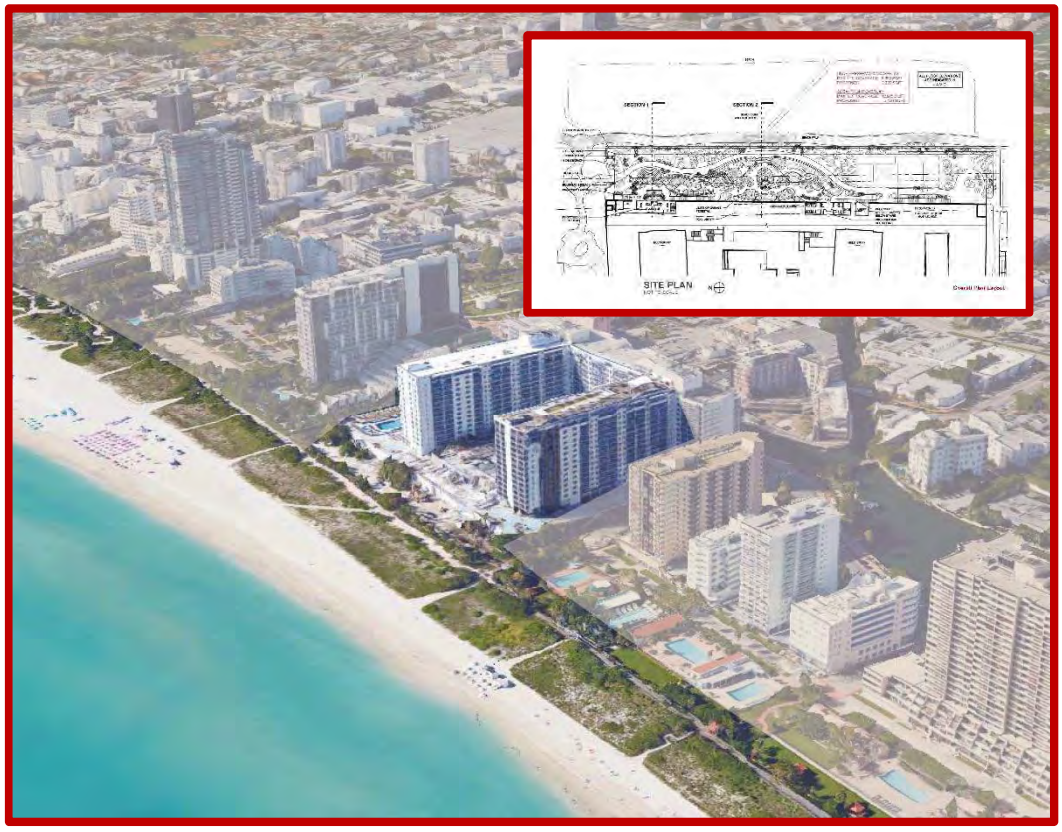
Traffic Impact Analysis
for Submittal to the
City of Miami Beach

1 Hotel Beach Club
City of Miami Beach, Florida



Kimley»Horn

June 2016
043433000

Traffic Impact Analysis
for Submittal to the
City of Miami Beach

1 Hotel Beach Club
Miami Beach, Florida

Prepared for:

2377 Collins Resort, L.P.
Miami Beach, Florida

Prepared by:

Kimley-Horn and Associates, Inc.

Kimley»Horn

June 2016
043433000

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EXECUTIVE SUMMARY

2377 Collins Resort, L.P. is proposing to develop a beach club on the east side of the 1 Hotel fronting the Miami Beach Beachwalk between 23rd Street and 24th Street in Miami Beach, Florida. The 1 Hotel site is currently occupied by 828 high-rise residential condominium units (569 units in the Roney Palace and 249 units in the Pardisio), a 333-room hotel, and 93,000 square feet of retail space. Please note that a large portion of the retail space will be used for additional lobby space. The proposed redevelopment program consists of the addition of a beach club. The beach club is bounded by the beach to the east, 1 Hotel to the west, 24th Street to the north, and 23rd Street to the south. The proposed beach club consists of an 80-seat food and beverage area with a maximum occupancy of 816 patrons. The beach club will operate primarily as a members-only venue but will also be open to the public. The redevelopment is expected to be completed and opened by 2018.

A traffic impact analysis was conducted for the project. Trip generation for the project was calculated using equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 9th Edition. ITE Land Use Code (LUC) 220 (Apartment) was used for the existing development and LUC 931 (Quality Restaurant) was used for the proposed redevelopment. The redevelopment is expected to generate 121 net new vehicle trips during the weekend P.M. peak hour of generator.

The beach club will operate primarily as a members-only venue but will also be open to the public. The beach club will be open from 10:00 A.M. to 8:00 P.M., seven (7) days a week. Self-parking is not provided on-site for the proposed redevelopment. All vehicles with the exception of taxis/shared-rides will be valeted. Access to the beach club will be provided by two (2) valet drop-off and pick-up areas for members/guests and the public. The member/guest valet drop-off/pick-up is located within the 1 Hotel porte-cochere along the east side of Collins Avenue and the public valet drop-off/pick-up is located along the south side of 24th Street just north of the 1 Hotel.

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

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INTRODUCTION

2377 Collins Resort, L.P. is proposing to develop a beach club on the east side of the 1 Hotel fronting the Miami Beach Beachwalk between 23rd Street and 24th Street in Miami Beach, Florida. The 1 Hotel site is currently occupied by 828 high-rise residential condominium units (569 units in the Roney Palace and 249 units in the Pardisio), a 333-room hotel, and 93,000 square feet of retail space. Please note that a large portion of the retail space will be used for additional lobby space. The proposed redevelopment program consists of the addition of a beach club. The beach club is bounded by the beach to the east, 1 Hotel to the west, 24th Street to the north, and 23rd Street to the south. The proposed beach club consists of an 80-seat food and beverage area with a maximum occupancy of 816 patrons. The beach club will operate primarily as a members-only venue but will also be open to the public. The redevelopment is expected to be completed and opened by 2018.

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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 analyses.

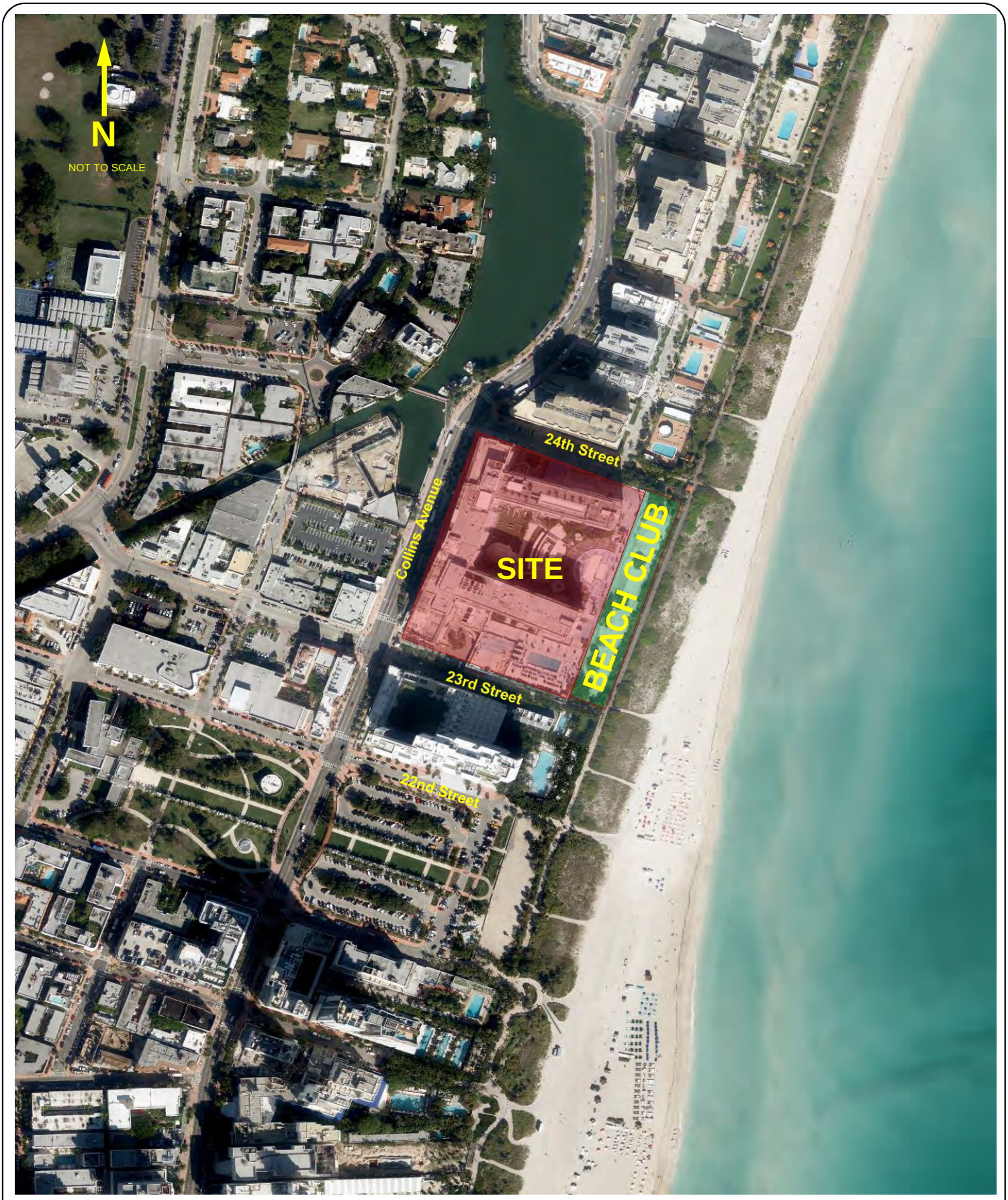

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Figure 1
Location Map
1 Hotel Beach Club
City of Miami Beach, Florida

ANALYSIS PERIOD

The proposed beach club is expected to host the largest events generating the most traffic on Saturday afternoons. Therefore, turning movement counts were collected on Saturday, June 18, 2016 from 2:00 P.M. to 6:00 P.M. The analysis period was based on the highest peak hour determined from the four-hour peak period turning movement counts collected at the study area intersections. Detailed count data is provided in Appendix C.

EXISTING TRAFFIC

Weekend peak period (2:00 P.M. to 6:00 P.M.) turning movement counts were collected on Saturday, June 18, 2016 at the following study intersections:

- 26th Street and Collins Avenue
- 24th Street and Collins Avenue
- 1 Hotel driveway exit and Collins Avenue
- 1 Hotel driveway entrance and Collins Avenue
- 23rd Street and Collins Avenue
- 23rd Street and Dade Boulevard

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 1.11 was applied to collected turning movement counts.

Existing signal phasing and timing patterns were obtained from the Miami-Dade County Department of Transportation and Public Works – Signals and Signs Division for the signalized intersection 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 weekend peak hour.

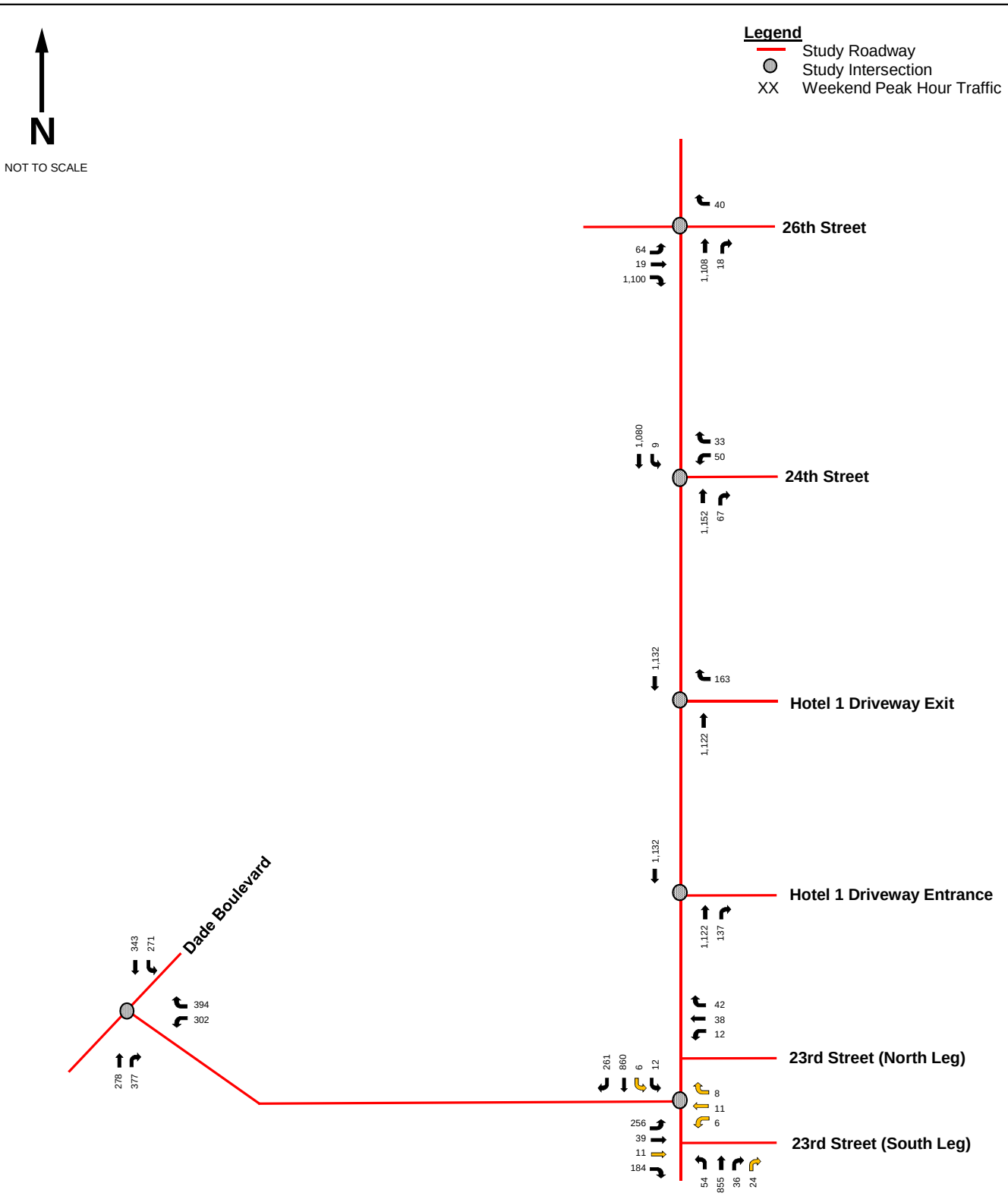

Figure 2
Existing Weekend Peak Hour Traffic
1 Hotel Beach Club
City of Miami Beach, Florida

FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2018 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 2018 analysis peak hour background traffic volumes.

Background Area Growth

Future traffic growth on the transportation network was determined based upon (1) historic growth trends at nearby FDOT traffic count stations and (2) traffic volume comparisons from the year 2010 and 2040 Florida Standard Urban Transportation Model Structure (FSUTMS) - Southeast Florida Regional Planning Model (SERPM) model.

The FDOT count station referenced in this analysis is count station 5170: SR A1A/Collins Avenue – North of 21st Street. The historic growth rate analysis, based on the FDOT count station determined a growth rate of 0.80 percent (0.80%) over a 5-year period and a negative growth rate of 0.17 percent (0.17%) over a 10-year period.

Based on the volume information obtained from years 2010 and 2040 FSUTMS SERPM model, an annual growth rate of 0.02 percent (0.02%) in the vicinity of the redevelopment site was calculated. The highest growth rate of 0.80 percent (0.80%) was applied annually to the existing traffic volumes for future (2018) background conditions. The worksheets used to analyze the historic growth trends along with the FSUTMS transportation model outputs are included in Appendix D.

Committed Development

City of Miami Beach staff was contacted to determine if any projects that have been approved but not yet completed in the vicinity of the project site should be accounted for in this analysis. The following developments were identified as committed developments:

- Saxony (Faena) Hotel
- Versailles Hotel

These developments were included as future background conditions. Trip assignments for these developments are included in Appendix E. Please note that the Faena Hotel, restaurants, and bars are open and operational and are included in existing turning movement counts rather than in committed conditions.

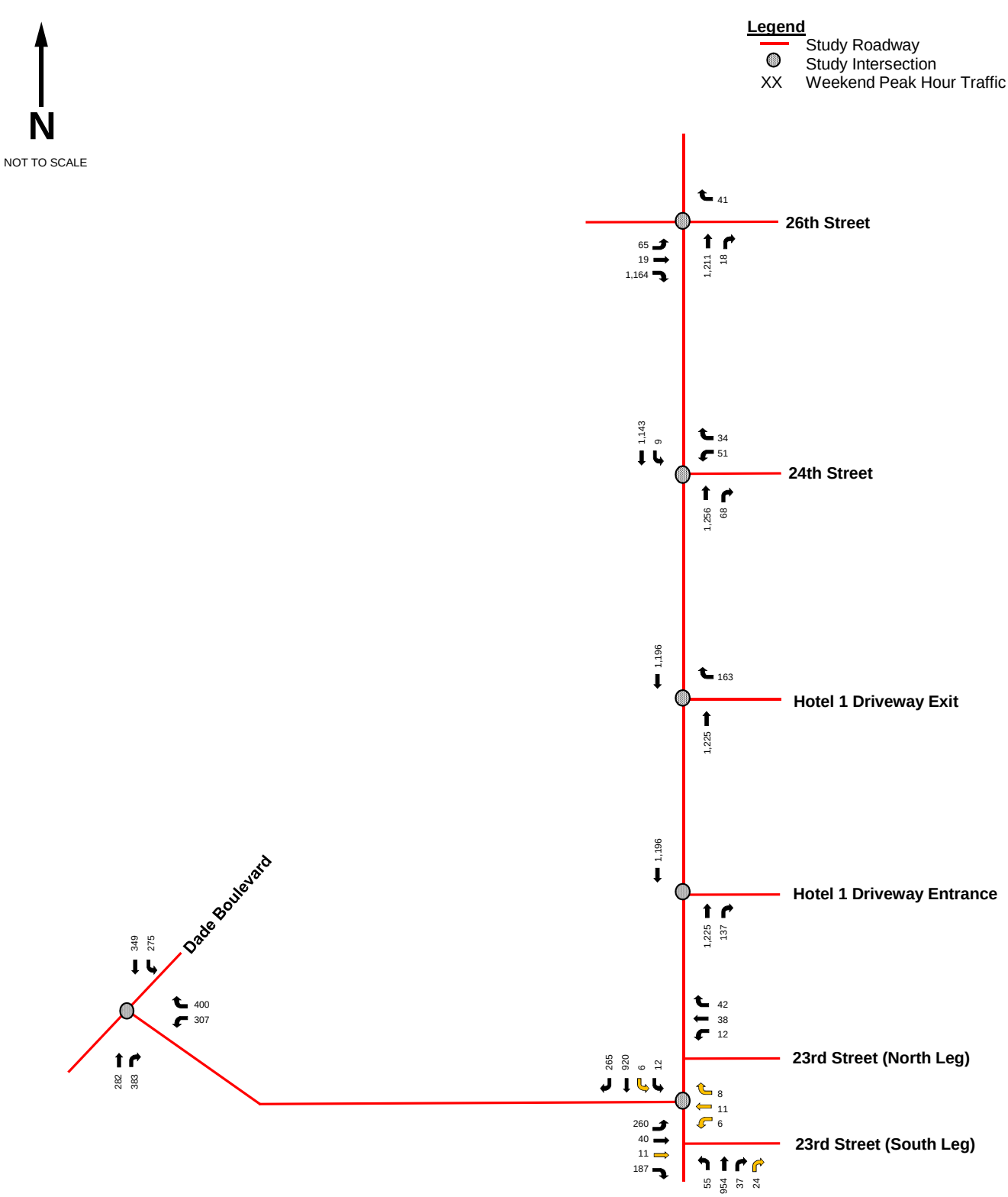

Figure 3
Future Background Weekend Peak Hour Traffic
1 Hotel Beach Club
City of Miami Beach, Florida

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 828 high-rise residential condominium units (569 units in the Roney Palace and 249 units in the Pardisio), a 333-room hotel, and 93,000 square feet of retail space. Please note that a large portion of the retail space will be used for additional lobby space. The proposed beach club consists of an 80-seat food and beverage area and a maximum occupancy of 816 patrons. The project is expected to be completed and opened by year 2018.

Project Access

Self-parking is not provided on-site for the proposed redevelopment. All vehicles with the exception of taxis/shared-rides will be valeted. Access to the beach club will be provided by two (2) valet drop-off and pick-up areas for members/guests and the public. The member/guest valet drop-off/pick-up is located within the 1 Hotel porte-cochere along the east side of Collins Avenue and the public valet drop-off/pick-up is located along the south side of 24th Street just north of the 1 Hotel.

Trip Generation

Institute of Transportation Engineers' (ITE) Land Use Code (LUC) 232 (High-Rise Residential Condominium/Townhouse), 310 (Hotel), and 931 (Quality Restaurant) were used for the existing development. The ITE *Trip Generation Manual*, 9th Edition was not used for the proposed beach club due to the limited number of referenced studies relevant to the 1 Hotel Beach Club. 1 Hotel Beach Club vehicle-trips were determined by assuming that the occupancy of the beach club is equivalent to the total person-trips generated by the beach club. Person-trips were then converted into vehicle-trips using a vehicle occupancy factor.

Multimodal Reduction

In order to account for the urban environment in which the project site is located in, a multimodal (public transit, bicycle, and pedestrian) reduction of 10.0 percent (10.0%) was applied to the site. It is expected that some employees, nearby residents, and guests will choose to walk or bike to the proposed redevelopment. It is also anticipated that patrons will walk to the adjacent retail stores, other restaurants, hotels, and local places of interest. Furthermore, it is expected that a portion of the trips including employee trips will utilize public transit. Miami-Dade County Transit (MDT) provides bus service via three (3) routes and the City of Miami Beach's Alton West trolley operate in the vicinity of the site:

- Route 119/Route S operates on Collins Avenue within the vicinity of the project. This route serves the 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, 192 Street Causeway, City of Aventura, and Aventura Mall. This route operates with 15-minute headways and provides connecting service to 25 additional Miami-Dade Transit bus routes, as well as the Metrorail.

- Route 123/South Beach Local operates on Collins Avenue within the vicinity of the project. This route serves Belle Isle, Collins Park, South Miami Beach, Biscayne Street, Ziff Jewish Museum, Washington Avenue, the Fillmore Miami Beach at the Jackie Gleason Theatre, 17th Street, City Hall, Meridian Avenue, Holocaust Memorial, Dade Boulevard, Bay Road/20th Street, Lincoln Road, West Avenue, Alton Road, and the Miami Beach Marina. This route operates with 13-minute headways throughout the day and provides connecting service to five (5) additional Miami-Dade Transit bus routes.

- Route 150/Miami Beach Airport Express operates on Collins Avenue within the vicinity of the project. This route serves the Miami International Airport Metrorail Station, 41st Street, Alton Road, Collins Avenue, Lincoln Road, and Washington Avenue. This route

operates with 20-minute headways and provides connecting service to 10 additional Miami-Dade Transit bus routes, as well as the Metrorail.

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

Internal Capture

Internal capture is expected between the complementary land uses within a project and neighboring developments. Internal capture trips are trips made among the on-site uses, which in the case of this project are trips between the proposed beach club and the existing 1 Hotel. Internal capture trips will be made by walking and will not result in additional vehicle trips on the roadway network. Internal capture trips for the project were determined based upon methodology contained in the ITE's, *Trip Generation Handbook*, 3rd Edition. The internal capture for the proposed beach club is expected to be 6.0 percent (6.0%) with an internal capture for the total site, including the 1 Hotel and beach club, expected to be 9.6 percent (9.6%). Internal capture calculations are contained in Appendix F.

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 additional vehicles on the roadway network. Table 1 summarizes the project's trip generation potential for the analysis peak hour. As shown in Table 1, the redevelopment is expected to generate 121 net new trips during the analysis peak hour. Detailed trip generation information is included in Appendix F.

Table 1: Proposed Net New Trip Generation						
Future Land Use (ITE Code)	Scale	Net External Trips	Entering		Exiting	
			%	Trips	%	Trips
Existing Development						
High-Rise Residential Condominium/Townhouse (220)	828 dwelling units	229	43%	100	57%	129
Hotel	333-rooms	201	56%	111	44%	90
Quality Restaurant	10,000 square feet	76	59%	47	41%	29
External Trips		506		258		248
Proposed Redevelopment						
High-Rise Residential Condominium/Townhouse (220)	828 dwelling units	228	43%	98	57%	130
Hotel	333-rooms	200	56%	110	44%	90
Quality Restaurant	10,000 square feet	71	59%	45	41%	26
Beach Club	-	128	81%	106	19%	22
External Trips		627		359		268
Net New Project Trips		121		101		20
42.6% Taxi/Shared-ride Reduction		52		43		9
Net New Valet Trips	Collins Avenue	36		30		6
	24th Street	33		28		5

Trip Distribution and Assignment

The trip distribution was determined based on an interpolated cardinal trip distribution for the project site's traffic analysis zones (TAZs) obtained from the Miami-Dade Metropolitan Planning Organization's (MPO's) *Miami-Dade 2010 and 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 traffic distribution for the analysis peak hour. Detailed cardinal distribution calculations are contained in Appendix G.

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	18.0%
West-Southwest	30.0%
West-Northwest	19.0%
North-Northwest	20.0%
Total	100.0 %

The existing development and proposed redevelopment do not provide self-parking on-site. Beach club patrons will drop-off and pick-up vehicles at the two (2) valet drop-off and pick-up areas for members/guests and the public. The member/guest valet drop-off/pick-up is located within the 1 Hotel porte-cochere along the east side of Collins Avenue and the public valet drop-off/pick-up is located along the south side of 24th Street just north of the 1 Hotel. All vehicles with the exception of taxis/shared-rides will be valet parked at the on-site parking garage located between 23rd Street and 24th Street between Collins Avenue and the beach. Based on data collected for a similar hotel redevelopment (Cadillac Hotel Expansion), 42.6 percent (42.6%) of the vehicles arriving are taxis. This percentage was applied to the net new trip assignment to develop valet trips. Data related to taxi trips is provided in Appendix F.

Please note that based on data provided by the Applicant, it was assumed that 48 percent (48%) of the net new valet trips will utilize the 24th Street valet drop-off/pick-up (public) and 52 percent (52%) of the net new valet trips will utilize the 1 Hotel porte-cochere along Collins Avenue (members/guests).

Figure 5 provides a graphic illustration of the proposed valet routes to/from the on-site parking garage and Figure 6 presents the project's net new valet trip distribution.

Figure 7 presents the project's net new traffic assignment for the analysis peak hour. Additionally, the anticipated trips associated with the valet operations serving the proposed parking garage were included in the project traffic assignment.

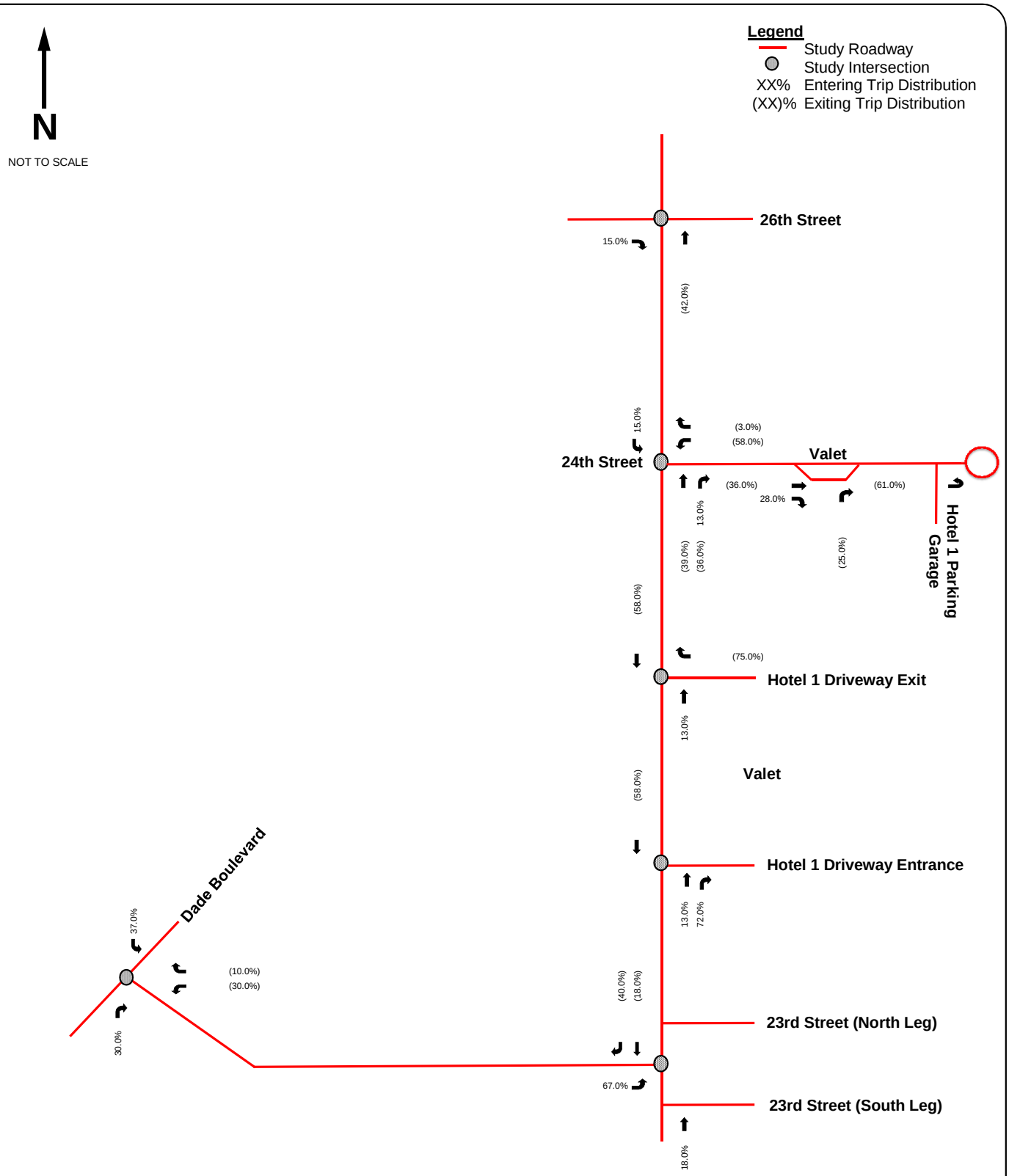

Figure 4
Weekend Peak Hour Net New Trip Distribution
1 Hotel Beach Club
City of Miami Beach, Florida

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FIGURE 5
PROPOSED VALET ROUTING
1 HOTEL BEACH CLUB

Kimley»Horn

Drawing name: K:\FTL_TPTO\043433000-Perry Hotel 2300 Collins Avenue\Beach Club\CADD\Valet\Valet Figure.dwg Figure 5 Jun 28, 2016 3:54pm by: cory.dorman

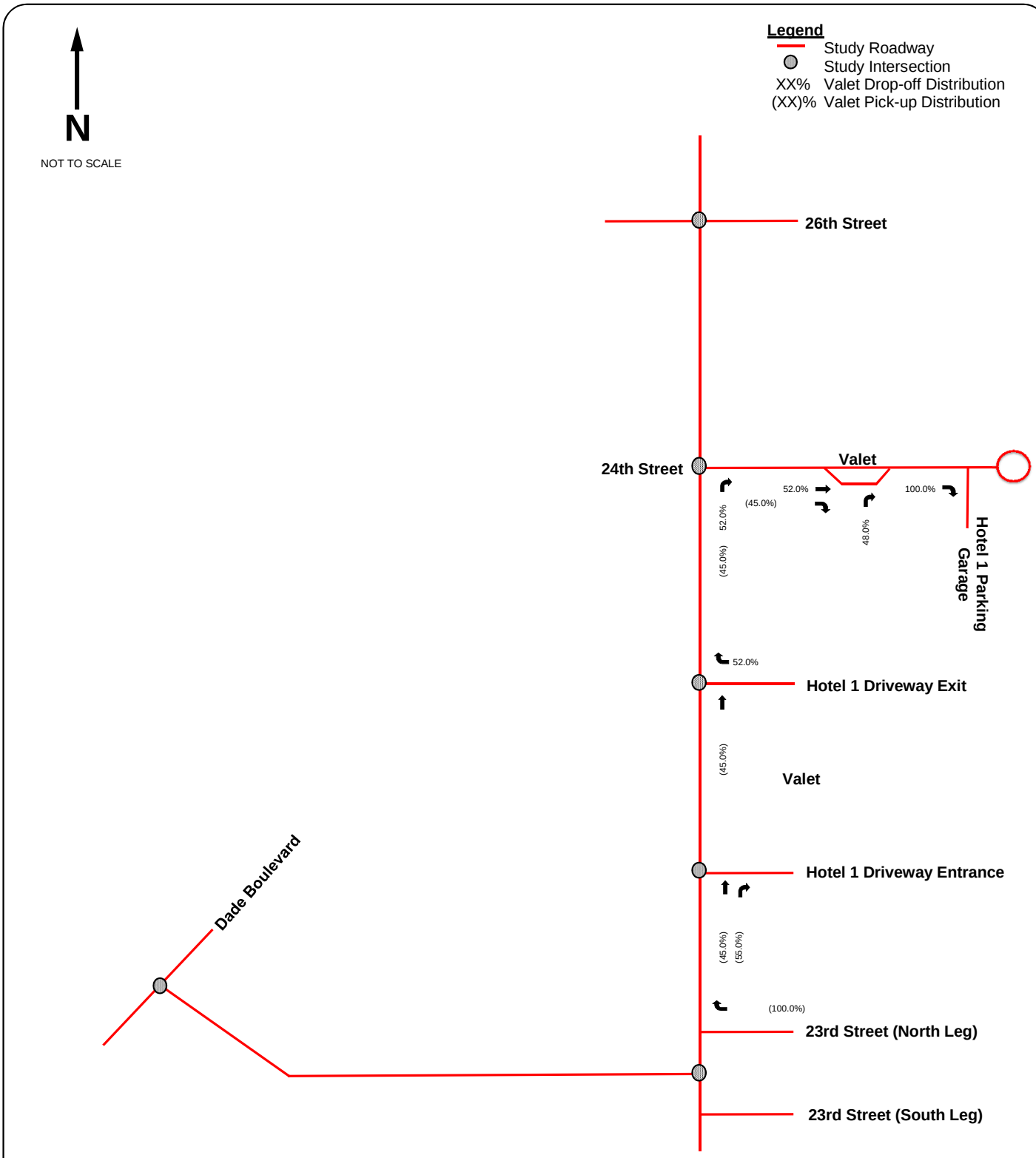

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Figure 6
Weekend Peak Hour Valet Trip Distribution
1 Hotel Beach Club
City of Miami Beach, Florida

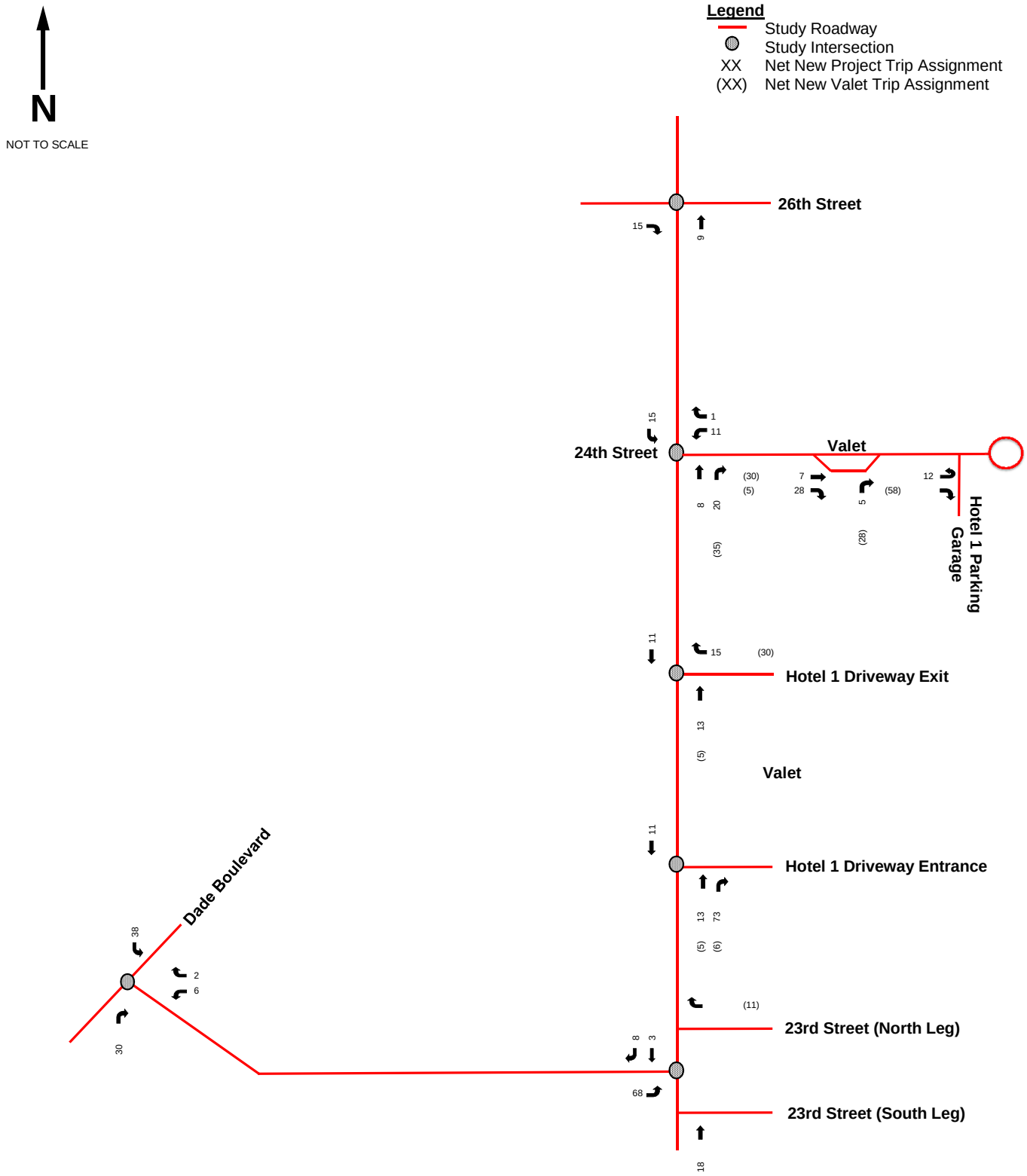

Figure 7
Weekend Peak Hour Net New Trip Assignment
1 Hotel Beach Club
City of Miami Beach, Florida

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FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2018 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 the expected project traffic volumes. The analysis peak hour future traffic volumes are shown in Figure 8. Volume development worksheets for the study intersections are included in Appendix H.

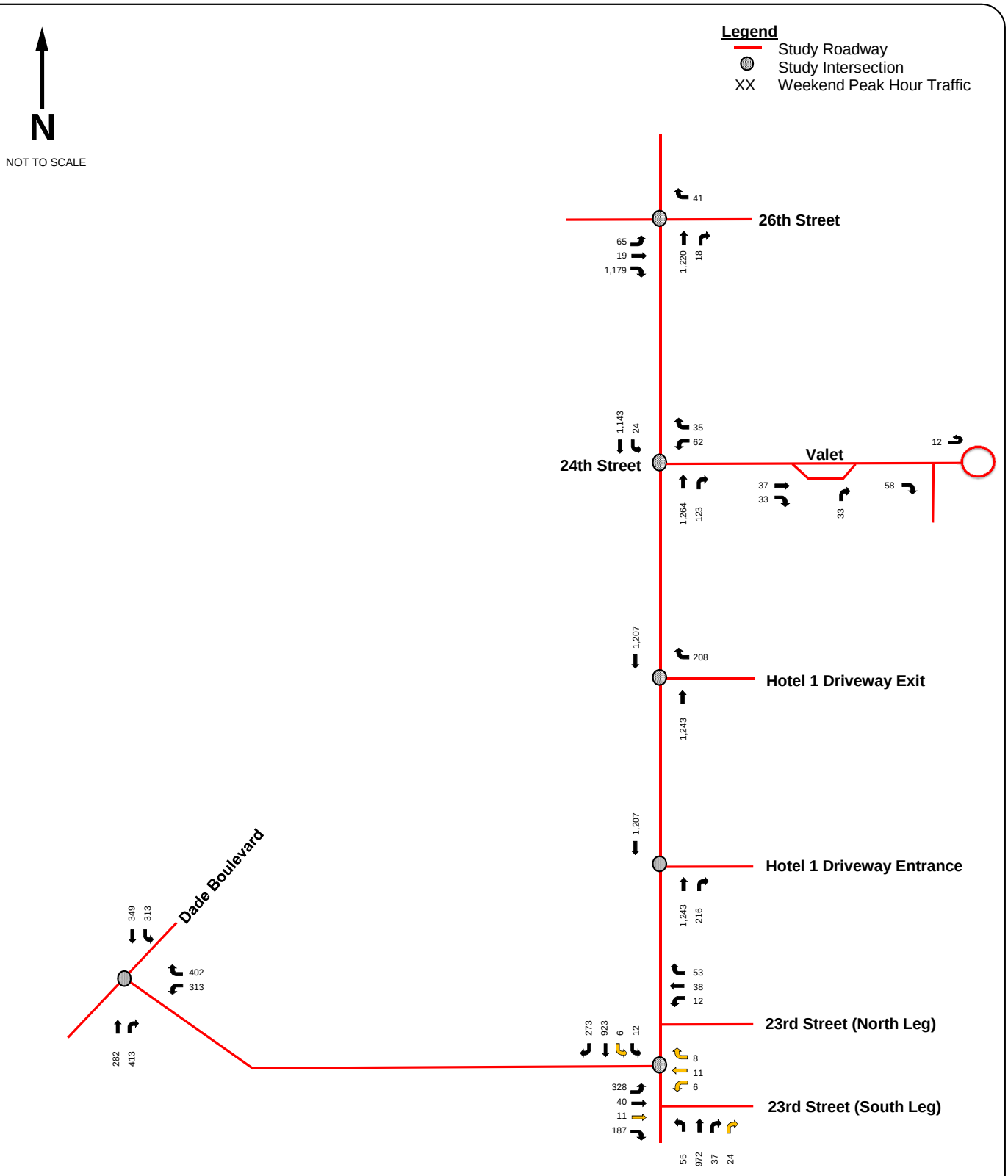

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Figure 8
Future Total Weekend Peak Hour Traffic
1 Hotel Beach Club
City of Miami Beach, Florida

INTERSECTION CAPACITY ANALYSIS

The study area intersection operating conditions were analyzed for three (3) scenarios (existing conditions, future background conditions, and future total conditions) were analyzed using Trafficware's *SYNCHRO 9.0* software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual*, 2000 and 2010 Editions. Synchro worksheets for the study intersections are included in Appendix I.

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

Table 3: Peak Hour Intersection Capacity Analysis							
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS				
			EB	WB	WB2[5]	NB	SB
Existing Conditions (Background Conditions) [Future Total Conditions]							
Collins Avenue & 26th Street	Signalized	A/9.8 (B/10.3) [B/11.3]	A (A) [A]	D (D) [D]	[3]	B (B) [B]	[3]
Collins Avenue & 24th Street	Signalized	A/6.4 (A/6.9) [A/8.1]	[3]	D (D) [D]	[3]	A (A) [A]	A (A) [A]
Collins Avenue & 1 Hotel Driveway Exit	One-Way Stop-Controlled	[1]	[3]	B (B) [C]	[3]	[2]	[2]
Collins Avenue & 1 Hotel Driveway Entrance[4]	Free-flow	-	-	-	-	-	-
Collins Avenue & 23rd Street	Signalized	D/42.1 (E/57.5) [E/64.9]	D (D) [E]	D (D) [D]	E (E) [E]	D (F) [F]	C (C) [C]
Dade Boulevard & 23rd Street	Two-Way Stop-Controlled	C/24.4 (C/24.7) [C/26.1]	[3]	D (D) [D]	[3]	C (C) [C]	B (B) [B]

Notes:
[1] Overall intersection LOS is not defined, as intersection operates under free-flow or stop-control conditions.
[2] Approach operates under free-flow conditions. LOS is not defined.
[3] Approach does not exist.
[4] Intersection operates under free-flow operation. Therefore, intersection LOS is not defined.
[5] Represents the south leg of the westbound approach.

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 personal car trip. The Applicant has committed to continue the following programs that are already in place:

- The People Operations Department serves as the employee transportation coordinator to manage the existing TDM programs.
- Subsidized mass transit passes provided to employees.
- Fifteen designated scooter/motorcycle parking spaces and 25 bicycle parking spaces are provided in the west parking lot.
- Hotel guest car services provided locally on Miami Beach.
- Citi Bike passes are subsidized for hotel guests.
- Five (5) electric car charging are provided on-site.

In addition to the existing TDM strategies in place, the Applicant will explore the following TDM strategies:

- Employee carpool incentive programs and/or providing on-site car/vanpooling designated parking spaces.
- Subsidize Citi Bike passes for employees.

ADDITIONAL CONSIDERATIONS

On-Street Parking

Approximately four (4) on-street parking spaces along the south side of 24th Street will be removed to provide valet service and taxi/shared-ride drop-off/pick-up to serve the public patrons.

CONCLUSION

This analysis has addressed traffic-related impacts associated with the proposed beach club on the east side of the 1 Hotel fronting the Miami Beach Beachwalk between 23rd Street and 24th Street in Miami Beach, Florida. The 1 Hotel site is currently occupied by 828 high-rise residential condominium units (569 units in the Roney Palace and 249 units in the Pardisio), a 333-room hotel, and 93,000 square feet of retail space. Please note that a large portion of the retail space will be used for additional lobby space. The proposed redevelopment program consists of the addition of a beach club. The beach club is bounded by the beach to the east, 1 Hotel to the west, 24th Street to the north, and 23rd Street to the south. The proposed beach club consists of an 80-seat food and beverage area with a maximum occupancy of 816 patrons. The beach club will operate primarily as a members-only venue but will also be open to the public. The redevelopment is expected to be completed and opened by 2018.

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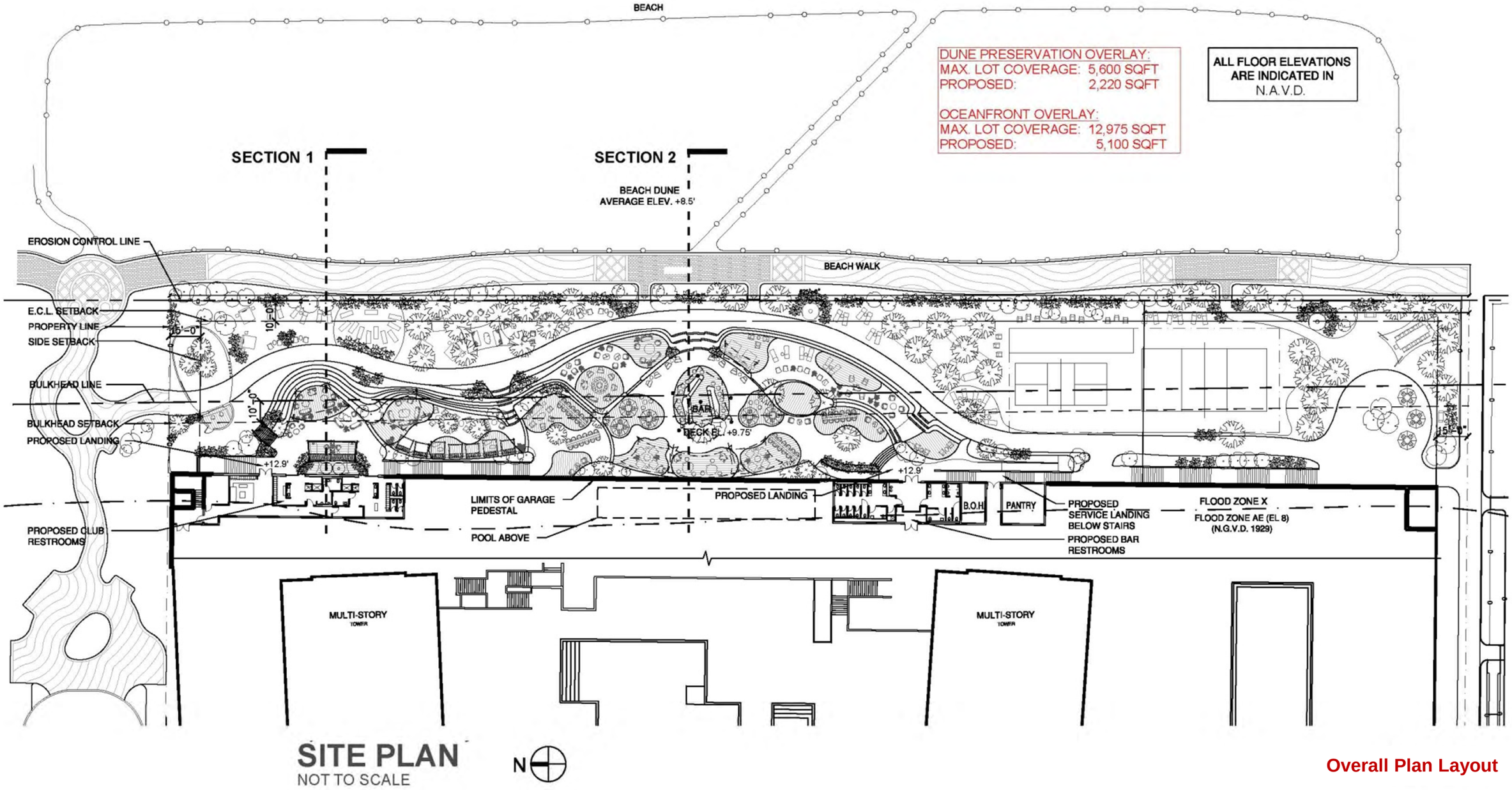
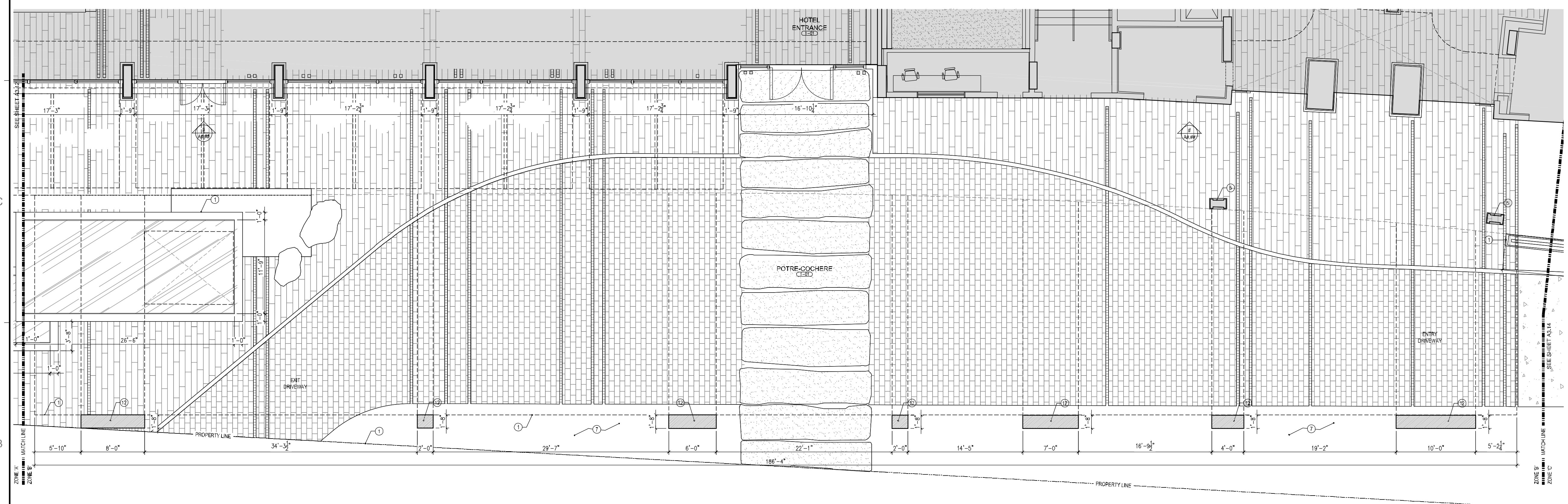
APPENDIX A:
Site Plan



Overall Plan Layout

ONE HOTEL MIAMI BEACH

BEACH CLUB



ENLARGED FLOOR PLAN - ZONE "B"

1 / A3.13 PORTE-COCHERE 3/16" = 1'-0"

NOTES:

1. EXISTING RETAIL SPACE (SHOWN HATCHED) NOT PART OF THIS PERMIT.
2. EXISTING STOREFRONT TO BE REFURBISHED BY REFINISHING ALUMINUM FRAME WITH ESP FINISH COLOR SELECTED BY ID AND/ OR OWNER APPROVED BY CMB.
3. EXISTING ROOF STRUCTURE EDGE ABOVE TO REMAIN.
4. EXISTING CONCRETE BEAM ABOVE, COVERED WITH RECLAIMED WOOD CLADDING.
5. NEW CLADDING OVER EXISTING CONCRETE COLUMNS.
6. NEW FLOOR FINISH.
7. LANDSCAPED AREA, REFER TO LANDSCAPE DRAWINGS.
8. LOW CONCRETE KNEE-WALL, REFER TO STRUCTURAL DRAWINGS.
9. CONCRETE CURBS, REFER TO CIVIL DRAWINGS.
10. FIXED BENCH SEATING, REFER TO LANDSCAPE DRAWINGS.
11. REFURBISHED FACADE WITH SMOOTH STUCCO FINISH AND 1", 2", AND 3" WIDE x ⅝" DEEP REVEALS. REFER TO ELEVATIONS SECTIONS AND DETAILS.
12. NEW CONCRETE COLUMN, REFER TO STRUCTURAL DRAWINGS.

LEGEND:

▭	EXISTING (N.I.C.)
▭	CONCRETE
▨	SECTION THROUGH EXISTING STRUCTURE
▩	TO BE RELOCATED
▨	TO BE DEMOLISHED
┄	HIDDEN

REVISIONS / SUBMISSIONS

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the PERRY | SOUTH BEACH
2377 COLLINS AVENUE
MIAMI BEACH, FL. 33139

ENLARGED FLOOR PLAN
PORTE-COCHERE, ZONE "B"

KEY PLAN

HOTEL
SOUTH BEACH

DESIGNER
MEYER DAVIS
STUDIO INC

KOBI KARP
Lic. # AR0012578

ARCHITECTURE
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PLANNING
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Miami, Florida 33137
O: 305.573.1818
F: 305.573.3766
WWW.KOBIKARP.COM

KOBI KARP

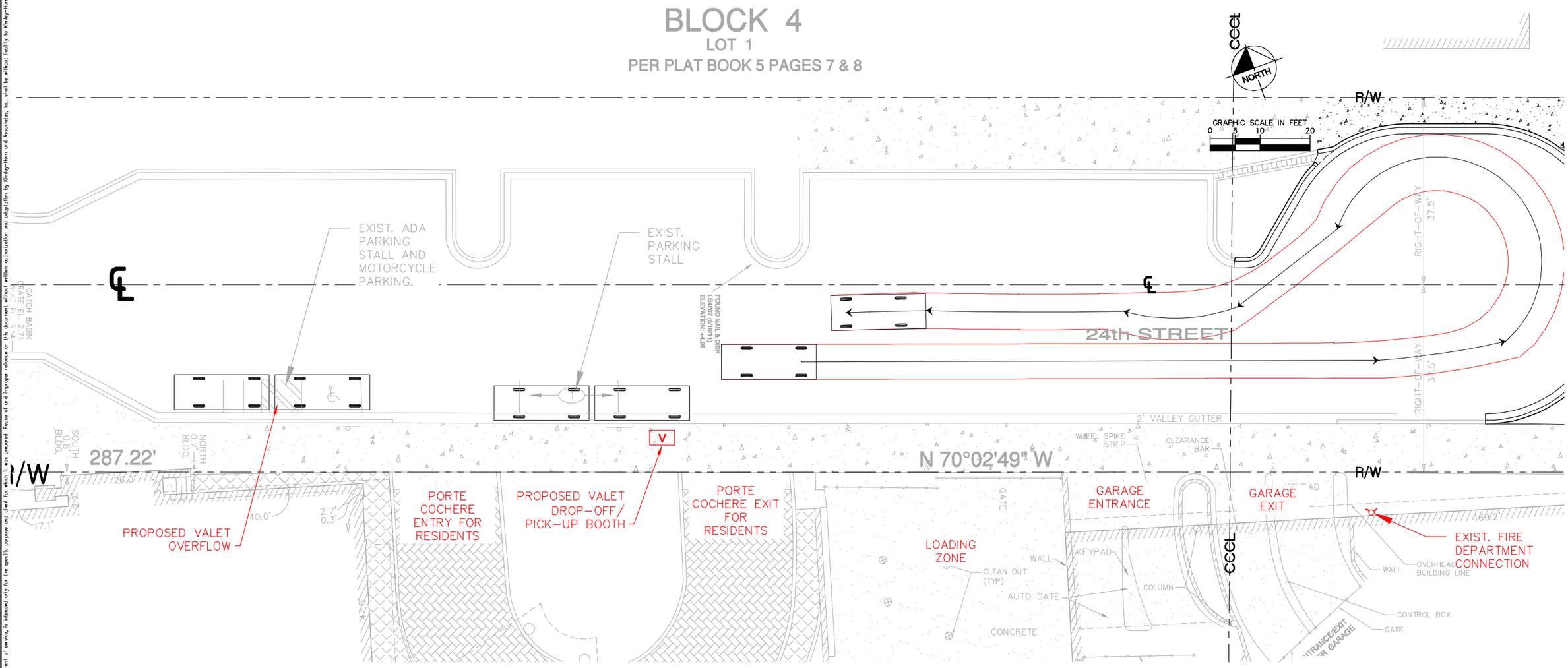
DRAWN BY:	KKAID
CHECKED BY:	CA
DATE:	-

A3.13

_2nd & 3rd FLOOR POOL DECKS, EXTERIOR PORTE-COCHERE and COLONNADE RENOVATION

PROGRESS SET_06.12.2013

BLOCK 4
LOT 1
PER PLAT BOOK 5 PAGES 7 & 8



LEGEND

℄	CENTERLINE
P.L. – R/W	RIGHT OF WAY AND/ OR PROPERTY LINE
V	PROPOSED VALET BOOTH

No.	REVISIONS	DATE	BY

Kimley»Horn

600 N. PINE ISLAND RD, SUITE 450 PLANTATION FL 33324
PHONE: 954-535-5100
WWW.KIMLEY-HORN.COM CA 00000696

KHA PROJECT	043433000
DATE	5/17/2016
SCALE	AS SHOWN
DESIGNED BY	SE
DRAWN BY	SE
CHECKED BY	AD

ONE HOTEL
BEACH CLUB

MIAMI BEACH FLORIDA DATE:

VALET DROP OFF
24TH STREET

SHEET NUMBER
EX-1

APPENDIX B:
Methodology Correspondence

Dorman, Cory

From: Ferrer, Josiel <JOSIELFERRER@miamibeachfl.gov>
Sent: Friday, June 17, 2016 3:04 PM
To: Dabkowski, Adrian
Cc: Gonzalez, Jose R.; clamus@fteinc.net; Belush, Michael; Dorman, Cory; cmcdowell@bilzin.com
Subject: RE: One Hotel Beach Club | Traffic Study Methodology

Adrian,

I have no further comments.

Thanks,

Respectfully,

MIAMIBEACH

Josiel Ferrer-Diaz, E.I. *Transportation Manager*
TRANSPORTATION DEPARTMENT
1700 Convention Center Drive, Miami Beach, Florida 33139
305-673-7514 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: Adrian.Dabkowski@Kimley-horn.com [mailto:Adrian.Dabkowski@Kimley-horn.com]
Sent: Friday, June 17, 2016 2:27 PM
To: Ferrer, Josiel
Cc: Gonzalez, Jose R.; clamus@fteinc.net; Belush, Michael; cory.dorman@kimley-horn.com; cmcdowell@bilzin.com
Subject: RE: One Hotel Beach Club | Traffic Study Methodology

Good afternoon Josiel:

Can you please let us know if the City has any comments on the attached traffic study methodology.

Thank you
Adrian

Adrian K. Dabkowski, P.E., PTOE
Kimley-Horn | 600 North Pine Island Road, Suite 450, Plantation, FL 33324
Direct: 954-535-5144 | Main: 954-535-5100

From: Dorman, Cory
Sent: Monday, June 13, 2016 6:04 PM
To: JOSIELFERRER@miamibeachfl.gov
Cc: josegonzalez@miamibeachfl.gov; Claudia Lamus <clamus@fteinc.net>; Belush, Michael (MichaelBelush@miamibeachfl.gov) <MichaelBelush@miamibeachfl.gov>; Dabkowski, Adrian

<Adrian.Dabkowski@Kimley-horn.com>
Subject: FW: One Hotel Beach Club | Traffic Study Methodology

Good evening Josiel,

Do we have a status update on the One Hotel methodology?

Thanks,

Kimley»Horn
Cory D. Dorman, E.I.
Kimley-Horn | 600 North Pine Island Road, Plantation, FL 33324
Direct: (954) 535-5114 | Office: (954) 535-5100

From: Dorman, Cory
Sent: Friday, June 10, 2016 11:17 AM
To: 'JOSIELFERRER@miamibeachfl.gov' <JOSIELFERRER@miamibeachfl.gov>
Cc: Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>
Subject: RE: One Hotel Beach Club | Traffic Study Methodology

Good morning Josiel,

Any update on this?

Thanks,

Kimley»Horn
Cory D. Dorman, E.I.
Kimley-Horn | 600 North Pine Island Road, Plantation, FL 33324
Direct: (954) 535-5114 | Office: (954) 535-5100

From: Dorman, Cory
Sent: Monday, June 06, 2016 9:36 AM
To: 'JOSIELFERRER@miamibeachfl.gov' <JOSIELFERRER@miamibeachfl.gov>
Cc: Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>
Subject: RE: One Hotel Beach Club | Traffic Study Methodology

Good morning Josiel,

Just following up regarding potential comments on the One Hotel Beach Club traffic study methodology.

Thanks,

Kimley»Horn
Cory D. Dorman, E.I.
Kimley-Horn | 600 North Pine Island Road, Plantation, FL 33324
Direct: (954) 535-5114 | Office: (954) 535-5100

Proud to be one of FORTUNE magazine's 100 Best Companies to Work

From: Dabkowski, Adrian
Sent: Wednesday, June 01, 2016 1:14 PM
To: JOSIELFERRER@miamibeachfl.gov
Cc: Cory Dorman (cory.dorman@kimley-horn.com) <cory.dorman@kimley-horn.com>
Subject: One Hotel Beach Club | Traffic Study Methodology

Good afternoon Josiel:

Thank you for taking the time to meet with me last week to discuss the One Hotel Beach Club. The traffic study methodology is attached. Please let us know if the City has any questions/comments.

Thank you
Adrian

Kimley»Horn
Adrian K. Dabkowski, P.E., PTOE
Kimley-Horn | 600 North Pine Island Road, Suite 450, Plantation, FL 33324
Direct: 954-535-5144 | Main: 954-535-5100

Please note that I will be out of the office on vacation from June 2 and returning on June 15.

Kimley»Horn

Memorandum

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

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

Date: June 1, 2016

Subject: One Hotel Beach Club
Traffic Study Methodology

The purpose of this memorandum is to summarize the traffic study methodology discussed at our May 24, 2016 meeting. The proposed beach club development is located on the east side of the One Hotel fronting the Miami Beach Beachwalk between 23rd Street and 24th Street in Miami Beach, Florida.

The proposed beach club consists of an 80-seat food and beverage area and a maximum occupancy of 816 patrons. The beach club will operate primarily as a members-only venue but will also be open to the public. The beach club will be open from 10:00 A.M. to 8:00 P.M., seven (7) days a week. Access to the beach club will be provided by a dedicated valet area located on the south side of 24th Street. Self-parking will not be available on-site. Therefore, it is assumed that all beach club patrons arriving to the site in personal vehicles will valet. The valet drop-off/pick-up area site plan and development site plan are provided in Attachment A. The following sections summarize our proposed methodology.

TRIP GENERATION

The Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 9th Edition was not used for trip generation calculations due to the limited number of referenced studies relevant to the One Hotel Beach Club. One Hotel Beach Club vehicle-trips were determined by assuming the occupancy of the beach club is equivalent to the total person-trips generated by the beach club. Person-trips were then converted into vehicle-trips by using a vehicle occupancy factor. Please note that the ITE's *Trip Generation Manual*, 9th Edition, was used for the existing land uses to prepare Saturday peak hour of generator trip generation to determine the internal capture rate for the proposed beach club. ITE Land Use Code (LUC) 232 (High-Rise Residential Condominium/Townhouse) was used for the 828 condominium units which consist of 569 units in the Roney Palace and 259 units in the Paradiso. ITE LUC 310 (Hotel) was used for the 333-room hotel. Please note that the approved conditional use permit also includes 93,000 square feet of retail space. However, a portion of this area will be used for additional lobby space. In order to provide a conservative internal capture analysis, it was assumed that 10,000 square feet of restaurant space will be occupied. ITE LUC 931 (Quality Restaurant) was used for 10,000 square feet of restaurant space.

Based on the maximum December occupancy capacity of the beach club, 816 person-trips were assumed during the weekend event capacity. Several reduction factors were applied. Internal capture based on the ITE's *Trip Generation Handbook*, August 2014 were prepared for the proposed beach club. The beach club is expected to have a 6.0 percent (6.0%) internal capture rate during the Saturday peak hour of generator. A ten percent (10%) multimodal reduction factor was applied to account for the

urban environment in which the redevelopment is located. A 42.6 percent (42.6%) taxi/shared-ride reduction factor was applied based on actual field observation from the Cadillac Hotel located at 3925 Collins Avenue, data related to taxi trips is provided in Attachment B. An occupancy rate of 2.0 passengers/vehicle was applied.

Hourly arrival distribution assumes 5.0 percent (5.0%) between 1:00 to 2:00 P.M., 15.0 percent (15.0%) between 2:00 to 3:00 P.M., 25.0 percent (25.0%) between 3:00 to 4:00 P.M., 30.0 percent (30.0%) between 4:00 to 5:00 P.M., 20.0 percent (20.0%) between 5:00 to 6:00 P.M., and 5.0 percent (5.0%) between 6:00 to 7:00 P.M.

Hourly departure distribution assumes the following:

- 1:00 to 2:00 P.M. no departures
- 2:00 to 3:00 P.M. 20.0 percent (20.0%) of traffic arriving between 1:00 to 2:00 P.M. depart
- 3:00 to 4:00 P.M. 30.0 percent (30.0%) of traffic arriving between 1:00 to 2:00 P.M. depart and 20.0 percent (20.0%) of traffic arriving between 2:00 to 3:00 P.M. depart
- 4:00 to 5:00 P.M. 50.0 percent (50.0%) of traffic arriving between 1:00 to 2:00 P.M. depart and 30.0 percent (30.0%) of traffic arriving between 2:00 to 3:00 P.M. depart
- 5:00 to 6:00 P.M. 50.0 percent (50.0%) of traffic arriving between 2:00 to 3:00 P.M. depart and 20.0 percent (20.0%) of traffic arriving between 3:00 to 4:00 P.M. depart
- 6:00 to 7:00 P.M. 30.0 percent (30.0%) of traffic arriving between 3:00 to 4:00 P.M. depart and 20.0 percent (20.0%) of traffic arriving between 4:00 to 5:00 P.M. depart
- 7:00 to 8:00 P.M. 50.0 percent (50.0%) of traffic arriving between 3:00 to 4:00 P.M. depart, 30.0 percent (30.0%) of traffic arriving between 4:00 to 5:00 P.M. depart, and 20.0 percent (20.0%) of traffic arrive between 5:00 to 6:00 P.M.
- 8:00 to 9:00 P.M. 50.0 percent (50.0%) of traffic arriving between 4:00 to 5:00 P.M. depart, 30.0 percent (30.0%) of traffic arriving between 5:00 to 6:00 P.M. depart, and 20.0 percent (20.0%) of traffic arriving between 6:00 to 7:00 P.M.
- 9:00 to 10:00 P.M. 50.0 percent (50.0%) of traffic arriving between 5:00 to 6:00 P.M. depart and 80.0 percent (80.0%) of traffic arriving between 6:00 to 7:00 P.M. depart

The beach club is expected to generate 121 Saturday peak hour of generator trips. Detailed trip generation calculations are included in Attachment B.

ANALYSIS PERIOD DETERMINATION

The proposed beach club is expected to host the largest events generating the most traffic on Saturday afternoons. Therefore, turning movement counts will be collected on a Saturday from 2:00 P.M. to 6:00 P.M. The analysis period will be based on one (1) peak period determined from the 4-hour turning movement counts. All traffic counts will be adjusted to account for seasonality using the appropriate Florida Department of Transportation (FDOT) seasonal factors specific for Miami Beach. Signal timing information will be obtained from Miami-Dade County Department of Transportation and Public Works – Traffic Signals and Signs Division. All background documentation collected will be provided in the Appendix of the traffic impact study.

STUDY AREA

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

1. Dade Boulevard and 23rd Street
2. 23rd Street and Collins Avenue
3. One Hotel driveway entrance and Collins Avenue
4. One Hotel driveway exit and Collins Avenue
5. 24th Street and Collins Avenue
6. 26th Street and Collins Avenue

Turning movement counts will include pedestrians and bicyclists.

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 Metropolitan Planning Organization's (MPO's) 2040 Cost Feasible Plan travel demand model 2010 and 2040 data. The project is located within TAZ 635. Therefore, a cardinal distribution was developed based on this TAZ. The traffic impact study will include graphics of the project traffic assignment and valet trips at the project's driveways and the study intersections. The detailed cardinal distribution is provided in Attachment C.

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 the Miami-Dade MPO's 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.

At this time the City has indicated that the following committed projects are to be included as part of background conditions:

1. Saxony (Faena)
2. Versailles Hotel

CAPACITY ANALYSIS

Capacity analyses will be conducted for the analysis period for the study intersections. Intersection analyses will be performed using *Synchro 9.0* 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 build-out year will be specified in the analysis.

The following figures will be included for the study intersections:

- Existing conditions
- Trip distribution

- Trip assignment (will outline which driveways are used for the various land uses)
- Future background traffic conditions (with growth rate and committed development traffic)
- Future total traffic conditions (with project)

ON-SITE BICYCLE PARKING

Providing on-site bicycle parking will be examined and documented in the report for both short-term and long-term bicycle parking. The City of Miami Beach's *Bicycle Parking Guidelines*, March 2011 will be used in determining on-site bicycle parking feasibility.

ON-STREET PARKING

Any on-street parking modifications will be documented in the report. Furthermore, any proposed on-street parking modifications will be coordinated with the City of Miami Beach Parking Department. Coordination with the Parking Department will be documented in the traffic impact study.

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. The submittal package will also include the latest site plan to scale.

A separate document will be prepared for the valet/queuing.

VALET ANALYSIS

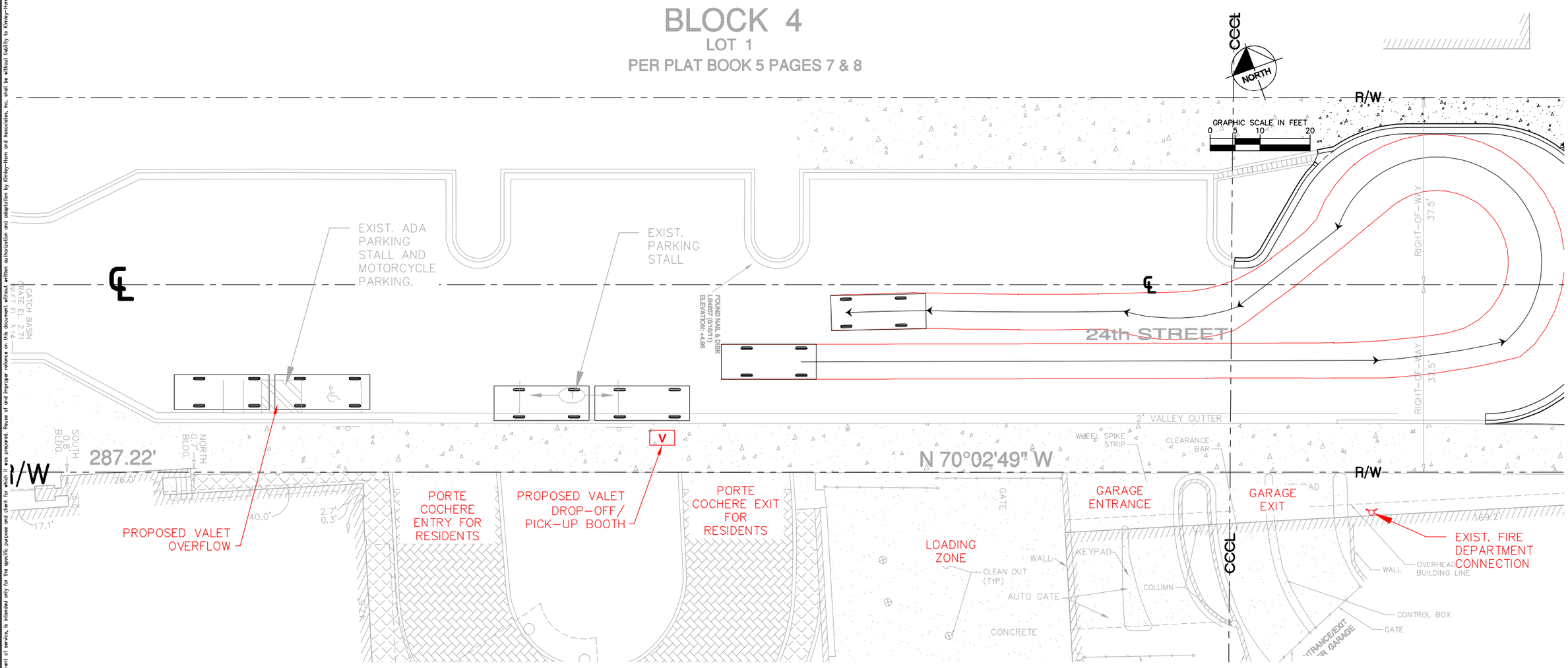
A valet operations queuing analysis will be prepared for the vehicle drop-off/pick-up area to ensure that queues do not spill back into public right-of-way. The vehicle drop-off/pick-up area for the valet operation will be coordinated with the City of Miami Beach Parking Department.

Trip generation estimates will be utilized to provide for two (2) scenarios including typical/average scenario and highest demand (peak hour of generator) scenario. The typical/average demand scenario will be based on half of the highest demand scenario. Taxi traffic will also be accounted for in the analysis. The valet operations queuing analysis will be conducted consistent with procedures described in ITE's *Transportation and Land Development*, 1988. A traffic circulation figure will be prepared to illustrate the valet routes to and from the vehicle drop-off/pick-up area. A technical memorandum documenting analysis assumptions and results, including the location of valet lots along with the number of parking spaces assigned for valet operations and the required number of valet attendants to service the facility under both typical and highest demand will be prepared.

K:\FTL_TPTO\043433000-Perry Hotel 2300 Collins Avenue\Beach Club\correspondence\memo\06 01 16 one hotel beach club traffic study meth.docx

Attachment A

BLOCK 4
LOT 1
PER PLAT BOOK 5 PAGES 7 & 8



LEGEND

℄	CENTERLINE
P.L. – R/W	RIGHT OF WAY AND/ OR PROPERTY LINE
V	PROPOSED VALET BOOTH

No.	REVISIONS	DATE	BY

Kimley»Horn

600 N. PINE ISLAND RD, SUITE 450 PLANTATION FL 33324
PHONE: 954-535-5100
WWW.KIMLEY-HORN.COM CA 00000696

KHA PROJECT	043433000
DATE	5/17/2016
SCALE	AS SHOWN
DESIGNED BY	SE
DRAWN BY	SE
CHECKED BY	AD

ONE HOTEL
BEACH CLUB

MIAMI BEACH FLORIDA DATE:

VALET DROP OFF
24TH STREET

SHEET NUMBER
EX-1

Attachment B

EXISTING WEEKEND PEAK HOUR OF GENERATOR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			10% MULTIMODAL REDUCTION		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	High-Rise Residential Condominium/Townhouse	9	232	828	du	43%	57%	119	158	277	7.9%	22	111	144	255	10.0%	26	100	129	229
	2	Hotel	9	310	333	room	56%	44%	131	103	234	4.7%	11	123	100	223	10.0%	22	111	90	201
	3	Quality Restaurant	9	931	10	ksf	59%	41%	64	44	108	21.3%	23	52	33	85	10.0%	9	47	29	76
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
								Total:	314	305	619	9.0%	56	286	277	563	10.0%	57	258	248	506

ITE Land Use Code	Rate or Equation
232	Y=0.3*(X)+28.85
310	Y=0.69*(X)+4.32
931	Y=10.87*(X)+-0.46

PROPOSED WEEKEND PEAK HOUR OF GENERATOR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			10% MULTIMODAL REDUCTION		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	High-Rise Residential Condominium/Townhouse	9	232	828	du	43%	57%	119	158	277	8.7%	24	109	144	253	10.0%	25	98	130	228
	2	Hotel	9	310	333	room	56%	44%	131	103	234	5.1%	12	122	100	222	10.0%	22	110	90	200
	3	Quality Restaurant	9	931	10	ksf	59%	41%	64	44	108	26.9%	29	50	29	79	10.0%	8	45	26	71
	4	Beach Club[1]	N/A	N/A	N/A	N/A	81%	19%	122	29	151	6.0%	9	118	24	142	10.0%	14	106	22	128
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
								Total:	436	334	770	9.6%	74	399	297	696	10.0%	69	359	268	627

ITE Land Use Code	Rate or Equation
232	Y=0.3*(X)+28.85
310	Y=0.69*(X)+4.32
931	Y=10.87*(X)+-0.46
N/A	N/A

	IN	OUT	TOTAL
NET NEW TRIPS	**101**	**20**	**121**
42.6% TAXI/SHARED-RIDE REDUCTION	**43**	**9**	**52**
NET NEW VALET TRIPS	**58**	**11**	**69**

Note: [1]Trip generation data based on valet parking projections and weekly event capacities. Detailed trip generation is attached.
[2]Taxi/shared-ride reduction based on data collected at Cadillac Hotel. Detailed calculations are attached.

Table 1

1 Hotel South Beach - Private Beach - Valet Parking Projections

Saturday Party Hourly Valet Projections	Saturday Event Capacity (person-trips)	Saturday Event Capacity (vehicle-trips) 2 persons per vehicle	Hourly Drop-off Valet Breakdown (1pm-2pm)		Hourly Drop-off Valet Breakdown (2pm-3pm)		Hourly Drop-off Valet Breakdown (3pm-4pm)		Hourly Drop-off Valet Breakdown (4pm-5pm)		Hourly Drop-off Valet Breakdown (5pm-6pm)		Hourly Drop-off Valet Breakdown (6pm-7pm)		Hourly Drop-off Valet Breakdown (7 pm-8pm)		Weekly Event Occupancy
January	408	204	5%	10	15%	31	25%	51	30%	61	20%	41	5%	10	0%	0	408
February	510	255	5%	13	15%	38	25%	64	30%	77	20%	51	5%	13	0%	0	510
March (Daylight Saving Start)	510	255	5%	13	5%	13	20%	51	30%	77	25%	64	10%	26	5%	13	510
April	595	298	5%	15	5%	15	20%	60	30%	89	25%	74	10%	30	5%	15	595
May	595	298	5%	15	5%	15	20%	60	30%	89	25%	74	10%	30	5%	15	595
June	574	287	5%	14	5%	14	20%	57	30%	86	25%	72	10%	29	5%	14	574
July	574	287	5%	14	5%	14	20%	57	30%	86	25%	72	10%	29	5%	14	574
August	574	287	5%	14	5%	14	20%	57	30%	86	25%	72	10%	29	5%	14	574
September	574	287	5%	14	5%	14	20%	57	30%	86	25%	72	10%	29	5%	14	574
October	638	319	5%	16	5%	16	20%	64	30%	96	25%	80	10%	32	5%	16	638
November (Daylight Savings End)	638	319	5%	16	15%	48	25%	80	30%	96	20%	64	5%	16	0%	0	638
December	**816**	**408**	**5%**	**20**	**15%**	**61**	**25%**	**102**	**30%**	**122**	**20%**	**82**	**5%**	**20**	**0%**	**0**	**816**

Assumptions: projections made with help from Zac Courtney, who opened the Beach Club at Soho House. The use of valet parking is correlated to the price charged. Charging $25 will likely generate a 10% utilization of this service. Charging $10-$12 will generate aprox 50% utilization. Projections made for the Saturday parties are based on 50% utilization

December Saturday Peak Hour Valet Trips	Drop-off Valet	Pick-up Valet	Total Valet	
1 to 2 PM	20	0	20	**Pick-up valet trips represent 0% of 1 to 2 pm drop-off valet trips**
2 to 3 PM	61	4	65	**Pick-up valet trips represent 20% of 1 to 2 pm drop-off valet trips**
3 to 4 PM	102	18	120	**Pick-up valet trips represent 30% of 1 to 2 pm drop-off valet trips and 20% of 2 to 3 pm drop-off valet trips**
4 to 5 PM	**122**	**29**	**151**	**Pick-up valet trips represent 50% of 1 to 2 pm drop-off valet trips and 30% of 2 to 3 pm drop-off valet trips**
5 to 6 PM	82	51	133	**Pick-up valet trips represent 50% of 2 to 3 pm drop-off valet trips and 20% of 3 to 4 pm drop-off valet trips**
6 to 7 PM	20	55	75	**Pick-up valet trips represent 30% of 3 to 4 pm drop-off valet trips and 20% of 4 to 5 pm drop-off valet trips**
7 to 8 PM	0	104	104	**Pick-up valet trips represent 50% of 3 to 4 pm drop-off valet trips, 30% of 4 to 5 pm drop-off valet trips, and 20% of 5 to 6 pm drop-off valet trips**
8 to 9 PM	0	90	90	**Pick-up valet trips represent 50% of 4 to 5 pm drop-off valet trips, 30% of 5 to 6 pm drop-off valet trips, and 20% of 6 to 7 pm drop-off valet trips**
9 to 10 PM	0	57	57	**Pick-up valet trips represent 50% of 5 to 6 pm drop-off valet trips and 80% of 6 to 7 pm drop-off valet trips**

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 (EXISTING)

GROSS TRIP GENERATION

INPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office						
Retail						
Restaurant					64	44
Cinema/Entertainment						
Residential					119	158
Hotel					131	103
	0	0	0	0	314	305

INTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	0	0	0	0	12	11
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	8	14
Hotel	0	0	0	0	8	3
	0	0	0	0	28	28

OUTPUT

Total % Reduction	*0.0%*	*0.0%*	*9.0%*
Office			
Retail			
Restaurant			21.3%
Cinema/Entertainment			
Residential			7.9%
Hotel			4.7%

EXTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	0	0	0	0	52	33
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	111	144
Hotel	0	0	0	0	123	100
	0	0	0	0	286	277

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	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office						
Retail						
Restaurant					64	44
Cinema/Entertainment					122	29
Residential					119	158
Hotel					131	103
	0	0	0	0	436	334

INTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	0	0	0	0	14	15
Cinema/Entertainment	0	0	0	0	4	5
Residential	0	0	0	0	10	14
Hotel	0	0	0	0	9	3
	0	0	0	0	37	37

OUTPUT

Total % Reduction	*0.0%*	*0.0%*	*9.6%*
Office			
Retail			
Restaurant			26.9%
Cinema/Entertainment			6.0%
Residential			8.7%
Hotel			5.1%

EXTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	0	0	0	0	50	29
Cinema/Entertainment	0	0	0	0	118	24
Residential	0	0	0	0	109	144
Hotel	0	0	0	0	122	100
	0	0	0	0	399	297

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

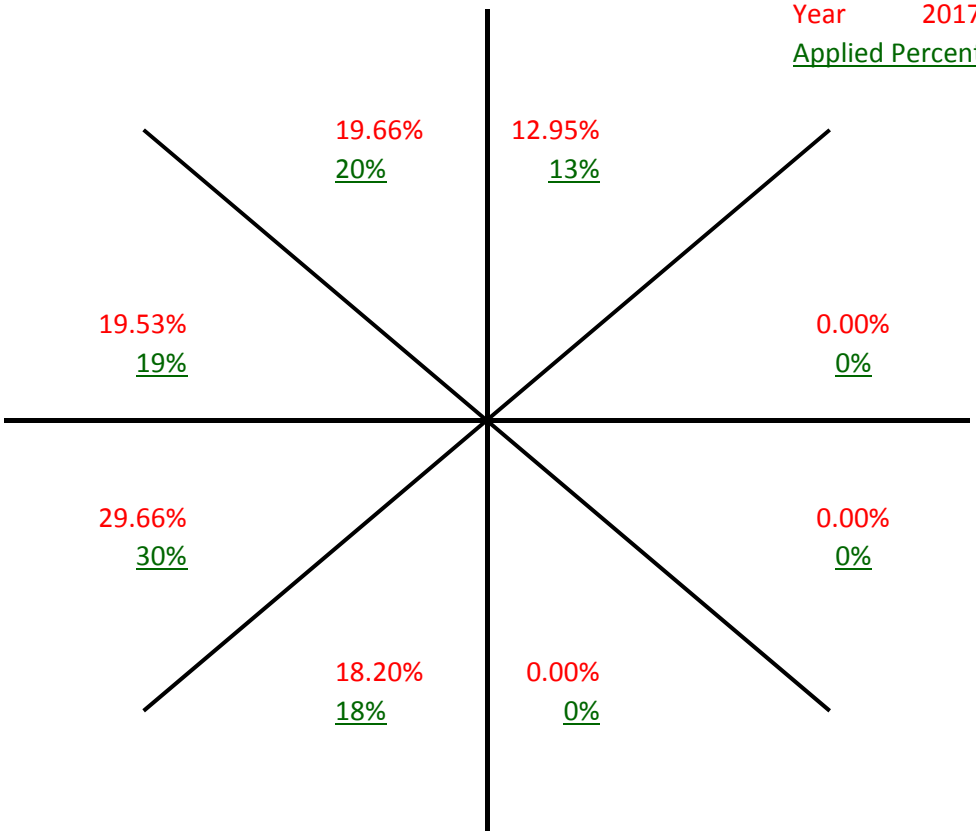
Taxi Trips Observed 42.6%

Attachment C

Cardinal Distribution for TAZ 635

Year 2017

Applied Percentages



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

Peak Season Conversion Factor

MacArthur Causeway Peak Season Conversion Factor				
Week	Weekly Volume	PSCF	Month	Days
1	84501.5	1.24	Jan	1-4
2	96697.8	1.08		7-11
3	92890.4	1.13		14-18
4	87868.25	1.19		21-25
5	93600.75	1.12		28-31
6	93618	1.12	Feb	1-8
7	97020.8	1.08		11-15
8	95629	1.10		18-22
9	93869	1.12		25-28
10	98171.4	1.07	mar	1-8
11	103386.8	1.01		11-15
12	104828.6	1.00		18-22
13	100316.2	1.04		25-29
14	92938.8	1.13	apr	1-5
15	94095.2	1.11		8-12
16	92559.8	1.13		15-19
17	93979	1.12		22-30
18	92123.333	1.14	may	1-3
19	94034.2	1.11		6-10
20	94298.8	1.11		13-17
21	87019.2	1.20		20-24
22	83929	1.25		27-31
23	86256	1.22	june	3-7
24	82286.2	1.27		10-14
25	94499.2	1.11		17-21
26	85008.8	1.23		24-28
27			july	1-5
28	91188.2	1.15		8-12
29	79613.6	1.32		15-19
30	82289.6	1.27		22-26
31	80496	1.30		29-31
32	84339.6	1.24	aug	1-9
33	87381.6	1.20		12-16
34	88768.4	1.18		19-23
35	86854.6	1.21		26-30
36	85645.2	1.22	sept	2-6
37	85048.2	1.23		9-13
38	85223	1.23		16-20
39	87485	1.20		23-30
40	87247.75	1.20	oct	1-4
41	89149	1.18		7-11
42	91419.2	1.15		14-18
43	89443.6	1.17		21-25
44	91675.75	1.14		28-31
45	91660	1.14	Nov	1-8
46	88852	1.18		11-15
47	86189.2	1.22		18-22
48	82268.4	1.27		25-29
49	96358.8	1.09	dec	2-6
50	90945.2	1.15		9-13
51	91048.2	1.15		16-20
52	82311.2	1.27		23-31

Turning Movement Counts

Traffic Survey Specialists, Inc.

23RD STREET & DADE BOULEVARD
MIAMI BEACH, FLORIDA
COUNTED BY: ADAM JOHNSON
SIGNALIZED

85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160137
Start Date: 06/18/16
File I.D. : 23STDADE
Page : 1

ALL VEHICLES

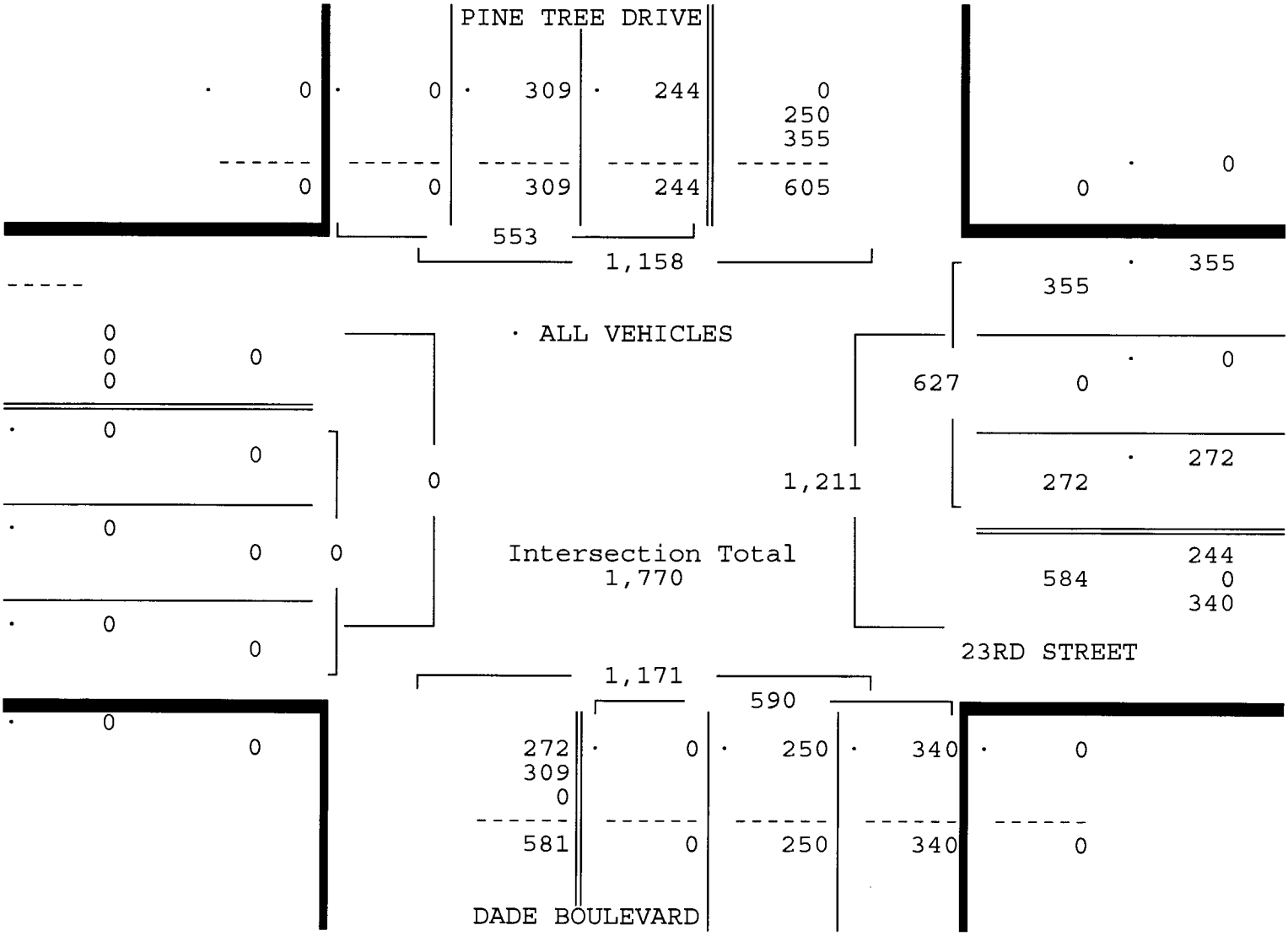
	PINE TREE DRIVE From North				23RD STREET From East				DADE BOULEVARD From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/18/16																	
14:00	0	52	80	0	0	59	0	85	0	0	70	83	0	0	0	0	429
14:15	0	55	85	0	0	59	0	69	0	0	60	82	0	0	0	0	410
14:30	2	43	83	0	0	45	0	98	0	0	72	86	0	0	0	0	429
14:45	1	72	99	0	1	67	0	73	0	0	51	88	0	0	0	0	452
Hr Total	3	222	347	0	1	230	0	325	0	0	253	339	0	0	0	0	1720
15:00	1	49	65	0	0	61	0	89	0	0	76	77	0	0	0	0	418
15:15	1	51	70	0	0	75	0	103	0	0	67	78	0	0	0	0	445
15:30	0	63	87	0	0	45	0	80	0	0	63	102	0	0	0	0	440
15:45	0	59	75	0	0	78	0	99	0	0	67	84	0	0	0	0	462
Hr Total	2	222	297	0	0	259	0	371	0	0	273	341	0	0	0	0	1765
16:00	0	70	77	0	0	74	0	73	0	0	53	76	0	0	0	0	423
16:15	0	54	73	0	0	65	0	80	0	0	52	65	0	0	0	0	389
16:30	0	52	72	0	0	68	0	93	0	0	71	67	0	0	0	0	423
16:45	0	53	88	0	0	76	0	93	0	0	59	81	0	0	0	0	450
Hr Total	0	229	310	0	0	283	0	339	0	0	235	289	0	0	0	0	1685
17:00	1	47	71	0	0	64	0	93	0	0	74	68	0	0	0	0	418
17:15	0	46	78	0	0	78	0	103	0	0	78	70	0	0	0	0	453
17:30	1	40	75	0	0	63	0	127	0	0	50	83	0	0	0	0	439
17:45	0	65	83	0	0	72	0	74	0	0	63	64	0	0	0	0	421
Hr Total	2	198	307	0	0	277	0	397	0	0	265	285	0	0	0	0	1731
TOTAL	7	871	1261	0	1	1049	0	1432	0	0	1026	1254	0	0	0	0	6901

23RD STREET & DADE BOULEVARD
MIAMI BEACH, FLORIDA
COUNTED BY: ADAM JOHNSON
SIGNALIZED

Site Code : 00160137
Start Date: 06/18/16
File I.D. : 23STDADE

ALL VEHICLES

	PINE TREE DRIVE From North				23RD STREET From East				DADE BOULEVARD From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/18/16																	
Peak Hour Analysis By Entire Intersection for the Period: 14:00 to 18:00 on 06/18/16																	
Peak start	15:15				15:15				15:15				15:15				
Volume	1	243	309	0	0	272	0	355	0	0	250	340	0	0	0	0	
Percent	0%	44%	56%	0%	0%	43%	0%	57%	0%	0%	42%	58%	0%	0%	0%	0%	
Pk total	553				627				590				0				
Highest	15:30				15:15				15:30				14:00				
Volume	0	63	87	0	0	75	0	103	0	0	63	102	0	0	0	0	
Hi total	150				178				165				0				
PHF	.92				.88				.89				.0				



Traffic Survey Specialists, Inc.

23RD STREET & DADE BOULEVARD
MIAMI BEACH, FLORIDA
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85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160137
Start Date: 06/18/16
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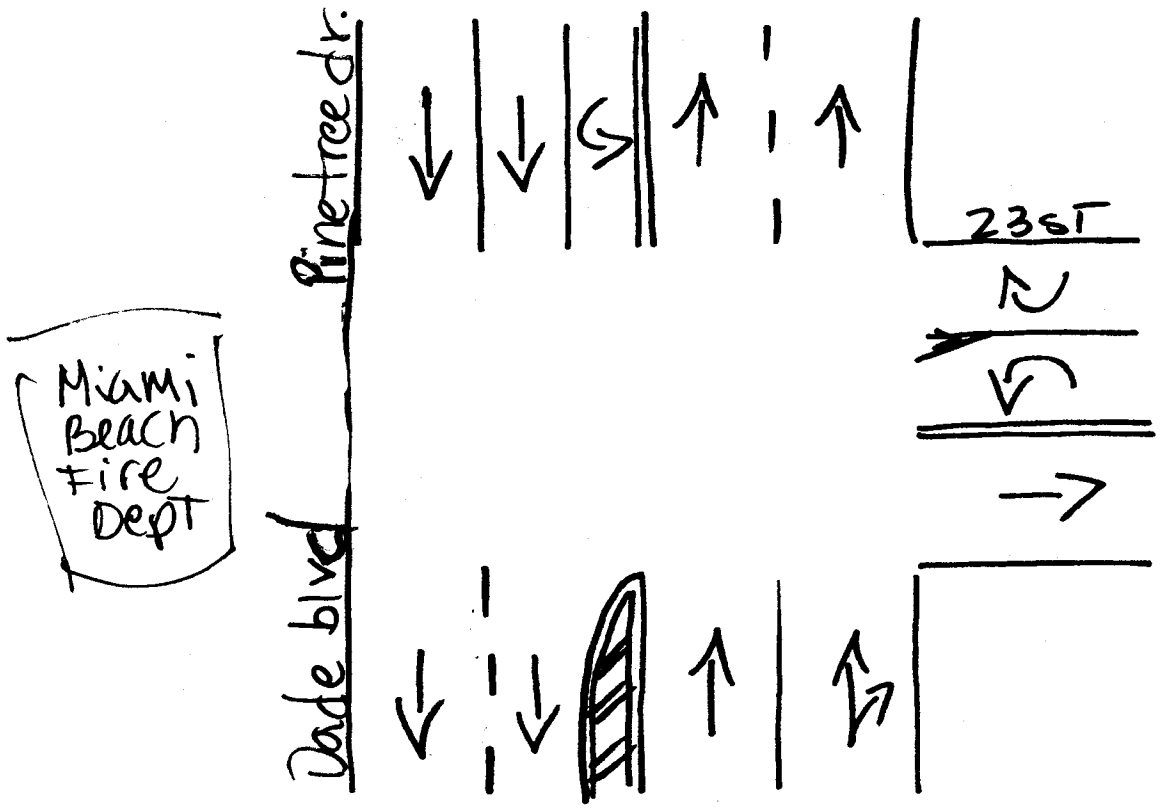
Page : 1

PEDESTRIANS & BIKES

	PINE TREE DRIVE From North				23RD STREET From East				DADE BOULEVARD From South				----- From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/18/16																	
14:00	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
14:15	0	2	0	1	0	0	0	0	0	0	0	1	0	0	0	0	4
14:30	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	0	5
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	4	0	2	0	0	0	2	0	1	0	2	0	0	0	0	11
15:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
TOTAL	0	4	0	2	0	0	0	3	0	2	0	10	0	0	0	0	21

North



Miami beach, Florida
November 25, 2013
drawn by: Luis Palomino
Signalized

Traffic Survey Specialists, Inc.

23RD STREET & A1A
MIAMI BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160137
Start Date: 06/18/16
File I.D. : 23ST_A1A
Page : 1

23RD ST & A1A, SOUTH DRIVEWAY

	A1A From North				23RD STREET From East				A1A From South				23RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/18/16																	
14:00	0	2	205	55	0	3	6	7	0	7	196	5	0	59	7	30	582
14:15	1	7	179	46	0	3	2	11	1	8	189	5	0	58	7	34	551
14:30	1	7	186	66	0	2	3	10	0	16	177	9	0	48	12	35	572
14:45	0	6	189	46	0	2	8	7	0	17	183	7	0	61	17	39	582
Hr Total	2	22	759	213	0	10	19	35	1	48	745	26	0	226	43	138	2287
15:00	0	5	174	51	0	3	10	3	1	17	186	7	0	62	15	36	570
15:15	0	6	187	43	0	3	12	10	0	9	186	10	0	54	7	33	560
15:30	0	1	191	49	0	3	12	8	0	14	186	8	0	52	6	54	584
15:45	1	2	192	65	0	1	12	12	0	13	197	6	0	64	13	30	608
Hr Total	1	14	744	208	0	10	46	33	1	53	755	31	0	232	41	153	2322
16:00	1	4	192	69	0	4	6	10	0	8	197	7	0	66	8	50	622
16:15	0	2	200	52	1	2	4	8	0	14	190	11	0	49	8	32	573
16:30	0	2	172	53	0	0	12	8	0	13	194	8	0	59	9	31	561
16:45	1	7	181	55	0	1	7	12	0	12	183	11	0	56	5	29	560
Hr Total	2	15	745	229	1	7	29	38	0	47	764	37	0	230	30	142	2316
17:00	0	5	211	56	0	4	6	8	0	8	204	5	0	64	5	37	613
17:15	1	3	182	55	0	5	11	8	0	14	164	12	0	65	5	34	559
17:30	0	3	166	48	0	2	8	4	0	8	213	10	0	63	5	27	557
17:45	0	4	164	53	0	4	12	15	0	6	158	5	0	48	5	35	509
Hr Total	1	15	723	212	0	15	37	35	0	36	739	32	0	240	20	133	2238
TOTAL	6	66	2971	862	1	42	131	141	2	184	3003	126	0	928	134	566	9163

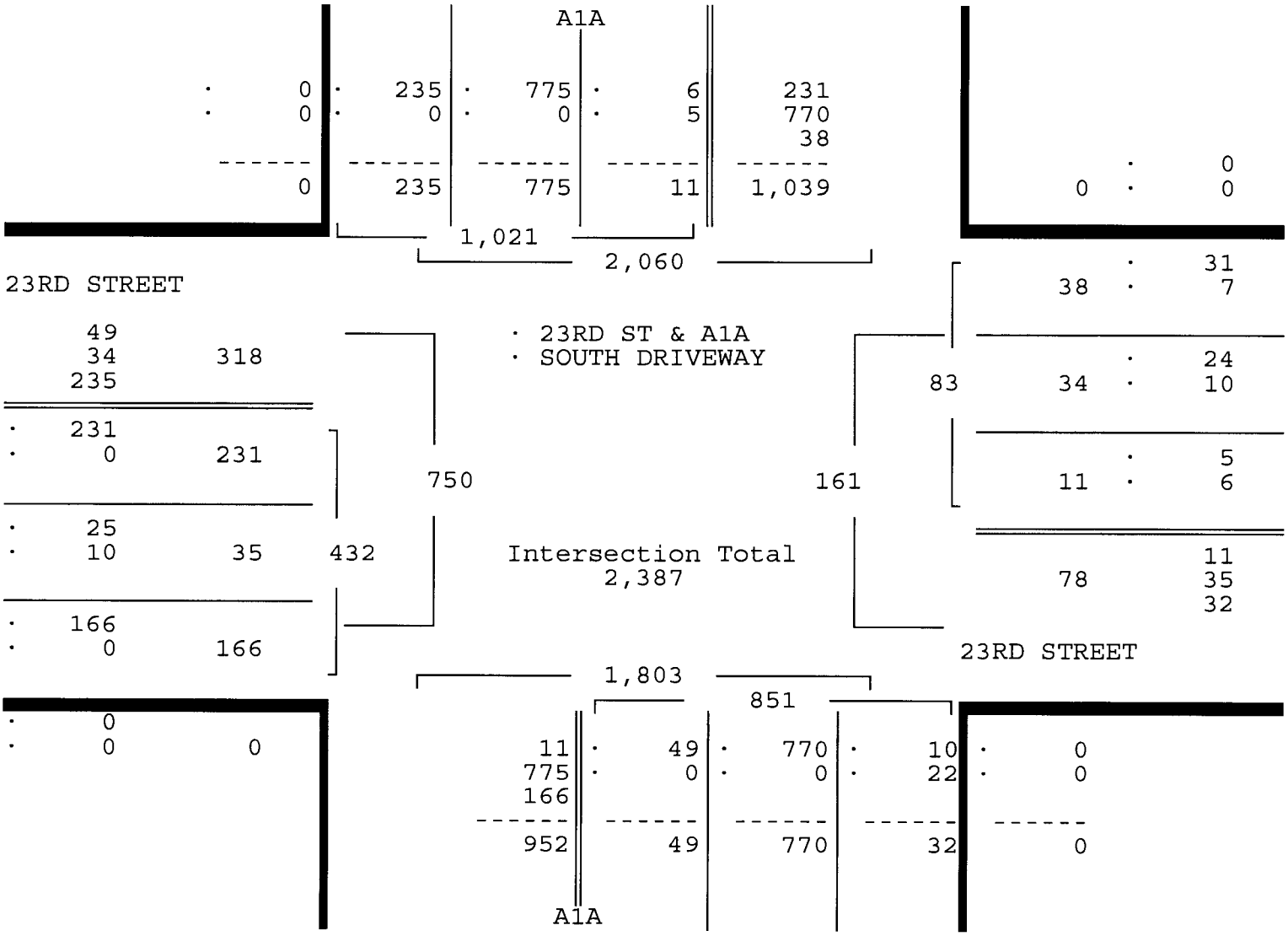
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

23RD STREET & A1A
MIAMI BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Site Code : 00160137
Start Date: 06/18/16
File I.D. : 23ST_A1A

23RD ST & A1A, SOUTH DRIVEWAY

	A1A From North				23RD STREET From East				A1A From South				23RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/18/16																	
Peak Hour Analysis By Entire Intersection for the Period: 14:00 to 18:00 on 06/18/16																	
Peak start	15:30				15:30				15:30				15:30				
Volume	2	9	775	235	1	10	34	38	0	49	770	32	0	231	35	166	
Percent	0%	1%	76%	23%	1%	12%	41%	46%	0%	6%	90%	4%	0%	53%	8%	38%	
Pk total	1021				83				851				432				
Highest	16:00				15:45				15:45				16:00				
Volume	1	4	192	69	0	1	12	12	0	13	197	6	0	66	8	50	
Hi total	266				25				216				124				
PHF	.96				.83				.98				.87				



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Phone (561) 272-3255

23RD STREET & A1A
MIAMI BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Site Code : 00160137
Start Date: 06/18/16
File I.D. : 23ST_A1A
Page : 1

SOUTH DRIVEWAY

	A1A From North				23RD STREET From East				A1A From South				23RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/18/16																	
14:00	0	0	0	0	0	1	1	3	0	0	0	2	0	0	4	0	11
14:15	0	0	0	0	0	1	0	1	0	0	0	3	0	0	5	0	10
14:30	0	2	0	0	0	1	2	2	0	0	0	8	0	0	3	0	18
14:45	0	4	0	0	0	1	3	3	0	0	0	4	0	0	8	0	23
Hr Total	0	6	0	0	0	4	6	9	0	0	0	17	0	0	20	0	62
15:00	0	2	0	0	0	1	1	0	0	0	0	6	0	0	5	0	15
15:15	0	3	0	0	0	1	5	3	0	0	0	6	0	0	1	0	19
15:30	0	1	0	0	0	2	3	2	0	0	0	4	0	0	2	0	14
15:45	0	1	0	0	0	0	4	2	0	0	0	4	0	0	1	0	12
Hr Total	0	7	0	0	0	4	13	7	0	0	0	20	0	0	9	0	60
16:00	0	2	0	0	0	1	1	1	0	0	0	5	0	0	4	0	14
16:15	0	1	0	0	1	2	2	2	0	0	0	9	0	0	3	0	20
16:30	0	0	0	0	0	0	3	3	0	0	0	4	0	0	2	0	12
16:45	0	1	0	0	0	0	3	1	0	0	0	8	0	0	3	0	16
Hr Total	0	4	0	0	1	3	9	7	0	0	0	26	0	0	12	0	62
17:00	0	2	0	0	0	2	2	2	0	0	0	3	0	0	1	0	12
17:15	0	0	0	0	0	1	3	3	0	0	0	10	0	0	0	0	17
17:30	0	0	0	0	0	1	3	0	0	0	0	5	0	0	0	0	9
17:45	0	1	0	0	0	2	4	2	0	0	0	5	0	0	1	0	15
Hr Total	0	3	0	0	0	6	12	7	0	0	0	23	0	0	2	0	53
TOTAL	0	20	0	0	1	17	40	30	0	0	0	86	0	0	43	0	237

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

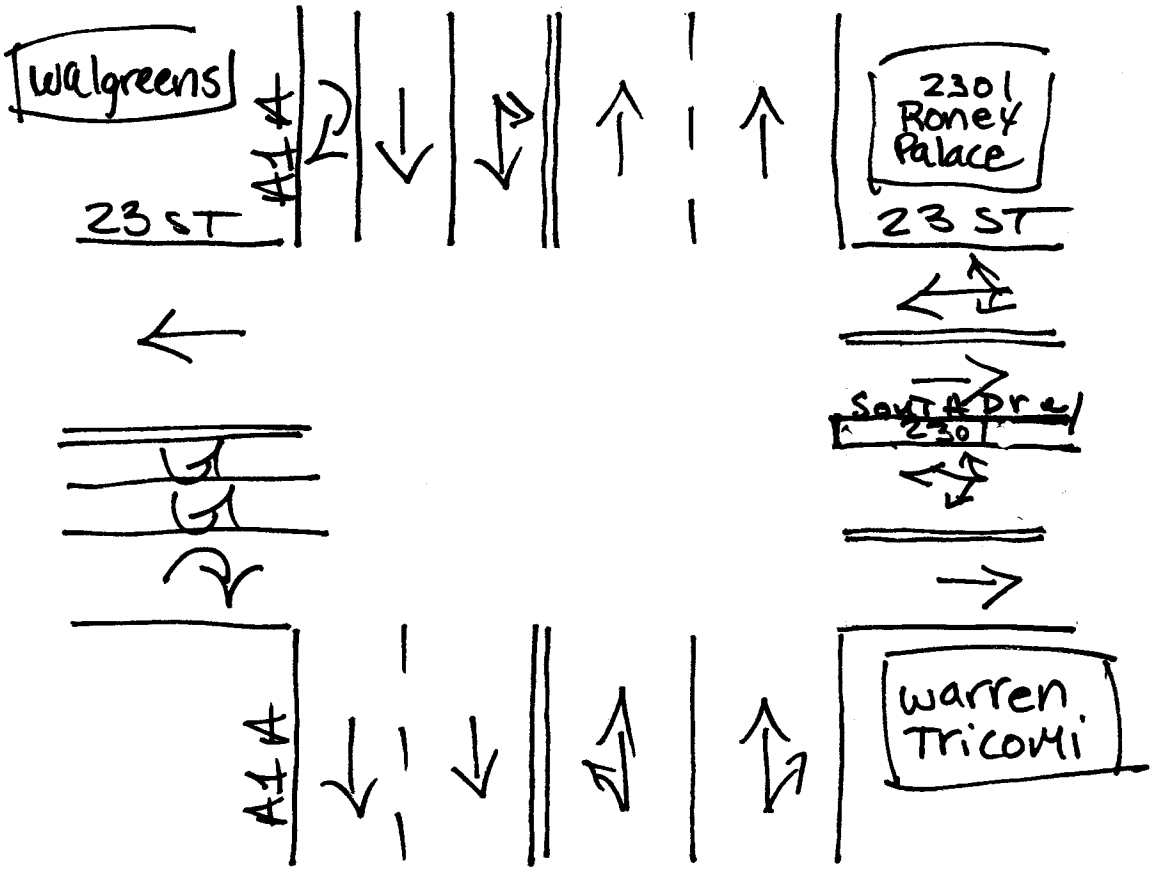
23RD STREET & A1A
MIAMI BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Site Code : 00160137
Start Date: 06/18/16
File I.D. : 23ST_A1A
Page : 1

PEDESTRIANS

	A1A From North				23RD STREET From East				A1A From South				23RD STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/18/16																	
14:00	0	2	0	29	0	5	0	64	0	1	0	16	0	1	0	15	133
14:15	0	0	0	30	0	5	0	37	0	0	0	19	0	2	0	24	117
14:30	0	0	0	33	0	2	0	59	0	1	0	15	0	3	0	16	129
14:45	0	0	0	25	0	1	0	29	0	0	0	6	0	7	0	24	92
Hr Total	0	2	0	117	0	13	0	189	0	2	0	56	0	13	0	79	471
15:00	0	0	0	32	0	0	0	30	0	0	0	25	0	1	0	17	105
15:15	0	0	0	27	0	4	0	18	0	0	0	8	0	6	0	28	91
15:30	0	0	0	21	0	1	0	20	0	0	0	19	0	3	0	22	86
15:45	0	0	0	12	0	1	0	14	0	0	0	19	0	0	0	20	66
Hr Total	0	0	0	92	0	6	0	82	0	0	0	71	0	10	0	87	348
16:00	0	0	0	29	0	0	0	31	0	0	0	21	0	4	0	35	120
16:15	0	1	0	55	0	2	0	37	0	0	0	19	0	2	0	28	144
16:30	0	0	0	39	0	8	0	49	0	0	0	19	0	5	0	34	154
16:45	0	2	0	38	0	2	0	32	0	0	0	25	0	1	0	32	132
Hr Total	0	3	0	161	0	12	0	149	0	0	0	84	0	12	0	129	550
17:00	0	0	0	12	0	0	0	61	0	2	0	25	0	1	0	19	120
17:15	0	0	0	21	0	0	0	36	0	0	0	24	0	3	0	38	122
17:30	0	1	0	43	0	0	0	43	0	1	0	22	0	7	0	33	150
17:45	0	0	0	35	0	4	0	37	0	1	0	8	0	0	0	17	102
Hr Total	0	1	0	111	0	4	0	177	0	4	0	79	0	11	0	107	494
TOTAL	0	6	0	481	0	35	0	597	0	6	0	290	0	46	0	402	1863

North



Miami bch, Florida

June 14, 2016

drawn by: Luis Palomino

Signalized

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

HOTEL DRIVEWAY ENTRANCE & COLLINS AVENUE
MIAMI BEACH, FLORIDA
COUNTED BY: RICHARD MENDEZ
INS ONLY

Site Code : 00160137
Start Date: 06/18/16
File I.D. : SDWY_A1A
Page : 1

ALL BUT TAXIS, TAXIS

	COLLINS AVENUE From North				HOTEL ENTRANCE From East				COLLINS AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/18/16																	
14:00	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	21
14:15	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	30
14:30	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20
14:45	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	26
Hr Total	0	0	0	0	0	0	0	0	0	0	0	97	0	0	0	0	97
15:00	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20
15:15	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	30
15:30	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	30
15:45	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	38
Hr Total	0	0	0	0	0	0	0	0	0	0	0	118	0	0	0	0	118
16:00	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25
16:15	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25
16:30	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	30
16:45	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25
Hr Total	0	0	0	0	0	0	0	0	0	0	0	105	0	0	0	0	105
17:00	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20
17:15	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15
17:30	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20
17:45	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	23
Hr Total	0	0	0	0	0	0	0	0	0	0	0	78	0	0	0	0	78
TOTAL	0	0	0	0	0	0	0	0	0	0	0	398	0	0	0	0	398

NO CARS ENTERED FROM THE NORTH

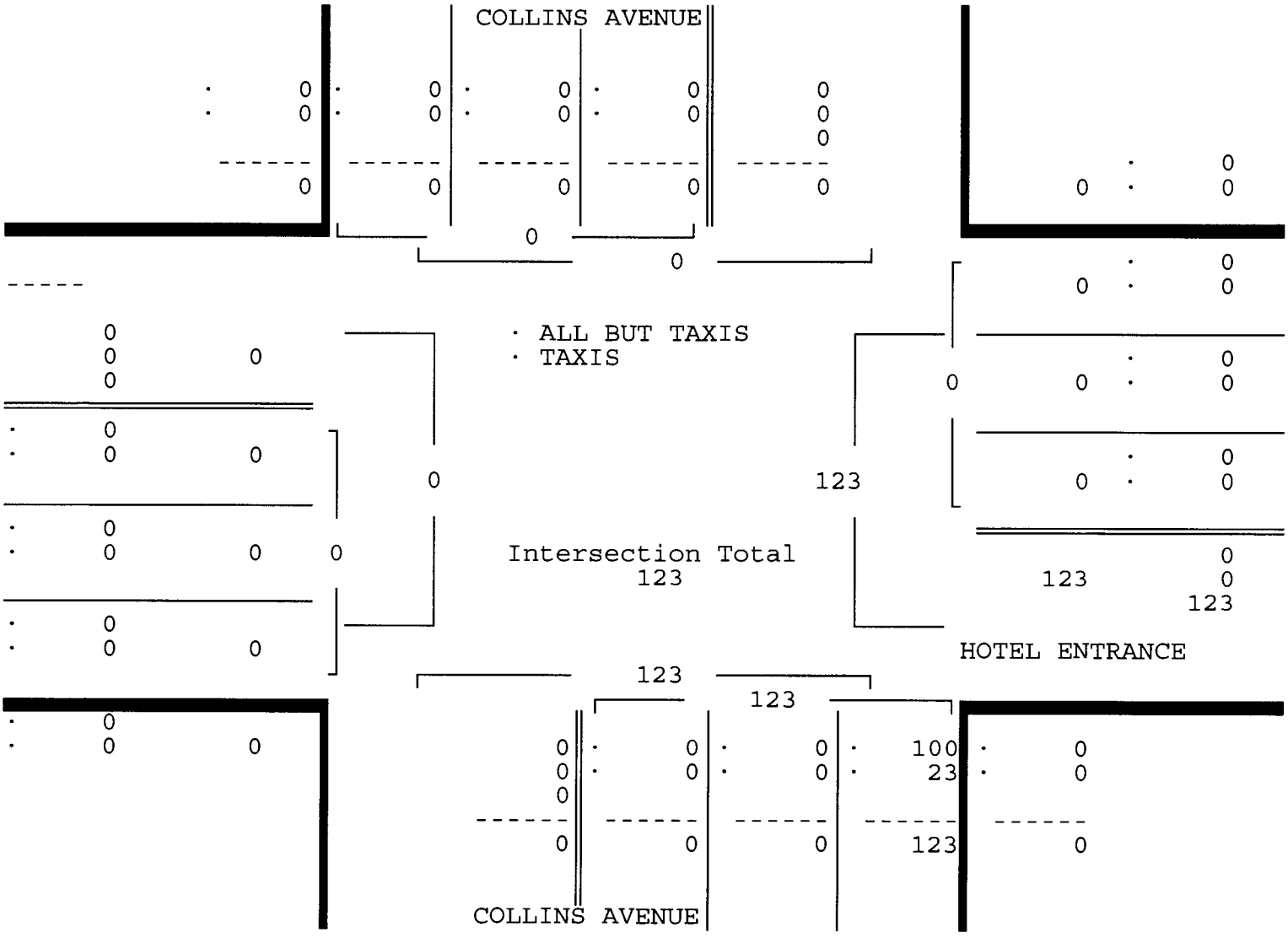
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

HOTEL DRIVEWAY ENTRANCE & COLLINS AVENUE
MIAMI BEACH, FLORIDA
COUNTED BY: RICHARD MENDEZ
INS ONLY

Site Code : 00160137
Start Date: 06/18/16
File I.D. : SDWY_A1A

ALL BUT TAXIS, TAXIS

	COLLINS AVENUE From North				HOTEL ENTRANCE From East				COLLINS AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/18/16																	
Peak Hour Analysis By Entire Intersection for the Period: 14:00 to 18:00 on 06/18/16																	
Peak start 15:15					15:15				15:15				15:15				
Volume	0	0	0	0	0	0	0	0	0	0	0	123	0	0	0	0	
Percent	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
Pk total	0				0				123				0				
Highest	14:00				14:00				15:45				14:00				
Volume	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	
Hi total	0				0				38				0				
PHF	.0				.0				.81				.0				



Traffic Survey Specialists, Inc.

HOTEL DRIVEWAY ENTRANCE & COLLINS AVENUE
MIAMI BEACH, FLORIDA
COUNTED BY: RICHARD MENDEZ
INS ONLY

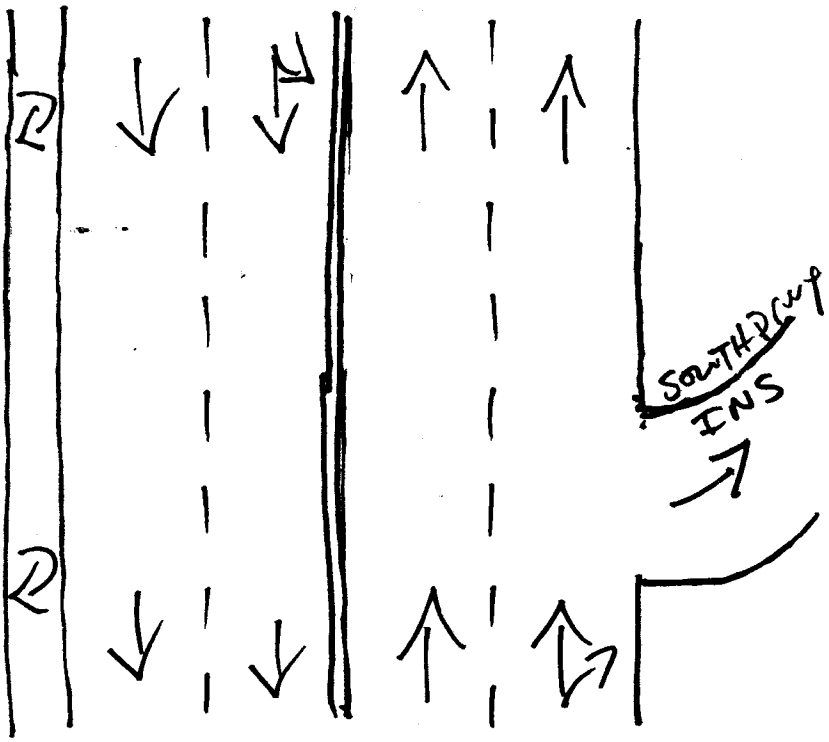
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160137
Start Date: 06/18/16
File I.D. : SDWY_A1A
Page : 1

TAXIS

	COLLINS AVENUE From North				HOTEL ENTRANCE From East				COLLINS AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/18/16																	
14:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
14:15	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
14:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
Hr Total	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22
15:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
15:15	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
15:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
15:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
Hr Total	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	26
16:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
16:45	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
Hr Total	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20
17:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
17:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
17:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
Hr Total	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18
TOTAL	0	0	0	0	0	0	0	0	0	0	0	86	0	0	0	0	86

North



Miami bch, Florida
June 14, 2016
drawn by: Luis Palomino
not signalized

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

HOTEL DRIVEWAY EXIT & COLLINS AVENUE
MIAMI BEACH, FLORIDA
COUNTED BY: DREW GONZALEZ
OUTS ONLY

Site Code : 00160137
Start Date: 06/18/16
File I.D. : NDWY_A1A
Page : 1

ALL BUT TAXIS, TAXIS

	COLLINS AVENUE From North				HOTEL EXIT DRIVEWAY From East				COLLINS AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/18/16																	
14:00	0	0	0	0	0	1	0	13	0	0	0	0	0	0	0	0	14
14:15	0	0	0	0	0	5	0	23	0	0	0	0	0	0	0	0	28
14:30	0	0	0	0	0	2	0	17	0	0	0	0	0	0	0	0	19
14:45	0	0	0	0	0	5	0	12	0	0	0	0	0	0	0	0	17
Hr Total	0	0	0	0	0	13	0	65	0	0	0	0	0	0	0	0	78
15:00	0	0	0	0	0	4	0	24	0	0	0	0	0	0	0	0	28
15:15	0	0	0	0	0	4	0	24	0	0	0	0	0	0	0	0	28
15:30	0	0	0	0	0	2	0	38	0	0	0	0	0	0	0	0	40
15:45	0	0	0	0	0	3	0	33	0	0	0	0	0	0	0	0	36
Hr Total	0	0	0	0	0	13	0	119	0	0	0	0	0	0	0	0	132
16:00	0	0	0	0	0	6	0	37	0	0	0	0	0	0	0	0	43
16:15	0	0	0	0	0	3	0	23	0	0	0	0	0	0	0	0	26
16:30	0	0	0	0	0	3	0	27	0	0	0	0	0	0	0	0	30
16:45	0	0	0	0	0	3	0	24	0	0	0	0	0	0	0	0	27
Hr Total	0	0	0	0	0	15	0	111	0	0	0	0	0	0	0	0	126
17:00	0	0	0	0	0	2	0	23	0	0	0	0	0	0	0	0	25
17:15	0	0	0	0	0	1	0	17	0	0	0	0	0	0	0	0	18
17:30	0	0	0	0	0	5	0	23	0	0	0	0	0	0	0	0	28
17:45	0	0	0	0	0	3	0	22	0	0	0	0	0	0	0	0	25
Hr Total	0	0	0	0	0	11	0	85	0	0	0	0	0	0	0	0	96
TOTAL	0	0	0	0	0	52	0	380	0	0	0	0	0	0	0	0	432

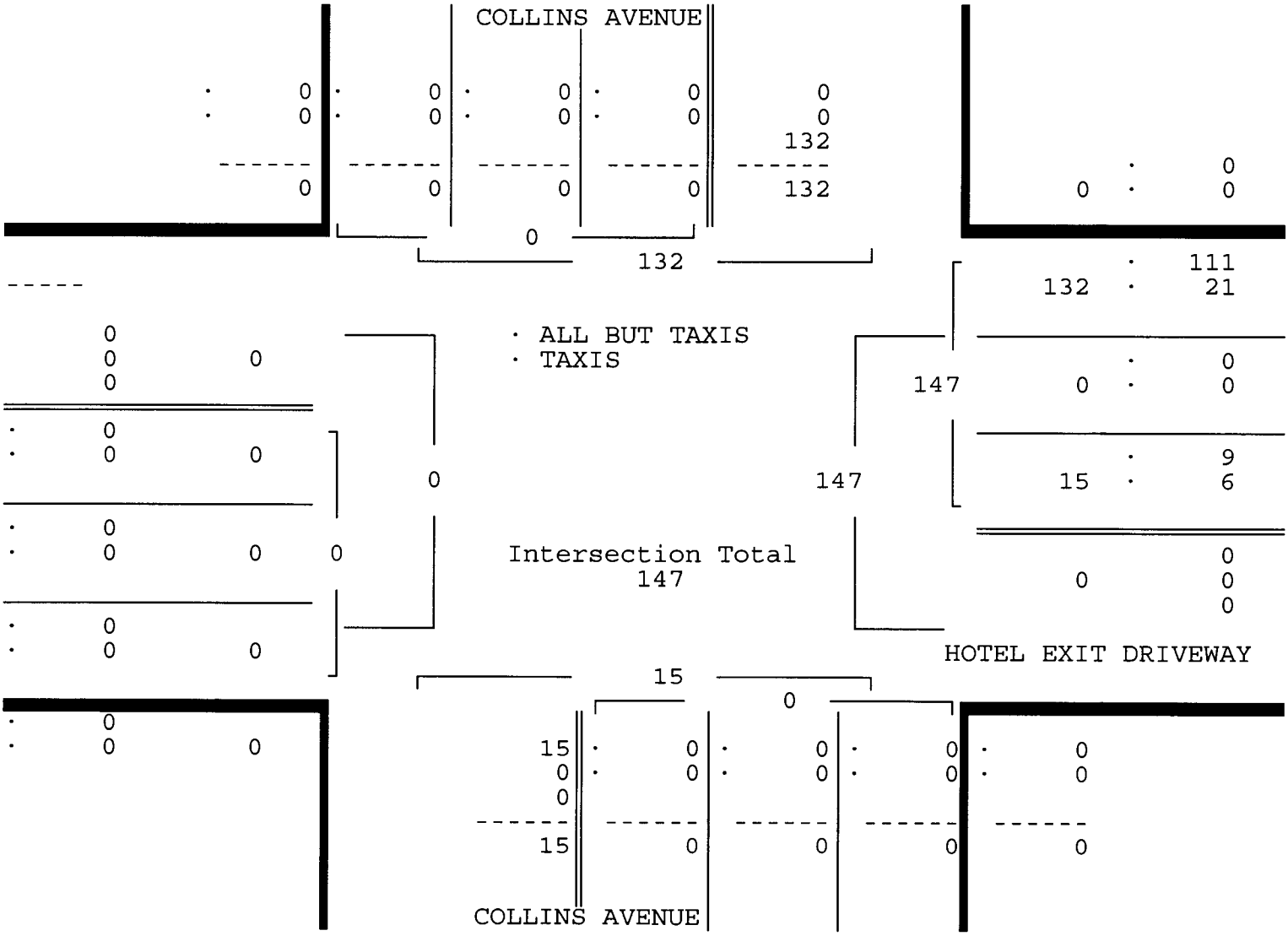
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

HOTEL DRIVEWAY EXIT & COLLINS AVENUE
MIAMI BEACH, FLORIDA
COUNTED BY: DREW GONZALEZ
OUTS ONLY

Site Code : 00160137
Start Date: 06/18/16
File I.D. : NDWY_A1A

ALL BUT TAXIS, TAXIS

	COLLINS AVENUE From North				HOTEL EXIT DRIVEWAY From East				COLLINS AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/18/16																	
Peak Hour Analysis By Entire Intersection for the Period: 14:00 to 18:00 on 06/18/16																	
Peak start	15:15				15:15				15:15				15:15				
Volume	0	0	0	0	0	15	0	132	0	0	0	0	0	0	0	0	
Percent	0%	0%	0%	0%	0%	10%	0%	90%	0%	0%	0%	0%	0%	0%	0%	0%	
Pk total	0				147				0				0				
Highest	14:00				16:00				14:00				14:00				
Volume	0	0	0	0	0	6	0	37	0	0	0	0	0	0	0	0	
Hi total	0				43				0				0				
PHF	.0				.85				.0				.0				



Traffic Survey Specialists, Inc.

HOTEL DRIVEWAY EXIT & COLLINS AVENUE
MIAMI BEACH, FLORIDA
COUNTED BY: DREW GONZALEZ
OUTS ONLY

85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160137
Start Date: 06/18/16
File I.D. : NDWY_A1A
Page : 1

TAXIS

	COLLINS AVENUE From North				HOTEL EXIT DRIVEWAY From East				COLLINS AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/18/16																	
14:00	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	4
14:15	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	6
14:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
14:45	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	6
Hr Total	0	0	0	0	0	7	0	11	0	0	0	0	0	0	0	0	18
15:00	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	4
15:15	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	5
15:30	0	0	0	0	0	1	0	7	0	0	0	0	0	0	0	0	8
15:45	0	0	0	0	0	2	0	6	0	0	0	0	0	0	0	0	8
Hr Total	0	0	0	0	0	5	0	20	0	0	0	0	0	0	0	0	25
16:00	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	6
16:15	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	4
16:30	0	0	0	0	0	2	0	6	0	0	0	0	0	0	0	0	8
16:45	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	6
Hr Total	0	0	0	0	0	6	0	18	0	0	0	0	0	0	0	0	24
17:00	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	6
17:45	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
Hr Total	0	0	0	0	0	4	0	12	0	0	0	0	0	0	0	0	16
TOTAL	0	0	0	0	0	22	0	61	0	0	0	0	0	0	0	0	83

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Phone (561) 272-3255

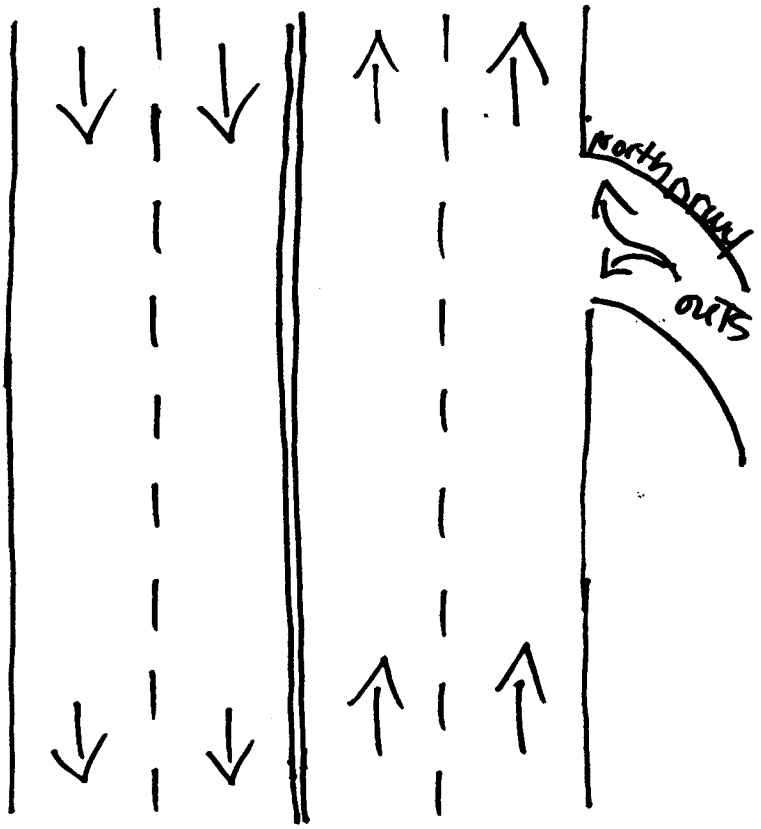
HOTEL DRIVEWAY EXIT & COLLINS AVENUE
MIAMI BEACH, FLORIDA
COUNTED BY: DREW GONZALEZ
OUTS ONLY

Site Code : 00160137
Start Date: 06/18/16
File I.D. : NDWY_A1A
Page : 1

PEDESTRIANS

	COLLINS AVENUE From North				HOTEL EXIT DRIVEWAY From East				COLLINS AVENUE From South				----- From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/18/16																	
14:00	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	21
14:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
14:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
14:45	0	0	0	0	0	1	0	13	0	0	0	0	0	0	0	0	14
Hr Total	0	0	0	0	0	1	0	40	0	0	0	0	0	0	0	0	41
15:00	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	5
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	6
---------- * BREAK * ----------																	
17:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
TOTAL	0	0	0	0	0	2	0	50	0	0	0	0	0	0	0	0	52

North



Miami bch, Florida
June 14, 2016
drawn by: Luis Palomino
not signalized

Traffic Survey Specialists, Inc.

24TH STREET & A1A
MIAMI BEACH, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160137
Start Date: 06/18/16
File I.D. : 24ST_A1A
Page : 1

ALL VEHICLES

	A1A From North				24TH STREET From East				A1A From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/18/16																	
14:00	0	0	243	0	0	11	0	4	0	0	253	20	0	0	0	0	531
14:15	0	3	222	0	0	13	0	3	0	0	241	19	0	0	0	0	501
14:30	0	6	241	0	0	20	0	10	0	0	224	23	0	0	0	0	524
14:45	0	3	229	0	1	8	0	5	0	0	227	17	0	0	0	0	490
Hr Total	0	12	935	0	1	52	0	22	0	0	945	79	0	0	0	0	2046
15:00	0	7	225	0	0	13	0	11	0	0	242	20	0	0	0	0	518
15:15	0	4	227	0	0	9	0	8	0	0	234	15	0	0	0	0	497
15:30	0	3	223	0	0	10	0	5	1	0	246	20	0	0	0	0	508
15:45	0	3	241	0	0	11	0	14	0	0	245	25	0	0	0	0	539
Hr Total	0	17	916	0	0	43	0	38	1	0	967	80	0	0	0	0	2062
16:00	0	1	250	0	1	13	0	5	0	0	258	11	0	0	0	0	539
16:15	0	1	247	0	0	8	0	3	0	0	270	14	0	0	0	0	543
16:30	1	2	235	0	1	11	0	8	0	0	265	10	0	0	0	0	533
16:45	0	1	234	0	3	5	0	5	0	0	235	13	0	0	0	0	496
Hr Total	1	5	966	0	5	37	0	21	0	0	1028	48	0	0	0	0	2111
17:00	1	6	256	0	0	19	0	4	0	0	273	21	0	0	0	0	580
17:15	2	2	230	0	0	12	0	5	0	0	204	14	0	0	0	0	469
17:30	0	3	203	0	0	10	0	7	0	0	292	17	0	0	0	0	532
17:45	1	6	215	0	0	9	0	3	0	0	205	11	0	0	0	0	450
Hr Total	4	17	904	0	0	50	0	19	0	0	974	63	0	0	0	0	2031
TOTAL	5	51	3721	0	6	182	0	100	1	0	3914	270	0	0	0	0	8250

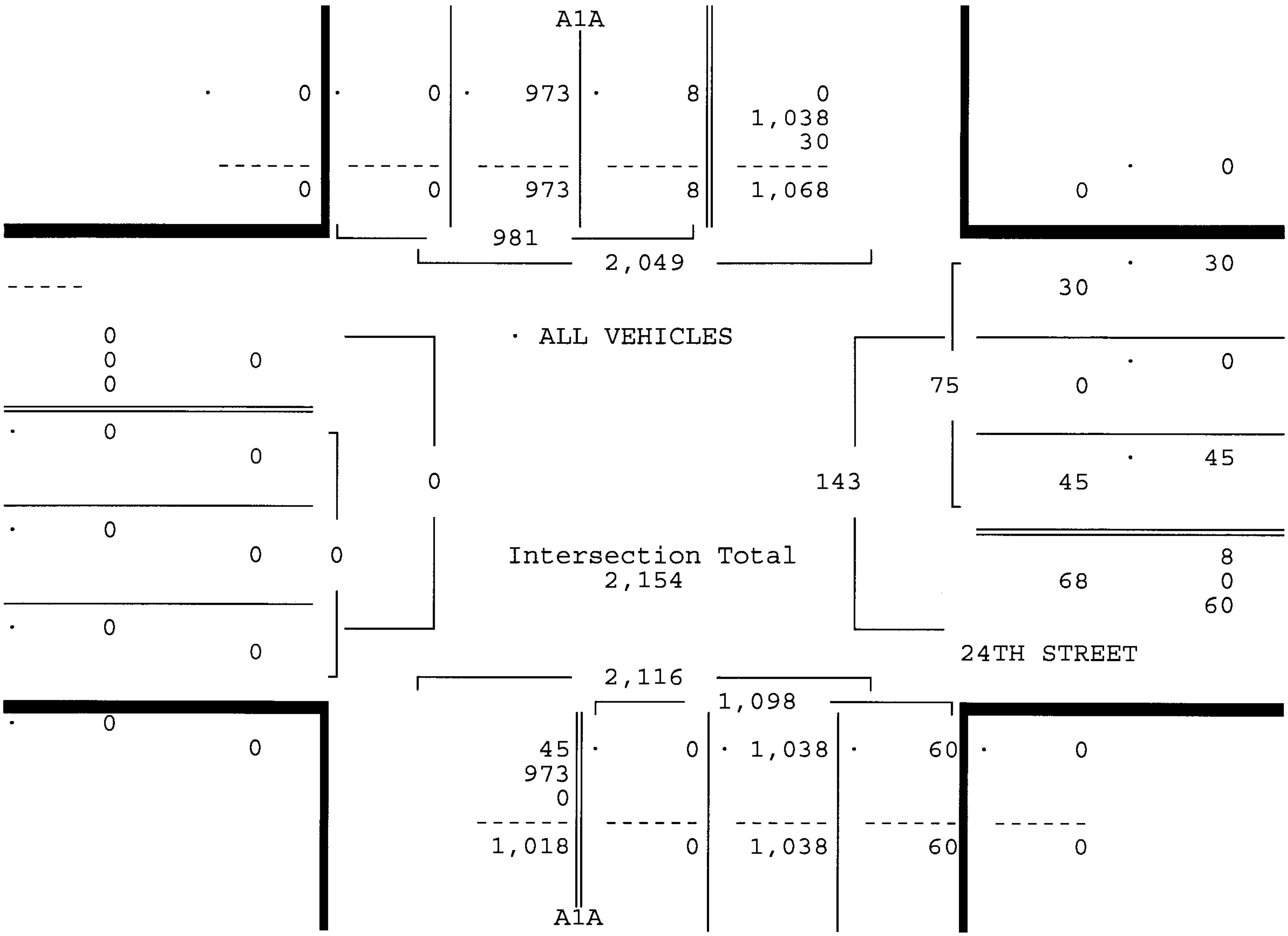
24TH STREET & A1A
MIAMI BEACH, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160137
Start Date: 06/18/16
File I.D. : 24ST_A1A
Page : 2

ALL VEHICLES

	A1A From North				24TH STREET From East				A1A From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/18/16																	
Peak Hour Analysis By Entire Intersection for the Period: 14:00 to 18:00 on 06/18/16																	
Peak start	15:45				15:45				15:45				15:45				
Volume	1	7	973	0	2	43	0	30	0	0	1038	60	0	0	0	0	
Percent	0%	1%	99%	0%	3%	57%	0%	40%	0%	0%	95%	5%	0%	0%	0%	0%	
Pk total	981				75				1098				0				
Highest	16:00				15:45				16:15				14:00				
Volume	0	1	250	0	0	11	0	14	0	0	270	14	0	0	0	0	
Hi total	251				25				284				0				
PHF	.98				.75				.97				.0				



Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

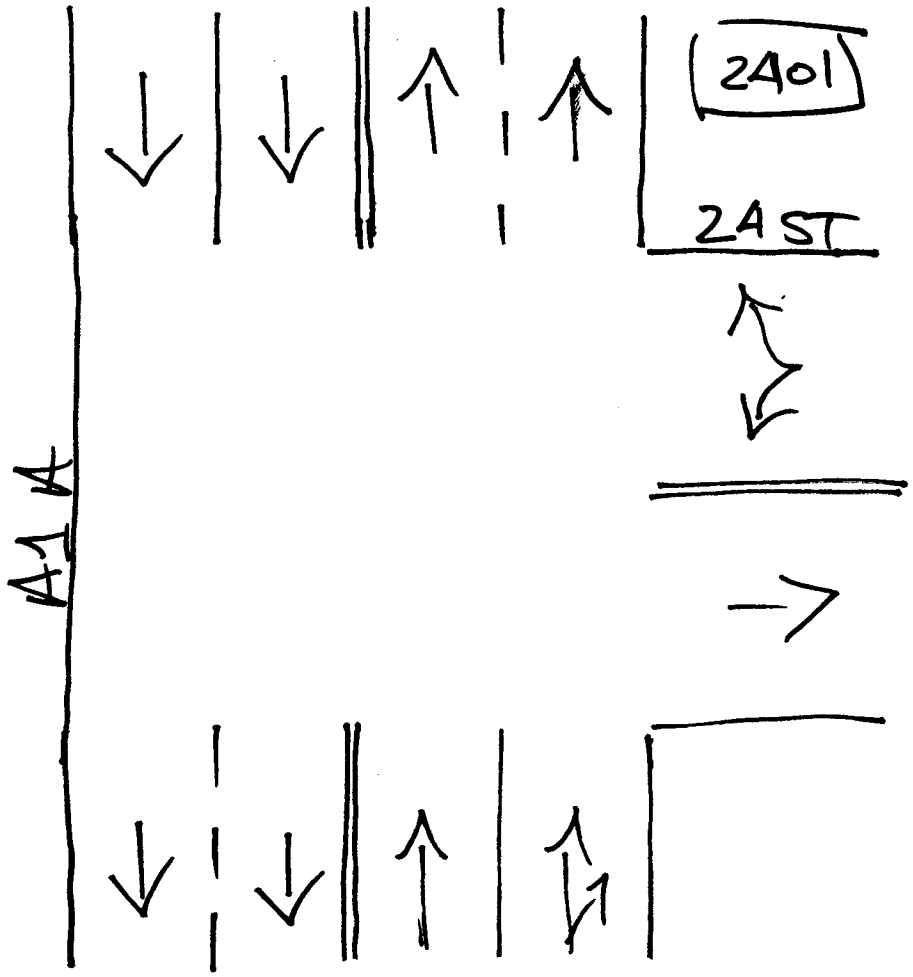
24TH STREET & A1A
MIAMI BEACH, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Site Code : 00160137
Start Date: 06/18/16
File I.D. : 24ST_A1A
Page : 1

PEDESTRIANS & BIKES

	A1A From North				24TH STREET From East				A1A From South				----- From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/18/16																	
14:00	0	2	0	4	0	4	0	20	0	0	0	5	0	1	0	0	36
14:15	0	0	0	10	0	4	0	13	0	0	0	2	0	0	0	0	29
14:30	0	2	0	15	0	1	0	21	0	0	0	2	0	3	0	0	44
14:45	0	0	0	10	0	3	0	16	0	1	0	6	0	3	0	0	39
Hr Total	0	4	0	39	0	12	0	70	0	1	0	15	0	7	0	0	148
15:00	0	0	0	3	0	2	0	19	0	0	0	5	0	0	0	0	29
15:15	0	0	0	15	0	3	0	20	0	0	0	1	0	3	0	0	42
15:30	0	0	0	11	0	2	0	17	0	2	0	7	0	2	0	0	41
15:45	0	3	0	7	0	5	0	25	0	2	0	2	0	2	0	0	46
Hr Total	0	3	0	36	0	12	0	81	0	4	0	15	0	7	0	0	158
16:00	0	1	0	18	0	2	0	16	0	0	0	2	0	7	0	0	46
16:15	0	0	0	17	0	0	0	18	0	0	0	3	0	6	0	0	44
16:30	0	1	0	21	0	3	0	43	0	0	0	8	0	2	0	0	78
16:45	0	0	0	14	0	2	0	44	0	0	0	10	0	0	0	0	70
Hr Total	0	2	0	70	0	7	0	121	0	0	0	23	0	15	0	0	238
17:00	0	5	0	17	0	1	0	15	0	0	0	5	0	0	0	0	43
17:15	0	2	0	14	0	2	0	26	0	0	0	5	0	1	0	0	50
17:30	0	0	0	23	0	1	0	36	0	0	0	3	0	5	0	0	68
17:45	0	0	0	15	0	4	0	26	0	0	0	6	0	1	0	0	52
Hr Total	0	7	0	69	0	8	0	103	0	0	0	19	0	7	0	0	213
TOTAL	0	16	0	214	0	39	0	375	0	5	0	72	0	36	0	0	757

North



Miami bch, Florida
June 14, 2016
drawn by: Luis Palomino
signalized

Traffic Survey Specialists, Inc.

26TH STREET & A1A
MIAMI BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160137
Start Date: 06/18/16
File I.D. : 26STCOLL
Page : 1

ALL VEHICLES

	A1A From North				26TH STREET From East				A1A From South				26TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/18/16																	
14:00	0	0	0	0	0	0	0	10	0	0	241	6	0	12	4	241	514
14:15	0	0	0	0	0	0	0	11	0	0	228	7	0	6	8	235	495
14:30	0	0	0	0	0	0	0	8	0	0	227	1	0	5	7	242	490
14:45	0	0	0	0	0	0	0	14	0	0	212	10	0	10	5	236	487
Hr Total	0	0	0	0	0	0	0	43	0	0	908	24	0	33	24	954	1986
15:00	0	0	0	0	0	0	0	14	0	0	226	6	0	17	11	228	502
15:15	0	0	0	0	0	0	0	9	0	0	246	6	0	17	4	239	521
15:30	0	0	0	0	0	0	0	10	0	0	237	6	0	17	6	228	504
15:45	0	0	0	0	0	0	0	7	0	0	247	3	0	18	5	259	539
Hr Total	0	0	0	0	0	0	0	40	0	0	956	21	0	69	26	954	2066
16:00	0	0	0	0	0	0	0	11	0	0	248	2	0	17	7	261	546
16:15	0	0	0	0	0	0	0	6	0	0	247	2	0	10	4	244	513
16:30	0	0	0	0	0	0	0	12	0	0	256	9	0	13	1	227	518
16:45	0	0	0	0	0	0	0	7	1	0	228	4	0	12	5	247	504
Hr Total	0	0	0	0	0	0	0	36	1	0	979	17	0	52	17	979	2081
17:00	0	0	0	0	0	0	0	5	0	0	264	2	0	9	4	249	533
17:15	0	0	0	0	0	0	0	6	0	0	202	0	0	10	4	236	458
17:30	0	0	0	0	0	0	0	7	0	0	252	3	0	5	0	207	474
17:45	0	0	0	0	0	0	0	2	0	0	205	1	0	11	0	227	446
Hr Total	0	0	0	0	0	0	0	20	0	0	923	6	0	35	8	919	1911
TOTAL	0	0	0	0	0	0	0	139	1	0	3766	68	0	189	75	3806	8044

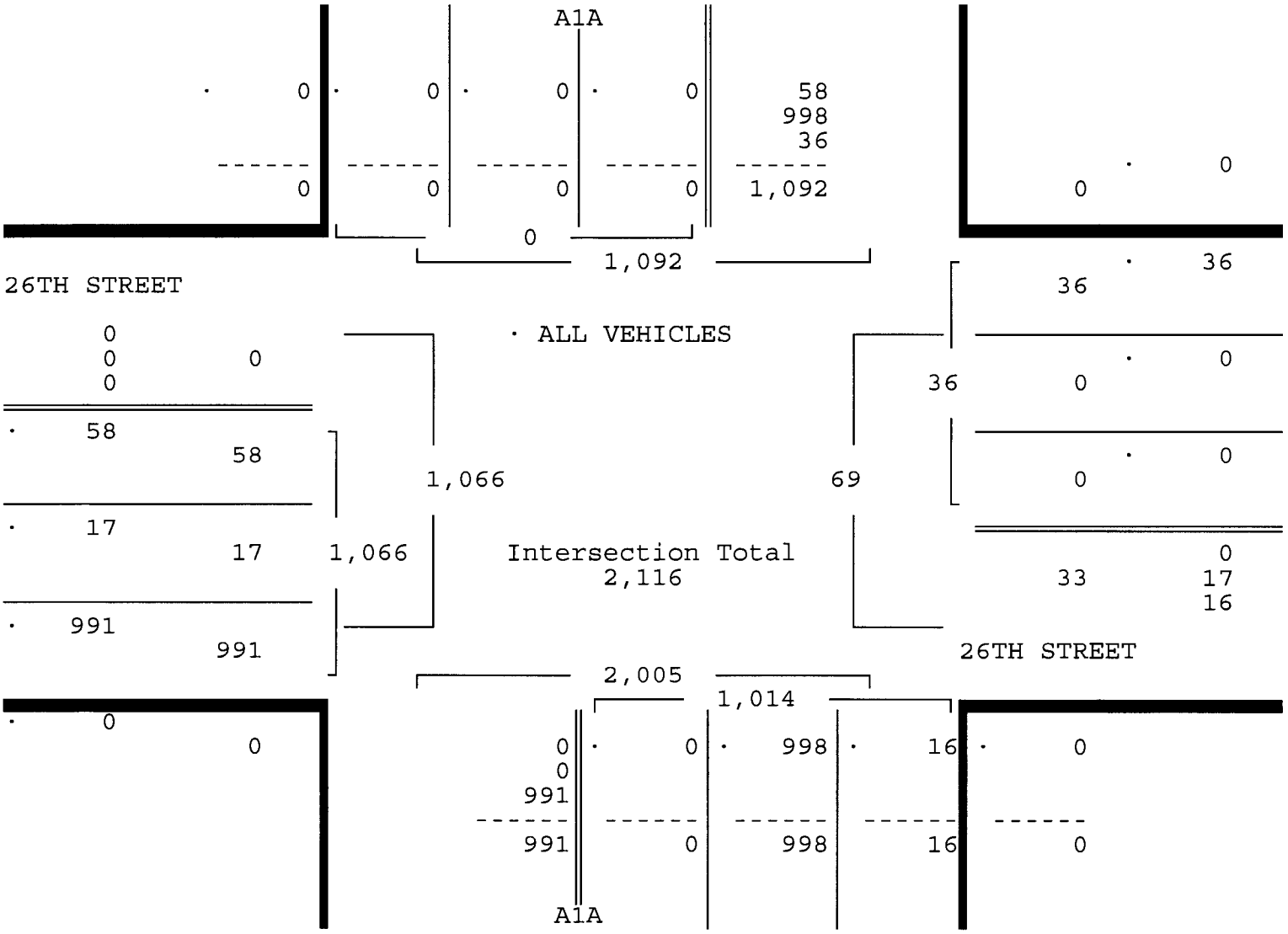
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

26TH STREET & A1A
MIAMI BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00160137
Start Date: 06/18/16
File I.D. : 26STCOLL

ALL VEHICLES

	A1A From North				26TH STREET From East				A1A From South				26TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/18/16																	
Peak Hour Analysis By Entire Intersection for the Period: 14:00 to 18:00 on 06/18/16																	
Peak start	15:45				15:45				15:45				15:45				
Volume	0	0	0	0	0	0	0	36	0	0	998	16	0	58	17	991	
Percent	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	98%	2%	0%	5%	2%	93%	
Pk total	0				36				1014				1066				
Highest	14:00				16:30				16:30				16:00				
Volume	0	0	0	0	0	0	0	12	0	0	256	9	0	17	7	261	
Hi total	0				12				265				285				
PHF	.0				.75				.96				.94				



Traffic Survey Specialists, Inc.

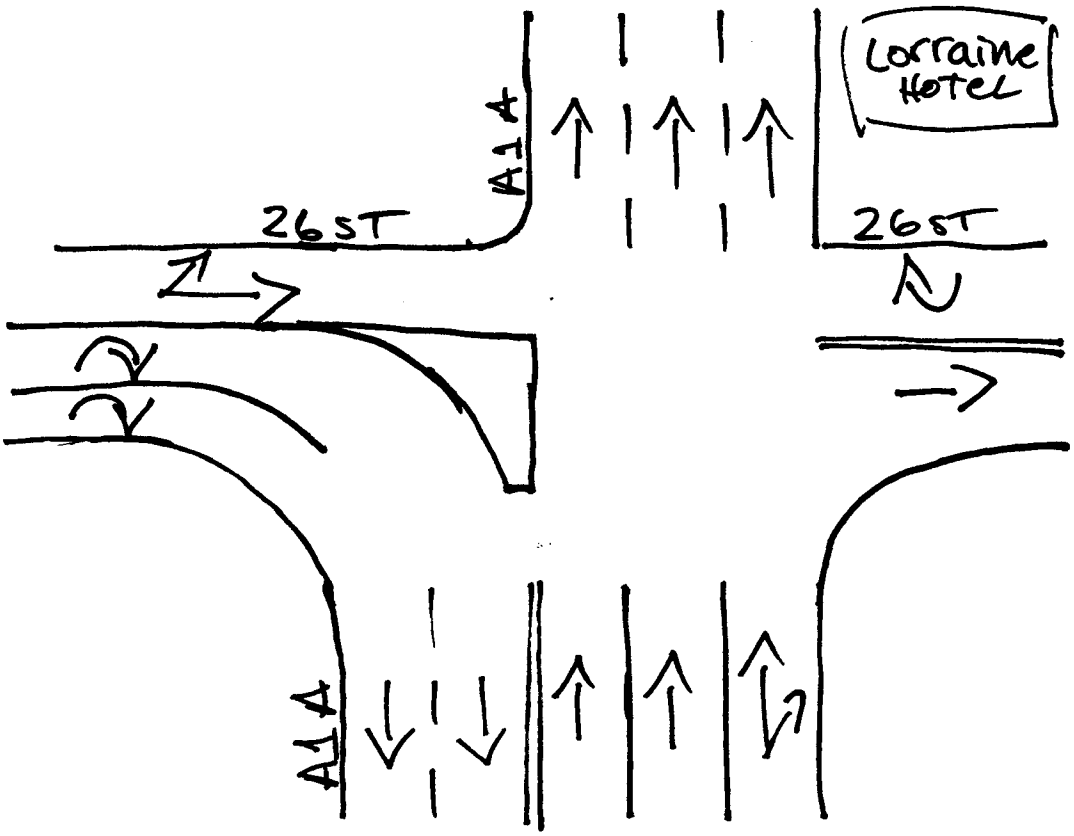
26TH STREET & A1A
MIAMI BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160137
Start Date: 06/18/16
File I.D. : 26STCOLL
Page : 1

PEDESTRIANS & BIKES

	A1A From North				26TH STREET From East				A1A From South				26TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/18/16																	
14:00	0	2	0	5	0	2	0	24	0	0	0	0	0	2	0	10	45
14:15	0	0	0	1	0	7	0	18	0	0	0	0	0	3	0	11	40
14:30	0	0	0	17	0	2	0	25	0	0	0	0	0	7	0	16	67
14:45	0	2	0	1	0	3	0	10	0	1	0	0	0	9	0	8	34
Hr Total	0	4	0	24	0	14	0	77	0	1	0	0	0	21	0	45	186
15:00	0	1	0	11	0	4	0	20	0	0	0	0	0	1	0	7	44
15:15	0	0	0	3	0	3	0	19	0	0	0	2	0	4	0	7	38
15:30	0	0	0	5	0	1	0	18	0	0	0	0	0	2	0	16	42
15:45	0	0	0	3	0	6	0	19	0	0	0	3	0	7	0	22	60
Hr Total	0	1	0	22	0	14	0	76	0	0	0	5	0	14	0	52	184
16:00	0	0	0	2	0	0	0	17	0	0	0	2	0	5	0	19	45
16:15	0	0	0	5	0	2	0	21	0	0	0	0	0	6	0	14	48
16:30	0	0	0	6	0	6	0	18	0	0	0	0	0	3	0	18	51
16:45	0	0	0	0	0	1	0	14	0	0	0	0	0	3	0	2	20
Hr Total	0	0	0	13	0	9	0	70	0	0	0	2	0	17	0	53	164
17:00	0	0	0	1	0	3	0	17	0	0	0	0	0	4	0	14	39
17:15	0	0	0	5	0	1	0	36	0	0	0	0	0	5	0	21	68
17:30	0	0	0	2	0	3	0	11	0	0	0	2	0	6	0	8	32
17:45	0	0	0	4	0	4	0	18	0	0	0	0	0	1	0	16	43
Hr Total	0	0	0	12	0	11	0	82	0	0	0	2	0	16	0	59	182
TOTAL	0	5	0	71	0	48	0	305	0	1	0	9	0	68	0	209	716



Miami bch Florida
June 14, 2016
drawn by: Luis Palomino
signalized

Signal Timing Data

TOD Schedule Report
for 2670: Collins Av&23 St

Print Date: 5/27/2016

Print Time: 2:11 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2670	Collins Av&23 St	HOLIDAY-6		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	7 - 10 - 10	4	2
2 SBT	5 - 5 - 5	20 - 20 - 20	5 - 5 - 5	1 - 1 - 1	27 - 27 - 27	0 - 27 - 27	4	2.5
3 EBT	4 - 4 - 4	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	8 - 8 - 8	30 - 15 - 15	4	2
4 WB (	4 - 4 - 4	16 - 16 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	7 - 7 - 7	7 - 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	5 - 5 - 5	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	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 2670: Collins Av&23 St

Print Date: 5/27/2016

Print Time: 2:11 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	100	7	32	17	20	0	32	0	0	0	28
	2	95	7	27	17	20	0	27	0	0	0	21
	3	100	7	32	17	20	0	32	0	0	0	3
	4	90	7	22	17	20	0	22	0	0	0	28
	5	110	7	42	17	20	0	42	0	0	0	41
	6	120	7	42	27	20	0	42	0	0	0	83
	7	120	7	52	17	20	0	52	0	0	0	83
	8	150	7	82	17	20	0	82	0	0	0	67
	11	90	6	22	17	21	0	22	0	0	0	28
	12	90	6	22	17	21	0	22	0	0	0	28
	13	90	6	22	17	21	0	22	0	0	0	28
	14	120	6	52	17	21	0	52	0	0	0	83
	15	120	6	52	17	21	0	52	0	0	0	83
	16	90	6	22	17	21	0	22	0	0	0	28
	17	90	6	22	17	21	0	22	0	0	0	28
	18	100	6	32	17	21	0	32	0	0	0	65
	21	90	6	22	17	21	0	22	0	0	0	28
	22	100	6	32	17	21	0	32	0	0	0	65
	23	100	6	32	17	21	0	32	0	0	0	65
	25	140	15	73	14	14	0	73	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
0930	1	Su F S
1500	5	Su F S
1500	3	M T W Th
1800	1	M T W Th
1800	6	Su F S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

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	P6
N/SB	3	Y	Y	Y	<R	R	R	R	R	R	DW	DW	DW	DW	2R 2 6
	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)															P2
3	Dwell	R	R	R/G>	<G	G	R	R	R	R	DW	DW	W/F	DW	
	4	R	R	R/Y>	<Y	Y	R	R	R	R	DW	DW	DW	DW	2R 3
EB	1	R	R	R/Y>	<Y	Y	R	R	R	R	DW	DW	DW	DW	3
	(2+6)	R	R	R/Y>	<Y	Y	R	R	R	R	DW	DW	DW	DW	
23 STREET															8
															P8
(ACTUATED)															
4	Dwell	R	R	R	<R	R	R	R	G	<G/G	DW	DW	DW	W/F	
	1	R	R	R	<R	R	R	R	Y	Y	DW	DW	DW	DW	P4
WB	(2+6)	R	R	R	<R	R	R	R	Y	Y	DW	DW	DW	DW	10
NORTHSIDE															9/10
(ACTUATED)															
1	Dwell	R	R	R	<R	R	G	<G/G	R	R	DW	DW	W/F	W/F	
	(2+6)	R	R	R	<R	R	Y	Y	R	R	DW	DW	DW	DW	
WB															
SOUTHSIDW															4
															4/7
(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

TOD Schedule Report
for 2671: Collins Av&24 St

Print Date: 5/27/2016

Print Time: 2:11 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2671	Collins Av&24 St	HOLIDAY-6		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	2.5 - 2.5 - 2.5	10 - 10 - 10	24 - 24 - 24	4	2.9
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	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 2671: Collins Av&24 St

Print Date: 5/27/2016

Print Time: 2:11 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	1	100	0	63	0	24	0	63	0	0	0	49
	2	95	0	58	0	24	0	58	0	0	0	85
	3	100	0	63	0	24	0	63	0	0	0	24
	4	90	0	53	0	24	0	53	0	0	0	10
	5	110	0	73	0	24	0	73	0	0	0	32
	6	120	0	83	0	24	0	83	0	0	0	73
	7	120	0	83	0	24	0	83	0	0	0	31
	8	150	0	113	0	24	0	113	0	0	0	22
	11	90	0	46	0	31	0	46	0	0	0	4
	12	90	0	46	0	31	0	46	0	0	0	72
	13	90	0	46	0	31	0	46	0	0	0	42
	14	120	0	76	0	31	0	76	0	0	0	72
	15	120	0	76	0	31	0	76	0	0	0	22
	16	90	0	46	0	31	0	46	0	0	0	27
	17	90	0	46	0	31	0	46	0	0	0	25
	18	100	0	55	0	32	0	55	0	0	0	38
	22	100	0	56	0	31	0	56	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
0930	1	Su F S
1500	5	Su F S
1500	3	M T W Th
1800	1	M T W Th
1800	6	Su F S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

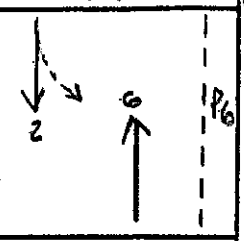
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

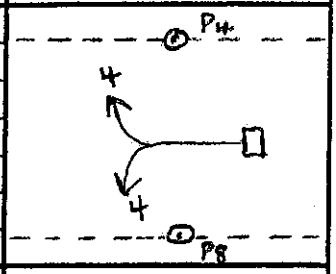
No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

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

N





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 2672: Collins Av&26 St

Print Date: 5/27/2016

Print Time: 2:12 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2672	Collins Av&26 St	HOLIDAY-6		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


N/A

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	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 2672: Collins Av&26 St

Print Date: 5/27/2016

Print Time: 2:12 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	120	0	62	20	26	0	62	0	0	0	72
	7	120	0	62	20	26	0	62	0	0	0	58
	8	150	0	92	20	26	0	92	0	0	0	33
	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	67
	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	43
	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
0930	1	Su F S
1500	5	Su F S
1500	3	M T W Th
1800	1	M T W Th
1800	6	Su F S

Current Time of Day Function

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

Local Time of Day Function

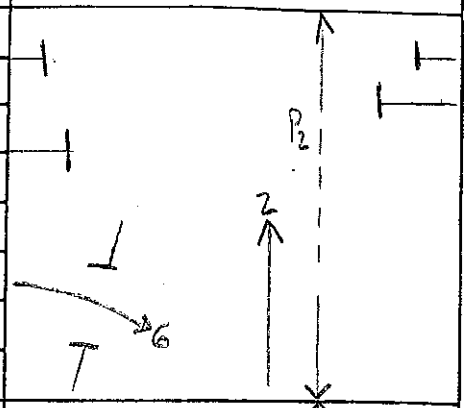
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

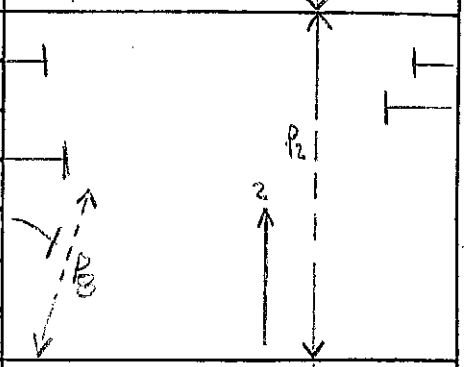
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

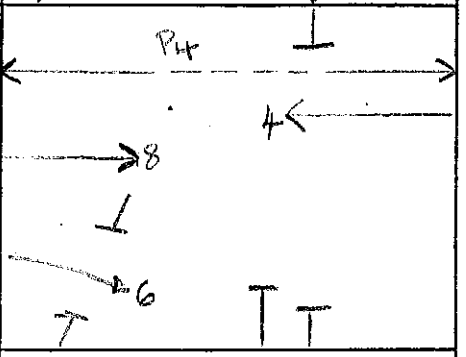
PHASE		SIGNAL HEAD NUMBER												
	INT	2	4	6	8	P_2	P_4	P_8						
	R/W	G	R	G	R	W	DW	DW						
	PED. CL	G	R	G	R	FDW	DW	DW						
ϕ_{2+6} (2+6+P_2)	TO ϕ_3	G	R	Y	R	DW	DW	DW						
NBND & SBND	TO ϕ_4	Y	R	G	R	DW	DW	DW						
COLLINS AV	CLEAR													
RECALL	CLEAR													
	CLEAR													
	CLEAR													



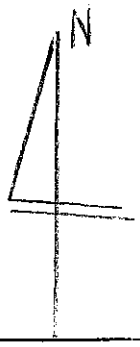
ϕ_3 (2+P_2+P_8)														
	R/W	G	R	R	R	W	DW	W						
	PED. CL	G	R	R	R	FDW	DW	FW						
NBND COLLINS AV & WEST SIDE PED ACTUATED BY P_8	TO ϕ_4	Y	R	R	R	DW	DW	DW						
	TO ϕ_2	G	R	R	R	DW	DW	DW						
	CLEAR													
	CLEAR													
	CLEAR													



ϕ_4 (4+P_4+8+6)														
	R/W	R	G	G	G	DW	W	DW						
	PED. CL	R	G	G	G	DW	FW	DW						
EBND & WBND & SBND 26 ST	TO ϕ_2	R	Y	G	Y	DW	DW	DW						
ACTUATED BY L4	CLEAR													
	CLEAR													
	CLEAR													
	CLEAR													



	R/W													
	PED. CL													
	CLEAR													
	CLEAR													
	CLEAR													
	CLEAR													
	CLEAR													
FLASH OPERATION		FY	FR	FY	FR									



Drawn	Date
H. FRANCILLON	7/31/98
Check	Date
H. HERNANDEZ	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 2698: Dade Blvd&23 St

Print Date: 1/25/2016

Print Time: 10:29 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2698	Dade Blvd&23 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
-	SWT	PED	NWT	SWL	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 SWT	5 - 5 - 0	25 - 25 - 0	5 - 7 - 7	1 - 1 - 1	20 - 20 - 20	0 - 22 - 22	4	2.9
3 PED	5 - 5 - 5	24 - 24 - 24	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NWT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	7 - 7 - 7	32 - 32 - 32	4	2.2
5 SWL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	20 - 20 - 7	3.7	2.9
6 NBT	5 - 5 - 5	25 - 25 - 25	5 - 7 - 7	1 - 1 - 1	20 - 20 - 20	0 - 22 - 22	4	2.9
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	-23456-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SWT	3 PED	4 NWT	5 SWL	6 NBT	7 -	8 -	Ring Offset	Offset
	2	100	0	45	29	13	6	32	0	0	0	23
	3	100	0	45	29	13	6	32	0	0	0	50
	4	130	0	65	29	23	6	52	0	0	0	29
	6	120	0	65	29	13	6	52	0	0	0	70
	13	120	0	58	29	20	19	32	0	0	0	35
	14	130	0	68	29	20	7	54	0	0	0	23

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	13	M T W Th F
0700	2	M T W Th F
0830	13	M T W Th F
1000	13	Su S
1415	14	M T W Th F
1500	4	F
1645	4	M T W Th
1830	13	M T W Th F
2200	Free	Su S
2200	Free	M T W Th F

TOD Schedule Report

for 2698: Dade Blvd&23 St

Print Date: 1/25/2016

Print Time: 10:29 AM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0600	TOD OUTPUTS	------2-	SuM T W ThF S
0630	TOD OUTPUTS	--------	M T W ThF
0845	TOD OUTPUTS	------2-	M T W ThF
1415	TOD OUTPUTS	--------	M T W ThF
1600	TOD OUTPUTS	-----3--	M T W Th
1830	TOD OUTPUTS	------2-	M T W ThF
2200	TOD OUTPUTS	-------1	SuM T W ThF S

Local Time of Day Function

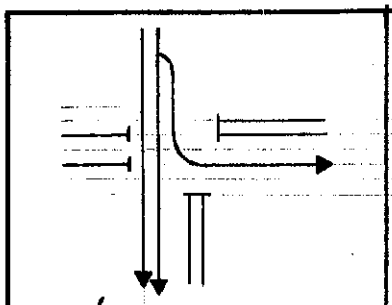
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0600	TOD OUTPUTS	------2-	SuM T W ThF S
0630	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	-------1	Su S
0845	TOD OUTPUTS	------2-	M T W ThF
1000	TOD OUTPUTS	------2-	Su S
1415	TOD OUTPUTS	--------	M T W ThF
1500	TOD OUTPUTS	-----3--	F
1600	TOD OUTPUTS	-----3--	M T W Th
1830	TOD OUTPUTS	------2-	M T W ThF
2200	TOD OUTPUTS	-------1	SuM T W ThF S

* Settings

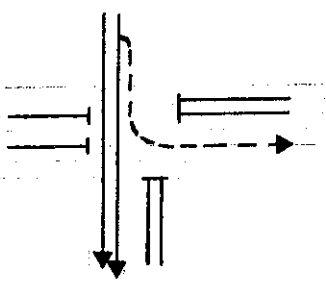
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

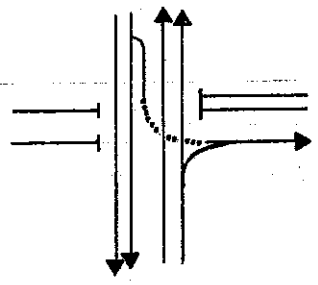
TRAFFIC SIGNAL INTERVAL DIAGRAMS



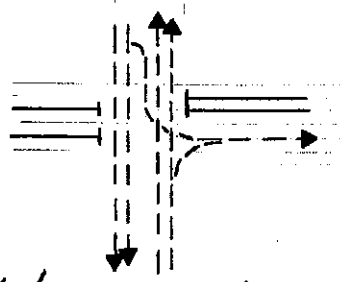
ϕ1/A2



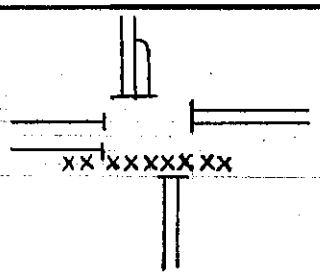
ϕ1/A2 CLEAR TO ϕ2/A3.



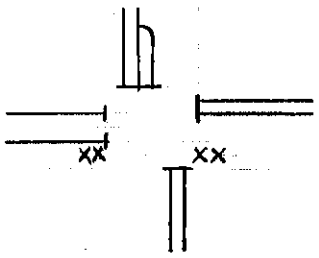
ϕ2/A3.



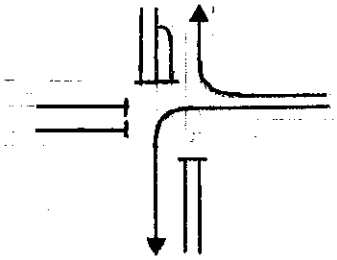
ϕ2/A3 CLEAR TO ϕB OR ϕC.



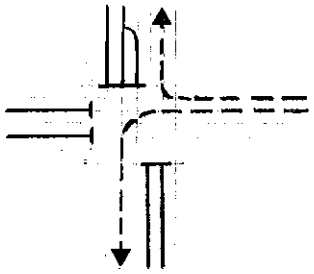
ϕB — WALK.



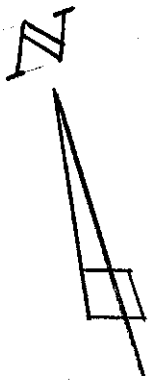
ϕB CLEAR TO ANY OTHER ϕ.
FLASHING DON'T WALK.
DON'T WALK.



ϕC.



ϕC CLEAR TO ANY ϕA.



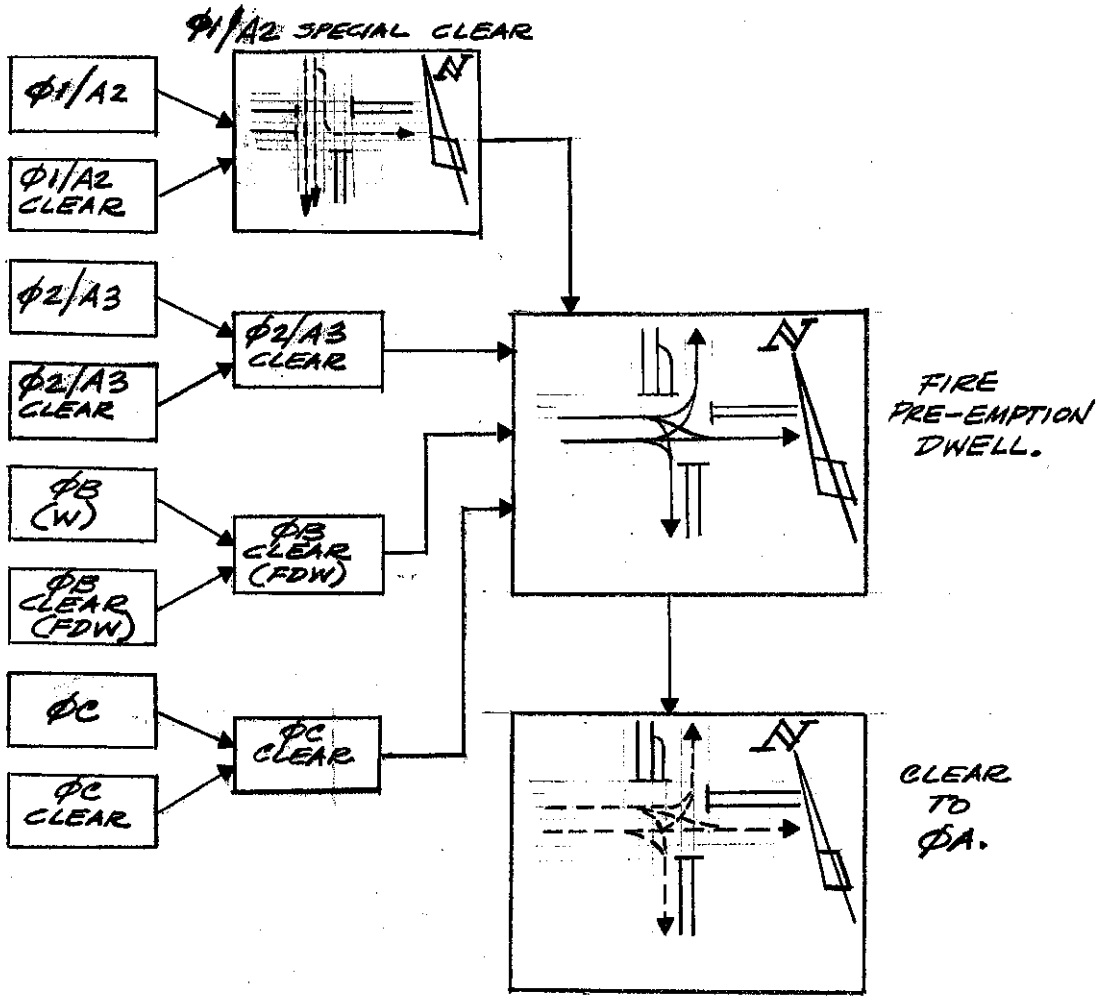
LEGEND

- A legal movement on green indication.
- A movement that must yield to green indication.
- Movement on yellow indication.
- Stopped condition on red indication.
- XXXXXXXXXX Pedestrian movement
- XX XX Pedestrian clearance

ASSET # 32698

Drawn	Date	METROPOLITAN DADE COUNTY DEPARTMENT OF TRAFFIC AND TRANSPORTATION		
C.L. ROGUE	3/30/76			
Check: Wadsworth	Date: 3/31/76	DADE BOULEVARD & 23 STREET		
Division Engineer	Date	Placed in Service Date: 11/9/75 By: CONTRACTOR	Timing Number —	Phasing Number 3

TRAFFIC SIGNAL INTERVAL DIAGRAMS



LEGEND

- A legal movement on green indication.
- A movement that must yield to green indication.
- Movement on yellow indication.
- Stopped condition on red indication.
- XXXXXXXXXX Pedestrian movement
- XX XX Pedestrian clearance

ASSET # 32698

Drawn	Date
C.L. ROQUE	3/30/76
Check: Wadsworth	Date: 3/31/76
Division Engineer	Date

METROPOLITAN DADE COUNTY
DEPARTMENT OF TRAFFIC AND TRANSPORTATION

DADE BOULEVARD & 29 STREET

Placed in Service	Timing Number	Phasing Number
Date: 11/19/75 By: CONTRACTOR	—	—

FIRE PRE-EMPTION.

APPENDIX D:
Background Area Growth

Historical Growth Trend Analysis

Historic Growth Rate Comparison Table

Station No.	Description	Historic Trend Analysis (5-year) (Linear)	Historic Trend Analysis (10-year) (Linear)
5170	SR A1A/Collins Avenue -- North of 21st Street	0.80%	-0.17%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

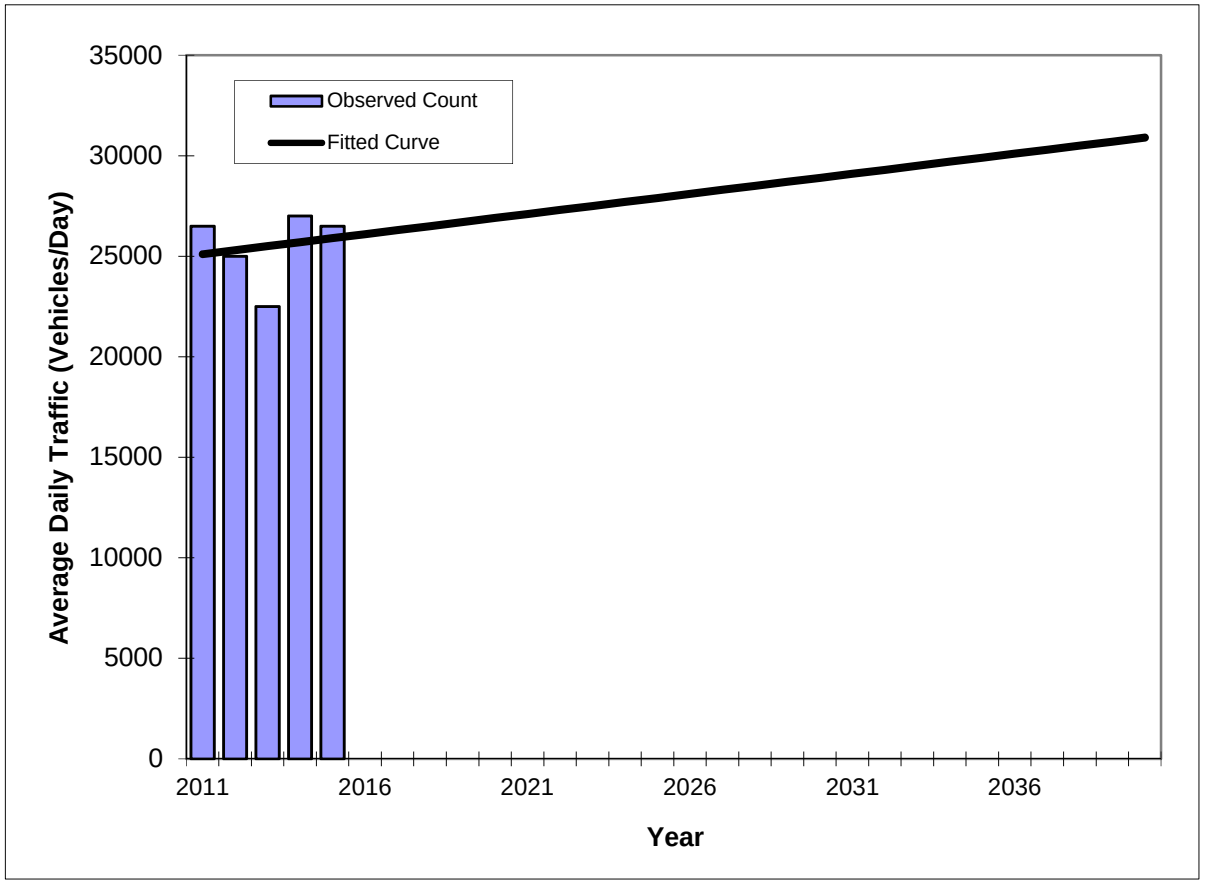
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	26500 C	N 12500	S 14000	9.00	54.70	4.20
2014	27000 C	N 12500	S 14500	9.00	54.50	4.10
2013	22500 C	N 10500	S 12000	9.00	52.40	9.00
2012	25000 C	N 12000	S 13000	9.00	55.70	4.30
2011	26500 C	N 13500	S 13000	9.00	55.10	2.80
2010	25000 C	N 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
2001	29500 F	N 14500	S 15000	8.20	53.50	6.00
2000	29500 C	N 14500	S 15000	8.20	53.10	4.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = 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-Dade
Station #:	5170
Highway:	SR A1A/Collins Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2011	26500	25100
2012	25000	25300
2013	22500	25500
2014	27000	25700
2015	26500	25900

** Annual Trend Increase:	200
Trend Annual Historic Growth Rate:	0.80%
Printed:	21-Jun-16

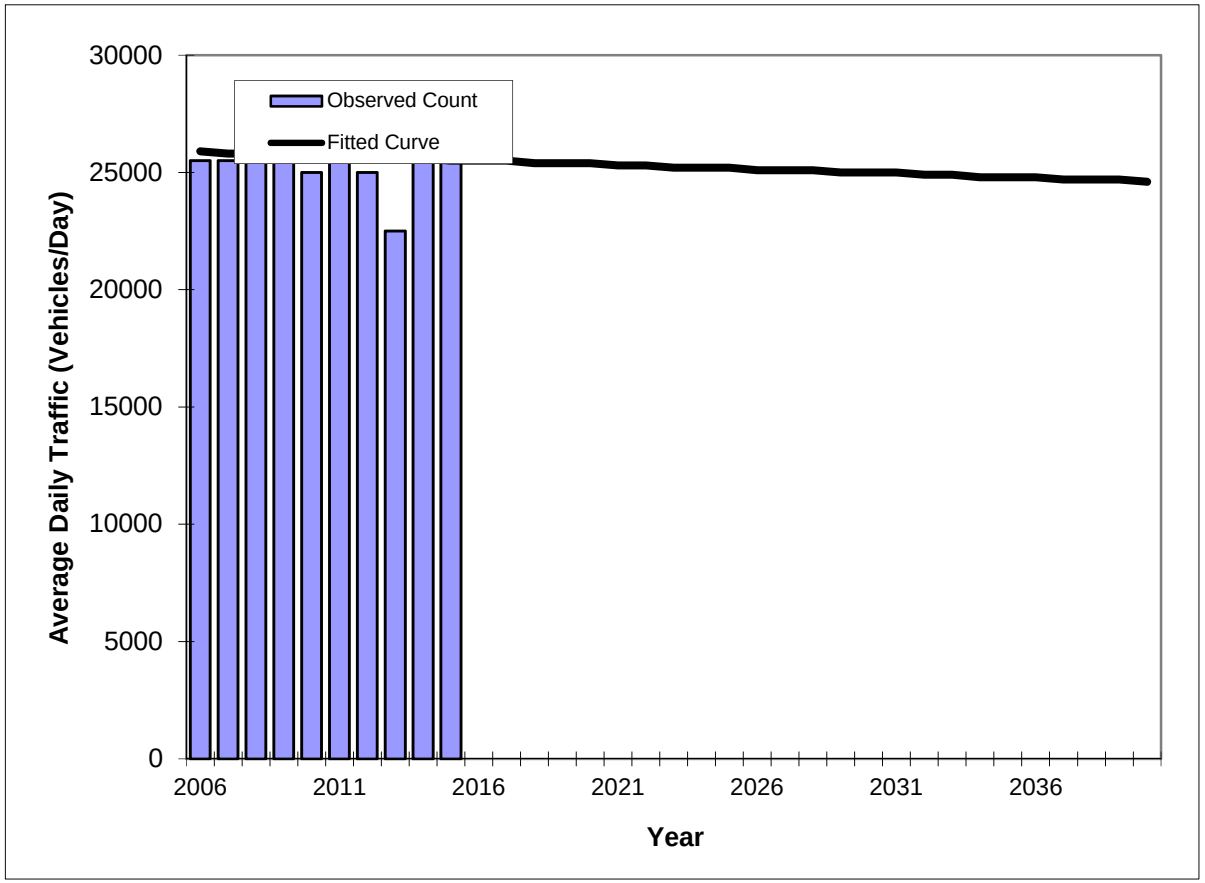
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

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

County:	Miami-Dade
Station #:	5170
Highway:	SR A1A/Collins Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2006	25500	25900
2007	25500	25800
2008	27000	25800
2009	26500	25800
2010	25000	25700
2011	26500	25700
2012	25000	25600
2013	22500	25600
2014	27000	25600
2015	26500	25500

** Annual Trend Increase:	-36
Trend Annual Historic Growth Rate:	-0.17%
Printed:	21-Jun-16

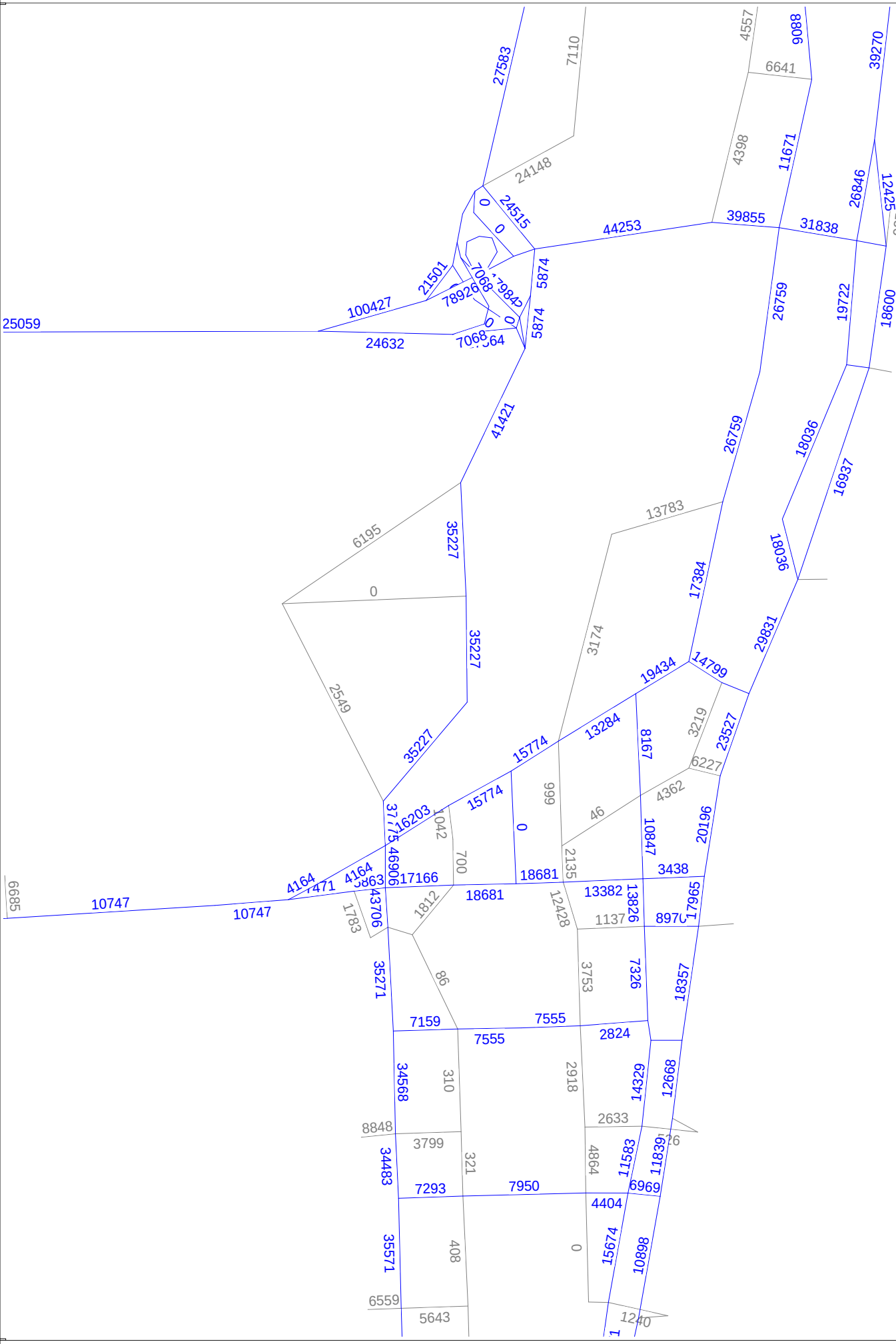
Straight Line Growth Option

*Axle-Adjusted

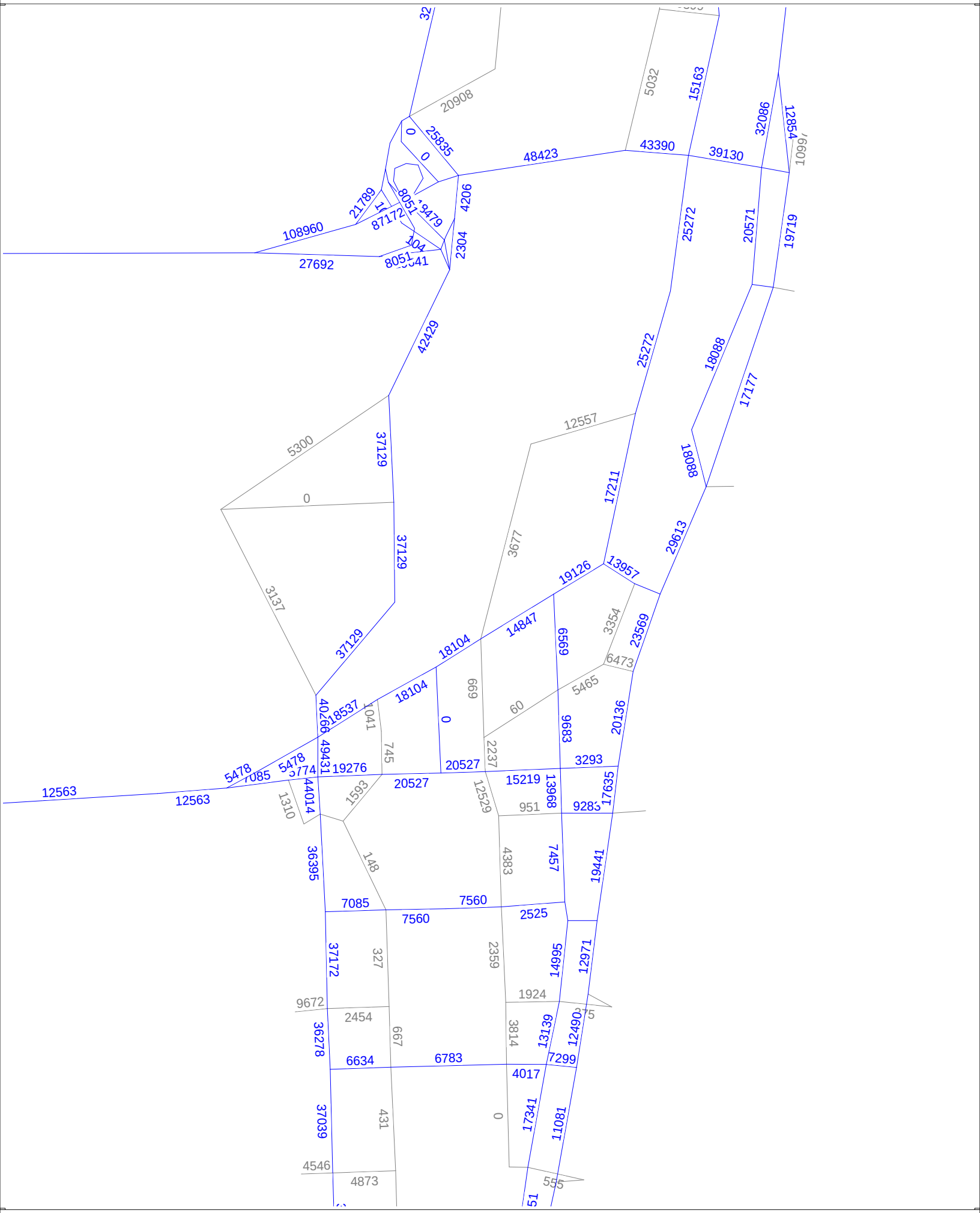
Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Florida Regional Planning Model (SERPM) Growth Trend Analysis

Area-Wide Growth Rate Calculations from 2010 and 2040 M-D MPO FSUTMS Model					
Street Name	2010	2040	Difference	Growth Rate	Annual Growth Rate
N-S					
Washington Avenue	10,847	9,683	-1,164	-10.73%	-0.36%
	8,167	6,569	-1,598	-19.57%	-0.65%
Collins Avenue	20,196	20,136	-60	-0.30%	-0.01%
	23,527	23,569	42	0.18%	0.01%
	29,831	29,613	-218	-0.73%	-0.02%
	16,937	17,177	240	1.42%	0.05%
Pine Tree Drive	17,384	17,211	-173	-1.00%	-0.03%
	26,759	25,272	-1,487	-5.56%	-0.19%
Indian Creek Drive	18,036	18,088	52	0.29%	0.01%
	18,036	18,088	52	0.29%	0.01%
E-W					
17th Street	18,681	20,527	1,846	9.88%	0.33%
	13,382	15,219	1,837	13.73%	0.46%
	3,438	3,293	-145	-4.22%	-0.14%
Dade Boulevard	15,774	18,104	2,330	14.77%	0.49%
	13,284	14,847	1,563	11.77%	0.39%
	19,434	19,126	-308	-1.58%	-0.05%
23rd Street	14,799	13,957	-842	-5.69%	-0.19%
Total	288,512	290,479	1,967		0.02%

2010 Volume Plot



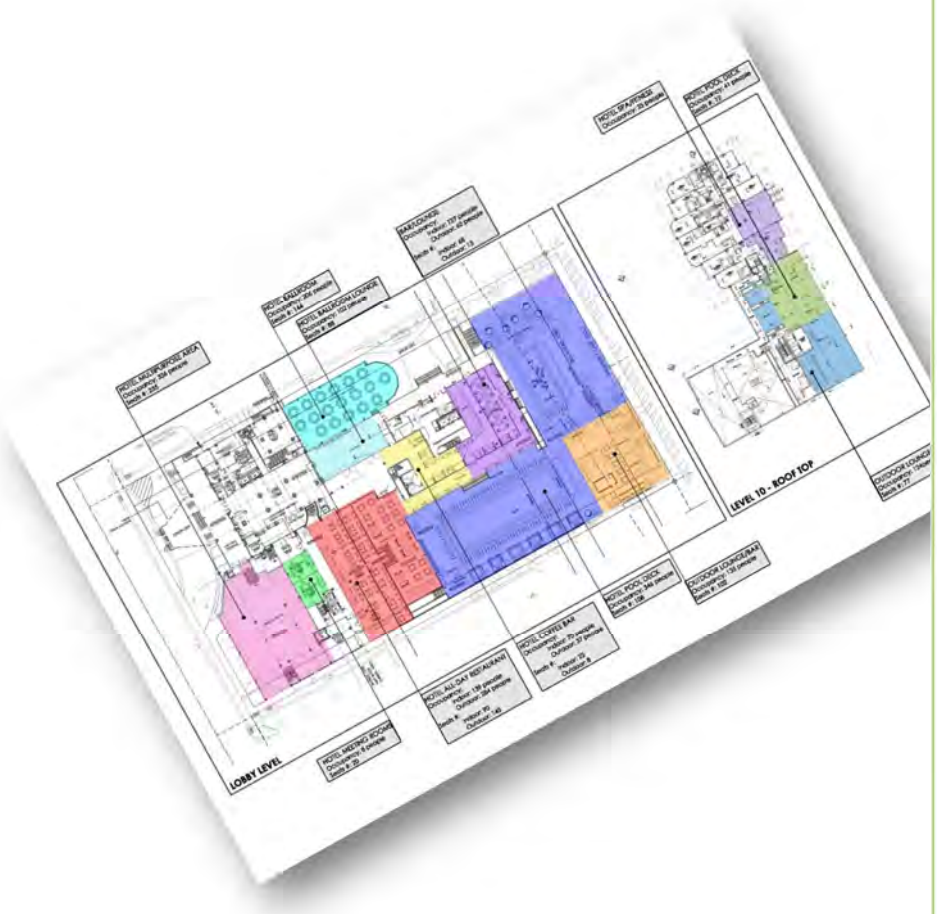
2040 Volume Plot



APPENDIX E:
Committed Developments

Traffic Impact Analysis
for Submittal to the
City of Miami Beach

Versailles Hotel
Miami Beach, Florida



Kimley-Horn and Associates, Inc.

December 2011
043423000

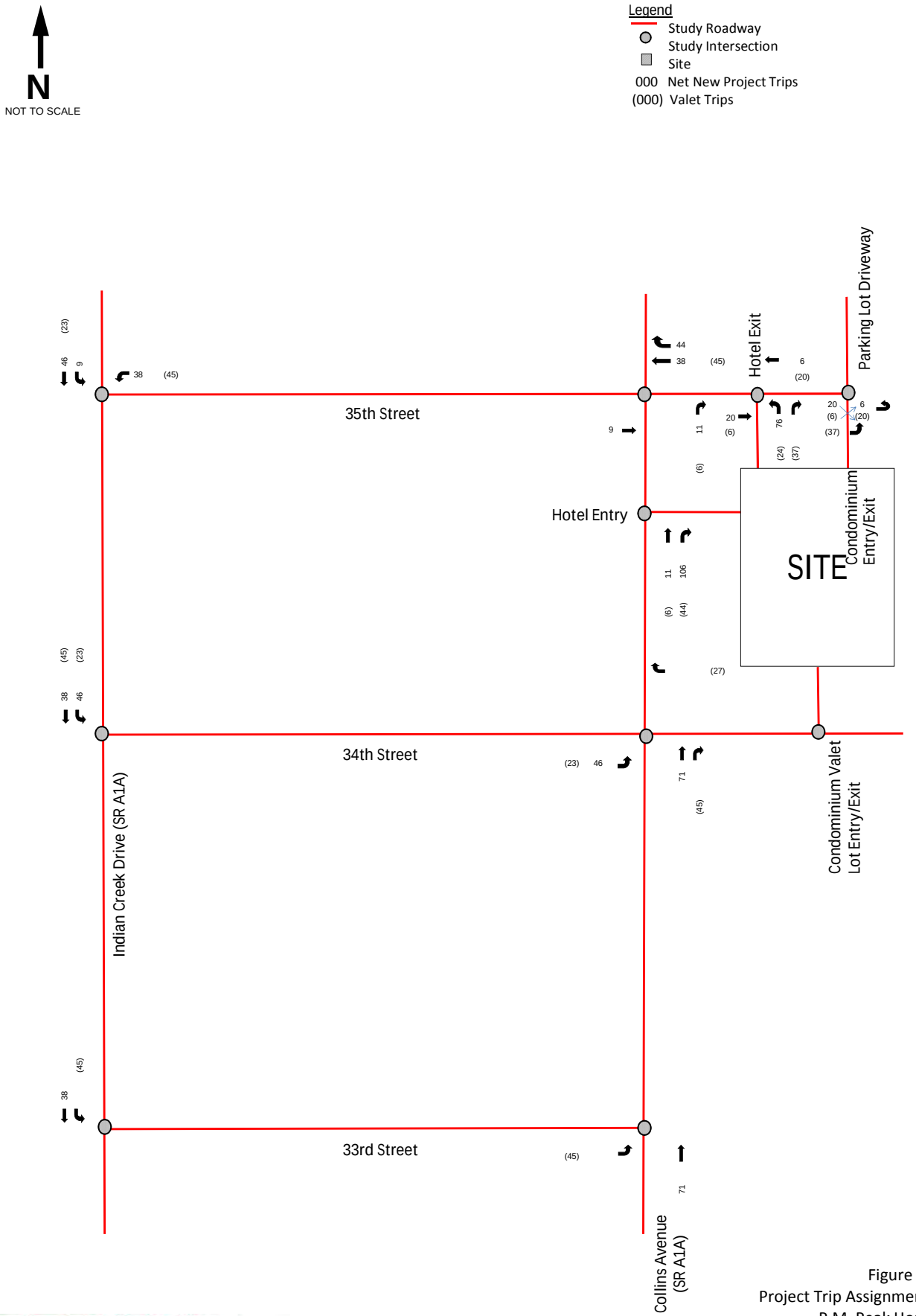


Figure 6
Project Trip Assignment
P.M. Peak Hour
Versailles Hotel
City of Miami Beach, Florida

Kimley-Horn and Associates, Inc.

Traffic Impact Analysis
for Submittal to the
City of Miami Beach

Saxony Development
Miami Beach, Florida

Kimley-Horn and Associates, Inc.

Updated January 2012
November 2011
043403000

Table 1: P.M. Peak Hour Trip Generation

Proposed Land Use	ITE Code	Scale	Gross Project Trips			Internal Capture Trips		Multimodal 10% Reduction factor		Net New Project Trips		
			Enter	Exit	Total	%	Trips	%	Trips	Enter	Exit	Total
Saxony Development												
~~Hotel~~	~~310~~	~~210 rooms~~	~~66~~	~~58~~	~~124~~	~~19.7%~~	~~24~~	~~10.0%~~	~~10~~	~~49~~	~~41~~	~~90~~
Residential Condominium/Townhouse	230	57 units	25	13	38	62.2%	24	10.0%	2	12	0	12
~~Drinking Place~~	~~925~~	~~4,500 s.f.~~	~~34~~	~~17~~	~~51~~	~~42.5%~~	~~22~~	~~10.0%~~	~~2~~	~~22~~	~~5~~	~~27~~
~~Quality Restaurant~~	~~931~~	~~673 seats~~	~~117~~	~~58~~	~~175~~	~~24.9%~~	~~44~~	~~10.0%~~	~~14~~	~~88~~	~~29~~	~~117~~
Atlantic Hotels Development												
Hotel	310	18 rooms	6	5	11	19.7%	2	10.0%	0	5	4	9
Ballroom	310	7,551 s.f.	3	3	6	19.7%	2	10.0%	0	2	2	4
Specialty Retail	814	12,889 s.f.	15	20	35	42.5%	14	10.0%	2	7	12	19
~~Net New Peak Hour Trips~~			~~266~~	~~174~~	~~440~~	~~30.0%~~	~~132~~	~~10.0%~~	~~30~~	~~176~~	~~93~~	~~278~~
										26	18	44

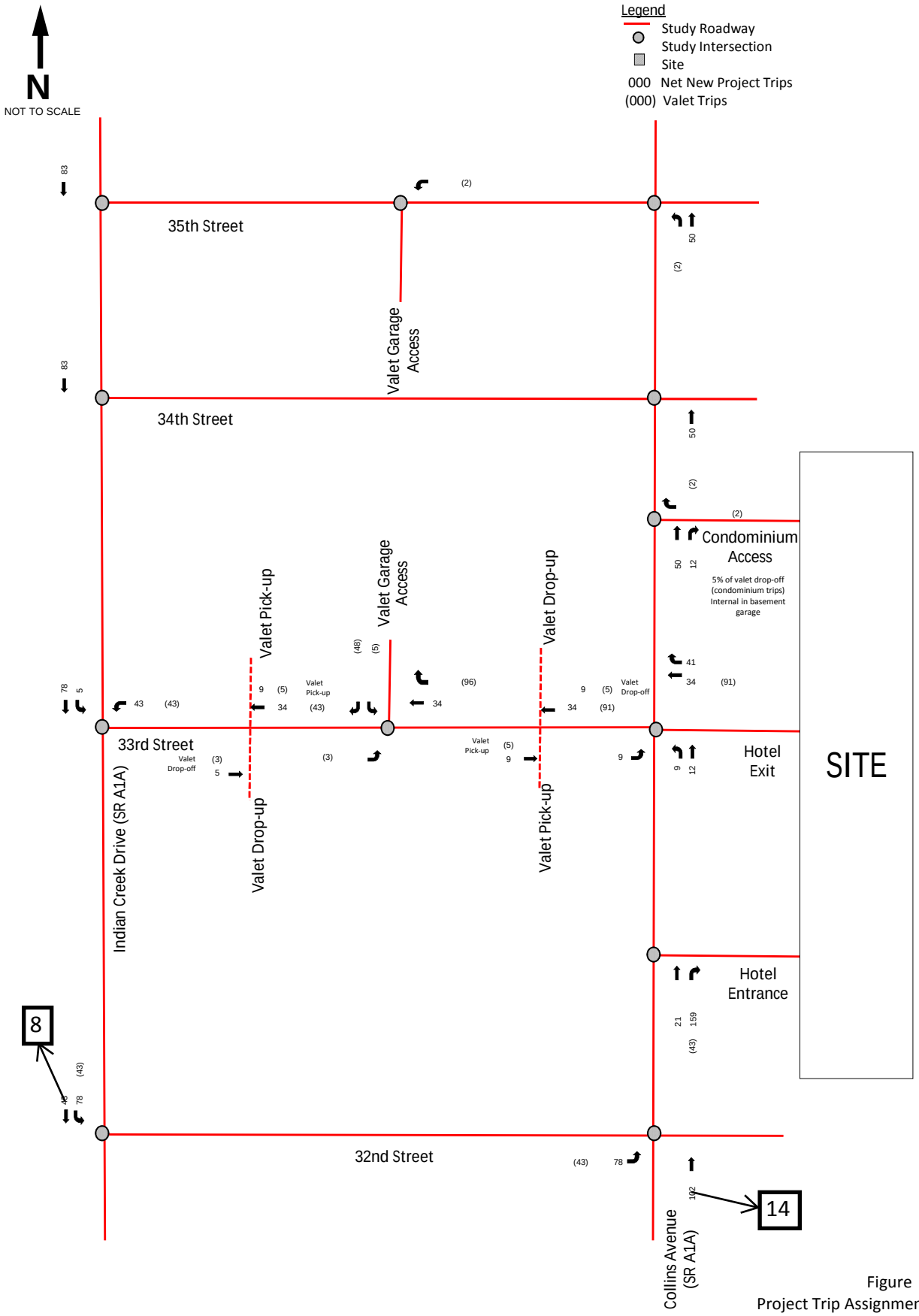


Figure 6
Project Trip Assignment
P.M. Peak Hour
Saxony Development
City of Miami Beach, Florida

Kimley-Horn and Associates, Inc.

APPENDIX F:
Trip Generation, Taxi Trip Data, and Transit Service Information

EXISTING WEEKEND PEAK HOUR OF GENERATOR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			10% MULTIMODAL REDUCTION		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	High-Rise Residential Condominium/Townhouse	9	232	828	du	43%	57%	119	158	277	7.9%	22	111	144	255	10.0%	26	100	129	229
	2	Hotel	9	310	333	room	56%	44%	131	103	234	4.7%	11	123	100	223	10.0%	22	111	90	201
	3	Quality Restaurant	9	931	10	ksf	59%	41%	64	44	108	21.3%	23	52	33	85	10.0%	9	47	29	76
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
								Total:	314	305	619	9.0%	56	286	277	563	10.0%	57	258	248	506

ITE Land Use Code	Rate or Equation
232	Y=0.3*(X)+28.85
310	Y=0.69*(X)+4.32
931	Y=10.87*(X)+-0.46

PROPOSED WEEKEND PEAK HOUR OF GENERATOR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			10% MULTIMODAL REDUCTION		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	High-Rise Residential Condominium/Townhouse	9	232	828	du	43%	57%	119	158	277	8.7%	24	109	144	253	10.0%	25	98	130	228
	2	Hotel	9	310	333	room	56%	44%	131	103	234	5.1%	12	122	100	222	10.0%	22	110	90	200
	3	Quality Restaurant	9	931	10	ksf	59%	41%	64	44	108	26.9%	29	50	29	79	10.0%	8	45	26	71
	4	Beach Club[1]	N/A	N/A	N/A	N/A	81%	19%	122	29	151	6.0%	9	118	24	142	10.0%	14	106	22	128
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
								Total:	436	334	770	9.6%	74	399	297	696	10.0%	69	359	268	627

ITE Land Use Code	Rate or Equation
232	Y=0.3*(X)+28.85
310	Y=0.69*(X)+4.32
931	Y=10.87*(X)+-0.46
N/A	N/A

	IN	OUT	TOTAL
NET NEW TRIPS	**101**	**20**	**121**
42.6% TAXI/SHARED-RIDE REDUCTION	**43**	**9**	**52**
NET NEW VALET TRIPS	**58**	**11**	**69**

	IN	OUT	TOTAL
COLLINS AVENUE NET NEW VALET TRIPS	**30**	**6**	**36**
24TH STREET NET NEW VALET TRIPS	**28**	**5**	**33**

Note: [1]Trip generation data based on valet parking projections and weekly event capacities. Detailed trip generation is attached.
[2]Taxi/shared-ride reduction based on data collected at Cadillac Hotel. Detailed calculations are attached.

Table 1

1 Hotel South Beach - Private Beach - Valet Parking Projections

Saturday Party Hourly Valet Projections	Saturday Event Capacity (person-trips)	Saturday Event Capacity (vehicle-trips) 2 persons per vehicle	Hourly Drop-off Valet Breakdown (1pm-2pm)		Hourly Drop-off Valet Breakdown (2pm-3pm)		Hourly Drop-off Valet Breakdown (3pm-4pm)		Hourly Drop-off Valet Breakdown (4pm-5pm)		Hourly Drop-off Valet Breakdown (5pm-6pm)		Hourly Drop-off Valet Breakdown (6pm-7pm)		Hourly Drop-off Valet Breakdown (7 pm-8pm)		Weekly Event Occupancy
January	408	204	5%	10	15%	31	25%	51	30%	61	20%	41	5%	10	0%	0	408
February	510	255	5%	13	15%	38	25%	64	30%	77	20%	51	5%	13	0%	0	510
March (Daylight Saving Start)	510	255	5%	13	5%	13	20%	51	30%	77	25%	64	10%	26	5%	13	510
April	595	298	5%	15	5%	15	20%	60	30%	89	25%	74	10%	30	5%	15	595
May	595	298	5%	15	5%	15	20%	60	30%	89	25%	74	10%	30	5%	15	595
June	574	287	5%	14	5%	14	20%	57	30%	86	25%	72	10%	29	5%	14	574
July	574	287	5%	14	5%	14	20%	57	30%	86	25%	72	10%	29	5%	14	574
August	574	287	5%	14	5%	14	20%	57	30%	86	25%	72	10%	29	5%	14	574
September	574	287	5%	14	5%	14	20%	57	30%	86	25%	72	10%	29	5%	14	574
October	638	319	5%	16	5%	16	20%	64	30%	96	25%	80	10%	32	5%	16	638
November (Daylight Savings End)	638	319	5%	16	15%	48	25%	80	30%	96	20%	64	5%	16	0%	0	638
December	**816**	**408**	**5%**	**20**	**15%**	**61**	**25%**	**102**	**30%**	**122**	**20%**	**82**	**5%**	**20**	**0%**	**0**	**816**

Assumptions: projections made with help from Zac Courtney, who opened the Beach Club at Soho House. The use of valet parking is correlated to the price charged. Charging $25 will likely generate a 10% utilization of this service. Charging $10-$12 will generate aprox 50% utilization. Projections made for the Saturday parties are based on 50% utilization

December Saturday Peak Hour Valet Trips	Drop-off Valet	Pick-up Valet	Total Valet	
1 to 2 PM	20	0	20	**Pick-up valet trips represent 0% of 1 to 2 pm drop-off valet trips**
2 to 3 PM	61	4	65	**Pick-up valet trips represent 20% of 1 to 2 pm drop-off valet trips**
3 to 4 PM	102	18	120	**Pick-up valet trips represent 30% of 1 to 2 pm drop-off valet trips and 20% of 2 to 3 pm drop-off valet trips**
4 to 5 PM	**122**	**29**	**151**	**Pick-up valet trips represent 50% of 1 to 2 pm drop-off valet trips and 30% of 2 to 3 pm drop-off valet trips**
5 to 6 PM	82	51	133	**Pick-up valet trips represent 50% of 2 to 3 pm drop-off valet trips and 20% of 3 to 4 pm drop-off valet trips**
6 to 7 PM	20	55	75	**Pick-up valet trips represent 30% of 3 to 4 pm drop-off valet trips and 20% of 4 to 5 pm drop-off valet trips**
7 to 8 PM	0	104	104	**Pick-up valet trips represent 50% of 3 to 4 pm drop-off valet trips, 30% of 4 to 5 pm drop-off valet trips, and 20% of 5 to 6 pm drop-off valet trips**
8 to 9 PM	0	90	90	**Pick-up valet trips represent 50% of 4 to 5 pm drop-off valet trips, 30% of 5 to 6 pm drop-off valet trips, and 20% of 6 to 7 pm drop-off valet trips**
9 to 10 PM	0	57	57	**Pick-up valet trips represent 50% of 5 to 6 pm drop-off valet trips and 80% of 6 to 7 pm drop-off valet trips**

Table 1

1 Hotel South Beach - Private Beach - Valet Parking Projections				
Day of the Week	Annual Number of Public Guests	Annual Number of Members	Annual Total Number of Public and Members	Daily Total Number of Public and Members
Monday	2409	2,560	4968.57	124
Tuesday	2409	2,560	4968.57	124
Wednesday	2409	2,560	4968.57	124
Thursday	2810	2,987	5796.67	144
Friday	4817	5,120	9937.15	248
Saturday	4817	5,120	9937.15	248
Sunday	3211	3,413	6624.77	165
Total	22881	24320	47201.45	1176

Total	**Public**	**Member**
9937	48%	52%

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 (EXISTING)

GROSS TRIP GENERATION

INPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office						
Retail						
Restaurant					64	44
Cinema/Entertainment						
Residential					119	158
Hotel					131	103
	0	0	0	0	314	305

INTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	0	0	0	0	12	11
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	8	14
Hotel	0	0	0	0	8	3
	0	0	0	0	28	28

OUTPUT

Total % Reduction	*0.0%*	*0.0%*	*9.0%*
Office			
Retail			
Restaurant			21.3%
Cinema/Entertainment			
Residential			7.9%
Hotel			4.7%

EXTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	0	0	0	0	52	33
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	111	144
Hotel	0	0	0	0	123	100
	0	0	0	0	286	277

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	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office						
Retail						
Restaurant					64	44
Cinema/Entertainment					122	29
Residential					119	158
Hotel					131	103
	0	0	0	0	436	334

INTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	0	0	0	0	14	15
Cinema/Entertainment	0	0	0	0	4	5
Residential	0	0	0	0	10	14
Hotel	0	0	0	0	9	3
	0	0	0	0	37	37

OUTPUT

Total % Reduction	*0.0%*	*0.0%*	*9.6%*
Office			
Retail			
Restaurant			26.9%
Cinema/Entertainment			6.0%
Residential			8.7%
Hotel			5.1%

EXTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	0	0	0	0	50	29
Cinema/Entertainment	0	0	0	0	118	24
Residential	0	0	0	0	109	144
Hotel	0	0	0	0	122	100
	0	0	0	0	399	297

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		

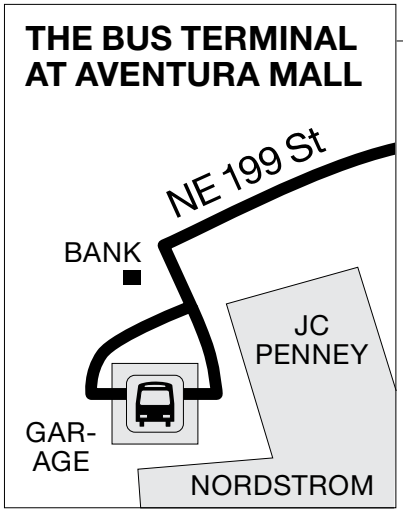
Restaurant Valet Area Observations						
Time	Restaurnt Pick-up Maximum Queue	Restaurant Pick-Up Volume	Restaurant Pick-Up Peak Hour Volume	Restaurant Drop-off Maximum Queue	Restaurant Drop-off Volume	Restaurant Drop-off Peak Hour Volume
18:00	5	17		0	0	
18:15	4	13		2	7	8
18:30	3	9		0	0	
18:45	3	18	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

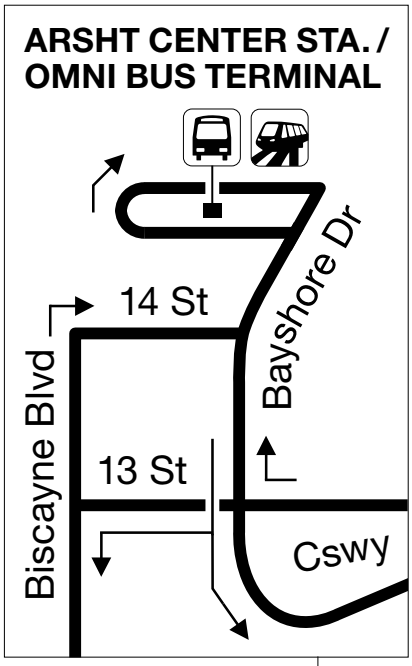
Taxi Trips Observed 42.6%

S

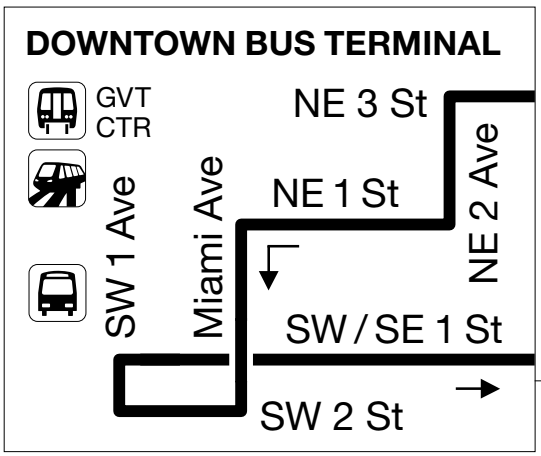
THE BUS TERMINAL AT AVENTURA MALL



ARSHT CENTER STA. / OMNI BUS TERMINAL



DOWNTOWN BUS TERMINAL



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Miami-Dade County Transportation and Public Works

Routes Schedule

(https://www.facebook.cc

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(https://twitter.com/IRideM

)

miamidade.gov

METROBUS

119 (Northbound) SATURDAY

SW 1 AV & SW 1 ST	OMNI TERMINAL / ARSHT METROMOVER	ALTON RD & 6 ST MIAMI BEACH	17 ST & LENOX AV	Lincoln Rd & James Ave	COLLINS AVE & 41 ST	COLLINS AVE & 69 ST	COLLINS AVE & 96 ST MIAMI BEACH	COLLINS AVE & SUNNY ISLES BLVD	COLLINS AVE & 193 ST	Bus Terminal at Aventura Mall
05:00AM	05:09AM	05:17AM	05:22AM	05:26AM	05:33AM	05:42AM	05:47AM	05:54AM	06:02AM	06:09AM
05:18AM	05:27AM	05:35AM	05:40AM	05:44AM	05:51AM	06:02AM	06:09AM	06:17AM	06:25AM	06:32AM
05:34AM	05:43AM	05:51AM	05:56AM	06:00AM	06:08AM	06:19AM	06:26AM	06:34AM	06:42AM	06:49AM
05:49AM	05:58AM	06:07AM	06:13AM	06:17AM	06:25AM	06:36AM	06:43AM	06:51AM	06:59AM	07:07AM
06:04AM	06:14AM	06:23AM	06:29AM	06:33AM	06:41AM	06:52AM	06:59AM	07:07AM	07:16AM	07:24AM
06:19AM	06:29AM	06:38AM	06:44AM	06:48AM	06:56AM	07:07AM	07:14AM	07:22AM	07:31AM	07:39AM
06:34AM	06:44AM	06:53AM	06:59AM	07:04AM	07:12AM	07:23AM	07:30AM	07:38AM	07:47AM	07:55AM
06:49AM	06:59AM	07:08AM	07:15AM	07:20AM	07:28AM	07:39AM	07:46AM	07:54AM	08:03AM	08:11AM
07:04AM	07:15AM	07:24AM	07:31AM	07:36AM	07:44AM	07:55AM	08:04AM	08:12AM	08:21AM	08:29AM
07:19AM	07:30AM	07:39AM	07:46AM	07:51AM	07:59AM	08:12AM	08:21AM	08:29AM	08:38AM	08:46AM
07:34AM	07:45AM	07:54AM	08:02AM	08:07AM	08:17AM	08:30AM	08:39AM	08:47AM	08:56AM	09:04AM
07:49AM	08:01AM	08:10AM	08:18AM	08:23AM	08:33AM	08:46AM	08:55AM	09:03AM	09:13AM	09:21AM
08:04AM	08:16AM	08:25AM	08:33AM	08:38AM	08:48AM	09:01AM	09:10AM	09:18AM	09:28AM	09:36AM
08:19AM	08:31AM	08:40AM	08:48AM	08:53AM	09:05AM	09:18AM	09:27AM	09:35AM	09:45AM	09:53AM
08:34AM	08:46AM	08:55AM	09:04AM	09:11AM	09:23AM	09:36AM	09:45AM	09:53AM	10:03AM	10:11AM
08:49AM	09:03AM	09:16AM	09:25AM	09:32AM	09:44AM	09:57AM	10:06AM	10:14AM	10:24AM	10:32AM

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

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

04:10AM	04:19AM	04:27AM	04:33AM	04:37AM	04:44AM	04:53AM	04:58AM	05:05AM	05:12AM	05:18AM

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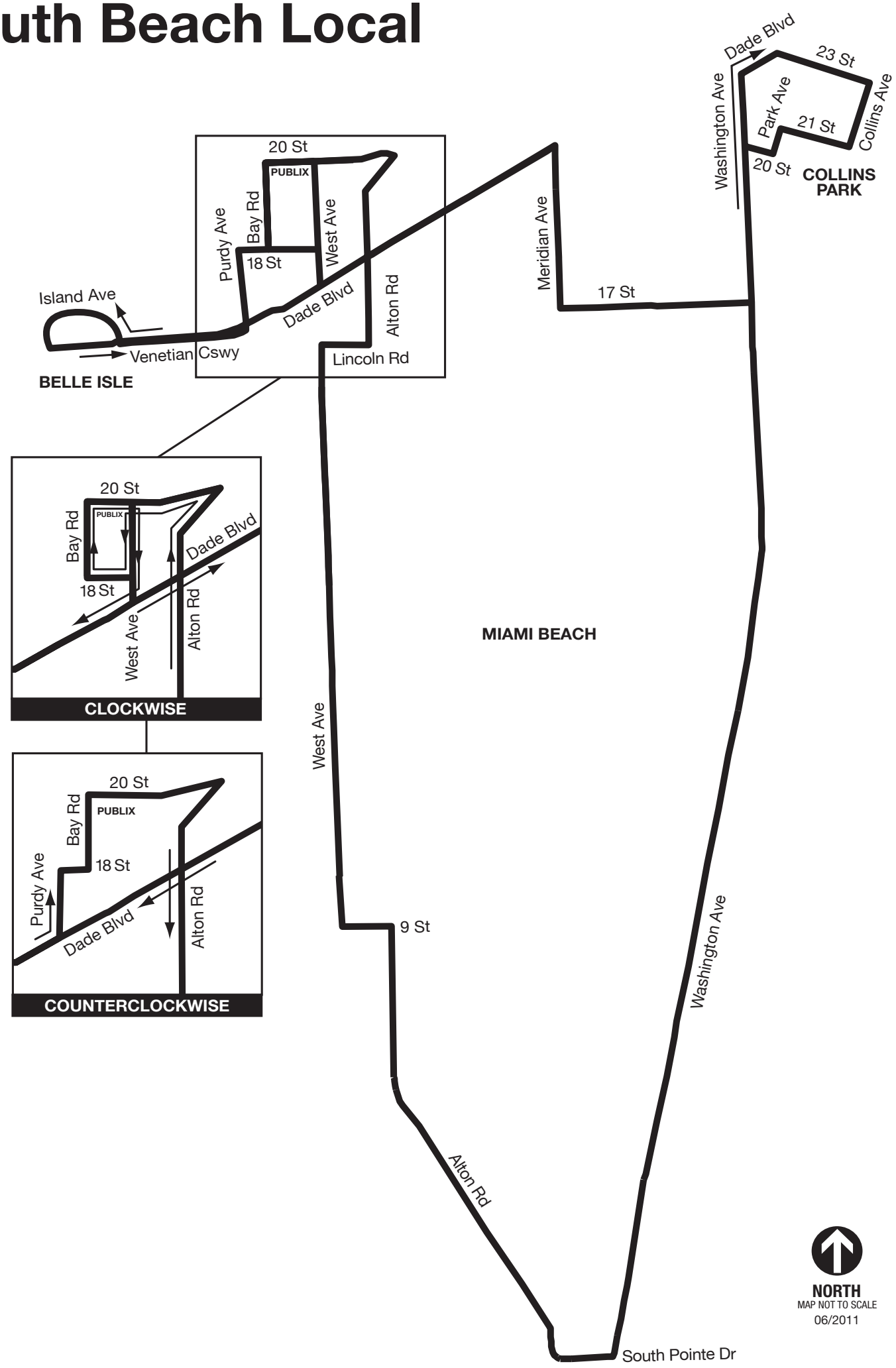
South Beach Local



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Miami-Dade County Transportation and Public Works

Routes Schedule

(https://www.facebook.cc

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(https://twitter.com/IRideM

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123 (Clockwise) SATURDAY

WEST AVE & 20 ST MIAMI BEACH	VENETIAN WAY & E ISLAND AVE	23 ST & LIBERTY AVE	WASHINGTON AVE & LINCOLN RD	WASHINGTON AVE & 5 ST	ALTON RD & 2 ST	WEST AVE & 15 TERR	WEST AVE & 20 ST MIAMI BEACH
07:50AM	07:53AM	08:05AM	08:11AM	08:20AM	08:24AM	08:32AM	08:38AM
08:20AM	08:24AM	08:36AM	08:42AM	08:51AM	08:55AM	09:03AM	09:09AM
08:40AM	08:44AM	08:56AM	09:02AM	09:11AM	09:15AM	09:23AM	09:29AM
09:00AM	09:04AM	09:16AM	09:22AM	09:31AM	09:35AM	09:43AM	09:49AM
09:20AM	09:24AM	09:36AM	09:42AM	09:51AM	09:55AM	10:04AM	10:11AM
09:40AM	09:44AM	09:56AM	10:02AM	10:12AM	10:16AM	10:25AM	10:32AM
10:00AM	10:04AM	10:17AM	10:23AM	10:33AM	10:37AM	10:46AM	10:53AM
10:13AM	10:17AM	10:30AM	10:36AM	10:46AM	10:50AM	10:59AM	11:06AM
10:26AM	10:30AM	10:43AM	10:49AM	10:59AM	11:03AM	11:12AM	11:19AM
10:39AM	10:43AM	10:56AM	11:02AM	11:12AM	11:16AM	11:25AM	11:32AM
10:52AM	10:56AM	11:09AM	11:15AM	11:25AM	11:29AM	11:38AM	11:45AM
11:05AM	11:09AM	11:22AM	11:28AM	11:38AM	11:42AM	11:51AM	11:58AM
11:18AM	11:22AM	11:35AM	11:41AM	11:51AM	11:55AM	12:04PM	12:11PM
11:31AM	11:35AM	11:48AM	11:54AM	12:04PM	12:08PM	12:17PM	12:24PM
11:44AM	11:48AM	12:01PM	12:07PM	12:17PM	12:21PM	12:30PM	12:37PM
11:57AM	12:01PM	12:14PM	12:20PM	12:30PM	12:34PM	12:43PM	12:50PM

12:10PM	12:14PM	12:27PM	12:33PM	12:43PM	12:47PM	12:56PM	01:03PM
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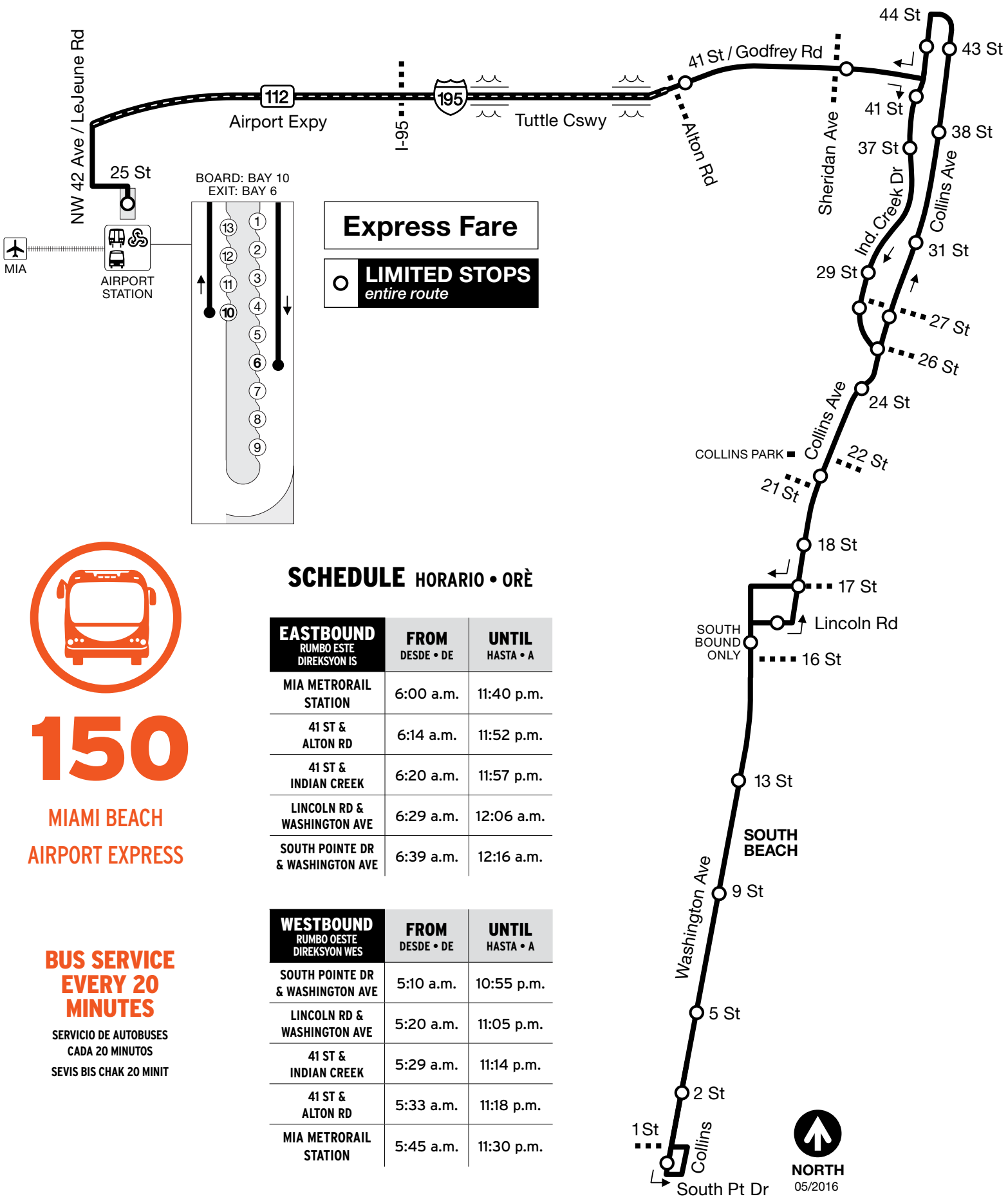
MIAMI-DADE COUNTY



150

MIAMI BEACH AIRPORT EXPRESS

BUS SERVICE EVERY 20 MINUTES

SERVICIO DE AUTOBUSES CADA 20 MINUTOS

SEVIS BIS CHAK 20 MINIT

SCHEDULE HORARIO • ORÈ

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.

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Miami-Dade County Transportation and Public Works

Routes Schedule

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miamidade.GOV

METROBUS

150 (Eastbound) SATURDAY

Airport Station	41 ST & ALTON RD MIAMI BEACH	INDIAN CREEK DR & 40 ST	WASHINGTON AVE & LINCOLN RD	WASHINGTON AVE & SOUTH POINTE DR
06:00AM	06:14AM	06:20AM	06:29AM	06:39AM
06:20AM	06:34AM	06:40AM	06:49AM	06:59AM
06:40AM	06:54AM	07:00AM	07:09AM	07:19AM
07:00AM	07:14AM	07:20AM	07:29AM	07:39AM
07:20AM	07:34AM	07:40AM	07:49AM	07:59AM
07:40AM	07:54AM	08:00AM	08:09AM	08:19AM
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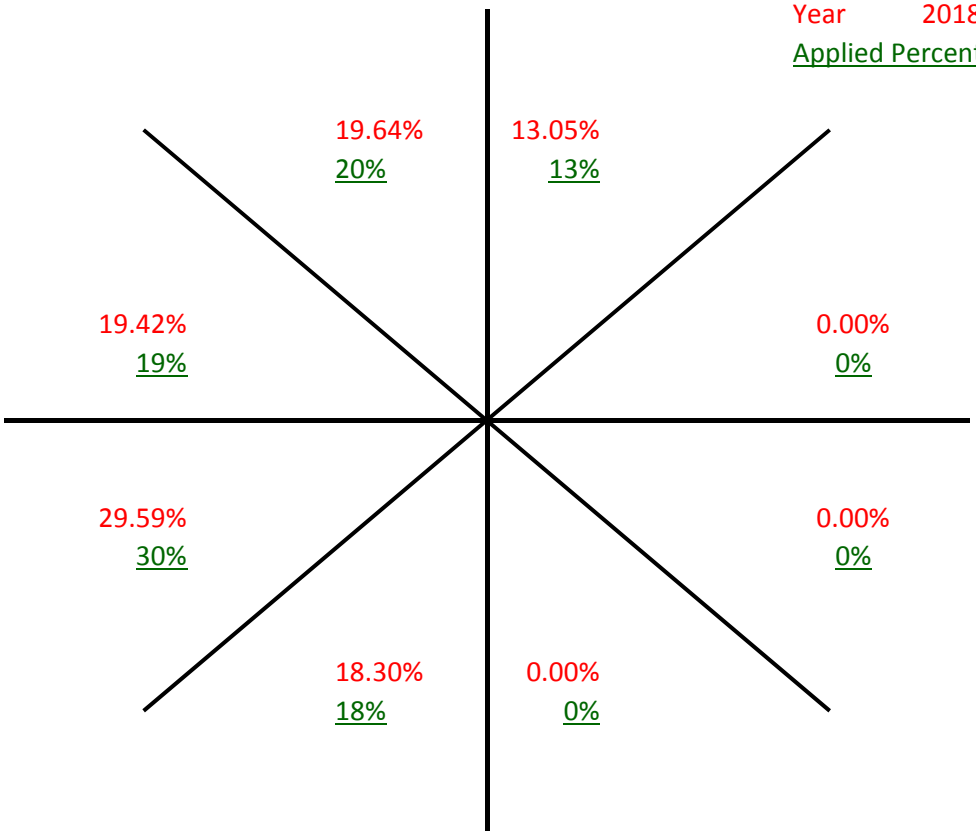
APPENDIX G:
Trip Distribution and Assignment

Cardinal Distribution for TAZ 635



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2018 Interpolated	2018 Rounded
	2010	2040		
North-Northeast	12.2%	15.4%	13.05%	13.00%
East-Northeast	0.0%	0.0%	0.00%	0.00%
East-Southeast	0.0%	0.0%	0.00%	0.00%
South-Southeast	0.0%	0.0%	0.00%	0.00%
South-Southwest	17.5%	20.5%	18.30%	18.00%
West-Southwest	30.2%	27.9%	29.59%	30.00%
West-Northwest	20.3%	17.0%	19.42%	19.00%
North-Northwest	19.8%	19.2%	19.64%	20.00%
Total	100.0%	100.0%	100.00%	100.00%

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 H:
Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: 26th Street and Collins Avenue
COUNT DATE: June 18, 2016
WEEKEND PM PEAK HOUR FACTOR: 0.97

"WEEKEND PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
WEEKEND PM Raw Turning Movements		58	17	991				36			998	16				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
WEEKEND PM EXISTING CONDITIONS		**64**	**19**	**1,100**				**40**			**1,108**	**18**				

"WEEKEND PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Saxony (Faena)				8							14					
Versailles Hotel				38							71					
TOTAL "VESTED" TRAFFIC	0	0	0	46	0	0	0	0	0	0	85	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	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
PM BACKGROUND TRAFFIC GROWTH		1	0	18				1			18	0				
WEEKEND PM NON-PROJECT TRAFFIC	**0**	**65**	**19**	**1,164**	**0**	**0**	**0**	**41**	**0**	**0**	**1,211**	**18**	**0**	**0**	**0**	**0**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering				15.0%												
	Exiting											42.0%					

"WEEKEND PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Valet																
	Net New				15							9					
PM TOTAL PROJECT TRAFFIC					**15**							**9**					
WEEKEND PM TOTAL TRAFFIC	**0**	**65**	**19**	**1,179**	**0**	**0**	**0**	**41**	**0**	**0**	**1,220**	**18**	**0**	**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: 24th Street and Collins Avenue
COUNT DATE: June 18, 2016
WEEKEND PM PEAK HOUR FACTOR: 0.99

"WEEKEND PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
WEEKEND PM Raw Turning Movements						45		30			1,038	60		8	973	
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
WEEKEND PM EXISTING CONDITIONS						**50**		**33**			**1,152**	**67**		**9**	**1,080**	

"WEEKEND PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Saxony (Faena)											14				8	
Versailles Hotel											71				38	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	85	0	0	0	46	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
PM BACKGROUND TRAFFIC GROWTH						1		1			19	1		0	17	
WEEKEND PM NON-PROJECT TRAFFIC	**0**	**0**	**0**	**0**	**0**	**51**	**0**	**34**	**0**	**0**	**1,256**	**68**	**0**	**9**	**1,143**	**0**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Valet	Entering												52.0%				
Distribution	Exiting												45.0%				
Net New	Entering												13.0%		15.0%		
Distribution	Exiting						58.0%		3.0%			39.0%	36.0%				

"WEEKEND PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Valet												35				
Trips	Net New						11		1			8	20		15		
PM TOTAL PROJECT TRAFFIC							**11**		**1**			**8**	**55**		**15**		
WEEKEND PM TOTAL TRAFFIC		**0**	**0**	**0**	**0**	**0**	**62**	**0**	**35**	**0**	**0**	**1,264**	**123**	**0**	**24**	**1,143**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: 1 Hotel driveway exit and Collins Avenue
COUNT DATE: June 18, 2016
WEEKEND PM PEAK HOUR FACTOR: 0.85

"WEEKEND PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
WEEKEND PM Raw Turning Movements								147			1,011				1,020	
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
WEEKEND PM EXISTING CONDITIONS								**163**			**1,122**				**1,132**	

"WEEKEND PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Saxony (Faena)											14				8	
Versailles Hotel											71				38	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	85	0	0	0	46	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
PM BACKGROUND TRAFFIC GROWTH								0			18				18	
WEEKEND PM NON-PROJECT TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**163**	**0**	**0**	**1,225**	**0**	**0**	**0**	**1,196**	**0**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Valet	Entering								52.0%								
Distribution	Exiting											45.0%					
Net New	Entering											13.0%					
Distribution	Exiting								75.0%							58.0%	

"WEEKEND PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Valet								30			5					
Trips	Net New								15			13				11	
PM TOTAL PROJECT TRAFFIC									**45**			**18**				**11**	
WEEKEND PM TOTAL TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**208**	**0**	**0**	**1,243**	**0**	**0**	**0**	**1,207**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: 1 Hotel driveway entrance and Collins Avenue
COUNT DATE: June 18, 2016
WEEKEND PM PEAK HOUR FACTOR: 0.81

"WEEKEND PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
WEEKEND PM Raw Turning Movements											1,011	123			1,020	
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
WEEKEND PM EXISTING CONDITIONS											**1,122**	**137**			**1,132**	
"WEEKEND PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Saxony (Faena)											14				8	
Versailles Hotel											71				38	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	85	0	0	0	46	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
PM BACKGROUND TRAFFIC GROWTH											18	0			18	
WEEKEND PM NON-PROJECT TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,225**	**137**	**0**	**0**	**1,196**	**0**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Valet	Entering																
Distribution	Exiting											45.0%	55.0%				
Net New	Entering											13.0%	72.0%				
Distribution	Exiting															58.0%	

"WEEKEND PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Valet											5	6				
Trips	Net New											13	73			11	
PM TOTAL PROJECT TRAFFIC												**18**	**79**			**11**	
WEEKEND PM TOTAL TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,243**	**216**	**0**	**0**	**1,207**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: 23rd Street and Collins Avenue
COUNT DATE: June 18, 2016
WEEKEND PM PEAK HOUR FACTOR: 0.96

"WEEKEND PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
WEEKEND PM Raw Turning Movements		231	35	166		11	34	38		49	770	32		11	775	235
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
WEEKEND PM EXISTING CONDITIONS		**256**	**39**	**184**		**12**	**38**	**42**		**54**	**855**	**36**		**12**	**860**	**261**

"WEEKEND PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Saxony (Faena)											14				8	
Versailles Hotel											71				38	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	85	0	0	0	46	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
PM BACKGROUND TRAFFIC GROWTH		4	1	3		0	0	0		1	14	1		0	14	4
WEEKEND PM NON-PROJECT TRAFFIC	**0**	**260**	**40**	**187**	**0**	**12**	**38**	**42**	**0**	**55**	**954**	**37**	**0**	**12**	**920**	**265**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Valet	Entering																
Distribution	Exiting								100.0%								
Net New	Entering		67.0%									18.0%					
Distribution	Exiting															18.0%	40.0%

"WEEKEND PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Valet								11								
Trips	Net New		68									18				3	8
PM TOTAL PROJECT TRAFFIC			**68**						**11**			**18**				**3**	**8**
WEEKEND PM TOTAL TRAFFIC	**0**	**328**	**40**	**187**	**0**	**12**	**38**	**53**	**0**	**55**	**972**	**37**	**0**	**12**	**923**	**273**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: 23rd Street and Collins Avenue (South Leg)
COUNT DATE: June 18, 2016
WEEKEND PM PEAK HOUR FACTOR: 0.96

"WEEKEND PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
WEEKEND PM Raw Turning Movements			10			5	10	7				22		5		
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
WEEKEND PM EXISTING CONDITIONS			**11**			**6**	**11**	**8**				**24**		**6**		

"WEEKEND PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Saxony (Faena)																
Versailles Hotel																
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	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
PM BACKGROUND TRAFFIC GROWTH			0			0	0	0				0		0		
WEEKEND PM NON-PROJECT TRAFFIC	**0**	**0**	**11**	**0**	**0**	**6**	**11**	**8**	**0**	**0**	**0**	**24**	**0**	**6**	**0**	**0**

"PROJECT DISTRUBUTION"

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

"WEEKEND PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Valet																
	Net New																
PM TOTAL PROJECT TRAFFIC																	
WEEKEND PM TOTAL TRAFFIC		**0**	**0**	**11**	**0**	**0**	**6**	**11**	**8**	**0**	**0**	**0**	**24**	**0**	**6**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: 23rd Street and Dade Boulevard
COUNT DATE: June 18, 2016
WEEKEND PM PEAK HOUR FACTOR: 0.96

"WEEKEND PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
WEEKEND PM Raw Turning Movements						272		355			250	340		244	309	
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
WEEKEND PM EXISTING CONDITIONS						**302**		**394**			**278**	**377**		**271**	**343**	

"WEEKEND PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Saxony (Faena)																
Versailles Hotel																
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	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
PM BACKGROUND TRAFFIC GROWTH						5		6			4	6		4	6	
WEEKEND PM NON-PROJECT TRAFFIC	**0**	**0**	**0**	**0**	**0**	**307**	**0**	**400**	**0**	**0**	**282**	**383**	**0**	**275**	**349**	**0**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering												30.0%		37.0%		
	Exiting						30.0%		10.0%								

"WEEKEND PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Valet																
	Net New						6		2				30		38		
PM TOTAL PROJECT TRAFFIC							**6**		**2**				**30**		**38**		
WEEKEND PM TOTAL TRAFFIC		**0**	**0**	**0**	**0**	**0**	**313**	**0**	**402**	**0**	**0**	**282**	**413**	**0**	**313**	**349**	**0**

APPENDIX I:
Intersection Capacity Analyses

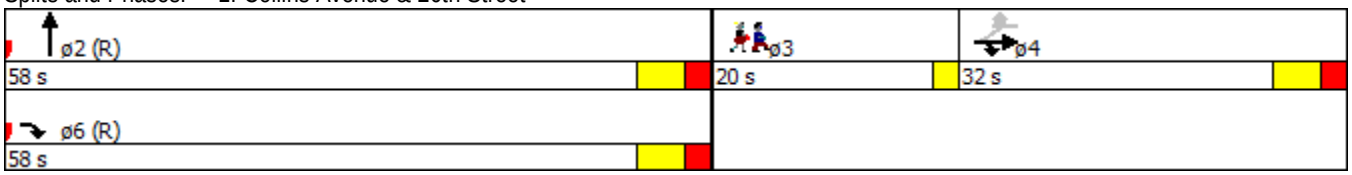
Existing Conditions

Lane Group	EBT	EBR	WBR	NBT	ø3	ø6
Lane Configurations						
Traffic Volume (vph)	19	1100	40	1108		
Future Volume (vph)	19	1100	40	1108		
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	1.0	7.0
Minimum Split (s)	26.3		26.3	24.3	20.0	24.3
Total Split (s)	32.0		32.0	58.0	20.0	58.0
Total Split (%)	29.1%		29.1%	52.7%	18%	53%
Yellow Time (s)	4.0		4.0	4.0	2.0	4.0
All-Red Time (s)	2.3		2.3	2.3	0.0	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	None		None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 96 (87%), Referenced to phase 2:NBT and 6:EBR, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: Collins Avenue & 26th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	19	1100	0	0	40	0	1108	18	0	0	0
Future Volume (vph)	64	19	1100	0	0	40	0	1108	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	0.88			1.00		0.91				
Frpb, ped/bikes		1.00	1.00			0.96		1.00				
Flpb, ped/bikes		0.98	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)		1758	2787			1550		5052				
Flt Permitted		0.96	1.00			1.00		1.00				
Satd. Flow (perm)		1758	2787			1550		5052				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	66	20	1134	0	0	41	0	1142	19	0	0	0
RTOR Reduction (vph)	0	57	234	0	0	36	0	1	0	0	0	0
Lane Group Flow (vph)	0	29	900	0	0	5	0	1160	0	0	0	0
Confl. Peds. (#/hr)	16		5	5		16	73		75	75		73
Confl. Bikes (#/hr)									14			21
Turn Type	Perm	NA	custom			Perm		NA				
Protected Phases		4	4 6					2				
Permitted Phases	4					4						
Actuated Green, G (s)		14.2	87.3			14.2		66.8				
Effective Green, g (s)		14.2	87.3			14.2		66.8				
Actuated g/C Ratio		0.13	0.79			0.13		0.61				
Clearance Time (s)		6.3				6.3		6.3				
Vehicle Extension (s)		2.5				2.5		1.0				
Lane Grp Cap (vph)		226	2211			200		3067				
v/s Ratio Prot			c0.32					0.23				
v/s Ratio Perm		0.02				0.00						
v/c Ratio		0.13	0.41			0.03		0.38				
Uniform Delay, d1		42.4	3.5			41.9		11.0				
Progression Factor		1.00	1.00			1.00		1.09				
Incremental Delay, d2		0.2	0.1			0.0		0.3				
Delay (s)		42.6	3.5			41.9		12.4				
Level of Service		D	A			D		B				
Approach Delay (s)		6.3			41.9			12.4			0.0	
Approach LOS		A			D			B			A	

Intersection Summary			
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		

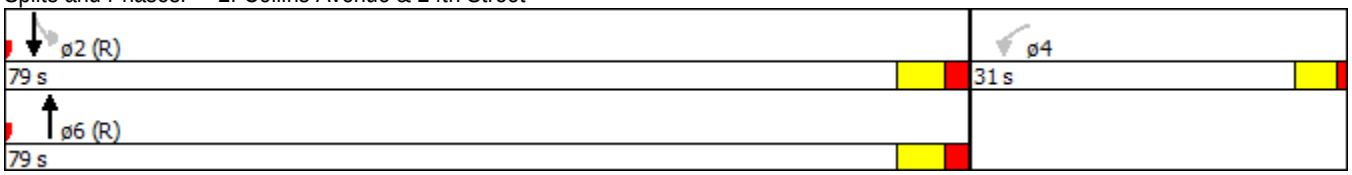
c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	50	1152	9	1080
Future Volume (vph)	50	1152	9	1080
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)	5.0	7.0	7.0	7.0
Minimum Split (s)	22.5	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)	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	4.5	6.0		6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 32 (29%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 2: Collins Avenue & 24th Street



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	33	1152	67	9	1080
Future Volume (vph)	50	33	1152	67	9	1080
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		6.0			6.0
Lane Util. Factor	1.00		0.95			0.95
Frpb, ped/bikes	0.95		0.98			1.00
Flpb, ped/bikes	0.98		1.00			1.00
Frt	0.95		0.99			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1593		3449			3536
Flt Permitted	0.97		1.00			0.94
Satd. Flow (perm)	1593		3449			3334
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	51	33	1164	68	9	1091
RTOR Reduction (vph)	26	0	2	0	0	0
Lane Group Flow (vph)	58	0	1230	0	0	1100
Confl. Peds. (#/hr)	15	63		102	102	
Confl. Bikes (#/hr)		5		10		
Turn Type	Perm		NA		Perm	NA
Protected Phases			6			2
Permitted Phases	4				2	
Actuated Green, G (s)	8.4		91.1			91.1
Effective Green, g (s)	8.4		91.1			91.1
Actuated g/C Ratio	0.08		0.83			0.83
Clearance Time (s)	4.5		6.0			6.0
Vehicle Extension (s)	3.0		1.0			1.0
Lane Grp Cap (vph)	121		2856			2761
v/s Ratio Prot			c0.36			
v/s Ratio Perm	c0.04					0.33
v/c Ratio	0.48		0.43			0.40
Uniform Delay, d1	48.7		2.5			2.4
Progression Factor	1.00		2.28			1.15
Incremental Delay, d2	3.0		0.4			0.4
Delay (s)	51.7		6.2			3.2
Level of Service	D		A			A
Approach Delay (s)	51.7		6.2			3.2
Approach LOS	D		A			A

Intersection Summary

HCM 2000 Control Delay	6.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	163	1122	0	0	1132
Future Vol, veh/h	0	163	1122	0	0	1132
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	192	1320	0	0	1332

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1986	666	0	0	1320	0
Stage 1	1320	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22	-
Pot Cap-1 Maneuver	156	620	-	-	519	-
Stage 1	232	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	155	616	-	-	516	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

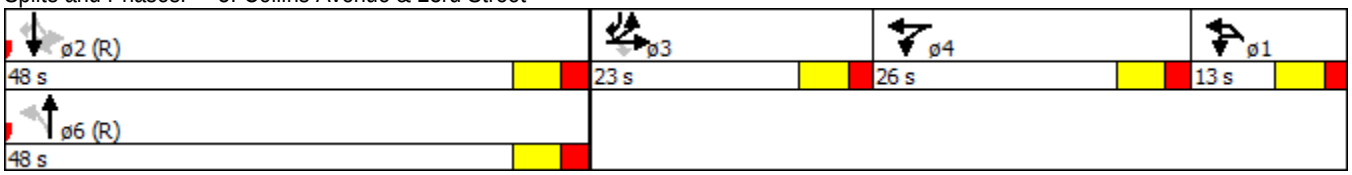
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	616	516	-
HCM Lane V/C Ratio	-	-	0.311	-	-
HCM Control Delay (s)	-	-	13.5	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0	-

Lane Group	EBL	EBT	EBR2	WBT	NBL	NBT	SBL2	SBL	SBT	SBR	NWL
Lane Configurations											
Traffic Volume (vph)	256	39	184	38	54	855	12	6	860	261	11
Future Volume (vph)	256	39	184	38	54	855	12	6	860	261	11
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	6.0
Minimum Split (s)	22.5	22.5	22.5	26.0	31.5	31.5	31.5	31.5	31.5	22.5	13.0
Total Split (s)	23.0	23.0	23.0	26.0	48.0	48.0	48.0	48.0	48.0	23.0	13.0
Total Split (%)	20.9%	20.9%	20.9%	23.6%	43.6%	43.6%	43.6%	43.6%	43.6%	20.9%	11.8%
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	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 41 (37%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 5: Collins Avenue & 23rd Street



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	256	39	11	184	12	38	42	54	855	36	24	12
Future Volume (vph)	256	39	11	184	12	38	42	54	855	36	24	12
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	0.95	0.95		1.00		1.00			0.95			
Frpb, ped/bikes	1.00	0.97		0.83		0.91			0.97			
Flpb, ped/bikes	1.00	1.00		1.00		1.00			1.00			
Frt	1.00	0.99		0.85		0.94			0.99			
Flt Protected	0.95	0.97		1.00		0.99			1.00			
Satd. Flow (prot)	1681	1652		1315		1579			3391			
Flt Permitted	0.95	0.97		1.00		0.99			0.73			
Satd. Flow (perm)	1681	1652		1315		1579			2490			
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)	267	41	11	192	12	40	44	56	891	38	25	12
RTOR Reduction (vph)	0	0	0	165	0	27	0	0	2	0	0	0
Lane Group Flow (vph)	160	159	0	27	0	70	0	0	1008	0	0	0
Confl. Peds. (#/hr)	117		102	78	78		117	105		102	102	102
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)	15.3	15.3		15.3		20.0			46.1			
Effective Green, g (s)	15.3	15.3		15.3		20.0			46.1			
Actuated g/C Ratio	0.14	0.14		0.14		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)	233	229		182		287			1043			
v/s Ratio Prot	0.10	c0.10				c0.04						
v/s Ratio Perm				0.02					c0.40			
v/c Ratio	0.69	0.69		0.15		0.24			0.97			
Uniform Delay, d1	45.1	45.1		41.6		38.5			31.2			
Progression Factor	1.00	1.00		1.00		1.00			1.00			
Incremental Delay, d2	7.5	8.1		0.3		0.3			20.9			
Delay (s)	52.5	53.2		41.9		38.9			52.1			
Level of Service	D	D		D		D			D			
Approach Delay (s)		48.8				38.9			52.1			
Approach LOS		D				D			D			

Intersection Summary

HCM 2000 Control Delay	42.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.5
Intersection Capacity Utilization	94.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	6	860	261	6	11	8
Future Volume (vph)	6	860	261	6	11	8
Ideal Flow (vphpl)	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	0.83		0.86	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	0.85		0.96	
Flt Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3531	1317		1486	
Flt Permitted		0.90	1.00		0.97	
Satd. Flow (perm)		3187	1317		1486	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	6	896	272	6	11	8
RTOR Reduction (vph)	0	0	49	0	0	0
Lane Group Flow (vph)	0	915	223	0	25	0
Confl. Peds. (#/hr)	102		105	78	105	117
Turn Type	Perm	NA	pm+ov	Prot	Prot	
Protected Phases		2	3	1	1	
Permitted Phases	2		2			
Actuated Green, G (s)		46.1	61.4		4.1	
Effective Green, g (s)		46.1	61.4		4.1	
Actuated g/C Ratio		0.42	0.56		0.04	
Clearance Time (s)		6.5	6.0		6.0	
Vehicle Extension (s)		1.0	2.5		2.5	
Lane Grp Cap (vph)		1335	735		55	
v/s Ratio Prot			0.04		c0.02	
v/s Ratio Perm		0.29	0.13			
v/c Ratio		0.69	0.30		0.45	
Uniform Delay, d1		26.0	12.9		51.9	
Progression Factor		1.23	1.24		1.00	
Incremental Delay, d2		2.8	0.2		4.3	
Delay (s)		34.9	16.2		56.1	
Level of Service		C	B		E	
Approach Delay (s)		30.6			56.1	
Approach LOS		C			E	

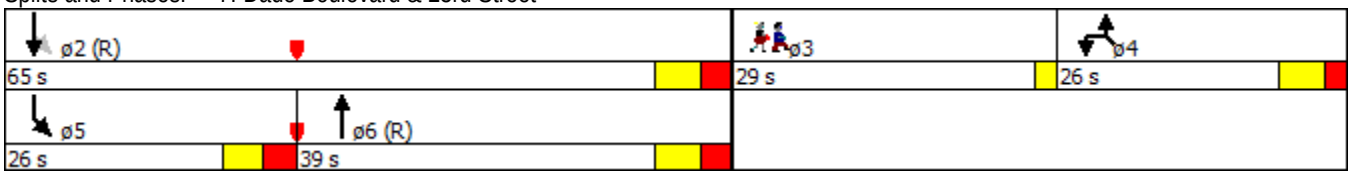
Intersection Summary

Lane Group	NBT	SBL	SBT	NWL	NWR	ø3
Lane Configurations						
Traffic Volume (vph)	278	271	343	302	394	
Future Volume (vph)	278	271	343	302	394	
Turn Type	NA	pm+pt	NA	Prot	Prot	
Protected Phases	6	5	2	4	4	3
Permitted Phases		2				
Detector Phase	6	5	2	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	1.0
Minimum Split (s)	36.9	11.6	36.9	24.2	24.2	29.0
Total Split (s)	39.0	26.0	65.0	26.0	26.0	29.0
Total Split (%)	32.5%	21.7%	54.2%	21.7%	21.7%	24%
Yellow Time (s)	4.0	3.7	4.0	4.0	4.0	2.0
All-Red Time (s)	2.9	2.9	2.9	2.2	2.2	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.6	6.9	6.2	6.2	
Lead/Lag	Lag	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Recall Mode	C-Min	None	C-Min	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 35 (29%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 7: Dade Boulevard & 23rd Street



Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	278	377	271	343	302	394
Future Volume (vph)	278	377	271	343	302	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9		6.6	6.9	6.2	6.2
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.91		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3209		1769	3539	1770	1583
Flt Permitted	1.00		0.29	1.00	0.95	1.00
Satd. Flow (perm)	3209		540	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	290	393	282	357	315	410
RTOR Reduction (vph)	151	0	0	0	0	302
Lane Group Flow (vph)	532	0	282	357	315	108
Confl. Peds. (#/hr)		1	1		4	
Turn Type	NA		pm+pt	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases			2			
Actuated Green, G (s)	54.8		75.3	75.3	31.6	31.6
Effective Green, g (s)	54.8		75.3	75.3	31.6	31.6
Actuated g/C Ratio	0.46		0.63	0.63	0.26	0.26
Clearance Time (s)	6.9		6.6	6.9	6.2	6.2
Vehicle Extension (s)	1.0		2.0	1.0	2.5	2.5
Lane Grp Cap (vph)	1465		481	2220	466	416
v/s Ratio Prot	0.17		c0.07	0.10	c0.18	0.07
v/s Ratio Perm			c0.30			
v/c Ratio	0.36		0.59	0.16	0.68	0.26
Uniform Delay, d1	21.2		11.6	9.3	39.6	34.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7		1.2	0.2	3.5	0.2
Delay (s)	21.9		12.8	9.4	43.1	35.2
Level of Service	C		B	A	D	D
Approach Delay (s)	21.9			10.9	38.6	
Approach LOS	C			B	D	

Intersection Summary

HCM 2000 Control Delay	24.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

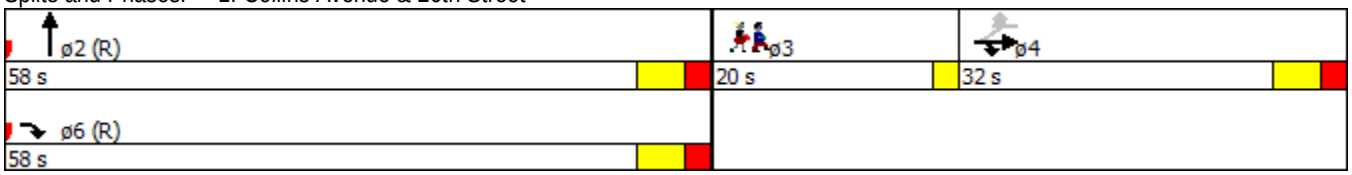
Future Background Conditions

Lane Group	EBT	EBR	WBR	NBT	ø3	ø6
Lane Configurations						
Traffic Volume (vph)	19	1164	41	1211		
Future Volume (vph)	19	1164	41	1211		
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	1.0	7.0
Minimum Split (s)	26.3		26.3	24.3	20.0	24.3
Total Split (s)	32.0		32.0	58.0	20.0	58.0
Total Split (%)	29.1%		29.1%	52.7%	18%	53%
Yellow Time (s)	4.0		4.0	4.0	2.0	4.0
All-Red Time (s)	2.3		2.3	2.3	0.0	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	None		None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 96 (87%), Referenced to phase 2:NBT and 6:EBR, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: Collins Avenue & 26th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	19	1164	0	0	41	0	1211	18	0	0	0
Future Volume (vph)	65	19	1164	0	0	41	0	1211	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	0.88			1.00		0.91				
Frpb, ped/bikes		1.00	1.00			0.96		1.00				
Flpb, ped/bikes		0.98	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)		1757	2787			1550		5055				
Flt Permitted		0.96	1.00			1.00		1.00				
Satd. Flow (perm)		1757	2787			1550		5055				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	67	20	1200	0	0	42	0	1248	19	0	0	0
RTOR Reduction (vph)	0	58	248	0	0	36	0	1	0	0	0	0
Lane Group Flow (vph)	0	29	952	0	0	6	0	1266	0	0	0	0
Confl. Peds. (#/hr)	16		5	5		16	73		75	75		73
Confl. Bikes (#/hr)									14			21
Turn Type	Perm	NA	custom			Perm		NA				
Protected Phases		4	4 6					2				
Permitted Phases	4					4						
Actuated Green, G (s)		14.8	87.3			14.8		66.2				
Effective Green, g (s)		14.8	87.3			14.8		66.2				
Actuated g/C Ratio		0.13	0.79			0.13		0.60				
Clearance Time (s)		6.3				6.3		6.3				
Vehicle Extension (s)		2.5				2.5		1.0				
Lane Grp Cap (vph)		236	2211			208		3042				
v/s Ratio Prot			c0.34					0.25				
v/s Ratio Perm		0.02				0.00						
v/c Ratio		0.12	0.43			0.03		0.42				
Uniform Delay, d1		41.9	3.6			41.3		11.6				
Progression Factor		1.00	1.00			1.00		1.11				
Incremental Delay, d2		0.2	0.1			0.0		0.4				
Delay (s)		42.1	3.7			41.4		13.3				
Level of Service		D	A			D		B				
Approach Delay (s)		6.3			41.4			13.3			0.0	
Approach LOS		A			D			B			A	

Intersection Summary

HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

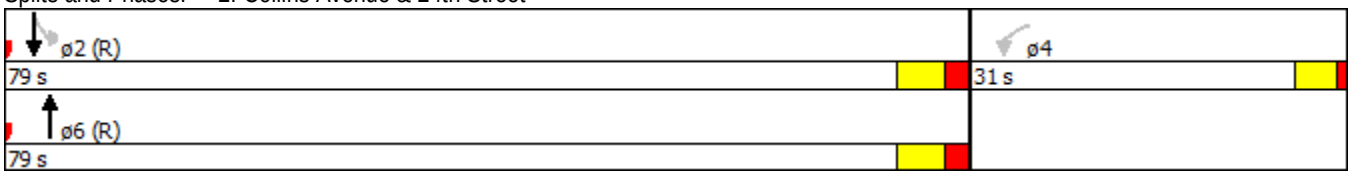
c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	51	1256	9	1143
Future Volume (vph)	51	1256	9	1143
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)	5.0	7.0	7.0	7.0
Minimum Split (s)	22.5	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)	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	4.5	6.0		6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 32 (29%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 2: Collins Avenue & 24th Street



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	51	34	1256	68	9	1143
Future Volume (vph)	51	34	1256	68	9	1143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		6.0			6.0
Lane Util. Factor	1.00		0.95			0.95
Frpb, ped/bikes	0.95		0.98			1.00
Flpb, ped/bikes	0.98		1.00			1.00
Frt	0.95		0.99			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1592		3455			3537
Flt Permitted	0.97		1.00			0.94
Satd. Flow (perm)	1592		3455			3331
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	52	34	1269	69	9	1155
RTOR Reduction (vph)	26	0	2	0	0	0
Lane Group Flow (vph)	60	0	1336	0	0	1164
Confl. Peds. (#/hr)	15	63		102	102	
Confl. Bikes (#/hr)		5		10		
Turn Type	Perm		NA		Perm	NA
Protected Phases			6			2
Permitted Phases	4				2	
Actuated Green, G (s)	8.5		91.0			91.0
Effective Green, g (s)	8.5		91.0			91.0
Actuated g/C Ratio	0.08		0.83			0.83
Clearance Time (s)	4.5		6.0			6.0
Vehicle Extension (s)	3.0		1.0			1.0
Lane Grp Cap (vph)	123		2858			2755
v/s Ratio Prot			c0.39			
v/s Ratio Perm	c0.04					0.35
v/c Ratio	0.49		0.47			0.42
Uniform Delay, d1	48.7		2.7			2.5
Progression Factor	1.00		2.52			1.14
Incremental Delay, d2	3.0		0.4			0.4
Delay (s)	51.7		7.2			3.3
Level of Service	D		A			A
Approach Delay (s)	51.7		7.2			3.3
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	6.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	163	1225	0	0	1196
Future Vol, veh/h	0	163	1225	0	0	1196
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	192	1441	0	0	1407

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2145	727	0	0	1441	0
Stage 1	1441	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22	-
Pot Cap-1 Maneuver	131	583	-	-	467	-
Stage 1	199	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	130	580	-	-	464	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	503	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

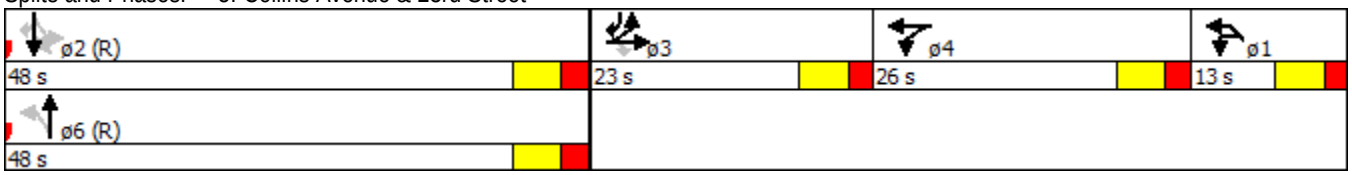
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	580	464	-
HCM Lane V/C Ratio	-	-	0.331	-	-
HCM Control Delay (s)	-	-	14.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0	-

Lane Group	EBL	EBT	EBR2	WBT	NBL	NBT	SBL2	SBL	SBT	SBR	NWL
Lane Configurations											
Traffic Volume (vph)	260	40	187	38	55	954	12	6	920	265	11
Future Volume (vph)	260	40	187	38	55	954	12	6	920	265	11
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	6.0
Minimum Split (s)	22.5	22.5	22.5	26.0	31.5	31.5	31.5	31.5	31.5	22.5	13.0
Total Split (s)	23.0	23.0	23.0	26.0	48.0	48.0	48.0	48.0	48.0	23.0	13.0
Total Split (%)	20.9%	20.9%	20.9%	23.6%	43.6%	43.6%	43.6%	43.6%	43.6%	20.9%	11.8%
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	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 41 (37%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 5: Collins Avenue & 23rd Street



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	260	40	11	187	12	38	42	55	954	37	24	12
Future Volume (vph)	260	40	11	187	12	38	42	55	954	37	24	12
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	0.95	0.95		1.00		1.00			0.95			
Frpb, ped/bikes	1.00	0.98		0.83		0.91			0.97			
Flpb, ped/bikes	1.00	1.00		1.00		1.00			1.00			
Frt	1.00	0.99		0.85		0.94			0.99			
Flt Protected	0.95	0.97		1.00		0.99			1.00			
Satd. Flow (prot)	1681	1653		1315		1579			3404			
Flt Permitted	0.95	0.97		1.00		0.99			0.71			
Satd. Flow (perm)	1681	1653		1315		1579			2424			
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)	271	42	11	195	12	40	44	57	994	39	25	12
RTOR Reduction (vph)	0	0	0	168	0	27	0	0	1	0	0	0
Lane Group Flow (vph)	163	161	0	27	0	70	0	0	1114	0	0	0
Confl. Peds. (#/hr)	117		102	78	78		117	105		102	102	102
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)	15.3	15.3		15.3		20.0			46.1			
Effective Green, g (s)	15.3	15.3		15.3		20.0			46.1			
Actuated g/C Ratio	0.14	0.14		0.14		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)	233	229		182		287			1015			
v/s Ratio Prot	0.10	c0.10				c0.04						
v/s Ratio Perm				0.02					c0.46			
v/c Ratio	0.70	0.70		0.15		0.24			1.10			
Uniform Delay, d1	45.2	45.2		41.6		38.5			31.9			
Progression Factor	1.00	1.00		1.00		1.00			1.00			
Incremental Delay, d2	8.2	8.7		0.3		0.3			58.7			
Delay (s)	53.3	53.9		41.9		38.9			90.7			
Level of Service	D	D		D		D			F			
Approach Delay (s)		49.2				38.9			90.7			
Approach LOS		D				D			F			

Intersection Summary

HCM 2000 Control Delay	57.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.5
Intersection Capacity Utilization	98.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	6	920	265	6	11	8
Future Volume (vph)	6	920	265	6	11	8
Ideal Flow (vphpl)	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	0.83		0.86	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	0.85		0.96	
Flt Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3532	1317		1486	
Flt Permitted		0.86	1.00		0.97	
Satd. Flow (perm)		3040	1317		1486	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	6	958	276	6	11	8
RTOR Reduction (vph)	0	0	49	0	0	0
Lane Group Flow (vph)	0	977	227	0	25	0
Confl. Peds. (#/hr)	102		105	78	105	117
Turn Type	Perm	NA	pm+ov	Prot	Prot	
Protected Phases		2	3	1	1	
Permitted Phases	2		2			
Actuated Green, G (s)		46.1	61.4		4.1	
Effective Green, g (s)		46.1	61.4		4.1	
Actuated g/C Ratio		0.42	0.56		0.04	
Clearance Time (s)		6.5	6.0		6.0	
Vehicle Extension (s)		1.0	2.5		2.5	
Lane Grp Cap (vph)		1274	735		55	
v/s Ratio Prot			0.04		c0.02	
v/s Ratio Perm		0.32	0.13			
v/c Ratio		0.77	0.31		0.45	
Uniform Delay, d1		27.4	13.0		51.9	
Progression Factor		1.20	1.36		1.00	
Incremental Delay, d2		4.3	0.2		4.3	
Delay (s)		37.1	17.9		56.1	
Level of Service		D	B		E	
Approach Delay (s)		32.9			56.1	
Approach LOS		C			E	

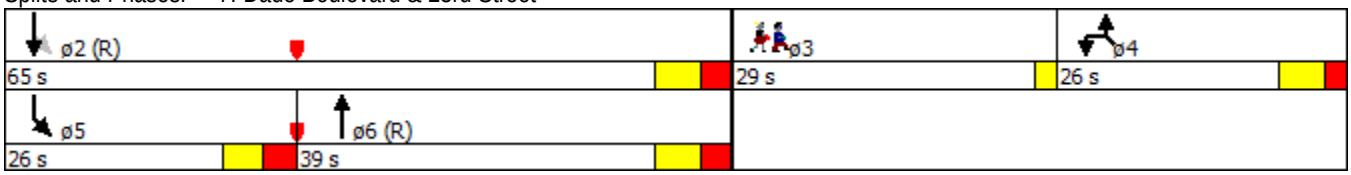
Intersection Summary

Lane Group	NBT	SBL	SBT	NWL	NWR	ø3
Lane Configurations						
Traffic Volume (vph)	282	275	349	307	400	
Future Volume (vph)	282	275	349	307	400	
Turn Type	NA	pm+pt	NA	Prot	Prot	
Protected Phases	6	5	2	4	4	3
Permitted Phases		2				
Detector Phase	6	5	2	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	1.0
Minimum Split (s)	36.9	11.6	36.9	24.2	24.2	29.0
Total Split (s)	39.0	26.0	65.0	26.0	26.0	29.0
Total Split (%)	32.5%	21.7%	54.2%	21.7%	21.7%	24%
Yellow Time (s)	4.0	3.7	4.0	4.0	4.0	2.0
All-Red Time (s)	2.9	2.9	2.9	2.2	2.2	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.6	6.9	6.2	6.2	
Lead/Lag	Lag	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Recall Mode	C-Min	None	C-Min	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 35 (29%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 7: Dade Boulevard & 23rd Street



Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	282	383	275	349	307	400
Future Volume (vph)	282	383	275	349	307	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9		6.6	6.9	6.2	6.2
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.91		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3209		1769	3539	1770	1583
Flt Permitted	1.00		0.28	1.00	0.95	1.00
Satd. Flow (perm)	3209		523	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	294	399	286	364	320	417
RTOR Reduction (vph)	156	0	0	0	0	305
Lane Group Flow (vph)	537	0	286	364	320	112
Confl. Peds. (#/hr)		1	1		4	
Turn Type	NA		pm+pt	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases			2			
Actuated Green, G (s)	53.5		74.6	74.6	32.3	32.3
Effective Green, g (s)	53.5		74.6	74.6	32.3	32.3
Actuated g/C Ratio	0.45		0.62	0.62	0.27	0.27
Clearance Time (s)	6.9		6.6	6.9	6.2	6.2
Vehicle Extension (s)	1.0		2.0	1.0	2.5	2.5
Lane Grp Cap (vph)	1430		475	2200	476	426
v/s Ratio Prot	0.17		c0.07	0.10	c0.18	0.07
v/s Ratio Perm			c0.30			
v/c Ratio	0.38		0.60	0.17	0.67	0.26
Uniform Delay, d1	22.1		12.1	9.6	39.1	34.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		1.5	0.2	3.4	0.2
Delay (s)	22.9		13.6	9.7	42.5	34.7
Level of Service	C		B	A	D	C
Approach Delay (s)	22.9			11.4	38.1	
Approach LOS	C			B	D	

Intersection Summary

HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

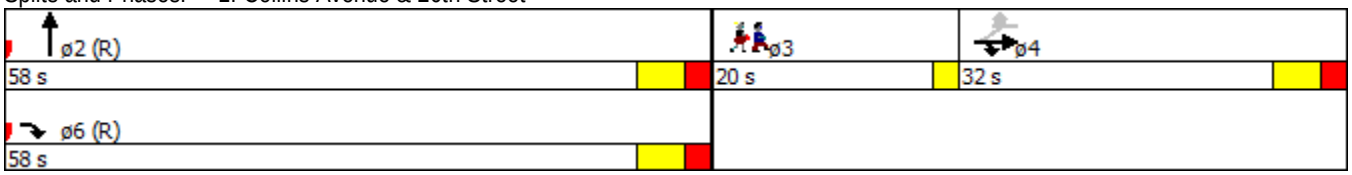
Future Total Conditions

Lane Group	EBT	EBR	WBR	NBT	ø3	ø6
Lane Configurations						
Traffic Volume (vph)	19	1179	41	1220		
Future Volume (vph)	19	1179	41	1220		
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	1.0	7.0
Minimum Split (s)	26.3		26.3	24.3	20.0	24.3
Total Split (s)	32.0		32.0	58.0	20.0	58.0
Total Split (%)	29.1%		29.1%	52.7%	18%	53%
Yellow Time (s)	4.0		4.0	4.0	2.0	4.0
All-Red Time (s)	2.3		2.3	2.3	0.0	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	None		None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 96 (87%), Referenced to phase 2:NBT and 6:EBR, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: Collins Avenue & 26th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	19	1179	0	0	41	0	1220	18	0	0	0
Future Volume (vph)	65	19	1179	0	0	41	0	1220	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	0.88			1.00		0.91				
Frpb, ped/bikes		1.00	1.00			0.96		1.00				
Flpb, ped/bikes		0.98	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)		1757	2787			1550		5055				
Flt Permitted		0.96	1.00			1.00		1.00				
Satd. Flow (perm)		1757	2787			1550		5055				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	67	20	1215	0	0	42	0	1258	19	0	0	0
RTOR Reduction (vph)	0	58	251	0	0	36	0	1	0	0	0	0
Lane Group Flow (vph)	0	29	964	0	0	6	0	1276	0	0	0	0
Confl. Peds. (#/hr)	16		5	5		16	73		75	75		73
Confl. Bikes (#/hr)									14			21
Turn Type	Perm	NA	custom			Perm		NA				
Protected Phases		4	4 6					2				
Permitted Phases	4					4						
Actuated Green, G (s)		14.8	87.3			14.8		66.2				
Effective Green, g (s)		14.8	87.3			14.8		66.2				
Actuated g/C Ratio		0.13	0.79			0.13		0.60				
Clearance Time (s)		6.3				6.3		6.3				
Vehicle Extension (s)		2.5				2.5		1.0				
Lane Grp Cap (vph)		236	2211			208		3042				
v/s Ratio Prot			c0.35					0.25				
v/s Ratio Perm		0.02				0.00						
v/c Ratio		0.12	0.44			0.03		0.42				
Uniform Delay, d1		41.9	3.6			41.3		11.7				
Progression Factor		1.00	1.00			1.00		1.29				
Incremental Delay, d2		0.2	0.1			0.0		0.4				
Delay (s)		42.1	3.7			41.4		15.5				
Level of Service		D	A			D		B				
Approach Delay (s)		6.2			41.4			15.5			0.0	
Approach LOS		A			D			B			A	

Intersection Summary

HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		

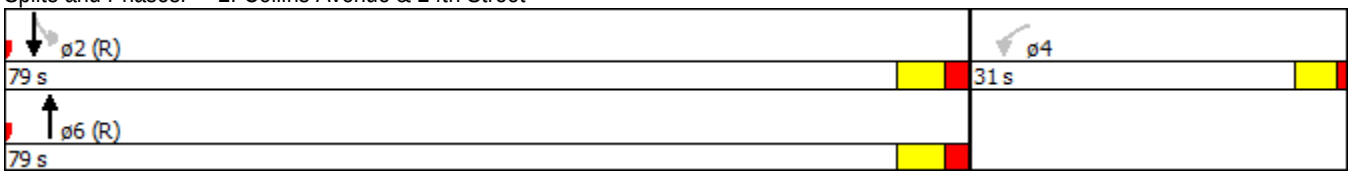
c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	62	1264	24	1143
Future Volume (vph)	62	1264	24	1143
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)	5.0	7.0	7.0	7.0
Minimum Split (s)	22.5	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)	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	4.5	6.0		6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 32 (29%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 2: Collins Avenue & 24th Street



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	35	1264	123	24	1143
Future Volume (vph)	62	35	1264	123	24	1143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		6.0			6.0
Lane Util. Factor	1.00		0.95			0.95
Frpb, ped/bikes	0.95		0.97			1.00
Flpb, ped/bikes	0.98		1.00			1.00
Frt	0.95		0.99			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1606		3396			3533
Flt Permitted	0.97		1.00			0.89
Satd. Flow (perm)	1606		3396			3161
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	63	35	1277	124	24	1155
RTOR Reduction (vph)	22	0	4	0	0	0
Lane Group Flow (vph)	76	0	1397	0	0	1179
Confl. Peds. (#/hr)	15	63		102	102	
Confl. Bikes (#/hr)		5		10		
Turn Type	Perm		NA		Perm	NA
Protected Phases			6			2
Permitted Phases	4				2	
Actuated Green, G (s)	10.5		89.0			89.0
Effective Green, g (s)	10.5		89.0			89.0
Actuated g/C Ratio	0.10		0.81			0.81
Clearance Time (s)	4.5		6.0			6.0
Vehicle Extension (s)	3.0		1.0			1.0
Lane Grp Cap (vph)	153		2747			2557
v/s Ratio Prot			c0.41			
v/s Ratio Perm	c0.05					0.37
v/c Ratio	0.50		0.51			0.46
Uniform Delay, d1	47.3		3.4			3.2
Progression Factor	1.00		2.32			1.17
Incremental Delay, d2	2.5		0.5			0.5
Delay (s)	49.8		8.4			4.3
Level of Service	D		A			A
Approach Delay (s)	49.8		8.4			4.3
Approach LOS	D		A			A

Intersection Summary

HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	208	1243	0	0	1207
Future Vol, veh/h	0	208	1243	0	0	1207
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	245	1462	0	0	1420

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2172	737	0	0	1462	0
Stage 1	1462	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22	-
Pot Cap-1 Maneuver	127	577	-	-	458	-
Stage 1	194	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	574	-	-	455	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	0
HCM LOS	C		

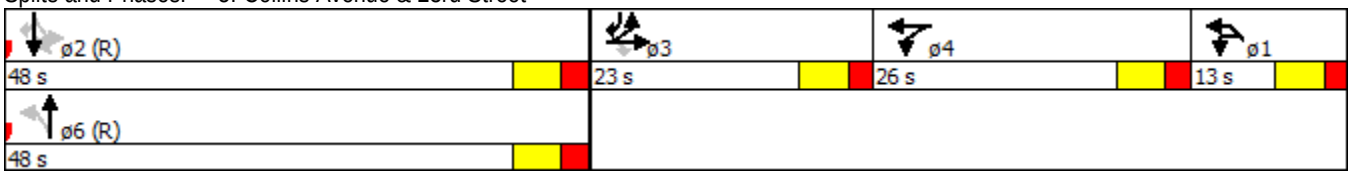
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	574	455	-
HCM Lane V/C Ratio	-	-	0.426	-	-
HCM Control Delay (s)	-	-	15.9	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.1	0	-

Lane Group	EBL	EBT	EBR2	WBT	NBL	NBT	SBL2	SBL	SBT	SBR	NWL
Lane Configurations											
Traffic Volume (vph)	328	40	187	38	55	972	12	6	923	273	11
Future Volume (vph)	328	40	187	38	55	972	12	6	923	273	11
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	6.0
Minimum Split (s)	22.5	22.5	22.5	26.0	31.5	31.5	31.5	31.5	31.5	22.5	13.0
Total Split (s)	23.0	23.0	23.0	26.0	48.0	48.0	48.0	48.0	48.0	23.0	13.0
Total Split (%)	20.9%	20.9%	20.9%	23.6%	43.6%	43.6%	43.6%	43.6%	43.6%	20.9%	11.8%
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	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 41 (37%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 5: Collins Avenue & 23rd Street



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	328	40	11	187	12	38	53	55	972	37	24	12
Future Volume (vph)	328	40	11	187	12	38	53	55	972	37	24	12
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	0.95	0.95		1.00		1.00			0.95			
Frpb, ped/bikes	1.00	0.98		0.83		0.90			0.97			
Flpb, ped/bikes	1.00	1.00		1.00		1.00			1.00			
Frt	1.00	0.99		0.85		0.93			0.99			
Flt Protected	0.95	0.96		1.00		0.99			1.00			
Satd. Flow (prot)	1681	1659		1315		1548			3406			
Flt Permitted	0.95	0.96		1.00		0.99			0.71			
Satd. Flow (perm)	1681	1659		1315		1548			2408			
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)	342	42	11	195	12	40	55	57	1012	39	25	12
RTOR Reduction (vph)	0	0	0	167	0	34	0	0	1	0	0	0
Lane Group Flow (vph)	198	197	0	28	0	74	0	0	1133	0	0	0
Confl. Peds. (#/hr)	117		102	78	78		117	105		102	102	102
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)	15.9	15.9		15.9		20.0			45.5			
Effective Green, g (s)	15.9	15.9		15.9		20.0			45.5			
Actuated g/C Ratio	0.14	0.14		0.14		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)	242	239		190		281			996			
v/s Ratio Prot	0.12	c0.12				c0.05						
v/s Ratio Perm				0.02					c0.47			
v/c Ratio	0.82	0.82		0.15		0.26			1.14			
Uniform Delay, d1	45.6	45.7		41.1		38.7			32.2			
Progression Factor	1.00	1.00		1.00		1.00			1.00			
Incremental Delay, d2	18.5	19.7		0.3		0.4			74.3			
Delay (s)	64.2	65.4		41.4		39.0			106.5			
Level of Service	E	E		D		D			F			
Approach Delay (s)		57.0				39.0			106.5			
Approach LOS		E				D			F			

Intersection Summary

HCM 2000 Control Delay	64.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.5
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	6	923	273	6	11	8
Future Volume (vph)	6	923	273	6	11	8
Ideal Flow (vphpl)	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	0.83		0.86	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	0.85		0.96	
Flt Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3536	1320		1486	
Flt Permitted		0.84	1.00		0.97	
Satd. Flow (perm)		2990	1320		1486	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	6	961	284	6	11	8
RTOR Reduction (vph)	0	0	49	0	0	0
Lane Group Flow (vph)	0	980	235	0	25	0
Confl. Peds. (#/hr)	102		105	78	105	117
Turn Type	Perm	NA	pm+ov	Prot	Prot	
Protected Phases		2	3	1	1	
Permitted Phases	2		2			
Actuated Green, G (s)		45.5	61.4		4.1	
Effective Green, g (s)		45.5	61.4		4.1	
Actuated g/C Ratio		0.41	0.56		0.04	
Clearance Time (s)		6.5	6.0		6.0	
Vehicle Extension (s)		1.0	2.5		2.5	
Lane Grp Cap (vph)		1236	736		55	
v/s Ratio Prot			0.05		c0.02	
v/s Ratio Perm		0.33	0.13			
v/c Ratio		0.79	0.32		0.45	
Uniform Delay, d1		28.1	13.1		51.9	
Progression Factor		1.14	1.59		1.00	
Incremental Delay, d2		5.0	0.2		4.3	
Delay (s)		37.2	20.9		56.1	
Level of Service		D	C		E	
Approach Delay (s)		33.5			56.1	
Approach LOS		C			E	

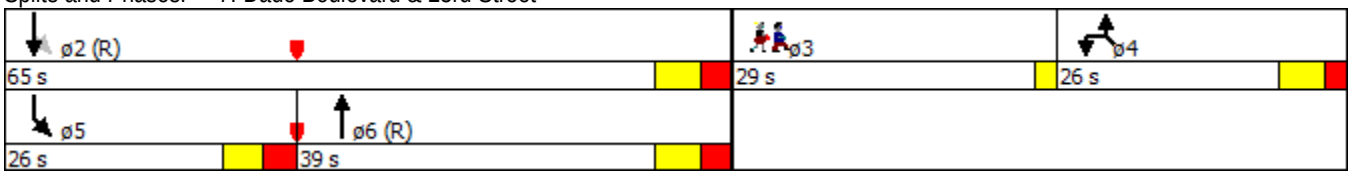
Intersection Summary

Lane Group	NBT	SBL	SBT	NWL	NWR	ø3
Lane Configurations						
Traffic Volume (vph)	282	313	349	313	402	
Future Volume (vph)	282	313	349	313	402	
Turn Type	NA	pm+pt	NA	Prot	Prot	
Protected Phases	6	5	2	4	4	3
Permitted Phases		2				
Detector Phase	6	5	2	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	1.0
Minimum Split (s)	36.9	11.6	36.9	24.2	24.2	29.0
Total Split (s)	39.0	26.0	65.0	26.0	26.0	29.0
Total Split (%)	32.5%	21.7%	54.2%	21.7%	21.7%	24%
Yellow Time (s)	4.0	3.7	4.0	4.0	4.0	2.0
All-Red Time (s)	2.9	2.9	2.9	2.2	2.2	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.6	6.9	6.2	6.2	
Lead/Lag	Lag	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Recall Mode	C-Min	None	C-Min	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 35 (29%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 7: Dade Boulevard & 23rd Street



Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	282	413	313	349	313	402
Future Volume (vph)	282	413	313	349	313	402
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9		6.6	6.9	6.2	6.2
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.91		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3199		1769	3539	1770	1583
Flt Permitted	1.00		0.25	1.00	0.95	1.00
Satd. Flow (perm)	3199		458	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	294	430	326	364	326	419
RTOR Reduction (vph)	182	0	0	0	0	303
Lane Group Flow (vph)	542	0	326	364	326	116
Confl. Peds. (#/hr)		1	1		4	
Turn Type	NA		pm+pt	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases			2			
Actuated Green, G (s)	48.1		73.7	73.7	33.2	33.2
Effective Green, g (s)	48.1		73.7	73.7	33.2	33.2
Actuated g/C Ratio	0.40		0.61	0.61	0.28	0.28
Clearance Time (s)	6.9		6.6	6.9	6.2	6.2
Vehicle Extension (s)	1.0		2.0	1.0	2.5	2.5
Lane Grp Cap (vph)	1282		488	2173	489	437
v/s Ratio Prot	0.17		c0.11	0.10	c0.18	0.07
v/s Ratio Perm			c0.30			
v/c Ratio	0.42		0.67	0.17	0.67	0.27
Uniform Delay, d1	25.9		13.8	10.0	38.5	33.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0		2.7	0.2	3.1	0.2
Delay (s)	27.0		16.4	10.1	41.6	34.1
Level of Service	C		B	B	D	C
Approach Delay (s)	27.0			13.1	37.4	
Approach LOS	C			B	D	

Intersection Summary

HCM 2000 Control Delay	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group