



Public Works Traffic Analysis Comments

Date: 7-7-2026

Subject: Sport Facility

Date Submitted: 7-7-2026

6th Review

Results of the Review:

☒ **Approval Recommended**

Doral Public Works Department has completed its review of the traffic impact study prepared by Beacon Traffic Consulting, Inc. for the proposed Sport Facility located at 8234 NW 56 St. in Doral, Florida. At this time, the applicant is proposing to develop a sport facility consisting of two nonprofessional soccer fields (LUC 488) and a two-story amenity building that includes a 4,870 sq. ft gym/ rehab/ training space (LUC 492). The site is currently vacant. The Public Works Department recommends approval.

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

- Approval is subject to review from City of Doral Public Works Department - Plans Review.
- Compliance with the applicable sections of the City's Land Development Code Chapter 77.
- Implementation of the proposed project dealing with roadway construction work, installation of signage, pavement markings and other needed items shall conform to all applicable requirements, standards and regulations of the latest version of the Manual on Uniform Traffic Control Devices (MUTCD), City of Doral, Miami-Dade County Department of Transportation and Public Works, and Miami-Dade Fire Rescue Department.

Beacon Traffic Consulting, Inc.

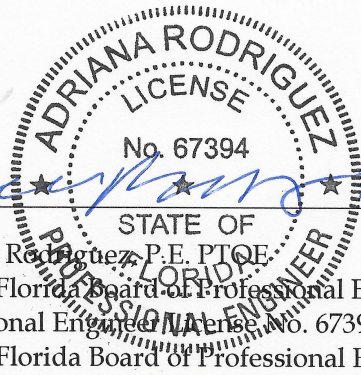


LEVEL 1 - TRAFFIC ENGINEERING STUDY

Sports Facility
8234 NW 56th Street, Doral, FL

Prepared for:

Sixsides, Inc - Architecture/Construction



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State of Florida Board of Professional Engineers,
Professional Engineer License No. 67394
State of Florida Board of Professional Engineers

July 2026



1. INTRODUCTION

A sports facility is proposed to be located at 8234 NW 56th Street in the City of Doral, Miami-Dade County, Florida. The location of the site is illustrated in Figure 1, on the following page.

Beacon Traffic Consulting, Inc., has prepared this Level 1 Traffic Engineering Study (Level 1: 1-250 trips peak hour) for submittal to the City of Doral. The purpose of the study is to assess the project's impact on the surrounding roadway network. This study follows the Standard Traffic Impact Study Methodology outlined in Section 59-77 of the City of Doral's Code of Ordinances. A copy of the approved methodology is included in Appendix A.

2. SITE DATA

The subject parcel is located on the south side of NW 56th Street and west of NW 82nd Avenue in the City of Doral, Florida, and the building square footage is approximately 8,150 sq.ft.

Existing Land Use:

The site is currently vacant.

Proposed Land Use:

The vacant land is proposed to be developed as a sports facility consisting of two nonprofessional soccer fields and a two-story amenity building that includes a 4,870 sq.ft gym/rehab/training space. This project is expected to be completed in 2027.

Proposed Access Description:

Access to the site is proposed via one ingress/egress driveway along NW 56th Street. A copy of the most recent site plan is also included in Appendix A.



Figure 1 – Location Map

3. DATA COLLECTION

Intersection Turning Movement Counts (TMC) were collected on Thursday, January 22, 2026, during the AM peak (7:00 AM - 9:00 AM) and PM peak (4:00 PM - 6:00 PM) periods at the following intersections:

1. NW 56th Street and NW 82nd Avenue (stop Controlled)
2. NW 58th Street and NW 82nd Avenue (signalized)
3. NW 54th Street and NW 84th Avenue (stop controlled)
4. NW 56th Street and NW 84th Avenue (stop controlled)

72-hour Automatic Traffic Recorder (ATR) counts were collected from Tuesday, January 20 to Thursday January 22, 2026, at the following four (4) locations:

1. NW 79th Avenue between NW 53rd Street and NW 56th Street
2. NW 58th Street between NW 79th Avenue and NW 82nd Avenue
3. NW 58th Street between NW 84th Avenue and NW 87th Avenue
4. NW 87th Avenue between NW 54th Street and NW 58 Street

TMCs, ATRs, and FDOT's peak season factor category reports are included in Appendix B.

4. TRIP GENERATION

A trip generation analysis was performed using the trip generation equations/rates published in the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 12th Edition. The trip generation analysis was conducted for daily, AM, and PM peak hour conditions. Based on the ITE Trip Generation Manual, the most appropriate land use categories for the proposed land uses are Soccer Field (Land Use Code 488) and Health/Fitness Club (Land Use Code 492). The corresponding trip generation equations and rates are provided in Appendix C.

The results of the trip generation analysis are documented in Table 1.

Table 1: Trip Generation Analysis

2/10/2026

			AM Peak Hour			PM Peak Hour		
Proposed Land Use	Size	Daily Trips	Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Soccer Field (LUC 488)	2 fields	143 (1)	2 (1)	1	1	63 (2)	42	21
Gym/Rehab/Training (LUC 492)	4,870 sqft	146 (1)	16 (2)	8	8	26 (2)	15	11
External Trips		289	18	9	9	89	57	32

Source: ITE Trip Generation Manual (12th Edition)

(1) No fitted curved equations given. Average rates used

(2) Fitted curved equation used

As documented in Table 1, the proposed development is projected to generate approximately 289 daily trips, 18 AM peak hour trips (9 inbound and 9 outbound), and 89 PM peak hour trips (57 inbound and 32 outbound).

5. TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution and assignment of the proposed development traffic is based on the applicable Traffic Analysis Zone (TAZ) data contained within the Long-Range Transportation Plan (LRTP) published by the Miami-Dade MPO. The project peak-hour trips summarized in Table 1 were distributed and assigned to the study area based on Miami-Dade County's Cardinal Distribution information for the study area (please refer to Appendix D). Table 2 summarizes the County's cardinal distribution data for Traffic Analysis Zone 724, which is applicable to the project site from the latest SERPM data published by Miami-Dade County.

Table 2: Project Trip Distribution

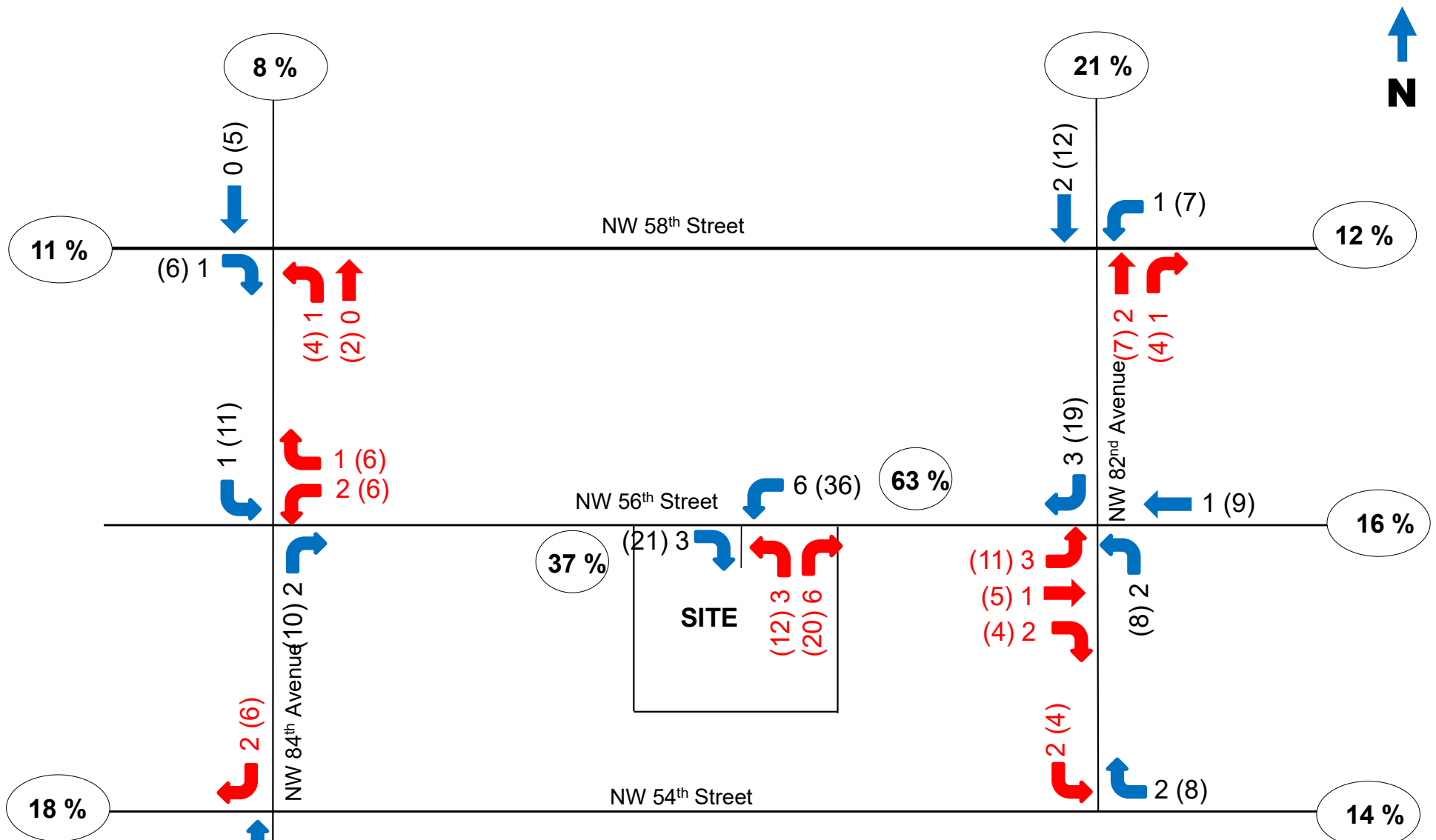
TAZ #724								
Year	Movement							
	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	21.1%	13.0%	14.9%	14.1%	18.4%	8.3%	3.1%	7.1%
2045	20.6%	11.7%	17.1%	14.6%	17.4%	7.4%	2.8%	8.3%
2027*	20.9%	12.5%	15.8%	14.3%	18.0%	7.9%	3.0%	7.6%

Note: * Interpolated Values between the 2015 and 2045 model years for the buildout year.

Source: Miami-Dade County (2015 & 2045 SERPM)

The project traffic distribution is illustrated in **Figure 2**, as outlined below:

- 63% from and to the east via NW 56th Street
- 37% from and to the west via NW 56th Street



AM Peak Hour: 9 in/9 out
PM Peak Hour: 57 in/32 out

Figure 2 – Trip Distribution and Assignment

6. VOLUME DEVELOPMENT

Existing Traffic:

2026 traffic counts collected in the field were adjusted by an Average Peak Season Conversion Factor of 1.03 to obtain 2026 Peak Season Traffic Volumes. Figure 3 graphically summarizes the existing traffic.

Background Traffic:

An annual growth rate of 2.85% was calculated by analyzing historical Annual Average Daily Traffic (AADT) volumes on the roadways within the vicinity of the project site. The 2026 Peak Season Traffic Volumes were then projected to the build-out year (2027) by applying this growth factor, resulting in the 2027 Background Traffic Volumes.

Traffic associated with the following committed developments was added to background traffic.

1. Tribute Hotel
2. Doral Branch Library
3. Downtown Doral Retail and Garage Expansion
4. La Joya
5. Orion Gas Station
6. Sevilla.

Figure 4 provides a graphical summary of the 2027 Background Traffic Volumes.

Future Traffic:

Future traffic volumes for the 2027 build-out year were developed by adding the new trips generated by the project to the 2027 Background Traffic Volumes. Figure 5 presents the 2027 Future Traffic Volumes.

Volume development worksheets, details of the growth rate calculations, and committed development information are included in Appendix E.

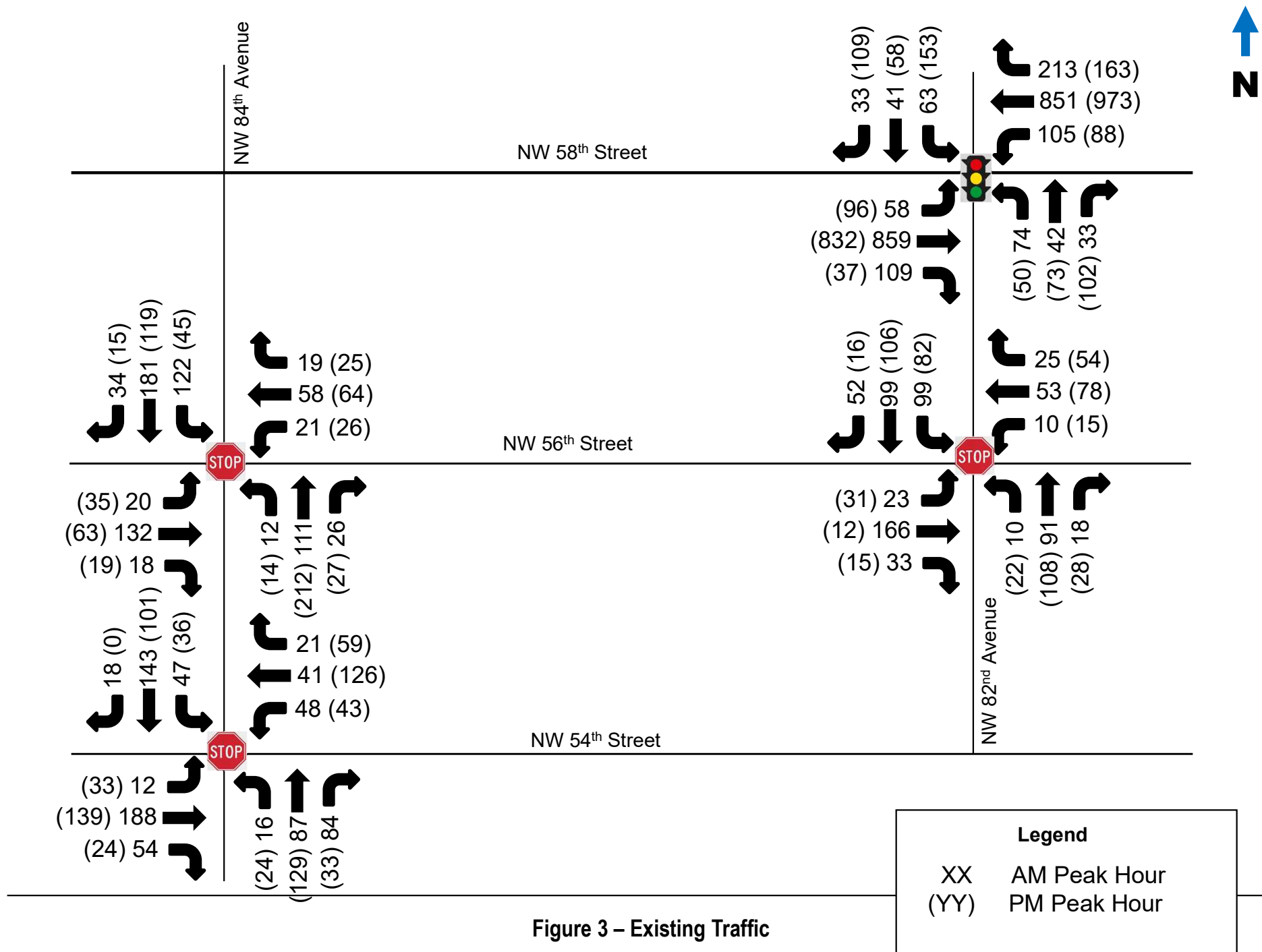
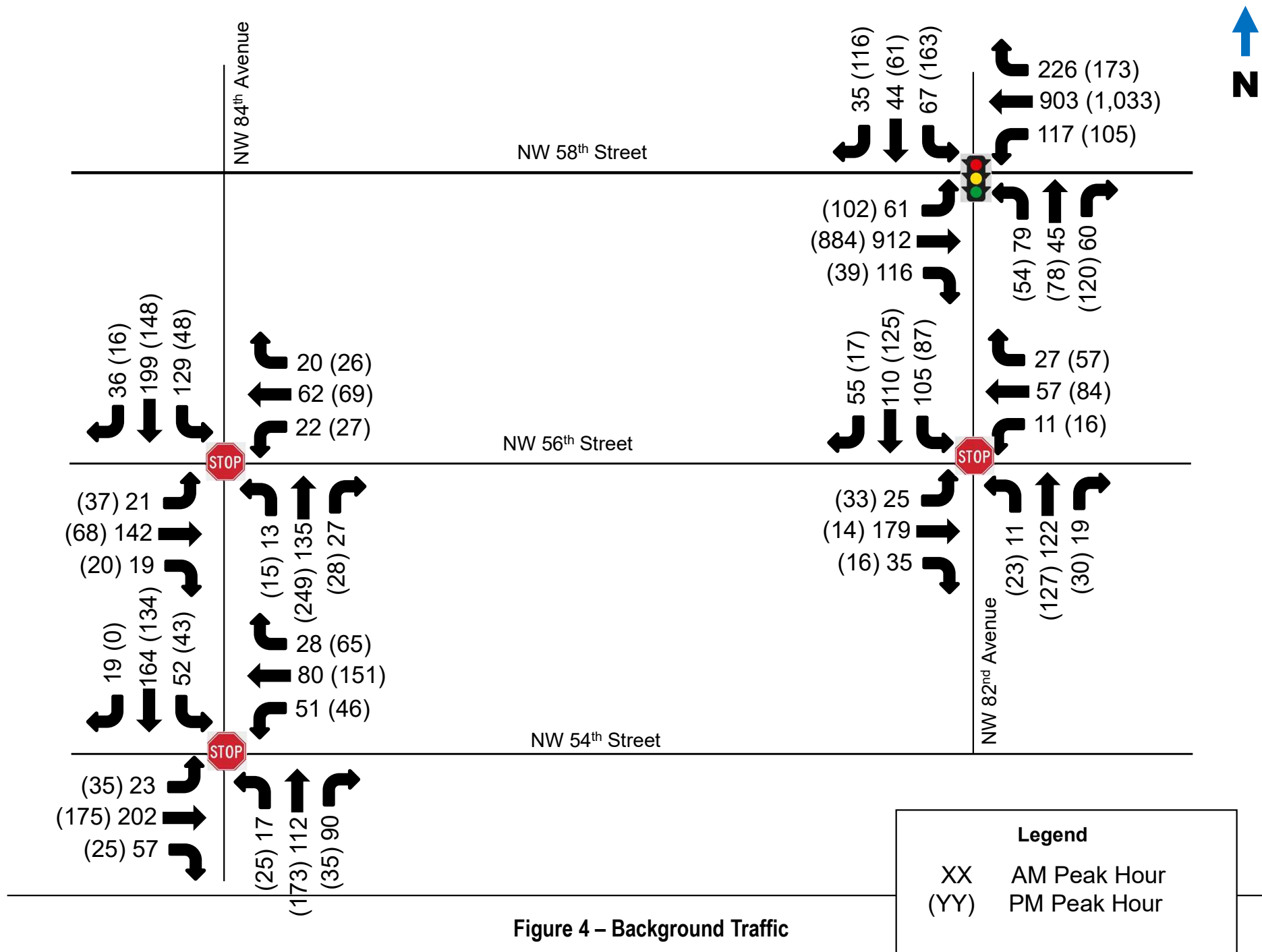
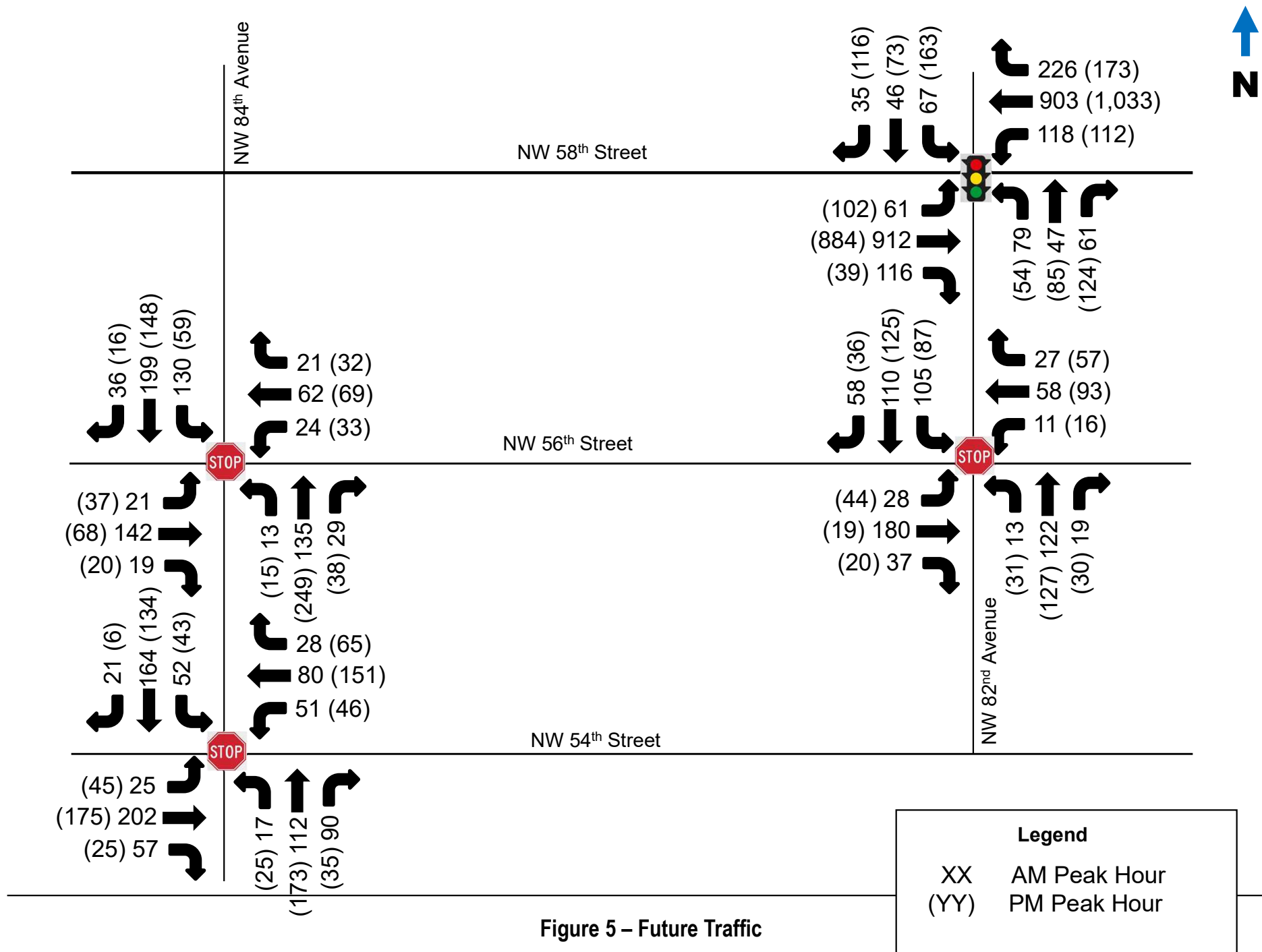


Figure 3 – Existing Traffic





7. CAPACITY ANALYSIS

Capacity analyses were performed for existing, background, and future total traffic conditions. The study intersections were analyzed using Synchro software Version 12, which applies methodologies outlined in the Highway Capacity Manual, 7th Edition. Signal timing data obtained from Miami-Dade County Traffic Engineering Division is presented in Appendix F.

Table 3 summarizes existing, background, and future total conditions. Synchro outputs of the intersection capacity analyses are included in Appendix G.

Table 3: Summary of Intersection Capacity Analyses

Delay and Level of Service							
Intersection	Scenario	Peak	EB Delay / LOS	WB Delay / LOS	NB Delay / LOS	SB Delay / LOS	Intersection Delay / LOS
1 – NW 82 Ave & NW 56 St (AWSC)	Existing	AM	14.5 / B	10.7 / B	11.2 / B	15.6 / C	13.8 / B
		PM	8.7 / A	9.2 / A	9.2 / A	9.9 / A	9.4 / A
	Background	AM	17.6 / C	11.8 / B	13.2 / B	19.5 / C	16.7 / C
		PM	9.0 / A	9.6 / A	9.7 / A	10.5 / B	9.9 / A
	Future	AM	18.4 / C	11.9 / B	13.5 / B	20.2 / C	17.2 / C
		PM	9.4 / A	10.1 / B	10.2 / B	11.1 / B	10.4 / B
2 – NW 58 St & NW 82 Ave (Signalized)	Existing	AM	11.2 / B	11.7 / B	80.5 / F	62.7 / E	18.4 / B
		PM	10.2 / B	11.7 / B	429.9 / F	118.0 / F	58.0 / E
	Background	AM	12.2 / B	12.6 / B	104.5 / F	62.8 / E	21.5 / C
		PM	10.5 / B	12.2 / B	524.7 / F	131.7 / F	69.5 / E
	Future	AM	12.2 / B	12.6 / B	108.2 / F	62.9 / E	21.9 / C
		PM	10.5 / B	12.1 / B	574.4 / F	132.2 / F	75.9 / E
3 – NW 84 Ave & NW 54 St (AWSC)	Existing	AM	12.9 / B	9.8 / A	10.7 / B	11.6 / B	11.6 / B
		PM	10.9 / B	10.9 / B	11.1 / B	10.6 / B	10.9 / B
	Background	AM	14.9 / B	11.0 / B	12.6 / B	13.6 / B	13.3 / B
		PM	13.0 / B	13.0 / B	13.6 / B	12.5 / B	13.1 / B
	Future	AM	14.8 / B	11.0 / B	12.6 / B	13.6 / B	13.3 / B
		PM	13.0 / B	13.2 / B	13.8 / B	12.8 / B	13.2 / B
4 – NW 84 Ave & NW 56 St (AWSC)	Existing	AM	10.6 / B	9.7 / A	9.8 / A	13.2 / B	11.5 / B
		PM	10.1 / B	10.0 / A	11.9 / B	10.7 / B	10.9 / B
	Background	AM	11.2 / B	10.1 / B	10.5 / B	14.7 / B	12.5 / B
		PM	10.8 / B	10.7 / B	13.8 / B	10.9 / B	12.3 / B
	Future	AM	11.3 / B	10.2 / B	10.6 / B	14.8 / B	12.5 / B
		PM	11.1 / B	11.1 / B	14.5 / B	12.5 / B	12.8 / B
5 – NW 56 St & Driveway (TWSC)	Future	AM			9.06 / A		
		PM			8.87 / A		

Source: HCM 7th Edition

Legend: 6.6 / A = Delay in seconds / LOS

AM/PM Peak hours

As shown in Table 3, most of the study intersections and the project driveway are expected to operate at level of service (LOS) D or better when the project is built out in 2027, with the exception of the northbound and southbound approaches to the

signalized intersection of NW 58th Street and NW 82nd Avenue. These approaches are currently operating at inadequate level of service (LOS F and E) and are anticipated to remain deficient under background conditions, indicating existing and background operational failures. Since the addition of project trips to the northbound and southbound approaches results in a slight increase in delay, minor signal timing optimization is recommended to maintain delays comparable to background conditions. Synchro outputs for minor signal optimization are also provided in Appendix G.

8. ROADWAY LINK ANALYSIS

Roadway link analyses were performed for four segments in the vicinity of the project. Results of these analyses are summarized in Table 4.

Table 4: Summary of Link Analyses

Roadway Segment Analysis AM & PM Peak Hour																	
Roadway	Location	Number of Lanes	Roadway Capacity (1)	2026 Existing Traffic (2)				Background Traffic (2027) without Project (3)				Future Traffic (2027) with Project (4)				Available Capacity Veh/hr (5)	
				Station #	Volume		LOS		Volume		LOS		Volume		LOS		
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM		PM
1. NW 79th Ave	between NW 53rd St & NW 56th St	4LU	2,830	0001	1,792	1,873	B	B	1,903	1,989	B	B	1,907	2,001	B	B	Information Not Available
2. NW 58th St	between NW 79th Ave & NW 82nd Ave	4LU	2,830	0002	2,318	1,873	C	B	1,903	1,989	B	B	1,907	2,001	B	B	875
3. NW 58th St	between NW 84th Ave and NW 87th Ave	4LU	2,830	0003	2,301	2,644	C	C	2,443	2,808	C	C	2,445	2,818	C	C	Information Not Available
4. NW 87th Ave	between NW 54th St and NW 58 St	4LU	2,979	004	2,795	2,868	C	C	2,968	3,046	C	D	2,972	3,062	C	D	Information Not Available

Legend: AM/PM Peak Hour

(1) Based on 2023 Multimodal Quality/Level of Service Handbook - Florida's Generalized Service Volume Tables - C2T, C4, C5 & C6. Adjustment Factors: Non-State Signalized Roadway: Multiply by 0.90.

Multilane Undivided Roadway with Exclusive Left Turn Lane(s): Multiply by 0.95

(2) Based on Automatic Traffic Recorder (ATR) counts for stations 0001 to 0004 included in Appendix B. Average of 72-hr counts

(3) Applied a growth rate of 6.17%

(4) Project trips from Figure 2 were added

(5) From City of Doral - Roadway Traffic Data -2018

As shown in Table 4, all roadway links are projected to operate at an acceptable level of service in 2027 during the AM and PM peak hours. Link Development Tables, Florida's Generalized Service Volume Table, and City of Doral Roadway Traffic Data (2018) are included in Appendix H.

Turn Lane Evaluation:

A turn-lane analysis was performed in accordance with City Ordinance Chapter 77, Section 77-46, *Turning Lanes*. The ordinance establishes the following criteria:

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

As shown in Figure 2, the anticipated right-turn volumes (3 AM and 21 PM) entering the site are below the 100-vehicle threshold; therefore, a dedicated right-turn lane is not warranted.

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

Based on the anticipated peak-hour westbound left-turn volumes (6 AM and 36 PM) at the project driveway, a dedicated left-turn lane might be warranted. However, the results of the capacity analysis indicate that the driveway is expected to operate adequately without the addition of a left-turn lane. Furthermore, westbound left-turn queues are projected to remain under three (3) feet with the maximum anticipated westbound left turn volume of 36 vehicles per hour.

Table 5 on the next page provides a summary of the turn-lane analysis findings.

Table 5: Summary of Turn Lane Analyses

Turn Lane Analysis				
Location	NW 56th Street	Right-Turn (Driveway)		
		RT Volume (vph)*	Criteria	RT Warranted
Jurisdiction	Doral	3 AM/21PM	Right turn deceleration lanes: "A right turn deceleration lane with a minimum of 150 feet of storage and 100 feet of transition shall be required at each access point when the speed limit equals or exceeds 35 miles per hour, or if the development will generate 100 or more right turn movements during the peak hour. Increased storage and transition lengths may be required by the City to provide for all deceleration outside the through lane."	NO
Mejor Road Seed (mph)	25*	Left-Turn (Driveway)		
		LT Volume (vph)*	Criteria	LT Warranted
# of Lanes	2	6 AM/36 PM	Left turn lanes: "A left turn lane with a minimum of 150 feet of storage and 100 feet of transition shall be provided at each access point with an average daily trip end (volume) of 1,000 vehicles or more, and/or an average peak hour inbound left turn volume of 25 vehicles or more. Increased storage and transition lengths may be required by the City to provide for all deceleration outside the through lane."	NOT RECOMMENDED

Source: City Ordinance Chapter 77, Section 77 46, Turning Lanes

*Volumes extracted from Figure 2

** Assumed 25 mph

Pedestrian Infrastructure and Transit Facilities:

A review of the surrounding transportation network indicates that sidewalks are provided along the south side NW 54th Street between NW 84th Avenue and NW 82nd Avenue. The closest signalized crosswalks are provided at the intersection of NW 56th Street and NW 79th Avenue. The City of Doral Trolley Route 2, which operates along NW 87th Avenue between NW 74th Street and NW 53rd Street, is the only transit service available near the proposed development.

Note that there are no major pedestrian generators within the immediate vicinity of the project. However, the project proposes the construction of a 6-foot sidewalk along the south side of NW 56th Street within the limits of the project site. Please refer to Figure 6 for a graphical representation of the pedestrian infrastructure and transit facilities.

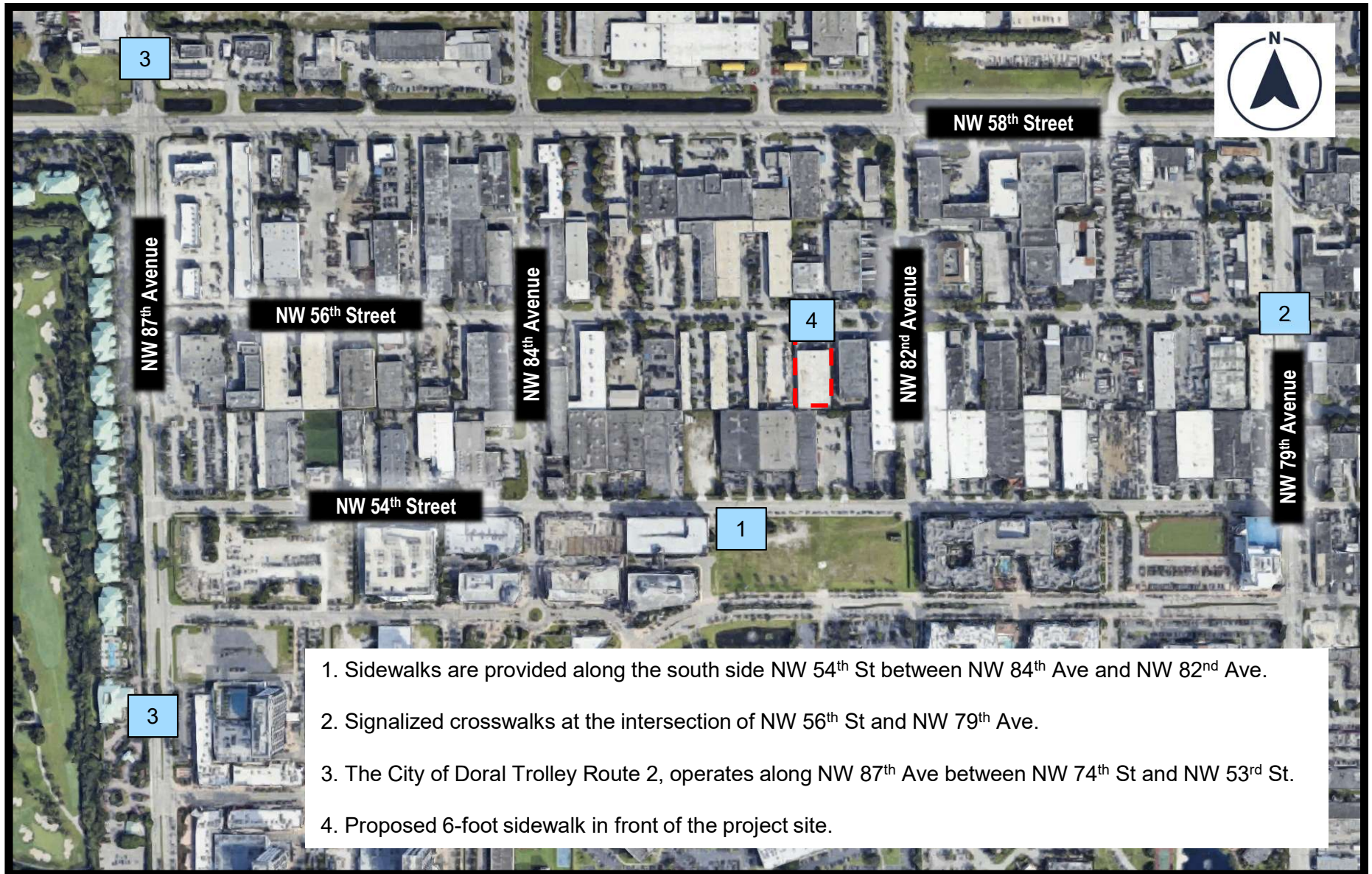


Figure 6 – Pedestrian Infrastructure and Transit Facilities

Future Transportation Projects:

The 2024 Capital Improvements Element/Five-Year Schedule for the City of Doral was reviewed to identify any future transportation projects that would add capacity to the transportation network in the vicinity of the project. The review identified one planned project in the Doral area for fiscal years 2024–2029. The project is the reconstruction of NW 58th Street between NW 97th Avenue and SR 826. An excerpt from the 2024 Capital Improvement Program is included in Appendix I.

Entry Gates:

Entry gates are not proposed for this project. Therefore, queuing is not applicable at the project driveway.

Valet Service:

Valet service is not planned to be provided. Therefore, a valet queuing analysis is not applicable.

9. CONCLUSIONS

A sports facility is proposed to be located at 8234 NW 56th Street in the City of Doral, Miami-Dade County, Florida. The proposed development is projected to generate approximately 289 daily trips, 18 AM peak hour trips (9 inbound and 9 outbound), and 89 PM peak hour trips (57 inbound and 32 outbound).

The intersection analysis indicates that all study intersections and the project driveway are expected to operate at LOS D or better in 2027 with the project in place, except for the northbound and southbound approaches to the signalized intersection of NW 58th Street and NW 82nd Avenue. These approaches are currently operating at inadequate level of service (LOS F and E) and are anticipated to remain deficient under background conditions, indicating existing and background operational failures. Since the addition of project trips to the northbound and southbound approaches results in a slight increase in delay, minor signal timing optimization is recommended to maintain delays comparable to background conditions.

Additionally, all roadway links in the vicinity of the proposed development are projected to operate at acceptable levels of service in 2027 during both the AM and PM peak hours. Based on the intersection and roadway link analyses, the proposed project is not expected to adversely impact the adjacent roadway system.

Appendix A

Methodology and Site Plan

PROPOSED TRAFFIC METHODOLOGY – Revised 2-5-2026

Sports Facility – Doral (PLAN 2510-0114)

Project Description:

The project site is currently vacant and is proposed to be developed as a sports facility consisting of two soccer fields, a two-story amenity building, and 19 parking spaces. The proposed sports facility will be located at 8234 NW 56th Street in the City of Doral, Florida.

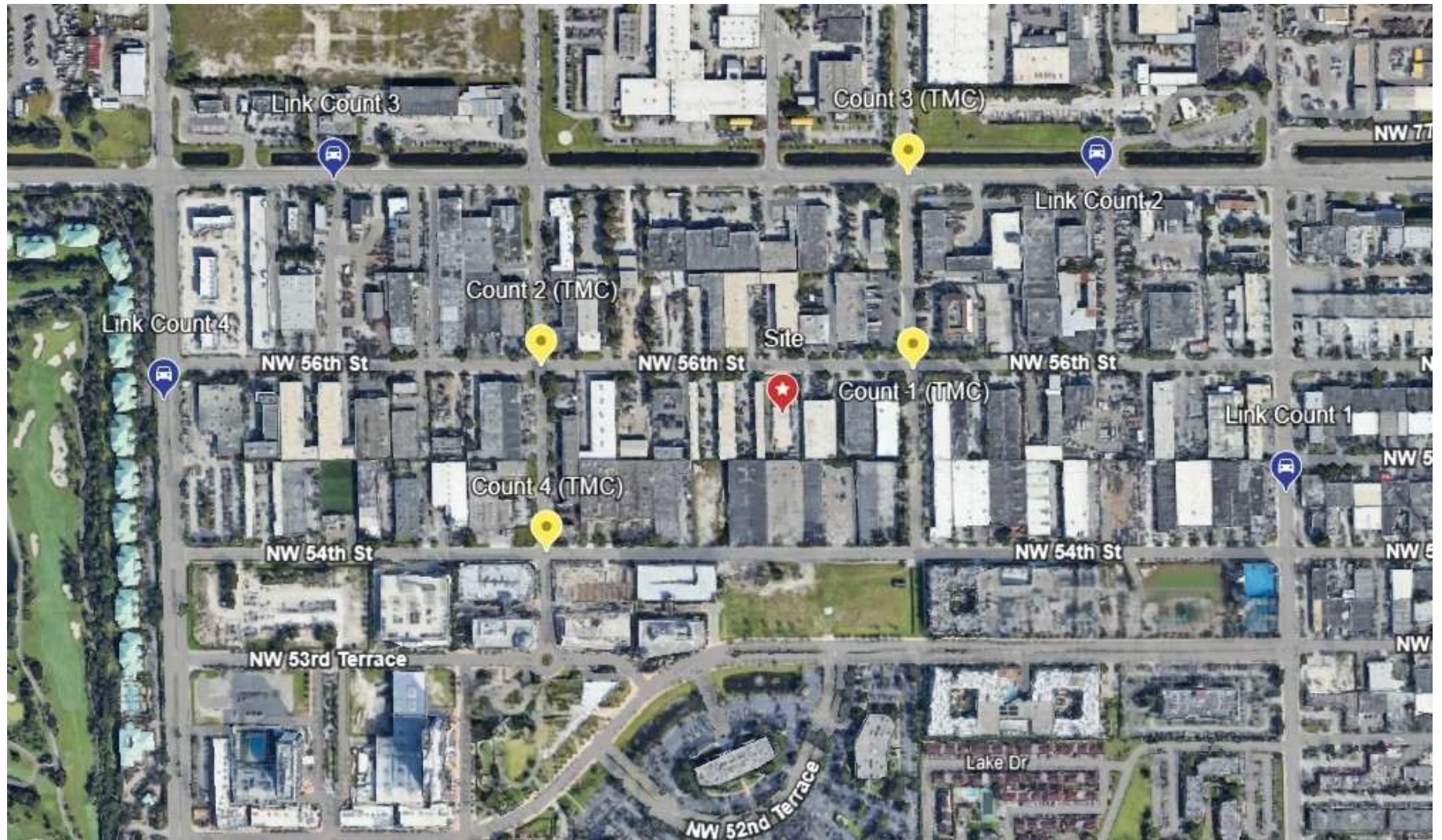
Proposed Traffic Methodology

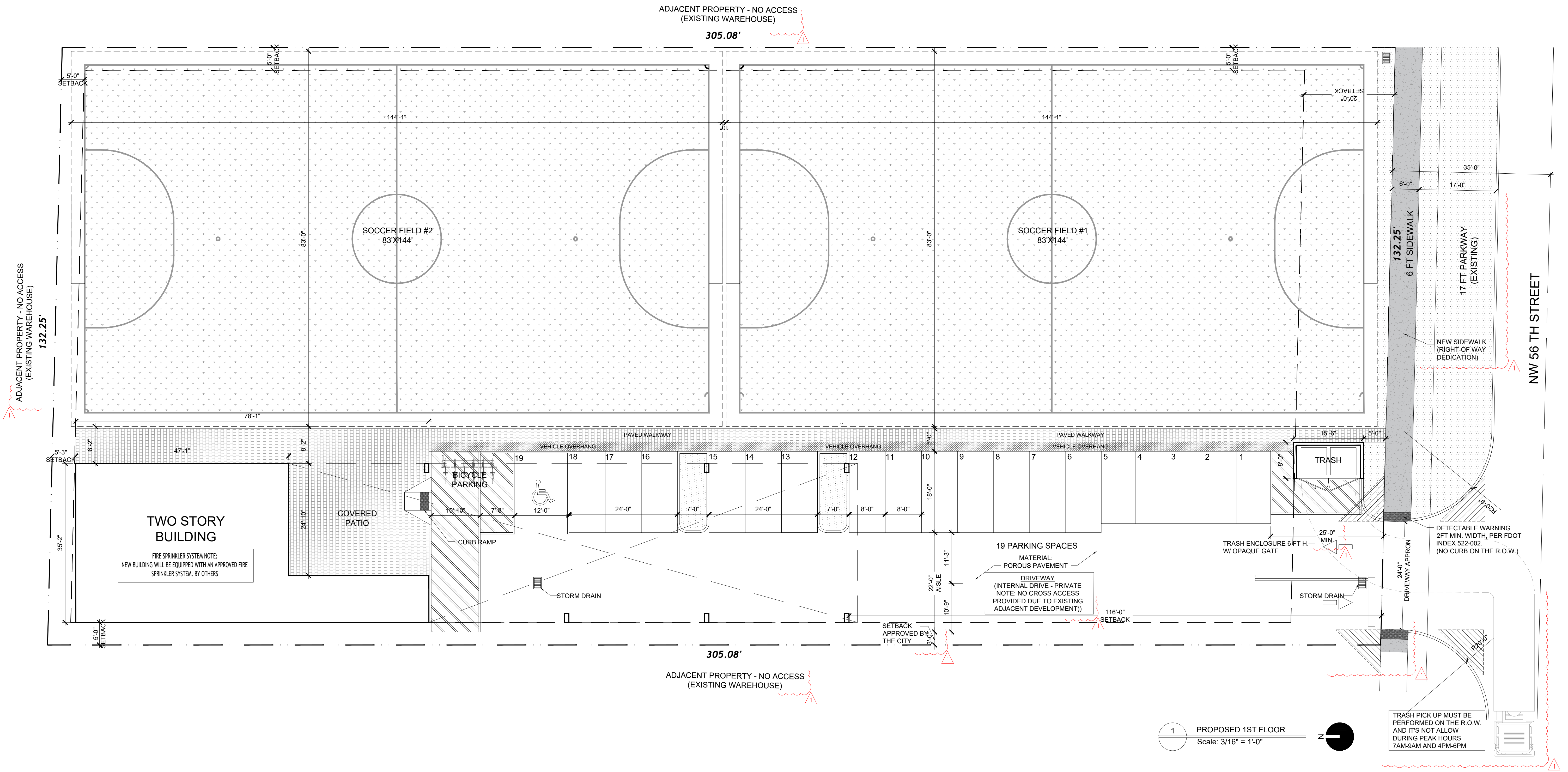
- Intersection turning-movement counts will be conducted at four (4) intersections. Counts will be collected on a typical weekday during the AM and PM peak periods (AM: 7:00–9:00; PM: 4:00–6:00). The intersections include:
 1. NW 56th Street and NW 82nd Avenue
 2. NW 56th Street and NW 84th Avenue
 3. NW 58th Street and NW 82nd Avenue
 4. NW 54th Street and NW 84th Avenue
- Roadway link counts at four (4) locations will be collected continuously over a 72-hour period. Link counts will be collected at the following locations:
 1. NW 79th Avenue between NW 53rd Street and NW 56th Street
 2. NW 58th Street between NW 79th Avenue and NW 82nd Avenue
 3. NW 58th Street between NW 84th Avenue and NW 87th Avenue
 4. NW 87th Avenue between NW 54th Street and NW 58th Street
- Existing traffic signal timing data for the study intersections will be obtained from Miami-Dade County DTPW and will be included in the Appendix of the study.
- Trip generation will be based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Land Use Code 488 – Soccer Field will be used for the proposed development. The resulting trips will be distributed and assigned to the transportation network surrounding the project site. The distribution of trips will be based on the project's TAZ and related data from the current adopted Miami Dade MPO Long Range Transportation Plan.

- Traffic associated with the following committed developments, as provided by the City of Doral, will be included in the study's analysis.
 1. Tribute Hotel
 2. Doral Branch Library
 3. Downtown Doral Retail and Garage Expansion
 4. La Joya & Legacy
 5. Orion Gas Station
 6. Sevilla.
- Future transportation projects scheduled for implementation within one year of project opening that add capacity to the network will be considered in the analysis.
- The project's buildout year is 2027.
- Growth rate analysis using FDOT count stations will evaluate linear, exponential, and decaying exponential growth rates for the most recent five-year period.
- Traffic analysis will be prepared for each of the study intersections and project driveways during AM and PM peak hours for the following scenarios:
 1. Scenario 1: Existing (2026) traffic conditions
 2. Scenario 2: Background traffic conditions (2027) with growth rate and committed development traffic.
 3. Scenario 3: Future conditions (2027) with project traffic for the buildout year.
- Intersection analyses will be conducted using the Synchro software for existing, background without the project, and future conditions with the proposed project in place. The Highway Capacity Manual (HCM) 7th or 2000 Edition will be used, as applicable. Levels of service and delays will be summarized by approach and for the overall intersection. Mitigation measures will be recommended if necessary.
- Entry gates are not proposed for this project. Therefore, queuing is not applicable at the project driveway.

- A turn lane analysis will be performed for the project driveway to determine the need of turning lanes. The analysis will be conducted based on City Ordinance Chapter 77, section 77-46 Turning Lanes.
- A Level 1 Traffic Impact Study addressing the tasks described above will be prepared for the proposed development.

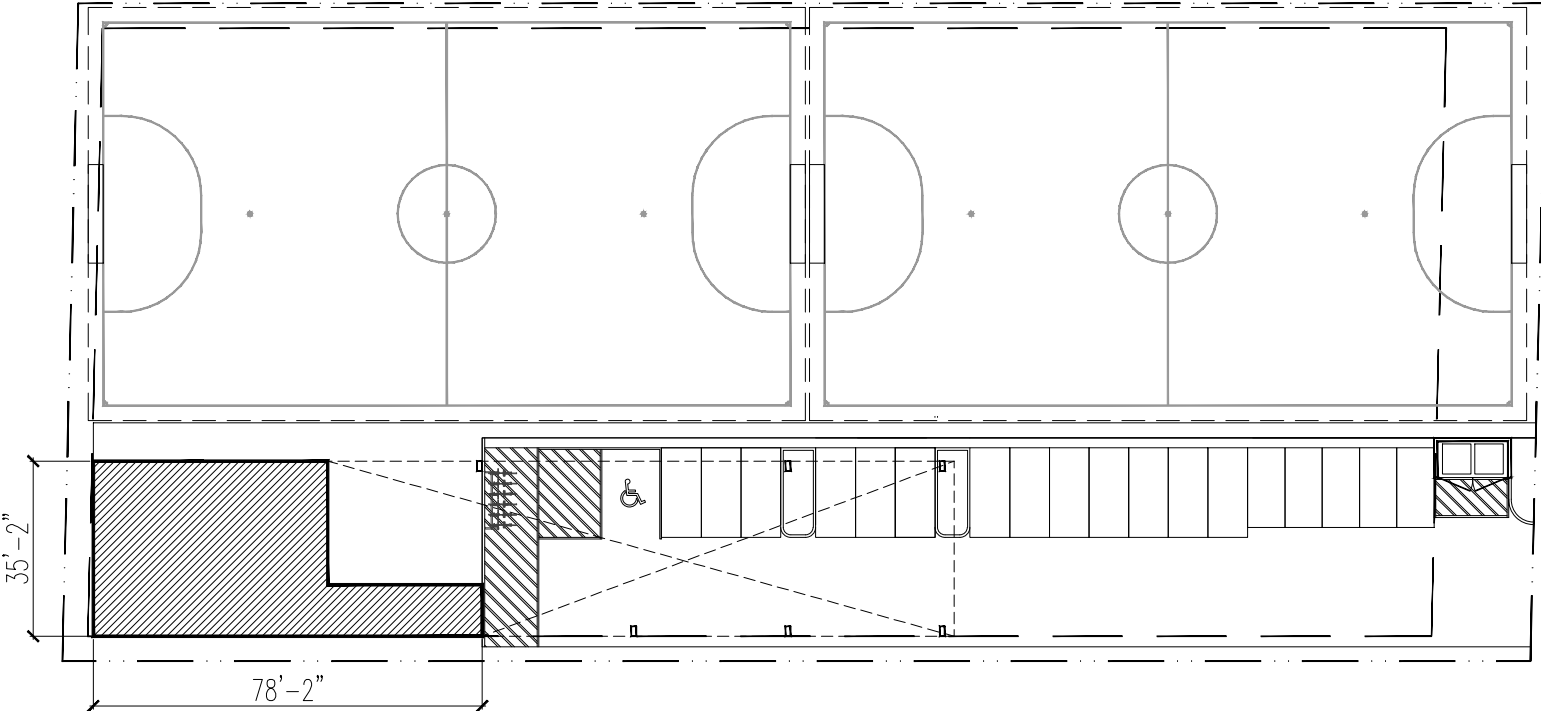
INTERSECTION AND LINK COUNT LOCATIONS



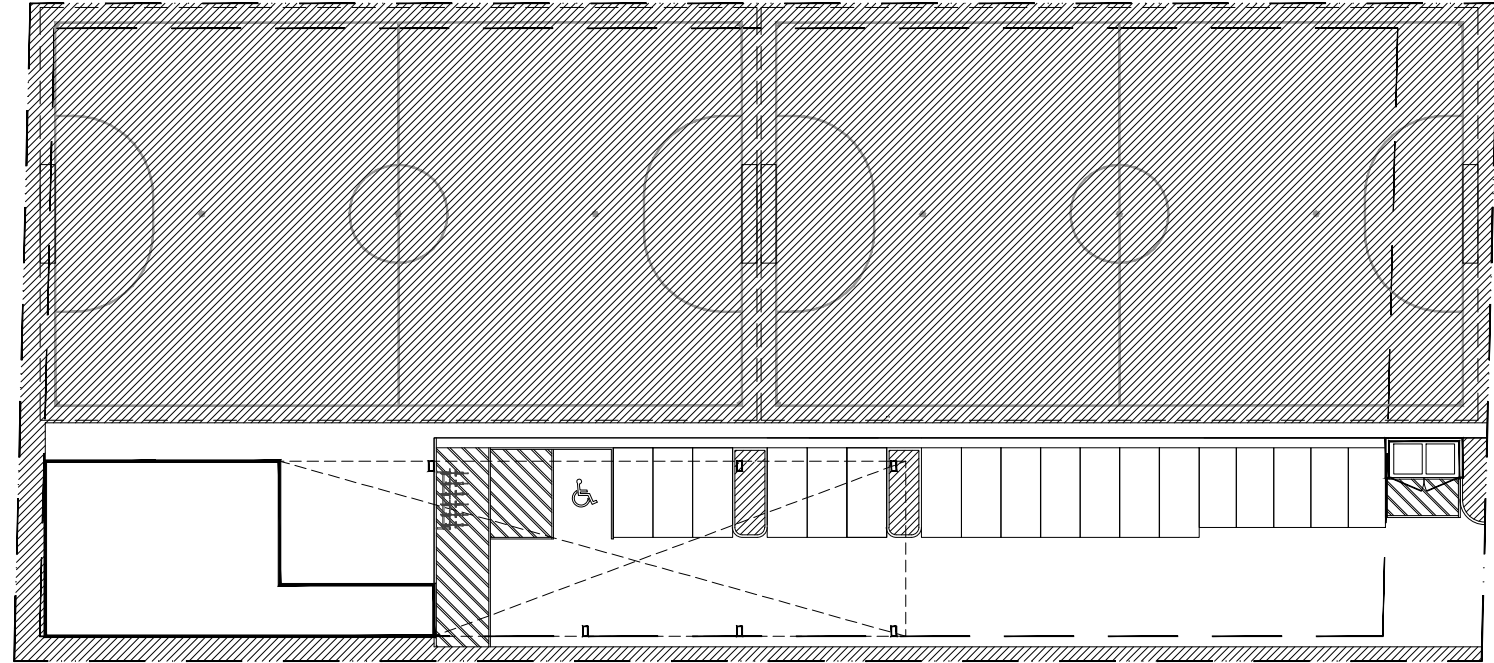


ZONING, SITE AND AREA LEGEND:			
ZONING DISTRICT			
DOWNTOWN DORAL ARTS DISTRICT			
LAND USE			
INDUSTRIAL W/ ADAPTIVE REUSE AREA			
LOT DATA		REQUIRED	PROVIDED
LOT AREA:		7,500 SQ. FT. MIN.	37,620 SQ. FT.
LOT WIDTH:		75 FT. MIN.	132.25 FT.
LOT DEPTH:		N/A	305.08 FT.
LOT COVERAGE:		50% MAX (18,810 SQ.FT.)	5.2% (1,980 SQ.FT.)
BUILDING SETBACKS & DATA		REQUIRED	PROVIDED
BUILDING SETBACKS			
FRONT (NORTH):		20 FT.	20 FT.
REAR (SOUTH):		5 FT	5 FT
SIDE (EAST):		5 FT	5 FT
SIDE (WEST):		5 FT	5 FT

BUILDING DATA			
PROPOSED FIRST FLOOR AREA			1,970 SQ. FT.
PROPOSED SECOND FLOOR AREA			6,085 SQ. FT.
TOTAL AREA:			8,150 SQ. FT.
BUILDING HEIGHT		REQUIRED	PROVIDED
HEIGHT		Right-of-way width	28 FT
PARKING		REQUIRED	PROVIDED
OFFICE, GYM, CAFE & PATRON AREA (1 SPACE PER 400) OPEN LOT RECREATION USE (1 SPACE PER 4 PERSONS)		19 SPACES	19 SPACES
LANDSCAPE		REQUIRED	PROVIDED
IMPERVIOUS AREA		50% (18,810 SQ.FT.)	11.9% (4,510 SQ. FT.)
PERVIOUS AREA		50% (18,810 SQ.FT.)	88% (33,110 SQ.FT.)



LOT COVERAGE DIAGRAM & CALCULATIONS:			
	AREA	REQUIRED	PROVIDED
LOT COVERAGE	37,620 SQ. FT.	50% MAX (18,810 SQ.FT.)	5.2% (1,980 SQ. FT.)



GREEN AREA DIAGRAM & CALCULATIONS:			
	LOT AREA	REQUIRED	PROVIDED
GREEN AREA	37,620 SQ. FT.	-	70.2% (26,427 SQ. FT.)

PROJECT:
SOCCER FIELD FOR:
TMC INTERAMERICAN CORP
8234 NW 56 ST
DORAL, FL 33166

PERMIT SET

SIXSIDES ARCHITECTURE, INC.
AA26002922
Daniel Gomez, R.A.
FL. Reg. AR96826
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SIX
SIDES

architecture

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REVISED:
M.D.C. TRAFFIC COMMENT 05-05-24

PROPOSED
SITE PLAN

2604161SSHA

04/16/2026

A-001

Appendix B

TMC, ATRs, and FDOT Report

File Name : NW 82 AVENUE & NW 56 STREET
Start Date : 1/22/2026

Groups Printed- CARS - TRUCKS

	NW 82 AVENUE From North					NW 56 STREET From East					NW 82 AVENUE From South					NW 56 STREET From West					
Start Time	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Int. Total
07:00	9	46	45	0	100	3	13	3	2	21	5	35	4	0	44	26	49	4	0	79	244
07:15	13	15	16	0	44	9	16	1	0	26	6	47	4	0	57	5	32	3	0	40	167
07:30	12	19	19	1	51	4	9	2	0	15	2	1	2	0	5	0	31	8	0	39	110
07:45	16	16	16	0	48	8	13	4	0	25	4	5	0	1	10	1	49	7	0	57	140
Total	50	96	96	1	243	24	51	10	2	87	17	88	10	1	116	32	161	22	0	215	661
08:00	11	20	18	0	49	6	13	2	0	21	5	6	0	0	11	3	63	4	1	71	152
08:15	10	21	10	0	41	8	11	5	0	24	10	14	0	0	24	1	63	4	0	68	157
08:30	8	17	20	0	45	5	11	7	0	23	3	6	5	0	14	7	41	5	0	53	135
08:45	7	27	28	0	62	9	15	1	0	25	7	8	2	0	17	1	39	11	0	51	155
Total	36	85	76	0	197	28	50	15	0	93	25	34	7	0	66	12	206	24	1	243	599

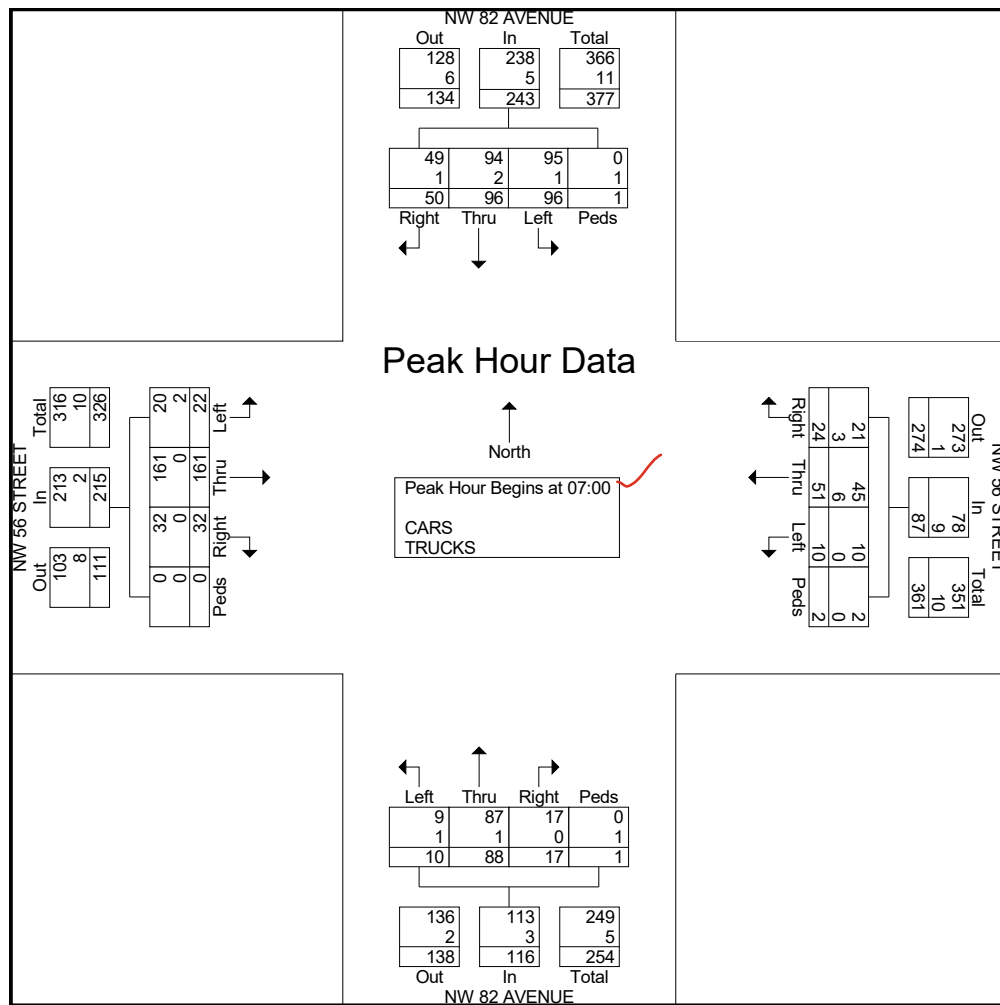
*** BREAK ***

16:00	11	13	17	0	41	12	16	1	0	29	4	21	1	0	26	2	23	13	0	38	134
16:15	11	22	9	0	42	14	8	3	0	25	9	23	1	0	33	2	23	10	0	35	135
16:30	4	25	18	0	47	18	17	5	1	41	8	33	4	1	46	4	35	11	0	50	184
16:45	6	20	15	0	41	12	23	1	0	36	2	21	3	0	26	2	18	7	2	29	132
Total	32	80	59	0	171	56	64	10	1	131	23	98	9	1	131	10	99	41	2	152	585
17:00	6	32	24	1	63	13	23	2	1	39	9	25	4	0	38	4	39	6	0	49	189
17:15	0	26	23	0	49	9	13	7	0	29	8	26	10	0	44	5	29	6	0	40	162
17:30	1	24	9	0	34	10	12	6	0	28	5	33	2	0	40	2	21	7	0	30	132
17:45	3	28	18	0	49	9	17	2	0	28	13	24	3	0	40	4	30	6	0	40	157
Total	10	110	74	1	195	41	65	17	1	124	35	108	19	0	162	15	119	25	0	159	640

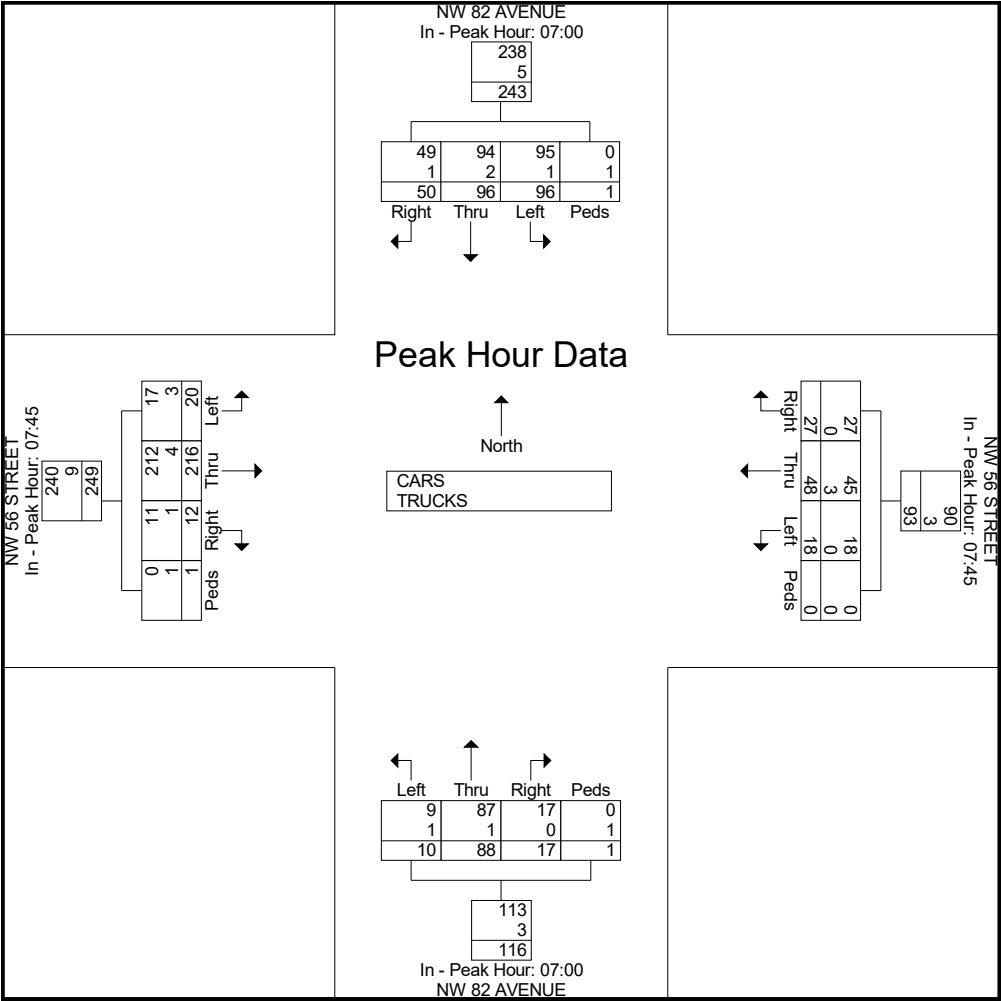
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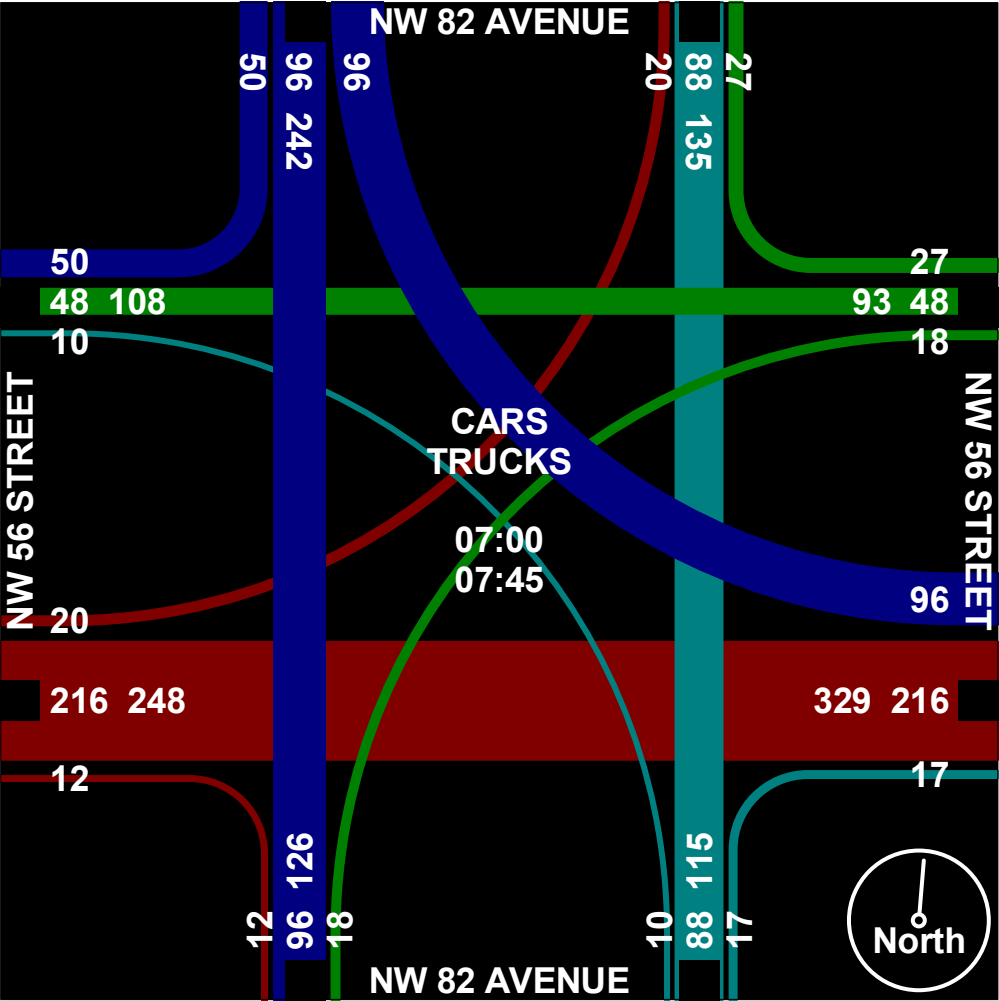
[illegible]

	NW 82 AVENUE From North					NW 56 STREET From East					NW 82 AVENUE From South					NW 56 STREET From West					
Start Time	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 09:00 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	9	46	45	0	100	3	13	3	2	21	5	35	4	0	44	26	49	4	0	79	244
07:15	13	15	16	0	44	9	16	1	0	26	6	47	4	0	57	5	32	3	0	40	167
07:30	12	19	19	1	51	4	9	2	0	15	2	1	2	0	5	0	31	8	0	39	110
07:45	16	16	16	0	48	8	13	4	0	25	4	5	0	1	10	1	49	7	0	57	140
Total Volume	50	96	96	1	243	24	51	10	2	87	17	88	10	1	116	32	161	22	0	215	661
% App. Total	20.6	39.5	39.5	0.4		27.6	58.6	11.5	2.3		14.7	75.9	8.6	0.9		14.9	74.9	10.2	0		
PHF	.781	.522	.533	.250	.608	.667	.797	.625	.250	.837	.708	.468	.625	.250	.509	.308	.821	.688	.000	.680	.677
CARS	49	94	95	0	238	21	45	10	2	78	17	87	9	0	113	32	161	20	0	213	642
% CARS	98.0	97.9	99.0	0	97.9	87.5	88.2	100	100	89.7	100	98.9	90.0	0	97.4	100	100	90.9	0	99.1	97.1
TRUCKS	1	2	1	1	5	3	6	0	0	9	0	1	1	1	3	0	0	2	0	2	19
% TRUCKS						12.5	11.8	0	0	10.3	0	1.1	10.0	100	2.6	0	0	9.1	0	0.9	2.9

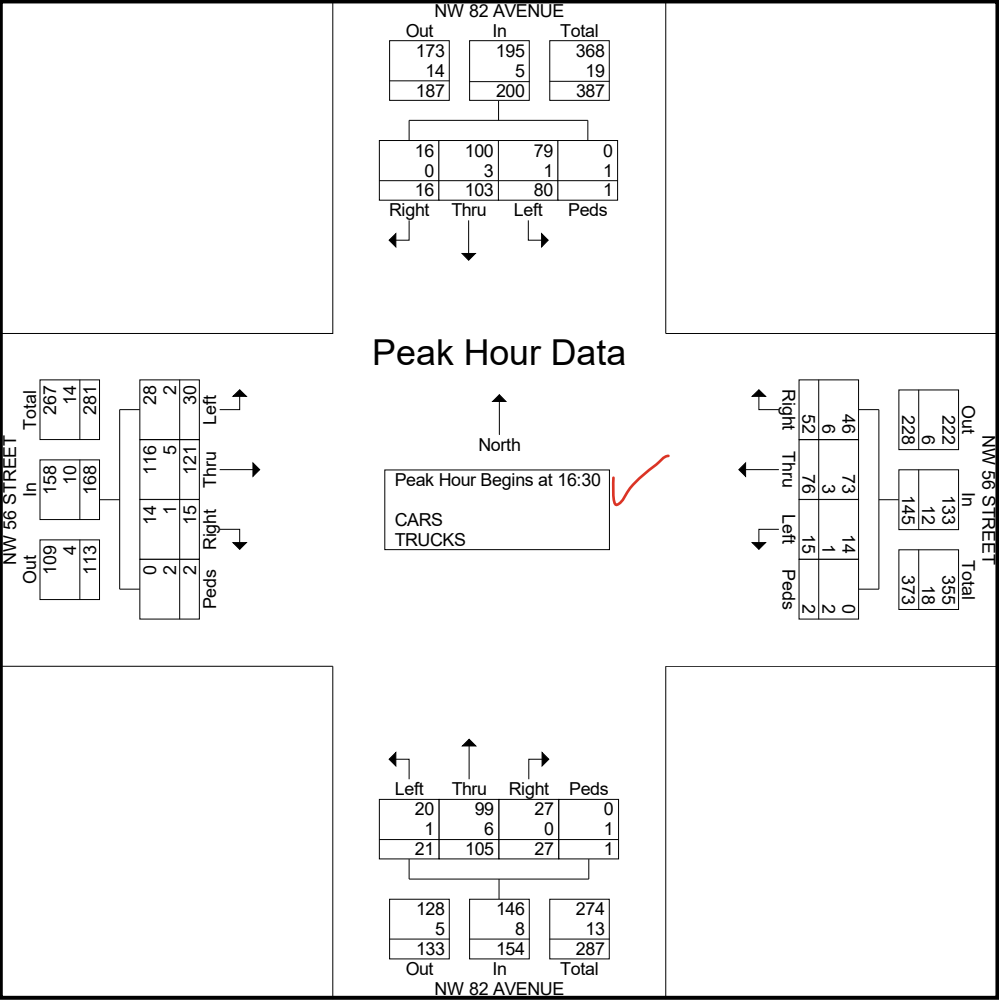


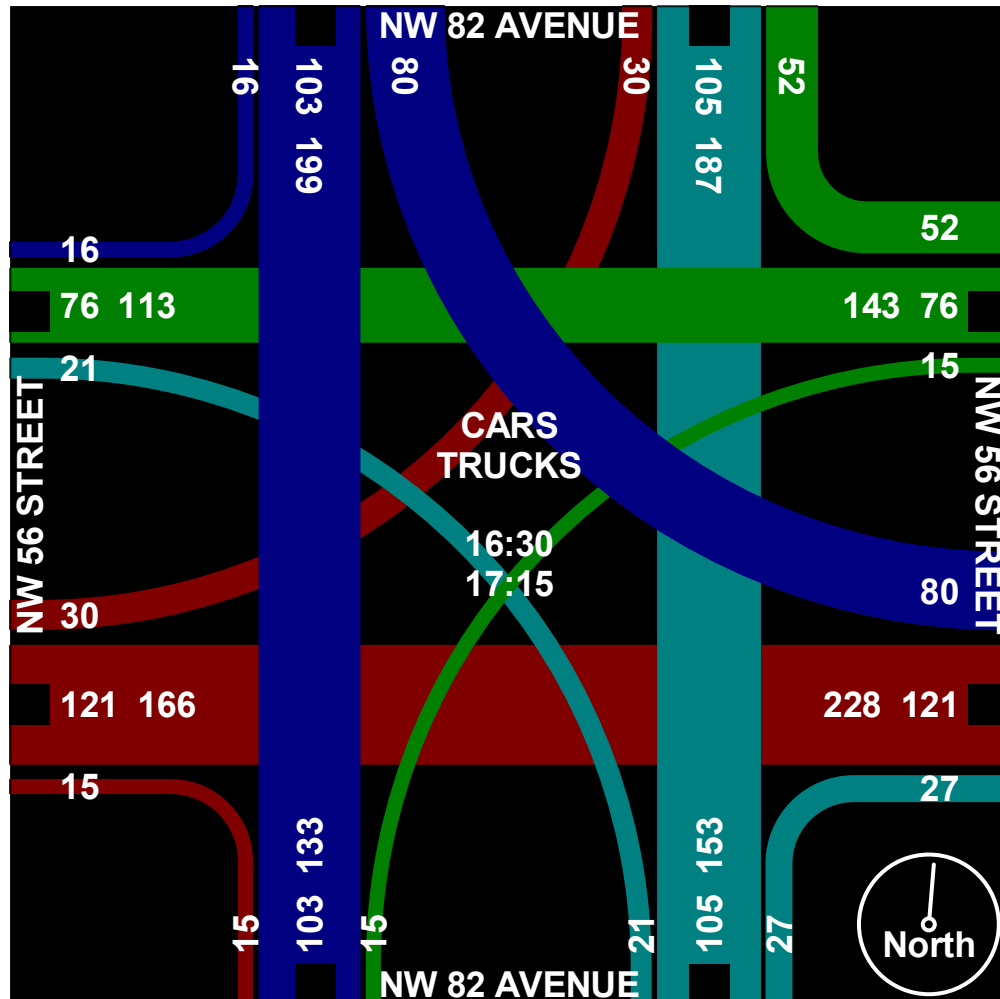
[illegible]





	NW 82 AVENUE From North					NW 56 STREET From East					NW 82 AVENUE From South					NW 56 STREET From West					
Start Time	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	4	25	18	0	47	18	17	5	1	41	8	33	4	1	46	4	35	11	0	50	184
16:45	6	20	15	0	41	12	23	1	0	36	2	21	3	0	26	2	18	7	2	29	132
17:00	6	32	24	1	63	13	23	2	1	39	9	25	4	0	38	4	39	6	0	49	189
17:15	0	26	23	0	49	9	13	7	0	29	8	26	10	0	44	5	29	6	0	40	162
Total Volume	16	103	80	1	200	52	76	15	2	145	27	105	21	1	154	15	121	30	2	168	667
% App. Total	8	51.5	40	0.5		35.9	52.4	10.3	1.4		17.5	68.2	13.6	0.6		8.9	72	17.9	1.2		
PHF	.667	.805	.833	.250	.794	.722	.826	.536	.500	.884	.750	.795	.525	.250	.837	.750	.776	.682	.250	.840	.882
CARS	16	100	79	0	195	46	73	14	0	133	27	99	20	0	146	14	116	28	0	158	632
% CARS	100	97.1	98.8	0	97.5	88.5	96.1	93.3	0	91.7	100	94.3	95.2	0	94.8	93.3	95.9	93.3	0	94.0	94.8
TRUCKS	0	3	1	1	5	6	3	1	2	12	0	6	1	1	8	1	5	2	2	10	35
% TRUCKS						11.5	3.9	6.7	100	8.3	0	5.7	4.8	100	5.2	6.7	4.1	6.7	100	6.0	5.2

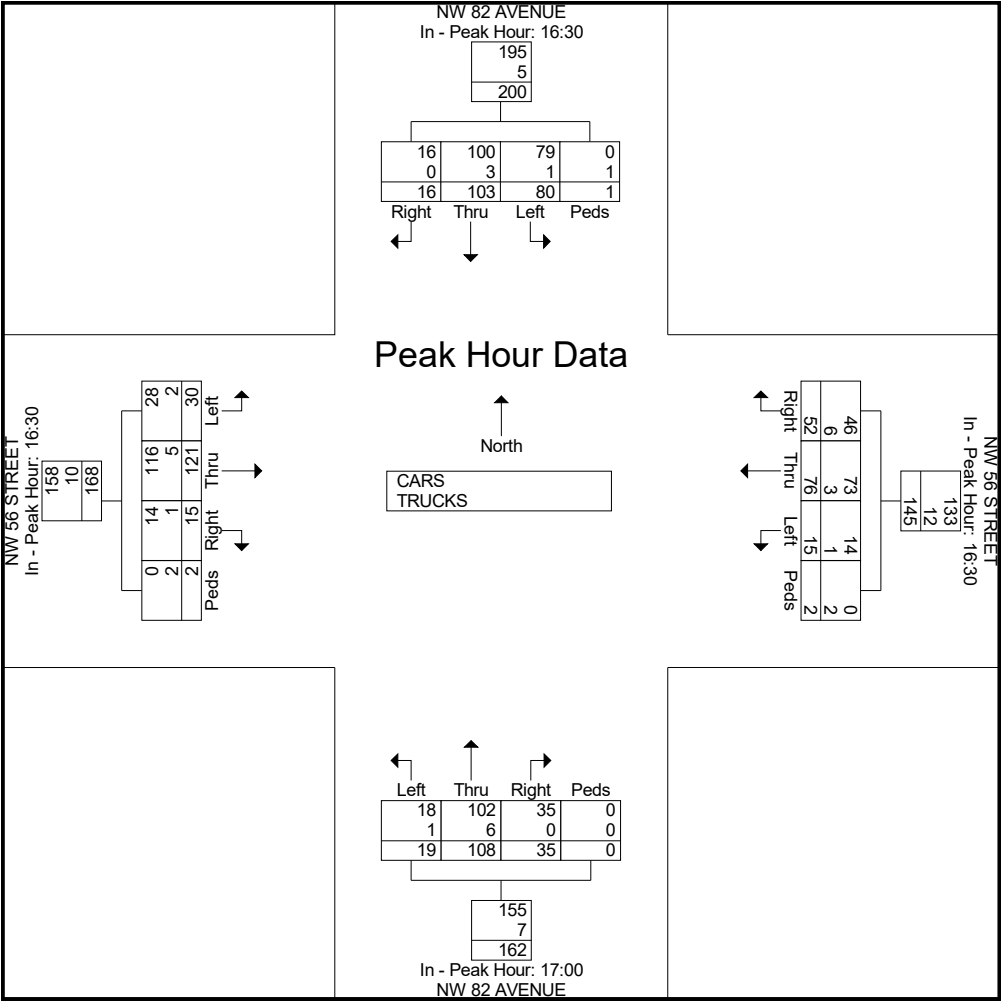


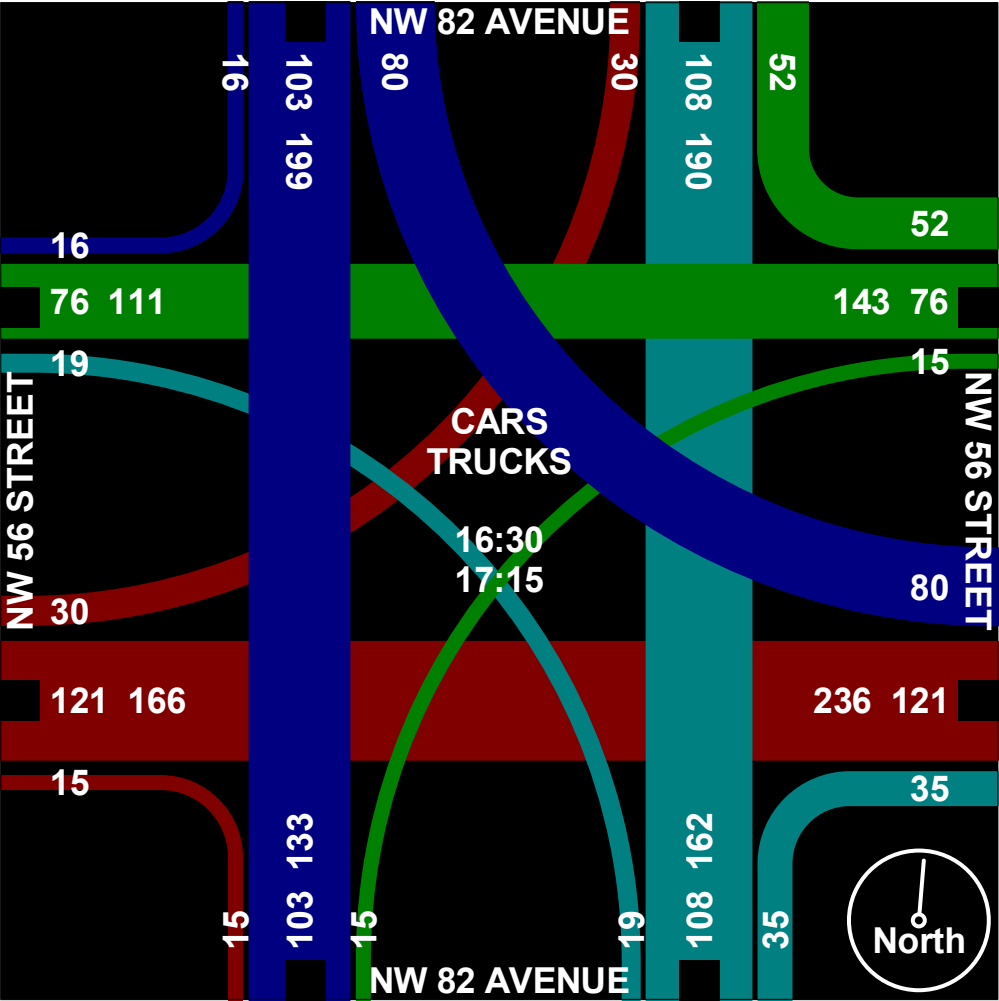


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]





File Name : NW 84 AVENUE & NW 56 STREET
Start Date : 1/21/2026

Groups Printed- CARS - TRUCKS

	NW 84 AVENUE From North					NW 56 STREET From East					NW 84 AVENUE From South					NW 56 STREET From West					
Start Time	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Int. Total
07:00	4	50	29	0	83	1	7	13	0	21	6	31	3	0	40	5	66	3	0	74	218
07:15	4	25	12	0	41	4	15	8	1	28	3	47	2	0	52	3	20	4	0	27	148
07:30	6	41	11	0	58	7	10	3	0	20	6	19	1	0	26	1	23	3	0	27	131
07:45	7	45	38	0	90	8	13	5	0	26	9	29	4	0	42	6	29	3	0	38	196
Total	21	161	90	0	272	20	45	29	1	95	24	126	10	0	160	15	138	13	0	166	693
08:00	9	47	23	0	79	3	17	9	0	29	4	20	2	0	26	1	36	6	0	43	177
08:15	10	52	27	0	89	2	16	2	0	20	7	34	2	2	45	8	30	7	0	45	199
08:30	7	32	30	0	69	5	10	4	0	19	5	25	4	0	34	2	33	3	0	38	160
08:45	7	29	18	0	54	4	12	9	0	25	3	18	4	0	25	3	21	6	0	30	134
Total	33	160	98	0	291	14	55	24	0	93	19	97	12	2	130	14	120	22	0	156	670

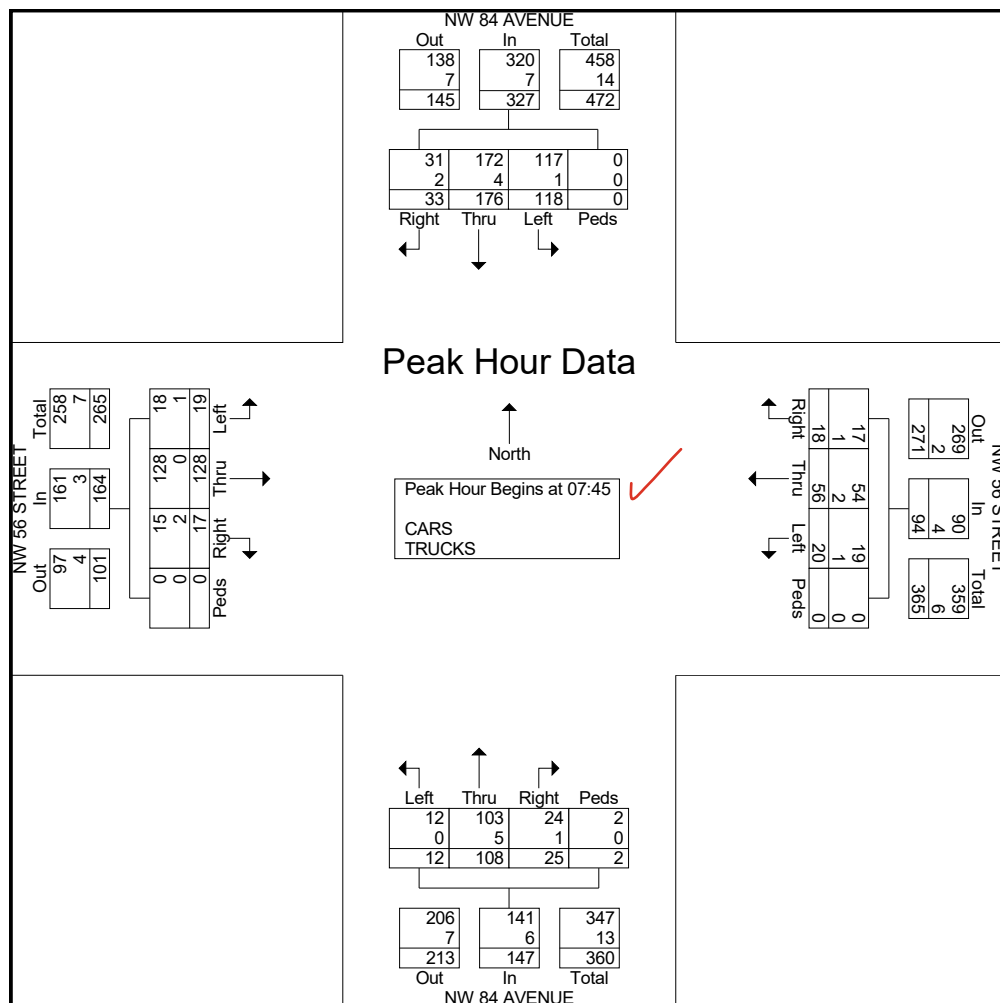
*** BREAK ***

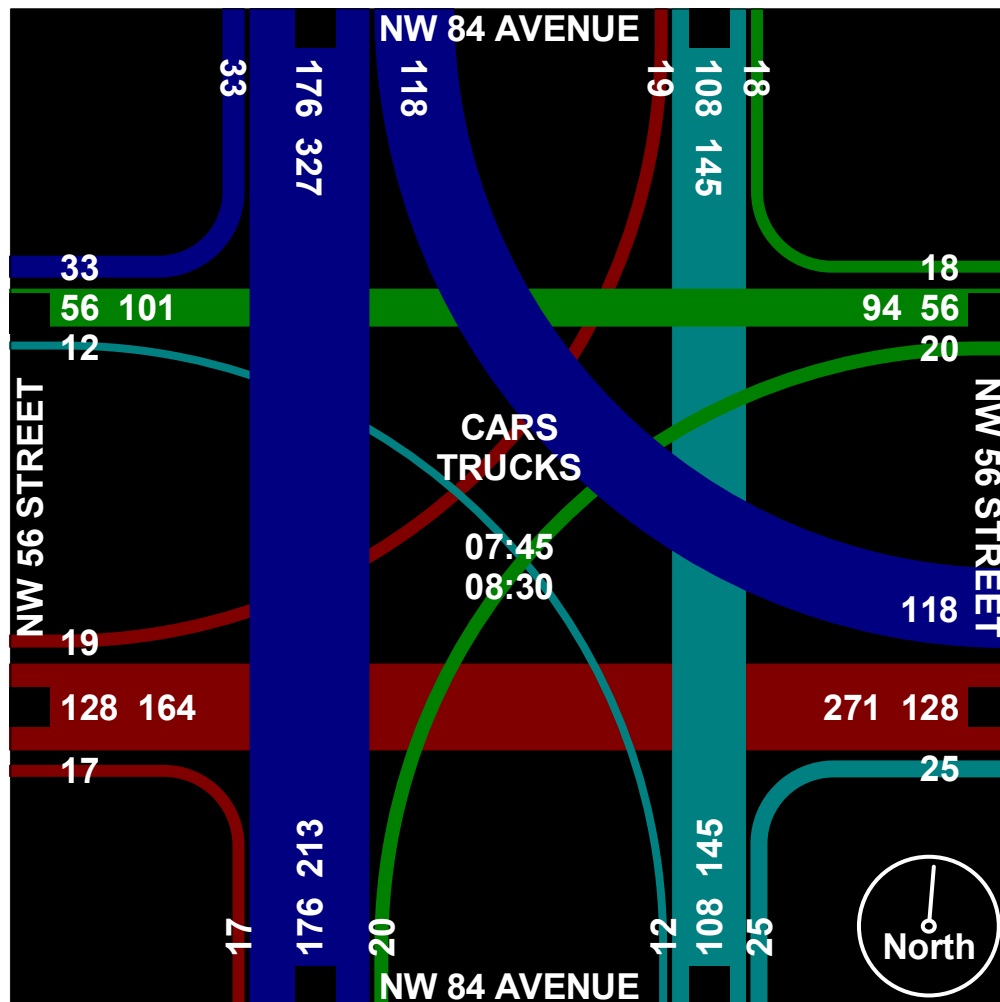
16:00	2	22	6	0	30	2	11	9	0	22	3	41	1	0	45	4	14	2	0	20	117
16:15	4	28	9	0	41	6	17	7	1	31	6	36	2	0	44	7	16	9	0	32	148
16:30	2	19	9	2	32	4	9	6	0	19	5	55	3	0	63	9	17	12	0	38	152
16:45	1	34	15	0	50	3	15	5	0	23	2	51	5	0	58	2	12	4	1	19	150
Total	9	103	39	2	153	15	52	27	1	95	16	183	11	0	210	22	59	27	1	109	567
17:00	8	35	11	0	54	11	21	7	1	40	13	64	4	0	81	0	16	9	0	25	200
17:15	6	35	9	0	50	4	11	4	0	19	7	33	5	0	45	5	8	1	0	14	128
17:30	3	33	10	0	46	6	11	3	0	20	6	48	6	0	60	5	9	2	2	18	144
17:45	1	28	9	0	38	5	12	6	0	23	7	55	1	0	63	3	18	3	0	24	148
Total	18	131	39	0	188	26	55	20	1	102	33	200	16	0	249	13	51	15	2	81	620

*** BREAK ***

[illegible]

	NW 84 AVENUE From North					NW 56 STREET From East					NW 84 AVENUE From South					NW 56 STREET From West					
Start Time	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 09:00 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	7	45	38	0	90	8	13	5	0	26	9	29	4	0	42	6	29	3	0	38	196
08:00	9	47	23	0	79	3	17	9	0	29	4	20	2	0	26	1	36	6	0	43	177
08:15	10	52	27	0	89	2	16	2	0	20	7	34	2	2	45	8	30	7	0	45	199
08:30	7	32	30	0	69	5	10	4	0	19	5	25	4	0	34	2	33	3	0	38	160
Total Volume	33	176	118	0	327	18	56	20	0	94	25	108	12	2	147	17	128	19	0	164	732
% App. Total	10.1	53.8	36.1	0		19.1	59.6	21.3	0		17	73.5	8.2	1.4		10.4	78	11.6	0		
PHF	.825	.846	.776	.000	.908	.563	.824	.556	.000	.810	.694	.794	.750	.250	.817	.531	.889	.679	.000	.911	.920
CARS	31	172	117	0	320	17	54	19	0	90	24	103	12	2	141	15	128	18	0	161	712
% CARS	93.9	97.7	99.2	0	97.9	94.4	96.4	95.0	0	95.7	96.0	95.4	100	100	95.9	88.2	100	94.7	0	98.2	97.3
TRUCKS	2	4	1	0	7	1	2	1	0	4	1	5	0	0	6	2	0	1	0	3	20
% TRUCKS																11.8	0	5.3	0	1.8	2.7

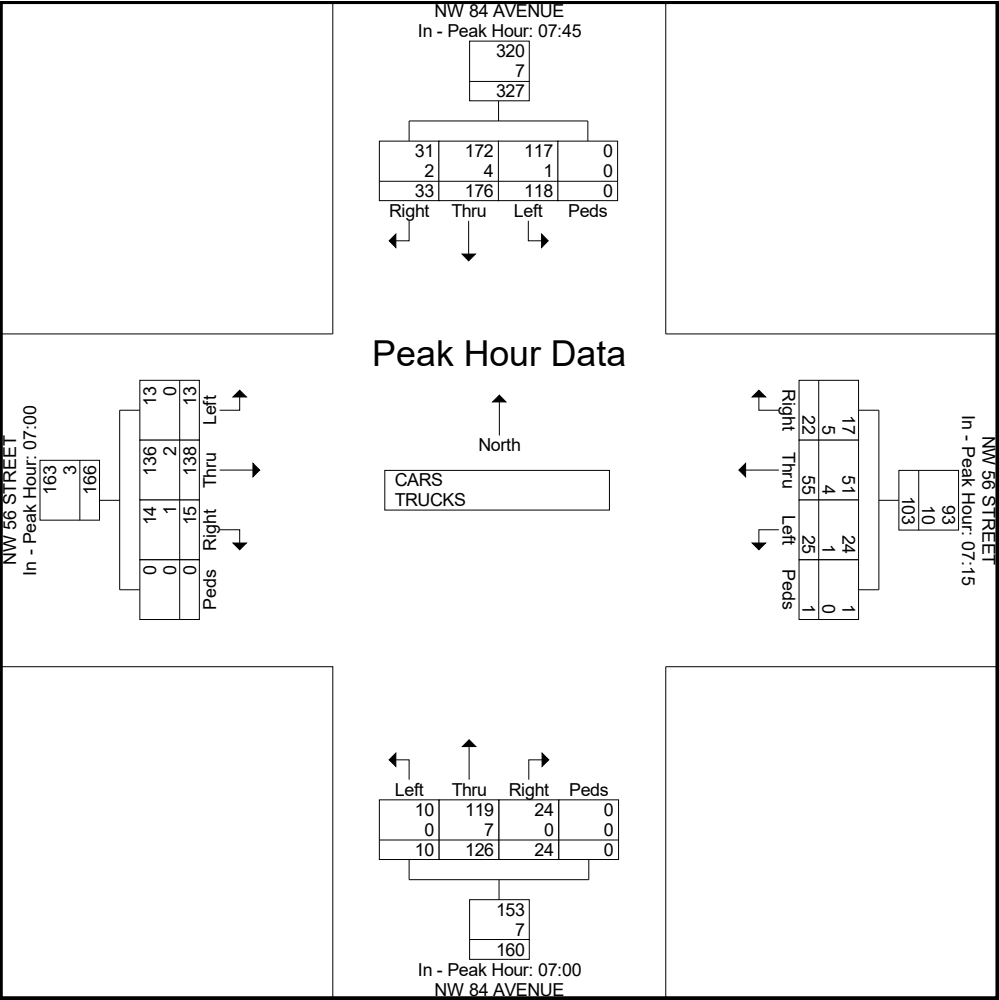


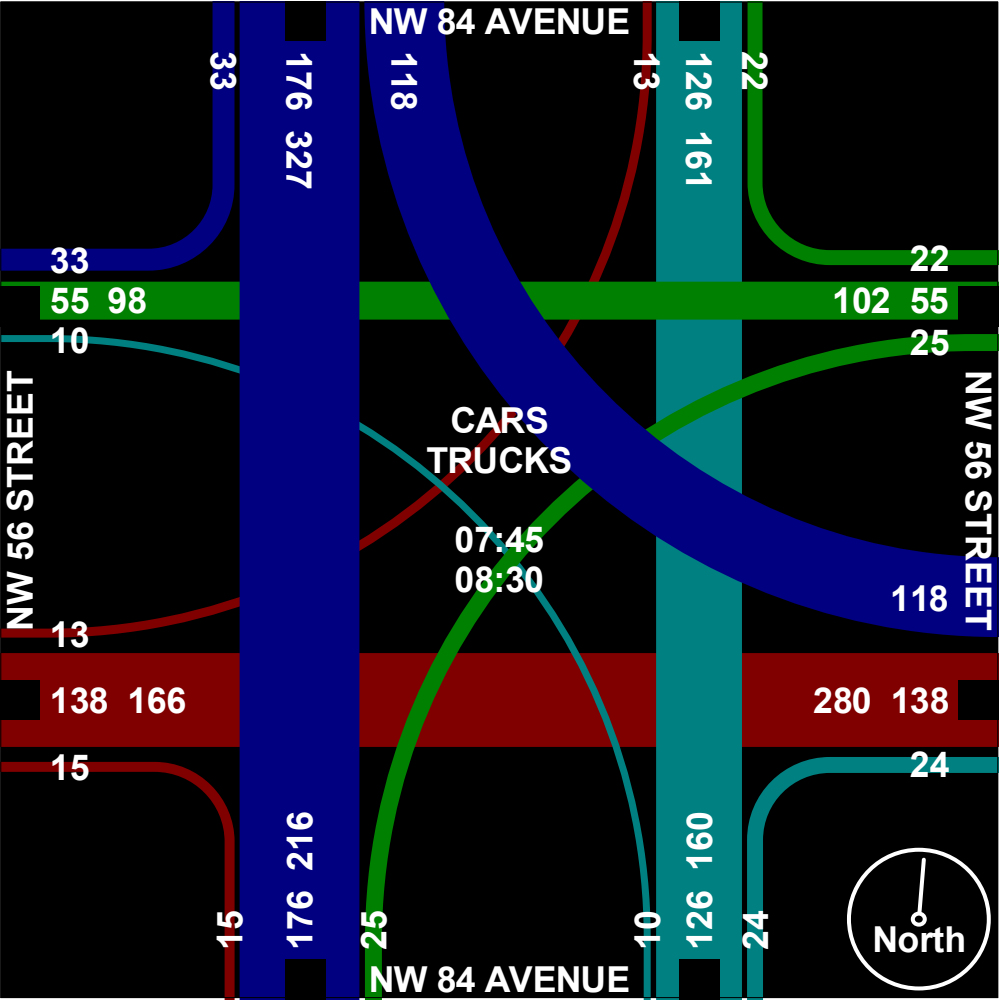


Peak Hour Analysis From 07:00 to 09:00 - Peak 1 of 1

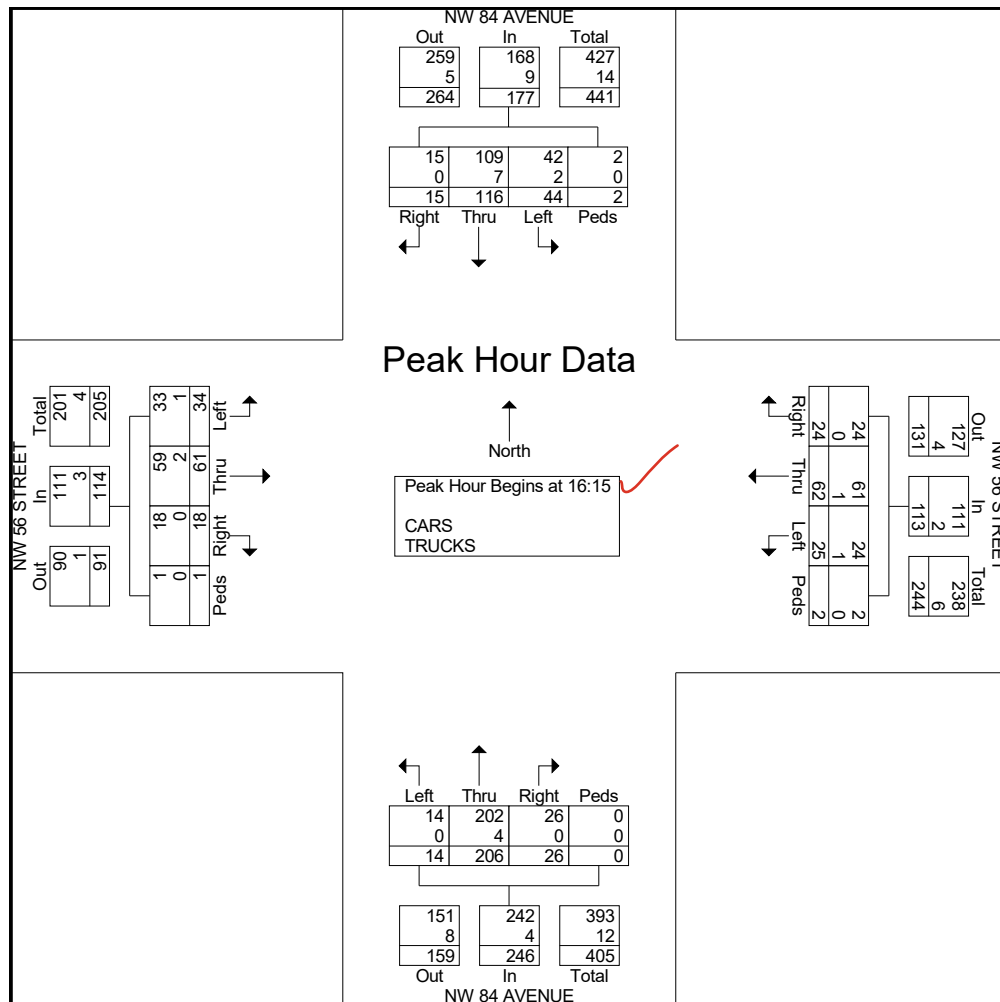
Peak Hour for Each Approach Begins at:

[illegible]

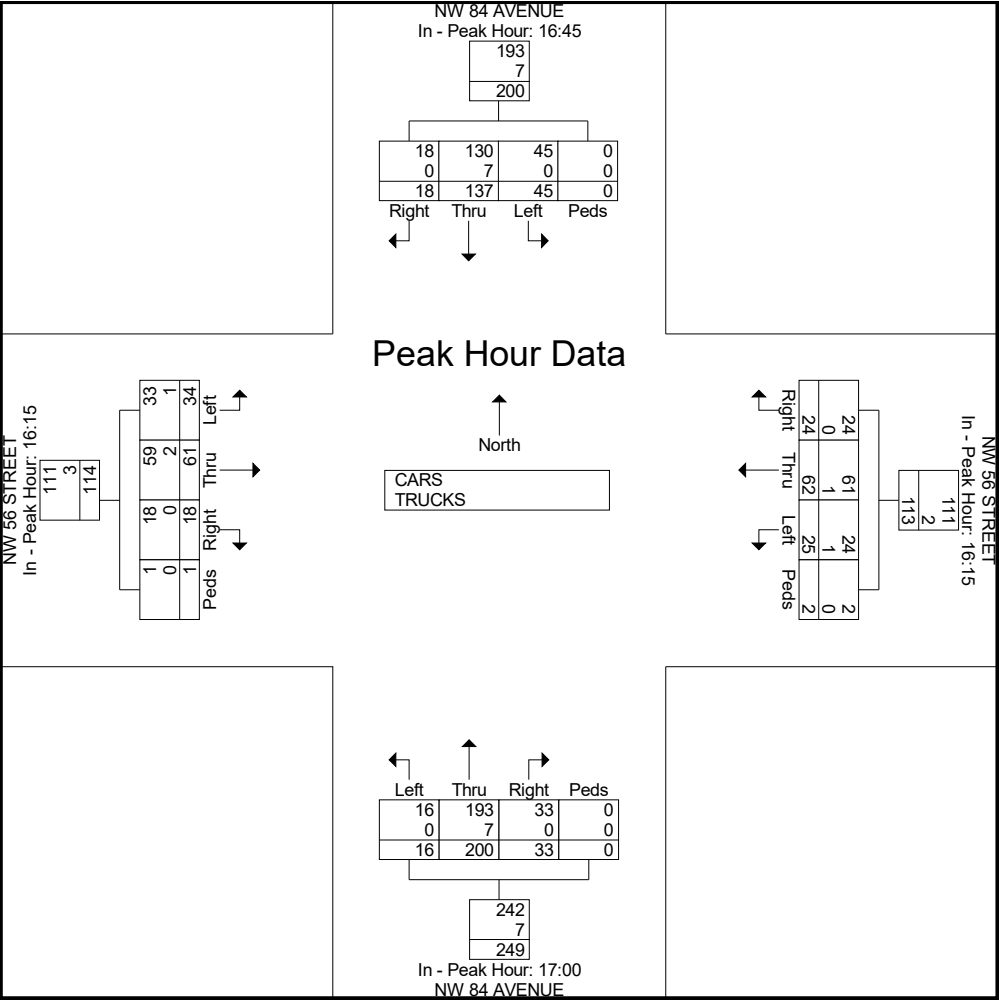


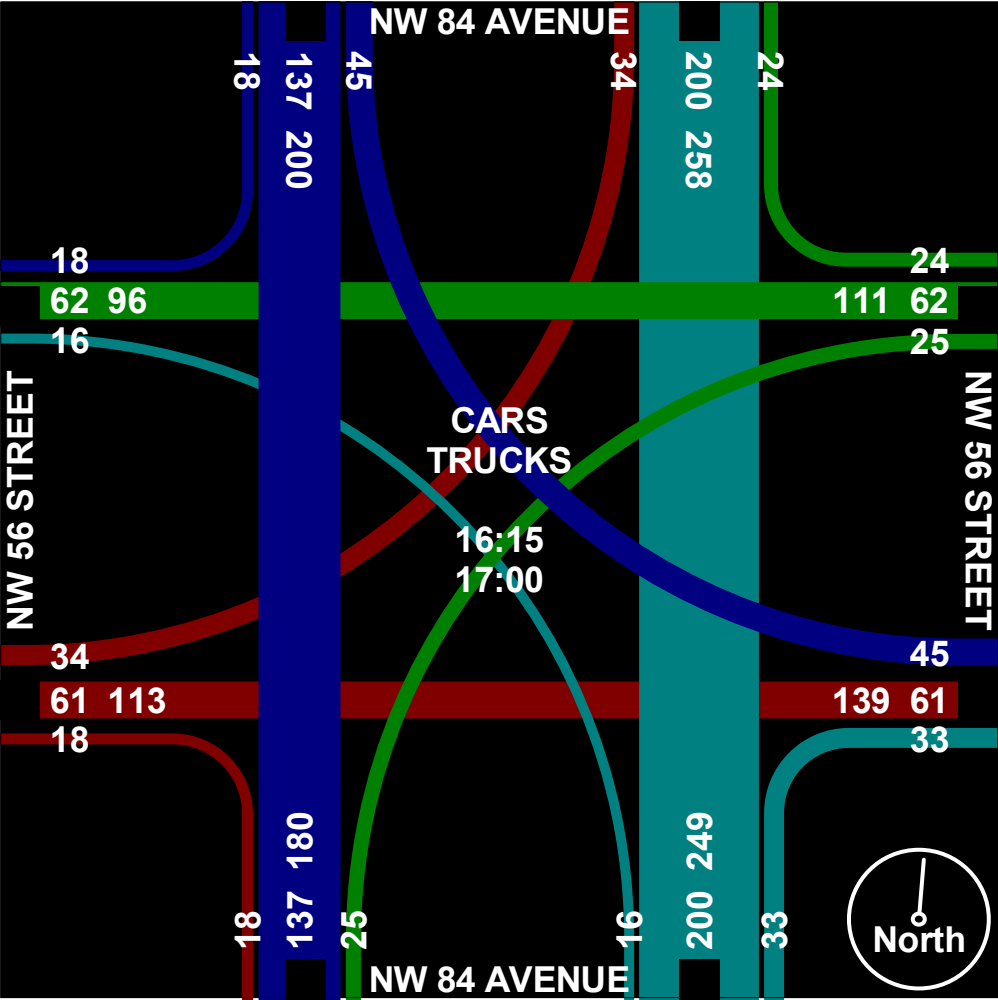


	NW 84 AVENUE From North					NW 56 STREET From East					NW 84 AVENUE From South					NW 56 STREET From West					
Start Time	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 18:00 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	4	28	9	0	41	6	17	7	1	31	6	36	2	0	44	7	16	9	0	32	148
16:30	2	19	9	2	32	4	9	6	0	19	5	55	3	0	63	9	17	12	0	38	152
16:45	1	34	15	0	50	3	15	5	0	23	2	51	5	0	58	2	12	4	1	19	150
17:00	8	35	11	0	54	11	21	7	1	40	13	64	4	0	81	0	16	9	0	25	200
Total Volume	15	116	44	2	177	24	62	25	2	113	26	206	14	0	246	18	61	34	1	114	650
% App. Total	8.5	65.5	24.9	1.1		21.2	54.9	22.1	1.8		10.6	83.7	5.7	0		15.8	53.5	29.8	0.9		
PHF	.469	.829	.733	.250	.819	.545	.738	.893	.500	.706	.500	.805	.700	.000	.759	.500	.897	.708	.250	.750	.813
CARS	15	109	42	2	168	24	61	24	2	111	26	202	14	0	242	18	59	33	1	111	632
% CARS	100	94.0	95.5	100	94.9	100	98.4	96.0	100	98.2	100	98.1	100	0	98.4	100	96.7	97.1	100	97.4	97.2
TRUCKS	0	7	2	0	9	0	1	1	0	2	0	4	0	0	4	0	2	1	0	3	18
% TRUCKS																					



[illegible]





File Name : NW 82 AVENUE & NW 58 STREET
Start Date : 1/22/202

Groups Printed- CARS - TRUCKS

	NW 82 AVENUE From North					NW 58 STREET From East					NW 82 AVENUE From South					NW 58 STREET From West					
Start Time	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Int. Total
07:00	4	18	18	0	40	55	181	25	0	261	7	9	25	0	41	66	238	11	0	315	657
07:15	7	7	17	0	31	55	203	19	0	277	13	13	33	1	60	12	205	17	0	234	602
07:30	7	10	6	0	23	48	228	25	0	301	3	8	2	0	13	18	233	16	0	267	604
07:45	14	5	20	0	39	49	214	33	0	296	9	11	12	0	32	10	158	12	0	180	547
Total	32	40	61	0	133	207	826	102	0	1135	32	41	72	1	146	106	834	56	0	996	2410
08:00	11	10	12	0	33	57	240	28	0	325	9	4	5	0	18	10	175	11	0	196	572
08:15	11	5	14	0	30	55	206	29	0	290	8	11	7	0	26	9	157	11	0	177	523
08:30	16	19	17	0	52	49	178	26	0	253	9	3	7	1	20	7	177	19	0	203	528
08:45	11	9	11	0	31	63	187	28	0	278	11	10	6	0	27	25	199	37	0	261	597
Total	49	43	54	0	146	224	811	111	0	1146	37	28	25	1	91	51	708	78	0	837	2220

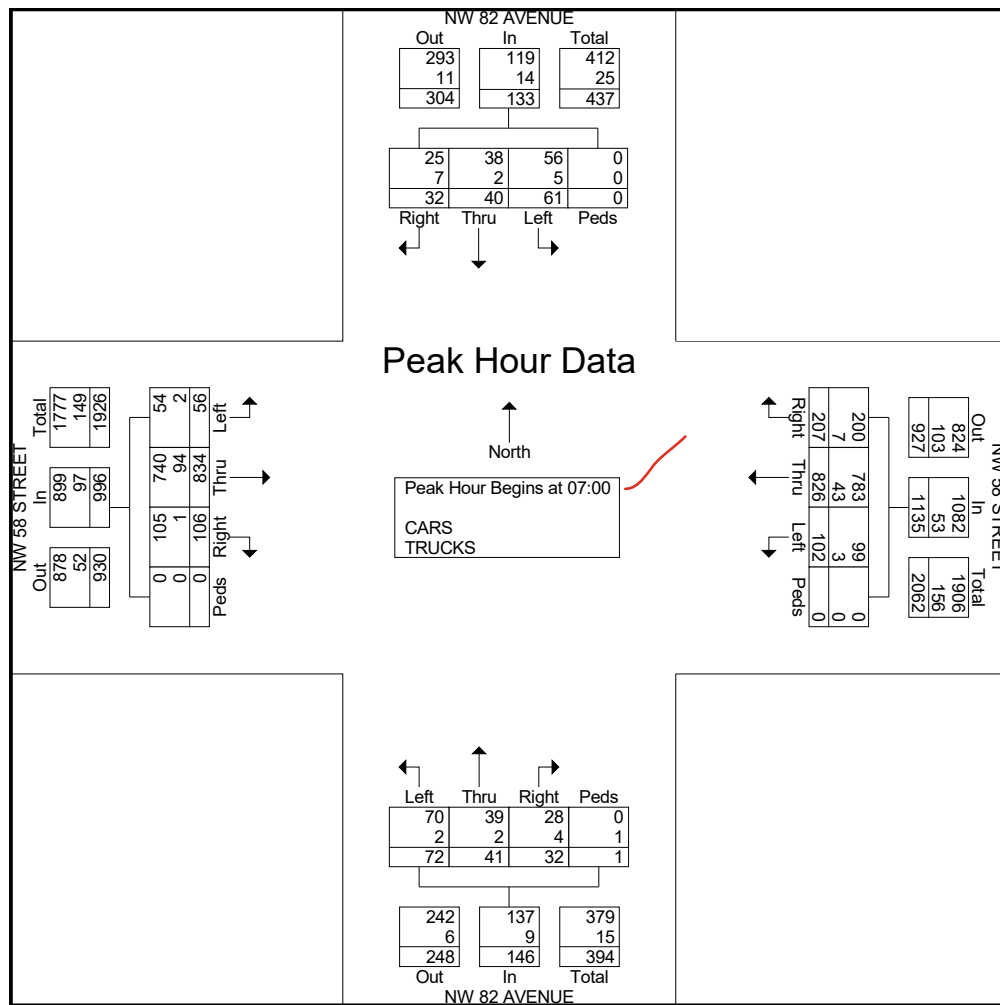
*** BREAK ***

16:00	31	14	40	0	85	43	227	21	0	291	25	9	8	0	42	7	231	20	0	258	676
16:15	27	13	36	0	76	52	253	21	0	326	25	20	15	0	60	10	184	23	0	217	679
16:30	21	14	38	0	73	35	246	28	0	309	28	15	18	0	61	8	218	27	0	253	696
16:45	27	15	35	0	77	28	219	15	0	262	21	27	8	0	56	11	175	23	0	209	604
Total	106	56	149	0	311	158	945	85	0	1188	99	71	49	0	219	36	808	93	0	937	2655
17:00	40	23	29	0	92	19	221	23	0	263	21	9	6	0	36	14	102	17	1	134	525
17:15	27	27	29	0	83	18	179	11	0	208	17	25	16	0	58	9	116	8	0	133	482
17:30	20	20	17	0	57	35	205	12	0	252	9	21	3	0	33	4	141	21	0	166	508
17:45	19	10	27	0	56	20	195	19	0	234	16	32	6	0	54	18	135	32	0	185	529
Total	106	80	102	0	288	92	800	65	0	957	63	87	31	0	181	45	494	78	1	618	2044

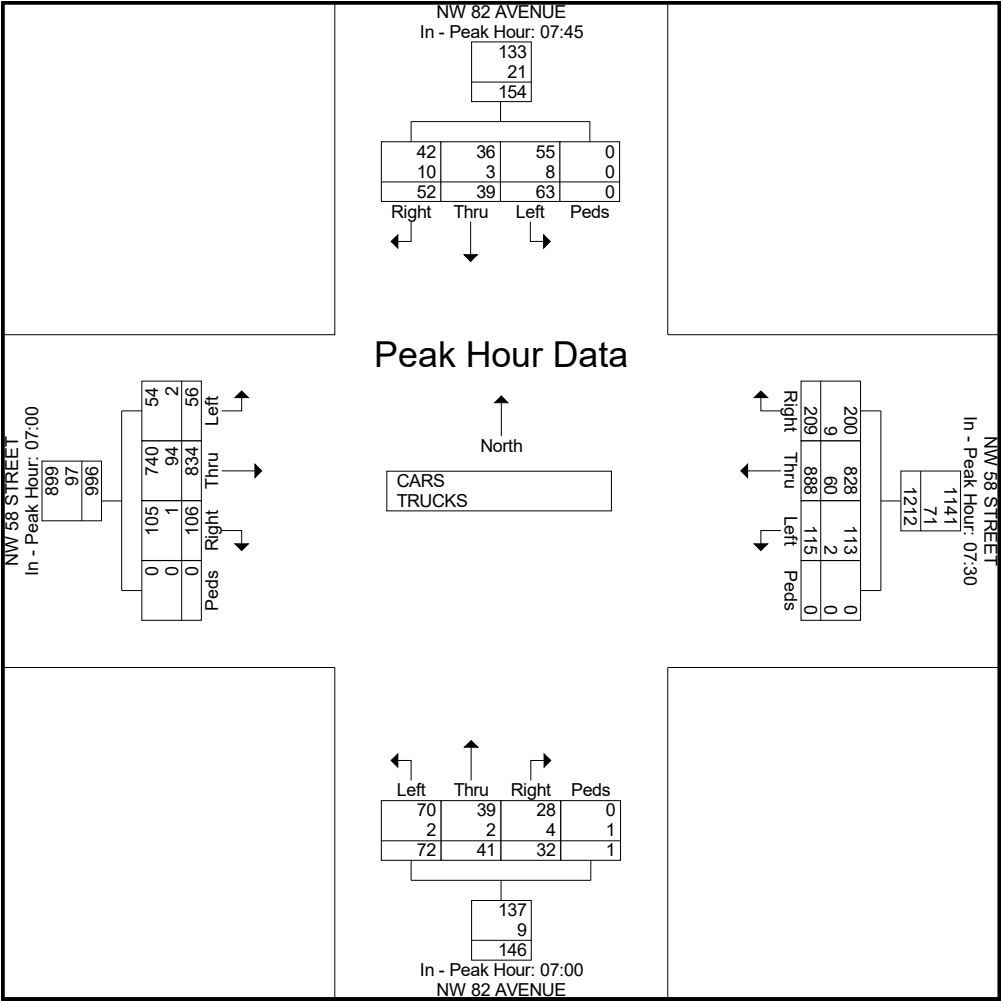
*** BREAK ***

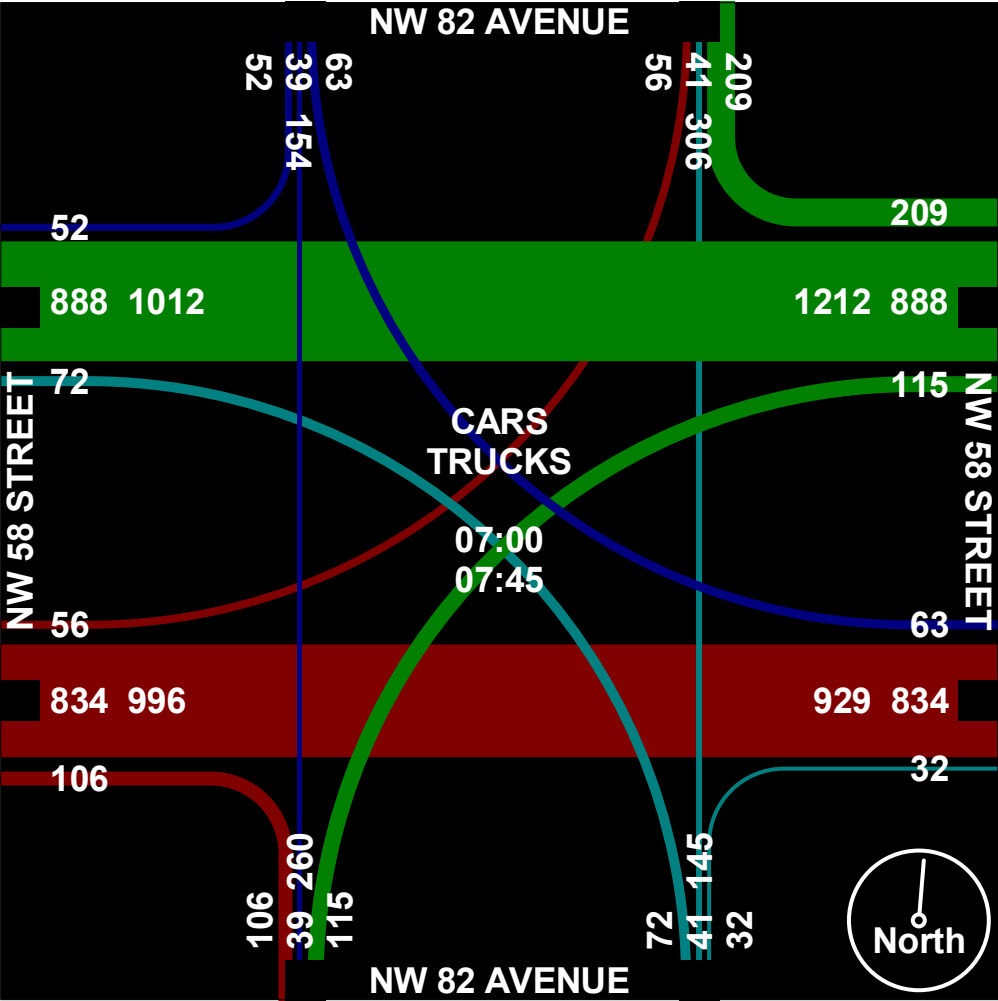
[illegible]

	NW 82 AVENUE From North					NW 58 STREET From East					NW 82 AVENUE From South					NW 58 STREET From West					
Start Time	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 09:00 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	4	18	18	0	40	55	181	25	0	261	7	9	25	0	41	66	238	11	0	315	657
07:15	7	7	17	0	31	55	203	19	0	277	13	13	33	1	60	12	205	17	0	234	602
07:30	7	10	6	0	23	48	228	25	0	301	3	8	2	0	13	18	233	16	0	267	604
07:45	14	5	20	0	39	49	214	33	0	296	9	11	12	0	32	10	158	12	0	180	547
Total Volume	32	40	61	0	133	207	826	102	0	1135	32	41	72	1	146	106	834	56	0	996	2410
% App. Total	24.1	30.1	45.9	0		18.2	72.8	9	0		21.9	28.1	49.3	0.7		10.6	83.7	5.6	0		
PHF	.571	.556	.763	.000	.831	.941	.906	.773	.000	.943	.615	.788	.545	.250	.608	.402	.876	.824	.000	.790	.917
CARS	25	38	56	0	119	200	783	99	0	1082	28	39	70	0	137	105	740	54	0	899	2237
% CARS	78.1	95.0	91.8	0	89.5	96.6	94.8	97.1	0	95.3	87.5	95.1	97.2	0	93.8	99.1	88.7	96.4	0	90.3	92.8
TRUCKS	7	2	5	0	14	7	43	3	0	53	4	2	2	1	9	1	94	2	0	97	173
% TRUCKS	21.9	5.0	8.2	0	10.5	3.4	5.2	2.9	0	4.7	12.5	4.9	2.8	100	6.2	0.9	11.3	3.6	0	9.7	7.2

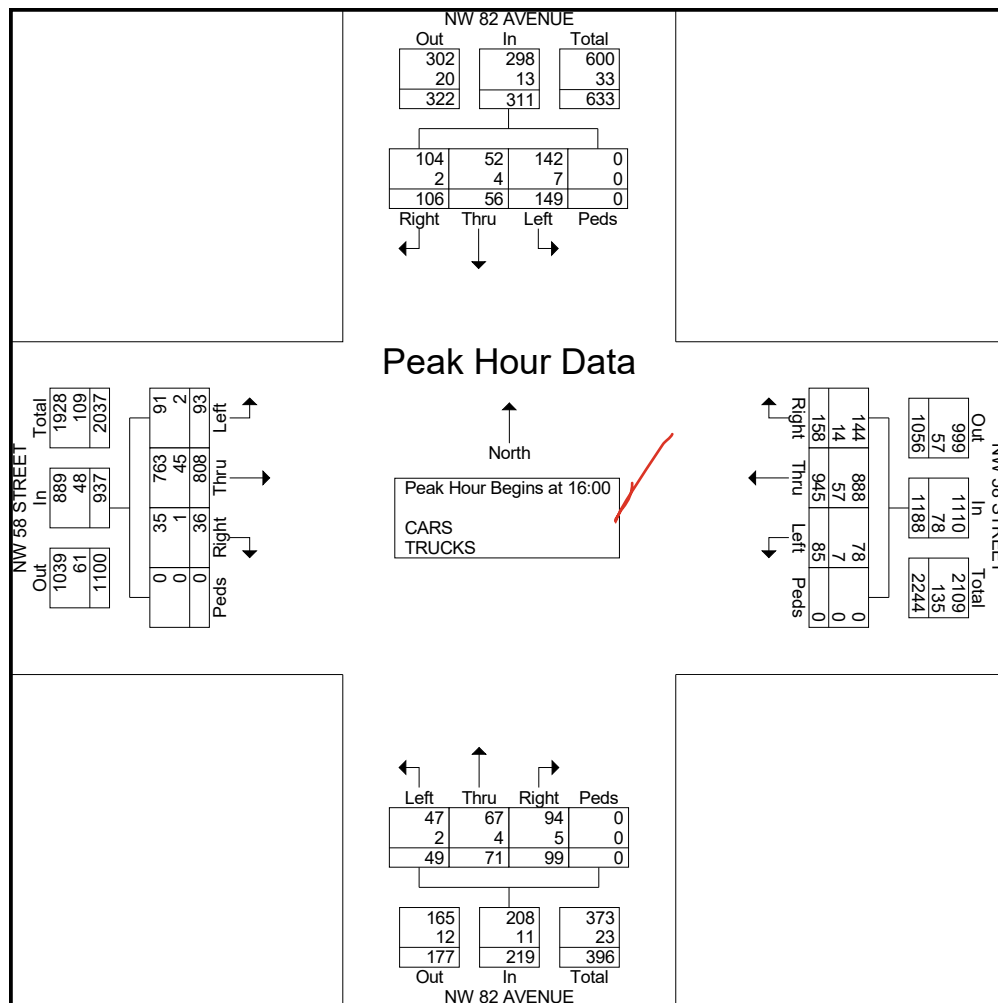


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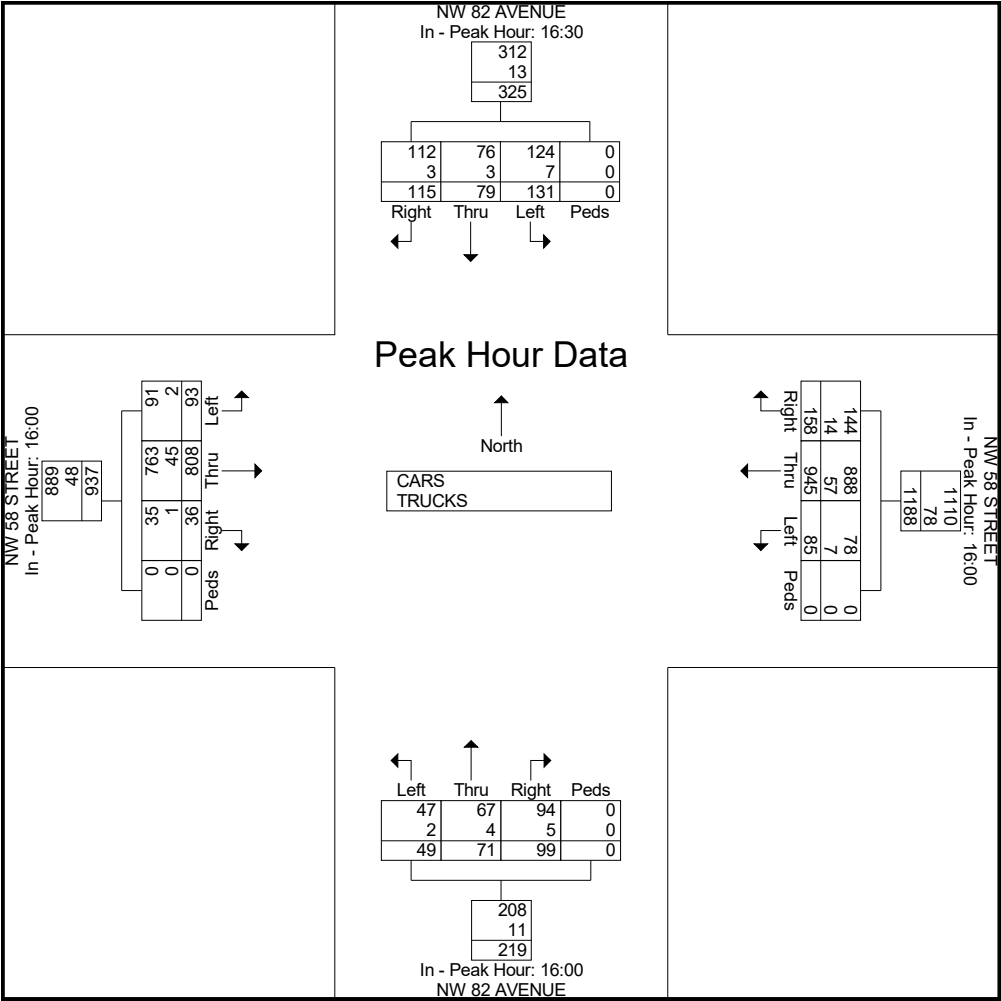


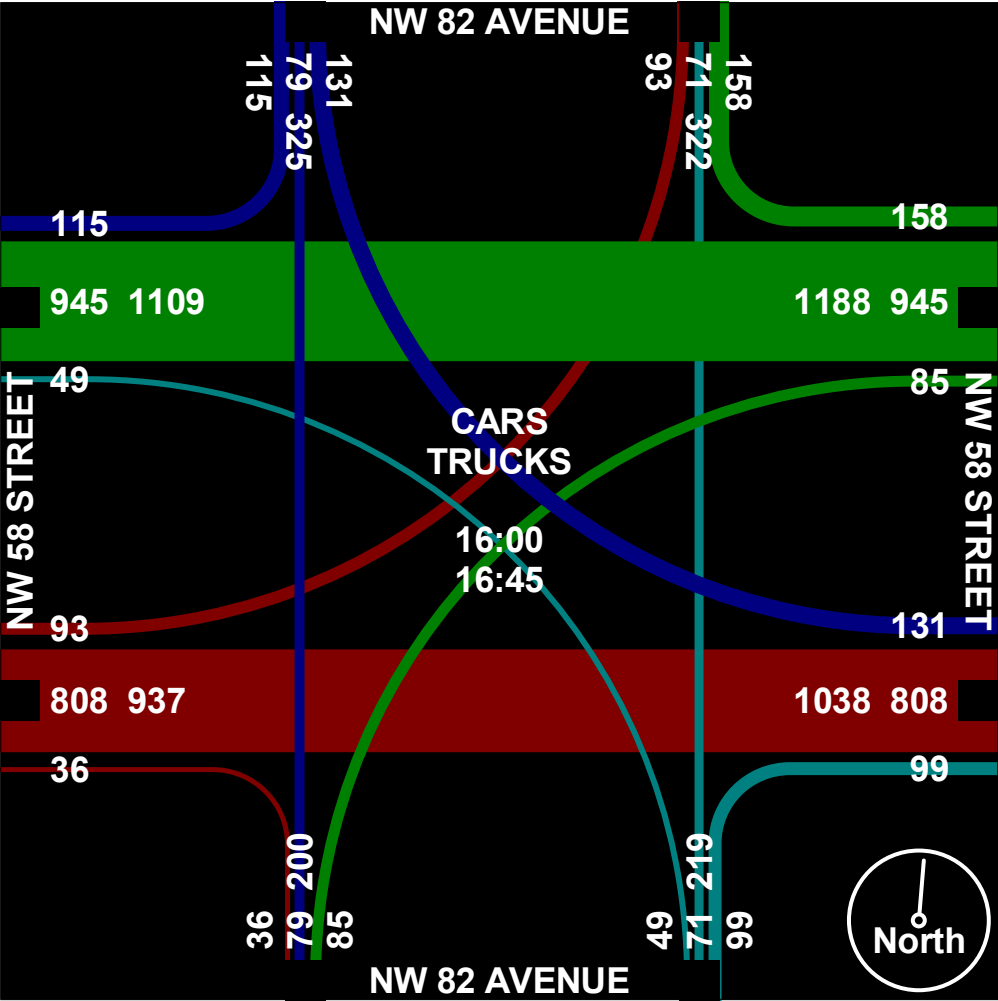


	NW 82 AVENUE From North					NW 58 STREET From East					NW 82 AVENUE From South					NW 58 STREET From West					
Start Time	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	31	14	40	0	85	43	227	21	0	291	25	9	8	0	42	7	231	20	0	258	676
16:15	27	13	36	0	76	52	253	21	0	326	25	20	15	0	60	10	184	23	0	217	679
16:30	21	14	38	0	73	35	246	28	0	309	28	15	18	0	61	8	218	27	0	253	696
16:45	27	15	35	0	77	28	219	15	0	262	21	27	8	0	56	11	175	23	0	209	604
Total Volume	106	56	149	0	311	158	945	85	0	1188	99	71	49	0	219	36	808	93	0	937	2655
% App. Total	34.1	18	47.9	0		13.3	79.5	7.2	0		45.2	32.4	22.4	0		3.8	86.2	9.9	0		
PHF	.855	.933	.931	.000	.915	.760	.934	.759	.000	.911	.884	.657	.681	.000	.898	.818	.874	.861	.000	.908	.954
CARS	104	52	142	0	298	144	888	78	0	1110	94	67	47	0	208	35	763	91	0	889	2505
% CARS	98.1	92.9	95.3	0	95.8	91.1	94.0	91.8	0	93.4	94.9	94.4	95.9	0	95.0	97.2	94.4	97.8	0	94.9	94.4
TRUCKS	2	4	7	0	13	14	57	7	0	78	5	4	2	0	11	1	45	2	0	48	150
% TRUCKS																					



[illegible]



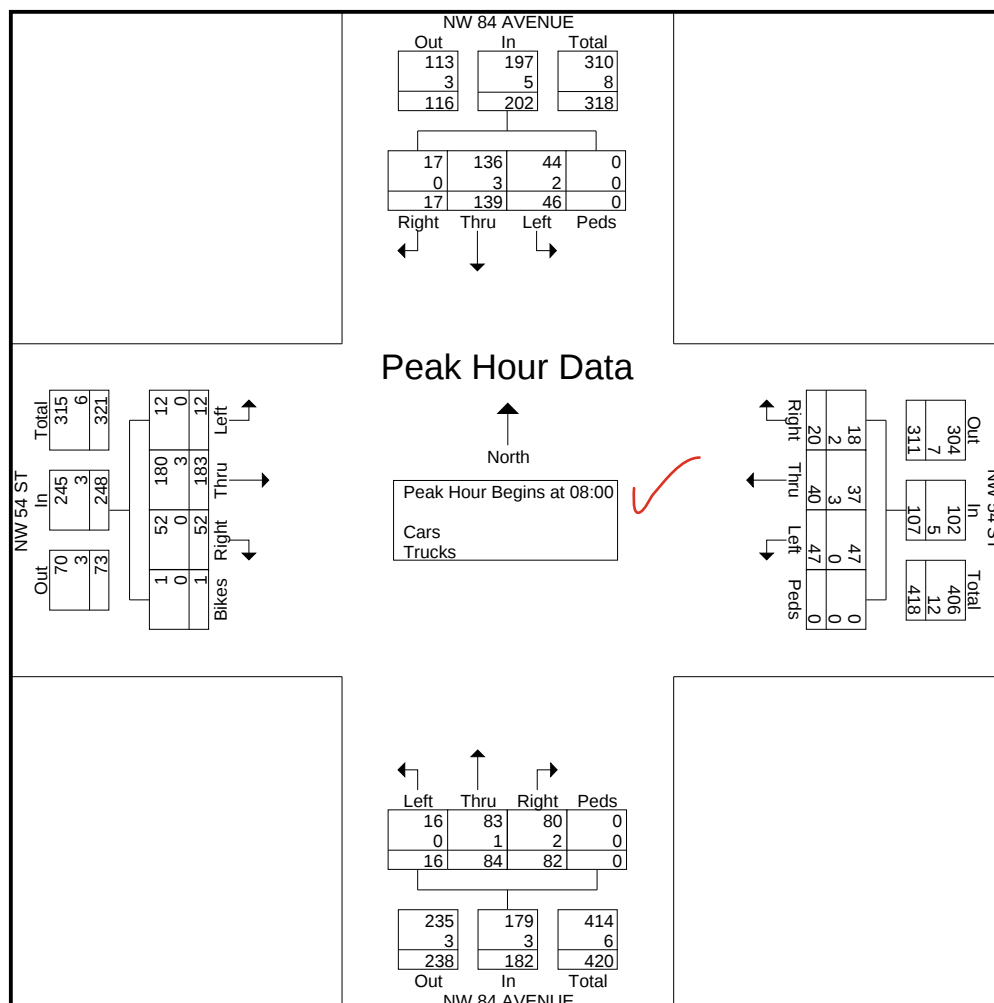


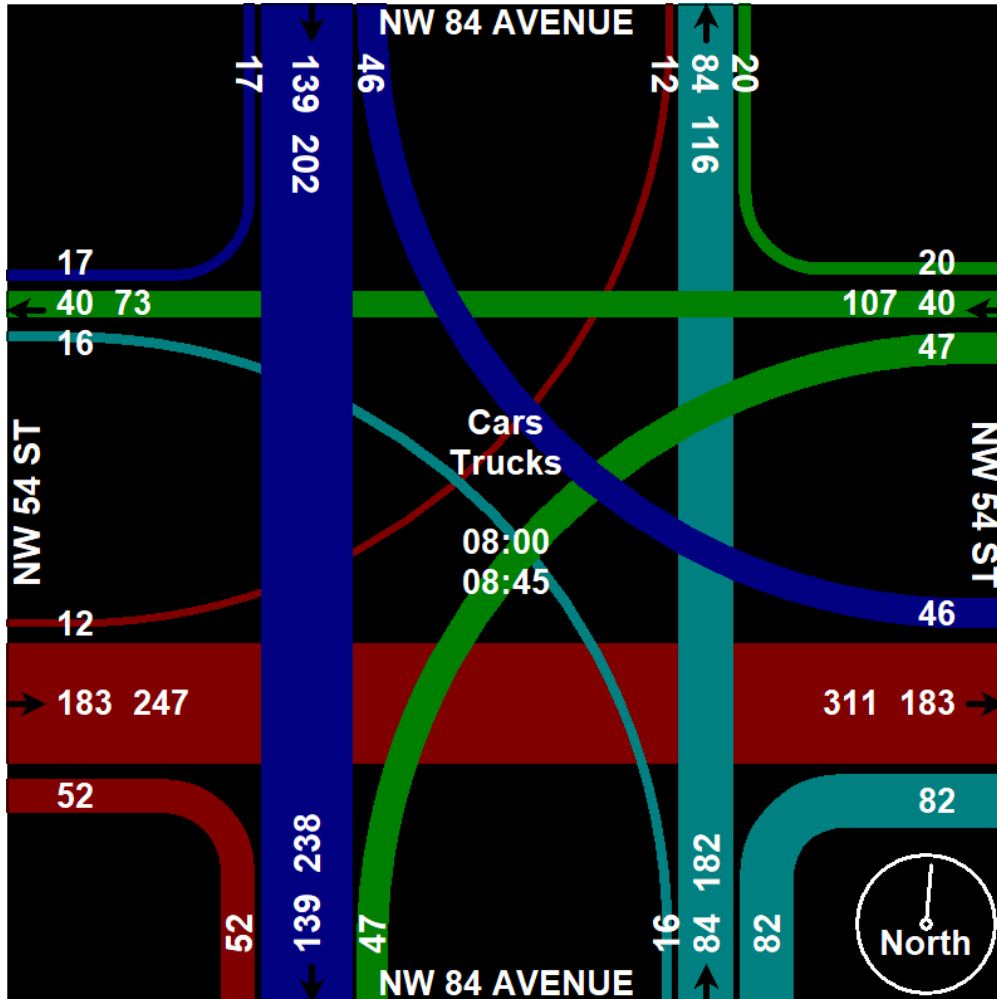
File Name : NW 84 AVENUE & NW 54 STREET
Start Date : 1/20/2026

Groups Printed- Cars - Trucks

	NW 84 AVENUE From North					NW 54 ST From East					NW 84 AVENUE From South					NW 54 ST From West					
Start Time	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Int. Total
07:00	11	16	17	0	44	13	57	27	0	97	18	23	1	0	42	3	51	0	0	54	237
07:15	10	26	14	0	50	7	13	20	2	42	5	20	1	0	26	8	31	1	0	40	158
07:30	5	20	9	0	34	1	4	8	0	13	11	11	5	0	27	6	27	5	0	38	112
07:45	2	25	14	0	41	3	13	3	0	19	11	20	1	0	32	10	37	1	0	48	140
Total	28	87	54	0	169	24	87	58	2	171	45	74	8	0	127	27	146	7	0	180	647
08:00	8	43	6	0	57	6	7	10	0	23	15	10	3	0	28	13	28	7	1	49	157
08:15	5	52	15	0	72	2	10	12	0	24	20	29	8	0	57	22	34	2	0	58	211
08:30	2	18	11	0	31	8	14	13	0	35	26	28	4	0	58	6	62	2	0	70	194
08:45	2	26	14	0	42	4	9	12	0	25	21	17	1	0	39	11	59	1	0	71	177
Total	17	139	46	0	202	20	40	47	0	107	82	84	16	0	182	52	183	12	1	248	739
*** BREAK ***																					
16:00	0	9	3	0	12	8	29	6	0	43	14	51	13	0	78	3	33	7	0	43	176
16:15	1	27	6	0	34	13	22	12	0	47	13	31	4	0	48	1	28	6	0	35	164
16:30	0	19	6	0	25	17	39	19	0	75	18	19	3	0	40	4	30	1	1	36	176
16:45	0	27	5	0	32	13	29	14	1	57	6	21	5	0	32	9	33	5	1	48	169
Total	1	82	20	0	103	51	119	51	1	222	51	122	25	0	198	17	124	19	2	162	685
17:00	0	24	7	0	31	15	34	9	0	58	10	27	9	0	46	4	36	7	0	47	182
17:15	0	22	10	0	32	14	28	10	0	52	7	29	3	0	39	4	35	8	0	47	170
17:30	0	25	13	0	38	15	31	9	0	55	9	48	6	0	63	6	31	12	1	50	206
17:45	0	38	3	0	41	10	21	9	0	40	11	36	4	1	52	2	24	7	0	33	166
Total	0	109	33	0	142	54	114	37	0	205	37	140	22	1	200	16	126	34	1	177	724
Grand Total	46	417	153	0	616	149	360	193	3	705	215	420	71	1	707	112	579	72	4	767	2795
Apprch %	7.5	67.7	24.8	0		21.1	51.1	27.4	0.4		30.4	59.4	10	0.1		14.6	75.5	9.4	0.5		
Total %	1.6	14.9	5.5	0	22	5.3	12.9	6.9	0.1	25.2	7.7	15	2.5	0	25.3	4	20.7	2.6	0.1	27.4	
Cars	44	407	147	0	598	144	352	193	3	692	210	408	69	0	687	112	570	68	2	752	2729
% Cars	95.7	97.6	96.1	0	97.1	96.6	97.8	100	100	98.2	97.7	97.1	97.2	0	97.2	100	98.4	94.4	50	98	97.6
Trucks	2	10	6	0	18	5	8	0	0	13	5	12	2	1	20	0	9	4	2	15	66
% Trucks	4.3	2.4	3.9	0	2.9	3.4	2.2	0	0	1.8	2.3	2.9	2.8	100	2.8	0	1.6	5.6	50	2	2.4

Peak Hour for Entire Intersection Begins at 08:00

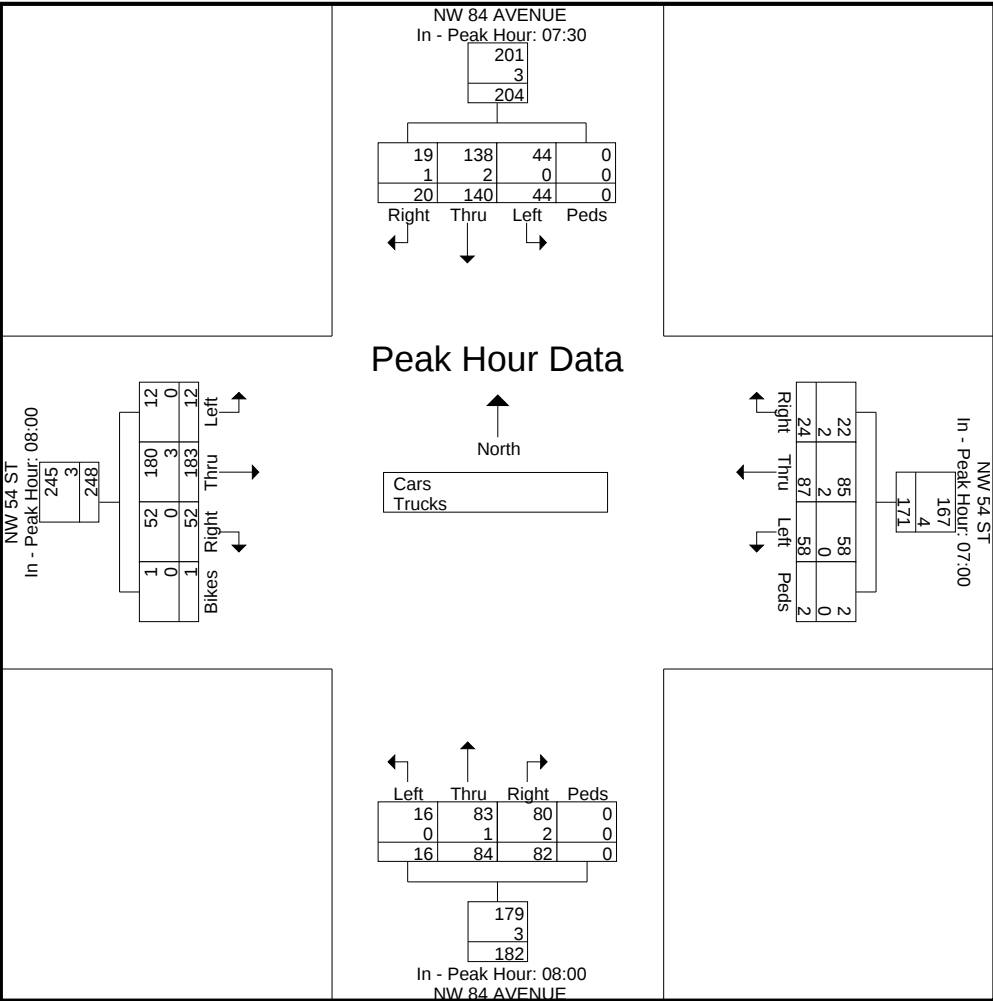


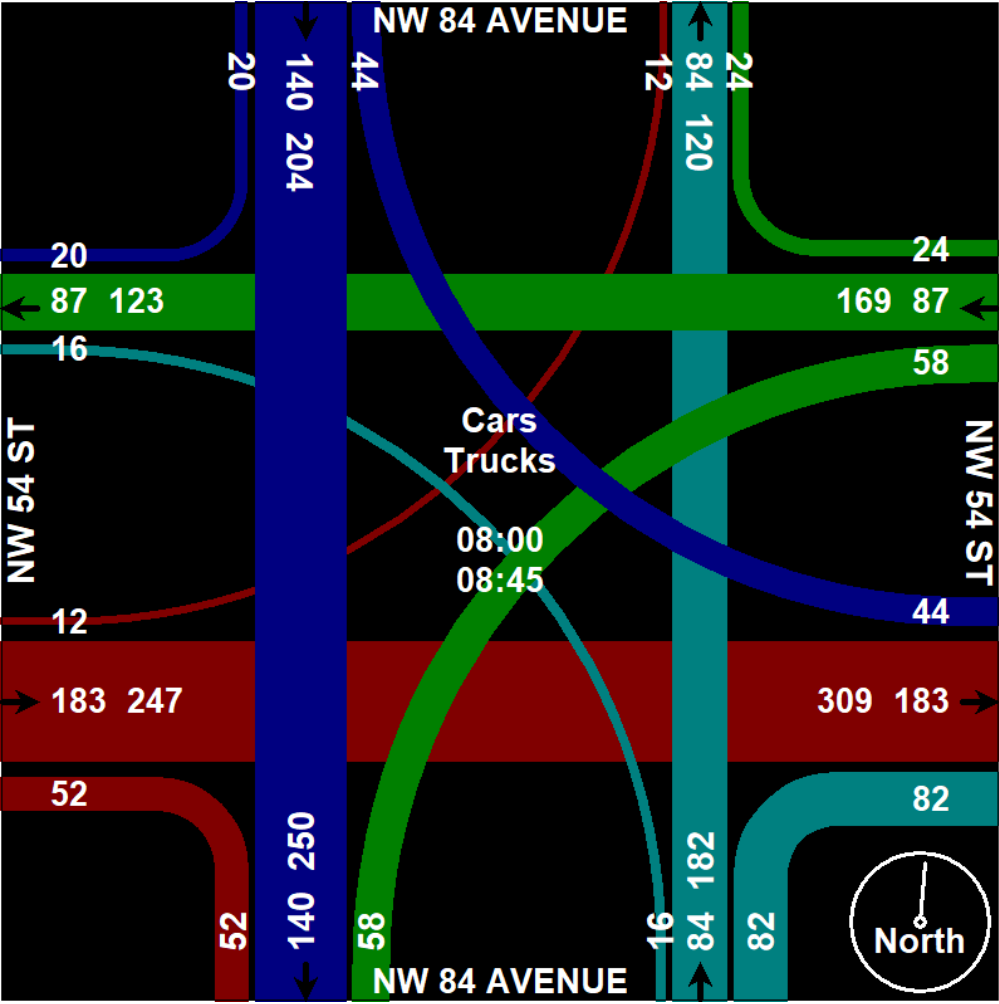


Peak Hour Analysis From 07:00 to 09:00 - Peak 1 of 1

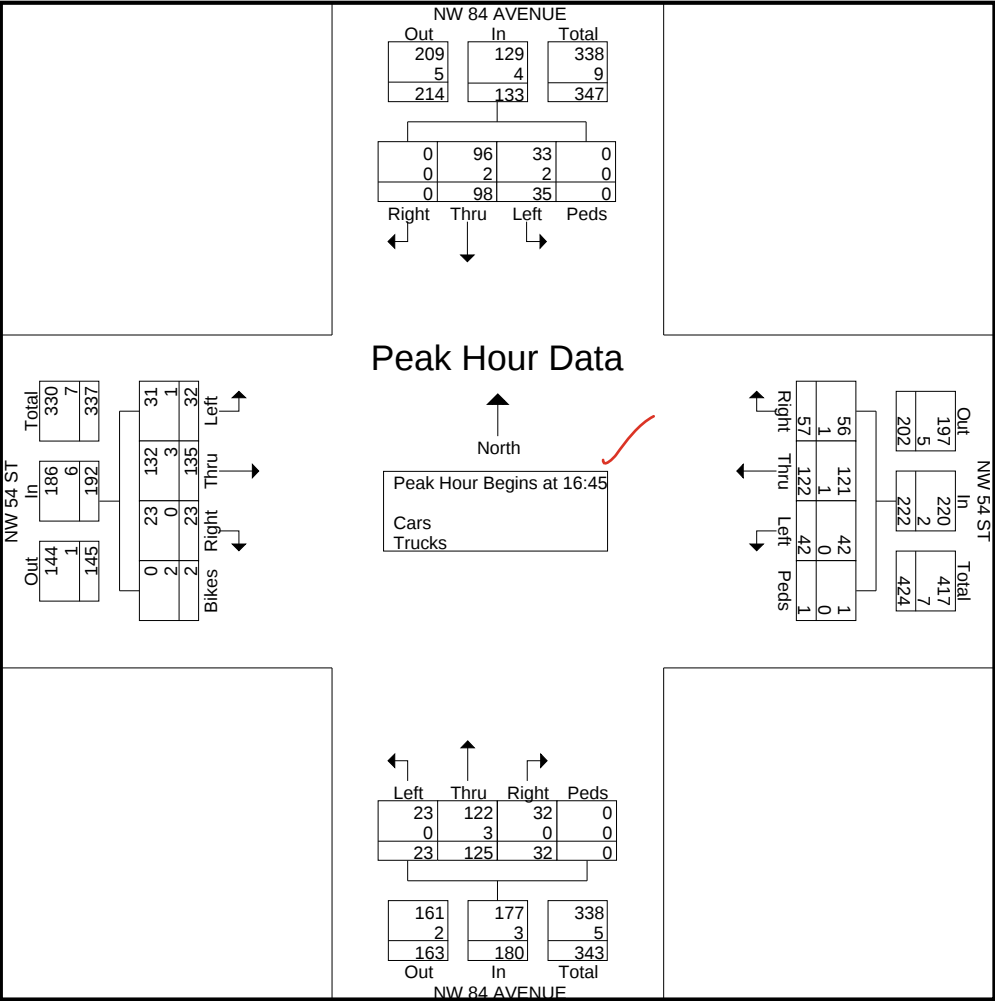
Peak Hour for Each Approach Begins at:

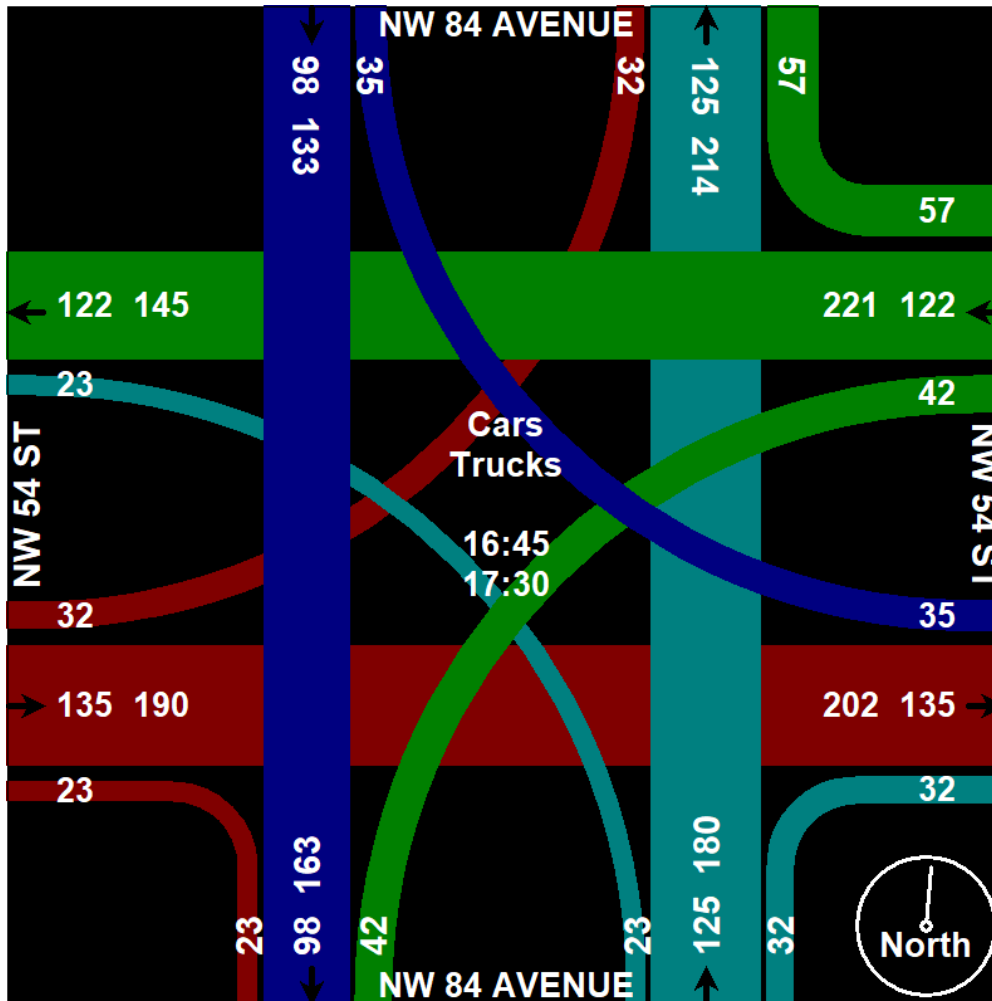
	07:30					07:00					08:00					08:00				
+0 mins.	5	20	9	0	34	13	57	27	0	97	15	10	3	0	28	13	28	7	1	49
+15 mins.	2	25	14	0	41	7	13	20	2	42	20	29	8	0	57	22	34	2	0	58
+30 mins.	8	43	6	0	57	1	4	8	0	13	26	28	4	0	58	6	62	2	0	70
+45 mins.	5	52	15	0	72	3	13	3	0	19	21	17	1	0	39	11	59	1	0	71
Total Volume	20	140	44	0	204	24	87	58	2	171	82	84	16	0	182	52	183	12	1	248
% App. Total	9.8	68.6	21.6	0		14	50.9	33.9	1.2		45.1	46.2	8.8	0		21	73.8	4.8	0.4	
PHF	.625	.673	.733	.000	.708	.462	.382	.537	.250	.441	.788	.724	.500	.000	.784	.591	.738	.429	.250	.873
Cars	19	138	44	0	201	22	85	58	2	167	80	83	16	0	179	52	180	12	1	245
% Cars	95	98.6	100	0	98.5	91.7	97.7	100	100	97.7	97.6	98.8	100	0	98.4	100	98.4	100	100	98.8
Trucks	1	2	0	0	3	2	2	0	0	4	2	1	0	0	3	0	3	0	0	3
% Trucks	5	1.4	0	0	1.5	8.3	2.3	0	0	2.3	2.4	1.2	0	0	1.6	0	1.6	0	0	1.2





	NW 84 AVENUE From North					NW 54 ST From East					NW 84 AVENUE From South					NW 54 ST From West					
Start Time	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Right	Thru	Left	Bikes	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	27	5	0	32	13	29	14	1	57	6	21	5	0	32	9	33	5	1	48	169
17:00	0	24	7	0	31	15	34	9	0	58	10	27	9	0	46	4	36	7	0	47	182
17:15	0	22	10	0	32	14	28	10	0	52	7	29	3	0	39	4	35	8	0	47	170
17:30	0	25	13	0	38	15	31	9	0	55	9	48	6	0	63	6	31	12	1	50	206
Total Volume	0	98	35	0	133	57	122	42	1	222	32	125	23	0	180	23	135	32	2	192	727
% App. Total	0	73.7	26.3	0		25.7	55	18.9	0.5		17.8	69.4	12.8	0		12	70.3	16.7	1		
PHF	.000	.907	.673	.000	.875	.950	.897	.750	.250	.957	.800	.651	.639	.000	.714	.639	.938	.667	.500	.960	.882
Cars	0	96	33	0	129	56	121	42	1	220	32	122	23	0	177	23	132	31	0	186	712
% Cars	0	98.0	94.3	0	97.0	98.2	99.2	100	100	99.1	100	97.6	100	0	98.3	100	97.8	96.9	0	96.9	97.9
Trucks	0	2	2	0	4	1	1	0	0	2	0	3	0	0	3	0	3	1	2	6	15
% Trucks	0	2.0	5.7	0	3.0	1.8	0.8	0	0	0.9	0	2.4	0	0	1.7	0	2.2	3.1	100	3.1	2.1

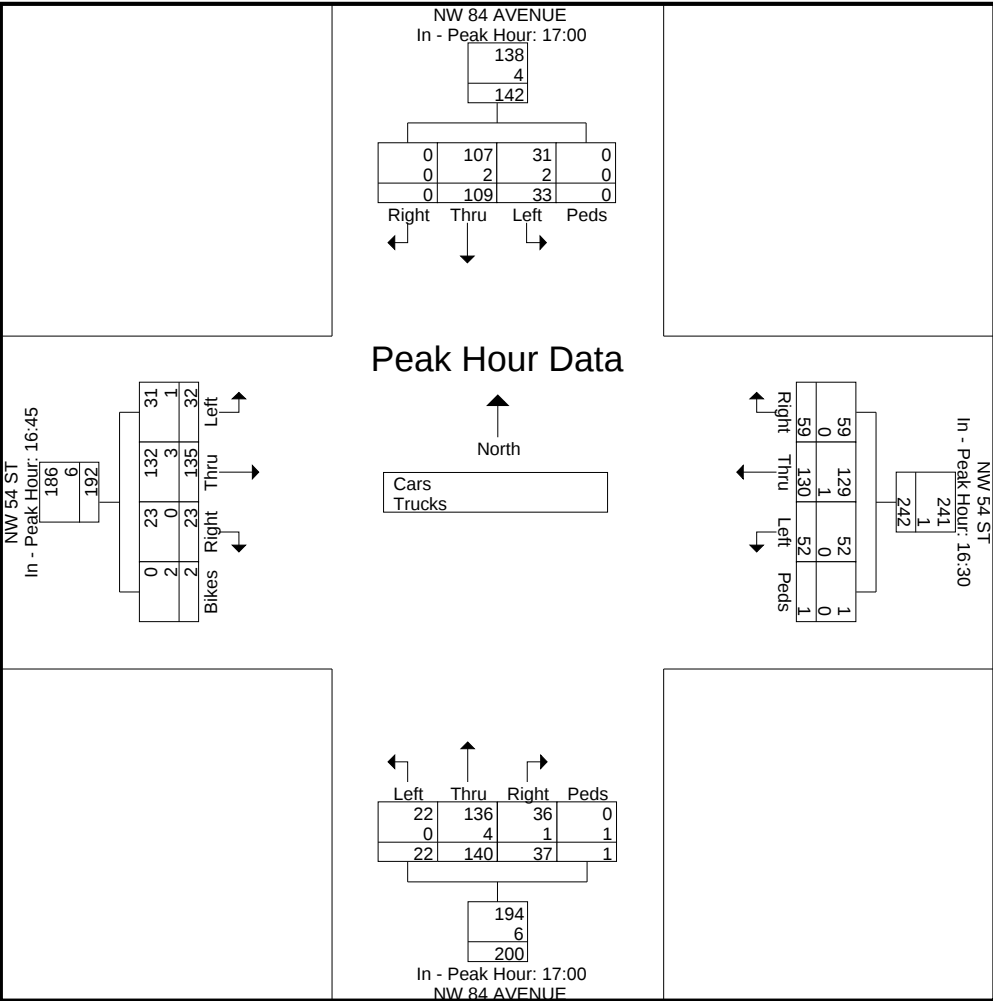


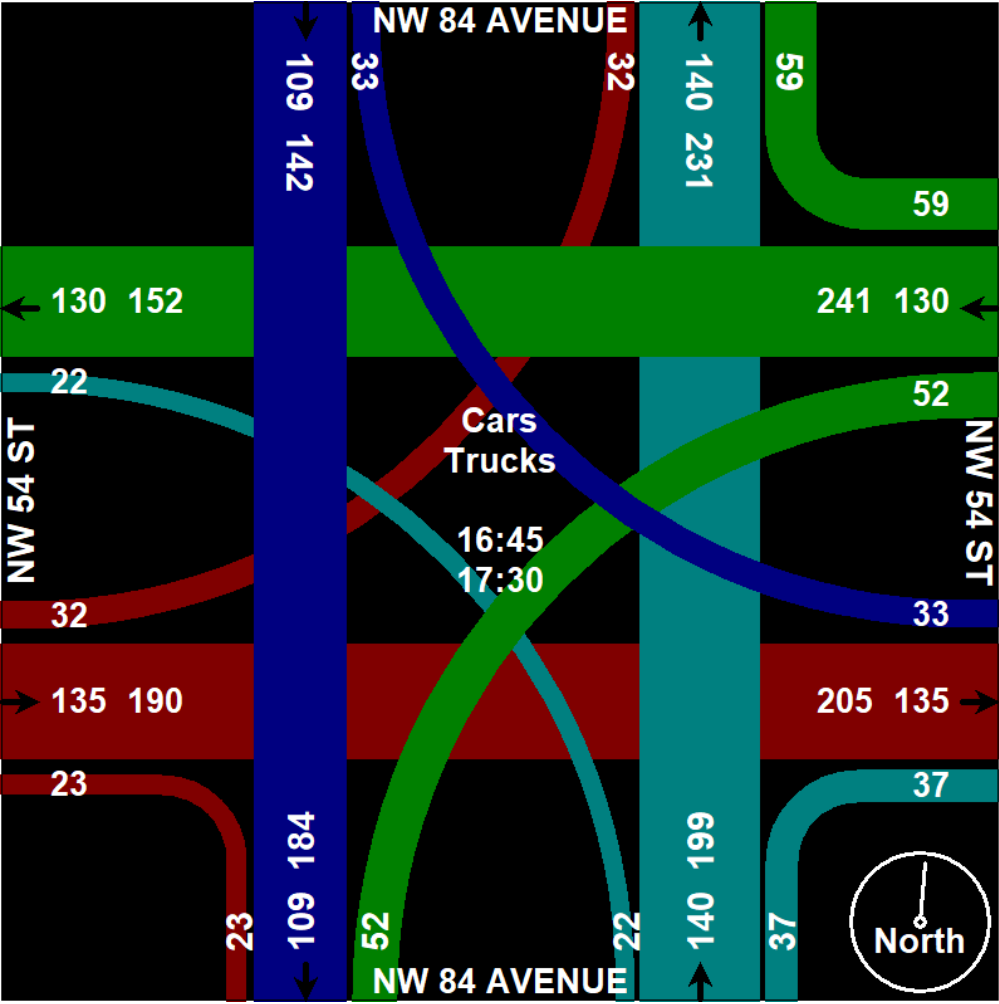


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00					16:30					17:00					16:45				
+0 mins.	0	24	7	0	31	17	39	19	0	75	10	27	9	0	46	9	33	5	1	48
+15 mins.	0	22	10	0	32	13	29	14	1	57	7	29	3	0	39	4	36	7	0	47
+30 mins.	0	25	13	0	38	15	34	9	0	58	9	48	6	0	63	4	35	8	0	47
+45 mins.	0	38	3	0	41	14	28	10	0	52	11	36	4	1	52	6	31	12	1	50
Total Volume	0	109	33	0	142	59	130	52	1	242	37	140	22	1	200	23	135	32	2	192
% App. Total	0	76.8	23.2	0		24.4	53.7	21.5	0.4		18.5	70	11	0.5		12	70.3	16.7	1	
PHF	.000	.717	.635	.000	.866	.868	.833	.684	.250	.807	.841	.729	.611	.250	.794	.639	.938	.667	.500	.960
Cars	0	107	31	0	138	59	129	52	1	241	36	136	22	0	194	23	132	31	0	186
% Cars	0	98.2	93.9	0	97.2	100	99.2	100	100	99.6	97.3	97.1	100	0	97	100	97.8	96.9	0	96.9
Trucks	0	2	2	0	4	0	1	0	0	1	1	4	0	1	6	0	3	1	2	6
% Trucks	0	1.8	6.1	0	2.8	0	0.8	0	0	0.4	2.7	2.9	0	100	3	0	2.2	3.1	100	3.1





County: 99
 Station: 0001
 Description: NW 79 AVE BETWEEN NW 53 ST & 56 ST
 Start Date: 01/20/2026
 Start Time: 0000

Time	Direction: N					Direction: S					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	18	25	9	13	65	19	19	14	11	63	128
0100	12	4	11	6	33	12	7	8	11	38	71
0200	6	12	3	7	28	7	10	9	3	29	57
0300	3	3	5	11	22	4	1	3	5	13	35
0400	9	10	13	15	47	10	7	8	11	36	83
0500	32	31	48	62	173	15	25	22	53	115	288
0600	51	79	91	129	350	53	65	90	131	339	689
0700	163	152	176	233	724	275	127	100	115	617	1341
0800	222	252	219	231	924	156	149	208	195	708	1632
0900	224	200	207	195	826	214	191	180	200	785	1611
1000	182	176	175	204	737	185	180	151	154	670	1407
1100	209	178	166	158	711	140	161	153	187	641	1352
1200	199	249	183	220	851	210	180	218	153	761	1612
1300	249	228	210	212	899	176	195	163	181	715	1614
1400	199	245	256	231	931	166	191	200	190	747	1678
1500	211	229	314	219	973	185	162	175	176	698	1671
1600	319	264	234	244	1061	129	161	167	154	611	1672
1700	262	211	218	197	888	163	177	189	189	718	1606
1800	291	225	208	164	888	172	153	138	137	600	1488
1900	149	139	107	89	484	112	121	101	104	438	922
2000	86	97	62	60	305	99	71	69	73	312	617
2100	75	50	58	52	235	69	59	72	61	261	496
2200	54	42	34	38	168	60	46	38	34	178	346
2300	23	38	23	18	102	28	24	19	10	81	183
24-Hour Totals:					12425						10174 22599

Peak Volume Information						
Direction: N		Direction: S		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	745 926	830	808	815	1692	✓
P.M.	1530 1116	1415	766	1530	1757	✓
Daily	1530 1116	830	808	1530	1757	

County: 99
 Station: 0001
 Description: NW 79 AVE BETWEEN NW 53 ST & 56 ST
 Start Date: 01/21/2026
 Start Time: 0000

Time	Direction: N					Direction: S					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	17	16	15	4	52	15	22	16	12	65	117
0100	13	3	6	5	27	7	5	9	6	27	54
0200	7	19	8	6	40	13	3	6	8	30	70
0300	7	5	5	11	28	2	3	10	4	19	47
0400	4	10	16	22	52	8	8	6	26	48	100
0500	23	30	40	67	160	16	21	29	56	122	282
0600	49	76	104	153	382	57	87	130	218	492	874
0700	181	212	178	229	800	366	239	146	170	921	1721
0800	229	246	274	222	971	167	210	175	232	784	1755
0900	194	135	168	178	675	212	213	211	233	869	1544
1000	199	179	177	183	738	214	194	195	182	785	1523
1100	185	177	205	219	786	195	178	177	205	755	1541
1200	210	202	195	191	798	227	233	206	221	887	1685
1300	235	216	245	261	957	174	168	161	215	718	1675
1400	193	238	258	258	947	254	245	191	196	886	1833
1500	240	267	271	222	1000	165	155	153	147	620	1620
1600	274	252	277	220	1023	137	155	198	171	661	1684
1700	246	221	214	217	898	191	180	179	185	735	1633
1800	262	271	211	164	908	174	148	141	151	614	1522
1900	114	107	104	86	411	108	124	92	88	412	823
2000	80	82	87	53	302	101	108	79	97	385	687
2100	74	79	49	79	281	73	89	67	59	288	569
2200	38	48	43	37	166	52	49	41	38	180	346
2300	27	19	20	21	87	31	24	31	35	121	208
24-Hour Totals:					12489						11424 23913

Peak Volume Information						
Direction: N		Direction: S		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	745 978	645	969	815	1765	✓
P.M.	1445 1036	1345	905	1345	1855	✓
Daily	1445 1036	645	969	1345	1855	

County: 99
 Station: 0001
 Description: NW 79 AVE BETWEEN NW 53 ST & 56 ST
 Start Date: 01/22/2026
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	14	10	14	14	52	16	15	10	14	55	107	
0100	7	4	4	10	25	17	15	10	12	54	79	
0200	7	9	1	2	19	2	6	1	14	23	42	
0300	4	6	1	11	22	15	5	3	16	39	61	
0400	11	10	14	21	56	12	8	8	14	42	98	
0500	28	36	66	55	185	14	34	39	60	147	332	
0600	49	88	102	117	356	47	92	109	155	403	759	
0700	186	234	170	252	842	352	222	149	164	887	1729	
0800	213	230	241	260	944	201	185	180	215	781	1725	
0900	194	188	162	198	742	199	204	199	194	796	1538	
1000	203	212	215	201	831	136	91	155	188	570	1401	
1100	212	207	199	198	816	201	181	146	153	681	1497	
1200	187	214	202	188	791	200	194	168	209	771	1562	
1300	203	193	207	211	814	163	187	173	229	752	1566	
1400	198	221	225	256	900	245	227	215	212	899	1799	
1500	204	234	251	209	898	167	157	177	163	664	1562	
1600	296	298	283	265	1142	165	179	177	147	668	1810	
1700	166	98	123	274	661	210	206	160	170	746	1407	
1800	247	247	211	207	912	202	140	149	126	617	1529	
1900	193	154	113	94	554	143	123	105	119	490	1044	
2000	113	105	57	63	338	101	76	81	102	360	698	
2100	88	71	75	87	321	78	93	80	83	334	655	
2200	65	64	44	24	197	60	51	43	36	190	387	
2300	48	37	28	37	150	35	39	36	18	128	278	
24-Hour Totals:					12568						11097	23665

Peak Volume Information						
Direction: N		Direction: S		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	800 944	700	887	700	1729	
P.M.	1600 1142	1345	916	1600	1810	
Daily	1600 1142	1345	916	1600	1810	

County: 99
 Station: 0002
 Description: NW 58 STREET BETWEEN NW 79 AVE & 82 AVE
 Start Date: 01/20/2026
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	48	45	40	23	156	59	45	35	37	176	332
0100	25	27	25	17	94	39	27	25	19	110	204
0200	14	6	10	7	37	18	26	17	16	77	114
0300	17	19	18	15	69	14	23	25	43	105	174
0400	28	25	23	40	116	19	21	42	58	140	256
0500	47	63	87	97	294	92	130	174	254	650	944
0600	133	175	202	273	783	189	189	226	269	873	1656
0700	382	374	332	327	1415	194	172	202	247	815	2230
0800	368	311	346	353	1378	188	218	180	161	747	2125
0900	369	340	328	361	1398	194	138	177	123	632	2030
1000	344	352	361	366	1423	139	175	150	196	660	2083
1100	369	382	305	372	1428	164	195	197	195	751	2179
1200	412	367	473	385	1637	192	197	167	196	752	2389
1300	345	407	436	373	1561	196	158	163	185	702	2263
1400	492	428	481	338	1739	163	141	132	252	688	2427
1500	423	335	458	379	1595	174	208	197	184	763	2358
1600	435	338	396	283	1452	150	216	205	195	766	2218
1700	419	304	363	254	1340	171	195	182	193	741	2081
1800	306	207	239	209	961	167	226	169	176	738	1699
1900	183	190	206	204	783	197	176	116	141	630	1413
2000	178	164	123	125	590	93	127	108	104	432	1022
2100	140	148	126	93	507	90	84	72	78	324	831
2200	86	101	96	59	342	89	67	60	50	266	608
2300	71	48	44	23	186	40	49	26	35	150	336
24-Hour Totals:					21284						12688 33972

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	700	1415	730	855	700	2230 ✓
P.M.	1345	1774	1445	831	1400	2427 ✓
Daily	1345	1774	615	878	1400	2427

County: 99
 Station: 0002
 Description: NW 58 STREET BETWEEN NW 79 AVE & 82 AVE
 Start Date: 01/21/2026
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	36	49	29	23	137	25	16	31	22	94	231	231
0100	18	17	7	10	52	15	14	13	16	58	110	110
0200	14	14	16	9	53	12	20	12	21	65	118	118
0300	13	13	19	19	64	11	20	28	31	90	154	154
0400	21	12	35	48	116	27	31	48	54	160	276	276
0500	53	73	73	116	315	81	141	182	242	646	961	961
0600	128	143	218	308	797	190	166	234	225	815	1612	1612
0700	356	352	370	351	1429	181	181	210	208	780	2209	2209
0800	368	356	353	330	1407	223	179	204	221	827	2234	2234
0900	280	299	236	344	1159	213	208	235	167	823	1982	1982
1000	398	399	373	366	1536	169	167	196	196	728	2264	2264
1100	407	392	352	337	1488	161	180	200	208	749	2237	2237
1200	419	384	398	316	1517	150	199	199	210	758	2275	2275
1300	383	411	376	373	1543	197	171	197	217	782	2325	2325
1400	398	420	478	393	1689	153	182	173	152	660	2349	2349
1500	426	328	438	345	1537	148	193	180	222	743	2280	2280
1600	466	379	422	306	1573	171	188	149	206	714	2287	2287
1700	370	306	362	327	1365	181	146	172	182	681	2046	2046
1800	236	202	225	189	852	219	211	151	177	758	1610	1610
1900	230	174	167	185	756	151	180	183	119	633	1389	1389
2000	189	154	126	136	605	103	87	96	88	374	979	979
2100	136	135	120	118	509	77	107	65	96	345	854	854
2200	114	103	82	51	350	68	64	58	62	252	602	602
2300	84	68	69	40	261	42	43	38	37	160	421	421
24-Hour Totals:					21110						12695	33805

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	730	1445	845	877	730	2265
P.M.	1415	1717	1215	805	1345	2394
Daily	1415	1717	845	877	1345	2394

County: 99
 Station: 0002
 Description: NW 58 STREET BETWEEN NW 79 AVE & 82 AVE
 Start Date: 01/22/2026
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	32	34	32	24	122	36	21	28	23	108	230	
0100	38	21	22	20	101	8	26	9	15	58	159	
0200	10	9	10	18	47	13	16	19	11	59	106	
0300	28	19	12	10	69	12	23	29	35	99	168	
0400	16	28	29	42	115	34	27	54	69	184	299	
0500	49	83	101	104	337	110	118	154	224	606	943	
0600	128	136	217	255	736	166	173	216	204	759	1495	
0700	356	389	371	328	1444	184	175	187	223	769	2213	
0800	340	299	342	346	1327	147	233	161	198	739	2066	
0900	316	326	318	361	1321	179	238	227	136	780	2101	
1000	337	356	374	291	1358	214	156	167	247	784	2142	
1100	400	422	409	323	1554	162	174	165	190	691	2245	
1200	367	418	396	346	1527	223	158	187	194	762	2289	
1300	422	297	376	354	1449	141	184	192	180	697	2146	
1400	459	369	449	389	1666	162	206	158	210	736	2402	
1500	409	298	479	342	1528	203	234	141	168	746	2274	
1600	425	371	407	316	1519	183	238	165	197	783	2302	
1700	269	272	319	321	1181	207	160	200	130	697	1878	
1800	275	209	270	211	965	195	220	183	196	794	1759	
1900	218	200	222	184	824	211	194	146	137	688	1512	
2000	239	182	135	118	674	98	104	111	122	435	1109	
2100	151	151	150	126	578	113	69	68	86	336	914	
2200	110	91	115	78	394	73	89	65	70	297	691	
2300	83	65	62	53	263	71	61	37	41	210	473	
24-Hour Totals:					21099						12817	33916

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	700	1444	845	842	700	2213 ✓
P.M.	1400	1666	1615	807	1400	2402 ✓
Daily	1400	1666	845	842	1400	2402

County: 99
 Station: 0003
 Description: NW 58 STREET BETWEEN NW 84 AVE & 87 AVE
 Start Date: 01/20/2026
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	36	43	27	19	125	54	52	44	45	195	320
0100	21	24	21	15	81	40	29	27	18	114	195
0200	7	7	9	5	28	16	19	17	11	63	91
0300	14	17	16	16	63	10	12	18	21	61	124
0400	20	19	25	39	103	19	16	29	43	107	210
0500	43	53	84	107	287	70	97	142	163	472	759
0600	105	165	202	268	740	180	158	168	225	731	1471
0700	320	243	279	278	1120	215	238	206	260	919	2039
0800	232	269	290	280	1071	253	271	286	217	1027	2098
0900	229	231	249	236	945	194	223	212	197	826	1771
1000	207	218	232	213	870	241	185	212	239	877	1747
1100	209	206	214	213	842	297	277	259	284	1117	1959
1200	207	220	260	212	899	291	311	283	319	1204	2103
1300	221	218	216	215	870	285	264	292	371	1212	2082
1400	291	223	252	198	964	303	355	340	350	1348	2312
1500	211	203	219	195	828	343	302	419	350	1414	2242
1600	197	209	203	185	794	414	396	491	315	1616	2410
1700	181	165	149	167	662	409	340	395	317	1461	2123
1800	168	193	158	174	693	354	283	297	263	1197	1890
1900	155	141	155	167	618	265	255	156	187	863	1481
2000	157	112	88	114	471	130	166	138	130	564	1035
2100	107	115	111	69	402	105	98	130	107	440	842
2200	83	84	75	46	288	110	78	80	56	324	612
2300	57	38	37	19	151	52	47	34	38	171	322
24-Hour Totals:					13915						18323 32238

Peak Volume Information						
Direction: E		Direction: W		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	700 1120	745	1070	745	2139	
P.M.	1345 981	1545	1651	1545	2455	
Daily	700 1120	1545	1651	1545	2455	

County: 99
 Station: 0003
 Description: NW 58 STREET BETWEEN NW 84 AVE & 87 AVE
 Start Date: 01/21/2026
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	34	28	23	17	102	27	16	26	16	85	187
0100	10	11	4	14	39	13	16	14	17	60	99
0200	14	11	14	11	50	12	19	12	17	60	110
0300	9	11	13	25	58	8	13	23	19	63	121
0400	24	13	34	39	110	16	20	37	47	120	230
0500	50	61	91	115	317	55	116	149	158	478	795
0600	106	158	222	323	809	167	136	170	193	666	1475
0700	393	271	301	320	1285	229	261	246	278	1014	2299
0800	287	273	261	221	1042	246	308	259	253	1066	2108
0900	234	204	206	270	914	212	234	266	266	978	1892
1000	205	247	215	245	912	245	238	286	257	1026	1938
1100	210	216	215	210	851	260	248	254	282	1044	1895
1200	247	217	219	223	906	287	298	319	298	1202	2108
1300	228	225	213	209	875	307	327	323	282	1239	2114
1400	272	260	255	237	1024	247	401	394	463	1505	2529
1500	234	220	188	247	889	322	341	392	333	1388	2277
1600	202	226	205	221	854	436	361	397	422	1616	2470
1700	181	153	182	180	696	441	465	406	324	1636	2332
1800	170	169	165	153	657	405	284	254	244	1187	1844
1900	188	137	154	155	634	219	207	213	144	783	1417
2000	143	128	94	107	472	155	101	111	108	475	947
2100	96	108	92	88	384	115	149	86	103	453	837
2200	91	73	45	30	239	80	86	69	76	311	550
2300	63	55	50	43	211	55	49	41	40	185	396
24-Hour Totals:					14330						18640 32970

Peak Volume Information						
Direction: E		Direction: W		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	645 1288	745	1091	700	2299	✓
P.M.	1400 1024	1645	1734	1415	2566	✓
Daily	645 1288	1645	1734	1415	2566	

County: 99
 Station: 0003
 Description: NW 58 STREET BETWEEN NW 84 AVE & 87 AVE
 Start Date: 01/22/2026
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	21	19	24	15	79	36	25	28	19	108	187
0100	14	19	17	15	65	17	19	10	16	62	127
0200	6	5	6	11	28	7	12	13	11	43	71
0300	23	7	11	12	53	8	14	20	19	61	114
0400	19	18	31	35	103	18	20	47	54	139	242
0500	52	85	92	109	338	80	100	109	228	517	855
0600	112	153	189	307	761	151	160	170	188	669	1430
0700	397	283	272	301	1253	194	259	229	261	943	2196
0800	285	247	273	219	1024	299	274	281	248	1102	2126
0900	288	228	257	225	998	275	295	272	210	1052	2050
1000	198	268	224	219	909	253	209	243	276	981	1890
1100	253	221	227	185	886	270	270	241	235	1016	1902
1200	225	238	160	223	846	355	286	328	332	1301	2147
1300	205	210	194	243	852	260	268	294	316	1138	1990
1400	246	225	231	212	914	299	402	398	433	1532	2446
1500	224	241	232	192	889	428	404	459	327	1618	2507
1600	197	250	193	190	830	436	441	501	370	1748	2578
1700	167	149	176	192	684	450	338	351	295	1434	2118
1800	187	179	189	169	724	303	321	283	237	1144	1868
1900	157	163	143	140	603	305	213	224	158	900	1503
2000	171	134	90	104	499	154	124	146	145	569	1068
2100	103	117	111	83	414	132	118	93	110	453	867
2200	71	69	75	56	271	99	97	79	87	362	633
2300	66	50	46	36	198	85	74	39	39	237	435
24-Hour Totals:					14221						19129 33350

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	1259	745	1115	745	2221
P.M.	1345	945	1615	1762	1445	2633
Daily	645	1259	1615	1762	1445	2633

County: 99
 Station: 0004
 Description: NW 87 AVE BETWEEN NW 54 ST & 58 ST
 Start Date: 01/20/2026
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	46	31	17	24	118	41	42	50	29	162	280	
0100	16	14	27	15	72	23	26	8	10	67	139	
0200	15	6	15	7	43	17	13	11	5	46	89	
0300	12	9	9	10	40	6	5	5	18	34	74	
0400	14	8	19	27	68	11	24	21	38	94	162	
0500	29	40	56	81	206	31	57	59	59	206	412	
0600	71	125	149	175	520	107	141	188	242	678	1198	
0700	169	197	217	233	816	272	278	339	348	1237	2053	
0800	210	254	225	221	910	436	457	374	387	1654	2564	
0900	195	212	183	198	788	355	300	290	297	1242	2030	
1000	144	205	176	183	708	262	312	246	239	1059	1767	
1100	196	182	194	206	778	244	242	243	248	977	1755	
1200	202	195	208	211	816	237	293	308	243	1081	1897	
1300	215	204	218	217	854	276	278	240	305	1099	1953	
1400	253	261	242	234	990	282	296	332	384	1294	2284	
1500	291	230	296	313	1130	291	328	300	359	1278	2408	
1600	320	341	299	301	1261	307	314	301	310	1232	2493	
1700	324	375	377	363	1439	312	351	293	308	1264	2703	
1800	227	293	334	248	1102	245	279	219	230	973	2075	
1900	185	174	160	140	659	193	202	158	147	700	1359	
2000	156	134	117	108	515	136	148	84	114	482	997	
2100	110	107	102	88	407	110	92	81	79	362	769	
2200	93	65	66	57	281	70	44	51	44	209	490	
2300	53	49	47	22	171	33	27	25	22	107	278	
24-Hour Totals:					14692						17537	32229

Peak Volume Information						
Direction: N		Direction: S		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	745	922	800	1654	800	2564
P.M.	1700	1439	1430	1335	1700	2703
Daily	1700	1439	800	1654	1700	2703

County: 99
 Station: 0004
 Description: NW 87 AVE BETWEEN NW 54 ST & 58 ST
 Start Date: 01/21/2026
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	31	36	22	12	101	19	25	23	12	79	180	
0100	10	5	3	15	33	21	6	8	15	50	83	
0200	13	3	9	3	28	10	11	13	7	41	69	
0300	6	6	5	9	26	4	9	4	10	27	53	
0400	11	14	21	14	60	7	18	38	29	92	152	
0500	27	45	54	87	213	26	56	76	73	231	444	
0600	60	115	177	216	568	132	87	182	249	650	1218	
0700	196	213	190	239	838	274	277	333	428	1312	2150	
0800	227	241	264	225	957	456	474	450	378	1758	2715	
0900	207	195	176	180	758	343	297	358	357	1355	2113	
1000	183	173	164	164	684	309	268	271	294	1142	1826	
1100	182	181	165	176	704	309	249	280	257	1095	1799	
1200	223	160	215	222	820	275	254	314	313	1156	1976	
1300	251	238	251	201	941	288	296	302	328	1214	2155	
1400	225	259	310	261	1055	361	334	338	386	1419	2474	
1500	332	358	284	264	1238	295	289	330	279	1193	2431	
1600	304	342	328	289	1263	331	333	331	393	1388	2651	
1700	346	322	332	315	1315	335	363	335	350	1383	2698	
1800	270	292	242	222	1026	338	293	277	265	1173	2199	
1900	206	178	173	160	717	223	222	224	142	811	1528	
2000	127	129	112	99	467	178	145	133	134	590	1057	
2100	108	105	82	108	403	106	145	84	78	413	816	
2200	89	67	56	68	280	72	64	74	56	266	546	
2300	60	62	47	27	196	47	38	43	36	164	360	
24-Hour Totals:					14691						19002	33693

Peak Volume Information						
Direction: N		Direction: S		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	745	971	745	1808	745	2779 ✓
P.M.	1700	1315	1645	1426	1645	2715 ✓
Daily	1700	1315	745	1808	745	2779

County: 99
 Station: 0004
 Description: NW 87 AVE BETWEEN NW 54 ST & 58 ST
 Start Date: 01/22/2026
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	34	17	29	20	100	24	37	8	13	82	182	
0100	18	10	12	9	49	27	13	14	5	59	108	
0200	15	9	2	10	36	7	10	12	13	42	78	
0300	13	4	5	4	26	4	18	4	13	39	65	
0400	17	8	18	24	67	9	17	56	46	128	195	
0500	35	44	56	78	213	43	64	72	103	282	495	
0600	68	114	148	168	498	107	136	208	292	743	1241	
0700	193	222	219	217	851	315	321	377	435	1448	2299	
0800	214	223	241	244	922	476	534	397	420	1827	2749	
0900	217	175	197	201	790	406	357	365	292	1420	2210	
1000	177	192	168	181	718	278	253	292	307	1130	1848	
1100	175	210	181	154	720	279	287	380	268	1214	1934	
1200	228	217	202	196	843	287	287	326	313	1213	2056	
1300	200	209	223	164	796	299	338	293	329	1259	2055	
1400	235	222	235	269	961	327	333	330	415	1405	2366	
1500	274	262	278	343	1157	348	343	317	415	1423	2580	
1600	306	359	322	327	1314	346	410	382	365	1503	2817	
1700	312	355	336	366	1369	407	337	379	392	1515	2884	
1800	240	289	315	316	1160	324	299	231	262	1116	2276	
1900	203	177	165	156	701	270	240	215	191	916	1617	
2000	168	139	128	103	538	154	144	134	147	579	1117	
2100	103	89	93	102	387	142	111	125	103	481	868	
2200	94	71	73	62	300	86	89	80	59	314	614	
2300	57	49	63	48	217	47	61	60	40	208	425	
24-Hour Totals:					14733						20346	35079

Peak Volume Information						
Direction: N		Direction: S		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	815 925	745	1842	800	2749	
P.M.	1700 1369	1615	1564	1615	2884	
Daily	1700 1369	745	1842	1615	2884	

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

		MOCF: 0.95	
WEEK	DATES	SF	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

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Appendix C

ITE Trip Generation

Equations/Rates

Land Use: 488

Soccer Field

Description

A soccer field is an indoor or outdoor facility that is used for non-professional soccer games. It may consist of multiple fields. The size of each field within the land use may vary to accommodate games for different age groups. On-site amenities may include stadium seating, a fitness trail, an activities shelter, an aquatic center, picnic grounds, basketball and tennis courts, vendors selling food or merchandise, and a playground.

Additional Data

The sites were surveyed in the 1990s and the 2010s in California, Colorado, Hawaii, Indiana, New Jersey, and Washington.

Caution should be used when applying these data. Peaking at soccer complexes typically occurred in time periods shorter than 1 hour. These peaking periods may have durations of 10 to 15 minutes. To assist in the future analysis of this land use, it is important to collect driveway counts in 10-minute intervals.

Source Numbers

377, 519, 565, 722, 856, 908, 952, 956, 1004

Soccer Field (488)

Vehicle Trip Ends vs: **Fields**

On a: **Weekday**

Setting/Location: **General Urban/Suburban**

Number of Studies: 3

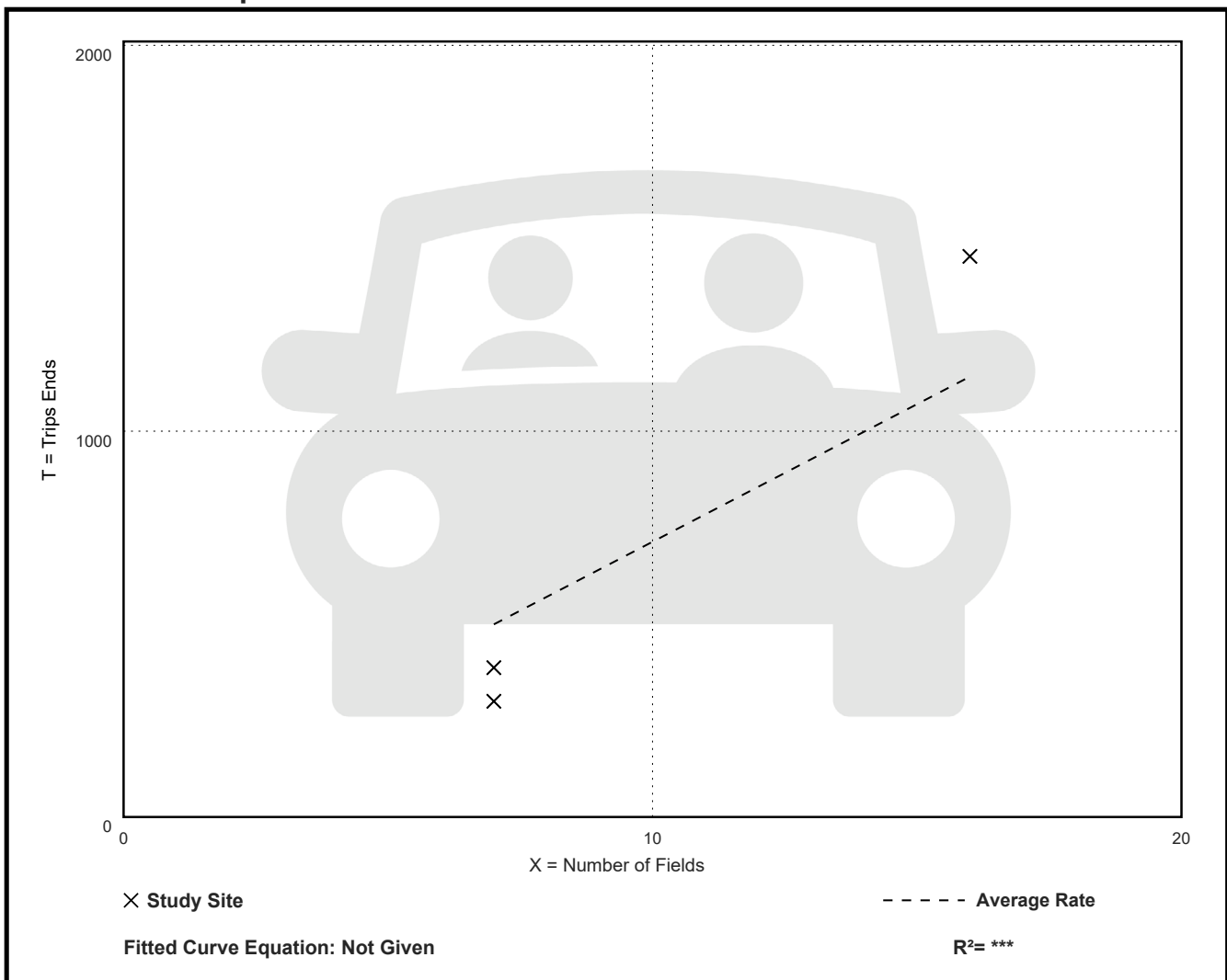
Avg. Num. of Fields: 10

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
71.33 ✓	42.86 - 90.81	26.03

Data Plot and Equation



Soccer Field (488)

Vehicle Trip Ends vs: Fields

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: 5

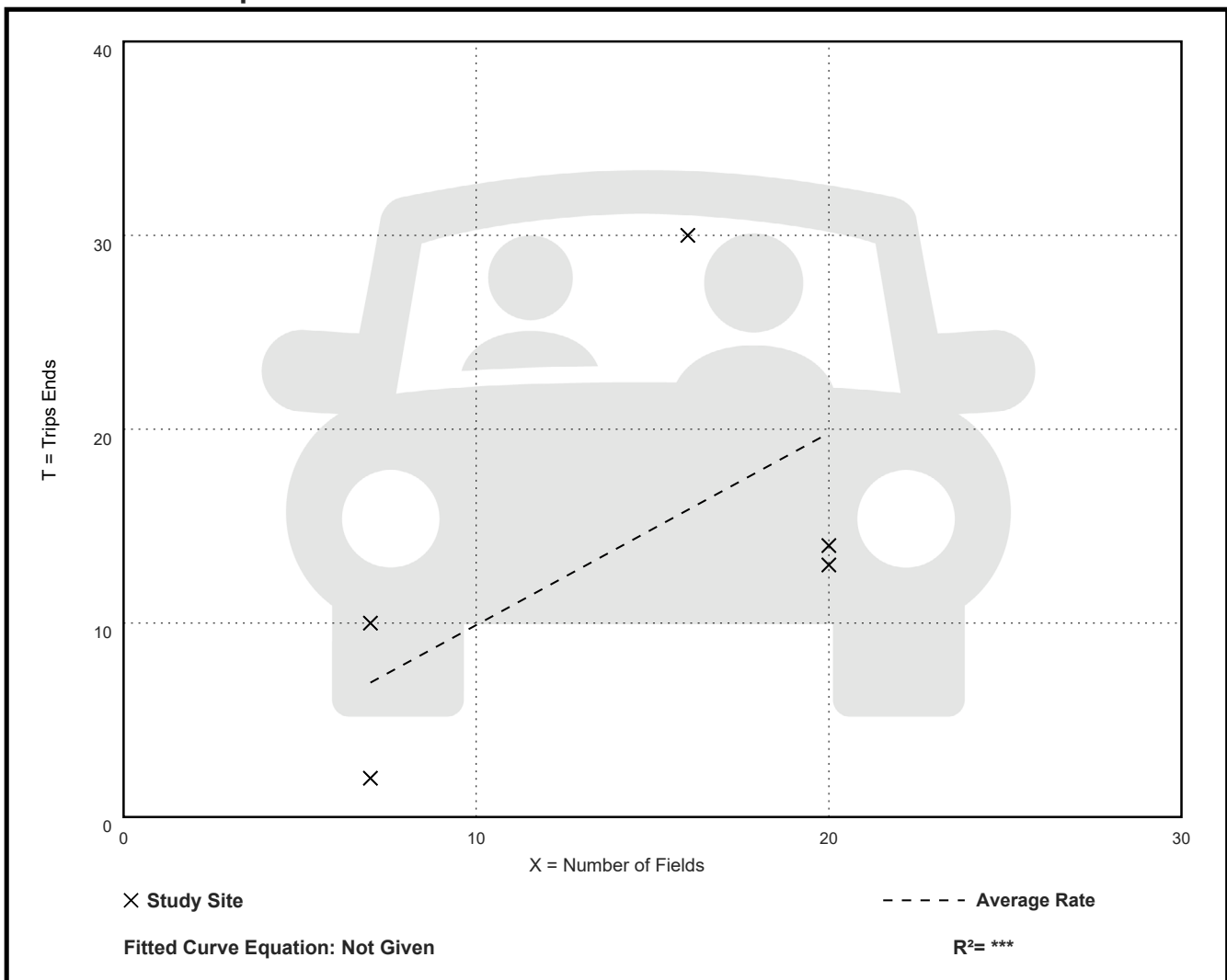
Avg. Num. of Fields: 14

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
0.99 	0.29 - 1.88	0.62

Data Plot and Equation



Soccer Field (488)

Vehicle Trip Ends vs: Fields

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: 5

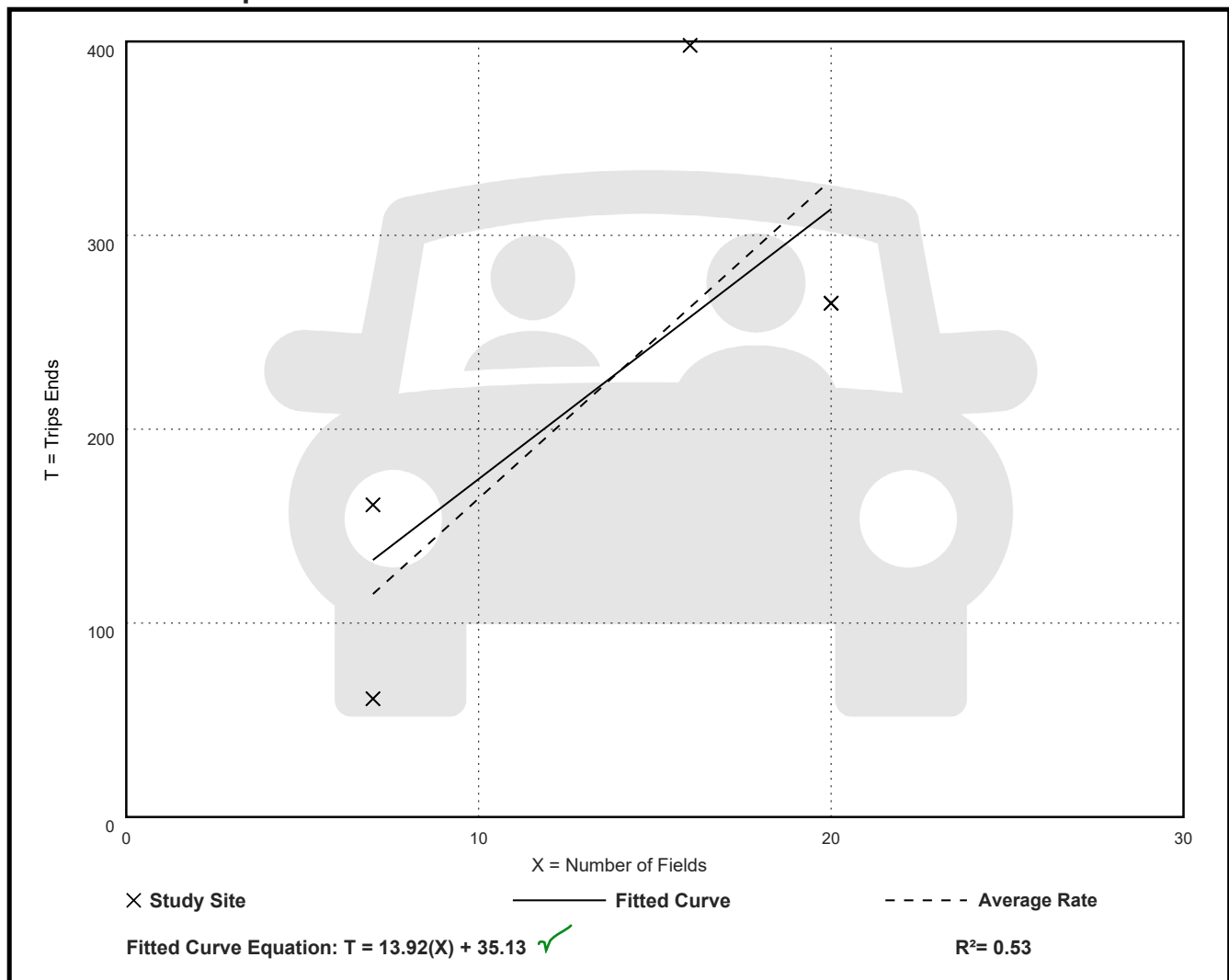
Avg. Num. of Fields: 14

Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
16.43	8.71 - 24.88	6.36

Data Plot and Equation



Land Use: 492

Health/Fitness Club

Description

A health/fitness club is a privately-owned facility primarily focused on individual fitness or training. It typically provides exercise classes, fitness equipment, a weight room, spa, lockers rooms, and a small restaurant or snack bar. This land use may also include ancillary facilities such as a swimming pool, whirlpool, sauna, limited retail, and tennis, pickleball, racquetball, or handball courts. These facilities are membership clubs that may allow access to the public for a fee. The primary difference between Health/Fitness Club (Land Use 492) and Athletic Club (Land Use 493) is that a Health/Fitness Club primarily focuses on individual fitness or training, whereas an Athletic Club also includes competitive team sport activities and social facilities.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Connecticut, Florida, New Jersey, Pennsylvania, Vermont, and Wisconsin.

Source Numbers

571, 588, 598, 728, 926, 959, 1212, 1219

Health/Fitness Club (492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 6

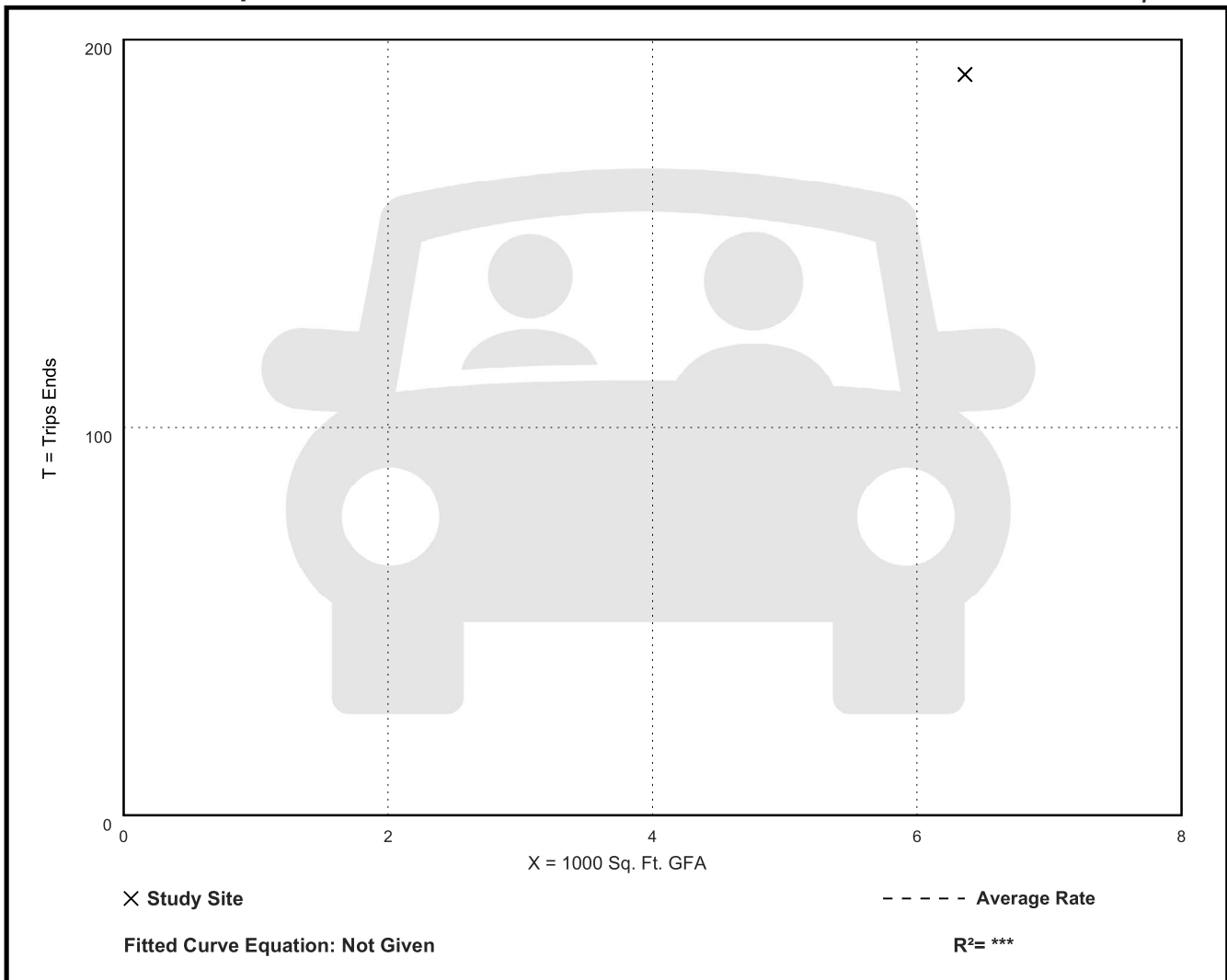
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
30.02 ✓	30.02 - 30.02	***

Data Plot and Equation

Caution – Small Sample Size



Health/Fitness Club (492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

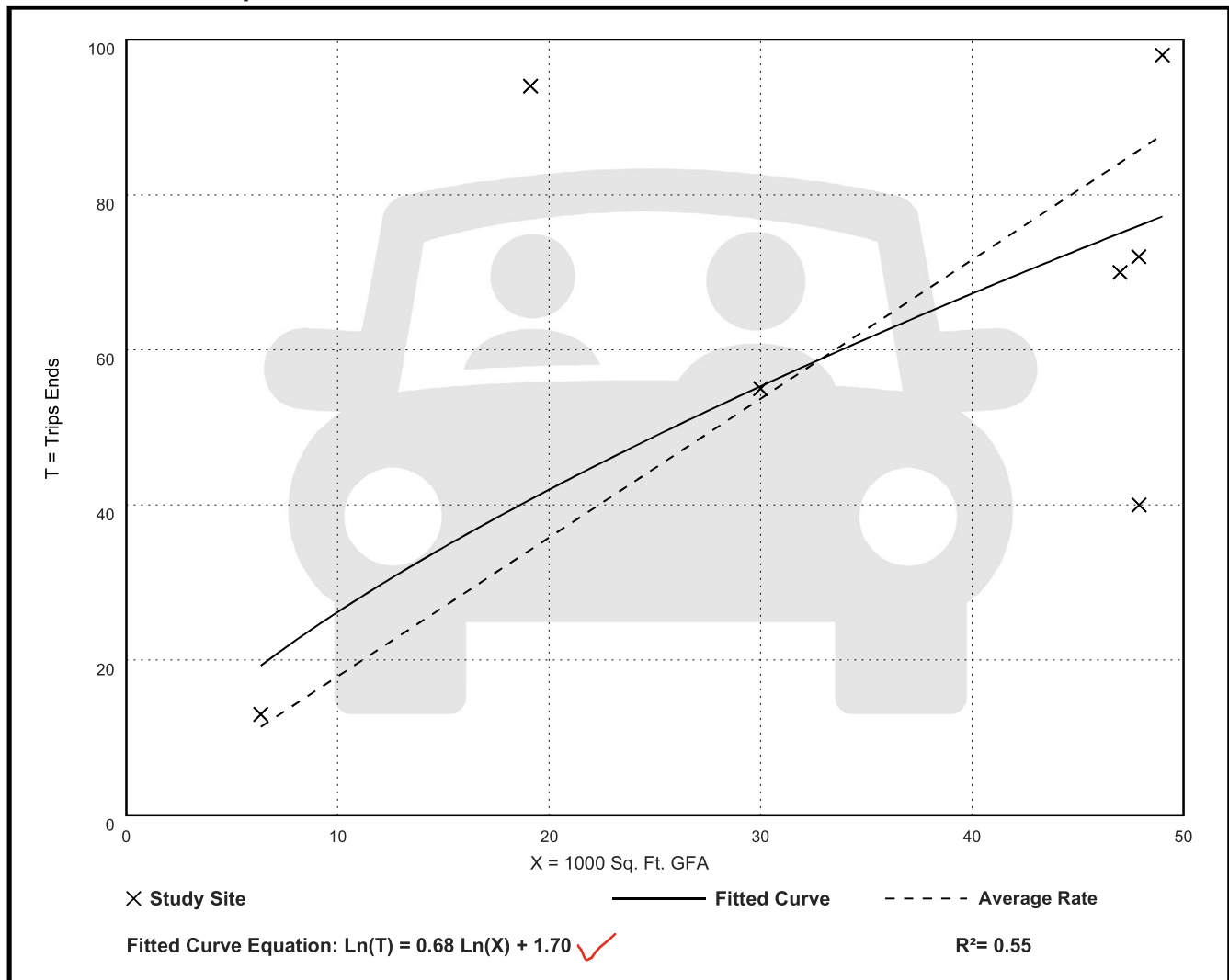
Avg. 1000 Sq. Ft. GFA: 35

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.79	0.84 - 4.92	1.07

Data Plot and Equation



Health/Fitness Club (492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 10

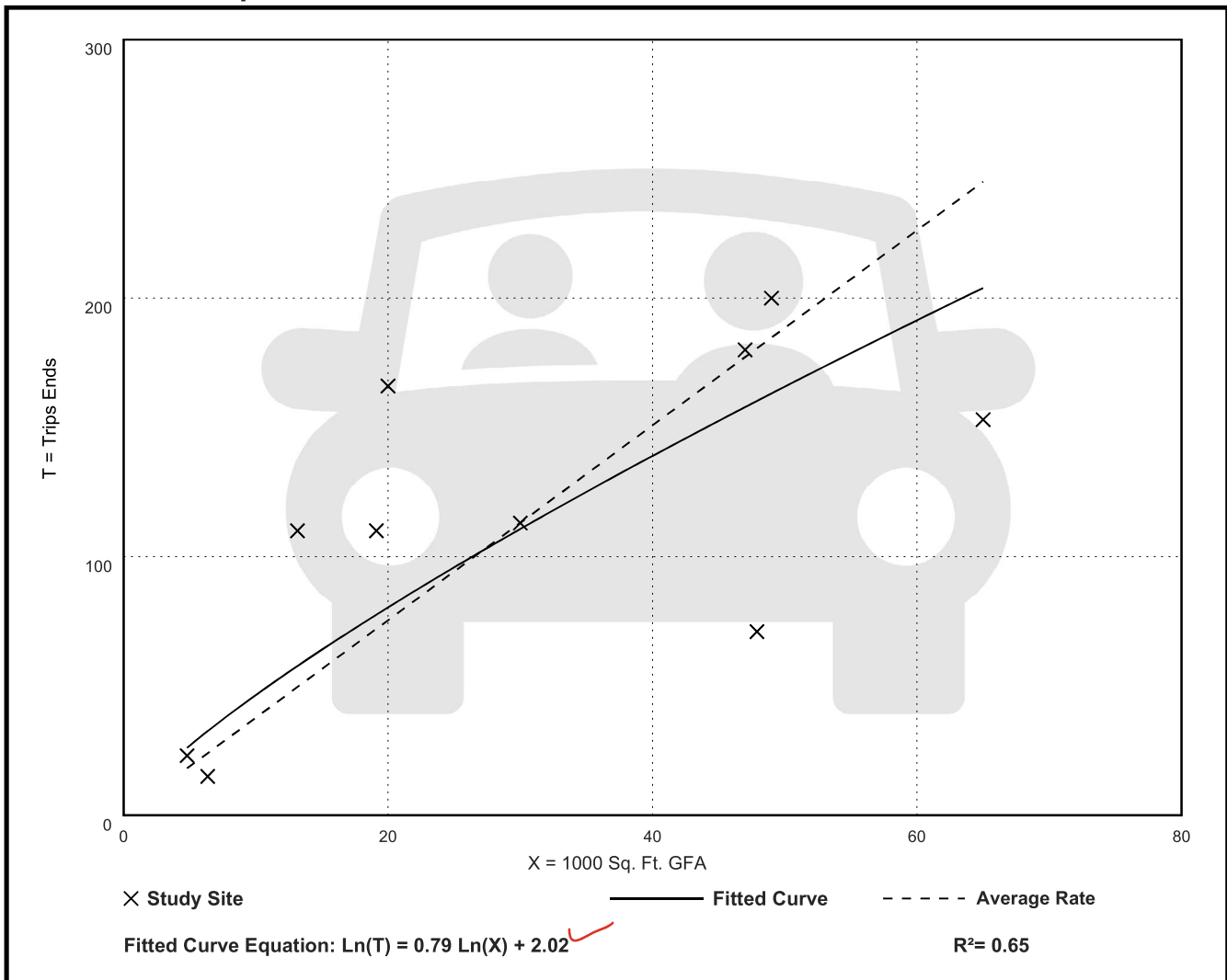
Avg. 1000 Sq. Ft. GFA: 30

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.77	1.48 - 8.37	2.07

Data Plot and Equation



Appendix D

Cardinal Distribution

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

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

Appendix E
Volume Development Sheets,
Growth Rate Analysis, and
Committed Development
Information

VOLUME DEVELOPMENT SHEET

Date: 6/17/2026

NW 82 AVENUE & NW 56 STREET AM Peak Hour

	NW 82 AVENUE			NW 82 AVENUE			NW 56 STREET			NW 56 STREET		
	Northbound			Southbound			Eastbound			Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Traffic Count (1/22/2026)	10	88	17	96	96	50	22	161	32	10	51	24
PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2026 Peak Season Traffic	10	91	18	99	99	52	23	166	33	10	53	25
Annual Growth Rate	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%
Committed Developments:												
<i>Tribute Hotel</i>												
<i>Doral Branch Library</i>												
<i>Downtown Doral Retail and Garage Expansion</i>												
<i>La Joya</i>					1							
<i>Orion Gas Station</i>								2			1	
<i>Sevilla</i>		25			4							
2027 Background Traffic without Project Trips	11	122	19	105	110	55	25	179	35	11	57	27
Sports Facility Trips	2					3	3	1	2		1	
2027 Total Traffic with Project Trips	13	122	19	105	110	58	28	180	37	11	58	27

Note: U-turn volumes were added to left-turns in order to develop volumes that could be analyzed by the HCM 7th Edition Methodology

VOLUME DEVELOPMENT SHEET

Date: 6/17/2026

NW 82 AVENUE & NW 56 STREET PM Peak Hour

	NW 82 AVENUE			NW 82 AVENUE			NW 56 STREET			NW 56 STREET		
	Northbound			Southbound			Eastbound			Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Traffic Count (1/22/2026)	21	105	27	80	103	16	30	12	15	15	76	52
PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2026 Peak Season Traffic	22	108	28	82	106	16	31	12	15	15	78	54
Annual Growth Rate	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%
Committed Developments:												
<i>Tribute Hotel</i>												
<i>Doral Branch Library</i>												
<i>Downtown Doral Retail and Garage Expansion</i>												
<i>La Joya</i>					3							
<i>Orion Gas Station</i>								1			1	
<i>Sevilla</i>		12			9							
2027 Background Traffic without Project Trips	23	127	30	87	125	17	33	14	16	16	84	57
Sports Facility Trips	8					19	11	5	4		9	
2027 Total Traffic with Project Trips	31	127	30	87	125	36	44	19	20	16	93	57

Note: U-turn volumes were added to left-turns in order to develop volumes that could be analyzed by the HCM 7th Edition Methodology

VOLUME DEVELOPMENT SHEET

Date: 6/17/2026

NW 82 AVENUE & NW 58 STREET AM Peak Hour

	NW 82 AVENUE			NW 82 AVENUE			NW 58 STREET			NW 58 STREET		
	Northbound			Southbound			Eastbound			Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Traffic Count (1/22/2026)	72	41	32	61	40	32	56	834	106	102	826	207
PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2026 Peak Season Traffic	74	42	33	63	41	33	58	859	109	105	851	213
Annual Growth Rate	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%
Committed Developments:												
<i>Tribute Hotel</i>												
<i>Doral Branch Library</i>												
<i>Downtown Doral Retail and Garage Expansion</i>												
<i>La Joya</i>										1		
<i>Orion Gas Station</i>												
<i>Sevilla</i>			25							4		
2027 Background Traffic without Project Trips	79	45	60	67	44	35	61	912	116	117	903	226
Sports Facility Trips		2	1		2					1		
2027 Total Traffic with Project Trips	79	47	61	67	46	35	61	912	116	118	903	226

Note: U-turn volumes were added to left-turns in order to develop volumes that could be analyzed by the HCM 7th Edition Methodology

VOLUME DEVELOPMENT SHEET

Date: 6/17/2026

NW 82 AVENUE & NW 58 STREET PM Peak Hour

	NW 82 AVENUE			NW 82 AVENUE			NW 58 STREET			NW 58 STREET		
	Northbound			Southbound			Eastbound			Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Traffic Count (1/22/2026)	49	71	99	149	56	106	93	808	36	85	945	158
PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2026 Peak Season Traffic	50	73	102	153	58	109	96	832	37	88	973	163
Annual Growth Rate	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%
Committed Developments:												
<i>Tribute Hotel</i>												
<i>Doral Branch Library</i>												
<i>Downtown Doral Retail and Garage Expansion</i>												
<i>La Joya</i>										3		
<i>Orion Gas Station</i>												
<i>Sevilla</i>			12							9		
2027 Background Traffic without Project Trips	54	78	120	163	61	116	102	884	39	105	1,033	173
Sports Facility Trips		7	4		12					7		
2027 Total Traffic with Project Trips	54	85	124	163	73	116	102	884	39	112	1,033	173

Note: U-turn volumes were added to left-turns in order to develop volumes that could be analyzed by the HCM 7th Edition Methodology

VOLUME DEVELOPMENT SHEET

Date: 6/17/2026

NW 84 AVENUE & NW 54 STREET AM Peak Hour

	NW 84 AVENUE			NW 84 AVENUE			NW 54 STREET			NW 54 STREET		
	Northbound			Southbound			Eastbound			Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Traffic Count (1/22/2026)	16	84	82	46	139	17	12	183	52	47	40	20
PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2026 Peak Season Traffic	16	87	84	47	143	18	12	188	54	48	41	21
Annual Growth Rate	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%
Committed Developments:												
<i>Tribute Hotel</i>		9			7							
<i>Doral Branch Library</i>		1			2							
<i>Downtown Doral Retail and Garage Expansion</i>		1			2							
<i>La Joya</i>		9			1							
<i>Orion Gas Station</i>								2			2	
<i>Sevilla</i>				2			10				34	6
2027 Background Traffic without Project Trips	18	112	90	52	164	19	23	202	57	51	80	28
Sports Facility Trips						2	2					
2027 Total Traffic with Project Trips	18	112	90	52	164	21	25	202	57	51	80	28

Note: U-turn volumes were added to left-turns in order to develop volumes that could be analyzed by the HCM 7th Edition Methodology

VOLUME DEVELOPMENT SHEET

Date: 6/17/2026

NW 84 AVENUE & NW 54 STREET PM Peak Hour

	NW 84 AVENUE			NW 84 AVENUE			NW 54 STREET			NW 54 STREET		
	Northbound			Southbound			Eastbound			Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Traffic Count (1/22/2026)	23	125	32	35	98	0	32	135	23	42	122	57
PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2026 Peak Season Traffic	24	129	33	36	101	0	33	139	24	43	126	59
Annual Growth Rate	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%
Committed Developments:												
<i>Tribute Hotel</i>		15			11							
<i>Doral Branch Library</i>		12			11							
<i>Downtown Doral Retail and Garage Expansion</i>		2			2							
<i>La Joya</i>		7			3							
<i>Orion Gas Station</i>								2			1	
<i>Sevilla</i>				5				25			17	3
2027 Background Traffic without Project Trips	26	173	35	43	134	0	35	175	25	46	151	65
Sports Facility Trips						6	10					
2027 Total Traffic with Project Trips	26	173	35	43	134	6	45	175	25	46	151	65

Note: U-turn volumes were added to left-turns in order to develop volumes that could be analyzed by the HCM 7th Edition Methodology

VOLUME DEVELOPMENT SHEET

Date: 6/17/2026

NW 84 AVENUE & NW 56 STREET AM Peak Hour

	NW 84 AVENUE			NW 84 AVENUE			NW 56 STREET			NW 56 STREET		
	Northbound			Southbound			Eastbound			Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Traffic Count (1/22/2026)	12	108	25	118	176	33	19	128	17	20	56	18
PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2026 Peak Season Traffic	12	111	26	122	181	34	20	132	18	21	58	19
Annual Growth Rate	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%
Committed Developments:												
<i>Tribute Hotel</i>												
<i>Doral Branch Library</i>		1			2							
<i>Downtown Doral Retail and Garage Expansion</i>		1			2							
<i>La Joya</i>		9			1							
<i>Orion Gas Station</i>								2			1	
<i>Sevilla</i>		6			2							
2027 Background Traffic without Project Trips	14	135	27	129	199	36	21	142	19	22	62	20
Sports Facility Trips			2	1						2		1
2027 Total Traffic with Project Trips	14	135	29	130	199	36	21	142	19	24	62	21

Note: U-turn volumes were added to left-turns in order to develop volumes that could be analyzed by the HCM 7th Edition Methodology

VOLUME DEVELOPMENT SHEET

Date: 6/17/2026

NW 84 AVENUE & NW 56 STREET PM Peak Hour

	NW 84 AVENUE			NW 84 AVENUE			NW 56 STREET			NW 56 STREET		
	Northbound			Southbound			Eastbound			Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Traffic Count (1/22/2026)	14	206	26	44	116	15	34	61	18	25	62	24
PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2026 Peak Season Traffic	14	212	27	45	119	15	35	63	19	26	64	25
Annual Growth Rate	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%	6.17%
Committed Developments:												
<i>Tribute Hotel</i>												
<i>Doral Branch Library</i>		12			11							
<i>Downtown Doral Retail and Garage Expansion</i>		2			2							
<i>La Joya</i>		7			3							
<i>Orion Gas Station</i>								1			1	
<i>Sevilla</i>		3			5							
2027 Background Traffic without Project Trips	16	249	28	48	148	16	37	68	20	27	69	26
Sports Facility Trips			10		11					6		6
2027 Total Traffic with Project Trips	16	249	38	59	148	16	37	68	20	33	69	32

Note: U-turn volumes were added to left-turns in order to develop volumes that could be analyzed by the HCM 7th Edition Methodology

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2025 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2025	22500	C	N 11000		S 11500	9.00	55.00	4.80
2024	22500	F	N 11500		S 11000	9.00	54.90	4.80
2023	22500	C	N 11500		S 11000	9.00	55.10	4.80
2022	23500	F	N 11000		S 12500	9.00	54.70	3.10
2021	23500	C	N 11000		S 12500	9.00	54.30	3.10
2020	16500	T	N 9100		S 7400	9.00	54.20	10.40
2019	17200	S	N 9500		S 7700	9.00	54.60	11.00
2018	17200	F	N 9500		S 7700	9.00	54.30	12.10
2017	17000	C	N 9400		S 7600	9.00	55.00	12.60
2016	24500	F	N 11500		S 13000	9.00	54.50	13.50
2015	23500	C	N 11000		S 12500	9.00	54.70	13.70
2014	9400	S	N 5000		S 4400	9.00	54.50	17.40
2013	9400	F	N 5000		S 4400	9.00	52.40	16.20
2012	9600	C	N 5100		S 4500	9.00	55.70	16.00

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2025 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8670 - NW 54 STREET 380' WEST OF NW 82 AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2025	4800 C	E	2700	W	2100	9.00	61.00	5.80
2024	4500 E	E	2400	W	2100	9.00	52.70	7.80
2023	4500 S	E	2400	W	2100	9.00	63.10	7.00
2022	4300 F	E	2300	W	2000	9.00	56.50	7.60
2021	4100 C	E	2200	W	1900	9.00	55.00	7.00
2020	2600 X		0		0	9.00	56.00	8.90
2019	2900 E					9.00	56.00	8.70
2018	2600 V	E	1300	W	1300	9.00	54.30	8.80
2017	2900 R	E	1500	W	1400	9.00	56.10	8.50
2016	2900 T	E	1500	W	1400	9.00	56.10	8.00
2015	2900 S	E	1500	W	1400	9.00	57.40	10.20
2014	2900 F	E	1500	W	1400	9.00	59.30	12.00
2013	2900 C	E	1500	W	1400	9.00	58.90	3.10

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2025 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8704 - NW 87TH AVE/NW 58TH ST 100 FT NORTH OF NW 52ND ST

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2025	29000	S	N 15000		S 14000	9.00	61.00	5.80
2024	29000	F	N 15000		S 14000	9.00	52.70	7.80
2023	29000	C	N 15000		S 14000	9.00	63.10	7.00
2022	20100	T	N 9600		S 10500	9.00	56.50	7.60
2021	19300	S	N 9300		S 10000	9.00	55.00	7.00
2020	20300	F	N 9800		S 10500	9.00	56.00	8.90
2019	23000	C	N 11000		S 12000	9.00	56.00	8.70
2018	19200	T	N 9400		S 9800	9.00	54.30	8.80
2017	21500	S	N 10500		S 11000	9.00	55.70	8.50
2016	21500	F	N 10500		S 11000	9.00	56.10	8.00
2015	21500	C	N 10500		S 11000	9.00	57.40	10.20

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
2025 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8705 - NW 87TH AVE/NW 58TH ST 200 FT. EAST OF NW 84TH AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2025	28500	S	E 14000		W 14500	9.00	61.00	5.80
2024	28500	F	E 14000		W 14500	9.00	52.70	7.80
2023	28500	C	E 14000		W 14500	9.00	63.10	7.00
2022	29500	T	E 15000		W 14500	9.00	56.50	7.60
2021	28500	S	E 14500		W 14000	9.00	55.00	7.00
2020	30000	F	E 15500		W 14500	9.00	56.00	8.90
2019	33500	C	E 17500		W 16000	9.00	56.00	8.70
2018	25500	T	E 12000		W 13500	9.00	54.30	8.80
2017	28500	S	E 13500		W 15000	9.00	55.70	8.50
2016	28500	F	E 13500		W 15000	9.00	56.10	8.00
2015	29000	C	E 13500		W 15500	9.00	57.40	10.20

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

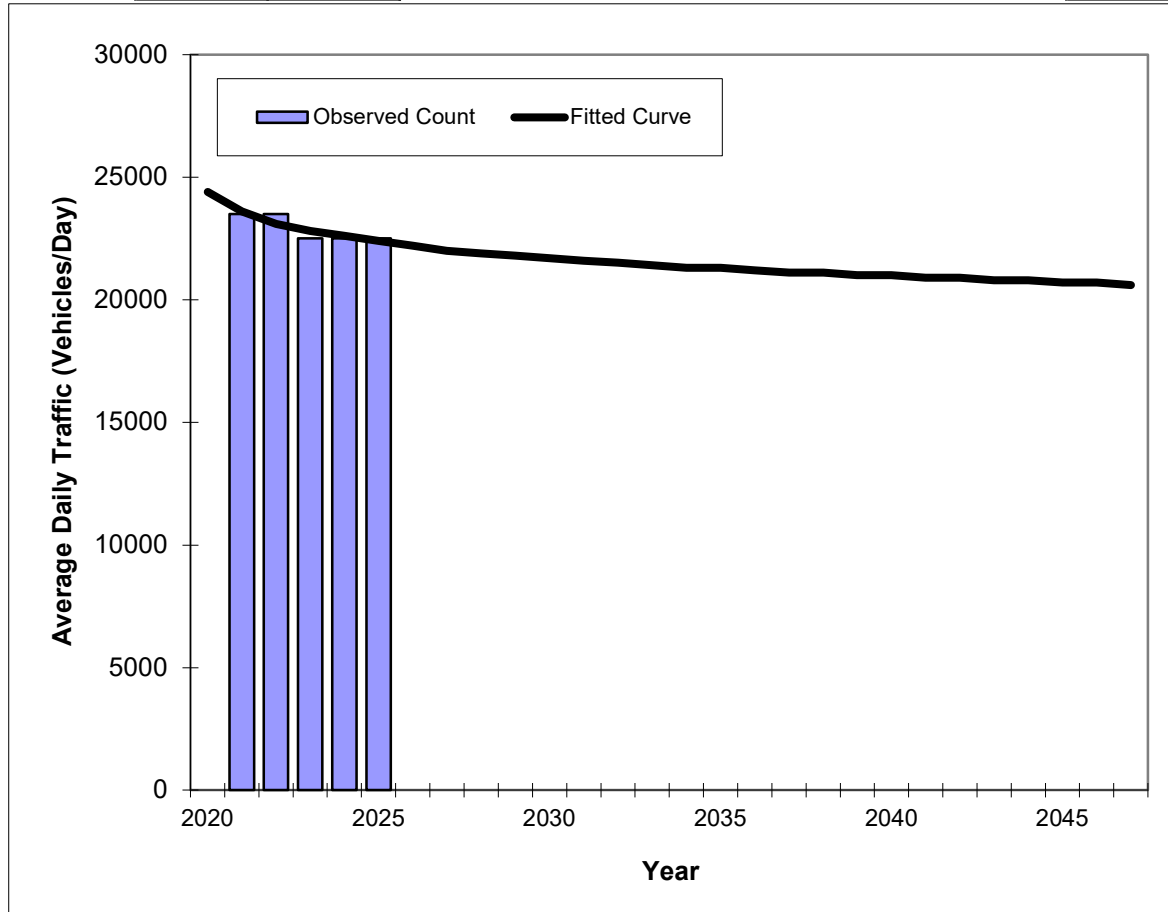
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NW 79TH AVENUE -- 200' NORTH OF NW 36TH STREET

FIN#	1234
Location	4

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



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	N/A	N/A
2021	23500	23600
2022	23500	23100
2023	22500	22800
2024	22500	22600
2025	22500	22400
2026 Opening Year Trend		
2026	N/A	22200
2027 Mid-Year Trend		
2027	N/A	22000
2027 Design Year Trend		
2027	N/A	22000
TRANPLAN Forecasts/Trends		

Trend R-squared:	78.12%
Compounded Annual Historic Growth Rate:	-1.70%
Compounded Growth Rate (2025 to Design Year):	-0.90%
Printed:	17-Jun-26
Decaying Exponential Growth Option	

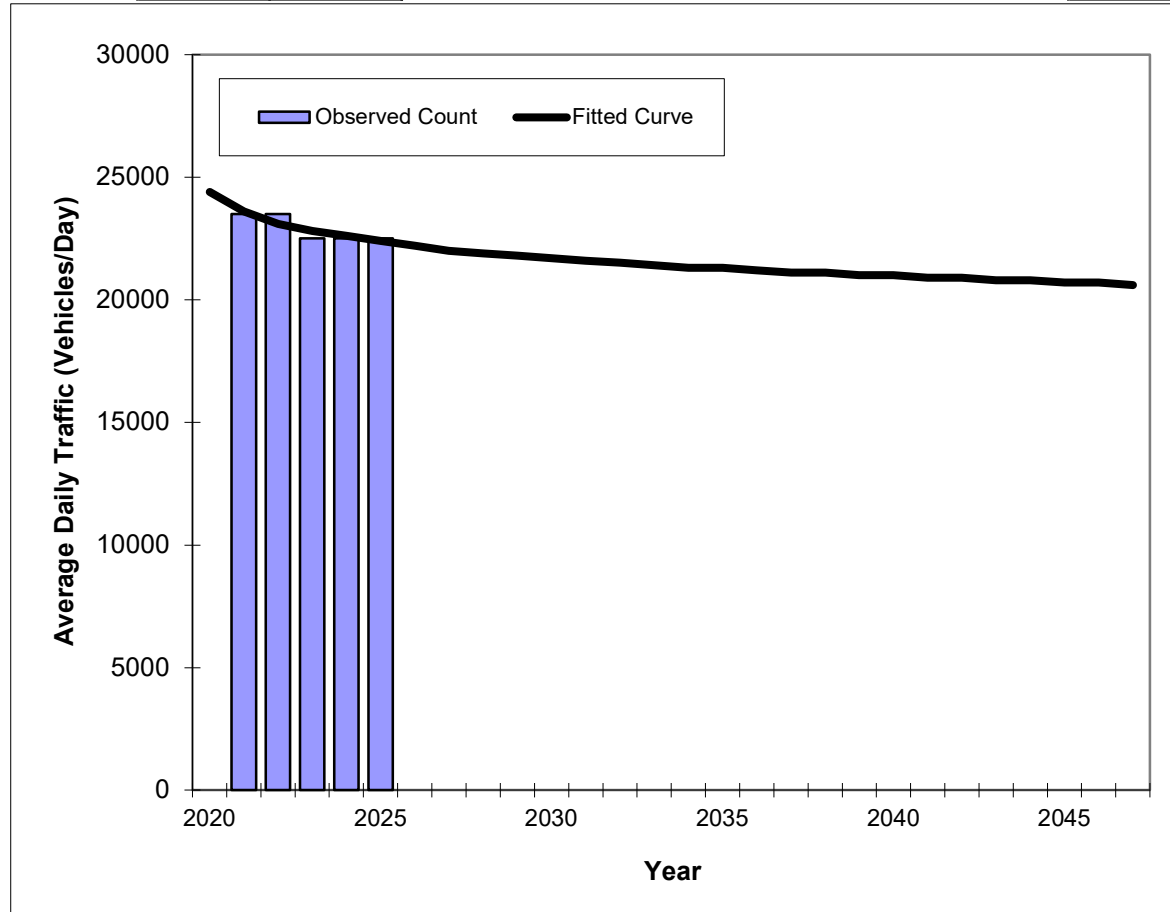
*Axle-Adjusted

Traffic Trends - V03.a

NW 79TH AVENUE -- 200' NORTH OF NW 36TH STREET

FIN#	1234
Location	4

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



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	N/A	N/A
2021	23500	23600
2022	23500	23100
2023	22500	22800
2024	22500	22600
2025	22500	22400
2026 Opening Year Trend		
2026	N/A	22200
2027 Mid-Year Trend		
2027	N/A	22000
2027 Design Year Trend		
2027	N/A	22000
TRANPLAN Forecasts/Trends		

Trend R-squared:	75.00%
Compounded Annual Historic Growth Rate:	-1.70%
Compounded Growth Rate (2025 to Design Year):	-0.90%
Printed:	17-Jun-26
Exponential Growth Option	

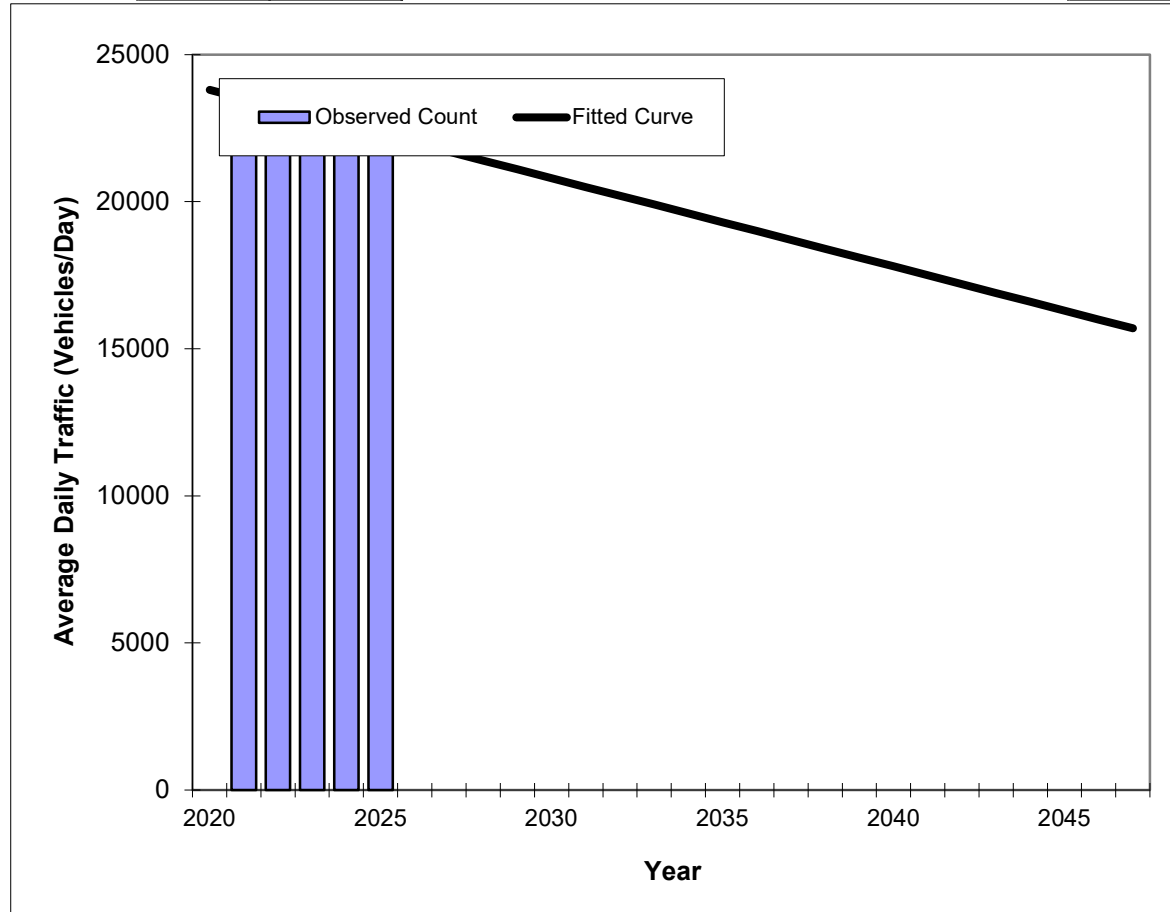
*Axle-Adjusted

Traffic Trends - V03.a

NW 79TH AVENUE -- 200' NORTH OF NW 36TH STREET

FIN#	1234
Location	4

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



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	N/A	N/A
2021	23500	23500
2022	23500	23200
2023	22500	22900
2024	22500	22600
2025	22500	22300
2026 Opening Year Trend		
2026	N/A	22000
2027 Mid-Year Trend		
2027	N/A	21700
2027 Design Year Trend		
2027	N/A	21700
TRANPLAN Forecasts/Trends		

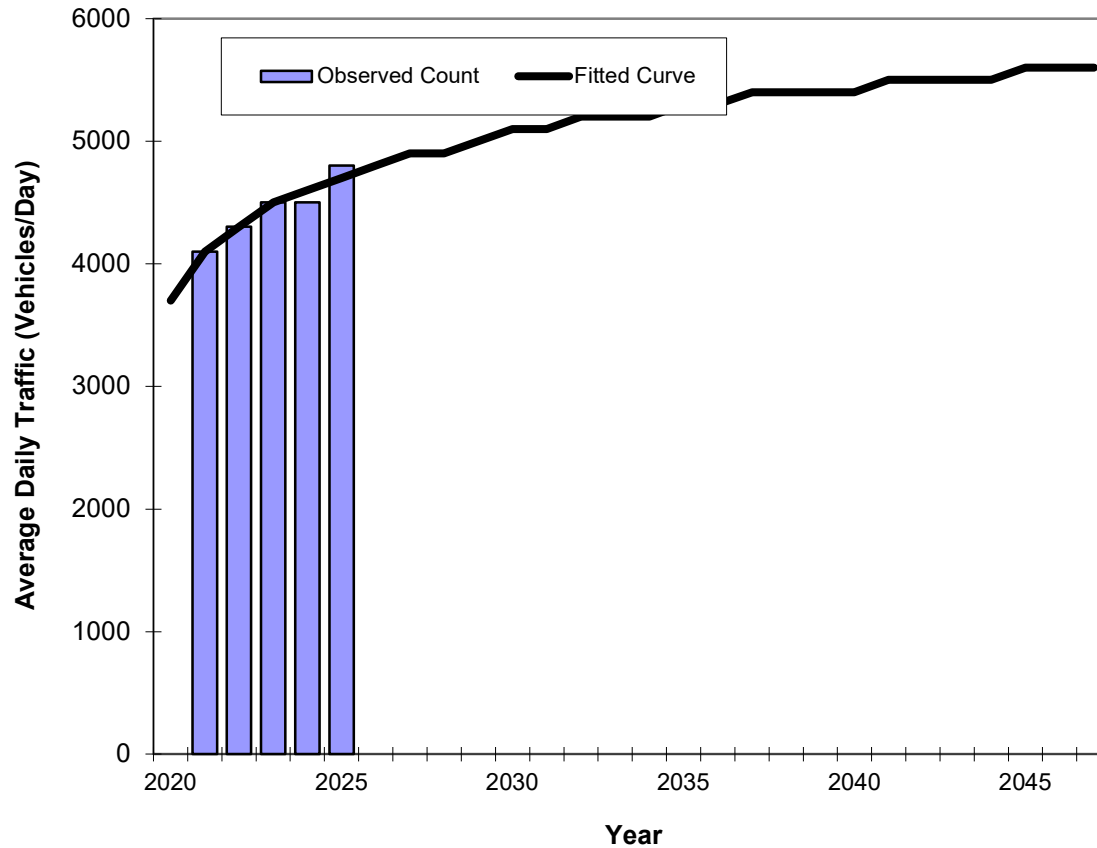
** Annual Trend Increase:	-300
Trend R-squared:	75.00%
Trend Annual Historic Growth Rate:	-1.26%
Trend Growth Rate (2025 to Design Year):	-1.35%
Printed:	17-Jun-26
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a **NW 54 STREET -- 380' WEST OF NW 82 AVE**

FIN#	1234
Location	1

County:	Miami-Dade(87)
Station #:	8670
Highway:	NW 54 STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	N/A	N/A
2021	4100	4100
2022	4300	4300
2023	4500	4500
2024	4500	4600
2025	4800	4700
2026 Opening Year Trend		
2026	N/A	4800
2027 Mid-Year Trend		
2027	N/A	4900
2027 Design Year Trend		
2027	N/A	4900
TRANPLAN Forecasts/Trends		

Trend R-squared: 92.57%
 Compounded Annual Historic Growth Rate: 4.90%
 Compounded Growth Rate (2025 to Design Year): 2.11%
 Printed: 17-Jun-26

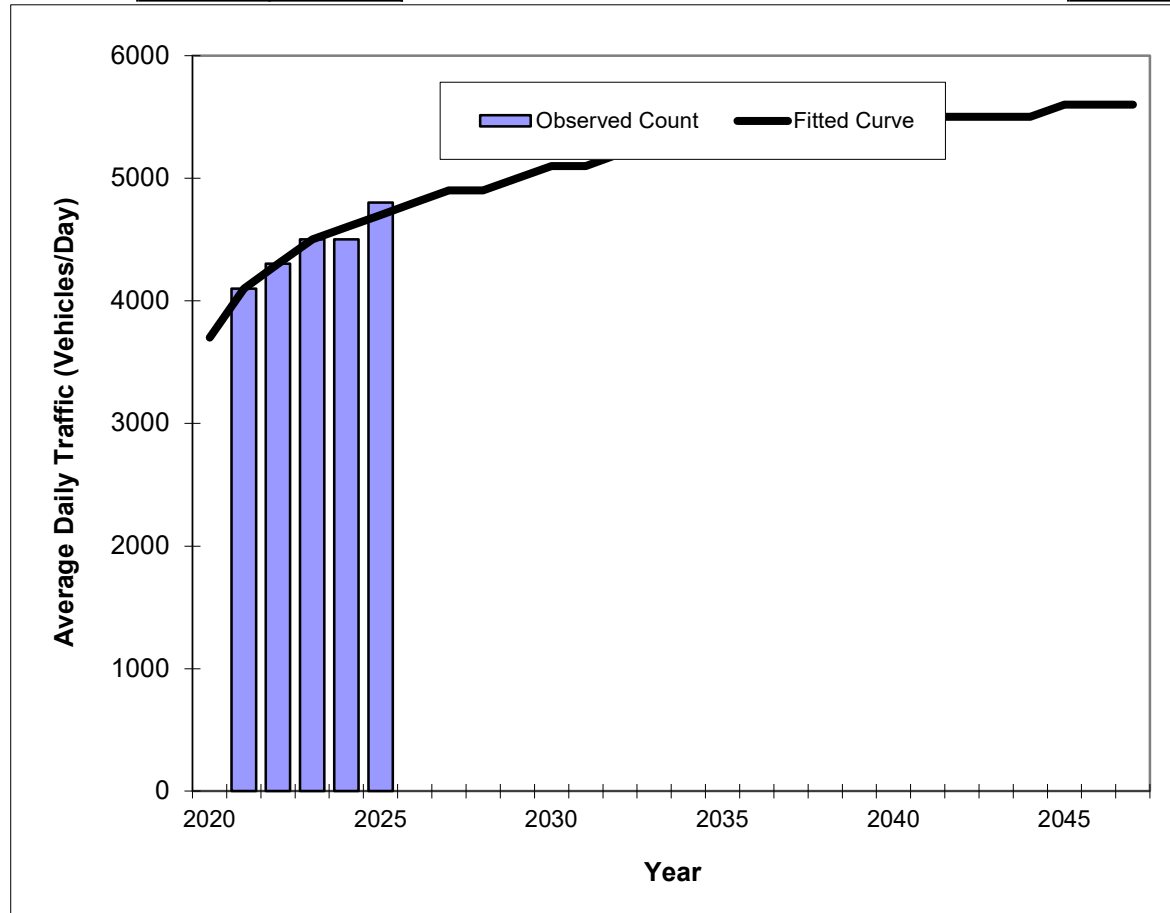
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends - V03.a **NW 54 STREET -- 380' WEST OF NW 82 AVE**

FIN#	1234
Location	1

County:	Miami-Dade(87)
Station #:	8670
Highway:	NW 54 STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	N/A	N/A
2021	4100	4100
2022	4300	4300
2023	4500	4500
2024	4500	4600
2025	4800	4700
2026 Opening Year Trend		
2026	N/A	4800
2027 Mid-Year Trend		
2027	N/A	4900
2027 Design Year Trend		
2027	N/A	4900
TRANPLAN Forecasts/Trends		

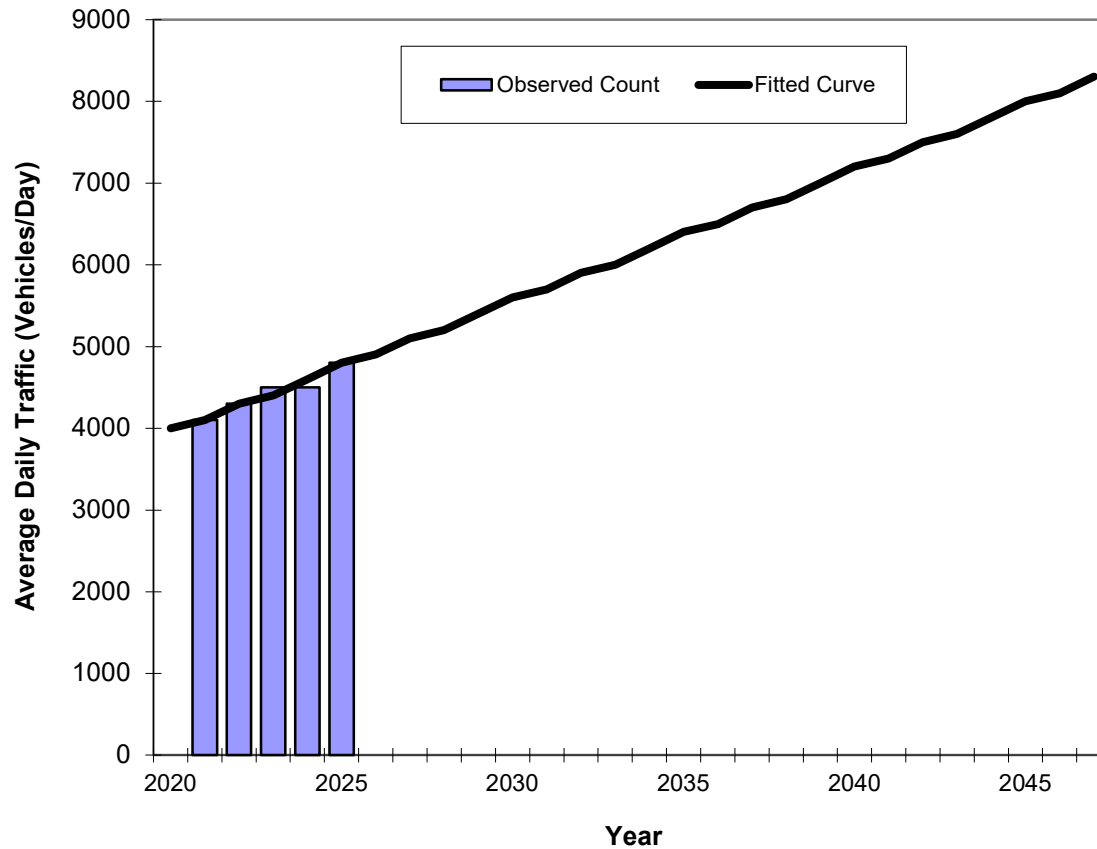
Trend R-squared:	94.27%
Compounded Annual Historic Growth Rate:	4.90%
Compounded Growth Rate (2025 to Design Year):	2.11%
Printed:	17-Jun-26
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a **NW 54 STREET -- 380' WEST OF NW 82 AVE**

FIN#	1234
Location	1

County:	Miami-Dade(87)
Station #:	8670
Highway:	NW 54 STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	N/A	N/A
2021	4100	4100
2022	4300	4300
2023	4500	4400
2024	4500	4600
2025	4800	4800
2026 Opening Year Trend		
2026	N/A	4900
2027 Mid-Year Trend		
2027	N/A	5100
2027 Design Year Trend		
2027	N/A	5100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	160
Trend R-squared:	94.12%
Trend Annual Historic Growth Rate:	4.00%
Trend Growth Rate (2025 to Design Year):	3.13%
Printed:	17-Jun-26
Straight Line Growth Option	

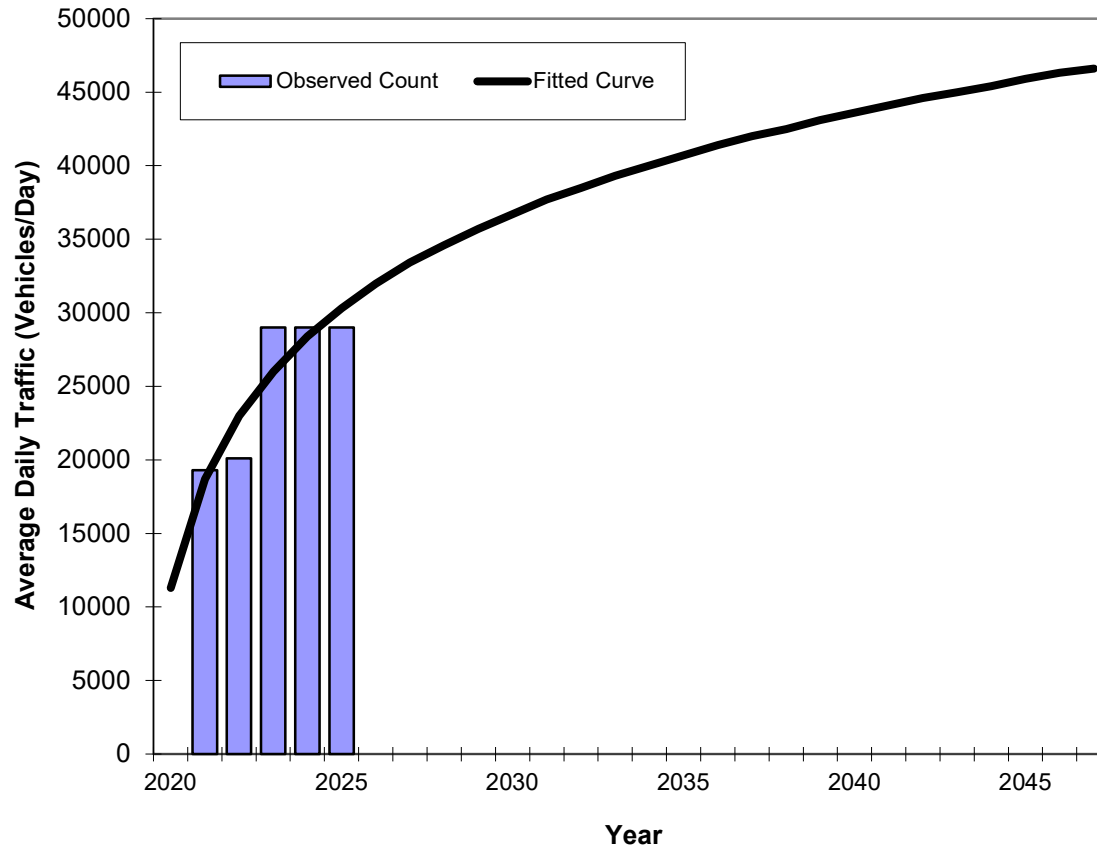
*Axle-Adjusted

Traffic Trends - V03.a

NW 87TH AVE/NW 58TH ST -- 100 FT NORTH OF NW 52ND ST

FIN#	1234
Location	3

County:	Miami-Dade(87)
Station #:	8704
Highway:	NW 87TH AVE/NW 58TH ST



Trend R-squared: 81.15%
 Compounded Annual Historic Growth Rate: 21.81%
 Compounded Growth Rate (2025 to Design Year): 4.99%
 Printed: 17-Jun-26

Decaying Exponential Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	N/A	N/A
2021	19300	18700
2022	20100	23000
2023	29000	26000
2024	29000	28400
2025	29000	30300
2026 Opening Year Trend		
2026	N/A	32000
2027 Mid-Year Trend		
2027	N/A	33400
2027 Design Year Trend		
2027	N/A	33400
TRANPLAN Forecasts/Trends		

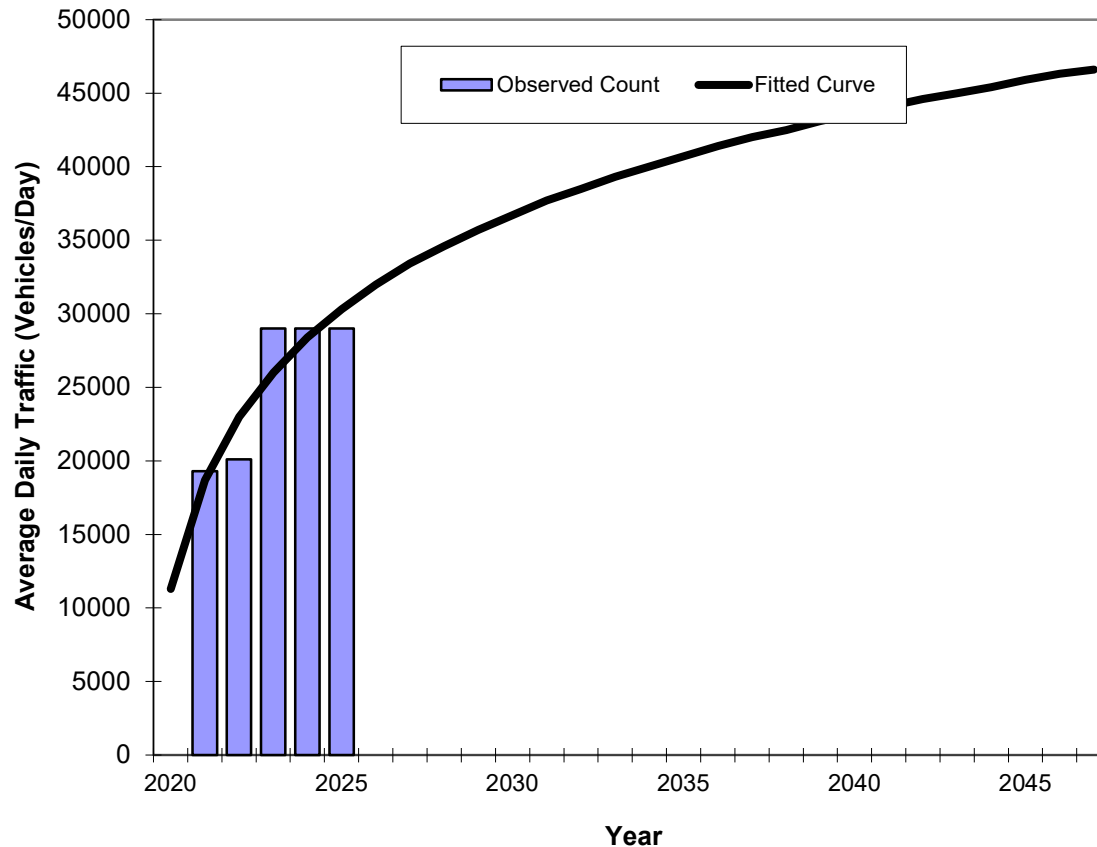
*Axle-Adjusted

Traffic Trends - V03.a

NW 87TH AVE/NW 58TH ST -- 100 FT NORTH OF NW 52ND ST

FIN#	1234
Location	3

County:	Miami-Dade(87)
Station #:	8704
Highway:	NW 87TH AVE/NW 58TH ST



Trend R-squared: 77.29%
 Compounded Annual Historic Growth Rate: 21.81%
 Compounded Growth Rate (2025 to Design Year): 4.99%
 Printed: 17-Jun-26

Exponential Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	N/A	N/A
2021	19300	18700
2022	20100	23000
2023	29000	26000
2024	29000	28400
2025	29000	30300
2026 Opening Year Trend		
2026	N/A	32000
2027 Mid-Year Trend		
2027	N/A	33400
2027 Design Year Trend		
2027	N/A	33400
TRANPLAN Forecasts/Trends		

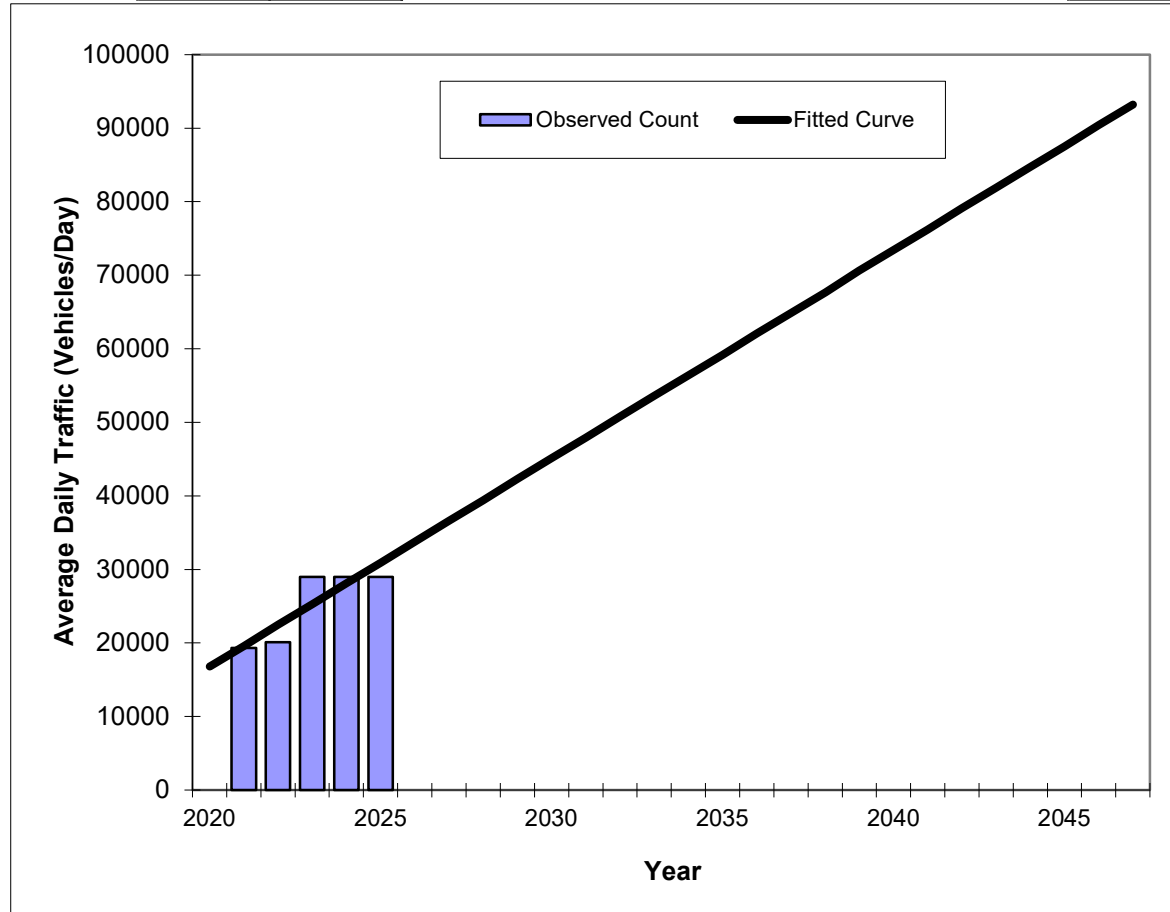
*Axle-Adjusted

Traffic Trends - V03.a

NW 87TH AVE/NW 58TH ST -- 100 FT NORTH OF NW 52ND ST

FIN#	1234
Location	3

County:	Miami-Dade(87)
Station #:	8704
Highway:	NW 87TH AVE/NW 58TH ST



** Annual Trend Increase:	2,830
Trend R-squared:	76.93%
Trend Annual Historic Growth Rate:	16.79%
Trend Growth Rate (2025 to Design Year):	9.22%
Printed:	17-Jun-26
Straight Line Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	N/A	N/A
2021	19300	19600
2022	20100	22500
2023	29000	25300
2024	29000	28100
2025	29000	30900
2026 Opening Year Trend		
2026	N/A	33800
2027 Mid-Year Trend		
2027	N/A	36600
2027 Design Year Trend		
2027	N/A	36600
TRANPLAN Forecasts/Trends		

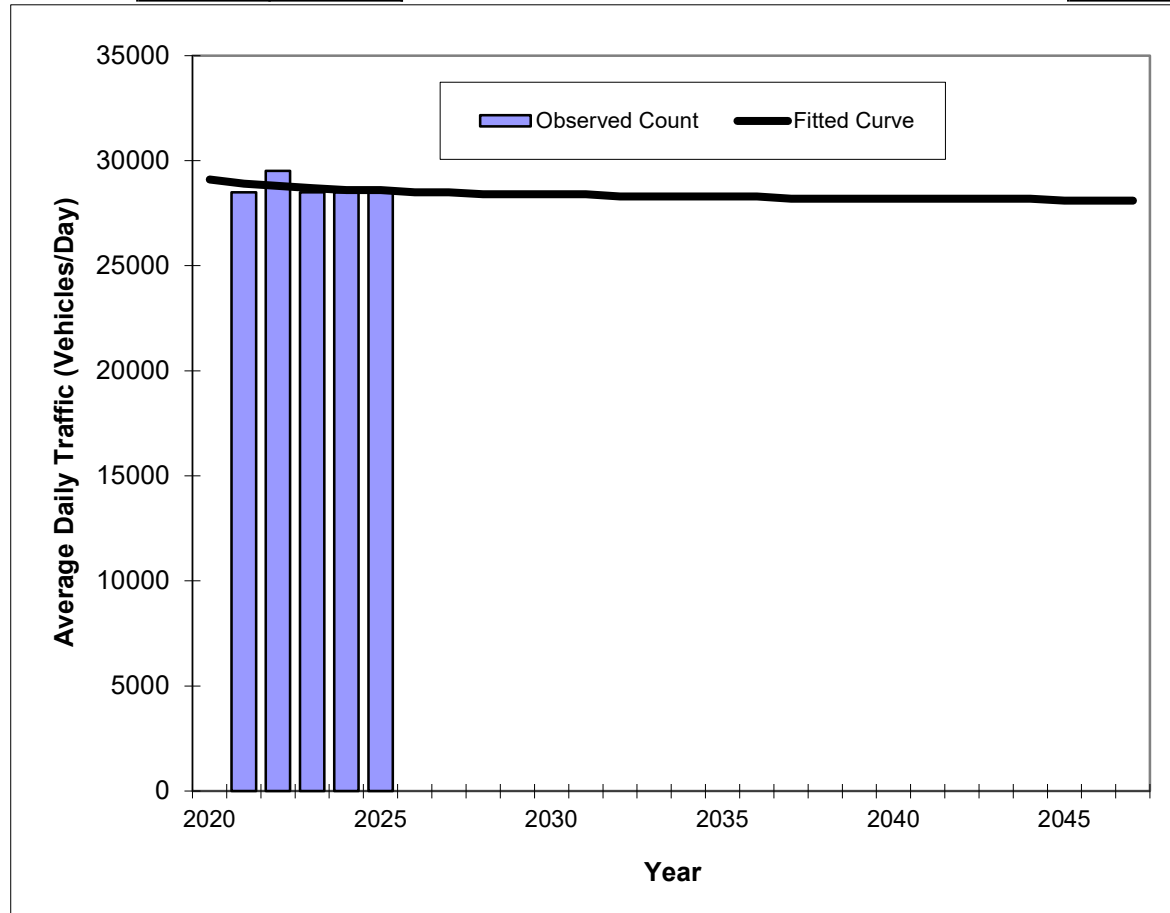
*Axle-Adjusted

Traffic Trends - V03.a

NW 87TH AVE/NW 58TH ST -- 200 FT. EAST OF NW 84TH AVE

FIN#	1234
Location	2

County:	Miami-Dade(87)
Station #:	8705
Highway:	NW 87TH AVE/NW 58TH ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	N/A	N/A
2021	28500	28900
2022	29500	28800
2023	28500	28700
2024	28500	28600
2025	28500	28600
2026 Opening Year Trend		
2026	N/A	28500
2027 Mid-Year Trend		
2027	N/A	28500
2027 Design Year Trend		
2027	N/A	28500
TRANPLAN Forecasts/Trends		

Trend R-squared:	7.84%
Compounded Annual Historic Growth Rate:	-0.35%
Compounded Growth Rate (2025 to Design Year):	-0.17%
Printed:	17-Jun-26
Decaying Exponential Growth Option	

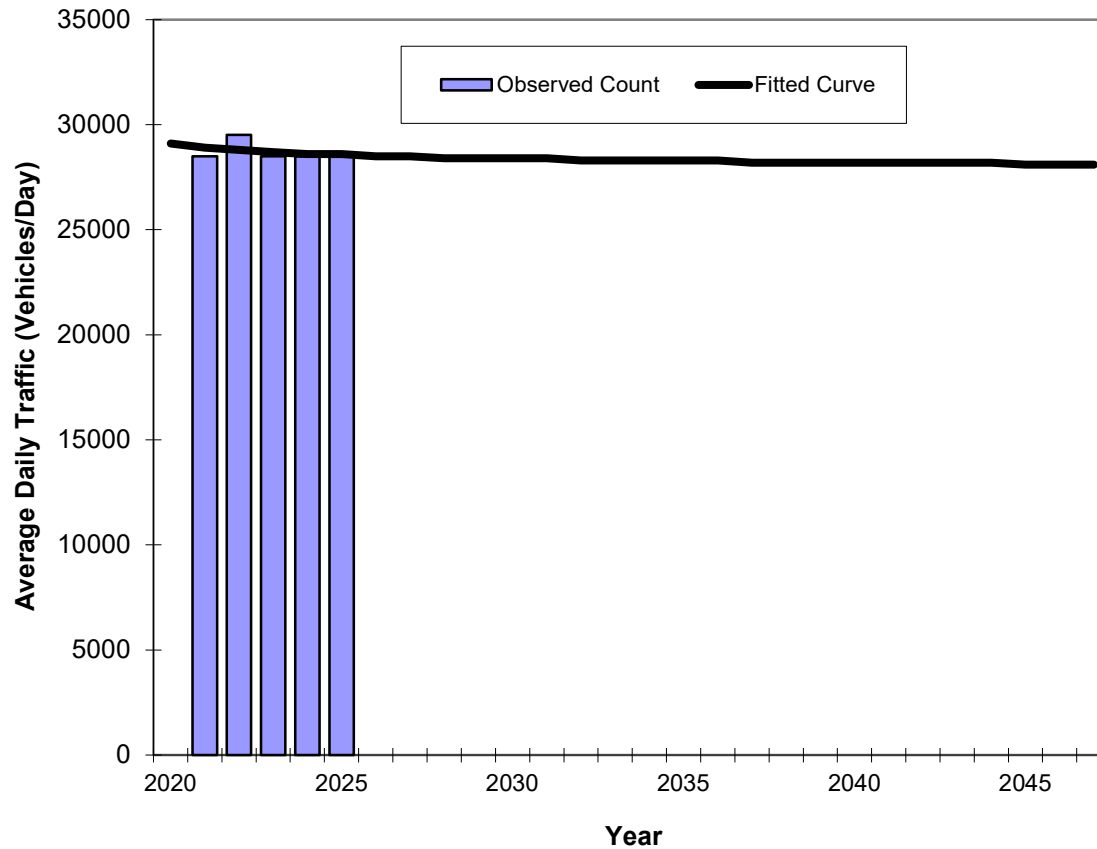
*Axle-Adjusted

Traffic Trends - V03.a

NW 87TH AVE/NW 58TH ST -- 200 FT. EAST OF NW 84TH AVE

FIN#	1234
Location	2

County:	Miami-Dade(87)
Station #:	8705
Highway:	NW 87TH AVE/NW 58TH ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	N/A	N/A
2021	28500	28900
2022	29500	28800
2023	28500	28700
2024	28500	28600
2025	28500	28600
2026 Opening Year Trend		
2026	N/A	28500
2027 Mid-Year Trend		
2027	N/A	28500
2027 Design Year Trend		
2027	N/A	28500
TRANPLAN Forecasts/Trends		

Trend R-squared: 12.50%
 Compounded Annual Historic Growth Rate: -0.35%
 Compounded Growth Rate (2025 to Design Year): -0.17%
 Printed: 17-Jun-26

Exponential Growth Option

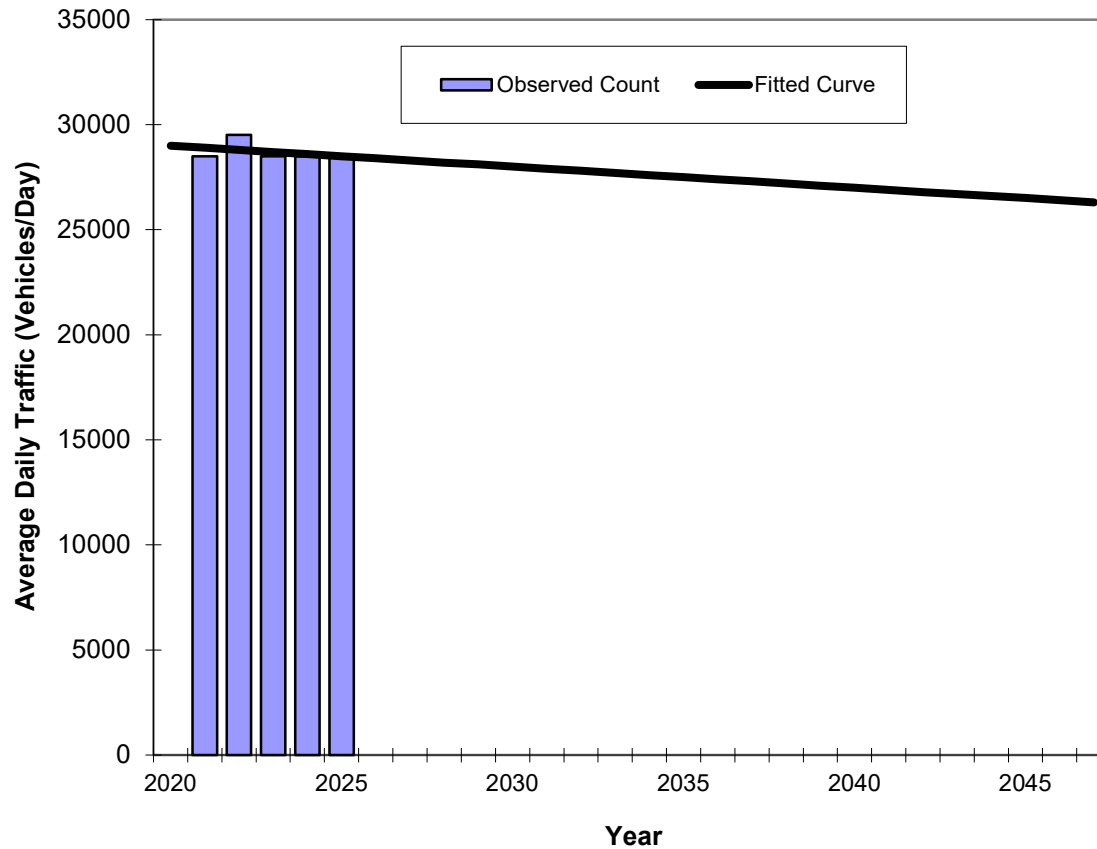
*Axle-Adjusted

Traffic Trends - V03.a

NW 87TH AVE/NW 58TH ST -- 200 FT. EAST OF NW 84TH AVE

FIN#	1234
Location	2

County:	Miami-Dade(87)
Station #:	8705
Highway:	NW 87TH AVE/NW 58TH ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	N/A	N/A
2021	28500	28900
2022	29500	28800
2023	28500	28700
2024	28500	28600
2025	28500	28500
2026 Opening Year Trend		
2026	N/A	28400
2027 Mid-Year Trend		
2027	N/A	28300
2027 Design Year Trend		
2027	N/A	28300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-100
Trend R-squared:	12.50%
Trend Annual Historic Growth Rate:	-0.34%
Trend Growth Rate (2025 to Design Year):	-0.35%
Printed:	17-Jun-26
Straight Line Growth Option	

*Axle-Adjusted

Growth Rate Trend Analysis Calculations

Description Option	Station # 8670			Station # 8705			Station # 8704			Station # 8161		
	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential
Trend Growth Rate	4.00	4.90	4.90	-0.34	-0.35	-0.35	16.79	21.81	21.81	-1.26	-1.70	-1.70
Trend R-squared	94.12	94.27	92.57	12.50	12.50	7.84	76.93	77.29	81.15	75.00	75.00	78.21
Average Growth Rate (5-year) Linear all stations	4.80											
Average Growth Rate (5-year) Exponential all stations	6.17											
Average Growth Rate (5-year) Decaying Exponential all stations	6.17											
Highest R-Square	94.27											
Growth Rate (5-year) with the Highest R- Square	6.17											

Notes:

Traffic volumes from 2020 were excluded from the analysis due to the COVID-19 Pandemic

What Is R-squared?

R-squared is a statistical measure of how close the data are to the fitted regression line. It is also known as the coefficient of determination, or the coefficient of multiple determination for multiple regression.

The definition of R-squared is fairly straight-forward; it is the percentage of the response variable variation that is explained by a linear model. Or:

R-squared = Explained variation / Total variation

R-squared is always between 0 and 100%:

0% indicates that the model explains none of the variability of the response data around its mean.

100% indicates that the model explains all the variability of the response data around its mean.

In general, the higher the R-squared, the better the model fits your data.

However, there are important conditions for this guideline that I'll talk about both in this post and my next post.

Exhibit 9: Project Trip Generation Summary

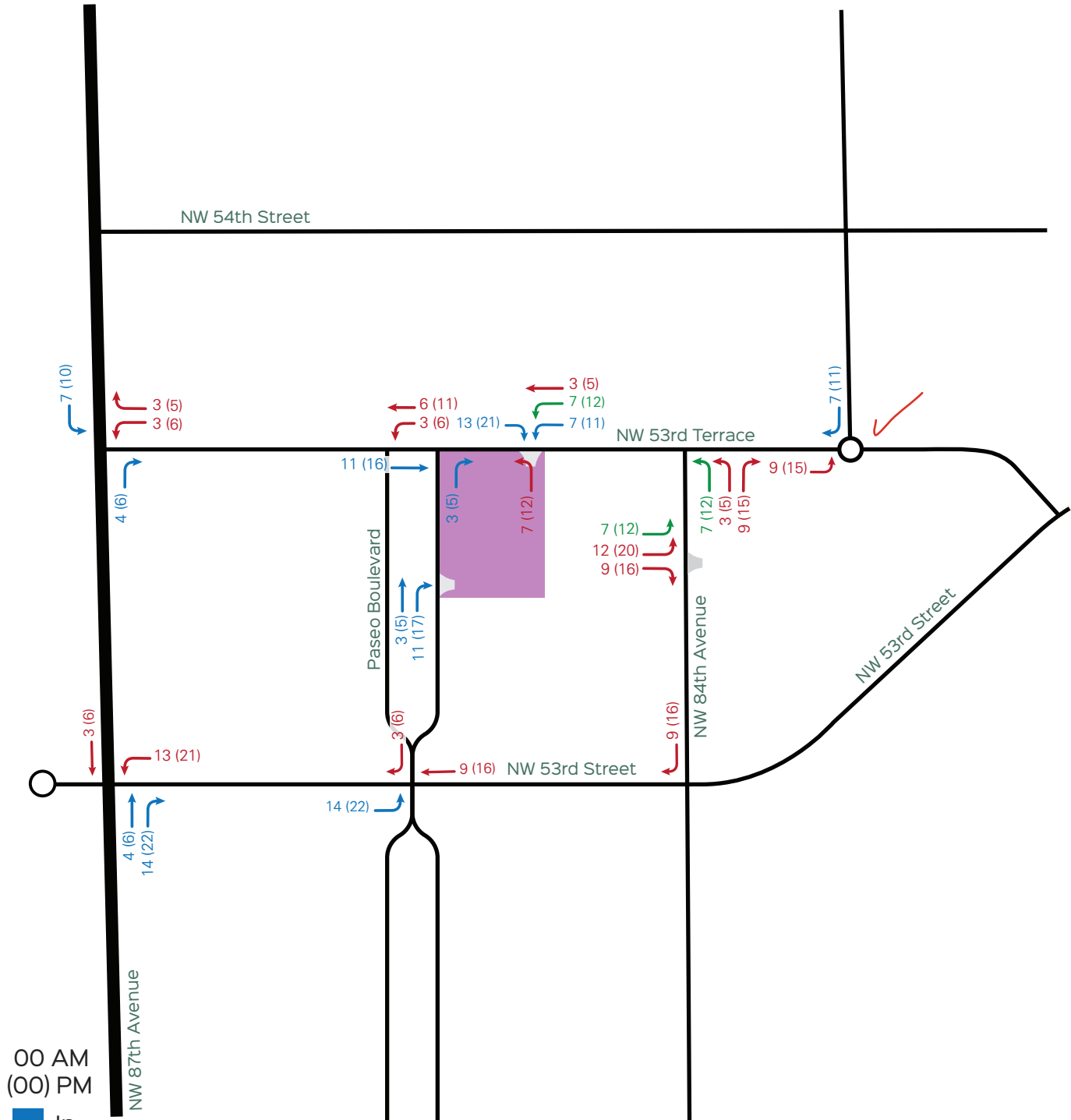
Proposed ITE Land Use Designation ¹	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Hotel <i>Land Use Code: 310</i>	168 Rooms	982	30	27	57	45	43	88
Strip Retail Plaza (<40k) <i>Land Use Code: 822</i>	1,546 SF	84	3	3	6	11	11	22
Total Gross Trips		1,066	33	30	63	56	54	110
Other Modes of Transportation (Hotel Only) ³		5.7%	-2	-2	-4	-3	-2	-5
Internalization ²	AM	0.0%	0	0	0	-1	-1	-2
	PM	1.9%						
Passby Retail (PM) ⁴		40.0%	0	0	0	-4	-4	-8
Net Proposed Trips			31	28	59	48	47	95

¹ Based on ITE Trip Generation Manual, 12th Edition.

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

³ Based on US census data for census tract 90.66 and local characteristics.

⁴ Based on two ITE studies (in FL) the average pass-by rate for shopping centers <40k SF is 66%, a 40% reduction, matching LU 821 was used for a more conservative analysis.



00 AM
(00) PM

In
Out

Project Location

Exhibit 12

Project Trip Assignment



Trip Generation

The trip generation for the proposed project was estimated using trip generation rates and equations from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. For this analysis, no reduction factor was used in the study to account for other modes of transportation. Trip generation calculations were performed for a typical weekday, as well as, AM, midday and PM peak hours of the adjacent street (see Attachment B). The proposed project trip generation calculations are summarized in Exhibit 2.

Exhibit 2: Trip Generation Summary

Proposed ITE Land Use Designation ¹	Number of Units	Daily (Two-Way) Vehicle Trips	AM Peak Hour Vehicle Trips			Midday Peak Hour Vehicle Trips ²			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total	In	Out	Total
Library <i>Land Use Code: 590</i>	20,000 SF	1,402	14	6	20	89	82	171	81	88	169
Net Proposed Trips		1,402	14	6	20	89	82	171	81	88	169

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

²Based on ITE PM peak hour of generator rates/equations.

Intersection Capacity Analysis

Data Collection

Vehicle turning movement counts (TMCs) were collected on April 13, 2022 for the intersections abutting the project site. Weekly volume peak season conversion factors from FDOT's 2019 Peak Season Factor Category Report (Miami-Dade County north) were used, corresponding to the dates of the counts, to adjust the raw turning movement counts to peak season conditions. The raw traffic counts and peak season conversion factor are provided in Attachment C. Existing intersection volumes (adjusted for peak season conditions) are documented in Attachment C. Exhibits 3 and 4 show the lane configurations and turning movements for existing conditions, respectively.

NW 53rd Street

	Project Location		Inbound	00 AM
	Doral Government Center Parking Garage		Outbound	<00> Midday (00) PM

*AM peak outbound distribution altered due to low outbound trips (6 trips)

4.4 Project Trip Generation

The trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. Based on the US census data for tract 90.66, 3.1% of the area uses other modes of transportation. As such, a 3.1% deduction was taken for other modes of transportation. ITE research shows that a certain percent of retail trips are "pass-by" trips. These are described as trips "attracted from the traffic passing the site on an adjacent street." These are not new trips, but trips already using the existing roadway network that stop at the proposed use and go back to their original path. Pass-by trips for this use were established based on guidelines provided in ITE's *Trip Generation Manual*, 11th Edition Appendices. ITE trip generation worksheets are provided in Appendix F. The project trip generation summary is provided in Exhibit 9.

Exhibit 9: Project Trip Generation Summary

Proposed Retail								
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
Shopping Plaza (40-150K) <i>Land Use Code: 821</i>	102,440 SF	6,916	110	67	177	261	271	532
Total Gross Trips		6,916	110	67	177	261	271	532
Other Modes of Transportation ²	3.1%	-214	-3	-2	-5	-9	-8	-17
Retail Pass-by (PM) ³	40%	0	0	0	0	-103	-103	-206
Net Proposed Trips		6,702	107	65	172	149	160	309

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

² Based on US Census Tract 90.66 and local characteristics.

³ Based on ITE Trip Generation Manual, 11th Edition Appendices Pass-by tables.

Existing Retail

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
Shopping Plaza (40-150K) <i>Land Use Code: 821</i>	78,019 SF	5,268	84	51	135	198	207	405
Total Gross Trips		5,268	84	51	135	198	207	405
Other Modes of Transportation ²	3.1%	-163	-3	-2	-5	-6	-6	-12
Retail Pass-by (PM) ³	40%	0	0	0	0	-79	-79	-158
Net Existing Trips		5,105	81	49	130	113	122	235

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

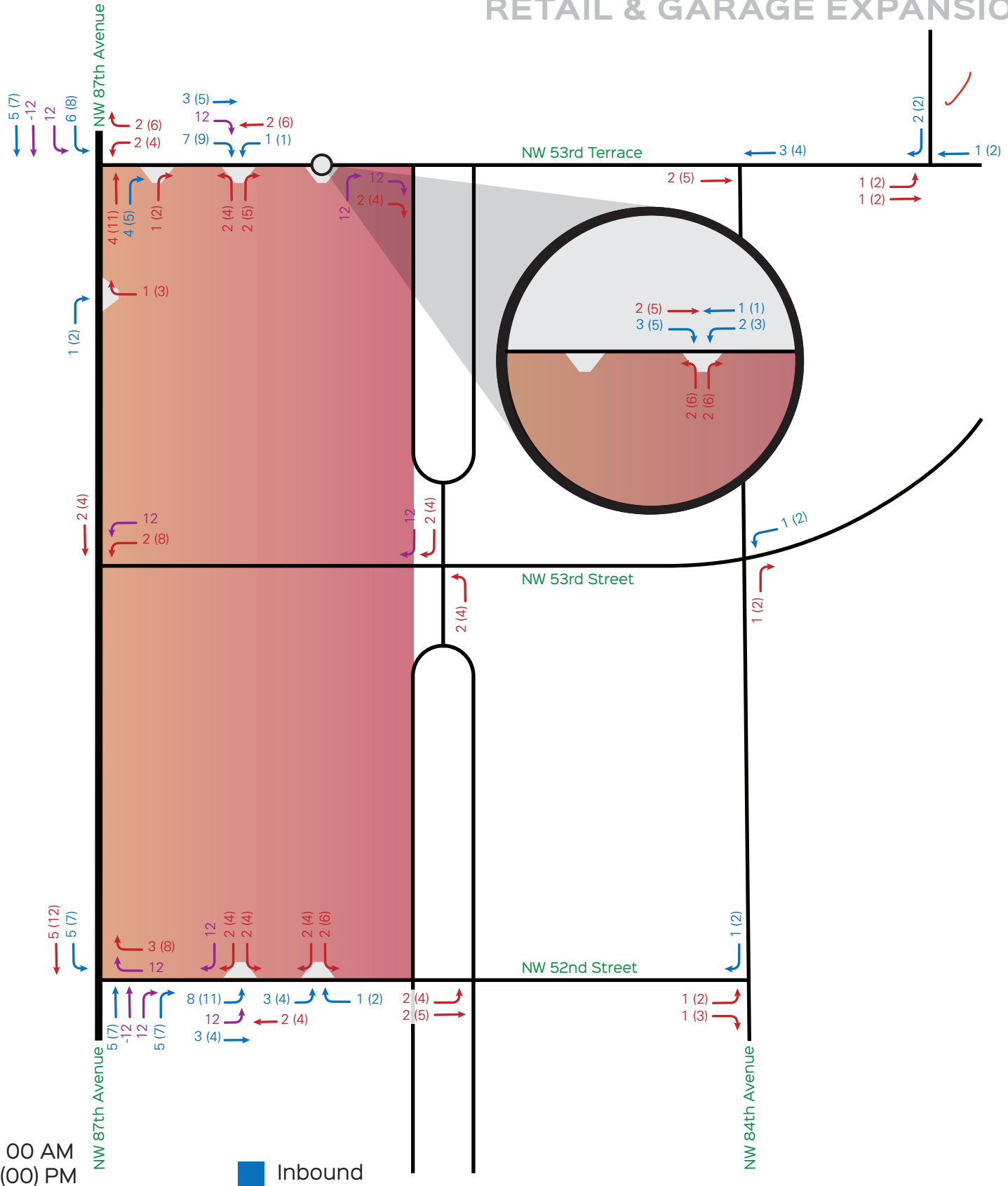
² Based on US Census Tract 90.66 and local characteristics.

³ Based on ITE Trip Generation Manual, 11th Edition Appendices Pass-by tables.

New External Trips

Net New External Trips	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Proposed	6,702	107	65	172	149	160	309
Existing	5,105	81	49	130	113	122	235
Difference	1,597	26	16	42	36	38	74

DOWNTOWN DORAL RETAIL & GARAGE EXPANSION



00 AM
(00) PM

Exhibit 13
Project Trip Assignment

4.4 Project Trip Generation

The trip generation for the proposed projects were estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th 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. Based on the US census data for tract 90.66, 5.7% of the area uses other modes of transportation. ITE trip generation worksheets are provided in Appendix F. The project trip generation summary is provided in Exhibit 9.

Exhibit 9: Project Trip Generation Summary

Proposed Uses

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
Single-Family Detached Housing <i>Land Use Code: 210</i>	135 DU	1,354	26	70	96	79	48	127
Total Gross Trips		1,354	26	70	96	79	48	127
Other Modes of Transportation ²		5.7%	-1	-4	-5	-5	-3	-8
Net Proposed Trips			25	66	91	74	45	119

¹Based on ITE *Trip Generation*, 12th Edition.

²Based on US Census Tract 90.66 And Local Characteristics.

Proposed ITE Land Use Designation ¹	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) <i>Land Use Code: 221</i>	403 DU	1,798	37	124	161	95	53	148
Total Gross Trips		1,798	37	124	161	95	53	148
Other Modes of Transportation ²		5.7%	-2	-7	-9	-5	-3	-8
Net Proposed Trips			35	117	152	90	50	140

¹Based on ITE *Trip Generation*, 12th Edition.

²Based on US Census Tract 90.66 And Local Characteristics.

Existing Use

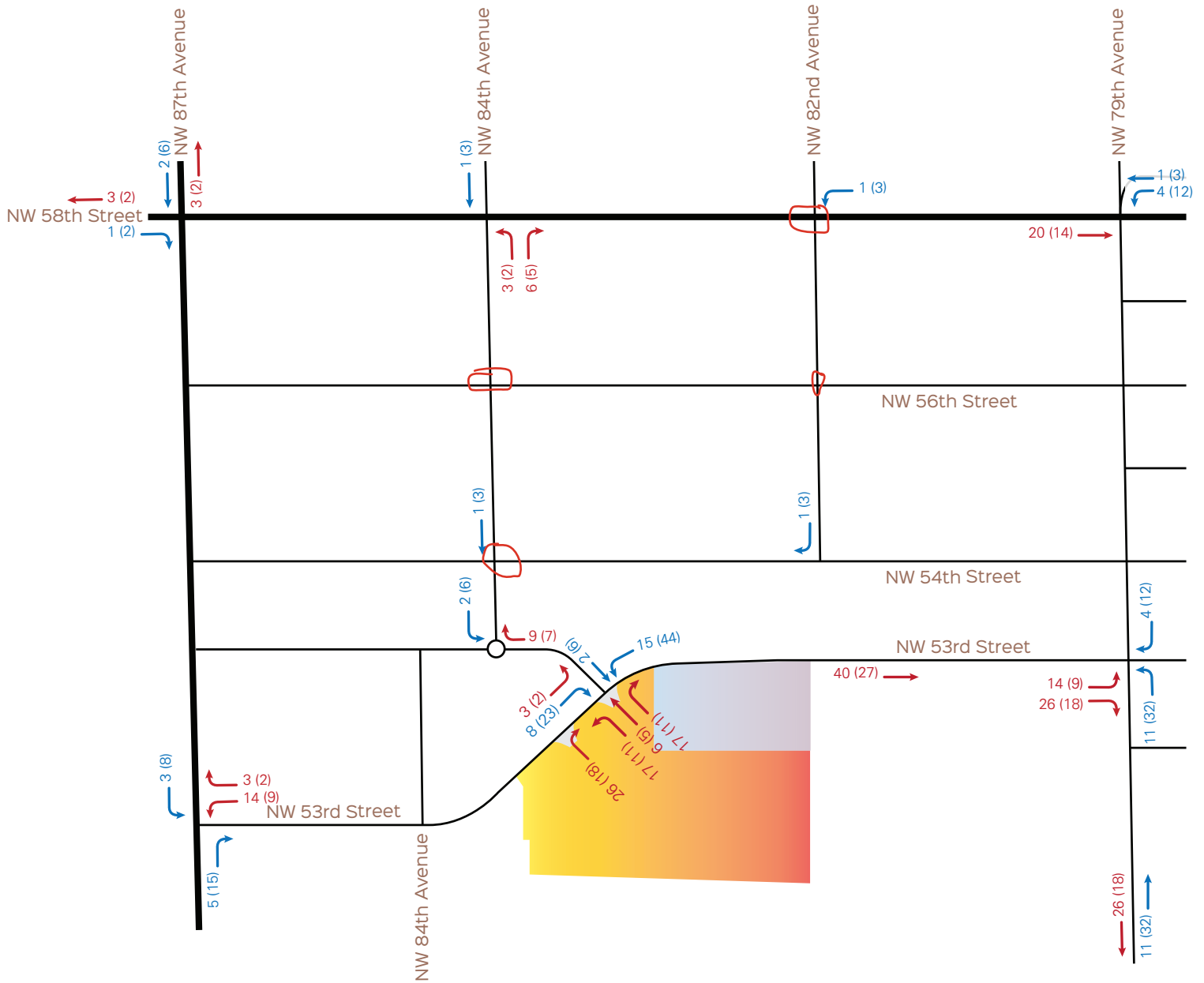
Existing ITE Land Use Designation ¹	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
General Office Building <i>Land Use Code: 710</i>	396,600 SF	2,658	408	56	464	68	356	424
Total Gross Trips		2,658	408	56	464	68	356	424
Net Existing Trips			408	56	464	68	356	424

¹Based on ITE *Trip Generation*, 12th Edition.

²Based on US Census Tract 90.66 And Local Characteristics.

Trip Difference

	Daily Vehicle Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed	3,152	60	183	243	164	95	259
Existing	2,658	408	56	464	68	356	424
Net New External Trips	494	-348	127	-221	96	-261	-165



00 AM
(00) PM

- In
- Out
- La Joya
- Legacy

Exhibit 12

Project Trip Assignment

6.0 ITE Trip Generation

A trip generation analysis was performed using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. The most appropriate ITE category for the existing land use is ITE's Land Use 816 – Paint Store and the proposed land use is ITE's Land Use 945 – Gas Station with C-Store. The trip generation equations for the proposed land uses can be found in **Appendix D**.

Using the trip generation equations/rates from the ITE document, a trip generation analysis was undertaken for the existing and proposed developments. The results of this effort are documented in **Table 2**.

Table 2: ITE Trip Generation Analysis

Trip Generation Summary								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Land Use:								
Hardware/Paint Store (LUC 816)	6,300 Sf	50	5	3	2	17	8	9
Total Gross Trips		50	5	3	2	17	8	9
Proposed Land Use:								
Gas Station with C-Store (LUC 945)	12 Fueling Positions	2,061	131	67	64	168	86	82
Total Gross Trips		2,061	131	67	64	168	86	82
Pass-by (Daily 70%, AM 62%, PM 77%)		-1442	-82	-41	-41	-131	-65	-66
Proposed minus Existing		2,011	126	64	62	151	78	73
Total New Trips	Driveway Trips	2,011	126	64	62	151	78	73
	External Trips	569	44	23	21	20	13	7

Source: ITE Trip Generation Manual (10th Edition)

Pass- By AM - ITE 62%

Pass- By AM - 2012 FDOT Statewide Study 78%

Pass- By Daily - (62%+78%)/2 = 70%

As shown in **Table 2**, the proposed development is anticipated to generate approximately 569 daily trips, approximately 44 AM peak hour trips (23 inbound and 21 outbound), and approximately 20 PM peak hour trips (13 inbound and 7 outbound). Please note that pass-by percentages were obtained from a 2012 FDOT Study

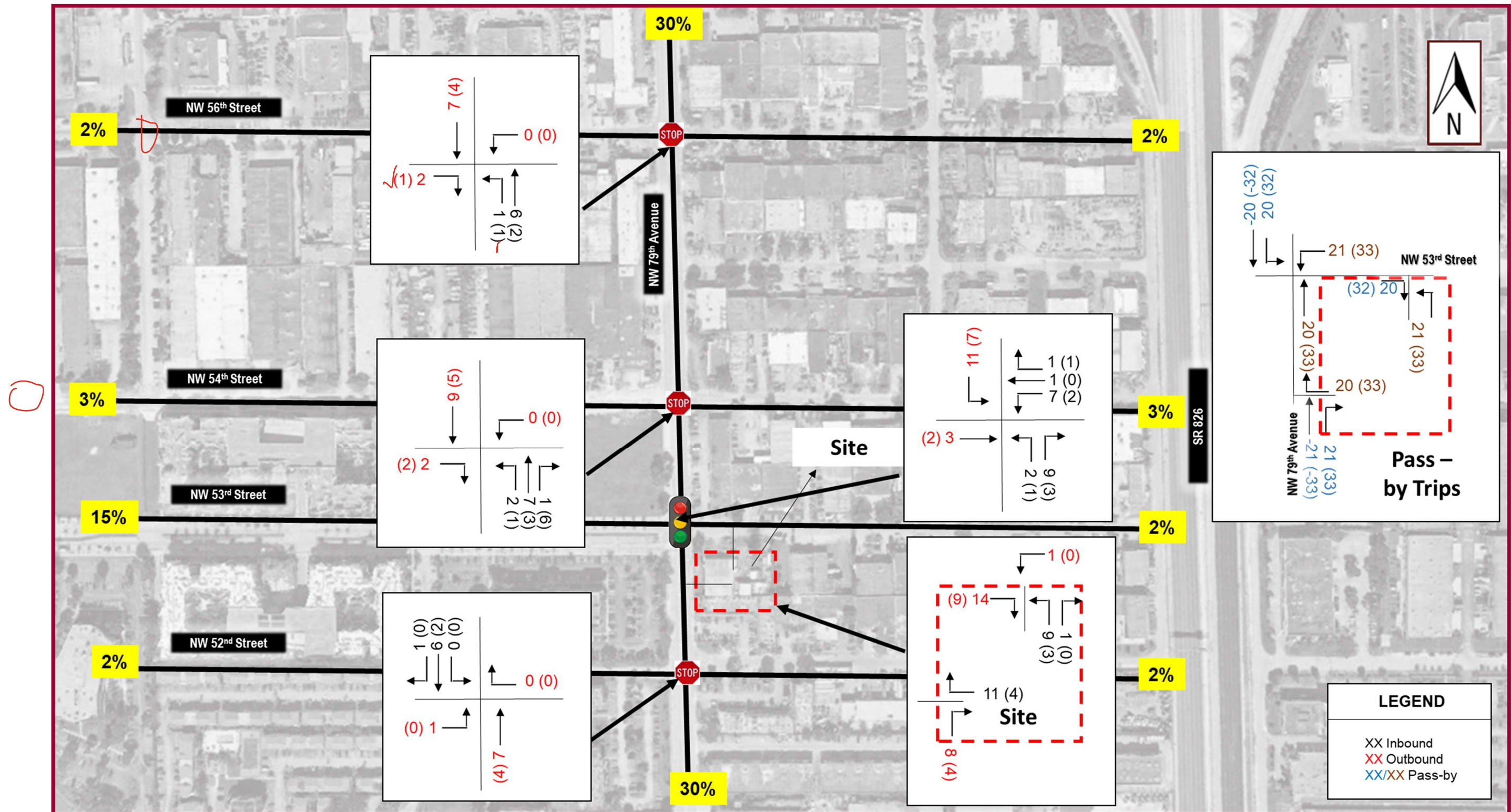


Figure 4: Project Trip Distribution and Assignment

4.4 Project Trip Generation

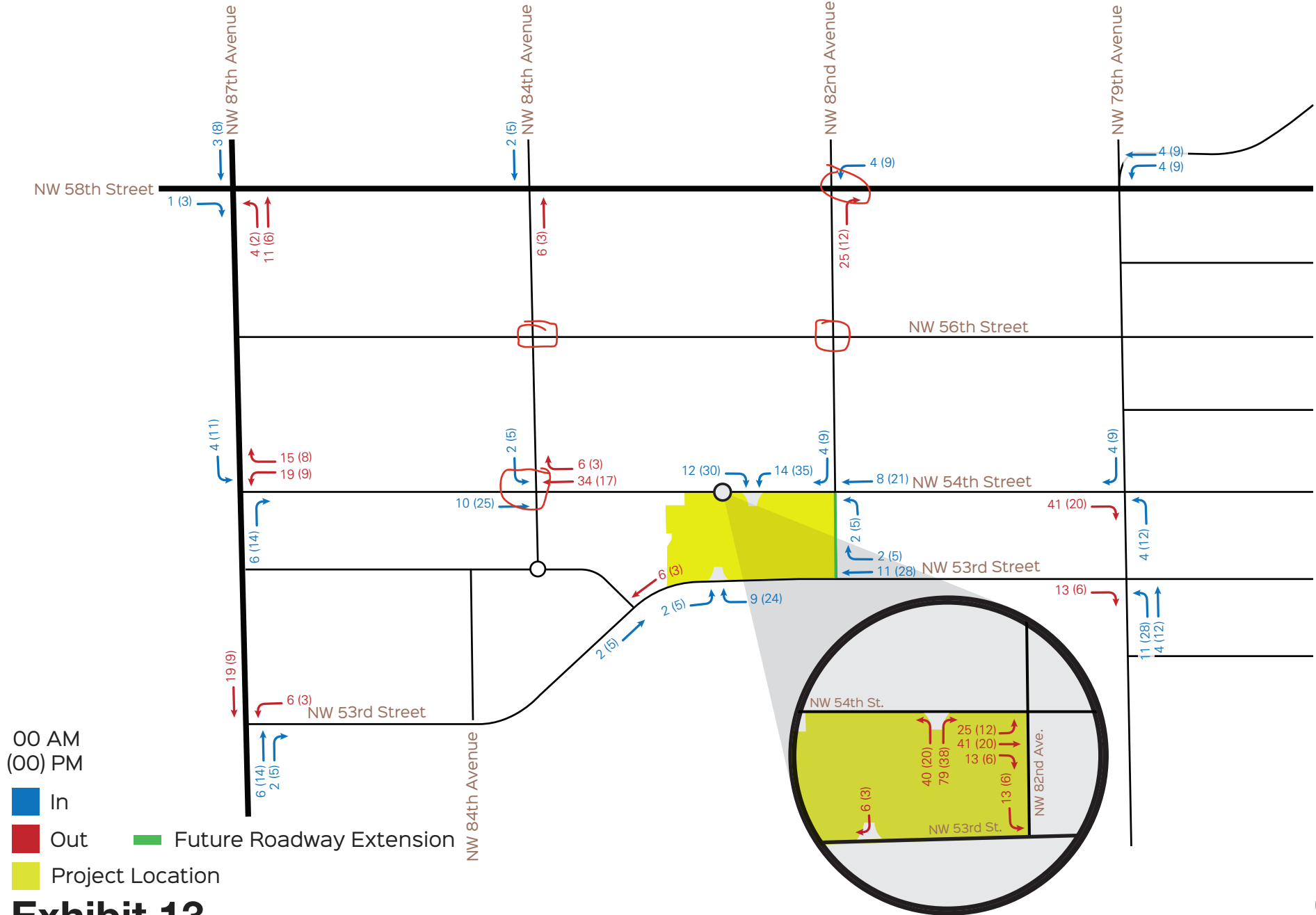
The trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. Based on the US census data for tract 90.66, 3.9% of the area uses other modes of transportation. As such, a 3.9% deduction was taken for other modes of transportation based on Census. ITE trip generation worksheets are provided in Appendix F. The project trip generation summary is provided in Exhibit 9.

Exhibit 9: Project Trip Generation Summary

Proposed ITE Land Use Designation ¹	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) <i>Land Use Code: 221</i>	412 DU	1,918	39	131	170	98	63	161
Total Gross Trips		1,918	39	131	170	98	63	161
Other Modes of Transportation ²		3.9%	-2	-5	-7	-4	-2	-6
Net Proposed Trips			37	126	163	94	61	155

¹Based on ITE Trip Generation, 11th Edition.

²Based on US Census Tract 90.66 And Local Characteristics.



00 AM
(00) PM

■ In
■ Out
■ Future Roadway Extension
■ Project Location

Exhibit 13

Project Trip Assignment

Appendix F

Signal Timing

TOD Schedule Report
for 5387: NW 82 Av&NW 58 St

Print Date:
10/4/2021

Print Time:
8:13 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>
5387	NW 82 Av&NW 58 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	SBL	NBT	WBL	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	5	-	5	-	5	2.5	-2.5	-	2.5	5	-	5	-	18	10	-	15	-	15	4.4	2	
2 WBT	0	-	0	-	0	-	0	-	0	16	-	16	-	16	1	-	1	-	1	31	-	31	-	45	0	-	0	-	45	4.4	2
3 SBL	0	-	0	-	0	-	0	-	0	5	-	5	-	5	3	-	3	-	3	5	-	5	-	12	12	-	18	-	18	3.7	2
4 NBT	0	-	0	-	0	-	0	-	0	7	-	7	-	7	3	-	3	-	3	16	-	16	-	28	17	-	15	-	35	4	2
5 WBL	0	-	0	-	0	-	0	-	0	5	-	5	-	5	2.5	-2.5	-	2.5	5	-	5	-	18	10	-	15	-	15	4.4	2	
6 EBT	0	-	0	-	0	-	0	-	0	16	-	16	-	16	1	-	1	-	1	31	-	31	-	45	0	-	0	-	45	4.4	2
7 -	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	2
8 SBT	0	-	0	-	0	-	0	-	0	7	-	7	-	7	3	-	3	-	3	16	-	16	-	28	30	-	37	-	35	4	2

Last In Service Date: unknown

Permitted Phases

12345678

Default 123456-8
External Permit 0 -----
External Permit 1 -2-4-6-8
External Permit 2 -2-4-6-8

TOD Schedule Report
for 5387: NW 82 Av&NW 58 St

Print Date:
10/4/2021

Print Time:
8:13 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 -	8 SBT		
2		100	9	43	8	16	9	43	0	30	0	5
3		160	7	106	11	12	7	106	0	29	0	66
6		140	15	71	18	12	15	71	0	36	0	86
7		150	15	81	18	12	15	81	0	36	0	86
12		160	9	109	9	9	9	109	0	24	0	123
14		120	9	69	11	7	9	69	0	24	0	2
15		90	9	39	6	12	9	39	0	24	0	49
20		80	10	26	10	10	10	26	0	26	0	77

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	Flash	Su S
0530	2	M T W Th F
0645	3	M T W Th F
0730	Free	Su S
0800	20	Su S
1000	6	M T W Th F
1130	7	M T W Th F
1530	12	M T W Th F
1800	Free	Su S
1830	14	M T W Th F
2100	15	M T W Th F
2200	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	M T W ThF
0630	TOD OUTPUTS	-----	M T W ThF
0900	TOD OUTPUTS	-----2-	M T W ThF
1545	TOD OUTPUTS	-----	M T W ThF
1900	TOD OUTPUTS	---5---	M T W ThF
2100	TOD OUTPUTS	-----	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	M T W ThF
0000	TOD OUTPUTS	-----	Su S
0600	TOD OUTPUTS	---54---	Su S
0630	TOD OUTPUTS	-----	M T W ThF
0800	TOD OUTPUTS	---54---	Su S
0900	TOD OUTPUTS	-----2-	M T W ThF
1545	TOD OUTPUTS	-----	M T W ThF
1900	TOD OUTPUTS	---5---	M T W ThF
2000	TOD OUTPUTS	-----	Su S
2100	TOD OUTPUTS	-----	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

↑ N

Concurrent Peds	Direction	EB		WB		SB		NB		Ped Heads				Movements/Display/Actuation
Timing Phases	Head No.	1/6	6	5/2	2	3/8	8	4		P6	P2	P8	P4	
(1+5) E/W LTs (Actuated)	Dwell	<G/R	R	<G/R	R	R	R	R						
	C	(1+6)	<G/R	R	<Y/R	R	R	R						
	e	(2+5)	<Y/R	R	<G/R	R	R	R						
	a	(2+6)	<Y/R	R	<Y/R	R	R	R						
	r													
(1+6) EB (Actuated)	Dwell	<G/G	G	R	R	R	R	R						
	e	(2+6)	<Y/G	G	R	R	R	R						
(2+5) WB (Actuated)	Dwell	R	R	<G/G	G	R	R	R						
	e	(2+6)	R	R	<Y/G	G	R	R						
(2+6) E/W NW SB ST (Recall)	Dwell	G	G	G	G	R	R	R						
	C													
	e	(3+8)	Y	Y	Y	Y	R	R						
	a	(4+8)	Y	Y	Y	Y	R	R						
(3+8) SB (Actuated)	Dwell	R	R	R	R	<G/G	G	R						
	C	(4+8)	R	R	R	R	<Y/G	G						
	e	(1+5)	R	R	R	R	<Y/Y	Y						
	a	(1+6)	R	R	R	R	<Y/Y	Y						
	r	(2+5)	R	R	R	R	<Y/Y	Y						
	t	(2+6)	R	R	R	R	<Y/Y	Y						
(4+8) N/S NW 82 AVE (Actuated)	Dwell	R	R	R	R	G	G	G						
	C	(1+5)	R	R	R	R	Y	Y						
	e	(1+6)	R	R	R	R	Y	Y						
	a	(2+5)	R	R	R	R	Y	Y						
	r	(2+6)	R	R	R	R	Y	Y						
Flashing Operation		FY	FY	FY	FY	FR	FR	FR						Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date 9/15/05	NW 82 AVE & NW 58 ST			
Checked H. Hernandez	Date 9/15/05	Placed in Service		Phasing No.	Asset Number
		Date 4/12/95		By Horsepower	5387

Appendix G

Capacity Analysis Results

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	23	166	33	10	53	25	10	91	18	99	99	52
Future Vol, veh/h	23	166	33	10	53	25	10	91	18	99	99	52
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	244	49	15	78	37	15	134	26	146	146	76
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

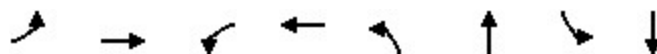
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.5	10.7	11.2	15.6
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	10%	11%	40%
Vol Thru, %	76%	75%	60%	40%
Vol Right, %	15%	15%	28%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	222	88	250
LT Vol	10	23	10	99
Through Vol	91	166	53	99
RT Vol	18	33	25	52
Lane Flow Rate	175	326	129	368
Geometry Grp	1	1	1	1
Degree of Util (X)	0.284	0.512	0.214	0.564
Departure Headway (Hd)	5.834	5.641	5.945	5.525
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	611	637	599	651
Service Time	3.914	3.707	4.03	3.592
HCM Lane V/C Ratio	0.286	0.512	0.215	0.565
HCM Control Delay, s/veh	11.2	14.5	10.7	15.6
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.2	2.9	0.8	3.5

Timings

2: NW 58 STREET & NW 82 AVENUE

06/19/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	58	859	105	851	74	42	63	41
Future Volume (vph)	58	859	105	851	74	42	63	41
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases	1	6	5	2		4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	5.0	7.0
Minimum Split (s)	11.4	24.4	11.4	24.4	18.0	18.0	10.7	24.0
Total Split (s)	13.0	112.0	13.0	112.0	18.0	18.0	17.0	35.0
Total Split (%)	8.1%	70.0%	8.1%	70.0%	11.3%	11.3%	10.6%	21.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.0	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	113.2	107.0	115.0	109.6	12.2	12.2	28.0	27.7
Actuated g/C Ratio	0.71	0.67	0.72	0.69	0.08	0.08	0.18	0.17
v/c Ratio	0.20	0.45	0.32	0.49	0.81	0.55	0.34	0.25
Control Delay (s/veh)	7.1	13.3	8.2	12.9	120.0	68.8	60.9	43.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.1	13.3	8.2	12.9	120.0	68.8	60.9	43.0
LOS	A	B	A	B	F	E	E	D
Approach Delay (s/veh)		12.9		12.5		94.1		51.2
Approach LOS		B		B		F		D

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 66 (41%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 19.7

Intersection LOS: B

Intersection Capacity Utilization 60.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: NW 58 STREET & NW 82 AVENUE

	Ø1		Ø2 (R)			Ø3		Ø4
13 s		112 s			17 s		18 s	
	Ø5		Ø6 (R)			Ø8		
13 s		112 s			35 s			

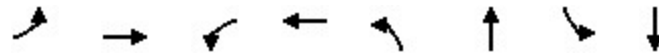
Existing AM Peak Hour

Synchro 12 Light Report

Queues

2: NW 58 STREET & NW 82 AVENUE

06/19/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	1052	114	1157	80	82	68	81
v/c Ratio	0.20	0.45	0.32	0.49	0.81	0.55	0.34	0.25
Control Delay (s/veh)	7.1	13.3	8.2	12.9	120.0	68.8	60.9	43.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.1	13.3	8.2	12.9	120.0	68.8	60.9	43.0
Queue Length 50th (ft)	16	262	30	296	84	64	61	53
Queue Length 95th (ft)	30	308	48	347	#186	127	111	106
Internal Link Dist (ft)		424		477		348		395
Turn Bay Length (ft)	125		325		90		180	
Base Capacity (vph)	324	2325	358	2365	102	153	210	333
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.45	0.32	0.49	0.78	0.54	0.32	0.24

Intersection Summary

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

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

2: NW 58 STREET & NW 82 AVENUE

06/19/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	859	109	105	851	213	74	42	33	63	41	33
Future Volume (veh/h)	58	859	109	105	851	213	74	42	33	63	41	33
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	934	118	114	925	232	80	46	36	68	45	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	366	2216	280	407	1970	493	141	71	55	160	147	118
Arrive On Green	0.03	0.70	0.70	0.03	0.70	0.70	0.07	0.07	0.07	0.04	0.15	0.15
Sat Flow, veh/h	1781	3174	401	1781	2815	705	1317	972	761	1781	962	770
Grp Volume(v), veh/h	63	523	529	114	583	574	80	0	82	68	0	81
Grp Sat Flow(s),veh/h/ln	1781	1777	1798	1781	1777	1743	1317	0	1733	1781	0	1732
Q Serve(g_s), s	1.6	20.1	20.1	3.0	23.5	23.6	9.6	0.0	7.4	5.5	0.0	6.6
Cycle Q Clear(g_c), s	1.6	20.1	20.1	3.0	23.5	23.6	9.6	0.0	7.4	5.5	0.0	6.6
Prop In Lane	1.00		0.22	1.00		0.40	1.00		0.44	1.00		0.44
Lane Grp Cap(c), veh/h	366	1241	1255	407	1244	1220	141	0	126	160	0	265
V/C Ratio(X)	0.17	0.42	0.42	0.28	0.47	0.47	0.57	0.00	0.65	0.42	0.00	0.31
Avail Cap(c_a), veh/h	387	1241	1255	425	1244	1220	144	0	130	206	0	314
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.1	10.3	10.3	7.9	10.7	10.7	73.3	0.0	72.2	63.2	0.0	60.2
Incr Delay (d2), s/veh	0.2	1.1	1.0	0.3	1.3	1.3	5.0	0.0	10.5	1.8	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.2	8.3	1.1	9.5	9.4	3.5	0.0	3.7	2.6	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.3	11.4	11.4	8.1	12.0	12.0	78.3	0.0	82.8	65.0	0.0	60.8
LnGrp LOS	A	B	B	A	B	B	E		F	E		E
Approach Vol, veh/h	1115			1271			162			149		
Approach Delay, s/veh	11.2			11.7			80.5			62.7		
Approach LOS	B			B			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	11.1	118.4	12.9	17.6	11.4	118.1	30.5					
Change Period (Y+Rc), s	6.4	6.4	5.7	6.0	6.4	6.4	6.0					
Max Green Setting (Gmax), s	6.6	105.6	11.3	12.0	6.6	105.6	29.0					
Max Q Clear Time (g_c+I1), s	3.6	25.6	7.5	11.6	5.0	22.1	8.6					
Green Ext Time (p_c), s	0.0	3.0	0.0	0.0	0.0	2.6	0.3					
Intersection Summary												
HCM 7th Control Delay, s/veh	18.4											
HCM 7th LOS	B											

HCM 7th AWSC
3: NW 84 AVENUE & NW 54 STREET

02/08/2026

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	188	54	48	41	21	16	87	84	47	143	18
Future Vol, veh/h	12	188	54	48	41	21	16	87	84	47	143	18
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	214	61	55	47	24	18	99	95	53	163	20
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	12.9	9.8	10.7	11.6
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	9%	100%	0%	100%	0%	23%
Vol Thru, %	47%	0%	78%	0%	66%	69%
Vol Right, %	45%	0%	22%	0%	34%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	187	12	242	48	62	208
LT Vol	16	12	0	48	0	47
Through Vol	87	0	188	0	41	143
RT Vol	84	0	54	0	21	18
Lane Flow Rate	213	14	275	55	70	236
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.312	0.025	0.444	0.102	0.117	0.36
Departure Headway (Hd)	5.291	6.484	5.818	6.739	5.988	5.482
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	678	552	619	531	597	655
Service Time	3.335	4.223	3.556	4.487	3.736	3.525
HCM Lane V/C Ratio	0.314	0.025	0.444	0.104	0.117	0.36
HCM Control Delay, s/veh	10.7	9.4	13.1	10.3	9.5	11.6
HCM Lane LOS	B	A	B	B	A	B
HCM 95th-tile Q	1.3	0.1	2.3	0.3	0.4	1.6

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	132	18	21	58	19	12	111	26	122	181	34
Future Vol, veh/h	20	132	18	21	58	19	12	111	26	122	181	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	143	20	23	63	21	13	121	28	133	197	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.6	9.7	9.8	13.2
HCM LOS	B	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	12%	21%	36%
Vol Thru, %	74%	78%	59%	54%
Vol Right, %	17%	11%	19%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	149	170	98	337
LT Vol	12	20	21	122
Through Vol	111	132	58	181
RT Vol	26	18	19	34
Lane Flow Rate	162	185	107	366
Geometry Grp	1	1	1	1
Degree of Util (X)	0.234	0.279	0.164	0.512
Departure Headway (Hd)	5.195	5.445	5.554	5.033
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	692	660	646	722
Service Time	3.229	3.482	3.595	3.033
HCM Lane V/C Ratio	0.234	0.28	0.166	0.507
HCM Control Delay, s/veh	9.8	10.6	9.7	13.2
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	0.9	1.1	0.6	2.9

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	179	35	11	57	27	11	122	19	105	110	55
Future Vol, veh/h	25	179	35	11	57	27	11	122	19	105	110	55
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	263	51	16	84	40	16	179	28	154	162	81
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

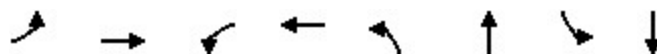
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	17.6	11.8	13.2	19.5
HCM LOS	C	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	10%	12%	39%
Vol Thru, %	80%	75%	60%	41%
Vol Right, %	13%	15%	28%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	239	95	270
LT Vol	11	25	11	105
Through Vol	122	179	57	110
RT Vol	19	35	27	55
Lane Flow Rate	224	351	140	397
Geometry Grp	1	1	1	1
Degree of Util (X)	0.388	0.593	0.252	0.653
Departure Headway (Hd)	6.256	6.076	6.502	5.925
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	574	594	552	611
Service Time	4.304	4.117	4.556	3.964
HCM Lane V/C Ratio	0.39	0.591	0.254	0.65
HCM Control Delay, s/veh	13.2	17.6	11.8	19.5
HCM Lane LOS	B	C	B	C
HCM 95th-tile Q	1.8	3.9	1	4.8

Timings

2: NW 58 STREET & NW 82 AVENUE

06/18/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	61	912	117	903	79	45	67	44
Future Volume (vph)	61	912	117	903	79	45	67	44
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases	1	6	5	2		4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	5.0	7.0
Minimum Split (s)	11.4	24.4	11.4	24.4	18.0	18.0	10.7	24.0
Total Split (s)	13.0	112.0	13.0	112.0	18.0	18.0	17.0	35.0
Total Split (%)	8.1%	70.0%	8.1%	70.0%	11.3%	11.3%	10.6%	21.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.0	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	112.8	106.6	113.4	106.9	12.4	12.4	28.4	28.1
Actuated g/C Ratio	0.71	0.67	0.71	0.67	0.08	0.08	0.18	0.18
v/c Ratio	0.23	0.48	0.38	0.53	0.86	0.71	0.41	0.27
Control Delay (s/veh)	7.6	13.9	9.3	14.3	128.4	74.8	63.3	44.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.6	13.9	9.3	14.3	128.4	74.8	63.3	44.1
LOS	A	B	A	B	F	E	E	D
Approach Delay (s/veh)		13.5		13.9		97.8		52.9
Approach LOS		B		B		F		D

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 66 (41%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 21.7

Intersection LOS: C

Intersection Capacity Utilization 63.1%

ICU Level of Service B

Analysis Period (min) 15

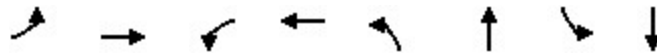
Splits and Phases: 2: NW 58 STREET & NW 82 AVENUE

	Ø1		Ø2 (R)			Ø3		Ø4
13 s		112 s			17 s		18 s	
	Ø5		Ø6 (R)			Ø8		
13 s		112 s			35 s			

Queues

2: NW 58 STREET & NW 82 AVENUE

06/18/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	66	1117	127	1228	86	114	73	86
v/c Ratio	0.23	0.48	0.38	0.53	0.86	0.71	0.41	0.27
Control Delay (s/veh)	7.6	13.9	9.3	14.3	128.4	74.8	63.3	44.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.6	13.9	9.3	14.3	128.4	74.8	63.3	44.1
Queue Length 50th (ft)	17	286	34	325	91	85	66	58
Queue Length 95th (ft)	31	335	54	381	#202	#181	117	113
Internal Link Dist (ft)		424		477		348		395
Turn Bay Length (ft)	125		325		90		180	
Base Capacity (vph)	294	2317	331	2306	101	161	188	333
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.48	0.38	0.53	0.85	0.71	0.39	0.26

Intersection Summary

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

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

2: NW 58 STREET & NW 82 AVENUE

06/18/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	912	116	117	903	226	79	45	60	67	44	35
Future Volume (veh/h)	61	912	116	117	903	226	79	45	60	67	44	35
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	991	126	127	982	246	86	49	65	73	48	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	2189	278	382	1956	489	143	55	73	141	153	121
Arrive On Green	0.03	0.69	0.69	0.03	0.69	0.69	0.08	0.08	0.08	0.05	0.16	0.16
Sat Flow, veh/h	1781	3171	403	1781	2816	703	1311	729	967	1781	967	766
Grp Volume(v), veh/h	66	555	562	127	618	610	86	0	114	73	0	86
Grp Sat Flow(s),veh/h/ln	1781	1777	1797	1781	1777	1743	1311	0	1696	1781	0	1733
Q Serve(g_s), s	1.7	22.5	22.5	3.4	26.1	26.3	10.4	0.0	10.7	5.9	0.0	7.0
Cycle Q Clear(g_c), s	1.7	22.5	22.5	3.4	26.1	26.3	10.4	0.0	10.7	5.9	0.0	7.0
Prop In Lane	1.00		0.22	1.00		0.40	1.00		0.57	1.00		0.44
Lane Grp Cap(c), veh/h	338	1227	1241	382	1234	1211	143	0	127	141	0	274
V/C Ratio(X)	0.20	0.45	0.45	0.33	0.50	0.50	0.60	0.00	0.90	0.52	0.00	0.31
Avail Cap(c_a), veh/h	359	1227	1241	396	1234	1211	143	0	127	181	0	314
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.9	11.2	11.2	8.7	11.4	11.5	73.3	0.0	73.4	62.9	0.0	59.6
Incr Delay (d2), s/veh	0.2	1.2	1.2	0.4	1.5	1.5	6.8	0.0	49.6	2.9	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	9.2	9.3	1.3	10.6	10.5	3.8	0.0	6.4	2.8	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	12.4	12.3	9.1	12.9	13.0	80.0	0.0	123.0	65.9	0.0	60.3
LnGrp LOS	A	B	B	A	B	B	F		F	E		E
Approach Vol, veh/h	1183			1355			200			159		
Approach Delay, s/veh	12.2			12.6			104.5			62.8		
Approach LOS	B			B			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	11.1	117.5	13.3	18.0	11.8	116.9	31.3					
Change Period (Y+Rc), s	6.4	6.4	5.7	6.0	6.4	6.4	6.0					
Max Green Setting (Gmax), s	6.6	105.6	11.3	12.0	6.6	105.6	29.0					
Max Q Clear Time (g_c+I1), s	3.7	28.3	7.9	12.7	5.4	24.5	9.0					
Green Ext Time (p_c), s	0.0	3.3	0.0	0.0	0.0	2.8	0.4					
Intersection Summary												
HCM 7th Control Delay, s/veh	21.5											
HCM 7th LOS	C											

Intersection

Intersection Delay, s/veh 13.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	202	57	51	80	28	17	112	90	52	164	19
Future Vol, veh/h	23	202	57	51	80	28	17	112	90	52	164	19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	230	65	58	91	32	19	127	102	59	186	22
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	14.9	11	12.6	13.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	100%	0%	100%	0%	22%
Vol Thru, %	51%	0%	78%	0%	74%	70%
Vol Right, %	41%	0%	22%	0%	26%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	219	23	259	51	108	235
LT Vol	17	23	0	51	0	52
Through Vol	112	0	202	0	80	164
RT Vol	90	0	57	0	28	19
Lane Flow Rate	249	26	294	58	123	267
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.396	0.05	0.508	0.115	0.219	0.438
Departure Headway (Hd)	5.725	6.878	6.211	7.13	6.433	5.9
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	622	518	577	499	554	606
Service Time	3.811	4.657	3.99	4.923	4.226	3.984
HCM Lane V/C Ratio	0.4	0.05	0.51	0.116	0.222	0.441
HCM Control Delay, s/veh	12.6	10	15.3	10.9	11	13.6
HCM Lane LOS	B	A	C	B	B	B
HCM 95th-tile Q	1.9	0.2	2.9	0.4	0.8	2.2

HCM 7th AWSC
4: NW 84 AVENUE & NW 56 STREET

06/18/2026

Intersection

Intersection Delay, s/veh 12.5

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	21	142	19	22	62	20	13	135	27	129	199	36
Future Vol, veh/h	21	142	19	22	62	20	13	135	27	129	199	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	154	21	24	67	22	14	147	29	140	216	39
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	1.2	10.1	10.5	14.7
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	12%	21%	35%
Vol Thru, %	77%	78%	60%	55%
Vol Right, %	15%	10%	19%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	175	182	104	364
LT Vol	13	21	22	129
Through Vol	135	142	62	199
RT Vol	27	19	20	36
Lane Flow Rate	190	198	113	396
Geometry Grp	1	1	1	1
Degree of Util (X)	0.283	0.31	0.182	0.566
Departure Headway (Hd)	5.36	5.65	5.785	5.148
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	670	635	618	700
Service Time	3.404	3.695	3.834	3.183
HCM Lane V/C Ratio	0.284	0.312	0.183	0.566
HCM Control Delay, s/veh	10.5	11.2	10.1	14.7
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.2	1.3	0.7	3.6

Intersection

Intersection Delay, s/veh 17.2
Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	180	37	11	58	27	13	122	19	105	110	58
Future Vol, veh/h	28	180	37	11	58	27	13	122	19	105	110	58
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	265	54	16	85	40	19	179	28	154	162	85
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

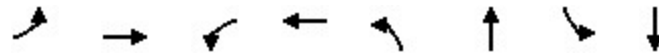
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	18.4	11.9	13.5	20.2
HCM LOS	C	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	11%	11%	38%
Vol Thru, %	79%	73%	60%	40%
Vol Right, %	12%	15%	28%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	245	96	273
LT Vol	13	28	11	105
Through Vol	122	180	58	110
RT Vol	19	37	27	58
Lane Flow Rate	226	360	141	401
Geometry Grp	1	1	1	1
Degree of Util (X)	0.398	0.613	0.258	0.667
Departure Headway (Hd)	6.327	6.122	6.577	5.977
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	566	587	544	602
Service Time	4.384	4.17	4.641	4.024
HCM Lane V/C Ratio	0.399	0.613	0.259	0.666
HCM Control Delay, s/veh	13.5	18.4	11.9	20.2
HCM Lane LOS	B	C	B	C
HCM 95th-tile Q	1.9	4.1	1	5

Timings

2: NW 58 STREET & NW 82 AVENUE

06/18/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	61	912	118	903	79	47	67	46
Future Volume (vph)	61	912	118	903	79	47	67	46
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases	1	6	5	2		4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	5.0	7.0
Minimum Split (s)	11.4	24.4	11.4	24.4	18.0	18.0	10.7	24.0
Total Split (s)	13.0	112.0	13.0	112.0	18.0	18.0	17.0	35.0
Total Split (%)	8.1%	70.0%	8.1%	70.0%	11.3%	11.3%	10.6%	21.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.0	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	112.8	106.6	113.4	106.9	12.4	12.4	28.4	28.1
Actuated g/C Ratio	0.71	0.67	0.71	0.67	0.08	0.08	0.18	0.18
v/c Ratio	0.23	0.48	0.39	0.53	0.86	0.73	0.41	0.27
Control Delay (s/veh)	7.6	13.9	9.3	14.3	128.4	78.1	63.5	45.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.6	13.9	9.3	14.3	128.4	78.1	63.5	45.2
LOS	A	B	A	B	F	E	E	D
Approach Delay (s/veh)		13.5		13.9		99.4		53.5
Approach LOS		B		B		F		D

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 66 (41%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 21.9

Intersection LOS: C

Intersection Capacity Utilization 63.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: NW 58 STREET & NW 82 AVENUE

	Ø1		Ø2 (R)			Ø3		Ø4
13 s		112 s			17 s		18 s	
	Ø5		Ø6 (R)			Ø8		
13 s		112 s			35 s			

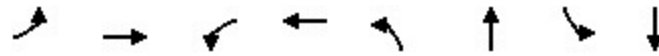
Future AM Peak Hour

Synchro 12 Light Report

Queues

2: NW 58 STREET & NW 82 AVENUE

06/18/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	66	1117	128	1228	86	117	73	88
v/c Ratio	0.23	0.48	0.39	0.53	0.86	0.73	0.41	0.27
Control Delay (s/veh)	7.6	13.9	9.3	14.3	128.4	78.1	63.5	45.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.6	13.9	9.3	14.3	128.4	78.1	63.5	45.2
Queue Length 50th (ft)	17	286	34	325	91	90	66	61
Queue Length 95th (ft)	31	335	54	381	#202	#192	117	117
Internal Link Dist (ft)		424		477		348		395
Turn Bay Length (ft)	125		325		90		180	
Base Capacity (vph)	294	2317	331	2306	101	160	186	332
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.48	0.39	0.53	0.85	0.73	0.39	0.27

Intersection Summary

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

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

2: NW 58 STREET & NW 82 AVENUE

06/18/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	912	116	118	903	226	79	47	61	67	46	35
Future Volume (veh/h)	61	912	116	118	903	226	79	47	61	67	46	35
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	991	126	128	982	246	86	51	66	73	50	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	2189	278	382	1956	489	143	56	72	138	156	119
Arrive On Green	0.03	0.69	0.69	0.03	0.69	0.69	0.08	0.08	0.08	0.05	0.16	0.16
Sat Flow, veh/h	1781	3171	403	1781	2816	703	1309	740	958	1781	986	749
Grp Volume(v), veh/h	66	555	562	128	618	610	86	0	117	73	0	88
Grp Sat Flow(s),veh/h/ln	1781	1777	1797	1781	1777	1743	1309	0	1698	1781	0	1735
Q Serve(g_s), s	1.7	22.5	22.5	3.4	26.1	26.3	10.4	0.0	11.0	5.9	0.0	7.2
Cycle Q Clear(g_c), s	1.7	22.5	22.5	3.4	26.1	26.3	10.4	0.0	11.0	5.9	0.0	7.2
Prop In Lane	1.00		0.22	1.00		0.40	1.00		0.56	1.00		0.43
Lane Grp Cap(c), veh/h	338	1226	1241	382	1234	1211	143	0	127	138	0	275
V/C Ratio(X)	0.20	0.45	0.45	0.33	0.50	0.50	0.60	0.00	0.92	0.53	0.00	0.32
Avail Cap(c_a), veh/h	359	1226	1241	396	1234	1211	143	0	127	179	0	315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.9	11.2	11.2	8.7	11.4	11.5	73.3	0.0	73.5	62.9	0.0	59.7
Incr Delay (d2), s/veh	0.2	1.2	1.2	0.4	1.5	1.5	6.8	0.0	55.4	3.1	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	9.2	9.3	1.3	10.6	10.5	3.8	0.0	6.8	2.8	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	12.4	12.4	9.1	12.9	13.0	80.1	0.0	128.9	66.0	0.0	60.4
LnGrp LOS	A	B	B	A	B	B	F		F	E		E
Approach Vol, veh/h	1183			1356			203			161		
Approach Delay, s/veh	12.2			12.6			108.2			62.9		
Approach LOS	B			B			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	11.1	117.5	13.3	18.0	11.8	116.8	31.3					
Change Period (Y+Rc), s	6.4	6.4	5.7	6.0	6.4	6.4	6.0					
Max Green Setting (Gmax), s	6.6	105.6	11.3	12.0	6.6	105.6	29.0					
Max Q Clear Time (g_c+I1), s	3.7	28.3	7.9	13.0	5.4	24.5	9.2					
Green Ext Time (p_c), s	0.0	3.3	0.0	0.0	0.0	2.8	0.4					
Intersection Summary												
HCM 7th Control Delay, s/veh	21.9											
HCM 7th LOS	C											

HCM 7th AWSC
3: NW 84 AVENUE & NW 54 STREET

06/18/2026

Intersection

Intersection Delay, s/veh 13.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	202	57	51	80	28	17	112	90	52	164	21
Future Vol, veh/h	25	202	57	51	80	28	17	112	90	52	164	21
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	230	65	58	91	32	19	127	102	59	186	24
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	14.8	11	12.6	13.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	100%	0%	100%	0%	22%
Vol Thru, %	51%	0%	78%	0%	74%	69%
Vol Right, %	41%	0%	22%	0%	26%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	219	25	259	51	108	237
LT Vol	17	25	0	51	0	52
Through Vol	112	0	202	0	80	164
RT Vol	90	0	57	0	28	21
Lane Flow Rate	249	28	294	58	123	269
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.397	0.054	0.509	0.115	0.22	0.442
Departure Headway (Hd)	5.736	6.889	6.222	7.144	6.447	5.902
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	622	517	577	498	552	606
Service Time	3.824	4.668	4	4.939	4.241	3.988
HCM Lane V/C Ratio	0.4	0.054	0.51	0.116	0.223	0.444
HCM Control Delay, s/veh	12.6	10.1	15.3	10.9	11.1	13.6
HCM Lane LOS	B	B	C	B	B	B
HCM 95th-tile Q	1.9	0.2	2.9	0.4	0.8	2.3

HCM 7th AWSC
4: NW 84 AVENUE & NW 56 STREET

06/18/2026

Intersection

Intersection Delay, s/veh 12.5

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	21	142	19	24	62	21	13	135	29	130	199	36
Future Vol, veh/h	21	142	19	24	62	21	13	135	29	130	199	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	154	21	26	67	23	14	147	32	141	216	39
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	1.3	10.2	10.6	14.8
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	12%	22%	36%
Vol Thru, %	76%	78%	58%	55%
Vol Right, %	16%	10%	20%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	177	182	107	365
LT Vol	13	21	24	130
Through Vol	135	142	62	199
RT Vol	29	19	21	36
Lane Flow Rate	192	198	116	397
Geometry Grp	1	1	1	1
Degree of Util (X)	0.287	0.312	0.187	0.569
Departure Headway (Hd)	5.372	5.669	5.798	5.165
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	668	633	618	698
Service Time	3.417	3.714	3.851	3.202
HCM Lane V/C Ratio	0.287	0.313	0.188	0.569
HCM Control Delay, s/veh	10.6	11.3	10.2	14.8
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.2	1.3	0.7	3.6

HCM 7th TWSC
5: DRIVEWAY & NW 56 STREET

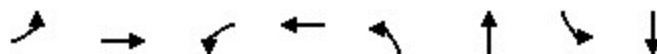
06/18/2026

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	298	3	6	123	3	6
Future Vol, veh/h	298	3	6	123	3	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	324	3	7	134	3	7
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	327	0	472	326
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	-	-	4.5	-	4.5	4
Critical Hdwy Stg 1	-	-	-	-	4.5	-
Critical Hdwy Stg 2	-	-	-	-	4.5	-
Follow-up Hdwy	-	-	3	-	3	3
Pot Cap-1 Maneuver	-	-	911	-	804	954
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	1061	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	911	-	798	954
Mov Cap-2 Maneuver	-	-	-	-	798	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	1053	-
Approach	EB	WB	NB			
HCM Ctrl Dly, s/v	0	0.42	9.06			
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	896	-	-	84	-	
HCM Lane V/C Ratio	0.011	-	-	0.007	-	
HCM Ctrl Dly (s/v)	9.1	-	-	9	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Timings

2: NW 58 STREET & NW 82 AVENUE

06/18/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	61	912	118	903	79	47	67	46
Future Volume (vph)	61	912	118	903	79	47	67	46
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases	1	6	5	2		4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	5.0	7.0
Minimum Split (s)	11.4	24.4	11.4	24.4	18.0	18.0	10.7	24.0
Total Split (s)	13.0	112.0	13.0	112.0	19.0	19.0	16.0	35.0
Total Split (%)	8.1%	70.0%	8.1%	70.0%	11.9%	11.9%	10.0%	21.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.0	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	113.0	106.8	113.6	107.1	12.7	12.7	28.2	27.9
Actuated g/C Ratio	0.71	0.67	0.71	0.67	0.08	0.08	0.18	0.17
v/c Ratio	0.23	0.48	0.39	0.53	0.83	0.71	0.42	0.28
Control Delay (s/veh)	7.5	13.8	9.3	14.3	123.6	75.1	63.9	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	13.8	9.3	14.3	123.6	75.1	63.9	45.3
LOS	A	B	A	B	F	E	E	D
Approach Delay (s/veh)		13.4		13.8		95.6		53.7
Approach LOS		B		B		F		D

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 66 (41%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 21.6

Intersection LOS: C

Intersection Capacity Utilization 63.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: NW 58 STREET & NW 82 AVENUE



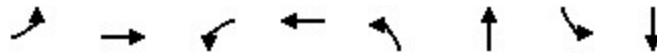
Future AM Peak Hour + Opt

Synchro 12 Light Report

Queues

2: NW 58 STREET & NW 82 AVENUE

06/18/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	66	1117	128	1228	86	117	73	88
v/c Ratio	0.23	0.48	0.39	0.53	0.83	0.71	0.42	0.28
Control Delay (s/veh)	7.5	13.8	9.3	14.3	123.6	75.1	63.9	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	13.8	9.3	14.3	123.6	75.1	63.9	45.3
Queue Length 50th (ft)	17	286	34	325	90	88	66	61
Queue Length 95th (ft)	31	335	54	381	#193	#178	117	117
Internal Link Dist (ft)		424		477		348		395
Turn Bay Length (ft)	125		325		90		180	
Base Capacity (vph)	295	2322	332	2311	107	169	179	332
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.48	0.39	0.53	0.80	0.69	0.41	0.27

Intersection Summary

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

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

2: NW 58 STREET & NW 82 AVENUE

06/18/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	912	116	118	903	226	79	47	61	67	46	35
Future Volume (veh/h)	61	912	116	118	903	226	79	47	61	67	46	35
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	991	126	128	982	246	86	51	66	73	50	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2171	276	379	1941	485	151	60	77	146	161	123
Arrive On Green	0.03	0.68	0.68	0.03	0.69	0.69	0.08	0.08	0.08	0.05	0.16	0.16
Sat Flow, veh/h	1781	3171	403	1781	2816	703	1309	740	958	1781	986	749
Grp Volume(v), veh/h	66	555	562	128	618	610	86	0	117	73	0	88
Grp Sat Flow(s),veh/h/ln	1781	1777	1797	1781	1777	1743	1309	0	1698	1781	0	1735
Q Serve(g_s), s	1.8	22.9	23.0	3.5	26.5	26.7	10.3	0.0	10.9	5.9	0.0	7.1
Cycle Q Clear(g_c), s	1.8	22.9	23.0	3.5	26.5	26.7	10.3	0.0	10.9	5.9	0.0	7.1
Prop In Lane	1.00		0.22	1.00		0.40	1.00		0.56	1.00		0.43
Lane Grp Cap(c), veh/h	335	1216	1230	379	1225	1201	151	0	137	146	0	284
V/C Ratio(X)	0.20	0.46	0.46	0.34	0.51	0.51	0.57	0.00	0.85	0.50	0.00	0.31
Avail Cap(c_a), veh/h	355	1216	1230	391	1225	1201	151	0	138	176	0	315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.3	11.6	11.6	9.0	11.9	11.9	72.4	0.0	72.6	62.2	0.0	58.9
Incr Delay (d2), s/veh	0.2	1.2	1.2	0.4	1.5	1.5	5.0	0.0	37.5	2.7	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	9.4	9.5	1.4	10.9	10.8	3.7	0.0	6.2	2.8	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.5	12.8	12.8	9.4	13.3	13.4	77.4	0.0	110.1	64.8	0.0	59.6
LnGrp LOS	A	B	B	A	B	B	E		F	E		E
Approach Vol, veh/h	1183			1356			203			161		
Approach Delay, s/veh	12.6			13.0			96.3			61.9		
Approach LOS	B			B			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	11.1	116.7	13.3	18.9	11.9	115.9	32.2					
Change Period (Y+Rc), s	6.4	6.4	5.7	6.0	6.4	6.4	6.0					
Max Green Setting (Gmax), s	6.6	105.6	10.3	13.0	6.6	105.6	29.0					
Max Q Clear Time (g_c+I1), s	3.8	28.7	7.9	12.9	5.5	25.0	9.1					
Green Ext Time (p_c), s	0.0	3.3	0.0	0.0	0.0	2.8	0.4					
Intersection Summary												
HCM 7th Control Delay, s/veh	21.4											
HCM 7th LOS	C											

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	31	12	15	15	78	54	22	108	28	82	106	16
Future Vol, veh/h	31	12	15	15	78	54	22	108	28	82	106	16
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	14	17	17	89	61	25	123	32	93	120	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

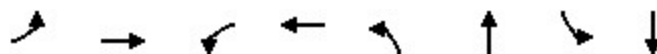
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.7	9.2	9.2	9.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	53%	10%	40%
Vol Thru, %	68%	21%	53%	52%
Vol Right, %	18%	26%	37%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	58	147	204
LT Vol	22	31	15	82
Through Vol	108	12	78	106
RT Vol	28	15	54	16
Lane Flow Rate	180	66	167	232
Geometry Grp	1	1	1	1
Degree of Util (X)	0.235	0.093	0.222	0.306
Departure Headway (Hd)	4.706	5.079	4.791	4.751
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	759	700	745	753
Service Time	2.761	3.149	2.849	2.804
HCM Lane V/C Ratio	0.237	0.094	0.224	0.308
HCM Control Delay, s/veh	9.2	8.7	9.2	9.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.3	0.8	1.3

Timings

2: NW 58 STREET & NW 82 AVENUE

02/08/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	96	832	88	973	50	73	153	58
Future Volume (vph)	96	832	88	973	50	73	153	58
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases	1	6	5	2		4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	5.0	7.0
Minimum Split (s)	11.4	24.4	11.4	24.4	15.0	15.0	10.7	24.0
Total Split (s)	15.0	115.0	15.0	115.0	15.0	15.0	15.0	30.0
Total Split (%)	9.4%	71.9%	9.4%	71.9%	9.4%	9.4%	9.4%	18.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.0	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	117.4	110.2	117.0	110.0	9.0	9.0	24.3	24.0
Actuated g/C Ratio	0.73	0.69	0.73	0.69	0.06	0.06	0.15	0.15
v/c Ratio	0.31	0.38	0.21	0.50	0.79	1.46	1.07	0.60
Control Delay (s/veh)	7.1	11.0	5.7	12.6	134.4	284.1	152.8	54.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.1	11.0	5.7	12.6	134.4	284.1	152.8	54.3
LOS	A	B	A	B	F	F	F	D
Approach Delay (s/veh)		10.6		12.1		250.6		101.4
Approach LOS		B		B		F		F

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 123 (77%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.46

Intersection Signal Delay (s/veh): 41.6

Intersection LOS: D

Intersection Capacity Utilization 76.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: NW 58 STREET & NW 82 AVENUE

	Ø1		Ø2 (R)			Ø3		Ø4
15 s		115 s			15 s		15 s	
	Ø5		Ø6 (R)			Ø8		
15 s		115 s			30 s			

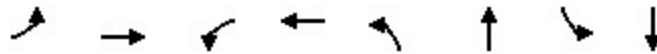
Existing PM Peak Hour

Synchro 12 Light Report

Queues

2: NW 58 STREET & NW 82 AVENUE

02/08/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	101	915	93	1196	53	184	161	176
v/c Ratio	0.31	0.38	0.21	0.50	0.79	1.46	1.07	0.60
Control Delay (s/veh)	7.1	11.0	5.7	12.6	134.4	284.1	152.8	54.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.1	11.0	5.7	12.6	134.4	284.1	152.8	54.3
Queue Length 50th (ft)	23	196	21	286	56	~228	~172	125
Queue Length 95th (ft)	37	241	35	346	#141	#397	#292	212
Internal Link Dist (ft)		424		477		348		395
Turn Bay Length (ft)	125		325		90		180	
Base Capacity (vph)	340	2424	452	2387	67	126	150	294
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.38	0.21	0.50	0.79	1.46	1.07	0.60

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

2: NW 58 STREET & NW 82 AVENUE

02/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	832	37	88	973	163	50	73	102	153	58	109
Future Volume (veh/h)	96	832	37	88	973	163	50	73	102	153	58	109
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	876	39	93	1024	172	53	77	107	161	61	115
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	2432	108	466	2136	358	106	40	55	149	87	164
Arrive On Green	0.03	0.70	0.70	0.03	0.70	0.70	0.06	0.06	0.06	0.06	0.15	0.15
Sat Flow, veh/h	1781	3465	154	1781	3045	511	1209	709	985	1781	580	1093
Grp Volume(v), veh/h	101	449	466	93	597	599	53	0	184	161	0	176
Grp Sat Flow(s),veh/h/ln	1781	1777	1843	1781	1777	1778	1209	0	1693	1781	0	1674
Q Serve(g_s), s	2.6	16.1	16.1	2.4	24.2	24.3	7.0	0.0	9.0	9.3	0.0	16.0
Cycle Q Clear(g_c), s	2.6	16.1	16.1	2.4	24.2	24.3	8.0	0.0	9.0	9.3	0.0	16.0
Prop In Lane	1.00		0.08	1.00		0.29	1.00		0.58	1.00		0.65
Lane Grp Cap(c), veh/h	357	1247	1293	466	1247	1248	106	0	95	149	0	251
V/C Ratio(X)	0.28	0.36	0.36	0.20	0.48	0.48	0.50	0.00	1.93	1.08	0.00	0.70
Avail Cap(c_a), veh/h	398	1247	1293	507	1247	1248	106	0	95	149	0	251
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	9.5	9.5	7.0	10.7	10.7	75.5	0.0	75.5	69.1	0.0	64.6
Incr Delay (d2), s/veh	0.3	0.8	0.8	0.2	1.3	1.3	3.7	0.0	455.5	98.0	0.0	8.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.5	6.8	0.9	9.8	9.8	2.3	0.0	16.0	5.6	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.7	10.3	10.3	7.2	12.0	12.1	79.2	0.0	531.0	167.1	0.0	73.0
LnGrp LOS	A	B	B	A	B	B	E		F	F		E
Approach Vol, veh/h	1016			1289			237			337		
Approach Delay, s/veh	10.2			11.7			429.9			118.0		
Approach LOS	B			B			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	11.3	118.7	15.0	15.0	11.3	118.7	30.0					
Change Period (Y+Rc), s	6.4	6.4	5.7	6.0	6.4	6.4	6.0					
Max Green Setting (Gmax), s	8.6	108.6	9.3	9.0	8.6	108.6	24.0					
Max Q Clear Time (g_c+I1), s	4.6	26.3	11.3	11.0	4.4	18.1	18.0					
Green Ext Time (p_c), s	0.1	3.1	0.0	0.0	0.0	2.1	0.4					
Intersection Summary												
HCM 7th Control Delay, s/veh	58.0											
HCM 7th LOS	E											

Existing PM Peak Hour

Synchro 12 Light Report

HCM 7th AWSC
3: NW 84 AVENUE & NW 54 STREET

02/08/2026

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	139	24	43	126	59	24	129	33	36	101	0
Future Vol, veh/h	33	139	24	43	126	59	24	129	33	36	101	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	158	27	49	143	67	27	147	38	41	115	0
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	10.9	10.9	11.1	10.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	13%	100%	0%	100%	0%	26%
Vol Thru, %	69%	0%	85%	0%	68%	74%
Vol Right, %	18%	0%	15%	0%	32%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	186	33	163	43	185	137
LT Vol	24	33	0	43	0	36
Through Vol	129	0	139	0	126	101
RT Vol	33	0	24	0	59	0
Lane Flow Rate	211	38	185	49	210	156
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.321	0.067	0.301	0.087	0.332	0.246
Departure Headway (Hd)	5.463	6.471	5.859	6.426	5.692	5.692
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	657	554	613	558	631	631
Service Time	3.501	4.209	3.597	4.162	3.428	3.734
HCM Lane V/C Ratio	0.321	0.069	0.302	0.088	0.333	0.247
HCM Control Delay, s/veh	11.1	9.7	11.1	9.8	11.2	10.6
HCM Lane LOS	B	A	B	A	B	B
HCM 95th-tile Q	1.4	0.2	1.3	0.3	1.5	1

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	35	63	19	26	64	25	14	212	27	45	119	15
Future Vol, veh/h	35	63	19	26	64	25	14	212	27	45	119	15
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	78	23	32	79	31	17	262	33	56	147	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.1	10	11.9	10.7
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	30%	23%	25%
Vol Thru, %	84%	54%	56%	66%
Vol Right, %	11%	16%	22%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	253	117	115	179
LT Vol	14	35	26	45
Through Vol	212	63	64	119
RT Vol	27	19	25	15
Lane Flow Rate	312	144	142	221
Geometry Grp	1	1	1	1
Degree of Util (X)	0.438	0.222	0.216	0.319
Departure Headway (Hd)	5.047	5.524	5.482	5.194
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	718	649	655	692
Service Time	3.047	3.564	3.523	3.228
HCM Lane V/C Ratio	0.435	0.222	0.217	0.319
HCM Control Delay, s/veh	11.9	10.1	10	10.7
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	2.2	0.8	0.8	1.4

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	33	14	16	16	84	57	23	127	30	87	125	17
Future Vol, veh/h	33	14	16	16	84	57	23	127	30	87	125	17
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	16	18	18	95	65	26	144	34	99	142	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

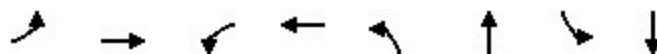
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9	9.6	9.7	10.5
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	52%	10%	38%
Vol Thru, %	71%	22%	54%	55%
Vol Right, %	17%	25%	36%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	180	63	157	229
LT Vol	23	33	16	87
Through Vol	127	14	84	125
RT Vol	30	16	57	17
Lane Flow Rate	205	72	178	260
Geometry Grp	1	1	1	1
Degree of Util (X)	0.273	0.104	0.245	0.35
Departure Headway (Hd)	4.805	5.242	4.937	4.839
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	740	676	721	736
Service Time	2.879	3.334	3.014	2.908
HCM Lane V/C Ratio	0.277	0.107	0.247	0.353
HCM Control Delay, s/veh	9.7	9	9.6	10.5
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.1	0.3	1	1.6

Timings

2: NW 58 STREET & NW 82 AVENUE

06/18/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	102	884	105	1033	54	78	163	61
Future Volume (vph)	102	884	105	1033	54	78	163	61
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases	1	6	5	2		4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	5.0	7.0
Minimum Split (s)	11.4	24.4	11.4	24.4	15.0	15.0	10.7	24.0
Total Split (s)	15.0	115.0	15.0	115.0	15.0	15.0	15.0	30.0
Total Split (%)	9.4%	71.9%	9.4%	71.9%	9.4%	9.4%	9.4%	18.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.0	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	117.1	109.9	117.3	109.9	9.0	9.0	24.3	24.0
Actuated g/C Ratio	0.73	0.69	0.73	0.69	0.06	0.06	0.15	0.15
v/c Ratio	0.36	0.40	0.27	0.53	0.85	1.60	1.15	0.63
Control Delay (s/veh)	7.9	11.4	6.2	13.1	145.7	337.9	173.0	56.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.9	11.4	6.2	13.1	145.7	337.9	173.0	56.8
LOS	A	B	A	B	F	F	F	E
Approach Delay (s/veh)		11.1		12.6		296.6		112.7
Approach LOS		B		B		F		F

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 123 (77%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.60

Intersection Signal Delay (s/veh): 48.1

Intersection LOS: D

Intersection Capacity Utilization 80.6%

ICU Level of Service D

Analysis Period (min) 15

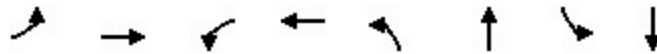
Splits and Phases: 2: NW 58 STREET & NW 82 AVENUE

	Ø1		Ø2 (R)			Ø3		Ø4
15 s		115 s			15 s		15 s	
	Ø5		Ø6 (R)			Ø8		
15 s		115 s			30 s			

Queues

2: NW 58 STREET & NW 82 AVENUE

06/18/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	107	972	111	1269	57	208	172	186
v/c Ratio	0.36	0.40	0.27	0.53	0.85	1.60	1.15	0.63
Control Delay (s/veh)	7.9	11.4	6.2	13.1	145.7	337.9	173.0	56.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.9	11.4	6.2	13.1	145.7	337.9	173.0	56.8
Queue Length 50th (ft)	24	215	25	315	60	~273	~197	136
Queue Length 95th (ft)	40	261	41	378	#153	#451	#320	226
Internal Link Dist (ft)		424		477		348		395
Turn Bay Length (ft)	125		325		90		180	
Base Capacity (vph)	316	2417	426	2385	67	130	150	294
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.40	0.26	0.53	0.85	1.60	1.15	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

2: NW 58 STREET & NW 82 AVENUE

06/18/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	884	39	105	1033	173	54	78	120	163	61	116
Future Volume (veh/h)	102	884	39	105	1033	173	54	78	120	163	61	116
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	931	41	111	1087	182	57	82	126	172	64	122
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	334	2432	107	443	2137	357	97	37	57	149	86	165
Arrive On Green	0.03	0.70	0.70	0.03	0.70	0.70	0.06	0.06	0.06	0.06	0.15	0.15
Sat Flow, veh/h	1781	3467	153	1781	3047	509	1198	665	1022	1781	576	1097
Grp Volume(v), veh/h	107	477	495	111	633	636	57	0	208	172	0	186
Grp Sat Flow(s),veh/h/ln	1781	1777	1843	1781	1777	1779	1198	0	1686	1781	0	1673
Q Serve(g_s), s	2.7	17.5	17.5	2.8	26.4	26.6	7.0	0.0	9.0	9.3	0.0	17.0
Cycle Q Clear(g_c), s	2.7	17.5	17.5	2.8	26.4	26.6	9.0	0.0	9.0	9.3	0.0	17.0
Prop In Lane	1.00		0.08	1.00		0.29	1.00		0.61	1.00		0.66
Lane Grp Cap(c), veh/h	334	1246	1293	443	1246	1248	97	0	95	149	0	251
V/C Ratio(X)	0.32	0.38	0.38	0.25	0.51	0.51	0.59	0.00	2.19	1.16	0.00	0.74
Avail Cap(c_a), veh/h	374	1246	1293	483	1246	1248	97	0	95	149	0	251
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	9.7	9.7	7.3	11.1	11.1	76.8	0.0	75.5	69.1	0.0	65.0
Incr Delay (d2), s/veh	0.4	0.9	0.9	0.2	1.5	1.5	8.8	0.0	569.5	122.6	0.0	11.1
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	1.1	7.1	7.3	1.1	10.7	10.8	2.6	0.0	18.9	6.6	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	10.6	10.6	7.5	12.5	12.6	85.6	0.0	645.0	191.7	0.0	76.2
LnGrp LOS	A	B	B	A	B	B	F		F	F		E
Approach Vol, veh/h	1079			1380			265			358		
Approach Delay, s/veh	10.5			12.2			524.7			131.7		
Approach LOS	B			B			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	11.4	118.6	15.0	15.0	11.4	118.6	30.0					
Change Period (Y+Rc), s	6.4	6.4	5.7	6.0	6.4	6.4	6.0					
Max Green Setting (Gmax), s	8.6	108.6	9.3	9.0	8.6	108.6	24.0					
Max Q Clear Time (g_c+I1), s	4.7	28.6	11.3	11.0	4.8	19.5	19.0					
Green Ext Time (p_c), s	0.1	3.4	0.0	0.0	0.1	2.3	0.4					
Intersection Summary												
HCM 7th Control Delay, s/veh	69.5											
HCM 7th LOS	E											

Intersection

Intersection Delay, s/veh 13.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	175	25	46	151	65	25	173	35	43	134	0
Future Vol, veh/h	35	175	25	46	151	65	25	173	35	43	134	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	199	28	52	172	74	28	197	40	49	152	0
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh 13		13	13.6	12.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	100%	0%	100%	0%	24%
Vol Thru, %	74%	0%	88%	0%	70%	76%
Vol Right, %	15%	0%	13%	0%	30%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	233	35	200	46	216	177
LT Vol	25	35	0	46	0	43
Through Vol	173	0	175	0	151	134
RT Vol	35	0	25	0	65	0
Lane Flow Rate	265	40	227	52	245	201
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.436	0.077	0.403	0.101	0.423	0.345
Departure Headway (Hd)	5.929	6.975	6.376	6.933	6.208	6.175
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	601	510	561	514	577	577
Service Time	4.017	4.762	4.162	4.718	3.993	4.27
HCM Lane V/C Ratio	0.441	0.078	0.405	0.101	0.425	0.348
HCM Control Delay, s/veh	13.6	10.4	13.5	10.5	13.5	12.5
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	2.2	0.2	1.9	0.3	2.1	1.5

HCM 7th AWSC
4: NW 84 AVENUE & NW 56 STREET

06/18/2026

Intersection

Intersection Delay, s/veh 12.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	37	68	20	27	69	26	15	249	28	48	148	16
Future Vol, veh/h	37	68	20	27	69	26	15	249	28	48	148	16
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	84	25	33	85	32	19	307	35	59	183	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	0.8	10.7	13.8	11.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	30%	22%	23%
Vol Thru, %	85%	54%	57%	70%
Vol Right, %	10%	16%	21%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	292	125	122	212
LT Vol	15	37	27	48
Through Vol	249	68	69	148
RT Vol	28	20	26	16
Lane Flow Rate	360	154	151	262
Geometry Grp	1	1	1	1
Degree of Util (X)	0.521	0.25	0.243	0.392
Departure Headway (Hd)	5.2	5.835	5.797	5.385
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	692	613	618	667
Service Time	3.244	3.892	3.855	3.435
HCM Lane V/C Ratio	0.52	0.251	0.244	0.393
HCM Control Delay, s/veh	13.8	10.8	10.7	11.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	3	1	0.9	1.9

Intersection

Intersection Delay, s/veh 10.4

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	19	20	16	93	57	31	127	30	87	125	36
Future Vol, veh/h	44	19	20	16	93	57	31	127	30	87	125	36
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	22	23	18	106	65	35	144	34	99	142	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

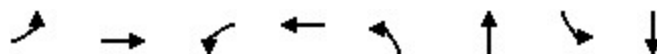
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.4	10.1	10.2	11.1
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	53%	10%	35%
Vol Thru, %	68%	23%	56%	50%
Vol Right, %	16%	24%	34%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	188	83	166	248
LT Vol	31	44	16	87
Through Vol	127	19	93	125
RT Vol	30	20	57	36
Lane Flow Rate	214	94	189	282
Geometry Grp	1	1	1	1
Degree of Util (X)	0.294	0.143	0.271	0.384
Departure Headway (Hd)	5.059	5.475	5.173	5.011
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	716	658	698	721
Service Time	3.059	3.481	3.173	3.011
HCM Lane V/C Ratio	0.299	0.143	0.271	0.391
HCM Control Delay, s/veh	10.2	9.4	10.1	11.1
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	1.2	0.5	1.1	1.8

Timings

2: NW 58 STREET & NW 82 AVENUE

06/18/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	102	884	112	1033	54	85	163	73
Future Volume (vph)	102	884	112	1033	54	85	163	73
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases	1	6	5	2		4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	5.0	7.0
Minimum Split (s)	11.4	24.4	11.4	24.4	15.0	15.0	10.7	24.0
Total Split (s)	15.0	115.0	15.0	115.0	15.0	15.0	15.0	30.0
Total Split (%)	9.4%	71.9%	9.4%	71.9%	9.4%	9.4%	9.4%	18.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.0	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	117.0	109.7	117.4	109.9	9.0	9.0	24.3	24.0
Actuated g/C Ratio	0.73	0.69	0.73	0.69	0.06	0.06	0.15	0.15
v/c Ratio	0.36	0.40	0.29	0.53	0.86	1.72	1.15	0.69
Control Delay (s/veh)	7.9	11.5	6.4	13.1	149.1	387.3	173.0	63.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.9	11.5	6.4	13.1	149.1	387.3	173.0	63.8
LOS	A	B	A	B	F	F	F	E
Approach Delay (s/veh)		11.1		12.5		338.3		114.5
Approach LOS		B		B		F		F

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 123 (77%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.72

Intersection Signal Delay (s/veh): 53.2

Intersection LOS: D

Intersection Capacity Utilization 81.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: NW 58 STREET & NW 82 AVENUE

	Ø1		Ø2 (R)			Ø3		Ø4
15 s		115 s			15 s		15 s	
	Ø5		Ø6 (R)			Ø8		
15 s		115 s			30 s			

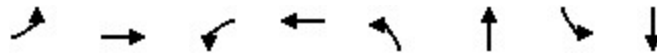
Future PM Peak Hour

Synchro 12 Light Report

Queues

2: NW 58 STREET & NW 82 AVENUE

06/18/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	107	972	118	1269	57	220	172	199
v/c Ratio	0.36	0.40	0.29	0.53	0.86	1.72	1.15	0.69
Control Delay (s/veh)	7.9	11.5	6.4	13.1	149.1	387.3	173.0	63.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.9	11.5	6.4	13.1	149.1	387.3	173.0	63.8
Queue Length 50th (ft)	24	216	27	315	60	~303	~197	159
Queue Length 95th (ft)	40	261	43	378	#154	#483	#320	253
Internal Link Dist (ft)		424		477		348		395
Turn Bay Length (ft)	125		325		90		180	
Base Capacity (vph)	315	2414	425	2385	66	128	150	289
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.40	0.28	0.53	0.86	1.72	1.15	0.69

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

2: NW 58 STREET & NW 82 AVENUE

06/18/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	884	39	112	1033	173	54	85	124	163	73	116
Future Volume (veh/h)	102	884	39	112	1033	173	54	85	124	163	73	116
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	931	41	118	1087	182	57	89	131	172	77	122
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	334	2430	107	443	2137	357	88	38	57	149	98	155
Arrive On Green	0.03	0.70	0.70	0.03	0.70	0.70	0.06	0.06	0.06	0.06	0.15	0.15
Sat Flow, veh/h	1781	3467	153	1781	3047	509	1183	683	1006	1781	652	1033
Grp Volume(v), veh/h	107	477	495	118	633	636	57	0	220	172	0	199
Grp Sat Flow(s),veh/h/ln	1781	1777	1843	1781	1777	1779	1183	0	1689	1781	0	1684
Q Serve(g_s), s	2.7	17.6	17.6	3.0	26.4	26.6	5.8	0.0	9.0	9.3	0.0	18.2
Cycle Q Clear(g_c), s	2.7	17.6	17.6	3.0	26.4	26.6	9.0	0.0	9.0	9.3	0.0	18.2
Prop In Lane	1.00		0.08	1.00		0.29	1.00		0.60	1.00		0.61
Lane Grp Cap(c), veh/h	334	1245	1291	443	1246	1248	88	0	95	149	0	253
V/C Ratio(X)	0.32	0.38	0.38	0.27	0.51	0.51	0.65	0.00	2.32	1.16	0.00	0.79
Avail Cap(c_a), veh/h	374	1245	1291	483	1246	1248	88	0	95	149	0	253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	9.8	9.8	7.3	11.1	11.1	77.8	0.0	75.5	69.1	0.0	65.5
Incr Delay (d2), s/veh	0.4	0.9	0.9	0.2	1.5	1.5	15.6	0.0	623.5	122.6	0.0	15.2
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	1.1	7.1	7.3	1.2	10.7	10.8	2.7	0.0	20.4	6.6	0.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	10.7	10.7	7.6	12.5	12.6	93.4	0.0	699.0	191.7	0.0	80.7
LnGrp LOS	A	B	B	A	B	B	F		F	F		F
Approach Vol, veh/h	1079			1387			277			371		
Approach Delay, s/veh	10.5			12.1			574.4			132.2		
Approach LOS	B			B			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	11.4	118.6	15.0	15.0	11.5	118.5	30.0					
Change Period (Y+Rc), s	6.4	6.4	5.7	6.0	6.4	6.4	6.0					
Max Green Setting (Gmax), s	8.6	108.6	9.3	9.0	8.6	108.6	24.0					
Max Q Clear Time (g_c+I1), s	4.7	28.6	11.3	11.0	5.0	19.6	20.2					
Green Ext Time (p_c), s	0.1	3.4	0.0	0.0	0.1	2.3	0.4					
Intersection Summary												
HCM 7th Control Delay, s/veh	75.9											
HCM 7th LOS	E											

Intersection

Intersection Delay, s/veh 13.2

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	175	25	46	151	65	25	173	35	43	134	6
Future Vol, veh/h	45	175	25	46	151	65	25	173	35	43	134	6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	199	28	52	172	74	28	197	40	49	152	7
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	13	13.2	13.8	12.8
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	100%	0%	100%	0%	23%
Vol Thru, %	74%	0%	88%	0%	70%	73%
Vol Right, %	15%	0%	13%	0%	30%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	233	45	200	46	216	183
LT Vol	25	45	0	46	0	43
Through Vol	173	0	175	0	151	134
RT Vol	35	0	25	0	65	6
Lane Flow Rate	265	51	227	52	245	208
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.44	0.1	0.405	0.101	0.427	0.358
Departure Headway (Hd)	5.982	7.01	6.41	6.986	6.26	6.195
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	596	508	557	510	569	576
Service Time	4.073	4.801	4.201	4.776	4.05	4.293
HCM Lane V/C Ratio	0.445	0.1	0.408	0.102	0.431	0.361
HCM Control Delay, s/veh	13.8	10.6	13.6	10.6	13.7	12.8
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	2.2	0.3	1.9	0.3	2.1	1.6

HCM 7th AWSC
4: NW 84 AVENUE & NW 56 STREET

06/18/2026

Intersection

Intersection Delay, s/veh 12.8

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	37	68	20	33	69	32	15	249	38	59	148	16
Future Vol, veh/h	37	68	20	33	69	32	15	249	38	59	148	16
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	84	25	41	85	40	19	307	47	73	183	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	1.1	11.1	14.5	12.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	30%	25%	26%
Vol Thru, %	82%	54%	51%	66%
Vol Right, %	13%	16%	24%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	302	125	134	223
LT Vol	15	37	33	59
Through Vol	249	68	69	148
RT Vol	38	20	32	16
Lane Flow Rate	373	154	165	275
Geometry Grp	1	1	1	1
Degree of Util (X)	0.546	0.256	0.27	0.42
Departure Headway (Hd)	5.273	5.963	5.884	5.487
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	682	599	607	652
Service Time	3.325	4.03	3.951	3.544
HCM Lane V/C Ratio	0.547	0.257	0.272	0.422
HCM Control Delay, s/veh	14.5	11.1	11.1	12.5
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	3.3	1	1.1	2.1

HCM 7th TWSC
5: DRIVEWAY & NW 56 STREET

06/18/2026

Intersection

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	144	21	36	124	12	20
Future Vol, veh/h	144	21	36	124	12	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	23	39	135	13	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	179
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.5
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3
Pot Cap-1 Maneuver	-	-	1032
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1032
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

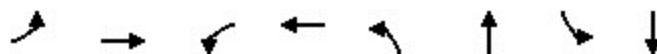
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.94	8.87
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	966	-	-	405	-
HCM Lane V/C Ratio	0.036	-	-	0.038	-
HCM Ctrl Dly (s/v)	8.9	-	-	8.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Timings

2: NW 58 STREET & NW 82 AVENUE

06/18/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	102	884	112	1033	54	85	163	73
Future Volume (vph)	102	884	112	1033	54	85	163	73
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases	1	6	5	2		4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	5.0	7.0
Minimum Split (s)	11.4	24.4	11.4	24.4	15.0	15.0	10.7	24.0
Total Split (s)	15.0	114.0	15.0	114.0	16.0	16.0	15.0	31.0
Total Split (%)	9.4%	71.3%	9.4%	71.3%	10.0%	10.0%	9.4%	19.4%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.0	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	116.0	108.7	116.4	108.9	10.0	10.0	25.3	25.0
Actuated g/C Ratio	0.73	0.68	0.73	0.68	0.06	0.06	0.16	0.16
v/c Ratio	0.36	0.41	0.29	0.54	0.78	1.59	1.15	0.67
Control Delay (s/veh)	8.3	12.0	6.7	13.7	128.6	334.7	172.4	61.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.3	12.0	6.7	13.7	128.6	334.7	172.4	61.6
LOS	A	B	A	B	F	F	F	E
Approach Delay (s/veh)		11.6		13.1		292.3		113.0
Approach LOS		B		B		F		F

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 123 (77%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.59

Intersection Signal Delay (s/veh): 49.3

Intersection LOS: D

Intersection Capacity Utilization 81.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: NW 58 STREET & NW 82 AVENUE

	Ø1		Ø2 (R)			Ø3		Ø4
15 s		114 s			15 s		16 s	
	Ø5		Ø6 (R)			Ø8		
15 s		114 s			31 s			

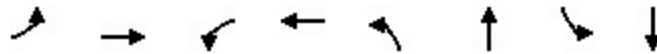
Future PM Peak Hour + Opt

Synchro 12 Light Report

Queues

2: NW 58 STREET & NW 82 AVENUE

06/18/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	107	972	118	1269	57	220	172	199
v/c Ratio	0.36	0.41	0.29	0.54	0.78	1.59	1.15	0.67
Control Delay (s/veh)	8.3	12.0	6.7	13.7	128.6	334.7	172.4	61.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.3	12.0	6.7	13.7	128.6	334.7	172.4	61.6
Queue Length 50th (ft)	25	221	28	323	60	~292	~196	158
Queue Length 95th (ft)	41	267	45	386	#146	#472	#320	251
Internal Link Dist (ft)		424		477		348		395
Turn Bay Length (ft)	125		325		90		180	
Base Capacity (vph)	312	2391	419	2363	73	138	150	299
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.41	0.28	0.54	0.78	1.59	1.15	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

2: NW 58 STREET & NW 82 AVENUE

06/18/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	884	39	112	1033	173	54	85	124	163	73	116
Future Volume (veh/h)	102	884	39	112	1033	173	54	85	124	163	73	116
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	931	41	118	1087	182	57	89	131	172	77	122
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	2407	106	439	2118	354	96	43	63	149	102	161
Arrive On Green	0.03	0.69	0.69	0.03	0.70	0.70	0.06	0.06	0.06	0.06	0.16	0.16
Sat Flow, veh/h	1781	3467	153	1781	3047	509	1183	683	1006	1781	652	1033
Grp Volume(v), veh/h	107	477	495	118	633	636	57	0	220	172	0	199
Grp Sat Flow(s),veh/h/ln	1781	1777	1843	1781	1777	1779	1183	0	1689	1781	0	1684
Q Serve(g_s), s	2.8	18.0	18.0	3.1	27.0	27.2	6.9	0.0	10.0	9.3	0.0	18.1
Cycle Q Clear(g_c), s	2.8	18.0	18.0	3.1	27.0	27.2	10.0	0.0	10.0	9.3	0.0	18.1
Prop In Lane	1.00		0.08	1.00		0.29	1.00		0.60	1.00		0.61
Lane Grp Cap(c), veh/h	330	1233	1279	439	1235	1237	96	0	106	149	0	263
V/C Ratio(X)	0.32	0.39	0.39	0.27	0.51	0.51	0.59	0.00	2.08	1.16	0.00	0.76
Avail Cap(c_a), veh/h	370	1233	1279	477	1235	1237	96	0	106	149	0	263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	10.2	10.2	7.7	11.5	11.6	76.9	0.0	75.0	68.4	0.0	64.6
Incr Delay (d2), s/veh	0.4	0.9	0.9	0.2	1.5	1.5	9.4	0.0	518.5	122.6	0.0	11.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.3	7.6	1.2	11.0	11.1	2.6	0.0	19.6	6.6	0.0	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.9	11.2	11.1	7.9	13.1	13.1	86.3	0.0	593.5	191.0	0.0	76.4
LnGrp LOS	A	B	B	A	B	B	F		F	F		E
Approach Vol, veh/h	1079			1387			277			371		
Approach Delay, s/veh	11.0			12.6			489.1			129.5		
Approach LOS	B			B			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	11.4	117.6	15.0	16.0	11.5	117.5	31.0					
Change Period (Y+Rc), s	6.4	6.4	5.7	6.0	6.4	6.4	6.0					
Max Green Setting (Gmax), s	8.6	107.6	9.3	10.0	8.6	107.6	25.0					
Max Q Clear Time (g_c+I1), s	4.8	29.2	11.3	12.0	5.1	20.0	20.1					
Green Ext Time (p_c), s	0.1	3.4	0.0	0.0	0.1	2.3	0.4					
Intersection Summary												
HCM 7th Control Delay, s/veh	68.4											
HCM 7th LOS	E											

Appendix H
Link Development Sheets,
Florida's Generalized Service
Volume Table and City of Doral
Roadway Traffic Data

VOLUME DEVELOPMENT SHEET

1. NW 79th Ave
between NW 53rd St & NW 56th St (Station 0001)

Description	NW 79th Ave	NW 79th Ave
	NB&SB Combined	NB&SB Combined
	AM	PM
Peak Hour Volume (1/20/2026)	1,692	1,757
PSCF	1.05	1.05
Peak Hour Volume (1/21/2026)	1,765	1,855
PSCF	1.03	1.03
Peak Hour Volume (1/22/2026)	1,729	1,810
PSCF	1.03	1.03
Average of 3-days	1,792	1,873
2026 Existing Traffic	1,792	1,873
Annual Growth Rate	6.17%	6.17%
2027 Background Traffic without Project Trips	1,903	1,989
Sports Facility Trips	4	12
2027 Total Traffic with Project Trips	1,907	2,001

VOLUME DEVELOPMENT SHEET

2. NW 58th St
between NW 79th Ave & NW 82nd Ave (Station 0002)

Description	NW 58th St	NW 58th St
	EB&WB Combined	EB&WB Combined
	AM	PM
Peak Hour Volume (1/20/2026)	2,230	2,427
PSCF	1.05	1.05
Peak Hour Volume (1/21/2026)	2,265	2,394
PSCF	1.03	1.03
Peak Hour Volume (1/22/2026)	2,213	2,402
PSCF	1.03	1.03
Average of 3-days	2,318	2,496
2026 Existing Traffic	2,318	2,496
Annual Growth Rate	6.17%	6.17%
2027 Background Traffic without Project Trips	2,461	2,651
Sports Facility Trips	2	11
2027 Total Traffic with Project Trips	2,463	2,662

VOLUME DEVELOPMENT SHEET

3. NW 58th St
between NW 84th Ave and NW 87th Ave (Station 0003)

Description	NW 58th St	NW 58th St
	EB&WB Combined	EB&WB Combined
	AM	PM
Peak Hour Volume (1/20/2026)	2,139	2,455
PSCF	1.05	1.05
Peak Hour Volume (1/21/2026)	2,299	2,566
PSCF	1.03	1.03
Peak Hour Volume (1/22/2026)	2,221	2,633
PSCF	1.03	1.03
Average of 3-days	2,301	2,644
2026 Existing Traffic	2,301	2,644
Annual Growth Rate	6.17%	6.17%
2027 Background Traffic without Project Trips	2,443	2,808
Sports Facility Trips	2	10
2027 Total Traffic with Project Trips	2,445	2,818

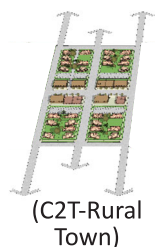
VOLUME DEVELOPMENT SHEET

4. NW 87th Ave
between NW 54th St and NW 58 St (Station 0004)

Description	NW 87th Ave	NW 87th Ave
	NB&SB Combined	NB&SB Combined
	AM	PM
Peak Hour Volume (1/20/2026)	2,564	2,703
PSCF	1.05	1.05
Peak Hour Volume (1/21/2026)	2,779	2,715
PSCF	1.03	1.03
Peak Hour Volume (1/22/2026)	2,749	2,884
PSCF	1.03	1.03
Average of 3-days	2,795	2,868
2026 Existing Traffic	2,795	2,868
Annual Growth Rate	6.17%	6.17%
2027 Background Traffic without Project Trips	2,968	3,046
Sports Facility Trips	4	16
2027 Total Traffic with Project Trips	2,972	3,062

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



Peak Hour Directional

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

Peak Hour Two-Way

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

AADT

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



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

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

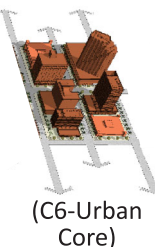
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900



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

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

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



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

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

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

Adjustment Factors

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

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

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

CITY OF DORAL - ROADWAY TRAFFIC DATA - YEAR 2018

EAST - WEST ROADWAYS

Station ID	Road	Location		Jurisdiction	Function Classification¹	No. of Lanes	Median Type	Speed Limit (MPH)	FDOT Class²	Daily Volume														2-Way Volume						1-Way Volume								
										2005		2007		2009		2011		2013		2016		Standard	2018 Existing		Available VPD	"K"	Standard		2018		Available VPH	"D"	Standard		2018		Available VPH	
										AADT	LOS²	AADT	LOS²	AADT	LOS²	AADT	LOS²	AADT	LOS²	AADT	LOS²	LOS	VPD²	AADT	LOS²		LOS	VPH²	VPH	LOS	LOS		VPH²	VPH	LOS			
D01	NW 12 ST	EAST OF	NW 84 AV	COUNTY	MINOR ARTERIAL	4LD	RAISED	40	CLASS 1	36,000	F	34,500	D	41,600	F	27,300	C	27,850	C	30,150	C	D	35,900	32,650	C	3,250	0.083	D	3,230	2,700	C	530	0.844	D	1,800	2,280	F	-480
D02	NW 12 ST	EAST OF	NW 93 CT	COUNTY	MINOR ARTERIAL	4LU	TWLTL	40	CLASS 1	26,000	C	33,350	C	41,050	F	27,700	C	26,600	C	27,600	C	D	35,900	31,450	C	4,450	0.088	D	3,230	2,775	C	455	0.710	D	1,800	1,970	F	-170
D03	NW 12 ST	EAST OF	NW 107 AV	COUNTY	MINOR ARTERIAL	4LD	RAISED	40	CLASS 1	24,000	C	24,800	C	52,050	F	28,700	C	27,400	C	30,550	C	D	35,900	33,950	C	1,950	0.090	D	3,230	3,070	C	160	0.691	D	1,800	2,120	F	-320
D04	NW 17/19 ST	EAST OF	NW 107 AV	CITY	LOCAL ROAD	4LD	RAISED	35	CLASS 2					9,550	C	9,200	C	8,050	C	8,400	C	D	29,200	8,150	C	21,050	0.123	D	2,630	1,000	C	1,630	0.665	D	1,470	665	D	805
D05	NW 25 ST	WEST OF	NW 79 AV	COUNTY	MINOR ARTERIAL	6LD	RAISED	40	CLASS 1	46,000	C	38,800	C	41,700	C	43,300	C			34,700	C	D	54,000	45,200	C	8,800	0.069	D	4,860	3,140	C	1,720	0.537	D	2,720	1,685	C	1,035
D06	NW 25 ST	WEST OF	NW 92 AV	COUNTY	MINOR ARTERIAL	4LU	LTL	40	CLASS 1	52,000	F	40,450	F	56,300	F	36,250	F			31,750	C	D	34,100	40,700	F	-6,600	0.072	D	3,070	2,930	C	140	0.640	D	1,710	1,875	F	-165
D07	NW 25 ST	WEST OF	NW 102 AV	COUNTY	MINOR ARTERIAL	4LU	LTL	40	CLASS 1	35,000	F	41,400	F	31,200	C	26,650	C	24,300	C	25,700	C	D	34,100	33,650	D	450	0.077	D	3,070	2,580	C	490	0.682	D	1,710	1,760	F	-50
D08	NW 25 ST	EAST OF	NW 112 AV	COUNTY	MINOR ARTERIAL	4LU	LTL	40	CLASS 1	16,000	C	33,400	D	12,100	C	20,250	C	20,450	C	23,150	C	D	34,100	30,300	C	3,800	0.081	D	3,070	2,455	C	615	0.652	D	1,710	1,600	C	110
D09	NW 33 ST	WEST OF	NW 79 AV	CITY	MAJOR COLLECTOR URBAN	2LU	LTL	35	CLASS 2							7,000	D	8,850	D	D	D	14,000	6,600	C	7,400	0.091	D	1,260	600	C	660	0.633	D	710	380	D	330	
D10	NW 33 ST	WEST OF	NW 84 AV	CITY	MAJOR COLLECTOR URBAN	4LD	RAISED	35	CLASS 2			7,350	C	7,850	C	6,050	C	9,900	C	13,950	D	D	29,200	10,950	C	18,250	0.100	D	2,630	1,100	C	1,530	0.573	D	1,470	630	C	840
D11	NW 33 ST	WEST OF	NW 87 AV	CITY	MAJOR COLLECTOR URBAN	4LD	RAISED	35	CLASS 2			2,900	C	2,400	C	6,850	C	13,900	D	18,900	D	D	29,200	17,000	D	12,200	0.094	D	2,630	1,605	D	1,025	0.695	D	1,470	1,115	D	355
D12	NW 33 ST	EAST OF	NW 104 AV	CITY	MAJOR COLLECTOR URBAN	4LD	RAISED	35	CLASS 2			8,900	C	6,600	C	11,650	C	13,000	C	16,250	D	D	29,200	15,100	D	14,100	0.096	D	2,630	1,450	D	1,180	0.600	D	1,470	870	D	600
D13	NW 33 ST	WEST OF	NW 107 AV	CITY	MAJOR COLLECTOR URBAN	2LU	TWLTL	35	CLASS 2			6,150	C	3,650	C	9,850	D	9,300	D	9,350	D	D	14,000	12,150	D	1,850	0.099	D	1,260	1,200	D	60	0.521	D	710	625	D	85
D14	NW 34 ST	WEST OF	NW 114 AV	CITY	LOCAL ROAD	2LU	TWLTL	35	CLASS 2					6,750	C	7,900	D	11,050	D	8,750	D	D	14,000	10,200	D	3,800	0.097	D	1,260	990	D	270	0.692	D	710	685	D	25
D15	NW 36 ST	WEST OF	NW 82 AV	COUNTY	PRINCIPAL ARTERIAL	6LD	RAISED	40	CLASS 1	29,000	C	56,400	D	58,700	F	43,200	C	49,900	C	46,850	C	D	56,700	54,700	C	2,000	0.071	D	5,100	3,870	C	1,230	0.558	D	2,860	2,160	C	700
D16	NW 36/41 ST	EAST OF	NW 94 AV	COUNTY	PRINCIPAL ARTERIAL	6LD	RAISED	40	CLASS 1	54,000	C	63,300	F	66,950	F	41,700	C	46,100	C	45,150	C	D	56,700	52,900	C	3,800	0.076	D	5,100	4,010	C	1,090	0.670	D	2,860	2,685	C	175
D17	NW 41 ST	WEST OF	NW 102 AV	COUNTY	PRINCIPAL ARTERIAL	6LD	RAISED	40	CLASS 1	44,000	C	49,100	C	78,200	F	48,750	C	43,050	C	45,150	C	D	54,000	50,650	C	3,350	0.073	D	4,860	3,710	C	1,150	0.586	D	2,720	2,175	C	545
D18	NW 41 ST	EAST OF	NW 112 AV	COUNTY	PRINCIPAL ARTERIAL	6LD	RAISED	40	CLASS 1	42,000	C	43,800	C	40,900	C	41,500	C	38,100	C	40,450	C	D	54,000	46,450	C	7,550	0.076	D	4,860	3,550	C	1,310	0.614	D	2,720	2,180	C	540
D19	NW 50 ST	WEST OF	NW 109 AV	CITY	MINOR COLLECTOR URBAN	2LU	NONE	35	CLASS 2	4,100	C	5,200	C	2,950	C	4,450	C	4,550	C	5,550	C	D	13,400	10,200	D	3,200	0.097	D	1,200	990	D	210	0.692	D	680	685	E	-5
D62	NW 52 ST	EAST OF	NW 107 AV	CITY	MAJOR COLLECTOR URBAN	4LD	RAISED	35	CLASS 2					6,800	C	6,800	C	7,300	C	7,650	C	D	30,700	7,200	C	23,500	0.135	D	2,760	975	C	1,785	0.585	D	1,550	570	C	980
D20	NW 53 ST	WEST OF	NW 79 AV	CITY	LOCAL ROAD	2LD	RAISED	35	CLASS 2			6,850	C	6,250	C	5,850	C	4,300	C	7,350	D	D	14,000	8,050	D	5,950	0.089	D	1,260	720	D	540	0.639	D	710	460	D	250
D21	NW 58 ST	EAST OF	NW 84 AV	COUNTY	MINOR ARTERIAL	4LU	LTL	40	CLASS 1	32,000	C	38,700	F	35,350	C	30,200	C	13,900	C	29,600	C	D	37,700	34,300	C	3,400	0.073	D	3,390	2,515	C	-875	0.551	D	1,890	1,385	C	505
D22	NW 58 ST	WEST OF	NW 92 AV	COUNTY	MINOR ARTERIAL	4LU	TWLTL	40	CLASS 1	35,000	D	38,850	F	68,350	F	28,400	C	28,250	C	31,750	C	D	35,900	36,050	F	-150	0.094	D	3,230	3,375	F	-145	0.693	D	1,800	2,340	F	-540
D23	NW 58 ST	EAST OF	NW 102 AV	COUNTY	MINOR ARTERIAL	4LD	RAISED	40	CLASS 1	18,000	C	29,900	C	35,800	D	23,900	C	22,550	C	24,700	C	D	35,900	29,500	C	6,400	0.081	D	3,230	2,390	C	840	0.667	D	1,800	1,595	C	205
D24	NW 58 ST	WEST OF	NW 109 AV	COUNTY	MINOR COLLECTOR URBAN	4LD	RAISED	40	CLASS 1	13,000	C	26,750	C	20,900	C	17,900	C	17,450	C	19,500	C	D	35,900	16,750	C	19,150	0.086	D	3,230	1,440	C	1,790	0.628	D	1,800	905	C	895
D61	NW 74 ST	WEST OF	NW 97 AV	COUNTY	PRINCIPAL ARTERIAL	6LD	RAISED	40	CLASS 1							19,500	C	27,550	C	27,700	C	D	56,700	52,750	C	3,950	0.090	D	5,100	4,770	C	330	0.662	D	2,860	3,160	F	-300
D25	NW 74 ST	WEST OF	NW 107 AV	COUNTY	PRINCIPAL ARTERIAL	6LD	RAISED	40	CLASS 1	3,000	C	5,100	C	7,100	C	16,900	C	21,700	C	21,550	C	D	56,700	39,450	C	17,250	0.084	D	5,100	3,305	C	1,795	0.646	D	2,860	2,135	C	725
D26	NW 78 ST	WEST OF	NW 107 AV	CITY	LOCAL ROAD	2LU	NONE	30	CLASS 2			2,550	C	2,850	C	2,250	C	2,150	C	2,800	C	D	10,700	2,750	C	7,950	0.087	D	960	240	C	720	0.688	D	540	165	C	375
D27	NW 78 ST	WEST OF	NW 109 AV	CITY	LOCAL ROAD	2LU	NONE	30	CLASS 2										1,750	C	D	10,700	2,650	C	8,050	0.094	D	960	250	C	710	0.660	D	540	165	C	375	
D28	NW 82 ST	WEST OF	NW 109 AV	CITY	LOCAL ROAD	2LD	RAISED	30	CLASS 2			2,400	C	3,800	C	3,050	C	3,800	C	4,150	C	D	14,000	5,800	C	8,200	0.102	D	1,260	590	C	670	0.576	D	710	340	C	370
D29	NW 86 ST	WEST OF	NW 107 AV	CITY	LOCAL ROAD	2LU	NONE	30	CLASS 2			1,800	C	2,750	C	2,900	C	2,900	C	4,000	C	D	13,400	5,600	C	7,800	0.131	D	1,200	735	D	465	0.510	D	680	375	D	305
D30	NW 90 ST	WEST OF	NW 107 AV	CITY	LOCAL ROAD	2LD	RAISED	35	CLASS 2			1,850	C	1,650	C	1,500	C	1,900	C	2,800	C	D	14,000	3,950	C	10,050	0.127	D	1,260	500	C	760	0.560	D	710	280	C	430
D67	NW 66 ST	WEST OF	NW 107 AV	CITY	LOCAL ROAD	2LD	RAISED	30	CLASS 2												D	14,000	6,600	C	7,400	0.132	D	1,260	870	D	390	0.511	D	710	445	D	265	

1. Taken from FDOT D6 GIS Functional Classification layer.
2. Based on 2012 Quality/Level of Service Generalized Volumes for Florida's Urbanized Areas.

CITY OF DORAL - ROADWAY TRAFFIC DATA - YEAR 2018

NORTH - SOUTH ROADWAYS

Station ID	ROAD	LOCATION		JURISDICTION	FUNCTION CLASSIFICATION ¹	No. of LANES	Median Type	Speed Limit (MPH)	FDOT Class ²	DAILY VOLUME												2-WAY VOLUME						1-WAY VOLUME										
										2005		2007		2009		2011		2013		2016		STANDARD		2018 EXISTING		AVAILABLE VPD	"K"	STANDARD		2018 EXISTING		AVAILABLE VPH	"D"	STANDARD		2018 EXISTING		AVAILABLE VPH
										AADT	LOS ²	AADT	LOS ²	AADT	LOS ²	AADT	LOS ²	AADT	LOS ²	AADT	LOS ²	LOS	VPD ²	AADT	LOS			LOS	VPH ²	VPH	LOS			LOS	VPH ²	VPH	LOS	
D31	NW 79 AV	SOUTH OF	NW 37 ST	CITY	COLLECTOR	4LU	TWLTL	40	CLASS 1	15,000	C	15,900	C	17,600	C	14,300	C	15,250	C	16,250	C	D	35,900	22,750	C	13,150	0.071	D	3,230	1,625	C	1,605	0.517	D	1,800	840	C	960
D32	NW 79 AV	SOUTH OF	NW 53 ST	CITY	COLLECTOR	4LU	TWLTL	40	CLASS 1	14,000	C	15,300	C	23,200	C	15,700	C	15,500	C	17,650	C	D	35,900	22,300	C	13,600	0.086	D	3,230	1,920	C	1,310	0.568	D	1,800	1,090	C	710
D33	NW 82 AV	SOUTH OF	NW 21 ST	CITY	COLLECTOR	4LD	RAISED	40	CLASS 1	19,000	C	21,950	C	18,350	C	13,950	C	12,350	C	10,800	C	D	35,900	11,350	C	24,550	0.083	D	3,230	940	C	2,290	0.521	D	1,800	490	C	1,310
D34	NW 82 AV	SOUTH OF	NW 31 ST	CITY	COLLECTOR	2LU	TWLTL	40	CLASS 1	10,000	C	9,450	C	13,550	C	9,850	C	8,700	C	12,150	C	D	16,800	13,450	C	3,350	0.100	D	1,520	1,345	C	175	0.576	D	840	775	C	65
D35	NW 84 AV	NORTH OF	NW 17 ST	CITY	LOCAL ROAD	4LD	RAISED	35	CLASS 2					9,600	C	8,450	C	8,150	C	8,450	C	D	29,200	10,350	C	18,850	0.102	D	2,630	1,055	C	1,575	0.701	D	1,470	740	D	730
D36	NW 87 AV	NORTH OF	NW 17 ST	COUNTY	MINOR ARTERIAL	6LD	RAISED	40	CLASS 1	46,000	C	35,250	C	37,650	C	35,850	C	40,550	C	40,750	C	D	54,000	50,150	C	3,850	0.073	D	4,860	3,685	C	1,175	0.627	D	2,720	2,310	C	410
D37	NW 87 AV	SOUTH OF	NW 33 ST	COUNTY	MINOR ARTERIAL	6LD	RAISED	40	CLASS 1	38,000	C	43,350	C	39,550	C	31,400	C	38,050	C	38,200	C	D	54,000	49,700	C	4,300	0.072	D	4,860	3,600	C	1,260	0.589	D	2,720	2,120	C	600
D38	NW 87 AV	SOUTH OF	NW 52 ST	COUNTY	MINOR ARTERIAL	4LD	RAISED	40	CLASS 1	25,000	C	46,200	F	18,650	C	22,250	C	19,700	C	23,700	C	D	37,700	32,800	C	4,900	0.082	D	3,390	2,690	C	700	0.528	D	1,890	1,420	C	470
D39	NW 97 AV	SOUTH OF	NW 17 ST	COUNTY	COLLECTOR	4LU	TWLTL	40	CLASS 1	14,000	C	23,300	C	23,100	C	21,350	C	24,300	C	27,500	C	D	35,900	34,150	C	1,750	0.096	D	3,230	3,280	F	-50	0.675	D	1,800	2,215	F	-415
D40	NW 97 AV	SOUTH OF	NW 33 ST	COUNTY	COLLECTOR	4LD	RAISED	40	CLASS 1		C		C		C		C		C	26,700	C	D	35,900	25,400	C	10,500	0.103	D	3,230	2,620	C	610	0.607	D	1,800	1,590	C	210
D41	NW 97 AV	NORTH OF	NW 33 ST	COUNTY	COLLECTOR	4LD	RAISED	40	CLASS 1	15,000	C	18,900	C	21,950	C	19,600	C	19,500	C	24,650	C	D	35,900	25,150	C	10,750	0.080	D	3,230	2,020	C	1,210	0.527	D	1,800	1,065	C	735
D42	NW 97 AV	SOUTH OF	NW 52 ST	COUNTY	COLLECTOR	4LD	RAISED	40	CLASS 1	17,000	C	19,250	C	17,450	C	13,550	C	16,850	C	19,700	C	D	35,900	19,800	C	16,100	0.111	D	3,230	2,190	C	1,040	0.630	D	1,800	1,380	C	420
D43	NW 97 AV	NORTH OF	NW 58 ST	COUNTY	COLLECTOR	2LU	TWLTL	40	CLASS 1			1,200	C	9,300	C	3,500	C	3,700	C	7,650	C	D	16,800	10,200	C	6,600	0.088	D	1,520	900	C	620	0.561	D	840	505	C	335
D44	NW 102 AV	NORTH OF	NW 52 ST	CITY	LOCAL ROAD	4LD	RAISED	35	CLASS 2	7,500	C	8,500	C	7,450	C	7,600	C	7,450	C	9,450	C	D	29,200	12,550	C	16,650	0.120	D	2,630	1,500	D	1,130	0.523	D	1,470	785	D	685
D45	NW 107 AV	NORTH OF	NW 19 ST	COUNTY	MINOR ARTERIAL	6LD	RAISED	40	CLASS 1	48,000	C	46,200	C	42,450	C	44,200	C	43,250	C	38,750	C	D	56,700	45,700	C	11,000	0.074	D	5,100	3,365	C	1,735	0.590	D	2,860	1,985	C	875
D46	NW 107 AV	SOUTH OF	NW 29 TR	COUNTY	MINOR ARTERIAL	4LD	RAISED	40	CLASS 1	37,000	F	34,450	D	35,100	D	32,550	C	24,900	C	33,250	C	D	35,900	38,350	F	-2,450	0.068	D	3,230	2,625	C	605	0.610	D	1,800	1,600	C	200
D47	NW 107 AV	SOUTH OF	NW 52 ST	COUNTY	MINOR ARTERIAL	4LD	RAISED	40	CLASS 1	25,000	C	27,900	C	40,100	F	13,750	C	24,200	C	26,400	C	D	35,900	32,100	C	3,800	0.073	D	3,230	2,335	C	895	0.516	D	1,800	1,205	C	595
D48	NW 107 AV	NORTH OF	NW 66 ST	COUNTY	COLLECTOR	4LD	RAISED	40	CLASS 1	13,000	C	26,000	C	32,000	C	23,550	C	23,600	C	26,600	C	D	37,700	28,400	C	9,300	0.079	D	3,390	2,240	C	1,150	0.569	D	1,890	1,275	C	615
D49	NW 107 AV	NORTH OF	NW 78 ST	COUNTY	COLLECTOR	4LD	RAISED	40	CLASS 1			11,000	C	11,350	C	19,550	C	20,250	C	27,700	C	D	35,900	25,100	C	10,800	0.082	D	3,230	2,070	C	1,160	0.585	D	1,800	1,210	C	590
D50	NW 109 AV	SOUTH OF	NW 82 ST	CITY	LOCAL ROAD	2LU	NONE	35	CLASS 2					2,050	C	400	C	350	C	350	C	D	10,700	400	C	10,300	0.125	D	960	50	C	910	0.600	D	540	30	C	510
D51	NW 112 AV	SOUTH OF	NW 30 ST	CITY	LOCAL ROAD	2LU	TWLTL	40	CLASS 1					10,300	C	11,900	C	9,700	C	11,200	C	D	16,800	16,000	D	800	0.106	D	1,520	1,690	F	-170	0.607	D	840	1,025	F	-185
D52	NW 112 AV	NORTH OF	NW 41 ST	CITY	LOCAL ROAD	4LU	TWLTL	35	CLASS 2			8,150	C	7,800	C	8,050	C	9,100	C	10,900	C	D	29,200	9,050	C	20,150	0.095	D	2,630	860	C	1,770	0.645	D	1,470	555	C	915
D53	NW 112 AV	NORTH OF	NW 74 ST	CITY	LOCAL ROAD	2LD	RAISED	35	CLASS 2					2,600	C	1,400	C	1,750	C	1,950	C	D	14,000	3,250	C	10,750	0.125	D	1,190	405	D	785	0.728	D	710	295	C	415
D54	NW 112/114 AV	NORTH OF	NW 86 ST	CITY	LOCAL ROAD	4LD	RAISED	35	CLASS 2					2,750	C	4,700	C	6,350	C	9,300	C	D	29,200	9,250	C	19,950	0.147	D	2,630	1,360	D	1,270	0.695	D	1,470	945	D	525
D55	NW 114 AV	NORTH OF	NW 36 TR	CITY	LOCAL ROAD	2LU	TWLTL	35	CLASS 2			8,550	D	10,850	D	12,200	D	13,650	D	14,250	E	D	14,000	16,250	F	-2,250	0.097	D	1,190	1,580	E	-390	0.585	D	710	925	F	-215
D56	NW 114 AV	NORTH OF	NW 50 ST	CITY	LOCAL ROAD	2LU	LTL	35	CLASS 2	16,000	F	13,250	D	30,400	F	15,200	F	14,350	E	16,450	F	D	14,000	20,300	F	-6,300	0.096	D	1,260	1,940	F	-680	0.564	D	710	1,095	F	-385
D57	NW 114 AV	NORTH OF	NW 60 ST	CITY	LOCAL ROAD	4LD	RAISED	35	CLASS 2	9,600	C	7,900	C	18,200	D	13,400	D	15,900	D	17,900	D	D	29,200	17,700	D	11,500	0.103	D	2,630	1,830	D	800	0.505	D	1,470	925	D	545
D58	NW 114 AV	SOUTH OF	NW 78 ST	CITY	LOCAL ROAD	4LD	RAISED	35	CLASS 2			5,400	C	6,950	C	10,800	C	12,550	C	14,000	D	D	29,200	16,700	D	12,500	0.112	D	2,630	1,870	D	760	0.647	D	1,470	1,210	D	260
D59	NW 117 AV	SOUTH OF	NW 34 ST	CITY	LOCAL ROAD	2LU	NONE	35	CLASS 2					6,300	D	8,150	D	7,950	D	10,400	D	D	10,700	12,100	F	-1,400	0.088	D	960	1,070	F	-110	0.668	D	540	715	F	-175
D60	NW 117 AV	SOUTH OF	NW 58 ST	CITY	LOCAL ROAD	2LU	NONE	35	CLASS 2			350	C	500	C	450	C	600	C	700	C	D	10,700	950	C	9,750	0.247	D	960	235	C	725	0.596	D	540	140	C	400
D63	NW 109 AV	NORTH OF	NW 41 ST	CITY	LOCAL ROAD	2LU	NONE	30	CLASS 2												D	13,400	5,200	C	8,200	0.133	D	1,200	690	D	510	0.616	D	680	425	D	255	
D64	NW 92 AV	SOUTH OF	NW 33 ST	CITY	LOCAL ROAD	4LU	NONE	30	CLASS 2												D	27,800	3,400	C	24,400	0.128	D	2,500	435	C	2,065	0.563	D	1,400	245	C	1,155	
D65	NW 102 AV	NORTH OF	NW 58 ST	CITY	LOCAL ROAD	2LU	NONE	35	CLASS 2												D	13,400	7,500	D	5,900	0.094	D	1,200	705	D	495	0.660	D	680	465	D	215	
D66	NW 102 AV	NORTH OF	NW 74 ST	CITY	LOCAL ROAD	2LU	NONE		CLASS 2												D	14,000	7,500	D	6,500	0.094	D	1,190	705	D	485	0.660	D	710	465	D	245	

1. Taken from FDOT D6 GIS Functional Classification layer.
2. Based on 2012 Quality/Level of Service Generalized Volumes for Florida's Urbanized Areas.

Appendix I

Capital Improvement Program

Table 5: Planned State and County Transportation Projects in Doral Area FY 2024-2029

FACILITY	LIMITS	TYPE OF WORK	RESPONSIBLE AGENCY	CONSTRUCTION TIME FRAME	TOTAL COST FY 2023-2027 (Millions)
SR 826 (Palmetto Expressway)	SR 836 to SR 93/I-75	PD&E/EMO	FDOT		PYF*
SR 826 (Palmetto Expressway)	SR 968 West Flagler Street to South of NW 154 Street	PD&E/EMO	FDOT		\$6.600
SR 826 (Palmetto Expressway)	Express Lanes Tolling & Ramp Signaling Operations	Technical Assistance	FDOT		\$4.338
City of Doral - NW 117 Avenue	NW 25 Street to NW 34 Street	Miscellaneous Construction	FDOT		\$2.104
NW 25 Street Viaduct Trucking Impacts		PTO Studies	FDOT		\$0.450
HEFT	MP 33.2 (SB) MP 35.4 (NB) to MP 35.4 (SB) MP 38.0 (NB)	Resurface HEFT	FL Turnpike Enterprise		PYF*
HEFT	MP 33.2 to MP 40.15	Thermoplastic for HEFT Resurfacing	FL Turnpike Enterprise		PYF*
HEFT	MP 33.2 to MP 40.15	Guardrail	FL Turnpike Enterprise		PYF*
HEFT	SR 836 (MP 32) to NW 106 St (MP 34)	Thermoplastic for HEFT Widening	FL Turnpike Enterprise		PYF*
HEFT	SR 836 to NW 106 St (MP 26-34)	Add Lanes and Reconstruct	FL Turnpike Enterprise		\$0.528
SR 836 (Dolphin) Interchange Modifications at 87th Avenue	SR 836 West of 82 Avenue to NW 97 Avenue	Interchange Improvements	MDX		PYF*
SR 836 (Dolphin) New HEFT Ramp Connections	HEFT and SR 836	New Connector	MDX	FY 2023 – FY2024 Design Build	\$50.031
NW 25 Street	NW 117 Avenue to NW 87 Avenue	Widen from 4 to 6 Lanes	MDC	FY2025 - FY2028	\$26.272
NW 58 Street	NW 97 Avenue to SR 826	Road Reconstruction	MDC	Procurement	PYF*
NW 84 Avenue	NW 58 Street to NW 74 Street	Widen from 2 to 4 Lanes	MDC	Design/Build ongoing	PYF*
NW 97 Avenue	NW 52 Street to NW 58 Street	Widen from 2 to 4 Lanes	MDC	Under Design	\$3,498
NW 97 Avenue	NW 58 Street to NW 70 Street	Widen from 2 to 4 Lanes	MDC	Completed	PYF*
NW 12 Street	NW 97 Avenue to NW 93 Court	Intersection Improvement	MDC	Completed	PYF*
NW 36 Street	NW 87 Avenue to NW 79 Avenue	Resurfacing	MDC	Completed	PYF*
NW 41 Street	NW 114 Avenue to NW 107 Avenue	Resurfacing	MDC	Construction Completed	PYF*
NW 107 Avenue	NW 12 Street to NW 25 Street	Resurfacing	MDC	Completed	PYF*

Appendix J
Letter of Response to Miami-
Dade County Comments

May 8, 2026

Leanne Garcia Hernandez
DTPW Traffic Engineering
Miami-Dade County

Subject: DR 2026004681 - Doral Sports Facility - Traffic Study Review Comments, dated May 5, 2026

We received your traffic-related comments for the Doral Sports Facility project. Below, we have provided our responses to each comment.

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

Response 1: The site does not require platting.

Comment 2: Please specify if there will be valet service. If so, it is required to include a valet queuing analysis as part of the traffic study.

Response 2: Valet service is not planned to be provided. Therefore, a valet queuing analysis is not applicable.

Comment 3: A turn lane analysis was included in the traffic study; however, the study must evaluate the need for, and provide recommendations regarding, dedicated left- and right-turn lanes at the proposed entrances based on the turn lane analysis spreadsheets.

Response 3: A turn lane analysis, including the associated analysis worksheets, was incorporated into the revised report.

Comment 4: The development must include a schematic of a pedestrian trip generation based on its development and surrounding pedestrian generators (this must include transit facilities). Also, the study needs to evaluate the need to upgrade or install pedestrian infrastructure to improve safety and operations within the area of influence.

Response 4: A section was added to the revised report that reviews existing pedestrian infrastructure and transit facilities. Note that there are no major pedestrian generators within the immediate vicinity of the project. However, the project proposes the construction of a 6-foot sidewalk along the south side of NW 56th Street within the limits of the project site. Please refer to Figure 6 for a graphical representation of the pedestrian infrastructure and transit facilities.

Please give me a call, if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Adriana Rodriguez". The signature is fluid and cursive, with a long horizontal stroke at the end.

Adriana Rodriguez, P.E. PTOE
State of Florida Board of Professional Engineers
Professional Engineer License No. 67394
State of Florida Board of Professional Engineers
Certificate of Authorization No.31928