DRAFT

Traffic Impact Analysis
For Submittal to the
City of Miami Beach

2618 Collins Avenue

Miami Beach, Florida

Kimley»Horn

July 2018
043858000

Traffic Impact Analysis
for Submittal to the
City of Miami Beach

2618 Collins Avenue
Miami Beach, Florida

Prepared for:

Prince Michael Condominium Association, Inc.
Miami Beach, Florida

Prepared by:

Kimley-Horn and Associates, Inc.

July 2018
043858000

Omar Kanaan, P.E.
Florida Registration Number 81433
Kimley-Horn and Associates, Inc.
600 North Pine Island Road, Suite 450
Plantation, Florida 33324
CA # 00000696

EXECUTIVE SUMMARY

Prince Michael Condominium Association, Inc. is proposing to redevelop the property located at 2618 Collins Avenue in Miami Beach, Florida. The existing site consists of 91 condominium units. The proposed redevelopment consists of a 123-room hotel and a 134-seat restaurant. The project is expected to be completed and opened by year 2020.

A traffic impact analysis was conducted for the project. Trip generation for the existing and proposed redevelopment was calculated using equations contained in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual,* 10th Edition. The project is expected to generate 68 net new vehicle trips during the analysis hour.

On-site self-parking will not be provided for the proposed redevelopment. All vehicles will be valeted off-site with the exception of taxis and rideshare. The redevelopment will be served by one (1) on-site porte-cochere drop-off/pick-up area located along Collins Avenue for valet, taxi, and rideshare. Please note that guest vehicles will be valeted at the public surface parking lot located at 2322 Collins Avenue.

The results of the intersection capacity analysis indicate that the study intersections are expected to operate at adopted levels of service (LOS D+20% or better) during the analysis hour under all analysis conditions.

Transportation Demand Management (TDM) strategies are proposed to reduce the impacts of the project traffic on the surrounding roadway network. Typical measures promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours. The applicant will commit to implementing the following strategies:

- The owner will provide hotel employees with subsidized Miami-Dade Transit monthly transit passes to allow employees to travel to and from the property without the need of personal automobiles.

- The owner will provide transit information, in the form of route information/pamphlets, to guests at the concierge desk/kiosk.
- Bicycle racks will be provided on-site (12 bicycle racks will be provided in the rear of the building).
- Create an Employee Transportation Coordinator position to run TDM programs.

Please note that three (3) Citi Bike stations are located within the vicinity of the project site on the south side of 26th Street just east of SR A1A/Collins Avenue (16 bicycle docks), on the north side of 25th Street just east of SR A1A/Collins Avenue (16 bicycle docks), and on the north side of 24th Street just east of SR A1A/Collins Avenue (7 bicycle docks).

TABLE OF CONTENTS

Page

LIST OF FIGURES

Page

LIST OF TABLES

Page

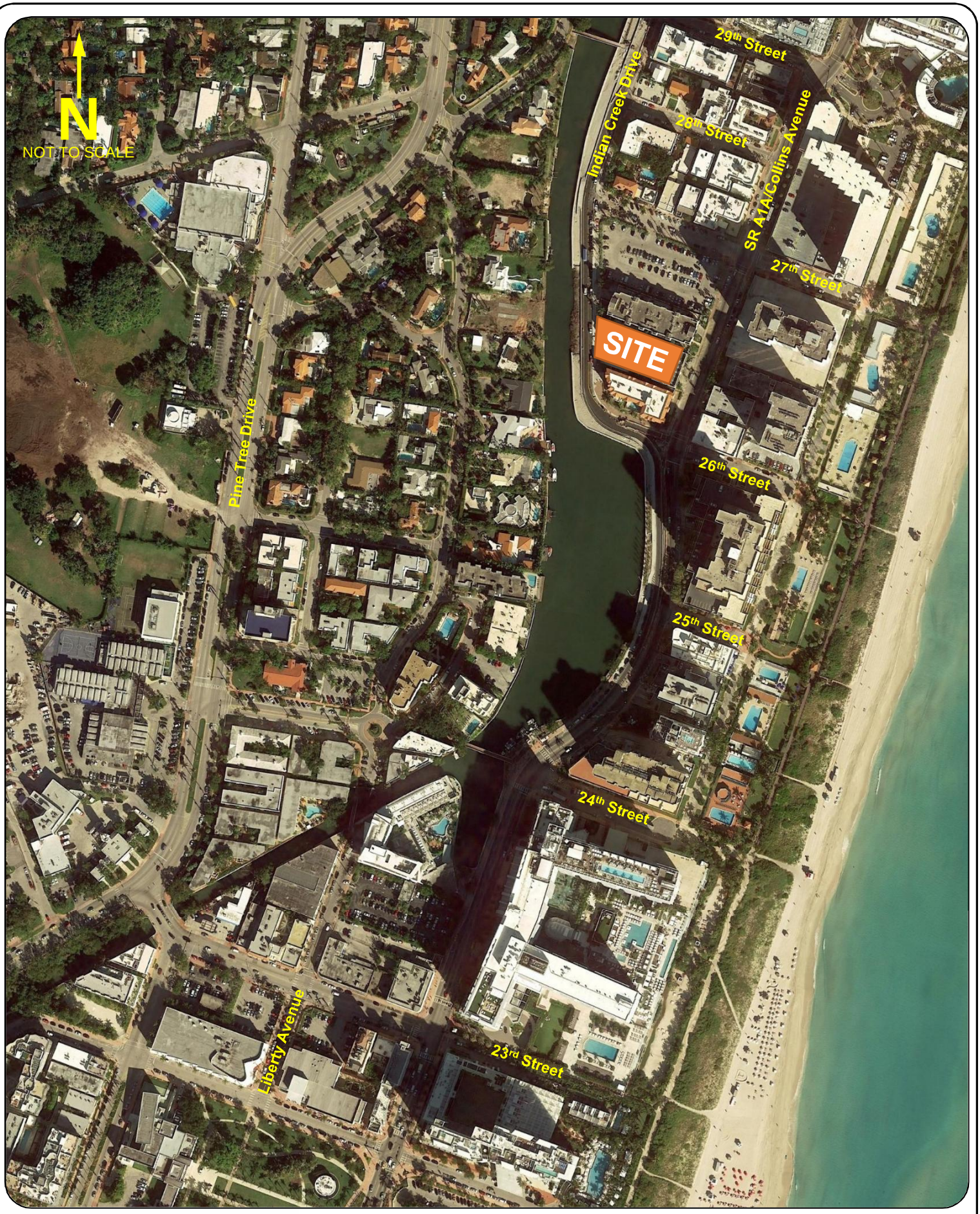
LIST OF APPENDICES

INTRODUCTION

Prince Michael Condominium Association, Inc. is proposing to redevelop the property located at 2618 Collins Avenue in Miami Beach, Florida. The existing site consists of 91 condominium units. The proposed redevelopment consists of a 123-room hotel and a 134-seat restaurant. The project is expected to be completed and opened by year 2020. A project location map is provided as Figure 1. A conceptual site plan is provided in Appendix A.

On-site self-parking will not be provided for the proposed redevelopment. All vehicles will be valeted off-site with the exception of taxis and rideshare. The redevelopment will be served by one (1) on-site porte-cochere drop-off/pick-up area located along SR A1A/Collins Avenue for valet, taxi, and rideshare. Please note that guest vehicles will be valeted at the surface parking lot located at 2322 Collins Avenue.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis for submittal to the City of Miami Beach. The purpose of the study is to assess the project's impact on the surrounding roadway network and determine if adequate capacity is available to support future traffic volumes. The study's methodology is consistent with the requirements of the City of Miami Beach. Methodology correspondence detailing the traffic study requirements is included in Appendix B. This report summarizes the data collection, project trip generation and distribution, and capacity analysis for the proposed redevelopment.



Kimley»Horn

Figure 1
Location Map
2618 Collins Avenue
Miami Beach, Florida

ANALYSIS PERIOD

The two (2) hour analysis period selected for this study was based on a 96-hour continuous traffic count collected along SR A1A/Collins Avenue between 24th Street and 25th Street. The 96-hour count was collected on April 19, 2018 (Thursday), April 20, 2018 (Friday), April 21, 2018 (Saturday), and April 22, 2018 (Sunday). Based on the 96-hour continuous traffic counts, the analysis period was determined to be on Friday from 10:00 P.M. to 12:00 A.M. (midnight). The 96-hour continuous counts are included in Appendix C.

EXISTING TRAFFIC

Analysis peak period (10:00 P.M. to 12:00 A.M.) turning movement counts were collected on Friday, May 4, 2018 at the following intersections:

- SR A1A/Indian Creek Drive and 27th Street
- SR A1A/Collins Avenue and 27th Street
- SR A1A/Collins Avenue and 26th Street
- SR A1A/Collins Avenue and 24th Street
- SR A1A/Collins Avenue and 23rd Street
- Liberty Avenue and 23rd Street

The traffic volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. City of Miami Beach peak season conversion factors were developed from Florida Department of Transportation (FDOT) data and were applied to the traffic counts to adjust the traffic to peak season volumes. The appropriate peak season conversion factor of 1.12 was applied to the collected turning movement counts. Please note that the intersections of SR A1A/Indian Creek Drive at 27th Street and SR A1A/Collins Avenue and 26th Street were under construction at the time of data collection and were operating with modified lane configurations. Therefore, these intersections were modeled and analyzed with the modified lane configurations observed at the time of data collection.

Existing signal phasing and timing patterns were obtained from the Miami-Dade County Department of Transportation and Public Works – Traffic Signals and Signs Division for the signalized intersections required to be evaluated in this analysis. The turning movement counts, FDOT peak season factor category report, and signal timing data are included in Appendix C. Figure 2 presents the existing turning movement volumes at the study intersections during the analysis hour.

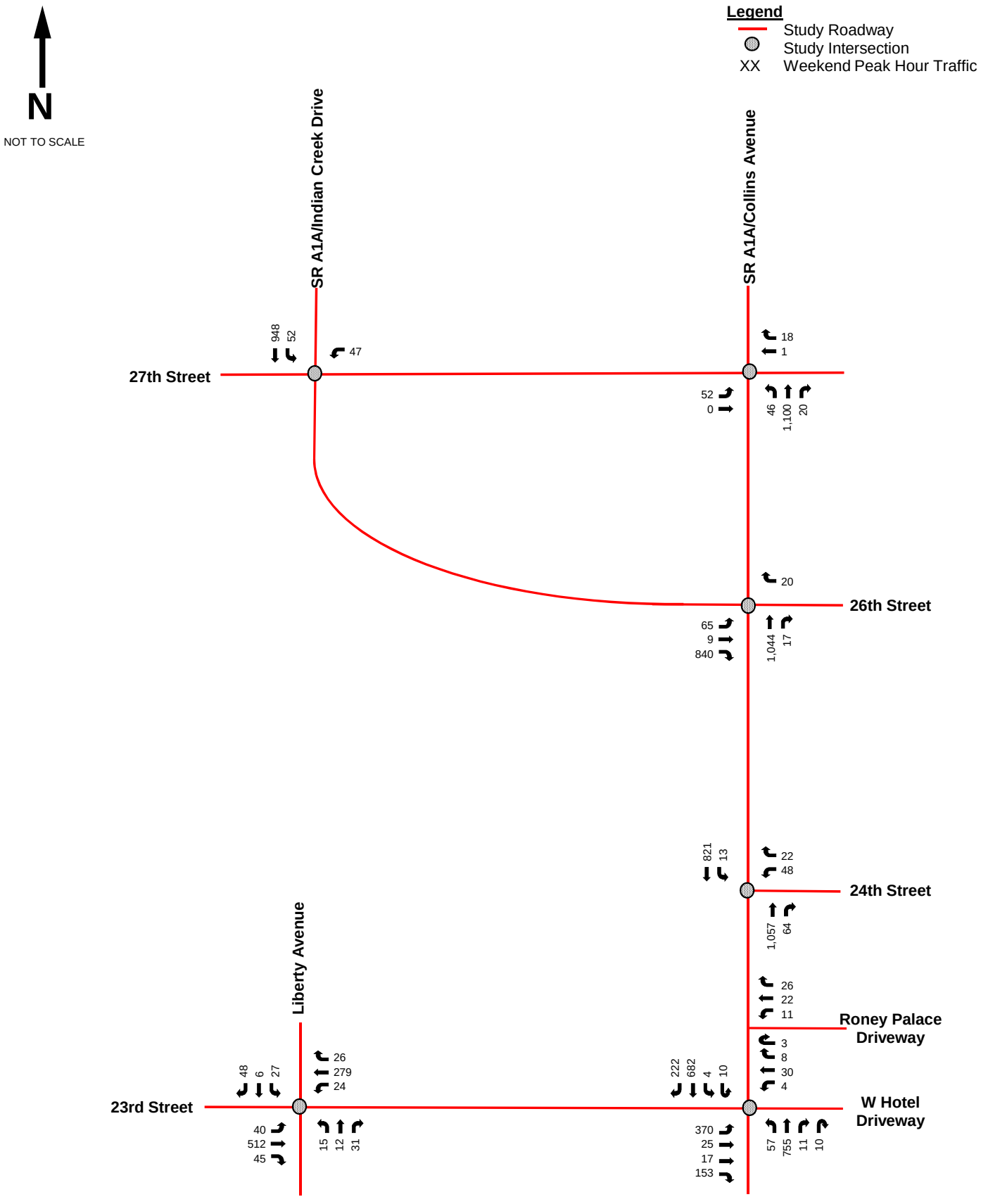


Figure 2
Existing Peak Hour Traffic
2618 Collins Avenue
Miami Beach, Florida

Kimley»Horn

FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2020 without the construction of the proposed redevelopment. Future background traffic volumes used in the analysis are the sum of the existing traffic and an additional amount of traffic generated by growth in the study area. Refer to Figure 3 for the 2020 peak hour background traffic volumes.

Background Area Growth

Future traffic growth on the transportation network was determined based upon (a) historic growth trends at nearby FDOT traffic count stations and (b) traffic volume comparisons from the year 2010 and 2040 Florida Standard Urban Transportation Model Structure (FSUTMS) - Southeast Florida Regional Planning Model (SERPM).

FDOT count stations referenced in this analysis include:

- Count Station #5170: SR A1A/Collins Avenue – North of 21st Street
- Count Station #8676: Prairie Avenue – 400 feet south of 23rd Street
- Count Station #8422: 23rd Street – 200 feet west of Liberty Avenue
- Count Station #8531: 17th Street – 200 feet east of Meridian Avenue

The historic growth rate analysis, based on FDOT count stations examined linear, exponential, and decaying exponential growth rates for the most recent five (5) year and 10-year periods. The highest growth rate of 4.02 percent (4.02%) occurred during the most recent five (5) year period along with the highest R-squared value. Based on the forecasted volumes obtained from the 2010 and 2040 FSUTMS SERPM, an annual growth rate of 0.14 percent (0.14%) was calculated in the vicinity of the redevelopment. However, different growth rates were calculated and applied for east/west roads and north/south roads using FDOT historical data. Calculations for east/west roadways resulted in a growth rate of 4.16 percent (4.16%). Calculations for north/south roadways resulted in a growth rate of 3.88 percent (3.88%). The worksheets used to analyze the historic growth trends along with the FSUTMS transportation model outputs are included in Appendix D.

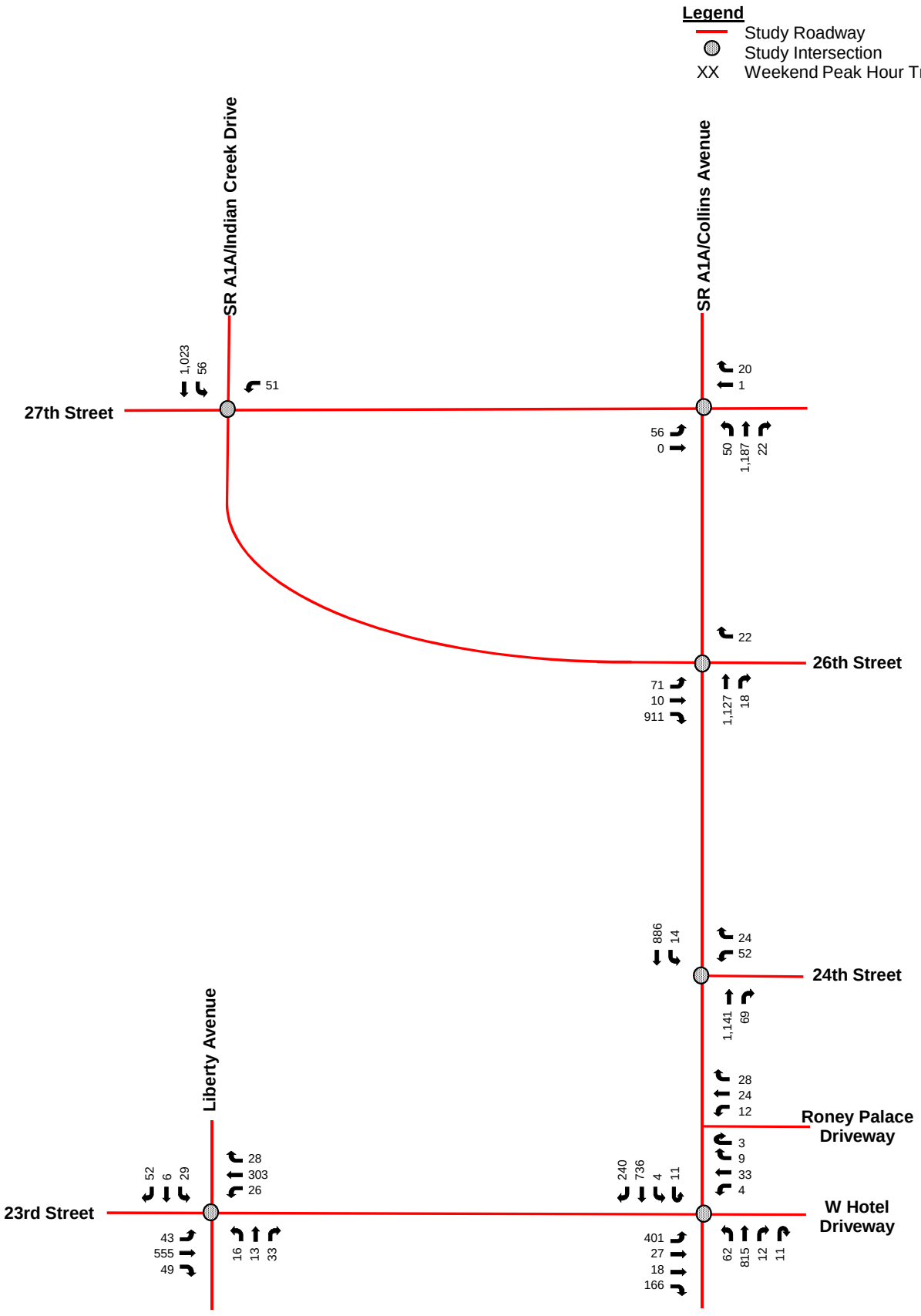


Figure 3
Future Background Peak Hour Traffic
2618 Collins Avenue
Miami Beach, Florida

Kimley»Horn

PROJECT TRAFFIC

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

Existing and Proposed Land Uses

The property proposed for redevelopment is currently occupied by 91 condominium units. The proposed redevelopment consists of a 123-room hotel and a 134-seat restaurant. The project is expected to be completed by year 2020.

Project Access

Access to the proposed redevelopment will be provided via one (1) porte-cochere drop-off/pick-up area with left-in ingress and left-out egress along SR A1A/Collins Avenue. On-site self-parking will not be provided for the proposed redevelopment. All vehicles will be valeted off-site at a surface parking lot located at 2322 Collins Avenue, with the exception of taxis and rideshare.

Trip Generation

Trip generation calculations for the existing development and the proposed redevelopment were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 220 (Multifamily Housing [Mid-Rise]). The trip generation for the proposed redevelopment was determined using ITE LUC 310 (Hotel) and 931 (Quality Restaurant). Project trips were estimated for the weekend peak hour of generator based on the analysis peak period.

Multimodal Reduction

A multimodal (public transit, bicycle, and pedestrian) factor of 18.1 percent (18.1%) was identified based on US Census *Means of Transportation to Work* data was for the census tract containing the proposed redevelopment. It is expected that guests and patrons will choose to walk, bike, or use public transit to and from the proposed redevelopment.

Miami-Dade County Transit (MDT) provides bus service to and from the project area via six (6) routes and the City of Miami Beach's Trolley provides service to and from the project area via two (2) routes:

- Route 103/Route C operates on SR A1A/Collins Avenue and SR A1A/Indian Creek Drive within the vicinity of the project. This route serves Downtown (Miami) Bus Terminal, Main Library, Historical Museum of South Florida, Miami Art Museum, Government Center Metrorail station, Omni Metromover Station/Bus Terminal, City of Miami Beach via MacArthur Causeway, South Beach, Washington Avenue, Lincoln Road, Collins Avenue, 41st Street, Alton Road, and Mt. Sinai Hospital. This route operates with 30-minute headways during the weekday A.M. and P.M. peak hours and provides connecting service to 20 additional MDT bus routes, as well as the Metrorail.
- Route 112/Route L operates on SR A1A/Collins Avenue and SR A1A/Indian Creek Drive within the vicinity of the project. This route serves Lincoln Road, Miami Beach Convention Center, Miami Beach Senior High School, 41st Street/Indian Creek Drive, JFK Causeway, Northside Metrorail station, Amtrak Terminal, and Hialeah Metrorail station. This route operates with 12-minute headways during the weekday A.M. and P.M. peak hours and provides connecting service to 23 additional MDT bus routes, as well as the Metrorail.
- Route 113/Route M operates on SR A1A/Collins Avenue and SR A1A/Indian Creek Drive within the vicinity of the project. This route serves 17th Street, Lincoln Road, Washington Avenue, and SR A1A/Collins Avenue within the vicinity of the project. This route serves NW 21st Street and NW 19th Avenue via NW 17th Avenue, NW 19th Avenue/NW 20th Street, Civic Center Metrorail station, University of Miami/Jackson Memorial hospitals and clinics, Cedars Medical Center, VA Hospital, Omni Metromover Station/Bus Terminal, MacArthur Causeway, City of Miami Beach, South Beach, Lincoln Road, Collins Avenue/41st Street, and Mt. Sinai Hospital. This route operates with 40-minute headways during the weekday A.M. peak hour and 45-minute headways during the weekday P.M. peak hour and provides connecting service to 17 additional MDT bus routes, as well as the Metrorail.

- Route 119/Route S operates on SR A1A/Collins Avenue and SR A1A/Indian Creek Drive within the vicinity of the project. This route serves 17th Street, Lincoln Road, Washington Avenue, and SR A1A/Collins Avenue within the vicinity of the project. This route serves Downtown (Miami) Bus Terminal, Main Library, Historical Museum, Miami Art Museum, Government Center Metrorail station, Omni Bus Terminal, MacArthur Causeway, City of Miami Beach, South Beach, Lincoln Road, Collins Avenue, 192nd Street Causeway, City of Aventura, and Aventura Mall. This route operates with 15-minute headways during the weekday A.M. and P.M. peak hour and provides connecting service to 25 additional MDT bus routes, as well as the Metrorail.
- Route 120 Beach MAX operates on SR A1A/Collins Avenue and SR A1A/Indian Creek Drive within the vicinity of the project. This route serves 17th Street, Lincoln Road, Washington Avenue, and SR A1A/Collins Avenue within the vicinity of the project. This route serves the Downtown Bus Terminal, Main Library, Historical Museum, Miami Art Museum, Government Center Metrorail station, Miami-Dade College Wolfson Campus, Omni Bus Terminal, MacArthur Causeway, City of Miami Beach, Collins Avenue, Town of Surfside, City of Bal Harbour, Haulover Park Marina, and Aventura Mall. This route operates with 12-minute headways during the weekday A.M. and P.M. peak hour and provides connecting service to 24 additional MDT bus routes, as well as the Metrorail.
- Route 150 operates on SR A1A/Collins Avenue and SR A1A/Indian Creek Drive within the vicinity of the project. This route serves Miami International Airport Metrorail Station, 41st Street, Alton Road, SR A1A/Collins Avenue, Lincoln Road, and Washington Avenue. This route operates with 20-minute headways during the weekday A.M. and P.M. peak hours and provides connecting service to 10 additional MDT bus routes.
- The Miami Beach Trolley Middle Beach Loop and Collins Express operate on SR A1A/Collins Avenue and SR A1A/Indian Creek Drive within the vicinity of the project. These routes operate with between 15-minute to 20-minute headways during the analysis hour.

Detailed route information and headway data is provided in Appendix E.

Internal Capture

A portion of the trips generated by the redevelopment will be captured internally on the site. Internal capture rates were based upon values contained in ITE's, *Trip Generation Handbook*, 3rd Edition. The internal capture for the proposed redevelopment is expected to be 3.7 percent (3.7%) during the analysis hour. Internal capture calculations are contained in Appendix E.

Net New Project Trips

Net new project trips are equal to the gross project trips minus the multimodal reduction factor, and internal capture. The net new project trips represent the additional vehicles on the roadway network. Table 1 summarizes the project's trip generation for the analysis hour. As shown in Table 1, the redevelopment is expected to generate 68 net new vehicle trips during the analysis hour. Detailed trip generation information is included in Appendix E.

Table 1: Proposed Net New Trip Generation				
Analysis Hour				
			Entering	Exiting
Future Land Use (ITE Code)	Scale	Net New External Trips	Trips	Trips
Existing Development				
Multifamily Housing (Mid-Rise)	91 units	37	18	19
Subtotal		37	18	19
Proposed Redevelopment				
Hotel (310)	123 rooms	71	40	31
Quality Restaurant (931)	134 seats	34	20	14
Subtotal		105	60	45
Net New Redevelopment				
Net New Project Trips		68	42	26
Total Project Trips				
Total Driveway Project Trips		105	60	45
42.6% Taxi/Rideshare Trips(1)		45	26	19
Proposed Valet Trips		60	34	26

Note: (1) Based on data collected as part of the Cadillac Hotel redevelopment. Detailed data is provided in Appendix E.

Trip Distribution and Assignment

The trip distribution was based on an interpolated cardinal trip distribution for the project site's traffic analysis zone (TAZ) obtained from the Miami-Dade Metropolitan Planning Organization's (MPO's) *2040 Long Range Transportation Plan Directional Trip Distribution Report*. The project is located within TAZ 635. The cardinal distribution is shown in Table 2. Figure 4 presents the project's net new trip distribution for the analysis hour and Figure 5 presents the project's net new trip assignment for the analysis hour. Detailed cardinal distribution calculations are contained in Appendix F.

Table 2: Cardinal Trip Distribution	
Cardinal Direction	Percentage of Trips
North-Northeast	13.0%
East-Northeast	0.0%
East-Southeast	0.0%
South-Southeast	0.0%
South-Southwest	19.0%
West-Southwest	29.0%
West-Northwest	19.0%
North-Northwest	20.0%
Total	100.0%

On-site self-parking will not be provided for the proposed redevelopment. All vehicles will be valeted off-site with the exception of taxis and rideshare. The redevelopment will be served by one (1) on-site drop-off/pick-up area located along Collins Avenue for valet, taxi, and rideshare. Please note that guest vehicles will be valeted at 2322 Collins Avenue. Figure 6 provides a graphic illustration of the proposed valet routes to/from the off-site parking area, Figure 7 presents the project's valet trip distribution and Figure 8 presents the project's valet trip assignment for the analysis hour.

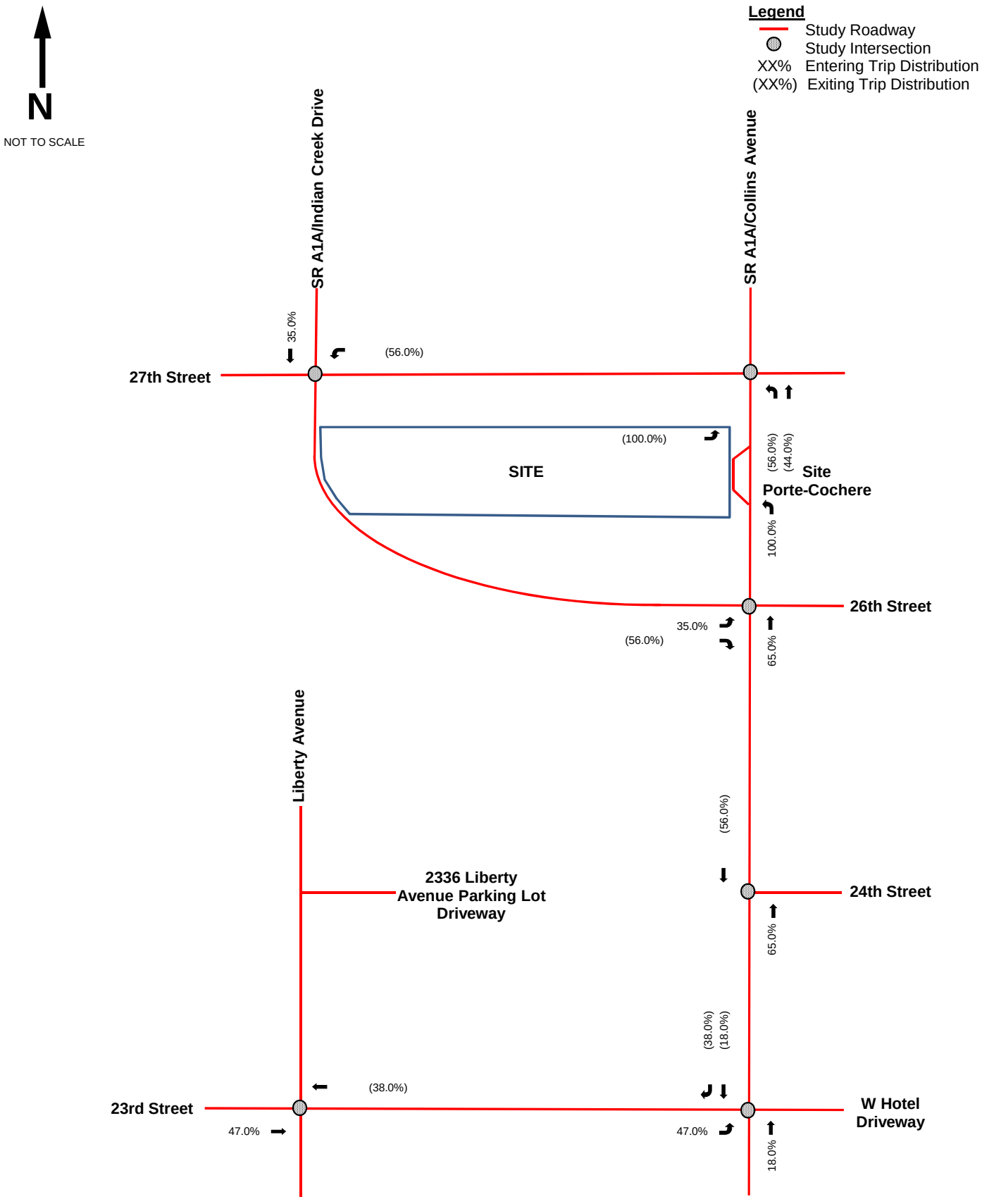


Figure 4
Peak Hour Project Trip Distribution
2618 Collins Avenue
Miami Beach, Florida

Kimley»Horn

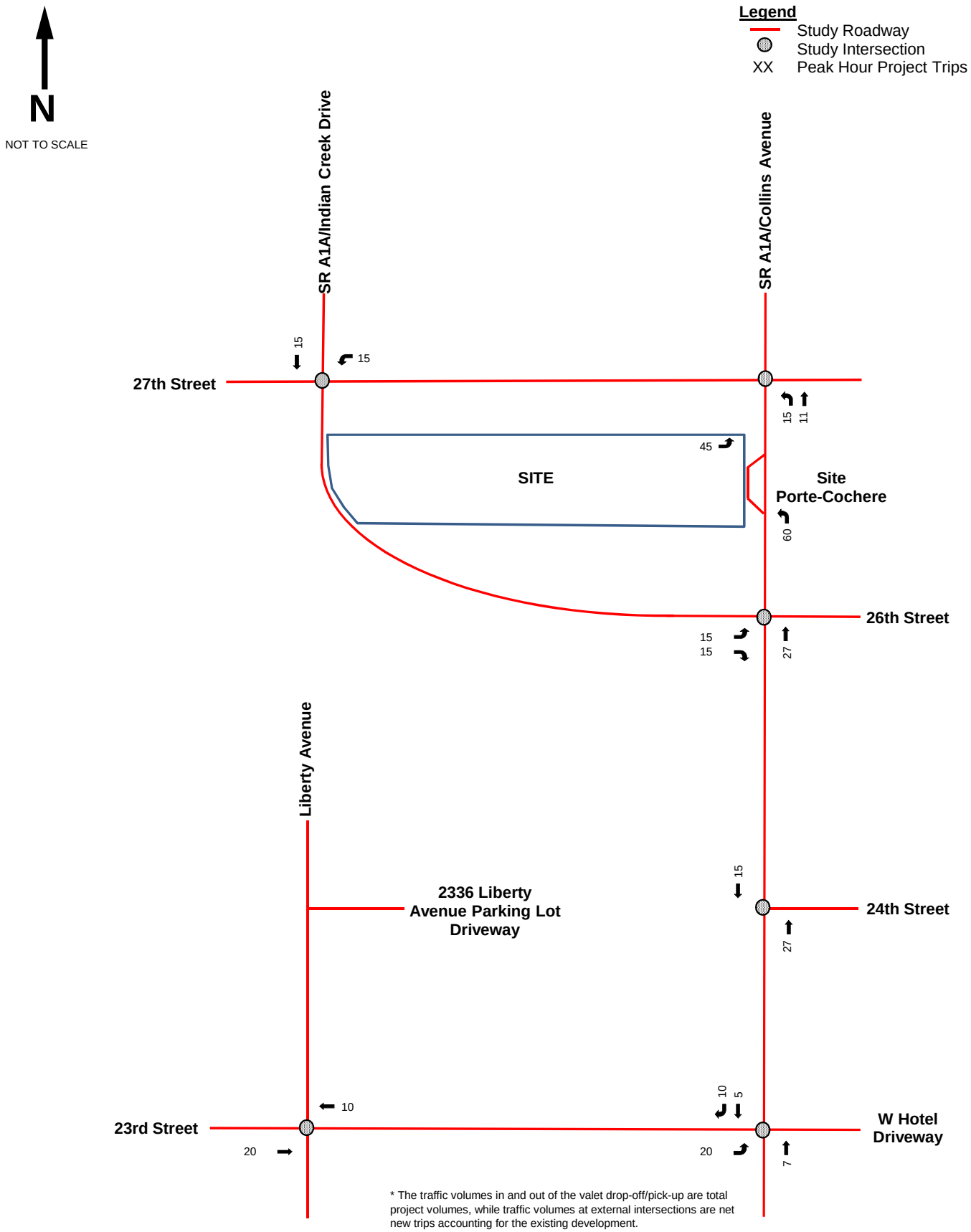
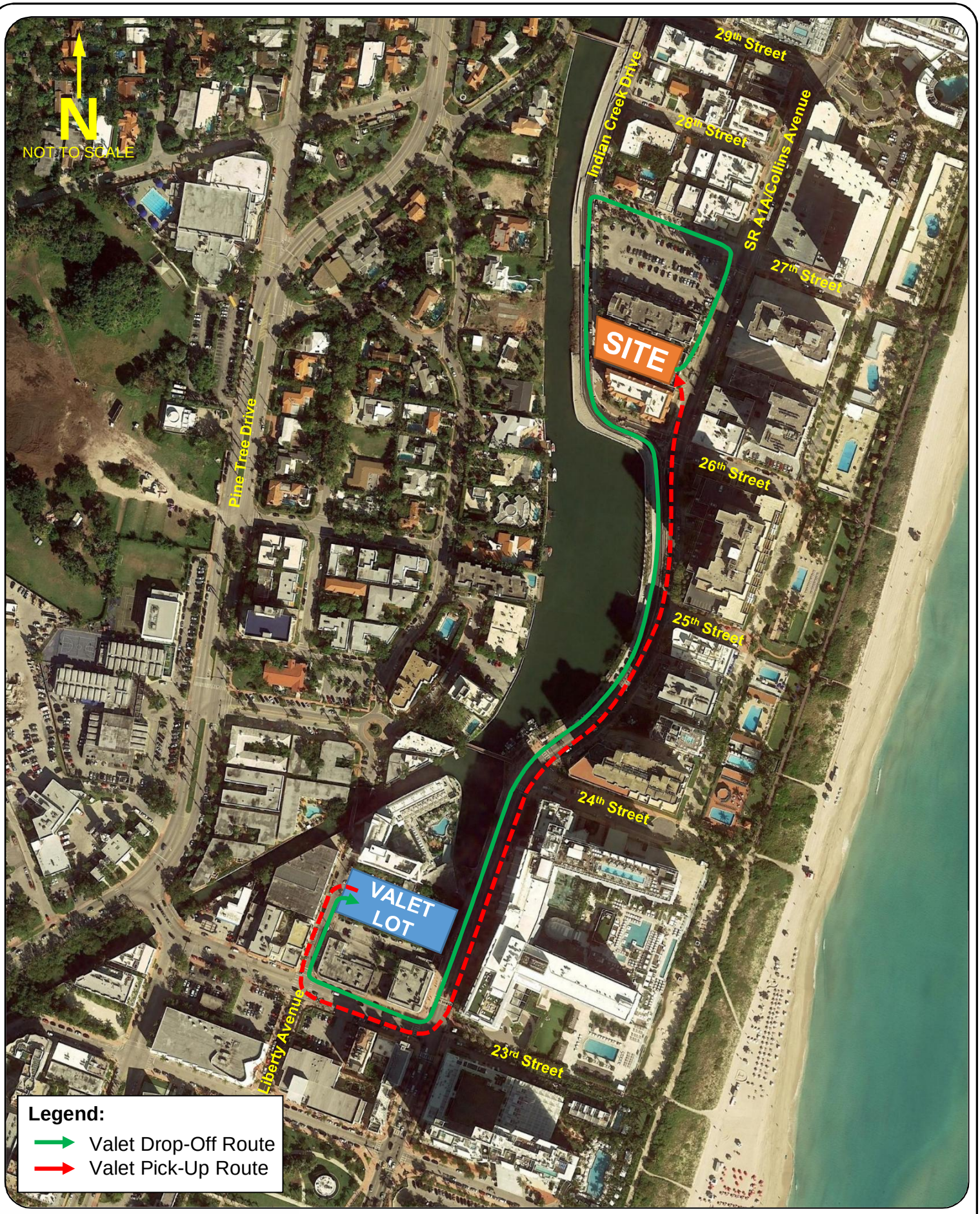


Figure 5
Peak Hour Project Trip Assignment
2618 Collins Avenue
Miami Beach, Florida

Kimley»Horn



Kimley»Horn

Figure 6
Proposed Valet Routing
2618 Collins Avenue
Miami Beach, Florida

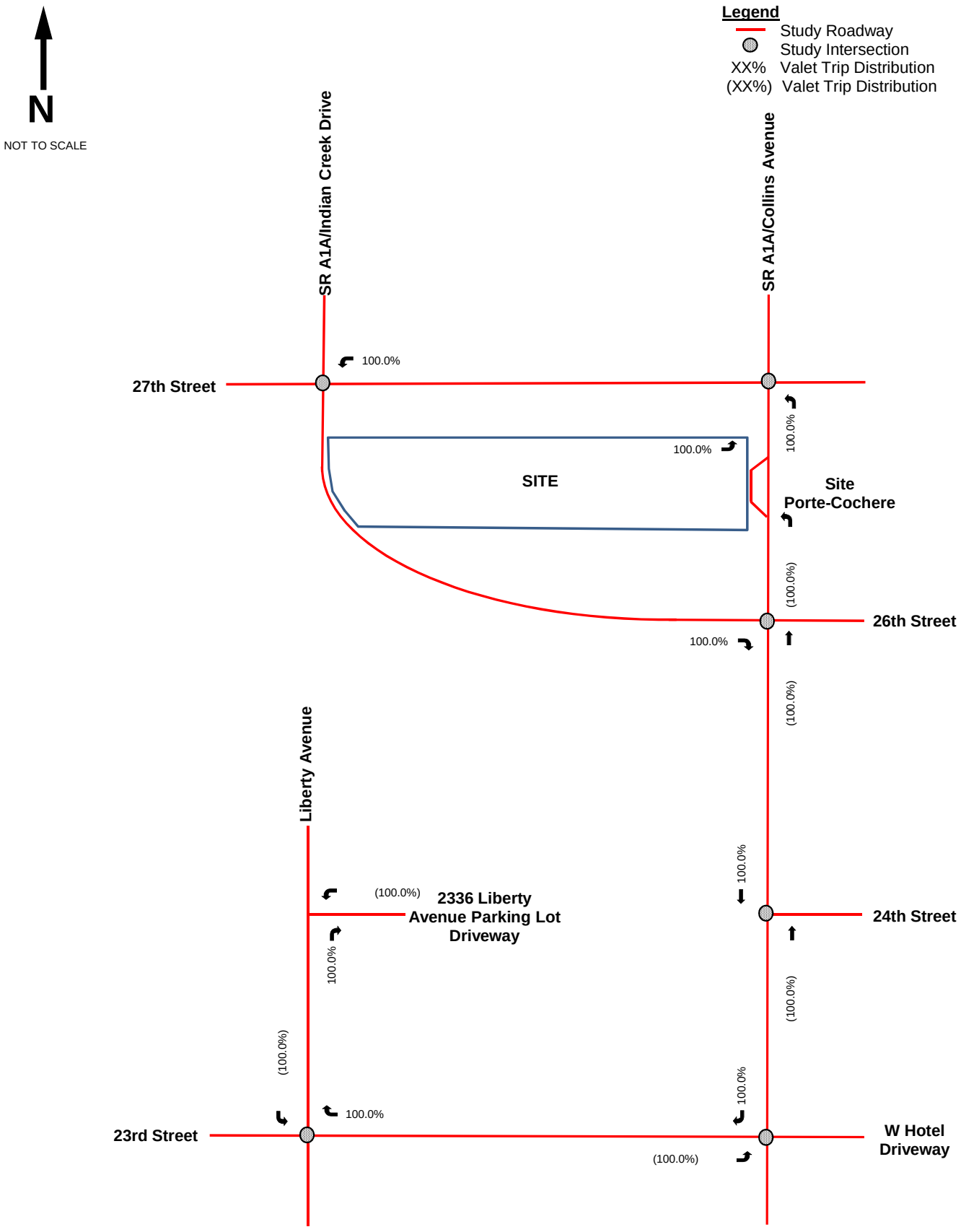


Figure 7
Peak Hour Valet Trip Distribution
2618 Collins Avenue
Miami Beach, Florida

Kimley»Horn

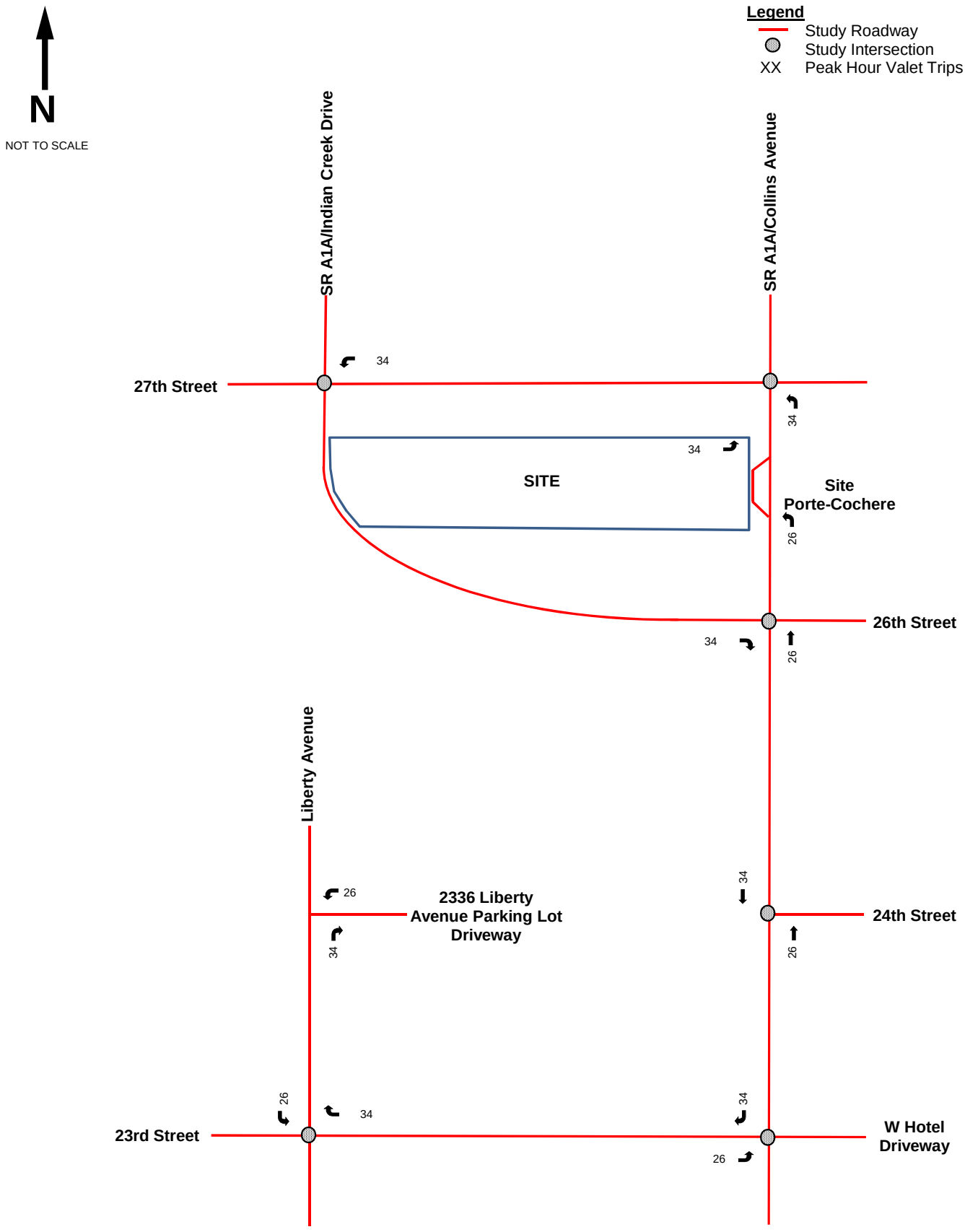


Figure 8
Peak Hour Valet Trip Assignment
2618 Collins Avenue
Miami Beach, Florida

Kimley»Horn

FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2020 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and expected project traffic volumes. The analysis hour future traffic volumes are shown in Figure 9. Volume Development worksheets for the study intersections are included in Appendix G.

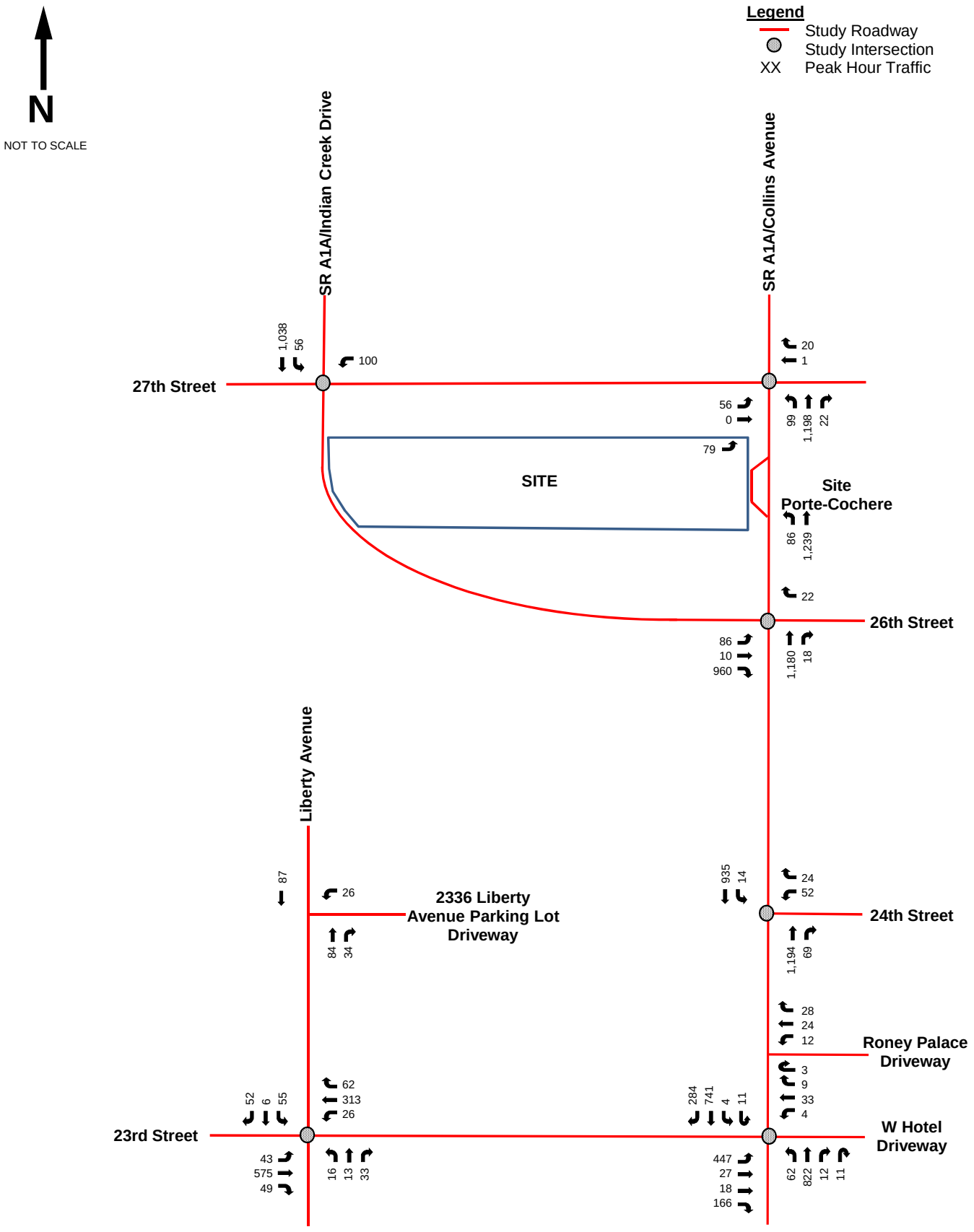


Figure 9
Future Total Peak Hour Traffic
2618 Collins Avenue
Miami Beach, Florida

Kimley»Horn

INTERSECTION CAPACITY ANALYSIS

The study area intersection operating conditions were analyzed for three (3) scenarios (existing conditions, future background conditions, and future total conditions) using Trafficware's *SYNCHRO 10.0* software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual (HCM),* 2000 and 2010 Editions. Synchro worksheets for the study intersections are included in Appendix H.

A summary of the intersection analyses for the analysis hour is presented in Table 3. Please note that as mass transit service with headways of 20 minutes or less operates within 0.25 miles of the study area, LOS D+20% was utilized as the adopted level of service standard consistent with the City of Miami Beach's *2025 Comprehensive Plan*. As Table 3 indicates, the study intersections are expected to operate at adopted levels of service (LOS D+20% or better) during the analysis hour under all analysis conditions.

Table 3: Analysis Hour Intersection Capacity Analysis						
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
Indian Creek Drive and 27th Street	One-Way, Stop-Controlled	(2)	(4)	B (B) [B]	(4)	(3)
SR A1A/Collins Avenue and 27th Street	Signalized	A/3.9 sec (A/4.0 sec) [A/4.0 sec]	D (D) [D]	D (D) [D]	A (A) [A]	(4)
SR A1A/Collins Avenue and 26th Street	Signalized(1)	B/13.0 sec (B/13.8 sec) [B/14.5 sec]	A (B) [B]	D (D) [D]	B (B) [B]	(4)
SR A1A/Collins Avenue and 24th Street	Signalized(1)	B/11.2 sec (B/11.8 sec) [B/12.1 sec]	(4)	D (D) [D]	B (B) [B]	A (B) [B]
SR A1A/Collins Avenue and 23rd Street	Signalized(1)	D/42.8 sec (D/51.0 sec) [D/54.6 sec]	E (E) [E]	D / F(5) (D) / (F)(5) [D] / [F](5)	D (E) [E]	C (C) [C]
Liberty Avenue and 23rd Street	Two-Way, Stop-Controlled	(2)	(3)	(3)	B (B) [B]	B (B) [C]

Notes:
(1) Intersection cannot be analyzed in HCM 2010; therefore HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) Approach LOS for the southern westbound approach (W Hotel Driveway).

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies are proposed to reduce the impacts of the project traffic on the surrounding roadway network. Typical measures promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours. The applicant will commit to implementing the following strategies:

- The owner will provide hotel employees with subsidized Miami-Dade Transit monthly transit passes to allow employees to travel to and from the property without the need of personal automobiles.
- The owner will provide transit information, in the form of route information/pamphlets, to guests at the concierge desk/kiosk.
- Bicycle racks will be provided on-site (12 bicycle racks will be provided in the rear of the building).
- Create an Employee Transportation Coordinator position to run TDM programs.

Please note that three (3) Citi Bike stations are located within the vicinity of the project site on the south side of 26th Street just east of SR A1A/Collins Avenue (16 bicycle docks), on the north side of 25th Street just east of SR A1A/Collins Avenue (16 bicycle docks), and on the north side of 24th Street just east of SR A1A/Collins Avenue (7 bicycle docks).

CONCLUSION

Prince Michael Condominium Association, Inc. is proposing to redevelop the property located at 2618 Collins Avenue in Miami Beach, Florida. The existing site contains 91 condominium units. The proposed redevelopment consists of a 123-room hotel and a 134-seat restaurant. The project is expected to be completed and opened by year 2020.

The results of the intersection capacity analysis indicate that the study intersections are expected to operate at adopted levels of service (LOS D+20% or better) during the analysis hour under all analysis conditions.

TDM strategies are proposed to reduce the impacts of the project traffic on the surrounding roadway network. Typical measures promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours. The applicant will commit to implementing the following strategies:

- The owner will provide hotel employees with subsidized Miami-Dade Transit monthly transit passes to allow employees to travel to and from the property without the need of personal automobiles.
- The owner will provide transit information, in the form of route information/pamphlets, to guests at the concierge desk/kiosk.
- Bicycle racks will be provided on-site (12 bicycle racks will be provided in the rear of the building).
- Create an Employee Transportation Coordinator position to run TDM programs.

Please note that three (3) Citi Bike stations are located within the vicinity of the project site on the south side of 26th Street just east of SR A1A/Collins Avenue (16 bicycle docks), on the north side of 25th Street just east of SR A1A/Collins Avenue (16 bicycle docks), and on the north side of 24th Street just east of SR A1A/Collins Avenue (7 bicycle docks).

Appendix A

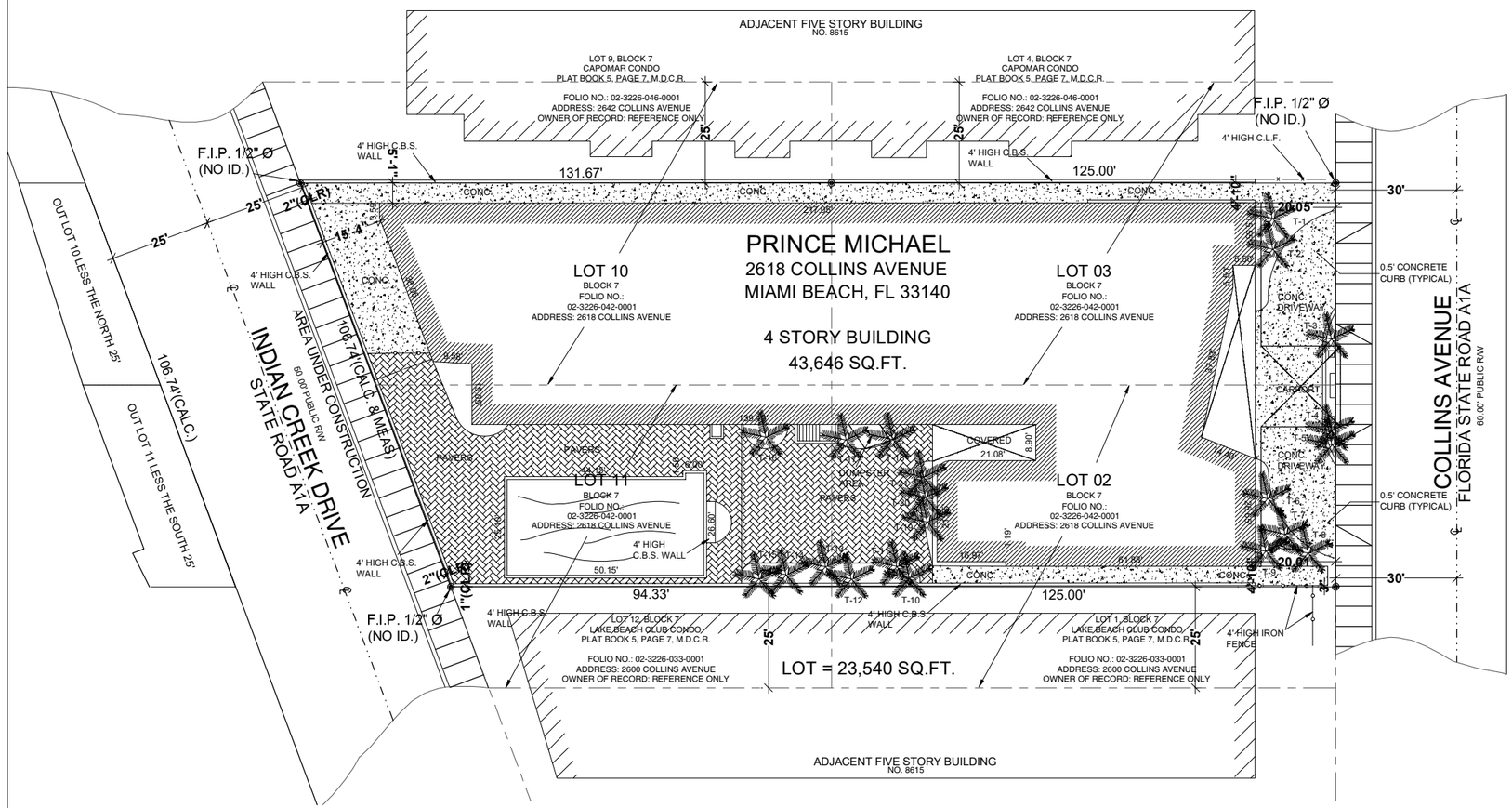
Site Plan

TREE INFORMATION

TREE #	NAME	TRUNK Ø	HIGH	CANOPY
T-1	ALEXANDRIA PALM	6"	20'	10'
T-2	ALEXANDRIA PALM	6"	20'	10'
T-3	ALEXANDRIA PALM	4"	20'	10'
T-4	ALEXANDRIA PALM	4"	20'	10'
T-5	ALEXANDRIA PALM	4"	20'	10'
T-6	BOTTLE PALM	12"	30'	10'
T-7	ALEXANDRIA PALM	8"	30'	10'
T-8	BOTTLE PALM	12"	30'	10'
T-9	BOTTLE PALM	12"	30'	10'
T-10	ALEXANDRIA PALM	4"	20'	10'
T-11	ALEXANDRIA PALM	4"	20'	10'
T-12	MELALEUCA	24"	40'	30'
T-13	ALEXANDRIA PALM	4"	20'	10'
T-14	ALEXANDRIA PALM	4"	20'	10'
T-15	BOTTLE PALM	15"	30'	10'
T-16	SABAL PALM	12"	20'	15'
T-17	ALEXANDRIA PALM	6"	20'	10'
T-18	UNKNOWN	6"	20'	10'
T-19	ALEXANDRIA PALM	6"	20'	10'
T-20	ALEXANDRIA PALM	6"	20'	10'
T-21	ALEXANDRIA PALM	4"	20'	10'

LEGAL DESCRIPTION

LOT 3, LESS THE NORTH 25.00 FEET, LOT 2, LESS THE SOUTH 25 FEET, LOT 10 AND OUT LOT 10, LESS THE NORTH 25.00 FEET, AND LOT AND OUTLOT 11, LESS THE SOUTH 25 FEET, BLOCK 7, AMENDED PLAT OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENTCO. SUBDIVISION, RECORDE IN PLAT BOOK 5 AT PAGE 7 AND 8 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA
THET PART OF LOTS 2, 3, 10, AND 11 DESCRIBED CONTAINS 23,800 SQUARE FEET, MORE OR LESS OR 0.546 ACRES, MORE OR LESS.
THE OUTLOTS DESCRIBED CONTAIN 1,700 SQUARE FEET, MORE OR LESS, OR 0.039 ACRES MORE OR LESS



PRINCE MICHAEL ZONING DATA

GENERAL	
BUILDING LOCATION:	2618 COLLINS AVENUE, MIAMI BEACH, FLORIDA 33140
YEAR BUILT:	1951
FOLIO NUMBER:	02 3226 042 0001
LEGAL DESCRIPTION:	PRINCE MICHAEL CONDO 23 28 27 34 52 42 MIAMI BEACH IMP CO SUB PB 5-7 NSOFT LOT 2 & SSOFT OF LOT 3 & SSOFT LOT 10 & NSOFT LOT 11 & TR OPP SAME FACING IND CR BLK 7 LOT SIZE 25570 SQ. FT. FAU 02-3226-001-0760
MIAMI BEACH ZONING:	RM-2 RESIDENTIAL MULTIFAMILY, MEDIUM DENSITY
BUILDING TYPE:	TYPE IA
USE GROUP AS PER FBC:	RESIDENTIAL GROUP R-2
FLOOR AREA RATIO:	2 (AS PER SECTION 142-307 (d))
ALLOWABLE BUILDING AREA:	9,375 SF x 2.00=18,750 SQUARE FEET

EXISTING CONDITIONS	
EXISTING FLOOR AREA:	
BASEMENT:	3,348
LEVEL 1:	6,227
LEVEL 2:	7,545
LEVEL 3:	13,263
LEVEL 4:	13,263
TOTAL:	43,646
EXISTING UNITS:	91

PROPOSED FLOOR AREA:

	EXISTING TO REMAIN	PROPOSED NEW	TOTAL
BASEMENT:	3,348	0	3,348
LEVEL 1:	6,227	0	6,227
LEVEL 2:	7,545	0	7,545
LEVEL 3:	13,263	0	13,263
LEVEL 4:	13,263	0	13,263
LEVEL 5:	0	0	0
TOTAL:	43,646	0	43,646

BUILDING HEIGHT:

	REQUIRED	PROVIDED
MAXIMUM BUILDING HEIGHT:	50'-0"	42'-0"
MAXIMUM NUMBER OF STORIES:	7	4

OPEN SPACE RATIO:

	REQUIRED	PROVIDED
OPEN SPACE RATIO:	NOT APPLICABLE	NOT APPLICABLE

MINIMUM FLOOR AREA:

	REQUIRED	PROVIDED
MINIMUM FLOOR AREA PER UNIT:		
LOCAL/HISTORIC SITE		

HOTEL UNIT COUNT:

	EXISTING BUILDING		
	EXISTING	PROPOSED	
	91	-4	
TOTAL UNITS	87		

MINIMUM PARKING:

	REQUIRED	PROVIDED

SETBACK REQUIREMENTS AS PER SECTION 142-307 (d)

PEDESTAL	REQUIRED	PROVIDED
FRONT:		
SIDE INTERIOR:		
SOUTH SIDE		
SIDE STREET FACING:		
NORTH SIDE		
REAR-NON-OCEANFRONT:		

SURVEYOR'S NOTES:

1. EXAMINATION OF THE ABSTRACT OF THE TITLE WILL HAVE TO BE MADE TO DETERMINE RECORD INSTRUMENTS IF ANY, AFFECTING THE PROPERTY.
2. LOCATION AND IDENTIFICATION OF UNDERGROUND ENCROACHMENTS OR UTILITIES ON AND/OR ADJACENT TO THE PROPERTY WERE NOT SECURED AS SUCH INFORMATION WAS NOT REQUESTED
3. NO SEARCH OF PUBLIC RECORDS HAS BEEN MADE (BY THIS OFFICE) FOR ACCURACY AND OR OMISSIONS.
4. THIS CERTIFICATION IS ONLY FOR THE LANDS AS DESCRIBED, IT IS NOT A CERTIFICATION OF TITLE, ZONING, EASEMENTS, OR FREEDOM FROM ENCUMBRANCES, "TITLE" ABSTRACT NOT REVIEWED.
5. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY
6. THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF ENTITIES NAMED HEREON AND THE CERTIFICATION DOES NOT EXTEND TO ANY UNNAMED PARTY.
7. DIMENSIONS, BEARINGS OR ANGLES INDICATED HEREIN ARE MEASURED AND ARE THE SAME AS PLAT VALUES UNLESS OTHERWISE INDICATED BEARINGS ARE BASED ON SHOWN PLAT VALUES (IF ANY) OR AN ASSUMED VALUE.
8. ALL RIGHTS OF WAYS SHOWN ARE PUBLIC UNLESS OTHERWISE NOTED
9. UTILITY FACILITIES WITHIN UTILITY EASEMENTS NOT NOTED AS VIOLATIONS, DRIVEWAYS OR PORTIONS THEREOF WITHIN ROADWAYS NOT NOTED AS VIOLATIONS OR ENCROACHMENTS.
10. R/W LINES DEPICTED HEREON ARE REFERENCED TO THE PLATS OF PUBLIC RECORD (LISTED BELOW) NO ADDITIONAL INFORMATION WAS PROVIDED TO THIS OFFICE REGARDING CHANGES IN RIGHTS OF WAY, DEDICATIONS, LOT LINES,PROPERTY LINES,ZONING ETC.
11. THIS DRAWING IS PROPERTY OF ZURWELLE-WHITTAKER,INC AND CANNOT BE REPRODUCED WITHOUT WRITTEN CONSENT
12. THE ELEVATION INFORMATION SHOWN HEREON (IF ANY) IS RELATIVE TO THE NATIONAL GEODETIC VERTICAL DATUM, (N.G.V.D.), OF 1929, UNLESS OTHER WISE NOTED
13. BENCHMARK USED: NOAA/NGS TIDAL BM 872 3787 F TIDAL, PID AA0935, ELEVATION 10.89' NGVD 1929
14. COORDINATES SHOWN ARE RELATIVE TO THE NORTH AMERICAN DATUM OF 1983/90/ 2007 NSRS ADJUSTMENT.
15. COORDINATE CONVERSIONS (IF ANY) HAVE BEEN CONVERTED USING CORPSCON VERSION 6.6.1, FROM U.S. ARMY CORPS OF ENGINEERS ALEXANDRIA, VIRGINIA.
16. UNLESS IT BEARS THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER, THIS DRAWING, SKETCH, PLAT OR MAP IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.
17. ACCURACY OF HORIZONTAL CONTROL: (FOR EXPECTED USE OF LAND AS DEFINED BY (5J-17)) THE FIELD MEASUREMENTS VERIFIED BY CALCULATIONS OF A CLOSED GEOMETRIC FIGURE BASED UPON FIELD INFORMATION TAKEN IN THE FIELD BY TOTAL STATION AND OR GPS/GNSS.

RELATIVE DISTANCE ACCURACY FOR THIS SURVEY IS MORE OR LESS.

___ COMMERCIAL/HIGH RISK	LINEAR: 1 FOOT IN 10,000 FEET
___ SUBURBAN	LINEAR: 1 FOOT IN 7,500 FEET
___ RURAL	LINEAR: 1 FOOT IN 5,000 FEET

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THE ATTACHED "AS BUILT SURVEY" WAS PREPARED UNDER MY DIRECTION AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND, THAT THE SURVEY MEETS MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS PURSUANT TO CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE PURSUANT TO SECTION 472.027.

FLOOD INFORMATION:

COMMUNITY NUMBER	:120651
PANEL NUMBER	:12086C0317L
SUFFIX	: L
DATE OF FIRM	:09-11-2009
FIRM ZONE	:AE
BASE FLOOD ELEVATION	: 8.00'
DATE FIELD WORK	:08-22-2017
DATE DRAFTING	:08-30-2017
DATE SIGNED AND SEALED	:08-31-2017
REVISED FIELD SURVEY	: N/A

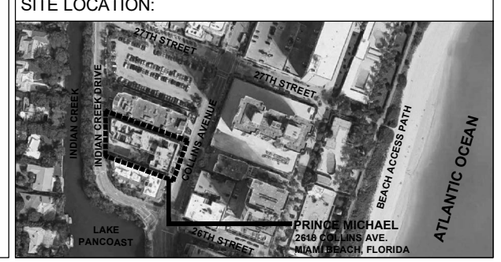
ABBREVIATIONS:

A	=	ARC	N/A	=	NOT APPLICABLE	RLS	=	REGISTERED LAND SURVEYOR
A/C	=	AIR CONDITIONER	N & DISC	=	NAIL & DISC	R/W	=	RIGHT OF WAY LINE
BLDG	=	BUILDING	NAD27	=	NORTH AMERICAN DATUM OF 1927	S	=	SOUTH
CH	=	CHORD LENGTH	NAD83	=	NORTH AMERICAN DATUM OF 1983	SEC	=	SECTION
C & G	=	CURB AND GUTTER	NAD83/99	=	NORTH AMERICAN DATUM OF 1983,1999 ADJUSTMENT	STA	=	STATION
CH BR	=	CHORD BEARING	NFIP	=	NATIONAL FLOOD INSURANCE PROGRAM	SWK	=	SIDEWALK
CB	=	CATCH BASIN	NGS	=	NATIONAL GEODETIC SURVEY	T	=	TANGENT
CBS	=	CONCRETE BLOCK STUCCO	No	=	NUMBER	TWP	=	TOWNSHIP
CLR	=	CLEAR	NO ID	=	NO IDENTIFICATION	TYP	=	TYPICAL
CLF	=	CHAIN LINK FENCE	NOAA	=	NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION	W	=	WEST OR WITH
CONC	=	CONCRETE	NSRS 2007	=	NATIONAL SPATIAL REFERENCE SYSTEM OF 2007	WF	=	WOOD FENCE
D	=	DELTA	NTS	=	NOT TO SCALE	WM	=	WATER METER
E	=	EAST	0°	=	DEGREE	WV	=	WATER VALVE
EB	=	ENGINEERING BUSINESS LICENSE NUMBER	0'	=	MINUTES OR FEET	Z/W	=	ZURWELLE-WHITTAKER, INC
EL	=	ELEVATION	0"	=	SECONDS OR INCHES			
ELEC	=	ELECTRIC	OBV	=	OBSERVED ANGLE			
ELEV	=	ELEVATION	O/E	=	OVERHEAD ELECTRIC			
ENC	=	ENCROACHMENT	ORB	=	OFFICIAL RECORD BOOK			
EP	=	EDGE OF PAVEMENT	PAV	=	PAVEMENT			
FEMA	=	FEDERAL EMERGENCY MANAGEMENT AGENCY	PB	=	PLAT BOOK			
FIP	=	FOUND IRON PIPE	PC	=	POINT OF CURVATURE			
FIR	=	FOUND IRON ROD	PCC	=	POINT OF COMPOUND CURVATURE			
FIRM	=	FLOOD INSURANCE RATE MAP	PAGE	=	PAGE			
FND	=	FOUND	PL	=	PROPERTY LINE			
FPL	=	FLORIDA POWER AND LIGHT CO.	PLS	=	PROFESSIONAL LAND SURVEYOR			
GNSS	=	GLOBAL NAVIGATION SATELLITE SYSTEM	PI	=	POINT OF INTERSECTION			
GPS	=	GLOBAL POSITIONING SYSTEM	POB	=	POINT OF BEGINNING			
IP	=	IRON PIPE	POC	=	POINT OF COMMENCEMENT			
L	=	LENGTH	PT	=	POINT OF TERMINATION			
LB	=	SURVEYING & MAPPING BUSINESS LICENSE NUMBER	PRC	=	POINT OF REVERSE CURVATURE			
LS	=	LAND SURVEYOR	PSM	=	PROFESSIONAL SURVEYOR AND MAPPER			
M & R	=	MEASURED AND RECORD	R	=	RADIUS OR RECORD			
MEAS	=	MEASURED	REC	=	RECORD			
MH	=	MAN HOLE	RES	=	RESIDENCE			
N	=	NORTH	RWG	=	RANGE			

SYMBOL LEGEND:

- LIGHT POLE
- TYPICAL STATION
- UTILITY POLE
- ELECTRIC BOX
- TRAFFIC SIGNAL BOX
- FIRE HYDRANT
- STORM SEWER/CATCH BASIN
- WATER METER
- SIGN
- TELEPHONE BOX
- WATER VALVE
- ELEVATIONS
- TRAFFIC LANE FLOW
- CENTER LINE
- MONUMENT LINE
- DIAMETER.

SITE LOCATION:



IF SHEET IS LESS THAN (24"X36") IT IS A REDUCED PRINT, SCALE ACCORDINGLY

PrecisionArt
ARCHITECTURE • DESIGN
CONSTRUCTION MANAGEMENT
777 NE 60TH STREET (CR2) | MIAMI | FLORIDA 33138
T: 305.469.6759 | F: 786.752.2227 | E: info@precisionartdesign.com

REVISION	DESCRIPTION	DATE

PRINCE MICHAEL
2618 COLLINS AVENUE, MIAMI BEACH, FL
HISTORIC RENOVATION

COREY J. LAFFERTY
NORTH
LIC. #AR97982

HISTORIC PRESERVATION BOARD

JOB NUMBER:	17013
ISSUE DATE:	06.15.2017
SCALE:	AS NOTED

SHEET TITLE
EXISTING SITE PLAN

SHEET NUMBER
G-1.1

Appendix B

Methodology Correspondence

Kanaan, Omar

From: Ferrer, Josiel <JOSIELFERRER@miamibeachfl.gov>
Sent: Friday, April 13, 2018 9:18 AM
To: Kanaan, Omar
Subject: RE: 2618 Collins Avenue | Traffic Study Methodology

Categories: External

Omar,

Please move forward with this. Methodology is approved.

Thank You,

MIAMIBEACH

Josiel Ferrer-Diaz, E.I. *Transportation Manager*
TRANSPORTATION DEPARTMENT
1688 Meridian Avenue, Suite 801, Miami Beach, Florida 33139
305-673-7000 x6831 www.miamibeachfl.gov

We are committed to providing excellent public service and safety to all who live, work and play in our vibrant, tropical, historic community.

From: Kanaan, Omar [mailto:omar.kanaan@kimley-horn.com]
Sent: Thursday, April 12, 2018 5:34 PM
To: Ferrer, Josiel
Cc: 'Gregory Fontela'; 'Michael Larkin'; Dabkowski, Adrian; Corey Lafferty
Subject: RE: 2618 Collins Avenue | Traffic Study Methodology

Josiel,

Just following up to see if you had a chance to review the attached methodology. Please let us know if the City has any comments.

Thanks again,
Omar

Omar Kanaan, P.E.
Kimley-Horn | 600 North Pine Island Road | Suite 450 | Plantation, FL 33324
954.716.8829 direct | 954.535.5100 main

From: Ferrer, Josiel [mailto:JOSIELFERRER@miamibeachfl.gov]
Sent: Tuesday, April 10, 2018 10:05 PM
To: Kanaan, Omar <omar.kanaan@kimley-horn.com>
Cc: 'Gregory Fontela' <gfontela@brzoninglaw.com>; 'Michael Larkin' <MLarkin@brzoninglaw.com>; Dabkowski, Adrian

Kimley»Horn

Memorandum

To: Josiel Ferrer, E.I.
City of Miami Beach

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

Date: March 28, 2018

Subject: 2618 Collins Avenue
Traffic Study Methodology

The purpose of this memorandum is to summarize the traffic study methodology discussed at our October 5, 2017 meeting. The proposed redevelopment is located at 2618 Collins Avenue in Miami Beach, Florida. The existing development includes 91 condominium units. The proposed redevelopment consists of a 123-room hotel and a 134-seat restaurant. Self-parking will not be provided on-site. Therefore, all patron and guest vehicles will be valeted. Vehicles are expected to be valeted at 2322 Collins Avenue. A site boundary survey and location map are included in Attachment A. The following sections summarize our proposed methodology.

ANALYSIS PERIOD DETERMINATION

The analysis period will be based on the peak two (2) hour period determined from one (1) 96-hour continuous traffic count (Thursday, Friday, Saturday, and Sunday) collected along SR A1A/Collins Avenue in the vicinity of the project. All traffic counts will be adjusted to peak season conditions using the appropriate Florida Department of Transportation (FDOT) peak season conversion factors for Miami Beach. Turning movement counts will be collected in 15-minute intervals during the analysis peak period and will include pedestrian and bicycle counts. Signal timing information will be obtained from Miami-Dade County Department of Transportation and Public Works – Signals and Signs Division. All collected traffic data will be provided in the Appendix of the traffic impact study.

TRIP GENERATION

Trip generation calculations for the existing development and proposed redevelopment were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 221(Multifamily Housing [Mid-Rise]). The trip generation for the proposed redevelopment was determined using ITE LUC 310 (Hotel) and 931 (Quality Restaurant). Project trips were estimated for the A.M. and P.M. peak hours.

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the redevelopment. The US Census data indicated that there is an 18.1 percent (18.1%) multimodal factor within the vicinity of the redevelopment. It is expected that guests and patrons will choose to walk, bike, or use public transit to and from the proposed redevelopment. Transit route information will be documented in the report.

Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment B.

A portion of the trips generated by the redevelopment will be captured internally on the site. Internal capture rates were based upon values contained in ITE's, *Trip Generation Handbook*, 3rd Edition. The internal capture for the proposed redevelopment is expected to be 4.7 percent (4.7%) during the P.M. peak hour.

The project is expected to generate 23 net new vehicle trips during the A.M. peak hour and 48 net new vehicle trips during the P.M. peak hour. Detailed trip generation calculations are included as Attachment B.

TRIP DISTRIBUTION

Trip distribution will be determined based on turning movements counts collected at the study area intersections as well as the location of parking facilities used by the proposed redevelopment. Additionally, the distribution will be based on an interpolated cardinal trip distribution for the project site's traffic analysis zones (TAZs) obtained from the Miami-Dade Transportation Planning Organization's *2040 Cost Feasible Plan* travel demand model 2010 and 2040 data. The trip distribution for the anticipated build-out year of 2020 was interpolated from the 2010 and 2040 data. The project is located within TAZ 635. The detailed cardinal distribution is provided in Attachment C.

STUDY AREA

Based on the proposed redevelopment plan, the following intersections in addition to the project driveways, are proposed to be analyzed.

1. Indian Creek Drive and 27th Street
2. SR A1A/Collins Avenue and 27th Street
3. SR A1A/Collins Avenue and 26th Street
4. SR A1A/Collins Avenue and 24th Street
5. SR A1A/Collins Avenue and 23rd Street
6. Liberty Avenue and 23rd Street

Turning movement counts will include pedestrians and bicyclists.

BACKGROUND GROWTH RATE/MAJOR COMMITTED DEVELOPMENT

A background growth rate will be calculated based on historic growth trends at nearby Florida Department of Transportation (FDOT) traffic count stations. Additionally, growth rates based on Miami-Dade Transportation Planning Organization's (TPO) projected 2010 and 2040 model network volumes will be examined. The higher of the two (2) growth rates will be used in the analysis. Documentation will be provided in the Appendix of the traffic impact study.

The City's review of this document will determine any committed projects to include in background conditions. The City will provide the corresponding approved traffic study for any committed projects identified.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the analysis period for the study intersections. Intersection analyses will be performed using *Synchro* traffic engineering analysis software which applies the Transportation Research Board's (TRB's), *Highway Capacity Manual* (HCM), 2000 and 2010 methodologies. Capacity analyses will be conducted for three (3) scenarios: existing, build-out without project, and build-out with project.

The following figures will be included for the study intersections:

- Existing conditions
- Trip distribution
- Trip assignment
- Future background traffic conditions (with growth rate and committed development traffic)
- Future total traffic conditions (with project)

PEDESTRIAN FACILITY EVALUATION

Pedestrian facilities and infrastructure around the site will be evaluated. The evaluation will examine general condition of sidewalks, pedestrian signals, crosswalks, and general pedestrian connectivity along SR A1A/Collins Avenue and Indian Creek Drive between 26th Street and 27th Street.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies will be developed to reduce the impact of project traffic on the surrounding roadway network and promote trip reduction. Typical measures promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours.

DOCUMENTATION

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis.

A CD and electronic copy of the reports will be provided as part of the submittal package. Additionally, the Synchro analysis files will be provided on the CD.

VALET ANALYSIS

A valet operations queuing analysis will be prepared for the vehicle drop-off/pick-up area to ensure that queues do not spill back into public right-of-way. The vehicle drop-off/pick-up area for the valet operation will be coordinated with the City of Miami Beach Planning Department.

Trip generation estimates will be utilized to provide for the highest demand scenario. Additionally, a taxi/shared-ride trip percentage factor of 42.6 percent (42.6%) will be applied based on actual field observation from the Cadillac Hotel located at 3925 Collins Avenue, Miami Beach to account for valet trips associated with the hotel and restaurant components of the redevelopment. The valet operations queuing analysis will be conducted consistent with procedures described in ITE's *Transportation and Land Development*, 1988. A final traffic circulation figure will be prepared to illustrate the valet routes to and from the vehicle drop-off/pick-up area. Data related to taxi trips are included in Attachment B.

A technical memorandum documenting analysis assumptions and results, including the location of the valet garage and the required number of valet attendants to service the facility under highest demand conditions will be prepared.

MANEUVERABILITY ANALYSIS

A maneuverability analysis for the porte-cochere along Collins Avenue will be performed utilizing Transoft Solutions' *AutoTURN* software. Deficiencies related to maneuverability, traffic flow, and vehicular conflicts will be documented in a technical memorandum.

K:\FTL_TPTO\043858000-2618 Collins Avenue\Correspondence\Memo\2618 Collins Ave Traffic Study Methodology.docx

Attachment A

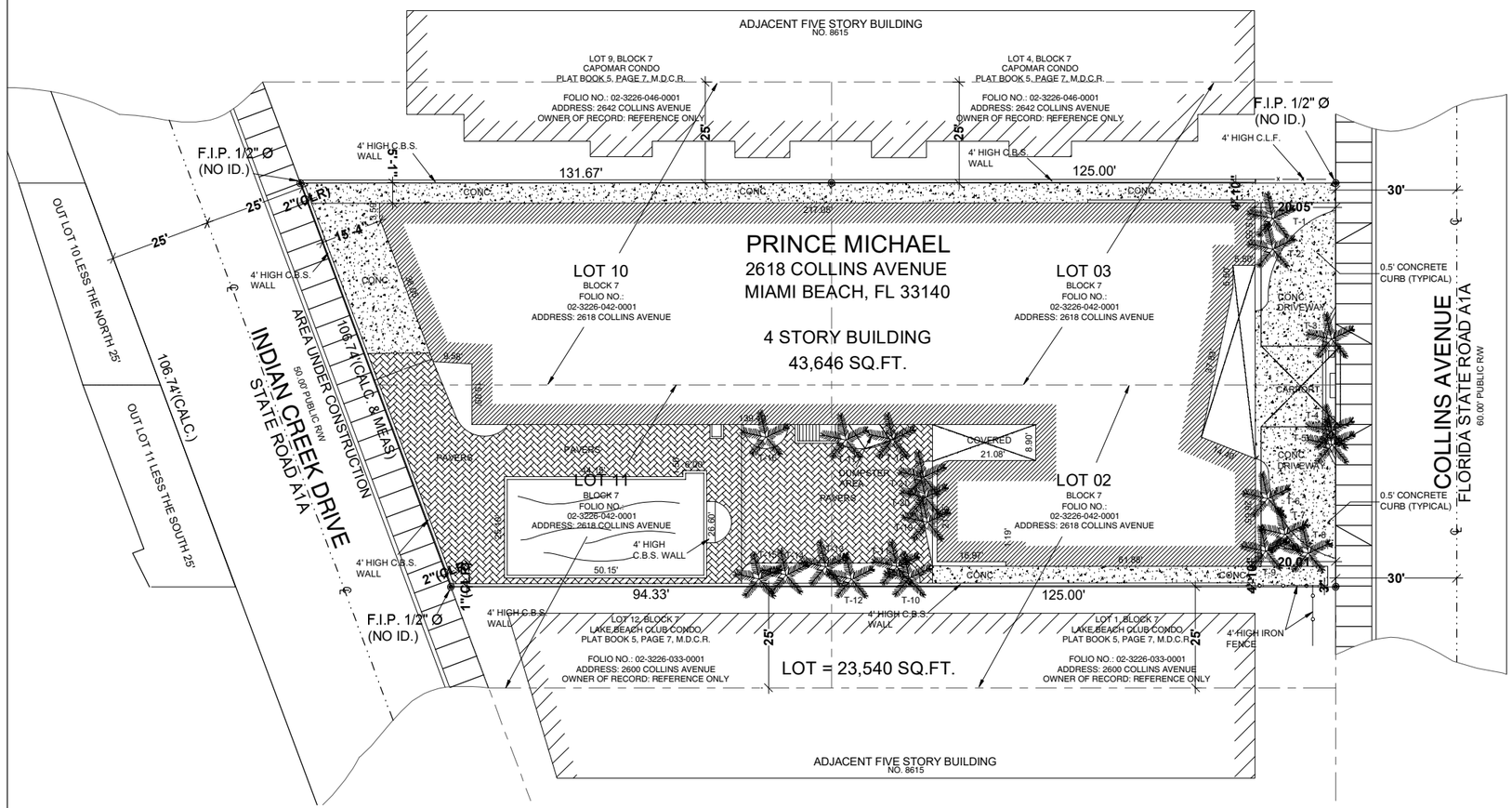
Boundary Survey

TREE INFORMATION

TREE #	NAME	TRUNK Ø	HIGH	CANOPY
T-1	ALEXANDRIA PALM	6"	20'	10'
T-2	ALEXANDRIA PALM	6"	20'	10'
T-3	ALEXANDRIA PALM	4"	20'	10'
T-4	ALEXANDRIA PALM	4"	20'	10'
T-5	ALEXANDRIA PALM	4"	20'	10'
T-6	BOTTLE PALM	12"	30'	10'
T-7	ALEXANDRIA PALM	8"	30'	10'
T-8	BOTTLE PALM	12"	30'	10'
T-9	BOTTLE PALM	12"	30'	10'
T-10	ALEXANDRIA PALM	4"	20'	10'
T-11	ALEXANDRIA PALM	4"	20'	10'
T-12	MELALEUCA	24"	40'	30'
T-13	ALEXANDRIA PALM	4"	20'	10'
T-14	ALEXANDRIA PALM	4"	20'	10'
T-15	BOTTLE PALM	15"	30'	10'
T-16	SABAL PALM	12"	20'	15'
T-17	ALEXANDRIA PALM	6"	20'	10'
T-18	UNKNOWN	6"	20'	10'
T-19	ALEXANDRIA PALM	6"	20'	10'
T-20	ALEXANDRIA PALM	6"	20'	10'
T-21	ALEXANDRIA PALM	4"	20'	10'

LEGAL DESCRIPTION

LOT 3, LESS THE NORTH 25.00 FEET, LOT 2, LESS THE SOUTH 25 FEET, LOT 10 AND OUT LOT 10, LESS THE NORTH 25.00 FEET, AND LOT AND OUTLOT 11, LESS THE SOUTH 25 FEET, BLOCK 7, AMENDED PLAT OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENTCO. SUBDIVISION, RECORDE IN PLAT BOOK 5 AT PAGE 7 AND 8 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA
THET PART OF LOTS 2, 3, 10, AND 11 DESCRIBED CONTAINS 23,800 SQUARE FEET, MORE OR LESS OR 0.546 ACRES, MORE OR LESS.
THE OUTLOTS DESCRIBED CONTAIN 1,700 SQUARE FEET, MORE OR LESS, OR 0.039 ACRES MORE OR LESS



PRINCE MICHAEL ZONING DATA

GENERAL	
BUILDING LOCATION:	2618 COLLINS AVENUE, MIAMI BEACH, FLORIDA 33140
YEAR BUILT:	1951
FOLIO NUMBER:	02 3226 042 0001
LEGAL DESCRIPTION:	PRINCE MICHAEL CONDO 23 28 27 34 52 42 MIAMI BEACH IMP CO SUB PB 5-7 NSOFT LOT 2 & SSOFT OF LOT 3 & SSOFT LOT 10 & NSOFT LOT 11 & TR OPP SAME FACING IND CR BLK 7 LOT SIZE 25570 SQ. FT. FAU 02-3226-001-0760
MIAMI BEACH ZONING:	RM-2 RESIDENTIAL MULTIFAMILY, MEDIUM DENSITY
BUILDING TYPE:	TYPE IA
USE GROUP AS PER FBC:	RESIDENTIAL GROUP R-2
FLOOR AREA RATIO:	2 (AS PER SECTION 142-307 (d))
ALLOWABLE BUILDING AREA:	9,375 SF x 2.00=18,750 SQUARE FEET

EXISTING CONDITIONS	
EXISTING FLOOR AREA:	
BASEMENT:	3,348
LEVEL 1:	6,227
LEVEL 2:	7,545
LEVEL 3:	13,263
LEVEL 4:	13,263
TOTAL:	43,646
EXISTING UNITS:	91

PROPOSED FLOOR AREA:

	EXISTING TO REMAIN	PROPOSED NEW	TOTAL
BASEMENT:	3,348	0	3,348
LEVEL 1:	6,227	0	6,227
LEVEL 2:	7,545	0	7,545
LEVEL 3:	13,263	0	13,263
LEVEL 4:	13,263	0	13,263
LEVEL 5:	0	0	0
TOTAL:	43,646	0	43,646

BUILDING HEIGHT:

	REQUIRED	PROVIDED
MAXIMUM BUILDING HEIGHT:	50'-0"	42'-0"
MAXIMUM NUMBER OF STORIES:	7	4

OPEN SPACE RATIO:

	REQUIRED	PROVIDED
OPEN SPACE RATIO:	NOT APPLICABLE	NOT APPLICABLE

MINIMUM FLOOR AREA:

	REQUIRED	PROVIDED
MINIMUM FLOOR AREA PER UNIT:		
LOCAL/HISTORIC SITE		

HOTEL UNIT COUNT:

	EXISTING BUILDING		
	EXISTING	PROPOSED	
	91	-4	
TOTAL UNITS	87		

MINIMUM PARKING:

	REQUIRED	PROVIDED

SETBACK REQUIREMENTS AS PER SECTION 142-307 (d)

PEDESTAL	REQUIRED	PROVIDED
FRONT:		
SIDE INTERIOR:		
SOUTH SIDE		
SIDE STREET FACING:		
NORTH SIDE		
REAR-NON-OCEANFRONT:		

SURVEYOR'S NOTES:

1. EXAMINATION OF THE ABSTRACT OF THE TITLE WILL HAVE TO BE MADE TO DETERMINE RECORD INSTRUMENTS IF ANY, AFFECTING THE PROPERTY.
2. LOCATION AND IDENTIFICATION OF UNDERGROUND ENCROACHMENTS OR UTILITIES ON AND/OR ADJACENT TO THE PROPERTY WERE NOT SECURED AS SUCH INFORMATION WAS NOT REQUESTED
3. NO SEARCH OF PUBLIC RECORDS HAS BEEN MADE (BY THIS OFFICE) FOR ACCURACY AND OR OMISSIONS.
4. THIS CERTIFICATION IS ONLY FOR THE LANDS AS DESCRIBED, IT IS NOT A CERTIFICATION OF TITLE, ZONING, EASEMENTS, OR FREEDOM FROM ENCUMBRANCES, "TITLE" ABSTRACT NOT REVIEWED.
5. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY
6. THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF ENTITIES NAMED HEREON AND THE CERTIFICATION DOES NOT EXTEND TO ANY UNNAMED PARTY.
7. DIMENSIONS, BEARINGS OR ANGLES INDICATED HEREIN ARE MEASURED AND ARE THE SAME AS PLAT VALUES UNLESS OTHERWISE INDICATED BEARINGS ARE BASED ON SHOWN PLAT VALUES (IF ANY) OR AN ASSUMED VALUE.
8. ALL RIGHTS OF WAYS SHOWN ARE PUBLIC UNLESS OTHERWISE NOTED
9. UTILITY FACILITIES WITHIN UTILITY EASEMENTS NOT NOTED AS VIOLATIONS, DRIVEWAYS OR PORTIONS THEREOF WITHIN ROADWAYS NOT NOTED AS VIOLATIONS OR ENCROACHMENTS.
10. R/W LINES DEPICTED HEREON ARE REFERENCED TO THE PLATS OF PUBLIC RECORD (LISTED BELOW) NO ADDITIONAL INFORMATION WAS PROVIDED TO THIS OFFICE REGARDING CHANGES IN RIGHTS OF WAY, DEDICATIONS, LOT LINES,PROPERTY LINES,ZONING ETC.
11. THIS DRAWING IS PROPERTY OF ZURWELLE-WHITTAKER,INC AND CANNOT BE REPRODUCED WITHOUT WRITTEN CONSENT
12. THE ELEVATION INFORMATION SHOWN HEREON (IF ANY) IS RELATIVE TO THE NATIONAL GEODETIC VERTICAL DATUM, (N.G.V.D.), OF 1929, UNLESS OTHER WISE NOTED
13. BENCHMARK USED: NOAA/NGS TIDAL BM 872 3787 F TIDAL, PID AA0935, ELEVATION 10.89' NGVD 1929
14. COORDINATES SHOWN ARE RELATIVE TO THE NORTH AMERICAN DATUM OF 1983/90/ 2007 NSRS ADJUSTMENT.
15. COORDINATE CONVERSIONS (IF ANY) HAVE BEEN CONVERTED USING CORPSCON VERSION 6.6.1, FROM U.S. ARMY CORPS OF ENGINEERS ALEXANDRIA, VIRGINIA.
16. UNLESS IT BEARS THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER, THIS DRAWING, SKETCH, PLAT OR MAP IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.
17. ACCURACY OF HORIZONTAL CONTROL: (FOR EXPECTED USE OF LAND AS DEFINED BY (5J-17)) THE FIELD MEASUREMENTS VERIFIED BY CALCULATIONS OF A CLOSED GEOMETRIC FIGURE BASED UPON FIELD INFORMATION TAKEN IN THE FIELD BY TOTAL STATION AND OR GPS/GNSS.

RELATIVE DISTANCE ACCURACY FOR THIS SURVEY IS MORE OR LESS.

___ COMMERCIAL/HIGH RISK	LINEAR: 1 FOOT IN 10,000 FEET
___ SUBURBAN	LINEAR: 1 FOOT IN 7,500 FEET
___ RURAL	LINEAR: 1 FOOT IN 5,000 FEET

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THE ATTACHED "AS BUILT SURVEY" WAS PREPARED UNDER MY DIRECTION AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND, THAT THE SURVEY MEETS MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS PURSUANT TO CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE PURSUANT TO SECTION 472.027.

FLOOD INFORMATION:

COMMUNITY NUMBER	:120651
PANEL NUMBER	:12086C0317L
SUFFIX	: L
DATE OF FIRM	:09-11-2009
FIRM ZONE	:AE
BASE FLOOD ELEVATION	: 8.00'
DATE FIELD WORK	:08-22-2017
DATE DRAFTING	:08-30-2017
DATE SIGNED AND SEALED	:08-31-2017
REVISED FIELD SURVEY	: N/A

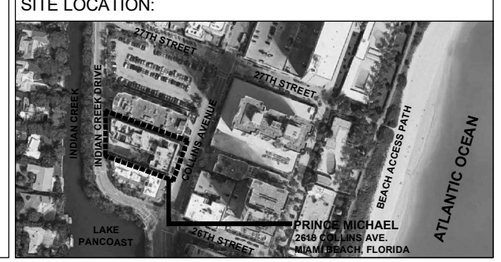
ABBREVIATIONS:

A	=	ARC	N/A	=	NOT APPLICABLE	RLS	=	REGISTERED LAND SURVEYOR
A/C	=	AIR CONDITIONER	N & DISC	=	NAIL & DISC	R/W	=	RIGHT OF WAY LINE
BLDG	=	BUILDING	NAD27	=	NORTH AMERICAN DATUM OF 1927	S	=	SOUTH
CH	=	CHORD LENGTH	NAD83	=	NORTH AMERICAN DATUM OF 1983	SEC	=	SECTION
C & G	=	CURB AND GUTTER	NAD83/99	=	NORTH AMERICAN DATUM OF 1983,1999 ADJUSTMENT	STA	=	STATION
CH BR	=	CHORD BEARING	NFIP	=	NATIONAL FLOOD INSURANCE PROGRAM	SWK	=	SIDEWALK
CB	=	CATCH BASIN	NGS	=	NATIONAL GEODETIC SURVEY	T	=	TANGENT
CBS	=	CONCRETE BLOCK STUCCO	No	=	NUMBER	TWP	=	TOWNSHIP
CLR	=	CLEAR	NO ID	=	NO IDENTIFICATION	TYP	=	TYPICAL
CLF	=	CHAIN LINK FENCE	NOAA	=	NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION	W	=	WEST OR WITH
CONC	=	CONCRETE	NSRS 2007	=	NATIONAL SPATIAL REFERENCE SYSTEM OF 2007	WF	=	WOOD FENCE
D	=	DELTA	NTS	=	NOT TO SCALE	WM	=	WATER METER
E	=	EAST	0°	=	DEGREE	WV	=	WATER VALVE
EB	=	ENGINEERING BUSINESS LICENSE NUMBER	0'	=	MINUTES OR FEET	Z/W	=	ZURWELLE-WHITTAKER, INC
EL	=	ELEVATION	0"	=	SECONDS OR INCHES			
ELEC	=	ELECTRIC	OBV	=	OBSERVED ANGLE			
ELEV	=	ELEVATION	O/E	=	OVERHEAD ELECTRIC			
ENC	=	ENCROACHMENT	ORB	=	OFFICIAL RECORD BOOK			
EP	=	EDGE OF PAVEMENT	PAV	=	PAVEMENT			
FEMA	=	FEDERAL EMERGENCY MANAGEMENT AGENCY	PB	=	PLAT BOOK			
FIP	=	FOUND IRON PIPE	PC	=	POINT OF CURVATURE			
FIR	=	FOUND IRON ROD	PCC	=	POINT OF COMPOUND CURVATURE			
FIRM	=	FLOOD INSURANCE RATE MAP	PAGE	=	PAGE			
FND	=	FOUND	PL	=	PROPERTY LINE			
FPL	=	FLORIDA POWER AND LIGHT CO.	PLS	=	PROFESSIONAL LAND SURVEYOR			
GNSS	=	GLOBAL NAVIGATION SATELLITE SYSTEM	PI	=	POINT OF INTERSECTION			
GPS	=	GLOBAL POSITIONING SYSTEM	POB	=	POINT OF BEGINNING			
IP	=	IRON PIPE	POC	=	POINT OF COMMENCEMENT			
L	=	LENGTH	PT	=	POINT OF TERMINATION			
LB	=	SURVEYING & MAPPING BUSINESS LICENSE NUMBER	PRC	=	POINT OF REVERSE CURVATURE			
LS	=	LAND SURVEYOR	PSM	=	PROFESSIONAL SURVEYOR AND MAPPER			
M & R	=	MEASURED AND RECORD	R	=	RADIUS OR RECORD			
MEAS	=	MEASURED	REC	=	RECORD			
MH	=	MAN HOLE	RES	=	RESIDENCE			
N	=	NORTH	RWG	=	RANGE			

SYMBOL LEGEND:

- LIGHT POLE
- TYPICAL STATION
- UTILITY POLE
- ELECTRIC BOX
- TRAFFIC SIGNAL BOX
- FIRE HYDRANT
- STORM SEWER/CATCH BASIN
- WATER METER
- SIGN
- TELEPHONE BOX
- WATER VALVE
- ELEVATIONS
- TRAFFIC LANE FLOW
- CENTER LINE
- MONUMENT LINE
- DIAMETER.

SITE LOCATION:



IF SHEET IS LESS THAN (24"X36") IT IS A REDUCED PRINT, SCALE ACCORDINGLY

PrecisionArt
ARCHITECTURE • DESIGN
CONSTRUCTION MANAGEMENT
777 NE 60TH STREET (CR2) | MIAMI | FLORIDA 33138
T: 305.469.6759 | F: 786.752.2227 | E: info@precisionartdesign.com

REVISION	DESCRIPTION	DATE

PRINCE MICHAEL
2618 COLLINS AVENUE, MIAMI BEACH, FL
HISTORIC RENOVATION

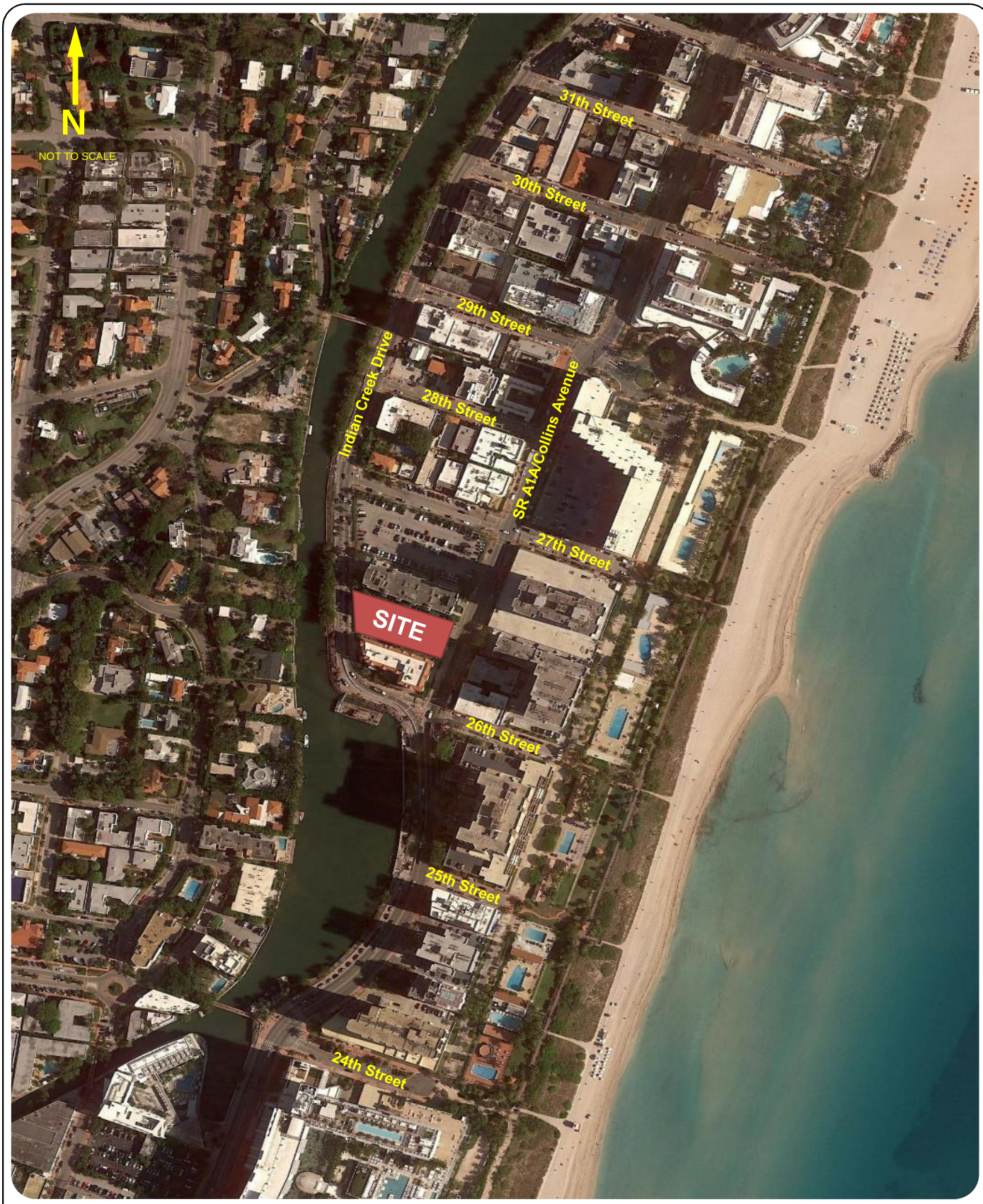
COREY J. LAFFERTY
NORTH
LIC. #AR97982

HISTORIC PRESERVATION BOARD

JOB NUMBER:	17013
ISSUE DATE:	06.15.2017
SCALE:	AS NOTED

SHEET TITLE
EXISTING SITE PLAN

SHEET NUMBER
G-1.1



Kimley»Horn

Figure 1
Location Map
2618 Collins Avenue
Miami Beach, Florida

Attachment B

Trip Generation Calculations

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total
GROUP 1	1	Multifamily Housing (Low-Rise)	10	220	91	du	23%	77%	10	34	44	18.1%	8	8	28	36	0.0%	0	8	28	36
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
		ITE Land Use Code		Rate or Equation				**Total:**	10	34	44	18.1%	8	8	28	36	0.0%	0	8	28	36
		220		LN(Y) = 0.95*LN(X)+-0.51																	

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total
GROUP 2	1	Hotel	10	310	123	room	59%	41%	33	23	56	18.1%	10	27	19	46	0.0%	0	27	19	46
	2	Quality Restaurant	10	931	134	seat	50%	50%	1	1	2	18.1%	0	1	1	2	0.0%	0	1	1	2
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
		ITE Land Use Code		Rate or Equation				**Total:**	34	24	58	18.1%	10	28	20	48	0.0%	0	28	20	48
		310		Y=0.5*(X)+-5.34																	
		931		Y=0.02(X)																	

	IN	OUT	TOTAL
NET NEW TRIPS	**20**	**-8**	**12**

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total
GROUP 1	1	Multifamily Housing (Low-Rise)	10	220	91	du	63%	37%	34	20	54	18.1%	10	28	16	44	0.0%	0	28	16	44
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
		ITE Land Use Code		Rate or Equation				**Total:**	34	20	54	18.1%	10	28	16	44	0.0%	0	28	16	44
		220		LN(Y) = 0.89*LN(X)+-0.02																	

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total
GROUP 2	1	Hotel	10	310	123	room	51%	49%	34	32	66	18.1%	12	28	26	54	3.7%	2	27	25	52
	2	Quality Restaurant	10	931	134	seat	67%	33%	25	13	38	18.1%	7	20	11	31	6.5%	2	19	10	29
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
		ITE Land Use Code		Rate or Equation				**Total:**	59	45	104	18.1%	19	48	37	85	4.7%	4	46	35	81
		310		Y=0.75*(X)+-26.02																	
		931		Y=0.28(X)																	

	IN	OUT	TOTAL
NET NEW TRIPS	**18**	**19**	**37**

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (PROPOSED)

GROSS TRIP GENERATION

INPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office				
Retail				
Restaurant	1	1	20	11
Cinema/Entertainment				
Residential				
Hotel	27	19	28	26
	28	20	48	37

INTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	0	0	0	0
Restaurant	0	0	1	1
Cinema/Entertainment	0	0	0	0
Residential	0	0	0	0
Hotel	0	0	1	1
	0	0	2	2

OUTPUT

Total % Reduction	*0.0%*	*4.7%*
Office		
Retail		
Restaurant	0.0%	6.5%
Cinema/Entertainment		
Residential		
Hotel	0.0%	3.7%

EXTERNAL TRIPS

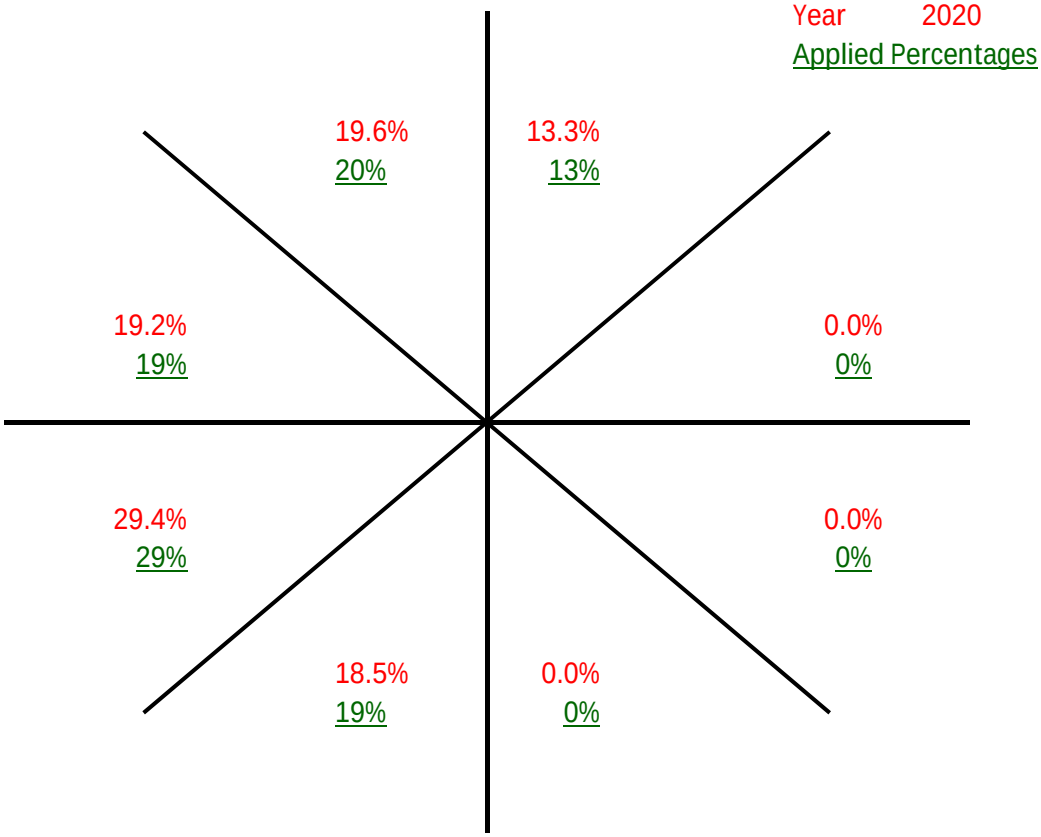
OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	0	0	0	0
Restaurant	1	1	19	10
Cinema/Entertainment	0	0	0	0
Residential	0	0	0	0
Hotel	27	19	27	25
	28	20	46	35

Attachment C

Trip Distribution

Cardinal Distribution for TAZ 635



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2020 Interpolated	2020 Rounded
	2010	2040		
North-Northeast	12.2%	15.4%	13.3%	13%
East-Northeast	0.0%	0.0%	0.0%	0%
East-Southeast	0.0%	0.0%	0.0%	0%
South-Southeast	0.0%	0.0%	0.0%	0%
South-Southwest	17.5%	20.5%	18.5%	19%
West-Southwest	30.2%	27.9%	29.4%	29%
West-Northwest	20.3%	17.0%	19.2%	19%
North-Northwest	19.8%	19.2%	19.6%	20%
Total	100%	100%	100%	100%

Miami-Dade 2010 Directional Distribution Summary											
Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
616	3516	TRIPS	703	540	0	1,630	1,842	1,537	1,127	1,812	9,191
616	3516	PERCENT	7.7	5.9	0.0	17.7	20.0	16.7	12.3	19.7	
617	3517	TRIPS	0	10	0	0	10	0	0	20	40
617	3517	PERCENT	0.0	25.0	0.0	0.0	25.0	0.0	0.0	50.0	
618	3518	TRIPS	330	165	0	322	542	490	234	755	2,838
618	3518	PERCENT	11.6	5.8	0.0	11.4	19.1	17.3	8.3	26.6	
619	3519	TRIPS	158	0	0	588	1,822	1,431	915	2,017	6,931
619	3519	PERCENT	2.3	0.0	0.0	8.5	26.3	20.7	13.2	29.1	
620	3520	TRIPS	173	0	0	481	2,563	2,285	1,185	2,715	9,402
620	3520	PERCENT	1.8	0.0	0.0	5.1	27.3	24.3	12.6	28.9	
621	3521	TRIPS	750	0	271	730	1,325	1,008	570	1,178	5,832
621	3521	PERCENT	12.9	0.0	4.7	12.5	22.7	17.3	9.8	20.2	
622	3522	TRIPS	846	0	0	547	1,669	2,238	881	1,779	7,960
622	3522	PERCENT	10.6	0.0	0.0	6.9	21.0	28.1	11.1	22.4	
623	3523	TRIPS	865	314	362	1,036	918	2,053	953	915	7,416
623	3523	PERCENT	11.7	4.2	4.9	14.0	12.4	27.7	12.9	12.3	
624	3524	TRIPS	1,510	1,185	279	1,139	2,348	3,798	2,999	2,480	15,738
624	3524	PERCENT	9.6	7.5	1.8	7.2	14.9	24.1	19.1	15.8	
625	3525	TRIPS	904	151	0	713	469	1,573	902	1,029	5,741
625	3525	PERCENT	15.8	2.6	0.0	12.4	8.2	27.4	15.7	17.9	
626	3526	TRIPS	86	0	0	0	2,128	2,780	1,523	2,730	9,247
626	3526	PERCENT	0.9	0.0	0.0	0.0	23.0	30.1	16.5	29.5	
627	3527	TRIPS	268	0	0	0	2,782	2,384	1,028	1,982	8,444
627	3527	PERCENT	3.2	0.0	0.0	0.0	33.0	28.2	12.2	23.5	
628	3528	TRIPS	572	0	107	174	1,417	1,412	675	755	5,112
628	3528	PERCENT	11.2	0.0	2.1	3.4	27.7	27.6	13.2	14.8	
629	3529	TRIPS	2,040	549	224	1,939	1,885	5,257	2,755	2,552	17,201
629	3529	PERCENT	11.9	3.2	1.3	11.3	11.0	30.6	16.0	14.8	
630	3530	TRIPS	1,018	0	101	231	1,694	2,664	1,198	1,047	7,953
630	3530	PERCENT	12.8	0.0	1.3	2.9	21.3	33.5	15.1	13.2	
631	3531	TRIPS	422	0	0	0	1,119	1,636	433	741	4,351
631	3531	PERCENT	9.7	0.0	0.0	0.0	25.7	37.6	10.0	17.0	
632	3532	TRIPS	250	0	0	0	528	1,486	568	688	3,520
632	3532	PERCENT	7.1	0.0	0.0	0.0	15.0	42.2	16.1	19.6	
633	3533	TRIPS	330	0	0	0	1,045	1,375	758	776	4,284
633	3533	PERCENT	7.7	0.0	0.0	0.0	24.4	32.1	17.7	18.1	
634	3534	TRIPS	1,649	138	246	667	1,620	2,236	1,335	1,553	9,444
634	3534	PERCENT	17.5	1.5	2.6	7.1	17.2	23.7	14.1	16.4	
635	3535	TRIPS	768	0	0	0	1,106	1,912	1,284	1,253	6,323
635	3535	PERCENT	12.2	0.0	0.0	0.0	17.5	30.2	20.3	19.8	
636	3536	TRIPS	775	0	0	320	731	2,473	1,515	1,466	7,280

Miami-Dade 2040 Directional Distribution Summary											
Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
616	3516	TRIPS	887	556	0	1,876	1,859	1,836	1,423	2,112	10,549
616	3516	PERCENT	8.4	5.3	0.0	17.8	17.6	17.4	13.5	20.0	
617	3517	TRIPS	81	36	8	61	50	65	48	56	405
617	3517	PERCENT	20.0	8.9	2.0	15.1	12.4	16.1	11.9	13.8	
618	3518	TRIPS	245	194	0	283	618	438	292	527	2,597
618	3518	PERCENT	9.4	7.5	0.0	10.9	23.8	16.9	11.2	20.3	
619	3519	TRIPS	297	0	0	1,202	2,738	1,949	1,188	3,411	10,785
619	3519	PERCENT	2.8	0.0	0.0	11.2	25.4	18.1	11.0	31.6	
620	3520	TRIPS	59	0	0	691	2,586	2,659	1,388	3,229	10,612
620	3520	PERCENT	0.6	0.0	0.0	6.5	24.4	25.1	13.1	30.4	
621	3521	TRIPS	641	0	207	652	1,069	897	507	931	4,904
621	3521	PERCENT	13.1	0.0	4.2	13.3	21.8	18.3	10.3	19.0	
622	3522	TRIPS	1,041	0	0	1,013	1,705	2,290	939	1,768	8,756
622	3522	PERCENT	11.9	0.0	0.0	11.6	19.5	26.2	10.7	20.2	
623	3523	TRIPS	660	379	254	1,131	910	1,892	857	961	7,044
623	3523	PERCENT	9.4	5.4	3.6	16.1	12.9	26.9	12.2	13.6	
624	3524	TRIPS	1,731	1,417	382	1,244	2,520	3,891	3,312	2,764	17,261
624	3524	PERCENT	10.0	8.2	2.2	7.2	14.6	22.5	19.2	16.0	
625	3525	TRIPS	919	266	0	846	669	1,872	1,085	1,165	6,822
625	3525	PERCENT	13.5	3.9	0.0	12.4	9.8	27.4	15.9	17.1	
626	3526	TRIPS	108	0	0	0	3,832	3,818	1,879	4,428	14,065
626	3526	PERCENT	0.8	0.0	0.0	0.0	27.2	27.2	13.4	31.5	
627	3527	TRIPS	667	0	0	0	4,525	3,711	1,836	3,520	14,259
627	3527	PERCENT	4.7	0.0	0.0	0.0	31.7	26.0	12.9	24.7	
628	3528	TRIPS	555	0	175	168	1,097	1,212	405	514	4,126
628	3528	PERCENT	13.5	0.0	4.2	4.1	26.6	29.4	9.8	12.5	
629	3529	TRIPS	1,948	557	335	1,556	1,577	4,662	2,347	1,892	14,874
629	3529	PERCENT	13.1	3.7	2.3	10.5	10.6	31.3	15.8	12.7	
630	3530	TRIPS	1,398	0	223	373	1,797	2,860	1,105	1,164	8,920
630	3530	PERCENT	15.7	0.0	2.5	4.2	20.2	32.1	12.4	13.1	
631	3531	TRIPS	802	0	0	0	2,347	2,348	855	1,454	7,806
631	3531	PERCENT	10.3	0.0	0.0	0.0	30.1	30.1	11.0	18.6	
632	3532	TRIPS	603	0	0	0	1,583	2,022	1,057	919	6,184
632	3532	PERCENT	9.8	0.0	0.0	0.0	25.6	32.7	17.1	14.9	
633	3533	TRIPS	573	0	0	0	1,534	1,830	876	1,027	5,840
633	3533	PERCENT	9.8	0.0	0.0	0.0	26.3	31.3	15.0	17.6	
634	3534	TRIPS	1,445	71	167	680	1,389	1,930	1,212	1,265	8,159
634	3534	PERCENT	17.7	0.9	2.1	8.3	17.0	23.7	14.9	15.5	
635	3535	TRIPS	1,380	0	0	0	1,833	2,491	1,518	1,720	8,942
635	3535	PERCENT	15.4	0.0	0.0	0.0	20.5	27.9	17.0	19.2	
636	3536	TRIPS	1,729	0	0	727	1,308	2,610	1,308	1,181	8,863

Appendix C

Traffic Data

96-Hour Continuous Counts

Prepared by NDS/ATD

VOLUME

Collins Ave Bet. 24th St & 25th St

Day: Thursday
Date: 4/19/2018

City: Miami Beach
Project #: FL18_3195_001

DAILY TOTALS	NB	SB	EB	WB	Total
	13,594	13,633	0	0	27,227

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	133		139				272		12:00	212		188				400	
00:15	111		118				229		12:15	175		188				363	
00:30	104		108				212		12:30	189		178				367	
00:45	85	433	99	464			184	897	12:45	192	768	167	721			359	1489
01:00	78		91				169		13:00	191		165				356	
01:15	70		73				143		13:15	202		176				378	
01:30	90		76				166		13:30	166		161				327	
01:45	71	309	68	308			139	617	13:45	200	759	181	683			381	1442
02:00	83		65				148		14:00	188		173				361	
02:15	75		59				134		14:15	171		167				338	
02:30	69		59				128		14:30	168		181				349	
02:45	62	289	40	223			102	512	14:45	196	723	180	701			376	1424
03:00	48		39				87		15:00	225		182				407	
03:15	49		51				100		15:15	200		194				394	
03:30	49		66				115		15:30	191		201				392	
03:45	47	193	43	199			90	392	15:45	186	802	197	774			383	1576
04:00	56		48				104		16:00	212		159				371	
04:15	44		52				96		16:15	234		175				409	
04:30	38		56				94		16:30	198		150				348	
04:45	41	179	42	198			83	377	16:45	207	851	160	644			367	1495
05:00	46		51				97		17:00	213		205				418	
05:15	40		41				81		17:15	178		199				377	
05:30	46		62				108		17:30	175		158				333	
05:45	53	185	70	224			123	409	17:45	179	745	152	714			331	1459
06:00	51		62				113		18:00	206		191				397	
06:15	55		78				133		18:15	197		149				346	
06:30	64		108				172		18:30	207		166				373	
06:45	76	246	111	359			187	605	18:45	173	783	174	680			347	1463
07:00	86		128				214		19:00	171		157				328	
07:15	104		112				216		19:15	148		162				310	
07:30	91		136				227		19:30	190		180				370	
07:45	95	376	149	525			244	901	19:45	194	703	176	675			370	1378
08:00	105		191				296		20:00	180		159				339	
08:15	107		153				260		20:15	180		157				337	
08:30	102		188				290		20:30	192		196				388	
08:45	133	447	174	706			307	1153	20:45	161	713	182	694			343	1407
09:00	137		172				309		21:00	182		179				361	
09:15	136		143				279		21:15	174		176				350	
09:30	132		149				281		21:30	148		199				347	
09:45	149	554	180	644			329	1198	21:45	173	677	166	720			339	1397
10:00	151		155				306		22:00	178		168				346	
10:15	139		158				297		22:15	163		167				330	
10:30	169		160				329		22:30	184		177				361	
10:45	177	636	189	662			366	1298	22:45	201	726	178	690			379	1416
11:00	194		183				377		23:00	183		168				351	
11:15	190		166				356		23:15	180		158				338	
11:30	188		195				383		23:30	202		174				376	
11:45	175	747	184	728			359	1475	23:45	185	750	197	697			382	1447
TOTALS		4594		5240				9834	TOTALS		9000		8393				17393
SPLIT %		46.7%		53.3%				36.1%	SPLIT %		51.7%		48.3%				63.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	13,594	13,633	0	0	27,227

AM Peak Hour	11:15	11:30			11:30	PM Peak Hour	16:15	15:00			15:00
AM Pk Volume	765	755			1505	PM Pk Volume	852	774			1576
Pk Hr Factor	0.902	0.968			0.941	Pk Hr Factor	0.910	0.963			0.968
7 - 9 Volume	823	1231	0	0	2054	4 - 6 Volume	1596	1358	0	0	2954
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:15	16:45			16:15
7 - 9 Pk Volume	447	706	0	0	1153	4 - 6 Pk Volume	852	722	0	0	1542
Pk Hr Factor	0.840	0.924	0.000	0.000	0.939	Pk Hr Factor	0.910	0.880	0.000	0.000	0.922

Prepared by NDS/ATD

VOLUME

Collins Ave Bet. 24th St & 25th St

Day: Friday
Date: 4/20/2018

City: Miami Beach
Project #: FL18_3195_001

DAILY TOTALS	NB	SB	EB	WB	Total
	15,140	14,840	0	0	29,980

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	169		172				341		12:00	195		188				383	
00:15	172		129				301		12:15	179		215				394	
00:30	143		147				290		12:30	184		189				373	
00:45	139	623	134	582			273	1205	12:45	202	760	189	781			391	1541
01:00	130		124				254		13:00	210		181				391	
01:15	101		112				213		13:15	200		176				376	
01:30	106		96				202		13:30	201		195				396	
01:45	85	422	87	419			172	841	13:45	194	805	175	727			369	1532
02:00	106		100				206		14:00	207		205				412	
02:15	90		99				189		14:15	212		199				411	
02:30	62		81				143		14:30	199		185				384	
02:45	97	355	77	357			174	712	14:45	217	835	172	761			389	1596
03:00	87		82				169		15:00	195		223				418	
03:15	73		59				132		15:15	233		215				448	
03:30	74		68				142		15:30	224		167				391	
03:45	66	300	73	282			139	582	15:45	190	842	220	825			410	1667
04:00	59		55				114		16:00	226		216				442	
04:15	65		61				126		16:15	224		214				438	
04:30	59		59				118		16:30	218		178				396	
04:45	45	228	58	233			103	461	16:45	210	878	184	792			394	1670
05:00	59		37				96		17:00	193		196				389	
05:15	37		51				88		17:15	233		178				411	
05:30	50		57				107		17:30	197		180				377	
05:45	38	184	66	211			104	395	17:45	170	793	174	728			344	1521
06:00	46		69				115		18:00	219		185				404	
06:15	72		95				167		18:15	186		184				370	
06:30	49		88				137		18:30	183		176				359	
06:45	82	249	118	370			200	619	18:45	190	778	202	747			392	1525
07:00	89		133				222		19:00	181		201				382	
07:15	85		101				186		19:15	204		166				370	
07:30	102		155				257		19:30	208		226				434	
07:45	93	369	155	544			248	913	19:45	186	779	210	803			396	1582
08:00	106		164				270		20:00	229		185				414	
08:15	102		190				292		20:15	198		195				393	
08:30	111		183				294		20:30	192		178				370	
08:45	125	444	164	701			289	1145	20:45	201	820	205	763			406	1583
09:00	140		163				303		21:00	192		174				366	
09:15	121		155				276		21:15	198		197				395	
09:30	148		173				321		21:30	198		178				376	
09:45	153	562	175	666			328	1228	21:45	200	788	163	712			363	1500
10:00	146		157				303		22:00	228		194				422	
10:15	150		153				303		22:15	225		203				428	
10:30	161		158				319		22:30	239		203				442	
10:45	188	645	136	604			324	1249	22:45	215	907	170	770			385	1677
11:00	202		161				363		23:00	216		207				423	
11:15	214		184				398		23:15	248		190				438	
11:30	226		163				389		23:30	232		203				435	
11:45	198	840	179	687			377	1527	23:45	238	934	175	775			413	1709
TOTALS		5221		5656				10877	TOTALS		9919		9184				19103
SPLIT %		48.0%		52.0%				36.3%	SPLIT %		51.9%		48.1%				63.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	15,140	14,840	0	0	29,980

AM Peak Hour	11:00	11:45			11:15	PM Peak Hour	23:00	15:45			23:00
AM Pk Volume	840	771			1547	PM Pk Volume	934	828			1709
Pk Hr Factor	0.929	0.897			0.972	Pk Hr Factor	0.942	0.941			0.975
7 - 9 Volume	813	1245	0	0	2058	4 - 6 Volume	1671	1520	0	0	3191
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	444	701	0	0	1145	4 - 6 Pk Volume	878	792	0	0	1670
Pk Hr Factor	0.888	0.922	0.000	0.000	0.974	Pk Hr Factor	0.971	0.917	0.000	0.000	0.945

Prepared by NDS/ATD

VOLUME

Collins Ave Bet. 24th St & 25th St

Day: Saturday
Date: 4/21/2018

City: Miami Beach
Project #: FL18_3195_001

DAILY TOTALS	NB	SB	EB	WB	Total
	15,404	15,111	0	0	30,515

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	197		196				393		12:00	196		177				373	
00:15	208		162				370		12:15	187		164				351	
00:30	214		177				391		12:30	175		235				410	
00:45	177	796	180	715			357	1511	12:45	207	765	189	765			396	1530
01:00	163		168				331		13:00	205		177				382	
01:15	155		131				286		13:15	200		200				400	
01:30	134		138				272		13:30	179		223				402	
01:45	130	582	117	554			247	1136	13:45	208	792	212	812			420	1604
02:00	107		130				237		14:00	194		169				363	
02:15	115		109				224		14:15	167		190				357	
02:30	113		97				210		14:30	198		168				366	
02:45	119	454	114	450			233	904	14:45	197	756	203	730			400	1486
03:00	105		78				183		15:00	195		184				379	
03:15	93		82				175		15:15	218		216				434	
03:30	77		96				173		15:30	194		194				388	
03:45	91	366	81	337			172	703	15:45	200	807	210	804			410	1611
04:00	97		97				194		16:00	208		175				383	
04:15	72		97				169		16:15	190		190				380	
04:30	89		72				161		16:30	194		174				368	
04:45	90	348	85	351			175	699	16:45	176	768	195	734			371	1502
05:00	76		61				137		17:00	214		185				399	
05:15	63		73				136		17:15	206		196				402	
05:30	59		56				115		17:30	205		205				410	
05:45	63	261	72	262			135	523	17:45	168	793	205	791			373	1584
06:00	51		59				110		18:00	176		198				374	
06:15	58		77				135		18:15	219		206				425	
06:30	64		98				162		18:30	224		182				406	
06:45	82	255	98	332			180	587	18:45	192	811	201	787			393	1598
07:00	56		80				136		19:00	216		190				406	
07:15	76		81				157		19:15	212		194				406	
07:30	65		89				154		19:30	212		211				423	
07:45	81	278	117	367			198	645	19:45	218	858	182	777			400	1635
08:00	84		108				192		20:00	201		183				384	
08:15	85		96				181		20:15	199		184				383	
08:30	77		137				214		20:30	224		216				440	
08:45	94	340	135	476			229	816	20:45	195	819	169	752			364	1571
09:00	114		124				238		21:00	229		188				417	
09:15	113		152				265		21:15	218		180				398	
09:30	143		139				282		21:30	232		194				426	
09:45	147	517	186	601			333	1118	21:45	214	893	187	749			401	1642
10:00	140		155				295		22:00	215		199				414	
10:15	133		146				279		22:15	236		207				443	
10:30	185		175				360		22:30	225		192				417	
10:45	161	619	212	688			373	1307	22:45	209	885	177	775			386	1660
11:00	183		203				386		23:00	218		178				396	
11:15	167		194				361		23:15	216		188				404	
11:30	198		217				415		23:30	208		167				375	
11:45	210	758	169	783			379	1541	23:45	241	883	186	719			427	1602
TOTALS		5574		5916				11490	TOTALS		9830		9195				19025
SPLIT %		48.5%		51.5%				37.7%	SPLIT %		51.7%		48.3%				62.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	15,404	15,111	0	0	30,515

AM Peak Hour		10:45			11:00	PM Peak Hour	21:30	17:30			21:30
AM Pk Volume	796	826			1541	PM Pk Volume	897	814			1684
Pk Hr Factor	0.930	0.952			0.928	Pk Hr Factor	0.950	0.988			0.950
7 - 9 Volume	618	843	0	0	1461	4 - 6 Volume	1561	1525	0	0	3086
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	340	476	0	0	816	4 - 6 PK Volume	801	791	0	0	1584
Pk Hr Factor	0.904	0.869	0.000	0.000	0.891	Pk Hr Factor	0.936	0.965	0.000	0.000	0.966

Prepared by NDS/ATD

VOLUME

Collins Ave Bet. 24th St & 25th St

Day: Sunday
Date: 4/22/2018

City: Miami Beach
Project #: FL18_3195_001

DAILY TOTALS	NB	SB	EB	WB	Total
	14,240	14,299	0	0	28,539

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	197		184				381		12:00	173		210				383	
00:15	223		197				420		12:15	178		192				370	
00:30	187		176				363		12:30	179		205				384	
00:45	187	794	171	728			358	1522	12:45	164	694	172	779			336	1473
01:00	178		177				355		13:00	178		192				370	
01:15	166		125				291		13:15	156		170				326	
01:30	185		131				316		13:30	175		209				384	
01:45	143	672	142	575			285	1247	13:45	185	694	198	769			383	1463
02:00	135		136				271		14:00	174		200				374	
02:15	101		133				234		14:15	213		176				389	
02:30	140		112				252		14:30	206		210				416	
02:45	105	481	108	489			213	970	14:45	207	800	195	781			402	1581
03:00	119		98				217		15:00	209		209				418	
03:15	92		107				199		15:15	194		187				381	
03:30	90		116				206		15:30	196		200				396	
03:45	96	397	66	387			162	784	15:45	197	796	180	776			377	1572
04:00	109		101				210		16:00	209		184				393	
04:15	85		100				185		16:15	181		185				366	
04:30	79		72				151		16:30	217		200				417	
04:45	82	355	66	339			148	694	16:45	210	817	185	754			395	1571
05:00	79		60				139		17:00	184		180				364	
05:15	72		72				144		17:15	182		197				379	
05:30	86		73				159		17:30	189		209				398	
05:45	59	296	54	259			113	555	17:45	163	718	193	779			356	1497
06:00	49		64				113		18:00	176		193				369	
06:15	50		47				97		18:15	193		185				378	
06:30	54		65				119		18:30	174		191				365	
06:45	48	201	106	282			154	483	18:45	189	732	196	765			385	1497
07:00	64		71				135		19:00	164		179				343	
07:15	62		75				137		19:15	195		217				412	
07:30	52		82				134		19:30	171		181				352	
07:45	79	257	84	312			163	569	19:45	184	714	176	753			360	1467
08:00	77		87				164		20:00	192		175				367	
08:15	95		112				207		20:15	216		169				385	
08:30	90		108				198		20:30	161		153				314	
08:45	97	359	111	418			208	777	20:45	190	759	159	656			349	1415
09:00	125		110				235		21:00	173		163				336	
09:15	102		133				235		21:15	170		134				304	
09:30	94		124				218		21:30	175		134				309	
09:45	102	423	121	488			223	911	21:45	183	701	160	591			343	1292
10:00	95		145				240		22:00	181		215				396	
10:15	145		145				290		22:15	191		228				419	
10:30	148		144				292		22:30	177		214				391	
10:45	165	553	150	584			315	1137	22:45	170	719	176	833			346	1552
11:00	145		157				302		23:00	154		150				304	
11:15	163		176				339		23:15	160		135				295	
11:30	165		141				306		23:30	183		146				329	
11:45	166	639	184	658			350	1297	23:45	172	669	113	544			285	1213
TOTALS		5427		5519				10946	TOTALS		8813		8780				17593
SPLIT %		49.6%		50.4%				38.4%	SPLIT %		50.1%		49.9%				61.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	14,240	14,299	0	0	28,539

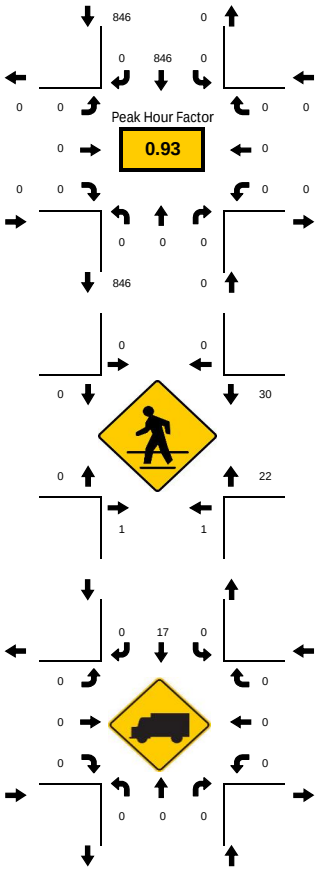
AM Peak Hour		11:45				PM Peak Hour	14:15	22:00			14:15
AM Pk Volume	794	791			1522	PM Pk Volume	835	833			1625
Pk Hr Factor	0.890	0.942			0.906	Pk Hr Factor	0.980	0.913			0.972
7 - 9 Volume	616	730	0	0	1346	4 - 6 Volume	1535	1533	0	0	3068
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	17:00			16:00
7 - 9 Pk Volume	359	418	0	0	777	4 - 6 Pk Volume	817	779	0	0	1571
Pk Hr Factor	0.925	0.933	0.000	0.000	0.934	Pk Hr Factor	0.941	0.932	0.000	0.000	0.942

Turning Movement Counts

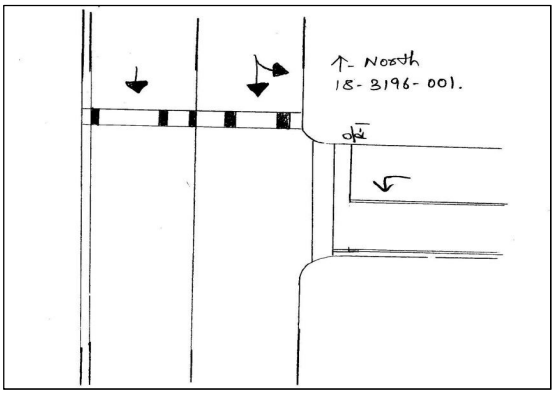
LOCATION: Indian Creek Dr & 27th St
CITY/STATE: Miami Beach, FL

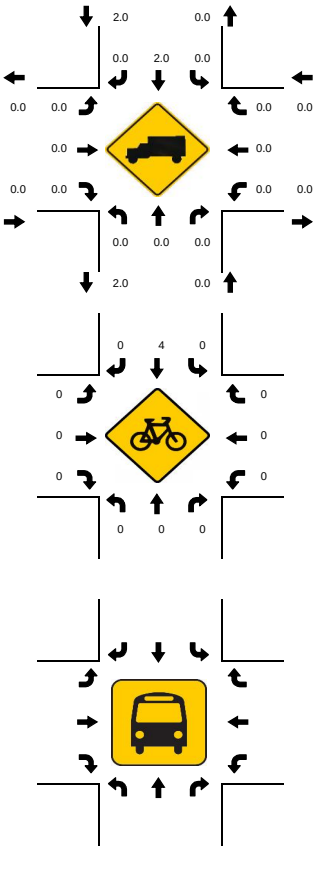
PROJECT ID: 18-03196-001
DATE: 05/04/2018

Peak-Hour: 10:15 PM - 11:15 PM
Peak 15-Minute: 10:15 PM - 10:30 PM



National Data & Surveying Services





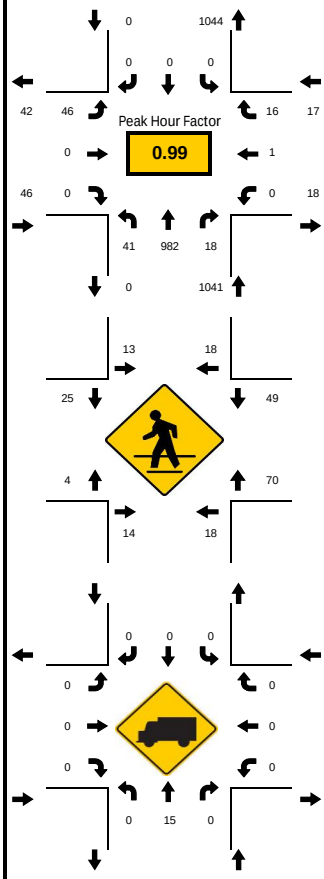
15-Min Count Period Beginning At	Indian Creek Dr Northbound					Indian Creek Dr Southbound					27th St Eastbound					27th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
10:00 PM	0	0	0	0		0	170	0	0		0	0	0	0		0	0	0	0		170	799
10:15 PM	0	0	0	0		0	227	0	0		0	0	0	0		0	0	0	0		227	846
10:30 PM	0	0	0	0		0	209	0	0		0	0	0	0		0	0	0	0		209	820
10:45 PM	0	0	0	0		0	193	0	0		0	0	0	0		0	0	0	0		193	808
11:00 PM	0	0	0	0		0	217	0	0		0	0	0	0		0	0	0	0		217	774
11:15 PM	0	0	0	0		0	201	0	0		0	0	0	0		0	0	0	0		201	557
11:30 PM	0	0	0	0		0	197	0	0		0	0	0	0		0	0	0	0		197	356
11:45 PM	0	0	0	0		0	159	0	0		0	0	0	0		0	0	0	0		159	159

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	908	0	0		0	0	0	0		0	0	0	0		**908**
Heavy Trucks	0	0	0			0	28	0			0	0	0			0	0	0			**28**
Pedestrians		4					0					0					80				**84**
Bicycles	0	0	0			0	8	0			0	0	0			0	0	0			**8**
Railroad																					
Stopped Buses																					

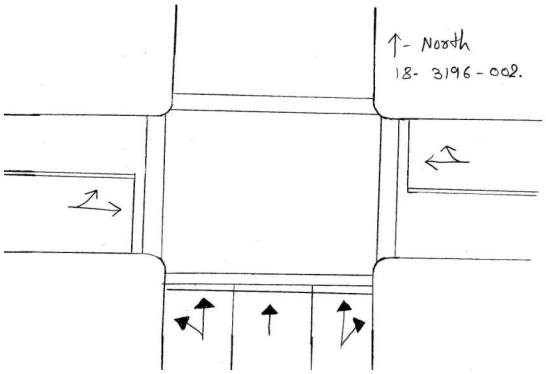
LOCATION: SR A1A/Collins Aven & 27th St
CITY/STATE: Miami Beach, FL

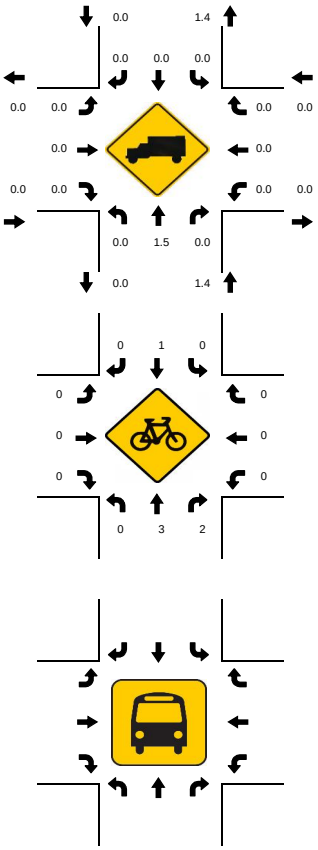
PROJECT ID: 18-03196-002
DATE: 05/04/2018

Peak-Hour: 11:00 PM - 12:00 AM
Peak 15-Minute: 11:45 PM - 12:00 AM



National Data & Surveying Services





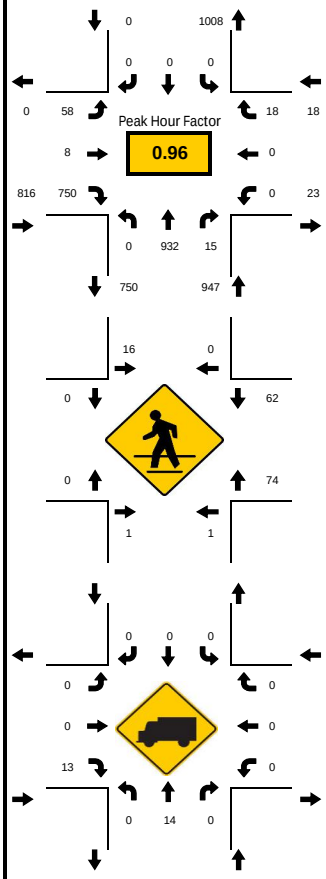
15-Min Count Period Beginning At	SR A1A/Collins Aven Northbound					SR A1A/Collins Aven Southbound					27th St Eastbound					27th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
10:00 PM	8	259	6	0		0	0	0	0		5	1	0	0		0	1	4	0		284	1086
10:15 PM	8	227	4	0		0	0	0	0		8	0	0	0		0	2	4	0		253	1077
10:30 PM	12	251	9	0		0	0	0	0		10	1	0	0		0	0	4	0		287	1103
10:45 PM	7	238	6	0		0	0	0	0		6	0	0	0		0	0	5	0		262	1086
11:00 PM	13	238	4	0		0	0	0	0		15	0	0	0		0	1	4	0		275	1104
11:15 PM	6	260	3	0		0	0	0	0		7	0	0	0		0	0	3	0		279	829
11:30 PM	10	239	6	0		0	0	0	0		12	0	0	0		0	0	3	0		270	550
11:45 PM	12	245	5	0		0	0	0	0		12	0	0	0		0	0	6	0		280	280

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	52	1040	24	0		0	0	0	0		60	0	0	0		0	4	24	0		**1204**
Heavy Trucks	0	24	0			0	0	0			0	0	0			0	0	0			**24**
Pedestrians		48					40					64					136				**288**
Bicycles	0	8	8			0	4	0			0	0	0			0	0	0			**20**
Railroad																					
Stopped Buses																					

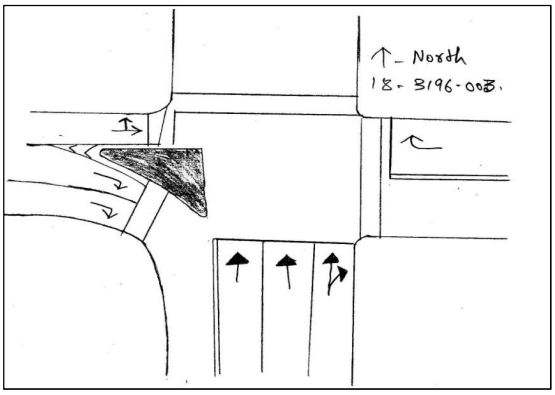
LOCATION: SR A1A/Collins Aven & 26th St
CITY/STATE: Miami Beach, FL

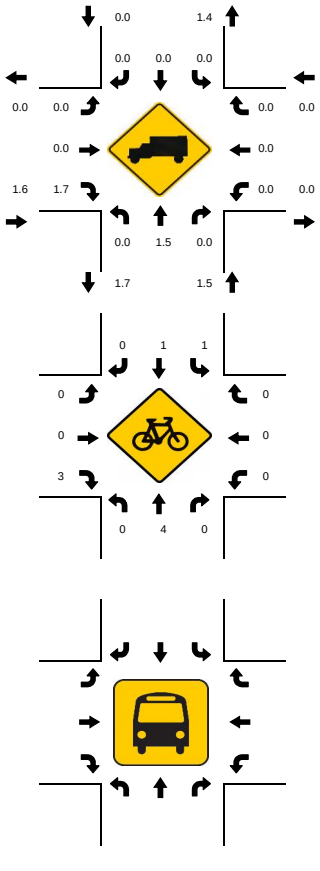
PROJECT ID: 18-03196-003
DATE: 05/04/2018

Peak-Hour: 10:30 PM - 11:30 PM
Peak 15-Minute: 10:30 PM - 10:45 PM



National Data & Surveying Services





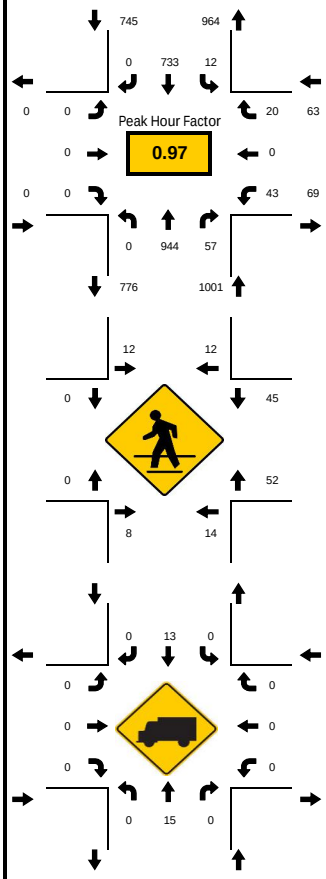
15-Min Count Period Beginning At	SR A1A/Collins Aven Northbound					SR A1A/Collins Aven Southbound					26th St Eastbound					26th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
10:00 PM	0	247	2	0		0	0	0	0		9	1	179	0		0	0	3	0		441	1761
10:15 PM	0	225	3	0		0	0	0	0		10	0	197	0		0	0	3	0		438	1776
10:30 PM	0	240	3	0		0	0	0	0		18	3	191	0		0	0	7	0		462	1781
10:45 PM	0	222	4	0		0	0	0	0		18	1	172	0		0	0	3	0		420	1756
11:00 PM	0	228	3	0		0	0	0	0		15	3	203	0		0	0	4	0		456	1736
11:15 PM	0	242	5	0		0	0	0	0		7	1	184	0		0	0	4	0		443	1280
11:30 PM	0	232	1	0		0	0	0	0		12	3	182	0		0	0	7	0		437	837
11:45 PM	0	237	1	0		0	0	0	0		17	0	145	0		0	0	0	0		400	400

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	968	20	0		0	0	0	0		72	12	812	0		0	0	28	0		**1912**
Heavy Trucks	0	16	0			0	0	0			0	0	20			0	0	0			**36**
Pedestrians		4					40					0					188				**232**
Bicycles	0	8	0			4	4	0			0	0	8			0	0	0			**24**
Railroad																					
Stopped Buses																					

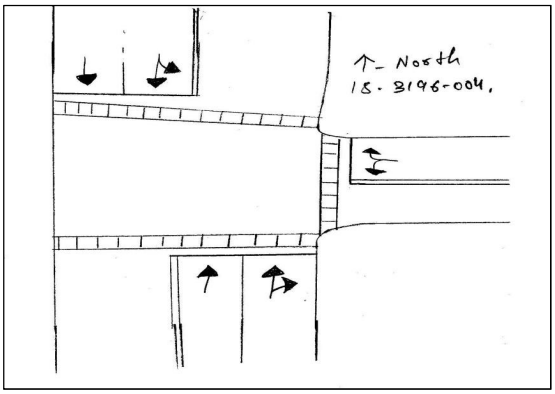
LOCATION: SR A1A/Collins Aven & 24th St
CITY/STATE: Miami Beach, FL

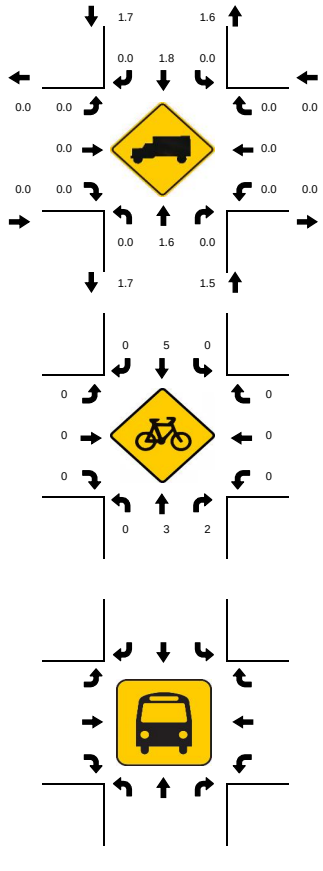
PROJECT ID: 18-03196-004
DATE: 05/04/2018

Peak-Hour: 10:30 PM - 11:30 PM
Peak 15-Minute: 11:15 PM - 11:30 PM



National Data & Surveying Services





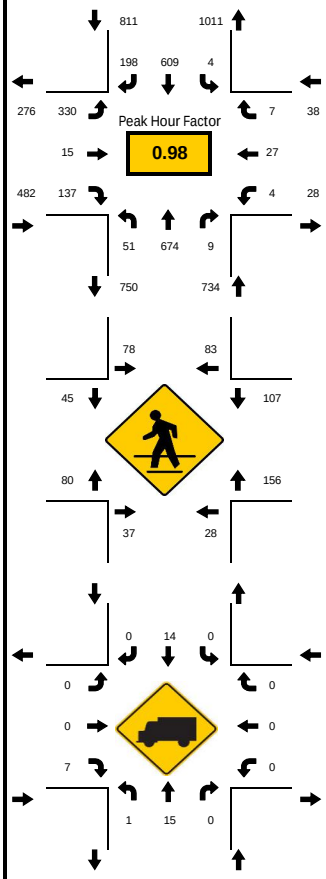
15-Min Count Period Beginning At	SR A1A/Collins Aven Northbound					SR A1A/Collins Aven Southbound					24th St Eastbound					24th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
10:00 PM	0	247	15	0		2	175	0	0		0	0	0	0		10	0	6	0		455	1785
10:15 PM	0	223	16	0		1	186	0	1		0	0	0	0		11	0	2	0		440	1782
10:30 PM	0	239	15	0		2	185	0	1		0	0	0	0		11	0	4	1		458	1809
10:45 PM	0	228	17	0		2	166	0	0		0	0	0	0		13	0	6	0		432	1803
11:00 PM	0	224	11	0		4	195	0	0		0	0	0	0		12	0	6	0		452	1767
11:15 PM	0	253	14	0		3	187	0	0		0	0	0	0		6	0	4	0		467	1315
11:30 PM	0	234	15	0		3	182	0	0		0	0	0	0		16	0	2	0		452	848
11:45 PM	0	222	18	0		1	142	0	0		0	0	0	0		9	0	4	0		396	396

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	1012	68	0		16	780	0	4		0	0	0	0		52	0	24	4		**1960**
Heavy Trucks	0	16	0			0	16	0			0	0	0			0	0	0			**32**
Pedestrians		48					60					0					140				**248**
Bicycles	0	4	4			0	12	0			0	0	0			0	0	0			**20**
Railroad																					
Stopped Buses																					

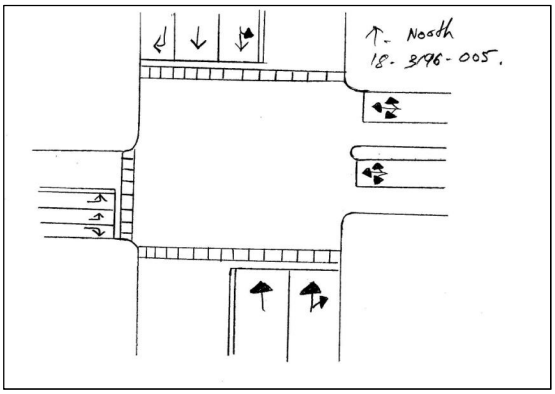
LOCATION: SR A1A/Collins Aven & 23rd St
CITY/STATE: Miami Beach, FL

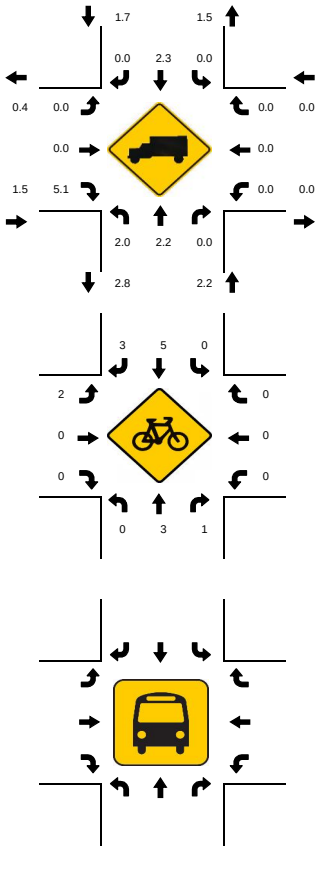
PROJECT ID: 18-03196-005
DATE: 05/04/2018

Peak-Hour: 10:30 PM - 11:30 PM
Peak 15-Minute: 11:15 PM - 11:30 PM



National Data & Surveying Services





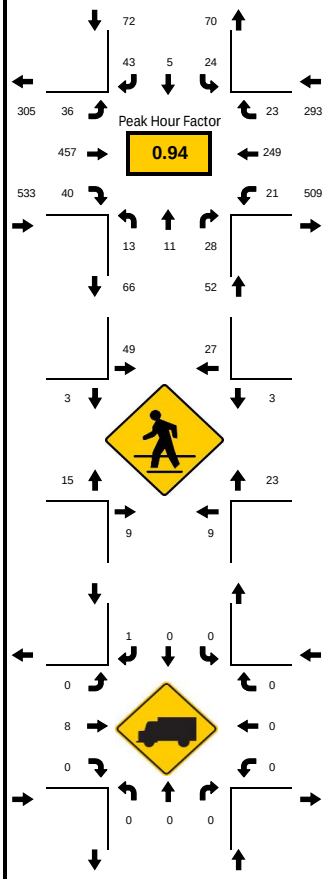
15-Min Count Period Beginning At	SR A1A/Collins Aven Northbound					SR A1A/Collins Aven Southbound					23rd St Eastbound					23rd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
10:00 PM	12	194	1	0		2	142	53	0		80	1	34	0		0	2	2	0		523	2023
10:15 PM	12	161	1	0		1	134	49	0		70	3	34	0		3	0	2	0		470	2005
10:30 PM	14	172	1	0		1	153	52	0		84	8	30	0		0	4	1	0		520	2065
10:45 PM	14	165	4	0		2	147	43	0		81	3	38	1		3	6	3	0		510	2053
11:00 PM	10	154	3	0		1	155	44	0		85	4	39	0		1	7	2	0		505	1991
11:15 PM	13	183	1	0		0	154	59	0		79	0	30	0		0	10	1	0		530	1486
11:30 PM	12	178	2	0		1	148	46	0		77	2	39	0		1	1	1	0		508	956
11:45 PM	13	160	0	0		2	113	43	0		64	1	45	0		1	4	2	0		448	448

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	56	732	16	0		8	620	236	0		340	32	156	4		12	40	12	0		**2264**
Heavy Trucks	4	16	0			0	16	0			0	0	12			0		0	0		**48**
Pedestrians		92					244					164					348				**848**
Bicycles	0	8	4			0	12	8			4	0	0			0		0	0		**36**
Railroad																					
Stopped Buses																					

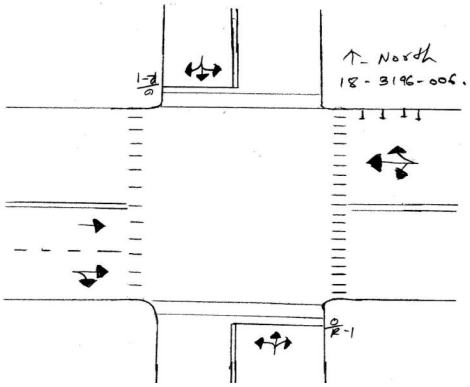
LOCATION: Liberty Ave & 23rd St
CITY/STATE: Miami Beach, FL

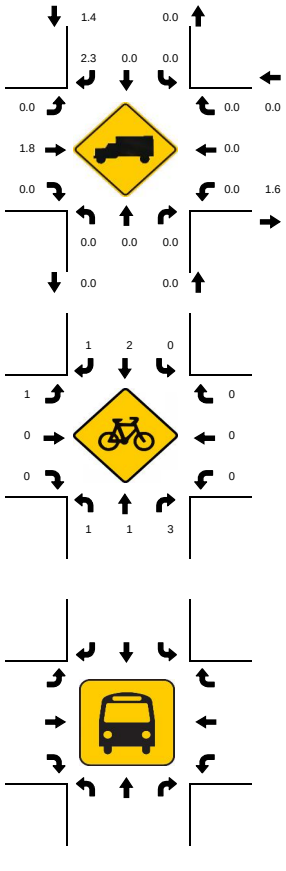
PROJECT ID: 18-03196-006
DATE: 05/04/2018

Peak-Hour: 10:45 PM - 11:45 PM
Peak 15-Minute: 11:15 PM - 11:30 PM



National Data & Surveying Services





15-Min Count Period Beginning At	Liberty Ave Northbound					Liberty Ave Southbound					23rd St Eastbound					23rd 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 PM	6	1	4	0		3	0	8	0		6	121	5	2		3	64	5	0		228	913
10:15 PM	2	4	1	0		12	1	4	0		13	100	7	1		2	53	11	0		211	900
10:30 PM	6	1	2	0		3	2	6	0		10	124	11	0		2	61	6	3		237	941
10:45 PM	5	2	7	0		5	0	6	0		7	121	7	2		3	63	6	3		237	950
11:00 PM	2	1	10	0		3	1	7	0		5	112	10	0		4	54	6	0		215	927
11:15 PM	3	3	5	0		8	3	11	0		12	105	12	1		7	76	6	0		252	712
11:30 PM	3	5	6	0		8	1	19	0		8	119	11	1		4	56	5	0		246	460
11:45 PM	3	8	5	0		9	2	8	0		9	94	13	0		4	55	4	0		214	214
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	20	20	40	0		32	12	76	0		48	484	48	8		28	304	24	12		**1156**	
Heavy Trucks	0	0	0			0	0	4			0	12	0			0	0	0			**16**	
Pedestrians		28					148					28					32				**236**	
Bicycles	4	4	4			0	8	4			4	0	0			0	0	0			**28**	
Railroad																						
Stopped Buses																						

Signal Timings

TOD Schedule Report
for 2673: Collins Av&27 St

Print Date: 11/20/2017

Print Time: 3:20 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2673	Collins Av&27 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	-	-	WBT	-	NBT	-	EBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 -	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 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 10 - 7	12 - 10 - 7	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	56 - 56 - 56	0 - 56 - 56	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 10 - 7	12 - 10 - 7	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	---4-6-8
External Permit 0	---4-6-8
External Permit 1	---4-6-8
External Permit 2	---4-6-8

TOD Schedule Report

for 2673: Collins Av&27 St

Print Date: 11/20/2017

Print Time: 3:20 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 -	3 -	4 WBT	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	1	100	0	0	0	17	0	71	0	17	0	55
	2	95	0	0	0	17	0	66	0	17	0	83
	3	100	0	0	0	17	0	71	0	17	0	86
	4	90	0	0	0	23	0	55	0	23	0	69
	5	110	0	0	0	23	0	75	0	23	0	103
	6	130	0	0	0	23	0	95	0	23	0	35
	7	120	0	0	0	33	0	75	0	33	0	86
	8	150	0	0	0	24	0	114	0	24	0	115
	11	90	0	0	0	23	0	55	0	23	0	55
	12	90	0	0	0	23	0	55	0	23	0	34
	13	90	0	0	0	23	0	55	0	23	0	56
	14	120	0	0	0	23	0	85	0	23	0	90
	15	120	0	0	0	23	0	85	0	23	0	86
	16	90	0	0	0	23	0	55	0	23	0	56
	17	90	0	0	0	23	0	55	0	23	0	54
	18	100	0	0	0	33	0	55	0	33	0	56
	22	100	0	0	0	23	0	65	0	23	56	0
	25	140	0	0	0	23	0	105	0	23	0	0

Local TOD Schedule

Time	Plan	DOW
0000	1	Su M T W Th
0000	7	F S
0300	1	F S
0300	22	M T W Th
0300	4	Su
0700	5	Su
0700	1	M T W Th F S
0930	2	M T W Th F S
0930	1	Su F S
1500	5	Su F S
1500	3	M T W Th F S
1800	1	M T W Th F S
1800	6	Su F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	----4---	SuM T W ThF S
0000	TOD LOCAL MULTIFU	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFU	--------	SuM T W ThF S
0700	TOD OUTPUTS	--------	SuM T W ThF S
1800	TOD OUTPUTS	------2-	SuM T W ThF S
2300	TOD OUTPUTS	----4---	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	----4---	SuM T W ThF S
0000	TOD LOCAL MULTIFUNCT	---4---	SuM T W ThF S
0500	TOD LOCAL MULTIFUNCT	--------	SuM T W ThF S
0700	TOD OUTPUTS	--------	SuM T W ThF S
1800	TOD OUTPUTS	------2-	SuM T W ThF S
2300	TOD OUTPUTS	----4---	SuM T W ThF S

* Settings

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

	Direction	NB	EB	WB	Ped Heads				N
Timing Phases	Head No.	6	8	4	P6	P2	P8	P4	Movements/Display/Actuation
6	Dwell	G	R	R	W/F	W/F	DW	DW	P2
NB	4+8	Y	R	R	DW	DW	DW	DW	6
COLLINS AV									P6
(RECALL)									
	Dwell								
(4+8)	Dwell	R	G	G	DW	DW	W/F	W/F	P4 4
E/WB	6	R	Y	Y	DW	DW	DW	DW	8 P8
26 STREET									
(ACTUATED)									
	Dwell								
	Dwell								
	Dwell								
Flashing Operation		Y	R	R					Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date			
WILLIAM RIVERA PAZ	6/10/10	Collins Av & 27 Street		
Checked	Date	Placed in Service	Phasing No.	Asset Number
L HERNANDEZ	6/10/10	Date 9/8/2011	5	2673

BES

TOD Schedule Report

for 2672: Collins Av&26 St

Print Date: 2/21/2018

Print Time: 2:01 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2672	Collins Av&26 St	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NBT	PED	EW	-	SBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 NBT	5 - 5 - 5	13 - 13 - 13	7 - 7 - 7	1 - 1 - 1	35 - 35 - 35	0 - 35 - 35	4	2.3
3 PED	5 - 5 - 5	14 - 14 - 14	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 EW	5 - 5 - 5	15 - 15 - 15	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 10 - 10	16 - 16 - 16	4	2.3
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 SBT	5 - 5 - 5	13 - 13 - 13	7 - 7 - 7	1 - 1 - 1	35 - 35 - 35	0 - 35 - 35	4	2.3
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 2672: Collins Av&26 St

Print Date: 2/21/2018

Print Time: 2:01 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 NBT	3 PED	4 EW	5 -	6 SBT	7 -	8 -	Ring Offset	Offset
	1	100	0	42	20	26	0	42	0	0	0	46
	2	95	0	37	20	26	0	37	0	0	0	72
	3	100	0	42	20	26	0	42	0	0	0	46
	4	90	0	32	20	26	0	32	0	0	0	59
	5	110	0	52	20	26	0	52	0	0	0	96
	6	130	0	72	20	26	0	72	0	0	0	72
	7	120	0	62	20	26	0	62	0	0	0	58
	8	110	0	52	20	26	0	52	0	0	0	16
	11	90	0	32	20	26	0	32	0	0	0	26
	12	90	0	32	20	26	0	32	0	0	0	86
	13	90	0	32	20	26	0	32	0	0	0	37
	14	120	0	62	20	26	0	62	0	0	0	98
	15	120	0	62	20	26	0	62	0	0	0	51
	16	90	0	32	20	26	0	32	0	0	0	37
	17	90	0	32	20	26	0	32	0	0	0	37
	18	100	0	42	20	26	0	42	0	0	0	71
	22	100	0	42	20	26	0	42	0	0	0	12
	25	140	0	82	20	26	0	82	0	0	0	0

Local TOD Schedule

Time	Plan	DOW
0000	1	Su M T W Th
0000	7	F S
0300	1	F S
0300	22	M T W Th
0300	4	Su
0700	5	Su
0700	1	M T W Th F S
0930	2	M T W Th
1000	8	Su F S
1500	14	Su F S
1500	3	M T W Th
1800	18	M T W Th F
1800	6	Su S
2200	1	M T W Th
2200	6	F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1800	PED RECALL	8---4---	M T W ThF
2200	PED RECALL	--------	M T W ThF

Local Time of Day Function

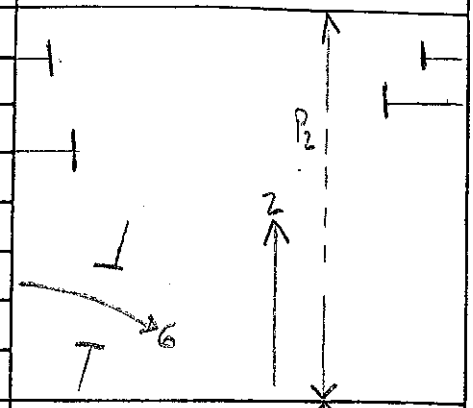
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1000	PED RECALL	8---4---	Su S
1800	PED RECALL	--------	Su S
1800	PED RECALL	8---4---	M T W ThF
2200	PED RECALL	--------	M T W ThF

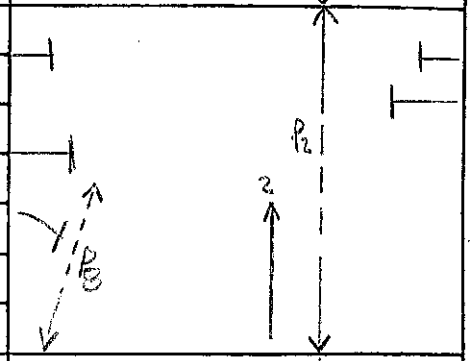
* Settings

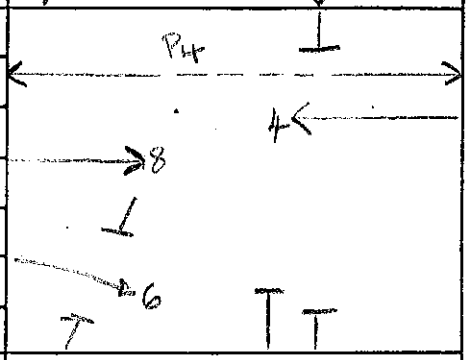
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

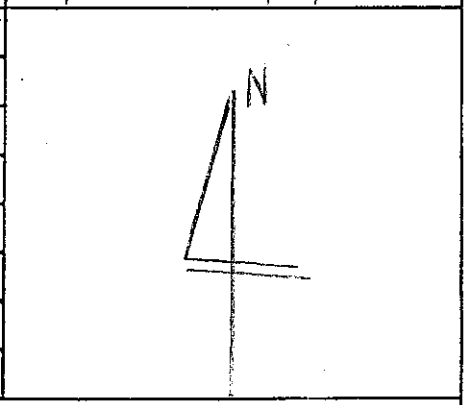
No Calendar Defined/Enabled

PHASE		SIGNAL HEAD NUMBER												
	INT	2	4	6	8	P_2	P_4	P_8						
	R/W	G	R	G	R	W	DW	DW						
	PED. CL	G	R	G	R	FDW	DW	DW						
ϕ_{2+6} (2+6+P_2)	TO ϕ_3	G	R	Y	R	DW	DW	DW						
NBND & SBND	TO ϕ_4	Y	R	G	R	DW	DW	DW						
COLLINS AV	CLEAR													
RECALL	CLEAR													
	CLEAR													
	CLEAR													
	R/W	G	R	R	R	W	DW	W						
ϕ_3 (2+P_2+P_8)	PED. CL	G	R	R	R	FDW	DW	FW						
NBND COLLINS AV & WEST SIDE PED ACTUATED BY P_8	TO ϕ_4	Y	R	R	R	DW	DW	DW						
	TO ϕ_2	G	R	R	R	DW	DW	DW						
	CLEAR													
	CLEAR													
	CLEAR													
	R/W	R	G	G	G	DW	W	DW						
ϕ_4 (4+P_4+8+6)	PED. CL	R	G	G	G	DW	FW	DW						
EBND & WBND & SBND	TO ϕ_2	R	Y	G	Y	DW	DW	DW						
26 ST	CLEAR													
ACTUATED BY 4	CLEAR													
	CLEAR													
	CLEAR													
	R/W													
	PED. CL													
	CLEAR TO													
	CLEAR													
	CLEAR													
	CLEAR													
	CLEAR													
FLASH OPERATION		FY	FR	FY	FR									









Drawn: H. FRANCILLON — Date: 7/31/98

Check: H. HERNANDEZ — Date: 10/9/98

Division Engineer — Date

METROPOLITAN DADE COUNTY
DEPARTMENT OF TRAFFIC AND TRANSPORTATION

ASSET NO. 2672

COLLINS AV & 26 ST

Placed In Service		Phasing Number
Date: -/94	By: MITCHELL	6

TOD Schedule Report

for 2671: Collins Av&24 St

Print Date: 3/1/2018

Print Time: 2:03 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2671	Collins Av&24 St	DOW-5		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	-	NBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	45 - 45 - 45	0 - 45 - 45	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	3.5 - 2.5 - 2.5	10 - 10 - 10	45 - 24 - 24	4	3.3
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	45 - 45 - 45	0 - 45 - 45	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4-6--
External Permit 0	-2-4-6--
External Permit 1	-2-4-6--
External Permit 2	-2-4-6--

TOD Schedule Report

for 2671: Collins Av&24 St

Print Date: 3/1/2018

Print Time: 2:03 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	1	110	0	73	0	24	0	73	0	0	0	49
	2	110	0	73	0	24	0	73	0	0	0	85
	3	130	0	93	0	24	0	93	0	0	0	24
	4	110	0	73	0	24	0	73	0	0	0	10
	5	110	0	73	0	24	0	73	0	0	0	32
	6	110	0	73	0	24	0	73	0	0	0	73
	7	120	0	83	0	24	0	83	0	0	0	31
	8	110	0	73	0	24	0	73	0	0	0	62
	11	110	0	66	0	31	0	66	0	0	0	4
	12	110	0	66	0	31	0	66	0	0	0	72
	13	110	0	66	0	31	0	66	0	0	0	42
	14	120	0	83	0	24	0	83	0	0	0	30
	15	120	0	76	0	31	0	76	0	0	0	22
	16	110	0	66	0	31	0	66	0	0	0	27
	17	110	0	66	0	31	0	66	0	0	0	25
	18	100	0	58	0	29	0	58	0	0	0	13
	22	110	0	66	0	31	0	66	0	0	0	0
	25	140	0	96	0	31	0	96	0	0	0	0

Local TOD Schedule

Time	Plan	DOW
0000	1	Su M T W Th
0000	7	F S
0300	1	F S
0300	22	M T W Th
0300	4	Su
0700	5	Su
0700	1	M T W Th F S
0930	2	M T W Th
1000	8	Su F S
1500	14	Su F S
1500	3	M T W Th
1800	18	M T W Th F
1800	6	Su S
2200	1	M T W Th
2200	6	F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1800	PED RECALL	8---4---	M T W ThF
2200	PED RECALL	--------	M T W ThF

Local Time of Day Function

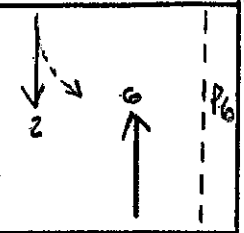
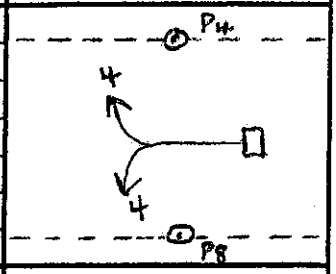
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1000	PED RECALL	8---4---	Su S
1800	PED RECALL	--------	Su S
1800	PED RECALL	8---4---	M T W ThF
2200	PED RECALL	--------	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

Timing Phases	Direction	SB	NB	WB						Ped Heads P6	Ped Heads P4	Ped Heads P8	Movements/Display/Actuation
	Head No.	2	6	4									
2+6 N/S COLLINS AV RECALL	Dwell	G	G	R						W/F	DW	DW	
	Clear to 4	Y	Y	R						DW	DW	DW	
4 WBND 24 ST ACTUATED	Dwell	R	R	G						DW	W/F	W/F	
	Clear to 2+6	R	R	Y						DW	DW	DW	
	Dwell												
	Clear to												
	Dwell												
	Clear to												
	Dwell												
	Clear to												
	Dwell												
	Clear to												
Flashing Operation		FY	FY	FR									Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date			
H. FRANCILLON	10/11/02	COLLINS AV & 24 ST		
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	10/15/02	Date / By STI	6	2671

Blank12

TOD Schedule Report

for 2670: Collins Av&23 St

Print Date: 3/1/2018

Print Time: 2:03 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2670	Collins Av&23 St	DOW-5		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
WB (S)	SBT	EBT	WB (N)	-	NBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 WB (	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	7 - 7 - 7	14 - 10 - 10	4	2
2 SBT	7 - 7 - 7	20 - 20 - 20	5 - 5 - 5	1 - 1 - 1	27 - 27 - 27	0 - 27 - 27	4	2.5
3 EBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	8 - 8 - 8	30 - 15 - 15	4	2
4 WB (	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	7 - 7 - 7	40 - 12 - 12	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	20 - 20 - 20	5 - 5 - 5	1 - 1 - 1	27 - 27 - 27	0 - 27 - 27	4	2.5
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 2670: Collins Av&23 St

Print Date: 3/1/2018

Print Time: 2:03 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 WB (	2 SBT	3 EBT	4 WB (N)	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	1	110	9	34	20	23	0	34	0	0	0	28
	2	110	9	34	20	23	0	34	0	0	0	21
	3	130	9	54	20	23	0	54	0	0	0	3
	4	110	9	34	20	23	0	34	0	0	0	28
	5	110	9	34	20	23	0	34	0	0	0	41
	6	130	7	52	24	23	0	52	0	0	0	83
	7	120	9	44	20	23	0	44	0	0	0	83
	8	110	9	34	20	23	0	34	0	0	0	46
	11	110	6	42	17	21	0	42	0	0	0	28
	12	110	6	42	17	21	0	42	0	0	0	28
	13	110	6	42	17	21	0	42	0	0	0	28
	14	120	8	50	17	21	0	50	0	0	0	9
	15	120	6	52	17	21	0	52	0	0	0	9
	16	110	6	42	17	21	0	42	0	0	0	28
	17	110	6	42	17	21	0	42	0	0	0	28
	18	100	9	24	20	23	0	24	0	0	0	97
	21	110	9	34	20	23	0	34	0	0	0	28
	22	110	9	34	20	23	0	34	0	0	0	65
	23	110	9	34	20	23	0	34	0	0	0	65
	25	140	9	64	20	23	0	64	0	0	0	98

Local TOD Schedule

Time	Plan	DOW
0000	1	Su M T W Th
0000	7	F S
0300	1	F S
0300	22	M T W Th
0300	4	Su
0700	5	Su
0700	1	M T W Th F S
0930	2	M T W Th
1000	8	Su F S
1500	14	Su F S
1500	3	M T W Th
1800	18	M T W Th F
1800	6	Su S
2200	1	M T W Th
2200	6	F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1800	PED RECALL	8---4---	M T W ThF
2200	PED RECALL	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1000	PED RECALL	8---4---	Su S
1800	PED RECALL	--------	Su S
1800	PED RECALL	8---4---	M T W ThF
2200	PED RECALL	--------	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

TOD Schedule Report

for 2670: Collins Av&23 St

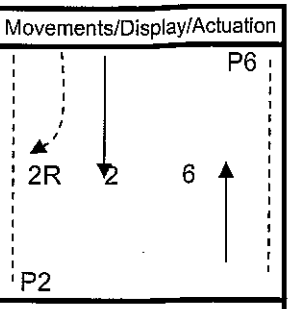
Print Date: 3/1/2018

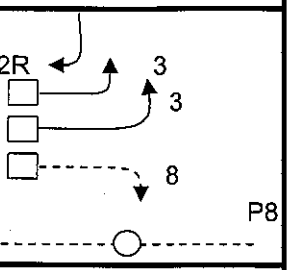
Print Time: 2:03 AM

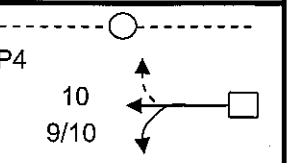
No Calendar Defined/Enabled

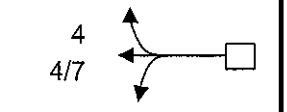
SIGNAL OPERATING PLAN

	Direction	NB	SB		EB		WB		WB		Ped Heads				N
Timing Phases	Head No.	6	2	2R	3	8	4	4/7	10	9/10	P6	P2	P8	P4	Movements/Display/Actuation
(2+6)	Dwell	G	G	G	<R	R	R	R	R	R	W/F	W/F	DW	DW	
N/SB	3	Y	Y	Y	<R	R	R	R	R	R	DW	DW	DW	DW	
	4	Y	Y	Y	<R	R	R	R	R	R	DW	DW	DW	DW	
Collins Av	1	Y	Y	Y	<R	R	R	R	R	R	DW	DW	DW	DW	
(RECALL)															
3	Dwell	R	R	R/G>	<G	G	R	R	R	R	DW	DW	W/F	DW	
EB	4	R	R	R/Y>	<Y	Y	R	R	R	R	DW	DW	DW	DW	
	1	R	R	R/Y>	<Y	Y	R	R	R	R	DW	DW	DW	DW	
23 STREET	(2+6)	R	R	R/Y>	<Y	Y	R	R	R	R	DW	DW	DW	DW	
(ACTUATED)															
4	Dwell	R	R	R	<R	R	R	R	G	<G/G	DW	DW	DW	W/F	
WB	1	R	R	R	<R	R	R	R	Y	Y	DW	DW	DW	DW	
NORTHSIDE	(2+6)	R	R	R	<R	R	R	R	Y	Y	DW	DW	DW	DW	
(ACTUATED)															
1	Dwell	R	R	R	<R	R	G	<G/G	R	R	DW	DW	W/F	W/F	
WB	(2+6)	R	R	R	<R	R	Y	Y	R	R	DW	DW	DW	DW	
SOUTHSIDW															
(ACTUATED)															
	Dwell														
Flashing Operation		FY	FY	FY	FR	FR	FR	FR	FR	FR					Page 1 of 1









Miami-Dade County Public Works Department

Drawn	Date	Collins Av & 23 Street		
WILLIAM RIVERA PAZ	04/30/13			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	4/30/13	Date: 5/1/13 BY UND	7	2670

Peak Season Conversion Factor

I-195 Peak Season Conversion Factor				
Week	Weekly Volume	PSCF	Month	Days
1	103657	1.27	Jan	1-2
2	118133	1.12		5-9
3	116803	1.13		12-16
4	117632	1.12		19-23
5	115429	1.14		26-30
6	116486	1.13	Feb	2-6
7	118570	1.11		9-13
8	121138	1.09		16-20
9	121579	1.09		23-27
10	119121	1.11	Mar	2-6
11	123996	1.07		9-13
12	122332	1.08		16-20
13	123477	1.07		23-27
14	123280	1.07	Apr	30-3
15	122197	1.08		6-10
16	122168	1.08		13-17
17	117178	1.13		20-24
18	117485	1.12	May	27-1
19	118214	1.12		4-8
20	122625	1.08		11-15
21	115777	1.14		18-22
22	111920	1.18		25-29
23	119378	1.11	June	1-5
24	119407	1.11		8-12
25	119270	1.11		15-19
26	121686	1.09		22-26
27	116696	1.13	July	29-3
28	118989	1.11		6-10
29	120243	1.10		13-17
30	119679	1.10		20-24
31	119616	1.10		27-31
32	122915	1.07	Aug	3-7
33	119112	1.11		10-14
34	119316	1.11		17-21
35	117869	1.12		24-28
36	115663	1.14	Sept	1-4
37	112700	1.17		7-11
38	115471	1.14		14-18
39	115641	1.14		21-25
40	119049	1.11	Oct	28-2
41	113439	1.16		5-9
42	118812	1.11		12-16
43	121438	1.09		19-23
44	121647	1.09		26-30
45	117841	1.12	Nov	2-6
46	110428	1.20		9-13
47	123139	1.07		16-20
48	108529	1.22		23-27
49	132077	1.00	Dec	30-4
50	122158	1.08		7-11
51	113709	1.16		14-18
52	107344	1.23		21-25
53	123058	1.07		28-31

Appendix D

Growth Rate Calculations

FDOT Historic Growth Trends

Growth Rate Summary

Station Number	Location	Historic Growth	
		5-year	10-year
North/South Streets			
5170	SR A1A/Collins Avenue -- North of 21st Street	2.96%	-0.04%
8676	Prairie Avenue -- 400 feet south of 23rd Street	4.79%	-
	Average	3.88%	-0.04%
East/West Streets			
8422	23rd Street -- 200 feet west of Liberty Avenue	8.31%	-
8531	17th Street -- 200 feet east of Meridian Avenue	0.00%	-
	Average	4.16%	0.00%

FDOT Growth Rate Summary

Station Number	Location	Linear				Exponential				Decaying Exponential			
		5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared
5170	SR A1A/Collins Avenue -- North of 21st Street	2.88%	36.84%	-0.04%	0.04%	2.96%	37.91%	-0.04%	0.04%	3.52%	56.47%	-0.30%	2.87%
8676	Prairie Avenue -- 400 feet south of 23rd Street	5.15%	94.12%	N/A	N/A	4.79%	94.44%	N/A	N/A	4.15%	79.46%	N/A	N/A
8422	23rd Street -- 200 feet west of Liberty Avenue	9.41%	94.12%	N/A	N/A	8.31%	94.65%	N/A	N/A	7.82%	79.46%	N/A	N/A
8531	17th Street -- 200 feet east of Meridian Avenue	0.00%	0.00%	N/A	N/A	0.00%	0.00%	N/A	N/A	0.00%	0.00%	N/A	N/A
Total		**4.36%**	**56.27%**	**-0.04%**	**0.04%**	**4.02%**	**56.75%**	**-0.04%**	**0.04%**	**3.87%**	**53.85%**	**-0.30%**	**2.87%**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8422 - 23 ST, 200 FT W OF LIBERTY AVE (2011 OFF SYSTEM CYCLE)

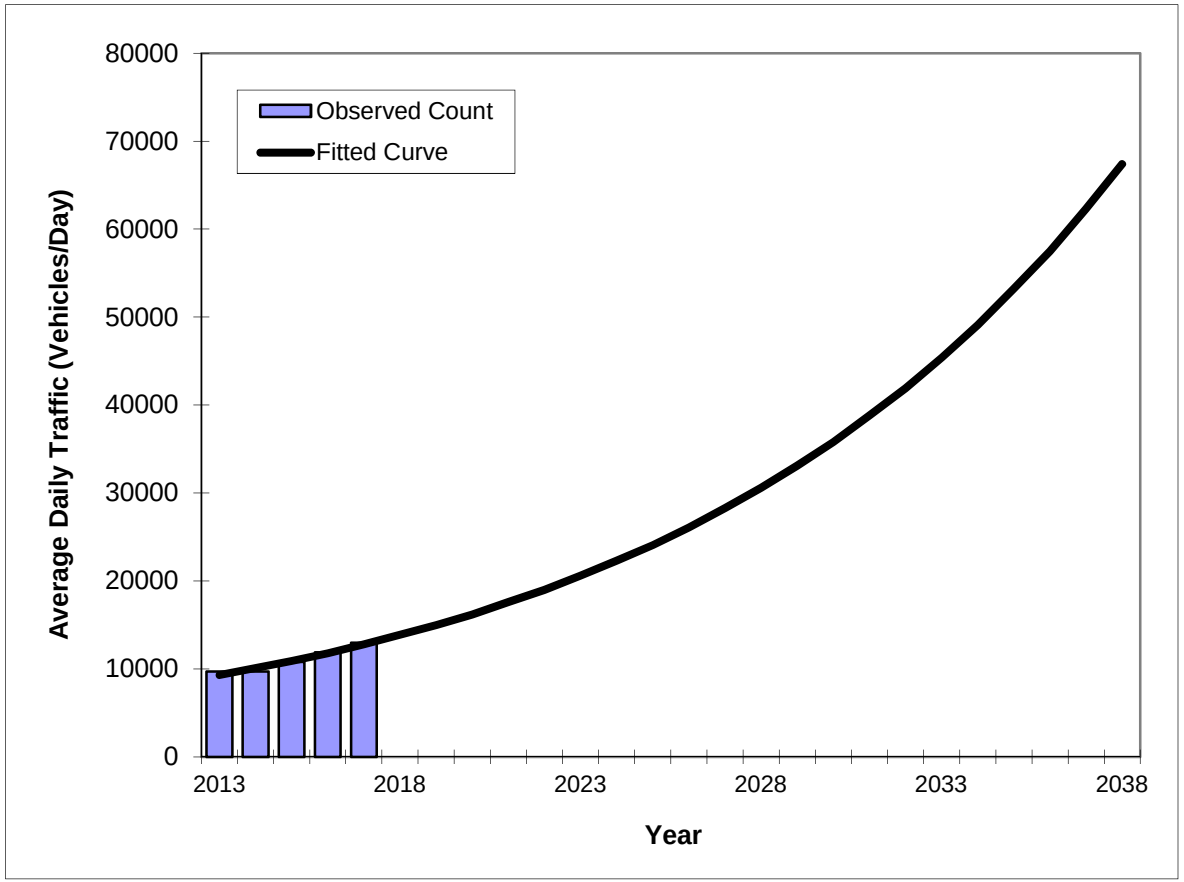
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	13000 C	E 6500	W 6500	9.00	55.70	1.80
2016	11900 C	E 6000	W 5900	9.00	56.10	15.70
2015	10800 C	E 6300	W 4500	9.00	57.40	7.20
2014	9700 C	E 5000	W 4700	9.00	59.30	21.20
2013	9700 F	E 5400	W 4300	9.00	58.90	16.20
2012	9700 C	E 5400	W 4300	9.00	59.70	16.00

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

Traffic Trends

23rd Street -- 200 feet west of Liberty Avenue

County:	Miami (87)
Station #:	8422
Highway:	23rd Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	9700	9300
2014	9700	10100
2015	10800	10900
2016	11900	11800
2017	13000	12800

Trend R-squared:	94.65%
Compounded Annual Historic Growth Rate:	8.31%
Printed:	14-May-18

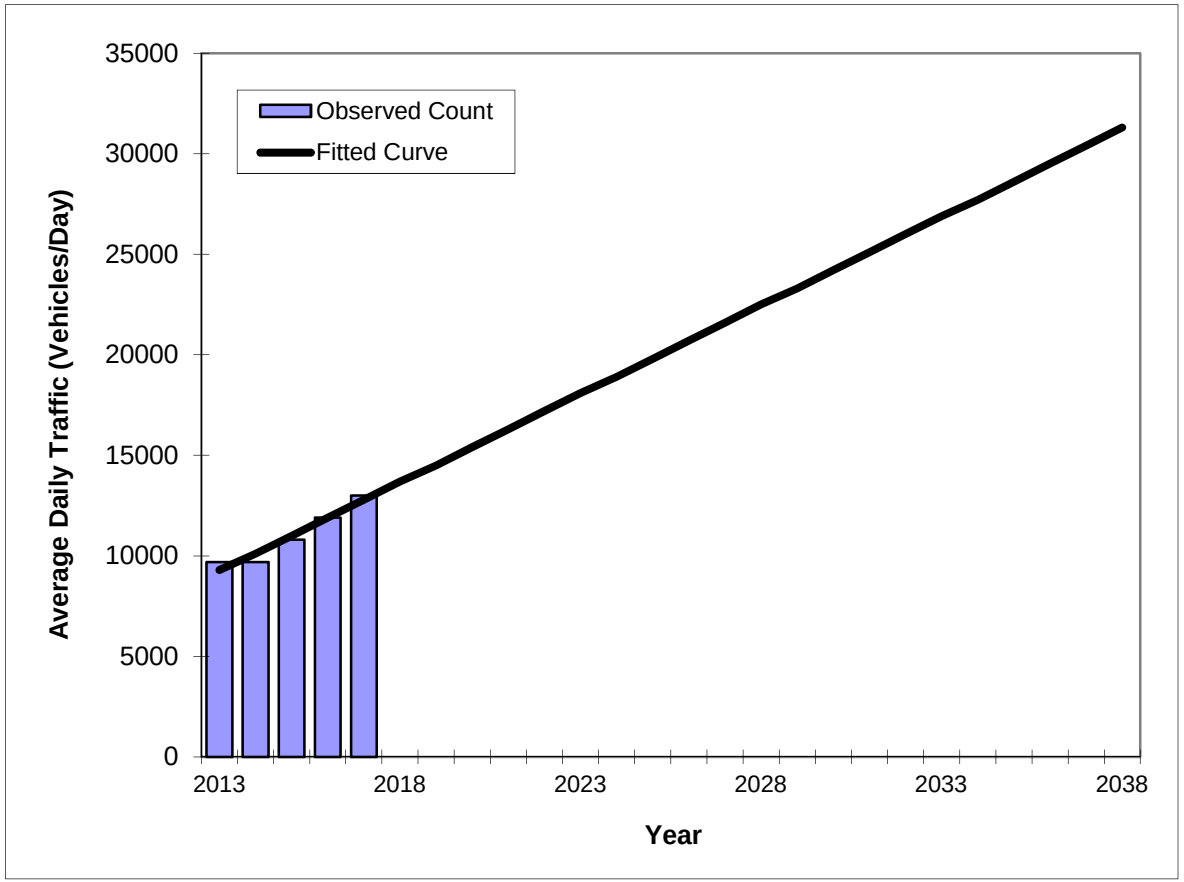
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

23rd Street -- 200 feet west of Liberty Avenue

County:	Miami (87)
Station #:	8422
Highway:	23rd Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	9700	9300
2014	9700	10100
2015	10800	11000
2016	11900	11900
2017	13000	12800

Trend R-squared:	94.12%
Trend Annual Historic Growth Rate:	9.41%
Printed:	14-May-18

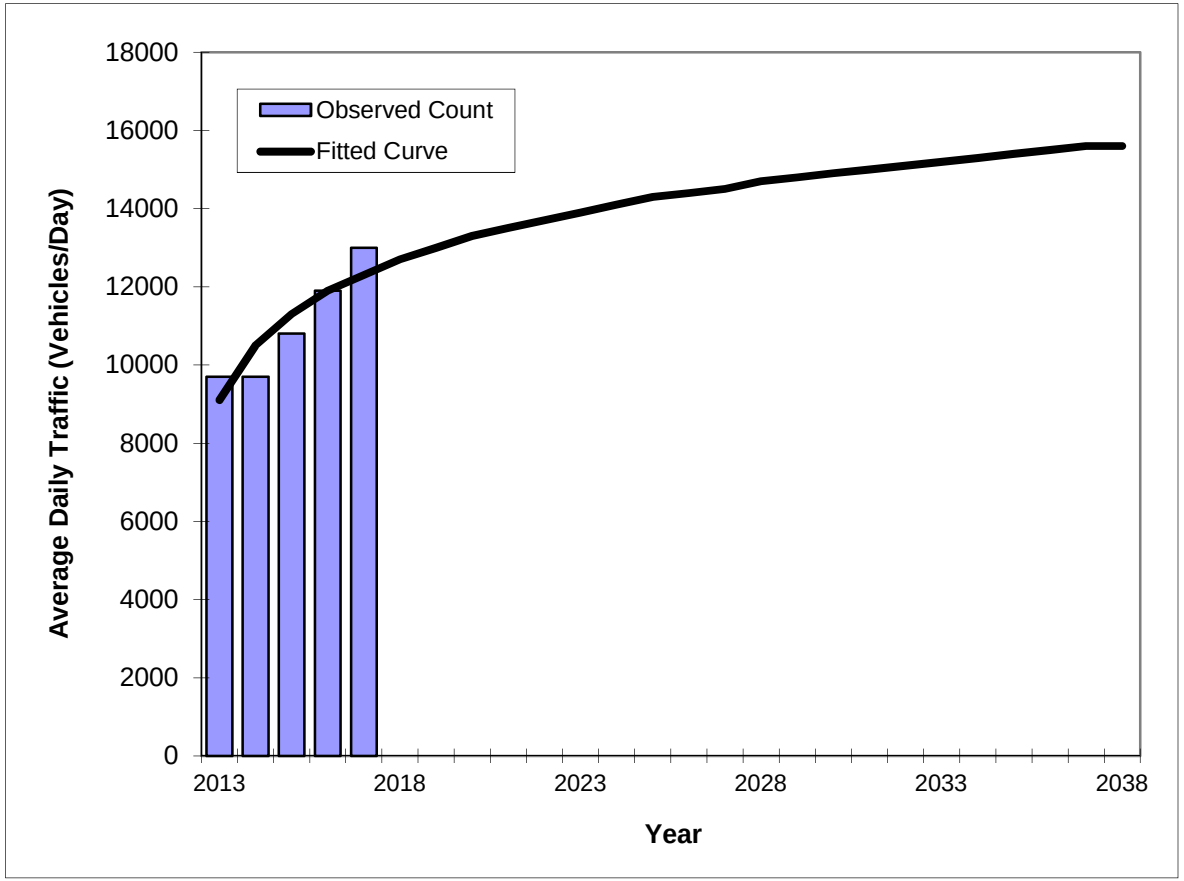
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

23rd Street -- 200 feet west of Liberty Avenue

County:	Miami (87)
Station #:	8422
Highway:	23rd Street



Year	Traffic (ADT/AADT) Count*	Trend**
2013	9700	9100
2014	9700	10500
2015	10800	11300
2016	11900	11900
2017	13000	12300

Trend R-squared:	79.46%
Compounded Annual Historic Growth Rate:	7.82%
Printed:	14-May-18

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8531 - 17TH ST, 200' EAST OF MERIDIAN AVE (2011 OFF SYSTEM CYCLE)

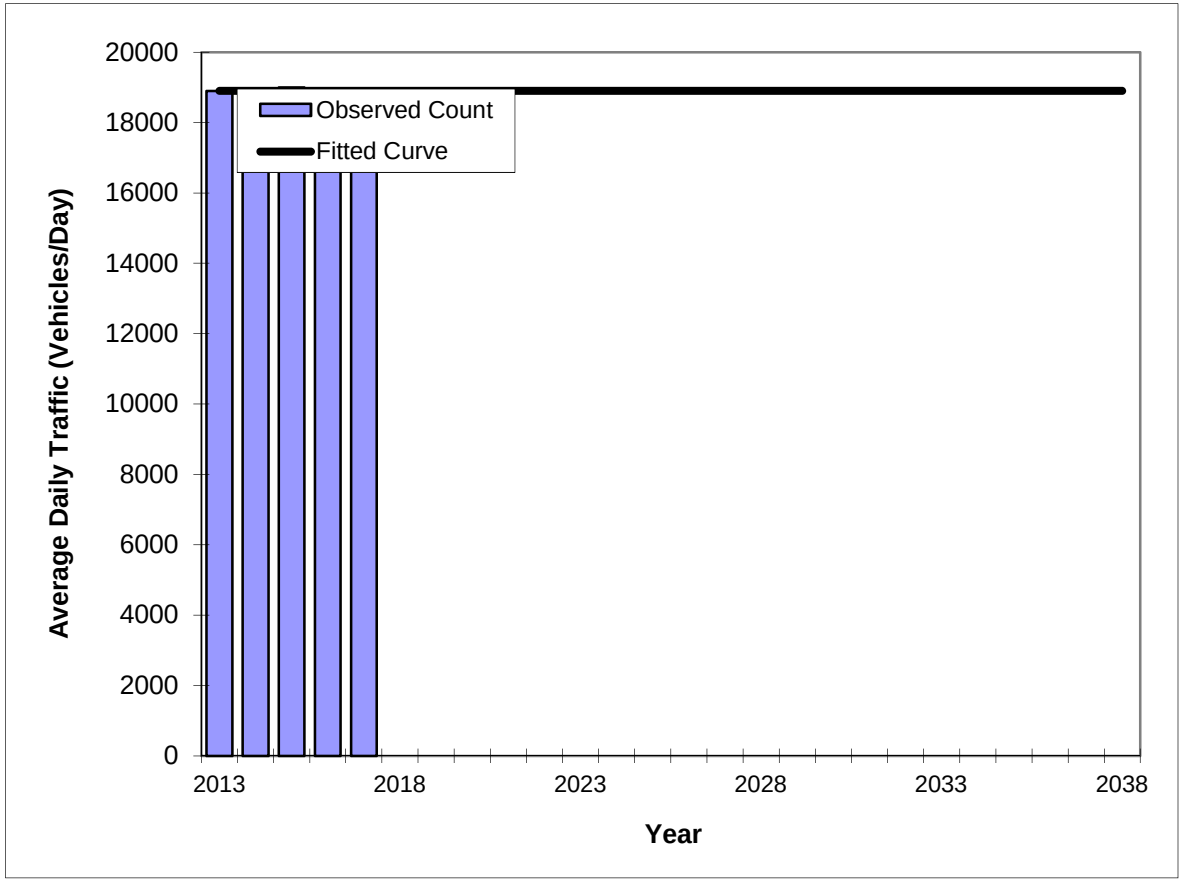
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	18800 S	E 8300	W 10500	9.00	59.30	2.50
2016	18900 F	E 8400	W 10500	9.00	56.10	5.10
2015	19000 C	E 8500	W 10500	9.00	57.40	7.10
2014	18700 S	E 9600	W 9100	9.00	59.30	10.70
2013	18900 F	E 9700	W 9200	9.00	58.90	16.20
2012	19000 C	E 9800	W 9200	9.00	59.70	16.00

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

Traffic Trends

17th Street -- 200 feet east of Meridian Avenue

County:	Miami (87)
Station #:	8531
Highway:	17th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2013	18900	18900
2014	18700	18900
2015	19000	18900
2016	18900	18900
2017	18800	18900

Trend R-squared:	0.00%
Compounded Annual Historic Growth Rate:	0.00%
Printed:	14-May-18

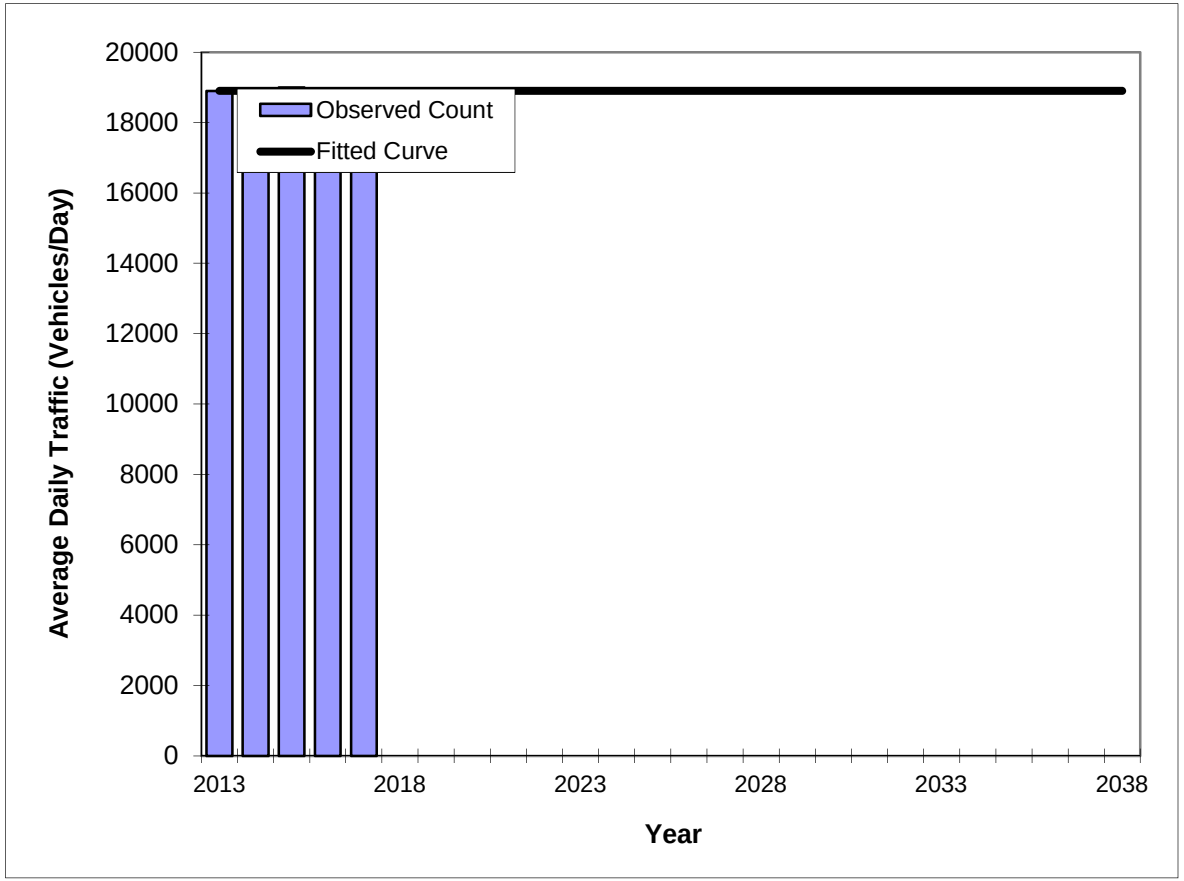
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

17th Street -- 200 feet east of Meridian Avenue

County:	Miami (87)
Station #:	8531
Highway:	17th Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	18900	18900
2014	18700	18900
2015	19000	18900
2016	18900	18900
2017	18800	18900

Trend R-squared:	0.00%
Trend Annual Historic Growth Rate:	0.00%
Printed:	14-May-18

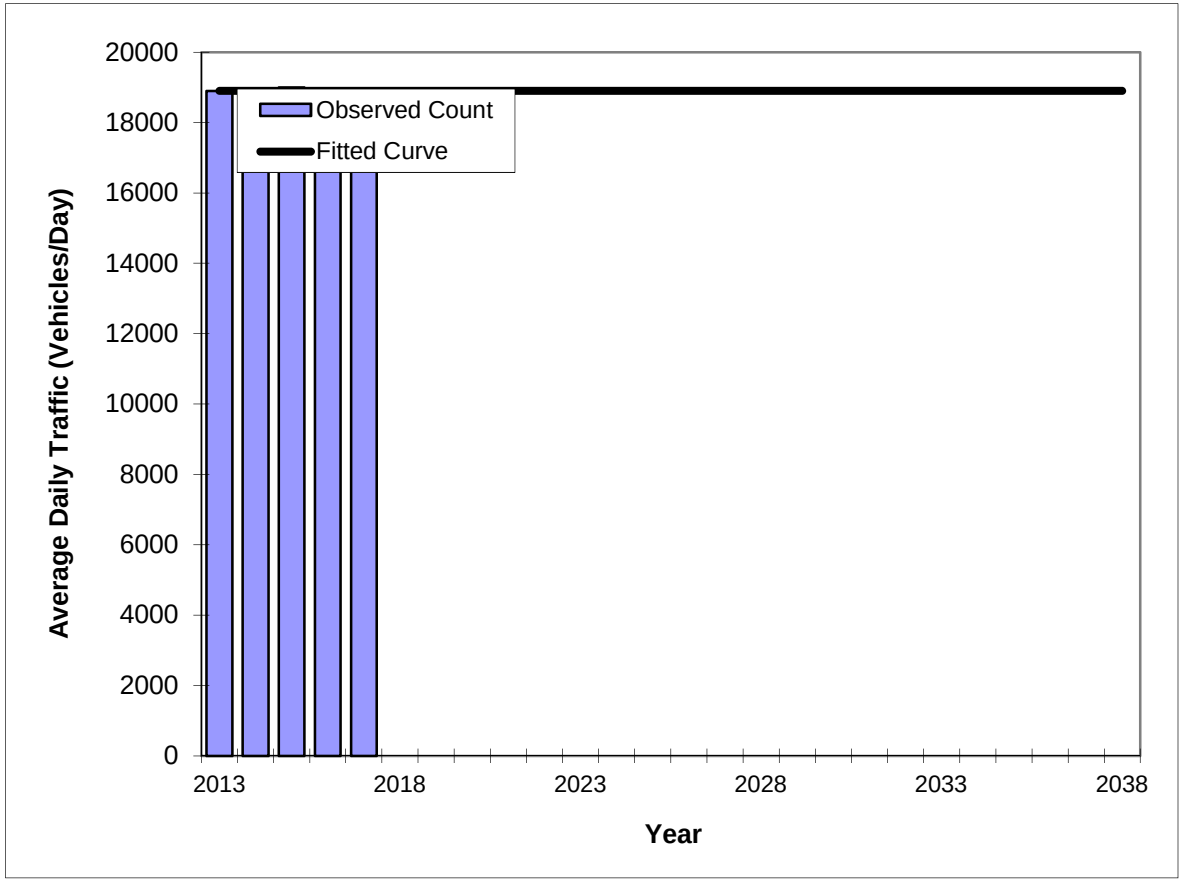
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

17th Street -- 200 feet east of Meridian Avenue

County:	Miami (87)
Station #:	8531
Highway:	17th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2013	18900	18900
2014	18700	18900
2015	19000	18900
2016	18900	18900
2017	18800	18900

Trend R-squared:	0.00%
Compounded Annual Historic Growth Rate:	0.00%
Printed:	14-May-18

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8676 - PRAIRIE AVE 400' SOUTH OF W 23 STREET

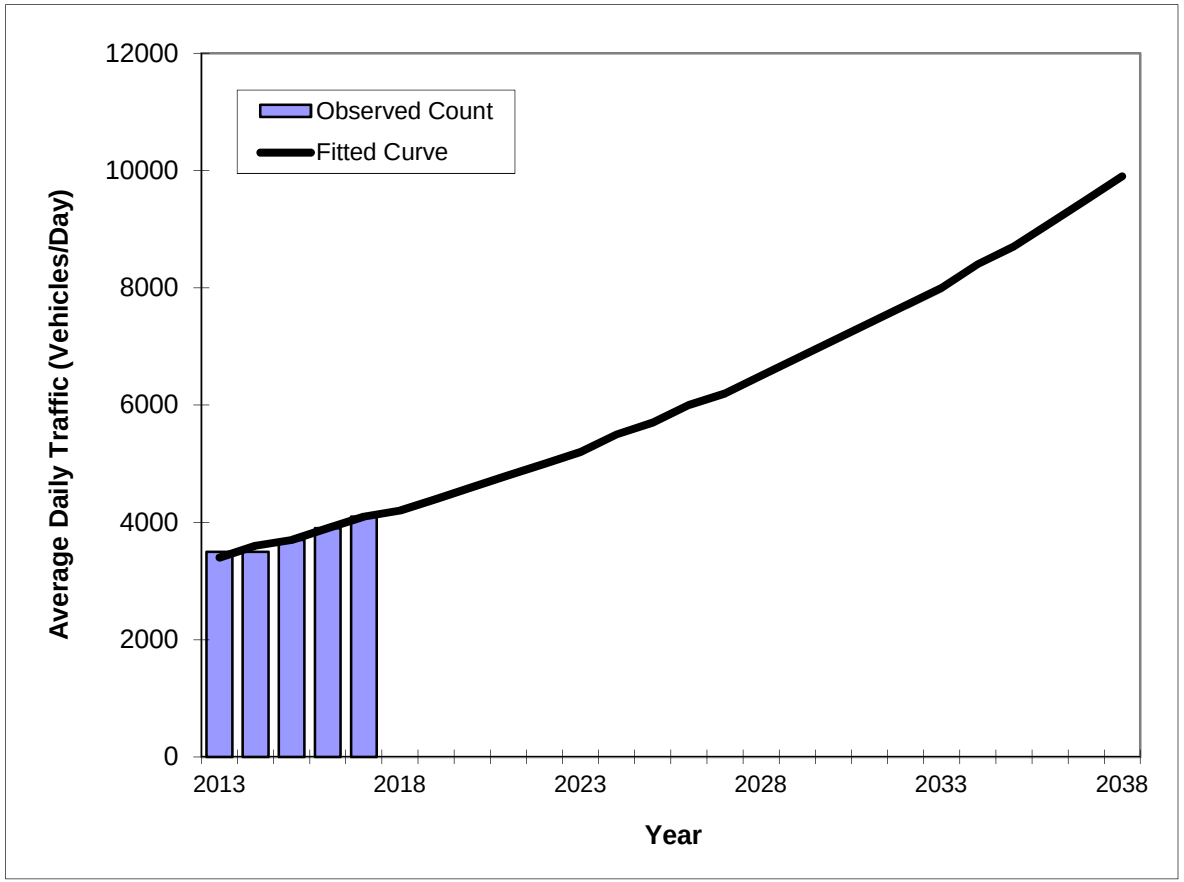
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	4100 R	N 2200	S 1900	9.00	55.00	2.50
2016	3900 T	N 2100	S 1800	9.00	54.50	5.10
2015	3700 S	N 2000	S 1700	9.00	54.70	7.10
2014	3500 F	N 1900	S 1600	9.00	54.50	10.70
2013	3500 C	N 1900	S 1600	9.00	52.40	6.10

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

Traffic Trends

Prairie Avenue -- 400 feet south of 23rd Street

County:	Miami (87)
Station #:	8676
Highway:	Prairie Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2013	3500	3400
2014	3500	3600
2015	3700	3700
2016	3900	3900
2017	4100	4100

Trend R-squared:	94.44%
Compounded Annual Historic Growth Rate:	4.79%
Printed:	14-May-18

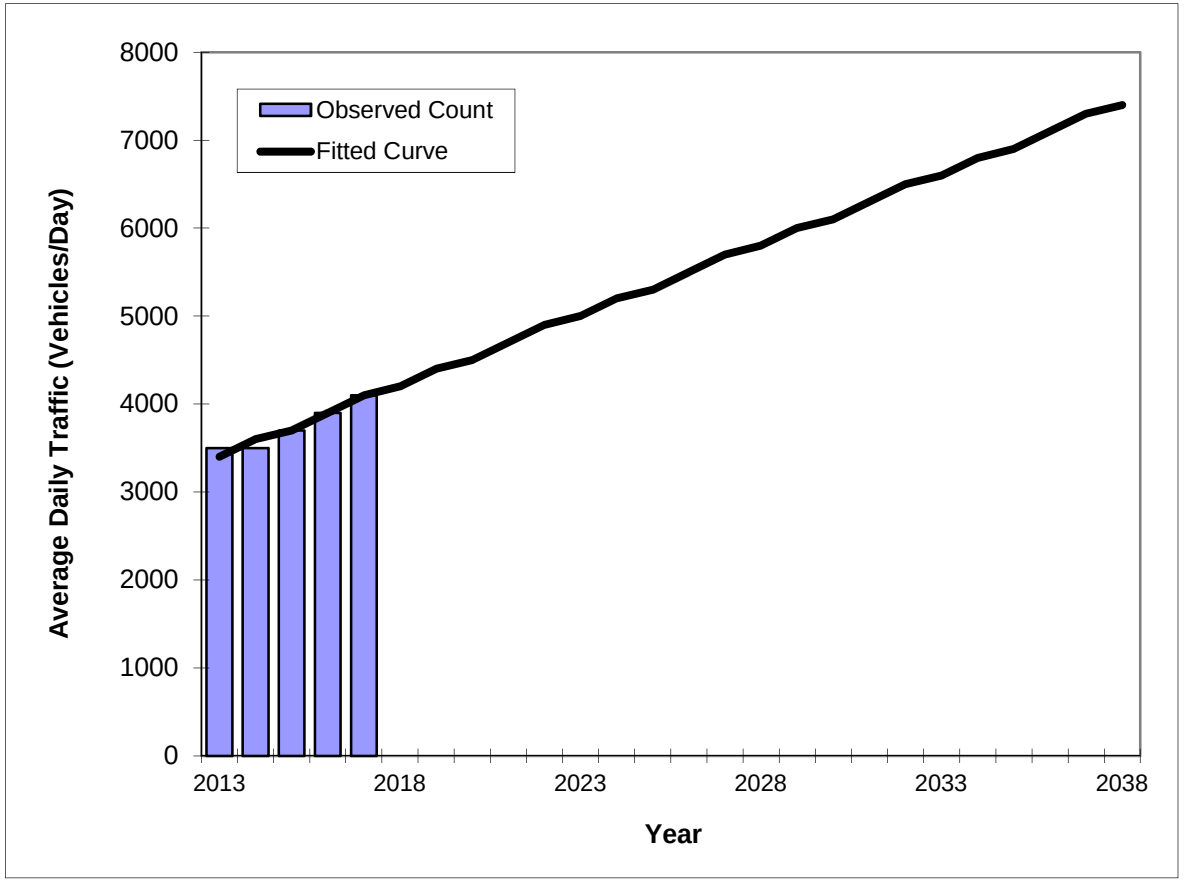
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

Prairie Avenue -- 400 feet south of 23rd Street

County:	Miami (87)
Station #:	8676
Highway:	Prairie Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2013	3500	3400
2014	3500	3600
2015	3700	3700
2016	3900	3900
2017	4100	4100

Trend R-squared:	94.12%
Trend Annual Historic Growth Rate:	5.15%
Printed:	14-May-18

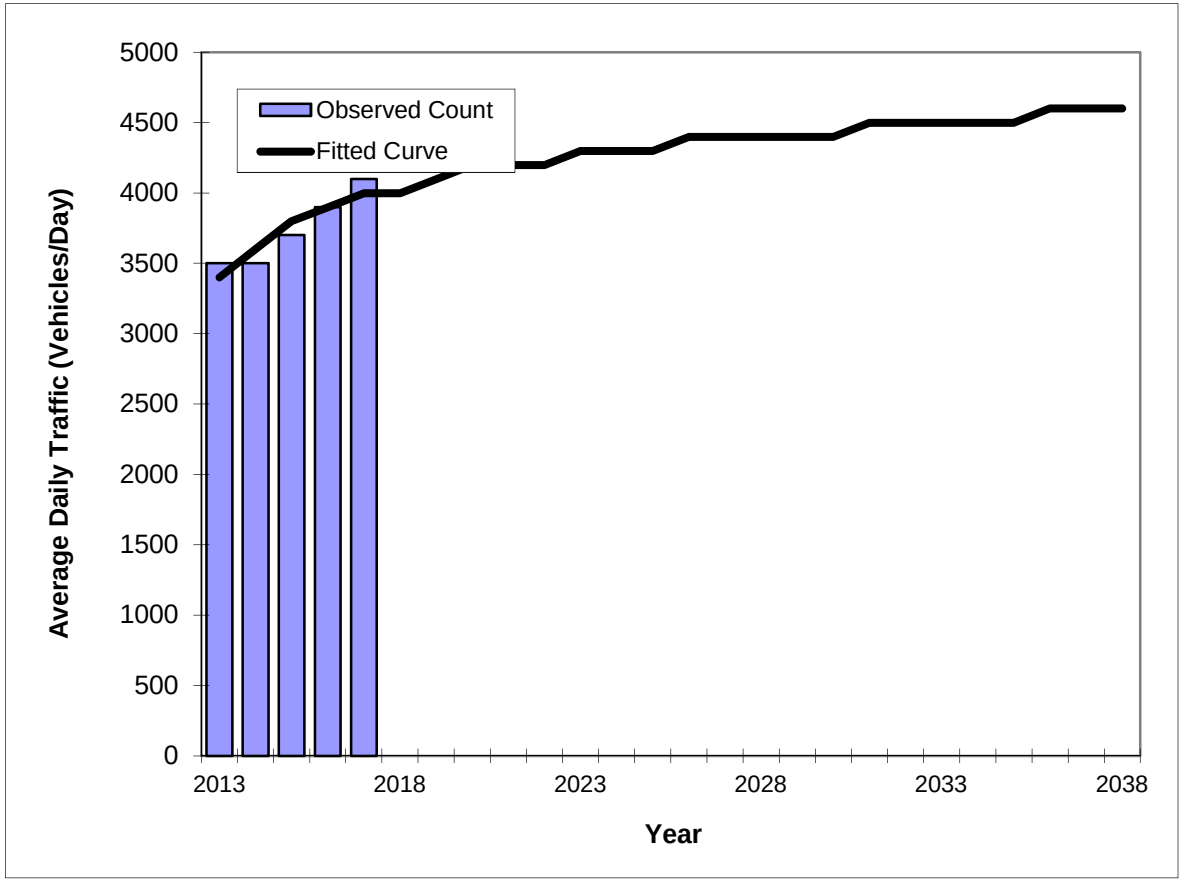
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

Prairie Avenue -- 400 feet south of 23rd Street

County:	Miami (87)
Station #:	8676
Highway:	Prairie Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	3500	3400
2014	3500	3600
2015	3700	3800
2016	3900	3900
2017	4100	4000

Trend R-squared:	79.46%
Compounded Annual Historic Growth Rate:	4.15%
Printed:	14-May-18

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5170 - SR A1A/COLLINS AV, N OF 21 ST (MIAMI BEACH)

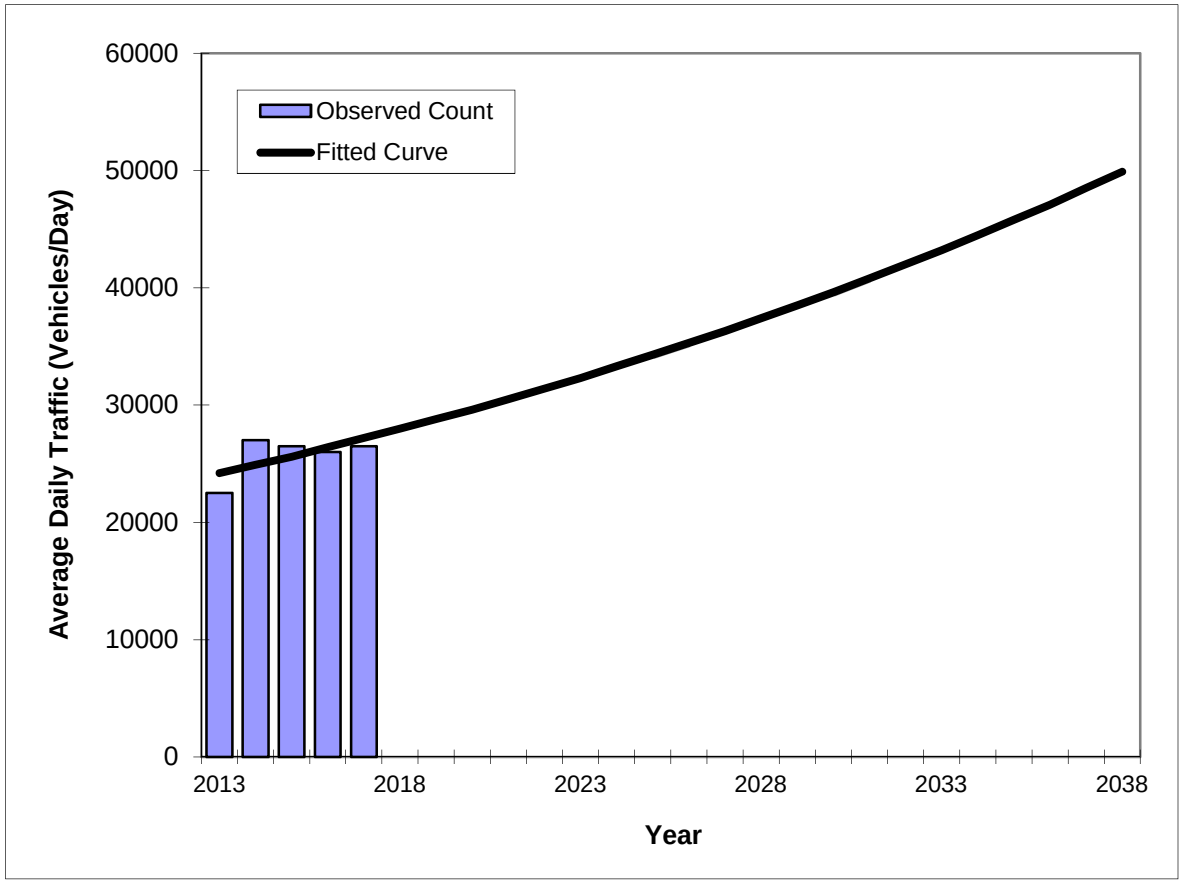
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	26500 C	N 13000	S 13500	9.00	55.00	6.60
2016	26000 C	N 13500	S 12500	9.00	54.50	20.20
2015	26500 C	N 12500	S 14000	9.00	54.70	4.20
2014	27000 C	N 12500	S 14500	9.00	54.50	4.10
2013	22500 C	N 10500	S 12000	9.00	52.40	9.00
2012	25000 C	N 12000	S 13000	9.00	55.70	4.30
2011	26500 C	N 13500	S 13000	9.00	55.10	2.80
2010	25000 C	N 12500	S 12500	8.98	54.08	2.80
2009	26500 C	N 13000	S 13500	8.99	53.24	2.70
2008	27000 C	N 13500	S 13500	9.09	55.75	4.60
2007	25500 C	N 12500	S 13000	8.01	54.34	5.10
2006	25500 C	N 12500	S 13000	7.97	54.22	2.70
2005	25500 C	N 13000	S 12500	8.80	53.80	11.60
2004	30500 C	N 15000	S 15500	9.00	53.30	11.60
2003	23500 C	N 11500	S 12000	8.80	53.40	6.90
2002	31500 C	N 16000	S 15500	9.80	52.30	4.00

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

Traffic Trends

SR A1A/Collins Avenue -- North of 21st Street

County:	Miami (87)
Station #:	5170
Highway:	SR A1A/Collins Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	22500	24200
2014	27000	24900
2015	26500	25600
2016	26000	26400
2017	26500	27200

Trend R-squared:	37.91%
Compounded Annual Historic Growth Rate:	2.96%
Printed:	14-May-18

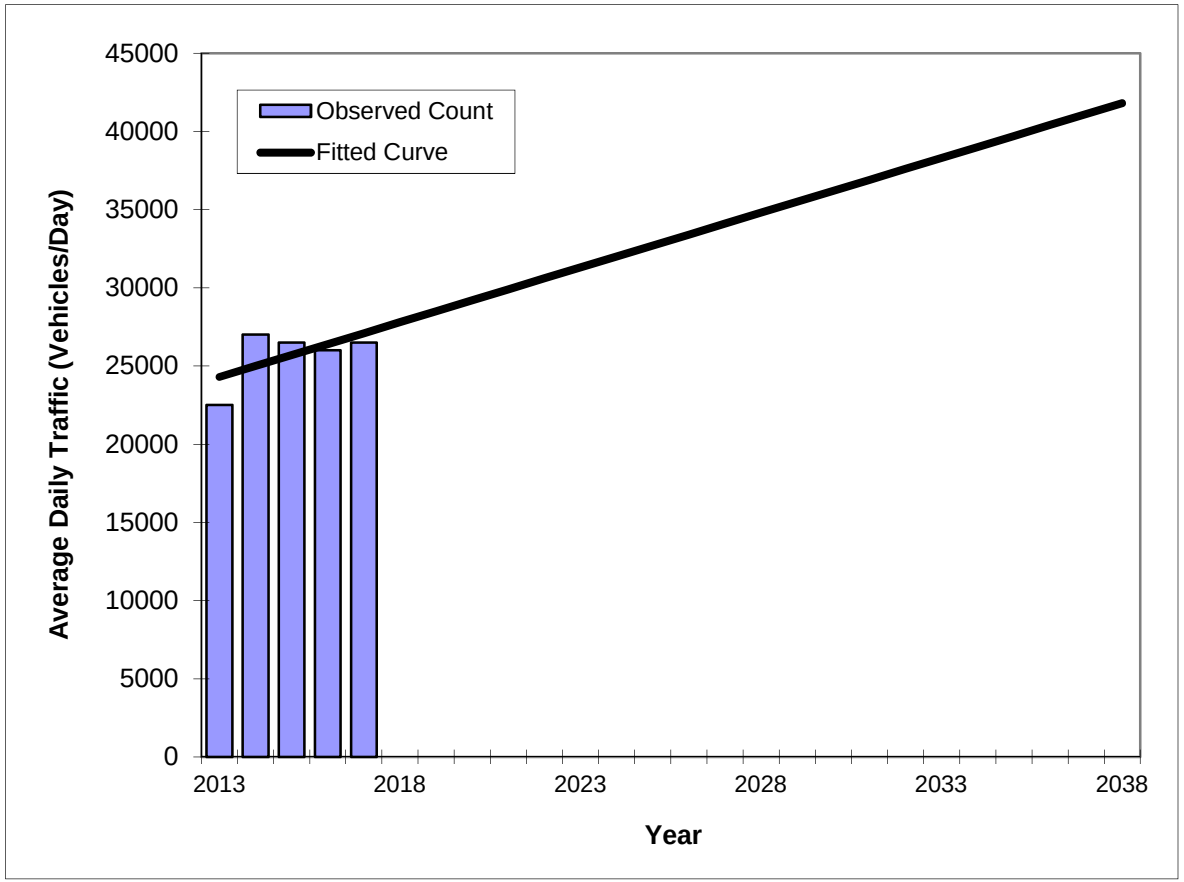
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR A1A/Collins Avenue -- North of 21st Street

County:	Miami (87)
Station #:	5170
Highway:	SR A1A/Collins Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	22500	24300
2014	27000	25000
2015	26500	25700
2016	26000	26400
2017	26500	27100

Trend R-squared:	36.84%
Trend Annual Historic Growth Rate:	2.88%
Printed:	14-May-18

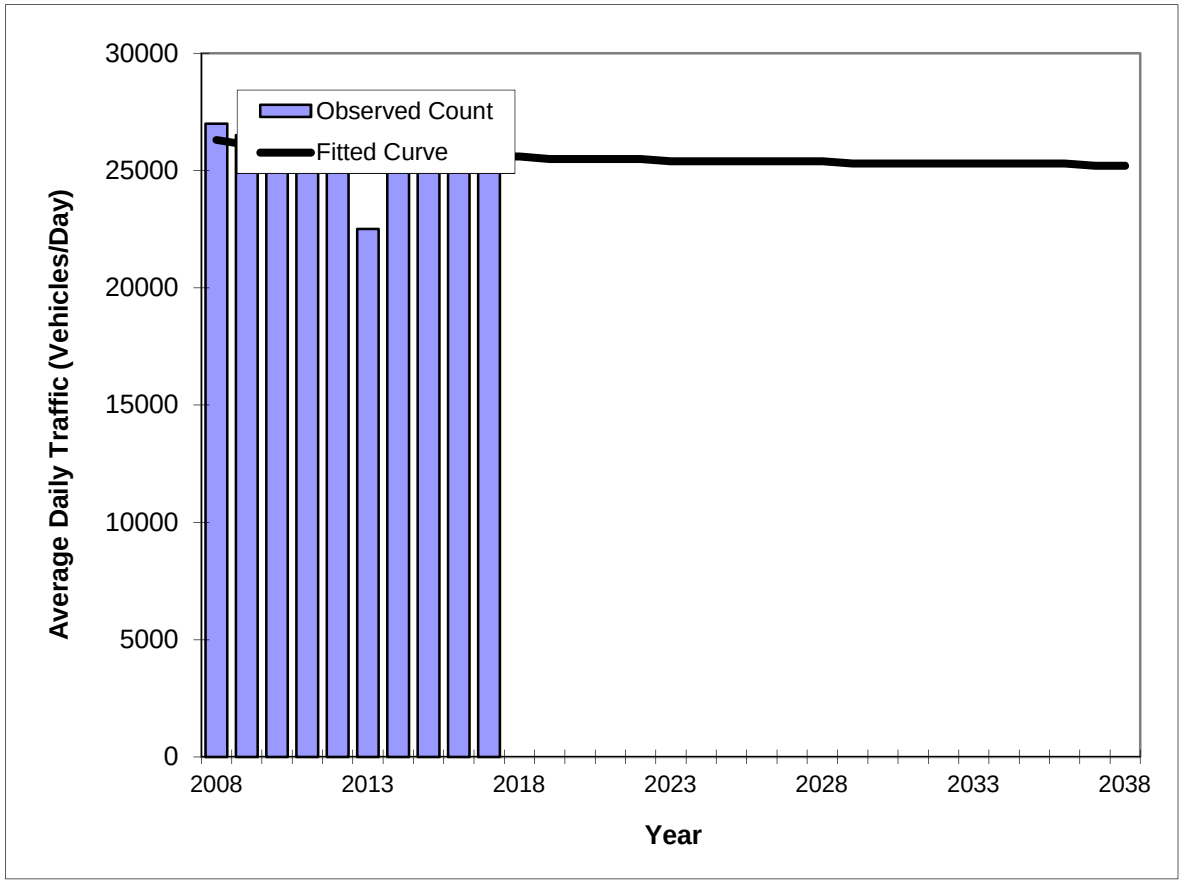
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR A1A/Collins Avenue -- North of 21st Street

County:	Miami (87)
Station #:	5170
Highway:	SR A1A/Collins Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	27000	26300
2009	26500	26100
2010	25000	26000
2011	26500	25900
2012	25000	25800
2013	22500	25800
2014	27000	25700
2015	26500	25700
2016	26000	25600
2017	26500	25600

Trend R-squared:	2.87%
Compounded Annual Historic Growth Rate:	-0.30%
Printed:	14-May-18

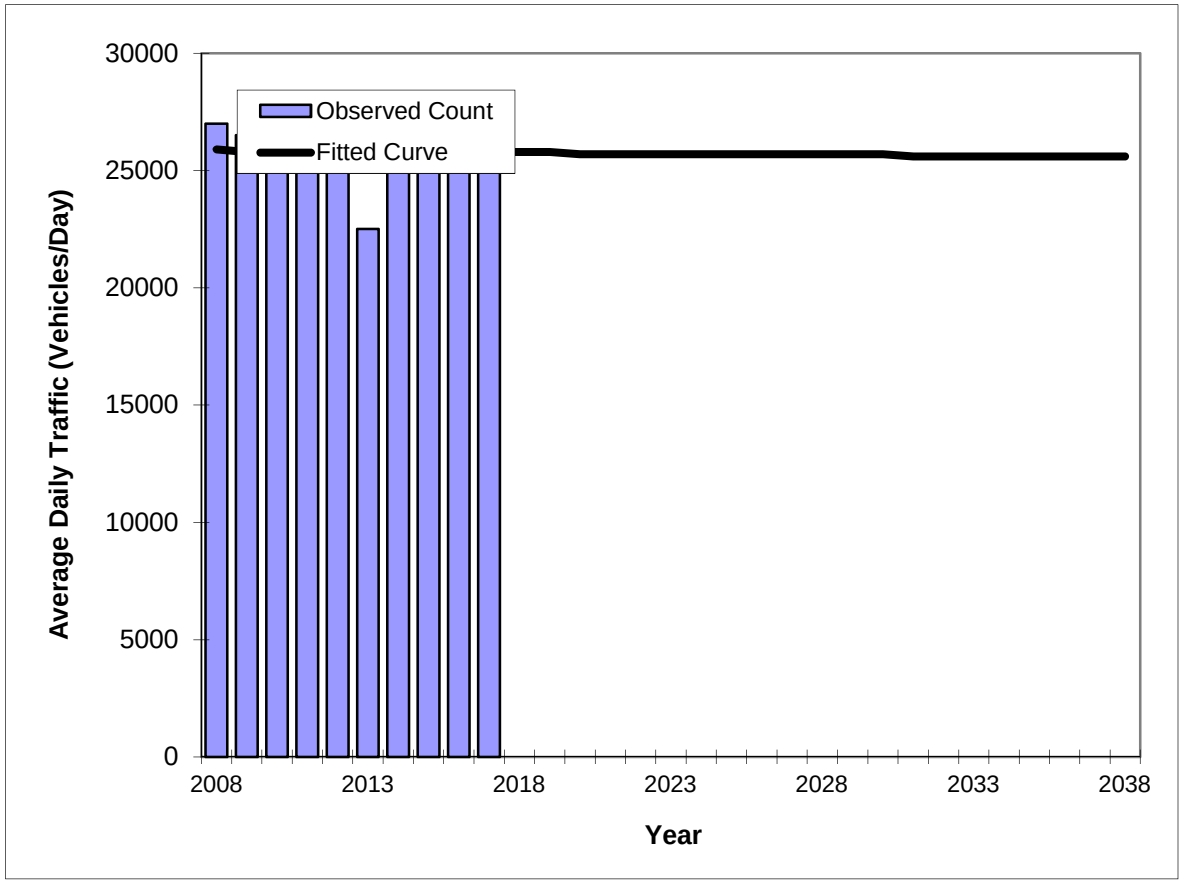
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR A1A/Collins Avenue -- North of 21st Street

County:	Miami (87)
Station #:	5170
Highway:	SR A1A/Collins Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	27000	25900
2009	26500	25800
2010	25000	25800
2011	26500	25800
2012	25000	25800
2013	22500	25800
2014	27000	25800
2015	26500	25800
2016	26000	25800
2017	26500	25800

*Axle-Adjusted

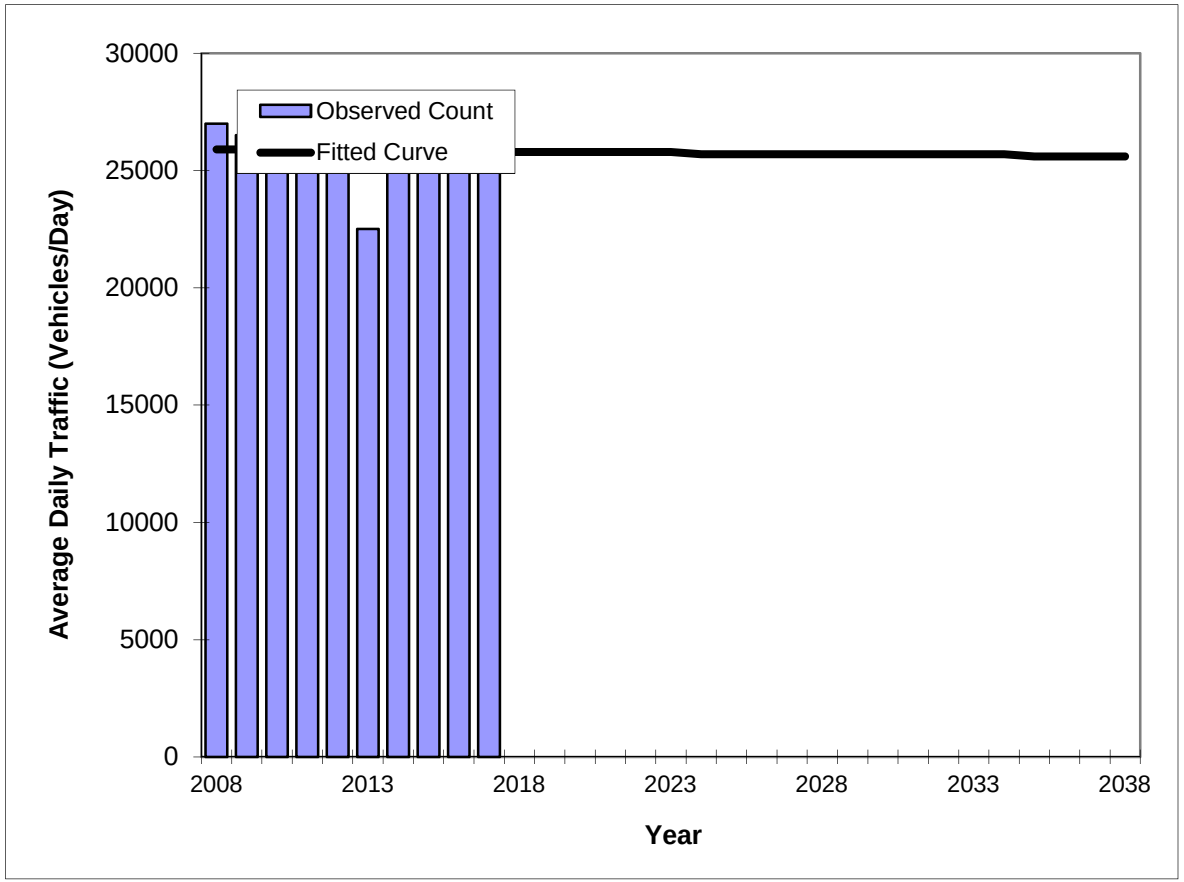
Trend R-squared:	0.04%
Compounded Annual Historic Growth Rate:	-0.04%
Printed:	14-May-18

Exponential Growth Option

Traffic Trends

SR A1A/Collins Avenue -- North of 21st Street

County:	Miami (87)
Station #:	5170
Highway:	SR A1A/Collins Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2008	27000	25900
2009	26500	25900
2010	25000	25900
2011	26500	25900
2012	25000	25900
2013	22500	25800
2014	27000	25800
2015	26500	25800
2016	26000	25800
2017	26500	25800

Trend R-squared:	0.04%
Trend Annual Historic Growth Rate:	-0.04%
Printed:	14-May-18

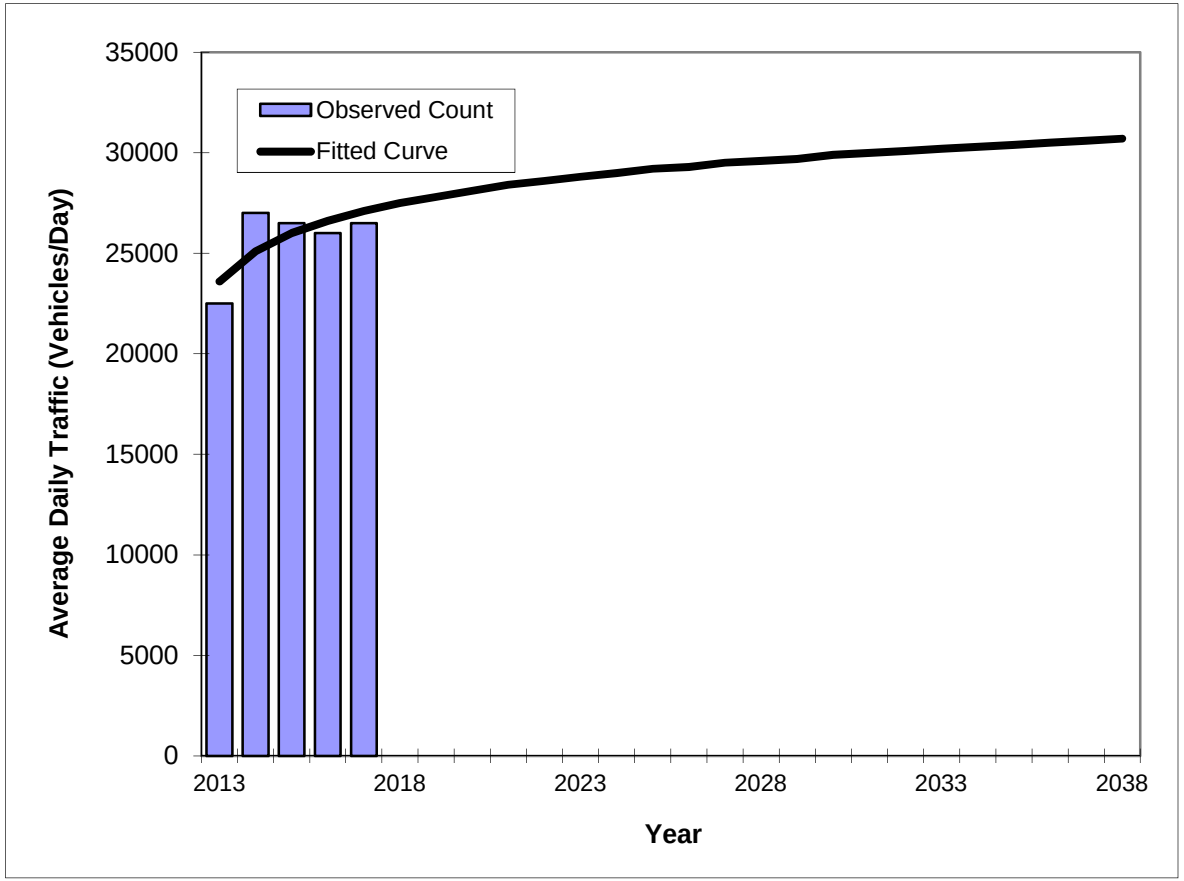
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR A1A/Collins Avenue -- North of 21st Street

County:	Miami (87)
Station #:	5170
Highway:	SR A1A/Collins Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	22500	23600
2014	27000	25100
2015	26500	26000
2016	26000	26600
2017	26500	27100

Trend R-squared:	56.47%
Compounded Annual Historic Growth Rate:	3.52%
Printed:	14-May-18

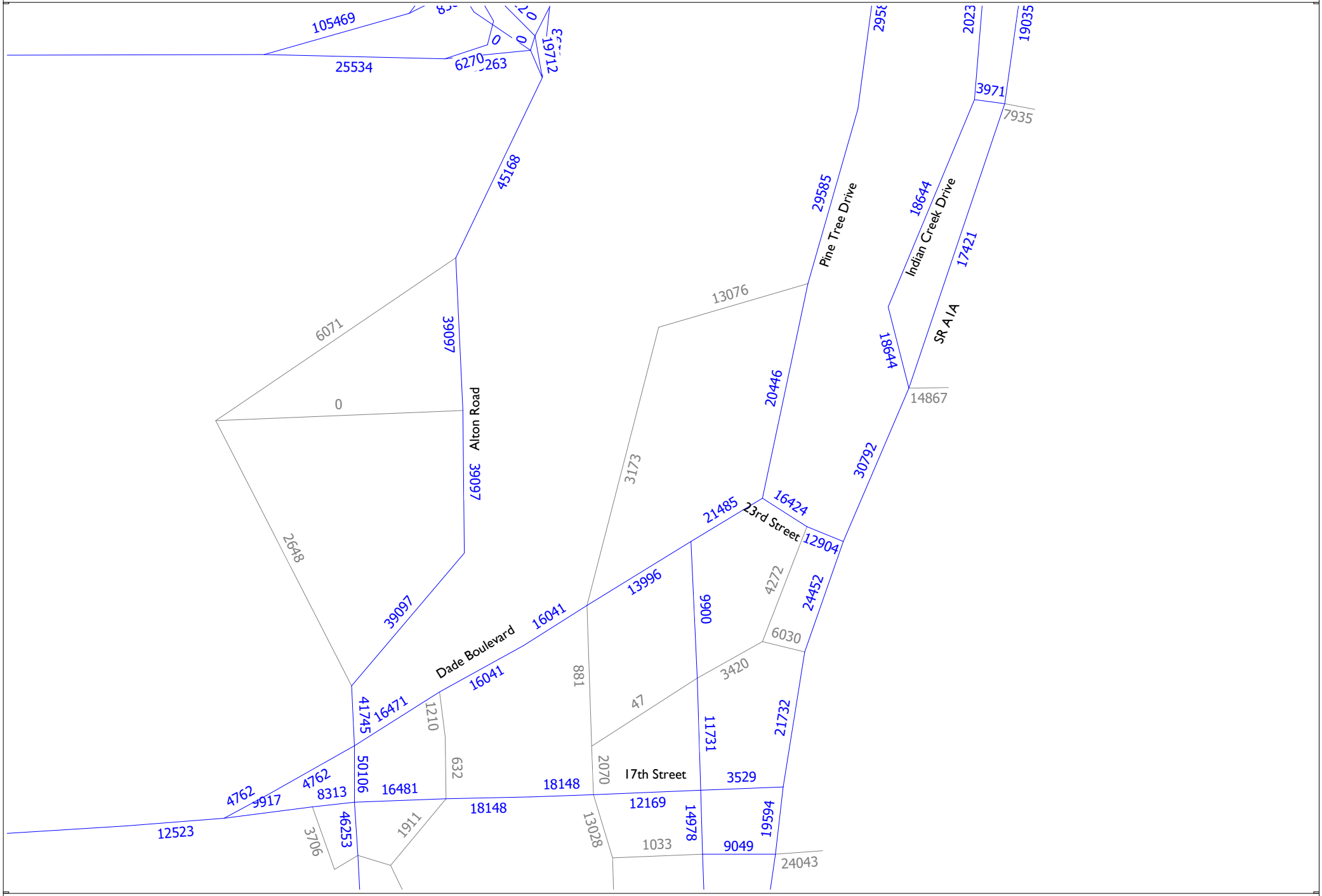
Decaying Exponential Growth Option

*Axle-Adjusted

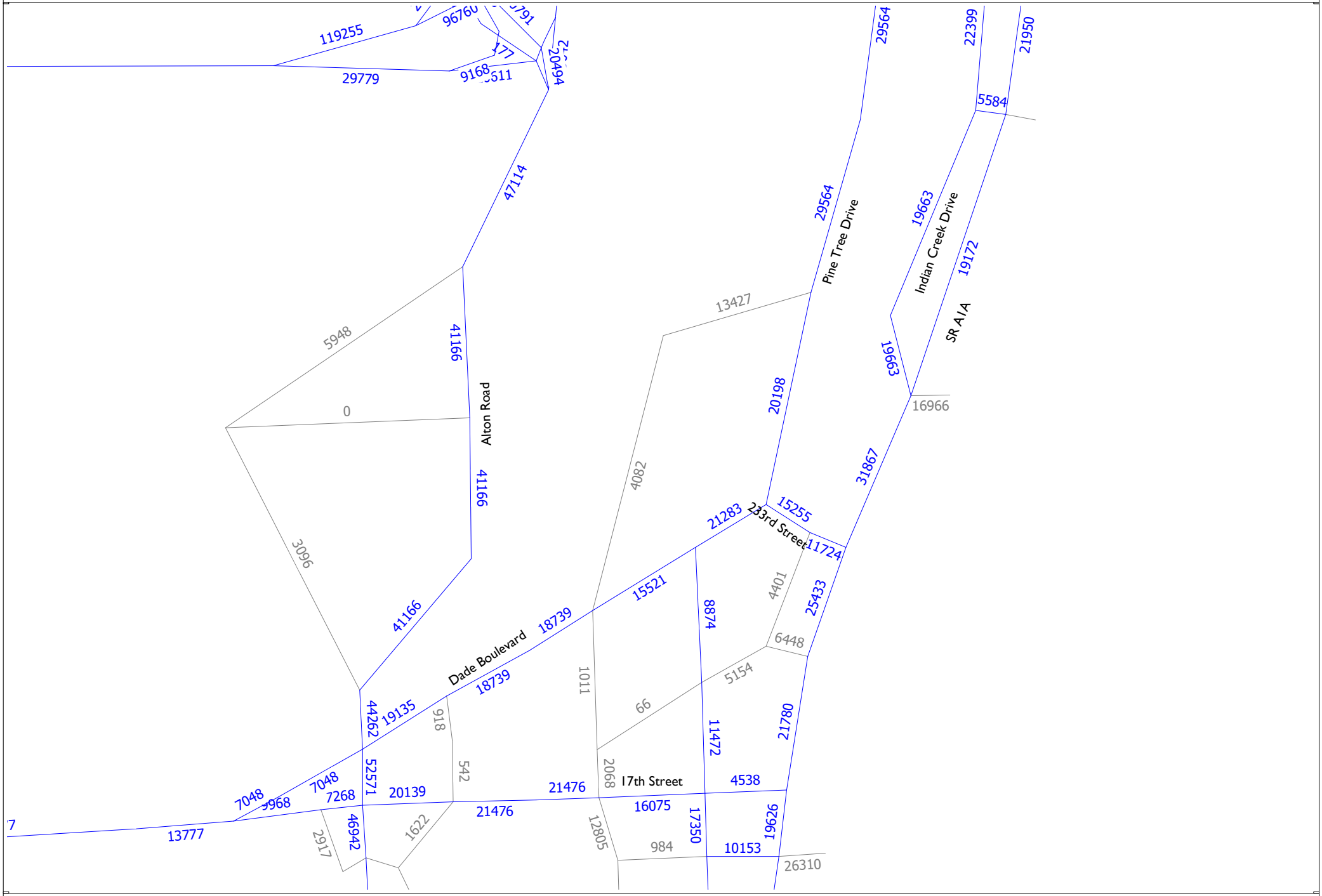
SERPM Analysis

SERPM Growth Rate Summary				
Street Name	**2010**	**2040**	**Difference**	**Annual Growth Rate**
SR A1A/Collins Avenue	19,035	21,950	2,915	0.51%
	17,421	19,172	1,751	0.34%
	30,792	31,867	1,075	0.12%
	24,452	25,433	981	0.13%
	21,732	21,780	48	0.01%
SR A1A/Indian Creek Drive	20,232	22,399	2,167	0.36%
	18,644	19,663	1,019	0.18%
23rd Street	16,424	15,255	-1,169	-0.24%
	12,904	11,724	-1,180	-0.30%
Total	**181,636**	**189,243**	**7,607**	**0.14%**

2618 Collins Avenue
2010 Volumes
SERPM 7.071



2618 Collins Avenue
CF2040 Volumes
SERPM7.071



Appendix E

Trip Generation, Taxi Trip Data, and Transit Service Data

Trip Generation

EXISTING WEEKEND PEAK HOUR OF GENERATOR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		DRIVEWAY TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total
GROUP 1	1	Multifamily Housing (Mid-Rise)	10	221	91	du	49%	51%	22	23	45	18.1%	8	18	19	37	0.0%	0	18	19	37
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
		ITE Land Use Code		Rate or Equation			**Total:**		22	23	45	18.1%	8	18	19	37	0.0%	0	18	19	37
		221		Y=0.42*(X)+6.73																	

PROPOSED WEEKEND PEAK HOUR OF GENERATOR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		DRIVEWAY TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total
GROUP 2	1	Hotel	10	310	123	room	56%	44%	50	39	89	18.1%	16	41	32	73	2.7%	2	40	31	71
	2	Quality Restaurant	10	931	134	seat	59%	41%	26	18	44	18.1%	8	21	15	36	5.6%	2	20	14	34
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
		ITE Land Use Code		Rate or Equation			**Total:**		76	57	133	18.1%	24	62	47	109	3.7%	4	60	45	105
		310		Y=0.69*(X)+4.32																	
		931		Y=0.33(X)																	

	IN	OUT	TOTAL
NET NEW TRIPS	**42**	**26**	**68**

TOTAL PROJECT TRIPS	**60**	**45**	**105**
42.6% TAXI/SHARED-RIDE REDUCTION	**26**	**19**	**45**
TOTAL VALET TRIPS	**34**	**26**	**60**

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (PROPOSED)

GROSS TRIP GENERATION

	Land Use	Weekend Peak Hour of Generator Based on P.M. Peak Hour	
		Enter	Exit
INPUT	Office		
	Retail		
	Restaurant	21	15
	Cinema/Entertainment		
	Residential		
	Hotel	41	32
		62	47

INTERNAL TRIPS

	Land Use	Weekend Peak Hour of Generator Based on P.M. Peak Hour	
		Enter	Exit
OUTPUT	Office	0	0
	Retail	0	0
	Restaurant	1	1
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	1	1
		2	2

OUTPUT	*Total % Reduction*	*3.7%*
	Office	
	Retail	
	Restaurant	5.6%
	Cinema/Entertainment	
	Residential	
	Hotel	2.7%

EXTERNAL TRIPS

	Land Use	Weekend Peak Hour of Generator Based on P.M. Peak Hour	
		Enter	Exit
OUTPUT	Office	0	0
	Retail	0	0
	Restaurant	20	14
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	40	31
		60	45

Taxi Trip Data

Hotel and Restaurant Valet Drop-off and Pick-up Traffic Data Summary
Friday October 22, 2010

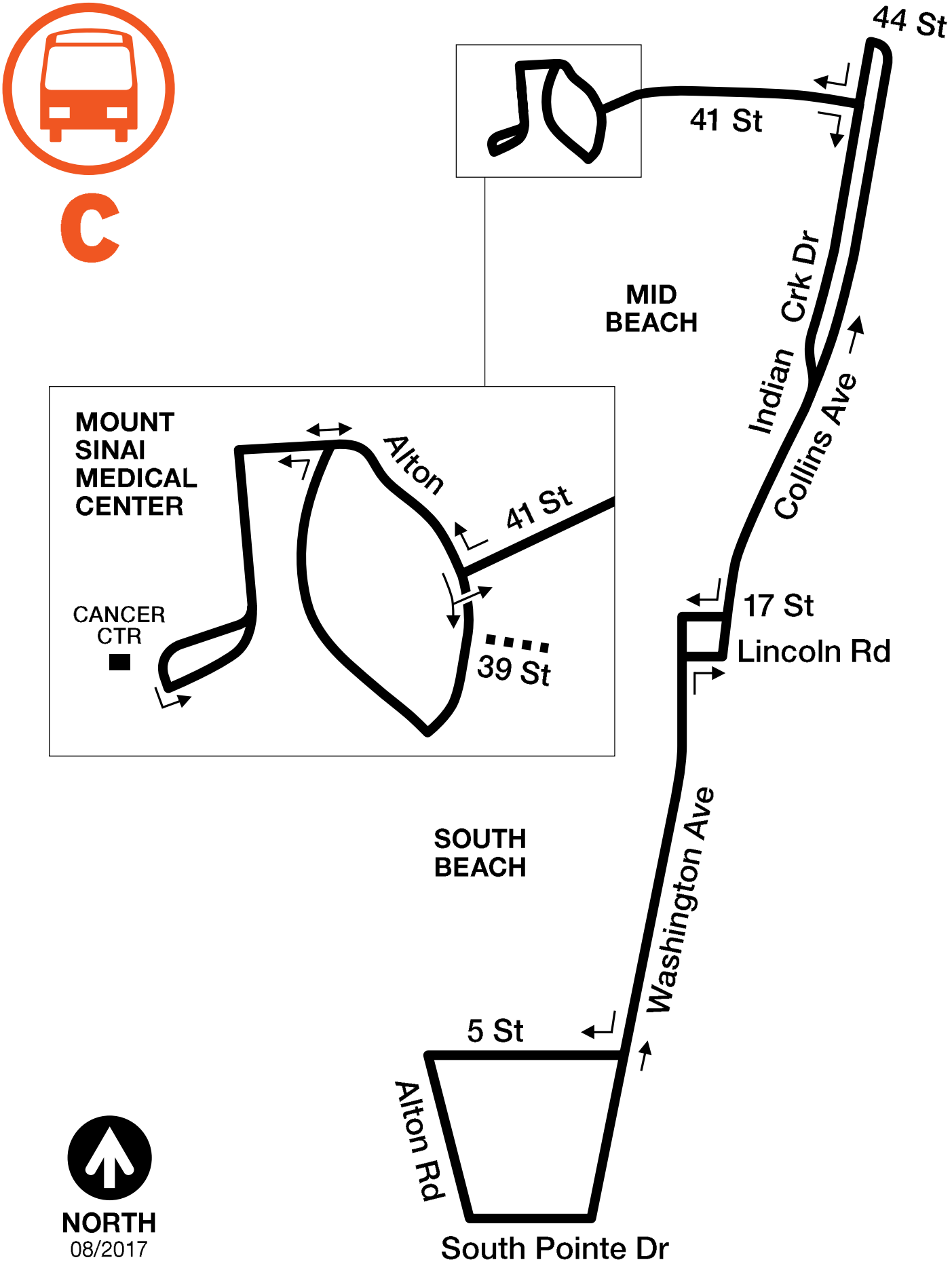
Hotel Valet Area Observations									
Time	Hotel Pick-up Maximum Queue	Hotel Pick-Up Volume	Hotel Pick-Up Peak Hour Volume	Hotel Drop-off Maximum Queue	Hotel Drop-off Volume	Hotel Drop-Off Peak Hour Volume	Total Hotel Volume		Total Hotel Peak Hour Volume
18:00	0	0		3	18		18		
18:15	2	4		2	3		7		
18:30	2	6		3	7		13		
18:45	4	23	40	4	13	37	36		77
19:00	3	9		1	3		12		
19:15	2	6		2	7		13		
19:30	1	2		3	14		16		
19:45	0	0		2	4		4		
20:00	1	3		2	7		10		
20:15	1	3		1	2		5		
20:30	3	11		2	7		18		
20:45	3	13		2	6		19		

Restaurant Valet Area Observations						
Time	Restaurnt Pick-up Maximum Queue	Restaurant Pick-Up Volume	Restaurant Pick-Up Peak Hour Volume	Restaurant Drop-off Maximum Queue	Restaurant Drop-off Volume	Restaurant Drop-off Peak Hour Volume
18:00	5	17		0	0	
18:15	4	13		2	7	8
18:30	3	9		0	0	
18:45	3	18		0	0	
19:00	4	15		1	1	
19:15	4	14		1	1	
19:30	5	18		1	1	
19:45	6	27		1	2	
20:00	5	18	81	1	1	
20:15	5	15		0	0	
20:30	5	15		0	1	
20:45	6	33		0	0	

Taxi vs Valet Trips									
Time	Valet Pick-up Trips	Valet Drop-off Trips	Total Valet Trips	Taxi Pick-up Trips	Taxi Drop-off Trips	Total Taxi Pick-up Trips	Total Site Pick-up Trips	Total Site Drop-off Trips	Total Site Trips
18:00	1	11	12	16	7	23	17	18	35
18:15	5	6	11	12	4	16	17	10	27
18:30	3	3	6	12	4	16	15	7	22
18:45	32	10	42	9	3	12	41	13	54
19:00	17	1	18	7	3	10	24	4	28
19:15	12	5	17	8	3	11	20	8	28
19:30	12	12	24	8	3	11	20	15	35
19:45	20	4	24	7	2	9	27	6	33
20:00	10	4	14	11	4	15	21	8	29
20:15	3	1	4	15	1	16	18	2	20
20:30	15	4	19	11	4	15	26	8	34
20:45	35	2	37	11	4	15	46	6	52

Taxi Trips Observed 42.6%

Transit Service Data


C
44 St
41 St
MID
BEACH
Indian Crk Dr
Collins Ave
MOUNT
SINAI
MEDICAL
CENTER
Alton
41 St
CANCER
CTR
39 St
17 St
Lincoln Rd
SOUTH
BEACH
Washington Ave
5 St
Alton Rd
South Pointe Dr
NORTH
08/2017

]

Miami-Dade County Transportation and Public Works

Routes Schedule

(https://facebook.com/GoMiamiDade/

)

(https://twitter.com/gomiamidade)

(https://www.instagram.com/gomiamic

).

103 (Northbound) WEEKDAY

ALTON RD & 2 ST	LINCOLN RD & JAMES AV	INDIAN CREEK DR & 43 ST	MT SINAI HOSPITAL	ALTON RD & 39 ST
06:11AM	06:28AM	06:38AM	06:48AM	06:51AM
06:41AM	06:58AM	07:09AM	07:20AM	07:23AM
07:11AM	07:29AM	07:40AM	07:51AM	07:54AM
07:41AM	07:59AM	08:11AM	08:22AM	08:25AM
08:11AM	08:29AM	08:41AM	08:52AM	08:55AM
08:41AM	08:59AM	09:13AM	09:25AM	09:28AM
09:11AM	09:31AM	09:45AM	09:57AM	10:00AM
09:41AM	10:01AM	10:15AM	10:27AM	10:30AM
10:11AM	10:31AM	10:45AM	10:57AM	11:00AM
10:41AM	11:01AM	11:15AM	11:27AM	11:30AM
11:11AM	11:31AM	11:45AM	11:57AM	12:00PM
11:41AM	12:01PM	12:15PM	12:27PM	12:30PM
12:11PM	12:31PM	12:45PM	12:57PM	01:00PM
12:41PM	01:01PM	01:15PM	01:27PM	01:30PM
01:11PM	01:31PM	01:45PM	01:57PM	02:00PM
01:41PM	02:01PM	02:15PM	02:27PM	02:30PM
02:11PM	02:31PM	02:45PM	02:57PM	03:00PM
02:41PM	03:01PM	03:15PM	03:27PM	03:30PM
03:11PM	03:31PM	03:45PM	03:57PM	04:00PM
03:41PM	04:01PM	04:15PM	04:28PM	04:31PM
04:11PM	04:31PM	04:45PM	04:58PM	05:01PM

04:41PM	05:01PM	05:15PM	05:28PM	05:31PM
05:11PM	05:31PM	05:45PM	05:58PM	06:01PM
05:41PM	06:01PM	06:15PM	06:28PM	06:31PM
06:11PM	06:31PM	06:45PM	06:58PM	-
06:41PM	07:01PM	07:11PM	07:22PM	07:25PM
07:11PM	07:29PM	07:39PM	07:50PM	-
07:41PM	07:59PM	08:09PM	08:20PM	08:23PM
08:26PM	08:44PM	08:54PM	09:05PM	09:08PM
09:11PM	09:29PM	09:39PM	09:50PM	09:53PM
09:56PM	10:14PM	10:25PM	10:34PM	-

Back to previous page *(javascript: history.go(-1))*

Page Last Edited: Mon Jan 30, 2017 2:39:07 PM

]

Miami-Dade County Transportation and Public Works

Routes Schedule

(https://facebook.com/GoMiamiDade/

)

(https://twitter.com/gomiamidade)

(https://www.instagram.com/gomiamic

).

103 (Southbound) WEEKDAY

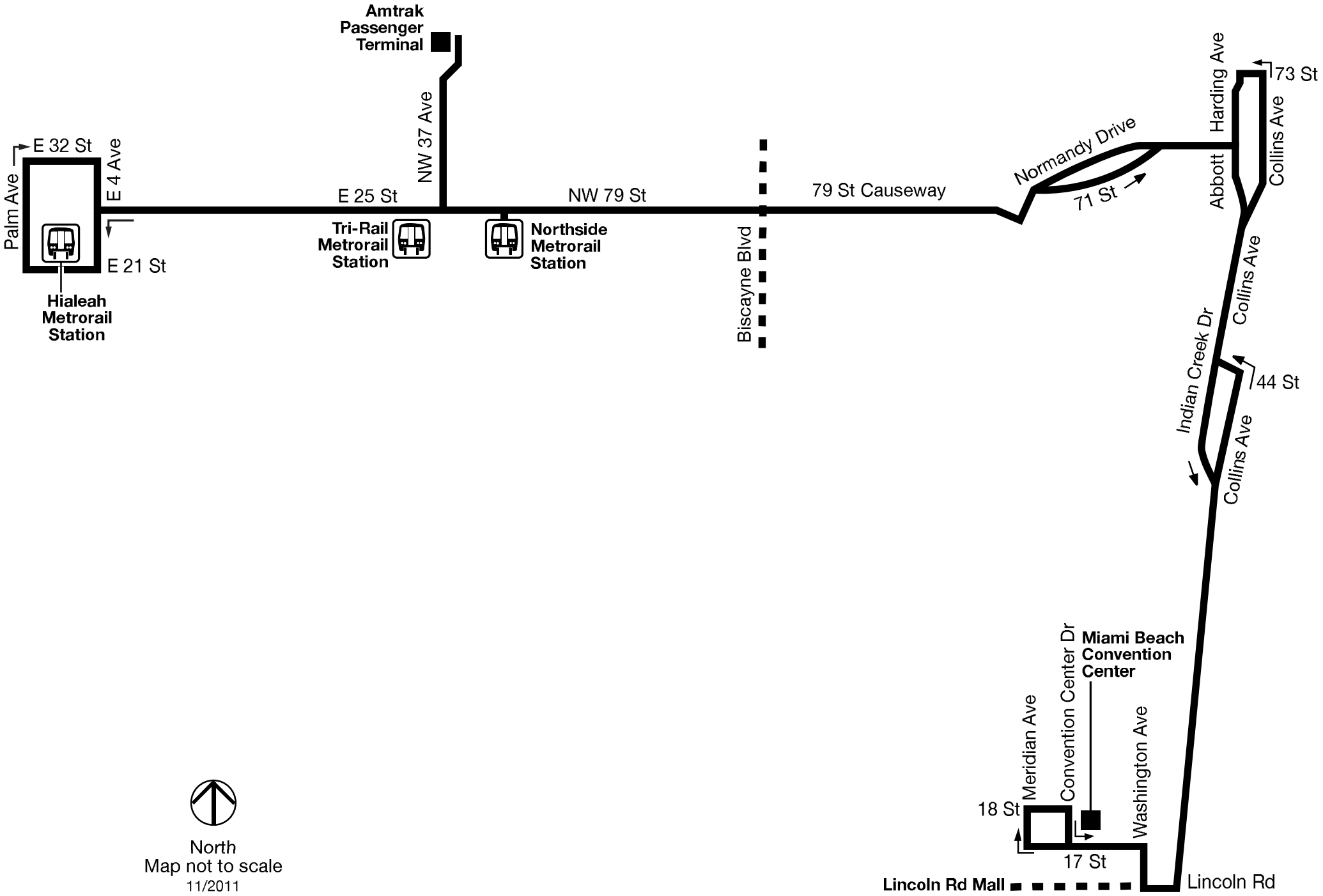
ALTON RD & 39 ST	MT SINAI HOSPITAL	INDIAN CREEK DR & 40 ST	WASHINGTON AV & LINCOLN RD	ALTON RD & 2 ST
-	06:12AM	06:20AM	06:28AM	06:40AM
-	06:41AM	06:49AM	06:57AM	07:10AM
07:05AM	07:08AM	07:18AM	07:27AM	07:40AM
07:34AM	07:37AM	07:47AM	07:56AM	08:10AM
-	08:05AM	08:16AM	08:26AM	08:40AM
08:29AM	08:32AM	08:43AM	08:53AM	09:10AM
08:57AM	09:00AM	09:12AM	09:23AM	09:40AM
09:27AM	09:30AM	09:42AM	09:53AM	10:10AM
09:57AM	10:00AM	10:12AM	10:23AM	10:40AM
10:27AM	10:30AM	10:42AM	10:53AM	11:10AM
10:57AM	11:00AM	11:12AM	11:23AM	11:40AM
11:27AM	11:30AM	11:42AM	11:53AM	12:10PM
11:57AM	12:00PM	12:12PM	12:23PM	12:40PM
12:27PM	12:30PM	12:42PM	12:53PM	01:10PM
12:57PM	01:00PM	01:12PM	01:23PM	01:40PM
01:27PM	01:30PM	01:42PM	01:53PM	02:10PM
01:57PM	02:00PM	02:12PM	02:23PM	02:40PM
02:27PM	02:30PM	02:42PM	02:53PM	03:10PM
02:57PM	03:00PM	03:12PM	03:23PM	03:40PM
03:27PM	03:30PM	03:42PM	03:53PM	04:10PM
03:56PM	03:59PM	04:11PM	04:23PM	04:40PM

04:25PM	04:29PM	04:41PM	04:53PM	05:10PM
04:55PM	04:59PM	05:11PM	05:23PM	05:40PM
05:25PM	05:29PM	05:41PM	05:53PM	06:10PM
05:55PM	05:59PM	06:11PM	06:23PM	06:40PM
06:25PM	06:29PM	06:41PM	06:53PM	07:10PM
07:03PM	07:06PM	07:16PM	07:26PM	07:40PM
07:48PM	07:51PM	08:01PM	08:11PM	08:25PM
08:33PM	08:36PM	08:46PM	08:56PM	09:10PM
09:18PM	09:21PM	09:31PM	09:41PM	09:55PM
10:06PM	10:09PM	10:18PM	10:27PM	10:40PM

Back to previous page *(javascript: history.go(-1))*

Page Last Edited: Mon Jan 30, 2017 2:39:07 PM

Route L


Amtrak
Passenger
Terminal
NW 37 Ave
E 32 St
E 4 Ave
Palm Ave
E 25 St
NW 79 St
79 St Causeway
Normandy Drive
71 St
Harding Ave
73 St
Collins Ave
Abbott
Tri-Rail
Metrorail
Station
Northside
Metrorail
Station
Biscayne Blvd
E 21 St
Hialeah
Metrorail
Station
Indian Creek Dr
Collins Ave
44 St
Collins Ave
Miami Beach
Convention
Center
Convention Center Dr
Meridian Ave
Washington Ave
18 St
17 St
Lincoln Rd Mall
Lincoln Rd
North
Map not to scale
11/2011

]

Miami-Dade County Transportation and Public Works

Routes Schedule

(https://facebook.com/GoMiamiDade/

)

(https://twitter.com/gomiamidade)

(https://www.instagram.com/gomiamic

)

112 (Eastbound) WEEKDAY

HIALEAH METRORAIL STATION	NW 37 AV AMTRAK STATION	NORTHSIDE METRORAIL STATION	NW 79 ST & NW 7 AV	NE 79 ST & BISCAYNE BLVD	ABBOTT AV & 69 ST	INDIAN CREEK DR & 40 ST	LINCOLN RD & WASHINGTON AV	17 ST & CONVENTION CENTER DR
04:49AM	-	04:59AM	05:09AM	05:16AM	05:28AM	05:37AM	05:44AM	05:47AM
05:10AM	-	05:20AM	05:30AM	05:37AM	05:49AM	06:00AM	06:09AM	06:12AM
05:31AM	-	05:41AM	05:51AM	05:58AM	06:13AM	06:24AM	06:33AM	06:36AM
05:39AM	-	05:49AM	06:01AM	06:10AM	06:25AM	06:36AM	06:45AM	06:48AM
05:47AM	-	06:01AM	06:13AM	06:22AM	06:37AM	06:48AM	06:57AM	07:00AM
05:57AM	-	06:11AM	06:23AM	06:32AM	06:47AM	07:00AM	07:09AM	07:12AM
06:09AM	-	06:23AM	06:35AM	06:44AM	06:59AM	07:12AM	07:21AM	07:24AM
06:19AM	-	06:33AM	06:45AM	06:54AM	07:11AM	07:24AM	07:33AM	07:36AM
06:29AM	-	06:43AM	06:55AM	07:06AM	07:23AM	07:36AM	07:45AM	07:48AM
06:38AM	-	06:52AM	07:07AM	07:18AM	07:35AM	07:48AM	07:57AM	08:00AM
06:47AM	-	07:04AM	07:19AM	07:30AM	07:47AM	08:00AM	08:09AM	08:12AM
06:59AM	-	07:16AM	07:31AM	07:42AM	07:59AM	08:12AM	08:21AM	08:24AM
07:08AM	-	07:25AM	07:40AM	07:51AM	08:11AM	08:24AM	08:33AM	08:36AM
-	07:29AM	07:36AM	07:51AM	08:03AM	08:23AM	08:36AM	08:45AM	08:48AM
07:30AM	-	07:47AM	08:03AM	08:15AM	08:35AM	08:48AM	08:57AM	09:00AM
-	07:52AM	07:59AM	08:15AM	08:27AM	08:47AM	09:00AM	09:09AM	09:12AM
07:54AM	-	08:11AM	08:27AM	08:39AM	08:59AM	09:12AM	09:21AM	09:24AM
-	08:17AM	08:23AM	08:39AM	08:51AM	09:11AM	09:24AM	09:33AM	09:36AM
08:20AM	-	08:37AM	08:53AM	09:05AM	09:23AM	09:36AM	09:45AM	09:48AM

-	08:44AM	08:50AM	09:06AM	09:17AM	09:35AM	09:48AM	09:57AM	10:00AM
08:46AM	-	09:04AM	09:20AM	09:31AM	09:49AM	10:02AM	10:11AM	10:14AM
-	09:13AM	09:19AM	09:35AM	09:46AM	10:04AM	10:17AM	10:26AM	10:29AM
09:16AM	-	09:34AM	09:50AM	10:01AM	10:19AM	10:32AM	10:41AM	10:44AM
-	09:43AM	09:49AM	10:05AM	10:16AM	10:34AM	10:47AM	10:56AM	10:59AM
09:46AM	-	10:04AM	10:20AM	10:31AM	10:49AM	11:02AM	11:11AM	11:14AM
-	10:13AM	10:19AM	10:35AM	10:46AM	11:04AM	11:17AM	11:26AM	11:29AM
10:16AM	-	10:34AM	10:50AM	11:01AM	11:19AM	11:32AM	11:41AM	11:44AM
-	10:43AM	10:49AM	11:05AM	11:16AM	11:34AM	11:47AM	11:56AM	11:59AM
10:46AM	-	11:04AM	11:20AM	11:31AM	11:49AM	12:02PM	12:11PM	12:14PM
-	11:13AM	11:19AM	11:35AM	11:46AM	12:04PM	12:17PM	12:26PM	12:29PM
11:16AM	-	11:34AM	11:50AM	12:01PM	12:19PM	12:32PM	12:41PM	12:44PM
-	11:43AM	11:49AM	12:05PM	12:16PM	12:34PM	12:47PM	12:56PM	12:59PM
11:46AM	-	12:04PM	12:20PM	12:31PM	12:49PM	01:02PM	01:11PM	01:14PM
-	12:13PM	12:19PM	12:35PM	12:46PM	01:04PM	01:17PM	01:26PM	01:29PM
12:16PM	-	12:34PM	12:50PM	01:01PM	01:19PM	01:32PM	01:41PM	01:44PM
-	12:43PM	12:49PM	01:05PM	01:16PM	01:34PM	01:47PM	01:56PM	01:59PM
12:46PM	-	01:04PM	01:20PM	01:31PM	01:49PM	02:02PM	02:11PM	02:14PM
-	01:14PM	01:20PM	01:36PM	01:47PM	02:05PM	02:18PM	02:27PM	02:30PM
01:17PM	-	01:35PM	01:51PM	02:02PM	02:20PM	02:33PM	02:42PM	02:45PM
01:45PM	-	02:03PM	02:19PM	02:30PM	02:48PM	03:01PM	03:09PM	03:12PM
-	01:45PM	01:51PM	02:07PM	02:18PM	02:36PM	02:49PM	02:58PM	03:01PM
-	-	02:14PM	02:30PM	02:41PM	02:59PM	03:12PM	03:20PM	03:23PM
-	02:19PM	02:25PM	02:41PM	02:52PM	03:10PM	03:23PM	03:31PM	03:34PM
02:19PM	-	02:37PM	02:53PM	03:05PM	03:22PM	03:35PM	03:43PM	03:46PM
02:43PM	-	03:02PM	03:19PM	03:31PM	03:48PM	04:01PM	04:09PM	04:12PM
-	02:43PM	02:49PM	03:06PM	03:18PM	03:35PM	03:48PM	03:56PM	03:59PM
03:07PM	-	03:26PM	03:43PM	03:55PM	04:12PM	04:25PM	04:33PM	04:36PM
-	03:08PM	03:14PM	03:31PM	03:43PM	04:00PM	04:13PM	04:21PM	04:24PM
03:31PM	-	03:50PM	04:07PM	04:19PM	04:36PM	04:49PM	04:57PM	05:00PM
-	03:33PM	03:39PM	03:56PM	04:08PM	04:25PM	04:38PM	04:46PM	04:49PM
03:55PM	-	04:14PM	04:31PM	04:43PM	05:00PM	05:13PM	05:21PM	05:24PM
-	03:56PM	04:02PM	04:19PM	04:31PM	04:48PM	05:01PM	05:09PM	05:12PM
04:19PM	-	04:38PM	04:55PM	05:07PM	05:24PM	05:37PM	05:45PM	05:48PM
-	04:20PM	04:26PM	04:43PM	04:55PM	05:12PM	05:25PM	05:33PM	05:36PM
04:43PM	-	05:02PM	05:19PM	05:31PM	05:48PM	06:01PM	06:09PM	06:12PM
-	04:44PM	04:50PM	05:07PM	05:19PM	05:36PM	05:49PM	05:57PM	06:00PM

05:07PM	-	05:26PM	05:43PM	05:55PM	06:12PM	06:25PM	06:33PM	06:36PM
-	05:08PM	05:14PM	05:31PM	05:43PM	06:00PM	06:13PM	06:21PM	06:24PM
05:32PM	-	05:51PM	06:08PM	06:20PM	06:37PM	06:50PM	06:58PM	07:01PM
-	05:33PM	05:39PM	05:56PM	06:08PM	06:25PM	06:38PM	06:46PM	06:49PM
-	05:56PM	06:02PM	06:19PM	06:31PM	06:48PM	-	-	-
05:57PM	-	06:16PM	06:33PM	06:45PM	07:02PM	07:13PM	07:22PM	07:25PM
-	06:25PM	06:31PM	06:48PM	07:00PM	07:15PM	07:26PM	07:35PM	07:38PM
06:30PM	-	06:49PM	07:06PM	07:16PM	07:31PM	07:42PM	07:51PM	07:54PM
-	06:56PM	07:02PM	07:17PM	07:27PM	07:42PM	-	-	-
07:02PM	-	07:17PM	07:32PM	07:42PM	07:57PM	08:08PM	08:17PM	08:20PM
-	07:30PM	07:35PM	07:50PM	08:00PM	08:14PM	-	-	-
07:41PM	-	07:56PM	08:11PM	08:20PM	08:34PM	08:44PM	08:53PM	08:56PM
08:08PM	08:21PM	08:25PM	08:38PM	08:47PM	09:01PM	09:11PM	09:20PM	09:23PM
08:45PM	-	08:58PM	09:11PM	09:20PM	09:34PM	09:44PM	09:53PM	09:56PM
09:23PM	09:36PM	09:40PM	09:53PM	10:02PM	10:16PM	10:26PM	10:35PM	10:38PM
09:45PM	-	09:58PM	10:11PM	10:20PM	10:34PM	10:44PM	10:53PM	10:56PM
10:25PM	-	10:38PM	10:51PM	11:00PM	11:14PM	11:24PM	11:33PM	11:36PM
11:05PM	-	11:18PM	11:31PM	11:40PM	11:54PM	12:04AM	12:10AM	12:13AM
11:51PM	-	12:04AM	12:14AM	12:20AM	12:31AM	-	-	-
-	-	12:40AM	12:50AM	12:56AM	01:07AM	01:15AM	01:21AM	01:24AM
-	-	01:40AM	01:50AM	01:56AM	02:07AM	02:15AM	02:21AM	02:24AM
-	-	02:40AM	02:50AM	02:56AM	03:07AM	03:15AM	03:21AM	03:24AM
-	-	03:40AM	03:50AM	03:56AM	04:07AM	04:15AM	04:21AM	04:24AM
-	04:40AM	04:44AM	04:54AM	05:00AM	05:11AM	05:19AM	05:25AM	05:28AM

Back to previous page *(javascript: history.go(-1))*

Page Last Edited: Mon Jan 30, 2017 2:39:07 PM

]

Miami-Dade County Transportation and Public Works

Routes Schedule

(https://facebook.com/GoMiamiDade/

)

(https://twitter.com/gomiamidade)

(https://www.instagram.com/gomiamic

).

112 (Westbound) WEEKDAY

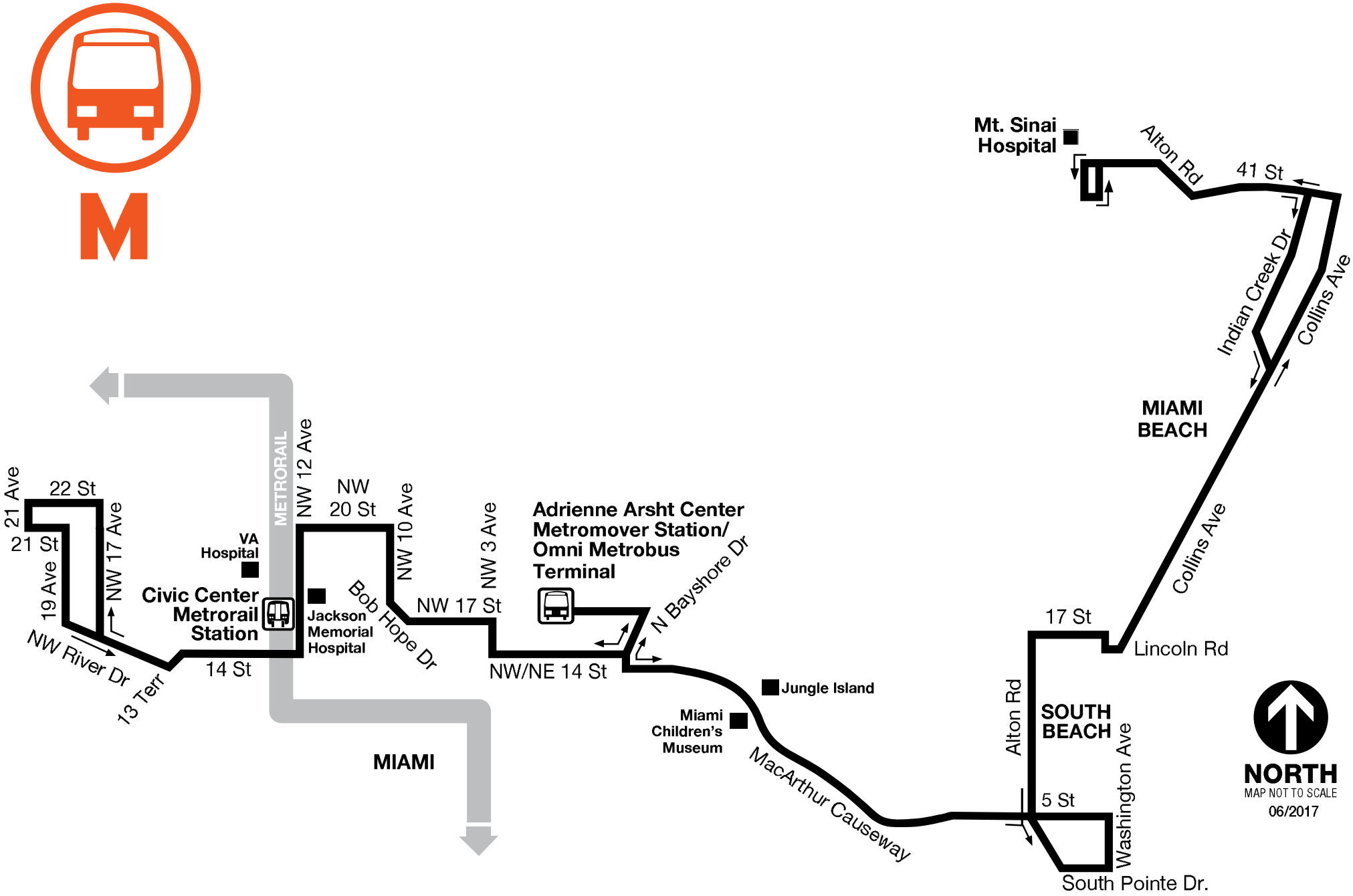
17 ST & PENNSYLVANIA AV	LINCOLN RD & JAMES AV	COLLINS AVE & 41 ST	HARDING AV & 72 ST	NE 79 ST & BISCAYNE BLVD	NW 79 ST & 7 AV	NW 79 ST & 32 AV	NW 37 AV AMTRAK STATION	HIALEAH METRORAIL STATION
04:38AM	04:40AM	-	04:58AM	05:10AM	05:17AM	05:27AM	-	05:35AM
05:20AM	05:22AM	-	05:40AM	05:52AM	06:03AM	06:15AM	06:21AM	06:31AM
-	-	-	05:27AM	05:39AM	05:46AM	05:56AM	-	06:06AM
06:05AM	06:07AM	-	06:28AM	06:42AM	06:53AM	07:06AM	07:12AM	-
-	-	-	06:11AM	06:25AM	06:36AM	06:48AM	-	06:58AM
06:22AM	06:24AM	-	06:45AM	06:59AM	07:10AM	07:23AM	07:29AM	-
06:34AM	06:36AM	-	06:57AM	07:12AM	07:23AM	07:36AM	-	07:49AM
-	-	-	06:43AM	06:57AM	07:08AM	07:21AM	-	07:34AM
06:46AM	06:48AM	-	07:10AM	07:25AM	07:36AM	07:49AM	07:55AM	-
06:58AM	07:00AM	-	07:22AM	07:37AM	07:48AM	08:02AM	-	08:15AM
07:10AM	07:12AM	-	07:34AM	07:49AM	08:00AM	08:14AM	08:20AM	-
07:22AM	07:24AM	-	07:46AM	08:04AM	08:15AM	08:29AM	-	08:42AM
07:34AM	07:36AM	-	07:58AM	08:16AM	08:27AM	08:41AM	08:47AM	-
07:46AM	07:48AM	-	08:10AM	08:28AM	08:39AM	08:53AM	-	09:06AM
07:58AM	08:00AM	-	08:23AM	08:41AM	08:52AM	09:07AM	09:14AM	-
08:10AM	08:12AM	-	08:35AM	08:53AM	09:06AM	09:21AM	-	09:34AM
08:22AM	08:24AM	-	08:47AM	09:05AM	09:18AM	09:33AM	09:40AM	-
08:34AM	08:36AM	-	08:59AM	09:17AM	09:30AM	09:45AM	-	09:58AM
08:46AM	08:48AM	-	09:12AM	09:29AM	09:42AM	09:57AM	10:04AM	-

08:58AM	09:00AM	-	09:25AM	09:42AM	09:55AM	10:10AM	-	10:23AM
09:10AM	09:12AM	-	09:37AM	09:54AM	10:07AM	10:22AM	10:29AM	-
09:22AM	09:24AM	-	09:49AM	10:06AM	10:19AM	10:34AM	-	10:47AM
09:34AM	09:36AM	-	10:01AM	10:18AM	10:31AM	10:46AM	10:53AM	-
09:46AM	09:48AM	-	10:13AM	10:30AM	10:43AM	10:58AM	-	11:11AM
09:58AM	10:00AM	-	10:25AM	10:42AM	10:55AM	11:10AM	11:17AM	-
10:13AM	10:15AM	-	10:40AM	10:57AM	11:10AM	11:25AM	-	11:38AM
10:28AM	10:30AM	-	10:55AM	11:12AM	11:25AM	11:40AM	11:47AM	-
10:43AM	10:45AM	-	11:10AM	11:27AM	11:40AM	11:55AM	-	12:08PM
10:58AM	11:00AM	-	11:25AM	11:42AM	11:55AM	12:10PM	12:17PM	-
11:13AM	11:15AM	-	11:40AM	11:57AM	12:10PM	12:25PM	-	12:38PM
11:28AM	11:30AM	-	11:55AM	12:12PM	12:25PM	12:40PM	12:47PM	-
11:43AM	11:45AM	-	12:10PM	12:27PM	12:40PM	12:55PM	-	01:08PM
11:58AM	12:00PM	-	12:25PM	12:42PM	12:55PM	01:10PM	01:17PM	-
12:13PM	12:15PM	-	12:40PM	12:57PM	01:10PM	01:25PM	-	01:38PM
12:28PM	12:30PM	-	12:55PM	01:12PM	01:25PM	01:40PM	01:47PM	-
12:43PM	12:45PM	-	01:10PM	01:27PM	01:40PM	01:55PM	-	02:08PM
12:58PM	01:00PM	-	01:25PM	01:42PM	01:55PM	02:10PM	02:17PM	-
01:13PM	01:15PM	-	01:40PM	01:57PM	02:10PM	02:25PM	-	02:38PM
01:28PM	01:30PM	-	01:55PM	02:12PM	02:25PM	02:40PM	02:47PM	-
01:43PM	01:45PM	-	02:10PM	02:27PM	02:40PM	02:55PM	-	03:08PM
01:58PM	02:00PM	-	02:25PM	02:42PM	02:55PM	03:12PM	03:18PM	-
02:13PM	02:15PM	-	02:40PM	02:57PM	03:10PM	03:27PM	-	03:39PM
02:28PM	02:30PM	-	02:55PM	03:15PM	03:28PM	03:45PM	03:51PM	-
02:43PM	02:45PM	-	03:12PM	03:32PM	03:45PM	04:02PM	-	04:14PM
02:58PM	03:00PM	-	03:28PM	03:48PM	04:01PM	04:18PM	04:24PM	-
03:11PM	03:13PM	-	03:41PM	04:01PM	04:14PM	04:31PM	-	04:43PM
03:22PM	03:24PM	-	03:52PM	04:12PM	04:25PM	04:42PM	04:48PM	-
03:34PM	03:36PM	-	04:04PM	04:24PM	04:37PM	04:54PM	-	05:06PM
03:46PM	03:48PM	-	04:16PM	04:36PM	04:49PM	05:06PM	05:12PM	-
03:58PM	04:00PM	-	04:28PM	04:48PM	05:01PM	05:18PM	-	05:30PM
04:10PM	04:12PM	-	04:40PM	05:00PM	05:13PM	05:30PM	05:36PM	-
04:22PM	04:24PM	-	04:52PM	05:12PM	05:25PM	05:42PM	-	05:54PM
04:34PM	04:36PM	-	05:04PM	05:24PM	05:37PM	05:54PM	06:00PM	-
04:46PM	04:48PM	-	05:16PM	05:36PM	05:49PM	06:06PM	-	06:18PM
04:58PM	05:00PM	-	05:28PM	05:48PM	06:01PM	06:18PM	-	06:30PM
05:10PM	05:12PM	-	05:40PM	06:00PM	06:13PM	06:30PM	06:36PM	-

05:22PM	05:24PM	-	05:52PM	06:12PM	06:25PM	06:42PM	-	06:54PM
05:34PM	05:36PM	-	06:04PM	06:24PM	06:37PM	06:54PM	07:00PM	-
05:46PM	05:48PM	-	06:16PM	06:36PM	06:49PM	07:06PM	-	07:16PM
05:58PM	06:00PM	-	06:28PM	06:48PM	07:01PM	07:13PM	07:18PM	-
06:10PM	06:12PM	-	06:40PM	07:00PM	07:09PM	07:21PM	-	07:31PM
06:22PM	06:24PM	-	06:52PM	07:12PM	07:21PM	07:33PM	-	-
06:37PM	06:39PM	-	07:07PM	07:23PM	07:32PM	07:44PM	-	07:54PM
06:52PM	06:54PM	-	07:20PM	07:36PM	07:45PM	07:57PM	-	08:07PM
07:07PM	07:09PM	-	07:33PM	07:49PM	07:58PM	08:10PM	-	-
07:22PM	07:24PM	-	07:48PM	08:04PM	08:12PM	08:22PM	-	08:30PM
07:38PM	07:40PM	-	08:04PM	08:18PM	08:26PM	08:36PM	-	-
07:58PM	08:00PM	-	08:23PM	08:37PM	08:45PM	08:55PM	-	09:03PM
08:18PM	08:20PM	-	08:43PM	08:57PM	09:05PM	09:15PM	-	09:23PM
08:48PM	08:50PM	-	09:13PM	09:27PM	09:35PM	09:45PM	-	09:53PM
09:28PM	09:30PM	-	09:53PM	10:07PM	10:15PM	10:25PM	-	10:33PM
10:08PM	10:10PM	-	10:33PM	10:47PM	10:55PM	11:05PM	-	11:13PM
10:48PM	10:50PM	-	11:13PM	11:27PM	11:35PM	11:45PM	-	11:53PM
11:28PM	11:30PM	-	11:53PM	12:07AM	12:14AM	12:24AM	-	-
12:08AM	12:10AM	-	12:30AM	12:42AM	12:49AM	12:59AM	-	01:06AM
12:40AM	12:42AM	-	01:02AM	01:14AM	01:21AM	01:31AM	-	-
01:40AM	01:42AM	-	02:02AM	02:14AM	02:21AM	02:31AM	-	-
02:40AM	02:42AM	-	03:02AM	03:14AM	03:21AM	03:31AM	-	-
03:40AM	03:42AM	-	04:02AM	04:14AM	04:21AM	04:31AM	04:35AM	-

Back to previous page *(javascript: history.go(-1))*

Page Last Edited: Mon Jan 30, 2017 2:39:07 PM


M
Mt. Sinai Hospital
Alton Rd
41 St
Indian Creek Dr
Collins Ave
MIAMI BEACH
Collins Ave
17 St
Lincoln Rd
Alton Rd
SOUTH BEACH
Washington Ave
5 St
South Pointe Dr.
MacArthur Causeway
Jungle Island
Miami Children's Museum
Adrienne Arsht Center Metromover Station/ Omni Metrobus Terminal
N Bayshore Dr
NW/NE 14 St
NW 17 St
Bob Hope Dr
NW 3 Ave
NW 10 Ave
NW 20 St
NW 12 Ave
METRORAIL
VA Hospital
Civic Center Metrorail Station
Jackson Memorial Hospital
14 St
NW River Dr
13 Terr
19 Ave
21 St
21 Ave
22 St
NW 17 Ave
MIAMI
NORTH
MAP NOT TO SCALE
06/2017

]

Miami-Dade County Transportation and Public Works

Routes Schedule

(https://facebook.com/GoMiamiDade/

)

(https://twitter.com/gomiamidade)

(https://www.instagram.com/gomiamic

).

113 (Eastbound) WEEKDAY

NW 21 AV & 22 ST	NW 12 AV & 15 ST	OMNI TERMINAL / ARSHT METROMOVER	ALTON RD & 2 ST	5 ST & LENOX AV	ALTON RD & LINCOLN RD MALL	LINCOLN RD & JAMES AV	INDIAN CREEK DR & 43 ST	41 ST & MERIDIAN AV	41 ST & ALTON RD	MT SINAI HOSPITAL	ALTON RD & 39 ST
05:42AM	05:48AM	05:58AM	06:08AM	06:13AM	06:21AM	06:26AM	06:35AM	06:42AM	06:43AM	06:45AM	06:47AM
06:20AM	06:27AM	06:39AM	06:49AM	06:54AM	07:04AM	07:10AM	07:20AM	07:27AM	07:29AM	07:31AM	07:33AM
06:55AM	07:03AM	07:16AM	07:27AM	07:33AM	07:43AM	07:49AM	07:59AM	08:06AM	08:08AM	08:10AM	08:12AM
07:45AM	07:53AM	08:06AM	08:17AM	08:23AM	08:33AM	08:39AM	08:51AM	08:58AM	09:00AM	09:02AM	09:04AM
08:30AM	08:38AM	08:51AM	09:02AM	09:08AM	09:18AM	09:25AM	09:37AM	09:44AM	09:46AM	09:48AM	09:50AM
09:15AM	09:23AM	09:37AM	09:48AM	09:54AM	10:04AM	10:11AM	10:23AM	10:30AM	10:32AM	10:34AM	-
09:55AM	10:03AM	10:17AM	10:28AM	10:34AM	10:44AM	10:51AM	11:03AM	11:10AM	11:12AM	11:14AM	-
10:55AM	11:03AM	11:17AM	11:28AM	11:34AM	11:44AM	11:51AM	12:03PM	12:10PM	12:12PM	12:14PM	-
11:55AM	12:03PM	12:17PM	12:28PM	12:34PM	12:44PM	12:51PM	01:03PM	01:10PM	01:12PM	01:14PM	-
12:55PM	01:03PM	01:17PM	01:28PM	01:34PM	01:44PM	01:51PM	02:03PM	02:10PM	02:12PM	02:14PM	-
01:55PM	02:03PM	02:17PM	02:28PM	02:34PM	02:44PM	02:51PM	03:03PM	03:10PM	03:12PM	03:14PM	-
02:55PM	03:03PM	03:17PM	03:28PM	03:34PM	03:44PM	03:51PM	04:03PM	04:11PM	04:13PM	04:15PM	04:17PM
03:40PM	03:48PM	04:02PM	04:14PM	04:20PM	04:30PM	04:37PM	04:49PM	04:57PM	04:59PM	05:01PM	05:03PM
04:30PM	04:38PM	04:52PM	05:04PM	05:10PM	05:20PM	05:27PM	05:39PM	05:47PM	05:49PM	05:51PM	05:53PM
05:15PM	05:23PM	05:37PM	05:49PM	05:55PM	06:05PM	06:12PM	06:24PM	06:32PM	06:34PM	06:36PM	06:38PM
06:00PM	06:08PM	06:22PM	06:34PM	06:40PM	06:50PM	06:57PM	07:09PM	07:16PM	07:17PM	07:19PM	-
06:45PM	06:53PM	07:07PM	07:18PM	07:24PM	07:32PM	07:38PM	07:49PM	07:56PM	07:57PM	07:59PM	08:01PM
07:35PM	07:42PM	07:55PM	08:06PM	08:12PM	08:20PM	08:26PM	08:37PM	08:44PM	08:45PM	08:47PM	08:49PM
08:35PM	08:42PM	08:55PM	09:06PM	09:12PM	09:20PM	09:26PM	09:37PM	09:44PM	09:45PM	09:47PM	-

]

Miami-Dade County Transportation and Public Works

Routes Schedule

(https://facebook.com/GoMiamiDade/

)

(https://twitter.com/gomiamidade)

(https://www.instagram.com/gomiamic

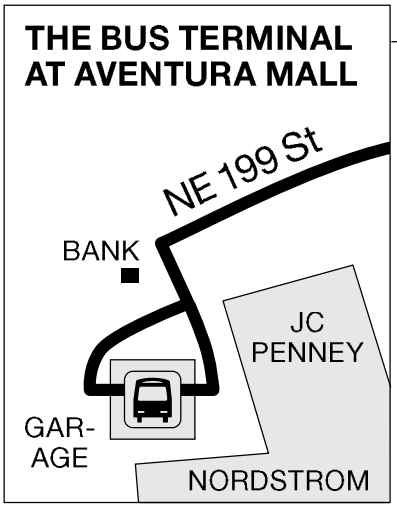
).

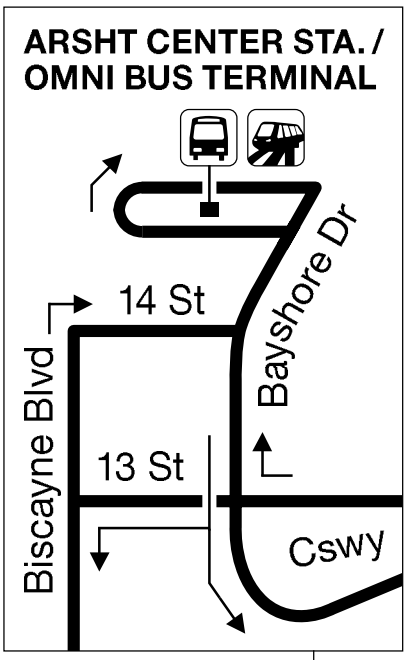
113 (Westbound) WEEKDAY

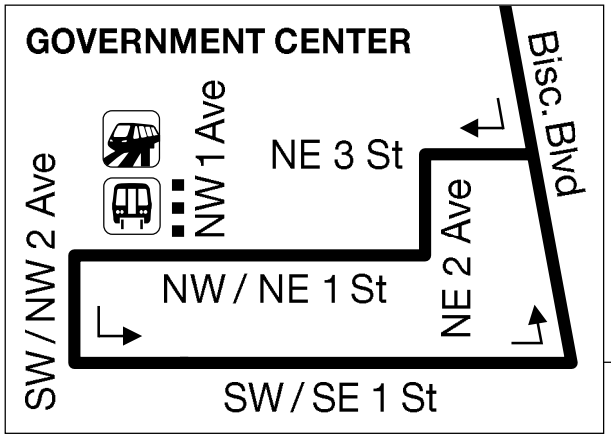
ALTON RD & 39 ST	MT SINAI HOSPITAL	41 ST & ALTON RD	41 ST & MERIDIAN AV	INDIAN CREEK DR & 40 ST	LINCOLN RD & WASHINGTON AV	ALTON RD & LINCOLN RD	ALTON RD & 2 ST	5 ST & LENOX AV	OMNI TERMINAL / ARSHT METROMOVER	NW 12 AV & 16 ST	NW 21 AV & 22 ST
-	05:43AM	05:45AM	05:46AM	05:50AM	05:56AM	06:01AM	06:08AM	06:13AM	06:21AM	06:34AM	06:44AM
-	06:26AM	06:28AM	06:30AM	06:34AM	06:42AM	06:47AM	06:54AM	06:59AM	07:07AM	07:20AM	07:30AM
07:02AM	07:05AM	07:07AM	07:09AM	07:14AM	07:24AM	07:29AM	07:38AM	07:44AM	07:52AM	08:05AM	08:15AM
07:43AM	07:46AM	07:48AM	07:50AM	07:55AM	08:06AM	08:11AM	08:21AM	08:27AM	08:37AM	08:50AM	09:00AM
08:25AM	08:28AM	08:30AM	08:32AM	08:38AM	08:49AM	08:54AM	09:05AM	09:11AM	09:21AM	09:35AM	09:45AM
09:17AM	09:20AM	09:23AM	09:25AM	09:31AM	09:43AM	09:49AM	10:00AM	10:06AM	10:16AM	10:30AM	10:40AM
10:13AM	10:16AM	10:19AM	10:21AM	10:27AM	10:39AM	10:45AM	10:56AM	11:02AM	11:12AM	11:26AM	11:36AM
-	11:16AM	11:19AM	11:21AM	11:27AM	11:39AM	11:45AM	11:56AM	12:02PM	12:12PM	12:26PM	12:36PM
-	12:16PM	12:19PM	12:21PM	12:27PM	12:39PM	12:45PM	12:56PM	01:02PM	01:12PM	01:26PM	01:36PM
-	01:16PM	01:19PM	01:21PM	01:27PM	01:39PM	01:45PM	01:56PM	02:02PM	02:12PM	02:26PM	02:36PM
-	02:06PM	02:09PM	02:11PM	02:17PM	02:29PM	02:35PM	02:46PM	02:52PM	03:02PM	03:16PM	03:26PM
-	02:56PM	02:59PM	03:01PM	03:07PM	03:19PM	03:25PM	03:36PM	03:42PM	03:52PM	04:06PM	04:16PM
-	03:46PM	03:49PM	03:51PM	03:57PM	04:09PM	04:15PM	04:26PM	04:32PM	04:42PM	04:56PM	05:06PM
04:29PM	04:32PM	04:34PM	04:36PM	04:42PM	04:54PM	05:00PM	05:11PM	05:17PM	05:27PM	05:41PM	05:51PM
05:14PM	05:17PM	05:19PM	05:21PM	05:27PM	05:39PM	05:45PM	05:56PM	06:02PM	06:12PM	06:26PM	06:36PM
06:06PM	06:09PM	06:11PM	06:13PM	06:19PM	06:31PM	06:37PM	06:48PM	06:54PM	07:04PM	07:16PM	07:26PM
07:12PM	07:15PM	07:17PM	07:19PM	07:25PM	07:36PM	07:41PM	07:50PM	07:56PM	08:04PM	08:16PM	08:26PM
08:12PM	08:15PM	08:17PM	08:19PM	08:25PM	08:36PM	08:41PM	08:50PM	08:56PM	09:04PM	09:16PM	09:26PM
08:57PM	09:00PM	09:02PM	09:04PM	09:10PM	09:21PM	09:26PM	09:35PM	09:41PM	09:49PM	10:01PM	10:09PM

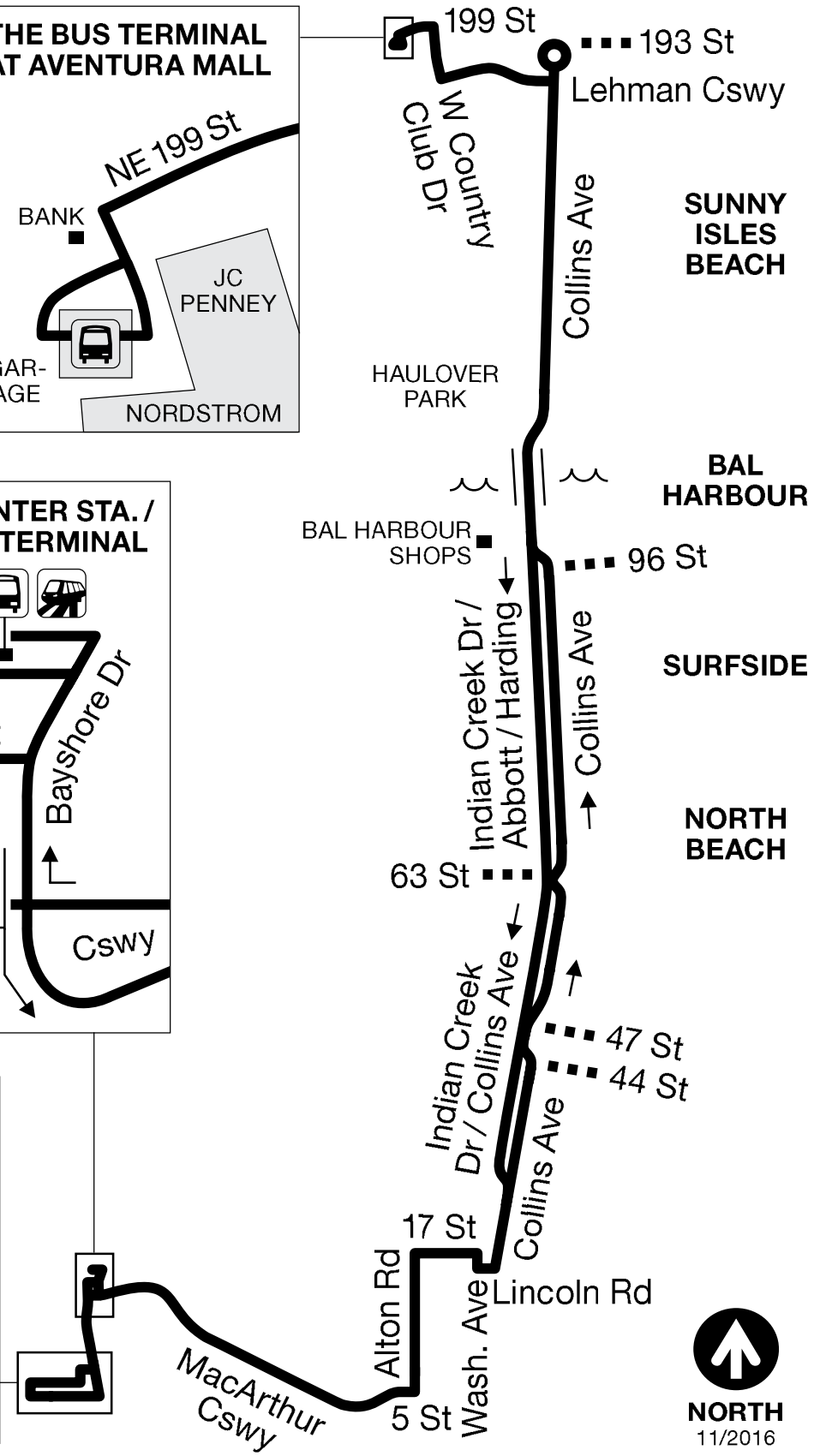
Back to previous page *(javascript: history.go(-1))*

S


THE BUS TERMINAL AT AVENTURA MALL
NE 199 St
BANK
JC PENNEY
GAR-AGE
NORDSTROM


ARSHT CENTER STA. / OMNI BUS TERMINAL
Bayshore Dr
14 St
Biscayne Blvd
13 St
Cswy


GOVERNMENT CENTER
NW 1 Ave
NE 3 St
Bisc. Blvd
SW / NW 2 Ave
NE 2 Ave
NW / NE 1 St
SW / SE 1 St


199 St
193 St
Lehman Cswy
W Country Club Dr
Collins Ave
SUNNY ISLES BEACH
HAULOVER PARK
BAL HARBOUR
BAL HARBOUR SHOPS
96 St
Indian Creek Dr / Abbott / Harding
Collins Ave
SURFSIDE
NORTH BEACH
63 St
Indian Creek Dr / Collins Ave
47 St
44 St
Collins Ave
17 St
Alton Rd
Wash. Ave
Lincoln Rd
MacArthur Cswy
5 St
NORTH
11/2016

]

Miami-Dade County Transportation and Public Works

Routes Schedule

(https://facebook.com/GoMiamiDade/

)

(https://twitter.com/gomiamidade)

(https://www.instagram.com/gomiamic

).

119 (Northbound) WEEKDAY

STEPHEN P CLARK CENTER	OMNI TERMINAL / ARSHT METROMOVER	ALTON RD & 6 ST	17 ST & LENOX AV	LINCOLN RD & JAMES AV	COLLINS AV & 43 ST	COLLINS AV & 69 ST	COLLINS AV & 96 ST	COLLINS AV AT 16900 BLK	COLLINS AV & 193 ST	BUS TERMINAL AT AVENTURA MALL
05:00AM	05:09AM	05:16AM	05:22AM	05:27AM	05:33AM	05:41AM	05:49AM	05:55AM	06:03AM	06:10AM
05:24AM	05:33AM	05:40AM	05:46AM	05:51AM	05:57AM	06:08AM	06:18AM	06:26AM	06:34AM	06:41AM
05:36AM	05:45AM	05:52AM	05:58AM	06:04AM	06:12AM	06:23AM	06:33AM	06:41AM	06:49AM	06:56AM
05:48AM	05:57AM	06:05AM	06:12AM	06:18AM	06:26AM	06:37AM	06:47AM	06:55AM	07:05AM	07:13AM
06:00AM	06:12AM	06:20AM	06:27AM	06:33AM	06:41AM	06:52AM	07:03AM	07:12AM	07:22AM	07:30AM
06:15AM	06:27AM	06:35AM	06:42AM	06:48AM	06:56AM	07:09AM	07:20AM	07:29AM	07:39AM	07:47AM
06:30AM	06:42AM	06:50AM	06:57AM	07:03AM	07:11AM	07:24AM	07:35AM	07:44AM	07:54AM	08:02AM
06:45AM	06:57AM	07:07AM	07:15AM	07:21AM	07:29AM	07:42AM	07:53AM	08:03AM	08:13AM	08:21AM
06:59AM	07:12AM	07:22AM	07:30AM	07:36AM	07:44AM	07:57AM	08:08AM	08:18AM	08:28AM	08:36AM
07:15AM	07:28AM	07:38AM	07:46AM	07:52AM	08:01AM	08:14AM	08:25AM	08:35AM	08:45AM	08:53AM
07:30AM	07:43AM	07:53AM	08:01AM	08:08AM	08:17AM	08:30AM	08:41AM	08:51AM	09:01AM	09:10AM
07:45AM	07:58AM	08:09AM	08:17AM	08:24AM	08:33AM	08:46AM	08:57AM	09:07AM	09:17AM	09:26AM
08:00AM	08:14AM	08:25AM	08:33AM	08:40AM	08:49AM	09:03AM	09:14AM	09:23AM	09:33AM	09:42AM
08:15AM	08:29AM	08:40AM	08:48AM	08:55AM	09:06AM	09:20AM	09:31AM	09:40AM	09:50AM	09:59AM
08:30AM	08:44AM	08:55AM	09:04AM	09:12AM	09:23AM	09:37AM	09:48AM	09:57AM	10:07AM	10:16AM
08:45AM	08:59AM	09:11AM	09:20AM	09:28AM	09:39AM	09:53AM	10:04AM	10:13AM	10:23AM	10:32AM
09:00AM	09:16AM	09:28AM	09:37AM	09:45AM	09:56AM	10:10AM	10:21AM	10:30AM	10:40AM	10:49AM
09:15AM	09:31AM	09:43AM	09:52AM	10:00AM	10:11AM	10:25AM	10:36AM	10:45AM	10:55AM	11:04AM

09:30AM	09:46AM	09:58AM	10:07AM	10:15AM	10:26AM	10:40AM	10:51AM	11:00AM	11:10AM	11:19AM
09:45AM	10:01AM	10:13AM	10:22AM	10:30AM	10:41AM	10:55AM	11:06AM	11:15AM	11:25AM	11:34AM
10:00AM	10:16AM	10:28AM	10:37AM	10:45AM	10:56AM	11:10AM	11:21AM	11:30AM	11:40AM	11:49AM
10:15AM	10:31AM	10:43AM	10:52AM	11:00AM	11:11AM	11:25AM	11:36AM	11:45AM	11:55AM	12:04PM
10:30AM	10:46AM	10:58AM	11:07AM	11:15AM	11:26AM	11:40AM	11:51AM	12:00PM	12:10PM	12:19PM
10:45AM	11:01AM	11:13AM	11:22AM	11:30AM	11:41AM	11:55AM	12:06PM	12:15PM	12:25PM	12:34PM
11:00AM	11:16AM	11:28AM	11:37AM	11:45AM	11:56AM	12:10PM	12:21PM	12:30PM	12:40PM	12:49PM
11:15AM	11:31AM	11:43AM	11:52AM	12:00PM	12:11PM	12:25PM	12:36PM	12:45PM	12:55PM	01:04PM
11:30AM	11:46AM	11:58AM	12:07PM	12:15PM	12:26PM	12:40PM	12:51PM	01:00PM	01:10PM	01:19PM
11:45AM	12:01PM	12:13PM	12:22PM	12:30PM	12:41PM	12:55PM	01:06PM	01:15PM	01:25PM	01:34PM
12:00PM	12:16PM	12:28PM	12:37PM	12:45PM	12:56PM	01:10PM	01:21PM	01:30PM	01:40PM	01:49PM
12:15PM	12:31PM	12:43PM	12:52PM	01:00PM	01:11PM	01:25PM	01:36PM	01:45PM	01:55PM	02:04PM
12:30PM	12:46PM	12:58PM	01:07PM	01:15PM	01:26PM	01:40PM	01:51PM	02:01PM	02:11PM	02:20PM
12:45PM	01:01PM	01:13PM	01:22PM	01:30PM	01:41PM	01:55PM	02:07PM	02:17PM	02:27PM	02:36PM
01:00PM	01:16PM	01:28PM	01:37PM	01:45PM	01:56PM	02:11PM	02:23PM	02:33PM	02:43PM	02:52PM
01:15PM	01:31PM	01:43PM	01:52PM	02:01PM	02:13PM	02:28PM	02:40PM	02:50PM	03:00PM	03:09PM
01:30PM	01:46PM	01:58PM	02:08PM	02:17PM	02:29PM	02:44PM	02:56PM	03:06PM	03:16PM	03:25PM
01:45PM	02:01PM	02:14PM	02:24PM	02:33PM	02:45PM	03:00PM	03:12PM	03:22PM	03:32PM	03:41PM
02:00PM	02:16PM	02:29PM	02:39PM	02:48PM	03:00PM	03:15PM	03:27PM	03:37PM	03:47PM	03:56PM
02:15PM	02:31PM	02:44PM	02:54PM	03:03PM	03:15PM	03:30PM	03:42PM	03:52PM	04:02PM	04:11PM
02:30PM	02:46PM	02:59PM	03:09PM	03:18PM	03:30PM	03:45PM	03:57PM	04:07PM	04:16PM	04:25PM
02:45PM	03:01PM	03:14PM	03:24PM	03:33PM	03:45PM	04:00PM	04:11PM	04:21PM	04:30PM	04:39PM
03:00PM	03:16PM	03:29PM	03:39PM	03:48PM	04:00PM	04:15PM	04:26PM	04:36PM	04:45PM	04:54PM
03:15PM	03:31PM	03:44PM	03:54PM	04:03PM	04:14PM	04:29PM	04:40PM	04:50PM	04:59PM	05:08PM
03:30PM	03:46PM	03:59PM	04:09PM	04:18PM	04:29PM	04:44PM	04:55PM	05:05PM	05:14PM	05:23PM
03:42PM	03:58PM	04:11PM	04:21PM	04:30PM	04:41PM	04:56PM	05:07PM	05:17PM	05:26PM	05:35PM
03:54PM	04:11PM	04:23PM	04:33PM	04:42PM	04:53PM	05:08PM	05:19PM	05:29PM	05:38PM	05:47PM
04:06PM	04:23PM	04:35PM	04:45PM	04:54PM	05:05PM	05:20PM	05:31PM	05:41PM	05:50PM	05:59PM
04:18PM	04:35PM	04:47PM	04:57PM	05:06PM	05:17PM	05:32PM	05:43PM	05:53PM	06:02PM	06:11PM
04:30PM	04:47PM	04:59PM	05:09PM	05:18PM	05:29PM	05:44PM	05:55PM	06:05PM	06:14PM	06:23PM
04:42PM	04:59PM	05:11PM	05:21PM	05:30PM	05:41PM	05:56PM	06:07PM	06:17PM	06:26PM	06:35PM
04:54PM	05:11PM	05:23PM	05:33PM	05:42PM	05:53PM	06:08PM	06:19PM	06:29PM	06:38PM	06:47PM
05:06PM	05:23PM	05:35PM	05:45PM	05:54PM	06:05PM	06:20PM	06:31PM	06:41PM	06:50PM	06:59PM
05:18PM	05:35PM	05:47PM	05:57PM	06:06PM	06:17PM	06:32PM	06:43PM	06:53PM	07:02PM	07:10PM
05:30PM	05:47PM	05:59PM	06:09PM	06:18PM	06:29PM	06:44PM	06:55PM	07:05PM	07:13PM	07:21PM
05:42PM	05:59PM	06:11PM	06:21PM	06:30PM	06:41PM	06:56PM	07:07PM	07:15PM	07:23PM	07:31PM
05:54PM	06:11PM	06:23PM	06:33PM	06:42PM	06:53PM	07:08PM	07:17PM	07:25PM	07:33PM	07:41PM

06:06PM	06:23PM	06:35PM	06:45PM	06:54PM	07:05PM	07:17PM	07:26PM	07:34PM	07:42PM	07:50PM
06:18PM	06:35PM	06:47PM	06:57PM	07:06PM	07:16PM	07:28PM	07:37PM	07:45PM	07:53PM	08:01PM
06:30PM	06:47PM	06:59PM	07:09PM	07:17PM	07:27PM	07:39PM	07:48PM	07:56PM	08:04PM	08:12PM
06:44PM	07:01PM	07:10PM	07:18PM	07:26PM	07:36PM	07:48PM	07:57PM	08:05PM	08:13PM	08:21PM
07:00PM	07:14PM	07:23PM	07:31PM	07:39PM	07:49PM	08:01PM	08:10PM	08:18PM	08:26PM	08:34PM
07:16PM	07:30PM	07:39PM	07:47PM	07:55PM	08:05PM	08:17PM	08:26PM	08:34PM	08:42PM	08:50PM
07:30PM	07:44PM	07:53PM	08:01PM	08:09PM	08:19PM	08:31PM	08:40PM	08:48PM	08:56PM	09:04PM
07:48PM	08:02PM	08:11PM	08:19PM	08:27PM	08:37PM	08:49PM	08:58PM	09:06PM	09:14PM	09:22PM
08:10PM	08:24PM	08:33PM	08:41PM	08:49PM	08:59PM	09:11PM	09:20PM	09:28PM	09:36PM	09:44PM
08:35PM	08:49PM	08:58PM	09:06PM	09:14PM	09:24PM	09:36PM	09:45PM	09:53PM	10:01PM	10:08PM
09:00PM	09:14PM	09:23PM	09:31PM	09:39PM	09:49PM	10:01PM	10:10PM	10:17PM	10:24PM	10:31PM
09:25PM	09:39PM	09:48PM	09:56PM	10:04PM	10:14PM	10:26PM	10:35PM	10:42PM	10:49PM	10:56PM
09:50PM	10:04PM	10:11PM	10:18PM	10:26PM	10:36PM	10:48PM	10:57PM	11:04PM	11:11PM	11:18PM
10:15PM	10:28PM	10:35PM	10:42PM	10:50PM	11:00PM	11:12PM	11:21PM	11:28PM	11:35PM	11:42PM
10:40PM	10:53PM	11:00PM	11:07PM	11:15PM	11:25PM	11:37PM	11:46PM	11:53PM	12:00AM	12:06AM
11:10PM	11:23PM	11:30PM	11:37PM	11:45PM	11:55PM	12:07AM	12:15AM	12:21AM	12:27AM	12:33AM
11:40PM	11:53PM	12:00AM	12:06AM	12:13AM	12:21AM	12:30AM	12:38AM	12:44AM	12:50AM	12:55AM
12:10AM	12:21AM	12:28AM	12:34AM	12:41AM	12:49AM	12:58AM	01:06AM	01:12AM	01:18AM	01:24AM
12:40AM	12:51AM	12:58AM	01:04AM	01:11AM	01:19AM	01:28AM	01:36AM	01:42AM	01:48AM	01:54AM
01:10AM	01:21AM	01:28AM	01:34AM	01:41AM	01:49AM	01:58AM	02:06AM	02:12AM	02:18AM	02:24AM
02:10AM	02:21AM	02:28AM	02:34AM	02:41AM	02:49AM	02:58AM	03:06AM	03:12AM	03:18AM	03:24AM
03:10AM	03:21AM	03:28AM	03:34AM	03:41AM	03:49AM	03:58AM	04:06AM	04:12AM	04:18AM	04:24AM
04:10AM	04:21AM	04:28AM	04:34AM	04:41AM	04:49AM	04:58AM	05:06AM	05:12AM	05:18AM	05:24AM

Back to previous page *(javascript: history.go(-1))*

Page Last Edited: Mon Jan 30, 2017 2:39:07 PM

]

Miami-Dade County Transportation and Public Works

Routes Schedule

(https://facebook.com/GoMiamiDade/

)

(https://twitter.com/gomiamidade)

(https://www.instagram.com/gomiamic

).

119 (Southbound) WEEKDAY

BUS TERMINAL AT AVENTURA MALL	COLLINS AV & 193 ST	COLLINS AV & 163 ST	BAL HARBOUR SHOPS	ABBOTT AV & 69 ST	INDIAN CREEK DR & 40 ST	LINCOLN RD & WASHINGTON AV	ALTON RD & LINCOLN RD	ALTON RD & 6 ST	OMNI TERMINAL / ARSHT METROMOVER	STEPHEN P CLARK CENTER
04:16AM	04:23AM	04:29AM	04:35AM	04:44AM	04:52AM	04:58AM	05:03AM	05:08AM	05:14AM	05:24AM
04:53AM	05:00AM	05:06AM	05:12AM	05:21AM	05:29AM	05:35AM	05:40AM	05:45AM	05:51AM	06:05AM
05:13AM	05:20AM	05:26AM	05:32AM	05:41AM	05:49AM	05:55AM	06:01AM	06:07AM	06:15AM	06:29AM
05:28AM	05:35AM	05:41AM	05:47AM	05:56AM	06:07AM	06:15AM	06:21AM	06:27AM	06:35AM	06:49AM
05:46AM	05:53AM	05:59AM	06:06AM	06:16AM	06:27AM	06:35AM	06:41AM	06:47AM	06:55AM	07:10AM
05:59AM	06:08AM	06:16AM	06:23AM	06:33AM	06:44AM	06:52AM	06:58AM	07:04AM	07:12AM	07:27AM
06:15AM	06:24AM	06:32AM	06:39AM	06:49AM	07:01AM	07:10AM	07:17AM	07:23AM	07:31AM	07:46AM
06:28AM	06:37AM	06:45AM	06:52AM	07:04AM	07:16AM	07:25AM	07:32AM	07:38AM	07:46AM	08:01AM
06:42AM	06:51AM	06:59AM	07:07AM	07:19AM	07:31AM	07:40AM	07:47AM	07:53AM	08:01AM	08:16AM
06:53AM	07:04AM	07:13AM	07:21AM	07:33AM	07:45AM	07:54AM	08:01AM	08:08AM	08:16AM	08:31AM
07:06AM	07:17AM	07:26AM	07:34AM	07:46AM	08:00AM	08:09AM	08:16AM	08:23AM	08:31AM	08:46AM
07:21AM	07:32AM	07:41AM	07:49AM	08:01AM	08:15AM	08:24AM	08:31AM	08:38AM	08:46AM	09:01AM
07:35AM	07:46AM	07:55AM	08:03AM	08:15AM	08:29AM	08:38AM	08:45AM	08:52AM	09:01AM	09:16AM
07:47AM	07:58AM	08:09AM	08:17AM	08:29AM	08:43AM	08:52AM	08:59AM	09:07AM	09:16AM	09:31AM
07:58AM	08:10AM	08:21AM	08:29AM	08:41AM	08:55AM	09:05AM	09:14AM	09:22AM	09:31AM	09:46AM
08:12AM	08:24AM	08:35AM	08:43AM	08:55AM	09:10AM	09:20AM	09:29AM	09:37AM	09:46AM	10:01AM
08:27AM	08:39AM	08:50AM	08:58AM	09:10AM	09:25AM	09:35AM	09:44AM	09:52AM	10:01AM	10:16AM
08:42AM	08:54AM	09:05AM	09:13AM	09:25AM	09:40AM	09:50AM	09:59AM	10:07AM	10:16AM	10:31AM

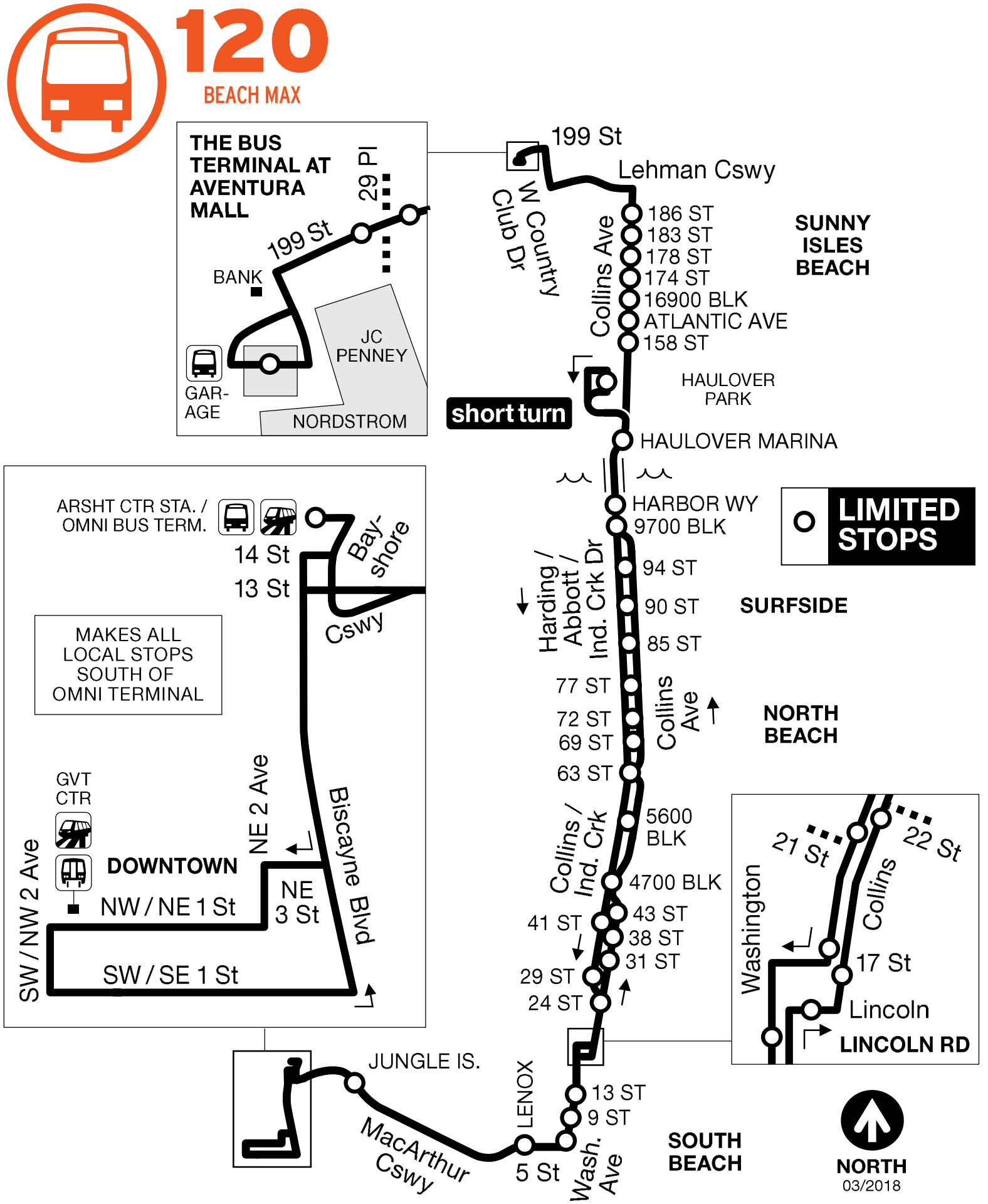
08:56AM	09:09AM	09:20AM	09:28AM	09:40AM	09:55AM	10:05AM	10:14AM	10:22AM	10:31AM	10:46AM
09:11AM	09:24AM	09:35AM	09:43AM	09:55AM	10:10AM	10:20AM	10:29AM	10:37AM	10:46AM	11:01AM
09:26AM	09:39AM	09:50AM	09:58AM	10:10AM	10:25AM	10:35AM	10:44AM	10:52AM	11:01AM	11:16AM
09:41AM	09:54AM	10:05AM	10:13AM	10:25AM	10:40AM	10:50AM	10:59AM	11:07AM	11:16AM	11:31AM
09:56AM	10:09AM	10:20AM	10:28AM	10:40AM	10:55AM	11:05AM	11:14AM	11:22AM	11:31AM	11:46AM
10:11AM	10:24AM	10:35AM	10:43AM	10:55AM	11:10AM	11:20AM	11:29AM	11:37AM	11:46AM	12:01PM
10:26AM	10:39AM	10:50AM	10:58AM	11:10AM	11:25AM	11:35AM	11:44AM	11:52AM	12:01PM	12:16PM
10:41AM	10:54AM	11:05AM	11:13AM	11:25AM	11:40AM	11:50AM	11:59AM	12:07PM	12:16PM	12:31PM
10:56AM	11:09AM	11:20AM	11:28AM	11:40AM	11:55AM	12:05PM	12:14PM	12:22PM	12:31PM	12:46PM
11:11AM	11:24AM	11:35AM	11:43AM	11:55AM	12:10PM	12:20PM	12:29PM	12:37PM	12:46PM	01:01PM
11:26AM	11:39AM	11:50AM	11:58AM	12:10PM	12:25PM	12:35PM	12:44PM	12:52PM	01:01PM	01:16PM
11:41AM	11:54AM	12:05PM	12:13PM	12:25PM	12:40PM	12:50PM	12:59PM	01:07PM	01:16PM	01:31PM
11:56AM	12:09PM	12:20PM	12:28PM	12:40PM	12:55PM	01:05PM	01:14PM	01:22PM	01:31PM	01:46PM
12:10PM	12:23PM	12:34PM	12:42PM	12:54PM	01:09PM	01:19PM	01:28PM	01:36PM	01:45PM	02:01PM
12:25PM	12:38PM	12:49PM	12:57PM	01:09PM	01:24PM	01:34PM	01:43PM	01:51PM	02:00PM	02:16PM
12:39PM	12:52PM	01:03PM	01:11PM	01:23PM	01:38PM	01:48PM	01:57PM	02:06PM	02:15PM	02:31PM
12:54PM	01:07PM	01:18PM	01:26PM	01:38PM	01:53PM	02:03PM	02:12PM	02:21PM	02:30PM	02:46PM
01:08PM	01:21PM	01:32PM	01:40PM	01:52PM	02:08PM	02:18PM	02:27PM	02:36PM	02:45PM	03:01PM
01:18PM	01:31PM	01:42PM	01:50PM	02:07PM	02:23PM	02:33PM	02:42PM	02:51PM	03:00PM	03:16PM
01:33PM	01:46PM	01:57PM	02:05PM	02:22PM	02:38PM	02:48PM	02:57PM	03:06PM	03:15PM	03:31PM
01:45PM	01:58PM	02:10PM	02:18PM	02:35PM	02:51PM	03:01PM	03:10PM	03:19PM	03:28PM	03:44PM
01:57PM	02:10PM	02:22PM	02:30PM	02:47PM	03:03PM	03:13PM	03:22PM	03:31PM	03:40PM	03:56PM
02:09PM	02:22PM	02:34PM	02:42PM	02:59PM	03:15PM	03:25PM	03:34PM	03:43PM	03:52PM	04:08PM
02:20PM	02:33PM	02:45PM	02:53PM	03:10PM	03:26PM	03:36PM	03:45PM	03:54PM	04:04PM	04:20PM
02:32PM	02:45PM	02:57PM	03:05PM	03:22PM	03:38PM	03:48PM	03:57PM	04:06PM	04:16PM	04:32PM
02:45PM	02:58PM	03:10PM	03:18PM	03:35PM	03:51PM	04:01PM	04:10PM	04:18PM	04:28PM	04:44PM
02:57PM	03:10PM	03:22PM	03:30PM	03:47PM	04:03PM	04:13PM	04:22PM	04:30PM	04:40PM	04:56PM
03:09PM	03:22PM	03:34PM	03:42PM	03:59PM	04:15PM	04:25PM	04:34PM	04:42PM	04:52PM	05:08PM
03:22PM	03:35PM	03:47PM	03:55PM	04:12PM	04:27PM	04:37PM	04:46PM	04:54PM	05:04PM	05:20PM
03:39PM	03:52PM	04:04PM	04:12PM	04:24PM	04:39PM	04:49PM	04:58PM	05:06PM	05:16PM	05:32PM
03:48PM	04:05PM	04:16PM	04:24PM	04:36PM	04:51PM	05:01PM	05:10PM	05:18PM	05:28PM	05:44PM
04:00PM	04:17PM	04:28PM	04:36PM	04:48PM	05:03PM	05:13PM	05:22PM	05:30PM	05:40PM	05:56PM
04:12PM	04:29PM	04:40PM	04:48PM	05:00PM	05:15PM	05:25PM	05:34PM	05:42PM	05:52PM	06:08PM
04:24PM	04:41PM	04:52PM	05:00PM	05:12PM	05:27PM	05:37PM	05:46PM	05:54PM	06:04PM	06:20PM
04:36PM	04:53PM	05:04PM	05:12PM	05:24PM	05:39PM	05:49PM	05:58PM	06:06PM	06:16PM	06:32PM
04:48PM	05:05PM	05:16PM	05:24PM	05:36PM	05:51PM	06:01PM	06:10PM	06:18PM	06:28PM	06:44PM
04:59PM	05:16PM	05:27PM	05:35PM	05:47PM	06:02PM	06:12PM	06:21PM	06:29PM	06:39PM	06:55PM

05:10PM	05:27PM	05:38PM	05:46PM	05:58PM	06:13PM	06:23PM	06:32PM	06:40PM	06:50PM	07:06PM
05:30PM	05:47PM	05:58PM	06:06PM	06:18PM	06:33PM	06:43PM	06:52PM	07:00PM	07:07PM	07:19PM
05:45PM	06:02PM	06:13PM	06:21PM	06:33PM	06:48PM	06:58PM	07:07PM	07:13PM	07:20PM	07:32PM
06:01PM	06:18PM	06:29PM	06:37PM	06:49PM	07:04PM	07:13PM	07:20PM	07:26PM	07:33PM	07:45PM
06:16PM	06:33PM	06:44PM	06:52PM	07:04PM	07:15PM	07:24PM	07:31PM	07:37PM	07:44PM	07:56PM
06:30PM	06:47PM	06:58PM	07:06PM	07:16PM	07:27PM	07:36PM	07:43PM	07:49PM	07:56PM	08:08PM
06:45PM	07:02PM	07:11PM	07:18PM	07:28PM	07:39PM	07:48PM	07:55PM	08:01PM	08:08PM	08:20PM
07:01PM	07:16PM	07:25PM	07:32PM	07:42PM	07:53PM	08:02PM	08:09PM	08:15PM	08:22PM	08:34PM
07:15PM	07:30PM	07:39PM	07:46PM	07:56PM	08:07PM	08:16PM	08:23PM	08:29PM	08:36PM	08:48PM
07:29PM	07:44PM	07:53PM	08:00PM	08:10PM	08:21PM	08:30PM	08:37PM	08:43PM	08:50PM	09:02PM
07:44PM	07:59PM	08:08PM	08:15PM	08:25PM	08:36PM	08:45PM	08:52PM	08:58PM	09:05PM	09:17PM
07:59PM	08:14PM	08:23PM	08:30PM	08:40PM	08:51PM	09:00PM	09:07PM	09:13PM	09:20PM	09:32PM
08:14PM	08:29PM	08:38PM	08:45PM	08:55PM	09:06PM	09:15PM	09:22PM	09:28PM	09:35PM	09:47PM
08:29PM	08:44PM	08:53PM	09:00PM	09:10PM	09:21PM	09:30PM	09:37PM	09:43PM	09:50PM	10:02PM
08:44PM	08:59PM	09:08PM	09:15PM	09:25PM	09:36PM	09:45PM	09:52PM	09:58PM	10:05PM	10:15PM
08:59PM	09:14PM	09:23PM	09:30PM	09:40PM	09:51PM	10:00PM	10:07PM	10:12PM	10:19PM	10:29PM
09:15PM	09:30PM	09:39PM	09:46PM	09:56PM	10:07PM	10:15PM	10:22PM	10:27PM	10:34PM	10:44PM
09:32PM	09:47PM	09:56PM	10:03PM	10:12PM	10:22PM	10:30PM	10:37PM	10:42PM	10:49PM	10:59PM
09:54PM	10:09PM	10:17PM	10:23PM	10:32PM	10:42PM	10:50PM	10:57PM	11:02PM	11:09PM	11:19PM
10:22PM	10:34PM	10:42PM	10:48PM	10:57PM	11:07PM	11:15PM	11:22PM	11:27PM	11:34PM	11:44PM
10:47PM	10:59PM	11:07PM	11:13PM	11:22PM	11:32PM	11:40PM	11:47PM	11:52PM	11:59PM	12:09AM
11:12PM	11:24PM	11:32PM	11:38PM	11:47PM	11:57PM	12:05AM	12:11AM	12:16AM	12:22AM	12:32AM
11:42PM	11:54PM	12:02AM	12:08AM	12:16AM	12:24AM	12:30AM	12:36AM	12:41AM	12:47AM	12:57AM
12:13AM	12:23AM	12:30AM	12:36AM	12:44AM	12:52AM	12:58AM	01:04AM	01:09AM	01:15AM	01:25AM
12:43AM	12:53AM	01:00AM	01:06AM	01:14AM	01:22AM	01:28AM	01:34AM	01:39AM	01:45AM	01:55AM
01:43AM	01:53AM	02:00AM	02:06AM	02:14AM	02:22AM	02:28AM	02:34AM	02:39AM	02:45AM	02:55AM
02:43AM	02:53AM	03:00AM	03:06AM	03:14AM	03:22AM	03:28AM	03:34AM	03:39AM	03:45AM	03:55AM
03:43AM	03:53AM	04:00AM	04:06AM	04:14AM	04:22AM	04:28AM	04:34AM	04:39AM	04:45AM	04:55AM

Back to previous page *(javascript: history.go(-1).)*

Page Last Edited: Mon Jan 30, 2017 2:39:07 PM

120
BEACH MAX



]

Miami-Dade County Transportation and Public Works

Routes Schedule

(https://facebook.com/GoMiamiDade/

)

(https://twitter.com/gomiamidade)

(https://www.instagram.com/gomiamic

).

120 (Northbound) WEEKDAY

STEPHEN P CLARK CENTER	OMNI TERMINAL / ARSHT METROMOVER	LINCOLN RD & JAMES AV	COLLINS AV & 43 ST	COLLINS AV & 69 ST	COLLINS AV & # 9701	HAULOVER CLUB PARKING LOT	COLLINS AV AT 16900 BLK	BUS TERMINAL AT AVENTURA MALL
05:00AM	05:10AM	05:26AM	05:33AM	05:40AM	05:47AM	-	05:53AM	05:59AM
05:45AM	05:55AM	06:12AM	06:20AM	06:28AM	06:36AM	-	06:42AM	06:50AM
06:15AM	06:26AM	06:43AM	06:51AM	06:59AM	07:08AM	07:13AM	-	-
06:45AM	06:56AM	07:14AM	07:22AM	07:31AM	07:40AM	-	07:47AM	07:59AM
07:00AM	07:15AM	07:33AM	07:41AM	07:50AM	07:59AM	08:04AM	-	-
07:13AM	07:28AM	07:46AM	07:54AM	08:04AM	08:13AM	-	08:21AM	08:33AM
07:24AM	07:39AM	07:57AM	08:06AM	08:16AM	08:25AM	-	08:33AM	08:45AM
07:35AM	07:50AM	08:10AM	08:19AM	08:29AM	08:38AM	-	08:46AM	08:58AM
07:45AM	08:03AM	08:23AM	08:32AM	08:42AM	08:52AM	08:57AM	-	-
08:00AM	08:18AM	08:38AM	08:47AM	08:57AM	09:07AM	-	09:15AM	09:27AM
08:15AM	08:33AM	08:53AM	09:03AM	09:13AM	09:23AM	09:28AM	-	-
08:30AM	08:48AM	09:10AM	09:20AM	09:30AM	09:40AM	-	09:48AM	10:00AM
08:45AM	09:03AM	09:25AM	09:35AM	09:45AM	09:55AM	10:00AM	-	-
09:00AM	09:18AM	09:40AM	09:50AM	10:00AM	10:10AM	-	10:18AM	10:30AM
09:15AM	09:33AM	09:55AM	10:05AM	10:15AM	10:25AM	10:30AM	-	-
09:30AM	09:48AM	10:10AM	10:20AM	10:30AM	10:40AM	-	10:48AM	11:00AM
09:45AM	10:03AM	10:25AM	10:35AM	10:45AM	10:55AM	11:00AM	-	-
10:00AM	10:18AM	10:40AM	10:50AM	11:00AM	11:10AM	-	11:18AM	11:30AM
10:12AM	10:30AM	10:52AM	11:02AM	11:12AM	11:22AM	11:27AM	-	-

10:25AM	10:43AM	11:05AM	11:15AM	11:25AM	11:35AM	-	11:43AM	11:55AM
10:37AM	10:55AM	11:17AM	11:27AM	11:37AM	11:47AM	11:52AM	-	-
10:48AM	11:06AM	11:28AM	11:38AM	11:48AM	11:58AM	-	12:06PM	12:18PM
11:00AM	11:18AM	11:40AM	11:50AM	12:00PM	12:10PM	12:15PM	-	-
11:12AM	11:30AM	11:52AM	12:02PM	12:12PM	12:22PM	-	12:30PM	12:42PM
11:24AM	11:42AM	12:04PM	12:14PM	12:24PM	12:34PM	12:39PM	-	-
11:35AM	11:53AM	12:15PM	12:25PM	12:35PM	12:45PM	-	12:53PM	01:05PM
11:48AM	12:06PM	12:28PM	12:38PM	12:48PM	12:58PM	01:03PM	-	-
12:00PM	12:18PM	12:40PM	12:50PM	01:00PM	01:10PM	-	01:18PM	01:30PM
12:12PM	12:30PM	12:52PM	01:02PM	01:12PM	01:22PM	01:27PM	-	-
12:24PM	12:42PM	01:04PM	01:14PM	01:24PM	01:34PM	-	01:42PM	01:54PM
12:36PM	12:54PM	01:16PM	01:26PM	01:36PM	01:46PM	01:51PM	-	-
12:48PM	01:06PM	01:28PM	01:38PM	01:48PM	01:58PM	-	02:06PM	02:18PM
01:00PM	01:18PM	01:40PM	01:50PM	02:00PM	02:10PM	02:15PM	-	-
01:12PM	01:30PM	01:52PM	02:02PM	02:12PM	02:22PM	-	02:30PM	02:42PM
01:24PM	01:42PM	02:04PM	02:14PM	02:24PM	02:34PM	02:39PM	-	-
01:36PM	01:54PM	02:16PM	02:26PM	02:36PM	02:46PM	-	02:54PM	03:07PM
01:48PM	02:06PM	02:28PM	02:38PM	02:48PM	02:58PM	03:03PM	-	-
02:00PM	02:18PM	02:40PM	02:50PM	03:01PM	03:11PM	-	03:19PM	03:32PM
02:12PM	02:30PM	02:52PM	03:02PM	03:13PM	03:23PM	03:28PM	-	-
02:24PM	02:42PM	03:04PM	03:14PM	03:25PM	03:35PM	-	03:43PM	03:56PM
02:36PM	02:54PM	03:16PM	03:26PM	03:37PM	03:47PM	03:52PM	-	-
02:48PM	03:07PM	03:29PM	03:39PM	03:50PM	04:00PM	-	04:08PM	04:21PM
03:00PM	03:19PM	03:41PM	03:51PM	04:02PM	04:12PM	04:17PM	-	-
03:12PM	03:31PM	03:53PM	04:03PM	04:14PM	04:24PM	-	04:32PM	04:45PM
03:24PM	03:43PM	04:05PM	04:15PM	04:26PM	04:36PM	04:41PM	-	-
03:36PM	03:55PM	04:17PM	04:27PM	04:38PM	04:48PM	-	04:56PM	05:09PM
03:48PM	04:07PM	04:29PM	04:39PM	04:50PM	05:00PM	05:05PM	-	-
04:00PM	04:19PM	04:41PM	04:51PM	05:02PM	05:12PM	-	05:20PM	05:33PM
04:12PM	04:31PM	04:53PM	05:03PM	05:14PM	05:24PM	05:29PM	-	-
04:24PM	04:43PM	05:05PM	05:15PM	05:26PM	05:36PM	-	05:44PM	05:57PM
04:36PM	04:55PM	05:17PM	05:27PM	05:38PM	05:48PM	05:53PM	-	-
04:48PM	05:07PM	05:29PM	05:39PM	05:50PM	06:00PM	-	06:08PM	06:21PM
05:00PM	05:19PM	05:41PM	05:51PM	06:02PM	06:12PM	06:17PM	-	-
05:15PM	05:34PM	05:56PM	06:06PM	06:17PM	06:27PM	-	06:35PM	06:48PM
05:30PM	05:49PM	06:11PM	06:21PM	06:32PM	06:42PM	06:47PM	-	-
05:46PM	06:05PM	06:27PM	06:37PM	06:48PM	06:58PM	-	07:06PM	07:17PM

06:02PM	06:21PM	06:43PM	06:53PM	07:04PM	07:12PM	07:17PM	-	-
06:20PM	06:39PM	07:01PM	07:11PM	07:20PM	07:28PM	-	07:35PM	07:46PM
06:40PM	06:59PM	07:21PM	07:31PM	07:40PM	07:48PM	-	07:55PM	08:06PM
07:05PM	07:18PM	07:38PM	07:48PM	07:57PM	08:05PM	-	08:12PM	08:23PM
07:35PM	07:48PM	08:08PM	08:18PM	08:27PM	08:35PM	-	08:42PM	08:53PM
08:15PM	08:28PM	08:48PM	08:58PM	09:07PM	09:15PM	-	09:22PM	09:33PM
08:55PM	09:08PM	09:28PM	09:38PM	09:47PM	09:55PM	-	10:02PM	10:12PM
09:30PM	09:43PM	10:03PM	10:12PM	10:20PM	10:28PM	10:32PM	-	-

Back to previous page *(javascript: history.go(-1))*

Page Last Edited: Mon Jan 30, 2017 2:39:07 PM

]

Miami-Dade County Transportation and Public Works

Routes Schedule

(https://facebook.com/GoMiamiDade/

)

(https://twitter.com/gomiamidade)

(https://www.instagram.com/gomiamic

).

miamidade.GOV METROBUS

120 (Southbound) WEEKDAY

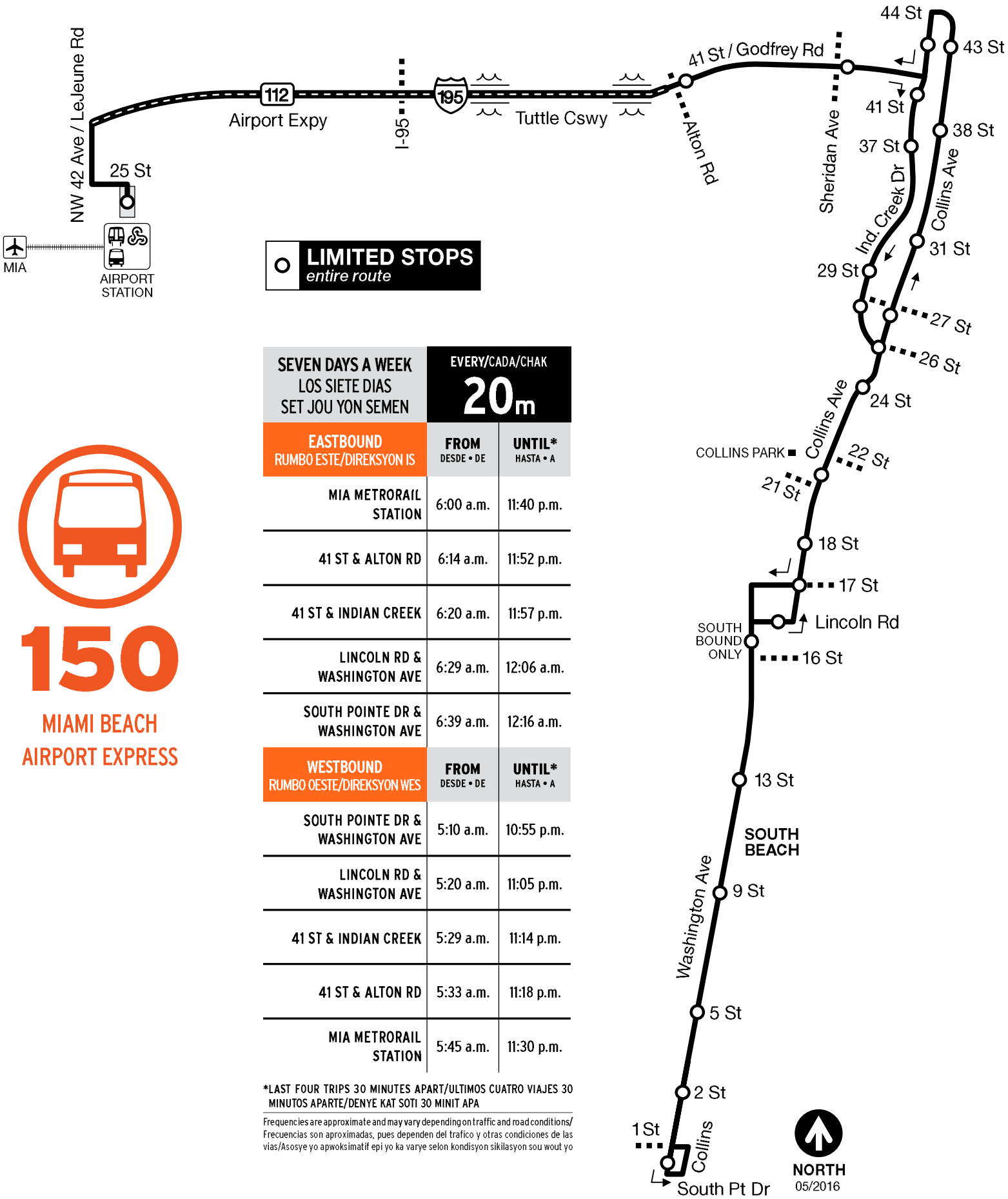
BUS TERMINAL AT AVENTURA MALL	COLLINS AV & # 16830	HAULOVER CLUB PARKING LOT	BAL HARBOUR SHOPS	ABBOTT AV & 69 ST	INDIAN CREEK DR & 40 ST	WASHINGTON AV & LINCOLN RD	OMNI TERMINAL / ARSHT METROMOVER	STEPHEN P CLARK CENTER
-	-	06:00AM	06:05AM	06:14AM	06:23AM	06:31AM	06:46AM	06:56AM
06:00AM	06:13AM	-	06:19AM	06:28AM	06:37AM	06:45AM	07:02AM	07:13AM
06:30AM	06:43AM	-	06:49AM	06:58AM	07:08AM	07:17AM	07:34AM	07:45AM
-	-	06:30AM	06:35AM	06:44AM	06:53AM	07:02AM	07:19AM	07:30AM
06:54AM	07:09AM	-	07:16AM	07:28AM	07:38AM	07:47AM	08:06AM	08:17AM
-	-	06:55AM	07:02AM	07:14AM	07:24AM	07:33AM	07:50AM	08:01AM
07:21AM	07:36AM	-	07:43AM	07:55AM	08:06AM	08:15AM	08:34AM	08:45AM
-	-	07:23AM	07:30AM	07:42AM	07:52AM	08:01AM	08:20AM	08:31AM
07:33AM	07:48AM	-	07:55AM	08:10AM	08:21AM	08:30AM	08:49AM	09:01AM
07:45AM	08:02AM	-	08:09AM	08:24AM	08:35AM	08:44AM	09:04AM	09:16AM
08:00AM	08:17AM	-	08:24AM	08:39AM	08:50AM	08:59AM	09:19AM	09:31AM
08:27AM	08:44AM	-	08:51AM	09:06AM	09:19AM	09:29AM	09:49AM	10:01AM
-	-	08:29AM	08:36AM	08:51AM	09:04AM	09:14AM	09:34AM	09:46AM
08:59AM	09:16AM	-	09:23AM	09:34AM	09:47AM	09:57AM	10:17AM	10:29AM
-	-	09:02AM	09:09AM	09:20AM	09:33AM	09:43AM	10:03AM	10:15AM
09:31AM	09:48AM	-	09:55AM	10:06AM	10:19AM	10:29AM	10:49AM	11:01AM
-	-	09:32AM	09:39AM	09:50AM	10:03AM	10:13AM	10:33AM	10:45AM
-	-	10:00AM	10:07AM	10:18AM	10:31AM	10:41AM	11:01AM	11:13AM
10:05AM	10:22AM	-	10:29AM	10:40AM	10:53AM	11:03AM	11:23AM	11:35AM

-	-	10:11AM	10:18AM	10:29AM	10:42AM	10:52AM	11:12AM	11:24AM
10:31AM	10:48AM	-	10:55AM	11:06AM	11:19AM	11:29AM	11:49AM	12:01PM
-	-	10:35AM	10:42AM	10:53AM	11:06AM	11:16AM	11:36AM	11:48AM
10:56AM	11:13AM	-	11:20AM	11:31AM	11:44AM	11:54AM	12:14PM	12:26PM
-	-	11:01AM	11:08AM	11:19AM	11:32AM	11:42AM	12:02PM	12:14PM
11:20AM	11:37AM	-	11:44AM	11:55AM	12:08PM	12:18PM	12:38PM	12:50PM
-	-	11:25AM	11:32AM	11:43AM	11:56AM	12:06PM	12:26PM	12:38PM
11:44AM	12:01PM	-	12:08PM	12:19PM	12:32PM	12:42PM	01:02PM	01:14PM
-	-	11:49AM	11:56AM	12:07PM	12:20PM	12:30PM	12:50PM	01:02PM
12:08PM	12:25PM	-	12:32PM	12:43PM	12:56PM	01:06PM	01:26PM	01:38PM
-	-	12:13PM	12:20PM	12:31PM	12:44PM	12:54PM	01:14PM	01:26PM
12:32PM	12:49PM	-	12:56PM	01:07PM	01:20PM	01:30PM	01:50PM	02:02PM
-	-	12:37PM	12:44PM	12:55PM	01:08PM	01:18PM	01:38PM	01:50PM
12:56PM	01:13PM	-	01:20PM	01:31PM	01:44PM	01:54PM	02:14PM	02:26PM
-	-	01:01PM	01:08PM	01:19PM	01:32PM	01:42PM	02:02PM	02:14PM
01:20PM	01:37PM	-	01:44PM	01:55PM	02:08PM	02:18PM	02:38PM	02:50PM
-	-	01:25PM	01:32PM	01:43PM	01:56PM	02:06PM	02:26PM	02:38PM
01:44PM	02:01PM	-	02:08PM	02:19PM	02:32PM	02:42PM	03:02PM	03:14PM
-	-	01:49PM	01:56PM	02:07PM	02:20PM	02:30PM	02:50PM	03:02PM
02:08PM	02:25PM	-	02:32PM	02:43PM	02:56PM	03:06PM	03:26PM	03:38PM
-	-	02:13PM	02:20PM	02:31PM	02:44PM	02:54PM	03:14PM	03:26PM
02:31PM	02:48PM	-	02:55PM	03:06PM	03:19PM	03:29PM	03:49PM	04:02PM
-	-	02:37PM	02:44PM	02:55PM	03:08PM	03:18PM	03:38PM	03:50PM
02:51PM	03:08PM	-	03:15PM	03:26PM	03:39PM	03:49PM	04:13PM	04:26PM
-	-	02:56PM	03:03PM	03:14PM	03:27PM	03:37PM	04:01PM	04:14PM
03:15PM	03:32PM	-	03:39PM	03:50PM	04:03PM	04:13PM	04:37PM	04:50PM
-	-	03:20PM	03:27PM	03:38PM	03:51PM	04:01PM	04:25PM	04:38PM
03:38PM	03:55PM	-	04:03PM	04:14PM	04:27PM	04:37PM	05:01PM	05:14PM
-	-	03:44PM	03:51PM	04:02PM	04:15PM	04:25PM	04:49PM	05:02PM
03:58PM	04:17PM	-	04:25PM	04:36PM	04:49PM	04:59PM	05:23PM	05:36PM
-	-	04:07PM	04:14PM	04:25PM	04:38PM	04:48PM	05:12PM	05:25PM
04:24PM	04:43PM	-	04:51PM	05:02PM	05:15PM	05:25PM	05:49PM	06:02PM
-	-	04:31PM	04:38PM	04:49PM	05:02PM	05:12PM	05:36PM	05:49PM
-	-	04:59PM	05:06PM	05:17PM	05:30PM	05:40PM	06:04PM	06:15PM
04:59PM	05:18PM	-	05:26PM	05:37PM	05:50PM	06:00PM	06:19PM	06:30PM
05:33PM	05:52PM	-	06:00PM	06:10PM	06:20PM	06:30PM	06:49PM	07:00PM
-	-	05:34PM	05:41PM	05:52PM	06:05PM	06:15PM	06:34PM	06:45PM

-	-	06:06PM	06:15PM	06:25PM	06:35PM	06:45PM	07:04PM	07:15PM
06:12PM	06:28PM	-	06:35PM	06:45PM	06:55PM	07:05PM	07:24PM	07:35PM
06:37PM	06:53PM	-	07:00PM	07:10PM	07:20PM	07:30PM	07:49PM	08:00PM
07:07PM	07:23PM	-	07:30PM	07:40PM	07:50PM	08:00PM	08:19PM	08:30PM
07:47PM	08:03PM	-	08:10PM	08:20PM	08:30PM	08:40PM	08:59PM	09:10PM
08:27PM	08:43PM	-	08:50PM	09:00PM	09:10PM	09:20PM	09:39PM	09:50PM
09:07PM	09:23PM	-	09:30PM	09:40PM	09:50PM	10:00PM	10:17PM	10:27PM
09:49PM	10:05PM	-	10:11PM	10:20PM	10:29PM	10:38PM	10:55PM	11:05PM
10:31PM	10:45PM	-	10:51PM	11:00PM	11:09PM	11:18PM	11:35PM	11:45PM

Back to previous page *(javascript: history.go(-1).)*

Page Last Edited: Mon Jan 30, 2017 2:39:07 PM



150

MIAMI BEACH AIRPORT EXPRESS

SEVEN DAYS A WEEK LOS SIETE DIAS SET JOU YON SEMEN	EVERY/CADA/CHAK 20m	
EASTBOUND RUMBO ESTE/DIREKSYON IS	**FROM** DESDE • DE	**UNTIL*** HASTA • A
MIA METRORAIL STATION	6:00 a.m.	11:40 p.m.
41 ST & ALTON RD	6:14 a.m.	11:52 p.m.
41 ST & INDIAN CREEK	6:20 a.m.	11:57 p.m.
LINCOLN RD & WASHINGTON AVE	6:29 a.m.	12:06 a.m.
SOUTH POINTE DR & WASHINGTON AVE	6:39 a.m.	12:16 a.m.
WESTBOUND RUMBO OESTE/DIREKSYON WES	**FROM** DESDE • DE	**UNTIL*** HASTA • A
SOUTH POINTE DR & WASHINGTON AVE	5:10 a.m.	10:55 p.m.
LINCOLN RD & WASHINGTON AVE	5:20 a.m.	11:05 p.m.
41 ST & INDIAN CREEK	5:29 a.m.	11:14 p.m.
41 ST & ALTON RD	5:33 a.m.	11:18 p.m.
MIA METRORAIL STATION	5:45 a.m.	11:30 p.m.

*LAST FOUR TRIPS 30 MINUTES APART/ULTIMOS CUATRO VIAJES 30 MINUTOS APARTE/DENYE KAT SOTI 30 MINIT APA

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

]

Miami-Dade County Transportation and Public Works

Routes Schedule

(https://facebook.com/GoMiamiDade/

)

(https://twitter.com/gomiamidade)

(https://www.instagram.com/gomiamic

)

150 (Eastbound) WEEKDAY

AIRPORT STATION	41 ST & ALTON RD	INDIAN CREEK DR & 40 ST	WASHINGTON AV & LINCOLN RD	WASHINGTON AV & SOUTH POINTE DR
06:00AM	06:15AM	06:21AM	06:31AM	06:41AM
06:20AM	06:35AM	06:41AM	06:51AM	07:01AM
06:40AM	06:55AM	07:01AM	07:11AM	07:21AM
07:00AM	07:15AM	07:21AM	07:31AM	07:41AM
07:20AM	07:35AM	07:41AM	07:51AM	08:01AM
07:40AM	07:55AM	08:01AM	08:11AM	08:21AM
08:00AM	08:15AM	08:21AM	08:31AM	08:41AM
08:20AM	08:35AM	08:41AM	08:51AM	09:02AM
08:40AM	08:55AM	09:01AM	09:12AM	09:23AM
09:00AM	09:14AM	09:20AM	09:31AM	09:42AM
09:20AM	09:34AM	09:40AM	09:51AM	10:02AM
09:40AM	09:54AM	10:00AM	10:11AM	10:22AM
10:00AM	10:14AM	10:20AM	10:31AM	10:42AM
10:20AM	10:34AM	10:40AM	10:51AM	11:02AM
10:40AM	10:54AM	11:00AM	11:11AM	11:22AM
11:00AM	11:14AM	11:20AM	11:31AM	11:42AM
11:20AM	11:34AM	11:40AM	11:51AM	12:02PM
11:40AM	11:54AM	12:00PM	12:11PM	12:22PM
12:00PM	12:14PM	12:20PM	12:31PM	12:42PM
12:20PM	12:34PM	12:40PM	12:51PM	01:02PM

12:40PM	12:54PM	01:00PM	01:11PM	01:22PM
01:00PM	01:14PM	01:20PM	01:31PM	01:42PM
01:20PM	01:34PM	01:40PM	01:51PM	02:02PM
01:40PM	01:54PM	02:00PM	02:11PM	02:22PM
02:00PM	02:14PM	02:20PM	02:31PM	02:42PM
02:16PM	02:30PM	02:36PM	02:47PM	02:58PM
02:36PM	02:50PM	02:56PM	03:07PM	03:20PM
02:53PM	03:09PM	03:16PM	03:27PM	03:40PM
03:13PM	03:29PM	03:36PM	03:47PM	04:00PM
03:33PM	03:49PM	03:56PM	04:07PM	04:20PM
03:53PM	04:09PM	04:16PM	04:27PM	04:40PM
04:13PM	04:29PM	04:36PM	04:47PM	05:00PM
04:33PM	04:49PM	04:56PM	05:07PM	05:20PM
04:53PM	05:09PM	05:16PM	05:27PM	05:40PM
05:13PM	05:29PM	05:36PM	05:47PM	06:00PM
05:33PM	05:49PM	05:56PM	06:07PM	06:20PM
05:53PM	06:09PM	06:16PM	06:27PM	06:40PM
06:13PM	06:29PM	06:36PM	06:47PM	07:00PM
06:37PM	06:53PM	07:00PM	07:09PM	07:20PM
07:00PM	07:14PM	07:20PM	07:29PM	07:40PM
07:20PM	07:34PM	07:40PM	07:49PM	08:00PM
07:40PM	07:54PM	08:00PM	08:09PM	08:20PM
08:00PM	08:14PM	08:20PM	08:29PM	08:40PM
08:20PM	08:34PM	08:40PM	08:49PM	09:00PM
08:40PM	08:54PM	09:00PM	09:09PM	09:20PM
09:00PM	09:14PM	09:20PM	09:29PM	09:40PM
09:30PM	09:44PM	09:50PM	09:59PM	10:10PM
10:00PM	10:13PM	10:18PM	10:27PM	10:37PM
10:30PM	10:43PM	10:48PM	10:57PM	11:07PM
11:10PM	11:23PM	11:28PM	11:37PM	11:47PM
11:40PM	11:53PM	11:58PM	12:07AM	12:17AM

Back to previous page *(javascript: history.go(-1))*

Page Last Edited: Mon Jan 30, 2017 2:39:07 PM

]

Miami-Dade County Transportation and Public Works

Routes Schedule

(https://facebook.com/GoMiamiDade/

)

(https://twitter.com/gomiamidade)

(https://www.instagram.com/gomiamic

).

150 (Westbound) WEEKDAY

WASHINGTON AV & SOUTH POINTE DR	LINCOLN RD & JAMES AV	INDIAN CREEK DR & 43 ST	41 ST & ALTON RD	AIRPORT STATION
05:10AM	05:20AM	05:29AM	05:33AM	05:45AM
05:30AM	05:40AM	05:49AM	05:53AM	06:07AM
05:50AM	06:01AM	06:11AM	06:16AM	06:30AM
06:10AM	06:21AM	06:31AM	06:36AM	06:50AM
06:30AM	06:41AM	06:51AM	06:56AM	07:10AM
06:50AM	07:01AM	07:11AM	07:16AM	07:30AM
07:10AM	07:21AM	07:31AM	07:36AM	07:50AM
07:30AM	07:41AM	07:51AM	07:56AM	08:10AM
07:50AM	08:01AM	08:11AM	08:16AM	08:30AM
08:10AM	08:21AM	08:31AM	08:36AM	08:50AM
08:30AM	08:41AM	08:51AM	08:56AM	09:11AM
08:50AM	09:02AM	09:15AM	09:20AM	09:35AM
09:10AM	09:22AM	09:35AM	09:40AM	09:55AM
09:30AM	09:42AM	09:55AM	10:00AM	10:15AM
09:50AM	10:02AM	10:15AM	10:20AM	10:35AM
10:10AM	10:22AM	10:35AM	10:40AM	10:55AM
10:30AM	10:42AM	10:55AM	11:00AM	11:15AM
10:50AM	11:02AM	11:15AM	11:20AM	11:35AM
11:10AM	11:22AM	11:35AM	11:40AM	11:55AM
11:30AM	11:42AM	11:55AM	12:00PM	12:15PM

11:50AM	12:02PM	12:15PM	12:20PM	12:35PM
12:10PM	12:22PM	12:35PM	12:40PM	12:55PM
12:30PM	12:42PM	12:55PM	01:00PM	01:15PM
12:50PM	01:02PM	01:15PM	01:20PM	01:35PM
01:10PM	01:22PM	01:35PM	01:40PM	01:55PM
01:30PM	01:42PM	01:55PM	02:00PM	02:15PM
01:50PM	02:02PM	02:15PM	02:20PM	02:35PM
02:10PM	02:22PM	02:35PM	02:40PM	02:55PM
02:30PM	02:42PM	02:55PM	03:01PM	03:20PM
02:50PM	03:04PM	03:17PM	03:23PM	03:42PM
03:10PM	03:24PM	03:37PM	03:43PM	04:02PM
03:30PM	03:44PM	03:57PM	04:03PM	04:22PM
03:50PM	04:04PM	04:17PM	04:23PM	04:42PM
04:10PM	04:24PM	04:37PM	04:43PM	05:02PM
04:30PM	04:44PM	04:57PM	05:03PM	05:22PM
04:50PM	05:04PM	05:17PM	05:23PM	05:42PM
05:10PM	05:24PM	05:37PM	05:43PM	06:02PM
05:30PM	05:44PM	05:57PM	06:03PM	06:22PM
05:50PM	06:04PM	06:17PM	06:23PM	06:42PM
06:10PM	06:24PM	06:37PM	06:43PM	07:02PM
06:30PM	06:44PM	06:57PM	07:03PM	07:17PM
06:50PM	07:04PM	07:14PM	07:19PM	07:33PM
07:10PM	07:22PM	07:32PM	07:37PM	07:51PM
07:30PM	07:42PM	07:52PM	07:57PM	08:11PM
07:50PM	08:02PM	08:12PM	08:17PM	08:31PM
08:10PM	08:22PM	08:32PM	08:37PM	08:51PM
08:30PM	08:42PM	08:52PM	08:57PM	09:11PM
08:50PM	09:02PM	09:12PM	09:17PM	09:31PM
09:20PM	09:32PM	09:42PM	09:47PM	10:01PM
09:50PM	10:02PM	10:11PM	10:15PM	10:27PM
10:20PM	10:30PM	10:39PM	10:43PM	10:55PM
10:55PM	11:05PM	11:14PM	11:18PM	11:30PM

Back to previous page *(javascript: history.go(-1).)*

Page Last Edited: Mon Jan 30, 2017 2:39:07 PM

MIDDLE BEACH LOOP

COLLINS EXPRESS

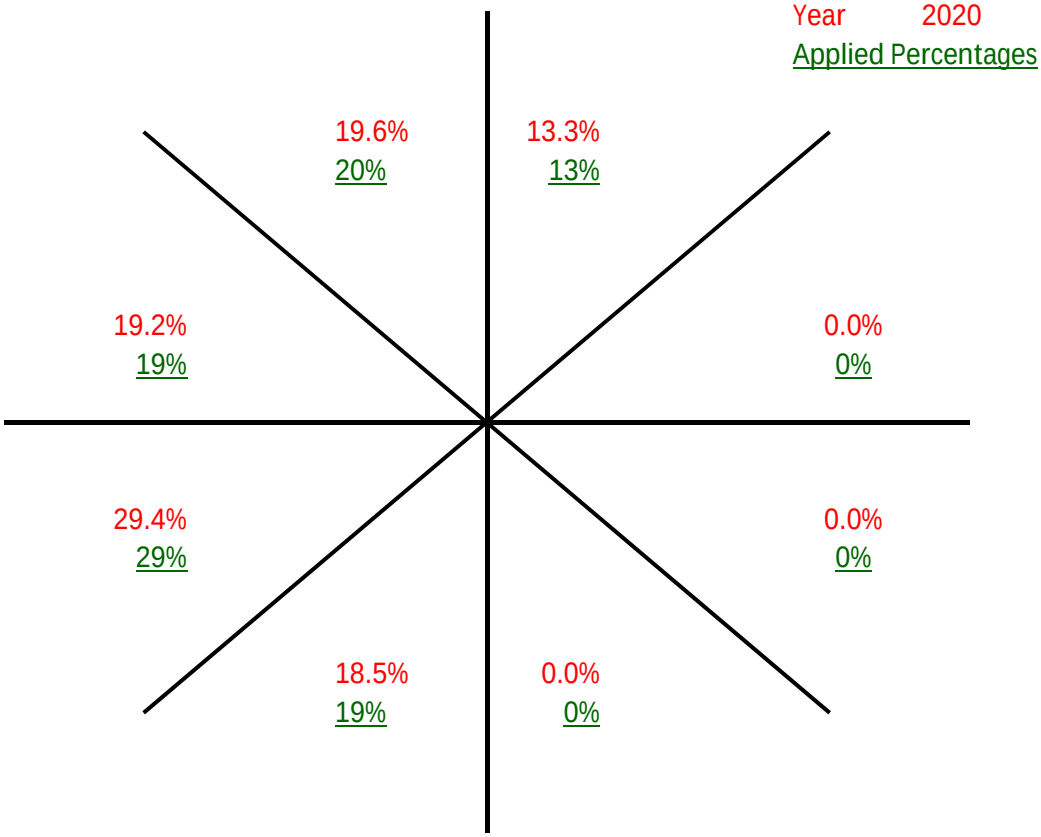
TROLLEY CONNECTIONS

- NORTH BEACH LOOP ★ COLLINS EXPRESS
- COLLINS EXPRESS ★ MIDDLE BEACH LOOP
- MIDDLE BEACH LOOP ★ SOUTH BEACH LOOP
- COLLINS EXPRESS ★ SOUTH BEACH LOOP

Appendix F

Cardinal Trip Distribution

Cardinal Distribution for TAZ 635



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2020 Interpolated	2020 Rounded
	2010	2040		
North-Northeast	12.2%	15.4%	13.3%	13%
East-Northeast	0.0%	0.0%	0.0%	0%
East-Southeast	0.0%	0.0%	0.0%	0%
South-Southeast	0.0%	0.0%	0.0%	0%
South-Southwest	17.5%	20.5%	18.5%	19%
West-Southwest	30.2%	27.9%	29.4%	29%
West-Northwest	20.3%	17.0%	19.2%	19%
North-Northwest	19.8%	19.2%	19.6%	20%
Total	100%	100%	100%	100%

Miami-Dade 2010 Directional Distribution Summary											
Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
616	3516	TRIPS	703	540	0	1,630	1,842	1,537	1,127	1,812	9,191
616	3516	PERCENT	7.7	5.9	0.0	17.7	20.0	16.7	12.3	19.7	
617	3517	TRIPS	0	10	0	0	10	0	0	20	40
617	3517	PERCENT	0.0	25.0	0.0	0.0	25.0	0.0	0.0	50.0	
618	3518	TRIPS	330	165	0	322	542	490	234	755	2,838
618	3518	PERCENT	11.6	5.8	0.0	11.4	19.1	17.3	8.3	26.6	
619	3519	TRIPS	158	0	0	588	1,822	1,431	915	2,017	6,931
619	3519	PERCENT	2.3	0.0	0.0	8.5	26.3	20.7	13.2	29.1	
620	3520	TRIPS	173	0	0	481	2,563	2,285	1,185	2,715	9,402
620	3520	PERCENT	1.8	0.0	0.0	5.1	27.3	24.3	12.6	28.9	
621	3521	TRIPS	750	0	271	730	1,325	1,008	570	1,178	5,832
621	3521	PERCENT	12.9	0.0	4.7	12.5	22.7	17.3	9.8	20.2	
622	3522	TRIPS	846	0	0	547	1,669	2,238	881	1,779	7,960
622	3522	PERCENT	10.6	0.0	0.0	6.9	21.0	28.1	11.1	22.4	
623	3523	TRIPS	865	314	362	1,036	918	2,053	953	915	7,416
623	3523	PERCENT	11.7	4.2	4.9	14.0	12.4	27.7	12.9	12.3	
624	3524	TRIPS	1,510	1,185	279	1,139	2,348	3,798	2,999	2,480	15,738
624	3524	PERCENT	9.6	7.5	1.8	7.2	14.9	24.1	19.1	15.8	
625	3525	TRIPS	904	151	0	713	469	1,573	902	1,029	5,741
625	3525	PERCENT	15.8	2.6	0.0	12.4	8.2	27.4	15.7	17.9	
626	3526	TRIPS	86	0	0	0	2,128	2,780	1,523	2,730	9,247
626	3526	PERCENT	0.9	0.0	0.0	0.0	23.0	30.1	16.5	29.5	
627	3527	TRIPS	268	0	0	0	2,782	2,384	1,028	1,982	8,444
627	3527	PERCENT	3.2	0.0	0.0	0.0	33.0	28.2	12.2	23.5	
628	3528	TRIPS	572	0	107	174	1,417	1,412	675	755	5,112
628	3528	PERCENT	11.2	0.0	2.1	3.4	27.7	27.6	13.2	14.8	
629	3529	TRIPS	2,040	549	224	1,939	1,885	5,257	2,755	2,552	17,201
629	3529	PERCENT	11.9	3.2	1.3	11.3	11.0	30.6	16.0	14.8	
630	3530	TRIPS	1,018	0	101	231	1,694	2,664	1,198	1,047	7,953
630	3530	PERCENT	12.8	0.0	1.3	2.9	21.3	33.5	15.1	13.2	
631	3531	TRIPS	422	0	0	0	1,119	1,636	433	741	4,351
631	3531	PERCENT	9.7	0.0	0.0	0.0	25.7	37.6	10.0	17.0	
632	3532	TRIPS	250	0	0	0	528	1,486	568	688	3,520
632	3532	PERCENT	7.1	0.0	0.0	0.0	15.0	42.2	16.1	19.6	
633	3533	TRIPS	330	0	0	0	1,045	1,375	758	776	4,284
633	3533	PERCENT	7.7	0.0	0.0	0.0	24.4	32.1	17.7	18.1	
634	3534	TRIPS	1,649	138	246	667	1,620	2,236	1,335	1,553	9,444
634	3534	PERCENT	17.5	1.5	2.6	7.1	17.2	23.7	14.1	16.4	
635	3535	TRIPS	768	0	0	0	1,106	1,912	1,284	1,253	6,323
635	3535	PERCENT	12.2	0.0	0.0	0.0	17.5	30.2	20.3	19.8	
636	3536	TRIPS	775	0	0	320	731	2,473	1,515	1,466	7,280

Miami-Dade 2040 Directional Distribution Summary											
Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
616	3516	TRIPS	887	556	0	1,876	1,859	1,836	1,423	2,112	10,549
616	3516	PERCENT	8.4	5.3	0.0	17.8	17.6	17.4	13.5	20.0	
617	3517	TRIPS	81	36	8	61	50	65	48	56	405
617	3517	PERCENT	20.0	8.9	2.0	15.1	12.4	16.1	11.9	13.8	
618	3518	TRIPS	245	194	0	283	618	438	292	527	2,597
618	3518	PERCENT	9.4	7.5	0.0	10.9	23.8	16.9	11.2	20.3	
619	3519	TRIPS	297	0	0	1,202	2,738	1,949	1,188	3,411	10,785
619	3519	PERCENT	2.8	0.0	0.0	11.2	25.4	18.1	11.0	31.6	
620	3520	TRIPS	59	0	0	691	2,586	2,659	1,388	3,229	10,612
620	3520	PERCENT	0.6	0.0	0.0	6.5	24.4	25.1	13.1	30.4	
621	3521	TRIPS	641	0	207	652	1,069	897	507	931	4,904
621	3521	PERCENT	13.1	0.0	4.2	13.3	21.8	18.3	10.3	19.0	
622	3522	TRIPS	1,041	0	0	1,013	1,705	2,290	939	1,768	8,756
622	3522	PERCENT	11.9	0.0	0.0	11.6	19.5	26.2	10.7	20.2	
623	3523	TRIPS	660	379	254	1,131	910	1,892	857	961	7,044
623	3523	PERCENT	9.4	5.4	3.6	16.1	12.9	26.9	12.2	13.6	
624	3524	TRIPS	1,731	1,417	382	1,244	2,520	3,891	3,312	2,764	17,261
624	3524	PERCENT	10.0	8.2	2.2	7.2	14.6	22.5	19.2	16.0	
625	3525	TRIPS	919	266	0	846	669	1,872	1,085	1,165	6,822
625	3525	PERCENT	13.5	3.9	0.0	12.4	9.8	27.4	15.9	17.1	
626	3526	TRIPS	108	0	0	0	3,832	3,818	1,879	4,428	14,065
626	3526	PERCENT	0.8	0.0	0.0	0.0	27.2	27.2	13.4	31.5	
627	3527	TRIPS	667	0	0	0	4,525	3,711	1,836	3,520	14,259
627	3527	PERCENT	4.7	0.0	0.0	0.0	31.7	26.0	12.9	24.7	
628	3528	TRIPS	555	0	175	168	1,097	1,212	405	514	4,126
628	3528	PERCENT	13.5	0.0	4.2	4.1	26.6	29.4	9.8	12.5	
629	3529	TRIPS	1,948	557	335	1,556	1,577	4,662	2,347	1,892	14,874
629	3529	PERCENT	13.1	3.7	2.3	10.5	10.6	31.3	15.8	12.7	
630	3530	TRIPS	1,398	0	223	373	1,797	2,860	1,105	1,164	8,920
630	3530	PERCENT	15.7	0.0	2.5	4.2	20.2	32.1	12.4	13.1	
631	3531	TRIPS	802	0	0	0	2,347	2,348	855	1,454	7,806
631	3531	PERCENT	10.3	0.0	0.0	0.0	30.1	30.1	11.0	18.6	
632	3532	TRIPS	603	0	0	0	1,583	2,022	1,057	919	6,184
632	3532	PERCENT	9.8	0.0	0.0	0.0	25.6	32.7	17.1	14.9	
633	3533	TRIPS	573	0	0	0	1,534	1,830	876	1,027	5,840
633	3533	PERCENT	9.8	0.0	0.0	0.0	26.3	31.3	15.0	17.6	
634	3534	TRIPS	1,445	71	167	680	1,389	1,930	1,212	1,265	8,159
634	3534	PERCENT	17.7	0.9	2.1	8.3	17.0	23.7	14.9	15.5	
635	3535	TRIPS	1,380	0	0	0	1,833	2,491	1,518	1,720	8,942
635	3535	PERCENT	15.4	0.0	0.0	0.0	20.5	27.9	17.0	19.2	
636	3536	TRIPS	1,729	0	0	727	1,308	2,610	1,308	1,181	8,863

Appendix G

Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Indian Creek Drive and 27th Street
COUNT DATE: May 4, 2018
PM PEAK HOUR FACTOR: 0.93

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL[1]	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL[2]	SBT	SBR
PM Raw Turning Movements						42								46	846	
Peak Season Correction Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
PM EXISTING CONDITIONS						**47**								**52**	**948**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL[1]	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL[2]	SBT	SBR
TOTAL "VESTED" TRAFFIC						0								0	0	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%
PM BACKGROUND TRAFFIC GROWTH						4								4	75	
PM NON-PROJECT TRAFFIC						**51**								**56**	**1,023**	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL[1]	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL[2]	SBT	SBR
Valet	Entering						100.0%										
Distribution	Exiting																
Net New	Entering															35.0%	
Distribution	Exiting						56.0%										

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL[1]	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL[2]	SBT	SBR
Project	Valet						34										
Trips	Net New						15									15	
PM TOTAL PROJECT TRAFFIC							**49**									**15**	
PM TOTAL TRAFFIC							**100**								**56**	**1,038**	

Note: [1] As this movement was restricted during data collection as a result of ocnstruction, volumes were calculated based on the northbound left-turn and westbound through volumes from the intersection of SR A1A/Collins Avenue and 27th Street.

[2] As this movement was restricted during data collection as a result of ocnstruction, volumes were calculated based on the eastbound left-turn and eastbound through volumes from the intersection of SR A1A/Collins Avenue and 27th Street.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR A1A/Collins Avenue and 27th Street
COUNT DATE: May 4, 2018
PM PEAK HOUR FACTOR: 0.99

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		46	0				1	16		41	982	18				
Peak Season Correction Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
PM EXISTING CONDITIONS		**52**	**0**				**1**	**18**		**46**	**1,100**	**20**				

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0				0	0		0	0	0				
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%
PM BACKGROUND TRAFFIC GROWTH		4	0				0	2		4	87	2				
PM NON-PROJECT TRAFFIC		**56**	**0**				**1**	**20**		**50**	**1,187**	**22**				

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Valet	Entering										100.0%						
Distribution	Exiting																
Net New	Entering																
Distribution	Exiting										56.0%	44.0%					

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Valet										34						
Trips	Net New										15	11					
PM TOTAL PROJECT TRAFFIC											**49**	**11**					
PM TOTAL TRAFFIC			**56**	**0**				**1**	**20**		**99**	**1,198**	**22**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR A1A/Collins Avenue and 26th Street
COUNT DATE: May 4, 2018
PM PEAK HOUR FACTOR: 0.96

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		58	8	750				18			932	15				
Peak Season Correction Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
PM EXISTING CONDITIONS		**65**	**9**	**840**				**20**			**1,044**	**17**				

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0				0			0	0				
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%
PM BACKGROUND TRAFFIC GROWTH		6	1	71				2			83	1				
PM NON-PROJECT TRAFFIC		**71**	**10**	**911**				**22**			**1,127**	**18**				

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Valet	Entering				100.0%												
Distribution	Exiting											100.0%					
Net New	Entering		35.0%									65.0%					
Distribution	Exiting				56.0%												

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Valet				34							26					
Trips	Net New		15		15							27					
PM TOTAL PROJECT TRAFFIC			**15**		**49**							**53**					
PM TOTAL TRAFFIC			**86**	**10**	**960**				**22**			**1,180**	**18**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR A1A/Collins Avenue and 24th Street
COUNT DATE: May 4, 2018
PM PEAK HOUR FACTOR: 0.97

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						43		20			944	57		12	733	
Peak Season Correction Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
PM EXISTING CONDITIONS						**48**		**22**			**1,057**	**64**		**13**	**821**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%
PM BACKGROUND TRAFFIC GROWTH						4		2			84	5		1	65	
PM NON-PROJECT TRAFFIC						**52**		**24**			**1,141**	**69**		**14**	**886**	

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Valet	Entering															100.0%	
Distribution	Exiting											100.0%					
Net New	Entering											65.0%					
Distribution	Exiting															56.0%	

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Valet											26				34	
Trips	Net New											27				15	
PM TOTAL PROJECT TRAFFIC												**53**				**49**	
PM TOTAL TRAFFIC							**52**		**24**			**1,194**	**69**		**14**	**935**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR A1A/Collins Avenue and 23rd Street
COUNT DATE: May 4, 2018
PM PEAK HOUR FACTOR: 0.98

"PM EXISTING TRAFFIC"	EBR2	EBL	EBT	EBR	NWBR2	NWL2	NWL	NWR	NBR	NBL	NBT	NBR2	SBL2	SBL	SBT	SBR
PM Raw Turning Movements	15	330	22	137	3	4	27	7	10	51	674	9	9	4	609	198
Peak Season Correction Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
PM EXISTING CONDITIONS	**17**	**370**	**25**	**153**	**3**	**4**	**30**	**8**	**11**	**57**	**755**	**10**	**10**	**4**	**682**	**222**

"PM BACKGROUND TRAFFIC"	EBR2	EBL	EBT	EBR	NWBR2	NWL2	NWL	NWR	NBR	NBL	NBT	NBR2	SBL2	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%
PM BACKGROUND TRAFFIC GROWTH	1	31	2	13	0	0	3	1	1	5	60	1	1	0	54	18
PM NON-PROJECT TRAFFIC	**18**	**401**	**27**	**166**	**3**	**4**	**33**	**9**	**12**	**62**	**815**	**11**	**11**	**4**	**736**	**240**

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBR2	EBL	EBT	EBR	NWBR2	NWL2	NWL	NWR	NBR	NBL	NBT	NBR2	SBL2	SBL	SBT	SBR
Valet	Entering																100.0%
Distribution	Exiting		100.0%														
Net New	Entering		47.0%									18.0%					
Distribution	Exiting															18.0%	38.0%

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBR2	EBL	EBT	EBR	NWBR2	NWL2	NWL	NWR	NBR	NBL	NBT	NBR2	SBL2	SBL	SBT	SBR
Project	Valet		26														34
Trips	Net New		20									7				5	10
PM TOTAL PROJECT TRAFFIC			**46**									**7**				**5**	**44**
PM TOTAL TRAFFIC		**18**	**447**	**27**	**166**	**3**	**4**	**33**	**9**	**12**	**62**	**822**	**11**	**11**	**4**	**741**	**284**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR A1A/Collins Avenue and 23rd Street (5th Leg)
COUNT DATE: May 4, 2018
PM PEAK HOUR FACTOR: 0.98

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						10	20	23								
Peak Season Correction Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
PM EXISTING CONDITIONS						**11**	**22**	**26**								

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0	0	0								
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%
PM BACKGROUND TRAFFIC GROWTH						1	2	2								
PM NON-PROJECT TRAFFIC						**12**	**24**	**28**								

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

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Valet																
Trips	Net New																
PM TOTAL PROJECT TRAFFIC																	
PM TOTAL TRAFFIC						**12**	**24**	**28**									

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Liberty Avenue and 23rd Street
COUNT DATE: May 4, 2018
PM PEAK HOUR FACTOR: 0.94

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		36	457	40		21	249	23		13	11	28		24	5	43
Peak Season Correction Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
PM EXISTING CONDITIONS		**40**	**512**	**45**		**24**	**279**	**26**		**15**	**12**	**31**		**27**	**6**	**48**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%
PM BACKGROUND TRAFFIC GROWTH		3	43	4		2	24	2		1	1	2		2	0	4
PM NON-PROJECT TRAFFIC		**43**	**555**	**49**		**26**	**303**	**28**		**16**	**13**	**33**		**29**	**6**	**52**

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Valet	Entering								100.0%								
Distribution	Exiting														100.0%		
Net New	Entering			47.0%													
Distribution	Exiting							38.0%									

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Valet								34						26		
Trips	Net New			20				10									
PM TOTAL PROJECT TRAFFIC				**20**				**10**	**34**						**26**		
PM TOTAL TRAFFIC			**43**	**575**	**49**		**26**	**313**	**62**		**16**	**13**	**33**		**55**	**6**	**52**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR A1A/Collins Avenue and Hotel Drop-off/Pick-up
COUNT DATE: May 4, 2018
PM PEAK HOUR FACTOR: 0.92

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements											1,025					
Peak Season Correction Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
PM EXISTING CONDITIONS											**1,148**					

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC											0					
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%
PM BACKGROUND TRAFFIC GROWTH											91					
PM NON-PROJECT TRAFFIC											**1,239**					

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Valet	Entering		100.0%														
Distribution	Exiting										100.0%						
Net New	Entering										100.0%						
Distribution	Exiting		100.0%														

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Valet		34								26						
Trips	Net New		45								60						
PM TOTAL PROJECT TRAFFIC			**79**								**86**						
PM TOTAL TRAFFIC			**79**								**86**	**1,239**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Liberty Avenue and 2336 Liberty Avenue Parking Lot
COUNT DATE: May 4, 2018
PM PEAK HOUR FACTOR: 0.92

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements											70				72	
Peak Season Correction Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
PM EXISTING CONDITIONS											**78**				**81**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	4.16%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%	3.88%
PM BACKGROUND TRAFFIC GROWTH											6				6	
PM NON-PROJECT TRAFFIC											**84**				**87**	

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Valet	Entering												100.0%				
Distribution	Exiting						100.0%										
Net New	Entering																
Distribution	Exiting																

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Valet						26						34				
Trips	Net New																
PM TOTAL PROJECT TRAFFIC							**26**						**34**				
PM TOTAL TRAFFIC							**26**					**84**	**34**			**87**	

Appendix H

Intersection Capacity Analysis Worksheets

Existing Conditions

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	0	0	0	52	948
Future Vol, veh/h	47	0	0	0	52	948
Conflicting Peds, #/hr	2	0	0	0	52	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	0	0	0	56	1019

Major/Minor	Minor1		Major2	
Conflicting Flow All	676	-	52	0
Stage 1	52	-	-	-
Stage 2	624	-	-	-
Critical Hdwy	5	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-
Follow-up Hdwy	3	-	2.22	-
Pot Cap-1 Maneuver	614	0	1552	-
Stage 1	-	0	-	-
Stage 2	559	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	532	-	1475	-
Mov Cap-2 Maneuver	532	-	-	-
Stage 1	-	-	-	-
Stage 2	559	-	-	-

Approach	WB	SB
HCM Control Delay, s	12.5	0.7
HCM LOS	B	

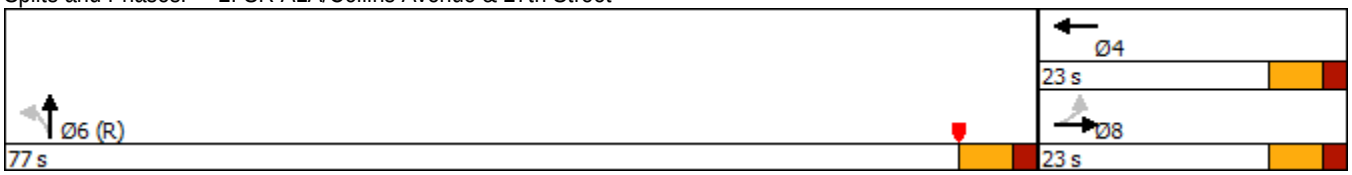
Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	532	1475	-
HCM Lane V/C Ratio	0.095	0.038	-
HCM Control Delay (s)	12.5	7.5	0.3
HCM Lane LOS	B	A	A
HCM 95th %tile Q(veh)	0.3	0.1	-

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	52	0	1	1100
Future Volume (vph)	52	0	1	1100
Turn Type	Perm	NA	NA	NA
Protected Phases		8	4	6
Permitted Phases	8			
Detector Phase	8	8	4	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	25.0
Total Split (s)	23.0	23.0	23.0	77.0
Total Split (%)	23.0%	23.0%	23.0%	77.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 55 (55%), Referenced to phase 6:NBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: SR A1A/Collins Avenue & 27th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	0	0	0	1	18	46	1100	20	0	0	0
Future Volume (veh/h)	52	0	0	0	1	18	46	1100	20	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.93		1.00	1.00		0.93	1.00		0.90			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90			
Adj Sat Flow, veh/h/ln	1710	1676	0	0	1676	1710	1710	1676	1710			
Adj Flow Rate, veh/h	53	0	0	0	1	18	46	1111	20			
Adj No. of Lanes	0	1	0	0	1	0	0	3	0			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	204	0	0	0	8	145	122	3140	58			
Arrive On Green	0.13	0.00	0.00	0.00	0.13	0.13	0.94	0.94	0.94			
Sat Flow, veh/h	1036	0	0	0	63	1139	172	4422	82			
Grp Volume(v), veh/h	53	0	0	0	0	19	446	371	361			
Grp Sat Flow(s),veh/h/ln	1036	0	0	0	0	1202	1668	1526	1483			
Q Serve(g_s), s	4.2	0.0	0.0	0.0	0.0	1.4	2.3	2.0	2.0			
Cycle Q Clear(g_c), s	5.6	0.0	0.0	0.0	0.0	1.4	2.3	2.0	2.0			
Prop In Lane	1.00		0.00	0.00		0.95	0.10		0.06			
Lane Grp Cap(c), veh/h	204	0	0	0	0	153	1184	1083	1053			
V/C Ratio(X)	0.26	0.00	0.00	0.00	0.00	0.12	0.38	0.34	0.34			
Avail Cap(c_a), veh/h	254	0	0	0	0	204	1184	1083	1053			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.91	0.91	0.91			
Uniform Delay (d), s/veh	41.2	0.0	0.0	0.0	0.0	38.7	0.9	0.9	0.9			
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.3	0.8	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.0	0.0	0.5	1.1	0.9	0.9			
LnGrp Delay(d),s/veh	41.7	0.0	0.0	0.0	0.0	39.0	1.7	1.6	1.7			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		53			19			1177				
Approach Delay, s/veh		41.7			39.0			1.7				
Approach LOS		D			D			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				18.7		77.0		18.7
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				17.0		71.0		17.0
Max Q Clear Time (g_c+I1), s				3.4		4.3		7.6
Green Ext Time (p_c), s				0.0		2.8		0.1

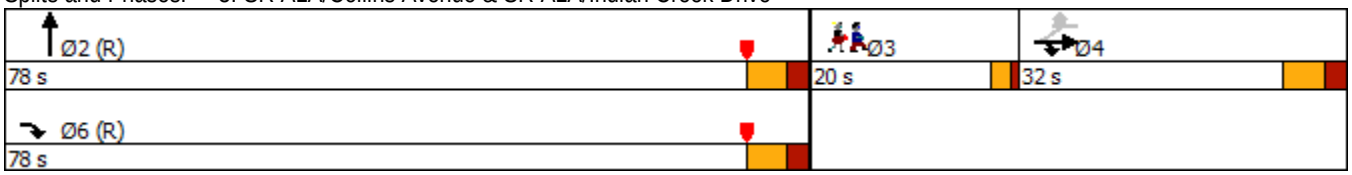
Intersection Summary	
HCM 2010 Ctrl Delay	3.9
HCM 2010 LOS	A

Lane Group	EBT	EBR	WBR	NBT	Ø3	Ø6
Lane Configurations						
Traffic Volume (vph)	9	840	20	1044		
Future Volume (vph)	9	840	20	1044		
Turn Type	NA	custom	Perm	NA		
Protected Phases	4	4 6		2	3	6
Permitted Phases			4			
Detector Phase	4	4 6	4	2		
Switch Phase						
Minimum Initial (s)	7.0		7.0	7.0	17.0	5.0
Minimum Split (s)	26.3		26.3	24.3	19.7	24.3
Total Split (s)	32.0		32.0	78.0	20.0	78.0
Total Split (%)	24.6%		24.6%	60.0%	15%	60%
Yellow Time (s)	4.0		4.0	4.0	2.0	4.0
All-Red Time (s)	2.3		2.3	2.3	0.7	2.3
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.3		6.3	6.3		
Lead/Lag	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes	
Recall Mode	Ped		Ped	C-Max	Ped	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 72 (55%), Referenced to phase 2:NBT and 6:EBR, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR A1A/Collins Avenue & SR A1A/Indian Creek Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	9	840	0	0	20	0	1044	17	0	0	0
Future Volume (vph)	65	9	840	0	0	20	0	1044	17	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3			6.3		6.3				
Lane Util. Factor		1.00	1.00			1.00		0.91				
Frpb, ped/bikes		1.00	1.00			0.96		0.99				
Flpb, ped/bikes		0.97	1.00			1.00		1.00				
Frt		1.00	0.85			0.86		1.00				
Flt Protected		0.96	1.00			1.00		1.00				
Satd. Flow (prot)		1561	1374			1250		4325				
Flt Permitted		0.96	1.00			1.00		1.00				
Satd. Flow (perm)		1561	1374			1250		4325				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	68	9	875	0	0	21	0	1088	18	0	0	0
RTOR Reduction (vph)	0	57	175	0	0	18	0	1	0	0	0	0
Lane Group Flow (vph)	0	20	700	0	0	3	0	1105	0	0	0	0
Confl. Peds. (#/hr)	16		2	2		16			136	136		
Confl. Bikes (#/hr)									4			1
Bus Blockages (#/hr)	0	0	9	0	0	0	0	9	0	0	0	0
Parking (#/hr)						0		0	0			
Turn Type	Perm	NA	custom			Perm		NA				
Protected Phases		4	4 6					2				
Permitted Phases	4					4						
Actuated Green, G (s)		21.2	104.0			21.2		76.5				
Effective Green, g (s)		21.2	104.0			21.2		76.5				
Actuated g/C Ratio		0.16	0.80			0.16		0.59				
Clearance Time (s)		6.3				6.3		6.3				
Vehicle Extension (s)		2.5				2.5		1.0				
Lane Grp Cap (vph)		254	1099			203		2545				
v/s Ratio Prot			c0.51					0.26				
v/s Ratio Perm		0.01				0.00						
v/c Ratio		0.08	0.64			0.02		0.43				
Uniform Delay, d1		46.1	5.3			45.7		14.8				
Progression Factor		1.00	1.00			1.00		1.00				
Incremental Delay, d2		0.1	1.1			0.0		0.5				
Delay (s)		46.2	6.4			45.7		15.3				
Level of Service		D	A			D		B				
Approach Delay (s)		9.6			45.7			15.3			0.0	
Approach LOS		A			D			B			A	

Intersection Summary

HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.3
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

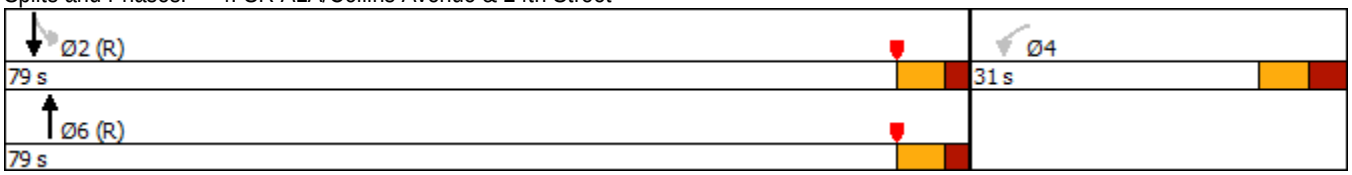
c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	48	1057	13	821
Future Volume (vph)	48	1057	13	821
Turn Type	Perm	NA	Perm	NA
Protected Phases		6		2
Permitted Phases	4		2	
Detector Phase	4	6	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.3	25.0	25.0	25.0
Total Split (s)	31.0	79.0	79.0	79.0
Total Split (%)	28.2%	71.8%	71.8%	71.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	3.3	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	7.3	6.0		6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Ped	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 73 (66%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: SR A1A/Collins Avenue & 24th Street



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	22	1057	64	13	821
Future Volume (vph)	48	22	1057	64	13	821
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3		6.0			6.0
Lane Util. Factor	1.00		0.95			0.95
Frpb, ped/bikes	0.99		0.98			1.00
Flpb, ped/bikes	0.98		1.00			1.00
Frt	0.96		0.99			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1346		3049			2956
Flt Permitted	0.97		1.00			0.93
Satd. Flow (perm)	1346		3049			2748
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	49	23	1090	66	13	846
RTOR Reduction (vph)	16	0	4	0	0	0
Lane Group Flow (vph)	56	0	1152	0	0	859
Confl. Peds. (#/hr)	22	24		97	97	
Confl. Bikes (#/hr)				3		
Bus Blockages (#/hr)	0	0	9	0	0	11
Parking (#/hr)	0	0				0
Turn Type	Perm		NA		Perm	NA
Protected Phases			6			2
Permitted Phases	4				2	
Actuated Green, G (s)	23.0		73.7			73.7
Effective Green, g (s)	23.0		73.7			73.7
Actuated g/C Ratio	0.21		0.67			0.67
Clearance Time (s)	7.3		6.0			6.0
Vehicle Extension (s)	3.5		1.0			1.0
Lane Grp Cap (vph)	281		2042			1841
v/s Ratio Prot			c0.38			
v/s Ratio Perm	c0.04					0.31
v/c Ratio	0.20		0.56			0.47
Uniform Delay, d1	35.9		9.6			8.7
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	0.4		1.1			0.9
Delay (s)	36.3		10.8			9.6
Level of Service	D		B			A
Approach Delay (s)	36.3		10.8			9.6
Approach LOS	D		B			A

Intersection Summary

HCM 2000 Control Delay	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

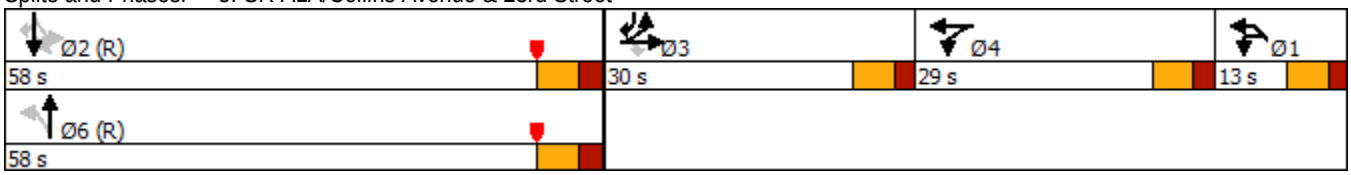
c Critical Lane Group

Lane Group	EBL	EBT	EBR2	WBT	NBL	NBT	SBL2	SBL	SBT	SBR	NWL
Lane Configurations											
Traffic Volume (vph)	370	25	153	22	57	755	10	4	682	222	30
Future Volume (vph)	370	25	153	22	57	755	10	4	682	222	30
Turn Type	Split	NA	Perm	NA	Perm	NA	Perm	Perm	NA	pm+ov	Prot
Protected Phases	3	3		4		6			2	3	1
Permitted Phases			3		6		2	2		2	
Detector Phase	3	3	3	4	6	6	2	2	2	3	1
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	29.0	33.5	33.5	33.5	33.5	33.5	25.0	13.0
Total Split (s)	30.0	30.0	30.0	29.0	58.0	58.0	58.0	58.0	58.0	30.0	13.0
Total Split (%)	23.1%	23.1%	23.1%	22.3%	44.6%	44.6%	44.6%	44.6%	44.6%	23.1%	10.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.5			6.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag						Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes	
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	Ped	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 83 (64%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 5: SR A1A/Collins Avenue & 23rd Street



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	370	25	17	153	11	22	26	57	755	11	10	10
Future Volume (vph)	370	25	17	153	11	22	26	57	755	11	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0			6.5			
Lane Util. Factor	1.00	1.00		1.00		1.00			0.95			
Frpb, ped/bikes	1.00	0.95		0.86		0.87			0.98			
Flpb, ped/bikes	1.00	1.00		1.00		1.00			0.99			
Frt	1.00	0.99		0.85		0.94			1.00			
Flt Protected	0.95	0.96		1.00		0.99			1.00			
Satd. Flow (prot)	1593	1517		1099		1364			3080			
Flt Permitted	0.95	0.96		1.00		0.99			0.77			
Satd. Flow (perm)	1593	1517		1099		1364			2381			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	378	26	17	156	11	22	27	58	770	11	10	10
RTOR Reduction (vph)	0	0	0	129	0	0	0	0	1	0	0	0
Lane Group Flow (vph)	212	209	0	27	0	60	0	0	848	0	0	0
Confl. Peds. (#/hr)	161		263	65	65		161	125		267	263	267
Confl. Bikes (#/hr)										3	3	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	2	0	0	0
Parking (#/hr)				0								
Turn Type	Split	NA		Perm	Split	NA		Perm	NA			Perm
Protected Phases	3	3			4	4			6			
Permitted Phases				3				6				2
Actuated Green, G (s)	22.3	22.3		22.3		23.0			54.3			
Effective Green, g (s)	22.3	22.3		22.3		23.0			54.3			
Actuated g/C Ratio	0.17	0.17		0.17		0.18			0.42			
Clearance Time (s)	6.0	6.0		6.0		6.0			6.5			
Vehicle Extension (s)	2.5	2.5		2.5		2.5			1.0			
Lane Grp Cap (vph)	273	260		188		241			994			
v/s Ratio Prot	0.13	c0.14				c0.04						
v/s Ratio Perm				0.02					c0.36			
v/c Ratio	0.78	0.80		0.14		0.25			0.85			
Uniform Delay, d1	51.5	51.7		45.7		46.1			34.3			
Progression Factor	1.00	1.00		1.00		1.00			1.00			
Incremental Delay, d2	12.5	15.9		0.3		0.4			9.3			
Delay (s)	63.9	67.6		46.0		46.5			43.5			
Level of Service	E	E		D		D			D			
Approach Delay (s)		60.4				46.5			43.5			
Approach LOS		E				D			D			

Intersection Summary			
HCM 2000 Control Delay	42.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	24.5
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR	NWL2	NWL	NWR	NWR2
Lane Configurations							
Traffic Volume (vph)	4	682	222	4	30	8	3
Future Volume (vph)	4	682	222	4	30	8	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.0		6.0		
Lane Util. Factor		0.95	1.00		1.00		
Frpb, ped/bikes		1.00	0.69		0.78		
Flpb, ped/bikes		1.00	1.00		1.00		
Frt		1.00	0.85		0.97		
Flt Protected		1.00	1.00		0.96		
Satd. Flow (prot)		3148	964		1226		
Flt Permitted		0.93	1.00		0.96		
Satd. Flow (perm)		2923	964		1226		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	4	696	227	4	31	8	3
RTOR Reduction (vph)	0	0	31	0	0	0	0
Lane Group Flow (vph)	0	710	196	0	46	0	0
Confl. Peds. (#/hr)	263		125	65		161	267
Confl. Bikes (#/hr)			5				
Bus Blockages (#/hr)	0	4	4	0	0	0	0
Parking (#/hr)							
Turn Type	Perm	NA	pm+ov	Prot	Prot		
Protected Phases		2	3	1	1		
Permitted Phases	2		2				
Actuated Green, G (s)		54.3	76.6		5.9		
Effective Green, g (s)		54.3	76.6		5.9		
Actuated g/C Ratio		0.42	0.59		0.05		
Clearance Time (s)		6.5	6.0		6.0		
Vehicle Extension (s)		1.0	2.5		2.5		
Lane Grp Cap (vph)		1220	568		55		
v/s Ratio Prot			0.06		c0.04		
v/s Ratio Perm		0.24	0.14				
v/c Ratio		0.58	0.34		0.84		
Uniform Delay, d1		29.1	13.8		61.6		
Progression Factor		1.00	1.00		1.00		
Incremental Delay, d2		2.0	0.3		63.9		
Delay (s)		31.2	14.0		125.5		
Level of Service		C	B		F		
Approach Delay (s)		27.0			125.5		
Approach LOS		C			F		

Intersection Summary

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	512	45	24	279	26	15	12	31	27	6	48
Future Vol, veh/h	40	512	45	24	279	26	15	12	31	27	6	48
Conflicting Peds, #/hr	76	0	18	18	0	76	18	0	26	26	0	18
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	545	48	26	297	28	16	13	33	29	6	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	401	0	0	611	0	0	895	1126	341	830	1136	257
Stage 1	-	-	-	-	-	-	673	673	-	439	439	-
Stage 2	-	-	-	-	-	-	222	453	-	391	697	-
Critical Hdwy	4.14	-	-	4.14	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1154	-	-	964	-	-	491	387	859	525	383	933
Stage 1	-	-	-	-	-	-	462	557	-	645	729	-
Stage 2	-	-	-	-	-	-	878	718	-	691	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1070	-	-	947	-	-	408	320	823	411	317	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	408	320	-	411	317	-
Stage 1	-	-	-	-	-	-	427	515	-	562	653	-
Stage 2	-	-	-	-	-	-	776	643	-	593	500	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.7	12.9	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	518	1070	-	-	947	-	-	574
HCM Lane V/C Ratio	0.119	0.04	-	-	0.027	-	-	0.15
HCM Control Delay (s)	12.9	8.5	0.2	-	8.9	0.1	-	12.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	0.5

Future Background Conditions

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	0	0	0	56	1023
Future Vol, veh/h	51	0	0	0	56	1023
Conflicting Peds, #/hr	2	0	0	0	52	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	0	0	0	60	1100

Major/Minor	Minor1		Major2	
Conflicting Flow All	724	-	52	0
Stage 1	52	-	-	-
Stage 2	672	-	-	-
Critical Hdwy	5	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-
Follow-up Hdwy	3	-	2.22	-
Pot Cap-1 Maneuver	585	0	1552	-
Stage 1	-	0	-	-
Stage 2	527	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	497	-	1475	-
Mov Cap-2 Maneuver	497	-	-	-
Stage 1	-	-	-	-
Stage 2	527	-	-	-

Approach	WB	SB
HCM Control Delay, s	13.1	0.8
HCM LOS	B	

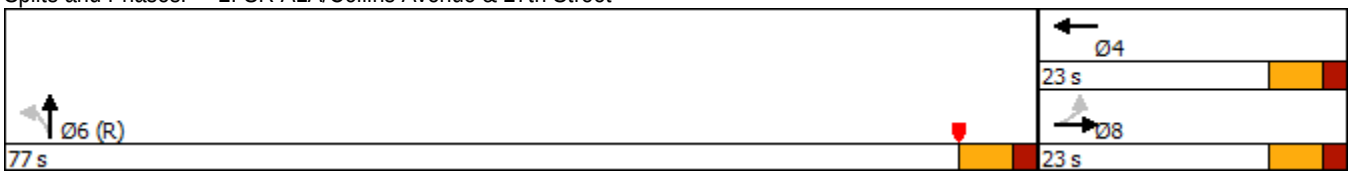
Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	497	1475	-
HCM Lane V/C Ratio	0.11	0.041	-
HCM Control Delay (s)	13.1	7.5	0.4
HCM Lane LOS	B	A	A
HCM 95th %tile Q(veh)	0.4	0.1	-

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	56	0	1	1187
Future Volume (vph)	56	0	1	1187
Turn Type	Perm	NA	NA	NA
Protected Phases		8	4	6
Permitted Phases	8			
Detector Phase	8	8	4	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	25.0
Total Split (s)	23.0	23.0	23.0	77.0
Total Split (%)	23.0%	23.0%	23.0%	77.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 55 (55%), Referenced to phase 6:NBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: SR A1A/Collins Avenue & 27th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	0	0	0	1	20	50	1187	22	0	0	0
Future Volume (veh/h)	56	0	0	0	1	20	50	1187	22	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.93		1.00	1.00		0.93	1.00		0.90			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90			
Adj Sat Flow, veh/h/ln	1710	1676	0	0	1676	1710	1710	1676	1710			
Adj Flow Rate, veh/h	57	0	0	0	1	20	51	1199	22			
Adj No. of Lanes	0	1	0	0	1	0	0	3	0			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	205	0	0	0	7	148	125	3135	59			
Arrive On Green	0.13	0.00	0.00	0.00	0.13	0.13	0.94	0.94	0.94			
Sat Flow, veh/h	1026	0	0	0	57	1145	177	4416	84			
Grp Volume(v), veh/h	57	0	0	0	0	21	482	401	390			
Grp Sat Flow(s),veh/h/ln	1026	0	0	0	0	1203	1668	1526	1483			
Q Serve(g_s), s	4.6	0.0	0.0	0.0	0.0	1.5	2.6	2.2	2.3			
Cycle Q Clear(g_c), s	6.1	0.0	0.0	0.0	0.0	1.5	2.6	2.2	2.3			
Prop In Lane	1.00		0.00	0.00		0.95	0.11		0.06			
Lane Grp Cap(c), veh/h	205	0	0	0	0	156	1184	1083	1053			
V/C Ratio(X)	0.28	0.00	0.00	0.00	0.00	0.13	0.41	0.37	0.37			
Avail Cap(c_a), veh/h	252	0	0	0	0	204	1184	1083	1053			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.89	0.89	0.89			
Uniform Delay (d), s/veh	41.3	0.0	0.0	0.0	0.0	38.6	0.9	0.9	0.9			
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.3	0.9	0.9	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	0.0	0.0	0.5	1.2	1.0	1.0			
LnGrp Delay(d),s/veh	41.8	0.0	0.0	0.0	0.0	38.8	1.8	1.7	1.8			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		57			21			1272				
Approach Delay, s/veh		41.8			38.8			1.8				
Approach LOS		D			D			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				19.0		77.0		19.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				17.0		71.0		17.0
Max Q Clear Time (g_c+I1), s				3.5		4.6		8.1
Green Ext Time (p_c), s				0.0		3.0		0.1

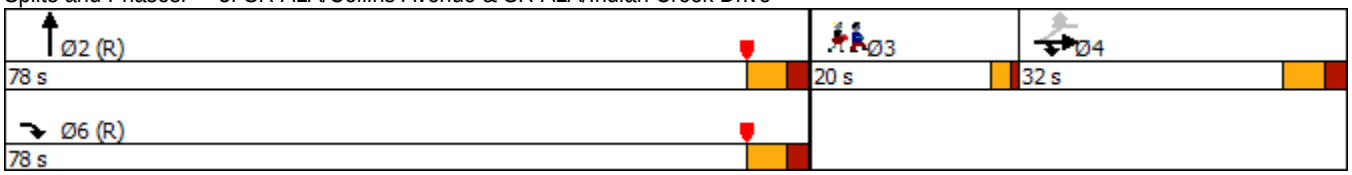
Intersection Summary	
HCM 2010 Ctrl Delay	4.0
HCM 2010 LOS	A

Lane Group	EBT	EBR	WBR	NBT	Ø3	Ø6
Lane Configurations						
Traffic Volume (vph)	10	911	22	1127		
Future Volume (vph)	10	911	22	1127		
Turn Type	NA	custom	Perm	NA		
Protected Phases	4	4 6		2	3	6
Permitted Phases			4			
Detector Phase	4	4 6	4	2		
Switch Phase						
Minimum Initial (s)	7.0		7.0	7.0	17.0	5.0
Minimum Split (s)	26.3		26.3	24.3	19.7	24.3
Total Split (s)	32.0		32.0	78.0	20.0	78.0
Total Split (%)	24.6%		24.6%	60.0%	15%	60%
Yellow Time (s)	4.0		4.0	4.0	2.0	4.0
All-Red Time (s)	2.3		2.3	2.3	0.7	2.3
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.3		6.3	6.3		
Lead/Lag	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes	
Recall Mode	Ped		Ped	C-Max	Ped	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 72 (55%), Referenced to phase 2:NBT and 6:EBR, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR A1A/Collins Avenue & SR A1A/Indian Creek Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	10	911	0	0	22	0	1127	18	0	0	0
Future Volume (vph)	71	10	911	0	0	22	0	1127	18	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3			6.3		6.3				
Lane Util. Factor		1.00	1.00			1.00		0.91				
Frpb, ped/bikes		1.00	1.00			0.96		0.99				
Flpb, ped/bikes		0.97	1.00			1.00		1.00				
Frt		1.00	0.85			0.86		1.00				
Flt Protected		0.96	1.00			1.00		1.00				
Satd. Flow (prot)		1562	1374			1250		4326				
Flt Permitted		0.96	1.00			1.00		1.00				
Satd. Flow (perm)		1562	1374			1250		4326				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	74	10	949	0	0	23	0	1174	19	0	0	0
RTOR Reduction (vph)	0	62	190	0	0	19	0	1	0	0	0	0
Lane Group Flow (vph)	0	22	759	0	0	4	0	1192	0	0	0	0
Confl. Peds. (#/hr)	16		2	2		16			136	136		
Confl. Bikes (#/hr)									4			1
Bus Blockages (#/hr)	0	0	9	0	0	0	0	9	0	0	0	0
Parking (#/hr)						0		0	0			
Turn Type	Perm	NA	custom			Perm		NA				
Protected Phases		4	4 6					2				
Permitted Phases	4					4						
Actuated Green, G (s)		21.2	104.0			21.2		76.5				
Effective Green, g (s)		21.2	104.0			21.2		76.5				
Actuated g/C Ratio		0.16	0.80			0.16		0.59				
Clearance Time (s)		6.3				6.3		6.3				
Vehicle Extension (s)		2.5				2.5		1.0				
Lane Grp Cap (vph)		254	1099			203		2545				
v/s Ratio Prot			c0.55					0.28				
v/s Ratio Perm		0.01				0.00						
v/c Ratio		0.09	0.69			0.02		0.47				
Uniform Delay, d1		46.2	5.8			45.7		15.2				
Progression Factor		1.00	1.00			1.00		1.00				
Incremental Delay, d2		0.1	1.7			0.0		0.6				
Delay (s)		46.3	7.6			45.7		15.8				
Level of Service		D	A			D		B				
Approach Delay (s)		10.7			45.7			15.8			0.0	
Approach LOS		B			D			B			A	

Intersection Summary			
HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.3
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

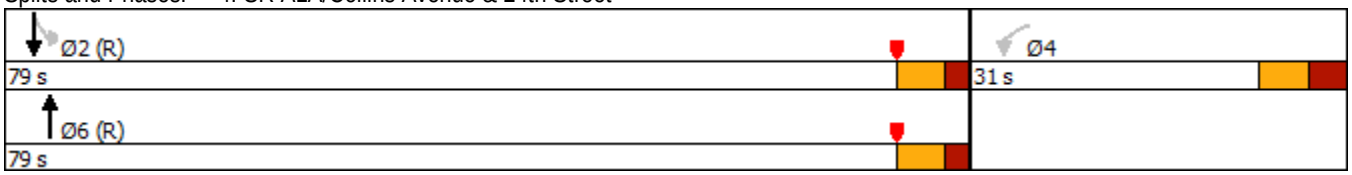
c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	52	1141	14	886
Future Volume (vph)	52	1141	14	886
Turn Type	Perm	NA	Perm	NA
Protected Phases		6		2
Permitted Phases	4		2	
Detector Phase	4	6	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.3	25.0	25.0	25.0
Total Split (s)	31.0	79.0	79.0	79.0
Total Split (%)	28.2%	71.8%	71.8%	71.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	3.3	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	7.3	6.0		6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Ped	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 73 (66%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 4: SR A1A/Collins Avenue & 24th Street



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	52	24	1141	69	14	886
Future Volume (vph)	52	24	1141	69	14	886
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3		6.0			6.0
Lane Util. Factor	1.00		0.95			0.95
Frpb, ped/bikes	0.99		0.98			1.00
Flpb, ped/bikes	0.98		1.00			1.00
Frt	0.96		0.99			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1347		3049			2956
Flt Permitted	0.97		1.00			0.92
Satd. Flow (perm)	1347		3049			2736
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	54	25	1176	71	14	913
RTOR Reduction (vph)	15	0	4	0	0	0
Lane Group Flow (vph)	64	0	1243	0	0	927
Confl. Peds. (#/hr)	22	24		97	97	
Confl. Bikes (#/hr)				3		
Bus Blockages (#/hr)	0	0	9	0	0	11
Parking (#/hr)	0	0				0
Turn Type	Perm		NA		Perm	NA
Protected Phases			6			2
Permitted Phases	4				2	
Actuated Green, G (s)	23.0		73.7			73.7
Effective Green, g (s)	23.0		73.7			73.7
Actuated g/C Ratio	0.21		0.67			0.67
Clearance Time (s)	7.3		6.0			6.0
Vehicle Extension (s)	3.5		1.0			1.0
Lane Grp Cap (vph)	281		2042			1833
v/s Ratio Prot			c0.41			
v/s Ratio Perm	c0.05					0.34
v/c Ratio	0.23		0.61			0.51
Uniform Delay, d1	36.1		10.1			9.1
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	0.5		1.4			1.0
Delay (s)	36.6		11.5			10.1
Level of Service	D		B			B
Approach Delay (s)	36.6		11.5			10.1
Approach LOS	D		B			B

Intersection Summary

HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

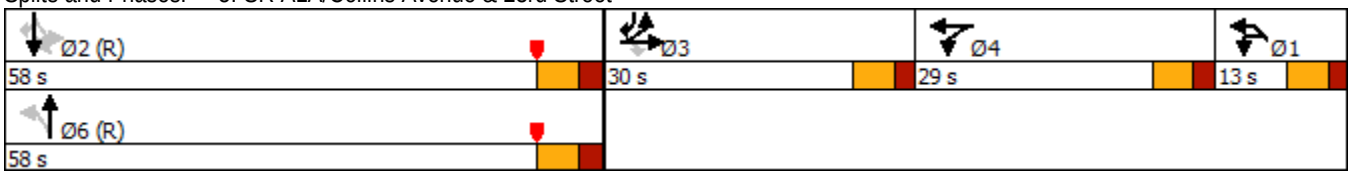
c Critical Lane Group

Lane Group	EBL	EBT	EBR2	WBT	NBL	NBT	SBL2	SBL	SBT	SBR	NWL
Lane Configurations											
Traffic Volume (vph)	401	27	166	24	62	815	11	4	736	240	33
Future Volume (vph)	401	27	166	24	62	815	11	4	736	240	33
Turn Type	Split	NA	Perm	NA	Perm	NA	Perm	Perm	NA	pm+ov	Prot
Protected Phases	3	3		4		6			2	3	1
Permitted Phases			3		6		2	2		2	
Detector Phase	3	3	3	4	6	6	2	2	2	3	1
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	29.0	33.5	33.5	33.5	33.5	33.5	25.0	13.0
Total Split (s)	30.0	30.0	30.0	29.0	58.0	58.0	58.0	58.0	58.0	30.0	13.0
Total Split (%)	23.1%	23.1%	23.1%	22.3%	44.6%	44.6%	44.6%	44.6%	44.6%	23.1%	10.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.5			6.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag						Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes	
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	Ped	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 83 (64%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 5: SR A1A/Collins Avenue & 23rd Street



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	401	27	18	166	12	24	28	62	815	12	11	11
Future Volume (vph)	401	27	18	166	12	24	28	62	815	12	11	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0			6.5			
Lane Util. Factor	1.00	1.00		1.00		1.00			0.95			
Frpb, ped/bikes	1.00	0.95		0.86		0.88			0.98			
Flpb, ped/bikes	1.00	1.00		1.00		1.00			0.99			
Frt	1.00	0.99		0.85		0.94			1.00			
Flt Protected	0.95	0.96		1.00		0.99			1.00			
Satd. Flow (prot)	1593	1518		1099		1366			3082			
Flt Permitted	0.95	0.96		1.00		0.99			0.73			
Satd. Flow (perm)	1593	1518		1099		1366			2265			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	409	28	18	169	12	24	29	63	832	12	11	11
RTOR Reduction (vph)	0	0	0	139	0	0	0	0	1	0	0	0
Lane Group Flow (vph)	229	226	0	30	0	65	0	0	917	0	0	0
Confl. Peds. (#/hr)	161		263	65	65		161	125		267	263	267
Confl. Bikes (#/hr)										3	3	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	2	0	0	0
Parking (#/hr)				0								
Turn Type	Split	NA		Perm	Split	NA		Perm	NA			Perm
Protected Phases	3	3			4	4			6			
Permitted Phases				3				6				2
Actuated Green, G (s)	22.8	22.8		22.8		23.0			53.9			
Effective Green, g (s)	22.8	22.8		22.8		23.0			53.9			
Actuated g/C Ratio	0.18	0.18		0.18		0.18			0.41			
Clearance Time (s)	6.0	6.0		6.0		6.0			6.5			
Vehicle Extension (s)	2.5	2.5		2.5		2.5			1.0			
Lane Grp Cap (vph)	279	266		192		241			939			
v/s Ratio Prot	0.14	c0.15				c0.05						
v/s Ratio Perm				0.03					c0.41			
v/c Ratio	0.82	0.85		0.15		0.27			0.98			
Uniform Delay, d1	51.6	51.9		45.4		46.2			37.4			
Progression Factor	1.00	1.00		1.00		1.00			1.00			
Incremental Delay, d2	17.0	21.3		0.3		0.4			24.3			
Delay (s)	68.6	73.2		45.7		46.7			61.8			
Level of Service	E	E		D		D			E			
Approach Delay (s)		64.1				46.7			61.8			
Approach LOS		E				D			E			

Intersection Summary

HCM 2000 Control Delay	51.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	24.5
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR	NWL2	NWL	NWR	NWR2
Lane Configurations							
Traffic Volume (vph)	4	736	240	4	33	9	3
Future Volume (vph)	4	736	240	4	33	9	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.0		6.0		
Lane Util. Factor		0.95	1.00		1.00		
Frpb, ped/bikes		1.00	0.69		0.78		
Flpb, ped/bikes		1.00	1.00		1.00		
Frt		1.00	0.85		0.97		
Flt Protected		1.00	1.00		0.96		
Satd. Flow (prot)		3150	968		1224		
Flt Permitted		0.92	1.00		0.96		
Satd. Flow (perm)		2913	968		1224		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	4	751	245	4	34	9	3
RTOR Reduction (vph)	0	0	31	0	0	0	0
Lane Group Flow (vph)	0	766	214	0	50	0	0
Confl. Peds. (#/hr)	263		125	65		161	267
Confl. Bikes (#/hr)			5				
Bus Blockages (#/hr)	0	4	4	0	0	0	0
Parking (#/hr)							
Turn Type	Perm	NA	pm+ov	Prot	Prot		
Protected Phases		2	3	1	1		
Permitted Phases	2		2				
Actuated Green, G (s)		53.9	76.7		5.8		
Effective Green, g (s)		53.9	76.7		5.8		
Actuated g/C Ratio		0.41	0.59		0.04		
Clearance Time (s)		6.5	6.0		6.0		
Vehicle Extension (s)		1.0	2.5		2.5		
Lane Grp Cap (vph)		1207	571		54		
v/s Ratio Prot			0.07		c0.04		
v/s Ratio Perm		0.26	0.16				
v/c Ratio		0.63	0.37		0.93		
Uniform Delay, d1		30.2	14.0		61.9		
Progression Factor		1.00	1.00		1.00		
Incremental Delay, d2		2.6	0.3		94.6		
Delay (s)		32.8	14.3		156.5		
Level of Service		C	B		F		
Approach Delay (s)		28.3			156.5		
Approach LOS		C			F		

Intersection Summary

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	555	49	26	303	28	16	13	33	29	6	52
Future Vol, veh/h	43	555	49	26	303	28	16	13	33	29	6	52
Conflicting Peds, #/hr	76	0	18	18	0	76	18	0	26	26	0	18
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	590	52	28	322	30	17	14	35	31	6	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	428	0	0	660	0	0	964	1210	365	889	1221	270
Stage 1	-	-	-	-	-	-	726	726	-	469	469	-
Stage 2	-	-	-	-	-	-	238	484	-	420	752	-
Critical Hdwy	4.14	-	-	4.14	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1128	-	-	924	-	-	458	355	838	494	351	921
Stage 1	-	-	-	-	-	-	428	523	-	618	704	-
Stage 2	-	-	-	-	-	-	859	692	-	663	508	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1046	-	-	908	-	-	374	290	803	379	287	840
Mov Cap-2 Maneuver	-	-	-	-	-	-	374	290	-	379	287	-
Stage 1	-	-	-	-	-	-	392	479	-	534	629	-
Stage 2	-	-	-	-	-	-	751	618	-	559	465	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.7	13.6	12.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	482	1046	-	-	908	-	-	546
HCM Lane V/C Ratio	0.137	0.044	-	-	0.03	-	-	0.17
HCM Control Delay (s)	13.6	8.6	0.3	-	9.1	0.1	-	12.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-	-	0.6

Future Total Conditions

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	100	0	0	0	56	1038
Future Vol, veh/h	100	0	0	0	56	1038
Conflicting Peds, #/hr	2	0	0	0	52	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	0	0	0	60	1116

Major/Minor	Minor1		Major2	
Conflicting Flow All	732	-	52	0
Stage 1	52	-	-	-
Stage 2	680	-	-	-
Critical Hdwy	5	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-
Follow-up Hdwy	3	-	2.22	-
Pot Cap-1 Maneuver	580	0	1552	-
Stage 1	-	0	-	-
Stage 2	522	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	492	-	1475	-
Mov Cap-2 Maneuver	492	-	-	-
Stage 1	-	-	-	-
Stage 2	522	-	-	-

Approach	WB	SB
HCM Control Delay, s	14.4	0.8
HCM LOS	B	

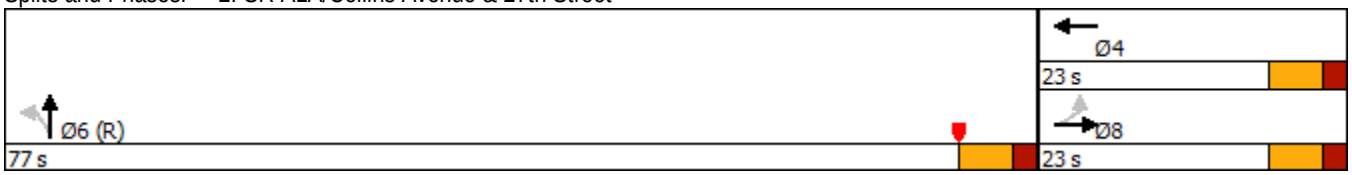
Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	492	1475	-
HCM Lane V/C Ratio	0.219	0.041	-
HCM Control Delay (s)	14.4	7.5	0.4
HCM Lane LOS	B	A	A
HCM 95th %tile Q(veh)	0.8	0.1	-

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	56	0	1	1198
Future Volume (vph)	56	0	1	1198
Turn Type	Perm	NA	NA	NA
Protected Phases		8	4	6
Permitted Phases	8			
Detector Phase	8	8	4	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	25.0
Total Split (s)	23.0	23.0	23.0	77.0
Total Split (%)	23.0%	23.0%	23.0%	77.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 55 (55%), Referenced to phase 6:NBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: SR A1A/Collins Avenue & 27th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	0	0	0	1	20	99	1198	22	0	0	0
Future Volume (veh/h)	56	0	0	0	1	20	99	1198	22	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.93		1.00	1.00		0.93	1.00		0.90			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90			
Adj Sat Flow, veh/h/ln	1710	1676	0	0	1676	1710	1710	1676	1710			
Adj Flow Rate, veh/h	57	0	0	0	1	20	100	1210	22			
Adj No. of Lanes	0	1	0	0	1	0	0	3	0			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	205	0	0	0	7	148	234	3024	57			
Arrive On Green	0.13	0.00	0.00	0.00	0.13	0.13	0.94	0.94	0.94			
Sat Flow, veh/h	1026	0	0	0	57	1145	330	4259	80			
Grp Volume(v), veh/h	57	0	0	0	0	21	503	420	409			
Grp Sat Flow(s),veh/h/ln	1026	0	0	0	0	1203	1660	1526	1484			
Q Serve(g_s), s	4.6	0.0	0.0	0.0	0.0	1.5	2.8	2.4	2.4			
Cycle Q Clear(g_c), s	6.1	0.0	0.0	0.0	0.0	1.5	2.8	2.4	2.4			
Prop In Lane	1.00		0.00	0.00		0.95	0.20		0.05			
Lane Grp Cap(c), veh/h	205	0	0	0	0	156	1179	1083	1054			
V/C Ratio(X)	0.28	0.00	0.00	0.00	0.00	0.13	0.43	0.39	0.39			
Avail Cap(c_a), veh/h	252	0	0	0	0	204	1179	1083	1054			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.87	0.87	0.87			
Uniform Delay (d), s/veh	41.3	0.0	0.0	0.0	0.0	38.6	0.9	0.9	0.9			
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.3	1.0	0.9	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	0.0	0.0	0.5	1.5	1.1	1.1			
LnGrp Delay(d),s/veh	41.8	0.0	0.0	0.0	0.0	38.8	1.9	1.8	1.8			
LnGrp LOS	D					D	A	A	A			
Approach Vol, veh/h		57			21			1332				
Approach Delay, s/veh		41.8			38.8			1.8				
Approach LOS		D			D			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				19.0		77.0		19.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				17.0		71.0		17.0
Max Q Clear Time (g_c+I1), s				3.5		4.8		8.1
Green Ext Time (p_c), s				0.0		3.2		0.1

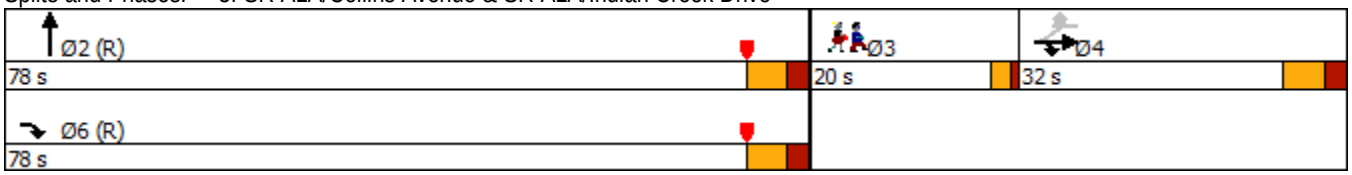
Intersection Summary	
HCM 2010 Ctrl Delay	4.0
HCM 2010 LOS	A

Lane Group	EBT	EBR	WBR	NBT	Ø3	Ø6
Lane Configurations						
Traffic Volume (vph)	10	960	22	1180		
Future Volume (vph)	10	960	22	1180		
Turn Type	NA	custom	Perm	NA		
Protected Phases	4	4 6		2	3	6
Permitted Phases			4			
Detector Phase	4	4 6	4	2		
Switch Phase						
Minimum Initial (s)	7.0		7.0	7.0	17.0	5.0
Minimum Split (s)	26.3		26.3	24.3	19.7	24.3
Total Split (s)	32.0		32.0	78.0	20.0	78.0
Total Split (%)	24.6%		24.6%	60.0%	15%	60%
Yellow Time (s)	4.0		4.0	4.0	2.0	4.0
All-Red Time (s)	2.3		2.3	2.3	0.7	2.3
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.3		6.3	6.3		
Lead/Lag	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes	
Recall Mode	Ped		Ped	C-Max	Ped	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 72 (55%), Referenced to phase 2:NBT and 6:EBR, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR A1A/Collins Avenue & SR A1A/Indian Creek Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	10	960	0	0	22	0	1180	18	0	0	0
Future Volume (vph)	86	10	960	0	0	22	0	1180	18	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3			6.3		6.3				
Lane Util. Factor		1.00	1.00			1.00		0.91				
Frpb, ped/bikes		1.00	1.00			0.96		0.99				
Flpb, ped/bikes		0.97	1.00			1.00		1.00				
Frt		1.00	0.85			0.86		1.00				
Flt Protected		0.96	1.00			1.00		1.00				
Satd. Flow (prot)		1559	1374			1250		4328				
Flt Permitted		0.96	1.00			1.00		1.00				
Satd. Flow (perm)		1559	1374			1250		4328				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	90	10	1000	0	0	23	0	1229	19	0	0	0
RTOR Reduction (vph)	0	75	200	0	0	19	0	1	0	0	0	0
Lane Group Flow (vph)	0	25	800	0	0	4	0	1247	0	0	0	0
Confl. Peds. (#/hr)	16		2	2		16			136	136		
Confl. Bikes (#/hr)									4			1
Bus Blockages (#/hr)	0	0	9	0	0	0	0	9	0	0	0	0
Parking (#/hr)						0		0	0			
Turn Type	Perm	NA	custom			Perm		NA				
Protected Phases		4	4 6					2				
Permitted Phases	4					4						
Actuated Green, G (s)		21.2	104.0			21.2		76.5				
Effective Green, g (s)		21.2	104.0			21.2		76.5				
Actuated g/C Ratio		0.16	0.80			0.16		0.59				
Clearance Time (s)		6.3				6.3		6.3				
Vehicle Extension (s)		2.5				2.5		1.0				
Lane Grp Cap (vph)		254	1099			203		2546				
v/s Ratio Prot			c0.58					0.29				
v/s Ratio Perm		0.02				0.00						
v/c Ratio		0.10	0.73			0.02		0.49				
Uniform Delay, d1		46.3	6.2			45.7		15.5				
Progression Factor		1.00	1.00			1.00		1.00				
Incremental Delay, d2		0.1	2.3			0.0		0.7				
Delay (s)		46.4	8.5			45.7		16.1				
Level of Service		D	A			D		B				
Approach Delay (s)		12.0			45.7			16.1			0.0	
Approach LOS		B			D			B			A	

Intersection Summary

HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.3
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		

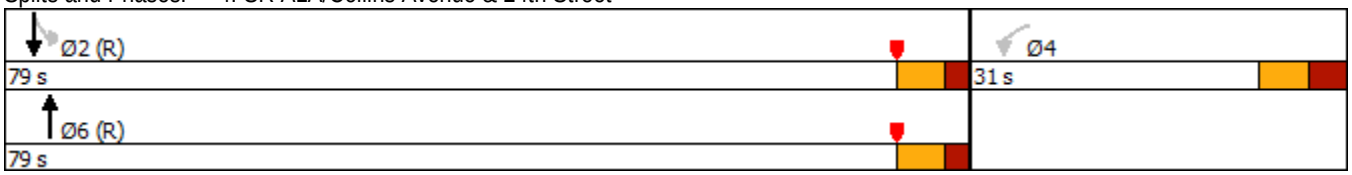
c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	52	1194	14	935
Future Volume (vph)	52	1194	14	935
Turn Type	Perm	NA	Perm	NA
Protected Phases		6		2
Permitted Phases	4		2	
Detector Phase	4	6	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.3	25.0	25.0	25.0
Total Split (s)	31.0	79.0	79.0	79.0
Total Split (%)	28.2%	71.8%	71.8%	71.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	3.3	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	7.3	6.0		6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Ped	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 73 (66%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 4: SR A1A/Collins Avenue & 24th Street



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	52	24	1194	69	14	935
Future Volume (vph)	52	24	1194	69	14	935
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3		6.0			6.0
Lane Util. Factor	1.00		0.95			0.95
Frpb, ped/bikes	0.99		0.98			1.00
Flpb, ped/bikes	0.98		1.00			1.00
Frt	0.96		0.99			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1347		3052			2956
Flt Permitted	0.97		1.00			0.92
Satd. Flow (perm)	1347		3052			2735
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	54	25	1231	71	14	964
RTOR Reduction (vph)	15	0	4	0	0	0
Lane Group Flow (vph)	64	0	1298	0	0	978
Confl. Peds. (#/hr)	22	24		97	97	
Confl. Bikes (#/hr)				3		
Bus Blockages (#/hr)	0	0	9	0	0	11
Parking (#/hr)	0	0				0
Turn Type	Perm		NA		Perm	NA
Protected Phases			6			2
Permitted Phases	4				2	
Actuated Green, G (s)	23.0		73.7			73.7
Effective Green, g (s)	23.0		73.7			73.7
Actuated g/C Ratio	0.21		0.67			0.67
Clearance Time (s)	7.3		6.0			6.0
Vehicle Extension (s)	3.5		1.0			1.0
Lane Grp Cap (vph)	281		2044			1832
v/s Ratio Prot			c0.43			
v/s Ratio Perm	c0.05					0.36
v/c Ratio	0.23		0.64			0.53
Uniform Delay, d1	36.1		10.4			9.3
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	0.5		1.5			1.1
Delay (s)	36.6		11.9			10.4
Level of Service	D		B			B
Approach Delay (s)	36.6		11.9			10.4
Approach LOS	D		B			B

Intersection Summary

HCM 2000 Control Delay	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

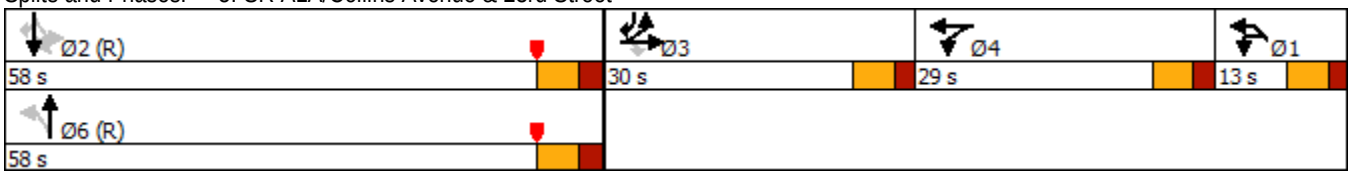
c Critical Lane Group

Lane Group	EBL	EBT	EBR2	WBT	NBL	NBT	SBL2	SBL	SBT	SBR	NWL
Lane Configurations											
Traffic Volume (vph)	447	27	166	24	62	822	11	4	741	284	33
Future Volume (vph)	447	27	166	24	62	822	11	4	741	284	33
Turn Type	Split	NA	Perm	NA	Perm	NA	Perm	Perm	NA	pm+ov	Prot
Protected Phases	3	3		4		6			2	3	1
Permitted Phases			3		6		2	2		2	
Detector Phase	3	3	3	4	6	6	2	2	2	3	1
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	29.0	33.5	33.5	33.5	33.5	33.5	25.0	13.0
Total Split (s)	30.0	30.0	30.0	29.0	58.0	58.0	58.0	58.0	58.0	30.0	13.0
Total Split (%)	23.1%	23.1%	23.1%	22.3%	44.6%	44.6%	44.6%	44.6%	44.6%	23.1%	10.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.5			6.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag						Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes	
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	Ped	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 83 (64%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 5: SR A1A/Collins Avenue & 23rd Street



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	447	27	18	166	12	24	28	62	822	12	11	11
Future Volume (vph)	447	27	18	166	12	24	28	62	822	12	11	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0			6.5			
Lane Util. Factor	1.00	1.00		1.00		1.00			0.95			
Frpb, ped/bikes	1.00	0.96		0.86		0.88			0.98			
Flpb, ped/bikes	1.00	1.00		1.00		1.00			1.00			
Frt	1.00	0.99		0.85		0.94			1.00			
Flt Protected	0.95	0.96		1.00		0.99			1.00			
Satd. Flow (prot)	1593	1526		1099		1366			3083			
Flt Permitted	0.95	0.96		1.00		0.99			0.73			
Satd. Flow (perm)	1593	1526		1099		1366			2256			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	456	28	18	169	12	24	29	63	839	12	11	11
RTOR Reduction (vph)	0	0	0	139	0	0	0	0	1	0	0	0
Lane Group Flow (vph)	251	251	0	30	0	65	0	0	924	0	0	0
Confl. Peds. (#/hr)	161		263	65	65		161	125		267	263	267
Confl. Bikes (#/hr)										3	3	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	2	0	0	0
Parking (#/hr)				0								
Turn Type	Split	NA		Perm	Split	NA		Perm	NA			Perm
Protected Phases	3	3			4	4			6			
Permitted Phases				3				6				2
Actuated Green, G (s)	23.3	23.3		23.3		23.0			53.6			
Effective Green, g (s)	23.3	23.3		23.3		23.0			53.6			
Actuated g/C Ratio	0.18	0.18		0.18		0.18			0.41			
Clearance Time (s)	6.0	6.0		6.0		6.0			6.5			
Vehicle Extension (s)	2.5	2.5		2.5		2.5			1.0			
Lane Grp Cap (vph)	285	273		196		241			930			
v/s Ratio Prot	0.16	c0.16				c0.05						
v/s Ratio Perm				0.03					c0.41			
v/c Ratio	0.88	0.92		0.15		0.27			0.99			
Uniform Delay, d1	52.0	52.4		45.0		46.2			38.0			
Progression Factor	1.00	1.00		1.00		1.00			1.00			
Incremental Delay, d2	25.4	33.5		0.3		0.4			28.1			
Delay (s)	77.4	85.9		45.3		46.7			66.1			
Level of Service	E	F		D		D			E			
Approach Delay (s)		72.5				46.7			66.1			
Approach LOS		E				D			E			

Intersection Summary

HCM 2000 Control Delay	54.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	24.5
Intersection Capacity Utilization	100.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR	NWL2	NWL	NWR	NWR2
Lane Configurations							
Traffic Volume (vph)	4	741	284	4	33	9	3
Future Volume (vph)	4	741	284	4	33	9	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.0		6.0		
Lane Util. Factor		0.95	1.00		1.00		
Frpb, ped/bikes		1.00	0.69		0.78		
Flpb, ped/bikes		1.00	1.00		1.00		
Frt		1.00	0.85		0.97		
Flt Protected		1.00	1.00		0.96		
Satd. Flow (prot)		3150	971		1224		
Flt Permitted		0.92	1.00		0.96		
Satd. Flow (perm)		2913	971		1224		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	4	756	290	4	34	9	3
RTOR Reduction (vph)	0	0	31	0	0	0	0
Lane Group Flow (vph)	0	771	259	0	50	0	0
Confl. Peds. (#/hr)	263		125	65		161	267
Confl. Bikes (#/hr)			5				
Bus Blockages (#/hr)	0	4	4	0	0	0	0
Parking (#/hr)							
Turn Type	Perm	NA	pm+ov	Prot	Prot		
Protected Phases		2	3	1	1		
Permitted Phases	2		2				
Actuated Green, G (s)		53.6	76.9		5.6		
Effective Green, g (s)		53.6	76.9		5.6		
Actuated g/C Ratio		0.41	0.59		0.04		
Clearance Time (s)		6.5	6.0		6.0		
Vehicle Extension (s)		1.0	2.5		2.5		
Lane Grp Cap (vph)		1201	574		52		
v/s Ratio Prot			0.08		c0.04		
v/s Ratio Perm		0.26	0.19				
v/c Ratio		0.64	0.45		0.96		
Uniform Delay, d1		30.5	14.8		62.1		
Progression Factor		1.00	1.00		1.00		
Incremental Delay, d2		2.6	0.4		110.1		
Delay (s)		33.2	15.2		172.2		
Level of Service		C	B		F		
Approach Delay (s)		28.3			172.2		
Approach LOS		C			F		

Intersection Summary

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	575	49	26	313	62	16	13	33	55	6	52
Future Vol, veh/h	43	575	49	26	313	62	16	13	33	55	6	52
Conflicting Peds, #/hr	76	0	18	18	0	76	18	0	26	26	0	18
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	612	52	28	333	66	17	14	35	59	6	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	475	0	0	682	0	0	992	1279	376	929	1272	294
Stage 1	-	-	-	-	-	-	748	748	-	498	498	-
Stage 2	-	-	-	-	-	-	244	531	-	431	774	-
Critical Hdwy	4.14	-	-	4.14	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1083	-	-	907	-	-	445	330	829	474	333	899
Stage 1	-	-	-	-	-	-	414	510	-	593	681	-
Stage 2	-	-	-	-	-	-	851	656	-	653	495	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1005	-	-	891	-	-	360	268	795	361	270	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	268	-	361	270	-
Stage 1	-	-	-	-	-	-	377	465	-	510	606	-
Stage 2	-	-	-	-	-	-	740	584	-	547	451	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.8	14.1	15.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	461	1005	-	-	891	-	-	475
HCM Lane V/C Ratio	0.143	0.046	-	-	0.031	-	-	0.253
HCM Control Delay (s)	14.1	8.8	0.3	-	9.2	0.2	-	15.1
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-	-	1

Gregory Fontela

From: Frances, Saul <SaulFrances@miamibeachfl.gov>
Sent: Thursday, August 2, 2018 11:26 AM
To: Gregory Fontela
Cc: Corey Lafferty; Kanaan, Omar; Wong, Claudia
Subject: Re: 2618 Collins Ave -- Off-Street Loading Waiver

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Greg:

It was a pleasure meeting with you and your team. Your request is approved.

As discussed, a freight loading zone will be deployed to support commercial deliveries in the area, including your project.

Please contact my office 30 days prior to occupancy in order to coordinate its installation.

Respectfully,

Saul

Saul Frances, Director
City of Miami Beach Parking Department
1755 Meridian Avenue, Suite 200
Miami Beach, Florida 33139
305.673.7000, extension 6483

Sent from my iPhone. Please excuse any typographical errors.

On Aug 2, 2018, at 9:32 AM, Gregory Fontela <gfontela@brzoninglaw.com<mailto:gfontela@brzoninglaw.com>> wrote:

Good morning,

I just wanted to follow up on the below message following our meeting yesterday. It would be great to have confirmation to include in our final HPB submittal tomorrow.

Thanks and have a great day!

Best,
Greg

Gregory L. Fontela
Bercow Radell Fernandez & Larkin
200 S. Biscayne Boulevard, Suite 850, Miami, FL 33131 gfontela@brzoninglaw.com<mailto:gfontela@brzoninglaw.com> | www.brzoninglaw.com<http://www.brzoninglaw.com>
O: (305) 377 6233 | F: (305) 377 6222

Download vCard View Biography

-----Original Message-----
From: Gregory Fontela
Sent: Wednesday, August 1, 2018 12:57 PM
To: 'Frances, Saul' <SaulFrances@miamibeachfl.gov<mailto:SaulFrances@miamibeachfl.gov>>
Cc: Corey Lafferty <corey@precisionartdesign.com<mailto:corey@precisionartdesign.com>>; Kanaan, Omar <omar.kanaan@kimley-horn.com<mailto:omar.kanaan@kimley-horn.com>>; Wong, Claudia <ClaudiaWong@miamibeachfl.gov<mailto:ClaudiaWong@miamibeachfl.gov>>
Subject: RE: 2618 Collins Ave -- Off-Street Loading Waiver
Importance: High

Good afternoon Saul,

It was great meeting with you today to discuss the subject application under file number HPB18-0237. As we discussed, the HPB application serves to modify the previously approved HPB17-0139, by adding an additional level with 17 new hotel units to the Property, resulting in a hotel with 107 hotel units. Attached for your reference please find the previously approved board order number HPB17-0139, the proposed updated site plan for the Property, and the proposed operations plan relating to loading.

As we discussed at the meeting, we are seeking to utilize on-street loading in the form of a Freight Loading Zone in the vicinity of the Property, which will be established once the property becomes active, as allowed pursuant to Section 130-101(C) and (D) of the Code.

Kindly confirm you approval of the on-street loading plan as we discussed during today's meeting and provided in the attached materials.

Thanks again for taking the time to meet today.

Best,
Greg

Gregory L. Fontela
Bercow Radell Fernandez & Larkin
200 S. Biscayne Boulevard, Suite 850, Miami, FL 33131 gfontela@brzoninglaw.com<mailto:gfontela@brzoninglaw.com> | www.brzoninglaw.com<http://www.brzoninglaw.com>
O: (305) 377 6233 | F: (305) 377 6222

Download vCard View Biography

The information contained in this electronic message is privileged and confidential and is intended only for the use of the individual named above and others who have been specifically authorized to receive it. If the recipient is not the intended recipient, you are hereby notified that any dissemination, distribution or duplication of the communication is strictly prohibited. If you have received this communication in error, or if any problems occur with transmission, please immediately notify us by telephone (305) 374-5300.

-----Original Message-----
From: Frances, Saul [mailto:SaulFrances@miamibeachfl.gov]
Sent: Monday, July 23, 2018 5:37 PM
To: Gregory Fontela <gfontela@brzoninglaw.com<mailto:gfontela@brzoninglaw.com>>
Cc: Corey Lafferty <corey@precisionartdesign.com<mailto:corey@precisionartdesign.com>>; Kanaan, Omar <omar.kanaan@kimley-horn.com<mailto:omar.kanaan@kimley-horn.com>>; Wong, Claudia <ClaudiaWong@miamibeachfl.gov<mailto:ClaudiaWong@miamibeachfl.gov>>
Subject: Re: 2618 Collins Ave -- Off-Street Loading Waiver

Good evening Gregory:

I've copied my assistant Claudia. She will be in contact shorty to schedule.

Respectfully,

Saul

Saul Frances, Director
City of Miami Beach Parking Department
1755 Meridian Avenue, Suite 200
Miami Beach, Florida 33139
305.673.7000, extension 6483

Sent from my iPhone. Please excuse any typographical errors.

On Jul 23, 2018, at 5:09 PM, Gregory Fontela <gfontela@brzoninglaw.com<mailto:gfontela@brzoninglaw.com><mailto:gfontela@brzoninglaw.com>> wrote: