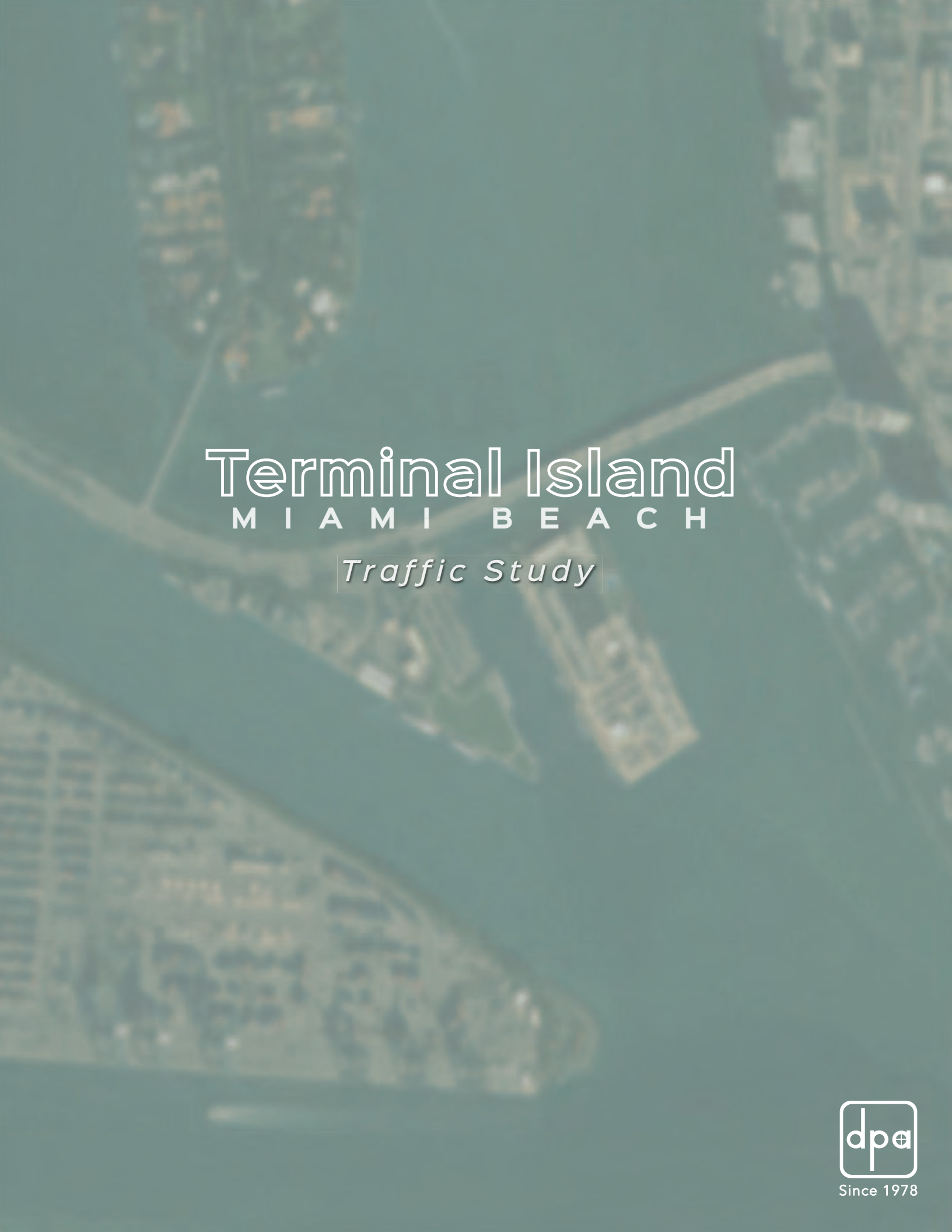




Terminal Island

M I A M I B E A C H

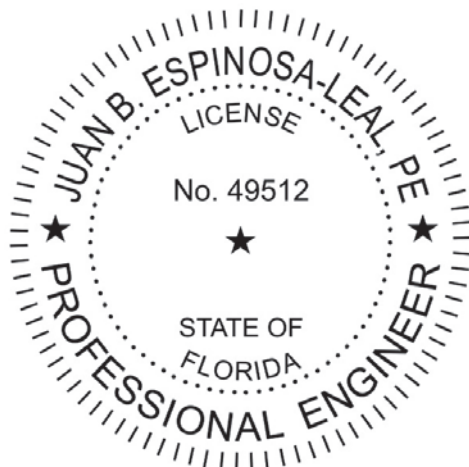
Traffic Study



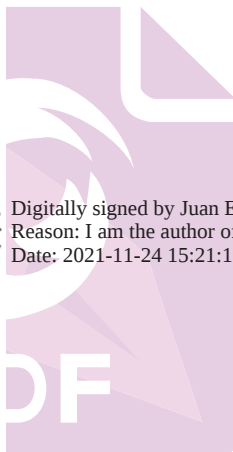
Since 1978

Terminal Island

M I A M I B E A C H



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Date: 2021-11-24 15:21:17



Prepared By:
David Plummer & Associates

Prepared For:
Related Group

Prepared In:
November 2021

DPA Job #:
20129

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EXECUTIVE SUMMARY

The project is located at 120 MacArthur Causeway (Terminal Island) in Miami Beach, Florida. The project proposes two new office buildings (Buildings A and B) which will contain approximately 932 employees and a 299-seat restaurant with a fully automated parking garage (incorporated into building B). The existing six boat berth marina will remain. Access to the site will be provided via the internal roadway on Terminal Island (Terminal Isle) which provides access to MacArthur Causeway. For the purpose of this traffic study, project build-out is anticipated by 2023.

An assessment of the weekday and weekend AM and PM peak hour traffic associated with the proposed Terminal Island project was performed in accordance with the approved methodology submitted to the City and the requirements of the *City of Miami Beach Comprehensive Plan*. Intersection capacity analysis was performed for the following intersections:

- MacArthur Causeway / Bridge Road (Star Island)
- MacArthur Causeway / Terminal Isle
- Alton Road / 5th Street
- MacArthur Causeway / Terminal Isle Exclusive Right-turn (east of the MacArthur Causeway / Terminal Isle signalized intersection)

The results of the intersection analysis for a typical weekday during the AM and PM peak hours show that the overall LOS for the following analyzed intersections currently operate and are projected to operate within the LOS standards established in the City of Miami Beach Comprehensive Plan for existing, future without project, and future with project conditions:

- MacArthur Causeway / Bridge Road (Star Island)
- MacArthur Causeway / Terminal Isle
- Alton Road / 5th Street
- MacArthur Causeway / Terminal Isle Exclusive Right-turn (east of the MacArthur Causeway / Terminal Isle signalized intersection)

The analysis shows adequate operations at the unsignalized project driveway.

For existing, future without project, and future with project conditions, the northbound and southbound approaches of the MacArthur Causeway / Bridge Road intersection experience delays during the AM and PM peak hours. This is an existing condition; the project adds no delay to these approaches during the AM peak hour and adds no delay to the northbound approach and less than one second of delay to the southbound approach during the PM peak hour. The northbound approach of the Alton Road / 5th Street intersection experiences delays during the AM and PM peak hours for existing, future without project, and future with project conditions. It should be noted that the project adds less than two seconds of delay to the northbound approach during the AM and PM peak hours. The westbound left approach of the Terminal Isle / MacArthur Causeway intersection experiences delays during the AM peak hour and the northwest bound approach (Terminal Isle approach) at the MacArthur Causeway / Terminal Isle intersection experiences delays during the afternoon peak hour. It should be noted that the project represents less than 5% and 6% of the total projected intersection volume during the morning and afternoon peak hours, respectively. Signal timing improvements are recommended to mitigate the effects of the project. These delays may be due to the fact that the county gives priority to vehicles travelling east / west through this area, therefore, accepting delays on cross-streets.

The results of the intersection analysis for the AM and PM peak hours of a typical weekend show that the overall LOS for the following analyzed intersections currently operate and are projected to operate within the LOS standards established in the City of Miami Beach Comprehensive Plan for existing, future without project, and future with project conditions:

- MacArthur Causeway / Bridge Road (Star Island)
- MacArthur Causeway / Terminal Isle
- Alton Road / 5th Street
- MacArthur Causeway / Terminal Isle Exclusive Right-turn (AM Peak Hour)

For existing, future without project, and future with project conditions, the southbound approach of the MacArthur Causeway / Bridge Road intersection experiences delays during the morning and afternoon peak hours. The northbound approach of the Alton Road / 5th Street intersection also experiences delays during both the morning and afternoon peak hours. This may be due to the fact that the county gives priority to vehicles travelling east / west through this area, therefore, accepting delays on cross-streets. During the existing, future without project, and future with

project conditions, the northbound approach of the MacArthur Causeway / Terminal Isle exclusive right-turn intersection experiences delays during afternoon peak hour. The project driveway was analyzed and the results show adequate operations.

As part of the study, field observations were performed at the fisher Island Ferry terminals located on the east and west ends of Terminal Island. The observations showed that the operations at the ferry terminals did not interfere with the operations along the MacArthur Causeway.

A mobility and circulation plan was completed as part of the study. The plan shows that the project area is currently served by four Miami-Dade Transit bus routes and a Miami Beach Trolley route. The project is located in an area that provides sidewalk connectivity, clearly marked crosswalks, signalized intersections that provide pedestrian signals, and bike lanes. These conditions encourage the use of other modes of transportation and reduce the vehicular impact on the roadway network.

1.0 INTRODUCTION

1.1 Project Background

The project is located at 120 MacArthur Causeway (on Terminal Island) in Miami Beach, Florida (see Exhibit 1). The project proposes two new office buildings (Building A and B) which will contain approximately 932 employees and a 299-seat restaurant with a fully automated parking garage (located on the north side of building B). The existing six boat berth marina will remain. Access to the site will be provided via Terminal Isle (the internal roadway on Terminal Island) which provides access to MacArthur Causeway. The loading area for the two buildings is located on the west side of the basement level, which spans between both buildings, connecting the two, and acts as a shared loading and service area. Access to the loading area is provided via the project's internal roadway which connects to the two-way basement driveway ramp located on the north side of building B. The proposed site plan is included in Appendix A. For the purpose of this traffic study, project build-out is anticipated by 2023.

1.2 Study Objective

The project will be applying for permits from the City. As part of this permit, the City of Miami Beach will require traffic related studies. The purpose of this study is to assess the traffic impacts associated with the proposed project and to conduct a mobility and circulation analysis.



 Project Location

Exhibit 1

Location Map

1.3 Study Area and Methodology

The approved methodology is included in Appendix B. The following is a brief description of the study components and analysis undertaken:

- Ninety-six-hour traffic counts were collected on the MacArthur Causeway between Bridge Road and Terminal Island and Terminal Island between MacArthur Causeway and the crosswalk to the Employee and Contractor Garage and Ferry Terminal East. The 96-hour counts were used to determine the AM and PM peak hours of a regular weekday and the AM and PM peak hours of a regular Saturday.
- Traffic Counts (Intersections) – Available turning movement counts were collected during the AM and PM peak hour conditions of a regular weekday and weekend, as determined by the collected 96-hour counts and approved by the City. The counts were used to analyze the following intersections:
 - MacArthur Causeway / Bridge Road (Star Island) (Signalized)
 - MacArthur Causeway / Terminal Isle (Signalized)
 - Alton Road / 5th Street (Signalized)
 - Terminal Isle / Project Driveway (Un-signalized)
 - MacArthur Causeway / Terminal Isle Exclusive Right-turn (east of the MacArthur Causeway / Terminal Isle signalized intersection)
- Signal Location and Timing – Existing signal phasing and timing for the signalized intersections were obtained from Miami-Dade County. Signal timing plans are included in Appendix C.
- Future Transportation Projects – The 2021 Transportation Improvement Program (TIP), the 2045 Long Range Transportation Plan (LRTP), and the City of Miami Beach's Transportation Master Plan Final Report and Related TMP updates were reviewed and considered in the analysis at the project build-out.
- Background Traffic – Available Florida Department of Transportation (FDOT) and Miami-Dade County (MDC) traffic counts (excluding 2020 data) were consulted to determine a growth factor consistent with historical annual growth in the area. As the growth factor was

negative, a growth factor of 0.5% was applied to the existing traffic volumes to establish background traffic.

- Committed Developments – As no committed developments were found in the area a 0.5% growth rate, as approved by the City, was applied to the analysis to account for any unknown committed developments in the area.
- Project Trip Generation – Trip generation for the project was estimated using trip generation information published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition and site-specific data. Based on U.S. Census Bureau data, a 12.9% deduction for other modes of transportation may be applied. However, for a more conservative analysis and as discussed with the City reviewer, a 3% reduction was used for other modes of transportations. Furthermore, as discussed with the City reviewer, a 10% reduction was used for pass-by trips applied to restaurant trips. Trip generation and analysis for the restaurant use will be performed for the weekend AM and PM peak period (as determined by the 96-hour counts).
- Project Trip Distribution / Trip Assignment – Net new external project vehicular trips were assigned to the adjacent street network using the appropriate cardinal distribution from the *2045 Miami-Dade Long Range Transportation Plan Update*, published by the *Transportation Planning Organization*. Normal area traffic patterns were considered when assigning project trips. A figure showing all of the assigned project trips to the adjacent transportation network was provided as part of the study.
- Circulation Analysis / Plan – A circulation plan is provided depicting the project site, driveways, location of street signs/signals, crosswalks, sidewalks, location of bus facilities, and bike facilities in the vicinity of this project.
- Intersection Capacity Analysis – The intersection capacity analyses will be conducted for the following conditions:
 - o Existing conditions
 - o Future conditions with background traffic / Committed Developments
 - o Future conditions with Project and background traffic

Intersection analysis will be done using the Synchro software based on the Highway Capacity Manual (HCM). Figures depicting trip distribution for each of these scenarios will be provided as part of this study. In addition to the intersections identified above, all projects driveways will be analyzed. If the results of the analysis show any intersection operating below the City's Level of Service standards, specific mitigation measures will be recommended.

- An extensive Transportation Demand Management plan (TDM) will be included in the report.
- Queuing Observations were done at the east and west Fisher Island ferry terminals for the AM and PM peak hours of a typical weekday.
- Queuing Observations were done at the MacArthur Causeway / Terminal Isle intersection for the AM and PM peak hours of a typical weekday.

1.4 Project Site Information

The project is located at 120 MacArthur Causeway (Terminal Island) in Miami Beach, Florida. The project proposes two new office buildings (Building A and B) which will contain approximately 932 employees and a 299-seat restaurant with a fully automated parking garage (located on the north side of building B). The existing six boat berth marina will remain. Access to the site will be provided via Terminal Isle (the internal roadway on Terminal Island) which provides access to MacArthur Causeway. The loading area for the two buildings is located on the west side of the basement level, which spans between both buildings, connecting the two, and acts as a shared loading and service area. Access to the loading area is provided via the project's internal roadway which connects to the two-way basement driveway ramp located on the north side of building B. Project build-out is anticipated by 2023.

2.0 EXISTING CONDITIONS

Data collection for this study included roadway characteristics, intersection traffic counts, signal timing, and seasonal adjustment factors. The data collection effort is described in the following sections.

2.1 Roadway Characteristics

MacArthur Causeway (SR A1A)

MacArthur Causeway is a principal arterial that provides east/west access. It is the only roadway connecting Terminal Island, Star Island, Palm Island, Hibiscus Island, and Watson Island to the mainland and the Miami Beach Island. Within the study area, the MacArthur Causeway is a six-lane, two-way, divided roadway with exclusive left-turn and right-turn lanes at major intersections. The causeway also provides merge lanes at intersections to incorporate left turning vehicles into the roadway. Bike lanes are provided along both sides of the roadway. FDOT has jurisdiction over this portion of the MacArthur Causeway. The posted speed limit is 40 mph.

Terminal Isle

Terminal Isle is the perimeter road within Terminal Island. The road is a two-lane, two-way undivided roadway east of the MacArthur Causeway intersection and a two-lane, one-way, undivided roadway west of the intersection with MacArthur Causeway. It provides access to the FPL Miami Beach Plant, the Fisher Island ferry terminals: Resident Terminal West (west ferry) and Employee and Contractor Garage and Terminal East (east ferry), and the US Coast Guard Station (located on the east side of the Terminal Island). The City of Miami Beach has jurisdiction over Terminal Isle.

Bridge Road

Bridge Road is a two-lane, two-way undivided roadway bridge connecting Star Island to MacArthur Causeway. Bike lanes are provided along both sides of the bridge. The City of Miami Beach has jurisdiction over Bridge Road.

Alton Road

Alton Road, north of 5th Street, is a minor arterial that provides north/south access all along the City of Miami Beach. South of 5th Street, Alton Road is a collector roadway. Within the study area, Alton Road is a two-way, four-lane divided roadway. The posted speed limit is 30 mph. There is on-street parking provided on portions of the roadway. Bike lanes are provided along both sides of Alton Road south of 4th Street. The City of Miami Beach has jurisdiction over Alton Road south of 5th Street.

5th Street

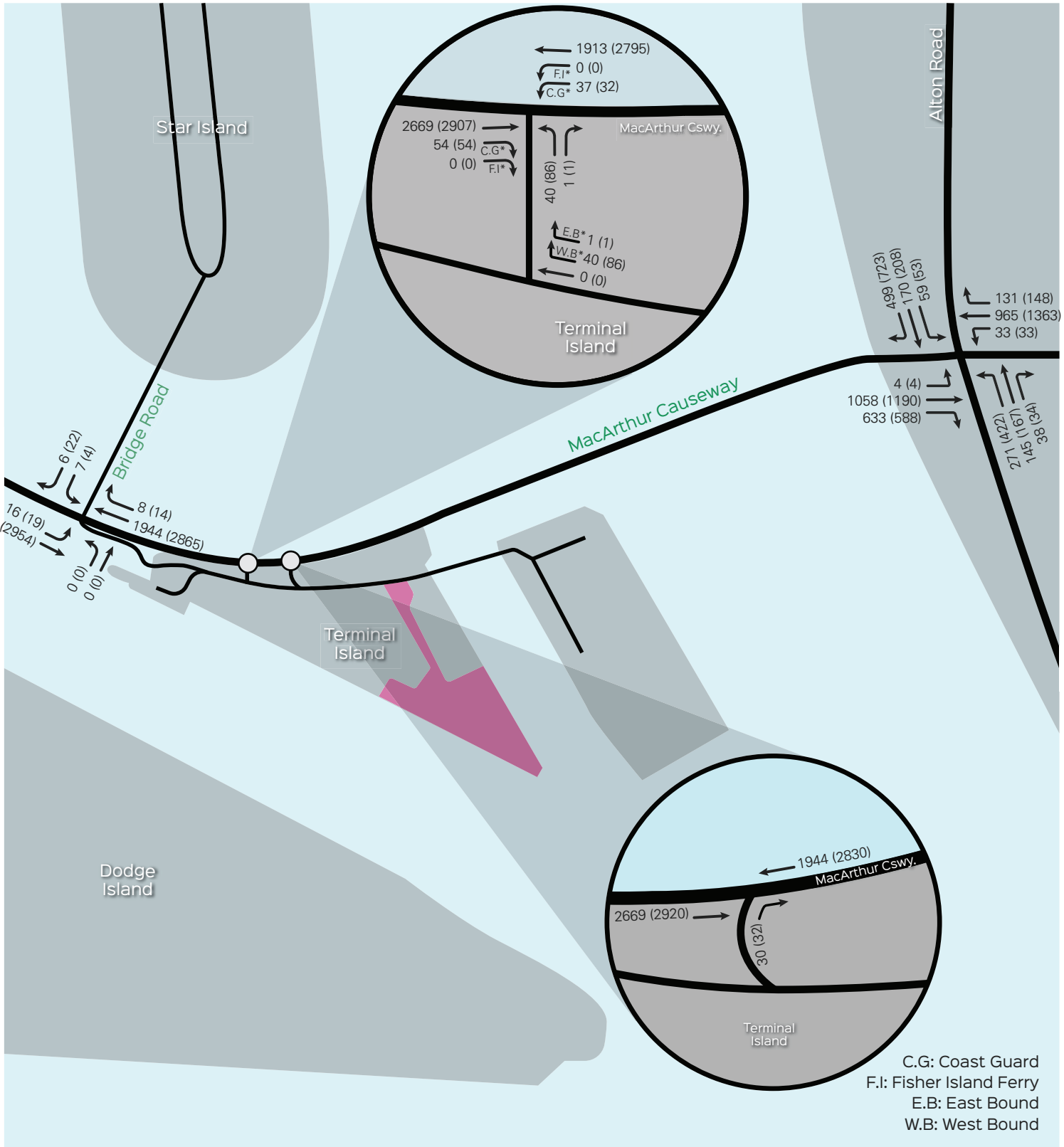
5th Street is a principal arterial that runs east/west across the City of Miami Beach between east of Ocean Drive and Alton Road. The roadway is a two-way, six-lane divided road. There is no on-street parking provided. Bike lanes are provided along both sides of 5th Street east of Lenox Avenue. FDOT has jurisdiction over 5th Street. The posted speed limit is 35mph.

2.2 Traffic Counts

Consistent with the methodology submitted and approved by the City, 96-hour directional counts were collected from August 26, 2021 through August 29, 2021 (Thursday – Sunday) to determine the AM and PM peak hours of a regular weekday and the AM and PM peak hours of a weekend. The counts were collected at the MacArthur Causeway between Bridge Road and Terminal Island and on the Terminal Isle roadway between the MacArthur Causeway / Terminal Isle intersection and the crosswalk to the Employee and Contractor Garage and Terminal East ferry parking garage. Turning movement counts (TMCs) were collected at the intersections under study during the approved AM (5:30 am – 9:30 am) and PM (2:30 – 6:30 om) peak periods of a typical weekday and the AM (10 am – 12pm) and PM (2:30 pm – 4:30 pm) peak periods of a Saturday (found via the collected 96-hour traffic counts). Traffic counts were collected on Wednesday, September 15, 2021 and Saturday, September 18, 2021. A peak seasonal conversion adjustment factor of 1.06 (Miami-Dade North) corresponding with the date of the counts were obtained from the Florida Department of Transportation (FDOT). Traffic counts are included in Appendix C. Exhibits 2 and 3 show the adjusted existing AM and PM peak hour traffic volumes at the study intersections and roadway segments.

2.3 Intersection Data

Existing signal phasing and timing for all the intersections were obtained from Miami-Dade County. This information was used for the signal phasing and timing required for the intersection capacity analysis and can be seen in Appendix C. A field survey was conducted to obtain the intersection lane configurations to be used in the intersection analysis. Exhibit 4 shows the existing lane configurations at the analyzed intersections.

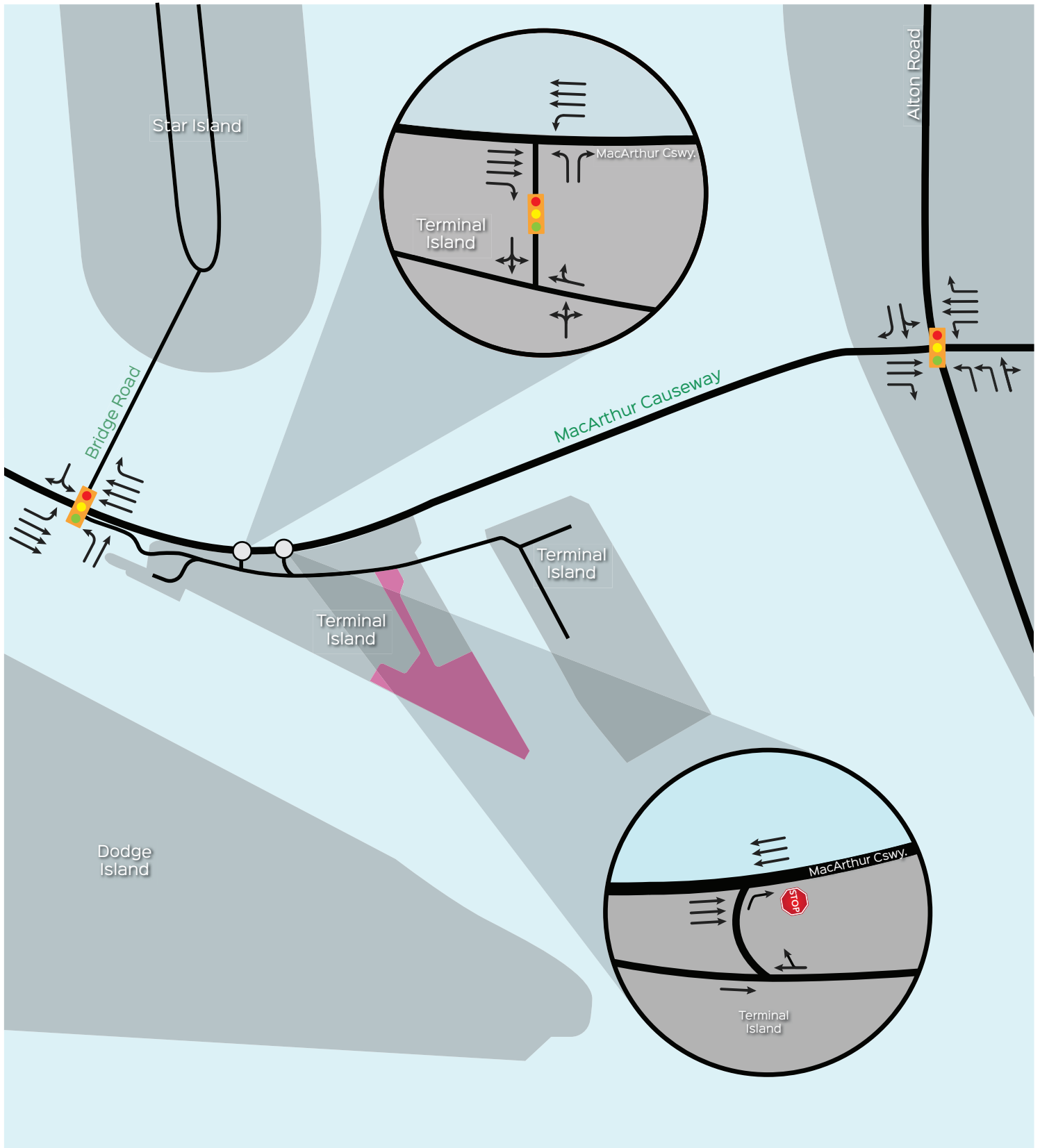


00 AM
(00) PM

Project Location

Exhibit 3

Existing Weekend AM & PM Peak Traffic Volumes



Project Location

Exhibit 4

Existing Lane Configurations

2.4 Intersection Capacity Analysis

The Synchro Software, based on procedures of the *Highway Capacity Manual*, was used to perform intersection capacity analysis at the analyzed intersections for the weekday and weekend peak hours. Synchro is a macroscopic analysis and optimization software application that implements the intersection capacity utilization method for determining intersection capacity.

2.4.1 Weekday Intersection Capacity Analysis

Results for the existing weekday conditions intersection analysis show that the overall LOS for the following intersections currently operate at acceptable LOS:

- MacArthur Causeway / Bridge Road
- MacArthur Causeway / Terminal Isle
- Alton Road / 5th Street
- MacArthur Causeway / Terminal Island exclusive right-turn

The westbound left approach of the Terminal Isle / MacArthur Causeway intersection currently experiences delays during the AM peak hour. The northwest bound approach (Terminal Island approach) at the MacArthur Causeway / Terminal Isle intersection currently experience delays during the afternoon peak hour. The northbound and southbound approaches of the MacArthur Causeway / Bridge Road intersection currently experience delays during both the morning and afternoon peak hours. The northbound approach of the Alton Road / 5th Street intersection currently experiences delays during both the morning and afternoon peak hours. This may be due to the fact that the county gives priority to vehicles traveling east/west along MacArthur Causeway, therefore, accepting delays on cross-streets. Exhibit 5 shows the resulting LOS for the existing weekday AM and PM peak hour conditions. Analysis worksheets are included in Appendix D. It should be noted that field observations of the MacArthur Causeway / Terminal Isle intersection (Section 6.2) showed that on average, one cycle of green time for the MacArthur Causeway westbound left turning movement was sufficient to clear any vehicles queued in the westbound left turn lane and that it took a maximum of two cycles to clear the lane.

**Exhibit 5: Existing Weekday Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions**

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	Delay (Sec)	PM Peak LOS	Delay (Sec)	LOS Standard
MacArthur Causeway / Bridge Road (Star Island)	S	NB SB EB WB Overall	F F A A A	124.1 108.1 8.0 8.5 9.5	F F B B B	128.9 100.4 11.1 17.1 16.7	D+50 D D+50 D+50 D+
MacArthur Causeway / Terminal Isle	S	NB _{FPL} NWB _{T.I} EB _{Cswy.} WBL _{Cswy.} Overall	A D+27 B F B	0.0 69.8 15.6 84.0 17.6	A F B D+42 B	0.0 91.9 12.1 78.2 17.9	D+50 D+50 D+50 D+50 D+50
Alton Road / 5 th Street	S	NB SB EB WB Overall	F C C C C	84.3 25.5 31.9 21.2 33.6	F C C C C	91.5 26.3 24.0 22.5 34.5	D+50 D+50 D+50 D+50 D+50
MacArthur Causeway / Terminal Isle exclusive right-turn	U	NB	D	34.4	D	30.9	D+50

Source: David Plummer & Associates

2.4.2 Weekend Intersection Capacity Analysis

Results for the weekend existing conditions intersection analysis show that the overall LOS for all of the study intersections currently operate at acceptable LOS. The southbound approach of the MacArthur Causeway / Bridge Road intersection currently experiences delays during both the morning and afternoon peak hours. The northbound approach of the Alton Road / 5th Street intersection experiences delays during the morning and afternoon peak hours. This may be due to the fact that the county gives priority to vehicles travelling east / west through this area, therefore, accepting delays on cross-streets. Exhibit 6 shows the resulting LOS for the existing weekend AM and PM peak hour conditions. Analysis worksheets are included in Appendix D.

**Exhibit 6: Existing Weekend Intersection Capacity Analysis
Weekend AM and PM Peak Hour Conditions**

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	Delay (Sec)	PM Peak LOS	Delay (Sec)	LOS Standard
MacArthur Causeway / Bridge Road (Star Island)	S	NB SB EB WB Overall	A F A A A	0.0 94.6 6.1 7.3 6.8	A F A A A	0.0 96.8 2.9 5.7 4.7	D+50 D D+50 D+50 D+
MacArthur Causeway / Terminal Isle	S	NB _{FPL} NWB _{T.I} EB _{Cswy.} WBL _{Cswy.} Overall	A D+27 A D+31 B	0.0 69.7 8.6 72.2 10.4	A D+25 B D+30 B	0.0 68.6 10.3 71.6 12.6	D+50 D+50 D+50 D+50 D+50
Alton Road / 5 th Street	S	NB SB EB WB Overall	F C C B C	86.0 28.7 27.6 18.7 31.9	F C C C D	114.6 27.3 29.7 22.7 114.6	D+50 D+50 D+50 D+50 D+50
MacArthur Causeway / Terminal Isle exclusive right-turn	U	NB	D+4	36.3	D+30	45.4	D+50

Source: David Plummer & Associates

3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS

The 2021 and 2022 Miami-Dade County *Transportation Improvement Program* (TIP) documents, the *2045 Long Range Transportation Program* (LRTP), and the City of Miami Beach's Transportation Master Plan Final Report (with updates) were reviewed to identify any programmed projects within the limits of the established study area. The following improvements were found within the study area:

Roadway Improvements

DT2511563 – Port of Miami Tunnel – New Road Construction from Port of Miami to SR 836 / I-395

DT2516881 – SR 836/I-395 – Bridge, replace and add lanes from West of I-95 to MacArthur Causeway Bridge

Transit / Pedestrian Improvements

DT4434321 – SR A1A/MacArthur Causeway Pedestrian/ Bicycle Bike Path Trail from SR-5/Biscayne Blvd to SR-907/Alton Road

TA4466531 – City of Miami Beach – South Beach Trolley Service Route

TA4389421 – MDT Beach Connection South – Beach connection express bus service

TA000109 – DTPW – Smart Plan Corridors T.R.I.P. Capital Expenditures, Transit improvements

MDT135 – Beach Corridor – Rapid transit from Midtown Miami/Downtown to Miami Beach Convention Center

MDT231 – Beach Express South – Implement bus express rapid transit service from downtown intermodal terminal to Miami Beach convention Center

SR A1A / MacArthur Causeway Complete Streets Feasibility Study – Review of multimodal feasibility alternatives along MacArthur Causeway

SR A1A / 5th Street and SR 907 / Alton Road Intersection Improvements – Bike/Pedestrian improvements, enhanced crosswalks and sidewalk crossings

SR A1A / MacArthur Causeway and SR A1A / 5th Street's Feasibility Study of Adaptive Signal Controls – Roadway adaptive signal improvements (not included in study per

discussions with reviewer and area signal engineer as project is still in planning stages and no construction / improvement schedule has been implemented)

SR A1A / MacArthur Causeway Light Rail Connection / Shared-Use Path – Light rail connection across the bay, bike lane and pedestrian improvements. (Still in planning stages)

These improvements show no officially programmed or planned capacity improvement projects at the study intersections prior to completion of the proposed project. Therefore, no capacity improvements were included in the analysis. Committed roadway project documentation is included in Appendix E.

4.0 FUTURE TRAFFIC CONDITIONS

4.1 Background Traffic and Committed Developments

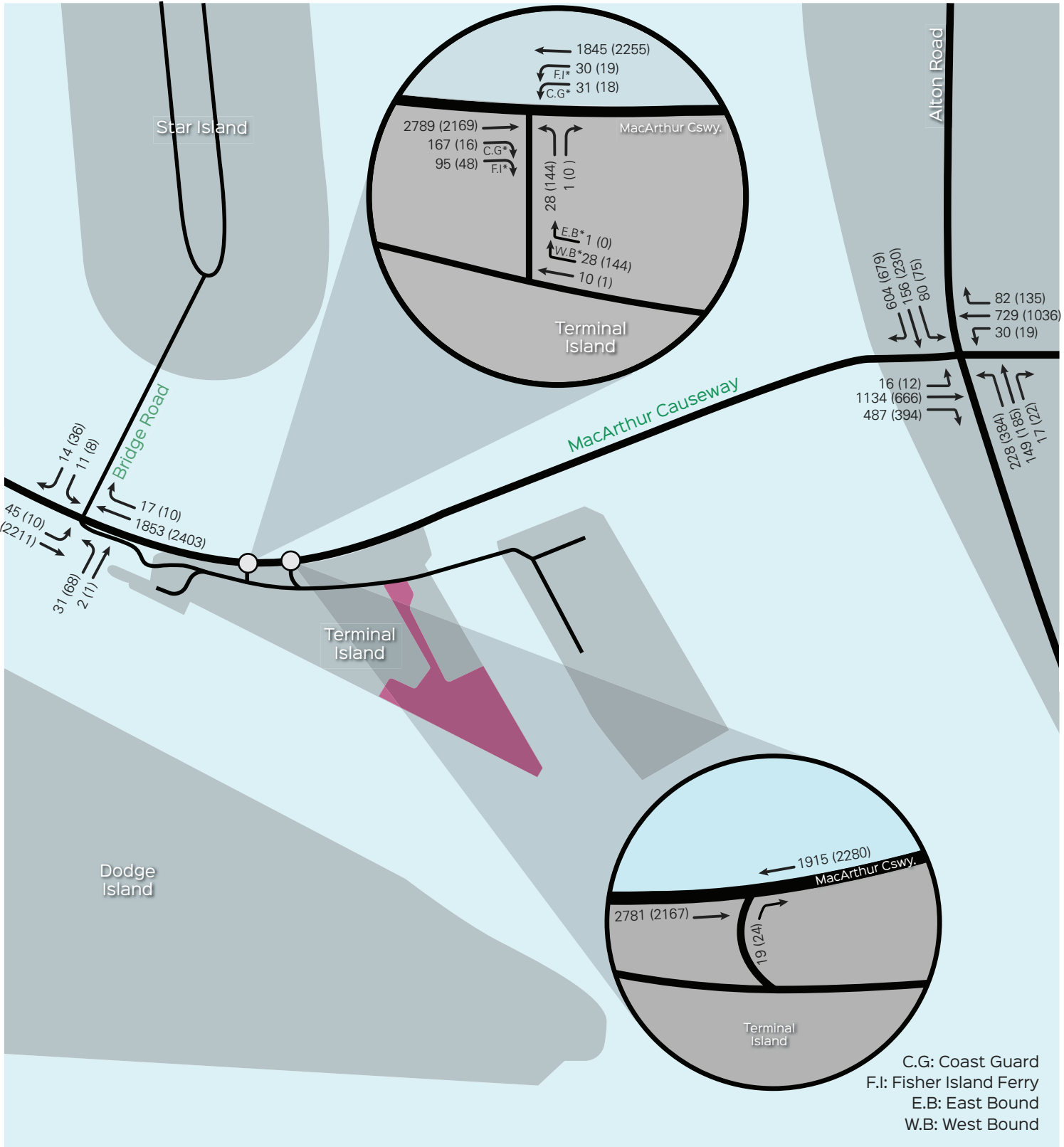
Average Daily Traffic (ADT) counts published by FDOT were reviewed to determine historic growth in the area. This analysis indicated that the annual growth rate from 2015 to 2019 is -1.3% for the past five years; year 2020 data was excluded due to the irregular traffic patterns caused by the Covid-19 pandemic. However, for a conservative analysis, an annual growth rate of 0.5% was used to project future background traffic conditions. In order to account for traffic associated with any additional, unknown committed developments in the area, an additional 0.5% of growth was applied to the growth rate used in the analysis. Historic growth rate documentation is included in Appendix C.

4.2 Future without Project Intersection Capacity Analysis

4.2.1 Weekday Intersection Capacity Analysis

Future without project weekday turning movement volumes were obtained by applying two additional years of background growth to the existing network. Exhibit 7 shows the projected weekday AM and PM peak hour turning movement counts for future without project conditions. The Synchro Software was used to perform intersection capacity analysis at the analyzed intersections for the weekday and weekend peak hours. Results for intersection analysis for future without project weekday conditions show that the overall LOS for the all of the study intersections continue to operate at acceptable LOS.

As with existing conditions, the northbound and southbound approaches of the MacArthur Causeway / Bridge Road intersection continue to experience delays during both the morning and afternoon peak hours. The westbound left approach of the Terminal Isle / MacArthur Causeway intersection is projected to experience delays during the morning peak hour. The northwest bound approach (Terminal Isle approach) at the MacArthur Causeway / Terminal Isle intersection continues to experience delays during the afternoon peak hour. The northbound approach of the Alton Road / 5th Street intersection also continues to experience delays during the morning and afternoon peak hours.



00 AM
(00) PM

Project Location

Exhibit 7

Future Without Project Weekday AM and PM Peak Hour Volumes



NORTH
MAP NOT TO SCALE

These delays may be due to the fact that the County gives priority to vehicles traveling east / west along MacArthur Causeway, therefore, accepting delays on cross streets. Exhibit 8 shows the resulting LOS for the future without project conditions during the weekday AM and PM peak hours. Analysis worksheets are included in Appendix D.

**Exhibit 8: Future without Project Weekday Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions**

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	Delay (Sec)	PM Peak LOS	Delay (Sec)	LOS Standard
MacArthur Causeway / Bridge Road (Star Island)	S	NB SB EB WB Overall	F F A A A	124.1 108.1 8.3 8.6 9.6	F F B B B	128.9 100.5 11.4 17.6 17.1	D+50 D D+50 D+50 D+
MacArthur Causeway / Terminal Isle	S	NB _{FPL} NWB _{T.I} EB _{Cswy.} WBL _{Cswy.} Overall	A D+27 B F B	0.0 69.8 16.1 84.0 18.1	A F B D+42 B	0.0 94.2 12.3 78.2 18.2	D+50 D+50 D+50 D+50 D+50
Alton Road / 5 th Street	S	NB SB EB WB Overall	F C C C C	84.4 25.7 32.8 21.6 34.2	F C C C D	96.1 27.1 24.3 22.8 35.6	D+50 D+50 D+50 D+50 D+50
MacArthur Causeway / Terminal Isle exclusive right-turn	U	NB	D+2	35.7	D	32.2	D+50

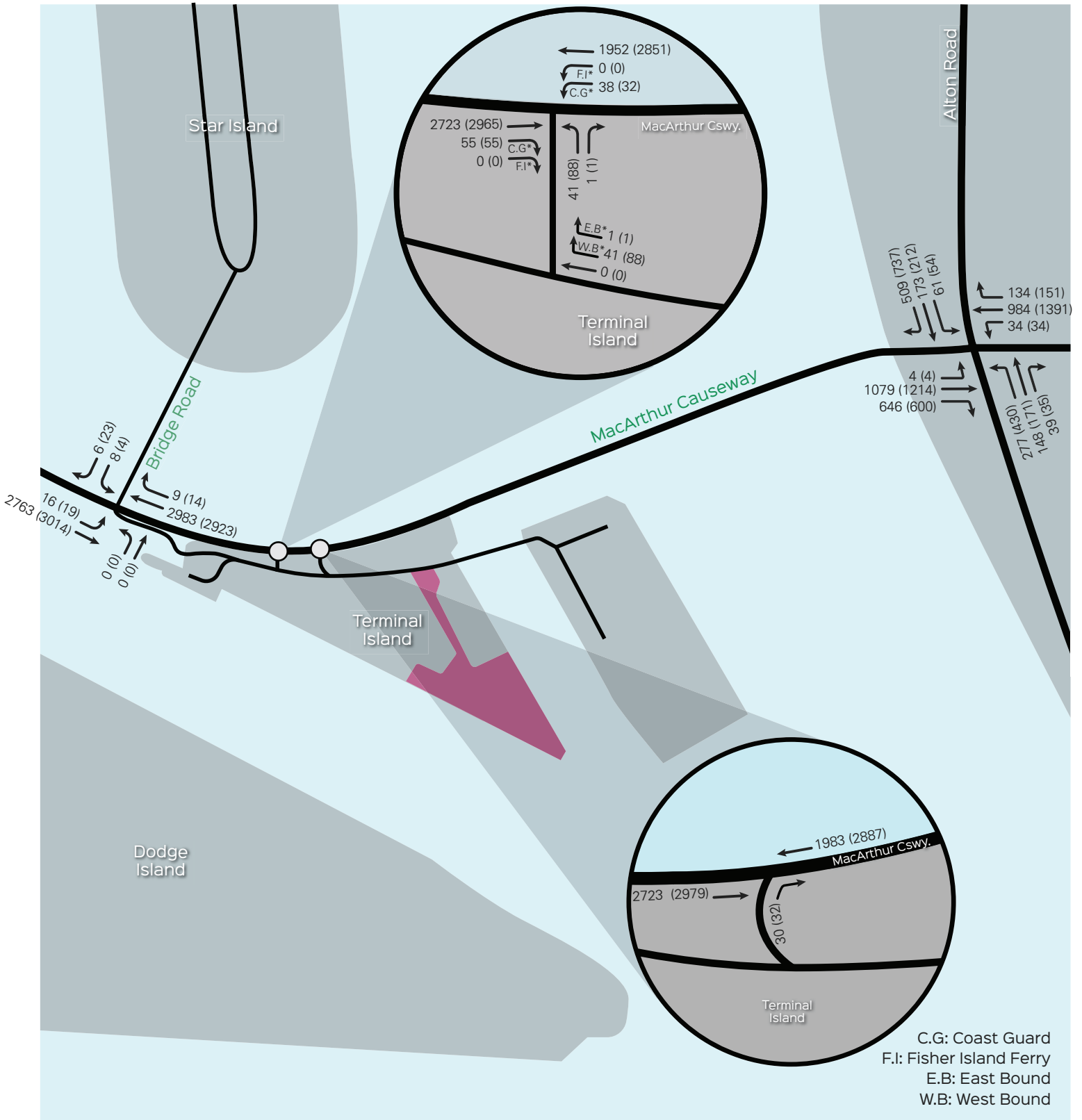
Source: David Plummer & Associates

4.2.1 Weekend Intersection Capacity Analysis

Future without project weekend turning movement volumes were obtained by applying two additional years of background growth to the existing network. Exhibit 9 shows the projected weekend AM and PM peak hour turning movement counts for future without project conditions.

The Synchro Software was used to perform intersection capacity analysis at the analyzed intersections for the weekday and weekend peak hours. Exhibit 10 shows the resulting LOS for the future without project conditions during the weekend AM and PM peak hours. Results for intersection analysis for future without project weekday conditions show that the overall LOS for all of the studied intersections continue to operate at an acceptable LOS.

As with existing conditions, the southbound approach of the MacArthur Causeway / Bridge Road intersection continues to experience delays during both the morning and afternoon peak hours. The northbound approach of the Alton Road / 5th Street intersection also continues to experience delays during both the morning and afternoon peak hours. Analysis worksheets are included in Appendix D.



00 AM
(00) PM

Project Location

Exhibit 9

Future Without Project Weekend AM and PM Peak Hour Volumes



**Exhibit 10: Future without Project Weekend Intersection Capacity Analysis
Weekend AM and PM Peak Hour Conditions**

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	Delay (Sec)	PM Peak LOS	Delay (Sec)	LOS Standard
MacArthur Causeway / Bridge Road (Star Island)	S	NB SB EB WB Overall	A F A A A	0.0 95.1 6.3 7.4 7.0	A F A A A	0.0 96.7 3.0 5.9 4.9	D+50 D D+50 D+50 D+
MacArthur Causeway / Terminal Isle	S	NB _{FPL} NWB _{T.I} EB _{Cswy.} WBL _{Cswy.} Overall	A D+27 A D+31 B	0.0 69.7 8.9 72.0 10.7	A D+25 B D+30 B	0.0 68.6 10.7 71.6 13.0	D+50 D+50 D+50 D+50 D+50
Alton Road / 5 th Street	S	NB SB EB WB Overall	F C C C C	87.5 29.2 28.3 19.0 32.6	F C C C D	119.9 27.8 30.5 23.3 39.0	D+50 D+50 D+50 D+50 D+50
MacArthur Causeway / Terminal Isle exclusive right-turn	U	NB	D+8	37.8	D+37	47.8	D+50

Source: David Plummer & Associates

4.3 Project Trip Generation

Weekday trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, which provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways.

The proposed development plan incorporates office and restaurant land uses, which can satisfy the lunch/diner trip for some employees and visitors without making a trip off-site. An internalization matrix was developed to establish the appropriate number of internal project trips. Internal capture rates used are also included in Appendix F.

ITE research shows that a certain percent of restaurant 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 Handbook* 3rd Edition. The average pass-by rate published by ITE for Restaurant use is 44% during the PM peak hour however, as discussed with the City reviewer, a 10% reduction was used for pass-by trips applied to restaurant trips.

The study area is pedestrian and bicyclist friendly and transit is readily available (see Section 5 of this report for additional pedestrian and transit information). US Census data shows an existing 12.9% overall use of other modes of transportation in the US Census Tract 9810 where the project is located (see Appendix F). However, for a conservative analysis and as discussed with the City reviewer, a 3% reduction will be used for other modes of transportation. The weekday project trip generation summary is provided in Exhibit 11.

Exhibit 11: Weekday AM and PM Peak Hour Project Trip Generation Summary

Proposed ITE Land Use Designation ¹	Size/Units	Daily (Two-way)	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Office (Land Use 710)	932 Employees	2,922	200	41	241	55	220	275
Restaurant (Land Use 931)	299 Seats	778	3	3	6	56	28	84
Gross External Trips		3,700	203	44	247	111	248	359
Internalization AM, PM		1.6%, 1.1%	-2	-2	-4	-2	-2	-4
Other Modes of Transportation ²		3%	-6	-1	-7	-4	-8	-12
Pass-By Restaurant (PM) ³		10%	0	0	0	-4	-4	-8
Proposed Net External Trips			195	41	236	101	234	335

¹ Based on ITE Trip Generation Manual, 10th Edition

² Based on US Census (Tract 9810) is 12.9%, however a 3% was used.

³ Based on ITE Trip Generation Handbook, 3rd Edition (PM pass-by) is 44%, however 10% was used.

Based on the 96-hour counts collected on the roadways, it was determined that Saturday experiences the most weekend trips to / from the island. Thus, the weekend trip generation was based on the Saturday trip generation. As only the restaurant is proposed to be open on the weekends, the office use (LU 710) was excluded from the trip generation. The weekend project trip generation summary is provided in Exhibit 12. Weekend trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, which 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. A 3% reduction will be used for other modes of transportation. ITE trip generation worksheets are provided in Appendix F.

Exhibit 12: Saturday Peak Hour Project Trip Generation Summary

Proposed ITE Land Use Designation ¹	Size/Units	Daily (Two-way)	Peak Hour of Generator Vehicle Trips		
			In	Out	Total
Office (Closed) ² (Land Use 710)	932 Employees	-	-	-	-
Restaurant (Land Use 931)	299 Seats	768	58	41	99
Gross External Trips		768	58	41	99
Other Modes of Transportation ³	3%	-23	-2	-1	-3
Proposed Net External Trips		745	56	40	96

¹ Based on ITE Trip Generation Manual, 10th Edition, Saturday peak hour of generator used AM and PM trip generator for a more conservative analysis

² The office is expected to be closed on the Weekend therefore.

³ Transit reduction based on US Census Tract 9810 (12.9%), a 3% transit reduction was used at the City's request.

4.4 Project Trip Assignment

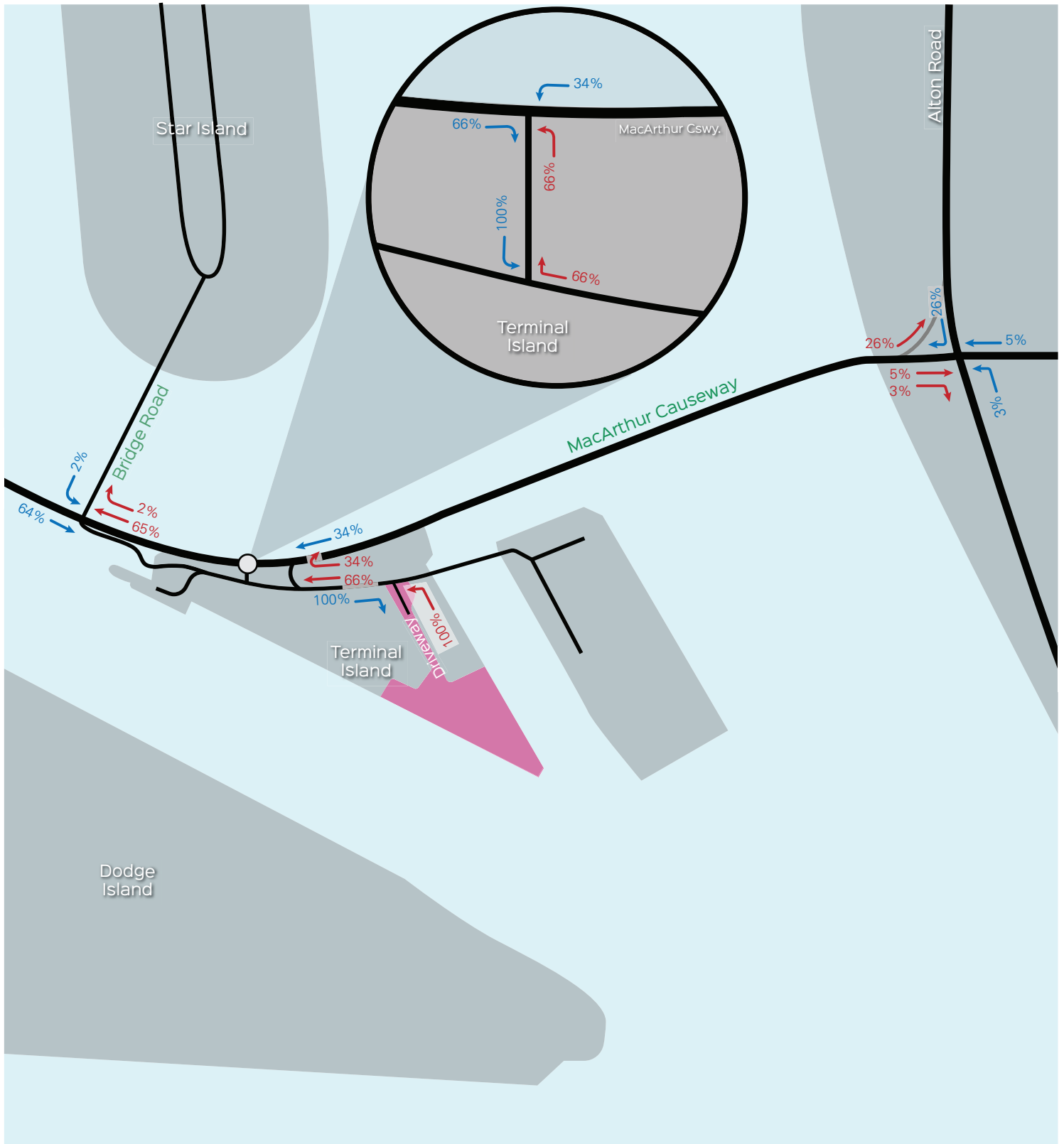
Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 651 shown in Exhibit 13. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County (see Appendix C). The TAZ can be summarized as 46% to the north, 1% from the south, 8% from the east, and 45% to the west.

**Exhibit 13: Cardinal Distribution
(TAZ 651)**

DIRECTION	2015	2045	2023
NNE	30.2%	18.6%	27.11%
ENE	2.0%	1.2%	1.79%
ESE	6.3%	4.4%	5.79%
SSE	0.0%	0.0%	0.00%
SSW	1.2%	1.6%	1.31%
WSW	13.4%	22.7%	15.88%
WNW	27.2%	35.8%	29.49%
NNW	19.6%	15.8%	18.59%

Source: Long Range Transportation Plan

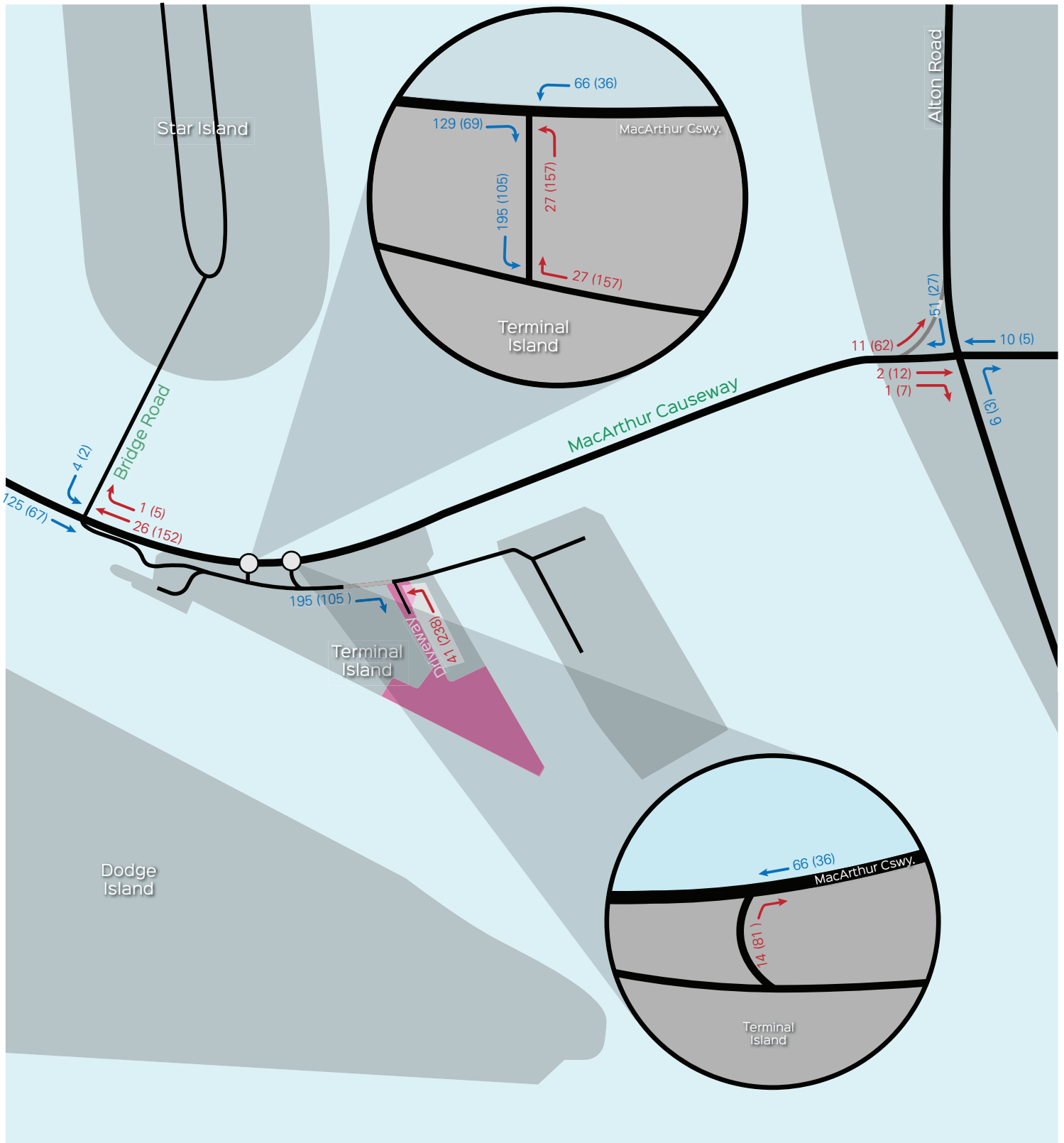
For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. Exhibit 14 shows the project trip distribution for the project. Exhibit 15 shows the project trip assignment for the weekday AM and PM peak hours for the project. (For a more conservative analysis, PM peak hour pass-by trips were not deducted in the analysis as the eight pass-by trips would be diverted from MacArthur Causeway onto Terminal Island). Exhibit 16 shows the project trip assignment for the weekend peak hour for the project. As previously stated, ITE LU 931 only provides one, unspecified peak hour trip generation for Saturday.



■ % In
■ % Out
■ Project Location

Exhibit 14

Project Trip Distribution



00 AM
(00) PM

Project Location

In
Out

Exhibit 15

Project Trip Assignment - Weekday

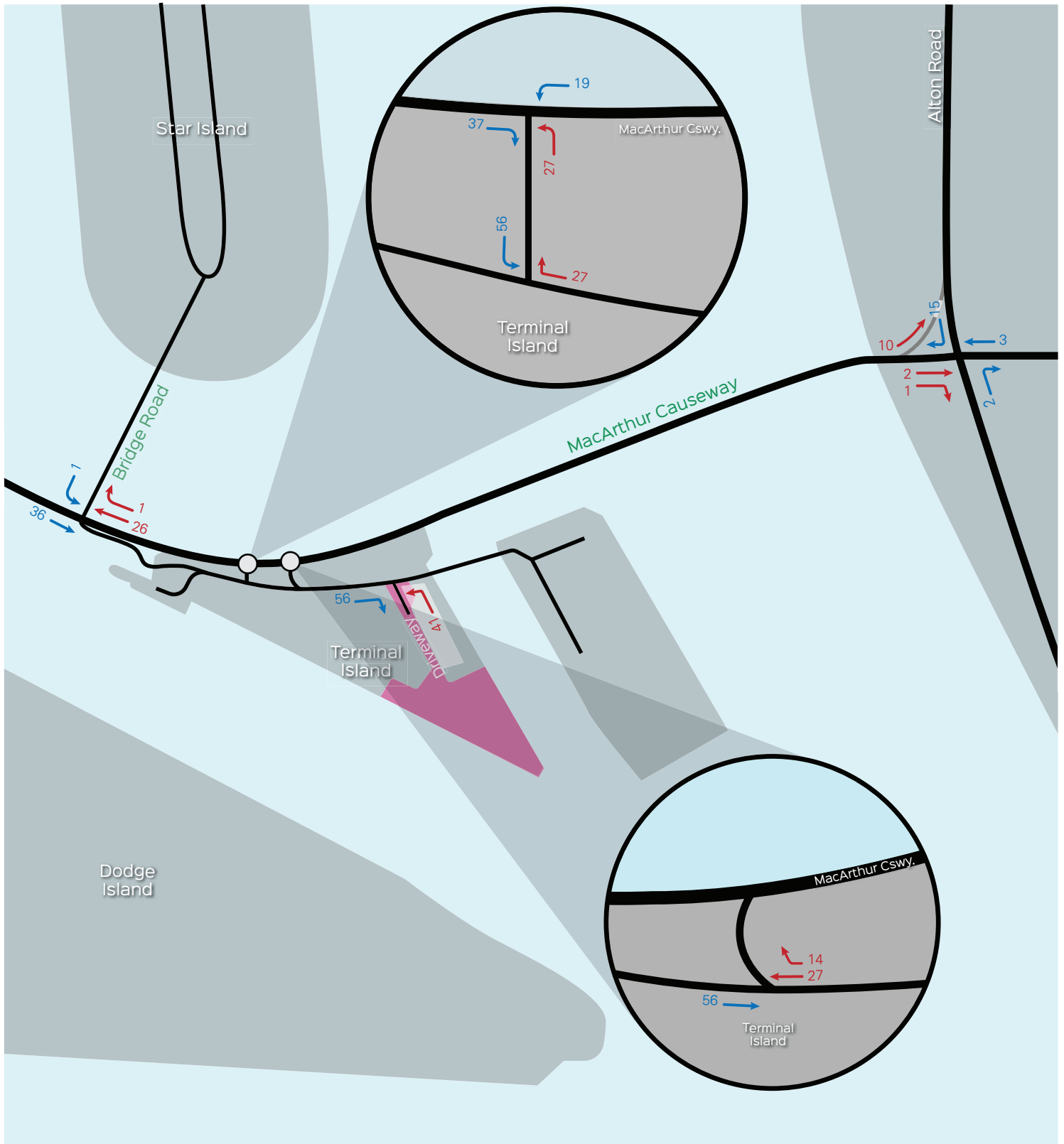


Exhibit 16

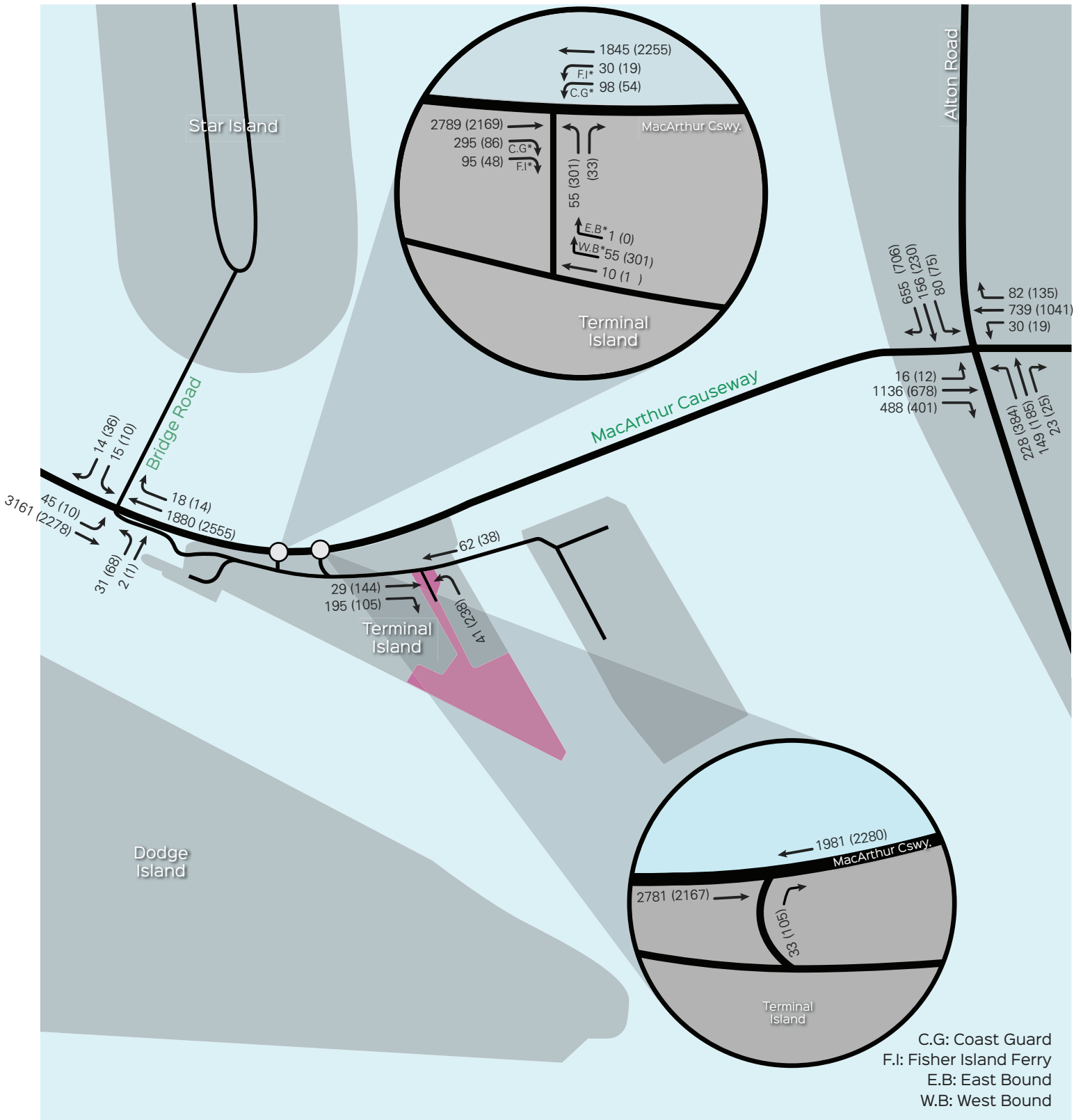
Project Trip Assignment - Weekend

4.5 Future with Project Intersection Capacity Analysis

4.5.1 Weekday Intersection Capacity Analysis

Future background traffic and traffic projections for the project were combined to obtain weekday future traffic with project at the analyzed intersections. Exhibit 17 shows the projected turning movement volumes for weekday future with project conditions. Results of the future with the project conditions intersection analysis are displayed in Exhibit 18. The results show that the overall LOS for the studied intersections are projected to continue to operate within the LOS standards established by the City of Miami Beach.

As with the existing and future without project conditions, the northbound and southbound approaches of the MacArthur Causeway / Bridge Road intersection continue to experience delays during both the morning and afternoon peak hours. This is an existing condition; the project adds no delay to these approaches during the AM peak hour and adds no delay to the northbound approach and less than one second of delay to the southbound approach during the PM peak hour. The northbound approach of the Alton Road / 5th Street intersection also continues to experience delays during both the morning and afternoon peak hours. It should be noted that the project adds less than two seconds of delay to the northbound approach during the AM and PM peak hours. These delays may be due to the fact that the county gives priority to vehicles travelling east / west through this area, therefore, accepting delays on cross-streets. As with existing and future without project conditions, the westbound left approach of the Terminal Isle / MacArthur Causeway intersection continues to experience delays during the AM peak hour and the northwest bound approach (Terminal Isle approach) at the MacArthur Causeway / Terminal Isle intersection experiences delays during the afternoon peak hour. It should be noted that this is an existing condition and the project represents less than 5% and 6% of the total projected intersection volume during the morning and afternoon peak hours, respectively. Signal timing improvements are recommended to mitigate the effects of the project. Adding green time to the westbound left turning movement reduces delays and improves the intersections overall delay. The project driveway was analyzed and the results show adequate operations. Intersection capacity worksheets are included in Appendix D.



00 AM
(00) PM

Project Location

Exhibit 17

Future With Project Weekday AM and PM Peak Hour Volumes

**Exhibit 18: Future with Project Weekday Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions**

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	Delay (Sec)	PM Peak LOS	Delay (Sec)	LOS Standard
MacArthur Causeway / Bridge Road (Star Island)	S	NB SB EB WB Overall	F F A A B	124.1 106.1 9.6 9.4 10.8	F F B B B	128.9 100.7 11.8 19.2 18.1	D+50 D D+50 D+50 D+
MacArthur Causeway / Terminal Isle*	S	NB _{FPL} NWB _{T.I} EB _{Cswy.} WBL _{Cswy.} Overall	A D+25 C D+28 C	0.0 68.7 28.9 70.4 31.2	A F C D+37 C	0.0 93.4 26.0 75.2 34.9	D+50 D+50 D+50 D+50 D+50
Alton Road / 5 th Street	S	NB SB EB WB Overall	F C C C C	85.3 24.1 33.2 21.9 34.0	F C C C D	97.5 26.5 24.4 22.9 35.6	D+50 D+50 D+50 D+50 D+50
MacArthur Causeway / Terminal Isle exclusive right-turn	U	NB	D+14	39.9	D+26	44.1	D+50
Terminal Isle / Project Driveway	U	NB	A	9.8	B	12.6	N/A

*LOS after PM peak hour signal timing

Source: David Plummer & Associates

The approximate existing storage length and the projected 95th percentile back of queue at all the exclusive turn lanes for the weekday AM and PM peak hour conditions are displayed in Exhibit 19. The results show that the existing storage lengths at the intersection of MacArthur Causeway and Bridge Road has enough capacity to accommodate the projected 95th percentile back of queues.

The projected 95th percentile back of queue for the eastbound right turn lane at the MacArthur Causeway / Terminal Isle intersection is currently and projected to exceed the storage length during the AM peak hour. It should be noted that the Synchro software may be overestimating the 95th percentile back of queue (BOQ) for the eastbound right turn lane. Field observations of the eastbound right turn lane made during the AM peak hour (see Section 6 for more information)

showed a maximum queue of six vehicles. However, the software is reporting an existing queue length of 273 feet, approximately 12 vehicles, during the AM peak hour. The westbound left turn lane at the MacArthur Causeway / Terminal Isle intersection is also projected to exceed the storage length during the AM and PM peak hours.

The Alton Road / 5th Street intersection eastbound right turning lane's 95th percentile back of queue is projected to exceed the existing storage length during the AM peak hour. The Alton Road / 5th Street intersection northbound left turning lane's 95th percentile back of queue is also projected to exceed the existing storage length during the PM peak hour. It should be noted that these are existing conditions, the project adds no queue to the BOQ at these turning lanes.

Exhibit 19: Weekday Projected 95th Percentile Back of Queues and Existing Storage Length (Feet)

Intersection	Direction	Existing		Future without Project		Future with Project		Existing Storage Length
		AM	PM	AM	PM	AM	PM	
MacArthur Causeway / Bridge Road (Star Isle)	EBL	118	26	118	26	118	26	145
	WBR	0	0	0	0	0	0	110
	SBL ¹	43	32	43	34	54	38	600+
MacArthur Causeway / Terminal Isle	EBR _{Cswy.}	210	57	214	58	397	145 ³	170
	WBL _{Cswy.}	123	85	123	85	218	140 ³	170/213 ⁴
Alton Road / 5 th Street	EBR	316	58	332	59	332	59	260
	WBL	115	49	115	49	115	49	140
	WBR	29	32	30	32	30	32	280
	NBL	188	291	192	299	192	299	240
	SBR ²	0	0	0	0	0	0	350+

¹SBL movement occurs from continues through lane

Source: David Plummer & Associates

²SBR movement is a through lane that becomes an exclusive turn lane

³BOQ after signal timing improvements

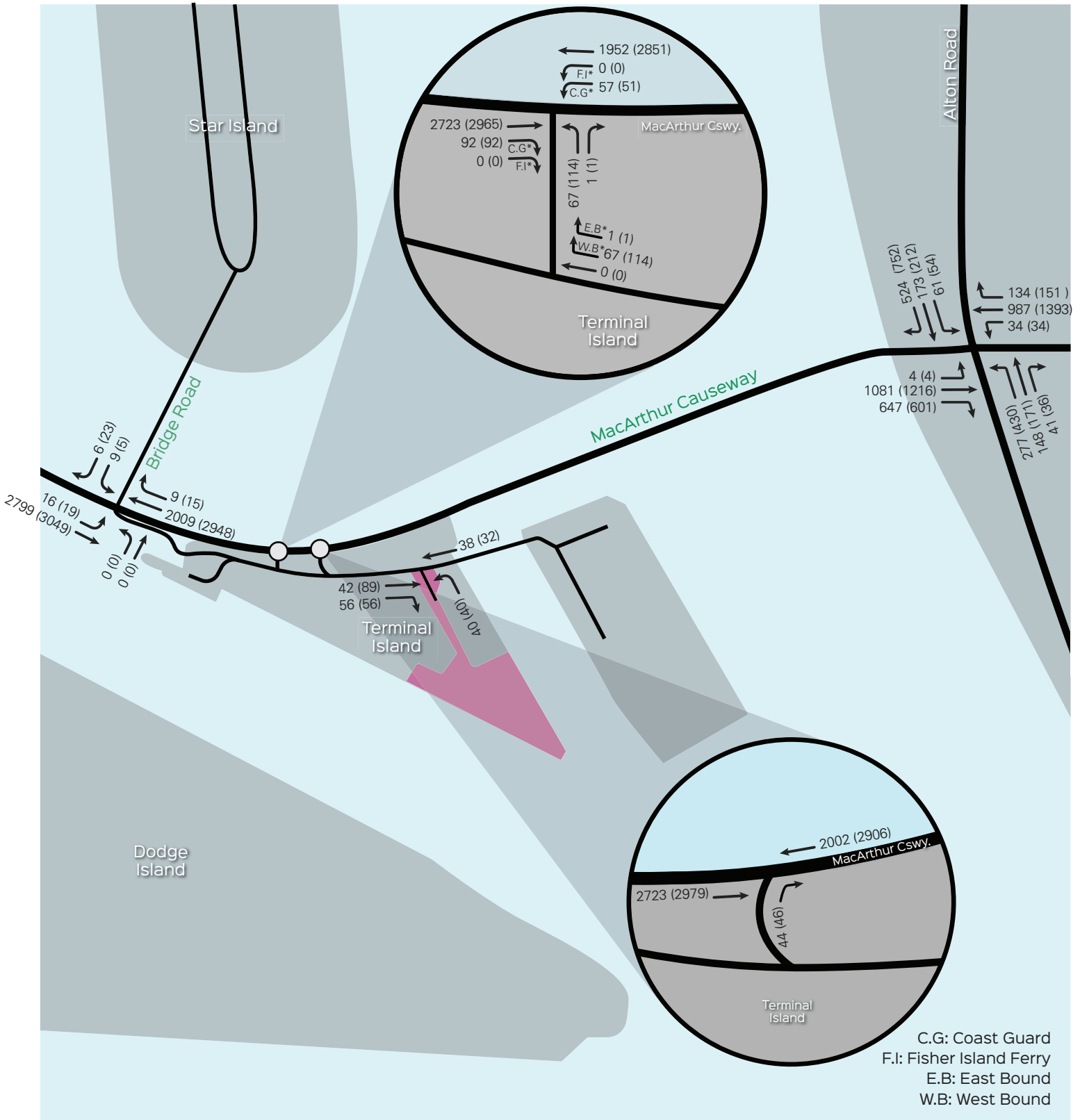
⁴A field review showed that vehicles can safely stack within 213 feet of the lane and taper before blocking vehicles in the through lanes

4.5.2 Weekend Intersection Capacity Analysis

Future background traffic and traffic projections for the project were combined to obtain the weekend future traffic with project at the analyzed intersections. Since the timing for the Saturday peak hour is undefined it was assumed that the restaurant would experience its peak hour at the same times of day that the roadway peaks. To provide a more conservative analysis the Saturday peak hour trips were applied to both the AM and PM weekend peak hours. Exhibit 20 shows the projected turning movement volumes for the weekend future with project conditions during the weekend AM and PM peak hours. Results of the future with the project conditions intersection analysis are displayed in Exhibit 21. The results show that the overall LOS for the following intersections are projected to operate at acceptable LOS:

- MacArthur Causeway / Bridge Road
- MacArthur Causeway / Terminal Isle
- Alton Road / 5th Street
- MacArthur Causeway / Terminal Isle exclusive right-turn (AM peak hour)

As with the existing and future without project conditions, the southbound approach of the MacArthur Causeway / Bridge Road intersection continues to experience delays during both the morning and afternoon peak hours. The northbound approach of the Alton Road / 5th Street intersection also continues to experience delays during both the morning and afternoon peak hours. This may be due to the fact that the county gives priority to vehicles travelling east / west through this area, therefore, accepting delays on cross-streets. As with existing and future without project conditions, the northbound approach of the MacArthur Causeway / Terminal Isle exclusive right-turn intersection continues to experience delays during the afternoon peak hour. The project driveway was analyzed and the results show adequate operations. Intersection capacity worksheets are included in Appendix D.



00 AM
(00) PM

Project Location

Exhibit 20

Future With Project Weekend AM and PM Peak Hour Volumes

**Exhibit 21: Future with Project Weekend Intersection Capacity Analysis
Weekend AM and PM Peak Hour Conditions**

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	Delay (Sec)	PM Peak LOS	Delay (Sec)	LOS Standard
MacArthur Causeway / Bridge Road (Star Island)	S	NB SB EB WB Overall	A F A A A	0.0 95.5 6.4 7.5 7.1	A F A A A	0.0 97.9 3.1 6.0 4.9	D+50 D D+50 D+50 D+
MacArthur Causeway / Terminal Isle	S	NB _{FPL} NWB _{T.I.} EB _{Cswy.} WBL _{Cswy.} Overall	A D+25 C D+43 D	0.0 68.5 10.5 78.7 13.2	A D+25 C D+37 C	0.0 68.7 11.6 75.2 14.6	D+50 D+50 D+50 D+50 D+50
Alton Road / 5 th Street	S	NB SB EB WB Overall	F C C B C	88.4 28.7 28.4 19.1 32.7	F C C C D	120.4 27.4 30.6 23.3 39.0	D+50 D+50 D+50 D+50 D+50
MacArthur Causeway / Terminal Isle exclusive right-turn	U	NB	D+21	42.5	F	56.0	D+50
Terminal Isle / Project Driveway	U	NB	A	9.3	A	9.6	N/A

Source: David Plummer & Associates

The approximate existing storage length and the projected 95th percentile back of queue (BOQ) at all the exclusive turn lanes for the weekday AM and PM peak hour conditions are displayed in Exhibit 22. The results show that the existing storage lengths at the MacArthur Causeway / Bridge Road and the MacArthur Causeway / Terminal Isle intersections have enough capacity to accommodate the projected 95th percentile back of queues.

The Alton Road / 5th Street intersection eastbound right turning lane's 95th percentile back of queue is projected to exceed the existing storage length during the AM and PM peak hours. It should be noted that this is an existing condition, the project adds only four and two feet of queue (less than

one vehicle) to this movement during the respective AM and PM peak hours. The Alton Road / 5th Street intersection northbound left turning lane's 95th percentile back of queue is also projected to exceed the existing storage length during the AM peak hour. This is an existing condition. The project adds no queue to this movement.

Exhibit 22: Weekend Projected 95th Percentile Back of Queues and Existing Storage Length (Feet)

Intersection	Direction	Existing		Future without Project		Future with Project		Existing Storage Length
		AM	PM	AM	PM	AM	PM	
MacArthur Causeway / Bridge Road (Star Island)	EBL	10	58	40	58	40	58	145
	WBR	0	0	0	0	0	0	110
	SBL ¹	28	20	32	20	36	24	600+
MacArthur Causeway / Terminal Isle	EBR _{SRA1A}	26	25	26	25	44	42	170
	WBL _{SRA1A}	77	71	79	71	106	99	170 / 213 ³
Alton Road / 5 th Street	EBR	256	263	279	282	283	284	260
	WBL	77	74	79	77	79	77	140
	WBR	29	42	30	43	30	43	280
	NBL	202	361	207	370	207	370	240
	SBR ²	0	0	0	0	0	0	350+

¹SBL movement occurs from continues through lane

Source: David Plummer & Associates

²SBR movement is a through lane that becomes an exclusive turn lane

³A field review showed that vehicles can safely stack within 213 feet of the lane and taper before blocking vehicles in the through lanes

5.0 CIRCULATION PLAN

The project is located at 120 MacArthur Causeway (on Terminal Island) in Miami Beach, Florida. Access to the site will be provided via Terminal Isle which provides access to MacArthur Causeway. MacArthur Causeway is the only roadway connecting Terminal Island to the mainland and to the Miami Beach Island. The Terminal Isle roadway also provides access to the FPL Miami Beach Plant, the Fisher Island ferry terminals and the US Coast Guard Station all located within Terminal Island. The driveway to the project will be located on Terminal Isle between the driveway access for the Miami Beach Fleet Management and the entrance to the US Coastguard access road. The project is proposing a gated entrance to the development. Per the developer, the gate will remain open through the day with a security guard and will close at night. (The gates will also remain open during restaurant operations). At night the building and gate can only be access with an FOB system. A queuing analysis for the gated entrance was previously submitted to and approved by the City of Miami Beach. A revised queuing letter is available in Appendix G.

The project is also proposing a Waterfront Plaza facing the Miami Municipal Channel. The parking garage is located on the north side of building B. The project is proposing a fully automatic parking system within the garage that will enable employees to drop-off and pick-up their vehicles using a rack-rail system. (See Appendix H for the automated parking information). Access to/from the parking garage is provided via the project's internal roadway leading to an inbound entrance located on the southwest side of the garage and an outbound driveway located on the southwest side of the garage, approximately 120 feet north of the inbound entrance.

The loading area for the two buildings is located within the basement level on the north side of the western building (building A). The basement level spans between both buildings, connecting the two, and acts as a shared loading and service area. Access to the loading area is provided via the project's internal roadway which connects to the two-way basement driveway ramp located on the north side of building B. A loading plan and a maneuverability analysis of the access and loading area is provided in Appendix I.

The project area offers accommodations and access points for pedestrian and cyclist activity. MacArthur Causeway provides sidewalks on both sides of the road starting from the bus stop bays just west of Fountain Street and just west of Bridge Road. Both of the signalized intersections have clearly marked crosswalks with pedestrian refuge areas, and provide pedestrian signals. The signalized intersection with Terminal Isle has clearly marked crosswalks and provides pedestrian signals. The sidewalk along both sides of the causeway continues toward Miami Beach Island protected by a guardrail/concrete barrier across the causeway bridge, protecting pedestrians and cyclists. Starting at the mainland, MacArthur Causeway provides bike lanes on both sides of the roadway which terminate at the base of the causeway bridge (just east of the MacArthur Causeway / Terminal Isle intersection). East of the MacArthur Causeway / Terminal Isle intersection, bicyclists are directed to use the protected bridge sidewalk. The project is also offering bicycle parking on the southeast corner of the site for employees and guests and is providing a pedestrian pathway along the site that connects to Terminal Isle (the proposed pedestrian path is available in Appendix J). A mobility plan was prepared for the site (see Exhibit 23). The plan shows the project location, bike lanes, sidewalk connections, and pedestrian crosswalks.

The project area is also served by public transit. There are four bus routes that traverse this area of Miami Beach (Routes: 103, 113, 119, and 120). The closest bus stop to the project site is located on the south side of the MacArthur Causeway just east of the Terminal Isle intersection, approximately 300 feet west of the project. The City of Miami Beach Trolley provides the South Beach Loop which traverses along Alton Road. Exhibit 24 shows the available bus routes and bus stops in the area. Transit documentation is provided in Appendix J.



- Sidewalk
- Crosswalk
- Bike Lanes
- Project Location

Exhibit 23

Mobility - Pedestrians





Bus Stop



Project Location

Exhibit 24

Mobility - Transit

Miami Beach Trolley

Miami-Dade Bus Routes

- 120 Beach Max
- 119 (S)
- 103 (C)
- 113 (M)



6.0 Field Observations

6.1 Fisher Island Ferry Observations

Field observations of the Terminal Island: Resident Terminal West (west ferry) and Employee and Contractor Garage and Terminal East (east ferry) were conducted on October 6, 2021 during the AM (8 – 9 am) and PM (5 – 6 pm) peak hours.

6.1.1 Resident Terminal West Observations

The Resident ferry terminal is located on the west side of Terminal Island. The terminal has three inbound lanes and two exit lanes for vehicles entering / exiting the ferry. The two outbound lanes are one-way and funnel vehicles out of terminal Island. The right lane ends as a right-turn lane onto eastbound MacArthur Causeway and the left exit lane guides vehicles to an internal westbound roadway that connects to the MacArthur Causeway / Bridge Road intersections and provides westbound access onto the MacArthur Causeway. The three inbound queuing lanes allow guests and residents to queue and enter the ferry. The lanes are segregated by passenger type:

- property owners and equity members
- resident guests and diamond passes
- and resident employees and approved passes

Once in queue, residents and members of Fisher Island have their identification verified by the guard. Visitors and employees are required to show the guard identification and have their license plate number verified.

Upon the ferry's arrival, the guards open the ferry gates to allow vehicles to exit the ferry. Once the ferry is cleared the guards load the ferry one lane at a time to avoid congestion. The data collected revealed that during the AM peak hour, the lanes with the longest queues were the guest and employee lanes with an average queue of three and four vehicles, respectively. The resident lane had an average queue of two vehicles during the morning peak hour. There were the instances during the morning observations where the inbound queue spilled onto the Terminal Isle roadway, with an average queue of two vehicles.

During the PM peak hour, the resident lane had the largest queue of seven vehicles and an average of three vehicles. At times this queue would back up onto the Terminal Isle roadway and cause an

average queue of one vehicle. The guest and employee lanes each had an average queue of one vehicle during the evening peak hour. (See Appendix K for queuing observations)

6.1.2 Employee and Contractor Garage & Terminal East Observations

The ground floor of the parking garage has six queuing lanes in the northwest corner (front) for vehicles to queue within while waiting for the ferry. There is also a drop-off / pick-up lane and limited visitor parking area adjacent to the queuing lanes in the garage. Access to the drop-off area is provided along the northeast side of the garage just south of the pedestrian crosswalk between the ferry and garage.

Access to the employee parking and contractor / vehicle queues is provided on the west side of parking garage. Fisher Island employees that park within the garage and walk aboard the ferry as a pedestrian turn right into the parking area when entering the garage. Access to the area is controlled via a mechanical arm gate with a card reader. Contractors and vehicles taking the ferry turn left when entering the garage to enter the ferry queue lanes.

Garage employees control access to the garage queueing lanes and entrance to the ferry. While awaiting the ferry, guards verify the identification and permission for the vehicles / companies waiting within the ferry queue. (During high inbound demand hours, vehicles were also queued on the hashing in front of the garage as an extra queue lane). Vehicles that don't fit within the garage queue lanes are circulated around the garage into the drop-off lane that becomes a one-way roadway that wraps around the end of the garage and leads back at the employee / contractor entrance. It was also observed that the operators leave the inbound and outbound lanes clear for vehicles departing the ferry. During the morning peak hours (highest inbound hours) vehicles to board the ferry were queued within the garage and stacked within the hashing spaces to the left and right of the ferry inbound / outbound lanes to allow room for larger vehicles exiting the ferry. The highest queue at the ferry entrance was five vehicles during the AM peak hour, with an average queue of three vehicles. The queue into the terminal spilled back onto the Terminal Isle roadway with an average queue of two vehicles. The highest inbound queue along Terminal Isle was four vehicles.

Once the ferry arrives, the gate is opened and the vehicles exit the ferry. It was observed that the ferry pedestrians are held on the ferry for approximately 1-2 minutes after all vehicles have

disembarked the ferry. This helped prevent long queues on the Terminal Isle roadway and at the MacArthur Causeway / Terminal Isle intersection. The operator then allows one lane at a time to enter the ferry, while the employees embark as well. During the PM peak hour, the ferry inbound lane had an average queue of three vehicles and a largest queue of seven vehicles. The highest queue leaving the parking garage was two vehicles during the PM peak hour. The highest queue in the ferry outbound lane was one vehicle.

6.2 MacArthur Causeway / Terminal Island Intersection

Observations

Field observations of the eastbound right and westbound left turning lanes of the MacArthur Causeway and Terminal Isle intersection were conducted on October 7, 2021 during the AM (8 – 9 am) and PM (5 – 6 pm) peak hours. The results of the queuing field observations of the MacArthur Causeway/Terminal Isle intersection show that, during the AM peak hour, the existing inbound westbound left turning lane experiences a maximum queue of nine vehicles and an average of three vehicles. The eastbound right turning lane experiences a maximum queue of six vehicles and an average of three vehicles during the morning peak hour. The Terminal Isle roadway outbound lane had an average queue of two vehicles and a maximum queue of seven vehicles.

The data collected during the PM peak hour revealed that the westbound left turning lane had a maximum queue of three vehicles and an average of one vehicle, and the eastbound right turning lane experienced a maximum queue of two vehicles and an average of one vehicle. The Terminal Isle roadway outbound lane had an average queue of nine vehicles and a maximum queue of 21 vehicles. Occasionally, this caused an average queue of one vehicle at the ferry outbound lane. It was observed during both the afternoon and evening peak hours that on average, one cycle of green time for the MacArthur Causeway westbound left turning movement was sufficient to clear any vehicles queued in the westbound left turn lane and that it took a maximum of two cycles to clear the lane. (See Appendix K for queuing observations)

7.0 TRANSPORTATION MANAGEMENT PLAN

A Transportation Development Management is proposed as part of this project with the following goals:

- ***Reducing congestion*** – by encouraging patrons to shift from single occupancy vehicle trips to use other available modes of transportation.
- ***Conserving energy and reducing emissions*** - the damage caused by vehicle emissions and greenhouse gases is a major contributor to environmental degradation. Therefore, getting people to make better use of shared transportation options is one of the most important ways in which communities can do their part to encourage greener thinking.
- ***Improving community health and fitness levels*** - TDM can lead to better levels of health and fitness among community members by encouraging people to be more active as they move around town. Improving the walkability of cities and adding cycling features are two of the most important ways TDM strategies can be used to promote healthier and more active lifestyles.
- ***Boosting urban livability*** - Studies have shown that community-oriented modes of transportation can lead to significant improvements in personal satisfaction and happiness. People are more engaged when they are active stakeholders in the communities they live in. By improving social quality for residents, commuters, and visitors alike, TDM helps improve the overall livability of cities.

The development will promote the following strategies to further reduce vehicle trips:

- Encourage patrons to participate in ridesharing programs through South Florida Commuter Services. Available information will be obtained and distributed to residents and employees in the development.
- Miami-Dade County Transportation Agency current local and regional mass transit route and schedule information will be provided to potential transit users in a prominent public area of the development. The information provided and maintained on the premises will be updated, when necessary, at no less than six-month intervals.

- Promote mass transit use by encouraging employers to purchase transit passes and make them available to employees at discounted prices or no charge, or in lieu of subsidized parking.
- Encourage employers to implement staggered work hours.

Implementation of these items will generate a shift from single vehicle drivers to use other modes of transportation and, thus, reducing the peak hour vehicle trips.

8.0 CONCLUSIONS

An assessment of the weekday and weekend AM and PM peak hour traffic associated with the proposed Terminal Island project was performed in accordance with the approved methodology submitted to the City and the requirements of the *City of Miami Beach Comprehensive Plan*. Intersection capacity analysis was performed for the following intersections:

- MacArthur Causeway / Bridge Road (Star Island)
- MacArthur Causeway / Terminal Isle
- Alton Road / 5th Street
- MacArthur Causeway / Terminal Isle Exclusive Right-turn (east of the MacArthur Causeway / Terminal Isle signalized intersection)

The results of the intersection analysis for a typical weekday during the AM and PM peak hours show that the overall LOS for the following analyzed intersections currently operate and are projected to operate within the LOS standards established in the City of Miami Beach Comprehensive Plan for existing, future without project, and future with project conditions:

- MacArthur Causeway / Bridge Road (Star Island)
- MacArthur Causeway / Terminal Isle
- Alton Road / 5th Street
- MacArthur Causeway / Terminal Isle Exclusive Right-turn (east of the MacArthur Causeway / Terminal Isle signalized intersection)

The analysis shows adequate operations at the unsignalized project driveway.

For existing, future without project, and future with project conditions, the northbound and southbound approaches of the MacArthur Causeway / Bridge Road intersection experience delays during the AM and PM peak hours. This is an existing condition; the project adds no delay to these approaches during the AM peak hour and adds no delay to the northbound approach and less than one second of delay to the southbound approach during the PM peak hour. The northbound approach of the Alton Road / 5th Street intersection experiences delays during the AM and PM peak hours for existing, future without project, and future with project conditions. It should be noted that the project adds less than two seconds of delay to the northbound approach during the

AM and PM peak hours. The westbound left approach of the Terminal Isle / MacArthur Causeway intersection experiences delays during the AM peak hour and the northwest bound approach (Terminal Isle approach) at the MacArthur Causeway / Terminal Isle intersection experiences delays during the afternoon peak hour. It should be noted that the project represents less than 5% and 6% of the total projected intersection volume during the morning and afternoon peak hours, respectively. Signal timing improvements are recommended to mitigate the effects of the project. These delays may be due to the fact that the county gives priority to vehicles travelling east / west through this area, therefore, accepting delays on cross-streets.

The results of the intersection analysis for the AM and PM peak hours of a typical weekend show that the overall LOS for the following analyzed intersections currently operate and are projected to operate within the LOS standards established in the City of Miami Beach Comprehensive Plan for existing, future without project, and future with project conditions:

- MacArthur Causeway / Bridge Road (Star Island)
- MacArthur Causeway / Terminal Isle
- Alton Road / 5th Street
- MacArthur Causeway / Terminal Isle Exclusive Right-turn (AM Peak Hour)

For existing, future without project, and future with project conditions, the southbound approach of the MacArthur Causeway / Bridge Road intersection experiences delays during the morning and afternoon peak hours. The northbound approach of the Alton Road / 5th Street intersection also experiences delays during both the morning and afternoon peak hours. This may be due to the fact that the county gives priority to vehicles travelling east / west through this area, therefore, accepting delays on cross-streets. During the existing, future without project, and future with project conditions, the northbound approach of the MacArthur Causeway / Terminal Isle exclusive right-turn intersection experiences delays during afternoon peak hour. The project driveway was analyzed and the results show adequate operations.

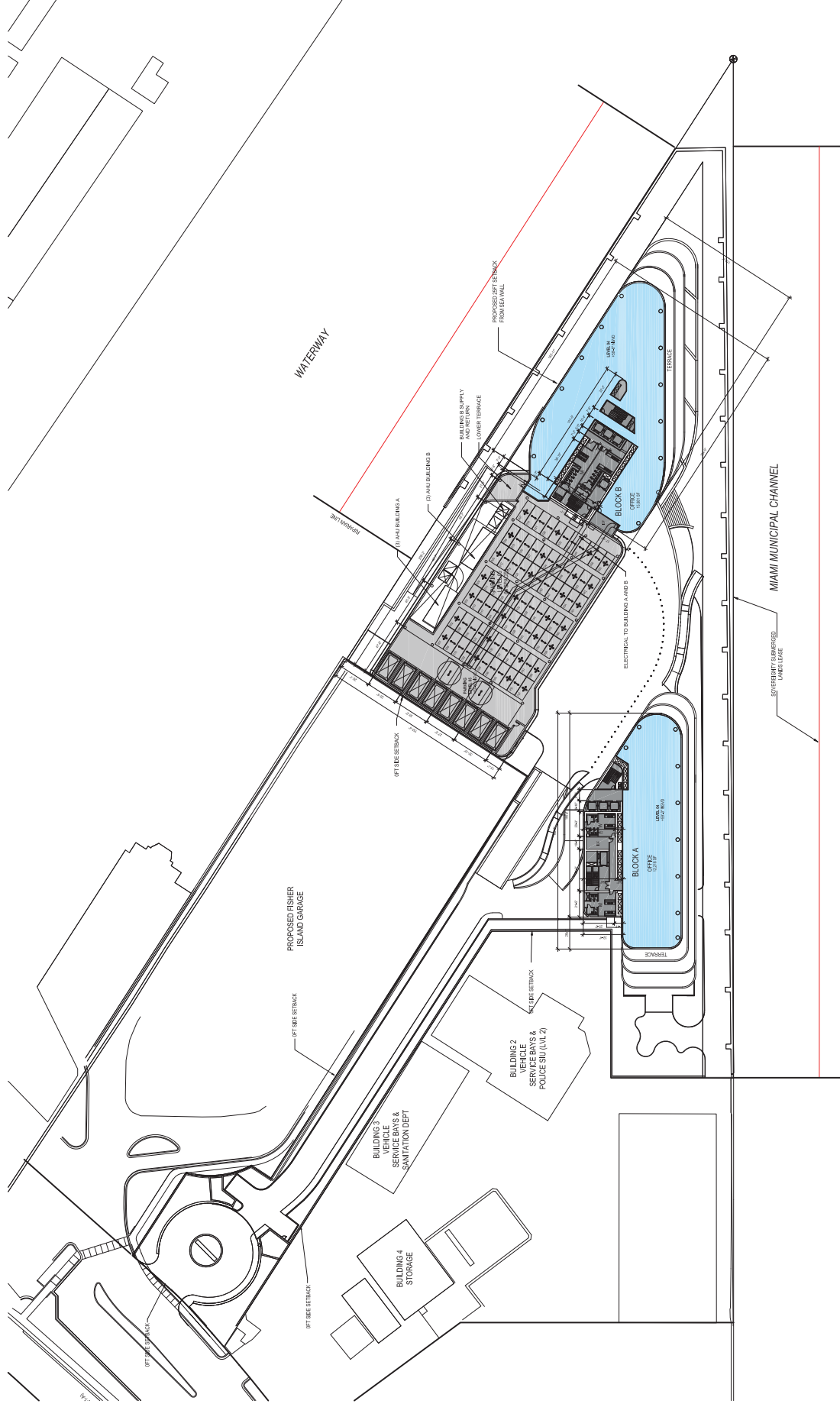
As part of the study, field observations were performed at the fisher Island Ferry terminals located on the east and west ends of Terminal Island. The observations showed that the operations at the ferry terminals did not interfere with the operations along the MacArthur Causeway. A mobility and circulation plan was completed as part of the study. The plan shows that the project area is currently served by four Miami-Dade Transit bus routes and a Miami Beach Trolley route. The

project is located in an area that provides sidewalk connectivity, clearly marked crosswalks, signalized intersections that provide pedestrian signals, and bike lanes. These conditions encourage the use of other modes of transportation and reduce the vehicular impact on the roadway network.

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Appendix A

Site Plan



OFFICE LEVEL 04 / PARKING LEVEL 05

Appendix B

Methodology

Terminal Island Miami Beach Traffic Study Methodology

July 12, 2021

August 2, 2021

Revised August 3, 2021

PROJECT LOCATION

The project is located at 120 MacArthur Causeway (Terminal Island) in Miami Beach, Florida. The project proposes a new office building with approximately 932 employees and a 299 seat restaurant with a fully automated parking garage. The existing six boat berth marina will remain.

PURPOSE

This methodology will provide the details of the Transportation Impact Study for the proposed development. Confirmation of this methodology will be requested from the City and/or its traffic consultant prior to performing the study.

TRAFFIC STUDY

- Ninety-six hour traffic counts will be collected on the MacArthur Causeway between Bridge Road and Terminal Island. Or Terminal Island between MacArthur Causeway and the crosswalk to the Ferry parking garage. The 96-hour counts will be used to determine the AM and PM peak hours of a regular weekday and the AM and PM peak hour of a regular Saturday.
- Traffic Counts (Intersections) – Available turning movement counts will be collected during the AM and PM peak hour conditions of a regular weekday and **weekend**, as determined by the collected 96-hour. The counts will be used to analyze the following intersections:
 - MacArthur Causeway / Bridge Road (Star Island) (Signalized)
 - MacArthur Causeway / Terminal Island (Signalized)
 - Alton Road / 5th Street (Signalized)

- Terminal Island / Project Driveway (Un-signalized)
- MacArthur Causeway / Terminal Island Un-Signalized right-turn (east of the MacArthur Causeway / Terminal Island signalized intersection)

Traffic counts used as part of this project will be included in the appendix of the Transportation Impact Study submitted to the City.

- Trip Generation – When applicable, trip generation for the project will be estimated using trip generation information published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, otherwise engineering judgement will be used. Based on U.S. Census Bureau data, a 12.9% deduction for other modes of transportation may be applied. However, for a conservative analysis and as previously discussed with the City reviewer, a 3% reduction will be used for other modes of transportations. Furthermore as discussed with the City reviewer, a 10% reduction will be used for pass-by applied to restaurant trips. Below is the trip generation for a typical (7 – 9) AM and (4 – 6) PM peak hour. Trip generation documentation is available in Attachment A.

Proposed Trip Generation

Proposed ITE Land Use Designation ¹	Size/Units	Daily (Two-way)	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Office (Land Use 710)	932 Employees	2,922	200	41	241	55	220	275
Restaurant (Land Use 931)	299 Seats	778	3	3	6	56	28	84
Gross External Trips		3,700	203	44	247	111	248	359
Internalization AM, PM		1.6%, 1.1%	-2	-2	-4	-2	-2	-4
Other Modes of Transportation ²		3%	-6	-1	-7	-4	-8	-12
Pass-By Restaurant (PM) ³		10%	0	0	0	-4	-4	-8
Proposed Net External Trips			195	41	236	101	234	335

¹ Based on ITE Trip Generation Manual, 10th Edition

² Based on US Census (Tract 9810) is 12.9%, however a 3% was used.

³ Based on ITE Trip Generation Handbook, 3rd Edition (PM pass-by) is 44%, however 10% was used.

- Trip generation and analysis for the restaurant use will be performed for the weekend AM and PM peak period (as determined by the 96 hour counts).

- Signal Location and Timing – Existing signal phasing and timing for the signalized intersections will be obtained from Miami-Dade County. Signal data collected from the county will be included in the appendix of this study.
- Trip Distribution / Trip Assignment – Net new external project traffic will be assigned to the adjacent street network using the appropriate cardinal distribution from the 2045 Miami-Dade Long Range Transportation Plan Update, published by the Transportation Planning Organization. Normal area traffic patterns will also be considered when assigning project trips. A figure showing all of the assigned trips to the adjacent transportation network will be provided as part of the study.
- Background Traffic – Available Florida Department of Transportation (FDOT) and Miami-Dade County (MDC) traffic counts (excluding 2020 data) will be consulted to determine a growth factor consistent with historical annual growth in the area. The growth factor will be applied to the existing traffic volumes to establish background traffic. This will be documented in the study.
- Committed Developments – As no committed developments were found in the area a 0.5% growth rate will be added to the analysis to account for any unknown committed developments in the area.
- Future Transportation Projects – The 2020 TIP, 2045 LRTP, and the City of Miami Beach's Transportation Master Plan Final Report and Related TMP updates will be reviewed and considered in the analysis at project build-out.
- Intersection Capacity Analysis – The intersection capacity analyses will be conducted for the following conditions:
 - Existing conditions
 - Future conditions with Committed Developments
 - Future conditions with Project and Committed Development

Intersection analysis will be done using the Synchro software based on the Highway Capacity Manual (HCM 6th Ed). Figures depicting trip distribution for each of these scenarios will be provided as part of this study. In addition to the intersections identified above, all projects

driveways will be analyzed. If the results of the analysis show any intersection operating below the City's Level of Service standards, specific mitigation measures will be recommended.

- An extensive Transportation Demand Management plan (TDM) will be included in the report.

CIRCULATION ANALYSIS/PLAN

The study will provide a circulation plan depicting the parking garage circulation. The plan will also include a clear site plan defining all of the various land use categories assigned to the project site, driveways, delivery areas, location of street signs/signals, crosswalks, sidewalks, location of bus facilities, bike facilities, adjacent streets configuration (travel lanes, etc.) including names, on-street parking and any other pertinent transportation feature in the vicinity of this project.

As part of the study, any proposed/existing driveways will be analyzed. This analysis will include sight distance for vehicles entering/exiting the proposed driveway. An Auto-turn analysis will be conducted for the proposed building loading area. If deficiencies are determined, mitigation measures will be recommended.

Multimodal – Pedestrian, bicycle and transit facilities will be defined in the Circulation Plan. Existing bus routes including schedule and bus stop locations will be discussed as part of the study. An effort will be made to include bicycle parking facilities within the project site to be utilized either by employees or tenants.

QUEUING ANALYSIS

A queuing analysis will be performed at the gated entrance per the methods outlined in the Institute of Transportation Engineers (ITE) Transportation and Land Development. The vehicle queue (M) will be calculated based on processing rate, demand rate, service positions and utilization factor as necessary. The analysis will be done to ensure that there is sufficient on-site vehicle stacking so that there is no vehicle back-up onto the public right-of-way. Peak hour demand will be estimated at the project's entrances. The analysis will consider both demand and typical service times per vehicle. The gated entrances capacity will be a function of the numbers of lanes, type of service provided, and geometrics. The analysis, conclusions and recommendations will be documented in the traffic report.

DOCUMENTATION

The applicant will submit an electronic copy of the report including the Synchro program output calculations for consideration/review by the consultant acting as the peer reviewer. Also included will be the latest version of the site plan, with an AutoCAD version.

Other Considerations from the City

- As part of the intersection analysis, a table summarizing/comparing the 95th percentile vehicle stacking / queues and existing storage length for all exclusive turn lanes will be provided.
- The City reserves the right to request additional analyses including but not limited to, additional traffic counts and level of service analysis for any intersection City staff feels is necessary in order to complete the review process.
- The future layout of the Terminal Island Roadway configuration and intersections will be considered in the future scenario analysis if the latest FDOT plans are provided by the City reviewer.
- Per the City reviewer's request, a current copy of a signed and sealed pavement marking and signage plan prepared by a Professional Engineer in the state of Florida will be provided.
- Per the City reviewer's request, the specifications for the automated parking garage will be submitted. Case studies justifying the service times and effectiveness of the proposed parking system will be provided in the appendix of the traffic study.
- Queuing observations will be performed and documented at the terminal island ferry landing west and terminal island ferry landing east during the weekday AM and PM peak hours to observe the effects of the queues caused by the ferry landings will have on the project intersections.
- Queuing observations will be documented and performed at the terminal island road intersection with MacArthur Causeway for the weekday AM and PM peak times.
- Per the City reviewer's request, any related comments in regards to the traffic study made by MDC's DTPW, the FDOT, or any other related government agency will be provided to the City.

If you have any questions you can contact me at (305) 447-0900.

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Attachment A

Scenario - 2

Scenario Name: Terminal Island Proposed - July 9 2021

User Group:

Dev. phase: 1

No. of Years to

Project Traffic :

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method		Entry	Exit	Total
					Rate/Equation	Split%			
710(3) - General Office Building	General	Employees	932	Weekday	Best Fit (LOG)	1461	1461	1461	2922
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				$\ln(T) = 0.80\ln(X) + 2.51$	50%	50%	50%	
710(4) - General Office Building	General	Employees	932	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG)	200	41	41	241
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				$\ln(T) = 0.72\ln(X) + 0.56$	83%	17%	17%	
710(5) - General Office Building	General	Employees	932	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	55	220	220	275
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				$T = 0.27(X) + 23.57$	20%	80%	80%	
931 - Quality Restaurant	General	Seats	299	Weekday	Average	389	389	389	778
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				2.60	50%	50%	50%	
931(1) - Quality Restaurant	General	Seats	299	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	3	3	3	6
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				0.02	50%	50%	50%	
931(2) - Quality Restaurant	General	Seats	299	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	56	28	28	84
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				0.28	67%	33%	33%	

AM Peak Hour Trip Generation and Internalization

Terminal Island Miami Beach

Office Land Use 710 932 Employees			Restaurant Land Use 931 299 Seats		
In	Out		In	Out	
200	41		3	3	247 ITE Trips
UNBALANCED INTERNALIZATION					
63% 26		1	23% 1		
14% 28		1	31% 1		
Office			Restaurant		
In	Out		In	Out	
200	41		3	3	247 Vehicle Trips
BALANCED INTERNALIZATION					
-1			-1		
-1	-1		-1	-1	-4 Internal
199	40		2	2	243 External Trips
	0.8%			33.3%	1.6% % Internal
-6	-1		0	0	-7 -3.0% Transit/Pedestrian
193	39		2	2	236
			0	0	0 0% Passby (Restaurant)
193	39		2	2	236 Net New External Trips

PM Peak Hour Trip Generation and Internalization

Terminal Island Miami Beach

Office Land Use 710 932 Employees			Restaurant Land Use 931 299 Seats			
In	Out		In	Out		
55	220		56	28		359 ITE Trips
UNBALANCED INTERNALIZATION						
4% 9		1	2% 1			
30% 17		1	3% 1			
Office			Restaurant			
In	Out		In	Out		
55	220		56	28		359 Vehicle Trips
BALANCED INTERNALIZATION						
-1			-1			
-1			-1			
-1	-1		-1	-1		-4 Internal
54	219		55	27		355 External Trips
	0.7%			2.4%		1.1% % Internal
-2	-7		-2	-1		-12 -3.0% Transit/Pedestrian
52	212		53	26		343
			-4	-4		-8 -10% Passby (Restaurant)
52	212		49	22		335 Net New External Trips



S0801

COMMUTING CHARACTERISTICS BY SEX

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

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

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Subject	Census Tract 9810, Miami-Dade County, Florida				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	62	+/-21	53	+/-19	9
MEANS OF TRANSPORTATION TO WORK					
Car, truck, or van	51.6%	+/-32.9	52.8%	+/-35.4	44.4%
Drove alone	43.5%	+/-37.2	43.4%	+/-40.3	44.4%
Carpooled	8.1%	+/-14.9	9.4%	+/-17.4	0.0%
In 2-person carpool	8.1%	+/-14.9	9.4%	+/-17.4	0.0%
In 3-person carpool	0.0%	+/-41.8	0.0%	+/-45.2	0.0%
In 4-or-more person carpool	0.0%	+/-41.8	0.0%	+/-45.2	0.0%
Workers per car, truck, or van	N	N	N	N	N
Public transportation (excluding taxicab)	0.0%	+/-41.8	0.0%	+/-45.2	0.0%
Walked	12.9%	+/-25.0	15.1%	+/-29.5	0.0%
Bicycle	0.0%	+/-41.8	0.0%	+/-45.2	0.0%
Taxicab, motorcycle, or other means	0.0%	+/-41.8	0.0%	+/-45.2	0.0%
Worked at home	35.5%	+/-27.4	32.1%	+/-29.5	55.6%
PLACE OF WORK					
Worked in state of residence	100.0%	+/-41.8	100.0%	+/-45.2	100.0%
Worked in county of residence	100.0%	+/-41.8	100.0%	+/-45.2	100.0%
Worked outside county of residence	0.0%	+/-41.8	0.0%	+/-45.2	0.0%
Worked outside state of residence	0.0%	+/-41.8	0.0%	+/-45.2	0.0%
Living in a place	100.0%	+/-41.8	100.0%	+/-45.2	100.0%
Worked in place of residence	100.0%	+/-41.8	100.0%	+/-45.2	100.0%
Worked outside place of residence	0.0%	+/-41.8	0.0%	+/-45.2	0.0%
Not living in a place	0.0%	+/-41.8	0.0%	+/-45.2	0.0%
Living in 12 selected states	0.0%	+/-41.8	0.0%	+/-45.2	0.0%
Worked in minor civil division of residence	0.0%	+/-41.8	0.0%	+/-45.2	0.0%
Worked outside minor civil division of residence	0.0%	+/-41.8	0.0%	+/-45.2	0.0%
Not living in 12 selected states	100.0%	+/-41.8	100.0%	+/-45.2	100.0%
Workers 16 years and over who did not work at home	40	+/-23	36	+/-18	4
TIME LEAVING HOME TO GO TO WORK					

Subject	Census Tract 9810, Miami-Dade County, Florida				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
12:00 a.m. to 4:59 a.m.	0.0%	+/-52.0	0.0%	+/-54.8	0.0%
5:00 a.m. to 5:29 a.m.	0.0%	+/-52.0	0.0%	+/-54.8	0.0%
5:30 a.m. to 5:59 a.m.	20.0%	+/-45.7	22.2%	+/-49.9	0.0%
6:00 a.m. to 6:29 a.m.	30.0%	+/-36.4	33.3%	+/-41.7	0.0%
6:30 a.m. to 6:59 a.m.	30.0%	+/-38.5	22.2%	+/-43.0	100.0%
7:00 a.m. to 7:29 a.m.	20.0%	+/-38.5	22.2%	+/-42.3	0.0%
7:30 a.m. to 7:59 a.m.	0.0%	+/-52.0	0.0%	+/-54.8	0.0%
8:00 a.m. to 8:29 a.m.	0.0%	+/-52.0	0.0%	+/-54.8	0.0%
8:30 a.m. to 8:59 a.m.	0.0%	+/-52.0	0.0%	+/-54.8	0.0%
9:00 a.m. to 11:59 p.m.	0.0%	+/-52.0	0.0%	+/-54.8	0.0%
TRAVEL TIME TO WORK					
Less than 10 minutes	42.5%	+/-51.7	36.1%	+/-57.0	100.0%
10 to 14 minutes	37.5%	+/-45.5	41.7%	+/-51.2	0.0%
15 to 19 minutes	0.0%	+/-52.0	0.0%	+/-54.8	0.0%
20 to 24 minutes	20.0%	+/-45.7	22.2%	+/-49.9	0.0%
25 to 29 minutes	0.0%	+/-52.0	0.0%	+/-54.8	0.0%
30 to 34 minutes	0.0%	+/-52.0	0.0%	+/-54.8	0.0%
35 to 44 minutes	0.0%	+/-52.0	0.0%	+/-54.8	0.0%
45 to 59 minutes	0.0%	+/-52.0	0.0%	+/-54.8	0.0%
60 or more minutes	0.0%	+/-52.0	0.0%	+/-54.8	0.0%
Mean travel time to work (minutes)	N	N	N	N	N
VEHICLES AVAILABLE					
Workers 16 years and over in households	0	+/-13	0	+/-13	0
No vehicle available	-	**	-	**	-
1 vehicle available	-	**	-	**	-
2 vehicles available	-	**	-	**	-
3 or more vehicles available	-	**	-	**	-
PERCENT ALLOCATED					
Means of transportation to work	0.0%	(X)	(X)	(X)	(X)
Private vehicle occupancy	28.1%	(X)	(X)	(X)	(X)
Place of work	100.0%	(X)	(X)	(X)	(X)
Time leaving home to go to work	0.0%	(X)	(X)	(X)	(X)
Travel time to work	0.0%	(X)	(X)	(X)	(X)
Vehicles available	-	(X)	(X)	(X)	(X)

Subject	Census Tract 9810, Miami-Dade County, Florida
	Female
	Margin of Error
Workers 16 years and over	+/-9
MEANS OF TRANSPORTATION TO WORK	
Car, truck, or van	+/-55.6
Drove alone	+/-55.6
Carpooled	+/-100.0
In 2-person carpool	+/-100.0
In 3-person carpool	+/-100.0
In 4-or-more person carpool	+/-100.0
Workers per car, truck, or van	N
Public transportation (excluding taxicab)	+/-100.0
Walked	+/-100.0
Bicycle	+/-100.0
Taxicab, motorcycle, or other means	+/-100.0
Worked at home	+/-55.6
PLACE OF WORK	
Worked in state of residence	+/-100.0
Worked in county of residence	+/-100.0
Worked outside county of residence	+/-100.0
Worked outside state of residence	+/-100.0
Living in a place	
Worked in place of residence	+/-100.0
Worked outside place of residence	+/-100.0
Not living in a place	+/-100.0
Living in 12 selected states	
Worked in minor civil division of residence	+/-100.0
Worked outside minor civil division of residence	+/-100.0
Not living in 12 selected states	+/-100.0
Workers 16 years and over who did not work at home	
	+/-8
TIME LEAVING HOME TO GO TO WORK	
12:00 a.m. to 4:59 a.m.	+/-100.0
5:00 a.m. to 5:29 a.m.	+/-100.0
5:30 a.m. to 5:59 a.m.	+/-100.0
6:00 a.m. to 6:29 a.m.	+/-100.0
6:30 a.m. to 6:59 a.m.	+/-100.0
7:00 a.m. to 7:29 a.m.	+/-100.0
7:30 a.m. to 7:59 a.m.	+/-100.0
8:00 a.m. to 8:29 a.m.	+/-100.0
8:30 a.m. to 8:59 a.m.	+/-100.0
9:00 a.m. to 11:59 p.m.	+/-100.0
TRAVEL TIME TO WORK	
Less than 10 minutes	+/-100.0
10 to 14 minutes	+/-100.0
15 to 19 minutes	+/-100.0
20 to 24 minutes	+/-100.0
25 to 29 minutes	+/-100.0
30 to 34 minutes	+/-100.0
35 to 44 minutes	+/-100.0
45 to 59 minutes	+/-100.0
60 or more minutes	+/-100.0
Mean travel time to work (minutes)	N

Subject	Census Tract 9810, Miami-Dade County, Florida
	Female
	Margin of Error
VEHICLES AVAILABLE	
Workers 16 years and over in households	+/-13
No vehicle available	**
1 vehicle available	**
2 vehicles available	**
3 or more vehicles available	**
PERCENT ALLOCATED	
Means of transportation to work	(X)
Private vehicle occupancy	(X)
Place of work	(X)
Time leaving home to go to work	(X)
Travel time to work	(X)
Vehicles available	(X)

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

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

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

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Appendix C

Traffic Data

Traffic Volumes
Weekday Turning Movement Counts

National Data & Surveying Services Intersection Turning Movement Count

Location: Bridge Rd & SR A1A MacArthur Causeway
City: Miami Beach
Control: Signalized

Project ID: 21-140212-001
Date: 9/15/2021

Data - Total

NS/EW Streets:		Bridge Rd				Bridge Rd				SR A1A MacArthur Causeway				SR A1A MacArthur Causeway				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
		0	0	0	0	0	0	0	0	0	0	1	164	0	0	88	0	0
		0	0	0	0	0	0	0	0	1	211	0	0	0	0	90	0	0
		0	0	0	0	0	0	1	0	1	266	0	0	0	0	129	0	0
		0	0	0	0	0	0	1	0	3	375	0	0	0	0	122	0	0
		0	0	0	0	0	0	1	0	3	436	0	0	0	0	197	0	0
		0	0	0	0	0	0	0	0	2	510	0	0	0	0	221	1	0
		11	0	0	0	2	0	0	0	11	484	0	0	0	0	289	1	0
		13	0	0	0	0	0	2	0	6	483	0	0	1	0	332	1	0
		13	0	0	0	0	0	4	0	11	554	0	0	1	0	364	1	0
		7:45 AM	1	0	0	0	1	0	3	0	12	662	0	0	0	371	3	0
8:00 AM	11	0	0	0	1	0	4	0	10	742	0	1	0	376	2	0		
8:15 AM	5	1	0	0	4	0	3	0	9	709	0	2	0	476	4	0		
8:30 AM	10	1	0	0	3	0	4	0	9	703	0	0	0	449	5	0		
8:45 AM	3	0	0	0	2	0	2	0	11	654	0	0	0	413	5	0		
9:00 AM	8	0	0	0	2	0	8	0	14	719	0	0	0	367	2	0		
9:15 AM	2	0	0	0	2	0	6	0	5	724	0	0	0	399	3	0		
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
TOTAL VOLUMES :		77	2	0	0	17	0	39	0	109	8396	0	4	0	4683	28	0	
APPROACH % S :		97.47%	2.53%	0.00%	0.00%	30.36%	0.00%	69.64%	0.00%	1.28%	98.67%	0.00%	0.05%	0.00%	99.41%	0.59%	0.00%	
PEAK HR :																		
PEAK HR VOL :		29	2	0	0	10	0	13	0	39	2808	0	3	0	1714	16	0	
PEAK HR FACTOR :		0.659	0.500	0.000	0.000	0.625	0.000	0.813	0.000	0.386	0.946	0.000	0.375	0.000	0.900	0.800	0.000	
		0.705																
		0.821																
		0.946																
		0.901																
TOTAL		TOTAL																
		</																

PM	NORTHBOUND								SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	NL	0	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU						
	18	0	0	0	0	4	0	15	0	4	428	0	1	0	611	7	0	1088					
	21	0	0	0	0	3	0	4	0	1	411	0	1	0	562	6	0	1009					
	9	0	0	0	0	5	0	17	0	2	365	0	1	0	563	5	0	957					
	14	0	0	0	0	1	0	2	0	4	431	0	0	0	488	2	0	942					
	3:30 PM	14	1	2	0	5	0	13	0	1	229	0	1	0	521	2	0	789					
	3:45 PM	12	0	0	0	0	3	0	4	0	1	243	0	0	0	460	2	0	725				
	4:00 PM	23	0	0	0	0	8	0	9	0	1	278	0	0	0	558	5	0	882				
	4:15 PM	24	0	1	0	0	1	0	7	0	3	246	0	0	0	584	1	0	867				
4:30 PM	5	0	0	0	0	2	0	7	0	2	323	0	0	0	614	1	0	954					
4:45 PM	27	1	0	0	0	3	0	5	0	0	287	0	0	0	525	3	0	851					
5:00 PM	17	1	1	0	0	2	0	6	0	3	588	0	1	0	605	3	0	1227					
5:15 PM	29	0	0	0	0	1	0	14	0	1	524	0	1	0	1152	2	0	1152					
5:30 PM	9	0	0	0	0	3	0	11	0	1	472	0	1	0	536	2	0	1035					
5:45 PM	8	0	0	0	0	1	0	2	0	1	461	0	0	0	501	2	0	976					
6:00 PM	20	0	0	0	0	2	0	6	0	3	490	0	0	0	522	1	0	1044					
6:15 PM	9	0	0	0	0	3	0	3	0	3	475	0	0	0	498	10	0	1001					
TOTAL VOLUMES :				NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH % S :				259	3	4	0	47	0	125	0	31	6251	0	0	7	0	8718	54	0	15499		
PEAK HR :				05:00 PM - 06:00 PM																0.00%			
PEAK HR VOL :				63	1	1	0	7	0	33	0	6	2045	0	0	3	0	2222	9	0	4390		
PEAK HR FACTOR :				0.543	0.250	0.250	0.000	0.583	0.000	0.589	0.000	0.500	0.869	0.000	0.750	0.000	0.918	0.750	0.000	0.894			

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Bridge Rd & SR A1A MacArthur Causeway
City: Miami Beach
Control: Signalized

Project ID: 21-140212-001
Date: 9/15/2021.

Data - Cars

NS/EW Streets:		Bridge Rd				Bridge Rd				SR A1A MacArthur Causeway				SR A1A MacArthur Causeway			
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
AM		NL	NT	NR	NU	SL	ST	SR	SU	EL	ER	EU	WL	WT	WR	WU	TOTAL
	5:30 AM	0	0	0	0	0	0	0	0	1	158	0	0	85	0	0	244
	5:45 AM	0	0	0	0	0	0	0	0	1	205	0	0	88	0	0	294
	6:00 AM	0	0	0	0	0	0	1	0	1	252	0	0	125	0	0	379
	6:15 AM	0	0	0	0	0	0	1	0	3	359	0	0	119	0	0	482
	6:30 AM	0	0	0	0	0	0	1	0	3	416	0	0	194	0	0	614
	6:45 AM	0	0	0	0	0	0	0	0	2	498	0	0	211	1	0	712
	7:00 AM	11	0	0	0	2	0	0	0	11	458	0	0	279	1	0	762
	7:15 AM	13	0	0	0	0	0	1	0	5	462	0	0	320	1	0	802
	7:30 AM	13	0	0	0	0	0	0	0	10	538	0	1	352	0	0	917
7:45 AM	1	0	0	0	1	0	0	3	0	12	641	0	0	357	2	0	1017
8:00 AM	11	0	0	0	1	0	0	3	0	10	722	0	0	369	2	0	1119
8:15 AM	5	1	0	0	4	0	0	3	0	9	681	0	0	468	4	0	1177
8:30 AM	10	1	0	0	3	0	0	4	0	8	674	0	0	428	5	0	1133
8:45 AM	3	0	0	0	2	0	0	2	0	9	633	0	0	399	4	0	1052
9:00 AM	8	0	0	0	2	0	0	8	0	14	683	0	0	356	2	0	1073
9:15 AM	2	0	0	0	2	0	0	4	0	5	688	0	0	373	3	0	1077
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		77	2	0	0	17	0	34	0	104	8068	0	0	4523	25	0	12854
PEAK HR :		97.47%	2.53%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	1.27%	98.68%	0.00%	0.00%	99.45%	0.55%	0.00%	
PEAK HR VOL :		29	2	0	0	10	0	12	0	36	2710	0	0	1664	15	0	4481
PEAK HR FACTOR :		0.659	0.500	0.000	0.000	0.625	0.000	0.750	0.000	0.900	0.938	0.000	0.000	0.889	0.750	0.000	0.952
		0.705 0.786 0.938 0.989 0.889															

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	18	0	0	0	4	0	13	0	4	419	0	1	0	588	7	0	
	21	0	0	0	3	0	4	0	1	398	0	1	0	537	5	0	
	9	0	0	0	5	0	15	0	2	358	0	1	0	533	5	0	
	14	0	0	0	1	0	2	0	4	419	0	0	0	479	2	0	
	14	0	2	0	4	0	11	0	1	218	0	1	0	506	1	0	
	12	0	0	0	3	0	4	0	1	236	0	0	0	446	2	0	
	23	0	0	0	8	0	9	0	1	274	0	0	0	543	5	0	
24	0	1	0	0	1	0	7	0	2	237	0	0	568	1	0		
4	0	0	0	2	0	7	0	2	314	0	0	0	590	1	0		
27	1	0	0	2	0	5	0	0	282	0	0	0	514	3	0		
17	1	1	0	0	2	0	6	0	3	583	0	1	0	593	3	0	
29	0	0	0	0	1	0	14	0	1	514	0	1	0	572	2	0	
9	0	0	0	0	3	0	11	0	1	465	0	1	0	528	2	0	
5:45 PM	8	0	0	0	1	0	2	0	1	452	0	0	0	492	2	0	
6:00 PM	20	0	0	0	2	0	6	0	3	484	0	0	0	510	1	0	
6:15 PM	9	0	0	0	3	0	3	0	3	473	0	0	0	490	10	0	
TOTAL VOLUMES :		258	2	4	0	45	0	119	0	30	6126	0	7	0	8489	52	0
APPROACH % :		97.73%	0.76%	1.52%	0.00%	27.44%	0.00%	72.56%	0.00%	0.49%	99.40%	0.00%	0.11%	0.00%	99.39%	0.61%	0.00%
PEAK HR :		05:00 PM - 06:00 PM															
PEAK HR VOL :		63	1	1	0	7	0	33	0	6	2014	0	3	0	2185	9	0
PEAK HR FACTOR :		0.543	0.250	0.250	0.000	0.583	0.000	0.589	0.000	0.500	0.864	0.000	0.750	0.000	0.921	0.750	0.000
		0.560															
		0.862															
TOTAL		0.893															

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Bridge Rd & SR A1A MacArthur Causeway
City: Miami Beach
Control: Signalized

Project ID: 21-140212-001
Date: 9/15/2021

Data - HT

NS /EW Streets:		Bridge Rd				SR A1A MacArthur Causeway				SR A1A MacArthur Causeway			
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU
5:30 AM		0	0	0	0	0	0	0	0	0	6	0	0
5:45 AM		0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM		0	0	0	0	0	0	0	0	0	14	0	0
6:15 AM		0	0	0	0	0	0	0	0	0	16	0	0
6:30 AM		0	0	0	0	0	0	0	0	0	20	0	0
6:45 AM		0	0	0	0	0	0	0	0	0	12	0	0
7:00 AM		0	0	0	0	0	0	0	0	0	26	0	0
7:15 AM		0	0	0	0	0	0	1	0	1	21	0	0
7:30 AM		0	0	0	0	0	0	1	0	1	16	0	0
7:45 AM		0	0	0	0	0	0	0	0	0	21	0	0
8:00 AM		0	0	0	0	0	0	1	0	0	20	0	0
8:15 AM		0	0	0	0	0	0	0	0	0	28	0	0
8:30 AM		0	0	0	0	0	0	0	0	0	29	0	0
8:45 AM		0	0	0	0	0	0	0	0	1	21	0	0
9:00 AM		0	0	0	0	0	0	0	0	0	36	0	0
9:15 AM		0	0	0	0	0	0	2	0	0	36	0	0
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU
APPROACH %'s :		0	0	0	0	0.00%	0.00%	5	0	5	328	0	0
PEAK HR :		08:00 AM - 09:00 AM				1.50%				98.50%			
PEAK HR VOL :		0	0	0	0	0	0	1	0	3	98	0	0
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375	0.845	0.000	0.000
		0.250				0.842				0.607			
TOTAL		501				501				501			

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU
2:30 PM		0	0	0	0	0	0	0	0	0	9	0	0
2:45 PM		0	0	0	0	0	0	2	0	0	13	0	0
3:00 PM		0	0	0	0	0	0	0	0	0	7	0	0
3:15 PM		0	0	0	0	0	0	0	0	0	12	0	0
3:30 PM		0	1	0	0	1	0	2	0	0	11	0	0
3:45 PM		0	0	0	0	0	0	0	0	0	7	0	0
4:00 PM		0	0	0	0	0	0	0	0	0	4	0	0
4:15 PM		0	0	0	0	0	0	0	0	1	9	0	0
4:30 PM		1	0	0	0	1	0	0	0	0	9	0	0
4:45 PM		0	0	0	0	0	0	0	0	0	5	0	0
5:00 PM		0	0	0	0	0	0	0	0	0	5	0	0
5:15 PM		0	0	0	0	0	0	0	0	0	10	0	0
5:30 PM		0	0	0	0	0	0	0	0	0	7	0	0
5:45 PM		0	0	0	0	0	0	0	0	0	9	0	0
6:00 PM		0	0	0	0	0	0	0	0	0	6	0	0
6:15 PM		0	0	0	0	0	0	0	0	0	2	0	0
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU
APPROACH %'s :		1	1	0	0	25.00%	0.00%	6	0	1	125	0	0
PEAK HR :		05:00 PM - 06:00 PM				50.00%				79.9%			
PEAK HR VOL :		0	0	0	0	0	0	0	0	0	31	0	0
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.775	0.000	0.000
		0.000				0.775				0.771			
TOTAL		367				367				367			

NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
29	2	0	0	10	0	13	0	39	2808	0	3	0	1714	16	0
0	0	0	0	0	0	0	0	3	98	0	0	0	50	1	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cars AM Peak		0				0				0				0	
Heavy Vehicles AM		0				0				0				0	
% Heavy Vehicles AM		#DIV/0!				#DIV/0!				#DIV/0!				#DIV/0!	

NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
63	1	0	0	7	0	33	0	6	2045	0	3	0	2222	9	0
0	0	0	0	0	0	0	0	0	31	0	0	0	37	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cars AM Peak		0				0				0				0	
Heavy Vehicles AM		0				0				0				0	
% Heavy Vehicles AM		#DIV/0!				#DIV/0!				#DIV/0!				#DIV/0!	

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Bridge Rd & SR A1A MacArthur Causeway
City: Miami Beach
Control: Signalized

Project ID: 21-140212-001
Date: 9/15/2021

Data - Bikes

NS/EW Streets:		Bridge Rd				Bridge Rd				SR A1A MacArthur Causeway				SR A1A MacArthur Causeway			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	
7:30 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	1	2	0	
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	
TOTAL VOLUMES :		0	0	0	0	0	0	3	0	0	0	0	0	19	2	0	40
APPROACH %'s :		0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	90.48%	9.52%	0.00%	
PEAK HR :																	
PEAK HR VOL :		0	0	0	0	0	0	0	0	7	0	0	0	4	0	0	11
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.500	0.000	0.000	0.688

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	0	0	0.00%	8	0	0	0.00%	7	1	0	17
PEAK HR :	05:00 PM - 06:00 PM																
PEAK HR VOL :	0	0	0	0	1	0	0	0	0.00%	0	0	0	0.00%	0	3	1	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.417

National Data & Surveying Services Intersection Turning Movement Count

Location: Bridge Rd & SR A1A MacArthur Causeway
City: Miami Beach

Project ID: 21-140212-001
Date: 9/15/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Bridge Rd		Bridge Rd		SR A1A MacArthur Causeway		SR A1A MacArthur Causeway		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
5:30 AM	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	1	0	2
6:30 AM	1	0	0	0	0	1	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	3	1	1	0	1	0	2	8
7:45 AM	1	0	4	0	0	0	2	0	7
8:00 AM	1	2	1	0	0	0	1	0	5
8:15 AM	2	0	1	2	0	0	0	0	5
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	1
9:00 AM	0	0	2	0	0	0	0	0	2
9:15 AM	0	0	2	0	0	0	0	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	6	6	12	3	0	2	4	2	35
	50.00%	50.00%	80.00%	20.00%	0.00%	100.00%	66.67%	33.33%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	4	2	2	2	0	0	1	0	11
PEAK HR FACTOR :	0.500	0.250	0.500	0.250			0.250		0.550
	0.500		0.333				0.250		

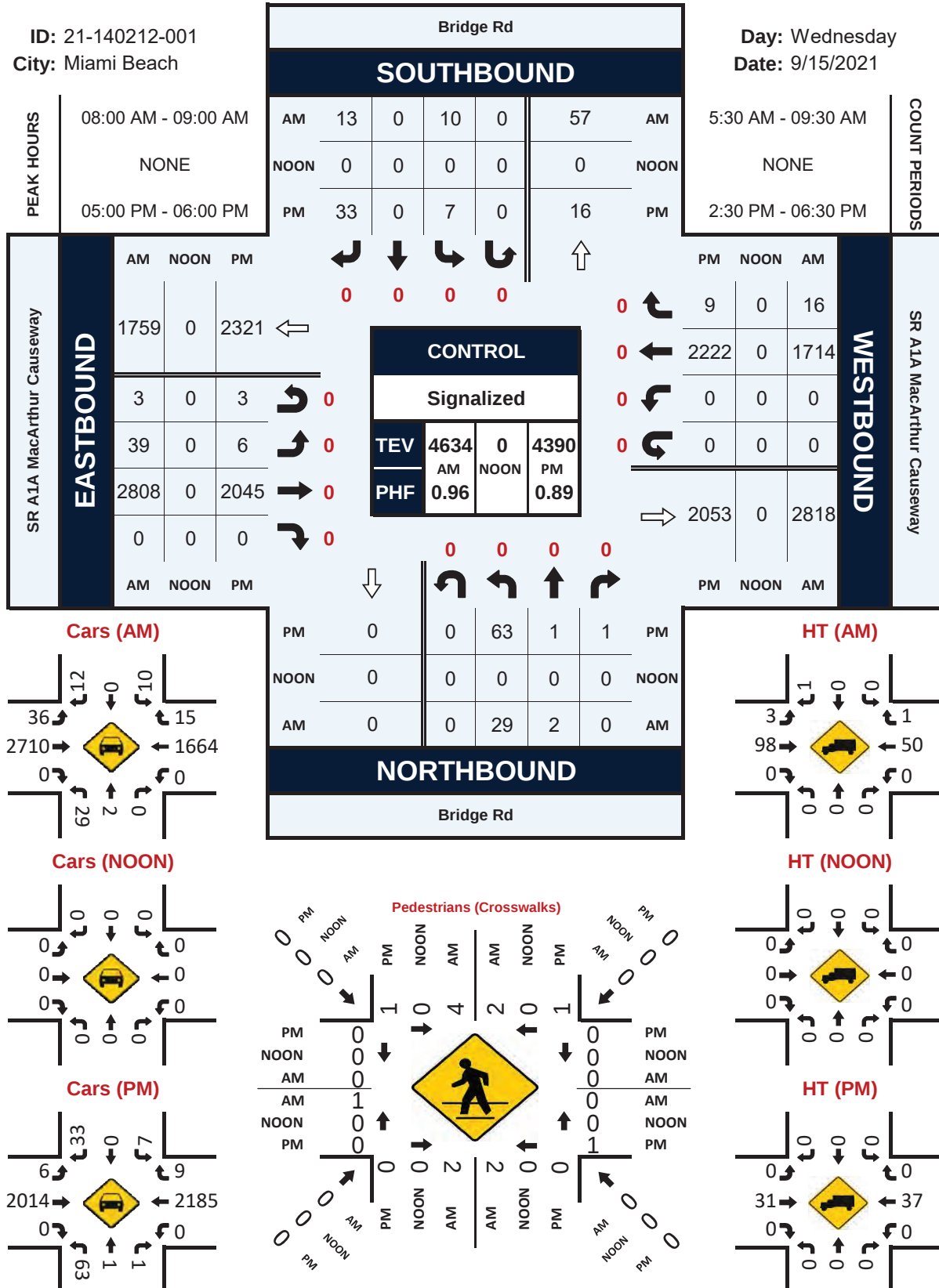
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:30 PM	1	1	0	0	0	0	0	0	2
2:45 PM	0	2	0	0	1	0	0	0	3
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	1	0	0	1	1	1	0	0	4
3:45 PM	0	1	1	0	1	0	0	0	3
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	4	0	0	3	0	0	0	7
4:30 PM	0	2	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	1	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	3	11	1	2	7	1	0	0	25
	21.43%	78.57%	33.33%	66.67%	87.50%	12.50%			
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	1	1	0	0	1	0	0	0	3
PEAK HR FACTOR :	0.250	0.250			0.250				0.375
	0.500				0.250				

Bridge Rd & SR A1A MacArthur Causeway

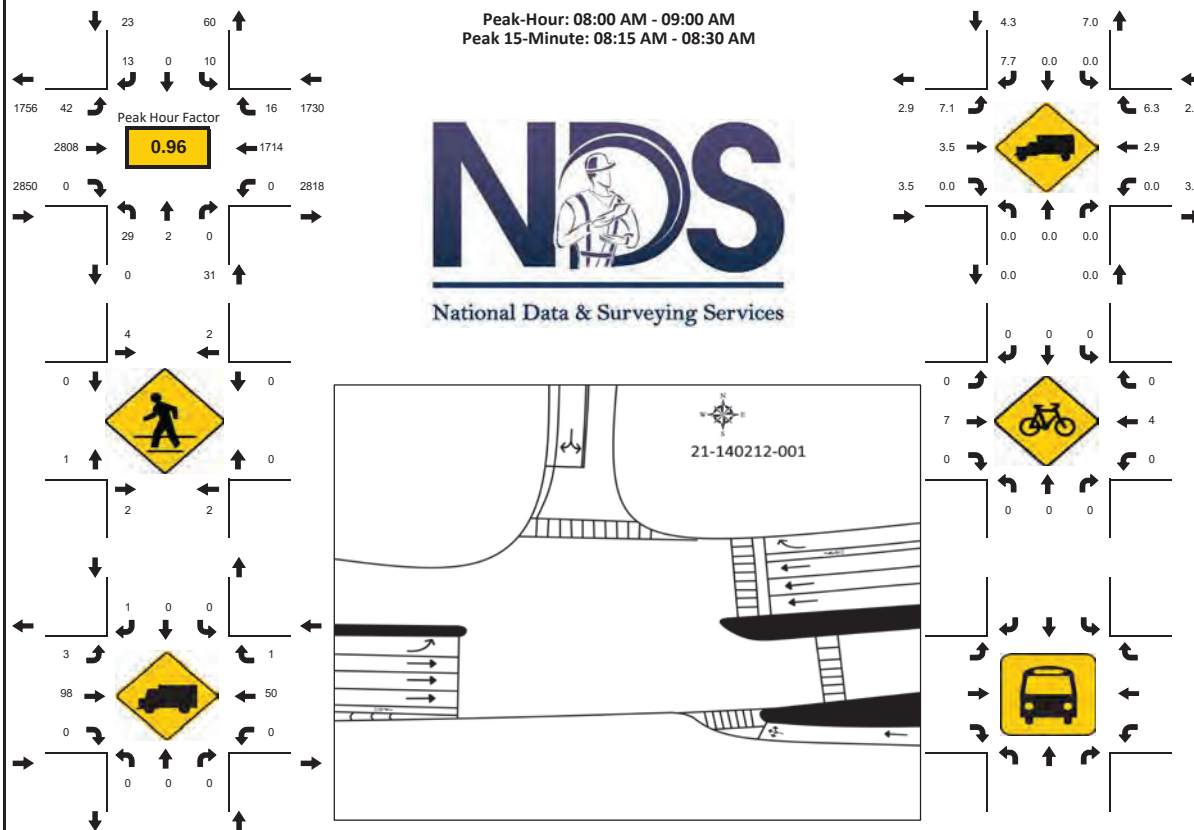
Peak Hour Turning Movement Count

ID: 21-140212-001
City: Miami Beach

Day: Wednesday
Date: 9/15/2021



PROJECT ID: 21-140212-001
DATE: Wed, Sep 15, 2021

[illegible]

PROJECT ID: 21-140212-001
DATE: Wed, Sep 15, 2021

[illegible]



National Data & Surveying Services



N/S Street: **Bridge Rd**

Speed: **25 MPH**

Site Code: **21-140212-001**

Date: **09/15/2021**

Weather: **Sunny**

City: **Miami Beach**

County: **Miami-Dade**

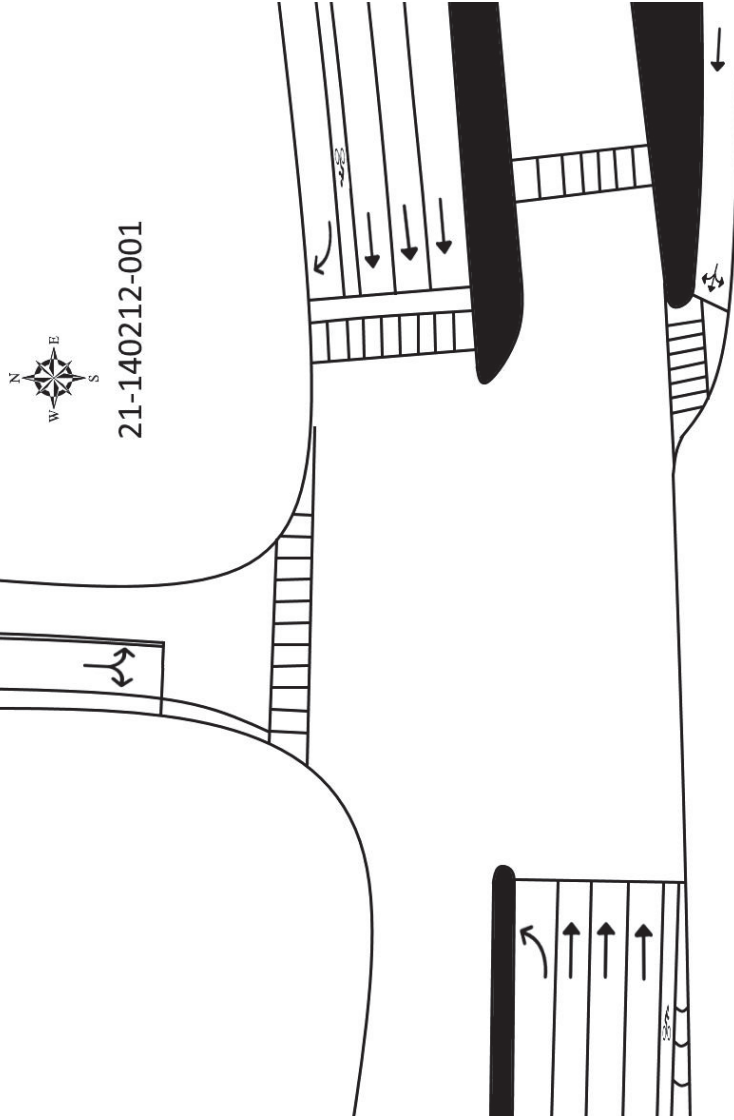
Count Times: **05:30 - 09:30**

14:30 - 16:30

Control: **Signalized**

SIGNAL TIMING

PHASES	1	2	3
NL/NT	00:28	00:26	00:17
SL	00:20	-	-
ET/WT	01:33	01:55	04:21



E/W Street: **SR A1A MacArthur Causeway**

Speed: **40 MPH**

National Data & Surveying Services Intersection Turning Movement Count

Location: Terminal Island Entrance & SR A1A MacArthur Causeway
City: Miami Beach
Control: Signalized

Project ID: 21-140212-002
Date: 9/15/2021

Data - Total

NS/EW Streets:	Terminal Island Entrance				Terminal Island Entrance				SR A1A MacArthur Causeway				SR A1A MacArthur Causeway				Terminal Island			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				WESTBOUND			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WL	WT	WR	WU
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR VOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WL	WT	WR	WU
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR VOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

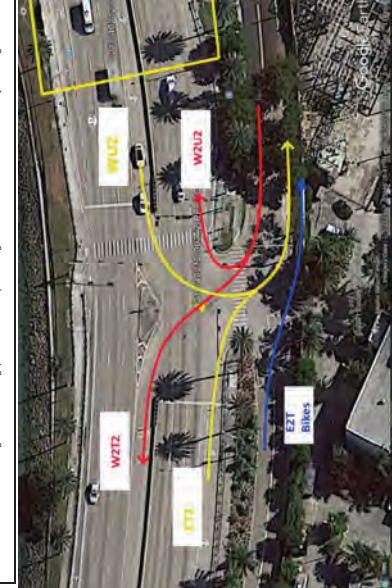
Explanation for extra leg movements

ELU2 Movements coming from EB on SR A1A MacArthur Causeway entering into the Extra Leg (Terminal Island)
W2 Movements coming from WB on SR A1A MacArthur Causeway entering into the Extra Leg (Terminal Island)
W22 Movements coming from WB on SR A1A MacArthur Causeway entering into the Extra Leg (Terminal Island)



Explanation for extra leg movements

W222 Movements coming from EB on SR A1A MacArthur Causeway entering into the Extra Leg (Terminal Island)
W222 Movements coming from WB on SR A1A MacArthur Causeway entering into the Extra Leg (Terminal Island)
W222 Movements coming from WB on SR A1A MacArthur Causeway entering into the Extra Leg (Terminal Island)
W222 Movements coming from WB on SR A1A MacArthur Causeway entering into the Extra Leg (Terminal Island)



National Data & Surveying Services Intersection Turning Movement Count

Location: Terminal Island Entrance & SR A1A MacArthur Causeway
City: Miami Beach
Control: Signalized

Project ID: 21-140212-002
Date: 9/15/2021

Data - Cars

NS/EW Streets:		Terminal Island Entrance				Terminal Island Entrance				SR A1A MacArthur Causeway				Terminal Island												
AM		NORTHBOUND				SOUTHBOUND				SR A1A MacArthur Causeway				Terminal Island												
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	EZT	W2T	W2T2	W2U2	TOTAL
5:30 AM		0	0	0	0	0	0	0	0	0	121	0	0	29	0	0	0	4	0	0	0	5	0	9	0	238
5:45 AM		0	0	0	0	0	0	0	0	0	169	0	0	46	0	0	0	63	0	0	0	310	0	7	0	310
6:00 AM		0	0	0	0	0	0	0	0	0	166	0	0	81	1	0	119	0	0	0	6	0	0	4	0	377
6:15 AM		0	0	0	0	0	0	0	0	0	255	0	0	109	1	0	116	0	0	0	13	0	0	5	0	489
6:30 AM		0	0	0	0	0	0	0	0	0	306	0	0	106	2	0	181	0	0	0	2	0	0	11	1	609
6:45 AM		0	0	0	0	0	0	0	0	0	413	0	0	76	11	0	215	0	0	0	10	0	0	4	0	732
7:00 AM		0	0	0	0	0	0	0	0	0	369	0	0	70	13	0	270	0	0	2	10	0	2	3	0	739
7:15 AM		0	0	0	0	0	0	0	0	0	382	0	0	67	15	0	325	0	0	3	4	0	0	4	0	810
7:30 AM		0	0	0	0	0	0	0	0	0	453	0	0	74	20	0	338	0	0	4	6	0	0	6	0	881
7:45 AM		0	0	0	0	0	0	0	0	0	572	0	0	69	16	0	359	0	0	5	10	0	1	6	0	1038
8:00 AM		0	0	0	0	0	0	0	0	0	658	0	0	53	7	0	365	0	0	5	4	0	0	4	0	1096
8:15 AM		0	0	0	0	0	0	0	0	0	623	0	0	41	26	0	464	0	0	4	7	0	2	3	0	1170
8:30 AM		0	0	0	0	0	0	0	0	0	605	0	0	49	16	0	426	0	0	6	9	0	0	7	1	1119
8:45 AM		0	0	0	0	0	0	0	0	0	601	0	0	3	39	0	404	0	0	0	13	0	7	8	0	1079
9:00 AM		0	0	0	0	0	0	0	0	0	634	0	0	28	19	0	342	0	0	3	11	0	1	7	0	1045
9:15 AM		0	0	0	0	0	0	0	0	0	625	0	0	42	26	0	356	0	0	6	6	0	6	20	0	1087
TOTAL VOLUMES : APPROACH %'s :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	EZT	W2T	W2T2	W2U2	TOTAL
PEAK HR VOL :		0	0	0	0	0	0	0	0	0	6942	0	0	943	212	0	4437	0	0	54	112	0	19	108	2	12829
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	85.74%	0.00%	0.00%	11.65%	2.62%	0.00%	96.39%	0.00%	0.00%	1.17%	2.43%	0	14.73%	83.72%	1.55%	
		0	0	0	0	0	0	0	0	0	2487	0	0	146	88	0	1659	0	0	28	24	0	9	22	1	TOTAL
		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.945	0.000	0.000	0.689	0.564	0.000	0.894	0.								

National Data & Surveying Services Intersection Turning Movement Count

Location: Terminal Island Entrance & SR A1A MacArthur Causeway
City: Miami Beach
Control: Signalized

Project ID: 21-140212-002
Date: 9/15/2021

Data - HT

[illegible]

Total Cars AM Peak
Heavy Vehicles AM
% Heavy Vehicles AM

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Total Cars AM Peak
Heavy Vehicles AM
% Heavy Vehicles AM

National Data & Surveying Services Intersection Turning Movement Count

Location: Terminal Island Entrance & SR A1A MacArthur Causeway
City: Miami Beach
Control: Signalized

Project ID: 21-140212-002
Date: 9/15/2021

[illegible]

National Data & Surveying Services Intersection Turning Movement Count

Location: Terminal Island Entrance & SR A1A MacArthur Causeway
City: Miami Beach

Project ID: 21-140212-002
Date: 9/15/2021

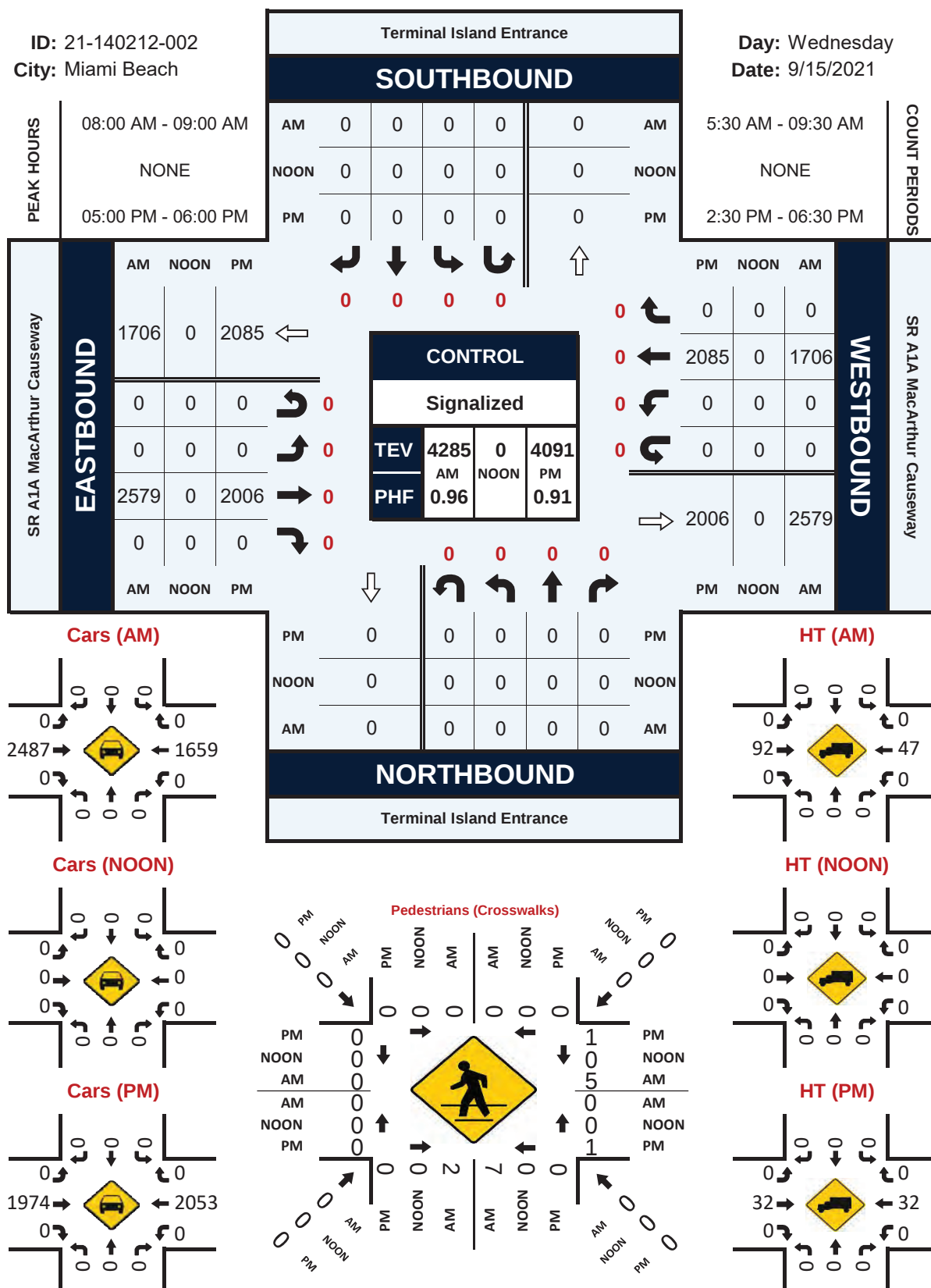
Data - Pedestrians (Crosswalks)

NS/EW Streets:	Terminal Island Entrance		Terminal Island Entrance		SR A1A MacArthur Causeway		SR A1A MacArthur Causeway		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
5:30 AM	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	2	0	0	2
6:00 AM	0	0	0	0	1	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	2	0	1	0	0	4
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	1	0	0	2	0	0	3
8:00 AM	0	0	1	3	0	3	0	0	7
8:15 AM	0	0	1	2	0	0	0	0	3
8:30 AM	0	0	0	2	0	2	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	1	0	1	0	0	2
9:15 AM	0	0	0	1	0	1	0	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	4	12	1	13	0	0	30
PEAK HR :	08:00 AM - 09:00 AM								
PEAK HR VOL :	0	0	2	7	0	5	0	0	TOTAL
PEAK HR FACTOR :			0.500	0.583		0.417			14
				0.563		0.417			0.500

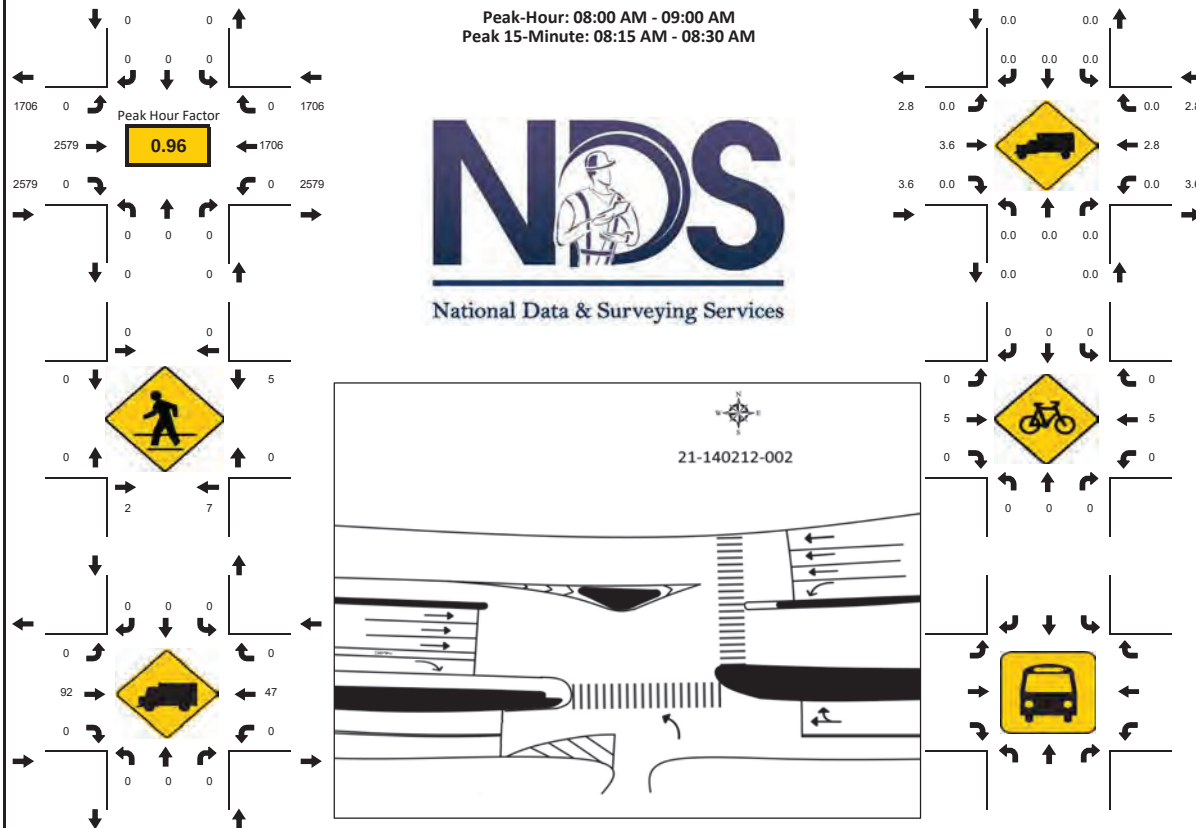
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:30 PM	0	0	0	0	1	0	0	0	1
2:45 PM	0	0	0	1	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	1	0	1	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	1	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	1	0	0	0	1
6:15 PM	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	5	3	5	1	0	0	14
PEAK HR :	05:00 PM - 06:00 PM								
PEAK HR VOL :	0	0	0	0	1	1	0	0	TOTAL
PEAK HR FACTOR :					0.250	0.250			2
						0.500			0.500

ID: 21-140212-002
City: Miami Beach

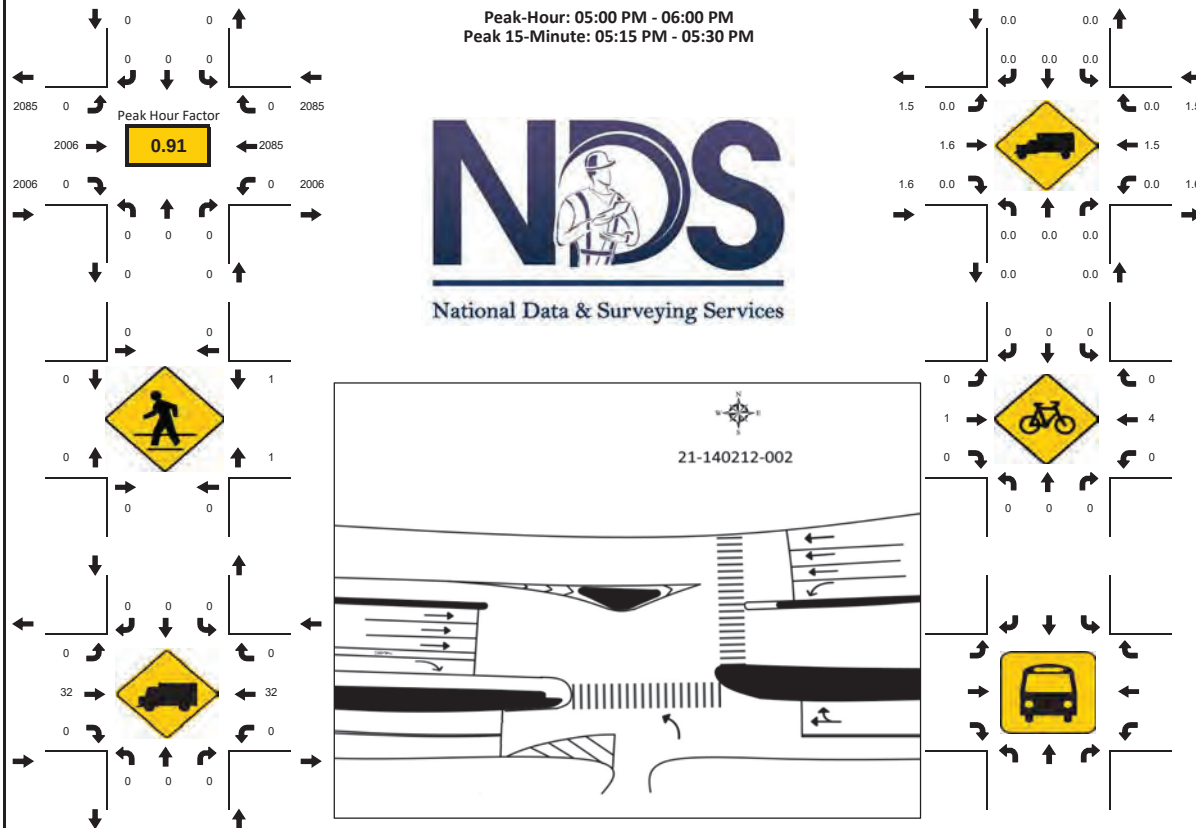
Day: Wednesday
Date: 9/15/2021



PROJECT ID: 21-140212-002
DATE: Wed, Sep 15, 2021

[illegible]

PROJECT ID: 21-140212-002
DATE: Wed, Sep 15, 2021

[illegible]



National Data & Surveying Services



N/S Street: **Terminal Island Entrance**

Speed: **N/A**

Site Code: **21-140212-002**

Date: **09/15/2021**

Weather: **Sunny**

City: **Miami Beach**

County: **Miami-Dade**

Count Times: **05:30 - 09:30**

14:30 - 16:30

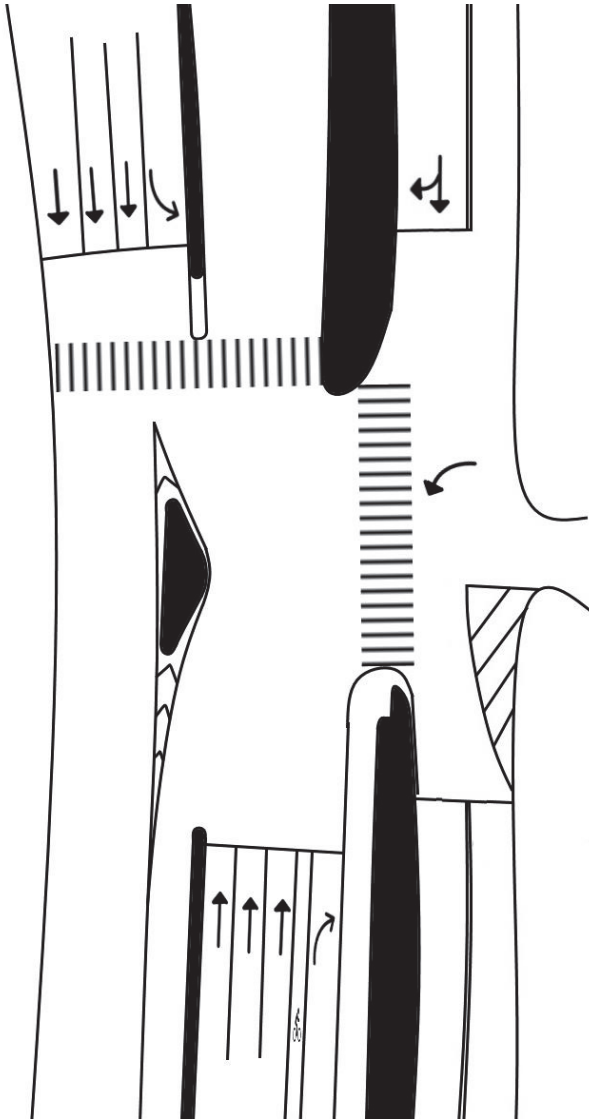
Control: **Signalized**

SIGNAL TIMING

PHASES	1	2	3
NL/WT	00:31	00:32	00:28
WL/WT	00:14	00:14	00:15
ET/WT	01:33	01:35	01:36



21-140212-002



E/W Street: **SR A1A MacArthur Causeway**

Speed: **40 MPH**

National Data & Surveying Services Intersection Turning Movement Count

Location: Alton Rd & SR A1A/5th St
City: Miami Beach
Control: Signalized

Project ID: 21-140212-003
Date: 9/15/2021

Data - Total

NS/EW Streets:		Alton Rd				Alton Rd				SR A1A/5th St/SR A1A/5th St							
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	9	3	2	0	2	6	24	0	0	48	21	0	0	38	5	0	
	8	2	4	0	1	4	28	0	3	62	26	0	0	40	3	0	
	12	1	3	0	5	6	37	0	1	49	46	0	0	62	5	0	
	14	5	1	0	5	7	42	0	1	73	43	0	0	73	5	0	
	20	3	3	0	8	8	57	0	1	111	64	0	1	87	1	0	
	32	11	1	0	6	19	69	0	0	126	81	0	0	83	11	0	
	52	20	5	0	17	20	80	2	3	123	71	0	4	115	8	0	
	50	10	2	0	11	21	131	0	0	136	55	0	2	115	9	0	
TOTAL VOLUMES :		605	294	44	0	199	368	1454	3	29	2618	1310	2	48	1836	177	5
APPROACH %'s :		64.16% 31.18% 4.67% 0.00%															
PEAK HR :		08:00 AM - 09:00 AM															
PEAK HR VOL :		211	138	16	0	73	144	559	1	13	1049	450	2	26	674	76	2
PEAK HR FACTOR :		0.824	0.841	0.667	0.000	0.830	0.735	0.925	0.250	0.650	0.940	0.900	0.250	0.929	0.787	0.655	0.250
		0.853															
		0.775															
TOTAL		TOTAL															
		TOTAL															
		TOTAL															

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:30 PM	76	29	3	0	0	17	33	160	1	2	168	71	0	3	243	17	1	824
2:45 PM	86	33	4	0	0	21	41	139	1	3	144	67	0	3	227	25	1	794
3:00 PM	112	39	2	0	0	27	38	146	0	3	110	59	0	6	218	35	0	795
3:15 PM	80	41	7	0	0	20	46	128	0	2	151	84	0	9	194	44	0	806
3:30 PM	75	45	2	0	0	20	44	130	2	1	83	48	0	4	219	34	0	707
3:45 PM	88	38	10	0	0	31	50	105	0	3	87	54	0	3	183	21	1	674
4:00 PM	117	40	5	0	0	27	54	148	0	0	109	77	0	4	206	27	1	815
4:15 PM	114	37	3	0	0	16	52	128	0	1	85	49	1	2	277	42	0	807
4:30 PM	84	39	3	0	0	18	73	162	0	3	79	70	0	8	208	24	0	771
4:45 PM	86	37	2	0	0	19	63	151	0	1	109	65	0	4	209	29	2	777
5:00 PM	113	51	5	0	0	15	64	156	0	2	166	90	0	2	250	30	1	945
5:15 PM	90	43	7	0	0	20	61	150	0	2	191	92	0	3	269	33	1	962
5:30 PM	83	41	3	0	0	11	38	168	1	4	141	91	0	5	215	31	0	832
5:45 PM	69	36	5	0	0	22	50	154	0	3	118	91	0	6	224	31	0	809
6:00 PM	79	41	4	0	0	13	32	130	1	2	142	81	0	8	241	29	0	803
6:15 PM	81	30	3	0	0	15	51	165	0	3	154	90	0	5	190	19	0	806
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		1433	620	68	0	312	790	2320	6	35	2037	1179	1	74	3573	471	8	12927
PEAK HR :		05:00 PM - 06:00 PM																
PEAK HR VOL :		355	171	20	0	68	213	628	1	11	616	364	0	16	958	125	2	3548
PEAK HR FACTOR :		0.785	0.838	0.714	0.000	0.773	0.832	0.935	0.250	0.688	0.806	0.989	0.000	0.667	0.890	0.947	0.500	0.922

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Alton Rd & SR A1A/5th St/SR A1A/5th St
City: Miami Beach
Control: Signalized

Project ID: 21-140212-003
Date: 9/15/2021

Data - Cars

NS/EW Streets:		Alton Rd				Alton Rd				SR A1A/5th St/SR A1A/5th St				SR A1A/5th St/SR A1A/5th St			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	8	2	2	0	2	5	24	0	0	43	21	0	0	36	4	0	
	7	2	4	0	1	4	27	0	1	59	26	0	0	40	3	0	
	12	1	3	0	4	5	34	0	0	43	42	0	0	61	4	0	
	14	5	1	0	4	7	41	0	0	68	40	0	0	53	4	0	
	20	2	3	0	8	7	56	0	0	101	63	0	0	82	1	0	
	32	11	1	0	5	18	65	0	0	122	80	0	0	77	11	0	
	52	19	5	0	16	20	76	2	1	115	69	0	3	109	7	0	
	50	10	2	0	11	21	127	0	0	130	53	0	2	106	8	0	
	54	14	1	0	12	13	106	0	0	122	78	0	1	112	8	0	
	46	22	2	0	17	26	123	0	0	184	99	0	1	143	11	0	
42	26	4	0	15	28	127	0	3	250	111	0	5	137	13	0		
64	35	6	0	22	28	145	1	3	247	122	0	6	210	29	2		
52	37	3	0	18	34	146	0	2	247	114	2	6	154	11	0		
48	30	3	0	18	49	120	0	1	271	87	0	4	159	21	0		
46	26	2	0	24	41	81	0	0	241	129	0	4	139	12	1		
46	33	2	0	17	46	96	0	0	258	126	0	4	140	21	2		
TOTAL VOLUMES :		593	275	44	0	194	352	1394	3	11	2501	1260	2	36	1758	168	5
APPROACH %'s :		65.02%	30.15%	4.82%	0.00%	9.98%	18.12%	71.74%	0.15%	0.29%	66.27%	33.39%	0.05%	1.83%	89.37%	8.54%	0.25%
PEAK HR :																	
PEAK HR VOL :		206	128	16	0	73	139	538	1	9	1015	434	2	21	660	74	2
PEAK HR FACTOR :		0.805	0.865	0.667	0.000	0.830	0.709	0.921	0.250	0.750	0.936	0.889	0.250	0.875	0.786	0.638	0.250
		0.833				0.948				0.981				0.766			
TOTAL		3318				0.902				0.902				0.902			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
2:30 PM	75	28	3	0	16	31	149	1	0	165	71	0	1	236	15	1
2:45 PM	82	31	4	0	21	41	130	1	1	137	67	0	2	217	25	1
3:00 PM	110	38	1	0	27	38	143	0	1	108	59	0	4	207	35	0
3:15 PM	80	40	7	0	20	45	125	0	1	146	82	0	8	188	44	0
3:30 PM	72	45	2	0	20	43	127	2	0	80	47	0	2	213	34	0
3:45 PM	86	37	10	0	31	50	103	0	2	85	50	0	3	176	20	1
4:00 PM	117	39	5	0	27	54	139	0	0	104	77	0	2	204	27	1
4:15 PM	113	37	3	0	16	51	122	0	0	81	47	1	2	270	40	0
4:30 PM	84	39	3	0	18	71	155	0	0	76	68	0	6	196	23	0
4:45 PM	84	36	2	0	18	63	148	0	0	108	65	0	3	205	29	2
5:00 PM	112	50	5	0	15	62	153	0	0	163	90	0	2	246	30	1
5:15 PM	90	43	7	0	20	61	149	0	0	186	89	0	2	262	32	1
5:30 PM	81	40	3	0	11	38	163	1	2	139	91	0	4	213	31	0
5:45 PM	68	35	5	0	22	49	150	0	1	114	90	0	4	221	30	0
6:00 PM	79	40	4	0	13	32	123	1	0	142	80	0	6	234	28	0
6:15 PM	81	29	3	0	15	51	163	0	1	151	90	0	5	188	19	0
TOTAL VOLUMES :	NL 1414	607	67	0	310	780	2242	6	9	1985	1163	1	56	3476	462	8
APPROACH %'s :	67.72%	29.07%	3.21%	0.00%	9.29%	23.37%	67.17%	0.18%	0.28%	62.86%	36.83%	0.03%	1.40%	86.86%	11.54%	0.20%
PEAK HR :	05:00 PM - 06:00 PM	20	0	0	68	210	615	1	3	602	360	0	12	942	123	2
PEAK HR VOL :	0.783	0.840	0.714	0.000	0.773	0.847	0.943	0.250	0.375	0.809	0.989	0.000	0.750	0.899	0.961	0.500
PEAK HR FACTOR :	0.807				0.972				0.877				0.908			
TOTAL	3477				0.923				0.923				0.923			

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Alton Rd & SR A1A/5th St/SR A1A/5th St
City: Miami Beach
Control: Signalized

Project ID: 21-140212-003
Date: 9/15/2021

Data - Bikes

NS/EW Streets:		Alton Rd				Alton Rd				SR A1A/5th St/SR A1A/5th St				SR A1A/5th St/SR A1A/5th St			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	
	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	
	0	0	0	0	0	1	1	0	0	0	3	0	0	0	0	0	0
	1	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0
	0	2	2	0	0	1	1	3	0	1	0	0	0	0	1	0	0
	1	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0
0	0	0	0	0	0	1	1	0	1	0	2	0	0	0	0	0	
0	3	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	
0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	
0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	
0	1	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
TOTAL VOLUMES :		7	7	2	0	2	18	11	0	5	4	3	0	0	9	0	0
APPROACH %'s :		43.75%	43.75%	12.50%	0.00%	6.45%	58.06%	35.48%	0.00%	41.67%	33.33%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%
PEAK HR :																	
PEAK HR VOL :		0	4	0	0	0	5	5	0	1	0	2	0	0	1	0	0
PEAK HR FACTOR :		0.000	0.333	0.000	0.000	0.000	0.625	0.625	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000
		0.333				0.833				0.250				0.250			
TOTAL		18				68				0.750				0.750			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	1	0	1	0	0	0	0	1	0	0	0	2	0	0
3:00 PM	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0
3:45 PM	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0
5:00 PM	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0
5:15 PM	0	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	4	2	0	1	1	3	1	0	0	2	0	0	0	0	1
5:45 PM	2	0	0	0	0	3	1	0	0	1	0	0	0	0	0	0
6:00 PM	0	2	1	0	0	1	1	0	2	1	1	0	0	1	0	0
6:15 PM	1	1	0	0	0	0	1	0	7	2	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :	12.00%	52.00%	36.00%	0.00%	7.41%	51.85%	37.04%	3.70%	41.94%	48.39%	9.68%	0.00%	0.00%	85.71%	0.00%	14.29%
PEAK HR :	0.417				0.542				0.750				0.250			
PEAK HR VOL :	2	5	3	0	1	7	4	1	1	3	2	0	0	0	0	1
PEAK HR FACTOR :	0.250	0.313	0.375	0.000	0.250	0.583	0.333	0.250	0.250	0.750	0.250	0.000	0.000	0.000	0.250	0.500
TOTAL	30				90				0.500				0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alton Rd & SR A1A/5th St/SR A1A/5th St
City: Miami Beach

Project ID: 21-140212-003
Date: 9/15/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Alton Rd		Alton Rd		SR A1A/5th St/SR A1A/5th St		SR A1A/5th St/SR A1A/5th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
5:30 AM	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	2	1	2	2	0	0	7
6:00 AM	0	1	0	1	0	1	0	0	3
6:15 AM	0	0	0	1	0	3	0	0	4
6:30 AM	0	0	0	4	2	3	0	0	9
6:45 AM	0	0	0	3	3	2	0	0	8
7:00 AM	1	1	1	3	1	7	0	0	14
7:15 AM	0	0	2	2	1	2	0	0	7
7:30 AM	0	1	6	7	5	5	0	1	25
7:45 AM	0	0	3	8	1	8	0	0	20
8:00 AM	1	0	2	4	4	13	0	0	24
8:15 AM	2	0	7	6	5	9	0	0	29
8:30 AM	0	0	3	0	2	2	0	0	7
8:45 AM	0	0	1	4	1	7	0	0	13
9:00 AM	0	0	8	5	6	5	0	1	25
9:15 AM	0	0	4	3	5	13	0	1	26
TOTAL VOLUMES :	EB 4	WB 3	EB 39	WB 52	NB 38	SB 82	NB 0	SB 3	TOTAL 221
APPROACH %'s :	57.14%	42.86%	42.86%	57.14%	31.67%	68.33%	0.00%	100.00%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL 73
PEAK HR VOL :	3	0	13	14	12	31	0	0	0.629
PEAK HR FACTOR :	0.375		0.464	0.583	0.600	0.596			
	0.375		0.519		0.632				

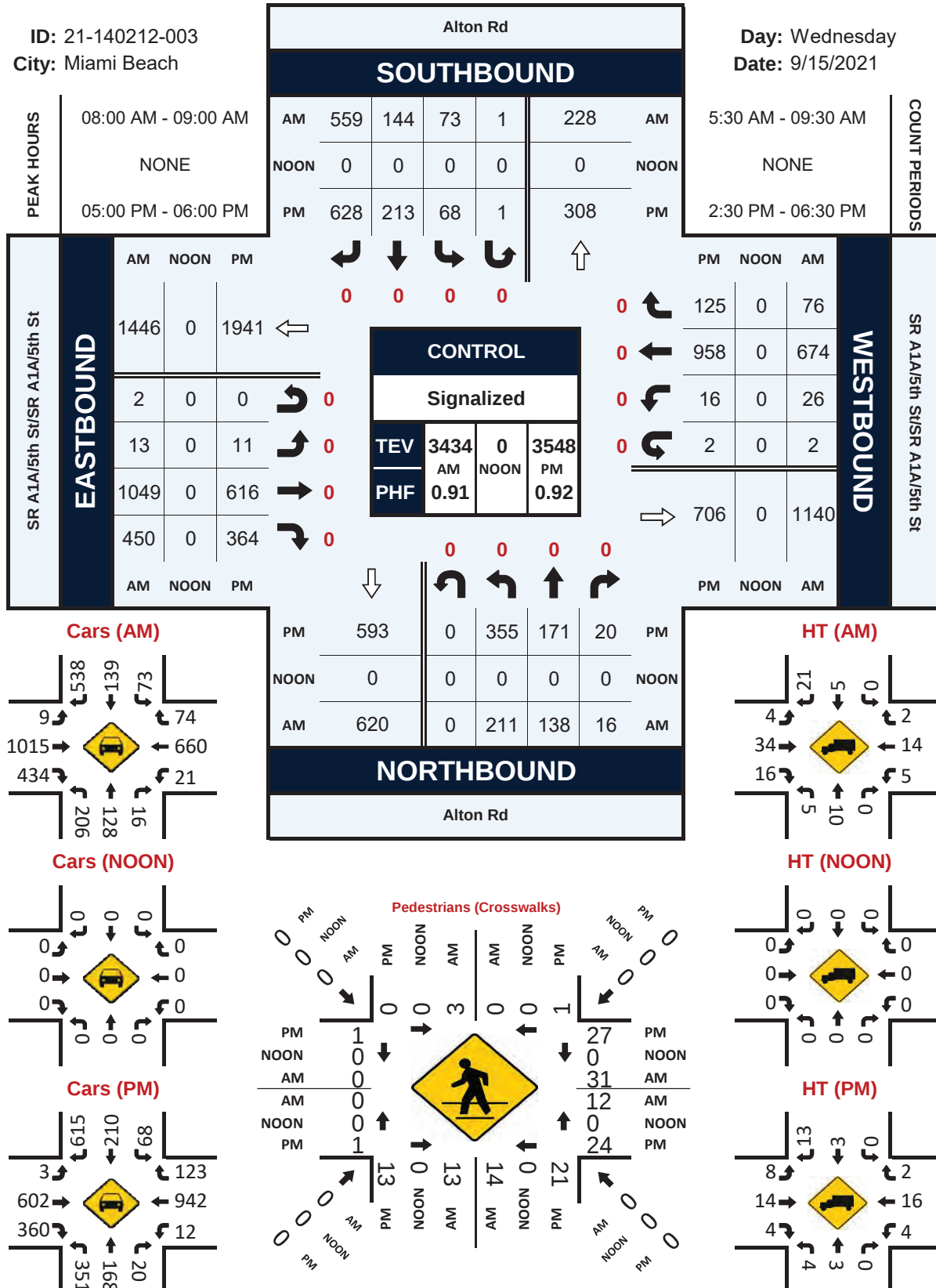
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:30 PM	0	0	2	1	3	5	0	0	11
2:45 PM	0	0	2	1	8	3	0	0	14
3:00 PM	0	0	3	2	7	6	0	0	18
3:15 PM	0	0	4	3	4	4	0	0	15
3:30 PM	0	0	1	2	6	2	1	1	13
3:45 PM	0	0	3	6	6	5	0	1	21
4:00 PM	0	0	2	0	4	7	0	1	14
4:15 PM	0	0	6	1	4	2	1	0	14
4:30 PM	0	0	1	0	2	2	0	4	9
4:45 PM	0	0	3	1	9	1	0	0	14
5:00 PM	0	0	3	1	4	3	0	0	11
5:15 PM	0	0	6	3	9	4	0	0	22
5:30 PM	0	1	2	5	8	6	1	0	23
5:45 PM	0	0	2	12	3	14	0	1	32
6:00 PM	0	0	5	3	4	8	0	0	20
6:15 PM	0	0	2	7	3	8	0	2	22
TOTAL VOLUMES :	EB 0	WB 1	EB 47	WB 48	NB 84	SB 80	NB 3	SB 10	TOTAL 273
APPROACH %'s :	0.00%	100.00%	49.47%	50.53%	51.22%	48.78%	23.08%	76.92%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL 88
PEAK HR VOL :	0	1	13	21	24	27	1	1	0.688
PEAK HR FACTOR :		0.250	0.542	0.438	0.667	0.482	0.250	0.250	
	0.250		0.607		0.750		0.500		

Alton Rd & SR A1A/5th St/SR A1A/5th St

Peak Hour Turning Movement Count

ID: 21-140212-003
City: Miami Beach

Day: Wednesday
Date: 9/15/2021



PROJECT ID: 21-140212-003
DATE: Wed, Sep 15, 2021

[illegible]

PROJECT ID: 21-140212-003
DATE: Wed, Sep 15, 2021

[illegible]



National Data & Surveying Services



N/S Street: **Alton Rd**

Speed: **30 MPH**

Site Code: **21-140212-003**

Date: **09/15/2021**

Weather: **Sunny**

City: **Miami Beach**

County: **Miami-Dade**

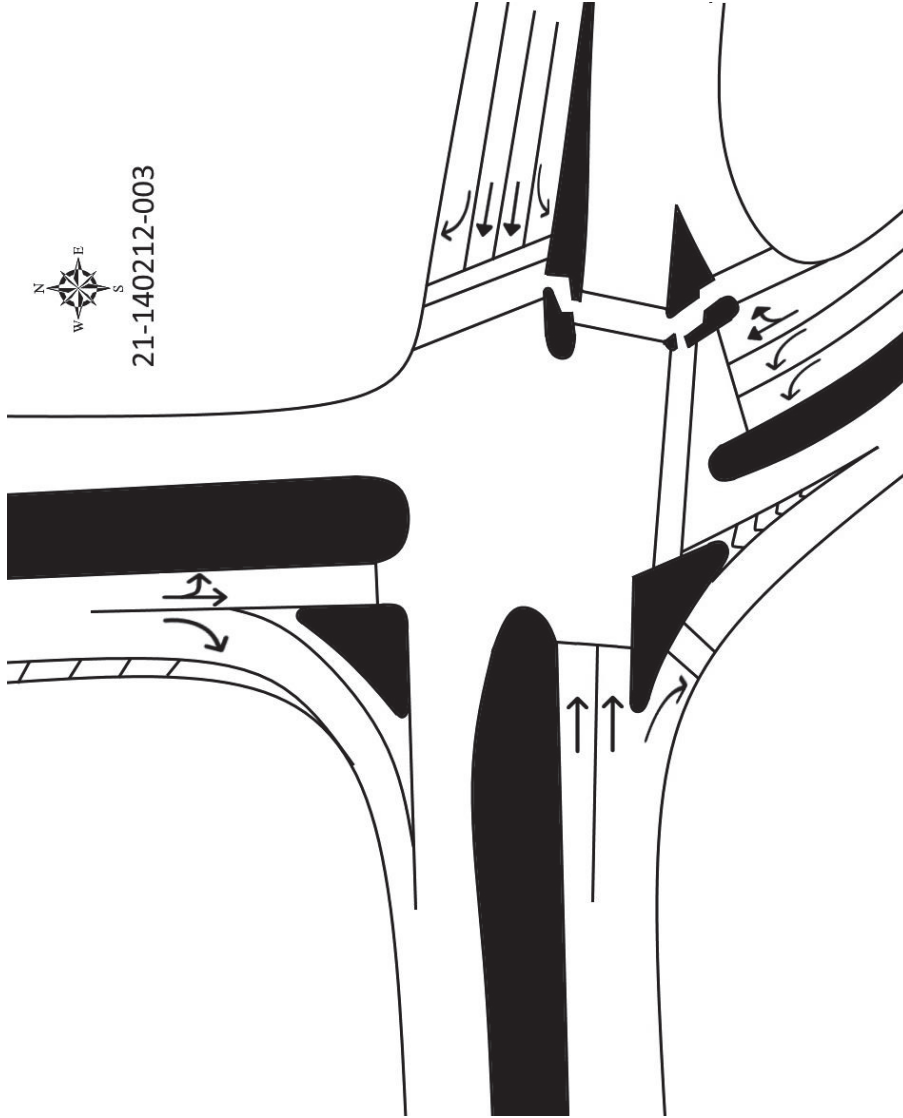
Count Times: **05:30 - 09:30**

14:30 - 16:30

Control: **Signalized**

SIGNAL TIMING

PHASES	1	2	3
NL/NT	00:32	00:29	00:33
SL/ST	00:33	00:28	00:32
WL/WT	00:13	00:19	00:11
ET/WT	01:02	01:04	01:04



E/W Street: **SR A1A/5th St/SR A1A/5th St**

Speed: **40 MPH**

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Terminal Island Out bound Right-Turn Exit & SR A1A MacArthur Causeway
City: Miami Beach
Control: 1-Way Sto (NB)

Project ID: 21-140212-004
Date: 9/15/2021

Data - Total

NS/EW Streets:	Terminal Island Out bound Right-Turn Exit							SR A1A MacArthur Causeway						
	NORTHBOUND							EASTBOUND						
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	7	0	0	0	0	0	0	133	0	0	0	219
5:45 AM	0	0	13	0	0	0	0	0	0	161	0	0	0	266
6:00 AM	0	0	9	0	0	0	0	0	0	192	0	0	0	333
6:15 AM	0	0	7	0	0	0	0	0	0	259	0	0	0	393
6:30 AM	0	0	8	0	0	0	0	0	0	330	0	0	0	533
6:45 AM	0	0	6	0	0	0	0	0	0	411	0	0	0	647
7:00 AM	0	0	6	0	0	0	0	0	0	399	0	0	0	708
7:15 AM	0	0	7	0	0	0	0	0	0	404	0	0	0	745
7:30 AM	0	0	2	0	0	0	0	0	0	456	0	0	0	819
7:45 AM	0	0	3	0	0	0	0	0	0	582	0	0	0	977
8:00 AM	0	0	4	0	0	0	0	0	0	685	0	0	0	1066
8:15 AM	0	0	6	0	0	0	0	0	0	631	0	0	0	1132
8:30 AM	0	0	5	0	0	0	0	0	0	650	0	0	0	1102
8:45 AM	0	0	3	0	0	0	0	0	0	606	0	0	0	1061
9:00 AM	0	0	10	0	0	0	0	0	0	674	0	0	0	1040
9:15 AM	0	0	9	0	0	0	0	0	0	663	0	0	0	1065
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	TOTAL
APPROACH %'s :	0.00%	0.00%	105	0	0	0	0	0	0.00%	7236	0	0	0.00%	4765
PEAK HR :	0.00%							100.00%						
PEAK HR VOL :	0	0	18	0	0	0	0	0	0	2572	0	0	0	1771
PEAK HR FACTOR :	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.939	0.000	0.000	0.000	0.894

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	14	0	0	0	0	0	415	0	0	0	562	0	0	
	2:45 PM	0	0	8	0	0	0	0	0	386	0	0	0	522	0	0	
	3:00 PM	0	0	8	0	0	0	0	0	358	0	0	0	539	0	0	
	3:15 PM	0	0	12	0	0	0	0	0	422	0	0	0	448	0	0	
	3:30 PM	0	0	13	0	0	0	0	0	222	0	0	0	473	0	0	
	3:45 PM	0	0	10	0	0	0	0	0	237	0	0	0	417	0	0	
	4:00 PM	0	0	10	0	0	0	0	0	270	0	0	0	525	0	0	
4:15 PM	0	0	6	0	0	0	0	0	240	0	0	0	583	0	0		
4:30 PM	0	0	9	0	0	0	0	0	290	0	0	0	513	0	0		
4:45 PM	0	0	10	0	0	0	0	0	309	0	0	0	529	0	0		
5:00 PM	0	0	8	0	0	0	0	0	0	534	0	0	0	559	0	0	
5:15 PM	0	0	3	0	0	0	0	0	0	558	0	0	0	557	0	0	
5:30 PM	0	0	5	0	0	0	0	0	0	442	0	0	0	515	0	0	
5:45 PM	0	0	6	0	0	0	0	0	0	470	0	0	0	478	0	0	
6:00 PM	0	0	3	0	0	0	0	0	0	458	0	0	0	508	0	0	
6:15 PM	0	0	3	0	0	0	0	0	0	491	0	0	0	486	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	0.00%	128	0	0	0	0	0	0.00%	6102	0	0	0.00%	8214	0	0	14444
PEAK HR :	0.00% 100.00% 0.00% 0.00%																
PEAK HR VOL :	0	0	22	0	0	0	0	0	0	2004	0	0	0	2109	0	0	4135
PEAK HR FACTOR :	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.898	0.000	0.000	0.000	0.943	0.000	0.000	0.925

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Terminal Island Out bound Right-Turn Exit & SR A1A MacArthur Causeway
City: Miami Beach
Control: 1-Way Sto (NB)

Project ID: 21-140212-004
Date: 9/15/2021

Data - Cars

NS/EW Streets:		Terminal Island Out bound Right-Turn Exit										SR A1A MacArthur Causeway										
AM		NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					
		NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	TOTAL	
5:30 AM		0	0	0	0	0	0	0	0	0	0	127	0	0	0	0	76	0	0	0	209	
5:45 AM		0	0	6	0	12	0	0	0	0	0	156	0	0	0	0	90	0	0	0	258	
6:00 AM		0	0	0	7	0	0	0	0	0	0	179	0	0	0	0	127	0	0	0	313	
6:15 AM		0	0	0	7	0	0	0	0	0	0	245	0	0	0	0	125	0	0	0	377	
6:30 AM		0	0	0	8	0	0	0	0	0	0	317	0	0	0	0	192	0	0	0	517	
6:45 AM		0	0	0	6	0	0	0	0	0	0	401	0	0	0	0	219	0	0	0	626	
7:00 AM		0	0	0	4	0	0	0	0	0	0	381	0	0	0	0	292	0	0	0	677	
7:15 AM		0	0	0	3	0	0	0	0	0	0	383	0	0	0	0	322	0	0	0	708	
7:30 AM		0	0	0	1	0	0	0	0	0	0	442	0	0	0	0	348	0	0	0	791	
7:45 AM		0	0	0	3	0	0	0	0	0	0	565	0	0	0	0	380	0	0	0	948	
8:00 AM		0	0	0	4	0	0	0	0	0	0	665	0	0	0	0	368	0	0	0	1037	
8:15 AM		0	0	0	5	0	0	0	0	0	0	606	0	0	0	0	488	0	0	0	1099	
8:30 AM		0	0	0	4	0	0	0	0	0	0	623	0	0	0	0	428	0	0	0	1055	
8:45 AM		0	0	0	2	0	0	0	0	0	0	587	0	0	0	0	435	0	0	0	1024	
9:00 AM		0	0	0	10	0	0	0	0	0	0	642	0	0	0	0	344	0	0	0	996	
9:15 AM		0	0	0	4	0	0	0	0	0	0	630	0	0	0	0	365	0	0	0	999	
TOTAL VOLUMES :		NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	TOTAL	
APPROACH %'s :		0	0	86	0	0	0	0	0	0	0	0	6949	0	0	0	0	4599	0	0	0	11634
APPROACH %'s :		0.00% 0.00% 100.00% 0.00% 0.00% 0.00% 100.00% 0.00% 0.00% 0.00% 100.00% 0.00% 0.00% 0.00% 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%																				
PEAK HR :		08:00 AM - 09:00 AM																				
PEAK HR VOL :		0	0	15	0	0	0	0	0	0	0	0	2481	0	0	0	0	1719	0	0	0	4215
PEAK HR FACTOR :		0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.933	0.000	0.000	0.000	0.000	0.881	0.000	0.000	0.959	
		0.750 0.933 0.881																				

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL
	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU		
	0	0	14	0	0	0	0	0	0	0	0	406	0	0	0	0	541	0	0	961	
	0	0	7	0	0	0	0	0	0	0	0	351	0	0	0	0	495	0	0	876	
	0	0	12	0	0	0	0	0	0	0	0	410	0	0	0	0	439	0	0	861	
	0	0	13	0	0	0	0	0	0	0	0	210	0	0	0	0	459	0	0	682	
	0	0	10	0	0	0	0	0	0	0	0	230	0	0	0	0	404	0	0	644	
	0	0	10	0	0	0	0	0	0	0	0	266	0	0	0	0	512	0	0	788	
	0	0	6	0	0	0	0	0	0	0	0	231	0	0	0	0	566	0	0	803	
	0	0	9	0	0	0	0	0	0	0	0	284	0	0	0	0	492	0	0	785	
0	0	10	0	0	0	0	0	0	0	0	302	0	0	0	0	520	0	0	832		
0	0	8	0	0	0	0	0	0	0	0	529	0	0	0	0	550	0	0	1087		
0	0	3	0	0	0	0	0	0	0	0	547	0	0	0	0	547	0	0	1097		
0	0	5	0	0	0	0	0	0	0	0	436	0	0	0	0	508	0	0	949		
0	0	6	0	0	0	0	0	0	0	0	461	0	0	0	0	470	0	0	937		
0	0	3	0	0	0	0	0	0	0	0	452	0	0	0	0	493	0	0	948		
0	0	3	0	0	0	0	0	0	0	0	489	0	0	0	0	482	0	0	974		
TOTAL VOLUMES :	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0.00%	0.00%	126	0	0.00%	0	0	0	0	0	0.00%	5978	0	0	0	0.00%	7998	0	0	14102	
PEAK HR :	05:00 PM - 06:00 PM																				
PEAK HR VOL :	0	0	22	0	0	0	0	0	0	0	0	1973	0	0	0	0	2075	0	0	4070	
PEAK HR FACTOR :	0.000	0.000	0.688	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.902	0.000	0.000	0.000	0.000	0.943	0.000	0.000	0.928	

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Terminal Island Out bound Right-Turn Exit & SR A1A MacArthur Causeway
City: Miami Beach
Control: 1-Way Sto (NB)

Project ID: 21-140212-004
Date: 9/15/2021

Data - Bikes

NS/EW Streets:	Terminal Island Out bound Right-Turn Exit						SR A1A MacArthur Causeway						SR A1A MacArthur Causeway					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND		
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	1	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	5	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	3	0	0	5	
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
8:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	3	0	0	5	
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
9:15 AM	0	0	0	0	0	0	0	0	0	1	2	0	1	1	0	0	5	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	33.33%	0.00%	2	0	0	0	0	0	0.00%	8	4	1	4.76%	20	0	0	37	
PEAK HR :	05:00 AM - 09:00 AM																	
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	5	0	0	0	5	0	0	11	
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.417	0.000	0.000	0.550	

NS/EW Streets:	Terminal Island Out bound Right-Turn Exit						SR A1A MacArthur Causeway						SR A1A MacArthur Causeway					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND		
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
2:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
4:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	
4:15 PM	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	5	
4:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
5:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	4	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0.00%	0.00%	6	0	0	0	0	0	0.00%	5	3	0	11.11%	8	0	0	23	
PEAK HR :	05:00 PM - 06:00 PM																	
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	1	0	0	4	0	0	6	
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.375	

National Data & Surveying Services Intersection Turning Movement Count

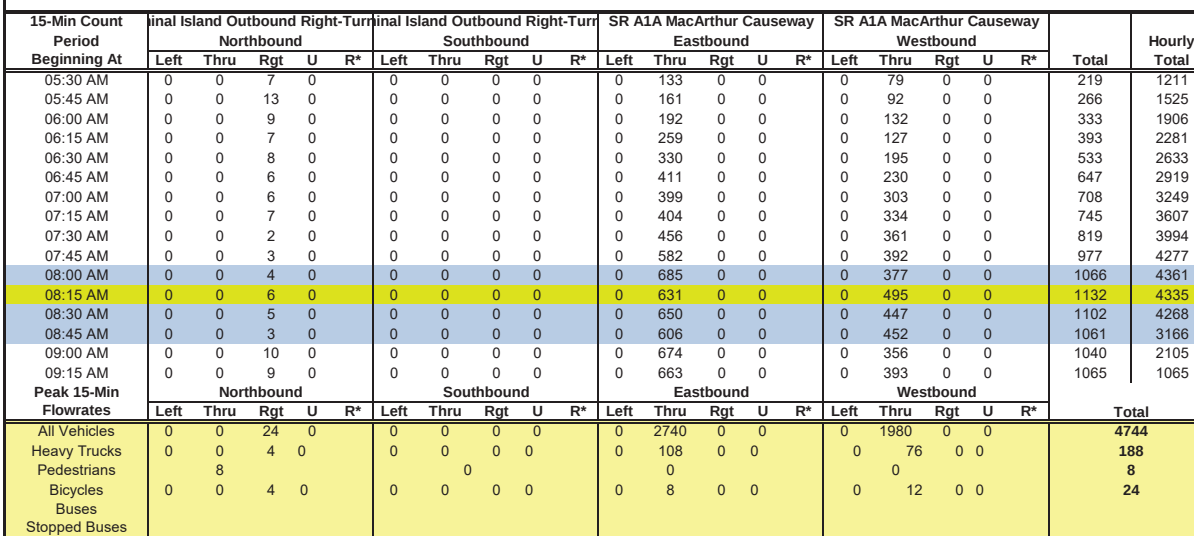
Location: Terminal Island Out bound Right-Turn Exit & SR A1A MacArthur Causeway
City: Miami Beach
Project ID: 21-140212-004
Date: 9/15/2021

Data - Pedestrians (Crosswalks)

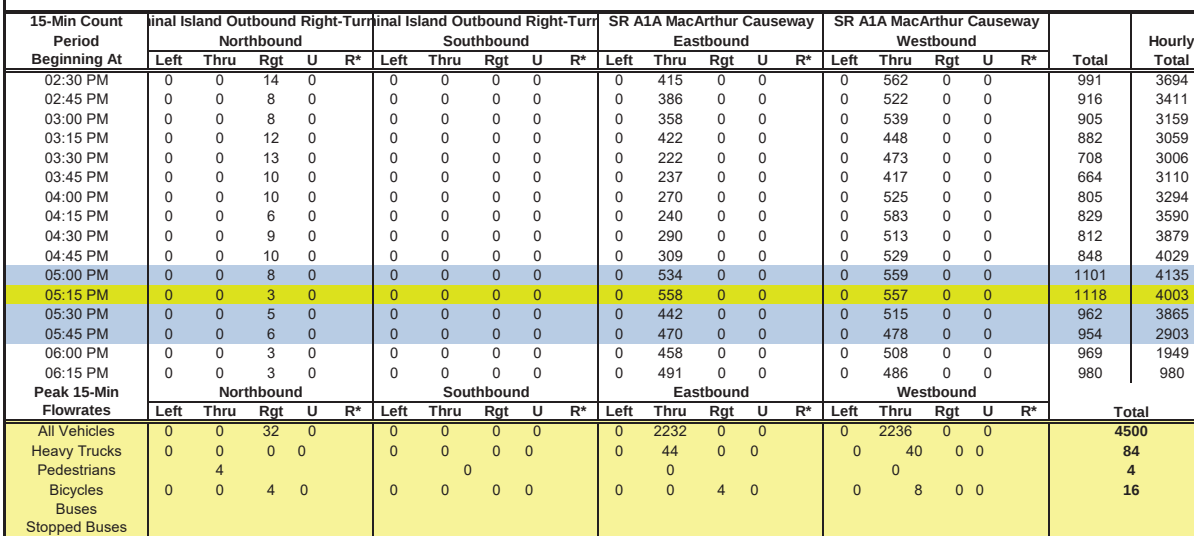
NS/EW Streets:	Terminal Island Out bound Right-Turn Exit		Terminal Island Out bound Right-Turn Exit		SR A1A MacArthur Causeway		SR A1A MacArthur Causeway		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
5:30 AM	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	2	1	0	0	0	0	3
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	1	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	4	3	0	0	0	0	7
PEAK HR :	08:00 AM - 09:00 AM		57.14%	42.86%					
PEAK HR VOL :	0	0	1	1	0	0	0	0	TOTAL
PEAK HR FACTOR :			0.250	0.250					2
				0.250					0.250

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:30 PM	0	0	0	0	2	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	3	0	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	2	0	0	0	0	2
4:45 PM	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	1	0	0	0	0	1
6:15 PM	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	9	2	0	0	0	11
PEAK HR :	05:00 PM - 06:00 PM		0.00%	100.00%	100.00%	0.00%			
PEAK HR VOL :	0	0	0	1	0	0	0	0	TOTAL
PEAK HR FACTOR :				0.250					1
				0.250					0.250

PROJECT ID: 21-140212-004
DATE: Wed, Sep 15, 2021



PROJECT ID: 21-140212-004
DATE: Wed, Sep 15, 2021





National Data & Surveying Services

Site Code: 21-140212-004

Date: 09/15/2021

Weather: Sunny

City: Miami Beach

County: Miami-Dade

Count Times: 05:30 - 09:30

14:30 - 16:30

Control: 1-Way Stop(NB)



N/S Street: Terminal Island Outbound Right-Turn Exit

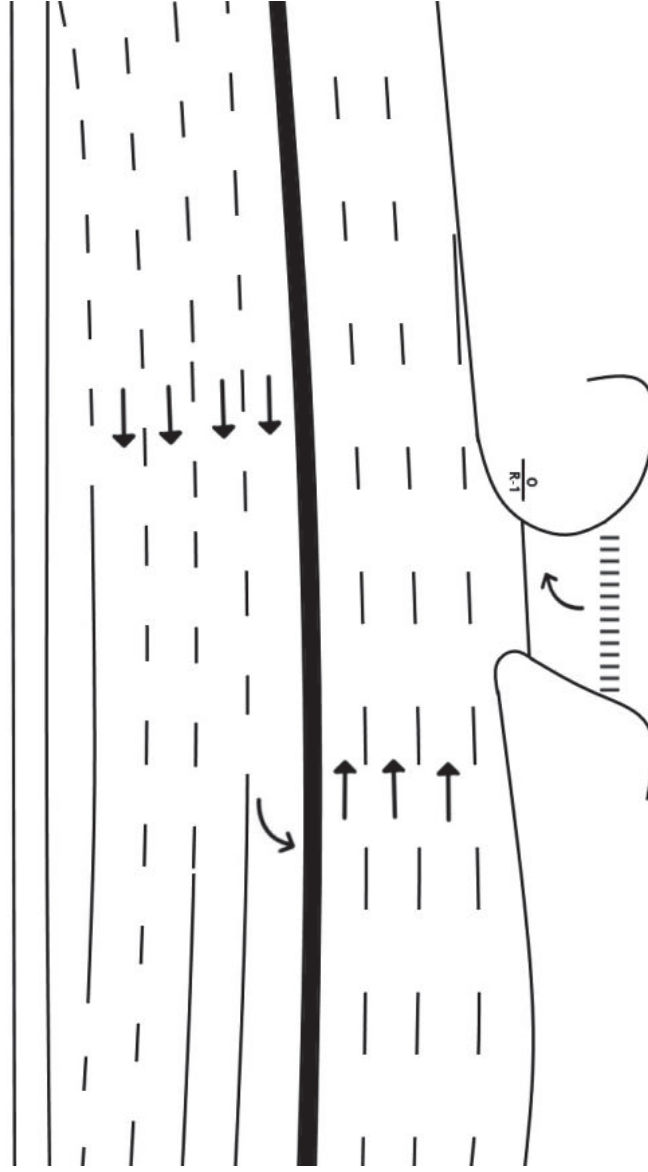
Speed: N/A

E/W Street: SR A1A MacArthur Causeway

Speed: 40 MPH



21-140212-004



Traffic Volumes
Weekend Turning Movement Counts

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Bridge Rd & SR A1A MacArthur Causeway
City: Miami Beach
Control: Signalized

Project ID: 21-140212-001
Date: 9/18/2021

Data - Total

NS/EW Streets:	Bridge Rd				Bridge Rd				SR A1A MacArthur Causeway				SR A1A MacArthur Causeway				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	0	0	0	0	0	0	0	4	498	0	0	0	377	3	0	882
10:15 AM	0	0	0	0	0	0	2	0	0	551	0	0	0	372	1	0	926
10:30 AM	0	0	0	0	0	0	2	0	3	431	0	3	0	441	1	0	881
10:45 AM	0	0	0	0	2	0	5	0	0	594	0	2	0	434	2	0	1039
11:00 AM	0	0	0	0	2	0	0	0	4	540	0	0	0	428	3	0	977
11:15 AM	0	0	0	0	3	0	2	0	4	724	0	0	0	439	0	0	1172
11:30 AM	0	0	0	0	1	0	1	0	2	611	0	0	0	480	2	0	1097
11:45 AM	0	0	0	0	1	0	3	0	2	680	0	3	0	487	3	0	1179
TOTAL VOLUMES :	0	0	0	0	9	0	15	0	19	4629	0	8	0	3458	15	0	8153
APPROACH %'s :					37.50%	0.00%	62.50%	0.00%	0.41%	99.42%	0.00%	0.17%	0.00%	99.57%	0.43%	0.00%	
PEAK HR :	:00 AM - :00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	7	0	6	0	12	2555	0	3	0	1834	8	0	4425
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.583	0.000	0.500	0.000	0.750	0.882	0.000	0.250	0.000	0.941	0.667	0.000	0.938
					0.650				0.883				0.940				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:30 PM	0	0	0	0	5	0	3	0	0	620	0	1	0	619	3	0	1251
2:45 PM	0	0	0	0	0	0	1	0	2	713	0	2	0	525	2	0	1245
3:00 PM	0	0	0	0	1	0	5	0	1	686	0	2	0	609	1	0	1305
3:15 PM	0	0	0	0	0	0	2	0	0	671	0	3	0	660	2	0	1338
3:30 PM	0	0	0	0	2	0	3	0	5	738	0	1	0	726	2	0	1477
3:45 PM	0	0	0	0	1	0	5	0	5	686	0	0	0	622	6	1	1326
4:00 PM	0	0	0	0	1	0	7	0	2	665	0	1	0	673	5	0	1354
4:15 PM	0	0	0	0	0	0	6	0	3	698	0	1	0	682	0	0	1390
TOTAL VOLUMES :	0	0	0	0	10	0	32	0	18	5477	0	11	0	5116	21	1	10686
APPROACH %'s :					23.81%	0.00%	76.19%	0.00%	0.33%	99.47%	0.00%	0.20%	0.00%	99.57%	0.41%	0.02%	
PEAK HR :	0 : 0 PM - 0 : 0 PM																TOTAL
PEAK HR VOL :	0	0	0	0	4	0	21	0	15	2787	0	3	0	2703	13	1	5547
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.750	0.944	0.000	0.750	0.000	0.931	0.542	0.250	0.939
					0.781				0.943				0.933				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Bridge Rd & SR A1A MacArthur Causeway
City: Miami Beach
Control: Signalized

Project ID: 21-140212-001
Date: 9/18/2021

Data - Cars

NS/EW Streets:		Bridge Rd				Bridge Rd				SR A1A MacArthur Causeway				SR A1A MacArthur Causeway				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	O NL	O NT	O NR	O NU	O SL	O ST	O SR	O SU	O EL	O ET	O ER	O EU	O WL	O WT	O WR	O WU		
10:00 AM	0	0	0	0	0	0	0	0	4	493	0	0	0	369	3	0	869	
10:15 AM	0	0	0	0	0	0	2	0	0	542	0	0	0	366	1	0	911	
10:30 AM	0	0	0	0	0	0	2	0	2	423	0	3	0	434	1	0	865	
10:45 AM	0	0	0	0	1	0	5	0	0	583	0	2	0	431	2	0	1024	
11:00 AM	0	0	0	0	2	0	0	0	4	533	0	0	0	415	3	0	957	
11:15 AM	0	0	0	0	2	0	2	0	3	711	0	0	0	431	0	0	1149	
11:30 AM	0	0	0	0	1	0	1	0	2	605	0	0	0	470	2	0	1081	
11:45 AM	0	0	0	0	1	0	3	0	2	669	0	2	0	476	3	0	1156	
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 7	ST 0	SR 15	SU 0	EL 17	ET 4559	ER 0	EU 7	WL 0	WT 3392	WR 15	WU 0	TOTAL 8012	
PEAK HR : :00 AM - :00 PM					31.82%	0.00%	68.18%	0.00%	0.37%	99.48%	0.00%	0.15%	0.00%	99.56%	0.44%	0.00%	TOTAL	
PEAK HR VOL : PEAK HR FACTOR :					0 0.000	0 0.000	0 0.000	0 0.000	6 0.750	2518 0.885	0 0.000	2 0.250	0 0.000	1792 0.941	8 0.667	0 0.000	4343 0.939	
					0.7500.8860.939													

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	O NL	O NT	O NR	O NU	O SL	O ST	O SR	O SU	O EL	O ET	O ER	O EU	O WL	O WT	O WR	O WU	
2:30 PM	0	0	0	0	5	0	2	0	0	618	0	1	0	607	3	0	1236
2:45 PM	0	0	0	0	0	0	1	0	2	709	0	2	0	512	2	0	1228
3:00 PM	0	0	0	0	0	0	5	0	1	683	0	2	0	602	1	0	1205
3:15 PM	0	0	0	0	0	0	2	0	0	667	0	3	0	654	2	0	1326
3:30 PM	0	0	0	0	2	0	3	0	4	727	0	1	0	717	2	0	1456
3:45 PM	0	0	0	0	1	0	4	0	4	681	0	0	0	612	6	1	1309
4:00 PM	0	0	0	0	1	0	7	0	2	661	0	1	0	667	5	0	1344
4:15 PM	0	0	0	0	0	0	6	0	3	693	0	1	0	675	0	0	1378
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 10	ST 0	SR 30	SU 0	EL 16	ET 5439	ER 0	EU 11	WL 0	WT 5046	WR 21	WU 1	TOTAL 10574
PEAK HR : 0 : 0 PM - 0 : 0 PM					25.00%	0.00%	75.00%	0.00%	0.29%	99.51%	0.00%	0.20%	0.00%	99.57%	0.41%	0.02%	TOTAL
PEAK HR VOL : PEAK HR FACTOR :					0 0.000	0 0.000	20 0.000	0 0.000	13 0.813	2762 0.950	0 0.000	3 0.750	0 0.000	2671 0.931	13 0.542	1 0.250	5487 0.942
					0.7500.9490.934												

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Bridge Rd & SR A1A MacArthur Causeway
City: Miami Beach
Control: Signalized

Project ID: 21-140212-001
Date: 9/18/2021

Data - HT

NS/EW Streets:		Bridge Rd				Bridge Rd				SR A1A MacArthur Causeway				SR A1A MacArthur Causeway				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU		
10:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	0	13	
10:15 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	6	0	0	15	
10:30 AM	0	0	0	0	0	0	0	0	1	8	0	0	0	7	0	0	16	
10:45 AM	0	0	0	0	1	0	0	0	0	11	0	0	0	3	0	0	15	
11:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	13	0	0	20	
11:15 AM	0	0	0	0	1	0	0	0	1	13	0	0	0	8	0	0	23	
11:30 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	10	0	0	16	
11:45 AM	0	0	0	0	0	0	0	0	0	11	0	1	0	11	0	0	23	
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 2	ST 0	SR 0	SU 0	EL 2	ET 70	ER 0	EU 1	WL 0	WT 66	WR 0	WU 0	TOTAL 141	
PEAK HR :	:00 AM - :00 PM				100.00%	0.00%	0.00%	0.00%	2.74%	95.89%	0.00%	1.37%	0.00%	100.00%	0.00%	0.00%	TOTAL	
PEAK HR VOL : PEAK HR FACTOR :	0 0.000	0 0.000	0 0.000	0 0.000	1 0.250	0 0.000	0 0.000	0 0.000	1 0.250	37 0.712	0 0.000	1 0.250	0 0.000	42 0.808	0 0.000	0 0.000	82 0.891	
					0.250				0.696				0.808					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU		
2:30 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	12	0	0	15	
2:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	13	0	0	17	
3:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	7	0	0	10	
3:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10	
3:30 PM	0	0	0	0	0	0	0	0	1	11	0	0	0	9	0	0	21	
3:45 PM	0	0	0	0	0	0	1	0	1	5	0	0	0	10	0	0	17	
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10	
4:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	0	12	
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 2	SU 0	EL 5	ET 38	ER 0	EU 0	WL 0	WT 70	WR 0	WU 0	TOTAL 112	
PEAK HR :	0 : 0 PM - 0 : 0 PM				0.00%	0.00%	100.00%	0.00%	2.00%	95.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	TOTAL	
PEAK HR VOL : PEAK HR FACTOR :	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	1 0.250	0 0.000	2 0.500	25 0.568	0 0.000	0 0.000	0 0.000	32 0.800	0 0.000	0 0.000	60 0.714	
					0.250				0.563				0.800					

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Bridge Rd & SR A1A MacArthur Causeway
City: Miami Beach
Control: Signalized

Project ID: 21-140212-001
Date: 9/18/2021

Data - Bikes

NS/EW Streets:	Bridge Rd				Bridge Rd				SR A1A MacArthur Causeway				SR A1A MacArthur Causeway				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5
10:15 AM	0	0	0	0	2	0	0	0	0	6	0	0	0	3	4	0	15
10:30 AM	0	0	0	0	0	0	4	0	0	32	0	0	0	6	0	0	42
10:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
11:00 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	0	13
11:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
11:30 AM	0	0	0	0	0	0	2	0	0	1	0	0	0	1	2	0	6
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
TOTAL VOLUMES :	0	0	0	0	2	0	6	0	0	53	0	0	0	0	25	8	94
APPROACH %'s :					25.00%	0.00%	75.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	75.76%	24.24%	0.00%	
PEAK HR :	:00 AM - :00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	0	13	0	0	0	0	12	2	29
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.406	0.000	0.000	0.000	0.000	0.600	0.250	0.558
							0.250				0.406					0.700	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
3:15 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	3	0	0	6
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	0	11	0	0	0	0	15	0	27
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	0 : 0 PM - 0 : 0 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	0	0	0	0	7	0	12
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.583	0.000	0.750
											0.417					0.583	

National Data & Surveying Services Intersection Turning Movement Count

Location: Bridge Rd & SR A1A MacArthur Causeway
City: Miami Beach

Project ID: 21-140212-001
Date: 9/18/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Bridge Rd		Bridge Rd		SR A1A MacArthur Causeway		SR A1A MacArthur Causeway		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
10:00 AM	0	0	0	0	0	1	0	0	1
10:15 AM	0	0	2	0	0	0	0	0	2
10:30 AM	2	1	3	1	0	0	0	0	7
10:45 AM	2	0	0	2	0	2	0	0	6
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	1	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	2	2	0	0	0	0	4
TOTAL VOLUMES :	EB 4	WB 1	EB 7	WB 5	NB 0	SB 4	NB 0	SB 0	TOTAL 21
APPROACH %'s :	80.00%	20.00%	58.33%	41.67%	0.00%	100.00%			
PEAK HR :	:00 AM - :00 PM								TOTAL
PEAK HR VOL :	0	0	2	2	0	1	0	0	5
PEAK HR FACTOR :			0.250	0.250		0.250			0.313
				0.250		0.250			

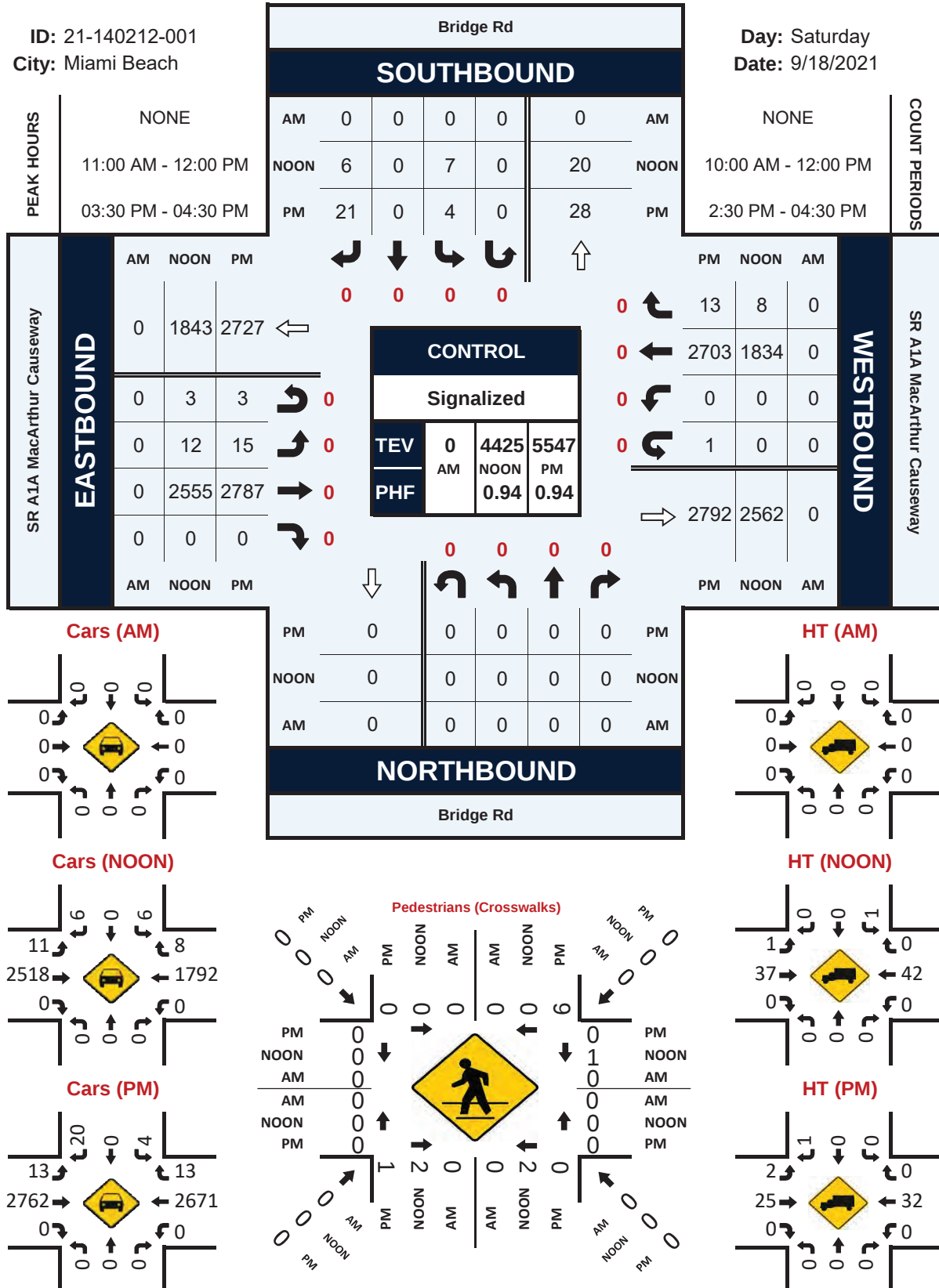
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:30 PM	0	2	0	0	2	1	0	0	5
2:45 PM	0	1	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	1
3:45 PM	0	3	0	0	0	0	0	0	3
4:00 PM	0	1	1	0	0	0	0	0	2
4:15 PM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB 0	WB 9	EB 1	WB 0	NB 2	SB 1	NB 0	SB 0	TOTAL 13
APPROACH %'s :	0.00%	100.00%	100.00%	0.00%	66.67%	33.33%			
PEAK HR :	0 : 0 PM - 0 : 0 PM								TOTAL
PEAK HR VOL :	0	6	1	0	0	0	0	0	7
PEAK HR FACTOR :		0.500	0.250	0.250					0.583

Bridge Rd & SR A1A MacArthur Causeway

Peak Hour Turning Movement Count

ID: 21-140212-001
City: Miami Beach

Day: Saturday
Date: 9/18/2021



PROJECT ID: 21-140212-001
DATE: Sat, Sep 18, 2021

[illegible]

PROJECT ID: 21-140212-001
DATE: Sat, Sep 18, 2021

[illegible]

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Terminal Island Entrance & SR A1A MacArthur Causeway
City: Miami Beach
Control: Signalized

Project ID: 21-140212-002
Date: 9/18/2021

Data - Cars

N/E/W Streets	Terminal Island Entrance								Terminal Island Entrance								SR ALA MacArthur Causeway								SR ALA MacArthur Causeway								Terminal Island							
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND												Terminal Island															
	O	NL	NT	NR	O	NL	NT	NR	O	NL	ET	ER	O	NL	WT	WR	O	NL	W2T	W2R	O	NL	W2T	W2R	O	NL	W2T	W2R	TOTAL											
	0	0	0	0	0	0	0	0	0	0	488	0	0	0	370	0	0	8	0	1	9	0	0	890	0	0	0	0	890											
	10:00 AM	0	0	0	0	0	0	0	0	517	14	0	14	0	354	0	0	4	1	6	8	0	0	886	0	0	0	0	886											
	10:30 AM	0	0	0	0	0	0	0	0	396	0	3	32	0	415	0	0	5	0	0	23	1	878	0	0	0	0	878												
	10:45 AM	0	0	0	0	0	0	0	0	557	0	0	18	0	416	0	0	5	0	0	0	13	0	1009	0	0	0	0	1009											
	11:00 AM	0	0	0	0	0	0	0	0	533	0	0	13	0	419	0	0	4	0	0	5	0	914	0	0	0	0	914												
	11:15 AM	0	0	0	0	0	0	0	0	699	0	0	13	0	414	0	0	0	11	0	13	0	1140	0	0	0	0	1140												
	11:30 AM	0	0	0	0	0	0	0	0	599	0	0	17	0	463	0	0	10	0	0	12	1	1102	0	0	0	0	1102												
	11:45 AM	0	0	0	0	0	0	0	0	660	0	2	5	0	468	0	0	6	0	0	6	0	1148	0	0	0	0	1148												
TOTAL VOLUMES : APPROACH % :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	E2T	E2R	WL	WT	WR	WU	W2T	W2R	E2T	W2T	W2T2	W2R2	TOTAL														
		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	97.07%	0.00%	0.11%	2.71%	0.11%	0.00%	98.40%	0.00%	0.03%	0.00%	1.57%	0.00%	2.20%	95.60%	2.20%	TOTAL		4364												
PEAK HR :		-05 AM - -05 PM								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
PEAK HR VOL :		0	0	0	0	0	0	0	0	0	2481	0	20	48	0	0	1764	0	1	31	0	0	0	36	1	TOTAL		4364												
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.940	0.000	0.250	0.706	0.000	0.000	0.942	0.000	0.250	0.000	0.705	0.000	0.000	0.692	0.250	0.950														
										0.901								0.845																						
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND												Terminal Island															
	O	NL	NT	NR	O	NL	NT	NR	O	NL	ET	ER	O	NL	WT	WR	O	NL	W2T	W2R	O	NL	W2T	W2R	O	NL	W2T	W2R	TOTAL											
	0	0	0	0	0	0	0	0	0	0	597	0	0	20	0	585	0	0	9	0	0	18	0	1229	0	0	0	0	1229											
	2:30 PM	0	0	0	0	0	0	0	0	699	0	0	11	0	508	0	0	3	0	0	12	0	1234	0	0	0	0	1234												
	2:45 PM	0	0	0	0	0	0	0	0	669	0	0	11	0	578	0	0	3	0	0	20	0	1281	0	0	0	0	1281												
	3:00 PM	0	0	0	0	0	0	0	0	658	0	0	12	0	641	0	0	0	8	0	0	19	0	1338	0	0	0	0	1338											
	3:15 PM	0	0	0	0	0	0	0	0	705	0	0	17	0	691	0	1	0	6	0	0	24	0	1444	0	0	0	0	1444											
	3:30 PM	0	0	0	0	0	0	0	0	680	0	0	9	0	609	0	0	9	0	0	12	0	1319	0	0	0	0	1319												
	3:45 PM	0	0	0	0	0	0	0	0	650	0	0	0	0	653	0	0	0	6	0	0	14	0	1332	0	0	0	0	1332											
	4:00 PM	0	0	0	0	0	0	0	0	682	0	0	16	0	652	0	0	0	0	0	0	29	1	1389	0	0	0	0	1389											
4:15 PM	0	0	0	0	0	0	0	0	682	0	0	16	0	652	0	0	0	0	0	0	29	1	1389	0	0	0	0	1389												
TOTAL VOLUMES : APPROACH % :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	E2T	E2R	WL	WT	WR	WU	W2T	W2R	E2T	W2T	W2T2	W2R2	TOTAL		10566												
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	98.05%	0.00%	0.00%	1.95%	0.00%	0.00%	98.95%	0.00%	0.04%	0.00%	1.01%	0.00%	98.01%	1.99%	TOTAL		10566													
PEAK HR :		0 - 3 PM - 0 - 3 PM								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
PEAK HR VOL :		0	0	0	0	0	0	0	0	0	2717	0	0	51	0	0	2605	0	2	0	29	0	0	79	1	TOTAL		5484												
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.963	0.000	0.000	0.750	0.000	0.000	0.942	0.000	0.500	0.000	0.286	0.000	0.000	0.681	0.250	0.549														
										0.958								0.944																						

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Terminal Island Entrance & SR A1A MacArthur Causeway
City: Miami Beach
Control: Signalized

Project ID: 21-140212-002
Date: 9/18/2021

Data - HT

NS/EW Streets	Terminal Island Entrance				Terminal Island Entrance				SR A1A MacArthur Causeway						SR A1A MacArthur Causeway						Terminal Island																																																																										
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND						WESTBOUND																																																																																
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																																																							
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	W2T	W2T2	W2U2	TOTAL																																																																						
	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	0	0	0	0	0	0	0	0	12																																																																						
	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	6	0	0	0	0	0	0	0	0	13																																																																						
	0	0	0	0	0	0	0	0	0	9	0	0	1	0	0	7	0	0	0	0	0	0	0	0	17																																																																						
	0	0	0	0	0	0	0	0	0	10	0	0	2	0	0	4	0	0	0	0	0	0	0	0	16																																																																						
	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	12	0	0	0	2	0	0	0	0	21																																																																						
	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	8	0	0	0	1	0	0	1	0	23																																																																						
	0	0	0	0	0	0	0	0	0	5	0	0	2	0	0	9	0	0	0	0	0	0	0	0	17																																																																						
	0	0	0	0	0	0	0	0	0	10	0	0	1	0	0	11	0	0	0	0	0	0	1	0	23																																																																						
TOTAL VOLUMES : APPROACH % :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	W2T	W2T2	W2U2	TOTAL																																																																						
								0.00%						94.03%						0.00%						5.97%						0.00%				100.00%				0.00%				142																																																			
:00 AM - :00 PM																																								84																																																							
0.000				0.000				0.000				0.000						0.000						0.000						0.500						0.000				0.000				2				0.000				0.500				0.000				913																																			
								0.731						0.786																																																																																	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND						WESTBOUND																																																																																
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																																																							
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	W2T	W2T2	W2U2	TOTAL																																																																						
	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	6	0	1	0	1	0	0	6	0	17																																																																						
	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	13	0	0	0	0	0	0	0	0	17																																																																						
	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	7	0	0	0	2	0	0	0	0	12																																																																						
	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	6	0	0	0	0	0	0	0	0	10																																																																						
	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	8	0	0	0	1	0	0	2	0	22																																																																						
	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	8	0	0	0	0	0	0	0	0	14																																																																						
	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	7	0	0	0	0	0	0	0	0	11																																																																						
	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	6	0	0	0	0	0	0	0	0	11																																																																						
TOTAL VOLUMES : APPROACH % :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	W2T	W2T2	W2U2	TOTAL																																																																						
								0.00%						99						0.00%						0.00%						0.00%						0.00%						92.54%						1.49%						0.00%						5.97%						0.00%				0.00%				8				0.00%				100.00%				0.00%				114			
:00 PM - :00 PM																																																						58																																									
0.000				0.000				0.000				0.000						0.000						0.000						0.000						0.250						0.000				0.000				0.250				0.000				0.659																																					
								0.625						0.775																																																																																	

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Terminal Island Entrance & SR A1A MacArthur Causeway
City: Miami Beach
Control: Signalized

Project ID: 21-140212-002
Date: 9/18/2021

Data - Bikes

NS/EW Streets	Terminal Island Entrance				Terminal Island Entrance				SR A1A MacArthur Causeway						SR A1A MacArthur Causeway										Terminal Island			
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND						WESTBOUND													
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	W2T	W2T2	W2U2	TOTAL			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	14
	0	0	0	0	0	0	0	0	0	0	0	0	1	32	0	0	3	0	0	0	0	0	0	2	0	0	38	
	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	5	
	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	11	
	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	8	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	6	
	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	W2T	W2T2	W2U2	TOTAL			
APPROACH % :									0.00% 35.19% 0.00% 1.85% 62.96% 0.00%						0.00% 100.00% 0.00% 0.00% 0.00% 0.00%						100.00% 33.33% 66.67% 0.00%							
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	10	0	0	1	0	0	13	0	0	0	0	2	1	0	0	27			
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.357	0.000	0.000	0.250	0.000	0.000	0.650	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.614			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND						WESTBOUND													
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	W2T	W2T2	W2U2	TOTAL			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	6		
	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	4		
	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	6		
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4		
	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4		
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1		
	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3		
0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4			
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	W2T	W2T2	W2U2	TOTAL			
APPROACH % :	100.00%				0.00%				0.00% 90.91% 0.00% 0.00% 9.09% 0.00%						0.00% 100.00% 0.00% 0.00% 0.00% 0.00%						100.00% 0.00% 0.00% 0.00%							
PEAK HR :	6 : 6 PM - 6 : 6 PM																								TOTAL			
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	8	0	0	0	0	0	0	0	0	12			
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750			

National Data & Surveying Services Intersection Turning Movement Count

Location: Terminal Island Entrance & SR A1A MacArthur Causeway
City: Miami Beach

Project ID: 21-140212-002
Date: 9/18/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:		Terminal Island Entrance		Terminal Island Entrance		SR A1A MacArthur Causeway		SR A1A MacArthur Causeway		
NOON		NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
		EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	10:00 AM	0	0	1	0	0	1	0	0	2
	10:15 AM	0	0	2	0	0	1	0	0	3
	10:30 AM	0	0	2	1	0	0	0	0	3
	10:45 AM	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	2	0	0	0	0	2
TOTAL VOLUMES :		EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :		0	0	5	3	0	2	0	0	10
PEAK HR :		:00 AM - :00 PM								
PEAK HR VOL :		0		0	2	0	0	0	0	2
PEAK HR FACTOR :					0.250					0.250

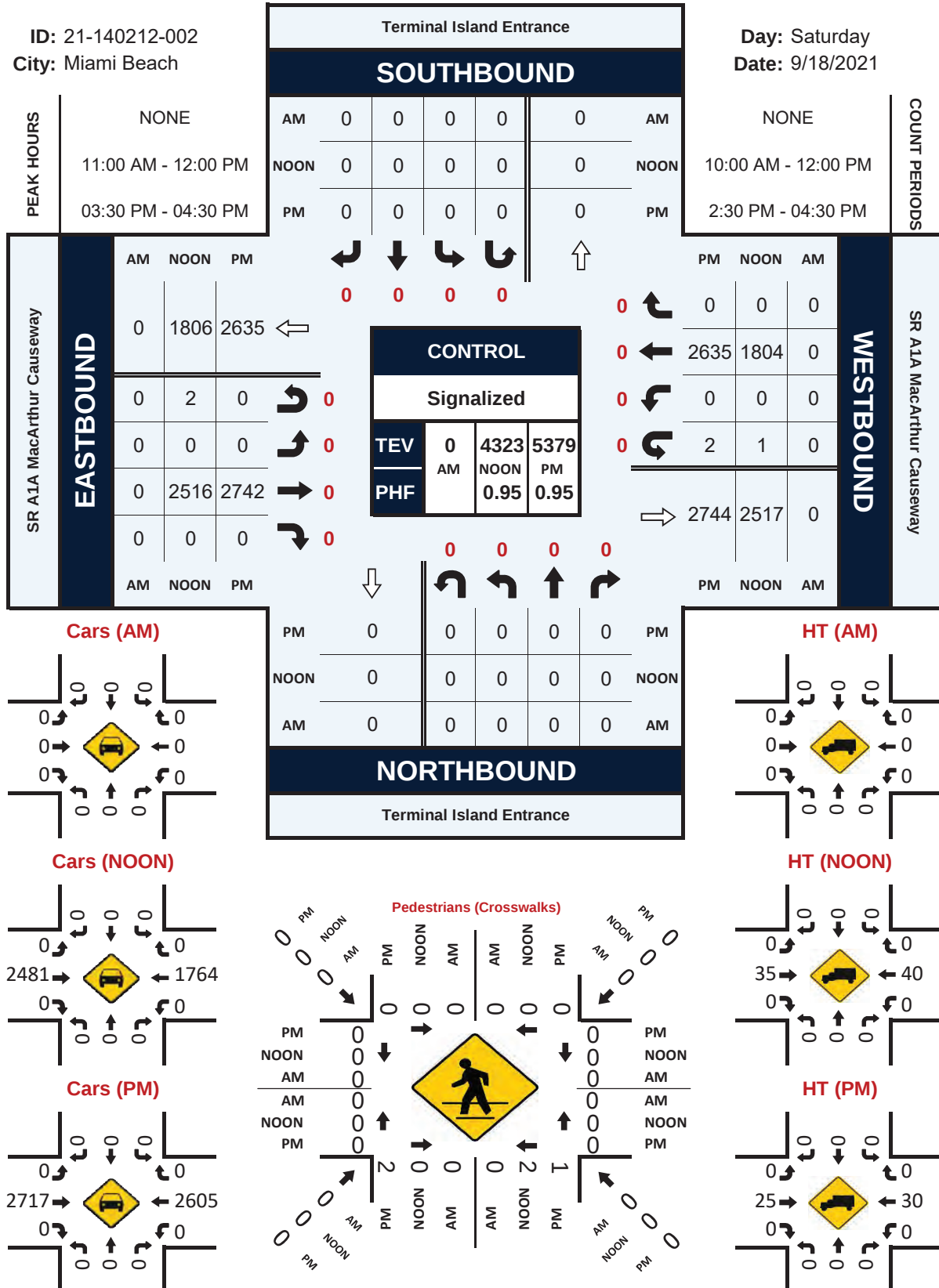
PM		NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
		EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	2:30 PM	0	0	1	0	0	0	0	0	1
	2:45 PM	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	2	0	0	0	2
	3:15 PM	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	1	0	0	0	0	0	1
	4:15 PM	0	0	1	1	0	0	0	0	2
TOTAL VOLUMES :		EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :		0	0	3	1	2	0	0	0	6
PEAK HR :		0 : 0 PM - 0 : 0 PM								
PEAK HR VOL :		0		2	1	0	0	0	0	3
PEAK HR FACTOR :				0.500	0.250					0.375

Terminal Island Entrance & SR A1A MacArthur Causeway

Peak Hour Turning Movement Count

ID: 21-140212-002
City: Miami Beach

Day: Saturday
Date: 9/18/2021



PROJECT ID: 21-140212-002
DATE: Sat, Sep 18, 2021



15-Min Count Period Beginning At	Terminal Island Entrance Northbound					Terminal Island Entrance Southbound					SR A1A MacArthur Causeway Eastbound					SR A1A MacArthur Causeway Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
10:00 AM	0	0	0	0		0	0	0	0		0	494	0	0		0	376	0	0		870	3571
10:15 AM	0	0	0	0		0	0	0	0		0	524	0	0		0	360	0	0		884	3672
10:30 AM	0	0	0	0		0	0	0	0		0	405	0	3		0	422	0	0		830	3912
10:45 AM	0	0	0	0		0	0	0	0		0	567	0	0		0	420	0	0		987	4158
11:00 AM	0	0	0	0		0	0	0	0		0	540	0	0		0	431	0	0		971	4323
11:15 AM	0	0	0	0		0	0	0	0		0	702	0	0		0	422	0	0		1124	3352
11:30 AM	0	0	0	0		0	0	0	0		0	604	0	0		0	472	0	0		1076	2228
11:45 AM	0	0	0	0		0	0	0	0		0	670	0	2		0	479	0	1		1152	1152
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		0	0	0	0		0	2808	0	8		0	1916	0	4		4736	
Heavy Trucks	0	0	0	0		0	0	0	0		0	52	0	0		0	48	0	0		100	
Pedestrians	8					0					0					0					8	
Bicycles	0	0	0	0		0	0	0	0		0	28	0	0		0	20	0	0		48	
Buses																						
Stopped Buses																						

PROJECT ID: 21-140212-002
DATE: Sat, Sep 18, 2021

[illegible]

National Data & Surveying Services Intersection Turning Movement Count

Location: Alton Rd & SR A1A/5th St/SR A1A/5th St
City: Miami Beach
Control: Signalized

Project ID: 21-140212-003
Date: 9/18/2021

Data - Total

NS/EW Streets:	Alton Rd				Alton Rd				SR A1A/5th St/SR A1A/5th St				SR A1A/5th St/SR A1A/5th St				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	10:00 AM	50	36	7	0	10	38	123	0	0	194	112	0	5	178	19	0
	10:15 AM	79	31	5	0	14	24	107	0	1	229	110	0	3	156	28	0
	10:30 AM	60	30	7	0	17	46	93	0	0	128	63	0	6	188	26	0
	10:45 AM	62	21	5	0	18	51	99	1	3	249	141	0	9	227	27	0
	11:00 AM	69	38	9	0	9	28	116	0	1	206	124	0	4	223	27	0
	11:15 AM	53	35	4	0	14	40	116	0	1	259	180	0	11	208	26	1
	11:30 AM	77	31	19	0	17	57	127	0	0	241	141	0	8	228	38	0
11:45 AM	57	33	4	0	16	35	112	0	2	292	152	0	7	251	33	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	61.68%	31.02%	7.30%	0.00%	8.66%	24.02%	67.24%	0.08%	0.28%	63.56%	36.16%	0.00%	2.74%	85.65%	11.56%	0.05%	6916
PEAK HR :	:00 AM - :00 PM																TOTAL
PEAK HR VOL :	256	137	36	0	56	160	471	0	4	998	597	0	30	910	124	1	3780
PEAK HR FACTOR :	0.831	0.901	0.474	0.000	0.824	0.702	0.927	0.000	0.500	0.854	0.829	0.000	0.682	0.906	0.816	0.250	0.951
	0.844				0.854				0.896				0.915				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	2:30 PM	91	35	9	0	18	44	170	0	0	241	131	0	9	291	28	1
	2:45 PM	89	40	12	0	12	52	127	0	2	253	157	0	3	249	37	0
	3:00 PM	101	42	10	0	8	52	156	0	2	313	127	0	7	299	44	2
	3:15 PM	92	32	9	0	10	51	171	1	0	252	147	0	8	326	33	1
	3:30 PM	114	45	7	0	17	54	173	0	2	257	128	0	7	324	37	0
	3:45 PM	91	39	6	0	14	39	182	0	0	301	153	0	6	337	26	0
	4:00 PM	100	46	2	0	18	50	169	1	1	244	136	0	8	302	38	0
4:15 PM	97	36	9	0	16	35	202	1	1	264	123	1	12	325	27	1	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	67.16%	27.30%	5.55%	0.00%	6.13%	20.46%	73.25%	0.16%	0.25%	65.67%	34.05%	0.03%	2.15%	87.98%	9.68%	0.18%	9021
PEAK HR :	:00 PM - :00 PM																TOTAL
PEAK HR VOL :	398	158	32	0	49	196	682	1	4	1123	555	0	28	1286	140	3	4655
PEAK HR FACTOR :	0.873	0.878	0.800	0.000	0.721	0.907	0.937	0.250	0.500	0.897	0.907	0.000	0.875	0.954	0.795	0.375	0.975
	0.886				0.951				0.926				0.987				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Alton Rd & SR A1A/5th St/SR A1A/5th St
City: Miami Beach
Control: Signalized

Project ID: 21-140212-003
Date: 9/18/2021

Data - HT

NS/EW Streets:	Alton Rd				Alton Rd				SR A1A/5th St/SR A1A/5th St				SR A1A/5th St/SR A1A/5th St				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	2	1	0	0	0	3	0	0	0	1	0	1	2	2	0	12
10:15 AM	2	2	1	0	0	1	3	0	1	5	1	0	2	1	0	0	19
10:30 AM	1	1	0	0	1	1	2	0	0	1	0	0	2	3	0	0	12
10:45 AM	0	1	0	0	0	0	2	0	1	2	5	0	1	2	1	0	15
11:00 AM	1	2	0	0	0	0	7	0	1	2	1	0	1	5	3	0	23
11:15 AM	0	1	0	0	0	1	3	0	1	5	2	0	1	6	0	0	20
11:30 AM	4	1	0	0	0	1	2	0	0	2	0	0	2	5	2	0	19
11:45 AM	2	2	0	0	1	1	5	0	1	6	1	0	1	5	0	0	25
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	10	12	2	0	2	5	27	0	5	23	11	0	11	29	8	0	145
PEAK HR :	:00 AM - :00 PM																TOTAL
PEAK HR VOL :	7	6	0	0	1	3	17	0	3	15	4	0	5	21	5	0	87
PEAK HR FACTOR :	0.438	0.750	0.000	0.000	0.250	0.750	0.607	0.000	0.750	0.625	0.500	0.000	0.625	0.875	0.417	0.000	0.870
	0.650				0.750				0.688				0.861				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:30 PM	1	0	0	0	0	1	3	0	0	0	1	0	2	3	1	0	12
2:45 PM	0	1	0	0	2	0	4	0	1	2	2	0	0	4	0	0	16
3:00 PM	0	1	0	0	0	0	4	0	1	0	0	0	2	2	1	0	11
3:15 PM	1	2	0	0	0	0	2	0	0	3	0	0	1	4	0	0	13
3:30 PM	0	0	0	0	0	2	4	0	2	5	0	0	1	5	0	0	19
3:45 PM	0	1	0	0	0	0	3	0	0	4	0	0	1	7	0	0	16
4:00 PM	2	0	0	0	0	1	2	0	1	1	1	0	1	2	1	0	12
4:15 PM	1	1	0	0	0	0	3	0	1	3	0	0	2	2	1	0	14
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	5	6	0	0	2	4	25	0	6	18	4	0	10	29	4	0	113
PEAK HR :	:00 PM - :00 PM																TOTAL
PEAK HR VOL :	1	4	0	0	0	2	13	0	3	12	0	0	5	18	1	0	59
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.250	0.813	0.000	0.375	0.600	0.000	0.000	0.625	0.643	0.250	0.000	0.776
	0.417				0.625				0.536				0.750				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Alton Rd & SR A1A/5th St/SR A1A/5th St
City: Miami Beach
Control: Signalized

Project ID: 21-140212-003
Date: 9/18/2021

Data - Bikes

NS/EW Streets:	Alton Rd				Alton Rd				SR A1A/5th St/SR A1A/5th St				SR A1A/5th St/SR A1A/5th St				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	10:00 AM	0	2	5	0	0	11	3	0	0	0	0	0	2	0	0	
	10:15 AM	1	6	0	0	0	7	9	0	4	0	2	0	1	0	0	
	10:30 AM	0	1	0	0	0	0	6	0	0	5	2	0	0	0	0	
	10:45 AM	0	1	1	0	1	2	1	0	0	2	1	0	0	0	0	
	11:00 AM	0	2	0	0	0	5	1	0	1	1	0	0	0	1	0	
	11:15 AM	1	3	0	0	0	12	0	0	0	1	1	0	2	4	0	
	11:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	
	11:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	18	6	0	1	38	20	0	6	9	6	0	3	7	1	0	117
PEAK HR :	:00 AM - :00 PM																TOTAL
PEAK HR VOL :	1	8	0	0	0	18	1	0	2	2	1	0	3	4	1	0	41
PEAK HR FACTOR :	0.250	0.667	0.000	0.000	0.000	0.375	0.250	0.000	0.500	0.500	0.250	0.000	0.375	0.250	0.250	0.000	0.427
	0.563				0.396				0.625				0.333				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	2:30 PM	0	0	0	0	0	1	1	0	1	2	0	0	0	2	0	
	2:45 PM	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	
	3:00 PM	2	0	0	0	2	5	1	0	0	5	1	0	0	1	1	
	3:15 PM	1	3	0	0	0	0	0	0	0	1	1	0	0	1	1	
	3:30 PM	1	1	0	0	0	2	0	0	0	1	0	0	0	2	0	
	3:45 PM	0	0	1	0	0	1	0	0	0	2	1	0	0	6	1	
	4:00 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0	
	4:15 PM	0	2	0	0	0	0	0	0	0	4	0	0	0	2	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4	7	1	0	2	11	5	0	1	15	4	0	0	15	3	0	68
PEAK HR :	:00 PM - :00 PM																TOTAL
PEAK HR VOL :	4	4	1	0	2	8	1	0	0	9	3	0	0	10	3	0	45
PEAK HR FACTOR :	0.500	0.333	0.250	0.000	0.250	0.400	0.250	0.000	0.000	0.450	0.750	0.000	0.000	0.417	0.750	0.000	0.625
	0.563				0.344				0.500				0.464				

National Data & Surveying Services Intersection Turning Movement Count

Location: Alton Rd & SR A1A/5th St/SR A1A/5th St
City: Miami Beach

Project ID: 21-140212-003
Date: 9/18/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Alton Rd		Alton Rd		SR A1A/5th St/SR A1A/5th St		SR A1A/5th St/SR A1A/5th St		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
10:00 AM	0	0	5	4	3	2	1	0	15
10:15 AM	0	0	12	9	13	8	1	0	43
10:30 AM	0	0	2	2	4	7	0	0	15
10:45 AM	0	0	8	4	9	8	0	0	29
11:00 AM	0	0	6	3	12	12	0	1	34
11:15 AM	0	0	5	6	2	10	0	1	24
11:30 AM	0	0	7	7	5	8	0	0	27
11:45 AM	0	0	7	5	4	5	0	0	21
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	52	40	52	60	2	2	208
PEAK HR :	:00 AM - :00 PM								
PEAK HR VOL :	0	0	25	21	23	35	0	2	TOTAL
PEAK HR FACTOR :			0.893	0.750	0.479	0.729		0.500	106
			0.821		0.604		0.500		0.779

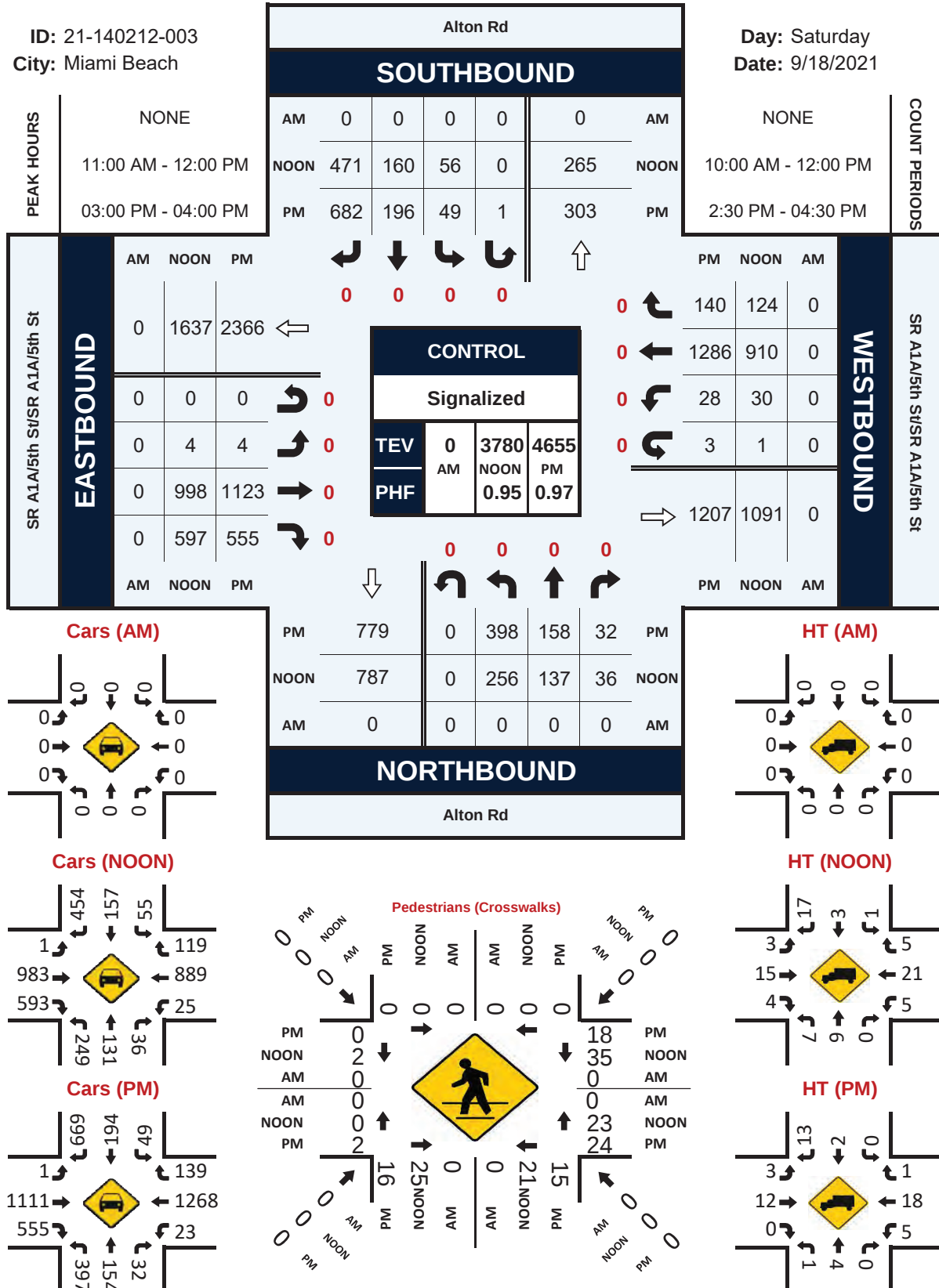
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:30 PM	0	0	10	1	9	2	0	0	22
2:45 PM	0	0	10	3	3	10	0	1	27
3:00 PM	0	0	1	1	7	3	0	0	12
3:15 PM	0	0	8	1	6	1	0	0	16
3:30 PM	0	0	1	4	2	5	1	0	13
3:45 PM	0	0	6	9	9	9	1	0	34
4:00 PM	0	0	6	3	4	1	0	0	14
4:15 PM	0	0	2	2	0	7	0	0	11
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	44	24	40	38	2	1	149
PEAK HR :	0 :00 PM - 0 :00 PM								
PEAK HR VOL :	0	0	16	15	24	18	2	0	TOTAL
PEAK HR FACTOR :			0.500	0.417	0.667	0.500	0.500		75
			0.517		0.583		0.500		0.551

Alton Rd & SR A1A/5th St/SR A1A/5th St

Peak Hour Turning Movement Count

ID: 21-140212-003
City: Miami Beach

Day: Saturday
Date: 9/18/2021



PROJECT ID: 21-140212-003
DATE: Sat, Sep 18, 2021



15-Min Count Period Beginning At	Alton Rd Northbound					Alton Rd Southbound					SR A1A/5th St/SR A1A/5th St Eastbound					SR A1A/5th St/SR A1A/5th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
10:00 AM	50	36	7	0		10	38	123	0		0	194	112	0		5	178	19	0		772	3136
10:15 AM	79	31	5	0		14	24	107	0		1	229	110	0		3	156	28	0		787	3218
10:30 AM	60	30	7	0		17	46	93	0		0	128	63	0		6	188	26	0		664	3379
10:45 AM	62	21	5	0		18	51	99	1		3	249	141	0		9	227	27	0		913	3699
11:00 AM	69	38	9	0		9	28	116	0		1	206	124	0		4	223	27	0		854	3780
11:15 AM	53	35	4	0		14	40	116	0		1	259	180	0		11	208	26	1		948	2926
11:30 AM	77	31	19	0		17	57	127	0		0	241	141	0		8	228	38	0		984	1978
11:45 AM	57	33	4	0		16	35	112	0		2	292	152	0		7	251	33	0		994	994
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	308	152	76	0		68	228	508	0		8	1168	720	0		44	1004	152	4		4440	
Heavy Trucks	16	8	0	0		4	4	28	0		4	24	8	0		8	24	12	0		140	
Pedestrians		56						0				4					96				156	
Bicycles	4	12	0	0		0	48	4	0		4	4	4	0		8	16	4	0		108	
Buses																						
Stopped Buses																						

PROJECT ID: 21-140212-003
DATE: Sat, Sep 18, 2021

[illegible]

National Data & Surveying Services Intersection Turning Movement Count

Location: Terminal Island Out bound Right-Turn Exit & SR A1A MacArthur Causeway
City: Miami Beach
Control: 1-Way Sto (NB)

Project ID: 21-140212-004
Date: 9/18/2021

Data - Total

NS/EW Streets:	Terminal Island Out bound Right-Turn Exit				Terminal Island Out bound Right-Turn Exit				SR A1A MacArthur Causeway				SR A1A MacArthur Causeway				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	0	2	0	0	0	0	0	0	487	0	0	0	391	0	0	880
10:15 AM	0	0	6	0	0	0	0	0	0	533	0	0	0	355	0	0	894
10:30 AM	0	0	6	0	0	0	0	0	0	393	0	0	0	443	0	0	842
10:45 AM	0	0	11	0	0	0	0	0	0	574	0	0	0	413	0	0	998
11:00 AM	0	0	5	0	0	0	0	0	0	539	0	0	0	442	0	0	986
11:15 AM	0	0	8	0	0	0	0	0	0	699	0	0	0	425	0	0	1132
11:30 AM	0	0	9	0	0	0	0	0	0	610	0	0	0	487	0	0	1106
11:45 AM	0	0	6	0	0	0	0	0	0	670	0	0	0	480	0	0	1156
TOTAL VOLUMES :	0	0	53	0	0	0	0	0	0	4505	0	0	0	3436	0	0	7994
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	:00 AM - :00 PM																TOTAL
PEAK HR VOL :	0	0	28	0	0	0	0	0	0	2518	0	0	0	1834	0	0	4380
PEAK HR FACTOR :	0.000	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.000	0.901	0.000	0.000	0.000	0.941	0.000	0.000	0.947
	0.778								0.901				0.941				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:30 PM	0	0	8	0	0	0	0	0	0	606	0	0	0	598	0	0	1212
2:45 PM	0	0	12	0	0	0	0	0	0	696	0	0	0	533	0	0	1241
3:00 PM	0	0	7	0	0	0	0	0	0	681	0	0	0	579	0	0	1267
3:15 PM	0	0	5	0	0	0	0	0	0	652	0	0	0	663	0	0	1320
3:30 PM	0	0	10	0	0	0	0	0	0	722	0	0	0	701	0	0	1433
3:45 PM	0	0	9	0	0	0	0	0	0	689	0	0	0	630	0	0	1328
4:00 PM	0	0	5	0	0	0	0	0	0	647	0	0	0	665	0	0	1317
4:15 PM	0	0	6	0	0	0	0	0	0	697	0	0	0	674	0	0	1377
TOTAL VOLUMES :	0	0	62	0	0	0	0	0	0	5390	0	0	0	5043	0	0	10495
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	0 : 0 PM - 0 : 0 PM																TOTAL
PEAK HR VOL :	0	0	30	0	0	0	0	0	0	2755	0	0	0	2670	0	0	5455
PEAK HR FACTOR :	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.954	0.000	0.000	0.000	0.952	0.000	0.000	0.952
	0.750								0.954				0.952				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Terminal Island Out ound Right-Turn Exit & SR A1A MacArthur Causeway
City: Miami Beach
Control: 1-Way Sto (NB)

Project ID: 21-140212-004
Date: 9/18/2021

Data - Cars

NS/EW Streets:	Terminal Island Out ound Right-Turn Exit				Terminal Island Out ound Right-Turn Exit				SR A1A MacArthur Causeway				SR A1A MacArthur Causeway				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	0	2	0	0	0	0	0	0	482	0	0	0	384	0	0	868
10:15 AM	0	0	5	0	0	0	0	0	0	525	0	0	0	349	0	0	879
10:30 AM	0	0	6	0	0	0	0	0	0	389	0	0	0	432	0	0	827
10:45 AM	0	0	11	0	0	0	0	0	0	562	0	0	0	410	0	0	983
11:00 AM	0	0	5	0	0	0	0	0	0	533	0	0	0	427	0	0	965
11:15 AM	0	0	6	0	0	0	0	0	0	682	0	0	0	420	0	0	1108
11:30 AM	0	0	9	0	0	0	0	0	0	604	0	0	0	477	0	0	1090
11:45 AM	0	0	5	0	0	0	0	0	0	660	0	0	0	470	0	0	1135
TOTAL VOLUMES :	0	0	49	0	0	0	0	0	0	4437	0	0	0	3369	0	0	7855
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	:00 AM - :00 PM																TOTAL
PEAK HR VOL :	0	0	25	0	0	0	0	0	0	2479	0	0	0	1794	0	0	4298
PEAK HR FACTOR :	0.000	0.000	0.694	0.000	0.000	0.000	0.000	0.000	0.000	0.909	0.000	0.000	0.000	0.940	0.000	0.000	0.947
	0.694								0.909				0.940				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:30 PM	0	0	8	0	0	0	0	0	0	603	0	0	0	590	0	0	1201
2:45 PM	0	0	12	0	0	0	0	0	0	691	0	0	0	520	0	0	1223
3:00 PM	0	0	7	0	0	0	0	0	0	678	0	0	0	570	0	0	1255
3:15 PM	0	0	5	0	0	0	0	0	0	648	0	0	0	656	0	0	1309
3:30 PM	0	0	8	0	0	0	0	0	0	712	0	0	0	692	0	0	1412
3:45 PM	0	0	9	0	0	0	0	0	0	684	0	0	0	622	0	0	1315
4:00 PM	0	0	5	0	0	0	0	0	0	642	0	0	0	657	0	0	1304
4:15 PM	0	0	6	0	0	0	0	0	0	693	0	0	0	669	0	0	1368
TOTAL VOLUMES :	0	0	60	0	0	0	0	0	0	5351	0	0	0	4976	0	0	10387
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	0 : 0 PM - 0 : 0 PM																TOTAL
PEAK HR VOL :	0	0	28	0	0	0	0	0	0	2731	0	0	0	2640	0	0	5399
PEAK HR FACTOR :	0.000	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.000	0.959	0.000	0.000	0.000	0.954	0.000	0.000	0.956
	0.778								0.959				0.954				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Terminal Island Out ound Right-Turn Exit & SR A1A MacArthur Causeway
City: Miami Beach
Control: 1-Way Sto (NB)

Project ID: 21-140212-004
Date: 9/18/2021

Data - Bikes

NS/EW Streets:	Terminal Island Out ound Right-Turn Exit				Terminal Island Out ound Right-Turn Exit				SR A1A MacArthur Causeway				SR A1A MacArthur Causeway				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	
	0	0	1	0	0	0	0	0	0	8	0	0	1	5	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	
	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	
	0	0	2	0	0	0	0	0	0	3	4	0	0	4	0	0	
	0	0	1	0	0	0	0	0	0	2	1	0	0	5	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	
	0	0	1	0	0	0	0	0	0	0	1	0	0	3	0	0	
TOTAL VOLUMES :	0	0	6	0	0	0	0	0	0	13	6	0	1	32	0	0	58
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	68.42%	31.58%	0.00%	3.03%	96.97%	0.00%	0.00%	
PEAK HR :	:00 AM - :00 PM																TOTAL
PEAK HR VOL :	0	0	4	0	0	0	0	0	0	5	6	0	0	14	0	0	29
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.375	0.000	0.000	0.700	0.000	0.000	0.558
	0.500								0.393				0.700				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	
	1	0	3	0	0	0	0	0	0	0	3	0	1	1	0	0	
	1	0	1	0	0	0	0	0	0	2	1	0	1	1	0	0	
	0	0	1	0	0	0	0	0	0	0	1	0	0	3	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
	0	0	2	0	0	0	0	0	0	0	3	0	0	1	0	0	
TOTAL VOLUMES :	6	0	8	0	0	0	0	0	0	2	8	0	4	8	0	0	36
APPROACH %'s :	42.86%	0.00%	57.14%	0.00%					0.00%	20.00%	80.00%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	0 : 0 PM - 0 : 0 PM																TOTAL
PEAK HR VOL :	2	0	3	0	0	0	0	0	0	0	4	0	0	6	0	0	15
PEAK HR FACTOR :	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.500	0.000	0.000	0.625
	0.625								0.333				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Terminal Island Out bound Right-Turn Exit & SR A1A MacArthur Causeway
 City: Miami Beach
 Project ID: 21-140212-004
 Date: 9/18/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Terminal Island Out bound Right-Turn Exit	Terminal Island Out bound Right-Turn Exit	SR A1A MacArthur Causeway	SR A1A MacArthur Causeway	
NOON	NORTH LEG		SOUTH LEG		
	EB	WB	EB	WB	
10:00 AM	0	0	0	0	0
10:15 AM	0	0	1	0	1
10:30 AM	0	0	4	1	5
10:45 AM	0	0	0	0	0
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	1	1
TOTAL VOLUMES :	EB	WB	EB	WB	TOTAL
APPROACH %'s :	0	0	5	2	7
PEAK HR :	:00 AM - 0 :00 AM		71.43%	28.57%	
PEAK HR VOL :	0	0	0	1	TOTAL
PEAK HR FACTOR :			0.250	0.250	1
			0.250		0.250

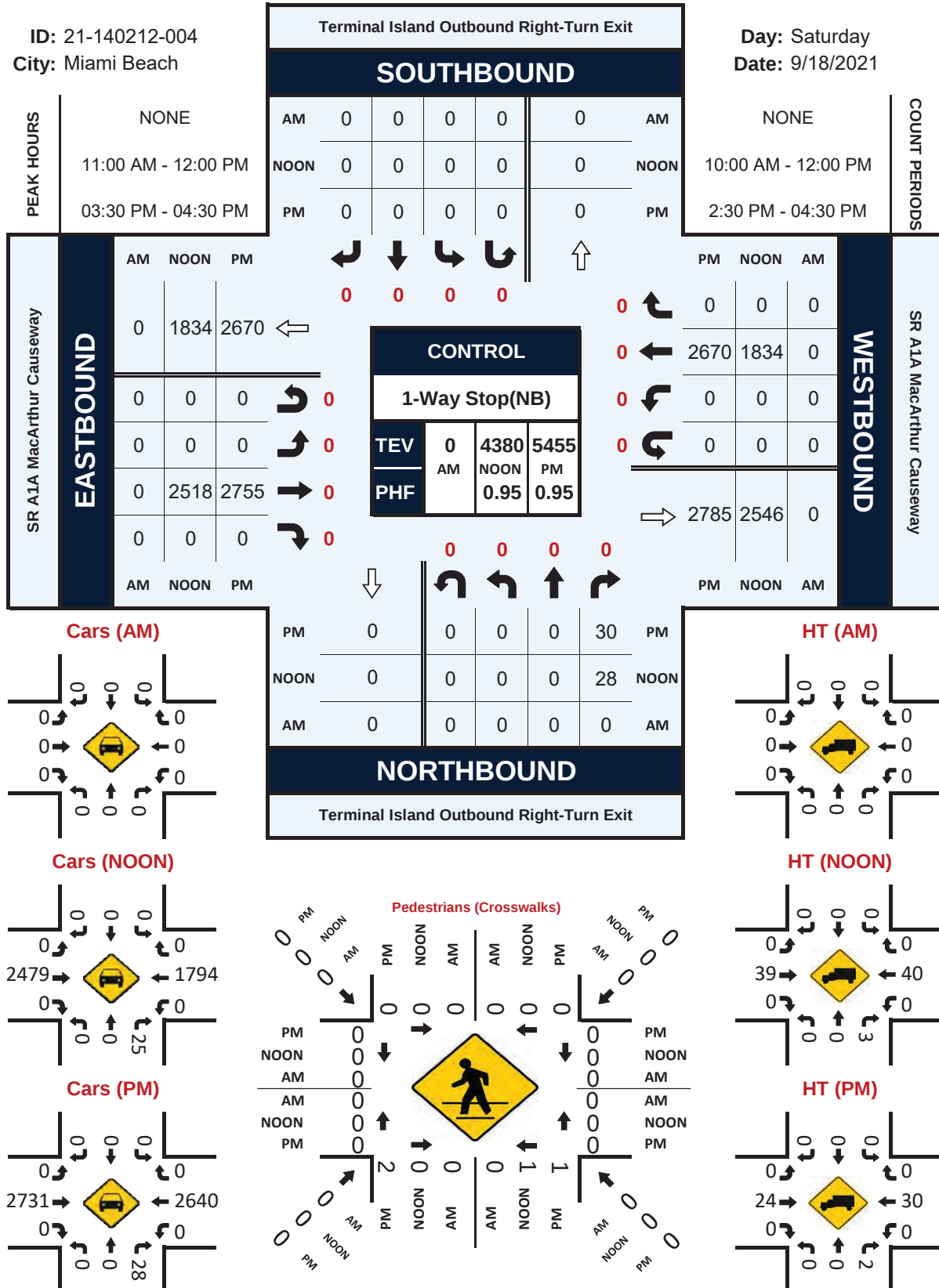
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	1	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	4	1	0	0	0	0	5
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	1	1	0	0	0	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	7	2	0	0	0	0	9
PEAK HR :	0 : 0 PM - 0 : 0 PM		77.78%	22.22%					
PEAK HR VOL :	0	0	2	1	0	0	0	0	TOTAL
PEAK HR FACTOR :			0.500	0.250					3
			0.375						0.375

Terminal Island Outbound Right-Turn Exit & SR A1A MacArthur Causeway

Peak Hour Turning Movement Count

ID: 21-140212-004
City: Miami Beach

Day: Saturday
Date: 9/18/2021



PROJECT ID: 21-140212-004
DATE: Sat, Sep 18, 2021

[illegible]

PROJECT ID: 21-140212-004
DATE: Sat, Sep 18, 2021

[illegible]

Traffic Volumes

our Counts

VOLUME

MacArthur Causeway Bet. Bridge Rd & Terminal Island

Day: Thursday
Date: 8/26/2021City: Miami Beach
Project #: FL21_140183_001

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0						36,706	32,079
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			136	257	393		12:00			462	474	936	
00:15			117	197	314		12:15			468	475	943	
00:30			110	202	312		12:30			436	439	875	
00:45			92	455	161	817	12:45			445	1811	444	1832
					253	1272						889	3643
01:00			81	136	217		13:00			457	441	898	
01:15			88	114	202		13:15			462	472	934	
01:30			65	118	183		13:30			526	440	966	
01:45			52	286	104	472	13:45			568	2013	478	1831
					156	758						1046	3844
02:00			61	103	164		14:00			553	502	1055	
02:15			57	81	138		14:15			611	561	1172	
02:30			43	72	115		14:30			654	539	1193	
02:45			47	208	64	320	14:45			517	2335	514	2116
					111	528						1031	4451
03:00			40	62	102		15:00			573	540	1113	
03:15			43	52	95		15:15			554	532	1086	
03:30			47	53	100		15:30			555	503	1058	
03:45			47	177	48	215	15:45			569	2251	443	2018
					95	392						1012	4269
04:00			52	41	93		16:00			558	449	1007	
04:15			56	54	110		16:15			527	502	1029	
04:30			71	52	123		16:30			566	488	1054	
04:45			68	247	78	225	16:45			591	2242	457	1896
					146	472						1048	4138
05:00			82	71	153		17:00			594	517	1111	
05:15			123	76	199		17:15			523	505	1028	
05:30			184	96	280		17:30			517	448	965	
05:45			223	612	94	337	17:45			592	2226	492	1962
					317	949						1084	4188
06:00			210	107	317		18:00			548	516	1064	
06:15			324	130	454		18:15			604	508	1112	
06:30			377	181	558		18:30			572	486	1058	
06:45			438	1349	210	628	18:45			505	2229	457	1967
					648	1977						962	4196
07:00			362	283	645		19:00			544	488	1032	
07:15			426	288	714		19:15			543	475	1018	
07:30			473	336	809		19:30			448	444	892	
07:45			505	1766	332	1239	19:45			546	2081	457	1864
					837	3005						1003	3945
08:00			509	347	856		20:00			490	483	973	
08:15			536	377	913		20:15			462	444	906	
08:30			586	385	971		20:30			460	413	873	
08:45			521	2152	374	1483	20:45			471	1883	401	1741
					895	3635						872	3624
09:00			514	345	859		21:00			409	385	794	
09:15			551	357	908		21:15			393	390	783	
09:30			534	356	890		21:30			376	371	747	
09:45			527	2126	377	1435	21:45			359	1537	359	1505
					904	3561						718	3042
10:00			511	336	847		22:00			430	379	809	
10:15			483	344	827		22:15			415	371	786	
10:30			526	412	938		22:30			398	371	769	
10:45			500	2020	412	1504	22:45			379	1622	346	1467
					912	3524						725	3089
11:00			427	421	848		23:00			347	382	729	
11:15			458	428	886		23:15			302	391	693	
11:30			478	460	938		23:30			307	345	652	
11:45			502	1865	458	1767	23:45			257	1213	320	1438
					960	3632						577	2651
TOTALS			13263	10442	23705		TOTALS			23443	21637	45080	
SPLIT %			56.0%	44.0%	34.5%		SPLIT %			52.0%	48.0%	65.5%	

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						36,706	32,079						68,785
AM Peak Hour			08:30	11:30	11:30		PM Peak Hour			13:45	14:15	14:15							
AM Pk Volume			2172	1867	3777		PM Pk Volume			2386	2154	4509							
Pk Hr Factor			0.927	0.983	0.984		Pk Hr Factor			0.912	0.960	0.945							
7 - 9 Volume	0	0	3918	2722	6640		4 - 6 Volume	0	0	4468	3858	8326							
7 - 9 Peak Hour			08:00	08:00	08:00		4 - 6 Peak Hour			16:15	16:30	16:15							
7 - 9 Pk Volume	0	0	2152	1483	3635		4 - 6 Pk Volume	0	0	2278	1967	4242							
Pk Hr Factor	0.000	0.000	0.918	0.963	0.936		Pk Hr Factor	0.000	0.000	0.959	0.951	0.955							

VOLUME

MacArthur Causeway Bet. Bridge Rd & Terminal Island

Day: Friday

City: Miami Beach

Date: 8/27/2021

Project #: FL21_140183_001

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						36,975	34,990						71,965
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							
00:00			157	249	406		12:00			440	486	926							
00:15			168	230	398		12:15			457	509	966							
00:30			150	240	390		12:30			511	508	1019							
00:45			140	615	195	914	12:45			424	1832	470	1973	894	3805				
01:00			138	181	319		13:00			480	465	945							
01:15			110	167	277		13:15			474	469	943							
01:30			100	148	248		13:30			514	497	1011							
01:45			92	440	142	638	13:45			492	1960	508	1939	1000	3899				
02:00			75	121	196		14:00			515	572	1087							
02:15			93	97	190		14:15			468	548	1016							
02:30			89	121	210		14:30			474	580	1054							
02:45			76	333	96	435	14:45			502	1959	551	2251	1053	4210				
03:00			66	85	151		15:00			514	533	1047							
03:15			70	69	139		15:15			510	607	1117							
03:30			61	80	141		15:30			492	527	1019							
03:45			60	257	94	328	15:45			521	2037	380	2047	901	4084				
04:00			61	74	135		16:00			519	453	972							
04:15			69	78	147		16:15			494	457	951							
04:30			68	84	152		16:30			491	438	929							
04:45			110	308	71	307	16:45			494	1998	554	1902	1048	3900				
05:00			120	81	201		17:00			504	542	1046							
05:15			130	97	227		17:15			516	599	1115							
05:30			141	109	250		17:30			493	526	1019							
05:45			207	598	97	384	17:45			491	2004	434	2101	925	4105				
06:00			206	124	330		18:00			471	468	939							
06:15			293	150	443		18:15			505	531	1036							
06:30			364	201	565		18:30			474	454	928							
06:45			434	1297	202	677	18:45			561	2011	467	1920	1028	3931				
07:00			425	280	705		19:00			473	497	970							
07:15			462	318	780		19:15			532	476	1008							
07:30			461	314	775		19:30			500	480	980							
07:45			517	1865	326	1238	19:45			504	2009	442	1895	946	3904				
08:00			572	356	928		20:00			472	497	969							
08:15			562	386	948		20:15			452	452	904							
08:30			563	391	954		20:30			500	446	946							
08:45			628	2325	354	1487	20:45			454	1878	458	1853	912	3731				
09:00			580	375	955		21:00			470	404	874							
09:15			531	372	903		21:15			444	445	889							
09:30			608	378	986		21:30			442	441	883							
09:45			552	2271	368	1493	21:45			442	1798	422	1712	864	3510				
10:00			532	370	902		22:00			428	451	879							
10:15			548	403	951		22:15			428	449	877							
10:30			569	439	1008		22:30			454	450	904							
10:45			548	2197	490	1702	22:45			419	1729	404	1754	823	3483				
11:00			484	500	984		23:00			371	553	924							
11:15			408	539	947		23:15			389	483	872							
11:30			450	518	968		23:30			339	458	797							
11:45			480	1822	520	2077	23:45			333	1432	469	1963	802	3395				
TOTALS			14328	11680	26008		TOTALS			22647	23310	45957							
SPLIT %			55.1%	44.9%	36.1%		SPLIT %			49.3%	50.7%	63.9%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						36,975	34,990						71,965
AM Peak Hour			08:45	11:00	10:15		PM Peak Hour			18:45	14:30	14:30							
AM Pk Volume			2347	2077	3981		PM Pk Volume			2066	2271	4271							
Pk Hr Factor			0.934	0.963	0.959		Pk Hr Factor			0.921	0.935	0.956							
7 - 9 Volume	0	0	4190	2725	6915		4 - 6 Volume	0	0	4002	4003	8005							
7 - 9 Peak Hour			08:00	08:00	08:00		4 - 6 Peak Hour			16:45	16:45	16:45							
7 - 9 Pk Volume	0	0	2325	1487	3812		4 - 6 Pk Volume	0	0	2007	2221	4228							
Pk Hr Factor	0.000	0.000	0.926	0.951	0.970		Pk Hr Factor	0.000	0.000	0.972	0.927	0.948							

VOLUME

MacArthur Causeway Bet. Bridge Rd & Terminal Island

Day: Saturday
Date: 8/28/2021City: Miami Beach
Project #: FL21_140183_001

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0						37,891	38,039	75,930	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			315	454	769		12:00			545	463	1008			
00:15			314	417	731		12:15			563	474	1037			
00:30			303	433	736		12:30			541	495	1036			
00:45			263	1195	388	1692	651	2887	12:45	557	2206	500	1932	1057	4138
01:00			226	388	614		13:00			514	532	1046			
01:15			235	344	579		13:15			565	591	1156			
01:30			203	323	526		13:30			606	525	1131			
01:45			213	877	277	1332	490	2209	13:45	526	2211	535	2183	1061	4394
02:00			176	302	478		14:00			513	535	1048			
02:15			170	272	442		14:15			550	541	1091			
02:30			171	247	418		14:30			509	568	1077			
02:45			152	669	239	1060	391	1729	14:45	523	2095	576	2220	1099	4315
03:00			152	215	367		15:00			507	658	1165			
03:15			156	165	321		15:15			524	656	1180			
03:30			156	214	370		15:30			545	612	1157			
03:45			124	588	198	792	322	1380	15:45	488	2064	513	2439	1001	4503
04:00			137	250	387		16:00			509	454	963			
04:15			117	236	353		16:15			503	520	1023			
04:30			144	209	353		16:30			481	506	987			
04:45			121	519	175	870	296	1389	16:45	518	2011	537	2017	1055	4028
05:00			114	163	277		17:00			462	498	960			
05:15			111	158	269		17:15			521	499	1020			
05:30			133	140	273		17:30			546	475	1021			
05:45			139	497	121	582	260	1079	17:45	522	2051	475	1947	997	3998
06:00			147	158	305		18:00			527	452	979			
06:15			166	115	281		18:15			487	550	1037			
06:30			267	148	415		18:30			578	502	1080			
06:45			312	892	133	554	445	1446	18:45	574	2166	492	1996	1066	4162
07:00			234	186	420		19:00			492	529	1021			
07:15			220	200	420		19:15			564	473	1037			
07:30			259	172	431		19:30			517	576	1093			
07:45			304	1017	178	736	482	1753	19:45	500	2073	546	2124	1046	4197
08:00			302	214	516		20:00			526	548	1074			
08:15			304	219	523		20:15			504	558	1062			
08:30			340	256	596		20:30			467	579	1046			
08:45			412	1358	254	943	666	2301	20:45	490	1987	514	2199	1004	4186
09:00			349	303	652		21:00			458	502	960			
09:15			390	291	681		21:15			467	486	953			
09:30			424	340	764		21:30			489	490	979			
09:45			498	1661	363	1297	861	2958	21:45	515	1929	464	1942	979	3871
10:00			520	347	867		22:00			459	497	956			
10:15			466	367	833		22:15			455	452	907			
10:30			557	366	923		22:30			456	473	929			
10:45			539	2082	427	1507	966	3589	22:45	443	1813	526	1948	969	3761
11:00			510	436	946		23:00			453	503	956			
11:15			557	443	1000		23:15			433	528	961			
11:30			589	451	1040		23:30			455	471	926			
11:45			552	2208	449	1779	1001	3987	23:45	381	1722	446	1948	827	3670
TOTALS			13563	13144	26707		TOTALS			24328	24895	49223			
SPLIT %			50.8%	49.2%	35.2%		SPLIT %			49.4%	50.6%	64.8%			

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						37,891	38,039						75,930
AM Peak Hour			11:30	11:45	11:30		PM Peak Hour			12:45	14:45	14:45							
AM Pk Volume			2249	1881	4086		PM Pk Volume			2242	2502	4601							
Pk Hr Factor			0.955	0.950	0.982		Pk Hr Factor			0.925	0.951	0.975							
7 - 9 Volume	0	0	2375	1679	4054		4 - 6 Volume	0	0	4062	3964	8026							
7 - 9 Peak Hour			08:00	08:00	08:00		4 - 6 Peak Hour			17:00	16:15	16:45							
7 - 9 Pk Volume	0	0	1358	943	2301		4 - 6 Pk Volume	0	0	2051	2061	4056							
Pk Hr Factor	0.000	0.000	0.824	0.921	0.864		Pk Hr Factor	0.000	0.000	0.939	0.959	0.961							

VOLUME

MacArthur Causeway Bet. Bridge Rd & Terminal Island

Day: Sunday
Date: 8/29/2021City: Miami Beach
Project #: FL21_140183_001

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						36,317	37,425						73,742
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							
00:00			415	467	882		12:00			614	482	1096							
00:15			349	489	838		12:15			566	506	1072							
00:30			346	464	810		12:30			536	482	1018							
00:45			331	1441	411	1831	12:45			614	2330	507	1977	1121	4307				
01:00			285	398	683		13:00			581	519	1100							
01:15			271	380	651		13:15			574	517	1091							
01:30			273	366	639		13:30			570	462	1032							
01:45			199	1028	360	1504	13:45			584	2309	516	2014	1100	4323				
02:00			216	336	552		14:00			560	533	1093							
02:15			212	317	529		14:15			570	515	1085							
02:30			179	320	499		14:30			570	506	1076							
02:45			165	772	313	1286	14:45			643	2343	530	2084	1173	4427				
03:00			179	296	475		15:00			604	572	1176							
03:15			137	244	381		15:15			451	532	983							
03:30			160	241	401		15:30			519	556	1075							
03:45			149	625	256	1037	15:45			465	2039	652	2312	1117	4351				
04:00			146	260	406		16:00			541	586	1127							
04:15			120	275	395		16:15			595	657	1252							
04:30			151	261	412		16:30			533	698	1231							
04:45			120	537	243	1039	16:45			517	2186	675	2616	1192	4802				
05:00			127	236	363		17:00			434	611	1045							
05:15			131	208	339		17:15			467	586	1053							
05:30			145	167	312		17:30			462	510	972							
05:45			157	560	161	772	17:45			497	1860	482	2189	979	4049				
06:00			158	165	323		18:00			481	466	947							
06:15			183	144	327		18:15			492	496	988							
06:30			230	146	376		18:30			476	473	949							
06:45			253	824	123	578	18:45			483	1932	490	1925	973	3857				
07:00			222	182	404		19:00			470	497	967							
07:15			171	159	330		19:15			442	469	911							
07:30			230	159	389		19:30			483	494	977							
07:45			259	882	151	651	19:45			493	1888	467	1927	960	3815				
08:00			225	196	421		20:00			452	487	939							
08:15			255	188	443		20:15			441	545	986							
08:30			253	201	454		20:30			410	464	874							
08:45			324	1057	202	787	20:45			429	1732	435	1931	864	3663				
09:00			337	215	552		21:00			351	489	840							
09:15			364	252	616		21:15			382	385	767							
09:30			425	270	695		21:30			396	441	837							
09:45			424	1550	254	991	21:45			416	1545	392	1707	808	3252				
10:00			445	317	762		22:00			360	417	777							
10:15			450	298	748		22:15			373	400	773							
10:30			496	362	858		22:30			354	418	772							
10:45			548	1939	370	1347	22:45			334	1421	399	1634	733	3055				
11:00			600	428	1028		23:00			312	456	768							
11:15			585	374	959		23:15			320	375	695							
11:30			579	446	1025		23:30			302	396	698							
11:45			552	2316	447	1695	23:45			267	1201	364	1591	631	2792				
TOTALS			13531	13518	27049		TOTALS			22786	23907	46693							
SPLIT %			50.0%	50.0%	36.7%		SPLIT %			48.8%	51.2%	63.3%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						36,317	37,425						73,742
AM Peak Hour			11:15	11:45	11:30		PM Peak Hour			14:15	16:15	16:00							
AM Pk Volume			2330	1917	4192		PM Pk Volume			2387	2641	4802							
Pk Hr Factor			0.949	0.947	0.956		Pk Hr Factor			0.928	0.946	0.959							
7 - 9 Volume	0	0	1939	1438	3377		4 - 6 Volume	0	0	4046	4805	8851							
7 - 9 Peak Hour			08:00	08:00	08:00		4 - 6 Peak Hour			16:00	16:15	16:00							
7 - 9 Pk Volume	0	0	1057	787	1844		4 - 6 Pk Volume	0	0	2186	2641	4802							
Pk Hr Factor	0.000	0.000	0.816	0.974	0.876		Pk Hr Factor	0.000	0.000	0.918	0.946	0.959							

VOLUME

Terminal Island Bet. MacArthur Causeway & Crosswalk to the Ferry Parking Garage

Day: Thursday

City: Miami Beach

Date: 8/26/2021

Project #: FL21_140183_002

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,981	1,421						3,402
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			3	6	9		12:00			18	26	44							44
00:15			2	2	4		12:15			31	21	52							52
00:30			6	7	13		12:30			20	24	44							44
00:45			6	17	4	19	12:45			18	87	27	98	45	185				
01:00			1	3	4		13:00			20	20	40							40
01:15			3	1	4		13:15			26	39	65							65
01:30			0	0	0		13:30			23	42	65							65
01:45			0	4	0	4	13:45			16	85	47	148	63	233				
02:00			2	0	2		14:00			17	42	59							59
02:15			1	1	2		14:15			21	47	68							68
02:30			0	1	1		14:30			21	35	56							56
02:45			3	6	0	2	14:45			7	66	51	175	58	241				
03:00			1	1	2		15:00			16	35	51							51
03:15			2	1	3		15:15			1	1	2							2
03:30			3	1	4		15:30			0	0	0							0
03:45			4	10	2	5	15:45			2	19	10	46	12	65				
04:00			8	1	9		16:00			18	33	51							51
04:15			12	3	15		16:15			15	51	66							66
04:30			17	3	20		16:30			15	36	51							51
04:45			28	65	4	11	16:45			8	56	38	158	46	214				
05:00			23	3	26		17:00			7	23	30							30
05:15			45	9	54		17:15			6	27	33							33
05:30			31	6	37		17:30			8	24	32							32
05:45			43	142	23	41	17:45			4	25	23	97	27	122				
06:00			71	7	78		18:00			4	9	13							13
06:15			108	11	119		18:15			12	14	26							26
06:30			105	11	116		18:30			9	12	21							21
06:45			71	355	8	37	18:45			12	37	7	42	19	79				
07:00			73	5	78		19:00			13	19	32							32
07:15			90	8	98		19:15			11	17	28							28
07:30			69	18	87		19:30			10	21	31							31
07:45			60	292	10	41	19:45			6	40	11	68	17	108				
08:00			79	16	95		20:00			9	9	18							18
08:15			44	18	62		20:15			16	17	33							33
08:30			51	13	64		20:30			14	10	24							24
08:45			31	205	20	67	20:45			4	43	13	49	17	92				
09:00			47	8	55		21:00			14	9	23							23
09:15			26	9	35		21:15			8	10	18							18
09:30			34	14	48		21:30			9	11	20							20
09:45			31	138	18	49	21:45			11	42	17	47	28	89				
10:00			23	15	38		22:00			12	11	23							23
10:15			25	15	40		22:15			10	16	26							26
10:30			22	19	41		22:30			8	6	14							14
10:45			18	88	16	65	22:45			12	42	15	48	27	90				
11:00			29	12	41		23:00			7	9	16							16
11:15			22	13	35		23:15			6	9	15							15
11:30			28	20	48		23:30			2	8	10							10
11:45			19	98	24	69	23:45			4	19	9	35	13	54				
TOTALS			1420	410	1830		TOTALS			561	1011	1572							1572
SPLIT %			77.6%	22.4%	53.8%		SPLIT %			35.7%	64.3%	46.2%							46.2%

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,981	1,421						3,402
AM Peak Hour			06:15	11:45	06:00		PM Peak Hour			12:15	13:30	13:30							13:30
AM Pk Volume			357	95	392		PM Pk Volume			89	178	255							255
Pk Hr Factor			0.826	0.913	0.824		Pk Hr Factor			0.718	0.947	0.938							0.938
7 - 9 Volume	0	0	497	108	605		4 - 6 Volume	0	0	81	255	336							336
7 - 9 Peak Hour			07:15	08:00	07:15		4 - 6 Peak Hour			16:00	16:00	16:00							16:00
7 - 9 Pk Volume	0	0	298	67	350		4 - 6 Pk Volume	0	0	56	158	214							214
Pk Hr Factor	0.000	0.000	0.828	0.838	0.893		Pk Hr Factor	0.000	0.000	0.778	0.775	0.811							0.811

VOLUME

Terminal Island Bet. MacArthur Causeway & Crosswalk to the Ferry Parking Garage

Day: Friday

City: Miami Beach

Date: 8/27/2021

Project #: FL21_140183_002

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0	1,824					1,460	3,284				
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL					
00:00			3	7	10		12:00			22	21	43					
00:15			6	4	10		12:15			19	25	44					
00:30			7	8	15		12:30			22	28	50					
00:45			3	19	1	20	12:45			11	74	28	102				
01:00			1	2	3		13:00			21	33	54					
01:15			1	4	5		13:15			22	20	42					
01:30			0	0	0		13:30			14	28	42					
01:45			2	4	1	7	13:45			14	71	16	97				
02:00			0	0	0		14:00			23	42	65					
02:15			2	1	3		14:15			21	33	54					
02:30			4	3	7		14:30			23	22	45					
02:45			0	6	0	4	14:45			13	80	39	136				
03:00			1	0	1		15:00			18	25	43					
03:15			2	0	2		15:15			13	44	57					
03:30			5	2	7		15:30			16	60	76					
03:45			5	13	2	4	15:45			17	64	29	158				
04:00			5	2	7		16:00			16	36	52					
04:15			15	5	20		16:15			10	35	45					
04:30			18	2	20		16:30			16	23	39					
04:45			11	49	6	15	16:45			7	49	34	128				
05:00			30	5	35		17:00			7	25	32					
05:15			37	11	48		17:15			8	32	40					
05:30			31	7	38		17:30			15	33	48					
05:45			42	140	12	35	17:45			6	36	13	103				
06:00			61	8	69		18:00			6	12	18					
06:15			87	12	99		18:15			6	15	21					
06:30			81	6	87		18:30			10	15	25					
06:45			66	295	6	32	18:45			10	32	13	55				
07:00			60	13	73		19:00			8	16	24					
07:15			67	11	78		19:15			14	15	29					
07:30			67	14	81		19:30			12	15	27					
07:45			44	238	10	48	19:45			9	43	9	55				
08:00			63	24	87		20:00			11	7	18					
08:15			43	19	62		20:15			8	14	22					
08:30			42	12	54		20:30			10	7	17					
08:45			34	182	9	64	20:45			7	36	12	40				
09:00			35	9	44		21:00			12	9	21					
09:15			30	9	39		21:15			13	7	20					
09:30			37	11	48		21:30			9	11	20					
09:45			25	127	14	43	21:45			6	40	9	36				
10:00			20	13	33		22:00			15	13	28					
10:15			23	21	44		22:15			6	7	13					
10:30			27	21	48		22:30			16	18	34					
10:45			15	85	34	89	22:45			6	43	18	56				
11:00			19	28	47		23:00			1	12	13					
11:15			13	24	37		23:15			5	9	14					
11:30			21	22	43		23:30			7	15	22					
11:45			27	80	17	91	23:45			5	18	6	42				
TOTALS				1238	452	1690	TOTALS				586	1008	1594				
SPLIT %				73.3%	26.7%	51.5%	SPLIT %				36.8%	63.2%	48.5%				

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,824	1,460						3,284
AM Peak Hour			06:00	10:45	06:15		PM Peak Hour			13:45	15:15	15:15							15:15
AM Pk Volume			295	108	331		PM Pk Volume			81	169	231							231
Pk Hr Factor			0.848	0.794	0.836		Pk Hr Factor			0.880	0.704	0.760							0.760
7 - 9 Volume	0	0	420	112	532		4 - 6 Volume	0	0	85	231	316							316
7 - 9 Peak Hour			07:15	07:30	07:15		4 - 6 Peak Hour			16:00	16:00	16:00							16:00
7 - 9 Pk Volume	0	0	241	67	300		4 - 6 Pk Volume	0	0	49	128	177							177
Pk Hr Factor	0.000	0.000	0.899	0.698	0.862		Pk Hr Factor	0.000	0.000	0.766	0.889	0.851							0.851

VOLUME

Terminal Island Bet. MacArthur Causeway & Crosswalk to the Ferry Parking Garage

Day: Saturday
Date: 8/28/2021City: Miami Beach
Project #: FL21_140183_002

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0	1,344					1,110	2,454		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			6	11	17		12:00			20	10	30			
00:15			3	9	12		12:15			19	16	35			
00:30			5	9	14		12:30			13	11	24			
00:45			3	17	6	35	12:45			31	83	8	45	39	128
01:00			3	3	6		13:00			26	23	49			
01:15			3	1	4		13:15			13	10	23			
01:30			2	1	3		13:30			26	16	42			
01:45			3	11	3	8	13:45			16	81	9	58	25	139
02:00			2	1	3		14:00			24	20	44			
02:15			3	2	5		14:15			20	21	41			
02:30			1	0	1		14:30			23	27	50			
02:45			3	9	1	4	14:45			17	84	13	81	30	165
03:00			2	3	5		15:00			25	34	59			
03:15			3	0	3		15:15			16	20	36			
03:30			2	4	6		15:30			21	25	46			
03:45			5	12	2	9	15:45			27	89	16	95	43	184
04:00			9	3	12		16:00			12	10	22			
04:15			13	5	18		16:15			15	14	29			
04:30			14	8	22		16:30			18	24	42			
04:45			6	42	3	19	16:45			9	54	19	67	28	121
05:00			9	8	17		17:00			9	16	25			
05:15			24	10	34		17:15			17	14	31			
05:30			14	9	23		17:30			15	19	34			
05:45			16	63	9	36	17:45			16	57	13	62	29	119
06:00			12	7	19		18:00			9	12	21			
06:15			19	8	27		18:15			11	20	31			
06:30			21	11	32		18:30			17	14	31			
06:45			24	76	8	34	18:45			15	52	22	68	37	120
07:00			18	7	25		19:00			11	23	34			
07:15			22	9	31		19:15			15	18	33			
07:30			16	5	21		19:30			11	25	36			
07:45			21	77	4	25	19:45			11	48	10	76	21	124
08:00			22	12	34		20:00			14	13	27			
08:15			24	13	37		20:15			7	15	22			
08:30			35	12	47		20:30			8	14	22			
08:45			14	95	15	52	20:45			6	35	6	48	12	83
09:00			14	14	28		21:00			10	7	17			
09:15			29	9	38		21:15			13	11	24			
09:30			22	9	31		21:30			13	18	31			
09:45			14	79	8	40	21:45			9	45	8	44	17	89
10:00			19	10	29		22:00			4	8	12			
10:15			19	10	29		22:15			12	13	25			
10:30			22	15	37		22:30			10	21	31			
10:45			26	86	17	52	22:45			10	36	23	65	33	101
11:00			17	13	30		23:00			9	4	13			
11:15			29	12	41		23:15			9	14	23			
11:30			18	16	34		23:30			6	7	13			
11:45			21	85	11	52	23:45			4	28	10	35	14	63
TOTALS			652	366	1018		TOTALS			692	744	1436			
SPLIT %			64.0%	36.0%	41.5%		SPLIT %			48.2%	51.8%	58.5%			

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0	1,344					1,110	2,454				
AM Peak Hour			07:45	10:45	10:30		PM Peak Hour			12:45	14:15	15:00					
AM Pk Volume			102	58	151		PM Pk Volume			96	95	184					
Pk Hr Factor			0.729	0.853	0.878		Pk Hr Factor			0.774	0.699	0.780					
7 - 9 Volume	0	0	172	77	249		4 - 6 Volume	0	0	111	129	240					
7 - 9 Peak Hour			07:45	08:00	08:00		4 - 6 Peak Hour			17:00	16:15	16:30					
7 - 9 Pk Volume	0	0	102	52	147		4 - 6 Pk Volume	0	0	57	73	126					
Pk Hr Factor	0.000	0.000	0.729	0.867	0.782		Pk Hr Factor	0.000	0.000	0.838	0.760	0.750					

VOLUME

Terminal Island Bet. MacArthur Causeway & Crosswalk to the Ferry Parking Garage

Day: Sunday

City: Miami Beach

Date: 8/29/2021

Project #: FL21_140183_002

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0	1,108					935	2,043		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			2	8	10		12:00			10	8	18			
00:15			4	8	12		12:15			16	15	31			
00:30			5	10	15		12:30			23	13	36			
00:45			4	15	5	31	12:45			23	72	12	48	35	120
01:00			2	5	7		13:00			17	18	35			
01:15			1	4	5		13:15			25	9	34			
01:30			3	0	3		13:30			26	13	39			
01:45			1	7	5	14	13:45			19	87	14	54	33	141
02:00			2	2	4		14:00			15	9	24			
02:15			1	0	1		14:15			21	16	37			
02:30			5	1	6		14:30			22	13	35			
02:45			0	8	0	3	14:45			16	74	14	52	30	126
03:00			1	3	4		15:00			22	23	45			
03:15			1	0	1		15:15			8	17	25			
03:30			2	1	3		15:30			18	17	35			
03:45			3	7	0	4	15:45			16	64	12	69	28	133
04:00			2	0	2		16:00			8	15	23			
04:15			7	3	10		16:15			8	12	20			
04:30			11	3	14		16:30			16	19	35			
04:45			4	24	5	11	16:45			19	51	33	79	52	130
05:00			7	4	11		17:00			11	20	31			
05:15			13	11	24		17:15			9	15	24			
05:30			11	3	14		17:30			9	16	25			
05:45			10	41	4	22	17:45			11	40	19	70	30	110
06:00			9	7	16		18:00			7	17	24			
06:15			18	6	24		18:15			19	12	31			
06:30			16	7	23		18:30			14	12	26			
06:45			15	58	4	24	18:45			13	53	7	48	20	101
07:00			12	7	19		19:00			7	14	21			
07:15			20	6	26		19:15			11	14	25			
07:30			17	8	25		19:30			15	13	28			
07:45			17	66	7	28	19:45			8	41	10	51	18	92
08:00			17	8	25		20:00			14	13	27			
08:15			17	6	23		20:15			3	7	10			
08:30			18	7	25		20:30			13	11	24			
08:45			13	65	6	27	20:45			5	35	9	40	14	75
09:00			20	8	28		21:00			8	22	30			
09:15			18	6	24		21:15			3	6	9			
09:30			21	12	33		21:30			3	15	18			
09:45			19	78	6	32	21:45			8	22	13	56	21	78
10:00			20	9	29		22:00			7	16	23			
10:15			16	11	27		22:15			10	12	22			
10:30			19	9	28		22:30			6	17	23			
10:45			10	65	5	34	22:45			11	34	10	55	21	89
11:00			27	14	41		23:00			5	6	11			
11:15			13	11	24		23:15			6	15	21			
11:30			22	10	32		23:30			4	12	16			
11:45			20	82	5	40	23:45			4	19	10	43	14	62
TOTALS	516					270	TOTALS	592					665	1257	
SPLIT %	65.6%					34.4%	SPLIT %	47.1%					52.9%	61.5%	

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,108	935						2,043
AM Peak Hour			11:00	11:45	11:00		PM Peak Hour			12:45	16:30	14:15							
AM Pk Volume			82	41	122		PM Pk Volume			91	87	147							
Pk Hr Factor			0.759	0.683	0.744		Pk Hr Factor			0.875	0.659	0.817							
7 - 9 Volume	0	0	131	55	186		4 - 6 Volume	0	0	91	149	240							
7 - 9 Peak Hour			07:15	07:15	07:15		4 - 6 Peak Hour			16:30	16:30	16:30							
7 - 9 Pk Volume	0	0	71	29	100		4 - 6 Pk Volume	0	0	55	87	142							
Pk Hr Factor	0.000	0.000	0.888	0.906	0.962		Pk Hr Factor	0.000	0.000	0.724	0.659	0.683							

Signal Timings

TOD Schedule Report

for 2640: Alton Rd&5 St

Print Date:
5/8/2020

Print Time:
2:04 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2640	Alton Rd&5 St	DOW-6		[03] AM PEAK	120	96	N/A	3	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
WBL	EBT	NBT	SBT	-	WBT	-	-
5	45	18	28	0	56	0	0



Active Phase Bank: Phase Bank 3

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red												
Phase Bank																																
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3														
1 WBL	0	-	0	-	0	0	0	-	0	5	-	5	-	5	-	5	-	5	25	-	20	-	7	4	2.3							
2 EBT	7	-	7	-	7	22	-	22	-	22	5	-	5	-	5	1	-	1	-	1	30	-	30	-	30	4	2					
3 NBT	7	-	7	-	7	10	-	10	-	10	7	-	7	-	7	3	-	3	-	3	18	-	18	-	16	33	-	30	-	30	4	2
4 SBT	7	-	7	-	7	18	-	18	-	18	7	-	7	-	7	3.5	-	3.5	-	3.5	15	-	17	-	8	38	-	38	-	28	4	2
5 -	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	0	0	0	0	
6 WBT	7	-	7	-	7	22	-	22	-	22	5	-	5	-	5	1	-	1	-	1	30	-	30	-	30	0	-	30	-	30	4	2
7 -	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	0	0	0	0	
8 -	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	0	0	0	0	

Last In Service Date: unknown

Permitted Phases	12345678
Default	1234-6--
External Permit 0	1234-6--
External Permit 1	1234-6--
External Permit 2	1234-6--

TOD Schedule Report

for 2640: Alton Rd&5 St

Print Date:
5/8/2020

Print Time:
2:04 AM

Current TOD Schedule		Green Time									
		Plan	Cycle	1	2	3	4	5	6	7	8
Time	Function	Plan	Cycle	WB	EBT	NBT	SBT	-	WBT	-	-
1	TOD OUTPUTS	3	170	10	90	19	27	0	106	0	0
2	TOD LOCAL MULTIFU	2	150	5	64	30	27	0	75	0	0
3	TOD LOCAL MULTIFU	3	120	5	45	18	28	0	56	0	0
4	TOD OUTPUTS	6	150	5	80	16	25	0	91	0	0
5	TOD OUTPUTS	5	150	5	67	20	34	0	78	0	0
6	TOD OUTPUTS	10	180	5	86	27	38	0	97	0	0
7	TOD OUTPUTS	6	170	5	78	30	33	0	89	0	0
8	TOD OUTPUTS	25	160	5	68	30	33	0	79	0	0
10	TOD OUTPUTS	1	160	10	80	20	26	0	96	0	0
14	TOD OUTPUTS	7	120	5	45	20	26	0	56	0	0
15	TOD OUTPUTS	8	130	5	51	27	23	0	62	0	0
16	TOD OUTPUTS	8	120	5	45	20	26	0	56	0	0
21	TOD LOCAL MULTIFU	25	220	10	138	20	28	0	154	0	0
22	TOD OUTPUTS	1	110	5	35	18	28	0	46	0	0
23	TOD OUTPUTS	7	110	5	35	18	28	0	46	0	0
24	TOD OUTPUTS	8	160	5	73	30	28	0	84	0	0
25	TOD OUTPUTS	8	140	5	65	18	28	0	76	0	0
26	TOD OUTPUTS	8	200	5	113	30	28	0	124	0	0
27	PED RECALL	8	140	5	65	18	28	0	76	0	0
28	PED RECALL	8	220	10	138	20	28	0	154	0	0

Local TOD Schedule

Time	Plan	DOW
0000	3	Su M T W Th F S
0500	2	M T W Th F S
0500	3	Su
0800	6	M T W Th F S
1000	5	M T W Th F S
1000	10	Su
1300	6	M T W Th F S
1615	25	M T W Th F S
1800	1	M T W Th F S
1800	7	Su
2200	8	M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	8----3--	Su M T W Th F S
0000	TOD LOCAL MULTIFU	----4---	Su M T W Th F S
0500	TOD LOCAL MULTIFU	-----	Su M T W Th F S
0700	TOD OUTPUTS	-----	M T W Th F
1000	TOD OUTPUTS	-----2-	Su M T W Th F S
1500	TOD OUTPUTS	-----	Su M T W Th F S
1800	TOD OUTPUTS	8----2-	M T W Th F
1800	PED RECALL	8--4---	M T W Th F
2200	PED RECALL	-----	M T W Th F

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	8----3--	Su M T W Th F S
0000	TOD LOCAL MULTIFUNCT	----4---	Su M T W Th F S
0000	PED RECALL	8--4---	Su
0500	TOD LOCAL MULTIFUNCT	-----	Su M T W Th F S
0700	TOD OUTPUTS	-----	M T W Th F
0800	TOD OUTPUTS	-----	Su
1000	TOD OUTPUTS	-----2-	Su M T W Th F S
1500	TOD OUTPUTS	-----	Su M T W Th F S
1800	TOD OUTPUTS	8----2-	M T W Th F
1800	PED RECALL	8--4---	M T W Th F
2000	TOD OUTPUTS	8----2-	Su
2200	PED RECALL	-----	M T W Th F
2359	PED RECALL	-----	Su

* 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

SIGNAL OPERATING PLAN

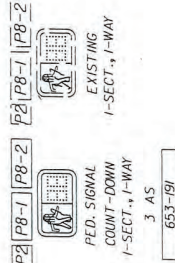


	Direction	WB	EB	NB				SB		Ped Heads			
Timing Phases	Head No.	1 LV	6	2	3	3/8	8	7/4	4	P2	P8-2	P8-1	Movements/Display/Actuation
(1+6) WB 5 STREET (ACTUATED)	Dwell	<G	G	R	<R	R	R	R	R	DW	DW	DW	
	C	2+6	<Y	G	R	<R	R	R	R	DW	DW	DW	
	l	3	<Y	Y	R	<R	R	R	R	DW	DW	DW	
	e	4	<Y	Y	R	<R	R	R	R	DW	DW	DW	
	a												
(2+6) E/WB 5 STREET (RECALL)	Dwell	<R	G	G	<R	R	R	R	R	W/F	DW	DW	
	C	3	<R	Y	Y	<R	R	R	R	DW	DW	DW	
	l	4	<R	Y	Y	<R	R	R	R	DW	DW	DW	
	e												
	a												
(3) NB ALTON RD (ACTUATED)	Dwell	<R	R	R	<G	<G/G	G	R	R	DW	DW	W/F	
	C	3	<R	R	R	<Y	Y	Y	R	R	DW	DW	
	l	4	<R	R	R	<Y	Y	Y	R	R	DW	DW	
	e	1+6	<R	R	R	<Y	Y	Y	R	R	DW	DW	
	a	2+6	<R	R	R	<Y	Y	Y	R	R	DW	DW	
(4) NB ALTON RD (ACTUATED)	Dwell	<R	R	R	<R	R	R	<G/G	G	DW	W/F	DW	
	C	1+6	<R	R	R	<R	R	R	Y	Y	DW	DW	
	l	2+6	<R	R	R	<R	R	R	Y	Y	DW	DW	
	e												
	a												
	Dwell												
	C												
	l												
	e												
	a												
	Dwell												
	C												
	l												
	e												
	a												
Flashing Operation		F<R	FY	FY	F<R	FR	FR	FR	FR				Page 1 of 1
Miami-Dade County Public Works Department													
Drawn		Date		ALTON RD & 5 STREET									
William Rivera-Paz		2/3/2012											
Checked		Date		Placed in Service				Phasing No.		Asset Number			
H. Hernandez		2/13/12		Date 2/29/12 By FSS				5		2640			

SIGNAL HEAD DETAILS



SIGNAL PEDESTAL DETAIL



NOTES

1. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY.
2. PEDESTRIAN SIGNAL HEADS SHALL BE ALIGNED TO THE CENTER OF FAR-SIDED END OF CROSSWALK THEY SERVE.
3. PEDESTRIAN DETECTOR TO BE AUDIBLE TYPE. ARROW ON THE CROSSWALK THEY SERVE
4. ITEM 690-100 INCLUDES THE COST OF REMOVAL AND DISPOSAL OF PULL BOXES AT THE INTERSECTION

REMOVAL ITEMS

DETECTORS FOR LOOPS	NO. OF LOOPS	NO. OF NEW DETS.	NO. OF EXIST. DETS.
L-1	1	1	1
L-3	2	1	1
L-4	1	1	1
L-8	1	1	1

CONTROLLER ITEMS

630-20	2 EA
690-70	2 EA
690-100	1 FI
630-7-1	1 FI
660-1-109	2 EA
670-5-420	1 AS

REVISIONS	DATE	DESCRIPTION

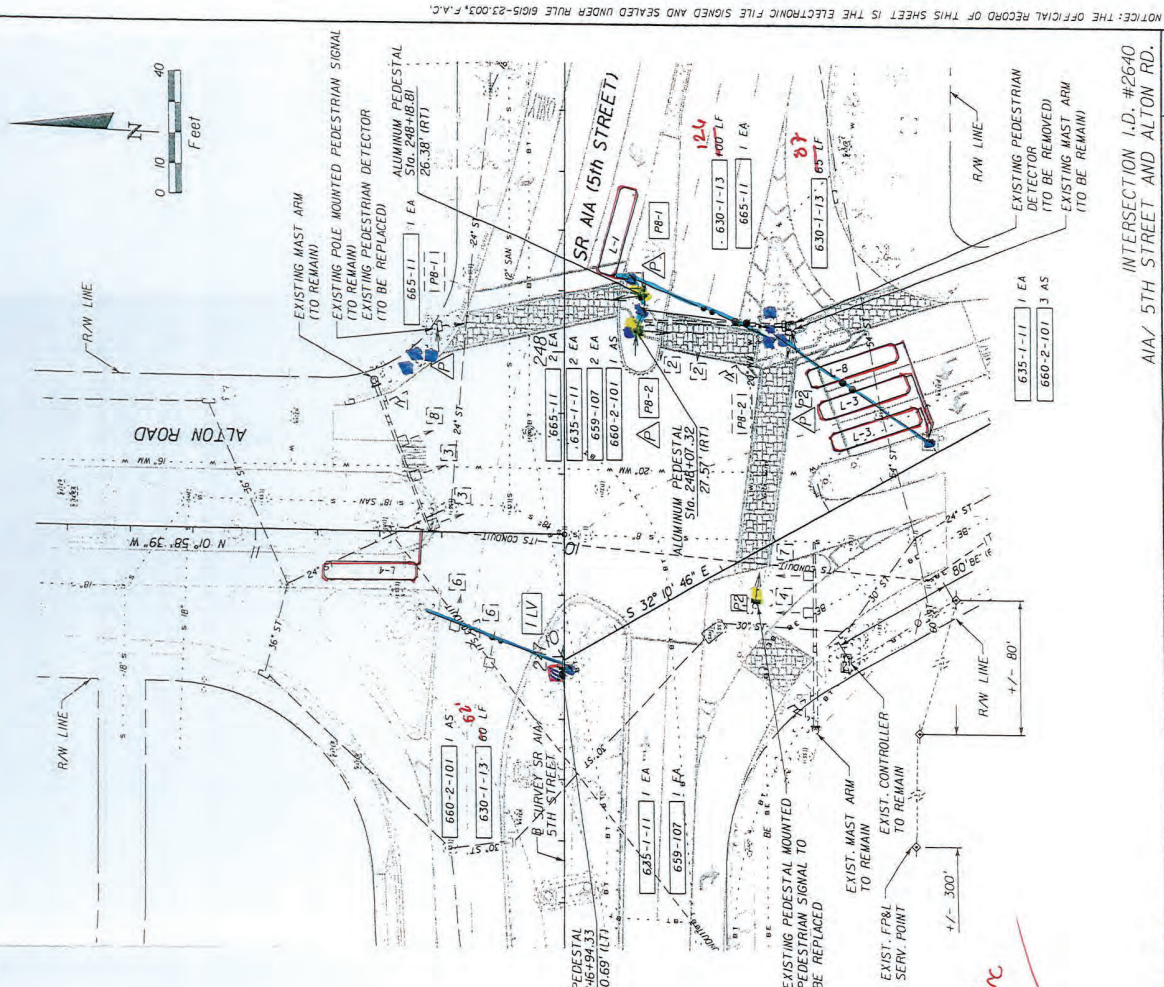
CORRADINO
4055 N.W. 97th Avenue, Doral, Florida, 33178
Ph: (305) 594-0735 Fax: (305) 594-0755
Certificate Of Authorization No. 8000986
E.O.R. Favara, Laverde P.E. No. 65346

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ROAD NO. A1A
COUNTY MIAMI-DADE
FINANCIAL PROJECT ID 414636-1-52-01

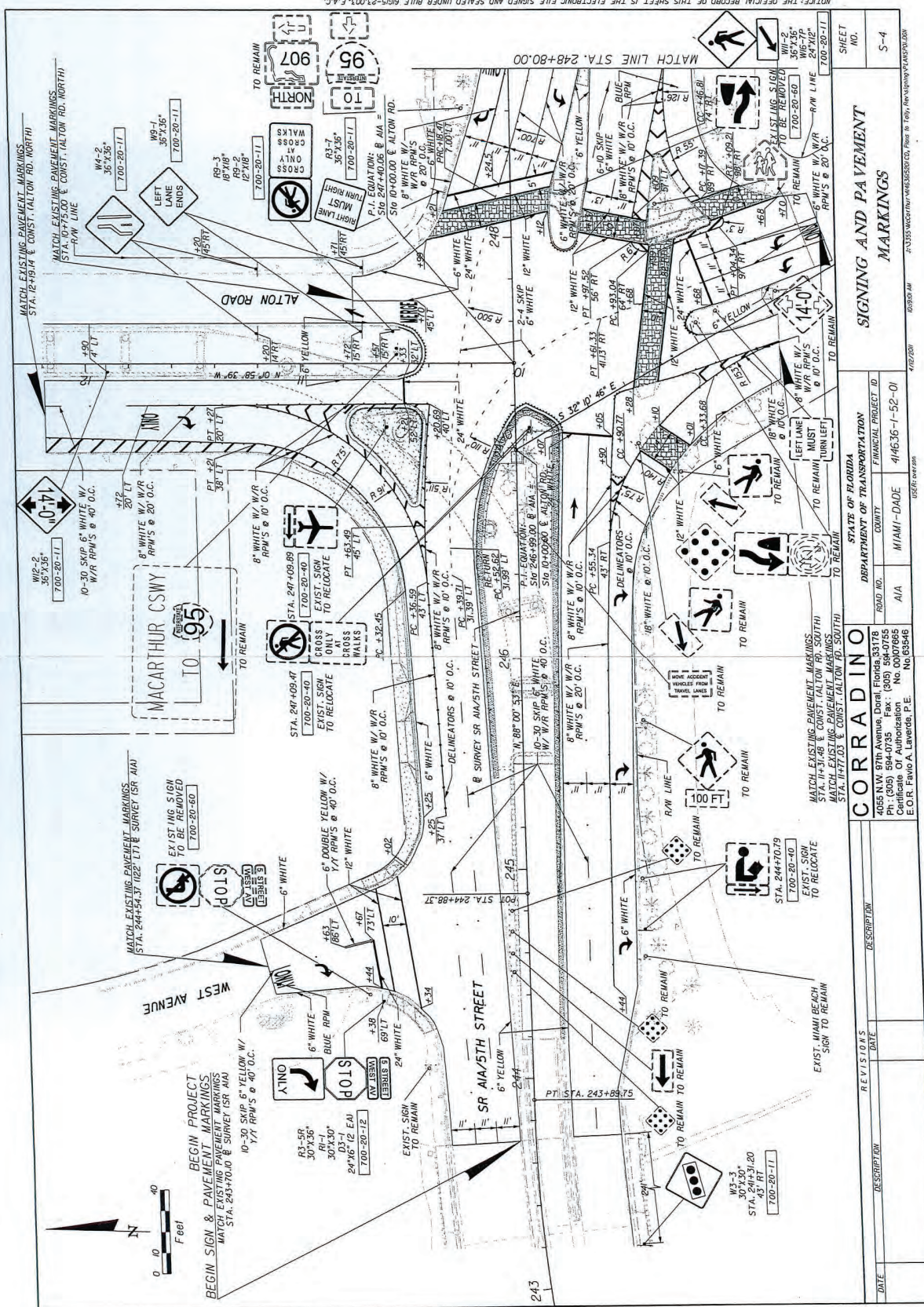
SIGNALIZATION PLAN

SHEET NO. T-4

INTERSECTION I.D. #2640
A1A/ 5TH STREET AND ALTON RD.



NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 6105-23.003, F.A.C.



TOD Schedule Report

for 2736: Mac Arthur Cswy&Terminal Isle

Print Date:
5/8/2020

Print Time:
2:06 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2736	Mac Arthur Cswy&Terminal Isle	DOW-6		[03] AM PEAK	120	37	N/A	3	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	WL+PED	-	WBL	EBT	WU-SERV	NBT
0	96	23	71	53	36	7	18







Active Phase Bank: Phase Bank 3

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red	
Phase Bank	1	2	3	1	2	3	1	2	3
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	0 - 0 - 0	0 - 0 - 0	20 - 20 - 20	1 - 1 - 1	30 - 50 - 60	0 - 98 - 60	0 - 98 - 60	4.8	2.5
3 WL+	4 - 4 - 4	19 - 19 - 19	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	10 - 10 - 10	3 - 3 - 3	10 - 12 - 12	26 - 22 - 26	4	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	12 - 12 - 12	4.8	4.8	2
6 EBT	0 - 0 - 0	0 - 0 - 0	20 - 20 - 20	1 - 1 - 1	30 - 50 - 60	0 - 98 - 60	0 - 98 - 60	4.8	2.5
7 WU-	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	7 - 7 - 7	7 - 7 - 7	7 - 7 - 7	4	2
8 NBT	0 - 0 - 0	0 - 0 - 0	10 - 10 - 10	3 - 3 - 3	10 - 10 - 10	30 - 30 - 30	4	4	2

Last In Service Date: 06/24/2010 14:16

Permitted Phases	12345678
Default	-2345678
External Permit 0	-2345678
External Permit 1	-2345678
External Permit 2	-2345678

TOD Schedule Report
for 2736: Mac Arthur Cswy&Terminal Isle

Print Date:
5/8/2020

Print Time:
2:06 AM

Current TOD Schedule		Green Time							
		1	2	3	4	5	6	7	8
Plan	Cycle	-	WBT	WL+	-	WBL	EBT	WU-	NBT
1	170	0	79	23	10	12	60	7	26
2	150	0	74	23	2	10	57	7	19
3	120	0	96	23	71	53	36	7	18
4	150	0	74	23	2	10	57	7	19
5	150	0	74	23	2	10	57	7	19
6	180	0	89	23	10	12	70	7	26
7	170	0	74	23	10	9	58	7	31
8	160	0	126	23	101	65	54	11	34
9	140	0	116	23	91	53	56	7	18
10	160	0	69	23	10	12	50	7	26
15	150	0	74	23	2	10	57	7	19
20	140	0	116	23	91	53	56	7	18
21	200	0	104	23	10	9	88	7	31
25	180	0	84	23	10	12	65	7	31
26	200	0	104	23	10	9	88	7	31
27	180	0	84	23	10	12	65	7	31
28	220	0	124	23	10	12	105	7	31

Local TOD Schedule		
Time	Plan	DOW
0000	3	Su M T W Th F S
0500	2	M T W Th F S
0500	3	Su
0800	6	M T W Th F S
1000	5	M T W Th F S
1000	10	Su
1300	6	M T W Th F S
1615	7	M T W Th F S
1800	1	M T W Th F S
1800	7	Su
2200	8	M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	M T W ThF
0000	TOD LOCAL MULTIFU	-----4--	Su M T W ThF S
0500	TOD OUTPUTS	-----	M T W ThF
0500	TOD LOCAL MULTIFU	-----	Su M T W ThF S
0630	TOD OUTPUTS	-----2-	M T W ThF
0930	TOD OUTPUTS	-----	M T W ThF
1445	TOD OUTPUTS	-----4--	M T W ThF
1615	TOD OUTPUTS	-----2-	M T W ThF
1845	TOD OUTPUTS	-----	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	M T W ThF
0000	TOD OUTPUTS	-----	Su
0000	TOD LOCAL MULTIFUNCT	-----4--	Su M T W ThF S
0100	TOD OUTPUTS	-----3--	Su
0500	TOD OUTPUTS	-----	M T W ThF
0500	TOD LOCAL MULTIFUNCT	-----	Su M T W ThF S
0600	TOD OUTPUTS	-----	Su
0630	TOD OUTPUTS	-----2-	M T W ThF
0930	TOD OUTPUTS	-----	M T W ThF
1000	TOD OUTPUTS	-----4--	Su
1445	TOD OUTPUTS	-----4--	M T W ThF
1615	TOD OUTPUTS	-----2-	M T W ThF
1800	TOD OUTPUTS	-----	Su
1845	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



Department of Transportation and Public Works
Traffic Signals and Signs Division
7100 NW 36th Street · Miami, Florida 33166 · 305-679-0040

Controller Programming Request Form (Rev. 9/2019)

RECEIVED
SEP 20 2019

TRAFFIC SIGNALS
& SIGNS DIVISION

Controller Programming Request

Asset ID:	2736	Location:	Macarthur Cswy and Terminal Isle
-----------	------	-----------	----------------------------------

☒ MDC Signal Const. Permit ☐ FDOT Project ☐ MDC Project	Contractor	Contractor Contact	Phone No.
2019005480	Signal Technology Inc	Robert Perez	561-719-9188

The Controller Programming Request form must be submitted to by a TSS approved signal contractor to TSS Construction Office for programming/signal modification request for Traffic Signals, HAWKs, or School Zone Flasher Time Clocks (TC). Contractor should provide School Zone Flasher Time Clock (optional) with this programming request. For new intersections, communication device (Digi) must be delivered to TSS with this programming request. For new intersections or intersections that are offline, the contractor must bring a new CPU (for D170 Controllers) or a new 2070LX Controller. Power and Communication must be available at the cabinet prior to inspection.

Contractor submitted: ☒ D170 CPU ☐ 2070LX Controller ☒ N/A

MDC TSS approved signal contractor must provide a copy of the signal construction permit.

Completion of the attached task(s) requested by: **Target Date:** 09/27/2019

Allow minimum of 10 working days per location. Additional intersections within the same project will require 5 additional days per intersection. The contractor must provide a scaled copy of the construction signalization plans 11"x17", preferably in electronic form.

TSS Received by: (Print Name) Passter Rodriguez Date: 9/20/19

TSS ENGINEERING OPERATIONS

The Traffic Engineer will provide the following documents as applicable: Intersection definition sheet(s), corresponding SOP, Detection Sheet, Signalization Plans, and any other applicable documents.

Prepared by (TE): Mario Hernandez Date: _____

Approved by (Manager or Designee): Hugo Hannas Date: 10/14/2020

TSS CONSTRUCTION

TSS Engineering released the timing request to TSS Construction

TSS Construction Received by: _____ Date: _____

TSS DIVISION RELEASE TO SIGNAL CONTRACTOR

Contractor Company: _____

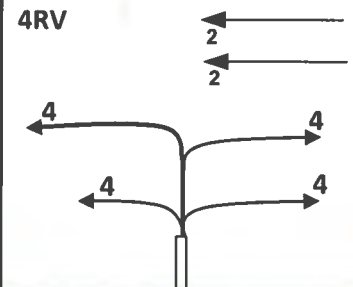
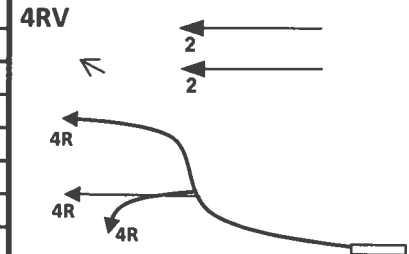
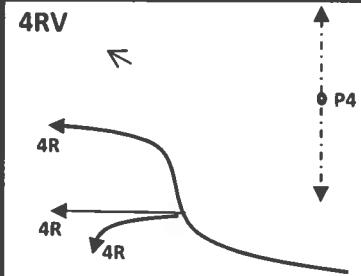
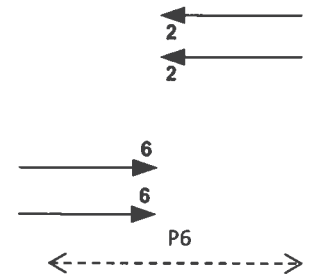
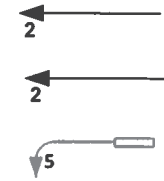
Received by Print Name: _____ Date: _____

SIGNAL OPERATING PLAN

	Direction	WB	EB	NWB	NB	Ped Heads	
Timing Phases	Head No.	5	2	6	4R 4RV	4	P6 P4
[2+5] WBL+WBT Mac ARTHUR CSWY	Dwell	<G	G	R	R R	R	DW DW
ACTUATED	2+6	<Y	G	R	R R	R	DW DW
[2+6] WBT+EBT	Dwell	<R	G	G	R R	R	W/F DW
RECALL	3	<R	Y	Y	R R	R	DW DW
	7+2	<R	Y	Y	R R	R	DW DW
	8+2	<R	Y	Y	R R	R	DW DW
	2+5	<R	Y	Y	R R	R	DW DW
[3+P4+7] TERMINAL EXIT OVERLAP	Dwell	<R	R	R	G G	R	DW W/F
ACTUATED BY P4	8+2	<R	R	R	Y Y	R	DW DW
	2+5	<R	R	R	Y Y	R	DW DW
	2+6	<R	R	R	Y Y	R	DW DW
[7+2] TERMINAL EXIT OVERLAP	Dwell	<R	G	R	G G	R	DW DW
ACTUATED BY VEHICLE	8+2	<R	G	R	Y Y	R	DW DW
	2+5	<R	G	R	Y Y	R	DW DW
	2+6	<R	G	R	Y Y	R	DW DW
[8] TERMINAL EXIT OVERLAP	Dwell	<R	G	R	R R	G	DW DW
ACTUATED BY VEHICLE	2+5	<R	G	R	R R	Y	DW DW
	2+6	<R	G	R	R R	Y	DW DW
	Dwell						
Flashing Operation		<FR	FY	FY	FR FR	FR	
Page 1 of 1							
MIAMI-DADE COUNTY PUBLIC WORK DEPARTMENT							
MLH	Date	McArthur & Terminal Island					
	10/5/2020						
Checked	Date	Placed in Service	Phasing No.	Asset Number			
H.L.	10/14/2020		8	2736			



Movements/Display/Actuation



DETECTOR RACK CONNECTION STANDARDIZATION FOR "170 E " CABINETS

ASSET # 2736 Locatio: Mac Arthur & Terminal Island

Detector	VEH/MOV	SLOT#	LOOP #	TERMINALS
D1		1		TBA4-(1,3)
D2		1		TBA4-(4,6)
D3		2		TBA4-(7,9)
D4		2		TBA4-(10,12)
D5		3		TBA4-(13,15)
D6		3		TBA4-(16,18)
D7		4		TBA3-(1,3)
D8		4		TBA3-(4,6)
D9	WBL	5	3	TBA3-(7,9)
D10		5		TBA3-(10,12)
D11		6		TBA3-(13,15)
D12		6		TBA3-(16,18)
D13	NWB	7	1	TBA2-(1,3)
D14		7		TBA2-(4,6)
D15	NBT	8	2	TBA2-(7,9)
D16		8		TBA2-(10,12)
D17		9		TBA2-(13,15)
D18		9		TBA2-(16,18)

Remarks:

This chart shall be used to achieve a standard connection of only one loop per detector channel.

When installed, loops are numbered clockwise beginning at controller site ex L1, L2, L3 etc.

All data shown is based on signal plan, field survey, or controller cabinet schematics.

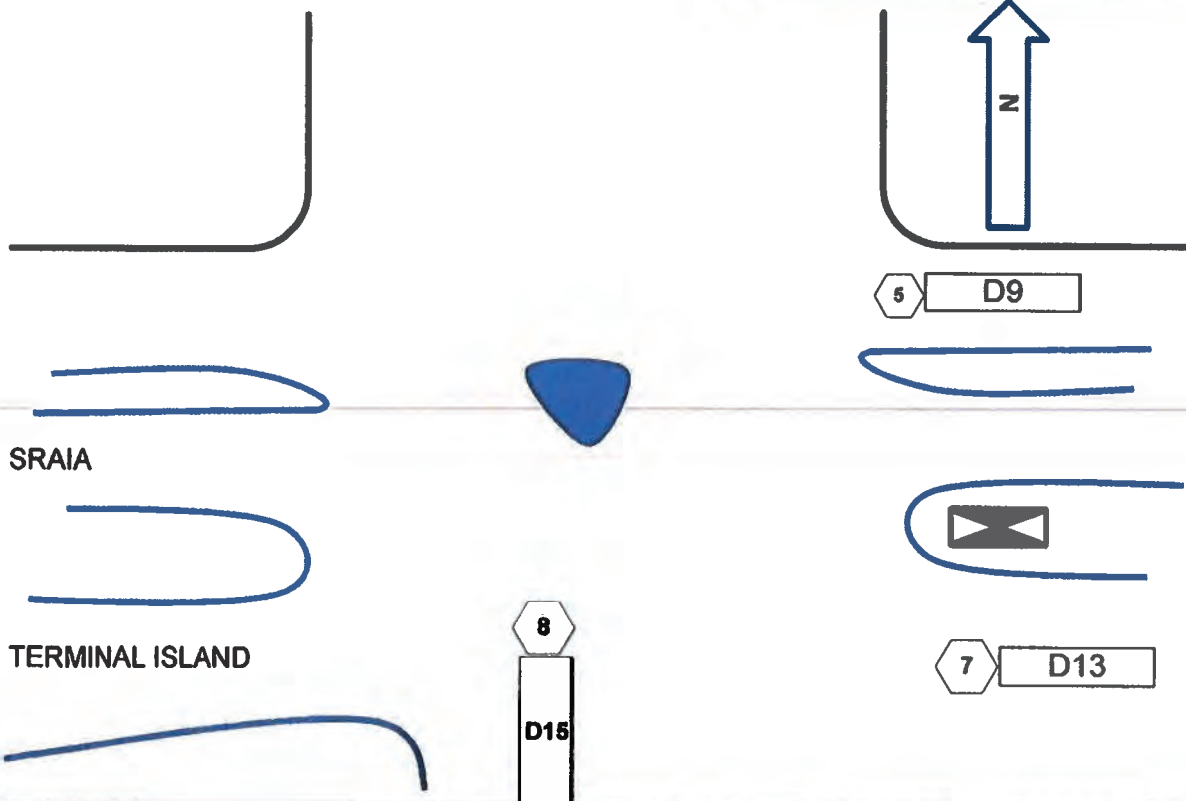
Use the "Detector Rack" table below to assign each loop the corresponding slot # / channel #. When all suggested assignments are used then use, other available slot / channel. Refer to Standard Rack Connection Standardization document for more details.

LEGEND:

DETECTOR : D16

CABINET: 

MOVEMENT: 15



Detector Rack 552 & 660

Movement	1 , 8R	2	3	4	5 4R	6	7	8
SLOT #	1	2	3	4	5	6	7	8
CHANNEL #	1	3	5	7	9	11	13	15
CHANNEL #	2	4	6	8	10	12	14	16

Asset # 2736	Location: MacArthur Cswy & Terminal Isle
--------------	--

Head
Display
Load SW

2		
R	Y	G
LS2		

4		
R	Y	G
LS8		

4R		
R	Y	G
LS 7		

4RV		
R	<Y	<G
LS 9		

Head
Display
Load SW

5		
<R	<Y	<G
LS 5		

6		
R	Y	G
LS6		

Head
Display
Load SW

P4
W/F
LS P4

P6
W/F
LS P6

TERMINAL ISLE

EXIST TO REMAIN

①



3 SECT 1-WAY
1 EXIST TO REMAIN



3 SECT 1-WAY
8 EXIST TO REMAIN

3-SECT 1-WAY
1 EXIST TO REMAIN

MacArthur CSWY

EXIST TO REMAIN

②



1-SECT 1-WAY
1 EXIST TO REMAIN

MacArthur CSWY

EXIST TO REMAIN

CONTROLLED OPERATIONS NOTES

1. MAJOR STREET SIGNAL USE
2. MINOR STREET SIGNAL USE
3. SIGNAL HEADS TO OPERATE FOR PHASES 3A, 3B, 4, AND 5

NOTES:

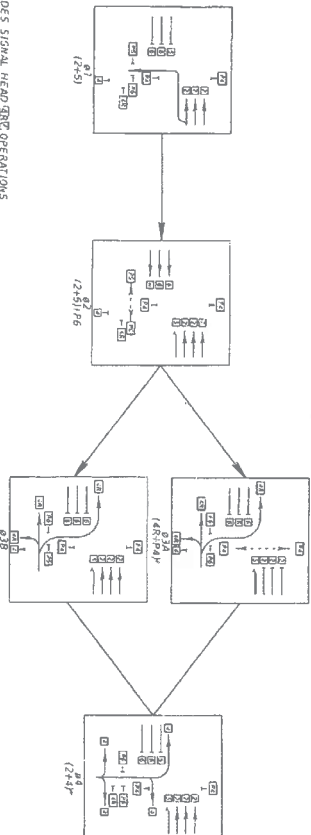
1. FPL POWER SERVICE POINT TO REMAIN. FPL SERVICE CONTACT: SCOTT EDWARDS
2. PHONE 305-377-4084
3. THERE IS NO AT-AT SERVICE POINT AT THIS LOCATION. COMMUNICATIONS THE CONTROLLER CABINET AT THE INTERSECTION OF SR 11 AND BRIDGE ROAD. CONTRACTOR TO MAINTAIN EXISTING INTERCONNECT PULL BOXES AND CABLES.
4. ADDITIONAL SIGNING AND PAVEMENT MARKINGS PROPOSED BY OTHERS. SEE ASSOCIATED ROADWAY PLANS.

REMOVAL ITEMS

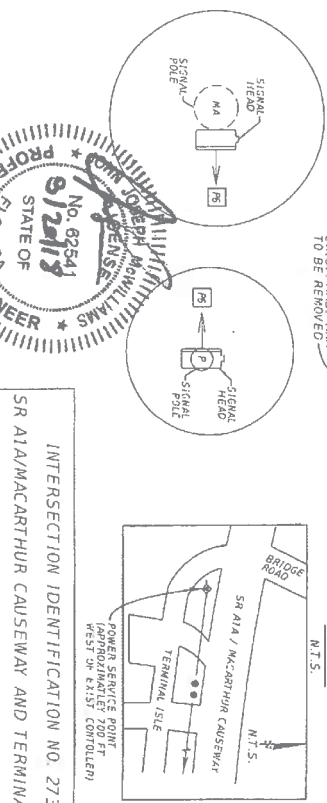
ITEM	QUANTITY
1. 4	1 EA
6. 1-2-50	1 EA
6. 2-25-3	1 EA

LOOP	NO OF LOOPS	NO. OF NEW DETECTORS
1-4	EX (1)	
1-4R	EX (1)	
1-5	EX (1)	

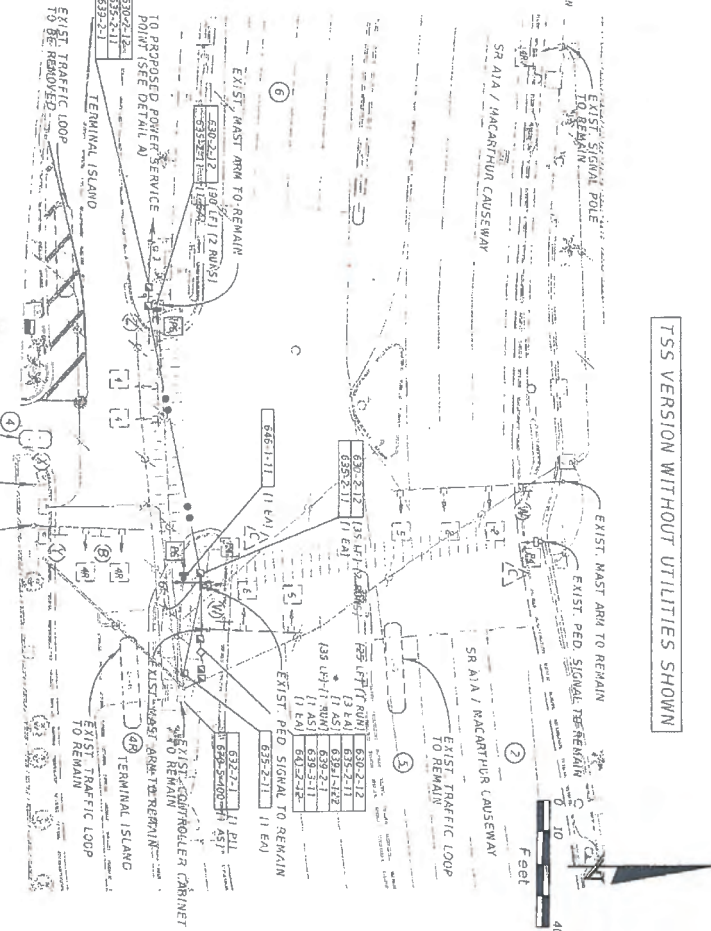
DETECTORS FOR LOOPS



SIGNAL OPERATIONS PLAN



DETAIL A
N.T.S.



TSS VERSION WITHOUT UTILITIES SHOWN

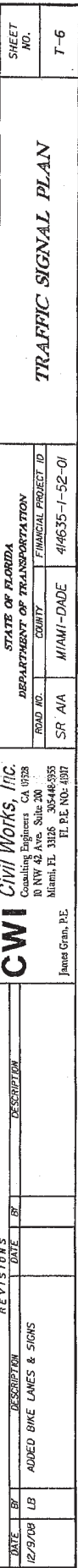
INTERSECTION IDENTIFICATION NO. 2736
SR 11A/MACARTHUR CAUSEWAY AND TERMINAL ISLE

SIGNALIZATION PLAN

Kimley-Horn
Corporate Registration
No. CA 00000556
JOHN JOSEPH AND ASSOCIATES, P.C.
600 NORTH MIAMI BLVD., SUITE 450
MIAMI, FL 33136

COMMUNITY ASSOCIATION
ROAD NO. A1A
COUNTY MIAMI-DADE

SHEET NO. T-6A



CWI
Civil Works, Inc.
Consulting Engineers CA 07326-0000
10 NW 42 Ave. Suite 200
Miami, FL 33126 305-448-3353
FL P.E. NO: 43919

TOD Schedule Report

for 2738: Mac Arthur Cswy&Star Isle

Print Date: 5/8/2020 Print Time: 2:06 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2738	Mac Arthur Cswy&Star Isle	DOW-6		[03] AM PEAK	120	44	N/A	3	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	EL+PED	-	-	EBT	NBT	SBT+PE
17	54	0	0	0	78	14	14



Active Phase Bank: Phase Bank 3

Phase	Phase Bank									Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red											
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3													
1 EBL	5	-	5	-	5	12	-	12	-	12	7	-	7	-	7	25	-	14	-	22	4.8	2						
2 WBT	0	-	0	-	0	0	-	0	-	0	18	-	18	-	18	1	-	1	45	-	45	0	-	45	-	60	4.8	2
3 EL+P	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	0
4 -	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	0
5 -	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	0
6 EBT	0	-	0	-	0	0	-	0	-	0	18	-	18	-	18	1	-	1	45	-	45	0	-	45	-	60	4.8	2
7 NBT	5	-	5	-	5	9	-	9	-	9	0	-	0	-	0	0	-	0	16	-	16	16	-	16	-	16	0	0
8 SBT+	0	-	0	-	0	0	-	0	-	0	5	-	5	-	5	3	-	2	8	-	8	22	-	14	-	22	4.8	2

Last In Service Date: unknown

Permitted Phases	12345678
Default	12---678
External Permit 0	12---678
External Permit 1	12---678
External Permit 2	12---678

TOD Schedule Report
for 2738: Mac Arthur Cswy&Star Isle

Print Date: 5/8/2020 Print Time: 2:06 AM

Current TOD Schedule	Plan	Green Time							
		1	2	3	4	5	6	7	8
		EBL	WBT	EL+P	-	-	EBT	NBT	SBT
1		170	17	104	0	0	128	14	14
2		150	17	84	0	0	108	14	14
3		120	17	54	0	0	78	14	14
4		150	17	84	0	0	108	14	14
5		150	17	84	0	0	108	14	14
6		180	17	114	0	0	138	14	14
7		170	17	104	0	0	128	14	14
8		160	17	94	0	0	118	14	14
10		160	17	94	0	0	118	14	14
15		150	17	84	0	0	108	14	14
20		140	17	74	0	0	98	14	14
21		200	17	134	0	0	158	14	14
25		180	17	114	0	0	138	14	14
26		200	17	134	0	0	158	14	14
27		180	17	114	0	0	138	14	14
28		220	17	154	0	0	178	14	14

Local TOD Schedule			
Time	Plan	DOW	
0000	3	Su	M T W Th F S
0500	2	M	T W Th F S
0500	3	Su	S
0800	6	M	T W Th F S
1000	10	Su	S
1130	5	M	T W Th F S
1300	6	M	T W Th F S
1615	7	M	T W Th F S
1800	1	M	T W Th F S
1800	7	Su	S
2000	4	Su	S
2200	8	M	T W Th F S

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	Su M T W Th F S
0000	TOD LOCAL MULTIFU	-----4---	Su M T W Th F S
0500	TOD LOCAL MULTIFU	-----	Su M T W Th F S
0500	TOD OUTPUTS	-----	M T W Th F
0930	TOD OUTPUTS	-----2-	M T W Th F
1500	TOD OUTPUTS	-----	M T W Th F

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	Su M T W Th F S
0000	TOD LOCAL MULTIFUNCT	-----4---	Su M T W Th F S
0500	TOD LOCAL MULTIFUNCT	-----	Su M T W Th F S
0500	TOD OUTPUTS	-----	M T W Th F
0930	TOD OUTPUTS	-----2-	M T W Th F
1000	TOD OUTPUTS	-----	Su
1500	TOD OUTPUTS	-----	M T W Th F

* 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



Department of Transportation and Public Works
Traffic Signals and Signs Division
 7100 NW 36th Street · Miami, Florida 33166 · 305-679-0040

Controller Programming Request

Asset ID:	2738	Location:	Macarthur Cswy and Bridge Rd
------------------	------	------------------	------------------------------

☒ MDC Signal Const. Permit ☐ FDOT Project ☐ MDC Project	Contractor	Contractor Contact	Phone No.
2019005479	Signal Technology Inc	Robert Perez	561-719-9188

The Controller Programming Request form must be submitted to by a TSS approved signal contractor to TSS Construction Office for programming/signal modification request for Traffic Signals, HAWKS, or School Zone Flasher Time Clocks (TC). Contractor should provide School Zone Flasher Time Clock (optional) with this programming request. For new intersections, communication device (Digi) must be delivered to TSS with this programming request. For new intersections or intersections that are offline, the contractor must bring a new CPU (for D170 Controllers) or a new 2070LX Controller. Power and Communication must be available at the cabinet prior to inspection.

Contractor submitted: ☒ D170 CPU ☐ 2070LX Controller ☒ N/A

MDC TSS approved signal contractor must provide a copy of the signal construction permit.

Completion of the attached task(s) requested by: **Target Date:** 06/15/2020

Allow minimum of 10 working days per location. Additional intersections within the same project will require 5 additional days per intersection. The contractor must provide a scaled copy of the construction signalization plans 11"x17", preferably in electronic form.

TSS Received by: (Print Name) _____ Date: _____

TSS ENGINEERING OPERATIONS

The Traffic Engineer will provide the following documents as applicable: Intersection definition sheet(s), corresponding SOP, Detection Sheet, Signalization Plans, and any other applicable documents.

Prepared by (TE): Mario Hernandez Date: _____

Approved by (Manager or Designee): [Signature] Date: 6/16/2020

TSS CONSTRUCTION

TSS Engineering released the timing request to TSS Construction

TSS Construction Received by: _____ Date: _____

TSS DIVISION RELEASE TO SIGNAL CONTRACTOR

Contractor Company: _____

Received by Print Name: _____ Date: _____

Miami-Dade County Public Works Department

Signalization Operation Definition and Timing Report

Location: **Mac Arthur Cswy&Star Isle**

Asset Number: **2738**

Page Name

Last Change

Section: 013 McArthur Cswy / Palir Movements

Preemption Device: No

Type HW/SW

Equipment Type: B1233DA

Cabinet Type: 552

Addresses

Drop: 3

Phone Number: -

Preemption

EV (Local): RR(Local):

Route (remote):

Bridge:

Comments

P4=P7S

P8=P7N

PH 3 (Dummy) to drive PH1+P4+P6

Zone Assignments

Zone Category	Zone
Engineering	03 - (MH) SE Miami
Maintenance	1- Maint-M Beach/ DTA
Systems	Sys-Central
Electronic Shop	Shop-Dade County

Approved by: E320440

In Service Date:

SOP/Phasing No.:

Approval Date/Time: 10/18/2019 14:53

ATMS Migration Date:

Last Updated by: e320823

Last Update:

Assignable Inputs DA	9/28/2020 19:32
Assignable Outputs DA	9/28/2020 19:32
Assignable Outputs Plans DA	9/28/2020 19:32
Basic Timing Phase Bank 1	10/8/2020 15:56
Basic Timing Phase Bank 2	10/8/2020 15:57
Basic Timing Phase Bank 3	10/8/2020 15:57
Configuration Parameters DA	9/28/2020 19:32
Configuration Setup	10/6/2020 15:47
Configuration Timers DA	9/28/2020 19:32
Coordination All Plans DA	9/28/2020 19:32
Coordination Parameters	9/28/2020 19:32
Coordination Settings	10/1/2019 14:47
Coordination Timing	10/8/2020 16:01
Daylight Savings	9/28/2020 19:32
Detector Parameters	9/28/2020 19:32
Detectors	10/13/2020 10:22
Holiday Dates DA	9/28/2020 19:32
Holiday Events DA	9/28/2020 19:32
Holiday TOD Functions DA	9/28/2020 19:32
Overlaps DA	9/28/2020 19:32
Preemption Parameters	9/28/2020 19:32
Preemption Special Events Table 1	9/28/2020 19:32
Preemption Special Events Table 2	9/28/2020 19:32
Redirect Outputs DA	9/28/2020 19:32
TOD Functions	9/28/2020 19:32
TOD Schedule	9/28/2020 19:32



DETECTION RACK CONNECTION STANDARDIZATION FORM FOR MIAMI-DADE COUNTY TRAFFIC SIGNALS 552 & 660 CABINETS

ASSET ID: 2738

LOCATION: McArthur & Star Island

MIAMI-DADE COUNTY 552 & 660 DETECTOR RACK

DETECTOR	DIRECTION	PHASE	DECT. RACK SLOT	CAMERA	VIDEO DECT. ZONE	TERMINALS
D1	WBT	2	1	V2	VD-2.1	
D2	WBT	2		V2	VD-2.2	
D3	WBT	2	2	V2	VD-2.3	
D4	WBT	2		V2	VD-2.4/VD-2.5	T8A4-{7,9}
D5			3			
D6						
D7	NBT	4	4	V7	VD-7.1	T8A3-{1,3}
D8						
D9	EBL	1	5	VD1/6	VD-1.1	
D10	EBT	6		VD6	VD-6.4	
D11	EBT	6	6	VD6	VD-6.3	T8A3-{13,15}
D12	EBT	6		VD6	VD-6.1/VD-6.2	
D13			7			
D14						
D15	SBT	8	8	VD8	VD-8.1	T8A2-{7,9}
D16						
D17			9			
D18						

REMARKS:

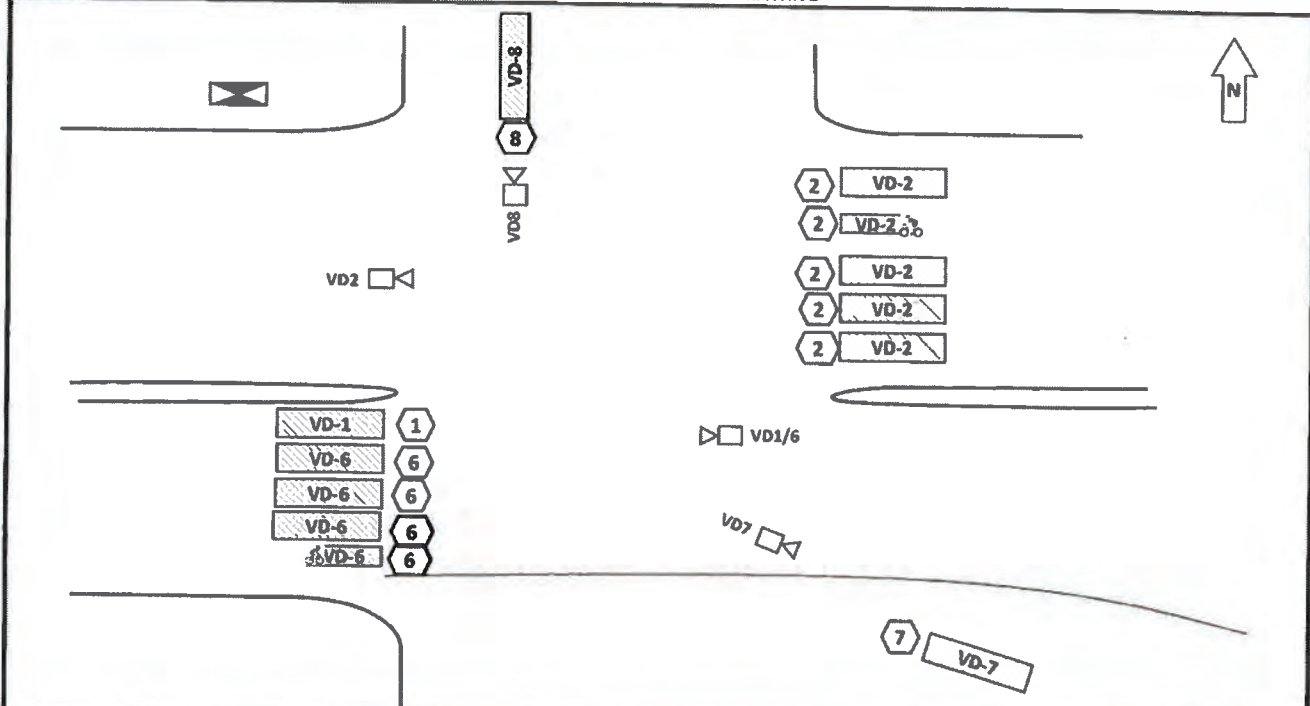
* This chart shall be used to achieve a connection for video cameras zone for each cabinet detection rack.

* All data shown is based on signal plan, field survey, or controller cabinet schematics.

* Video Cameras are numbered clockwise beginning at the controller site and shall be label separate from each other.

VIDEO DETECTION ZONE: **V1A**VIDEO CAMERA: ☒ V2CABINET: ☒MOVEMENT: **1**

INTERSECTION DETECTION DRAWING



MIAMI-DADE COUNTY TRAFFIC SIGNAL CABINETS 552 & 660 DETECTOR RACK

MOVEMENT	(2)	(2)	2	(7)	(6)	(6)	6	(8)	SS1/SS2
DECT. SLOT	(1)	(2)	3	(4)	(5)	(6)	7	(8)	9
CHANNEL #	(1)	(3)	5	(7)	(9)	(11)	13	(15)	17
CHANNEL #	(2)	(4)	6	8	(10)	(12)	14	(16)	18
	VD2			VD7	VD1/6			VD8	

N

P4=P7S
P8=P7N

BRIDGE ROAD
STAR ISLAND

MacArthur CSWY
EXIST. TO REMAIN ON MAST ARM

NO TURN ON RED
EXIST. TO REMAIN

NO TURN ON RED
EXIST. TO REMAIN

NO TURN ON RED
EXIST. TO REMAIN

NO TURN ON RED
EXIST. TO REMAIN

BRIDGE ROAD
STAR ISLAND

MacArthur CSWY
EXIST. TO REMAIN ON MAST ARM

NO TURN ON RED
EXIST. TO REMAIN

NO TURN ON RED
EXIST. TO REMAIN

NO TURN ON RED
EXIST. TO REMAIN

NO TURN ON RED
EXIST. TO REMAIN

BRIDGE ROAD
STAR ISLAND

MacArthur CSWY
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NO TURN ON RED
EXIST. TO REMAIN

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BRIDGE ROAD
STAR ISLAND

MacArthur CSWY
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STAR ISLAND

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STAR ISLAND

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NO TURN ON RED
EXIST. TO REMAIN

BRIDGE ROAD
STAR ISLAND

MacArthur CSWY
EXIST. TO REMAIN ON MAST ARM

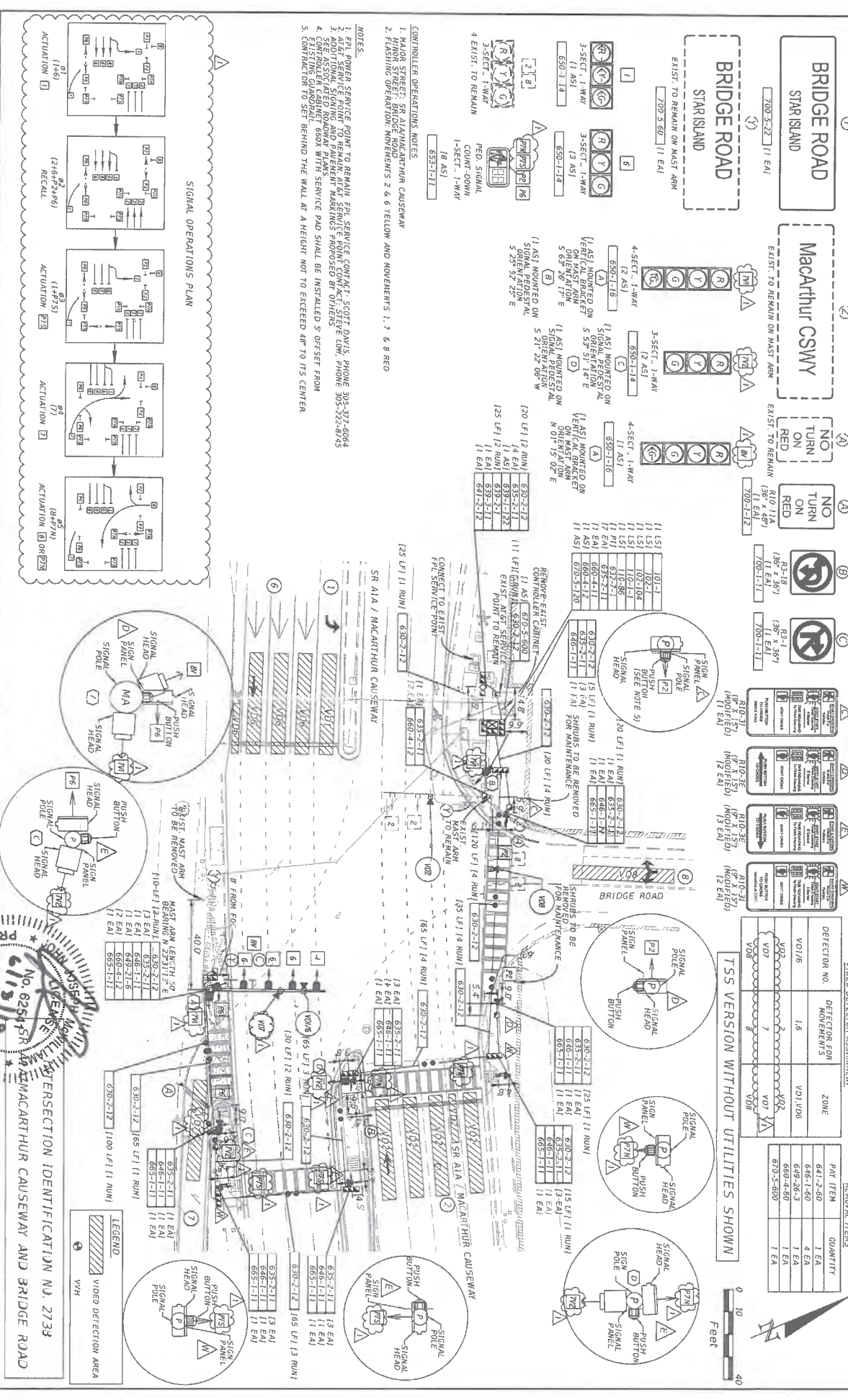
NO TURN ON RED
EXIST. TO REMAIN

NO TURN ON RED
EXIST. TO REMAIN

NO TURN ON RED
EXIST. TO REMAIN

NO TURN ON RED
EXIST. TO REMAIN

DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION
06/18/19	REVISED SIGNAL HEAD LABELING AND			
	SUPP. PER NDC TSS COMMENTS			



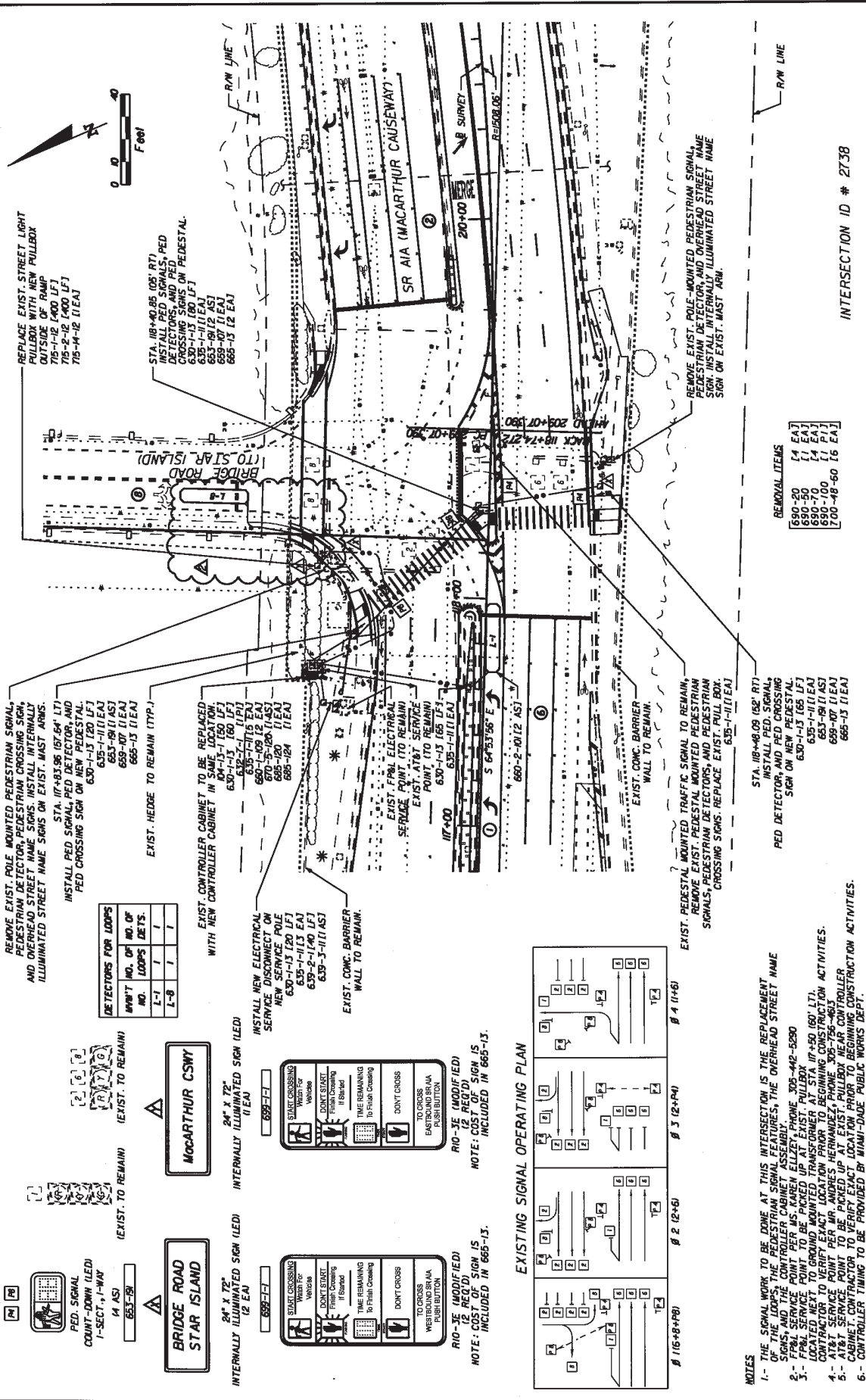
VIDEO DETECTOR ASSIGNMENT	REMOVAL ITEMS
DETECTOR NO.	PAT ITEM
MOVEMENTS	QUANTITY
VD1/6	641-2-60
VD1/6	646-1-60
VD1/6	649-26-3
VD1/6	650-1-60
VD1/6	670-5-600

Kimley-Horn
Corporate Registration
No. CA 00000000
JOHN L. HORN, P.E.
600 North Pine Island Road, Suite 450
Tampa, FL 33606

PROFESSIONAL ENGINEER
No. 6254-PR
INTERSECTION IDENTIFICATION NO. 2738
MACARTHUR CAUSEWAY AND BRIDGE ROAD

COMMUNITY ASSOCIATION
ROAD NO. AIA
MIAMI-Dade

SHEET NO. T-5A



INTERSECTION ID # 2738

TRAFFIC SIGNAL PLAN

CWI Consulting Engineers CA 91526 3833 NW 12 Street, Suite 204 Miami, FL 33126 305-448-9595 Linda M. Bell, P.E. FL PE NO: 38642	Civil Works, Inc. CONSULTING ENGINEERS 3833 NW 12 STREET, SUITE 204 MIAMI, FL 33126 305-448-9595				STATES OF FLORIDA DEPARTMENT OF TRANSPORTATION US-95/FL-95/01			
	ROAD NO.	COUNTY	FINANCIAL PROJECT	ID	SR	A/A	MIAMI-DADE	414635-1-52-01

REVISIONS				
DATE	BY	DESCRIPTION	DATE	DESCRIPTION
12/13/08	LB	ADDED BINE LANES & SIGNS		
12/17/08	LB	REVISED LOOP		

Historic Background Growth

Terminal Island Miami Beach

Background Growth Rate

Station	Location	2015	2016	2017	2018	2019	2020
2528	SR A1A/Macarthur CSWY, 150' N of Meridian Ave	39,500	35,500	44,000	32,000	31,000	41,000
5159	SR A1A/Collins Ave, 200' N 5 ST	13,800	13,100	14,600	11,800	12,900	14,500
6059	Ramp from Macarthur CSWY to NB Alton	15,500	18,500	19,000	16,500	16,500	14,500
9080	SR A1A/Macarthur CSWY, 1000' W of Palm Isl Ent	87,000	87,500	92,000	88,500	85,500	59,000
	Total	155,800	154,600	169,600	148,800	145,900	129,000
	Yearly Growth		-0.8%	9.7%	-12.3%	-1.9%	-11.6%
	Growth Trend					-1.3%	-3.4%

*Growth rate of 0.5% used in Study as the -1.3% from 2019 is below 0.5% and 2020 counts reflect the impacts from the Covid-19 shutdowns

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2528 - SR A1A/MACARTHUR CSWY, 150' N OF MERIDIAN AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	41000 C	E 19000	W 22000	9.00	54.30	9.20
2019	31000 F	E 15500	W 15500	9.00	54.00	5.00
2018	32000 C	E 16000	W 16000	9.00	55.20	5.60
2017	44000 C	E 20000	W 24000	9.00	54.00	5.30
2016	35500 C	E 18500	W 17000	9.00	55.50	7.80
2015	39500 C	E 20000	W 19500	9.00	55.10	4.60
2014	33000 C	E 17000	W 16000	9.00	54.30	5.10
2013	34000 C	E 17500	W 16500	9.00	54.10	6.10
2012	32500 C	E 14500	W 18000	9.00	53.40	8.40
2011	35000 C	E 16500	W 18500	9.00	51.90	7.50
2010	35000 C	E 16500	W 18500	7.16	52.27	8.80
2009	35500 C	E 16500	W 19000	9.21	57.60	8.40
2008	34500 C	E 16000	W 18500	7.42	52.15	5.30
2007	34000 C	E 16500	W 17500	7.11	53.51	4.90
2006	40500 C	E 19500	W 21000	7.18	52.50	2.20
2005	35000 C	E 16000	W 19000	7.30	52.50	5.50

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
2020 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5159 - SR AIA/COLLINS AV, 200' N 5 ST(MIAMI BEACH)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	14500 C	N 6900	S 7600	9.00	54.20	9.20
2019	12900 C	N 6900	S 6000	9.00	54.60	5.00
2018	11800 C	N 6600	S 5200	9.00	54.30	5.60
2017	14600 C	N 8800	S 5800	9.00	55.00	5.30
2016	13100 C	N 6700	S 6400	9.00	54.50	7.80
2015	13800 C	N 5500	S 8300	9.00	54.70	4.60
2014	13400 C	N 6500	S 6900	9.00	54.50	5.10
2013	16400 C	N 7400	S 9000	9.00	52.40	6.10
2012	16700 C	N 7100	S 9600	9.00	55.70	8.40
2011	13600 C	N 6900	S 6700	9.00	55.10	7.50
2010	12900 C	N 6200	S 6700	8.98	54.08	8.80
2009	15300 C	N 7600	S 7700	8.99	53.24	8.40
2008	13600 C	N 6300	S 7300	9.09	55.75	5.30
2007	14300 C	N 6500	S 7800	8.01	54.34	4.90
2006	13100 C	N 5800	S 7300	7.97	54.22	2.20
2005	16100 C	N 7300	S 8800	8.80	53.80	5.50

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
2020 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 6059 - RAMP 87037200 FRM EB MACARTHUR CSWY TO NB ALTON RD, 300' E OF MACARTHUR CSWY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	14500 C	N 14500	0	9.00	99.90	7.80
2019	16500 F	0	0	9.00	99.90	3.80
2018	16500 C	N 16500	0	9.00	99.90	3.80
2017	19000 F	0	0	9.00	99.90	5.50
2016	18500 C	N 18500	0	9.00	99.90	5.50
2015	15500 F	0	0	9.00	99.90	18.00
2014	15000 C	N 15000	0	9.00	99.90	18.00
2013	19000 F	0	0	9.00	99.90	2.20
2012	19500 C	N 19500	0	9.00	99.90	2.20
2011	18000 F	0	0	9.00	99.90	2.70
2010	18000 C	N 18000	0	8.98	99.99	2.70
2009	17500 F	0	0	8.99	99.99	7.70
2008	18000 C	N 18000	0	9.09	99.99	7.70
2007	20500 F	0	0	8.01	99.99	1.40
2006	20500 C	0	0	7.97	99.99	1.40
2005	17500 S	B	0	8.80	99.90	2.60

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 9080 - SR A1A/MACARTHUR CSWY, 1000' W PALM ISL ENT @R31

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	59000 C	E 29000	W 30000	9.00	54.30	3.40
2019	85500 C	E 43500	W 42000	9.00	54.00	3.10
2018	88500 C	E 45000	W 43500	9.00	55.20	3.10
2017	92000 C	E 46000	W 46000	9.00	54.00	2.50
2016	87500 C	E 44500	W 43000	9.00	55.50	3.80
2015	87000 C	E 43000	W 44000	9.00	55.10	4.30
2014	90000 C	E 44000	W 46000	9.00	54.30	4.00
2013	77000 C	E 41000	W 36000	9.00	54.10	3.00
2012	96500 C	E 48500	W 48000	9.00	53.40	4.40
2011	90500 C	E 45500	W 45000	9.00	51.90	4.20
2010	87000 C	E 42500	W 44500	7.16	52.27	4.20
2009	94000 C	E 49000	W 45000	9.21	57.60	3.50
2008	87500 C	E 43500	W 44000	7.42	52.15	2.80
2007	91000 C	E 45000	W 46000	7.11	53.51	2.30
2006	76000 C	E 33500	W 42500	7.18	52.50	4.00
2005	69000 C	E 35000	W 34000	7.30	52.50	4.90

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

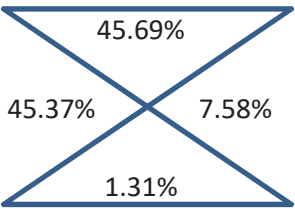
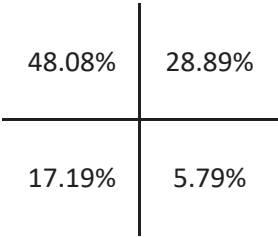
Cardinal Distribution

Cardinal Distribution
Terminal Island Miami Beach

20129

TAZ 651

DIRECTION	2015	2045	2023
NNE	30.2%	18.6%	27.11%
ENE	2.0%	1.2%	1.79%
ESE	6.3%	4.4%	5.79%
SSE	0.0%	0.0%	0.00%
SSW	1.2%	1.6%	1.31%
WSW	13.4%	22.7%	15.88%
WNW	27.2%	35.8%	29.49%
NNW	19.6%	15.8%	18.59%



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	
651	3551	Trips	601	40	126	-	25	267	541	390	2,069
651	3551	Percent	30.2	2.0	6.3	-	1.2	13.4	27.2	19.6	
652	3552	Trips	740	133	112	92	80	539	627	907	3,332
652	3552	Percent	22.9	4.1	3.5	2.8	2.5	16.7	19.4	28.1	
653	3553	Trips	597	120	187	238	48	604	488	661	2,984
653	3553	Percent	20.3	4.1	6.4	8.1	1.6	20.5	16.6	22.5	
654	3554	Trips	648	-	246	192	190	739	849	890	3,940
654	3554	Percent	17.3	-	6.6	5.1	5.1	19.7	22.6	23.7	
655	3555	Trips	2,579	-	-	-	1,029	2,523	3,354	2,903	13,375
655	3555	Percent	20.8	-	-	-	8.3	20.4	27.1	23.4	
656	3556	Trips	683	-	-	-	187	546	1,103	960	3,541
656	3556	Percent	19.6	-	-	-	5.4	15.7	31.7	27.6	
657	3557	Trips	223	26	3	49	34	152	244	154	913
657	3557	Percent	25.2	2.9	0.4	5.5	3.8	17.2	27.6	17.4	
658	3558	Trips	385	-	74	12	19	212	362	296	1,384
658	3558	Percent	28.3	-	5.4	0.9	1.4	15.6	26.6	21.8	
659	3559	Trips	1,748	-	-	-	186	1,331	2,542	2,823	9,143
659	3559	Percent	20.3	-	-	-	2.2	15.4	29.5	32.7	
660	3560	Trips	445	-	-	-	26	214	438	582	1,786
660	3560	Percent	26.1	-	-	-	1.5	12.5	25.7	34.1	
661	3561	Trips	561	-	-	-	29	307	686	550	2,237
661	3561	Percent	26.3	-	-	-	1.4	14.4	32.2	25.8	
662	3562	Trips	247	-	-	-	367	663	1,138	583	3,054
662	3562	Percent	8.2	-	-	-	12.3	22.1	38.0	19.4	
663	3563	Trips	28	-	-	-	80	28	129	132	397
663	3563	Percent	7.1	-	-	-	20.3	7.0	32.4	33.2	
664	3564	Trips	690	1,278	-	2	5	504	1,465	2,405	8,087
664	3564	Percent	10.9	20.1	-	0.0	0.1	7.9	23.1	37.9	
665	3565	Trips	1,047	-	-	16	12	2,003	2,621	4,069	11,382
665	3565	Percent	10.7	-	-	0.2	0.1	20.5	26.8	41.7	
666	3566	Trips	7	-	-	-	-	-	40	97	144
666	3566	Percent	4.6	-	-	-	-	-	27.9	67.5	
667	3567	Trips	69	191	371	354	52	-	-	11	1,049
667	3567	Percent	6.6	18.3	35.4	33.8	5.0	-	-	1.1	
668	3568	Trips	72	316	257	156	343	-	1	27	1,181
668	3568	Percent	6.2	27.0	21.9	13.3	29.2	-	0.1	2.3	
669	3569	Trips	708	1,153	1,379	1,013	424	-	6	148	4,982
669	3569	Percent	14.7	23.9	28.6	21.0	8.8	-	0.1	3.1	
670	3570	Trips	784	1,013	1,374	915	589	74	8	172	5,078
670	3570	Percent	15.9	20.6	27.9	18.6	11.9	1.5	0.2	3.5	
671	3571	Trips	868	1,044	1,129	712	718	1	40	169	4,757
671	3571	Percent	18.5	22.3	24.1	15.2	15.4	0.0	0.9	3.6	
672	3572	Trips	262	156	186	125	162	2	24	57	974
672	3572	Percent	26.9	16.0	19.1	12.8	16.7	0.3	2.4	5.8	
673	3573	Trips	172	261	359	224	207	12	36	140	1,412
673	3573	Percent	12.2	18.5	25.4	15.9	14.6	0.8	2.6	9.9	
674	3574	Trips	866	641	1,000	863	613	112	90	488	4,718
674	3574	Percent	18.5	13.7	21.4	18.5	13.1	2.4	1.9	10.4	
675	3575	Trips	904	864	749	472	371	46	31	226	3,703
675	3575	Percent	24.7	23.6	20.5	12.9	10.1	1.3	0.9	6.2	
676	3576	Trips	43	54	19	23	31	8	-	15	194
676	3576	Percent	22.4	27.9	9.7	11.7	16.2	4.3	-	7.9	

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	
651	3551	Trips	500	33	118	-	44	610	964	424	2,777
651	3551	Percent	18.6	1.2	4.4	-	1.6	22.7	35.8	15.8	
652	3552	Trips	834	141	140	71	102	864	1,319	966	4,613
652	3552	Percent	18.8	3.2	3.2	1.6	2.3	19.5	29.7	21.8	
653	3553	Trips	563	73	181	185	40	875	1,115	522	3,691
653	3553	Percent	15.8	2.1	5.1	5.2	1.1	24.6	31.4	14.7	
654	3554	Trips	527	-	154	189	209	1,276	1,357	971	4,960
654	3554	Percent	11.3	-	3.3	4.0	4.5	27.2	29.0	20.7	
655	3555	Trips	2,507	-	-	-	984	3,119	4,529	3,116	15,245
655	3555	Percent	17.6	-	-	-	6.9	21.9	31.8	21.9	
656	3556	Trips	752	-	-	-	201	872	1,503	1,028	4,509
656	3556	Percent	17.3	-	-	-	4.6	20.0	34.5	23.6	
657	3557	Trips	255	42	13	51	17	325	482	206	1,441
657	3557	Percent	18.4	3.0	1.0	3.7	1.2	23.4	34.6	14.8	
658	3558	Trips	398	-	50	10	22	302	673	339	1,860
658	3558	Percent	22.2	-	2.8	0.6	1.2	16.8	37.5	18.9	
659	3559	Trips	1,874	-	-	-	244	1,675	3,472	2,524	10,393
659	3559	Percent	19.1	-	-	-	2.5	17.1	35.5	25.8	
660	3560	Trips	386	-	-	-	28	335	726	479	2,047
660	3560	Percent	19.8	-	-	-	1.5	17.2	37.1	24.5	
661	3561	Trips	756	-	-	-	54	536	1,539	649	3,810
661	3561	Percent	21.4	-	-	-	1.5	15.2	43.6	18.4	
662	3562	Trips	292	-	-	-	279	909	1,772	764	4,053
662	3562	Percent	7.3	-	-	-	7.0	22.6	44.1	19.0	
663	3563	Trips	23	-	-	-	29	57	119	164	393
663	3563	Percent	5.9	-	-	-	7.3	14.5	30.4	41.9	
664	3564	Trips	776	1,012	-	8	8	823	2,336	4,104	11,172
664	3564	Percent	8.6	11.2	-	0.1	0.1	9.1	25.8	45.3	
665	3565	Trips	896	-	-	16	21	1,811	3,091	5,025	12,548
665	3565	Percent	8.3	-	-	0.2	0.2	16.7	28.5	46.3	
666	3566	Trips	14	-	-	-	0	4	56	145	235
666	3566	Percent	6.4	-	-	-	0.0	2.0	25.5	66.1	
667	3567	Trips	62	202	356	394	51	-	-	12	1,076
667	3567	Percent	5.8	18.8	33.0	36.6	4.7	-	-	1.1	
668	3568	Trips	190	394	278	333	392	-	1	32	1,620
668	3568	Percent	11.7	24.3	17.2	20.6	24.2	-	0.1	2.0	
669	3569	Trips	1,117	1,381	1,871	1,307	750	-	10	135	6,631
669	3569	Percent	17.0	21.0	28.5	19.9	11.4	-	0.2	2.1	
670	3570	Trips	1,284	1,233	1,894	1,616	1,059	85	15	177	7,535
670	3570	Percent	17.4	16.8	25.7	22.0	14.4	1.2	0.2	2.4	
671	3571	Trips	1,240	959	1,638	945	797	1	46	211	5,998
671	3571	Percent	21.2	16.4	28.1	16.2	13.7	0.0	0.8	3.6	
672	3572	Trips	186	161	294	189	226	24	35	120	1,234
672	3572	Percent	15.0	13.0	23.8	15.4	18.3	1.9	2.8	9.7	
673	3573	Trips	410	361	600	469	343	30	46	233	2,524
673	3573	Percent	16.5	14.5	24.1	18.8	13.8	1.2	1.8	9.4	
674	3574	Trips	1,543	1,530	2,122	1,962	1,401	177	145	1,154	10,169
674	3574	Percent	15.4	15.3	21.2	19.6	14.0	1.8	1.4	11.5	
675	3575	Trips	896	1,067	1,015	818	747	40	74	465	5,206
675	3575	Percent	17.5	20.8	19.8	16.0	14.6	0.8	1.4	9.1	
676	3576	Trips	151	160	192	100	100	18	-	45	766
676	3576	Percent	19.8	20.9	25.1	13.1	13.0	2.3	-	5.9	

Appendix D

Intersection Volume Worksheets
Intersection Capacity Analysis Worksheets

Intersection Volume Worksheets

Terminal Island Miami Beach - AM Intersection Assignment

INTERSECTION	MOVEMENT	Raw Existing	Existing (2019 PSCF)	BACKGROUND Growth rate: 1.00% No. of years: 2	2023			2023			PASS- BY TRIPS	FUTURE WITH PROJECT
								Terminal Island Miami Beach	Project Trips	FUTURE W/O PROJECT		
			1.06					IN	OUT	Total		
1. MacArthur Causeway / Bridge Road (S) PHF =0.96	NBL	29	31	31	31	0	0	195	41	236		31
	NBT	2	2	2	2	0	0			0		2
	NBR	0	0	0	0	0	0			0		0
	SBL	10	11	11	11	0	0	2%		4		15
	SBT	0	0	0	0	0	0			0		0
	SBR	13	14	14	14	0	0			0		14
	EBL	42	45	45	45	0	0			0		45
	EBT	2808	2976	3036	3036	0	0	64%		125		3161
	EBR	0	0	0	0	0	0			0		0
	WBL	0	0	0	0	0	0			0		0
	WBT	1714	1817	1853	1853	0	0	64%	26	26		1880
	WBR	16	17	17	17	0	0	2%	1	1		18
TOTAL		4634	4912	5011	5011			66%	66%	156	0	5167
2. MacArthur Causeway / Terminal Island Road (S) PHF =0.96	NBL	0	0	0	0	0	0			0		0
	NBL2	0	0	0	0	0	0			0		0
	NBR	0	0	0	0	0	0			0		0
	NBR2	0	0	0	0	0	0			0		0
	WBU	1	1	1	1	0	0			0		1
	WBT2	26	28	28	28	0	0	0%		27		55
	WBT	9	10	10	10	0	0			0		10
	EBT	2579	2734	2789	2789	0	0			0		2789
	EBT2	154	163	167	167	0	0	66%		129		295
	EBU2	88	93	95	95	0	0			0		95
	WBU2	29	31	31	31	0	0	34%		66		98
	WBT2	28	30	30	30	0	0			0		30
	WBT	1706	1808	1845	1845	0	0			0		1845
TOTAL		4620	4897	4996	4996			100%	66%	222	0	5218

Terminal Island Miami Beach - AM Intersection Assignment

INTERSECTION	MOVEMENT	2021 Raw Existing	2023 Existing (2019 PSCF) 1.06	2023 BACKGROUND Growth rate: 1.00% No. of years: 2	2023 FUTURE W/O PROJECT	2023 Project Trips Terminal Island Miami Beach			PASS- BY TRIPS	2023 FUTURE WITH PROJECT
						IN	OUT	Total		
3. Alton Road / 5th Street (S) PHF =0.91	NBL	211	224	228	228	195	41	236		228
	NBT	138	146	149	149			0		149
	NBR	16	17	17	17	3%		6		23
	SBL	74	78	80	80			0		80
	SBT	144	153	156	156			0		156
	SBR	559	593	604	604	26%		51		655
	EBL-RAMP						26%	11		11
	EBL	15	16	16	16			0		16
	EBT	1049	1112	1134	1134		5%	2		1136
	EBR	450	477	487	487		3%	1		488
4. Terminal Island / Project Driveway (U) PHF =0.92	WBL	28	30	30	30			0		30
	WBT	674	714	729	729	5%		10		739
	WBR	76	81	82	82			0		82
	TOTAL	3434	3640	3713	3713	34%	34%	80	0	3793
	NBL		0	0	0		100%	41		41
	NBT		0	0	0			0		0
	NBR		0	0	0			0		0
	SBL		0	0	0			0		0
	SBT		0	0	0			0		0
	SBR		0	0	0			0		0
5. MacArthur Causeway / Terminal Island right-turn (U) PHF =0.96	EBL		0	0	0			0		0
	EBT	27	29	29	29			0		29
	EBR		0	0	0	100%		195		195
	WBL		0	0	0			0		0
	WBT	57	60	62	62			0		62
	WBR		0	0	0			0		0
	TOTAL	84	89	91	91	100%	100%	236	0	327
	NBL	0	0	0	0		0%	0		0
	NBT	0	0	0	0			0		0
	NBR	18	19	19	19		34%	14		33
Terminal Island MacArthur Cswy Terminal Island MacArthur Cswy TOTAL	SBL	0	0	0	0			0		0
	SBT	0	0	0	0			0		0
	SBR	0	0	0	0			0		0
	EBT	36	38	39	39	100%		195		234
	EBT	2572	2726	2781	2781			0		2781
	EBR	0	0	0	0			0		0
	WBT	183	194	198	198	0%		27		225
	WBT	1771	1877	1915	1915	34%	66%	66		1981
	WBR	0	0	0	0			0		0
	TOTAL	4580	4855	4952	4952	134%	100%	302	0	5255

Terminal Island Miami Beach - PM Intersection Assignment

INTERSECTION	MOVEMENT	Raw Existing	Existing (2019 PSCF)	BACKGROUND Growth rate: 1.00% No. of years: 2	FUTURE W/O PROJECT	2023			FUTURE WITH PROJECT
						Project Trips			
						Terminal	Island	Miami Beach	
			1.06			IN	OUT	Total	
1. MacArthur Causeway / Bridge Road (S) PHF =0.89	NBL	63	67	68	68	0%	0%	0	68
	NBT	1	1	1	1	0%	0%	0	1
	NBR	1	1	1	1	0%	0%	0	1
	SBL	7	7	8	8	2%	0%	2	10
	SBT	0	0	0	0	0%	0%	0	0
	SBR	33	35	36	36	0%	0%	0	36
	EBL	9	10	10	10	0%	0%	0	10
	EBT	2045	2168	2211	2211	64%	0%	67	2278
	EBR	0	0	0	0	0%	0%	0	0
	WBL	0	0	0	0	0%	0%	0	0
	WBT	2222	2355	2403	2403	0%	64%	152	2555
	WBR	9	10	10	10	0%	2%	5	14
	TOTAL						66%	66%	226
2. MacArthur Causeway / Terminal Island (S) PHF = 0.91	NBL	0	0	0	0	0%	0%	0	0
	NBL2	0	0	0	0	0%	0%	0	0
	NBR	0	0	0	0	0%	0%	0	0
	NBR2	0	0	0	0	0%	0%	0	0
	WBU	0	0	0	0	0%	0%	0	0
	WBT2	133	141	144	144	0%	66%	157	301
	WBT	1	1	1	1	0%	0%	0	1
	EBT	2006	2126	2169	2169	0%	0%	0	2169
	EBT2	15	16	16	16	66%	0%	69	86
	EBU2	44	47	48	48	0%	0%	0	48
	WBU2	17	18	18	18	0%	0%	36	54
	WBT2	18	19	19	19	34%	0%	0	19
	WBT	2085	2210	2255	2255	0%	0%	0	2255
TOTAL						100%	66%	262	4932

Terminal Island Miami Beach - PM Intersection Assignment

INTERSECTION	MOVEMENT	Raw Existing	Existing (2019 PSCF)	BACKGROUND Growth rate: 1.00% No. of years: 2	FUTURE W/O PROJECT	2023			FUTURE WITH PROJECT
						Project Trips			
						Terminal Island	Miami Beach		
						IN	OUT	Total	
			1.06	2		105	238	343	
3. Alton Road / 5th Street Street (S) PHF = 0.92	NBL	355	376	384	384	0%	0%	0	384
	NBT	171	181	185	185	0%	0%	0	185
	NBR	20	21	22	22	3%	0%	3	25
	SBL	69	73	75	75	0%	0%	0	75
	SBT	213	226	230	230	0%	0%	0	230
	SBR	628	666	679	679	26%	0%	27	706
	EBL RAMP					0%	26%	62	62
	EBL	11	12	12	12	0%	0%	0	12
	EBT	616	653	666	666	0%	5%	12	678
	EBR	364	386	394	394	0%	3%	7	401
	WBL	18	19	19	19	0%	0%	0	19
	WBT	958	1015	1036	1036	5%	0%	5	1041
	WBR	125	133	135	135	0%	0%	0	135
TOTAL		3548	3761	3836	3836	34%	34%	117	3953
4. Terminal Island / Project Driveway (U) PHF =0.92	NBL		0	0	0	0%	100%	238	238
	NBT		0	0	0	0%	0%	0	0
	NBR		0	0	0	0%	0%	0	0
	SBL		0	0	0	0%	0%	0	0
	SBT		0	0	0	0%	0%	0	0
	SBR		0	0	0	0%	0%	0	0
	EBL		0	0	0	0%	0%	0	0
	EBT	133	141	144	144	0%	0%	0	144
	EBR		0	0	0	100%	0%	105	105
	WBL		0	0	0	0%	0%	0	0
	WBT	35	37	38	38	0%	0%	0	38
	WBR		0	0	0	0%	0%	0	0
	TOTAL		168	178	182	182	100%	100%	343
5. MacArthur Causeway / Terminal Island right-turn (U) PHF =0.93	NBL	0	0	0	0	0%	0%	0	0
	NBT	0	0	0	0	0%	0%	0	0
	NBR	22	23	24	24	0%	34%	81	105
	SBL	0	0	0	0	0%	0%	0	0
	SBT	0	0	0	0	0%	0%	0	0
	SBR	0	0	0	0	0%	0%	0	0
	EBT	134	142	145	145	100%	0%	105	250
	EBT	2004	2124	2167	2167	0%	0%	0	2167
	EBR	0	0	0	0	0%	0%	0	0
	WBT	32	34	35	35	0%	66%	157	192
	WBT	2109	2236	2280	2280	34%	0%	36	2316
	WBR	0	0	0	0	0%	0%	0	0
	TOTAL		4301	4559	4651	4651	134%	100%	379

Terminal Island Miami Beach -Weekend AM Intersection Assignment

INTERSECTION	MOVEMENT	Existing (2019 PSCF)	BACKGROUND Growth rate: 1.00% No. of years: 2	FUTURE W/O PROJECT	2023			FUTURE WITH PROJECT
					Project Trips			
					Terminal Island	Miami Beach		
		1.06			IN 56	OUT 40	Total 96	
1. MacArthur Causeway / Bridge Road (S) PHF =0.94	NBL	0	0	0	0%	0%	0	0
	NBT	0	0	0	0%	0%	0	0
	NBR	0	0	0	0%	0%	0	0
	SBL	7	8	8	2%	0%	1	9
	SBT	0	0	0	0%	0%	0	0
	SBR	6	6	6	0%	0%	0	6
	EBL	16	16	16	0%	0%	0	16
	EBT	2708	2763	2763	64%	0%	36	2799
	EBR	0	0	0	0%	0%	0	0
	WBU	0	0	0	0%	0%	0	0
	WBT	1944	1983	1983	0%	64%	26	2009
	WBR	8	9	9	0%	2%	1	9
	TOTAL				4785	66%	63	4848
2. MacArthur Causeway / Terminal Island (S) PHF =0.95	NBL	0	0	0	0%	0%	0	0
	NBL2	0	0	0	0%	0%	0	0
	NBR	0	0	0	0%	0%	0	0
	NBR2	0	0	0	0%	0%	0	0
	WBU	1	1	1	0%	0%	0	1
	WBT2	40	41	41	0%	66%	26	67
	WBT	0	0	0	0%	0%	0	0
	EBT	2669	2723	2723	0%	0%	0	0
	EBT2	54	55	55	66%	0%	37	92
	EBU2	0	0	0	0%	0%	0	0
	WBU2	37	38	38	34%	0%	19	57
	WBT2	0	0	0	0%	0%	0	0
	WBT	1913	1952	1952	0%	0%	0	1952
TOTAL				4810	66%	82	4892	

Terminal Island Miami Beach -Weekend AM Intersection Assignment

INTERSECTION	MOVEMENT	Existing (2019 PSCF)	BACKGROUND Growth rate: 1.00% No. of years: 2	FUTURE W/O PROJECT	2023			FUTURE WITH PROJECT
					Project Trips			
					Terminal Island Miami Beach	OUT	Total	
		1.06	2		IN	40	96	
3. Alton Road / 5th Street Street (S) PHF =0.95	NBL	271	277	277	0%	0%	0	277
	NBT	145	148	148	0%	0%	0	148
	NBR	38	39	39	3%	0%	2	41
	SBL	59	61	61	0%	0%	0	61
	SBT	170	173	173	0%	0%	0	173
	SBR	499	509	509	26%	0%	15	524
	EBL RAMP				0%	26%	10	10
	EBL	4	4	4	0%	0%	0	4
	EBT	1058	1079	1079	0%	5%	2	1081
	EBR	633	646	646	0%	3%	1	647
	WBL	33	34	34	0%	0%	0	34
	WBT	965	984	984	5%	0%	3	987
WBR	131	134	134			0	134	
TOTAL				4087	34%	34%	33	4120
4. Terminal Island / Project Driveway (U) PHF =0.92	NBL	0	0	0	0%	100%	40	40
	NBT	0	0	0	0%	0%	0	0
	NBR	0	0	0	0%	0%	0	0
	SBL	0	0	0	0%	0%	0	0
	SBT	0	0	0	0%	0%	0	0
	SBR	0	0	0	0%	0%	0	0
	EBL	0	0	0	0%	0%	0	0
	EBT	41	42	42	0%	0%	0	42
	EBR	0	0	0	100%	0%	56	56
	WBL	0	0	0	0%	0%	0	0
	WBT	37	38	38	0%	0%	0	38
	WBR	0	0	0	0%	0%	0	0
TOTAL				80	100%	100%	96	176
5. MacArthur Causeway / Terminal Island right-turn (U) PHF =0.95	NBL	0	0	0	0%	0%	0	0
	NBT	0	0	0	0%	0%	0	0
	NBR	30	30	30	0%	34%	14	44
	SBL	0	0	0	0%	0%	0	0
	SBT	0	0	0	0%	0%	0	0
	SBR	0	0	0	0%	0%	0	0
	EBT	41	42	42	100%	0%	56	98
	EBT	2669	2723	2723	0%	0%	0	2723
	EBR	0	0	0	0%	0%	0	0
	WBT	91	93	93	0%	66%	26	119
	WBT	1944	1983	1983	34%	0%	19	2002
	WBR	0	0	0	0%	0%	0	0
TOTAL				4871	134%	100%	115	4986

Terminal Island Miami Beach - PM Weekend Intersection Assignment

INTERSECTION	MOVEMENT	Existing (2019 PSCF) 1.06	BACKGROUND Growth rate: 1.00% No. of years: 2	FUTURE W/O PROJECT	2023			FUTURE WITH PROJECT
					Project Trips Terminal Island Miami Beach			
					IN 56	OUT 40	Total 96	
1. MacArthur Causeway / Bridge Road (S) PHF =0.94	NBL	0	0	0	0%	0%	0	0
	NBT	0	0	0	0%	0%	0	0
	NBR	0	0	0	0%	0%	0	0
	SBL	4	4	4	2%	0%	1	5
	SBT	0	0	0	0%	0%	0	0
	SBR	22	23	23	0%	0%	0	23
	EBL	19	19	19	0%	0%	0	19
	EBT	2954	3014	3014	64%	0%	36	3049
	EBR	0	0	0	0%	0%	0	0
	WBU	1	1	1	0%	0%	0	1
	WBT	2865	2923	2923	0%	64%	26	2948
	WBR	14	14	14	0%	2%	1	15
	TOTAL					66%	66%	63
2. MacArthur Causeway / Terminal Island (S) PHF = 0.95	NBL	0	0	0	0%	0%	0	0
	NBL2	0	0	0	0%	0%	0	0
	NBR	0	0	0	0%	0%	0	0
	NBR2	0	0	0	0%	0%	0	0
	WBU	1	1	1	0%	0%	0	1
	WBT2	86	88	88	0%	66%	26	114
	WBT	0	0	0	0%	0%	0	0
	EBT	2907	2965	2965	0%	0%	0	2965
	EBT2	54	55	55	66%	0%	37	92
	EBU2	0	0	0	0%	0%	0	0
MacArthur Causeway (EB)	WBU2	32	32	32	34%	0%	19	51
MacArthur Causeway (WB)	WBT2	0	0	0	0%	0%	0	0
TOTAL					100%	66%	82	6075

Terminal Island Miami Beach - PM Weekend Intersection Assignment

INTERSECTION	MOVEMENT	Existing (2019 PSCF)	BACKGROUND Growth rate: 1.00% No. of years: 2	2023		2023		2023	
				1.06	FUTURE W/O PROJECT	Project Trips			FUTURE WITH PROJECT
						Terminal Island Miami Beach	OUT	Total	
						IN			
3. Alton Road / 5th Street (S) PHF = 0.98	NBL	422	430		430	0%	0%	0	430
	NBT	167	171		171	0%	0%	0	171
	NBR	34	35		35	3%	0%	2	36
	SBL	53	54		54	0%	0%	0	54
	SBT	208	212		212	0%	0%	0	212
	SBR	723	737		737	26%	0%	15	752
	EBL_RAMP					0%	26%	10	
	EBL	4	4		4	0%	0%	0	4
	EBT	1190	1214		1214	0%	5%	2	1216
	EBR	588	600		600	0%	3%	1	601
4. Terminal Island / Project Driveway (U) PHF =0.92	WBL	33	34		34	0%	0%	0	34
	WBT	1363	1391		1391	5%	0%	3	1393
	WBR	148	151		151	0%	0%	0	151
	TOTAL	4934	5033		5033	34%	34%	33	5056
	NBL	0	0		0	0%	100%	40	40
	NBT	0	0		0	0%	0%	0	0
	NBR	0	0		0	0%	0%	0	0
	SBL	0	0		0	0%	0%	0	0
	SBT	0	0		0	0%	0%	0	0
	SBR	0	0		0	0%	0%	0	0
5. MacArthur Causeway / Terminal Island right-turn (U) PHF =0.95	EBL	0	0		0	0%	0%	0	0
	EBT	87	89		89	0%	0%	0	89
	EBR	0	0		0	100%	0%	56	56
	WBL	0	0		0	0%	0%	0	0
	WBT	32	32		32	0%	0%	0	32
	WBR	0	0		0	0%	0%	0	0
	TOTAL	119	121		121	100%	100%	96	217
	NBL	0	0		0	0%	0%	0	0
	NBT	0	0		0	0%	0%	0	0
	NBR	32	32		32	0%	34%	14	46
Terminal Island Causeway / MacArthur Cswy Terminal Island Causeway / MacArthur Cswy PHF =0.95	SBL	0	0		0	0%	0%	0	0
	SBT	0	0		0	0%	0%	0	0
	SBR	0	0		0	0%	0%	0	0
	EBT	87	89		89	100%	0%	56	145
	EBT	2920	2979		2979	0%	0%	0	2979
	EBR	0	0		0	0%	0%	0	0
	WBT	86	88		88	0%	66%	26	114
	WBT	2830	2887		2887	34%	0%	19	2906
	WBR	0	0		0	0%	0%	0	0
	TOTAL	5955	6075		6075	134%	100%	115	6190