
Queue Length 50th (ft)	168	158	1	20	21	108	169	9	132
Queue Length 95th (ft)	243	237	43	46	59	m116	m174	45	150
Internal Link Dist (ft)		1401			353		664		531
Turn Bay Length (ft)	150			150		140		220	
Base Capacity (vph)	205	203	534	120	139	602	3336	173	3088
Starvation Cap Reductn	0	0	0	0	0	0	208	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.71	0.25	0.15	0.33	0.30	0.79	0.17	0.39

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

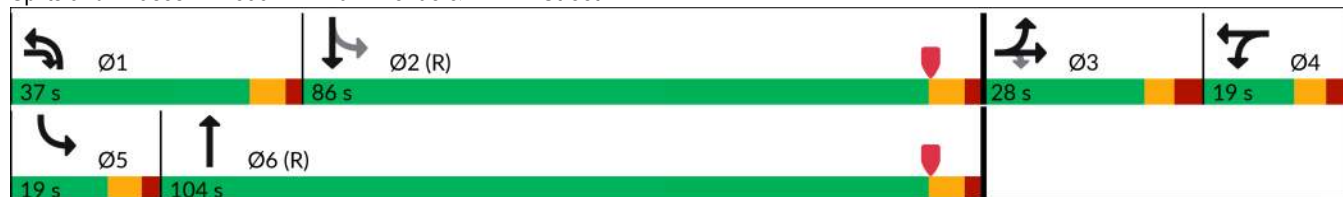
Offset: 48 (28%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

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

Splits and Phases: 4599: NW 107 Avenue & NW 14 Street



Doral Marlowe
4599: NW 107 Avenue & NW 14 Street

2030 Background
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	37	155	15	16	23	169	2252	61	26	1022	32
Future Volume (vph)	172	37	155	15	16	23	169	2252	61	26	1022	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.4	6.6	7.4	7.4		6.6	6.6		6.6	6.6	
Lane Util. Factor	0.95	0.91	0.95	1.00	1.00		0.97	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95	0.85	1.00	0.91		1.00	1.00		1.00	1.00	
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1698	1590	1508	1770	1682		3367	4964		1770	5060	
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.04	1.00	
Satd. Flow (perm)	1698	1590	1508	1770	1682		3367	4964		73	5060	
Peak-hour factor, PHF	0.86	0.86	0.86	0.84	0.84	0.84	0.94	0.94	0.94	0.88	0.88	0.88
Adj. Flow (vph)	200	43	180	18	19	27	180	2396	65	30	1161	36
RTOR Reduction (vph)	0	11	107	0	26	0	0	1	0	0	2	0
Lane Group Flow (vph)	146	133	26	18	20	0	180	2460	0	30	1195	0
Confl. Peds. (#/hr)			1			3			9			1
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Turn Type	Split	NA	pm+ov	Split	NA		Prot	NA		pm+pt	NA	
Protected Phases	3	3	1	4	4		1	6		5	2	
Permitted Phases			3							2		
Actuated Green, G (s)	18.3	18.3	32.7	7.0	7.0		14.4	111.4		107.6	102.3	
Effective Green, g (s)	18.3	18.3	32.7	7.0	7.0		14.4	111.4		107.6	102.3	
Actuated g/C Ratio	0.11	0.11	0.19	0.04	0.04		0.08	0.66		0.63	0.60	
Clearance Time (s)	7.4	7.4	6.6	7.4	7.4		6.6	6.6		6.6	6.6	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	182	171	290	72	69		285	3252		99	3044	
v/s Ratio Prot	c0.09	0.08	0.01	0.01	c0.01		c0.05	c0.50		0.01	0.24	
v/s Ratio Perm			0.01							0.18		
v/c Ratio	0.80	0.78	0.09	0.25	0.29		0.63	0.76		0.30	0.39	
Uniform Delay, d1	74.1	73.9	56.4	79.0	79.1		75.2	20.0		18.8	17.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.17	0.37		2.35	0.66	
Incremental Delay, d2	21.9	19.8	0.1	1.8	2.3		1.7	0.6		1.6	0.3	
Delay (s)	96.0	93.7	56.6	80.8	81.4		89.5	8.1		45.8	12.0	
Level of Service	F	F	E	F	F		F	A		D	B	
Approach Delay (s/veh)		82.8			81.3			13.7			12.8	
Approach LOS		F			F			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			21.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			170.0			Sum of lost time (s)				28.0		
Intersection Capacity Utilization			80.2%			ICU Level of Service				D		
Analysis Period (min)			15									

c Critical Lane Group

Doral Marlowe
4592: NW 107 Avenue & NW 12 Street

2030 Background
AM Peak Hour

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	288	1149	717	183	248	227	2090	910	168	942	72
Future Volume (vph)	288	1149	717	183	248	227	2090	910	168	942	72
Lane Group Flow (vph)	303	1209	755	197	386	239	2200	958	195	1095	84
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	1	6	7	5	2	3
Permitted Phases			8					6			2
Detector Phase	3	8	1	7	4	1	6	7	5	2	3
Switch Phase											
Minimum Initial (s)	5.0	7.0	6.0	5.0	5.0	6.0	16.0	5.0	6.0	16.0	5.0
Minimum Split (s)	14.1	40.1	12.9	23.1	40.1	12.9	39.9	23.1	12.9	39.9	14.1
Total Split (s)	27.0	55.0	25.0	19.0	46.0	25.0	82.0	19.0	14.0	71.0	27.0
Total Split (%)	15.9%	32.4%	14.7%	11.2%	27.1%	14.7%	48.2%	11.2%	8.2%	41.8%	15.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.7	2.7	2.5	2.7	2.7	2.5	2.5	2.7	2.5	2.5	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	6.9	7.1	7.1	6.9	6.9	7.1	6.9	6.9	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	None	C-Max	None
v/c Ratio	0.81	1.22	0.63	0.85	0.48	0.71	0.98	1.12	1.44	0.47	0.10
Control Delay (s/veh)	90.9	160.0	37.2	93.0	49.5	86.5	61.0	100.1	291.8	37.8	0.3
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	90.9	160.4	37.2	93.0	49.5	86.5	61.0	100.1	291.8	37.8	0.3
Queue Length 50th (ft)	171	~867	335	101	167	134	877	~1030	~155	245	0
Queue Length 95th (ft)	228	#1008	414	#182	213	184	#994	#1298	#232	287	m1
Internal Link Dist (ft)		1127			616		2867			664	
Turn Bay Length (ft)	485		315	285		200		670	200		150
Base Capacity (vph)	398	987	1227	231	811	365	2246	854	135	2334	864
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	82	0	0	0	0	0	2	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	1.34	0.62	0.85	0.48	0.65	0.98	1.12	1.44	0.47	0.10

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 30 (18%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

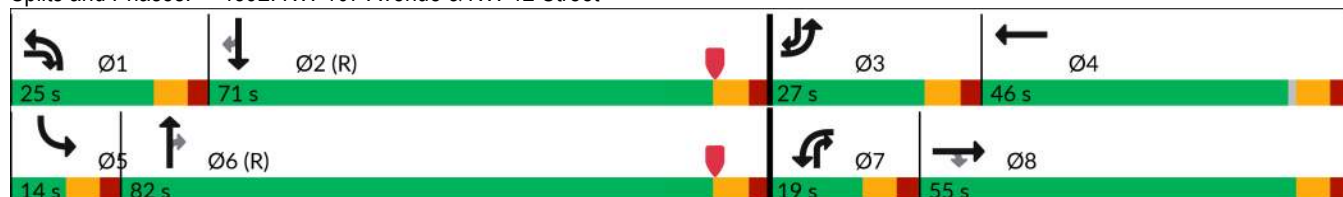
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 4592: NW 107 Avenue & NW 12 Street



Doral Marlowe
4592: NW 107 Avenue & NW 12 Street

2030 Background
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	288	1149	717	183	248	111	227	2090	910	168	942	72
Future Volume (veh/h)	288	1149	717	183	248	111	227	2090	910	168	942	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1811	1811	1811	1870	1870	1870	1781	1781	1781
Adj Flow Rate, veh/h	303	1209	755	197	267	119	239	2200	958	195	1095	84
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	6	6	6	2	2	2	8	8	8
Cap, veh/h	346	993	1006	233	585	253	283	2258	808	137	2465	759
Arrive On Green	0.10	0.28	0.28	0.12	0.42	0.42	0.08	0.44	0.44	0.08	0.80	0.80
Sat Flow, veh/h	3428	3526	2768	3346	2335	1012	3456	5106	1578	3291	6128	1510
Grp Volume(v), veh/h	303	1209	755	197	195	191	239	2200	958	195	1095	84
Grp Sat Flow(s),veh/h/ln	1714	1763	1384	1673	1721	1626	1728	1702	1578	1646	1532	1510
Q Serve(g_s), s	14.8	47.9	40.6	9.8	13.8	14.5	11.6	71.8	75.2	7.1	9.2	1.7
Cycle Q Clear(g_c), s	14.8	47.9	40.6	9.8	13.8	14.5	11.6	71.8	75.2	7.1	9.2	1.7
Prop In Lane	1.00		1.00	1.00		0.62	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	346	993	1006	233	431	407	283	2258	808	137	2465	759
V/C Ratio(X)	0.88	1.22	0.75	0.85	0.45	0.47	0.85	0.97	1.19	1.42	0.44	0.11
Avail Cap(c_a), veh/h	401	993	1006	234	431	407	368	2258	808	137	2465	759
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	75.4	61.0	47.3	74.2	41.1	41.3	77.0	46.5	41.5	77.9	10.8	7.0
Incr Delay (d2), s/veh	17.4	107.0	3.2	23.3	0.7	0.8	13.2	13.8	96.0	223.2	0.5	0.3
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	7.3	35.9	14.3	4.8	5.4	5.3	5.7	32.5	54.2	7.1	2.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.8	168.0	50.5	97.6	41.8	42.1	90.2	60.2	137.5	301.1	11.4	7.3
LnGrp LOS	F	F	D	F	D	D	F	E	F	F	B	A
Approach Vol, veh/h	2267				583		3397				1374	
Approach Delay, s/veh	118.8				60.7		84.1				52.2	
Approach LOS	F				E		F				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.8	75.3	24.2	49.7	14.0	82.1	18.9	55.0				
Change Period (Y+Rc), s	6.9	6.9	* 7.1	* 7.1	6.9	6.9	* 7.1	* 7.1				
Max Green Setting (Gmax), s	18.1	64.1	* 20	* 39	7.1	75.1	* 12	* 48				
Max Q Clear Time (g_c+I1), s	13.6	11.2	16.8	16.5	9.1	77.2	11.8	49.9				
Green Ext Time (p_c), s	0.3	10.0	0.3	2.1	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	86.9											
HCM 7th LOS	F											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Doral Marlowe
6660: NW 105 Block & NW 12 Street

2030 Background
AM Peak Hour

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	122	2079	14	503	2	2	6	24	2	21
Future Volume (vph)	122	2079	14	503	2	2	6	24	2	21
Lane Group Flow (vph)	130	2224	16	572	0	6	8	0	35	23
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	1	6		2		4			8	1
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	2	2	4	4	4	8	8	1
Switch Phase										
Minimum Initial (s)	5.0	14.0	14.0	14.0	7.0	7.0	7.0	7.0	7.0	5.0
Minimum Split (s)	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4
Total Split (s)	13.0	67.0	54.0	54.0	18.0	18.0	18.0	18.0	18.0	13.0
Total Split (%)	15.3%	78.8%	63.5%	63.5%	21.2%	21.2%	21.2%	21.2%	21.2%	15.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0	4.4
All-Red Time (s)	2.0	2.0	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		6.0	6.0		6.0	6.4
Lead/Lag	Lead		Lag	Lag						Lead
Lead-Lag Optimize?	Yes		Yes	Yes						Yes
Recall Mode	Max	Max	C-Max	C-Max	None	None	None	None	None	Max
v/c Ratio	0.17	0.74	0.18	0.30		0.04	0.03		0.28	0.05
Control Delay (s/veh)	2.0	7.3	15.1	9.9		34.3	0.2		38.5	3.3
Queue Delay	0.0	0.5	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	2.0	7.8	15.1	9.9		34.3	0.2		38.5	3.3
Queue Length 50th (ft)	14	263	4	77		3	0		16	0
Queue Length 95th (ft)	m13	m188	16	97		12	0		40	6
Internal Link Dist (ft)		616		1226		278			302	
Turn Bay Length (ft)	150		45				75			200
Base Capacity (vph)	761	3002	88	1902		214	329		182	454
Starvation Cap Reductn	0	337	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	0.17	0.83	0.18	0.30		0.03	0.02		0.19	0.05

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 85

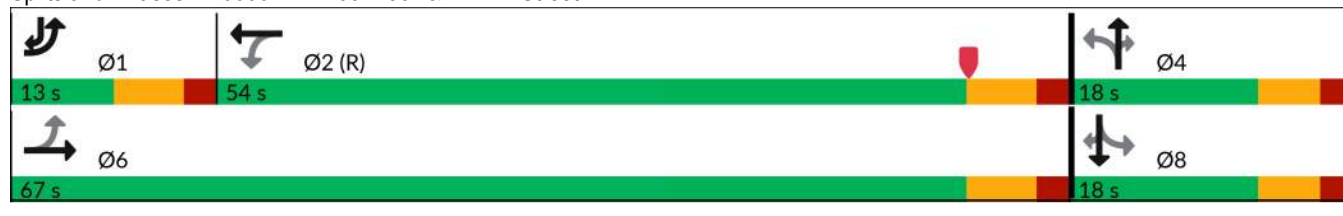
Offset: 38 (45%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

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

Splits and Phases: 6660: NW 105 Block & NW 12 Street



Doral Marlowe
6660: NW 105 Block & NW 12 Street

2030 Background
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	2079	11	14	503	12	2	2	6	24	2	21
Future Volume (veh/h)	122	2079	11	14	503	12	2	2	6	24	2	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1811	1811	1811	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	130	2212	12	16	559	13	3	3	8	30	2	26
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.75	0.75	0.75	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	6	6	6	3	3	3	5	5	5
Cap, veh/h	729	2735	15	185	2069	48	64	42	156	84	3	274
Arrive On Green	0.16	1.00	1.00	1.00	1.00	1.00	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1781	3624	20	167	3437	80	6	422	1572	19	30	1547
Grp Volume(v), veh/h	130	1083	1141	16	280	292	6	0	8	32	0	26
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	167	1721	1797	429	0	1572	49	0	1547
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0	1.2
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.0	0.0	0.0	8.4	0.0	0.4	8.4	0.0	1.2
Prop In Lane	1.00		0.01	1.00		0.04	0.50		1.00	0.94		1.00
Lane Grp Cap(c), veh/h	729	1341	1409	185	1036	1081	106	0	156	87	0	274
V/C Ratio(X)	0.18	0.81	0.81	0.09	0.27	0.27	0.06	0.00	0.05	0.37	0.00	0.09
Avail Cap(c_a), veh/h	729	1341	1409	185	1036	1081	172	0	222	145	0	339
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.7	0.0	0.0	0.0	0.0	0.0	34.8	0.0	34.7	41.7	0.0	29.3
Incr Delay (d2), s/veh	0.0	0.5	0.5	0.9	0.6	0.6	0.2	0.0	0.1	2.6	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	0.2	0.0	0.2	0.2	0.1	0.0	0.2	0.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.8	0.5	0.5	0.9	0.6	0.6	35.1	0.0	34.8	44.3	0.0	29.4
LnGrp LOS	A	A	A	A	A	A	D		C	D		C
Approach Vol, veh/h	2354			588			14			58		
Approach Delay, s/veh	0.7			0.6			34.9			37.6		
Approach LOS	A			A			C			D		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.0	57.5		14.5		70.5		14.5				
Change Period (Y+Rc), s	6.4	6.4		6.0		6.4		6.0				
Max Green Setting (Gmax), s	6.6	47.6		12.0		60.6		12.0				
Max Q Clear Time (g_c+l1), s	4.0	2.0		10.4		2.0		10.4				
Green Ext Time (p_c), s	0.1	4.4		0.0		35.7		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				1.5								
HCM 7th LOS				A								
Notes												
User approved volume balancing among the lanes for turning movement.												



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	83	2030	520	62	27
Future Volume (vph)	83	2030	520	62	27
Lane Group Flow (vph)	85	2071	662	100	44
Turn Type	pm+pt	NA	NA	Prot	pm+ov
Protected Phases	1	6	2	8	1
Permitted Phases	6				8
Detector Phase	1	6	2	8	1
Switch Phase					
Minimum Initial (s)	5.0	14.0	14.0	7.0	5.0
Minimum Split (s)	11.4	24.4	24.4	24.4	11.4
Total Split (s)	12.0	69.0	57.0	16.0	12.0
Total Split (%)	14.1%	81.2%	67.1%	18.8%	14.1%
Yellow Time (s)	4.4	4.4	4.4	4.0	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.0	6.4
Lead/Lag	Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes
Recall Mode	None	C-Max	C-Max	None	None
v/c Ratio	0.15	0.74	0.28	0.54	0.12
Control Delay (s/veh)	2.4	3.6	7.4	46.8	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.4	3.6	7.4	46.8	8.9
Queue Length 50th (ft)	7	95	78	51	0
Queue Length 95th (ft)	m9	87	108	66	11
Internal Link Dist (ft)		1226	680	413	
Turn Bay Length (ft)	150				
Base Capacity (vph)	583	2804	2353	204	367
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.74	0.28	0.49	0.12

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 85

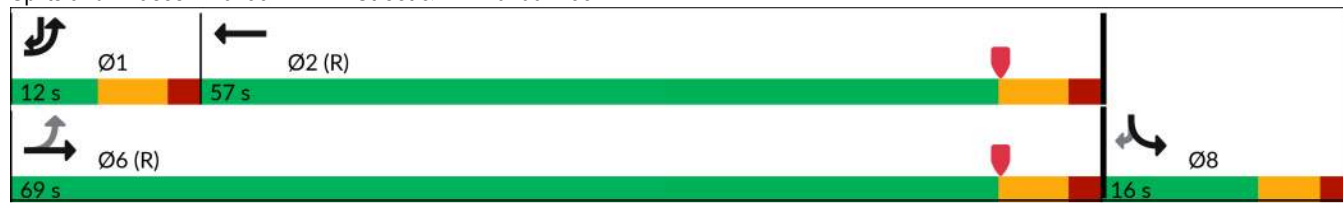
Offset: 53 (62%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

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

Splits and Phases: 6799: NW 12 Street & NW 10400 Block





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	83	2030	520	89	62	27
Future Volume (veh/h)	83	2030	520	89	62	27
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1841
Adj Flow Rate, veh/h	85	2071	565	97	100	44
Peak Hour Factor	0.98	0.98	0.92	0.92	0.62	0.62
Percent Heavy Veh, %	2	2	2	2	4	4
Cap, veh/h	614	2752	1967	337	140	204
Arrive On Green	0.05	0.77	0.65	0.65	0.08	0.08
Sat Flow, veh/h	1781	3647	3127	519	1753	1560
Grp Volume(v), veh/h	85	2071	330	332	100	44
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1776	1753	1560
Q Serve(g_s), s	1.2	26.8	6.8	6.9	4.7	2.1
Cycle Q Clear(g_c), s	1.2	26.8	6.8	6.9	4.7	2.1
Prop In Lane	1.00			0.29	1.00	1.00
Lane Grp Cap(c), veh/h	614	2752	1152	1152	140	204
V/C Ratio(X)	0.14	0.75	0.29	0.29	0.72	0.22
Avail Cap(c_a), veh/h	641	2752	1152	1152	206	263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.0	5.2	6.5	6.5	38.2	33.1
Incr Delay (d2), s/veh	0.1	1.2	0.6	0.6	6.7	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.4	2.2	2.2	2.3	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	4.0	6.4	7.1	7.1	44.9	33.6
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		2156	662		144	
Approach Delay, s/veh		6.3	7.1		41.4	
Approach LOS		A	A		D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.7	61.5			72.2	12.8
Change Period (Y+Rc), s	6.4	6.4			6.4	6.0
Max Green Setting (Gmax), s	5.6	50.6			62.6	10.0
Max Q Clear Time (g_c+I1), s	3.2	8.9			28.8	6.7
Green Ext Time (p_c), s	0.0	4.2			22.6	0.1
Intersection Summary						
HCM 7th Control Delay, s/veh			8.2			
HCM 7th LOS			A			

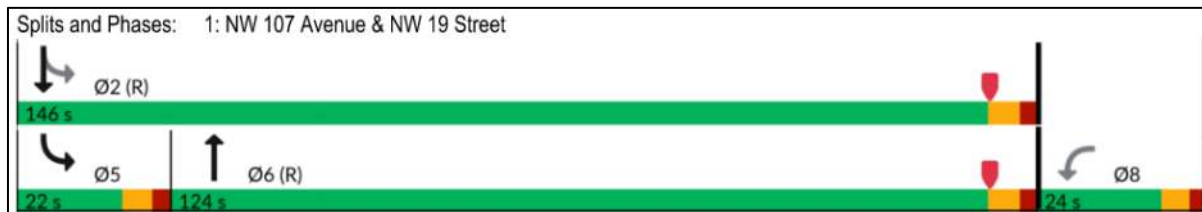
Total Conditions

Intersection	Scenario	Eastbound			Westbound			Northbound			Southbound				
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
NW 19 Street and NW 107 Avenue (Asset 5892)*	Total Delay				193.2			14.7			255.0		3.9		
	LOS				F			B			F		A		
	Available Storage				-			-			145'		-	-	
	95% Queues (ft)				-			-			541'		-	-	
	Approach Delay				193.2			14.7			54.4				
	Approach LOS				F			B			D				
	Intersection Delay	44.5													
Intersection LOS	D														
NW 19 Street and Double Tree Driveway	Total Delay	8.3	0.4		9.6	0.0		22.4			9.6				
	LOS	A	A		A	A		C			A				
	Available Storage	-			140'		-		-			-			
	95% Queues (ft)	-			5'		-		-			-			
	Approach Delay	0.86			1.25			22.44			9.58				
	Approach LOS	A			A			C			A				
	Intersection Delay	2.6													
Intersection LOS	A														
NW 19 Street and NW 102 Avenue	Total Delay	49.6	33.2	19.7	13.5	30.4	125.8	15.9	15.9		71.6	24.1			
	LOS	E	D	C	B	D	F	C	C		F	C			
	Available Storage	135	-			175		-		100		150		-	
	95% Queues (ft)	195'	-			3'		-		3'		250		-	
	Approach Delay	36.7			90.6			15.9			52.7				
	Approach LOS	E			F			C			F				
	Intersection Delay	58.9													
Intersection LOS	F														
NW 107 Avenue and NW 17 Street (Asset 6789)*	Total Delay	68.7	69.0	48.0	82.9		59.1	17.5	60.3		45.8	26.8			
	LOS	E	E	D	F		E	B	E		D	C			
	Available Storage	300'	-	-	-			65'		-		125'		-	
	95% Queues (ft)	294'	-	-	-			85'		-		219'		-	
	Approach Delay	64.6			67.4			57.7			28.8				
	Approach LOS	E			E			E			C				
	Intersection Delay	49.3													
Intersection LOS	D														
NW 107 Avenue and NW 15 Street	Total Delay	15.5			4543.4			50.4	18.8	2.9		131.3	0.0		
	LOS	C			F			F	C	A		F	A		
	Available Storage	-			-			-		-		115		-	
	95% Queues (ft)	-			-			-	-		50'		-		
	Approach Delay	15.46			1750.46			2.99			2.74				
	Approach LOS	C			F			A			A				
	Intersection Delay	28.7													
Intersection LOS	D														
NW 107 Avenue and NW 12 Street (Asset 4599)*	Total Delay	91.0	89.7	56.3	81.3	81.4		90.4	8.2		45.5	15.4			
	LOS	F	F	E	F	F		F	A		D	B			
	Available Storage	150	-			150		-		220		140		-	
	95% Queues (ft)	240'	-			51'		-		117'		46'		-	
	Approach Delay	79.7			81.4			13.8			16.1				
	Approach LOS	E			F			B			B				
	Intersection Delay	21.8													
Intersection LOS	C														
NW 107 Avenue and NW 12 Street (Asset 4592)	Total Delay	92.8	168.0	50.5	97.6	41.8	42.1	90.2	60.2	137.5	301.1	11.4	7.3		
	LOS	F	F	D	F	D	D	F	E	F	F	B	A		
	Available Storage	458'	-	315'	285'	-			200'		-	670'	200'	-	150'
	95% Queues (ft)	228'	-	414'	182'	-			184'		-	1298'	232'	-	1'
	Approach Delay	118.8			60.7			84.1			51.5				
	Approach LOS	F			E			F			D				
	Intersection Delay	86.7													
Intersection LOS	F														
NW 12 Street and NW 10400 Block (Asset 6660)	Total Delay	4.6	0.7	0.7	0.9	0.7	0.7	32.8	0.0	32.3	46.2	0.0	27.1		
	LOS	A	A	A	A	A	A	C	A	C	D	A	C		
	Available Storage	150'	-			45'		-		75'		-		200'	
	95% Queues (ft)	14'	-			16'		-		0'		-		6'	
	Approach Delay	0.9			0.7			32.5			39.0				
	Approach LOS	A			A			C			D				
	Intersection Delay	1.9													
Intersection LOS	A														
NW 12 Street and NW 10400 Block (Asset 6799)	Total Delay	4.2	6.8		7.4	7.4					48.2	-	33.0		
	LOS	A													

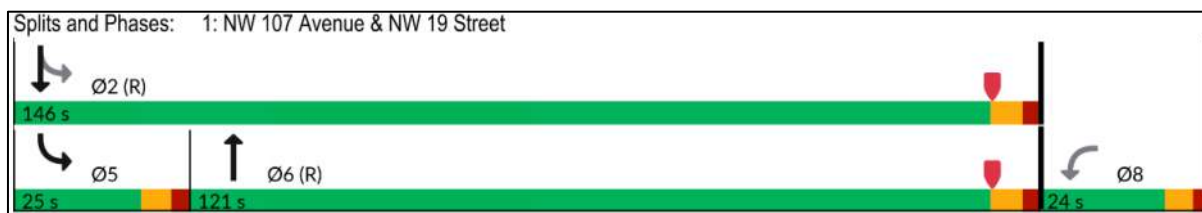
Traffic Signal Timing Modifications (Optimization)

NW 107 Avenue and SW 19 Street AM Peak Hour

Existing Timing

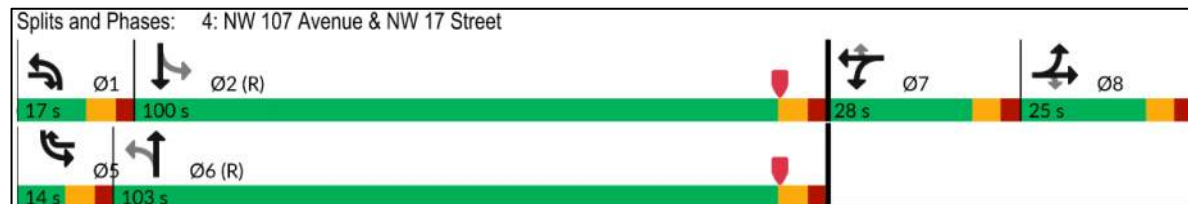


Optimized Timing



NW 107 Avenue and SW 17 Street AM Peak Hour

Existing Timing



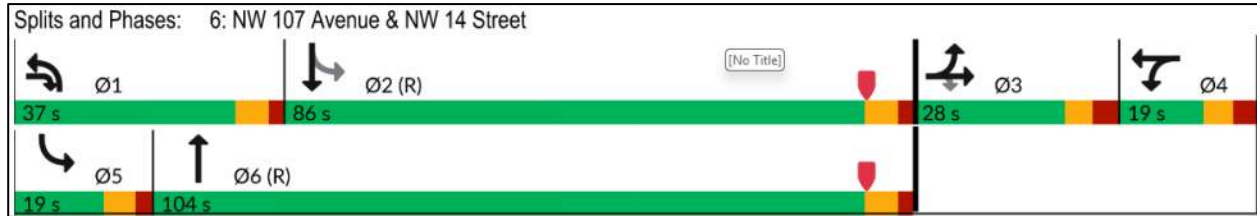
Optimized Timing



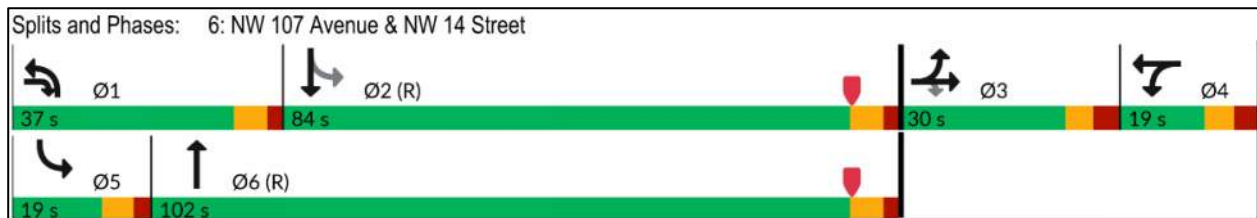
Traffic Signal Timing Modifications (Optimization)

NW 107 Avenue and NW 14 Street AM Peak Hour

Existing Timing



Optimized Timing



Doral Marlowe
5892: NW 107 Avenue & NW 19 Street

2030 Total
AM Peak Hour



Lane Group	WBL	NBT	SBL	SBT
Lane Configurations	WTW	TTT	LT	TTT
Traffic Volume (vph)	215	2208	258	1025
Future Volume (vph)	215	2208	258	1025
Lane Group Flow (vph)	510	3057	311	1235
Turn Type	Perm	NA	pm+pt	NA
Protected Phases		6	5	2
Permitted Phases	8		2	
Detector Phase	8	6	5	2
Switch Phase				
Minimum Initial (s)	7.0	16.0	5.0	16.0
Minimum Split (s)	24.1	24.8	11.8	24.8
Total Split (s)	24.0	124.0	22.0	146.0
Total Split (%)	14.1%	72.9%	12.9%	85.9%
Yellow Time (s)	4.0	4.4	4.4	4.4
All-Red Time (s)	2.1	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.8	6.8	6.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
v/c Ratio	1.16	0.92	1.58	0.30
Control Delay (s/veh)	141.6	9.1	319.6	3.9
Queue Delay	0.0	1.8	0.0	0.0
Total Delay (s/veh)	141.6	10.9	319.6	3.9
Queue Length 50th (ft)	~281	173	~443	103
Queue Length 95th (ft)	#347	183	#578	104
Internal Link Dist (ft)	2141	578		1012
Turn Bay Length (ft)			145	
Base Capacity (vph)	441	3340	197	4084
Starvation Cap Reductn	0	158	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.16	0.96	1.58	0.30

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 87 (51%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

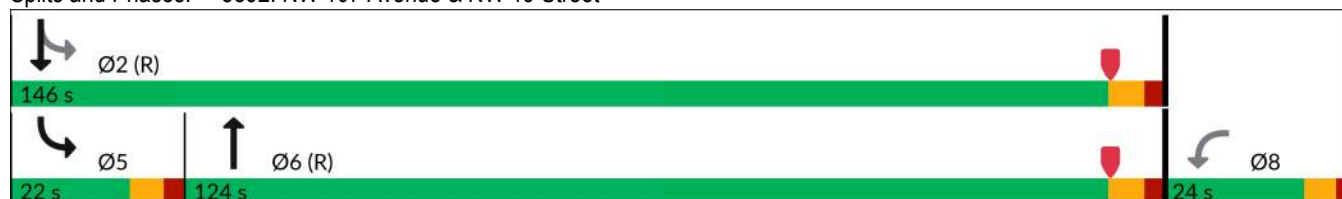
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 5892: NW 107 Avenue & NW 19 Street





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	←←		↑↑↑		←	↑↑↑
Traffic Volume (vph)	215	208	2208	635	258	1025
Future Volume (vph)	215	208	2208	635	258	1025
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1		6.8		6.8	6.8
Lane Util. Factor	0.97		0.91		1.00	0.91
Frpb, ped/bikes	0.99		1.00		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.93		0.97		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	3204		4804		1736	4988
Flt Permitted	0.98		1.00		0.03	1.00
Satd. Flow (perm)	3204		4804		59	4988
Peak-hour factor, PHF	0.83	0.83	0.93	0.93	0.83	0.83
Adj. Flow (vph)	259	251	2374	683	311	1235
RTOR Reduction (vph)	104	0	30	0	0	0
Lane Group Flow (vph)	406	0	3027	0	311	1235
Confl. Peds. (#/hr)		2		8		
Heavy Vehicles (%)	3%	3%	4%	4%	4%	4%
Turn Type	Perm		NA		pm+pt	NA
Protected Phases			6		5	2
Permitted Phases	8				2	
Actuated Green, G (s)	17.9		117.2		139.2	139.2
Effective Green, g (s)	17.9		117.2		139.2	139.2
Actuated g/C Ratio	0.11		0.69		0.82	0.82
Clearance Time (s)	6.1		6.8		6.8	6.8
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	337		3311		198	4084
v/s Ratio Prot			0.63		c0.14	0.25
v/s Ratio Perm	c0.13				c1.15	
v/c Ratio	1.21		0.91		1.57	0.30
Uniform Delay, d1	76.1		22.2		65.0	3.7
Progression Factor	1.00		0.27		1.00	1.00
Incremental Delay, d2	117.2		3.0		279.8	0.2
Delay (s)	193.2		9.0		344.8	3.9
Level of Service	F		A		F	A
Approach Delay (s/veh)	193.2		9.0			72.5
Approach LOS	F		A			E
Intersection Summary						
HCM 2000 Control Delay (s/veh)			46.6		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			1.55			
Actuated Cycle Length (s)			170.0		Sum of lost time (s)	19.7
Intersection Capacity Utilization			100.5%		ICU Level of Service	G
Analysis Period (min)			15			
c Critical Lane Group						

Doral Marlowe
5892: NW 107 Avenue & NW 19 Street

2030 Total Optimized Timing
AM Peak Hour

				
Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	215	2208	258	1025
Future Volume (vph)	215	2208	258	1025
Lane Group Flow (vph)	510	3057	311	1235
Turn Type	Perm	NA	pm+pt	NA
Protected Phases		6	5	2
Permitted Phases	8		2	
Detector Phase	8	6	5	2
Switch Phase				
Minimum Initial (s)	7.0	16.0	5.0	16.0
Minimum Split (s)	24.1	24.8	11.8	24.8
Total Split (s)	24.0	121.0	25.0	146.0
Total Split (%)	14.1%	71.2%	14.7%	85.9%
Yellow Time (s)	4.0	4.4	4.4	4.4
All-Red Time (s)	2.1	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.8	6.8	6.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max
v/c Ratio	1.16	0.94	1.36	0.30
Control Delay (s/veh)	141.6	14.8	231.6	3.9
Queue Delay	0.0	4.0	0.0	0.0
Total Delay (s/veh)	141.6	18.8	231.6	3.9
Queue Length 50th (ft)	~281	206	~406	103
Queue Length 95th (ft)	#347	m200	#541	104
Internal Link Dist (ft)	2141	578		1012
Turn Bay Length (ft)			145	
Base Capacity (vph)	441	3255	228	4084
Starvation Cap Reductn	0	158	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.16	0.99	1.36	0.30

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 87 (51%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 5892: NW 107 Avenue & NW 19 Street



						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	215	208	2208	635	258	1025
Future Volume (vph)	215	208	2208	635	258	1025
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1		6.8		6.8	6.8
Lane Util. Factor	0.97		0.91		1.00	0.91
Frpb, ped/bikes	0.99		1.00		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.93		0.97		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	3204		4804		1736	4988
Flt Permitted	0.98		1.00		0.03	1.00
Satd. Flow (perm)	3204		4804		60	4988
Peak-hour factor, PHF	0.83	0.83	0.93	0.93	0.83	0.83
Adj. Flow (vph)	259	251	2374	683	311	1235
RTOR Reduction (vph)	104	0	31	0	0	0
Lane Group Flow (vph)	406	0	3026	0	311	1235
Confl. Peds. (#/hr)		2		8		
Heavy Vehicles (%)	3%	3%	4%	4%	4%	4%
Turn Type	Perm		NA		pm+pt	NA
Protected Phases			6		5	2
Permitted Phases	8				2	
Actuated Green, G (s)	17.9		114.2		139.2	139.2
Effective Green, g (s)	17.9		114.2		139.2	139.2
Actuated g/C Ratio	0.11		0.67		0.82	0.82
Clearance Time (s)	6.1		6.8		6.8	6.8
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	337		3227		228	4084
v/s Ratio Prot			0.63		0.15	0.25
v/s Ratio Perm	0.13				0.96	
v/c Ratio	1.21		0.94		1.36	0.30
Uniform Delay, d1	76.1		24.8		65.6	3.7
Progression Factor	1.00		0.47		1.00	1.00
Incremental Delay, d2	117.2		3.1		189.4	0.2
Delay (s)	193.2		14.7		255.0	3.9
Level of Service	F		B		F	A
Approach Delay (s/veh)	193.2		14.7			54.4
Approach LOS	F		B			D
Intersection Summary						
HCM 2000 Control Delay (s/veh)			44.5		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			1.37			
Actuated Cycle Length (s)			170.0		Sum of lost time (s)	19.7
Intersection Capacity Utilization			100.5%		ICU Level of Service	G
Analysis Period (min)			15			
c Critical Lane Group						

Doral Marlowe
2: Double Tree DW/Warehouse DW & NW 19 Street

2030 Total
AM Peak Hour

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔			↔	
Traffic Vol, veh/h	41	616	27	61	402	5	21	0	57	0	0	2
Future Vol, veh/h	41	616	27	61	402	5	21	0	57	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	94	94	94	78	78	78	25	25	25
Heavy Vehicles, %	2	2	2	3	3	3	0	0	0	0	0	0
Mvmt Flow	48	725	32	65	428	5	27	0	73	0	0	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	433	0	0	756	0	0	1181	1400	378	1019	1413	216
Stage 1	-	-	-	-	-	-	837	837	-	560	560	-
Stage 2	-	-	-	-	-	-	344	563	-	459	853	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.22	-	-	2.23	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1123	-	-	844	-	-	148	142	625	194	139	794
Stage 1	-	-	-	-	-	-	332	385	-	485	514	-
Stage 2	-	-	-	-	-	-	651	512	-	557	378	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1123	-	-	844	-	-	128	124	625	150	121	794
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	124	-	150	121	-
Stage 1	-	-	-	-	-	-	314	364	-	448	474	-
Stage 2	-	-	-	-	-	-	595	473	-	465	358	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.86			1.25			22.44			9.58		
HCM LOS							C			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	305	204	-	-	844	-	-	794				
HCM Lane V/C Ratio	0.328	0.043	-	-	0.077	-	-	0.01				
HCM Ctrl Dly (s/v)	22.4	8.3	0.4	-	9.6	-	-	9.6				
HCM Lane LOS	C	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.2	-	-	0				

Doral Marlowe
3: NW 102 Avenue & NW 19 Street

2030 Total
AM Peak Hour

Intersection	
Intersection Delay, s/veh	58.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	283	379	37	11	313	277	7	15	7	246	27	136
Future Vol, veh/h	283	379	37	11	313	277	7	15	7	246	27	136
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.78	0.78	0.78	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	3	3	3
Mvmt Flow	318	426	42	13	368	326	9	19	9	332	36	184
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay, s/veh	36.7	90.6	15.9	52.7
HCM LOS	E	F	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	68%	0%	100%	77%	0%	100%	27%	0%	17%
Vol Right, %	0%	32%	0%	0%	23%	0%	0%	73%	0%	83%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	22	283	253	163	11	209	381	246	163
LT Vol	7	0	283	0	0	11	0	0	246	0
Through Vol	0	15	0	253	126	0	209	104	0	27
RT Vol	0	7	0	0	37	0	0	277	0	136
Lane Flow Rate	9	28	318	284	184	13	245	449	332	220
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.031	0.091	0.85	0.719	0.457	0.037	0.67	1.158	0.955	0.568
Departure Headway (Hd)	12.762	12.013	10.05	9.531	9.367	10.34	9.823	9.296	10.651	9.55
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	282	300	362	383	387	347	368	395	342	381
Service Time	10.462	9.713	7.75	7.231	7.067	8.069	7.551	7.024	8.351	7.25
HCM Lane V/C Ratio	0.032	0.093	0.878	0.742	0.475	0.037	0.666	1.137	0.971	0.577
HCM Control Delay, s/veh	15.9	15.9	49.6	33.2	19.7	13.5	30.4	125.8	71.6	24.1
HCM Lane LOS	C	C	E	D	C	B	D	F	F	C
HCM 95th-tile Q	0.1	0.3	7.8	5.4	2.3	0.1	4.7	17.3	10.1	3.4

Doral Marlowe
6789: NW 107 Avenue & NW 17 Street

2030 Total
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	329	10	88	6	46	152	2326	132	970
Future Volume (vph)	329	10	88	6	46	152	2326	132	970
Lane Group Flow (vph)	185	188	97	31	58	163	2510	161	1365
Turn Type	Split	NA	pm+ov	NA	pm+ov	pm+pt	NA	pm+pt	NA
Protected Phases	8	8	1	7	5	1	6	5	2
Permitted Phases			8		7	6		2	
Detector Phase	8	8	1	7	5	1	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	5.0	5.0	5.0	7.0	5.0	7.0
Minimum Split (s)	24.9	24.9	12.0	36.9	12.0	12.0	31.0	12.0	31.0
Total Split (s)	25.0	25.0	17.0	28.0	14.0	17.0	103.0	14.0	100.0
Total Split (%)	14.7%	14.7%	10.0%	16.5%	8.2%	10.0%	60.6%	8.2%	58.8%
Yellow Time (s)	4.0	4.0	4.4	4.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.9	2.9	2.6	2.9	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	7.0	6.9	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
v/c Ratio	0.66	0.67	0.20	0.36	0.26	0.65	0.88	1.08	0.50
Control Delay (s/veh)	78.3	78.5	9.0	88.6	8.3	24.5	12.6	131.4	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Total Delay (s/veh)	78.3	78.5	9.0	88.6	8.3	24.5	12.8	131.4	23.5
Queue Length 50th (ft)	205	208	0	34	0	20	264	~170	378
Queue Length 95th (ft)	307	312	50	64	16	m81	306	m#274	m361
Internal Link Dist (ft)		463		262			589		578
Turn Bay Length (ft)	300		300		390	65		125	
Base Capacity (vph)	280	282	488	216	225	257	2841	149	2745
Starvation Cap Reductn	0	0	0	0	0	0	0	0	489
Spillback Cap Reductn	0	0	0	0	0	0	35	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.67	0.20	0.14	0.26	0.63	0.89	1.08	0.61

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 70 (41%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

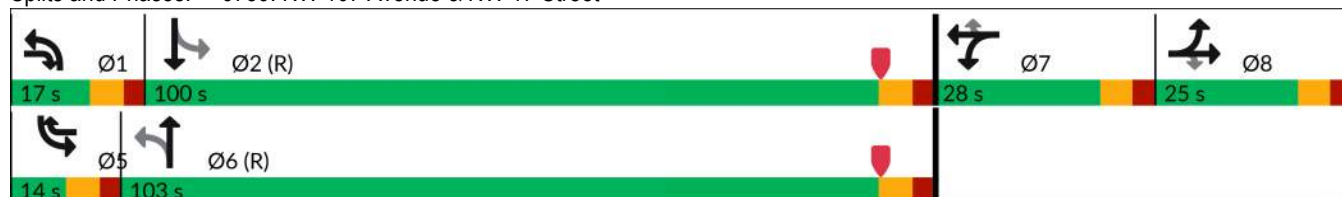
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 6789: NW 107 Avenue & NW 17 Street



Doral Marlowe
6789: NW 107 Avenue & NW 17 Street

2030 Total
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	329	10	88	18	6	46	152	2326	8	132	970	149
Future Volume (vph)	329	10	88	18	6	46	152	2326	8	132	970	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9	7.0		6.9	7.0	7.0	7.0		7.0	7.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.98	
Flt Protected	0.95	0.96	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1618	1626	1524		1745	1538	1752	5033		1703	4796	
Flt Permitted	0.95	0.96	1.00		0.96	1.00	0.15	1.00		0.04	1.00	
Satd. Flow (perm)	1618	1626	1524		1745	1538	269	5033		75	4796	
Peak-hour factor, PHF	0.91	0.91	0.91	0.79	0.79	0.79	0.93	0.93	0.93	0.82	0.82	0.82
Adj. Flow (vph)	362	11	97	23	8	58	163	2501	9	161	1183	182
RTOR Reduction (vph)	0	0	75	0	0	52	0	0	0	0	12	0
Lane Group Flow (vph)	185	188	22	0	31	6	163	2510	0	161	1353	0
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8	1	7	7	5	1	6		5	2	
Permitted Phases			8			7	6			2		
Actuated Green, G (s)	29.5	29.5	39.3		7.4	18.1	104.4	94.6		106.2	95.5	
Effective Green, g (s)	29.5	29.5	39.3		7.4	18.1	104.4	94.6		106.2	95.5	
Actuated g/C Ratio	0.17	0.17	0.23		0.04	0.11	0.61	0.56		0.62	0.56	
Clearance Time (s)	6.9	6.9	7.0		6.9	7.0	7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	280	282	352		75	163	250	2800		149	2694	
v/s Ratio Prot	0.11	c0.12	0.00		c0.02	0.00	0.04	0.50		c0.07	0.28	
v/s Ratio Perm			0.01			0.00	0.36			c0.61		
v/c Ratio	0.66	0.67	0.06		0.41	0.04	0.65	0.90		1.08	0.50	
Uniform Delay, d1	65.6	65.7	51.0		79.2	68.1	16.4	33.4		56.8	22.7	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.37	0.29		0.87	1.02	
Incremental Delay, d2	5.7	5.8	0.1		3.7	0.1	4.3	3.7		93.6	0.6	
Delay (s)	71.3	71.5	51.1		82.9	68.2	26.8	13.3		143.0	23.9	
Level of Service	E	E	D		F	E	C	B		F	C	
Approach Delay (s/veh)		67.2			73.3			14.1			36.5	
Approach LOS		E			E			B			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			27.6									
HCM 2000 Volume to Capacity ratio			0.96									
Actuated Cycle Length (s)			170.0									
Intersection Capacity Utilization			85.9%									
Analysis Period (min)			15									
c Critical Lane Group												

Doral Marlowe
6789: NW 107 Avenue & NW 17 Street

2030 Total Optimized Timing
AM Peak Hour

									
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	329	10	88	6	46	152	2326	132	970
Future Volume (vph)	329	10	88	6	46	152	2326	132	970
Lane Group Flow (vph)	185	188	97	31	58	163	2510	161	1365
Turn Type	Split	NA	pm+ov	NA	pm+ov	pm+pt	NA	pm+pt	NA
Protected Phases	8	8	1	7	5	1	6	5	2
Permitted Phases			8		7	6		2	
Detector Phase	8	8	1	7	5	1	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	5.0	5.0	5.0	7.0	5.0	7.0
Minimum Split (s)	24.9	24.9	12.0	36.9	12.0	12.0	31.0	12.0	31.0
Total Split (s)	25.0	25.0	21.0	40.0	14.0	21.0	91.0	14.0	84.0
Total Split (%)	14.7%	14.7%	12.4%	23.5%	8.2%	12.4%	53.5%	8.2%	49.4%
Yellow Time (s)	4.0	4.0	4.4	4.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.9	2.9	2.6	2.9	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	7.0	6.9	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
v/c Ratio	0.63	0.64	0.19	0.36	0.18	0.61	1.01	0.63	0.52
Control Delay (s/veh)	74.9	75.2	7.4	88.6	6.0	16.8	54.3	45.2	27.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	35.7	0.0	0.2
Total Delay (s/veh)	74.9	75.2	7.4	88.6	6.0	16.8	90.0	45.2	27.1
Queue Length 50th (ft)	205	208	0	34	0	63	~1096	99	380
Queue Length 95th (ft)	294	300	44	64	14	m85	#1173	m#219	m418
Internal Link Dist (ft)		463		262			589		578
Turn Bay Length (ft)	300		300		390	65		125	
Base Capacity (vph)	292	294	539	339	318	295	2485	256	2629
Starvation Cap Reductn	0	0	0	0	0	0	736	0	429
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.64	0.18	0.09	0.18	0.55	1.44	0.63	0.62

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 70 (41%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

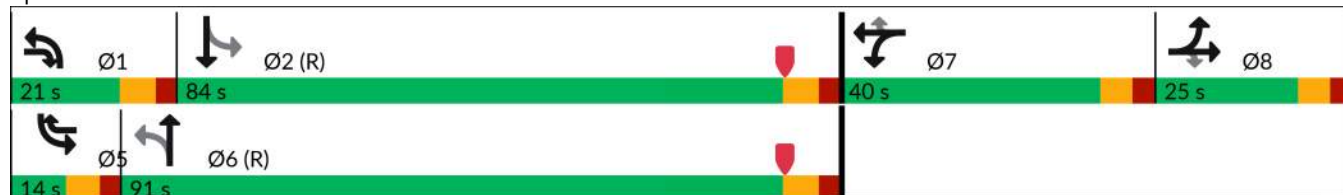
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 6789: NW 107 Avenue & NW 17 Street



Doral Marlowe
6789: NW 107 Avenue & NW 17 Street

2030 Total Optimized Timing
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	329	10	88	18	6	46	152	2326	8	132	970	149
Future Volume (vph)	329	10	88	18	6	46	152	2326	8	132	970	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9	7.0		6.9	7.0	7.0	7.0		7.0	7.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.98	
Flt Protected	0.95	0.96	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1618	1626	1524		1745	1538	1752	5033		1703	4796	
Flt Permitted	0.95	0.96	1.00		0.96	1.00	0.15	1.00		0.04	1.00	
Satd. Flow (perm)	1618	1626	1524		1745	1538	285	5033		80	4796	
Peak-hour factor, PHF	0.91	0.91	0.91	0.79	0.79	0.79	0.93	0.93	0.93	0.82	0.82	0.82
Adj. Flow (vph)	362	11	97	23	8	58	163	2501	9	161	1183	182
RTOR Reduction (vph)	0	0	72	0	0	48	0	0	0	0	10	0
Lane Group Flow (vph)	185	188	25	0	31	10	163	2510	0	161	1355	0
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8	1	7	7	5	1	6		5	2	
Permitted Phases			8			7	6			2		
Actuated Green, G (s)	30.8	30.8	43.4		7.4	28.8	95.2	82.6		111.0	91.4	
Effective Green, g (s)	30.8	30.8	43.4		7.4	28.8	95.2	82.6		111.0	91.4	
Actuated g/C Ratio	0.18	0.18	0.26		0.04	0.17	0.56	0.49		0.65	0.54	
Clearance Time (s)	6.9	6.9	7.0		6.9	7.0	7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	293	294	389		75	260	268	2445		256	2578	
v/s Ratio Prot	0.11	c0.12	0.00		c0.02	0.00	0.05	c0.50		c0.08	c0.28	
v/s Ratio Perm			0.01			0.00	0.30			0.33		
v/c Ratio	0.63	0.64	0.06		0.41	0.04	0.61	1.03		0.63	0.53	
Uniform Delay, d1	64.4	64.5	47.9		79.2	59.0	19.3	43.7		52.3	25.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00	0.77	0.87		0.79	1.03	
Incremental Delay, d2	4.4	4.5	0.1		3.7	0.1	2.6	22.1		4.4	0.7	
Delay (s)	68.7	69.0	48.0		82.9	59.1	17.5	60.3		45.8	26.8	
Level of Service	E	E	D		F	E	B	E		D	C	
Approach Delay (s/veh)		64.6			67.4			57.7			28.8	
Approach LOS		E			E			E			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			49.3									D
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			170.0							27.8		
Intersection Capacity Utilization			85.9%								E	
Analysis Period (min)			15									
c Critical Lane Group												

Doral Marlowe
5: NW 107 Avenue & NW 15 Street

2030 Total
AM Peak Hour

Intersection												
Int Delay, s/veh	28.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	12	14	0	23	20	2434	8	24	1102	24
Future Vol, veh/h	0	0	12	14	0	23	20	2434	8	24	1102	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	8	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	0	-	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	61	61	61	90	90	90	88	88	88
Heavy Vehicles, %	0	0	0	3	3	3	3	3	3	2	2	2
Mvmt Flow	0	0	17	23	0	38	22	2704	9	27	1252	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	641	3317	-	1365	1281	0	0	2721	0	0
Stage 1	-	-	-	2761	-	-	-	-	-	-	-	-
Stage 2	-	-	-	555	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	6.46	-	7.16	5.36	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.36	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.76	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.83	-	3.93	3.13	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	362	~ 9	0	117	283	-	-	53	-	-
Stage 1	0	0	-	~ 10	0	-	-	-	-	-	-	-
Stage 2	0	0	-	439	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	-	361	~ 3	-	116	283	-	-	53	-	-
Mov Cap-2 Maneuver	-	-	-	~ 3	-	-	-	-	-	-	-	-
Stage 1	-	-	-	~ 9	-	-	-	-	-	-	-	-
Stage 2	-	-	-	201	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	15.46		\$ 1750.46		2.99		2.74	
HCM LOS	C		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	43	-	-	361 3 116	53	-	-
HCM Lane V/C Ratio	0.079	-	-	0.047 6.715 0.325	0.518	-	-
HCM Ctrl Dly (s/v)	18.8	2.9	-	15.54543.4	50.4 131.3	-	-
HCM Lane LOS	C	A	-	C F F	F	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1 4.4 1.3	2	-	-

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

Doral Marlowe
5: NW 107 Avenue & NW 15 Street

2030 Total Signalized
AM Peak Hour

	→	↗	←	↖	↖	↑	↘	↓
Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕	↗	↕	↖		↕↕↕	↗	↕↕↕
Traffic Volume (vph)	1	14	0	23	20	2434	24	1102
Future Volume (vph)	1	14	0	23	20	2434	24	1102
Lane Group Flow (vph)	19	21	20	20	0	2735	27	1279
Turn Type	NA	Split	NA	Perm	Perm	NA	pm+pt	NA
Protected Phases	3	4	4			6	5	2
Permitted Phases				4	6		2	
Detector Phase	3	4	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0	16.0	5.0	16.0
Minimum Split (s)	14.4	25.4	25.4	25.4	24.2	24.2	11.2	24.2
Total Split (s)	24.0	24.0	24.0	24.0	102.0	102.0	20.0	122.0
Total Split (%)	14.1%	14.1%	14.1%	14.1%	60.0%	60.0%	11.8%	71.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.4	3.4	3.4	3.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4		6.2	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max
v/c Ratio	0.22	0.27	0.12	0.12		0.75	0.25	0.30
Control Delay (s/veh)	38.8	85.8	1.4	1.3		14.4	28.0	5.2
Queue Delay	0.0	0.0	0.0	0.0		14.7	0.0	0.1
Total Delay (s/veh)	38.8	85.8	1.4	1.3		29.1	28.0	5.3
Queue Length 50th (ft)	2	24	0	0		386	8	106
Queue Length 95th (ft)	21	38	0	0		418	m41	229
Internal Link Dist (ft)	423		271			1		589
Turn Bay Length (ft)							115	
Base Capacity (vph)	177	162	238	242		3652	186	4277
Starvation Cap Reductn	0	0	0	0		0	0	1381
Spillback Cap Reductn	0	0	0	0		971	0	0
Storage Cap Reductn	0	0	0	0		0	0	0
Reduced v/c Ratio	0.11	0.13	0.08	0.08		1.02	0.15	0.44

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

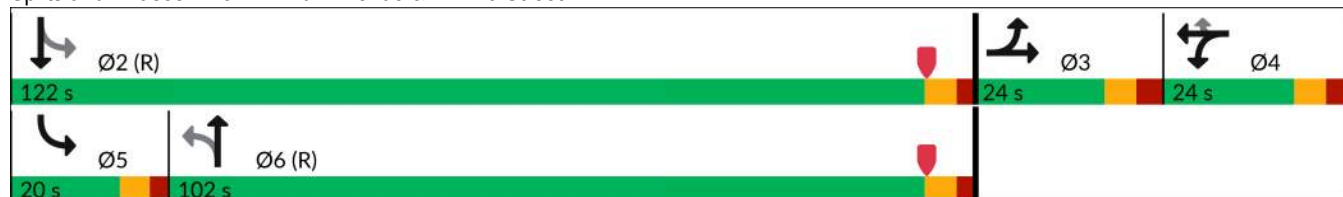
Offset: 35.5 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

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

Splits and Phases: 5: NW 107 Avenue & NW 15 Street



Doral Marlowe
5: NW 107 Avenue & NW 15 Street

2030 Total Signalized
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	12	14	0	23	20	2434	8	24	1102	24
Future Volume (vph)	1	1	12	14	0	23	20	2434	8	24	1102	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.4		7.4	7.4	7.4		6.2		6.2	6.2	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.91		1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt		0.88		1.00	0.87	0.85		1.00		1.00	1.00	
Flt Protected		1.00		0.95	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1666		1665	1445	1490		5030		1770	5067	
Flt Permitted		1.00		0.95	1.00	1.00		0.91		0.03	1.00	
Satd. Flow (perm)		1666		1665	1445	1490		4567		56	5067	
Peak-hour factor, PHF	0.70	0.70	0.70	0.61	0.61	0.61	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	1	1	17	23	0	38	22	2704	9	27	1252	27
RTOR Reduction (vph)	0	17	0	0	19	19	0	0	0	0	1	0
Lane Group Flow (vph)	0	2	0	21	1	1	0	2735	0	27	1278	0
Confl. Peds. (#/hr)									8			1
Heavy Vehicles (%)	0%	0%	0%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	3	3		4	4			6		5	2	
Permitted Phases						4	6			2		
Actuated Green, G (s)		4.5		6.7	6.7	6.7		127.8		137.8	137.8	
Effective Green, g (s)		4.5		6.7	6.7	6.7		127.8		137.8	137.8	
Actuated g/C Ratio		0.03		0.04	0.04	0.04		0.75		0.81	0.81	
Clearance Time (s)		7.4		7.4	7.4	7.4		6.2		6.2	6.2	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		44		65	56	58		3433		83	4107	
v/s Ratio Prot		c0.00		c0.01	0.00					0.01	c0.25	
v/s Ratio Perm						0.00		c0.60		0.26		
v/c Ratio		0.06		0.32	0.01	0.01		0.80		0.33	0.31	
Uniform Delay, d1		80.7		79.4	78.5	78.5		13.1		14.8	4.1	
Progression Factor		1.00		1.00	1.00	1.00		1.00		4.53	1.26	
Incremental Delay, d2		0.5		2.9	0.1	0.1		1.4		2.0	0.2	
Delay (s)		81.2		82.3	78.6	78.6		14.5		69.0	5.3	
Level of Service		F		F	E	E		B		E	A	
Approach Delay (s/veh)		81.2			79.9			14.5			6.6	
Approach LOS		F			E			B			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			13.3				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)			27.2		
Intersection Capacity Utilization			78.2%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Doral Marlowe
4599: NW 107 Avenue & NW 14 Street

2030 Total
AM Peak Hour

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	172	37	155	18	16	169	2252	26	1041
Future Volume (vph)	172	37	155	18	16	169	2252	26	1041
Lane Group Flow (vph)	146	144	133	21	46	180	2461	30	1219
Turn Type	Split	NA	pm+ov	Split	NA	Prot	NA	pm+pt	NA
Protected Phases	3	3	1	4	4	1	6	5	2
Permitted Phases			3					2	
Detector Phase	3	3	1	4	4	1	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	5.0	16.0	5.0	16.0
Minimum Split (s)	25.4	25.4	11.6	38.4	38.4	11.6	24.6	22.6	24.6
Total Split (s)	28.0	28.0	37.0	19.0	19.0	37.0	104.0	19.0	86.0
Total Split (%)	16.5%	16.5%	21.8%	11.2%	11.2%	21.8%	61.2%	11.2%	50.6%
Yellow Time (s)	4.0	4.0	4.4	4.0	4.0	4.4	4.4	4.4	4.4
All-Red Time (s)	3.4	3.4	2.2	3.4	3.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	6.6	7.4	7.4	6.6	6.6	6.6	6.6
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
v/c Ratio	0.80	0.79	0.33	0.24	0.43	0.63	0.74	0.27	0.39
Control Delay (s/veh)	103.3	96.1	8.9	83.8	50.9	91.2	8.3	30.9	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay (s/veh)	103.3	96.1	8.9	83.8	50.9	91.2	8.5	30.9	12.7
Queue Length 50th (ft)	168	158	6	23	21	108	169	8	142
Queue Length 95th (ft)	243	237	48	51	59	m116	m174	m41	160
Internal Link Dist (ft)		1401			353		664		531
Turn Bay Length (ft)	150			150		140		220	
Base Capacity (vph)	205	203	529	120	139	602	3336	173	3091
Starvation Cap Reductn	0	0	0	0	0	0	208	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.71	0.25	0.18	0.33	0.30	0.79	0.17	0.39

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

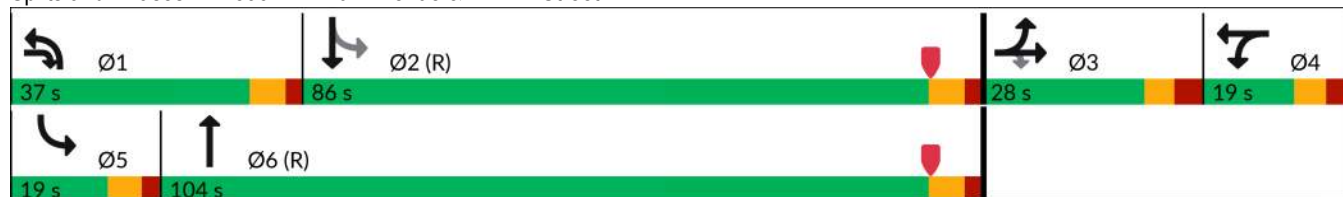
Offset: 48 (28%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

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

Splits and Phases: 4599: NW 107 Avenue & NW 14 Street



Doral Marlowe
4599: NW 107 Avenue & NW 14 Street

2030 Total
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	37	155	18	16	23	169	2252	61	26	1041	32
Future Volume (vph)	172	37	155	18	16	23	169	2252	61	26	1041	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.4	6.6	7.4	7.4		6.6	6.6		6.6	6.6	
Lane Util. Factor	0.95	0.91	0.95	1.00	1.00		0.97	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95	0.85	1.00	0.91		1.00	1.00		1.00	1.00	
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1698	1590	1508	1770	1682		3367	4964		1770	5061	
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.04	1.00	
Satd. Flow (perm)	1698	1590	1508	1770	1682		3367	4964		73	5061	
Peak-hour factor, PHF	0.86	0.86	0.86	0.84	0.84	0.84	0.94	0.94	0.94	0.88	0.88	0.88
Adj. Flow (vph)	200	43	180	21	19	27	180	2396	65	30	1183	36
RTOR Reduction (vph)	0	11	101	0	26	0	0	1	0	0	1	0
Lane Group Flow (vph)	146	133	32	21	20	0	180	2460	0	30	1218	0
Confl. Peds. (#/hr)			1			3			9			1
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Turn Type	Split	NA	pm+ov	Split	NA		Prot	NA		pm+pt	NA	
Protected Phases	3	3	1	4	4		1	6		5	2	
Permitted Phases			3							2		
Actuated Green, G (s)	18.3	18.3	32.7	7.0	7.0		14.4	111.4		107.6	102.3	
Effective Green, g (s)	18.3	18.3	32.7	7.0	7.0		14.4	111.4		107.6	102.3	
Actuated g/C Ratio	0.11	0.11	0.19	0.04	0.04		0.08	0.66		0.63	0.60	
Clearance Time (s)	7.4	7.4	6.6	7.4	7.4		6.6	6.6		6.6	6.6	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	182	171	290	72	69		285	3252		99	3045	
v/s Ratio Prot	c0.09	0.08	0.01	0.01	c0.01		c0.05	c0.50		0.01	0.24	
v/s Ratio Perm			0.01							0.18		
v/c Ratio	0.80	0.78	0.11	0.29	0.29		0.63	0.76		0.30	0.40	
Uniform Delay, d1	74.1	73.9	56.6	79.1	79.1		75.2	20.0		18.8	17.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.17	0.37		2.26	0.67	
Incremental Delay, d2	21.9	19.8	0.2	2.2	2.3		1.7	0.6		1.6	0.4	
Delay (s)	96.0	93.7	56.8	81.3	81.4		89.5	8.1		44.0	12.2	
Level of Service	F	F	E	F	F		F	A		D	B	
Approach Delay (s/veh)		82.9			81.4			13.7			13.0	
Approach LOS		F			F			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			21.2	HCM 2000 Level of Service					C			
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			170.0	Sum of lost time (s)					28.0			
Intersection Capacity Utilization			80.2%	ICU Level of Service					D			
Analysis Period (min)			15									
c Critical Lane Group												

Doral Marlowe
4599: NW 107 Avenue & NW 14 Street

2030 Total Optimized Timing
AM Peak Hour

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	172	37	155	18	16	169	2252	26	1041
Future Volume (vph)	172	37	155	18	16	169	2252	26	1041
Lane Group Flow (vph)	146	144	133	21	46	180	2461	30	1219
Turn Type	Split	NA	pm+ov	Split	NA	Prot	NA	pm+pt	NA
Protected Phases	3	3	1	4	4	1	6	5	2
Permitted Phases			3					2	
Detector Phase	3	3	1	4	4	1	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	5.0	16.0	5.0	16.0
Minimum Split (s)	25.4	25.4	11.6	38.4	38.4	11.6	24.6	22.6	24.6
Total Split (s)	30.0	30.0	37.0	19.0	19.0	37.0	102.0	19.0	84.0
Total Split (%)	17.6%	17.6%	21.8%	11.2%	11.2%	21.8%	60.0%	11.2%	49.4%
Yellow Time (s)	4.0	4.0	4.4	4.0	4.0	4.4	4.4	4.4	4.4
All-Red Time (s)	3.4	3.4	2.2	3.4	3.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	6.6	7.4	7.4	6.6	6.6	6.6	6.6
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
v/c Ratio	0.77	0.77	0.33	0.24	0.43	0.63	0.74	0.27	0.40
Control Delay (s/veh)	99.1	92.5	8.8	83.8	50.9	92.1	8.4	32.1	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay (s/veh)	99.1	92.5	8.8	83.8	50.9	92.1	8.6	32.1	15.9
Queue Length 50th (ft)	168	159	7	23	21	108	169	8	141
Queue Length 95th (ft)	240	234	48	51	59	m117	m174	m46	244
Internal Link Dist (ft)		1401			353		664		531
Turn Bay Length (ft)	150			150		140		220	
Base Capacity (vph)	225	221	533	120	139	602	3317	173	3072
Starvation Cap Reductn	0	0	0	0	0	0	206	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.65	0.25	0.18	0.33	0.30	0.79	0.17	0.40

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

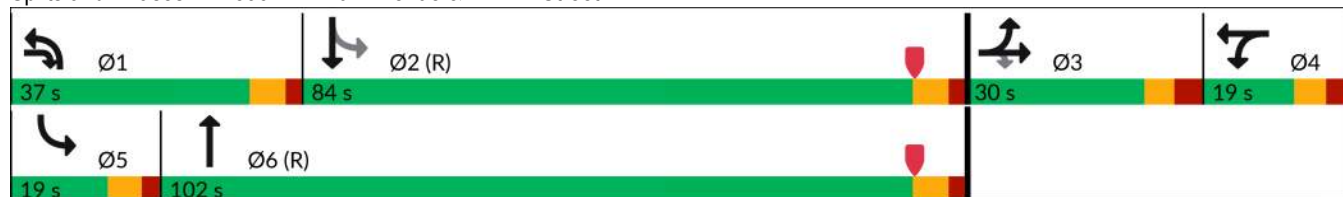
Offset: 48 (28%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

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

Splits and Phases: 4599: NW 107 Avenue & NW 14 Street



Doral Marlowe
4599: NW 107 Avenue & NW 14 Street

2030 Total Optimized Timing
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	37	155	18	16	23	169	2252	61	26	1041	32
Future Volume (vph)	172	37	155	18	16	23	169	2252	61	26	1041	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.4	6.6	7.4	7.4		6.6	6.6		6.6	6.6	
Lane Util. Factor	0.95	0.91	0.95	1.00	1.00		0.97	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95	0.85	1.00	0.91		1.00	1.00		1.00	1.00	
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1698	1590	1507	1770	1682		3367	4964		1770	5061	
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.04	1.00	
Satd. Flow (perm)	1698	1590	1507	1770	1682		3367	4964		73	5061	
Peak-hour factor, PHF	0.86	0.86	0.86	0.84	0.84	0.84	0.94	0.94	0.94	0.88	0.88	0.88
Adj. Flow (vph)	200	43	180	21	19	27	180	2396	65	30	1183	36
RTOR Reduction (vph)	0	11	100	0	26	0	0	1	0	0	1	0
Lane Group Flow (vph)	146	133	33	21	20	0	180	2460	0	30	1218	0
Confl. Peds. (#/hr)			1			3			9			1
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Turn Type	Split	NA	pm+ov	Split	NA		Prot	NA		pm+pt	NA	
Protected Phases	3	3	1	4	4		1	6		5	2	
Permitted Phases			3							2		
Actuated Green, G (s)	19.0	19.0	33.4	7.0	7.0		14.4	110.7		106.9	101.6	
Effective Green, g (s)	19.0	19.0	33.4	7.0	7.0		14.4	110.7		106.9	101.6	
Actuated g/C Ratio	0.11	0.11	0.20	0.04	0.04		0.08	0.65		0.63	0.60	
Clearance Time (s)	7.4	7.4	6.6	7.4	7.4		6.6	6.6		6.6	6.6	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	189	177	296	72	69		285	3232		98	3024	
v/s Ratio Prot	c0.09	0.08	0.01	0.01	c0.01		c0.05	c0.50		0.01	0.24	
v/s Ratio Perm			0.01							0.18		
v/c Ratio	0.77	0.75	0.11	0.29	0.29		0.63	0.76		0.31	0.40	
Uniform Delay, d1	73.4	73.2	56.1	79.1	79.1		75.2	20.5		19.3	18.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.18	0.37		2.28	0.83	
Incremental Delay, d2	17.6	16.5	0.2	2.2	2.3		1.7	0.7		1.6	0.4	
Delay (s)	91.0	89.7	56.3	81.3	81.4		90.4	8.2		45.5	15.4	
Level of Service	F	F	E	F	F		F	A		D	B	
Approach Delay (s/veh)		79.7			81.4			13.8			16.1	
Approach LOS		E			F			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			21.8				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)			28.0		
Intersection Capacity Utilization			80.2%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Doral Marlowe
4592: NW 107 Avenue & NW 12 Street

2030 Total
AM Peak Hour

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	288	1149	717	183	248	227	2090	910	168	963	73
Future Volume (vph)	288	1149	717	183	248	227	2090	910	168	963	73
Lane Group Flow (vph)	303	1209	755	197	386	239	2200	958	195	1120	85
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	1	6	7	5	2	3
Permitted Phases			8					6			2
Detector Phase	3	8	1	7	4	1	6	7	5	2	3
Switch Phase											
Minimum Initial (s)	5.0	7.0	6.0	5.0	5.0	6.0	16.0	5.0	6.0	16.0	5.0
Minimum Split (s)	14.1	40.1	12.9	23.1	40.1	12.9	39.9	23.1	12.9	39.9	14.1
Total Split (s)	27.0	55.0	25.0	19.0	46.0	25.0	82.0	19.0	14.0	71.0	27.0
Total Split (%)	15.9%	32.4%	14.7%	11.2%	27.1%	14.7%	48.2%	11.2%	8.2%	41.8%	15.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.7	2.7	2.5	2.7	2.7	2.5	2.5	2.7	2.5	2.5	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	6.9	7.1	7.1	6.9	6.9	7.1	6.9	6.9	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	None	C-Max	None
v/c Ratio	0.81	1.22	0.63	0.85	0.48	0.71	0.98	1.12	1.44	0.48	0.10
Control Delay (s/veh)	90.9	160.0	37.2	93.0	49.4	86.5	61.0	100.1	291.2	40.6	0.4
Queue Delay	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	90.9	160.5	37.2	93.0	49.4	86.5	61.0	100.1	291.2	40.6	0.4
Queue Length 50th (ft)	171	~867	335	101	167	134	877	~1030	~155	261	0
Queue Length 95th (ft)	228	#1008	414	#182	213	184	#994	#1298	#232	295	m1
Internal Link Dist (ft)		1127			616		2867			664	
Turn Bay Length (ft)	485		315	285		200		670	200		150
Base Capacity (vph)	398	987	1227	231	811	365	2246	854	135	2334	864
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	90	0	0	0	0	0	3	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	1.35	0.62	0.85	0.48	0.65	0.98	1.13	1.44	0.48	0.10

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 30 (18%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

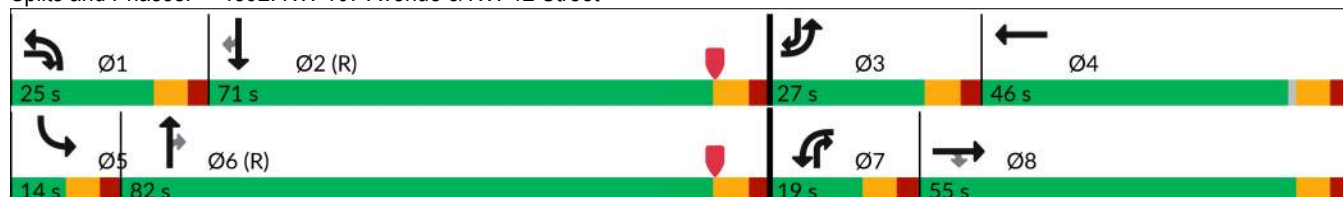
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 4592: NW 107 Avenue & NW 12 Street



Doral Marlowe
4592: NW 107 Avenue & NW 12 Street

2030 Total
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	288	1149	717	183	248	111	227	2090	910	168	963	73
Future Volume (veh/h)	288	1149	717	183	248	111	227	2090	910	168	963	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1811	1811	1811	1870	1870	1870	1781	1781	1781
Adj Flow Rate, veh/h	303	1209	755	197	267	119	239	2200	958	195	1120	85
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	6	6	6	2	2	2	8	8	8
Cap, veh/h	346	993	1006	233	585	253	283	2258	808	137	2465	759
Arrive On Green	0.10	0.28	0.28	0.12	0.42	0.42	0.08	0.44	0.44	0.08	0.80	0.80
Sat Flow, veh/h	3428	3526	2768	3346	2335	1012	3456	5106	1578	3291	6128	1510
Grp Volume(v), veh/h	303	1209	755	197	195	191	239	2200	958	195	1120	85
Grp Sat Flow(s),veh/h/ln	1714	1763	1384	1673	1721	1626	1728	1702	1578	1646	1532	1510
Q Serve(g_s), s	14.8	47.9	40.6	9.8	13.8	14.5	11.6	71.8	75.2	7.1	9.6	1.8
Cycle Q Clear(g_c), s	14.8	47.9	40.6	9.8	13.8	14.5	11.6	71.8	75.2	7.1	9.6	1.8
Prop In Lane	1.00		1.00	1.00		0.62	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	346	993	1006	233	431	407	283	2258	808	137	2465	759
V/C Ratio(X)	0.88	1.22	0.75	0.85	0.45	0.47	0.85	0.97	1.19	1.42	0.45	0.11
Avail Cap(c_a), veh/h	401	993	1006	234	431	407	368	2258	808	137	2465	759
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	75.4	61.0	47.3	74.2	41.1	41.3	77.0	46.5	41.5	77.9	10.9	7.0
Incr Delay (d2), s/veh	17.4	107.0	3.2	23.3	0.7	0.8	13.2	13.8	96.0	223.2	0.6	0.3
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	7.3	35.9	14.3	4.8	5.4	5.3	5.7	32.5	54.2	7.1	2.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.8	168.0	50.5	97.6	41.8	42.1	90.2	60.2	137.5	301.1	11.4	7.3
LnGrp LOS	F	F	D	F	D	D	F	E	F	F	B	A
Approach Vol, veh/h	2267				583		3397				1400	
Approach Delay, s/veh	118.8				60.7		84.1				51.5	
Approach LOS	F				E		F				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.8	75.3	24.2	49.7	14.0	82.1	18.9	55.0				
Change Period (Y+Rc), s	6.9	6.9	* 7.1	* 7.1	6.9	6.9	* 7.1	* 7.1				
Max Green Setting (Gmax), s	18.1	64.1	* 20	* 39	7.1	75.1	* 12	* 48				
Max Q Clear Time (g_c+I1), s	13.6	11.6	16.8	16.5	9.1	77.2	11.8	49.9				
Green Ext Time (p_c), s	0.3	10.3	0.3	2.1	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	86.7											
HCM 7th LOS	F											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Doral Marlowe
6660: NW 105 Block & NW 12 Street

2030 Total
AM Peak Hour

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	122	2079	14	503	2	2	6	33	2	21
Future Volume (vph)	122	2079	14	503	2	2	6	33	2	21
Lane Group Flow (vph)	130	2224	16	572	0	6	8	0	46	23
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	1	6		2		4			8	1
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	2	2	4	4	4	8	8	1
Switch Phase										
Minimum Initial (s)	5.0	14.0	14.0	14.0	7.0	7.0	7.0	7.0	7.0	5.0
Minimum Split (s)	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4
Total Split (s)	13.0	67.0	54.0	54.0	18.0	18.0	18.0	18.0	18.0	13.0
Total Split (%)	15.3%	78.8%	63.5%	63.5%	21.2%	21.2%	21.2%	21.2%	21.2%	15.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0	4.4
All-Red Time (s)	2.0	2.0	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		6.0	6.0		6.0	6.4
Lead/Lag	Lead		Lag	Lag						Lead
Lead-Lag Optimize?	Yes		Yes	Yes						Yes
Recall Mode	Max	Max	C-Max	C-Max	None	None	None	None	None	Max
v/c Ratio	0.17	0.75	0.18	0.30		0.04	0.03		0.35	0.05
Control Delay (s/veh)	2.1	7.9	15.1	9.9		33.3	0.2		40.2	3.3
Queue Delay	0.0	0.5	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	2.1	8.4	15.1	9.9		33.3	0.2		40.2	3.3
Queue Length 50th (ft)	14	271	4	77		3	0		23	0
Queue Length 95th (ft)	m14	m198	16	97		11	0		49	6
Internal Link Dist (ft)		616		1226		278			302	
Turn Bay Length (ft)	150		45				75			200
Base Capacity (vph)	749	2979	88	1902		212	329		181	454
Starvation Cap Reductn	0	326	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	0.17	0.84	0.18	0.30		0.03	0.02		0.25	0.05

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 85

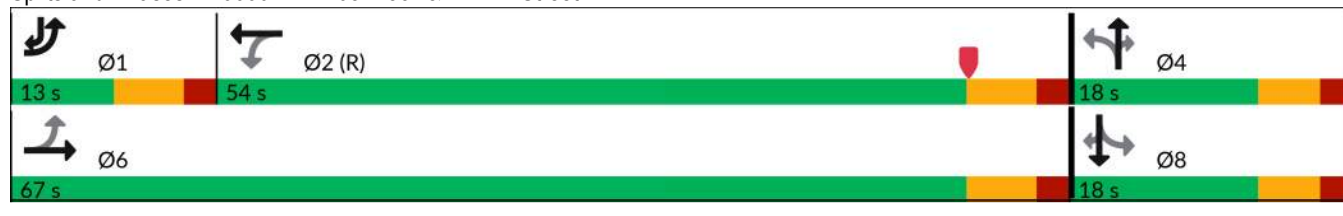
Offset: 38 (45%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

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

Splits and Phases: 6660: NW 105 Block & NW 12 Street



Doral Marlowe
6660: NW 105 Block & NW 12 Street

2030 Total
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	2079	11	14	503	12	2	2	6	33	2	21
Future Volume (veh/h)	122	2079	11	14	503	12	2	2	6	33	2	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1811	1811	1811	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	130	2212	12	16	559	13	3	3	8	41	2	26
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.75	0.75	0.75	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	6	6	6	3	3	3	5	5	5
Cap, veh/h	702	2617	14	180	1956	45	64	44	208	85	2	324
Arrive On Green	0.16	1.00	1.00	1.00	1.00	1.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	3624	20	167	3437	80	6	330	1572	16	17	1547
Grp Volume(v), veh/h	130	1083	1141	16	280	292	6	0	8	43	0	26
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	167	1721	1797	335	0	1572	33	0	1547
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0	1.1
Cycle Q Clear(g_c), s	2.2	0.0	0.0	0.0	0.0	0.0	11.2	0.0	0.4	11.2	0.0	1.1
Prop In Lane	1.00		0.01	1.00		0.04	0.50		1.00	0.95		1.00
Lane Grp Cap(c), veh/h	702	1283	1348	180	979	1023	108	0	208	87	0	324
V/C Ratio(X)	0.19	0.84	0.85	0.09	0.29	0.29	0.06	0.00	0.04	0.49	0.00	0.08
Avail Cap(c_a), veh/h	702	1283	1348	180	979	1023	122	0	222	100	0	339
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.6	0.0	0.0	0.0	0.0	0.0	32.6	0.0	32.2	42.0	0.0	27.0
Incr Delay (d2), s/veh	0.1	0.7	0.7	0.9	0.7	0.7	0.2	0.0	0.1	4.3	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	0.2	0.0	0.2	0.2	0.1	0.0	0.1	1.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.6	0.7	0.7	0.9	0.7	0.7	32.8	0.0	32.3	46.2	0.0	27.1
LnGrp LOS	A	A	A	A	A	A	C		C	D		C
Approach Vol, veh/h	2354			588			14			69		
Approach Delay, s/veh	0.9			0.7			32.5			39.0		
Approach LOS	A			A			C			D		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.0	54.7		17.3		67.7		17.3				
Change Period (Y+Rc), s	6.4	6.4		6.0		6.4		6.0				
Max Green Setting (Gmax), s	6.6	47.6		12.0		60.6		12.0				
Max Q Clear Time (g_c+I1), s	4.2	2.0		13.2		2.0		13.2				
Green Ext Time (p_c), s	0.1	4.4		0.0		35.7		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				1.9								
HCM 7th LOS				A								
Notes												
User approved volume balancing among the lanes for turning movement.												

Doral Marlowe
6799: NW 12 Street & NW 10400 Block

2030 Total
AM Peak Hour



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	83	2039	520	71	27
Future Volume (vph)	83	2039	520	71	27
Lane Group Flow (vph)	85	2081	662	115	44
Turn Type	pm+pt	NA	NA	Prot	pm+ov
Protected Phases	1	6	2	8	1
Permitted Phases	6				8
Detector Phase	1	6	2	8	1
Switch Phase					
Minimum Initial (s)	5.0	14.0	14.0	7.0	5.0
Minimum Split (s)	11.4	24.4	24.4	24.4	11.4
Total Split (s)	12.0	69.0	57.0	16.0	12.0
Total Split (%)	14.1%	81.2%	67.1%	18.8%	14.1%
Yellow Time (s)	4.4	4.4	4.4	4.0	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.0	6.4
Lead/Lag	Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes
Recall Mode	None	C-Max	C-Max	None	None
v/c Ratio	0.15	0.74	0.28	0.61	0.12
Control Delay (s/veh)	2.4	3.7	7.4	50.4	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.4	3.7	7.4	50.4	8.9
Queue Length 50th (ft)	8	98	78	59	0
Queue Length 95th (ft)	m9	92	108	75	11
Internal Link Dist (ft)		1226	680	413	
Turn Bay Length (ft)	150				
Base Capacity (vph)	580	2800	2349	204	369
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.74	0.28	0.56	0.12

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 85

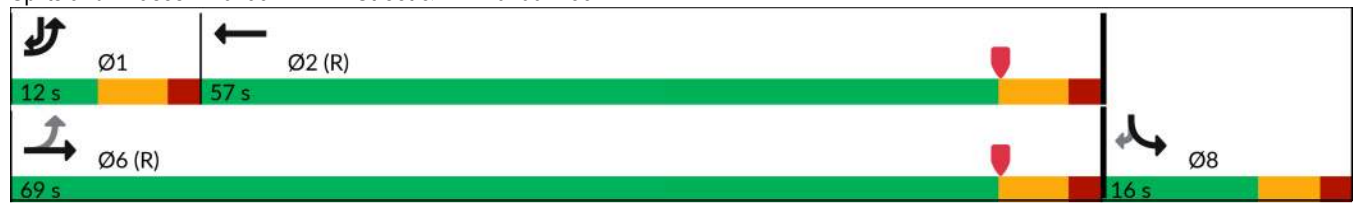
Offset: 53 (62%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

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

Splits and Phases: 6799: NW 12 Street & NW 10400 Block



Doral Marlowe
6799: NW 12 Street & NW 10400 Block

2030 Total
AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	83	2039	520	89	71	27
Future Volume (veh/h)	83	2039	520	89	71	27
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1841
Adj Flow Rate, veh/h	85	2081	565	97	115	44
Peak Hour Factor	0.98	0.98	0.92	0.92	0.62	0.62
Percent Heavy Veh, %	2	2	2	2	4	4
Cap, veh/h	607	2727	1945	333	152	215
Arrive On Green	0.05	0.77	0.64	0.64	0.09	0.09
Sat Flow, veh/h	1781	3647	3127	519	1753	1560
Grp Volume(v), veh/h	85	2081	330	332	115	44
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1776	1753	1560
Q Serve(g_s), s	1.2	27.9	7.0	7.0	5.4	2.1
Cycle Q Clear(g_c), s	1.2	27.9	7.0	7.0	5.4	2.1
Prop In Lane	1.00			0.29	1.00	1.00
Lane Grp Cap(c), veh/h	607	2727	1139	1139	152	215
V/C Ratio(X)	0.14	0.76	0.29	0.29	0.76	0.20
Avail Cap(c_a), veh/h	634	2727	1139	1139	206	263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.1	5.5	6.7	6.7	37.9	32.5
Incr Delay (d2), s/veh	0.1	1.2	0.6	0.6	10.3	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.9	2.3	2.3	2.7	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	4.2	6.8	7.4	7.4	48.2	33.0
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		2166	662		159	
Approach Delay, s/veh		6.7	7.4		44.0	
Approach LOS		A	A		D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.7	60.9			71.6	13.4
Change Period (Y+Rc), s	6.4	6.4			6.4	6.0
Max Green Setting (Gmax), s	5.6	50.6			62.6	10.0
Max Q Clear Time (g_c+I1), s	3.2	9.0			29.9	7.4
Green Ext Time (p_c), s	0.0	4.2			22.2	0.1
Intersection Summary						
HCM 7th Control Delay, s/veh			8.8			
HCM 7th LOS			A			

Appendix F

Trip Generation Data

TRIP GENERATION ANALYSIS
MARLOWE DORAL

DAILY

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips			Internal Trips				Driveway Volumes			Pass-by		Net New Trips		
						In	Out	Total	In	Out	Total	%	In	Out	Total	Trips	%	In	Out	Total
EXISTING USE																				
Shopping Center	820	1,241,056 SF	T = 36.39 (X)	50%	50%	22,581	22,581	45,162	0	0	0	0.0%	22581	22581	45162	0	0%	22,581	22,581	45,162
Sub Total						22,581	22,581	45,162	0	0	0		22,581	22,581	45,162	0		22,581	22,581	45,162
PROPOSED USES																				
Multifamily Housing (Mid-Rise)	221	292 DU	T = 4.55 (X) - 17.52	50%	50%	656	655	1,311	216	249	465	35.5%	440	406	846	0	0%	440	406	846
Shopping Center	820	1,165,298 SF	T = 36.39 (X)	50%	50%	21,203	21,202	42,405	249	216	465	1.1%	20,954	20,986	41,940	0	0%	20,954	20,986	41,940
Sub Total						21,859	21,857	43,716	465	465	930		21,394	21,392	42,786	0		21,394	21,392	42,786
Difference (Proposed less Existing)						-722	-724	-1,446	465	465	930		-1,187	-1,189	-2,376			-1,187	-1,189	-2,376

MORNING PEAK HOUR

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips			Internal Trips				Driveway Volumes			Pass-by		Net New Trips		
						In	Out	Total	In	Out	Total	%	In	Out	Total	Trips	%	In	Out	Total
EXISTING USE																				
Shopping Center	820	1,241,056 SF	T = 0.61 (X) + 132.89	62%	38%	552	338	890	0	0	0	0.0%	552	338	890	0	0%	552	338	890
Sub Total						552	338	890	0	0	0		552	338	890	0	0%	552	338	890
PROPOSED USES																				
Multifamily Housing (Mid-Rise)	221	292 DU	T = 0.42 (X) - 7.77	23%	77%	26	89	115	1	1	2	1.7%	25	88	113	0	0%	25	88	113
Shopping Center	820	1,165,298 SF	T = 0.61 (X) + 132.89	62%	38%	523	321	844	1	1	2	0.2%	522	320	842	0	0%	522	320	842
Sub Total						549	410	959	2	2	4		547	408	955	0		547	408	955
Difference (Proposed less Existing)						-3	72	69	2	2	4		-5	70	65			-5	70	65

AFTERNOON PEAK HOUR

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips			Internal Trips				Driveway Volumes			Pass-by		Net New Trips					
						In	Out	Total	In	Out	Total	%	In	Out	Total	Trips	%	In	Out	Total			
EXISTING USE																							
Shopping Center	820	1,241,056 SF	Ln (T) = 0.66 Ln(X) + 3.23	49%	51%	1,364	1,420	2,784	0	0	0	0.0%	1364	1420	2784	529	19%	1,100	1,155	2,255			
Sub Total						1,364	1,420	2,784	0	0	0		1,364	1,420	2,784	529	0%	1,100	1,155	2,255			
PROPOSED USES																							
Multifamily Housing (Mid-Rise)	221	292 DU	T = 0.36 (X) + 3.07	64%	36%	69	39	108	32	16	48	44.4%	37	23	60	0	0%	37	23	60			
Shopping Center	820	1,165,298 SF	Ln (T) = 0.66 Ln(X) + 3.23	49%	51%	1,309	1,362	2,671	16	32	48	1.8%	1293	1330	2623	498	19%	1,049	1,076	2,125			
Sub Total						1,378	1,401	2,779	48	48	96		1,330	1,353	2,683	498		1,086	1,099	2,185			
Difference (Proposed less Existing)						14	-19	-5	48	48	96		-34	-67	-101			-14	-56	-70			

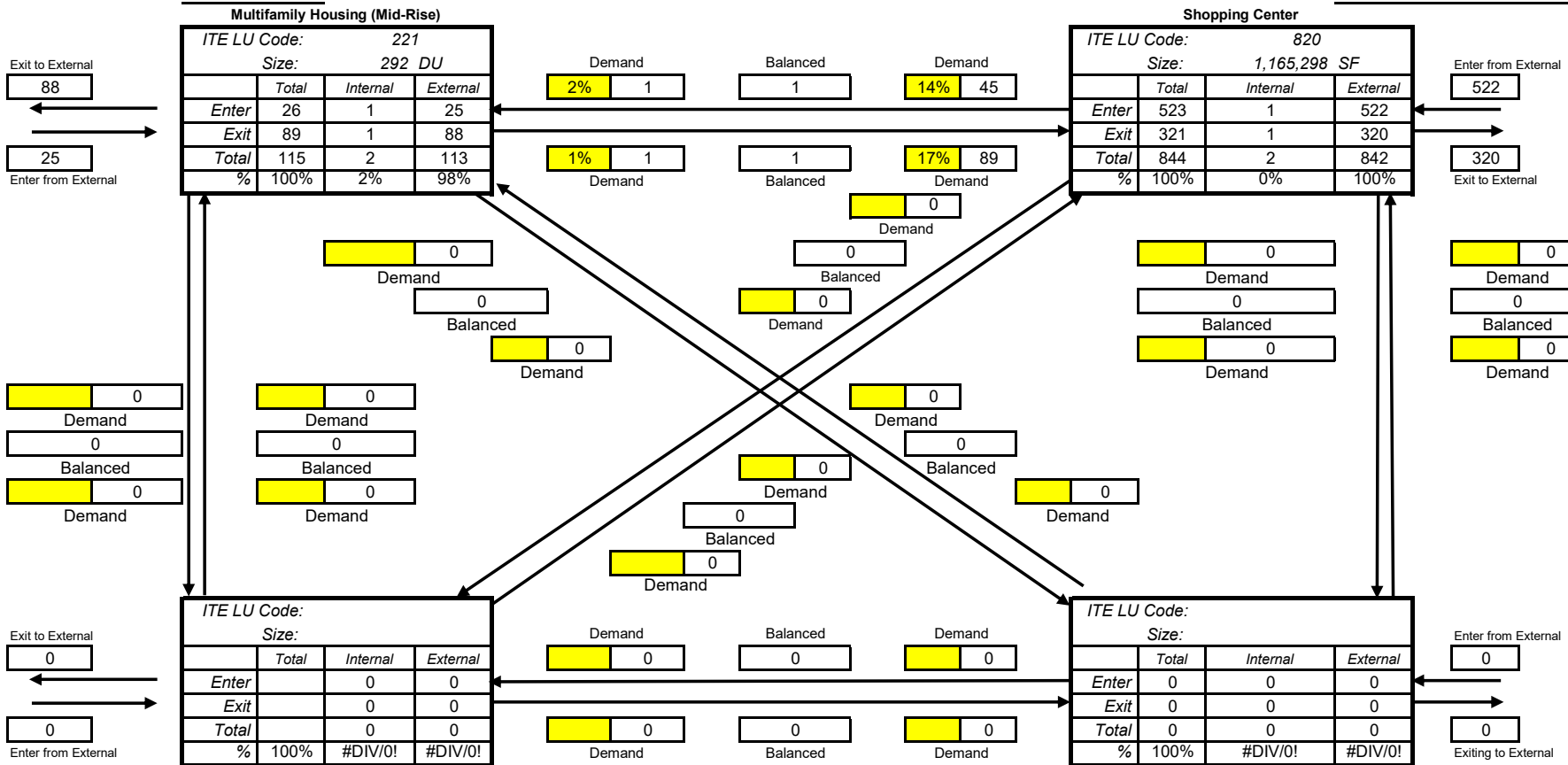
* Based on 12th Edition ITE Trip Generation Manual



Analyst Data
JPK
5/8/2025

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt
Time Period
Shopping Center
MARLOWE DORAL
AM Peak Hour



Net External Trips for Multi-Use Development					
	Multifamily Housing (Mid-Rise)	Shopping Center	0	0	TOTAL
Enter	25	522	0	0	547
Exit	88	320	0	0	408
Total	113	842	0	0	955
Single-Use Trip Gen.Est	115	844	0	0	959

Source: Kaku Associates, Inc.

INTERNAL CAPTURE
0%

Net Internal Trips for Multi-Use Development			
	In	Out	TOTAL
1 Multifamily Housing (Mid-Rise)	1	1	2
2 Shopping Center	1	1	2
3 0	0	0	0
4 0	0	0	0
Total	2	2	4

Analyst
Data

JPK
5/8/2025

MULTI-USE DEVELOPMENT
TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt
Time Period

MARLOWE DORAL
PM Peak Hour

Shopping Center

Exit to External
23

37
Enter from External

ITE LU Code: 221		Size: 292 DU	
	Total	Internal	External
Enter	69	32	37
Exit	39	16	23
Total	108	48	60
%	100%	44%	56%

Demand 46% 32

Balanced 32

Demand 26% 354

ITE LU Code: 820		Size: 1,165,298 SF	
	Total	Internal	External
Enter	1309	16	1293
Exit	1362	32	1330
Total	2671	48	2623
%	100%	2%	98%

Enter from External
1293

1330
Exit to External

Demand 0
Balanced 0
Demand 0

Demand 0
Balanced 0
Demand 0

Demand 0

Demand 0
Balanced 0
Demand 0

Demand 0
Balanced 0
Demand 0

Demand 0
Balanced 0
Demand 0

Exit to External
0

0
Enter from External

ITE LU Code:		Size:	
	Total	Internal	External
Enter		0	0
Exit		0	0
Total		0	0
%	100%		

Demand 0

Balanced 0

Demand 0

ITE LU Code:		Size:	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	100%	#DIV/0!	#DIV/0!

Enter from External
0

0
Exiting to External

Net External Trips for Multi-Use Development

	Multifamily Housing (Mid-Rise)	Shopping Center	0	0	TOTAL
Enter	37	1293	0	0	1330
Exit	23	1330	0	0	1353
Total	60	2623	0	0	2683
Single-Use Trip Gen.Est	108	2671	0	0	2779

Source: Kaku Associates, Inc.

INTERNAL CAPTURE

3%

Net Internal Trips for Multi-Use Development

	In	Out	TOTAL
1 Multifamily Housing (Mid-Rise)	32	16	48
2 Shopping Center	16	32	48
3 0	0	0	0
4 0	0	0	0
Total	48	48	96

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 7

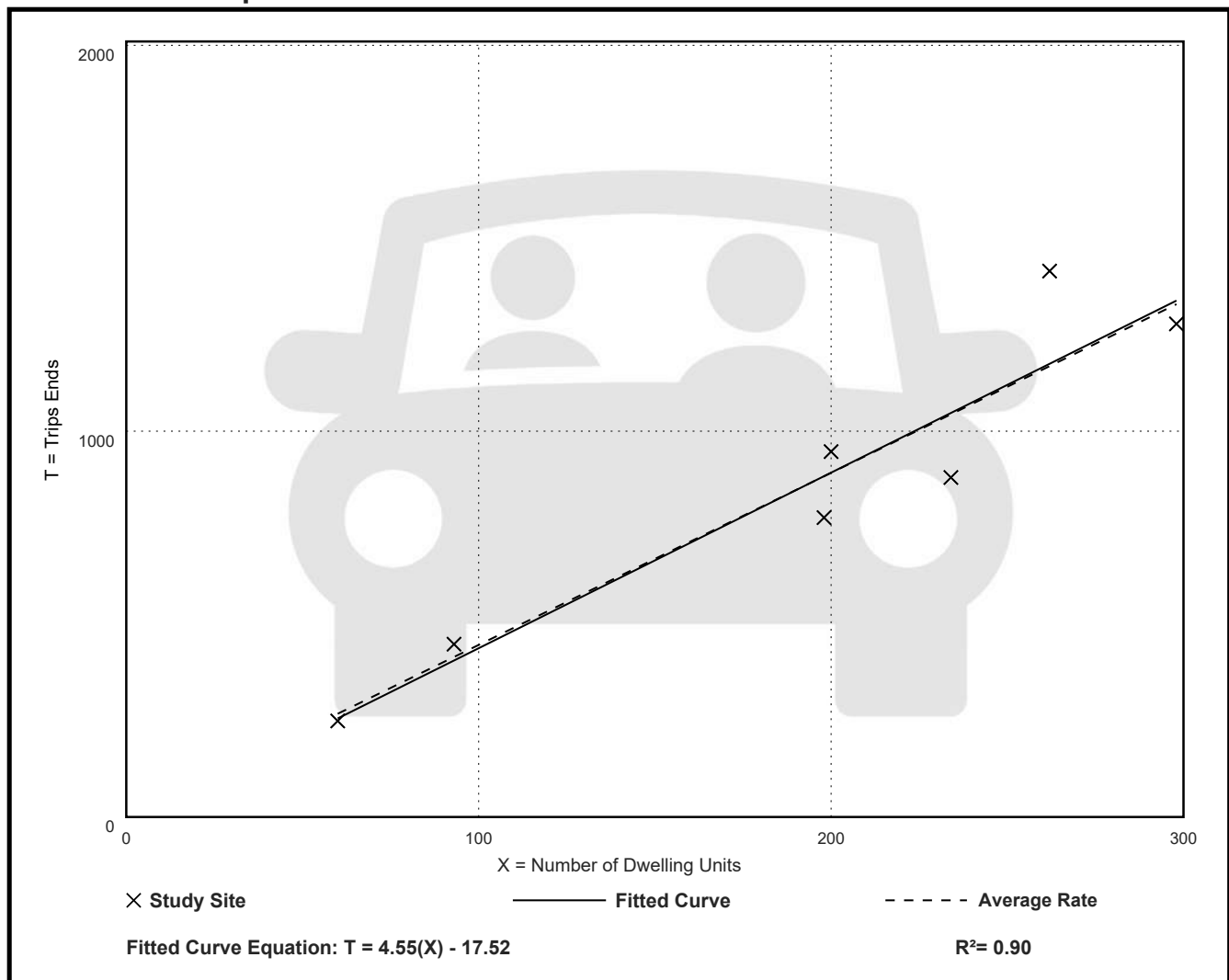
Avg. Num. of Dwelling Units: 192

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.46	3.76 - 5.40	0.62

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

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: 20

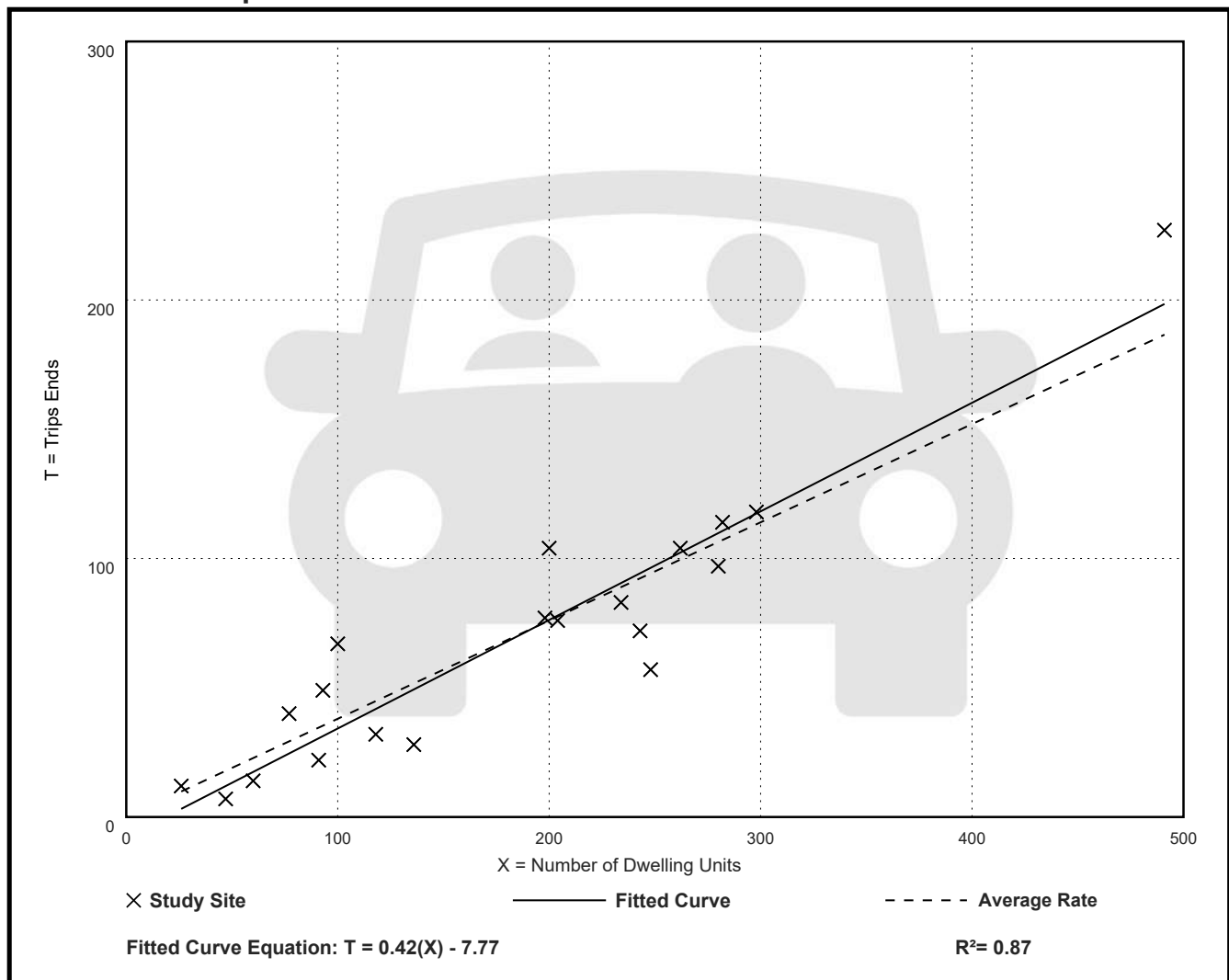
Avg. Num. of Dwelling Units: 184

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.15 - 0.67	0.10

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

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: 21

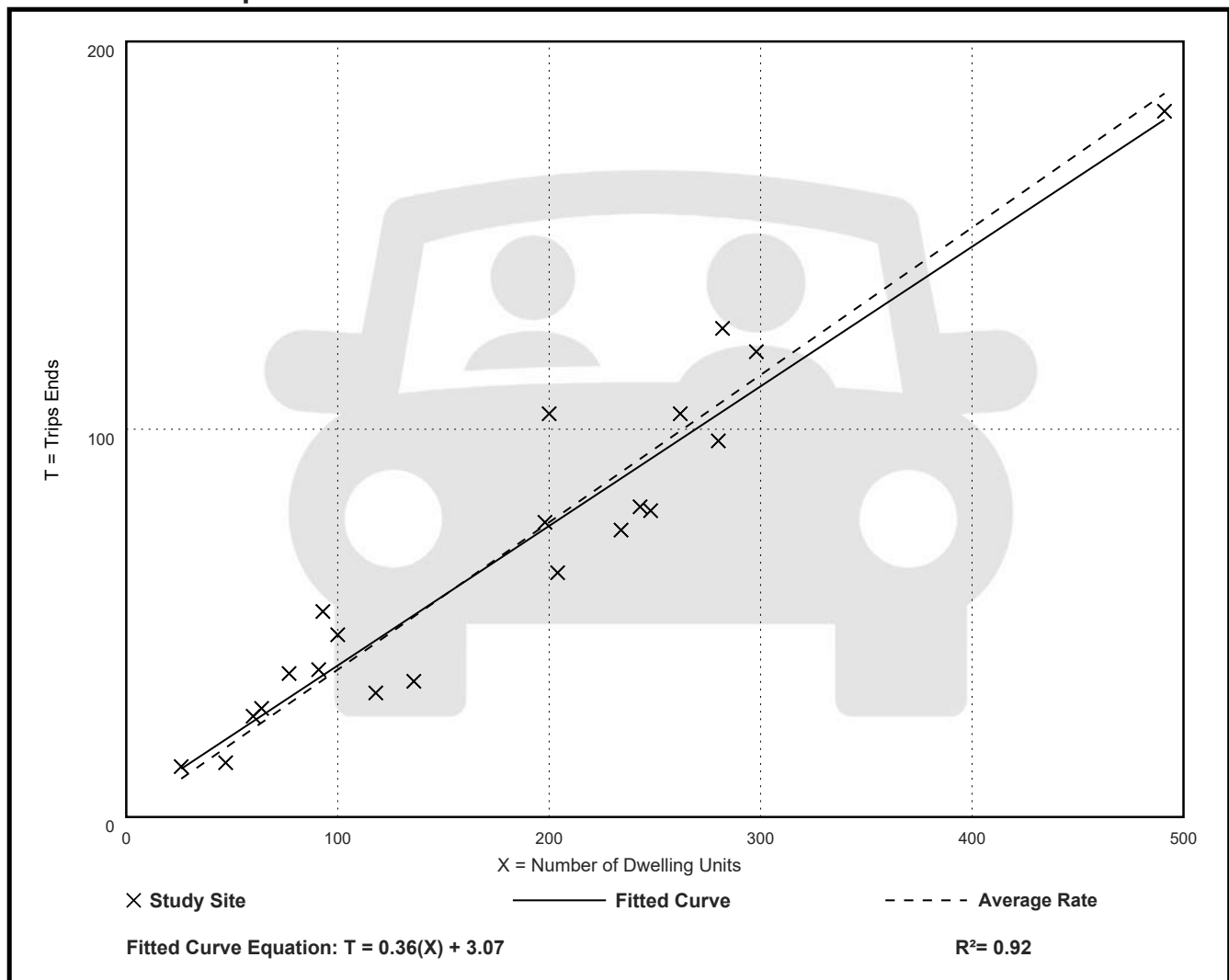
Avg. Num. of Dwelling Units: 179

Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.26 - 0.57	0.07

Data Plot and Equation



Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 32

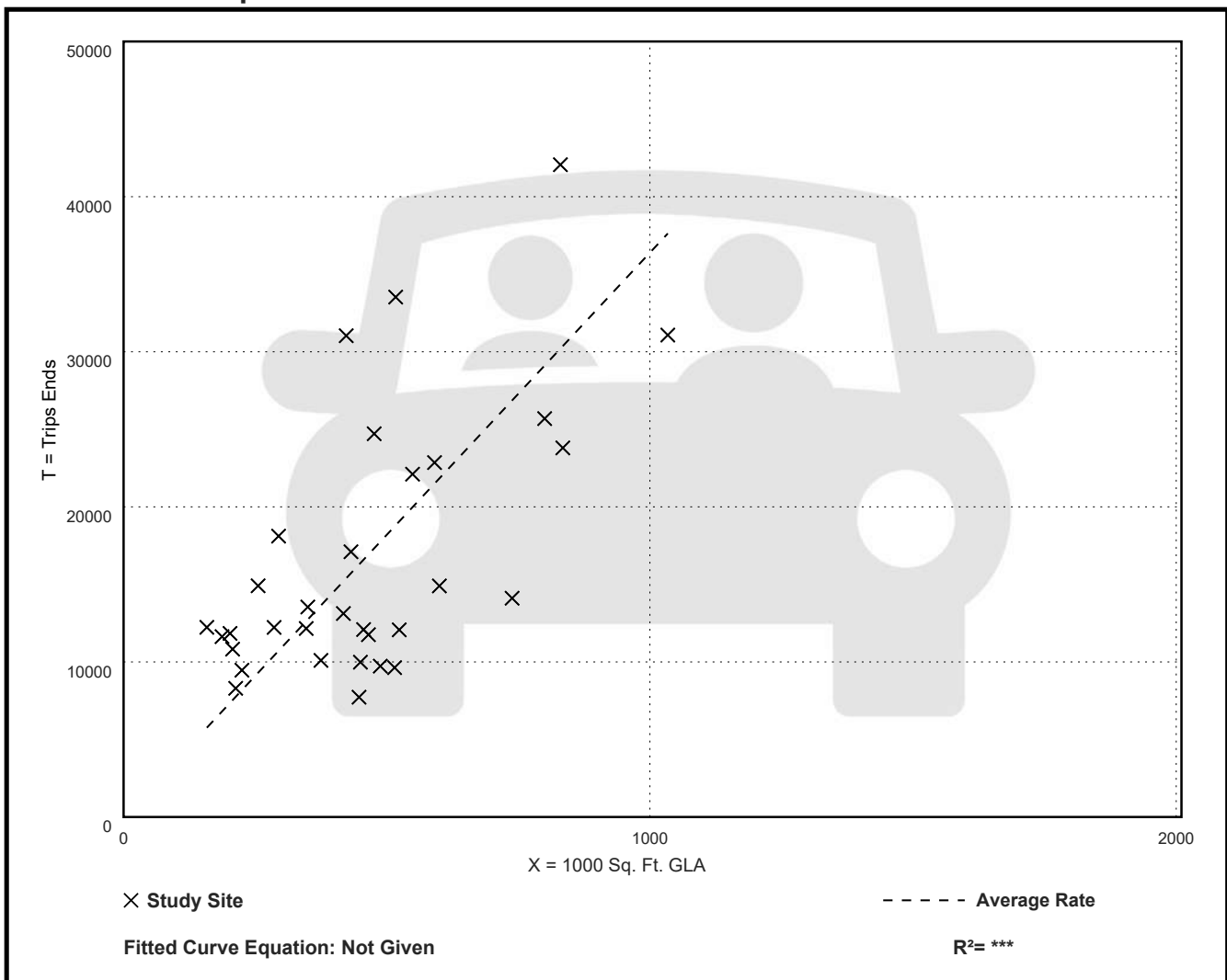
Avg. 1000 Sq. Ft. GLA: 459

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
36.39	17.27 - 77.31	15.38

Data Plot and Equation



Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 32

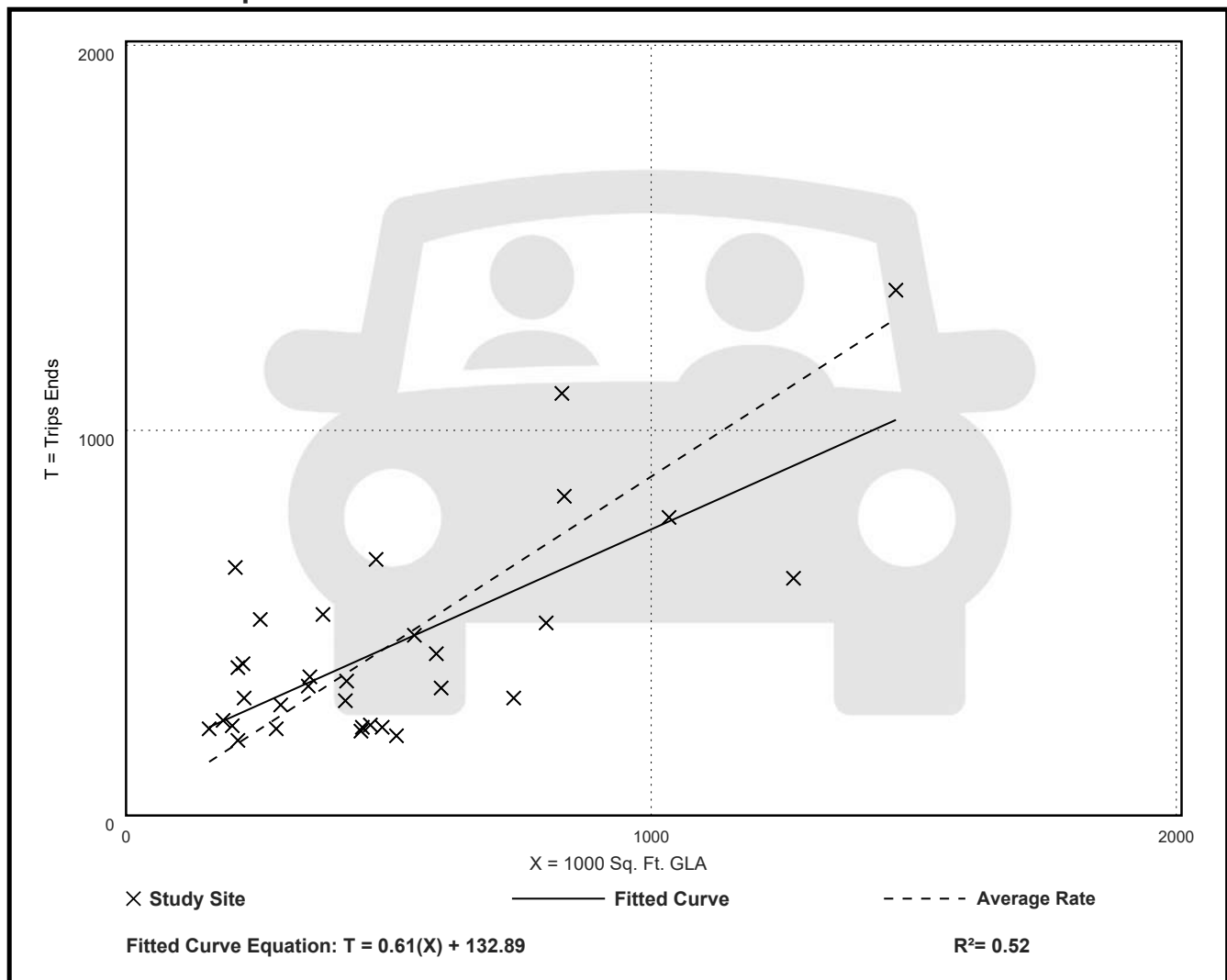
Avg. 1000 Sq. Ft. GLA: 498

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.88	0.40 - 3.10	0.45

Data Plot and Equation



Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 55

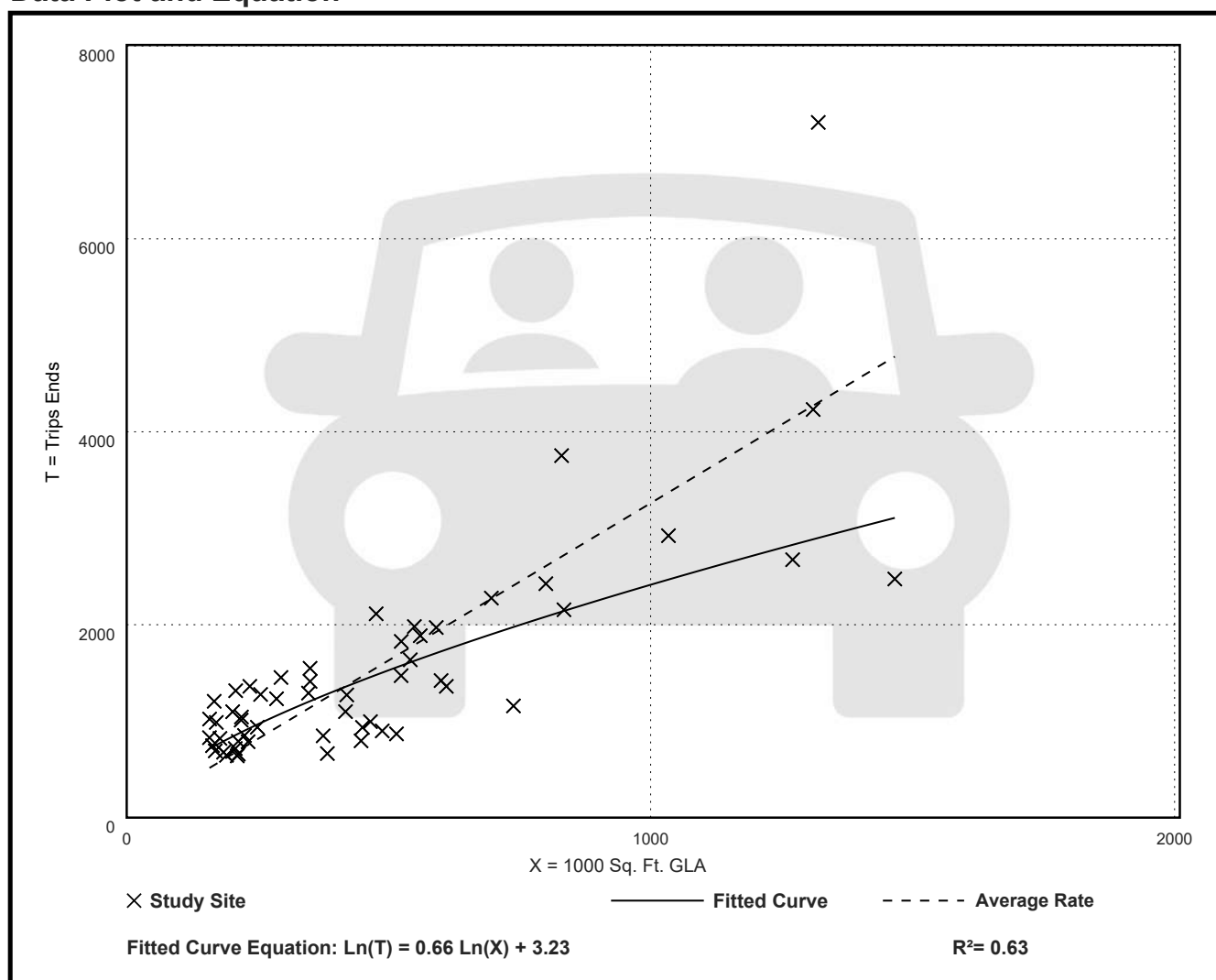
Avg. 1000 Sq. Ft. GLA: 460

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.26	1.57 - 7.22	1.25

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 12th Edition

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24

[illegible]

**Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development**

		WEEKDAY	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Retail	28%	20%
	To Restaurant	63%	4%
	To Cinema/Entertainment	0%	0%
	To Residential	1%	2%
	To Hotel	0%	0%
From RETAIL	To Office	29%	2%
	To Restaurant	13%	29%
	To Cinema/Entertainment	0%	4%
	To Residential	14%	26%
	To Hotel	0%	5%
From RESTAURANT	To Office	31%	3%
	To Retail	14%	41%
	To Cinema/Entertainment	0%	8%
	To Residential	4%	18%
	To Hotel	3%	7%
From CINEMA/ENTERTAINMENT	To Office	0%	2%
	To Retail	0%	21%
	To Restaurant	0%	31%
	To Residential	0%	8%
	To Hotel	0%	2%
From RESIDENTIAL	To Office	2%	4%
	To Retail	1%	42%
	To Restaurant	20%	21%
	To Cinema/Entertainment	0%	0%
	To Hotel	0%	3%
From HOTEL	To Office	75%	0%
	To Retail	14%	16%
	To Restaurant	9%	68%
	To Cinema/Entertainment	0%	0%
	To Residential	0%	2%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board, Tables 99 and 100, 2011.

**Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development**

		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Retail	4%	31%
	From Restaurant	14%	30%
	From Cinema/Entertainment	0%	6%
	From Residential	3%	57%
	From Hotel	3%	0%
To RETAIL	From Office	32%	8%
	From Restaurant	8%	50%
	From Cinema/Entertainment	0%	4%
	From Residential	17%	10%
	From Hotel	4%	2%
To RESTAURANT	From Office	23%	2%
	From Retail	50%	29%
	From Cinema/Entertainment	0%	3%
	From Residential	20%	14%
	From Hotel	6%	5%
To CINEMA/ENTERTAINMENT	From Office	0%	1%
	From Retail	0%	26%
	From Restaurant	0%	32%
	From Residential	0%	0%
	From Hotel	0%	0%
To RESIDENTIAL	From Office	0%	4%
	From Retail	2%	46%
	From Restaurant	5%	16%
	From Cinema/Entertainment	0%	4%
	From Hotel	0%	0%
To HOTEL	From Office	0%	0%
	From Retail	0%	17%
	From Restaurant	4%	71%
	From Cinema/Entertainment	0%	1%
	From Residential	0%	12%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board, Tables 101 and 102, 2011.

Table 7.1 Unconstrained Internal Capture Rates for Trip Origins within a Multi-Use Development

		WEEKDAY		
		MIDDAY PEAK HOUR	p.m. PEAK HOUR OF ADJACENT STREET TRAFFIC	DAILY
from OFFICE	to Office	2%	1%	2%
	to Retail	20%	23%	22%
	to Residential	0%	2%	2%
from RETAIL	to Office	3%	3%	3%
	to Retail	29%	20%	30%
	to Residential	7%	12%	11%
from RESIDENTIAL	to Office	N/A	N/A	N/A
	to Retail	34%	53%	38%
	to Residential	N/A	N/A	N/A

Caution: The estimated typical internal capture rates presented in this table rely directly on data collected at a limited number of multi-use sites in Florida. While ITE recognizes the limitations of these data, they represent the only known credible data on multi-use internal capture rates and are provided as illustrative of typical rates. ***If local data on internal capture rates by paired land uses can be obtained, the local data may be given preference.***

N/A—Not Available; logic indicates there is some interaction between these two land uses; however, the limited data sample on which this table is based did not record any interaction.

Table 7.2 Unconstrained Internal Capture Rates for Trip Destinations Within a Multi-Use Development

		WEEKDAY		
		MIDDAY PEAK HOUR	p.m. PEAK HOUR OF ADJACENT STREET TRAFFIC	DAILY
to OFFICE	from Office	6%	6%	2%
	from Retail	38%	31%	15%
	from Residential	0%	0%	N/A
to RETAIL	from Office	4%	2%	4%
	from Retail	31%	20%	28%
	from Residential	5%	9%	9%
to RESIDENTIAL	from Office	0%	2%	3%
	from Retail	37%	31%	33%
	from Residential	N/A	N/A	N/A

Caution: The estimated typical internal capture rates presented in this table rely directly on data collected at a limited number of multi-use sites in Florida. While ITE recognizes the limitations of these data, they represent the only known credible data on multi-use internal capture rates and are provided as illustrative of typical rates. ***If local data on internal capture rates by paired land uses can be obtained, the local data may be given preference.***

N/A—Not Available; logic indicates there is some interaction between these two land uses; however, the limited data sample on which this table is based did not record any interaction.

Appendix G

Exclusive Turn Lane Warrant Analysis

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

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	2482
Right-turn volume, veh/h:	61

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	6
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	

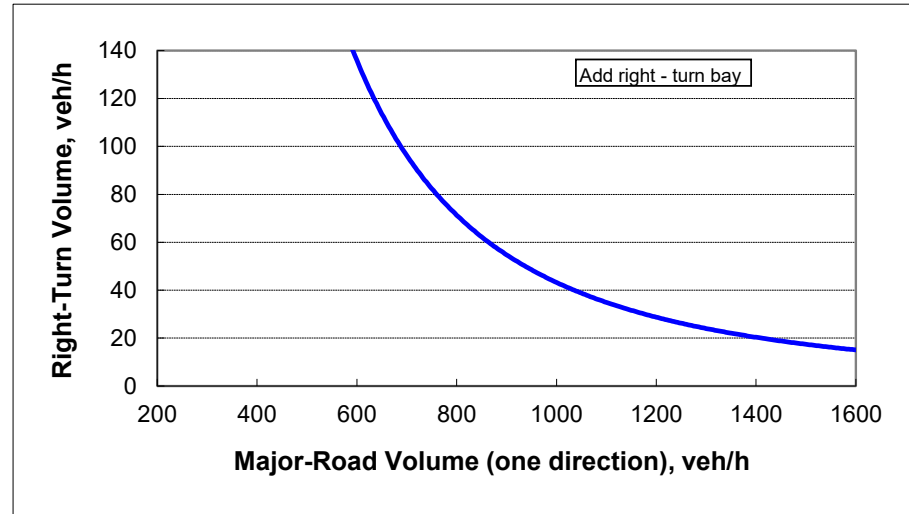


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	2462
Right-turn volume, veh/h:	8

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	6
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	

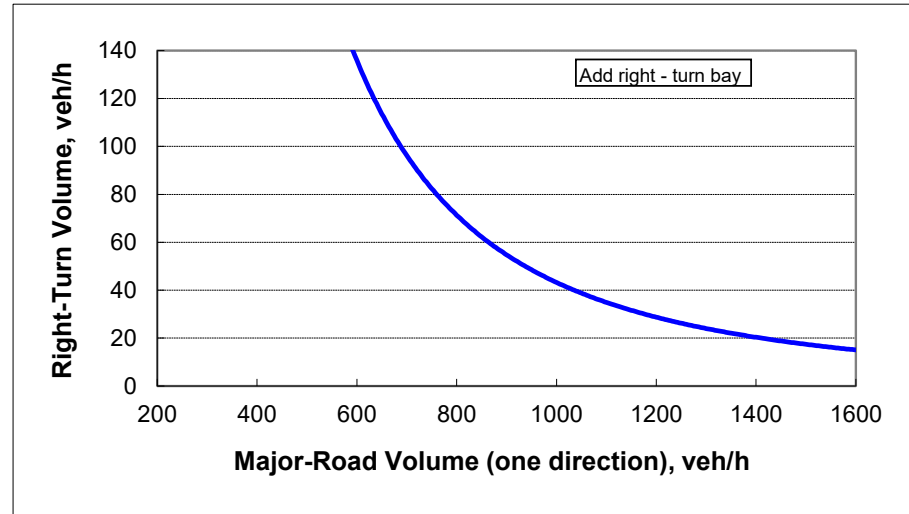


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	2486
Right-turn volume, veh/h:	8

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	6
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	

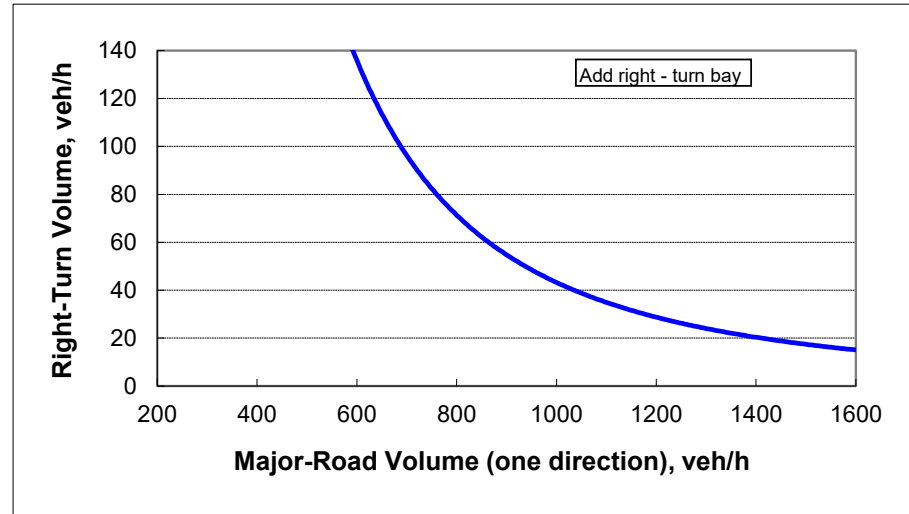


figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	609
Right-turn volume, veh/h:	89

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	131
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

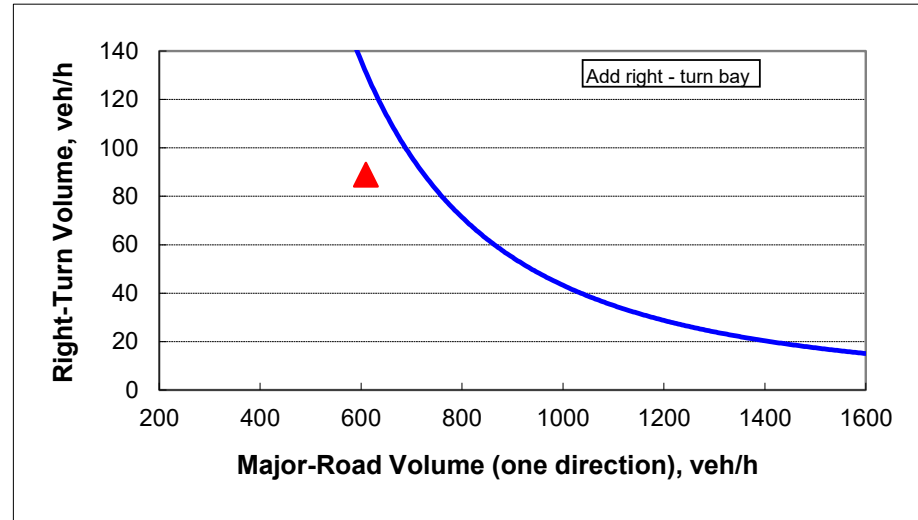


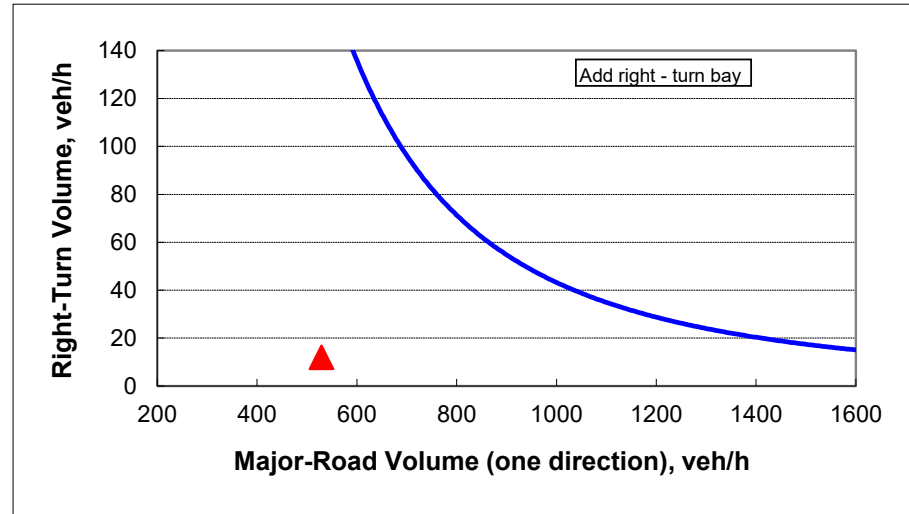
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	529
Right-turn volume, veh/h:	12

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	180
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

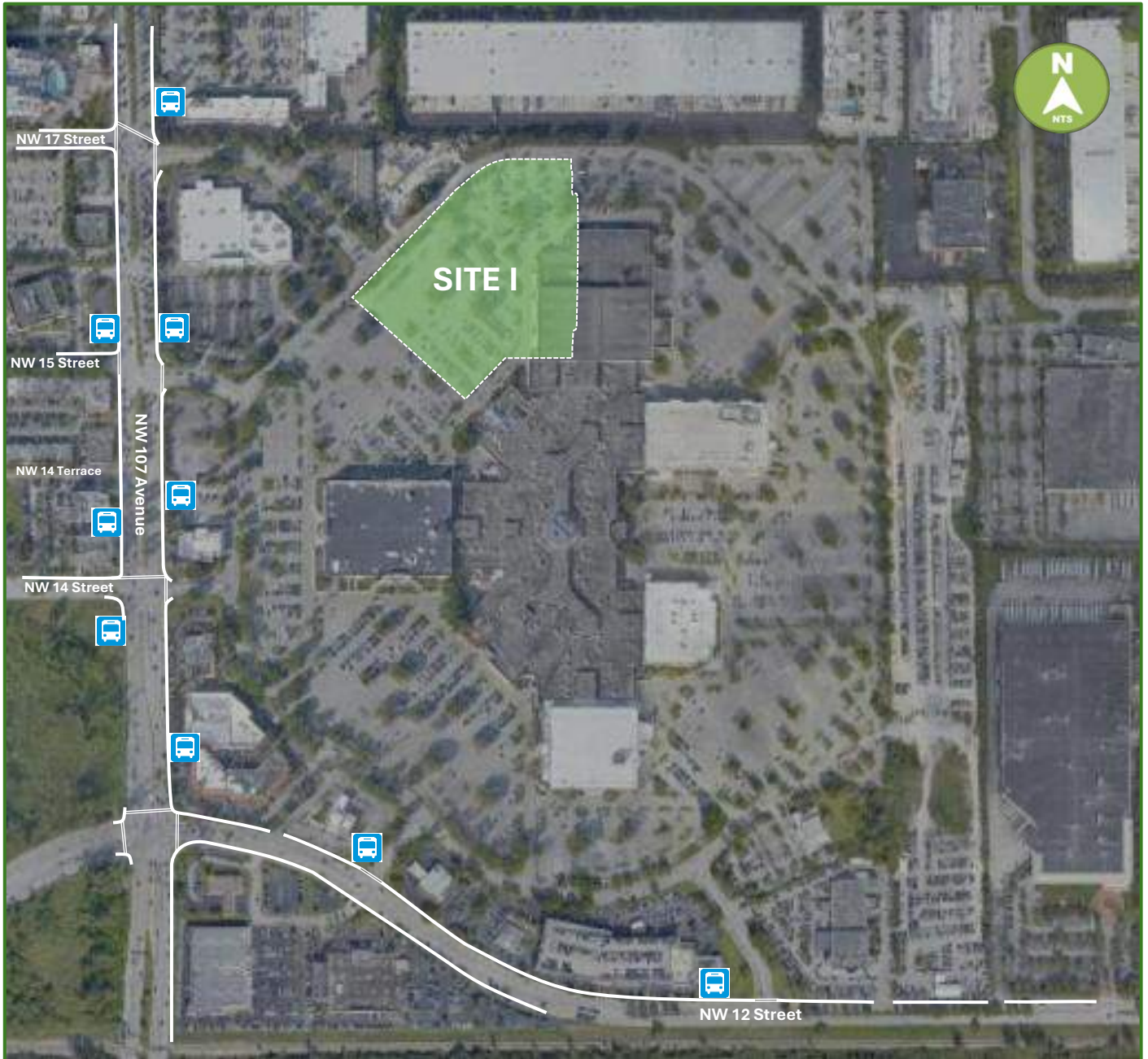


Appendix H

Pedestrian Facilities Figure

Pedestrian Facilities

Marlowe Doral



LEGEND	
	Existing Sidewalk
	Proposed Sidewalk
	Existing Crosswalk
	Existing Bus Stop

Appendix I

Traffic Signal Warrant Data & Analysis

Intersection Approach Background Volume Calculations Summary

Marlowe Doral

Start Time	2025 Raw Data				2030 Background Peak Season Adjusted**				2030 Background Traffic Volumes***				Sum of Both Major Major Approaches (NW 107 Avenue)	Highest of Major Approaches (NW 15 Street)	Start Time
	NW 107 Avenue		NW 15 Street		NW 107 Avenue		NW 15 Street		NW 107 Avenue		NW 15 Street				
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB			
12:00 AM	83	122	0	5	94	139	0	6	94	139	0	6	233	6	12:00 AM
1:00 AM	52	71	0	0	59	81	0	0	59	81	0	0	140	0	1:00 AM
2:00 AM	38	36	0	1	43	41	0	1	43	41	0	1	84	1	2:00 AM
3:00 AM	74	29	0	0	84	33	0	0	84	33	0	0	117	0	3:00 AM
4:00 AM	168	40	0	1	191	45	0	1	191	45	0	1	236	1	4:00 AM
5:00 AM	515	116	1	6	585	132	1	7	585	132	1	7	717	7	5:00 AM
6:00 AM	1,229	318	4	14	1,396	361	5	16	1,396	361	5	16	1,757	16	6:00 AM
7:00 AM	2,020	709	16	24	2,294	805	18	27	2,462	1,140	18	27	3,602	27	7:00 AM
8:00 AM	1,969	954	11	19	2,236	1,083	12	22	2,462	1,140	12	22	3,602	22	8:00 AM
9:00 AM	1,493	762	15	30	1,695	865	17	34	1,695	865	17	34	2,560	34	9:00 AM
10:00 AM	1,139	892	35	57	1,293	1,013	40	65	1,293	1,013	40	65	2,306	65	10:00 AM
11:00 AM	1,114	1,093	31	82	1,265	1,241	35	93	1,265	1,241	35	93	2,506	93	11:00 AM
12:00 PM	1,138	1,171	40	108	1,292	1,330	45	123	1,292	1,330	45	123	2,622	123	12:00 PM
1:00 PM	1,132	1,196	26	122	1,286	1,358	30	139	1,286	1,358	30	139	2,644	139	1:00 PM
2:00 PM	1,136	1,438	42	116	1,290	1,633	48	132	1,290	1,633	48	132	2,923	132	2:00 PM
3:00 PM	971	1,623	32	138	1,103	1,843	36	157	1,103	1,843	36	157	2,946	157	3:00 PM
4:00 PM	860	1,547	40	123	977	1,757	45	140	977	1,757	45	140	2,734	140	4:00 PM
5:00 PM	792	1,373	84	107	899	1,559	95	122	899	1,559	95	122	2,458	122	5:00 PM
6:00 PM	752	1,272	35	115	854	1,445	40	131	854	1,445	40	131	2,299	131	6:00 PM
7:00 PM	765	1,011	62	130	869	1,148	70	148	869	1,148	70	148	2,017	148	7:00 PM
8:00 PM	726	725	61	113	824	823	69	128	824	823	69	128	1,647	128	8:00 PM
9:00 PM	561	687	7	75	637	780	8	85	637	780	8	85	1,417	85	9:00 PM
10:00 PM	307	409	8	20	349	464	9	23	349	464	9	23	813	23	10:00 PM
11:00 PM	156	218	5	17	177	248	6	19	177	248	6	19	425	19	11:00 PM

* Highlighted Cells are Highest Volumes on Minor Approach

** Applied a 0.93% Compounded Annual Growth Rate and 1.08 PSCF to Raw Data.

*** Includes Committed Development Traffic



Input Data

City: **Unincorporated**
County: **87 – Miami Dade**
District: **Six**

Engineer: **John P. Kim**
Date: **April 26, 2026**

Major Street: **NW 107 Avenue**
Minor Street: **NW 15 Street**

Lanes: **3** Major Approach Speed: **40**
Lanes: **1** Minor Approach Speed: **30**

Eight Hour Volumes (Condition A)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
12:00 PM	2,622	123
1:00 PM	2,644	139
2:00 PM	2,923	132
3:00 PM	2,946	157
4:00 PM	2,734	140
6:00 PM	2,299	131
7:00 PM	2,017	148
8:00 PM	1,647	128

Eight Hour Volumes (Condition B)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
12:00 PM	2622	123
1:00 PM	2644	139
2:00 PM	2923	132
3:00 PM	2946	157
4:00 PM	2734	140
6:00 PM	2299	131
7:00 PM	2017	148
8:00 PM	1647	128

Highest Four Hour Vehicular Volumes		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
1:00 PM	2,644	139
3:00 PM	2,946	157
4:00 PM	2,734	140
7:00 PM	2,017	148

Highest Four Hour Pedestrian Volumes		
Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street

Vehicular Peak Hour Volumes			
Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
3:00 PM	1,933	157	2090

Pedestrian Peak Hour Volumes		
Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Unincorporated**
County: **87 – Miami Dade**
District: **Six**

Engineer: **John P. Kim**
Date: **April 26, 2026**

Major Street: **NW 107 Avenue**
Minor Street: **NW 15 Street**

Lanes: **3** Major Approach Speed: **40**
Lanes: **1** Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☐ Yes ☒ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 or 2 above is answered "Yes" ☐ 70% ☒ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours.

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: ☐ Yes ☒ No
80% Satisfied: ☒ Yes ☐ No
70% Satisfied: ☐ Yes ☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	6:00 PM	7:00 PM	8:00 PM
Major	2,622	2,644	2,923	2,946	2,734	2,299	2,017	1,647
Minor	123	139	132	157	140	131	148	128

Existing Volumes

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:

☒ Yes ☐ No

100% Satisfied:

☐ Yes ☒ No

80% Satisfied:

☒ Yes ☐ No

70% Satisfied:

☐ Yes ☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	6:00 PM	7:00 PM	8:00 PM
Major	2,622	2,644	2,923	2,946	2,734	2,299	2,017	1,647
Minor	123	139	132	157	140	131	148	128

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Unincorporated**
County: **87 – Miami Dade**
District: **Six**

Engineer: **John P. Kim**
Date: **April 26, 2026**

Major Street: **NW 107 Avenue**
Minor Street: **NW 15 Street**

Lanes: **3**
Lanes: **1**
Major Approach Speed: **40**
Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☐ Yes ☒ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☐ Yes ☒ No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

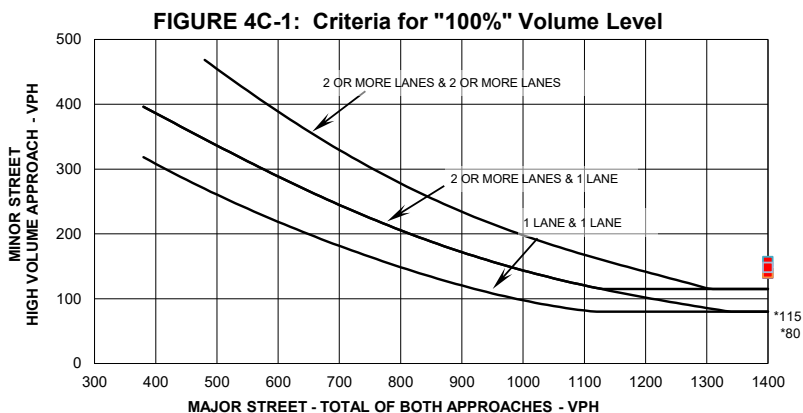
Applicable: ☒ Yes ☐ No

Satisfied: ☒ Yes ☐ No

Plot four volume combinations on the applicable figure below.

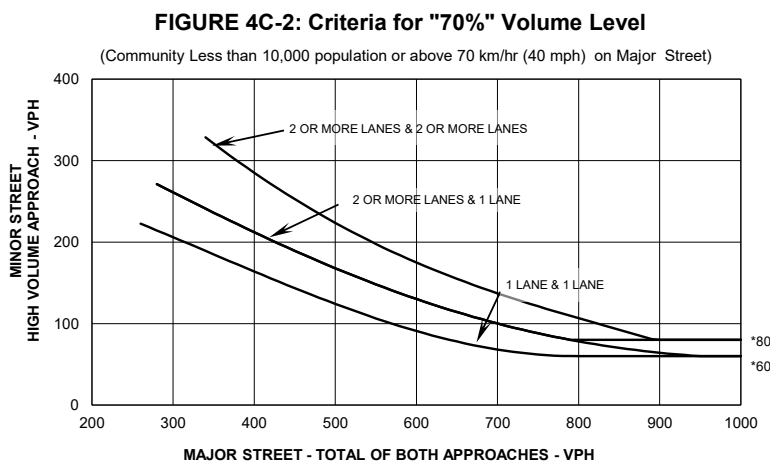
100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
1:00 PM	2644	139
3:00 PM	2946	157
4:00 PM	2734	140
7:00 PM	2017	148



70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street



State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Unincorporated**
County: **87 – Miami Dade**
District: **Six**

Engineer: **John P. Kim**
Date: **April 26, 2026**

Major Street: **NW 107 Avenue**
Minor Street: **NW 15 Street**

Lanes: **3** Major Approach Speed: **40**
Lanes: **1** Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☐ Yes ☒ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 or 2 above is answered "Yes"

☐ 70% ☒ 100%

WARRANT 3 - PEAK HOUR

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☐ Yes ☒ No

Satisfied: ☒ Yes ☐ No

Unusual condition justifying use of warrant:

None

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
3:00 PM	1933	157

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.

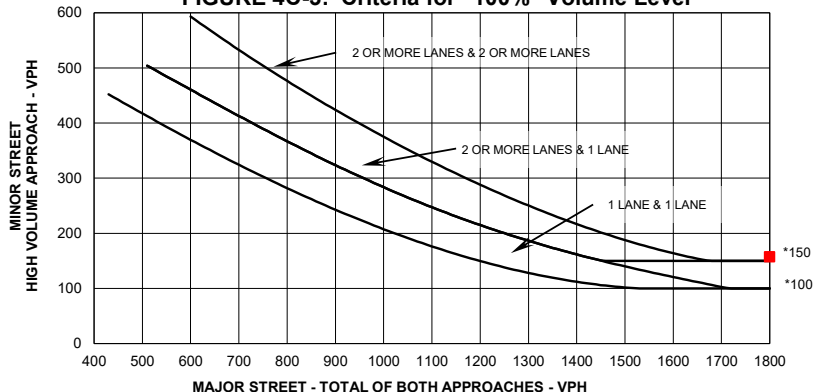
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	☐ Yes	☒ No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	☐ Yes	☒ No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	☐ Yes	☒ No

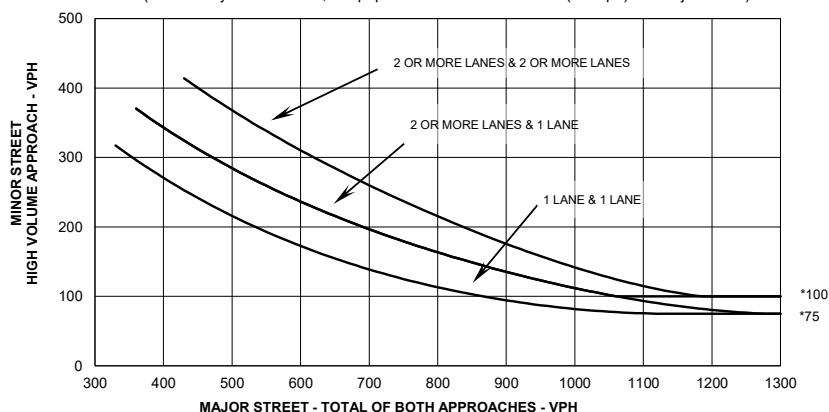
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level

* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

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District: **Six**

Engineer: **John P. Kim**
Date: **April 26, 2026**

Major Street: **NW 107 Avenue**
Minor Street: **NW 15 Street**

Lanes: **3**
Lanes: **1**

Major Approach Speed: **40**
Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☐ Yes ☒ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☐ 70% ☒ 100%

WARRANT 4 - PEDESTRIAN VOLUME

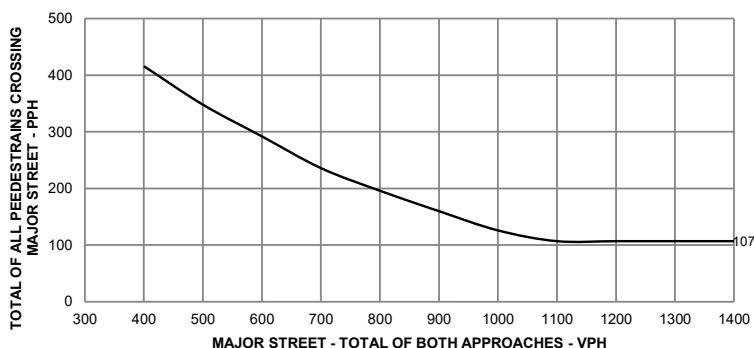
For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☐ No

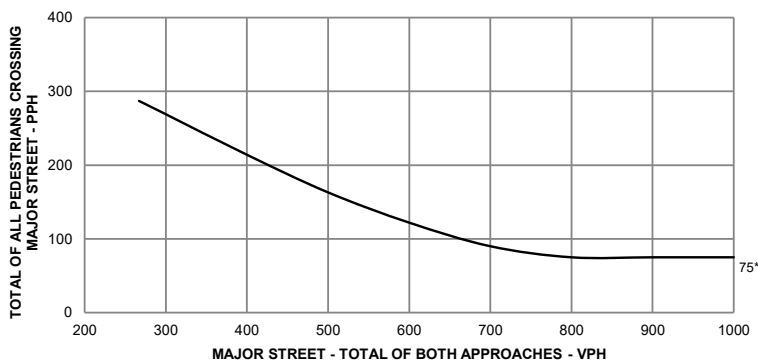
Plot four volume combinations on the applicable figure below.

Figure 4C-5. Criteria for "100%" Volume Level



* Note: 107 pph applies as the lower threshold volume

Figure 4C-6 Criteria for "70%" Volume Level



* Note: 75 pph applies as the lower threshold volume

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

WARRANT 4 - PEDESTRIAN VOLUME

For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point falls above the appropriate line, then the warrant is satisfied.

Applicable: ☐ Yes ☒ No

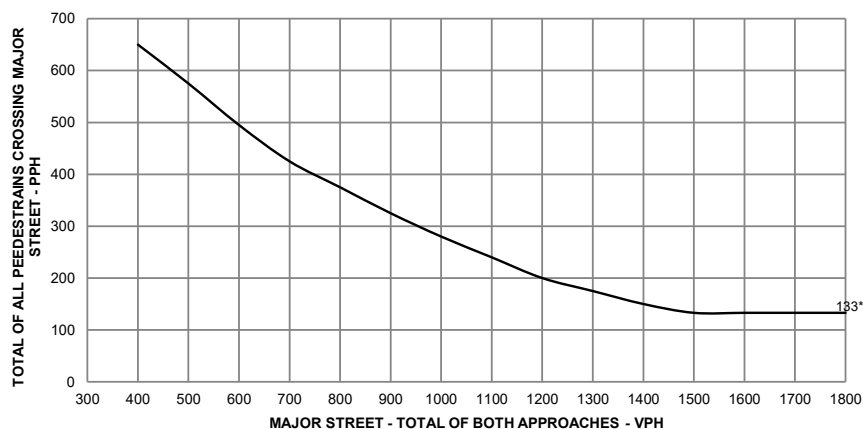
Satisfied: ☐ Yes ☐ No

Plot one volume combination on the applicable figure below.

100% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-7. Criteria for "100%" Volume Level - Peak Hour

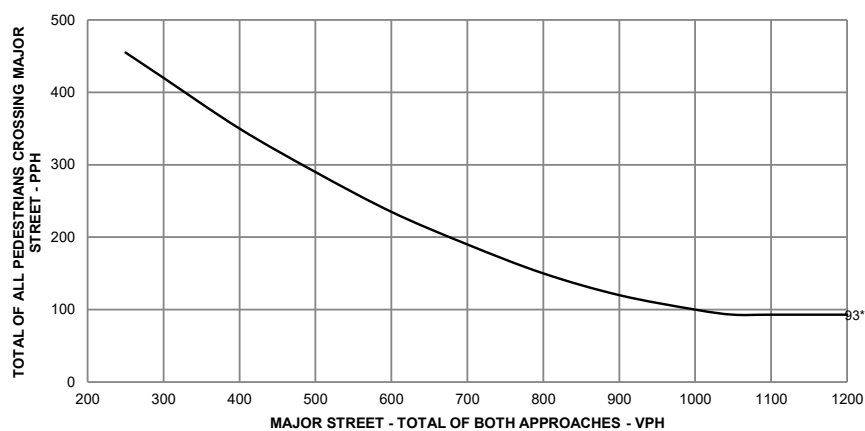


* Note: 133 pph applies as the lower threshold volume

70% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-8 Criteria for "70%" Volume Level - Peak Hour



* Note: 93 pph applies as the lower threshold volume

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Unincorporated**
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District: **Six**

Engineer: **John P. Kim**
Date: **April 26, 2026**

Major Street: **NW 107 Avenue**
Minor Street: **NW 15 Street**

Lanes: **3**
Lanes: **1**

Major Approach Speed: **40**
Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 5 - SCHOOL CROSSING

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Criteria				Fulfilled?	
				Yes	No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students:	Hour:			
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.	Minutes:		Gaps:		
3. The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of traffic.					

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

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District: **Six**

Engineer: **John P. Kim**
Date: **April 26, 2026**

Major Street: **NW 107 Avenue**
Minor Street: **NW 15 Street**

Lanes: **3**
Lanes: **1**

Major Approach Speed: **40**
Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft.).

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☐ No

Criteria	Fulfilled?	
	Yes	No
1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.		
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.		

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Unincorporated**
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District: **Six**

Engineer: **John P. Kim**
Date: **April 26, 2026**

Major Street: **NW 107 Avenue**
Minor Street: **NW 15 Street**

Lanes: **3** Major Approach Speed: **40**
Lanes: **1** Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Criteria		Hour								Volume		Met?		Fulfilled?	
										Major	Minor	Yes	No	Yes	No
1. warrants to the right is met.	Warrant 1, Condition A (80% satisfied)														
	Warrant 1, Condition B (80% satisfied)														
	Warrant 4, Pedestrian Volume at 80% of volume requirements: # ped/hr for four (4) hours or # ped/hr for one (1) hour.														X
2.	Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:													
3.	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.	Observed Crash Types:	Angle		Number of crashes per 12 months:		0-4								X

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Unincorporated**
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District: **Six**

Engineer: **John P. Kim**
Date: **April 26, 2026**

Major Street: **NW 107 Avenue**
Minor Street: **NW 15 Street**

Lanes: **3** Major Approach Speed: **40**
Lanes: **1** Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 8 - ROADWAY NETWORK

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the Major Route characteristics listed.

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Criteria						Met?		Fulfilled?			
						Yes	No	Yes	No		
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.				Entering Volume:						
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.				Warrant:		1	2			3
					Satisfied?:						
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)								← Hour			
								← Volume			

Characteristics of Major Routes				Met?		Fulfilled?	
				Yes	No	Yes	No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.	Major Street:						
	Minor Street:						
2. Rural or suburban highway outside of, entering, or traversing a city.	Major Street:						
	Minor Street:						
3. Appears as a major route on an official plan.	Major Street:						
	Minor Street:						

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Unincorporated**
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District: **Six**

Engineer: **John P. Kim**
Date: **April 26, 2026**

Major Street: **NW 107 Avenue**
Minor Street: **NW 15 Street**

Lanes: **3** Major Approach Speed: **40**
Lanes: **1** Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Approach Lane Criteria

1. How many approach lanes are there at the track crossing?

☐ 1 ☐ 2 or

If there is 1 lane, use Figure 4C-9 and if there are 2 or more, use Figure 4C-10.

☐ Fig 4C-9 ☐ Fig 4C-10

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing.

Indicate if both criteria are fulfilled in the boxes provided. The warrant is satisfied if both criteria are met.

Applicable: ☐ Yes ☐ No

Satisfied: ☐ Yes ☐ No

Criteria	Fulfilled?	
	Yes	No
1. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and	☐	☐
2. During the highest traffic volume hour during which the rail uses the crossing, the plotted point falls above the applicable curve for the existing combination of approach lanes over the track and the distance D (clear storage distance).	☐	☐

Use the following tables (4C-2, 4C-3, and 4C-4 to appropriately adjust the minor-street approach volume).

Inputs

Occurrences of Rail traffic per day

% of High Occupancy Buses on Minor-Street Approach

Enter D (feet)

% of Tractor-Trailer Trucks on Minor-Street Approach

Adjustment Factors from Tables

1.00

0.50

Table 4C-2. Adjustment Factor for Daily Frequency of Rail Traffic

Rail Traffic per Day	Adjustment Factor
1	0.67
2	0.91
3 to 5	1.00
6 to 8	1.18
9 to 11	1.25
12 or more	1.33

Table 4C-3. Adjustment Factor for Percentage of High-Occupancy Buses

% of High-Occupancy Buses* on Minor Street Approach	Adjustment Factor
0%	1.00
2%	1.09
4%	1.19
6% or more	1.32

* A high-occupancy bus is defined as a bus occupied by at least 20 people

Table 4C-4. Adjustment Factor for Percentage of Tractor-Trailer Trucks

% of Tractor-Trailer Trucks on Minor-Street Approach	Adjustment Factor	
	D less than 70 feet	D of 70 feet or more
0% to 2.5%	0.50	0.50
2.6% to 7.5%	0.75	0.75
7.6% to 12.5%	1.00	1.00
12.6% to 17.5%	2.30	1.15
17.6% to 22.5%	2.70	1.35
22.6% to 27.5%	3.28	1.64
More than 27.5%	4.18	2.09

Input the major and minor street volumes before adjustment factors are applied

1 Approach Lane		

D (ft) Major Vol. Minor Vol.

After adjustment factors are applied

1 Approach Lane w/Factors		

D (ft) Major Vol. Minor Vol.

Input D and the major and minor street volumes before adjustment factors are applied

2 or more Approach Lanes		

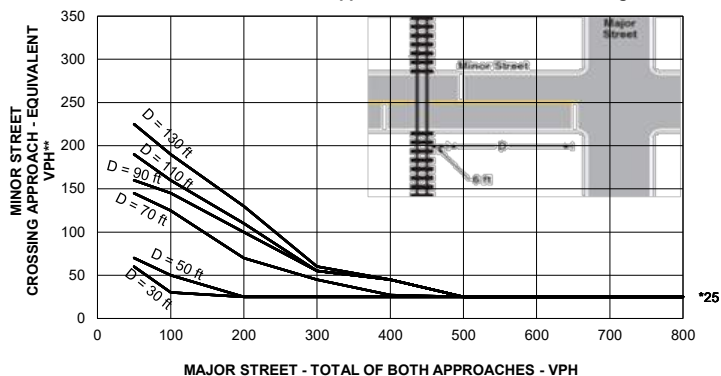
D (ft) Major Vol. Minor Vol.

After adjustment factors are applied

2+ Approach Lane w/Factors		

D (ft) Major Vol. Minor Vol.

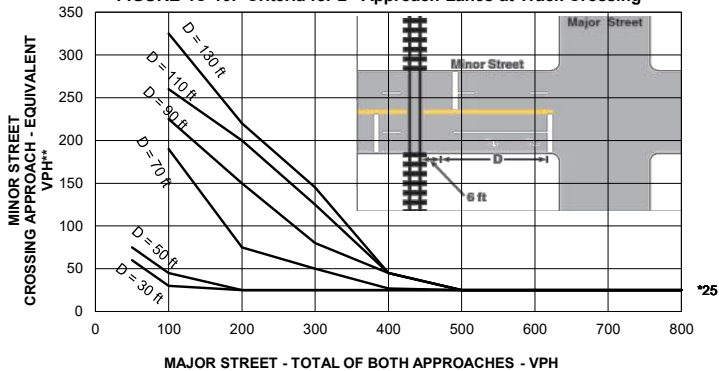
FIGURE 4C-9: Criteria for 1 Approach Lane at the Track Crossing



* Note: 25 vph applies as the lower threshold volume

*Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate

FIGURE 4C-10: Criteria for 2+ Approach Lanes at Track Crossing



* Note: 25 vph applies as the lower threshold volume

*Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Unincorporated**
County: **87 – Miami Dade**
District: **Six**

Engineer: **John P. Kim**
Date: **April 26, 2026**

Major Street: **NW 107 Avenue**
Minor Street: **NW 15 Street**

Lanes: **3** Major Approach Speed: **40**
Lanes: **1** Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

CONCLUSIONS

Remarks: **Traffic signal is warranted at the intersection of NW 107 Avenue & NW 15 Street based on Warrants 1 & 2.**

WARRANTS SATISFIED:

☒ Warrant 1	☐ Not Applicable
☒ Warrant 2	☐ Not Applicable
☐ Warrant 3	☒ Not Applicable
☐ Warrant 4	☒ Not Applicable
☐ Warrant 5	☒ Not Applicable
☐ Warrant 6	☒ Not Applicable
☐ Warrant 7	☒ Not Applicable
☐ Warrant 8	☒ Not Applicable
☐ Warrant 9	☒ Not Applicable

VOLUME

NW 15th St W/O NW 107th Ave

Day: Wednesday
Date: 5/21/2025City: Doral
Project #: 25-570065-005

DAILY TOTALS				NB	SB	EB				WB	Total
				0	0	555				0	555
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			0		0	12:00			10		10
0:15			0		0	12:15			11		11
0:30			0		0	12:30			6		6
0:45			0		0	12:45			13	40	13 40
1:00			0		0	13:00			5		5
1:15			0		0	13:15			5		5
1:30			0		0	13:30			11		11
1:45			0		0	13:45			5	26	5 26
2:00			0		0	14:00			11		11
2:15			0		0	14:15			8		8
2:30			0		0	14:30			12		12
2:45			0		0	14:45			11	42	11 42
3:00			0		0	15:00			6		6
3:15			0		0	15:15			9		9
3:30			0		0	15:30			12		12
3:45			0		0	15:45			5	32	5 32
4:00			0		0	16:00			10		10
4:15			0		0	16:15			11		11
4:30			0		0	16:30			6		6
4:45			0		0	16:45			13	40	13 40
5:00			0		0	17:00			42		42
5:15			0		0	17:15			12		12
5:30			0		0	17:30			8		8
5:45			1	1	1 1	17:45			22	84	22 84
6:00			1		1	18:00			10		10
6:15			2		2	18:15			7		7
6:30			1		1	18:30			13		13
6:45			0	4	0 4	18:45			5	35	5 35
7:00			1		1	19:00			27		27
7:15			7		7	19:15			15		15
7:30			2		2	19:30			16		16
7:45			6	16	6 16	19:45			4	62	4 62
8:00			2		2	20:00			1		1
8:15			4		4	20:15			6		6
8:30			3		3	20:30			37		37
8:45			2	11	2 11	20:45			17	61	17 61
9:00			3		3	21:00			4		4
9:15			6		6	21:15			1		1
9:30			4		4	21:30			1		1
9:45			2	15	2 15	21:45			1	7	1 7
10:00			12		12	22:00			3		3
10:15			6		6	22:15			4		4
10:30			10		10	22:30			0		0
10:45			7	35	7 35	22:45			1	8	1 8
11:00			10		10	23:00			1		1
11:15			4		4	23:15			0		0
11:30			5		5	23:30			4		4
11:45			12	31	12 31	23:45			0	5	0 5
TOTALS	113				113	TOTALS	442				442
SPLIT %	100.0%				20.4%	SPLIT %	100.0%				79.6%

DAILY TOTALS		NB	SB	EB		WB		Total
		0	0					555
AM Peak Hour	11:45		11:45	PM Peak Hour		17:00		17:00
AM Pk Volume	39		39	PM Pk Volume		84		84
Pk Hr Factor	0.813		0.813	Pk Hr Factor		0.500		0.500
7 - 9 Volume	27		27	4 - 6 Volume		124		124
7 - 9 Peak Hour	7:15		7:15	4 - 6 Peak Hour		17:00		17:00
7 - 9 Pk Volume	17		17	4 - 6 Pk Volume		84		84
Pk Hr Factor	0.607		0.607	Pk Hr Factor		0.500		0.500

VOLUME

NW 107th Ave S/O NW 15th St/NW 16th St

Day: Wednesday
Date: 5/21/2025City: Doral
Project #: 25-570065-006

DAILY TOTALS					NB	SB						EB	WB	Total
					19,190	0						0	0	19,190
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00	27				27	12:00	306				306			
0:15	24				24	12:15	279				279			
0:30	15				15	12:30	288				288			
0:45	17	83			17 83	12:45	265	1138			265 1138			
1:00	16				16	13:00	309				309			
1:15	11				11	13:15	291				291			
1:30	10				10	13:30	247				247			
1:45	15	52			15 52	13:45	285	1132			285 1132			
2:00	7				7	14:00	282				282			
2:15	10				10	14:15	300				300			
2:30	9				9	14:30	291				291			
2:45	12	38			12 38	14:45	263	1136			263 1136			
3:00	14				14	15:00	246				246			
3:15	9				9	15:15	262				262			
3:30	25				25	15:30	235				235			
3:45	26	74			26 74	15:45	228	971			228 971			
4:00	20				20	16:00	209				209			
4:15	30				30	16:15	215				215			
4:30	46				46	16:30	200				200			
4:45	72	168			72 168	16:45	236	860			236 860			
5:00	66				66	17:00	188				188			
5:15	96				96	17:15	192				192			
5:30	151				151	17:30	214				214			
5:45	202	515			202 515	17:45	198	792			198 792			
6:00	211				211	18:00	182				182			
6:15	218				218	18:15	174				174			
6:30	325				325	18:30	185				185			
6:45	475	1229			475 1229	18:45	211	752			211 752			
7:00	448				448	19:00	193				193			
7:15	456				456	19:15	212				212			
7:30	539				539	19:30	182				182			
7:45	577	2020			577 2020	19:45	178	765			178 765			
8:00	541				541	20:00	184				184			
8:15	502				502	20:15	193				193			
8:30	468				468	20:30	173				173			
8:45	458	1969			458 1969	20:45	176	726			176 726			
9:00	420				420	21:00	167				167			
9:15	441				441	21:15	153				153			
9:30	304				304	21:30	141				141			
9:45	328	1493			328 1493	21:45	100	561			100 561			
10:00	293				293	22:00	88				88			
10:15	274				274	22:15	82				82			
10:30	285				285	22:30	66				66			
10:45	287	1139			287 1139	22:45	71	307			71 307			
11:00	297				297	23:00	46				46			
11:15	274				274	23:15	36				36			
11:30	260				260	23:30	50				50			
11:45	283	1114			283 1114	23:45	24	156			24 156			
TOTALS	9894				9894	TOTALS	9296				9296			
SPLIT %	100.0%				51.6%	SPLIT %	100.0%				48.4%			

DAILY TOTALS					NB	SB						EB	WB	Total
					19,190	0						0	0	19,190
AM Peak Hour	7:30				7:30	PM Peak Hour	13:45				13:45			
AM Pk Volume	2159				2159	PM Pk Volume	1158				1158			
Pk Hr Factor	0.935				0.935	Pk Hr Factor	0.965				0.965			
7 - 9 Volume	3989				3989	4 - 6 Volume	1652				1652			
7 - 9 Peak Hour	7:30				7:30	4 - 6 Peak Hour	16:00				16:00			
7 - 9 Pk Volume	2159				2159	4 - 6 Pk Volume	860				860			
Pk Hr Factor	0.935				0.935	Pk Hr Factor	0.911				0.911			

VOLUME

NW 16th St E/O NW 107th Ave

Day: Wednesday
Date: 5/21/2025City: Doral
Project #: 25-570065-007

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						0	1,423	1,423	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00				2	2		12:00				19	19			
0:15				0	0		12:15				27	27			
0:30				2	2		12:30				22	22			
0:45				1	5	1	12:45				40	108	40	108	
1:00				0	0		13:00				38	38			
1:15				0	0		13:15				33	33			
1:30				0	0		13:30				22	22			
1:45				0	0		13:45				29	122	29	122	
2:00				0	0		14:00				35	35			
2:15				0	0		14:15				26	26			
2:30				0	0		14:30				26	26			
2:45				1	1	1	14:45				29	116	29	116	
3:00				0	0		15:00				35	35			
3:15				0	0		15:15				45	45			
3:30				0	0		15:30				36	36			
3:45				0	0		15:45				22	138	22	138	
4:00				0	0		16:00				39	39			
4:15				0	0		16:15				23	23			
4:30				0	0		16:30				29	29			
4:45				1	1	1	16:45				32	123	32	123	
5:00				2	2		17:00				27	27			
5:15				1	1		17:15				22	22			
5:30				0	0		17:30				27	27			
5:45				3	6	3	17:45				31	107	31	107	
6:00				1	1		18:00				19	19			
6:15				2	2		18:15				35	35			
6:30				4	4		18:30				32	32			
6:45				7	14	7	18:45				29	115	29	115	
7:00				7	7		19:00				31	31			
7:15				7	7		19:15				35	35			
7:30				5	5		19:30				32	32			
7:45				5	24	5	19:45				32	130	32	130	
8:00				6	6		20:00				28	28			
8:15				2	2		20:15				37	37			
8:30				7	7		20:30				16	16			
8:45				4	19	4	20:45				32	113	32	113	
9:00				4	4		21:00				25	25			
9:15				10	10		21:15				25	25			
9:30				2	2		21:30				14	14			
9:45				14	30	14	21:45				11	75	11	75	
10:00				13	13		22:00				5	5			
10:15				20	20		22:15				6	6			
10:30				10	10		22:30				5	5			
10:45				14	57	14	22:45				4	20	4	20	
11:00				18	18		23:00				4	4			
11:15				22	22		23:15				4	4			
11:30				24	24		23:30				8	8			
11:45				18	82	18	23:45				1	17	1	17	
TOTALS				239	239		TOTALS				1184	1184			
SPLIT %				100.0%	16.8%		SPLIT %				100.0%	83.2%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						0	1,423	1,423	
AM Peak Hour				11:30	11:30		PM Peak Hour				14:45	14:45			
AM Pk Volume				88	88		PM Pk Volume				145	145			
Pk Hr Factor				0.815	0.815		Pk Hr Factor				0.806	0.806			
7 - 9 Volume				43	43		4 - 6 Volume				230	230			
7 - 9 Peak Hour				7:00	7:00		4 - 6 Peak Hour				16:00	16:00			
7 - 9 Pk Volume				24	24		4 - 6 Pk Volume				123	123			
Pk Hr Factor				0.857	0.857		Pk Hr Factor				0.788	0.788			

VOLUME

NW 107th Ave N/O NW 15th St/NW 16th St

Day: Wednesday
Date: 5/21/2025City: Doral
Project #: 25-570065-008

DAILY TOTALS					NB	SB	EB		WB		Total
					0	17,812	0		0		17,812
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00		43			43	12:00		276			276
0:15		29			29	12:15		293			293
0:30		31			31	12:30		319			319
0:45		19	122		19 122	12:45		283	1171		283 1171
1:00		25			25	13:00		330			330
1:15		21			21	13:15		267			267
1:30		15			15	13:30		305			305
1:45		10	71		10 71	13:45		294	1196		294 1196
2:00		9			9	14:00		340			340
2:15		13			13	14:15		345			345
2:30		7			7	14:30		387			387
2:45		7	36		7 36	14:45		366	1438		366 1438
3:00		6			6	15:00		418			418
3:15		5			5	15:15		387			387
3:30		7			7	15:30		385			385
3:45		11	29		11 29	15:45		433	1623		433 1623
4:00		11			11	16:00		377			377
4:15		5			5	16:15		372			372
4:30		5			5	16:30		397			397
4:45		19	40		19 40	16:45		401	1547		401 1547
5:00		19			19	17:00		355			355
5:15		17			17	17:15		300			300
5:30		27			27	17:30		366			366
5:45		53	116		53 116	17:45		352	1373		352 1373
6:00		48			48	18:00		369			369
6:15		61			61	18:15		342			342
6:30		71			71	18:30		297			297
6:45		138	318		138 318	18:45		264	1272		264 1272
7:00		135			135	19:00		299			299
7:15		154			154	19:15		276			276
7:30		209			209	19:30		223			223
7:45		211	709		211 709	19:45		213	1011		213 1011
8:00		235			235	20:00		193			193
8:15		264			264	20:15		186			186
8:30		280			280	20:30		214			214
8:45		175	954		175 954	20:45		132	725		132 725
9:00		176			176	21:00		190			190
9:15		198			198	21:15		181			181
9:30		200			200	21:30		190			190
9:45		188	762		188 762	21:45		126	687		126 687
10:00		217			217	22:00		138			138
10:15		212			212	22:15		105			105
10:30		227			227	22:30		85			85
10:45		236	892		236 892	22:45		81	409		81 409
11:00		238			238	23:00		69			69
11:15		267			267	23:15		50			50
11:30		302			302	23:30		49			49
11:45		286	1093		286 1093	23:45		50	218		50 218
TOTALS		5142			5142	TOTALS		12670			12670
SPLIT %		100.0%			28.9%	SPLIT %		100.0%			71.1%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	17,812	0	0	17,812
AM Peak Hour	11:45			11:45	PM Peak Hour	15:00			15:00
AM Pk Volume	1174			1174	PM Pk Volume	1623			1623
Pk Hr Factor	0.920			0.920	Pk Hr Factor	0.937			0.937
7 - 9 Volume	1663			1663	4 - 6 Volume	2920			2920
7 - 9 Peak Hour	7:45			7:45	4 - 6 Peak Hour	16:00			16:00
7 - 9 Pk Volume	990			990	4 - 6 Pk Volume	1547			1547
Pk Hr Factor	0.884			0.884	Pk Hr Factor	0.964			0.964