

***Traffic Impact Analysis
for Submittal to the
City of Miami Beach***

**Cadillac Hotel
Miami Beach, Florida**



**Kimley-Horn
and Associates, Inc.**

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November 2010

043375000

*Traffic Impact Analysis
for Submittal to the City
of Miami Beach*

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Miami Beach, Florida**

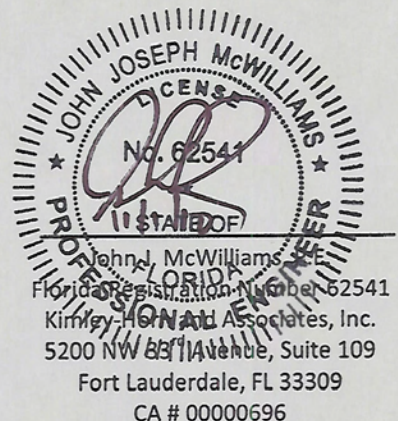
Prepared for:

Beta Epsilon/Cadillac, LLC
Miami Beach, Florida

Prepared by:

Kimley-Horn and Associates, Inc.
Fort Lauderdale, Florida

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November 2010
043375000



EXECUTIVE SUMMARY

Beta Epsilon/Cadillac, LLC is proposing an 84-room hotel expansion to the existing 263-room Cadillac Hotel in Miami Beach, Florida. The hotel expansion will also include the construction of a 68-space mechanical valet parking garage. The proposed expansion is located on the southeast quadrant of Collins Avenue (SR A1A) and 40th Street. The project is expected to be completed and opened by the year 2012.

Trip generation for the project was calculated using equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation*, Eighth Edition, 2008. In order to provide for a conservative analysis, ITE Land Use Code: 310 Hotel was utilized for the proposed development in lieu of ITE Land Use Code: 330 Resort Hotel. This project is expected to generate 45 net new trips during the Friday peak hour. A traffic impact analysis was conducted for the project consistent with City of Miami Beach requirements. Intersection capacity analyses were conducted for the existing conditions and for future conditions before and after opening of the project during the Friday peak hour. Analysis results demonstrate that the study intersections currently operate and will continue to operate at adopted levels of service. In conclusion, this project is not expected to degrade traffic flow below acceptable standards.

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INTRODUCTION

Beta Epsilon/Cadillac, LLC is proposing an 84-room hotel expansion to the existing 263-room Cadillac Hotel in Miami Beach, Florida. The hotel expansion will also include the construction of a 68-space mechanical valet parking garage. The proposed expansion is located on the southeast quadrant of Collins Avenue (SR A1A) and 40th Street. A site location map is provided as Figure 1. The project is expected to be completed and opened by the year 2012.

The roadways within the immediate vicinity of the expansion include Collins Avenue (SR A1A), Indian Creek Drive (SR A1A), 40th Street, 41st Street, and Pine Tree Drive. Collins Avenue (SR A1A northbound) is a three-lane one-way northbound roadway, Indian Creek Drive (SR A1A southbound) is a two-lane southbound roadway, and 41st Street and 40th Street are two-lane roadways within the study area. Pine Tree Drive is a four-lane roadway.

The following intersections within the study area were examined in this analysis:

- Collins Avenue (SR A1A) and 40th Street
- Collins Avenue (SR A1A) and 41st Street
- Indian Creek Drive (SR A1A) and 40th Street
- Indian Creek Drive (SR A1A) and 41st Street
- 41st Street and Pine Tree Drive

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 A. This report summarizes the data collection, project trip generation and distribution, and capacity analyses.



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

ANALYSIS PERIOD

The analysis period selected for this study was based on a 72-hour continuous traffic count on Collins Avenue (SR A1A) between 39th Street and 40th Street. The 72-hour traffic count was conducted from Thursday, August 26, 2010 to Saturday, August 28, 2010. The traffic data revealed that the peak period occurred on Friday afternoon from 2:30 P.M. to 4:30 P.M. Consistent with this peak hour, all turning movement counts were collected on Friday, September 10, 2010. Detailed 72-hour count data is provided in Appendix C.

In order to provide trip generation coinciding with the analysis period all trip generation calculations were prepared for the P.M. peak hour of generator as the roadway peak hour was not consistent with the typical P.M. peak period between 4:00 P.M. and 6:00 P.M.

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 existing hotel consists of 263-rooms. The proposed development plan consists of an 84-room hotel expansion. As part of the expansion a 68-parking space mechanical valet parking garage will also be constructed. The area proposed for expansion is currently occupied by dining and meeting room space on the site. These facilities will be relocated into the expansion.

Project Access

On-site valet parking will be provided. Hotel patrons will drop-off and pick-up vehicles in the porte-cochere area along Collins Avenue (SR A1A) and exit on to 40th Street. The location of the Cadillac Hotel driveway on 40th Street is not ideal due to the near proximity to the intersection of 40th Street and Collins Avenue (SR A1A). However, relocating the existing driveway is not feasible due to the location of the existing building. A site plan is provided in Appendix B. The valet circulation is explained in the trip distribution and assignment section.

Trip Generation

Trip generation calculations for the proposed development were performed using Institute of Transportation Engineer's (ITE) *Trip Generation*, 8th Edition. In order to provide for a conservative analysis, ITE Land Use Code: 310 Hotel was utilized for the proposed development in lieu of ITE Land Use Code: 330 Resort Hotel. Resort Hotel is a more appropriate representation of this facility as the hotel caters to tourists by providing a wide variety of recreational facilities/programs including beach access, tennis courts, and convention/meeting space. However, the trip generation rate for the Hotel land use category is greater than for

Resort Hotel and was therefore utilized in the analysis. Table 1 summarizes the project's trip generation potential for the Friday P.M. peak hour of generator. Detailed trip generation information is included in Appendix C.

Table 1: Friday P.M. Peak Hour of Generator Trip Generation									
Land Use	ITE Code	Scale	Gross Project Trips			10% Captive Market Reduction	New Project Trips		
			In	Out	Total		In	Out	Total
Hotel	310	84 rooms	30	21	51	6	27	18	45
Net New Trips			30	21	51	6	27	18	45

Multimodal Reduction

In order to account for the urban environment in which the project site is located and for people who are already present in the vicinity of the site, a captive market reduction of 10 percent (10%) was applied to the site. Additionally, it is expected that a portion of the trips including employee trips will utilize transit. Miami-Dade County Transit provides bus service via six (6) routes in the vicinity of the site:

- Route 103/Route C operates on Collins Avenue (SR A1A), Indian Creek Drive (SR A1A), and 41st Street within the vicinity of the project. This route serves the Adrienne Arsht Center Metromover Station/Bus Terminal, Jungle Island, Lincoln Road Mall area, and Mt. Sinai Hospital. This route operates at 20-minute headways throughout the day and provides connecting service to 23 additional Miami-Dade Transit bus routes, as well as the Metrorail via the Metromover.
- Route 112/Route L operates on Collins Avenue (SR A1A) and Indian Creek Drive (SR A1A) within the vicinity of the project. This route serves the Miami Beach Convention Center, Normandy Drive, Northside Metrorail Station, Tri-Rail Metrorail Station, Hialeah Metrorail Station, and Amtrak Passenger Terminal. This route operates at 15-minute headways and provides connecting service to 24 additional Miami-Dade Transit bus routes, as well as the Metrorail and Tri-Rail.

- Route 113/Route M operates on Collins Avenue (SR A1A), Indian Creek Drive (SR A1A), and 41st Street within the vicinity of the project. This route serves the Adrienne Arsht Center Metromover Station/Bus Terminal, Collins Avenue, Civic Center Metrorail Station, and Mt. Sinai Hospital. This route operates at 40-minute headways and provides connecting service to 20 additional Miami-Dade Transit bus routes, as well as the Metrorail via the Metromover.
- Route 119/Route S operates on Collins Avenue (SR A1A) and Indian Creek Drive (SR A1A) within the vicinity of the project. This route serves the Adrienne Arsht Center Metromover Station/Bus Terminal, Downtown Bus Terminal, Alton Road, and Aventura Mall. This route operates at 12-minute headways.
- Route 120/Beach Max operates on Collins Avenue (SR A1A) and Indian Creek Drive (SR A1A) in the vicinity of the project. This route operates with 15-minute headways throughout the day and provides connections to the Omni Metromover Station/Bus Terminal, Aventura Mall and Downtown Bus Terminal, as well as the Metrorail via the Metromover.
- Route 150/Airport Flyer operates on Collins Avenue (SR A1A) and Indian Creek Drive (SR A1A) in the vicinity of the project. This route operates with 20-minute headways through the day and provides connection to Lincoln Road, Earlington Heights Metrorail Station, and Miami International Airport.

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

New Project Trips

New project trips are equal to the gross project trips minus the multimodal reduction factor. The new project trips represent additional vehicles on the roadway network. As shown in Table 1, this project is expected to generate 45 net new trips during the Friday peak hour of generator.




Trip Distribution and Assignment

The trip distribution was determined based upon the origin and destination of turning movement counts collected at the study intersections. The percentage of turning movements entering and exiting the study area were determined in order to develop the trip distribution. These calculations were performed for the Friday peak hour. Figure 2 presents the project's traffic distribution for the Friday peak hour. Figure 3 presents the project's traffic assignment for the Friday peak hour. Additionally, the anticipated trips associated with the valet operations serving the proposed parking garage were included in the project traffic assignment.

As part of this expansion, a 68-space mechanical valet parking garage will be constructed on the south side of 40th Street east of the Cadillac Hotel. With the exception of taxi trips, all hotel patrons arriving by personal vehicle are assumed to valet their vehicle under existing and future conditions. Currently, the area proposed for the mechanical valet parking garage is utilized as a 15-space valet parking lot. An additional 60-space valet lot located on the northwest quadrant of 29th Street and Collins Avenue (SR A1A) is used under existing conditions. Implementation of the mechanical valet parking garage on the site will substantially reduce trip lengths which will reduce traffic on the area roadway network. Figure 4 provides a graphic illustration of the existing valet route and future valet route with the mechanical valet parking garage constructed. In order to provide a conservative analysis of area intersections, existing hotel trips were not rerouted to the on-site parking garage. It is anticipated that approximately 50 (50%) percent of the westbound through volume or 6 trips will be removed from this approach as a result of the mechanical valet parking garage implementation.



Legend

-  Study Roadway
-  Study Intersection
-  Site
- 00% Entering Project Distribution
- (00%) Exiting Project Distribution
- <00%> Valet Trip Distribution

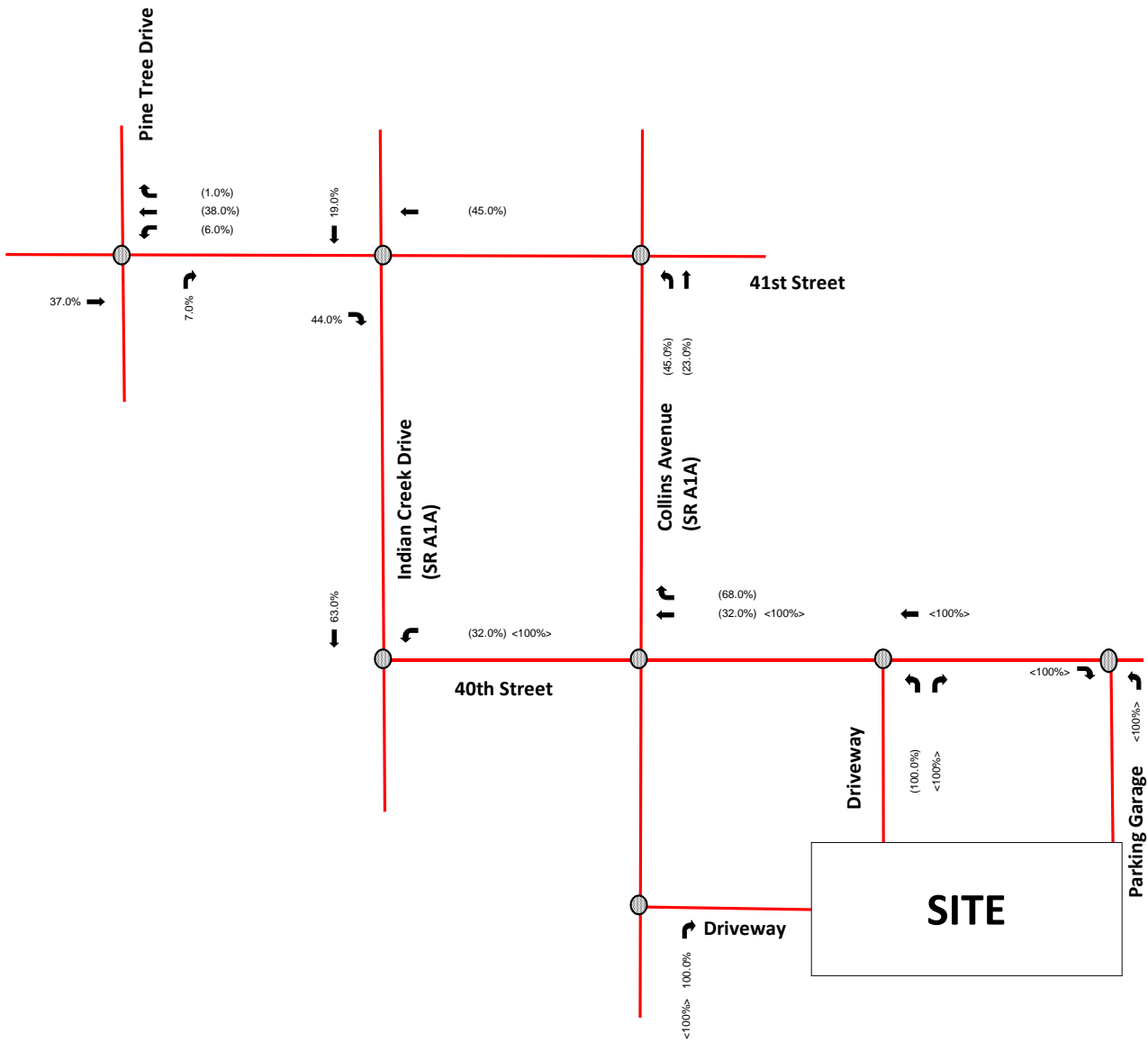


Figure 2
Project Trip Distribution
Friday Peak Hour
Cadillac Hotel
City of Miami Beach, Florida



NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- Site
- 000 Net New Project Trip Assignment
- (000) Valet Trip Assignment

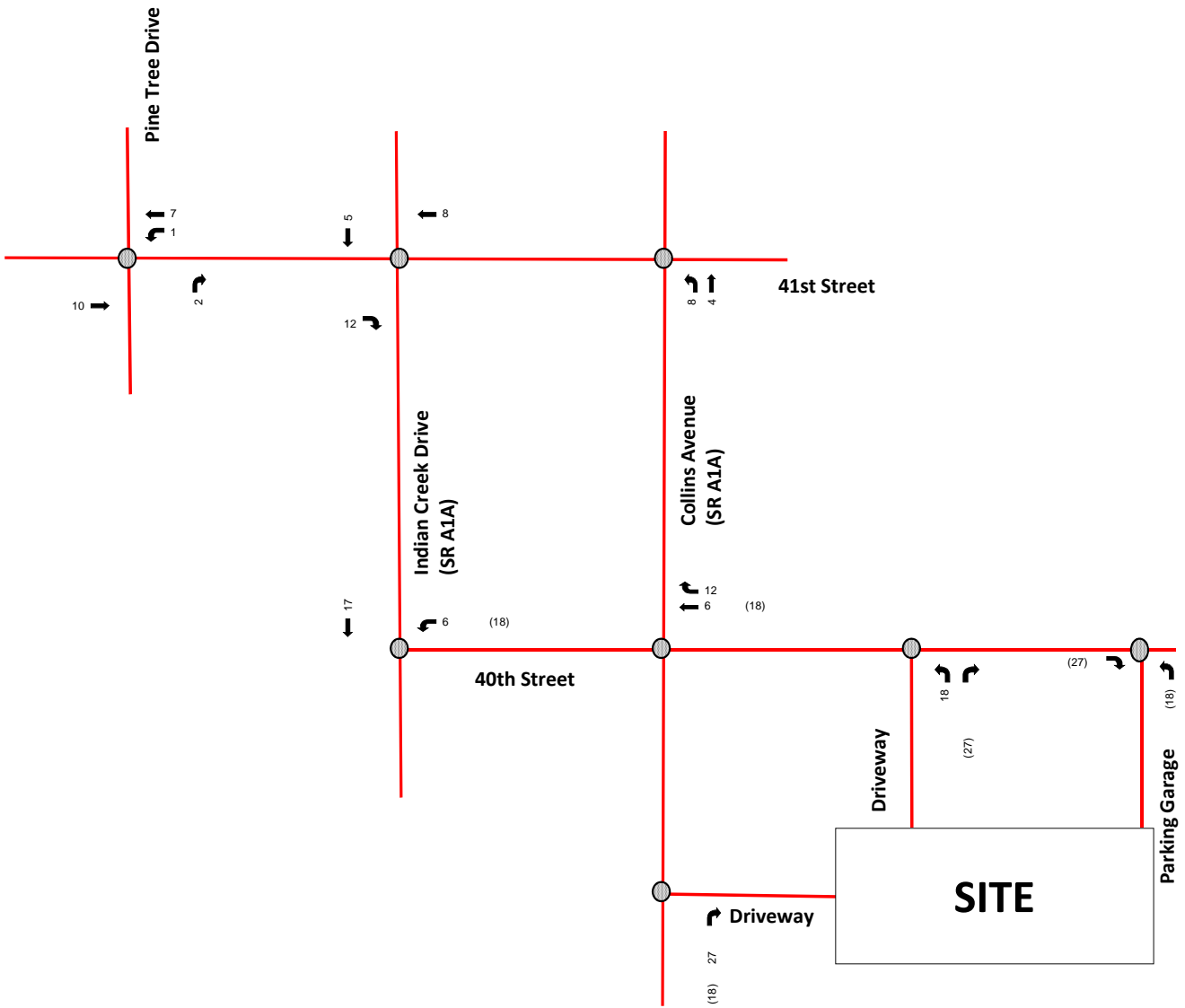
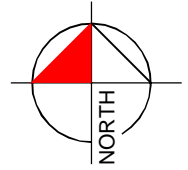


Figure 3
Project Trip Assignment
Friday Peak Hour
Cadillac Hotel
City of Miami Beach, Florida



NOT TO SCALE



LEGEND

- ← Valet Route to Existing Valet Lot
- ← Valet Route to Proposed Valet Garage

FIGURE 4
EXISTING AND
PROPOSED VALET
ROUTING
CADILLAC HOTEL

EXISTING TRAFFIC

Friday peak period (2:30 P.M. to 4:30 P.M) turning movement counts were collected on Friday, September 10, 2010 at the following intersections:

- Collins Avenue (SR A1A) and 40th Street
- Collins Avenue (SR A1A) and W 41st Street
- Indian Creek Drive (SR A1A) and 40th Street
- Indian Creek Drive (SR A1A) and 41st Street
- 41st Street and Pine Tree Drive




Consistent with the traffic study methodology, the intersection of 41st Street and Pine Tree Drive was analyzed as it was determined that the eastbound/westbound traffic volume is higher than the northbound/southbound traffic volume. Detailed calculations are contained in Appendix D.

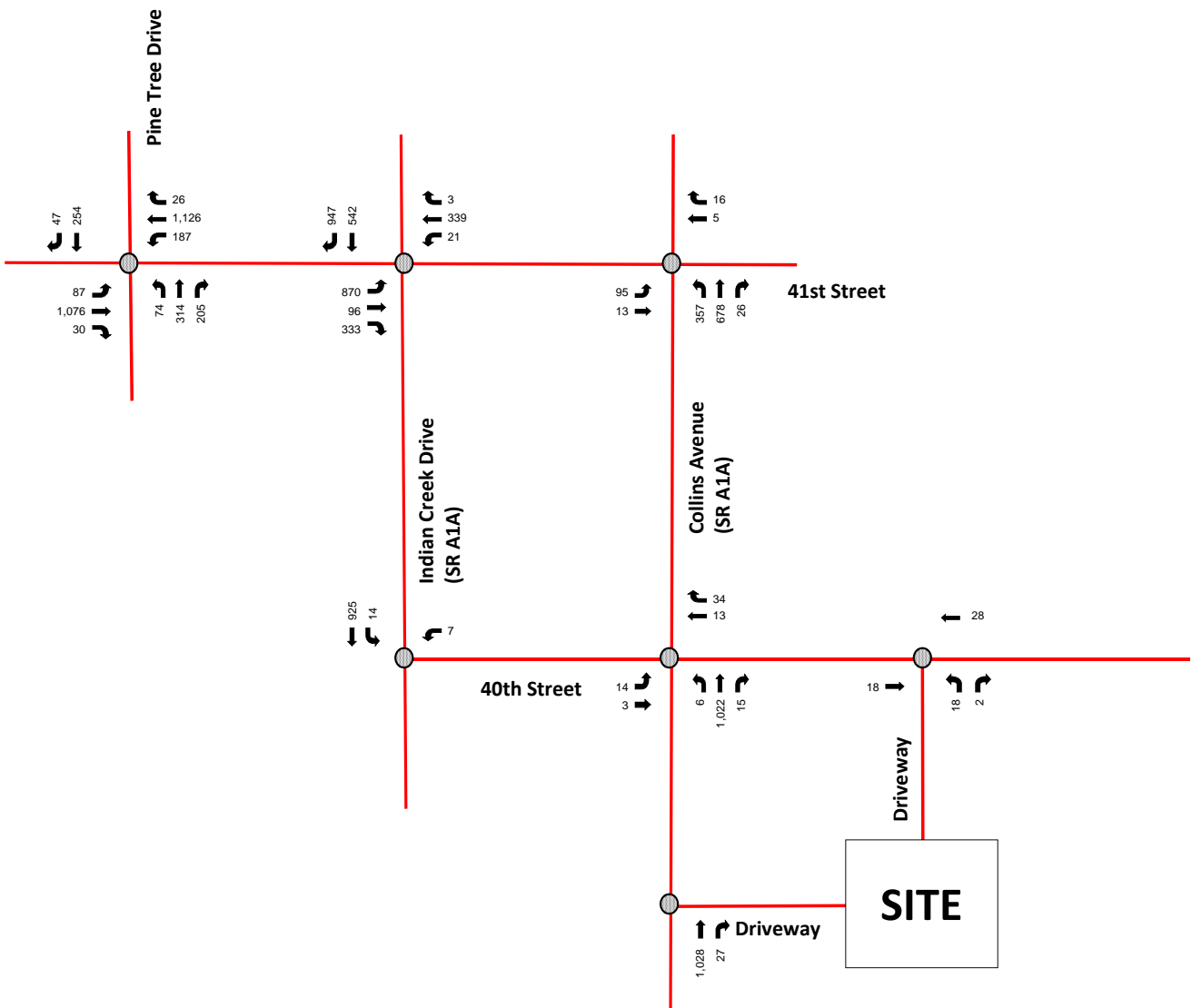
The volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. The FDOT peak season conversion factor was applied to the traffic counts to adjust the traffic to peak season volumes. The appropriate peak season conversion factor for the week when the traffic counts were collected is 1.05. Existing signal phasing and timing patterns were obtained from the Miami-Dade County Public Works Department 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 D.

Figure 5 presents the existing turning movement volumes at the study intersections during the Friday peak hour.



Legend

-  Study Roadway
-  Study Intersection
-  Site
- 000 Traffic Volume



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Figure 5
Existing Conditions
Friday Peak Hour
Cadillac Hotel
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 2012 without the construction of the proposed project. 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 6 for the 2012 peak hour background traffic volumes during the Friday peak hour.

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 2005 and 2030 Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Florida Regional Planning Model (SERPM) transportation models.

FDOT count stations referenced in this analysis include count station 2646 located on Indian Creek Drive (SR A1A) 200 feet south of 38th Street and count station 5388 located on 41st Street (Arthur Godfrey Rd) 200 feet west of Indian Creek Drive (SR A1A). The growth rate analysis determined there was a negative growth trend over the most recent five (5) and ten (10) year periods.

Based on the volume information obtained from years 2005 and 2030 FSUTMS SERPM model, an annual growth rate of 0.89 percent (0.89%) in the vicinity of the project site was calculated. In order to provide a conservative analysis, a growth rate of 1.00 percent (1.00%) was applied annually to the existing traffic volumes to attain future (2012) background traffic conditions. The worksheets used to analyze the historic growth trends along with the Miami-Dade MPO FSUTMS transportation model outputs are included in Appendix E.

Committed Developments




In addition to background traffic growth, project traffic generated was included for developments in the vicinity of the project site that have been approved but are not yet constructed. Three (3) developments were identified for inclusion in the traffic analysis during the project's methodology meeting:

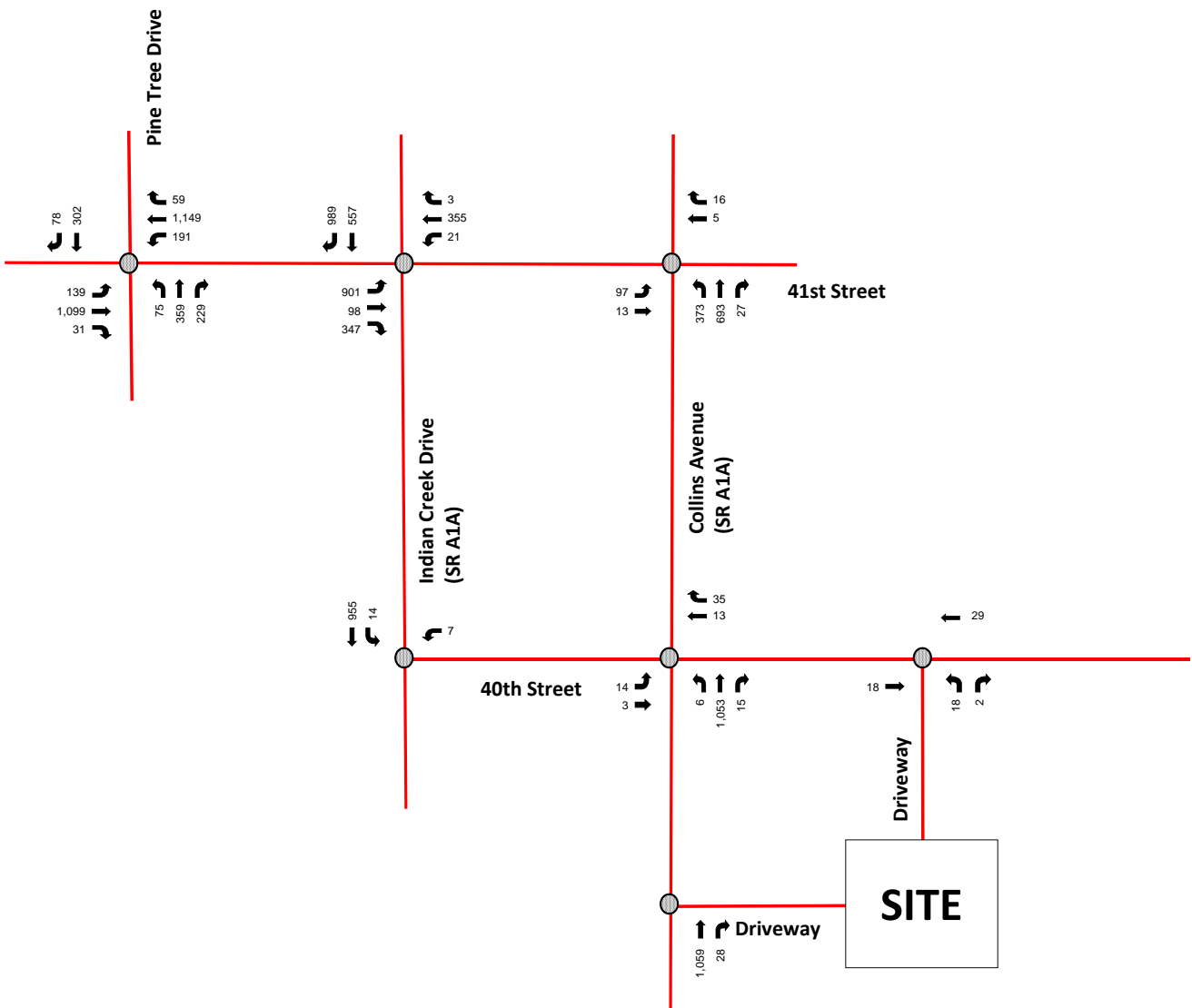
- Soho Beach House
- Galbut Family Jewish Community Center
- NAYA Condominium/Cabi

In order to account for the future traffic generated by these developments, trip generation, distribution and assignment calculations were evaluated for these projects. This information is included in Appendix E.



Legend

-  Study Roadway
-  Study Intersection
-  Site
- 000 Traffic Volume



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Figure 6
Future Background Traffic
Friday Peak Hour
Cadillac Hotel
City of Miami Beach, Florida

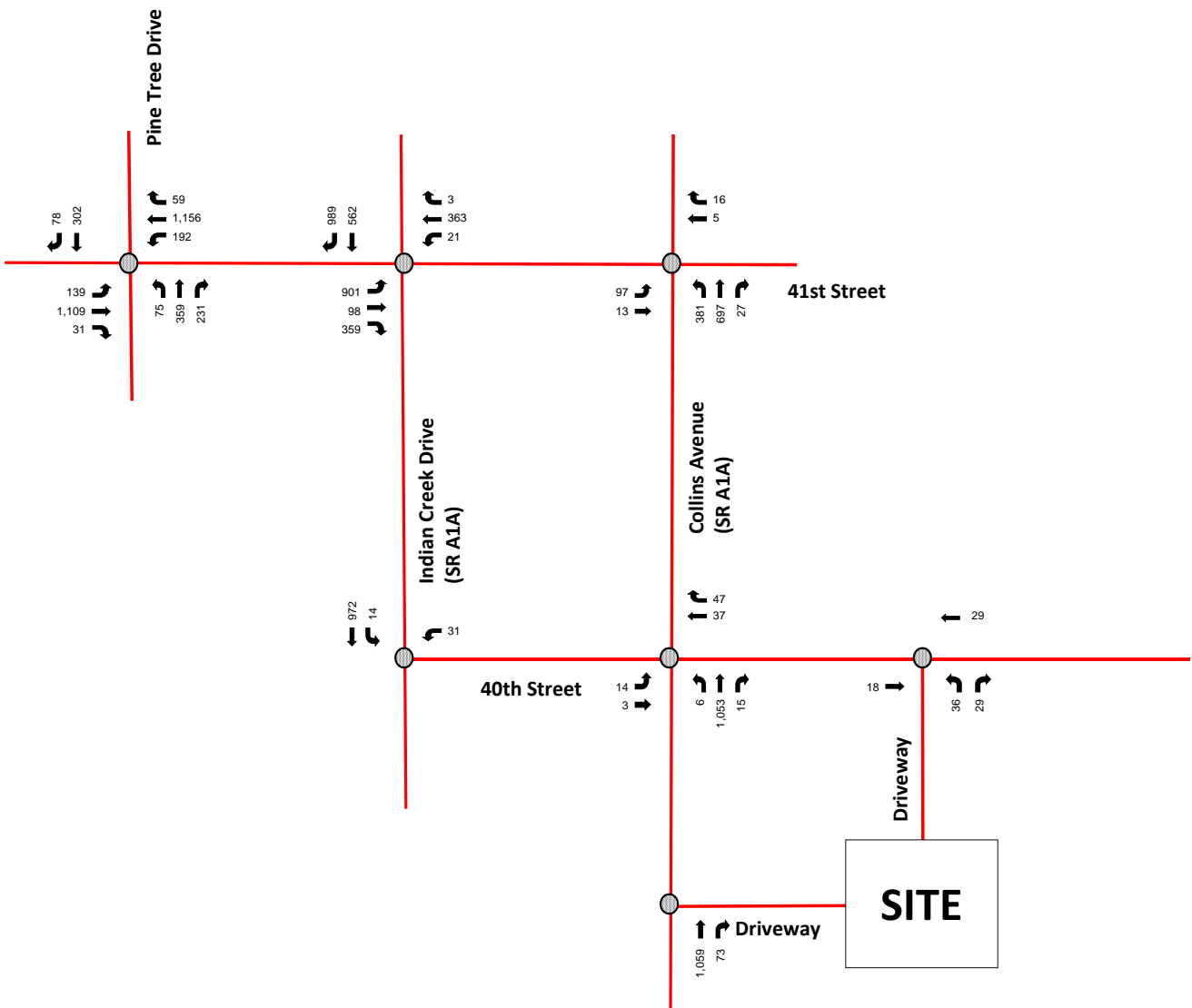
FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2012 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the 2012 background traffic volumes and the expected project traffic volumes. The peak hour future traffic volumes for the Friday peak hour are shown in Figure 7. Volume development worksheets for the study intersections are included in Appendix F.



Legend

-  Study Roadway
-  Study Intersection
-  Site
- 000 Traffic Volume



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Figure 7
Future Total Traffic
Friday Peak Hour
Cadillac Hotel
City of Miami Beach, Florida

INTERSECTION CAPACITY ANALYSIS

The operating conditions were analyzed for study intersections, for three scenarios (existing conditions, future background conditions, and future total conditions) were analyzed using *Trafficware's SYNCHRO 6.0 Software*, which applies methodologies outlined in the *Highway Capacity Manual, 2000 Edition*. Synchro worksheets for the study intersections are included in Appendix G. A summary of the intersection analyses for the Friday peak hour is presented in Table 2. As this table indicates, all the study intersections are expected to operate at adopted levels of service (LOS D or better) overall during the Friday peak hour under all analysis conditions.

Table 2: Friday Peak Hour Intersection Capacity Analysis						
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			NB	SB	EB	WB
<i>Existing Conditions (Background Conditions) [Future Total Conditions]</i>						
40 th Street & Collins Avenue (SR A1A)	Two-Way Stop-Controlled	(1)	(2)	(2)	C (C) [C]	C (C) [C]
41 st Street & Collins Avenue (SR A1A)	Signalized	B/10.2s (B/10.1s) [B/10.0s]	A (A) [A]	N/A	E (E) [E]	E (E) [E]
40 th Street & Indian Creek Drive (SR A1A)	One-Way Stop-Controlled	(1)	N/A	(2)	N/A	A (A) [A]
41 st Street & Indian Creek Drive (SR A1A)	Signalized	C/21.2s (C/21.7s) [C/22.0s]	N/A	C (C) [C]	E (A) [A]	A (E) [E]
41 st Street & Pine Tree Drive	Signalized	D/50.2s (D/52.8s) ⁽³⁾ [D/54.1s] ⁽³⁾	C (C) [C]	C (C) [C]	E (E) [E]	D (E) [E]
Cadillac Hotel Driveway & Collins Avenue (SR A1A)	Free-Flow	(2)	(2)	N/A	N/A	N/A
40 th Street & Cadillac Hotel Driveway	One-Way Stop-Controlled	(1)	A (A) [A]	N/A	(2)	(2)

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) Based on minor signal timing optimization.

CONCLUSIONS

This analysis has addressed traffic-related impacts associated with the proposed 84-room hotel expansion located on the southeast quadrant of Collins Avenue (SR A1A) and 40th Street in Miami Beach. Based on the results of the analysis, the following is concluded, the project is expected to generate 45 net new Friday peak hour trips. Intersection capacity analyses indicate that all the study intersections are expected to continue to operate at LOS D or better after the opening of the project.

In conclusion, the project is not expected to degrade traffic flow below acceptable standards in the vicinity of the site.

APPENDIX A:
Methodology Correspondence



Memorandum

To: Xavier Falconi, P.E.
City of Miami Beach

From: Adrian K. Dabkowski, P.E., PTOE
John J. McWilliams, P.E. *AK*

CC: Richard Lorber, AICP
Dan Economos
Matt Amster, Esq.

Date: August 17, 2010

Subject: Cadillac Hotel Expansion
Traffic Impact Analysis Methodology

The purpose of this memorandum is to summarize our traffic impact study methodology for the proposed Cadillac Hotel Expansion located on the southeast quadrant of Collins Avenue (SR A1A) and 40th Street. The proposed development plan consists of an 84-room hotel expansion. The area proposed for expansion is currently occupied by dining and meeting room space on the site. Based on our August 16, 2010 meeting the following study parameters are proposed:

Methodology Concurrence

Please note that if the City does not agree with the proposed traffic impact analysis methodology contained in the following sections, please respond with concerns by August 24, 2010, so we will have adequate time to prepare the analysis.

Trip Generation

Trip generation calculations for the proposed development were performed using Institute of Transportation Engineer's (ITE) *Trip Generation*, 8th Edition. In order to provide for a conservative analysis, ITE Land Use Code 310 (Hotel) was utilized for the proposed development in lieu of ITE Land Use Code 330 (Resort Hotel). A 10 percent (10%) multimodal (public transit, bicycle, and pedestrian) reduction factor has been applied to the trip generation to account for the urban character of the area. The trip generation calculations indicate that the proposed development will generate 45 net new trips during the P.M. peak



hour of generator. The trip generation calculations are provided in Attachment A.

Trip Distribution

Trip distribution will be determined based on actual turning movements counts collected at the study area intersections. The traffic impact study will include graphics of the project traffic assignment at the project's driveways and the study intersections.

Background Growth Rate/Major Committed Development

A background growth rate will be calculated based on historic growth trends at nearby Florida Department of Transportation (FDOT) traffic count stations. Additionally, growth rates based on Miami-Dade Metropolitan Planning Organization's (MPO) projected 2015 and 2030 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.

Additionally, the City has requested that three (3) committed developments be included as background conditions. The Jewish Community Center, Cabi, and Soho House proposed developments will be included as committed developments in the analysis.

Study Area

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

- Collins Avenue (SR A1A) and 40th Street
- Collins Avenue (SR A1A) and W 41st Street
- Indian Creek Drive and 40th Street
- Indian Creek Drive and W 41st Street

In addition, either the intersection of 41st Street and Pine Tree Drive or Collins Avenue (SR A1A) and W 44th Street will also be analyzed. This determination will be based on the higher traffic volume for the combination of northbound/southbound traffic versus eastbound/westbound traffic at the intersection Collins Avenue (SR A1A) and W 41st Street. If the northbound/southbound traffic volume is found to be higher than the eastbound/westbound traffic volume, Collins Avenue (SR A1A) and W 44th Street will be analyzed. Subsequently, if the eastbound/westbound traffic volume is found to be higher than the northbound/southbound traffic volume, 41st Street and Pine Tree Drive will be analyzed.



Data Collection

The analysis period will be based on the peak hour determined from a 72-hour continuous traffic count on Collins Avenue (SR A1A) within the immediate proximity of the 40th Street. The 72-hour count will include Thursday, Friday, and Saturday. All traffic counts will be adjusted to account for seasonality using the appropriate FDOT seasonal factors. Signal timing information will be obtained from Miami-Dade County Public Works Department – Traffic Signals and Signs Division. All background documentation collected will be provided in the Appendix of the traffic impact study.

Capacity Analysis

Capacity analyses will be conducted for the analysis period for the study intersections. Intersection analyses will be performed using the Highway Capacity Manual (HCM) methodology. 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. If intersection capacity deficiencies are identified, strategies and improvements may be developed to attain acceptable levels of service.

The following figures will be included for the study intersections:

1. Existing conditions
2. Trip distribution
3. Trip assignment
4. Future background traffic conditions (with growth rate and committed development traffic)
5. Future total traffic conditions (with project)

Valet Analysis

A valet operations queuing analysis will be prepared for the mechanical lift parking garage. The existing valet operations will be discussed, specifically the operation improvements will be highlighted related to reduced travel times and trip lengths. Trip generation estimates will be utilized to provide 'worse-case' scenario. The valet operations queuing analysis will be conducted consistent with procedures described in the Institute of Transportation Engineers (ITE) *Transportation and Land Development*, 1988.

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. If intersection capacity deficiencies are identified, strategies and improvements will be developed to attain City of Miami Beach adopted levels of service.

Attachment A

PEAK HOUR TRIP GENERATION COMPARISON

PROPOSED PM PEAK HOUR OF GENERATOR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			10% MULTIMODAL REDUCTION FACTOR		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
					In	Out													
1 Hotel	8	310	84	room	58%	42%	30	21	51	10.0%	6	27	18	45	0%	0	27	18	45
2																			
3																			
4																			
5																			
6																			
7																			
8																			
9																			
10																			
11																			
12																			
13																			
14																			
15																			
Total:							30	21	51	10.0%	6	27	18	45	0%		27	18	45

GROUP 2

ITE Code
310

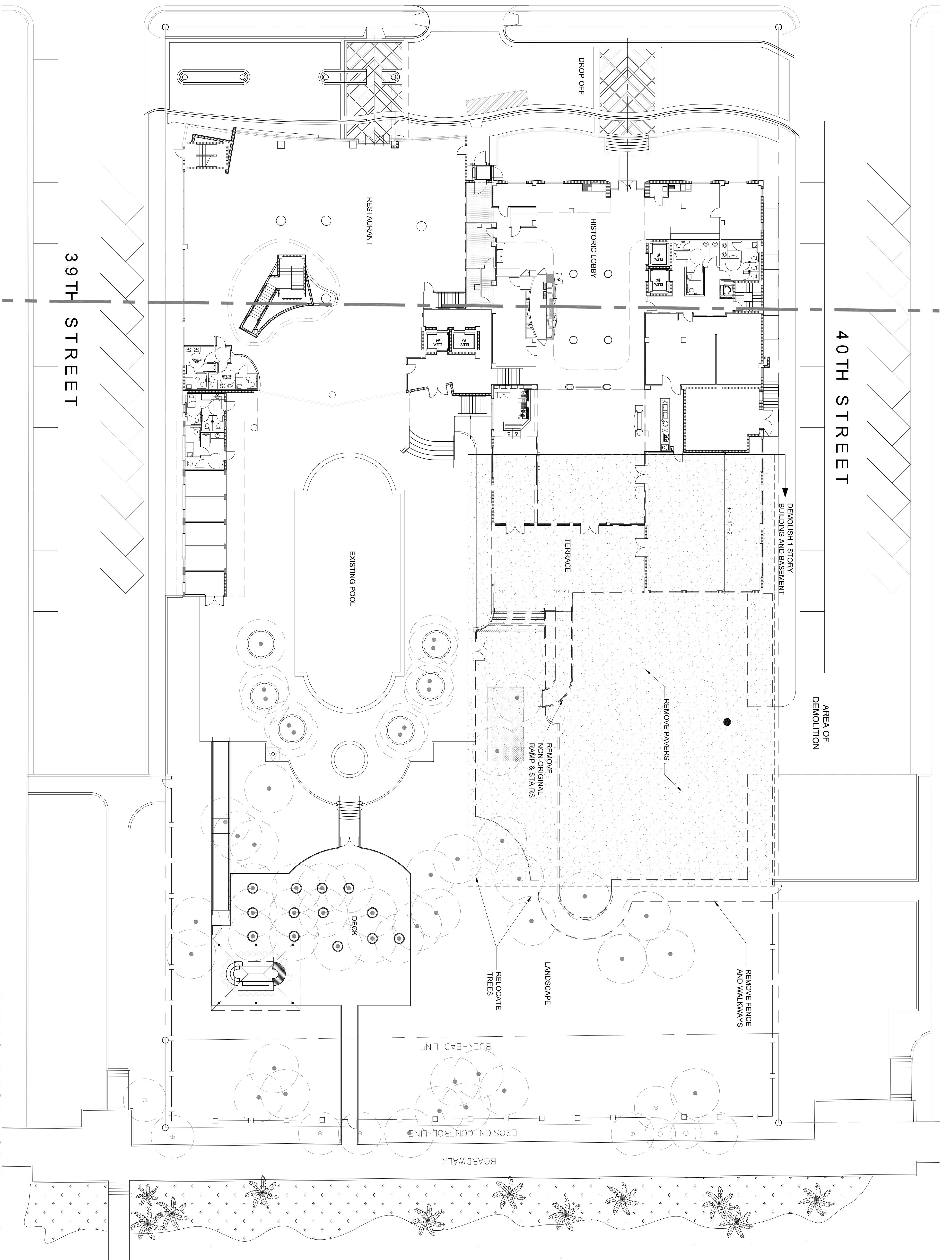
Equations
T = 0.61 (X)

APPENDIX B:
Site Plan

COLLINS AVENUE

39TH STREET

40TH STREET

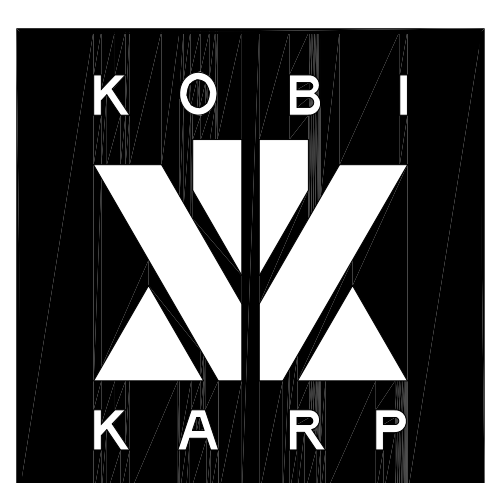


DEMOLITION - SITE PLAN

1/32" = 1'-0"

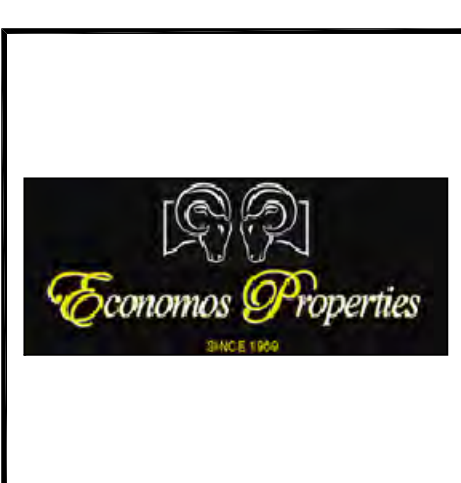
D-100

DRAWN BY: KKALD
 CHECKED BY: KKALD
 DATE: 8/2010



ARCHITECTURE
 INTERIOR DESIGN
 PLANNING
 AIA ASID NCARB
 2915 Biscayne Boulevard
 Suite 200
 Miami, Florida 33137
 O: 305.573.1818
 F: 305.573.3766
 WWW.KOBIKARP.COM

Lic. # AR0012578



CADILLAC HOTEL ADDITION
 3925 COLLINS AVENUE
 MIAMI BEACH, FLORIDA 33141
DEMOLITION
 SITE PLAN

1010

REVISIONS / SUBMISSIONS
1
2
3
4
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10
11
12

APPENDIX C:
Project Trip Generation and
Transit Service Information

Project Trip Generation

PEAK HOUR TRIP GENERATION COMPARISON

PROPOSED PM PEAK HOUR OF GENERATOR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			10% MULTIMODAL REDUCTION FACTOR		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
					In	Out													
1 Hotel	8	310	84	room	58%	42%	30	21	51	10.0%	6	27	18	45	0%	0	27	18	45
2																			
3																			
4																			
5																			
6																			
7																			
8																			
9																			
10																			
11																			
12																			
13																			
14																			
15																			
Total:							30	21	51	10.0%	6	27	18	45	0%		27	18	45

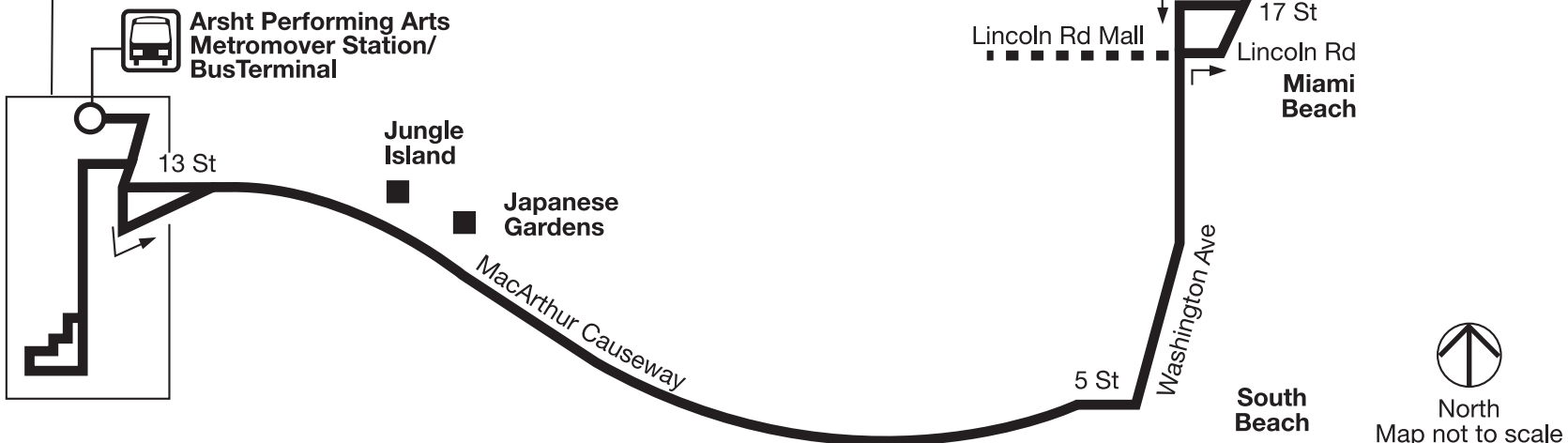
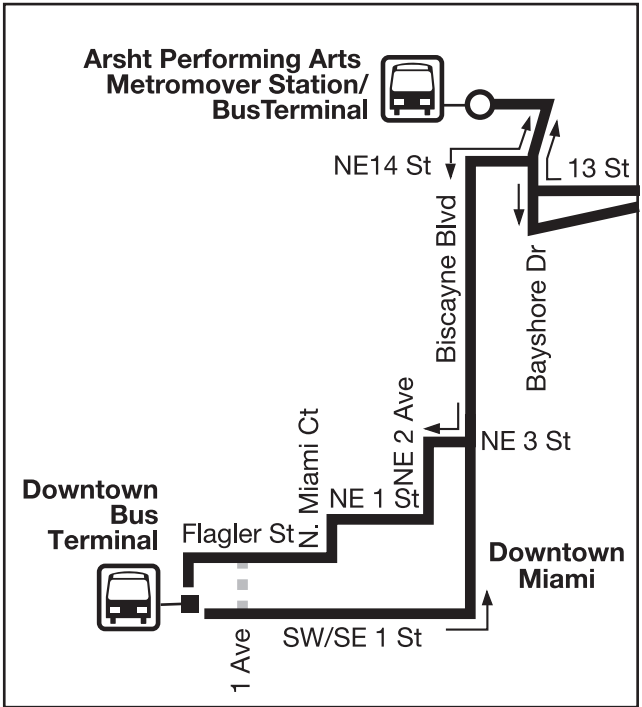
GROUP 2

ITE Code
310

Equations
T = 0.61 (X)

Transit Service Information

Route C



North
Map not to scale
11.2008



Transit

103 Route C Schedule

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Service: WEEKDAY

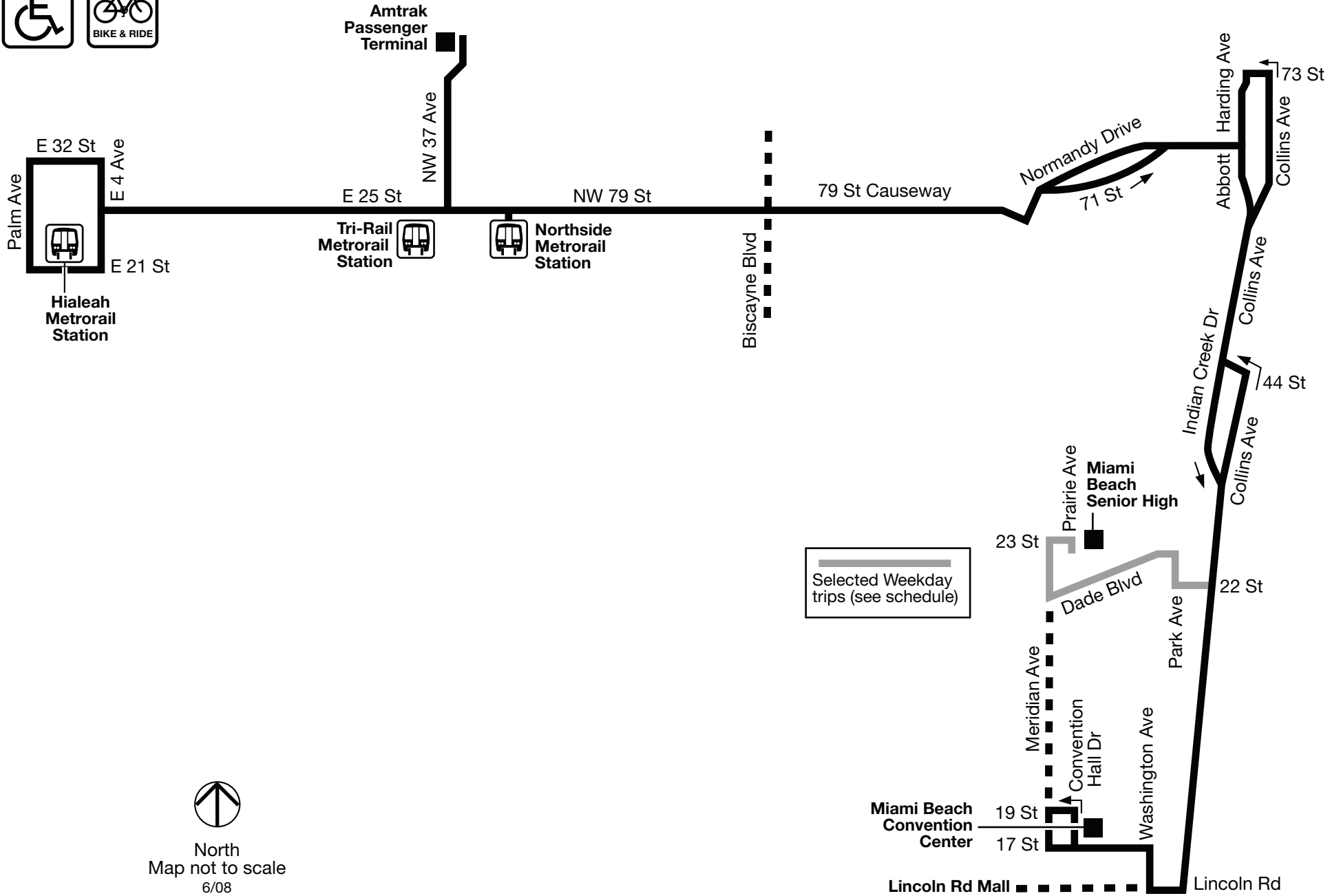
Direction: NORTHBOUND

Downtown Bus Terminal	A Arsht Mover/Bus Terminal	5 St & Alton Rd	Lincoln Rd & Wash. Av	41 St & Indian Creek	Mount Sinai Hospital	39 St & Alton Rd
05:00AM	05:09AM	05:16AM	05:26AM	05:33AM	05:40AM	05:42AM
05:20AM	05:29AM	05:36AM	05:46AM	05:53AM	06:01AM	06:03AM
05:40AM	05:49AM	05:56AM	06:08AM	06:16AM	06:24AM	06:26AM
06:00AM	06:12AM	06:20AM	06:32AM	06:40AM	06:48AM	06:50AM
06:20AM	06:32AM	06:40AM	06:52AM	07:00AM	07:09AM	07:11AM
06:40AM	06:52AM	07:00AM	07:13AM	07:21AM	07:30AM	07:32AM
07:00AM	07:13AM	07:21AM	07:34AM	07:42AM	07:51AM	07:53AM
07:20AM	07:33AM	07:41AM	07:54AM	08:04AM	08:13AM	08:15AM
07:40AM	07:53AM	08:01AM	08:14AM	08:24AM	08:33AM	08:35AM
08:00AM	08:13AM	08:21AM	08:34AM	08:44AM	08:53AM	08:55AM
08:20AM	08:33AM	08:41AM	08:54AM	09:06AM	09:16AM	09:18AM
08:40AM	08:53AM	09:02AM	09:17AM	09:29AM	09:39AM	09:41AM
09:00AM	09:15AM	09:24AM	09:39AM	09:51AM	10:01AM	10:03AM
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10:20AM	10:35AM	10:44AM	10:59AM	11:11AM	11:21AM	11:23AM
10:40AM	10:55AM	11:04AM	11:19AM	11:31AM	11:41AM	11:43AM
11:00AM	11:15AM	11:24AM	11:39AM	11:51AM	12:01PM	12:03PM
11:25AM	11:40AM	11:49AM	12:04PM	12:16PM	12:26PM	12:28PM
11:45AM	12:00PM	12:09PM	12:24PM	12:36PM	12:46PM	12:48PM
12:05PM	12:20PM	12:29PM	12:44PM	12:56PM	01:06PM	01:08PM
12:25PM	12:40PM	12:49PM	01:04PM	01:16PM	01:26PM	01:28PM
12:45PM	01:00PM	01:09PM	01:24PM	01:36PM	01:46PM	01:48PM
01:05PM	01:20PM	01:29PM	01:44PM	01:56PM	02:06PM	02:08PM
01:25PM	01:40PM	01:49PM	02:04PM	02:16PM	02:26PM	02:28PM
01:40PM	01:55PM	02:04PM	02:19PM	02:31PM	02:41PM	02:43PM
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03:40PM	03:55PM	04:04PM	04:19PM	04:29PM	04:39PM	04:41PM
04:00PM	04:16PM	04:25PM	04:40PM	04:50PM	05:00PM	05:02PM
04:20PM	04:36PM	04:45PM	05:00PM	05:10PM	05:20PM	05:22PM
04:40PM	04:56PM	05:05PM	05:20PM	05:30PM	05:40PM	05:42PM

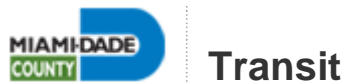
05:00PM	05:16PM	05:25PM	05:40PM	05:50PM	06:00PM	06:02PM
05:20PM	05:36PM	05:45PM	06:00PM	06:10PM	06:20PM	:
05:40PM	05:56PM	06:05PM	06:20PM	06:30PM	06:40PM	06:42PM
06:00PM	06:16PM	06:25PM	06:40PM	06:50PM	07:00PM	:
06:20PM	06:36PM	06:45PM	07:00PM	07:08PM	07:17PM	07:19PM
06:40PM	06:56PM	07:05PM	07:18PM	07:26PM	07:35PM	07:37PM
07:00PM	07:13PM	07:21PM	07:34PM	07:42PM	07:51PM	:
07:32PM	07:45PM	07:53PM	08:06PM	08:14PM	08:23PM	08:25PM
08:02PM	08:15PM	08:23PM	08:36PM	08:44PM	08:53PM	08:55PM
08:32PM	08:45PM	08:53PM	09:06PM	09:14PM	09:23PM	:
09:02PM	09:15PM	09:23PM	09:36PM	09:44PM	09:53PM	09:55PM
09:35PM	09:48PM	09:56PM	10:09PM	10:16PM	10:23PM	:
10:12PM	10:22PM	10:30PM	10:42PM	10:49PM	10:56PM	10:58PM
11:12PM	11:22PM	11:30PM	11:42PM	11:49PM	11:56PM	11:58PM
12:12AM	12:21AM	12:29AM	12:39AM	12:46AM	12:53AM	:

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Route L



North
Map not to scale
6/08



112 Route L Schedule

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Service: WEEKDAY

Direction: EASTBOUND

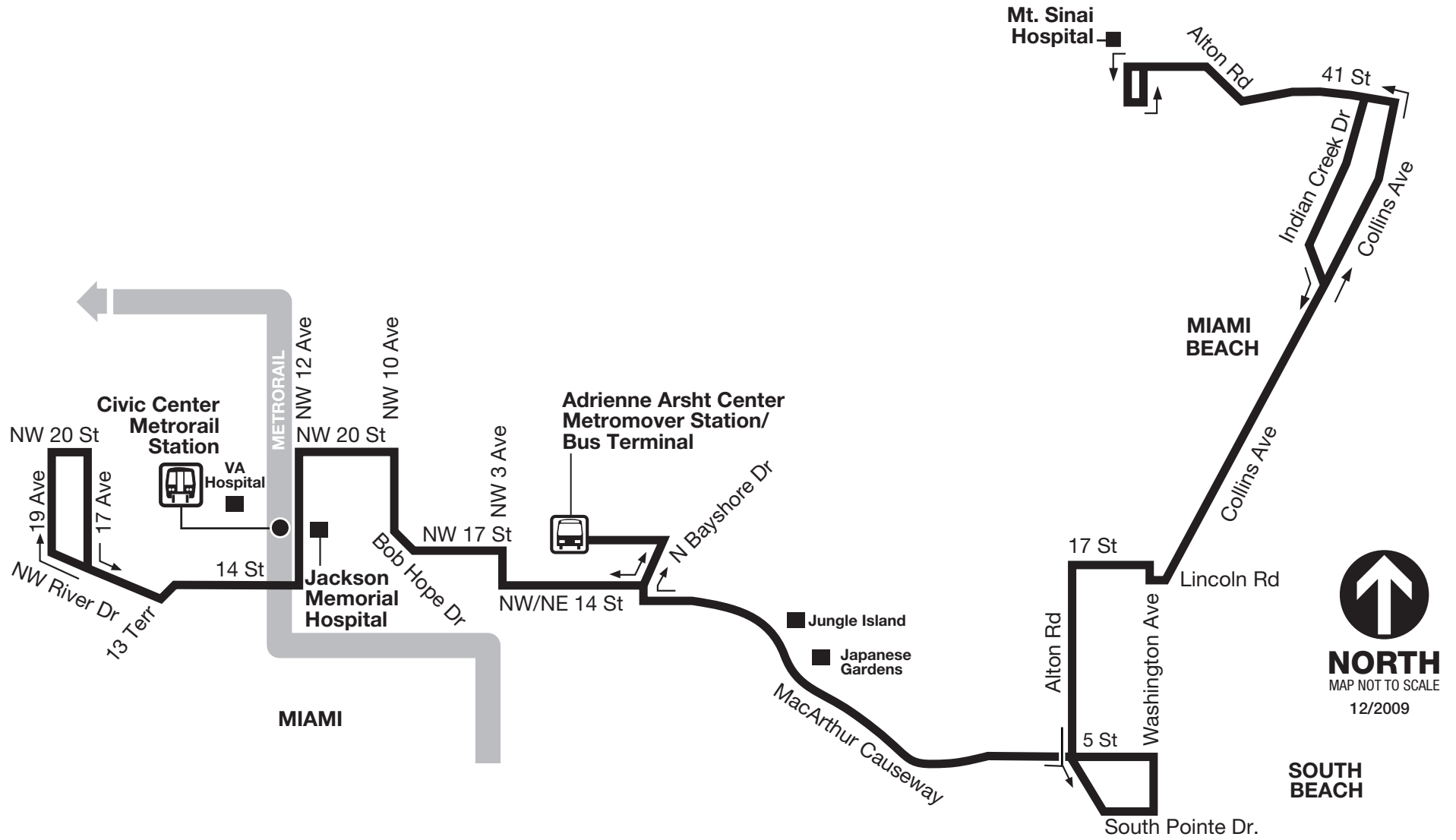
Hialeah Station	Amtrak Station	Northside Metrorail Station	NW 79 St & 7 Ave	NE 79 St & Biscayne Blvd	69 St & Abbott Ave	41 St & Indian Creek	Lincoln Rd & James Ave	19 St & Meridian Ave
04:52AM	:	05:02AM	05:11AM	05:18AM	05:28AM	05:36AM	05:42AM	05:45AM
05:15AM	:	05:25AM	05:34AM	05:41AM	05:51AM	05:59AM	06:07AM	06:10AM
05:31AM	:	05:41AM	05:50AM	05:57AM	06:13AM	06:23AM	06:31AM	06:34AM
:	:	05:49AM	06:00AM	06:09AM	06:25AM	06:35AM	06:43AM	06:46AM
05:47AM	:	06:01AM	06:12AM	06:21AM	06:37AM	06:47AM	06:55AM	06:58AM
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01:58PM	:	02:14PM	02:28PM	02:38PM	02:56PM	03:08PM	03:18PM	03:22PM
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:	02:42PM	02:47PM	03:03PM	03:14PM	03:32PM	03:44PM	03:54PM	03:58PM
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:	07:17PM	07:22PM	07:34PM	07:44PM	08:01PM	08:11PM	08:19PM	08:22PM
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07:47PM	:	08:02PM	08:12PM	08:20PM	08:34PM	08:44PM	08:52PM	08:55PM
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08:33PM	:	08:46PM	08:56PM	09:04PM	09:18PM	09:28PM	09:36PM	09:39PM
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10:17PM	:	10:30PM	10:40PM	10:48PM	11:02PM	11:12PM	11:20PM	11:23PM
10:47PM	:	11:00PM	11:10PM	11:18PM	11:32PM	11:42PM	11:50PM	11:53PM
11:18PM	:	11:31PM	11:41PM	11:49PM	12:03AM	12:11AM	12:17AM	12:20AM

11:51PM	:	12:04AM	12:13AM	12:20AM	12:32AM	:	:	:
:	:	12:34AM	12:43AM	12:50AM	01:02AM	01:10AM	01:16AM	01:19AM
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:	:	02:34AM	02:43AM	02:50AM	03:02AM	03:10AM	03:16AM	03:19AM
:	:	03:34AM	03:43AM	03:50AM	04:02AM	04:10AM	04:16AM	04:19AM
:	:	04:34AM	04:43AM	04:50AM	05:02AM	05:10AM	05:16AM	05:19AM

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Route M





Transit

113 Route M Schedule

[Back to previous page](#)

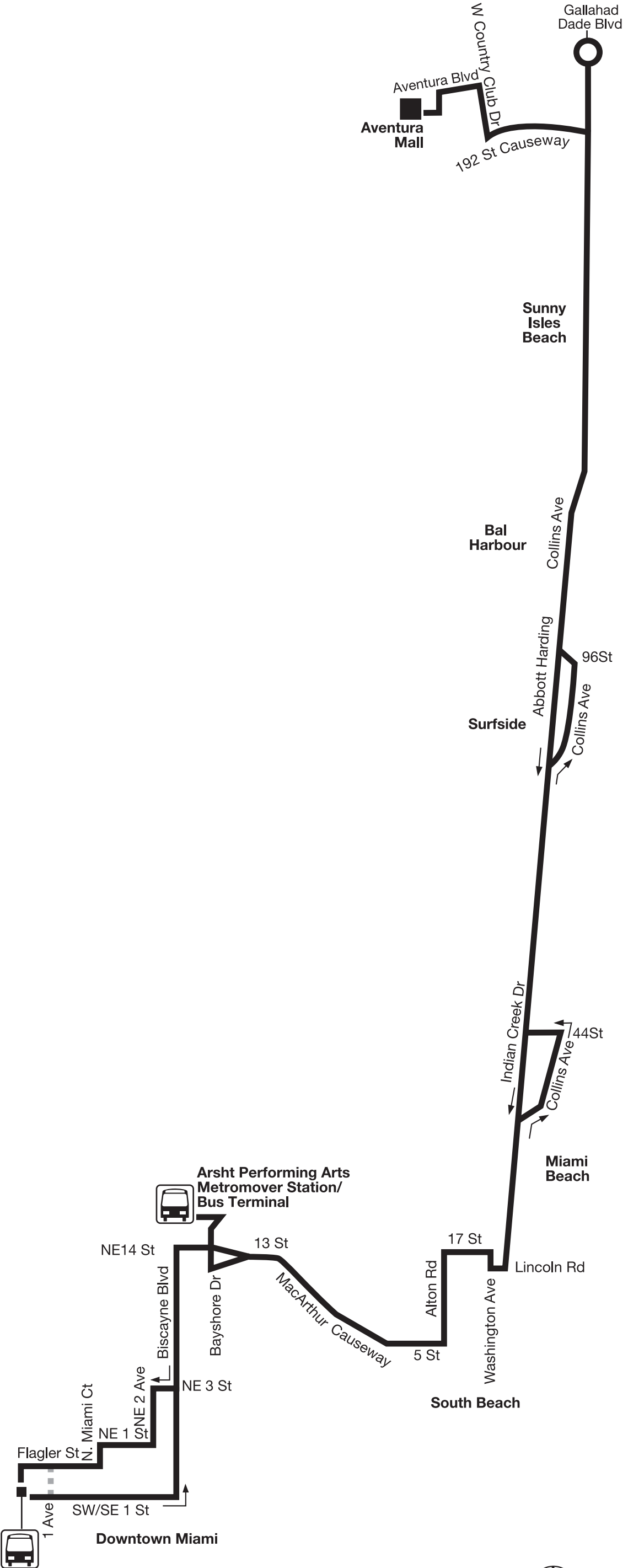
Service: WEEKDAY

Direction: EASTBOUND

NW 21 St & NW 19 Ave	Civic Center Station	A Arsht Mover/Bus Terminal	1 St & Alton Rd	5 St & Alton Rd	17 St & Alton Rd	Lincoln Rd & James Ave	41 St & Indian Creek	Meridian Court & 41 St	41 St & Alton Rd	Mount Sinai Hospital	39 St & Alton Rd
05:42AM	05:48AM	05:58AM	06:08AM	06:13AM	06:21AM	06:26AM	06:35AM	06:40AM	06:41AM	06:43AM	06:45AM
06:21AM	06:28AM	06:40AM	06:50AM	06:55AM	07:05AM	07:11AM	07:21AM	07:26AM	07:28AM	07:30AM	07:32AM
07:00AM	07:08AM	07:21AM	07:32AM	07:38AM	07:48AM	07:54AM	08:06AM	08:11AM	08:13AM	08:15AM	08:17AM
07:45AM	07:53AM	08:06AM	08:17AM	08:23AM	08:33AM	08:39AM	08:51AM	08:56AM	08:58AM	09:00AM	09:02AM
08:30AM	08:38AM	08:51AM	09:02AM	09:08AM	09:18AM	09:25AM	09:37AM	09:42AM	09:44AM	09:46AM	09:48AM
09:15AM	09:23AM	09:37AM	09:48AM	09:54AM	10:04AM	10:11AM	10:23AM	10:28AM	10:30AM	10:32AM	:
09:55AM	10:03AM	10:17AM	10:28AM	10:34AM	10:44AM	10:51AM	11:03AM	11:08AM	11:10AM	11:12AM	11:14AM
10:55AM	11:03AM	11:17AM	11:28AM	11:34AM	11:44AM	11:51AM	12:03PM	12:08PM	12:10PM	12:12PM	12:14PM
11:55AM	12:03PM	12:17PM	12:28PM	12:34PM	12:44PM	12:51PM	01:03PM	01:08PM	01:10PM	01:12PM	01:14PM
12:55PM	01:03PM	01:17PM	01:28PM	01:34PM	01:44PM	01:51PM	02:03PM	02:08PM	02:10PM	02:12PM	:
01:55PM	02:03PM	02:17PM	02:28PM	02:34PM	02:44PM	02:51PM	03:03PM	03:08PM	03:10PM	03:12PM	03:14PM
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09:35PM	09:42PM	09:55PM	10:06PM	10:11PM	10:19PM	10:24PM	10:33PM	10:37PM	10:38PM	10:40PM	:

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Route S



North
Map not to scale
11.2008



Transit

119 Route S Schedule

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Service: WEEKDAY

Direction: NORTHBOUND

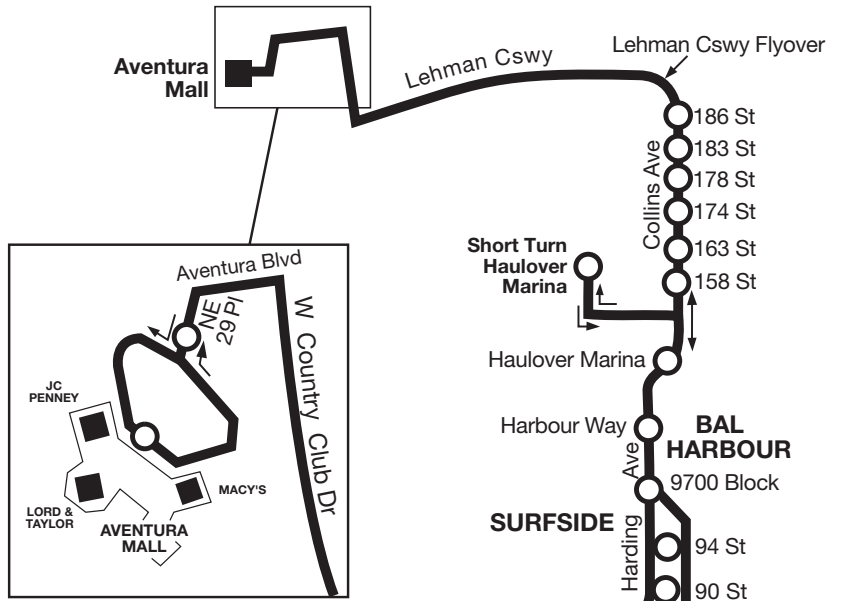
Downtown Bus Terminal	A Arsht Mover/Bus Terminal	5 St & Alton Rd	17 St & Alton Rd	Lincoln Rd & James Ave	41 St & Collins Ave	69 St & Collins Ave	96 St & Collins Ave	163 St & Collins Ave	193 St & Collins Ave	Aventura Mall
05:00AM	05:09AM	05:16AM	05:21AM	05:25AM	05:32AM	05:40AM	05:46AM	05:53AM	06:02AM	06:09AM
05:24AM	05:33AM	05:40AM	05:45AM	05:49AM	05:56AM	06:07AM	06:17AM	06:25AM	06:34AM	06:41AM
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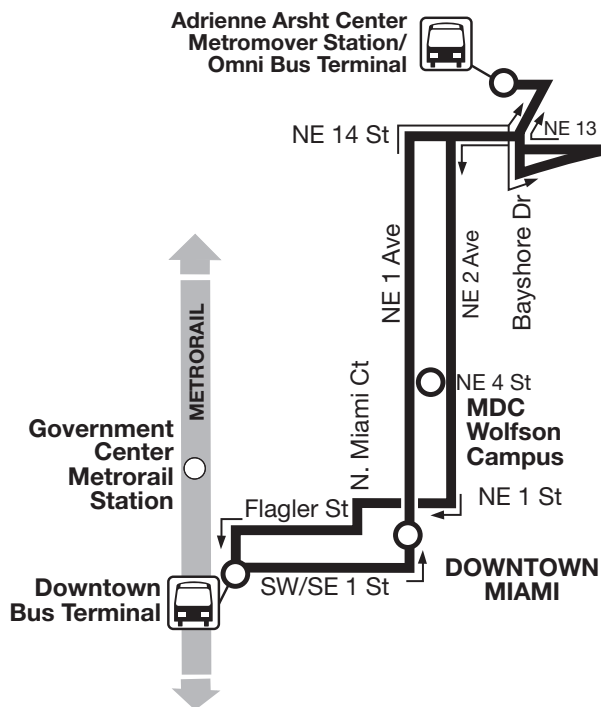
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Route 120 Beach MAX



○ Limited Stop





Transit

120 Beach MAX Schedule

[Back to previous page](#)

Service: WEEKDAY

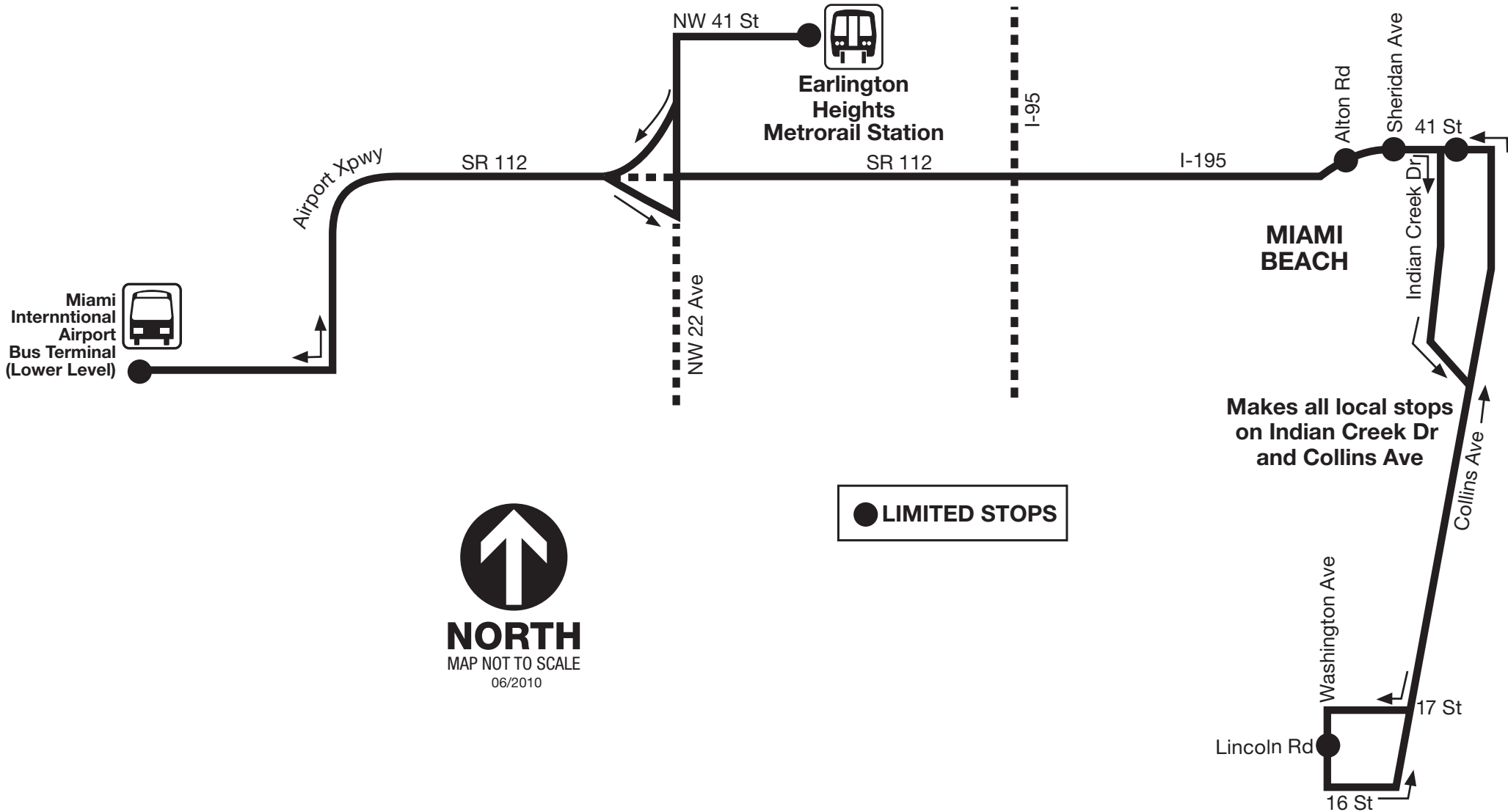
Direction: NORTHBOUND

Downtown Bus Terminal	A Arsht Mover/Bus Terminal	Lincoln Rd & James Ave	41 St & Collins Ave	69 St & Collins Ave	96 St & Collins Ave	Haulover Marina	163 St & Collins Ave	Aventura Mall
05:00AM	05:08AM	05:23AM	05:30AM	05:38AM	05:42AM	:	05:48AM	06:02AM
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07:33PM	07:43PM	08:00PM	08:11PM	08:20PM	08:26PM	:	08:33PM	08:47PM
08:03PM	08:13PM	08:30PM	08:41PM	08:50PM	08:56PM	:	09:03PM	09:17PM
08:33PM	08:43PM	09:00PM	09:11PM	09:20PM	09:26PM	09:31PM	:	:
09:03PM	09:13PM	09:30PM	09:41PM	09:50PM	09:56PM	:	10:03PM	10:16PM
09:33PM	09:43PM	10:00PM	10:09PM	10:17PM	10:23PM	10:27PM	:	:

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Route 150 Airport Flyer





Transit

150 Airport Flyer Schedule

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Service: WEEKDAY

Direction: EASTBOUND

Miami Intl Airport	Earlington Heights Station	41 St & Alton Rd	41 St & Indian Creek	Lincoln Rd & Wash. Av
06:00AM	06:09AM	06:19AM	06:26AM	06:36AM
06:30AM	06:39AM	06:49AM	06:56AM	07:06AM
07:00AM	07:09AM	07:19AM	07:26AM	07:36AM
07:30AM	07:39AM	07:49AM	07:56AM	08:06AM
08:00AM	08:09AM	08:19AM	08:26AM	08:36AM
08:30AM	08:39AM	08:49AM	08:56AM	09:06AM
09:00AM	09:09AM	09:19AM	09:26AM	09:36AM
09:30AM	09:39AM	09:49AM	09:56AM	10:06AM
10:00AM	10:09AM	10:19AM	10:26AM	10:36AM
10:30AM	10:39AM	10:49AM	10:56AM	11:06AM
11:00AM	11:09AM	11:19AM	11:26AM	11:36AM
11:30AM	11:39AM	11:49AM	11:56AM	12:06PM
12:00PM	12:09PM	12:19PM	12:26PM	12:36PM
12:30PM	12:39PM	12:49PM	12:56PM	01:06PM
01:00PM	01:09PM	01:19PM	01:26PM	01:36PM
01:30PM	01:39PM	01:49PM	01:56PM	02:06PM
02:00PM	02:09PM	02:19PM	02:26PM	02:36PM
02:30PM	02:39PM	02:49PM	02:56PM	03:07PM
03:00PM	03:09PM	03:20PM	03:28PM	03:39PM
03:30PM	03:39PM	03:50PM	03:58PM	04:09PM
04:00PM	04:09PM	04:20PM	04:28PM	04:39PM
04:35PM	04:44PM	04:55PM	05:03PM	05:14PM
05:05PM	05:14PM	05:25PM	05:33PM	05:44PM
05:35PM	05:44PM	05:55PM	06:03PM	06:13PM
06:10PM	06:18PM	06:28PM	06:35PM	06:45PM
06:40PM	06:48PM	06:58PM	07:05PM	07:15PM
07:10PM	07:18PM	07:28PM	07:35PM	07:45PM
07:40PM	07:48PM	07:58PM	08:05PM	08:15PM
08:10PM	08:18PM	08:28PM	08:35PM	08:45PM
08:40PM	08:48PM	08:58PM	09:05PM	09:15PM
09:10PM	09:18PM	09:28PM	09:35PM	09:45PM
09:40PM	09:48PM	09:58PM	10:05PM	10:15PM
10:10PM	10:18PM	10:28PM	10:35PM	10:45PM
11:10PM	11:18PM	11:28PM	11:35PM	11:45PM

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

11:51PM	:	12:04AM	12:13AM	12:20AM	12:32AM	:	:	:
:	:	12:34AM	12:43AM	12:50AM	01:02AM	01:10AM	01:16AM	01:19AM
:	:	01:34AM	01:43AM	01:50AM	02:02AM	02:10AM	02:16AM	02:19AM
:	:	02:34AM	02:43AM	02:50AM	03:02AM	03:10AM	03:16AM	03:19AM
:	:	03:34AM	03:43AM	03:50AM	04:02AM	04:10AM	04:16AM	04:19AM
:	:	04:34AM	04:43AM	04:50AM	05:02AM	05:10AM	05:16AM	05:19AM

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**APPENDIX D:
72-hour Continuous Count,
Intersection Determination,
Intersection Turning Movement
Counts, FDOT Peak Season
Factor Category Report and
Traffic Signal Timing Data**

72-hour Continuous Count

Data File : D0826007.PRN
 Station : 000000082501
 Identification : 009601100028 Interval : 15 minutes
 Start date : Aug 26, 10 Start time : 00:00
 Stop date : Aug 26, 10 Stop time : 24:00
 City/Town : Miami Beach, Florida County : Dade
 Location : Collins Avenue Between 39th and 40th Sts

Aug 26 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	168	105	53	63	46	30	49	112	133	158	220	251
30	131	98	60	51	38	34	38	127	151	170	191	214
45	144	98	74	33	39	36	55	128	175	161	188	209
00	117	88	56	50	41	42	67	126	166	177	174	208
Hr Total	560	389	243	197	164	142	209	493	625	666	773	882

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	220	254	232	303	238	312	212	223	199	194	199	219
30	222	227	202	272	238	246	263	230	213	189	223	211
45	238	203	223	294	270	256	259	192	218	215	193	225
00	210	232	236	235	224	255	250	207	200	202	185	151
Hr Total	890	916	893	1104	970	1069	984	852	830	800	800	806

24 Hour Total : 16257
 AM peak hour begins : 11:00 AM peak volume : 882 Peak hour factor : 0.88
 PM peak hour begins : 14:45 PM peak volume : 1105 Peak hour factor : 0.91

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255
 Volume Report with 24 Hour Totals

Data File : D0827001.PRN
 Station : 000000082501
 Identification : 009601100028 Interval : 15 minutes
 Start date : Aug 27, 10 Start time : 00:00
 Stop date : Aug 27, 10 Stop time : 24:00
 City/Town : Miami Beach, Florida County : Dade
 Location : Collins Avenue Between 39th and 40th Sts

Aug 27 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	194	124	91	80	59	45	44	127	168	182	175	225
30	211	123	94	79	67	60	54	124	176	175	192	273
45	171	96	98	65	68	50	72	129	169	197	229	204
00	132	106	89	82	56	43	79	157	189	169	206	244
Hr Total	708	449	372	306	250	198	249	537	702	723	802	946

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	224	208	223	365	311	266	218	223	236	172	202	259
30	169	229	243	300	254	268	220	235	238	197	225	204
45	253	222	257	331	241	289	212	230	190	184	248	243
00	251	287	300	342	274	265	245	227	194	190	184	204
Hr Total	897	946	1023	1338	1080	1088	895	915	858	743	859	910

24 Hour Total : 17794
 AM peak hour begins : 11:00 AM peak volume : 946 Peak hour factor : 0.87
 PM peak hour begins : 15:00 PM peak volume : 1338 Peak hour factor : 0.92

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255
 Volume Report with 24 Hour Totals

Data File : D0828001.PRN
 Station : 000000082501
 Identification : 009601100028 Interval : 15 minutes
 Start date : Aug 28, 10 Start time : 00:00
 Stop date : Aug 28, 10 Stop time : 24:00
 City/Town : Miami Beach, Florida County : Dade
 Location : Collins Avenue Between 39th and 40th Sts

Aug 28 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	230	177	155	119	122	115	70	54	103	113	185	199
30	221	149	138	110	121	109	80	76	100	141	159	217
45	219	106	136	120	133	99	63	83	119	108	236	213
00	179	161	106	112	104	54	58	86	123	139	163	210
Hr Total	849	593	535	461	480	377	271	299	445	501	743	839

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	209	208	199	219	227	257	209	276	249	187	225	248
30	238	277	235	216	242	219	244	268	204	200	255	243
45	206	259	249	251	312	264	278	288	238	247	234	227
00	189	263	269	233	349	238	307	237	272	196	237	205
Hr Total	842	1007	952	919	1130	978	1038	1069	963	830	951	923

24 Hour Total : 17995
 AM peak hour begins : 11:30 AM peak volume : 870 Peak hour factor : 0.91
 PM peak hour begins : 16:15 PM peak volume : 1160 Peak hour factor : 0.83

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255
 Volume Report with 24 Hour Totals

Data File : D0829001.PRN
 Station : 000000082501
 Identification : 009601100028 Interval : 15 minutes
 Start date : Aug 29, 10 Start time : 00:00
 Stop date : Aug 29, 10 Stop time : 24:00
 City/Town : Miami Beach, Florida County : Dade
 Location : Collins Avenue Between 39th and 40th Sts

Aug 29 Northbound Volume

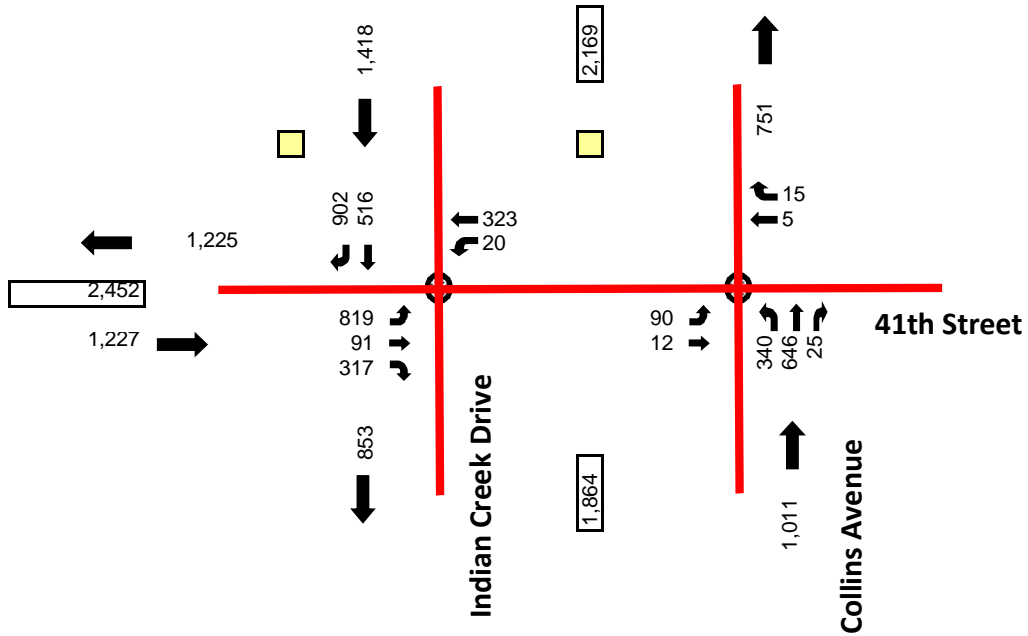
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	236	191	159	143	126	115	63	70	93	99	136	167
30	205	170	143	127	148	97	69	84	85	136	158	204
45	198	158	138	134	118	96	61	81	111	119	172	226
00	193	199	123	120	95	73	73	72	111	133	192	220
Hr Total	832	718	563	524	487	381	266	307	400	487	658	817

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	255	188	230	217	246	212	194	237	220	140	162	168
30	209	241	203	228	232	216	199	212	159	164	127	157
45	230	189	226	298	226	203	226	195	159	150	151	125
00	215	230	204	274	224	194	247	189	180	145	141	134
Hr Total	909	848	863	1017	928	825	866	833	718	599	581	584

24 Hour Total : 16011
 AM peak hour begins : 11:30 AM peak volume : 910 Peak hour factor : 0.89
 PM peak hour begins : 15:30 PM peak volume : 1050 Peak hour factor : 0.88

Intersection Determination

Peak Hour Study Intersection Determination



East/West Volume greater than North/South. Therefore, analyze Pine Tree and 41st Street

Intersection Turning Movement Counts

40TH STREET & COLLINS AVENUE
 MIAMI BEACH, FLORIDA
 COUNTED BY: LUIS PALOMINO
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : 40STCOLL
 Page : 1

ALL VEHICLES

Date	COLLINS AVENUE From North				40TH STREET From East				COLLINS AVENUE From South				40TH STREET From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
09/10/10																	
14:30	0	0	0	0	0	0	2	6	0	2	210	3	0	1	0	0	224
14:45	0	0	0	0	0	0	0	8	0	0	200	6	0	1	0	0	215
15:00	0	0	0	0	0	0	0	4	0	2	225	0	0	2	0	0	233
15:15	0	0	0	0	0	0	1	5	0	2	255	2	0	0	0	0	265
Hr Total	0	0	0	0	0	0	3	23	0	6	890	11	0	4	0	0	937
15:30	0	0	0	0	0	0	4	10	0	1	258	2	0	7	2	0	284
15:45	0	0	0	0	0	0	4	8	0	1	226	4	0	4	0	0	247
16:00	0	0	0	0	0	0	3	9	0	2	234	6	0	2	1	0	257
16:15	0	0	0	0	0	0	6	5	0	0	241	3	0	2	0	0	257
Hr Total	0	0	0	0	0	0	17	32	0	4	959	15	0	15	3	0	1045
TOTAL	0	0	0	0	0	0	20	55	0	10	1849	26	0	19	3	0	1982

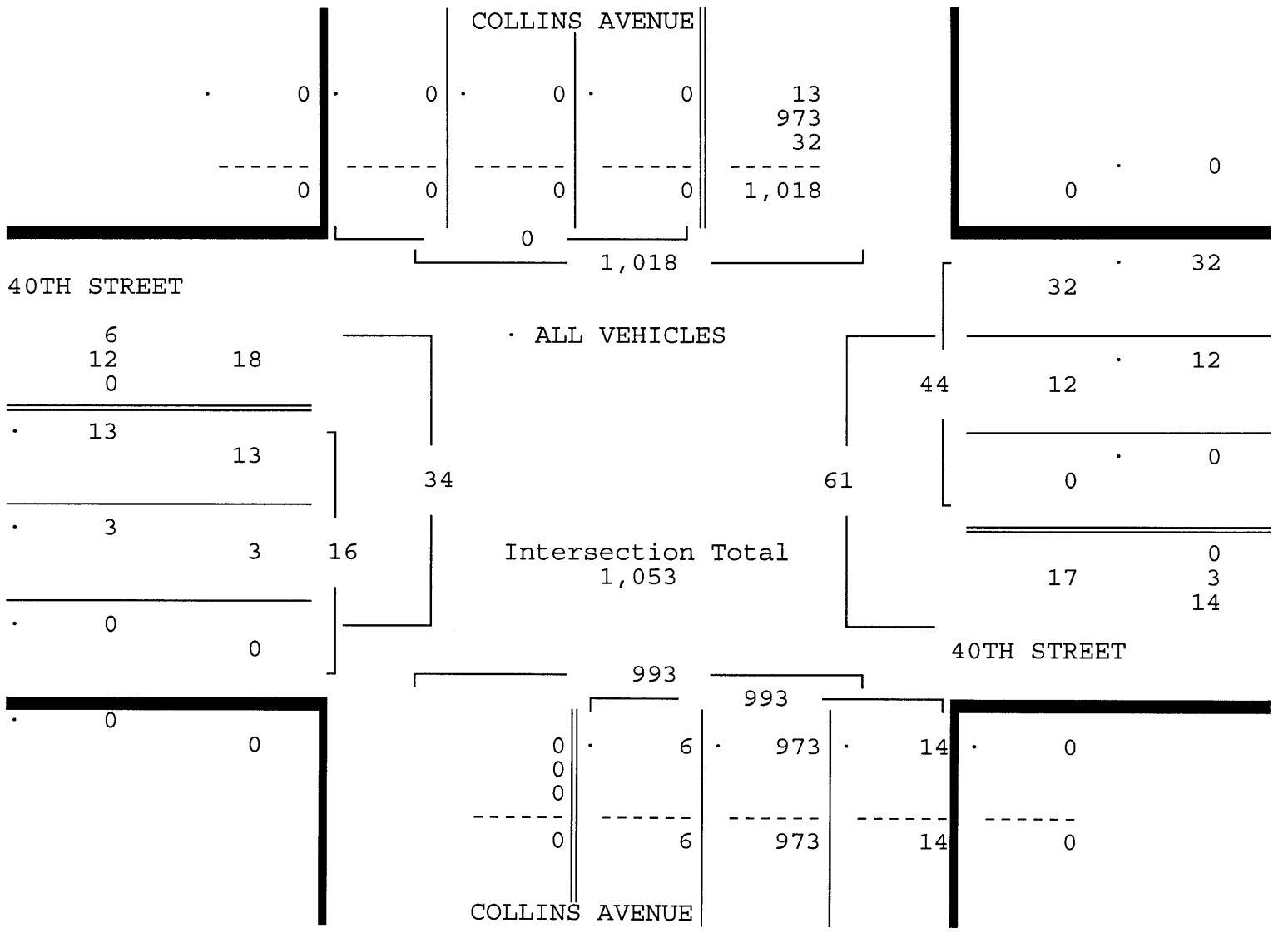
40TH STREET & COLLINS AVENUE
 MIAMI BEACH, FLORIDA
 COUNTED BY: LUIS PALOMINO
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : 40STCOLL
 Page : 2

ALL VEHICLES

COLLINS AVENUE From North				40TH STREET From East				COLLINS AVENUE From South				40TH STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 09/10/10																
Peak Hour Analysis By Entire Intersection for the Period: 14:30 to 16:30 on 09/10/10																
Peak start 15:15				15:15				15:15				15:15				
Volume	0	0	0	0	0	12	32	0	6	973	14	0	13	3	0	
Percent	0%	0%	0%	0%	0%	27%	73%	0%	1%	98%	1%	0%	81%	19%	0%	
Pk total	0			44			993			16						
Highest	14:30			15:30			15:30			15:30						
Volume	0	0	0	0	0	4	10	0	1	258	2	0	7	2	0	
Hi total	0			14			261			9						
PHF	.0			.79			.95			.44						



40TH STREET & COLLINS AVENUE
 MIAMI BEACH, FLORIDA
 COUNTED BY: LUIS PALOMINO
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

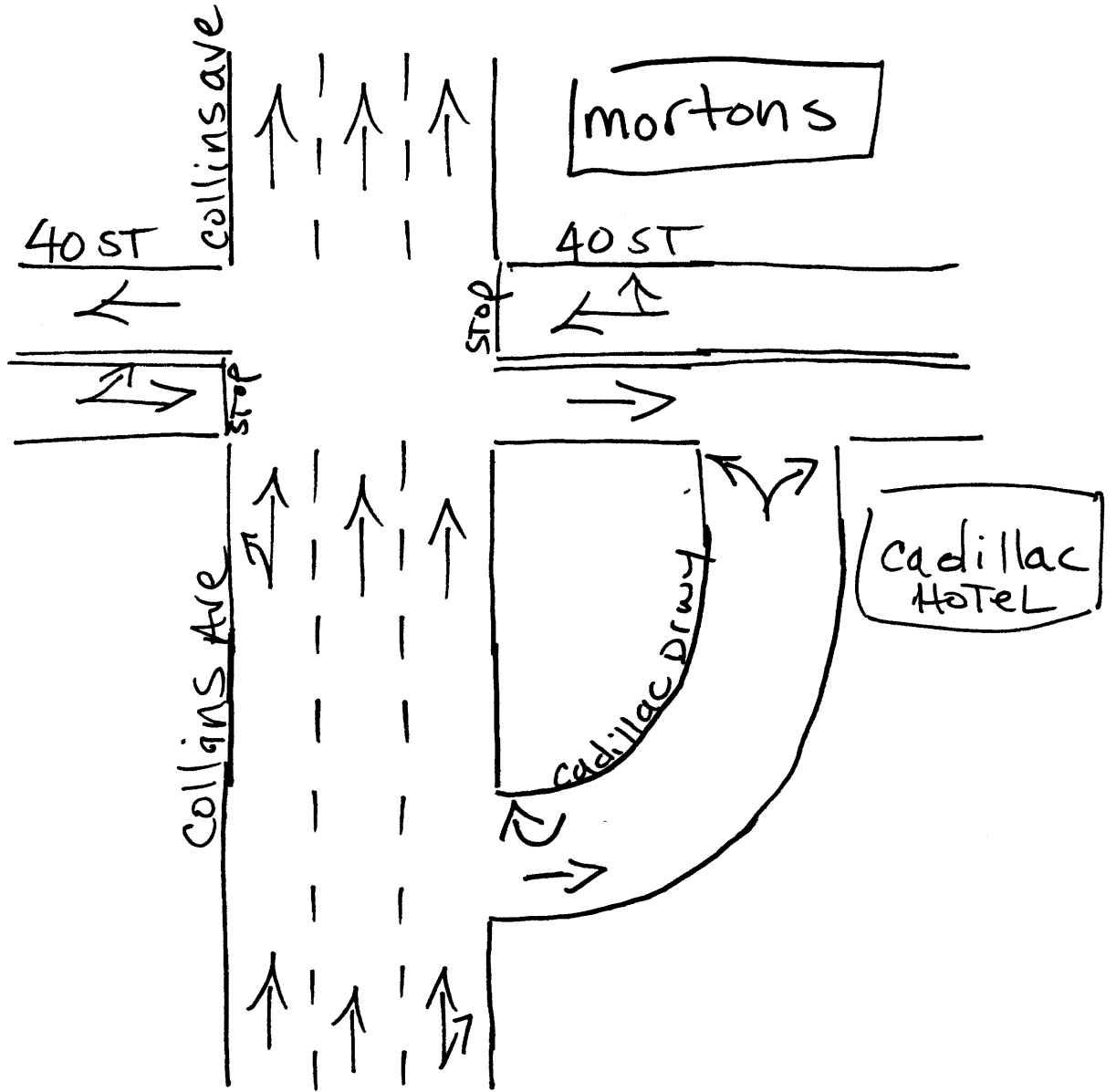
Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : 40STCOLL
 Page : 1

PEDESTRIANS

Date	COLLINS AVENUE From North				40TH STREET From East				COLLINS AVENUE From South				40TH STREET From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
09/10/10	-----																
14:30	0	0	0	2	0	0	0	6	0	0	0	4	0	0	0	10	22
14:45	0	0	0	2	0	0	0	9	0	0	0	4	0	0	0	6	21
15:00	0	0	0	2	0	0	0	11	0	0	0	2	0	0	0	6	21
15:15	0	0	0	1	0	0	0	6	0	0	0	7	0	0	0	13	27
Hr Total	0	0	0	7	0	0	0	32	0	0	0	17	0	0	0	35	91
15:30	0	0	0	5	0	0	0	10	0	0	0	5	0	0	0	12	32
15:45	0	0	0	2	0	0	0	5	0	0	0	4	0	0	0	20	31
16:00	0	0	0	1	0	0	0	4	0	0	0	8	0	0	0	5	18
16:15	0	0	0	2	0	0	0	9	0	0	0	12	0	0	0	13	36
Hr Total	0	0	0	10	0	0	0	28	0	0	0	29	0	0	0	50	117

TOTAL	0	0	0	17	0	0	0	60	0	0	0	46	0	0	0	85	208

↑
North



Miami beach, Florida
September 09, 2010
drawn by: Luis Palomino
NOT signalized

41ST STREET & COLLINS AVENUE
 MIAMI BEACH, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : 41STCOLL
 Page : 1

ALL VEHICLES

Date	COLLINS AVENUE From North				41ST STREET From East				COLLINS AVENUE From South				41ST STREET From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
14:30	0	0	0	0	0	0	1	2	0	87	134	2	0	22	3	0	251
14:45	0	0	0	0	0	0	2	3	0	86	128	4	0	18	3	0	244
15:00	0	0	0	0	0	0	3	3	0	83	140	6	0	18	3	0	256
15:15	0	0	0	0	0	0	2	2	0	71	189	3	0	16	3	0	286
Hr Total	0	0	0	0	0	0	8	10	0	327	591	15	0	74	12	0	1037
15:30	0	0	0	0	0	0	1	4	0	83	171	9	0	22	4	0	294
15:45	0	0	0	0	0	0	1	5	0	91	155	3	0	19	1	0	275
16:00	0	0	0	0	0	0	1	2	0	92	146	7	0	22	2	0	272
16:15	0	0	0	0	0	0	2	4	0	74	174	6	0	27	5	0	292
Hr Total	0	0	0	0	0	0	5	15	0	340	646	25	0	90	12	0	1133
TOTAL	0	0	0	0	0	0	13	25	0	667	1237	40	0	164	24	0	2170

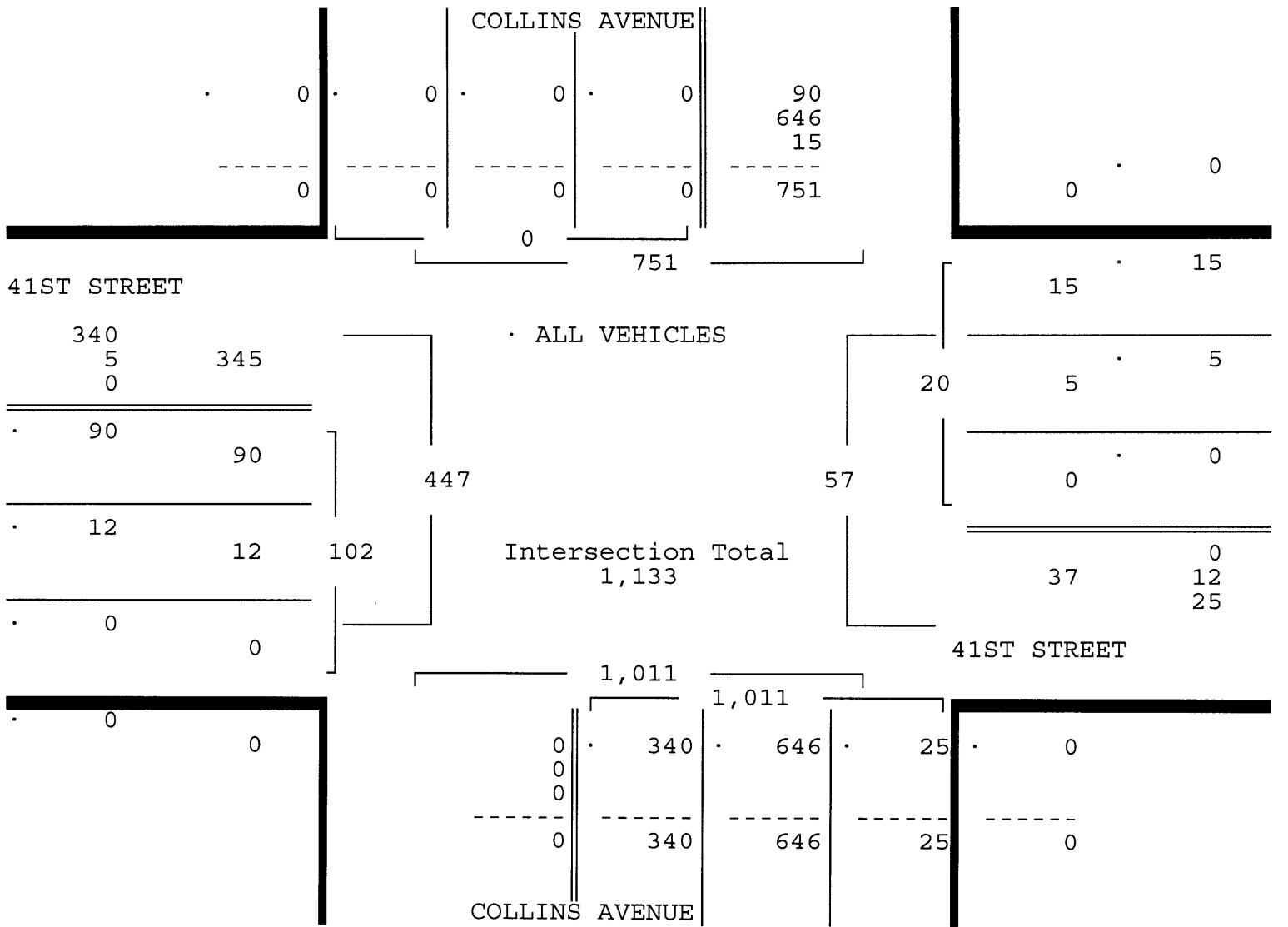
41ST STREET & COLLINS AVENUE
 MIAMI BEACH, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : 41STCOLL
 Page : 2

ALL VEHICLES

COLLINS AVENUE From North					41ST STREET From East				COLLINS AVENUE From South				41ST STREET From West				Total		
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left		Thru	Right
Date 09/10/10																			
Peak Hour Analysis By Entire Intersection for the Period: 14:30 to 16:30 on 09/10/10																			
Peak start 15:30					15:30				15:30				15:30						
Volume	0	0	0	0	0	0	5	15		0	340	646	25		0	90	12	0	
Percent	0%	0%	0%	0%	0%	0%	25%	75%		0%	34%	64%	2%		0%	88%	12%	0%	
Pk total	0				20				1011				102						
Highest	14:30				15:45				15:30				16:15						
Volume	0	0	0	0	0	0	1	5		0	83	171	9		0	27	5	0	
Hi total	0				6				263				32						
PHF	.0				.83				.96				.80						



41ST STREET & COLLINS AVENUE
 MIAMI BEACH, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 SIGNALIZED

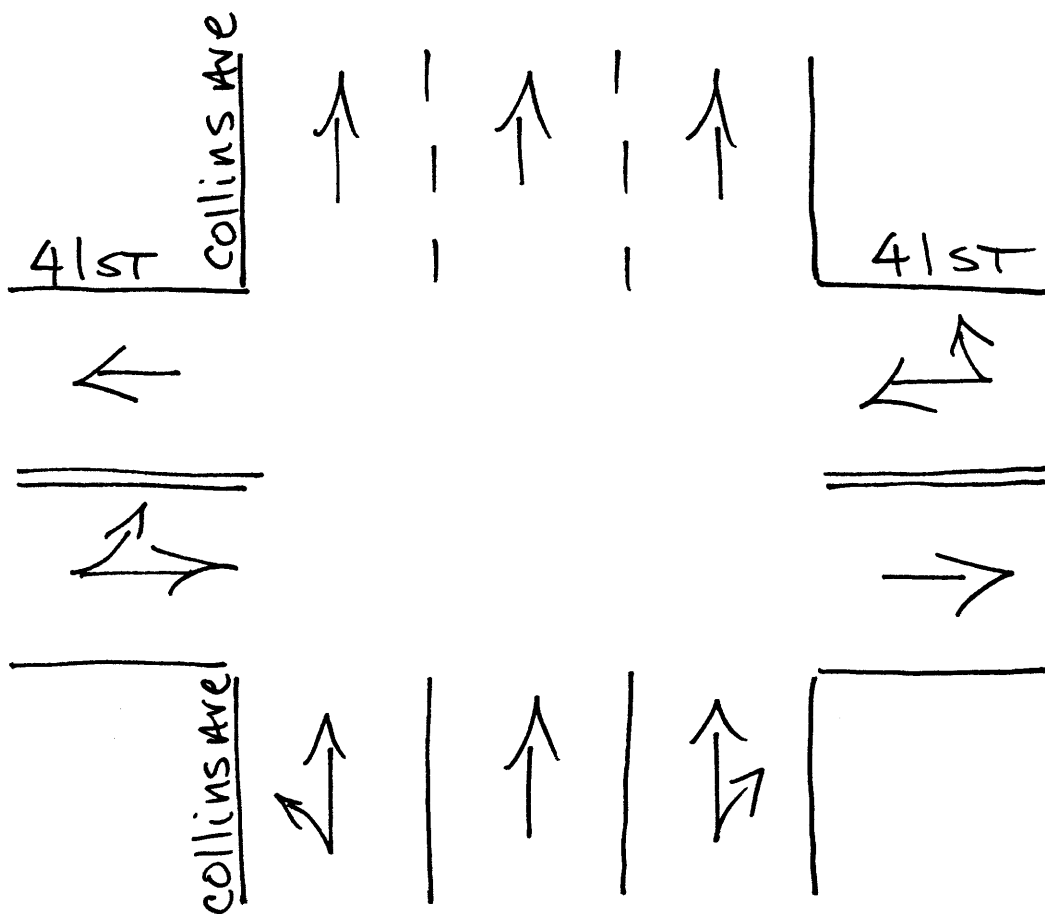
Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : 41STCOLL
 Page : 1

PEDESTRIANS

Date	COLLINS AVENUE From North				41ST STREET From East				COLLINS AVENUE From South				41ST STREET From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
09/10/10																	
14:30	0	0	0	2	0	0	0	10	0	0	0	12	0	0	0	9	33
14:45	0	0	0	12	0	0	0	17	0	0	0	7	0	0	0	10	46
15:00	0	0	0	3	0	0	0	7	0	0	0	9	0	0	0	10	29
15:15	0	0	0	3	0	0	0	8	0	0	0	3	0	0	0	7	21
Hr Total	0	0	0	20	0	0	0	42	0	0	0	31	0	0	0	36	129
15:30	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	11	18
15:45	0	0	0	5	0	0	0	10	0	0	0	15	0	0	0	11	41
16:00	0	0	0	7	0	0	0	5	0	0	0	6	0	0	0	2	20
16:15	0	0	0	5	0	0	0	10	0	0	0	13	0	0	0	11	39
Hr Total	0	0	0	17	0	0	0	28	0	0	0	38	0	0	0	35	118
TOTAL	0	0	0	37	0	0	0	70	0	0	0	69	0	0	0	71	247

↑
North



Miami beach, Florida

September 09, 2010

drawn by: Luis Palomino
signalized

40TH STREET & INDIAN CREEK DRIVE
 MIAMI BEACH, FLORIDA
 COUNTED BY: MARISA CRUZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : 40STINDI
 Page : 1

ALL VEHICLES

	INDIAN CREEK DRIVE			40TH STREET			INDIAN CREEK DRIVE			Total
	From North			From East			From South			
	UTurn	Left	Thru	UTurn	Left	Right	Thru	Right		
Date 09/10/10										
14:30	0	1	187	0	4	0	0	0	192	
14:45	0	0	227	0	0	0	0	0	227	
15:00	0	1	192	0	2	0	0	0	195	
15:15	0	1	200	0	1	0	0	0	202	
Hr Total	0	3	806	0	7	0	0	0	816	
15:30	0	7	219	0	2	0	0	0	228	
15:45	0	2	208	0	1	0	0	0	211	
16:00	0	3	222	0	2	0	0	0	227	
16:15	0	1	232	0	2	0	0	0	235	
Hr Total	0	13	881	0	7	0	0	0	901	
TOTAL	0	16	1687	0	14	0	0	0	1717	

40TH STREET & INDIAN CREEK DRIVE
 MIAMI BEACH, FLORIDA
 COUNTED BY: MARISA CRUZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : 40STINDI
 Page : 2

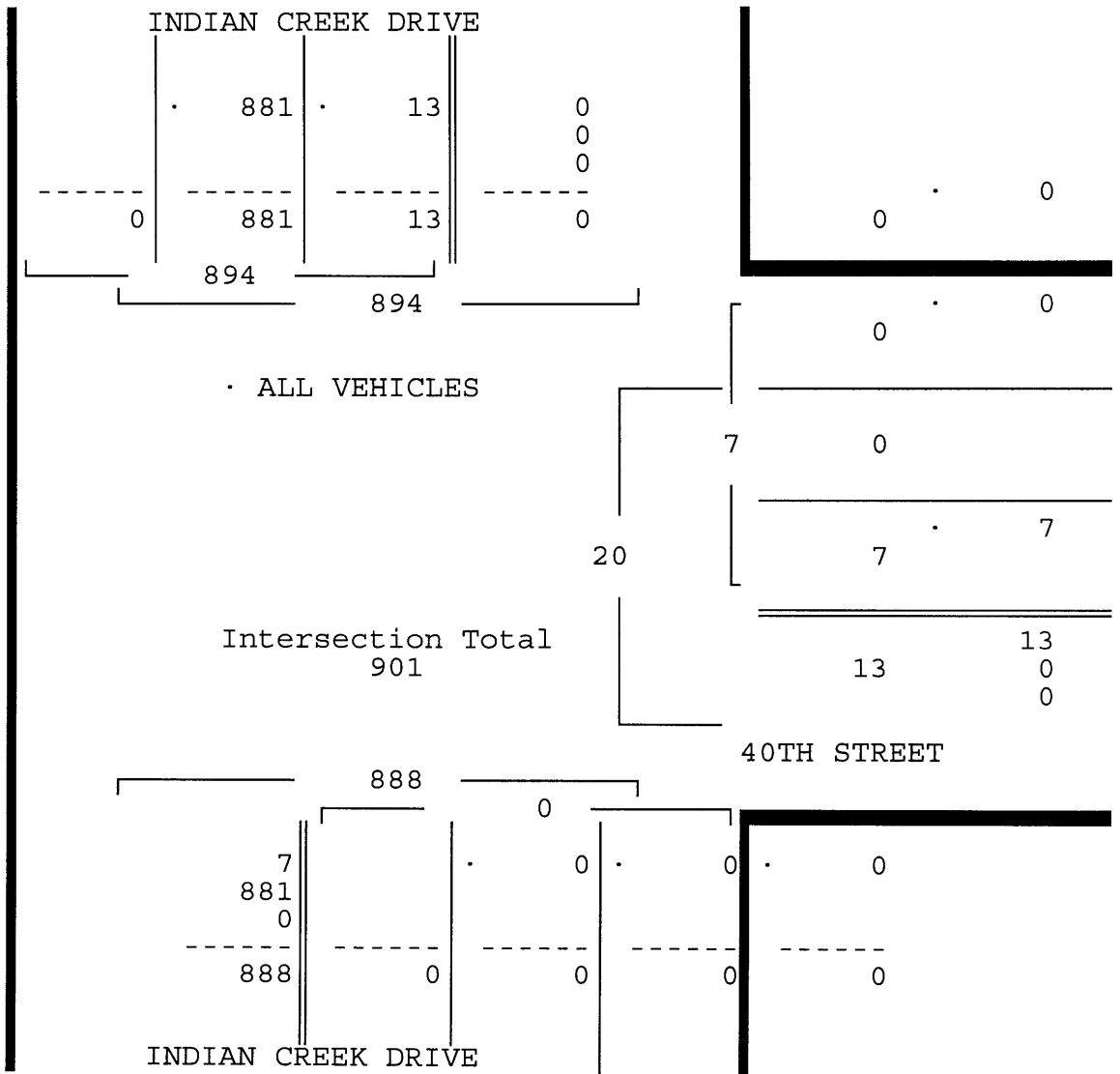
ALL VEHICLES

INDIAN CREEK DRIVE			40TH STREET			INDIAN CREEK DRIVE			Total
From North			From East			From South			
UTurn	Left	Thru	UTurn	Left	Right	Thru	Right		

Date 09/10/10

Peak Hour Analysis By Entire Intersection for the Period: 14:30 to 16:30 on 09/10/10

Peak start	15:30			15:30			15:30		
Volume	0	13	881	0	7	0	0	0	
Percent	0%	1%	99%	0%	100%	0%	0%	0%	
Pk total	894			7			0		
Highest	16:15			15:30			14:30		
Volume	0	1	232	0	2	0	0	0	
Hi total	233			2			0		
PHF	.96			.88			.0		



40TH STREET & INDIAN CREEK DRIVE
 MIAMI BEACH, FLORIDA
 COUNTED BY: MARISA CRUZ
 NOT SIGNALIZED

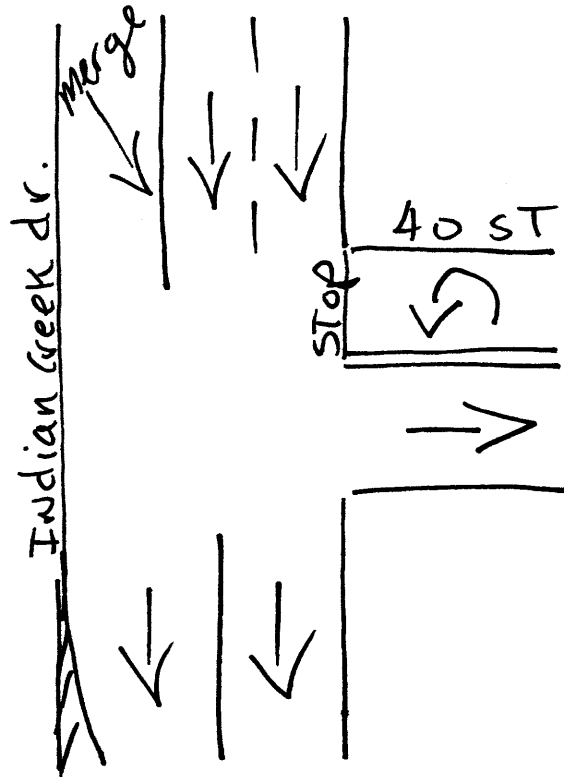
Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : 40STINDI
 Page : 1

PEDESTRIANS

Date	INDIAN CREEK DRIVE			40TH STREET			INDIAN CREEK DRIVE			Total
	From North			From East			From South			
	Left	Thru	Peds	Left	Right	Peds	Thru	Right		
14:30	0	0	25	0	0	4	0	0	29	
14:45	0	0	11	0	0	2	0	0	13	
15:00	0	0	10	0	0	2	0	0	12	
15:15	0	0	19	0	0	0	0	0	19	
Hr Total	0	0	65	0	0	8	0	0	73	
15:30	0	0	14	0	0	1	0	0	15	
15:45	0	0	34	0	0	6	0	0	40	
16:00	0	0	21	0	0	10	0	0	31	
16:15	0	0	24	0	0	10	0	0	34	
Hr Total	0	0	93	0	0	27	0	0	120	
TOTAL	0	0	158	0	0	35	0	0	193	

↑
North



Miami beach, Florida
September 09, 2010
drawn by: Luis Palomino
not signalized

41ST STREET & INDIAN CREEK DRIVE
 MIAMI BEACH, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : 41STINDI
 Page : 1

ALL VEHICLES

Date	INDIAN CREEK DRIVE From North				41ST STREET From East				INDIAN CREEK DRIVE From South				41ST STREET From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
14:30	0	0	115	169	0	6	76	0	0	0	0	0	0	192	23	65	646
14:45	0	0	131	177	0	11	86	0	0	0	0	0	0	205	18	83	711
15:00	0	0	109	207	0	5	79	1	0	0	0	0	0	168	20	81	670
15:15	0	0	114	261	0	2	69	2	0	0	0	0	1	194	20	86	749
Hr Total	0	0	469	814	0	24	310	3	0	0	0	0	1	759	81	315	2776
15:30	0	0	141	223	0	4	77	0	0	0	0	0	0	225	30	75	775
15:45	0	0	120	218	0	7	93	1	0	0	0	0	0	191	15	79	724
16:00	0	0	141	200	0	7	84	0	0	0	0	0	0	218	26	77	753
16:15	0	0	135	205	0	4	77	1	0	0	0	0	0	188	28	93	731
Hr Total	0	0	537	846	0	22	331	2	0	0	0	0	0	822	99	324	2983
TOTAL	0	0	1006	1660	0	46	641	5	0	0	0	0	1	1581	180	639	5759

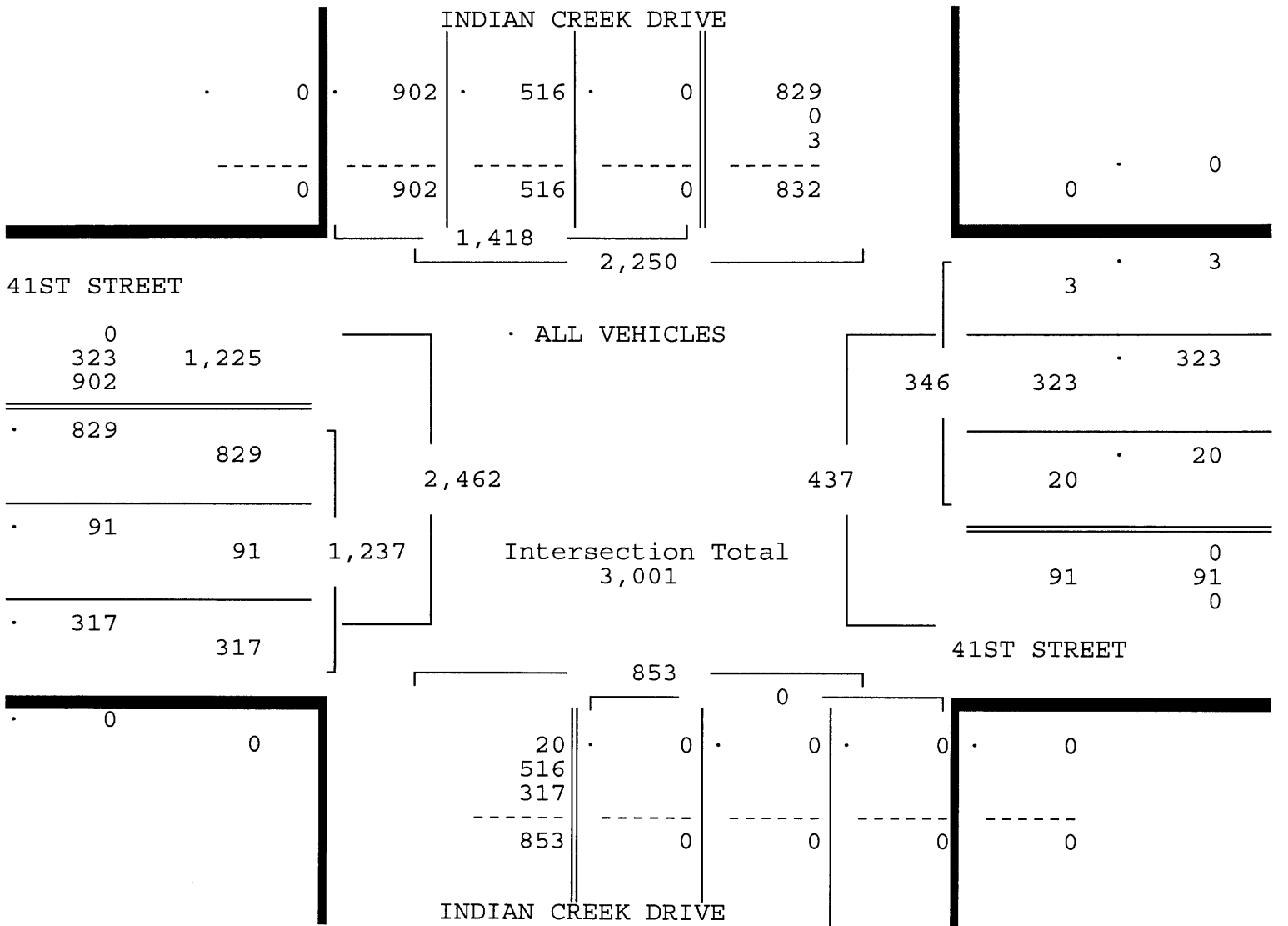
41ST STREET & INDIAN CREEK DRIVE
 MIAMI BEACH, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : 41STINDI
 Page : 2

ALL VEHICLES

INDIAN CREEK DRIVE				41ST STREET				INDIAN CREEK DRIVE				41ST STREET				Total
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 09/10/10																
Peak Hour Analysis By Entire Intersection for the Period: 14:30 to 16:30 on 09/10/10																
Peak start 15:15				15:15				15:15				15:15				
Volume	0	0	516	902	0	20	323	3	0	0	0	0	1	828	91	317
Percent	0%	0%	36%	64%	0%	6%	93%	1%	0%	0%	0%	0%	0%	67%	7%	26%
Pk total	1418			346			0			1237						
Highest	15:15			15:45			14:30			15:30						
Volume	0	0	114	261	0	7	93	1	0	0	0	0	0	225	30	75
Hi total	375			101			0			330						
PHF	.95			.86			.0			.94						



41ST STREET & INDIAN CREEK DRIVE
 MIAMI BEACH, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 SIGNALIZED

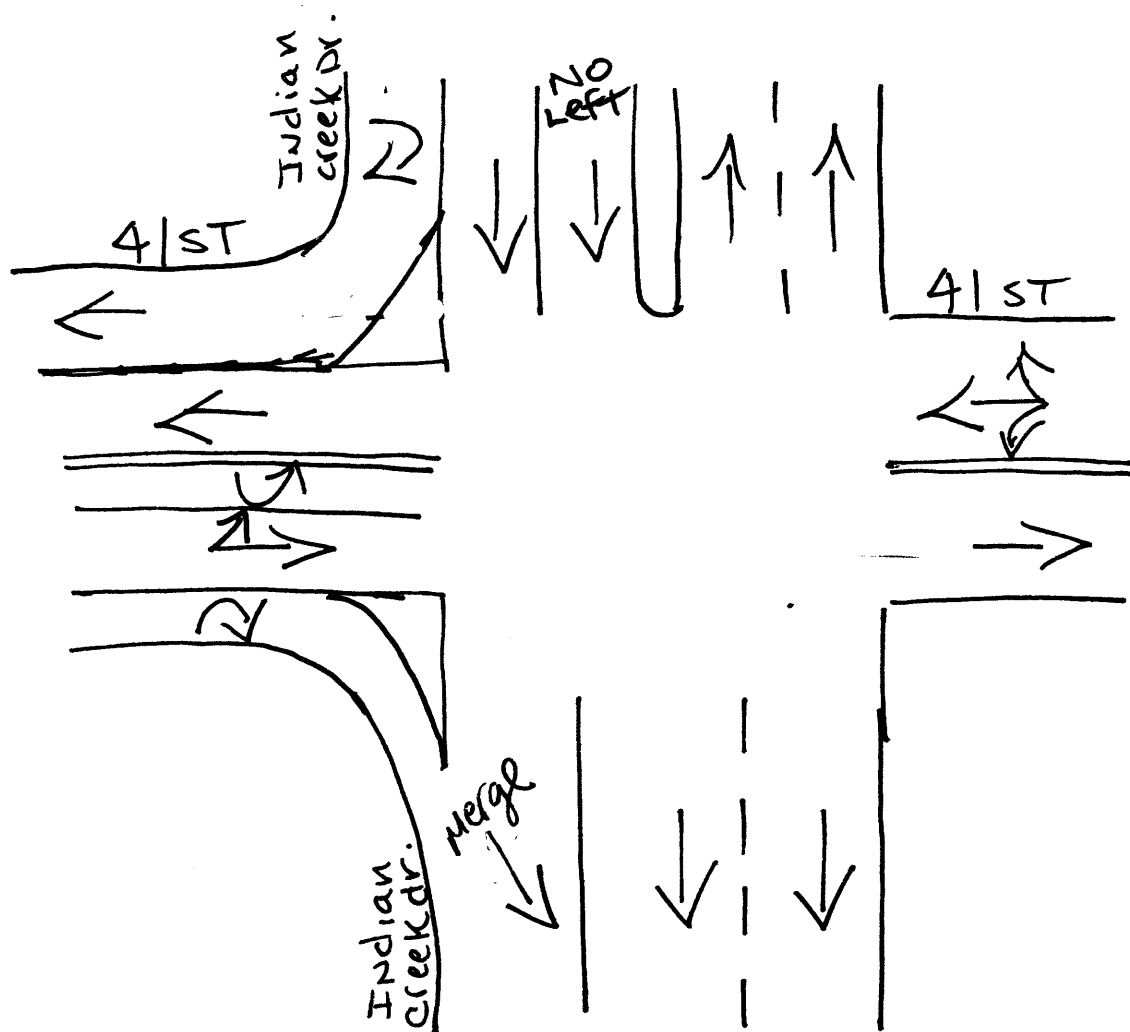
Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : 41STINDI
 Page : 1

PEDESTRIANS

Date 09/10/10	INDIAN CREEK DRIVE From North				41ST STREET From East				INDIAN CREEK DRIVE From South				41ST STREET From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
14:30	0	0	0	15	0	0	0	15	0	0	0	21	0	0	0	1	52
14:45	0	0	0	8	0	0	0	1	0	0	0	10	0	0	0	1	20
15:00	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	2	11
15:15	0	0	0	4	0	0	0	1	0	0	0	7	0	0	0	2	14
Hr Total	0	0	0	31	0	0	0	17	0	0	0	43	0	0	0	6	97
15:30	0	0	0	9	0	0	0	5	0	0	0	25	0	0	0	2	41
15:45	0	0	0	7	0	0	0	6	0	0	0	25	0	0	0	4	42
16:00	0	0	0	3	0	0	0	13	0	0	0	18	0	0	0	1	35
16:15	0	0	0	11	0	0	0	1	0	0	0	21	0	0	0	2	35
Hr Total	0	0	0	30	0	0	0	25	0	0	0	89	0	0	0	9	153
TOTAL	0	0	0	61	0	0	0	42	0	0	0	132	0	0	0	15	250

↑
North



Miami beach, Florida
September 09, 2010
drawn by: Luis Palomino
Signalized

41ST STREET & PINE TREE DRIVE
 MIAMI BEACH, FLORIDA
 COUNTED BY: MAXIE ESPINOSA
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : 41STPINE
 Page : 1

ALL VEHICLES

Date	PINE TREE DRIVE From North				41ST STREET From East				PINE TREE DRIVE From South				41ST STREET From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
09/10/10																	
14:30	0	0	66	20	0	41	200	7	0	14	55	48	0	19	238	11	719
14:45	0	0	84	10	0	42	206	17	0	30	64	44	0	33	278	9	817
15:00	0	1	71	11	0	42	237	5	0	13	61	45	0	21	212	5	724
15:15	0	0	38	9	0	46	293	6	0	17	74	45	0	22	239	7	796
Hr Total	0	1	259	50	0	171	936	35	0	74	254	182	0	95	967	32	3056
15:30	0	1	78	13	0	50	274	6	0	22	67	43	0	17	289	7	867
15:45	0	1	56	11	0	56	245	9	0	17	71	38	0	22	243	9	778
16:00	0	0	70	12	0	26	260	4	0	14	87	69	0	22	254	6	824
16:15	0	0	75	10	0	36	231	10	0	16	84	44	0	22	231	3	762
Hr Total	0	2	279	46	0	168	1010	29	0	69	309	194	0	83	1017	25	3231
TOTAL	0	3	538	96	0	339	1946	64	0	143	563	376	0	178	1984	57	6287

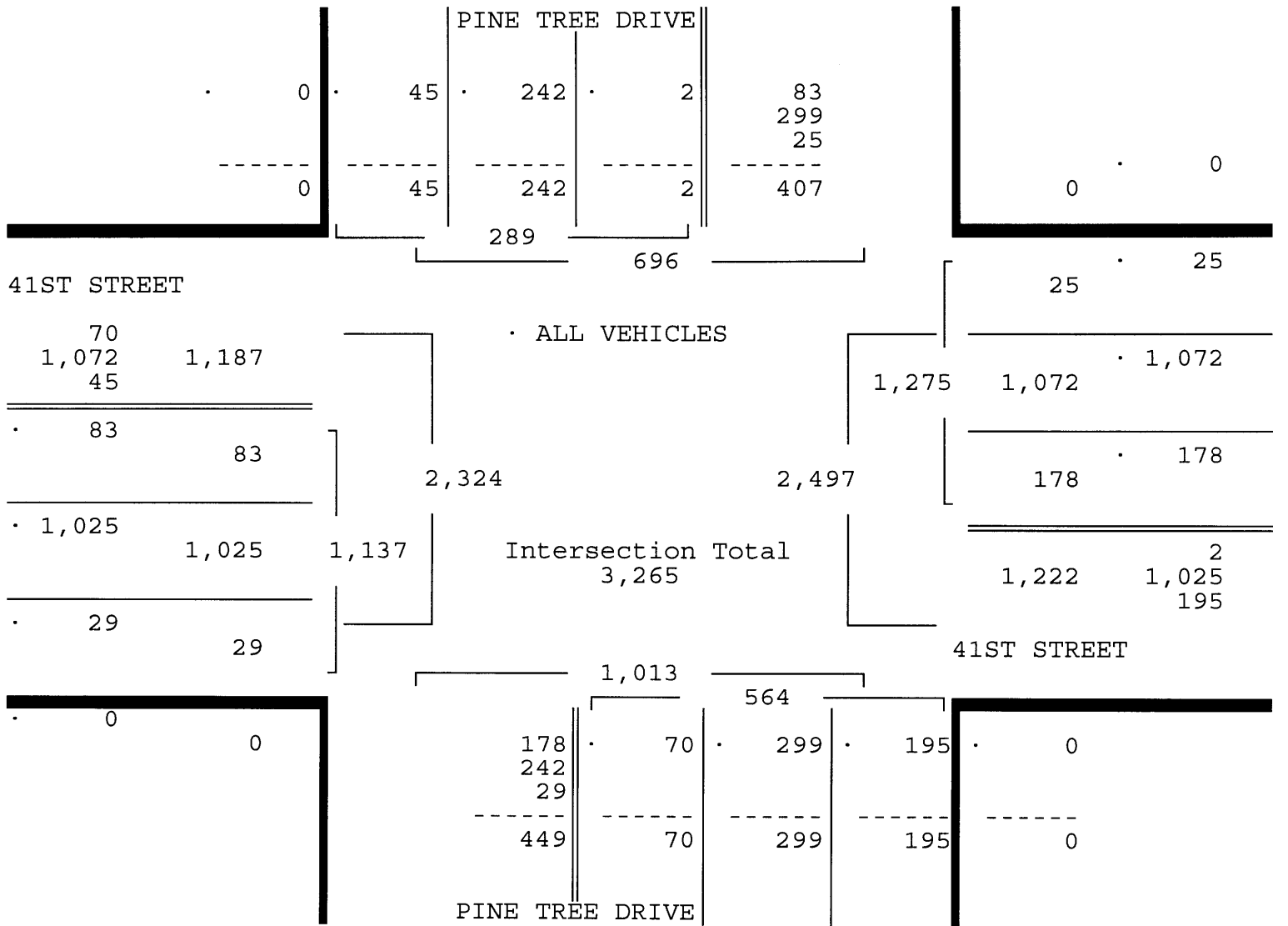
41ST STREET & PINE TREE DRIVE
 MIAMI BEACH, FLORIDA
 COUNTED BY: MAXIE ESPINOSA
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : 41STPINE
 Page : 2

ALL VEHICLES

PINE TREE DRIVE From North				41ST STREET From East				PINE TREE DRIVE From South				41ST STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 09/10/10																
Peak Hour Analysis By Entire Intersection for the Period: 14:30 to 16:30 on 09/10/10																
Peak start 15:15				15:15				15:15				15:15				
Volume	0	2	242	45	0	178	1072	25	0	70	299	195	0	83	1025	29
Percent	0%	1%	84%	16%	0%	14%	84%	2%	0%	12%	53%	35%	0%	7%	90%	3%
Pk total	289			1275				564				1137				
Highest	15:30			15:15				16:00				15:30				
Volume	0	1	78	13	0	46	293	6	0	14	87	69	0	17	289	7
Hi total	92			345				170				313				
PHF	.79			.92				.83				.91				



41ST STREET & PINE TREE DRIVE
 MIAMI BEACH, FLORIDA
 COUNTED BY: MAXIE ESPINOSA
 SIGNALIZED

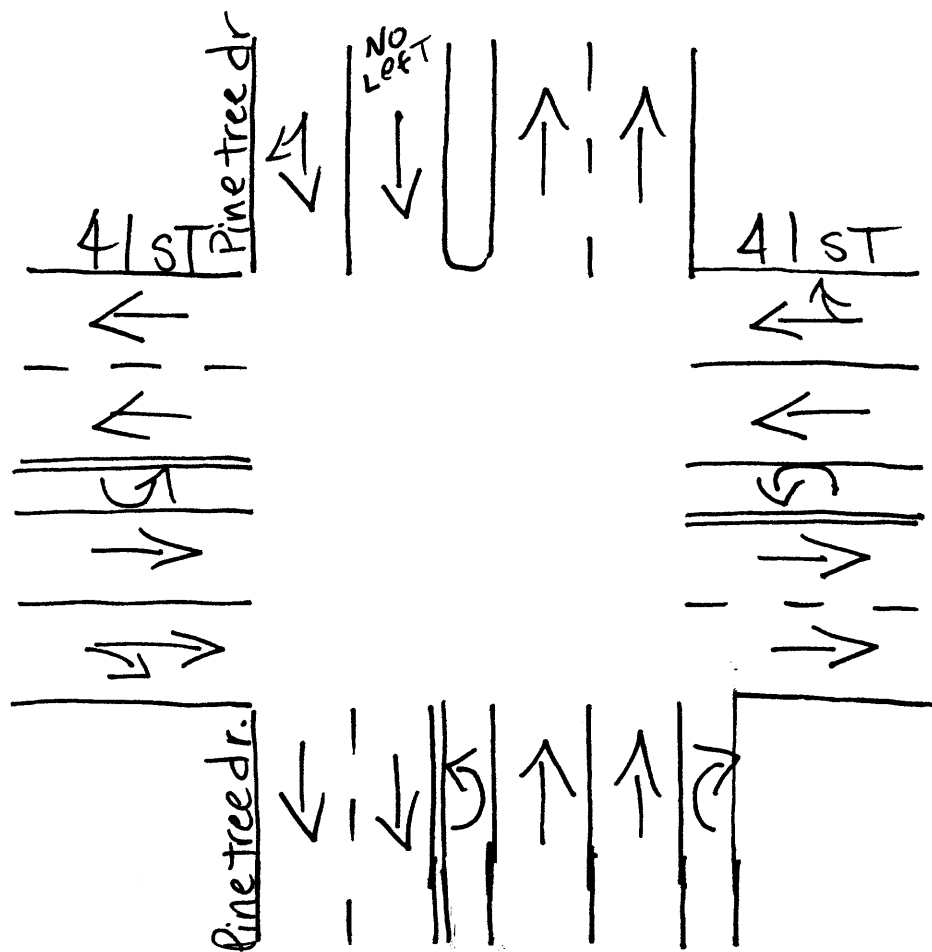
Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : 41STPINE
 Page : 1

PEDESTRIANS

Date	PINE TREE DRIVE From North				41ST STREET From East				PINE TREE DRIVE From South				41ST STREET From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
09/10/10																	
14:30	0	0	0	24	0	0	0	9	0	0	0	13	0	0	0	6	52
14:45	0	0	0	9	0	0	0	9	0	0	0	20	0	0	0	0	38
15:00	0	0	0	16	0	0	0	6	0	0	0	8	0	0	0	0	30
15:15	0	0	0	10	0	0	0	2	0	0	0	11	0	0	0	2	25
Hr Total	0	0	0	59	0	0	0	26	0	0	0	52	0	0	0	8	145
15:30	0	0	0	16	0	0	0	3	0	0	0	22	0	0	0	0	41
15:45	0	0	0	14	0	0	0	0	0	0	0	14	0	0	0	0	28
16:00	0	0	0	17	0	0	0	9	0	0	0	8	0	0	0	0	34
16:15	0	0	0	22	0	0	0	3	0	0	0	21	0	0	0	0	46
Hr Total	0	0	0	69	0	0	0	15	0	0	0	65	0	0	0	0	149
TOTAL	0	0	0	128	0	0	0	41	0	0	0	117	0	0	0	8	294

↑
North



Miami beach, Florida

September 09, 2010

drawn by: Luis Palomino
signalized

Traffic Survey Specialists, Inc.

624 Gardenia Terrace

Delray Beach, Florida 33444

Phone (561) 272-3255

Site Code : 00100089

Start Date: 09/10/10

File I.D. : CADENTEX

Page : 1

CADILLAC HOTEL ENTRANCES & EXITS

MIAMI BEACH, FLORID

COUNTED BY: ANDREW GONZALEZ

NOT SIGNALIZED

COLLINS AVE ENT/EXIT

Date	COLLINS AVENUE From North			HOTEL ENTRANCE/EXIT From East			COLLINS AVENUE From South			Total
	UTurn	Left	Thru	UTurn	Left	Right	Thru	Right		
09/10/10										
14:30	0	0	0	0	0	0	0	2	2	
14:45	0	0	0	0	0	2	0	8	10	
15:00	0	0	0	0	0	3	0	12	15	
15:15	0	0	0	0	0	5	0	2	7	
Hr Total	0	0	0	0	0	10	0	24	34	
15:30	0	0	0	0	0	4	0	4	8	
15:45	0	0	0	0	0	1	0	3	4	
16:00	0	0	0	0	0	0	0	2	2	
16:15	0	0	0	0	0	0	0	1	1	
Hr Total	0	0	0	0	0	5	0	10	15	
TOTAL	0	0	0	0	0	15	0	34	49	

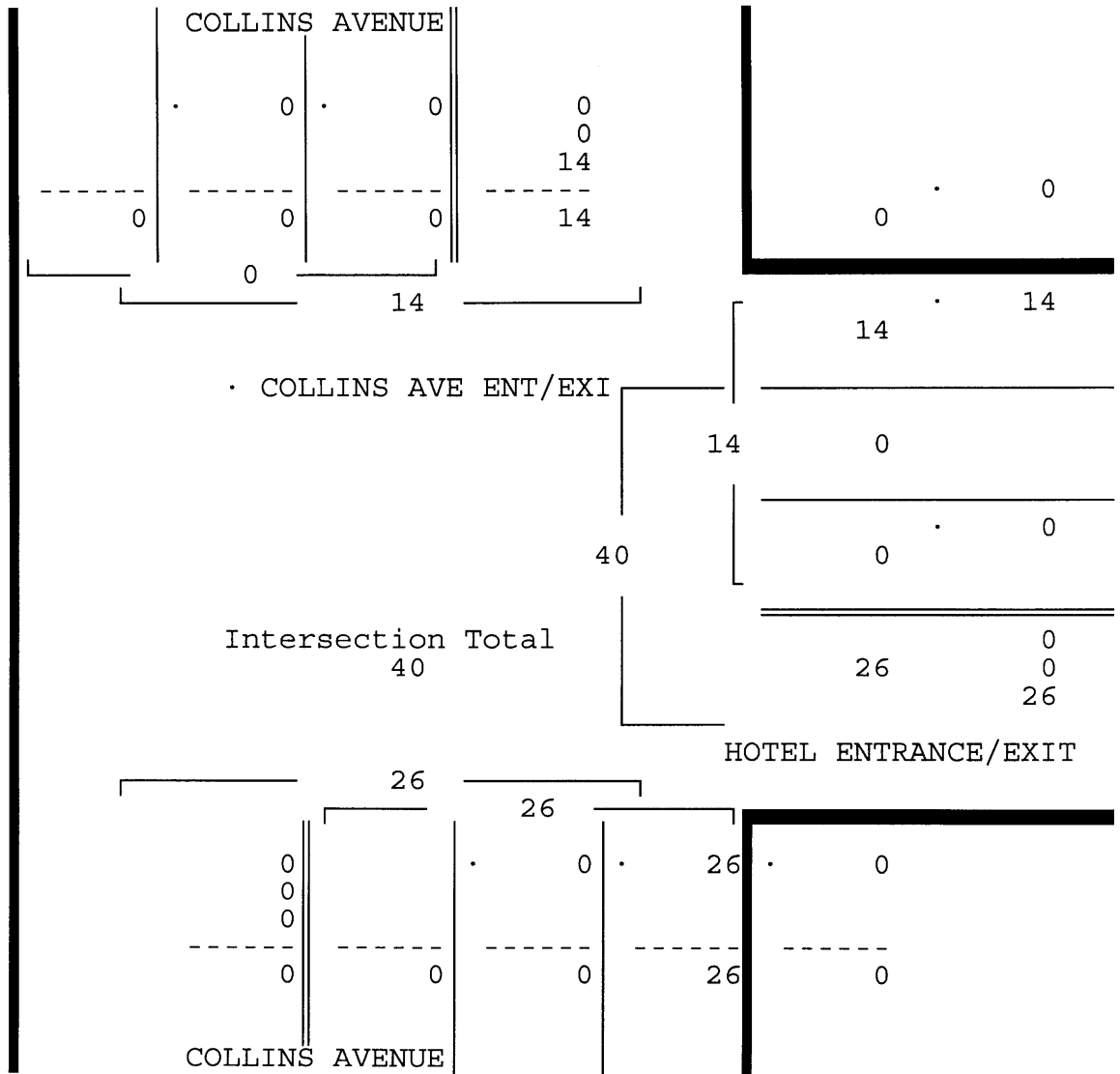
COLLINS AVE ENT/EXIT

COLLINS AVENUE			HOTEL ENTRANCE/EXIT			COLLINS AVENUE			
From North			From East			From South			
UTurn	Left	Thru	UTurn	Left	Right	Thru	Right	Total	

Date 09/10/10

Peak Hour Analysis By Entire Intersection for the Period: 14:30 to 16:30 on 09/10/10

Peak start	14:45			14:45			14:45		
Volume	0	0	0	0	0	14	0	26	
Percent	0%	0%	0%	0%	0%	100%	0%	100%	
Pk total	0			14			26		
Highest	14:30			15:15			15:00		
Volume	0	0	0	0	0	5	0	12	
Hi total	0			5			12		
PHF	.0			.70			.54		



Traffic Survey Specialists, Inc.

624 Gardenia Terrace

Delray Beach, Florida 33444

Phone (561) 272-3255

Site Code : 00100089

Start Date: 09/10/10

File I.D. : CADENTEX

Page : 1

CADILLAC HOTEL ENTRANCES & EXITS

MIAMI BEACH, FLORID

COUNTED BY: ANDREW GONZALEZ

NOT SIGNALIZED

40 ST ENT/EXIT

40TH STREET			HOTEL ENTRANCE/EXIT			40TH STREET			
From East			From South			From West			
Left	Thru	Peds	Left	Right	Peds	Thru	Right		Total

Date 09/10/10									
14:30	0	0	0	3	0	0	0	0	3
14:45	0	0	0	3	0	0	0	0	3
15:00	0	0	0	4	1	0	0	0	5
15:15	0	0	0	4	1	0	0	0	5
Hr Total	0	0	0	14	2	0	0	0	16
15:30	0	0	0	4	0	0	0	0	4
15:45	0	0	0	5	0	0	0	0	5
16:00	0	0	0	4	0	0	0	0	4
16:15	0	0	0	3	0	0	0	0	3
Hr Total	0	0	0	16	0	0	0	0	16

TOTAL	0	0	0	30	2	0	0	0	32

CADILLAC HOTEL ENTRANCES & EXITS
 MIAMI BEACH, FLORID
 COUNTED BY: ANDREW GONZALEZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00100089
 Start Date: 09/10/10
 File I.D. : CADENTEX
 Page : 2

40 ST ENT/EXIT

40TH STREET			HOTEL ENTRANCE/EXIT			40TH STREET			Total
From East			From South			From West			
Left	Thru	Peds	Left	Right	Peds	Thru	Right		

Date 09/10/10

Peak Hour Analysis By Entire Intersection for the Period: 14:30 to 16:30 on 09/10/10

Peak start	15:00			15:00			15:00		
Volume	0	0	0	17	2	0	0	0	
Percent	0%	0%	0%	89%	11%	0%	0%	0%	
Pk total	0			19			0		
Highest	14:30			15:00			14:30		
Volume	0	0	0	4	1	0	0	0	
Hi total	0			5			0		
PHF	.0			.95			.0		

0 . 0

40TH STREET

17		
0	17	
0		
<hr/>		
-		
	0	
<hr/>		
-		
0	0	0
<hr/>		
-		
0	0	

40 ST ENT/EXIT

Intersection Total
19

0		
<hr/>		
0	0	0
<hr/>		
0	0	0
<hr/>		
2	0	0
	0	2

40TH STREET

-		
0	0	

HOTEL ENTRANCE/EXIT

	19	19
0	-	-
0	17	2
0		
<hr/>		
0	17	0
<hr/>		

-		
0		
<hr/>		
0		

FDOT Peak Season Factor Category Report

MOCF: 0.96

Week	Dates	SF	PSCF
1	01/01/2009 - 01/03/2009	1.03	1.07
2	01/04/2009 - 01/10/2009	1.02	1.06
3	01/11/2009 - 01/17/2009	1.01	1.05
4	01/18/2009 - 01/24/2009	1.00	1.04
5	01/25/2009 - 01/31/2009	0.99	1.03
6	02/01/2009 - 02/07/2009	0.98	1.02
* 7	02/08/2009 - 02/14/2009	0.97	1.01
* 8	02/15/2009 - 02/21/2009	0.96	1.00
* 9	02/22/2009 - 02/28/2009	0.96	1.00
*10	03/01/2009 - 03/07/2009	0.96	1.00
*11	03/08/2009 - 03/14/2009	0.96	1.00
*12	03/15/2009 - 03/21/2009	0.96	1.00
*13	03/22/2009 - 03/28/2009	0.96	1.00
*14	03/29/2009 - 04/04/2009	0.96	1.00
*15	04/05/2009 - 04/11/2009	0.96	1.00
*16	04/12/2009 - 04/18/2009	0.97	1.01
*17	04/19/2009 - 04/25/2009	0.97	1.01
*18	04/26/2009 - 05/02/2009	0.97	1.01
*19	05/03/2009 - 05/09/2009	0.98	1.02
20	05/10/2009 - 05/16/2009	0.98	1.02
21	05/17/2009 - 05/23/2009	0.98	1.02
22	05/24/2009 - 05/30/2009	0.99	1.03
23	05/31/2009 - 06/06/2009	0.99	1.03
24	06/07/2009 - 06/13/2009	1.00	1.04
25	06/14/2009 - 06/20/2009	1.00	1.04
26	06/21/2009 - 06/27/2009	1.01	1.05
27	06/28/2009 - 07/04/2009	1.01	1.05
28	07/05/2009 - 07/11/2009	1.02	1.06
29	07/12/2009 - 07/18/2009	1.03	1.07
30	07/19/2009 - 07/25/2009	1.02	1.06
31	07/26/2009 - 08/01/2009	1.02	1.06
32	08/02/2009 - 08/08/2009	1.01	1.05
33	08/09/2009 - 08/15/2009	1.00	1.04
34	08/16/2009 - 08/22/2009	1.01	1.05
35	08/23/2009 - 08/29/2009	1.01	1.05
36	08/30/2009 - 09/05/2009	1.01	1.05
37	09/06/2009 - 09/12/2009	1.01	1.05
38	09/13/2009 - 09/19/2009	1.01	1.05
39	09/20/2009 - 09/26/2009	1.01	1.05
40	09/27/2009 - 10/03/2009	1.00	1.04
41	10/04/2009 - 10/10/2009	1.00	1.04
42	10/11/2009 - 10/17/2009	1.00	1.04
43	10/18/2009 - 10/24/2009	1.00	1.04
44	10/25/2009 - 10/31/2009	1.01	1.05
45	11/01/2009 - 11/07/2009	1.02	1.06
46	11/08/2009 - 11/14/2009	1.02	1.06
47	11/15/2009 - 11/21/2009	1.03	1.07
48	11/22/2009 - 11/28/2009	1.03	1.07
49	11/29/2009 - 12/05/2009	1.03	1.07
50	12/06/2009 - 12/12/2009	1.03	1.07
51	12/13/2009 - 12/19/2009	1.03	1.07
52	12/20/2009 - 12/26/2009	1.02	1.06
53	12/27/2009 - 12/31/2009	1.01	1.05

* Peak Season

Traffic Signal Timing Data



TOD Schedule Report for 2677: Art Godfre&Collins Av

Active Phase Bank: Phase Bank 1

Phase	Phase Bank																			
	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	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	7	7	7	11	11	11	7	7	7	1	1	1	60	60	60	0	0	0	4	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 EBT	7	7	7	15	15	15	7	7	7	1	1	1	22	22	22	31	31	31	4	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 WBT	7	7	7	15	15	15	7	7	7	1	1	1	22	22	22	31	31	31	4	0

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	-2-4---8
External Permit 0	-----
External Permit 1	-----
External Permit 2	-----

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
			NBT	EBT	WBT							
1	90	0	59	0	23	0	0	0	23	0	73	
2	100	0	69	0	23	0	0	0	23	0	89	
3	100	0	69	0	23	0	0	0	23	0	33	
4	140	0	109	0	23	0	0	0	23	0	65	
5	100	0	69	0	23	0	0	0	23	0	33	
6	100	0	69	0	23	0	0	0	23	0	33	
8	105	0	74	0	23	0	0	0	23	0	22	
9	105	0	74	0	23	0	0	0	23	0	91	
10	120	0	89	0	23	0	0	0	23	0	9	
11	140	0	109	0	23	0	0	0	23	0	26	
12	120	0	83	0	29	0	0	0	29	0	73	
13	100	0	61	0	31	0	0	0	31	0	92	
14	105	0	74	0	23	0	0	0	23	0	26	
15	120	0	89	0	23	0	0	0	23	0	86	
16	100	0	69	0	23	0	0	0	23	0	49	
17	100	0	69	0	23	0	0	0	23	0	49	
18	140	0	109	0	23	0	0	0	23	0	122	
19	140	0	109	0	23	0	0	0	23	0	124	
20	120	0	89	0	23	0	0	0	23	0	101	
21	120	0	89	0	23	0	0	0	23	0	101	

Local TOD Schedule			
Time	Plan	DOW	
0000	1	Su	S
0000	2	M T W Th F	
0600	18	M T W Th F	
0915	15	M T W Th F	
1000	2	Su	S
1100	10	M T W Th F	
1530	19	M T W Th F	
2000	1	Su	S
2200	2	M T W Th F	

TOD Schedule Report for 2677: Art Godfre&Collins Av

Current Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----	SuM T W ThF S

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----	SuM T W ThF S

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



TOD Schedule Report for 2720: Art Godfre&Indian Cre

Active Phase Bank: Phase Bank

Phase	Phase Bank																			
	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 EBT	7	7	7	17	17	17	7	7	7	1	1	1	30	27	30	0	27	30	4	0.6
3 WBT	7	7	7	15	15	15	7	7	7	2.5	2.5	2.5	12	24	15	40	24	24	4	0.6
4 SBT	7	7	7	20	20	20	7	7	7	1	1	1	27	27	25	55	38	38	4	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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:

Permitted Phases	
	12345678
Default	-234----
External Permit 0	-----
External Permit 1	-----
External Permit 2	-----

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
			EBT	WBT	SBT							
1	90	0	28	20	27	0	0	0	0	0	47	
2	100	0	27	31	27	0	0	0	0	0	34	
3	120	0	38	40	27	0	0	0	0	0	34	
4	100	0	27	31	27	0	0	0	0	0	98	
5	120	0	38	40	27	0	0	0	0	0	43	
6	105	0	30	33	27	0	0	0	0	0	24	
7	120	0	38	40	27	0	0	0	0	0	47	
8	120	0	38	40	27	0	0	0	0	0	119	
9	140	0	53	35	37	0	0	0	0	0	14	
10	180	0	104	29	32	0	0	0	0	0	154	
11	100	0	27	31	27	0	0	0	0	0	34	
12	90	0	28	20	27	0	0	0	0	0	47	
13	140	0	58	35	32	0	0	0	0	0	17	
18	160	0	87	31	27	0	0	0	0	0	23	
19	160	0	52	46	47	0	0	0	0	0	63	

Local TOD Schedule		
Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Free	Su S
0600	13	M T W Th F
0700	4	Su S
0715	9	M T W Th F
0800	2	Su S
0915	2	M T W Th F
1100	5	M T W Th F
1100	5	S
1230	7	S
1230	5	Su
1345	7	M T W Th F
1500	8	M T W Th F
1530	13	M T W Th F
1800	10	Su S
1930	1	M T W Th F
2300	Free	M T W Th F

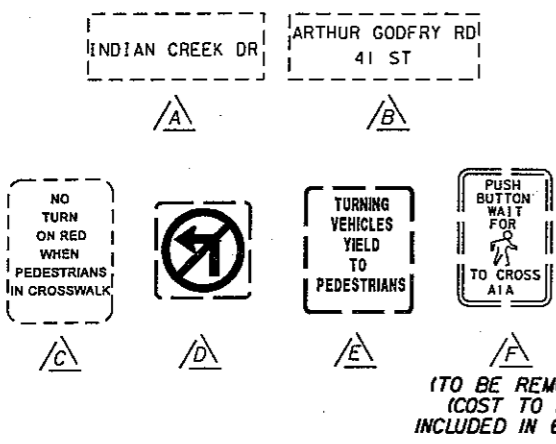
TOD Schedule Report for 2720: Art Godfre&Indian Cre

Current Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----1	SuM T W ThF S
0630	TOD OUTPUTS	-----	M T W ThF
2300	TOD OUTPUTS	-----1	M T W ThF

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----1	SuM T W ThF S
0630	TOD OUTPUTS	-----	M T W ThF
0700	TOD OUTPUTS	-----	Su S
2300	TOD OUTPUTS	-----1	M T W ThF

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

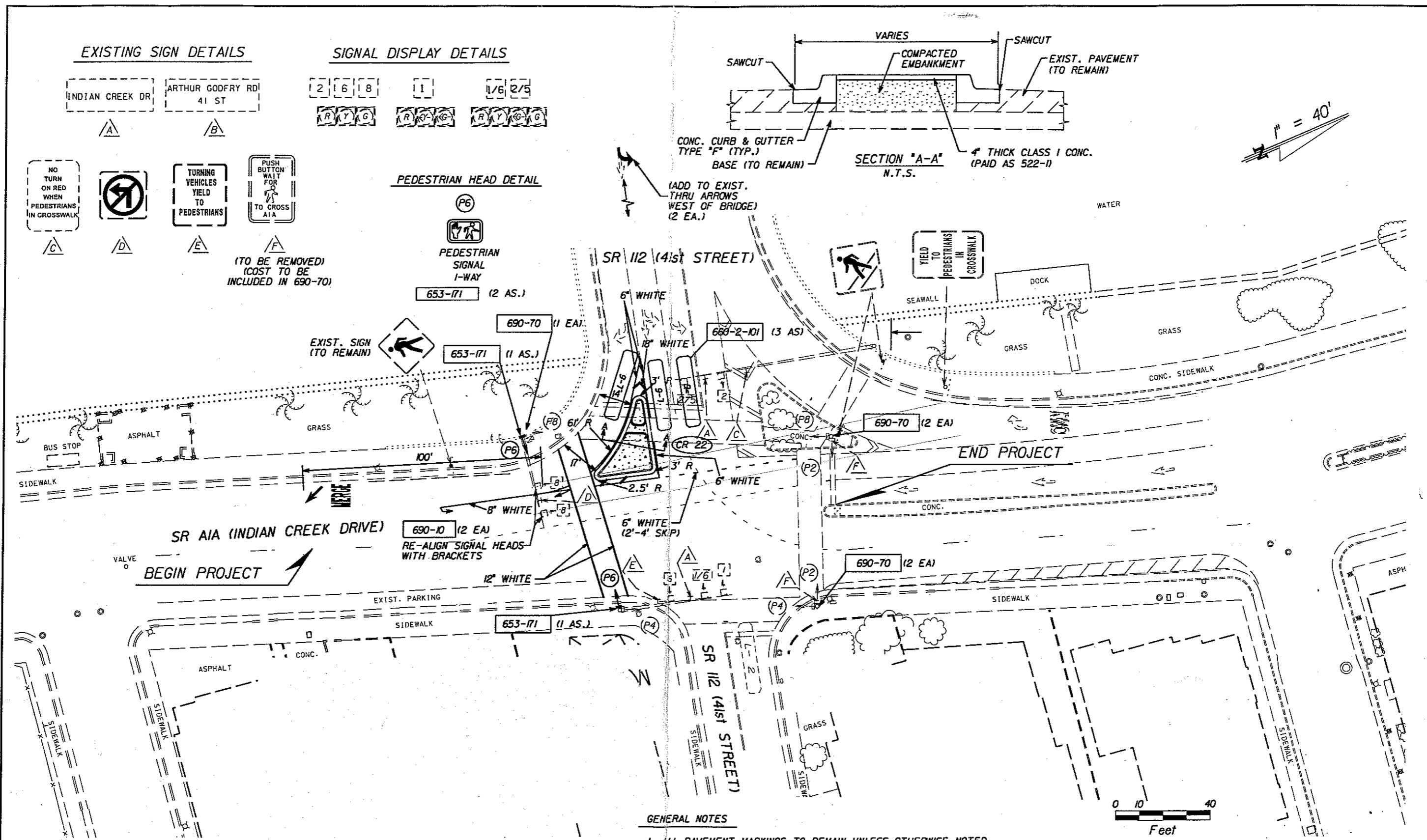
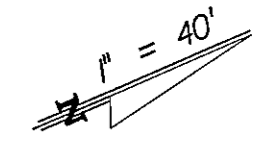
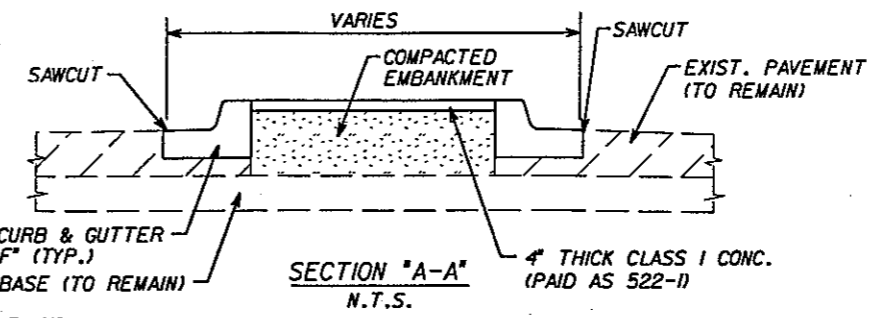
EXISTING SIGN DETAILS



SIGNAL DISPLAY DETAILS

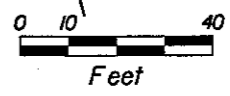


PEDESTRIAN HEAD DETAIL



GENERAL NOTES

1. ALL PAVEMENT MARKINGS TO REMAIN UNLESS OTHERWISE NOTED.



INTERSECTION ID# 2720
SR A1A (INDIAN CREEK DR.) & SR 112 (41st STREET)

PLAN

Handwritten signature and date: 12/10

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

pd&e Progressive Design & Engineering, Inc.
20283 SR 7, Suite 300
Boca Raton, FL 33498
Tel: 561-482-9393
Fax: 561-482-9394

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR A1A	DADE	250629-1-32-02

SHEET NO.
5

c:\p\10\1012\1012\1012\1012\1012.dgn



TOD Schedule Report for 2771: Art Godfre&Pine Tree

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 WBL	0	0	0	0	5	5	5	2	2	2	5	5	5	10	10	10	3	0		
2 EBT	7	7	7	28	28	28	7	7	7	1	1	1	30	30	30	0	47	47	4	0.8
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 NBT	7	7	7	22	22	22	7	7	7	2.5	2.5	2.5	12	12	12	47	47	47	4	0.6
5 EBL	0	0	0	0	0	0	5	5	5	2	2	2	5	5	5	20	20	20	3	0
6 WBT	7	7	7	28	28	28	7	7	7	1	1	1	30	30	30	0	47	47	4	0.8
7 NBL	0	0	0	0	0	0	5	5	5	2	2	2	6	6	6	10	10	10	3	0
8 SBT	7	7	7	22	22	22	7	7	7	2.5	2.5	2.5	12	12	12	47	47	47	4	0.6

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	12-45678
External Permit 0	-2-4-6-8
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 WB	2 EBT	3	4 NBT	5 EBL	6 WBT	7 NBL	8 SBT		
1		90	7	32	0	38	7	32	8	27	0	67
2		100	15	34	0	38	15	34	8	27	0	59
3		120	15	44	0	48	15	44	8	37	0	17
4		100	15	34	0	38	15	34	8	27	0	57
5		120	12	47	0	48	12	47	8	37	0	34
6		105	15	37	0	40	15	37	10	27	0	11
7		120	12	50	0	45	12	50	8	34	0	28
8		120	12	50	0	45	12	50	8	34	0	3
9		140	20	67	0	40	20	67	10	27	0	78
10		180	12	113	0	42	12	113	8	31	0	129
11		100	15	34	0	38	15	34	8	27	0	57
12		90	7	32	0	38	7	32	8	27	0	67
13		140	20	67	0	40	20	67	10	27	0	7
18		160	15	94	0	38	15	94	8	27	0	154
19		160	7	102	0	38	7	102	8	27	0	129

Local TOD Schedule		
Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Free	Su
0600	13	M T W Th F
0700	4	Su
0715	9	M T W Th F
0800	2	Su
0915	2	M T W Th F
1100	5	M T W Th F
1100	5	
1230	7	
1230	5	Su
1345	7	M T W Th F
1500	8	M T W Th F
1530	13	M T W Th F
1800	10	Su
1930	1	M T W Th F
2300	Free	M T W Th F

TOD Schedule Report for 2771: Art Godfre&Pine Tree

Current Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----	SuM T W ThF S

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
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

SIGNAL HEAD DETAILS

2 4 6 8

RYG

3-SECT., 1-WAY
5 AS
650-1-13T
TUNNEL VISOR
15 EA
659-10E

1 6 5 2 7 4

RYYG

5-SECT., 1-WAY
3 AS
650-1-15T
TUNNEL VISOR
15 EA
659-10E

4R

RYGYG

9-SECT., 1-WAY
1 AS
650-1-15T
TUNNEL VISOR
5 EA
659-10E

P2 P4 P6 P8



1-SECT., 1-WAY
8 AS
653-17T



9' X 12'
(4 REQ'D)
INCLUDED IN ITEM
NO. 665-11

STREET NAME SIGNS

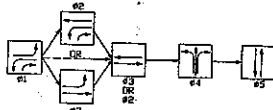
ARTHUR GODFREY RD
41 ST

24' X 60'
03-1S
(2 EA)
700-48-18

PINE TREE DR.

18' X 72'
03-1S
(2 EA)
700-48-18

SIGNAL OPERATION



(ARTHUR GODFREY RD.)
E DR.

5 SHOWN ABOVE.
SOR MODEL 170 TYPE, ITEM NUMBER 672-1-1, TO INCLUDE
WHEN NO CONFLICT EXISTS WITH THE ADA GUIDELINES,
STALLED WITH TELCO DOOR FACING THE ADJACENT ROADWAY,
112 (ARTHUR GODFREY RD.) YELLOW,
TREE DRIVE, RED.

THIS INTERSECTION IS 1940 WAITS.
JOINT PER MR. DAVID WILCOX PHONE 795-1472.
MR. TOM HODGSON PHONE 347-7872.

EXISTING FP&L SERVICE AND INSTALL NEW SERVICE CONNECTION
SERVICE AND CONNECTION TO REMAIN.
S OTHERWISE SHOWN, REMOVE EXISTING TRAFFIC SIGNAL SYSTEM PULL BOXES AND
ST SHALL BE INCLUDED IN THE PAY ITEM NO. 690-100.
EXISTING CABINET, CONCRETE BASE AND INSTALL NEW BASE AND CONTROLLER CABINET.

ON	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY

SUMMARY OF PAY MARKINGS

ITEM NO.	UNIT	TOTAL
706-1-12	EA	52
706-1-12	EA	62
711-3	EA	2
711-4	EA	11
711-5	Y LF	165
711-5	LF	260
711-7	SP	2117
711-33	LF	-
711-34	LF	-
711-35-6L	LF	1315
711-35-6R	LF	-
711-35-12L	LF	545
711-35-18L	LF	-
711-35-24L	LF	140
711-36-6L	LF	1035
711-36-18L	LF	15

ALL PAVEMENT MARKINGS, MESSAGES AND ARROWS SHALL BE THERMOPLASTIC. REFER TO STANDARDS INDEX 1736A, 1 OF 3 THRU 9 OF 9 AND 1735E, 1 OF 2 AND 2 OF 2.
ALL PAVEMENT MARKINGS SHALL BE WHITE, UNLESS OTHERWISE INDICATED.
CD - BI-DIRECTIONAL ARROW/NUMBER
CQ - NON-DIRECTIONAL COLORLESS

620-1-1	20 LF
630-1-13	25 LF
635-1-11	2 EA
647-11-58	1 EA
665-11	1 EA

ARTHUR GODFREY RD

CONTROLLER TIMING

TIMING INTERVAL	PHASE NUMBER						
	1	2	3	4	5	6	7
MINIMUM GREEN (INITIAL)	5	16	-	7	5	16	5
EXTENSION (PASSAGE)	2.0	1.0	-	2.5	2.0	1.0	2.0
MAXIMUM GREEN I	8	77	-	19	8	77	8
MAXIMUM GREEN II	-	-	-	-	-	-	-
YELLOW	3.0	4.0	-	4.0	3.0	4.0	3.0
ALL RED	-	1.0	-	1.0	-	1.0	-
PEDESTRIAN WALK	-	5	-	4	-	5	-
PEDESTRIAN CLEAR	-	20	-	15	-	20	-
RECALL	-	ON	-	ON	-	ON	-

SIGNAL TIMINGS ARE APPROXIMATE AND FINAL TIMINGS SHALL BE PROVIDED BY D.C.P.W., SIGNALS & SIGNS DIV.

DETECTOR ASSIGNMENT

UNIT NO.	LOOP	NO. OF LOOPS
1	L-1	2
2	L-4	2
3	L-4R	1
4	L-5	1
5	L-7	1
6	L-8	2

A

NO TURN ON RED 7AM-9PM

SUMMARY OF CONCRETE

ITEM	SWK ONLY	RAMP	ISLAND	TOTAL
110-4	141	SY	-	141
520-1	100	LF	-	100
521	-	40	SY	40
522-73	88.9	SY	-	88.9

ARTHUR GODFREY RD. & PINE TR

ID No. 2771
CAT. No. I-1D

Revisions 1
By: JHF
DATE: 5/17/05

DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY

NAME	DATE	NAME	DATE
D.B./H.R.	7/94	L.C.H.	7/94
D.B./H.R.	7/94	D.B./H.R.	7/94

FLORIDA DEPARTMENT OF TRANSPORTATION
APPROVED BY: FRANK R. ALEMAN
PREPARED BY: F.R.A.

APPENDIX E:

Growth Trend Analysis

Historical Growth Trend Analysis

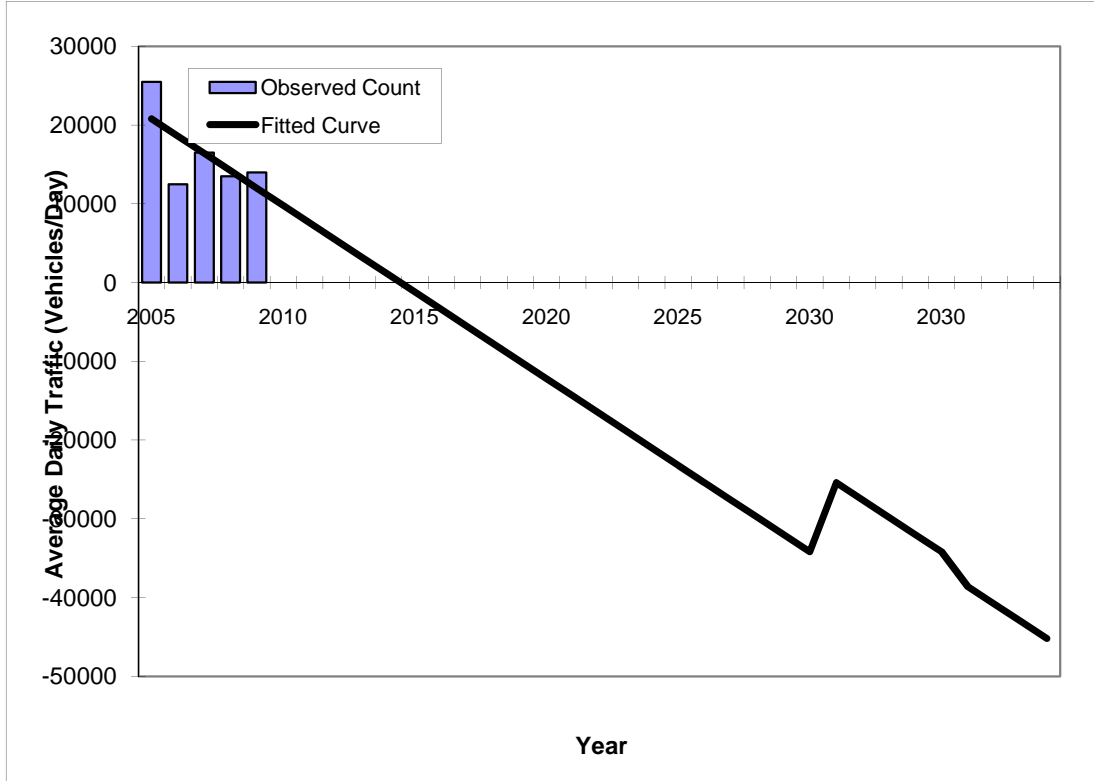
Growth Rate Calculations from 2015 and 2030 M-D MPO FSUTMS Model

Station Number	Location	Historic Growth	
		5-year	10-year
5388	SR 112 Arthur Godfrey Rd	3.23%	-0.91%
2646	Indian Creek Drive	-10.58%	
	Total	-3.68%	-0.91%

TRAFFIC TRENDS

Indian Creek Drive -- 200 feet south of 38th Street

County:	0
Station #:	2646
Highway:	Indian Creek Drive



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2005	25500	20800
2006	12500	18600
2007	16500	16400
2008	13500	14200
2009	14000	12000
2011 Opening Year Trend		
2011	N/A	7600
2020 Mid-Year Trend		
2020	N/A	-12200
2030 Design Year Trend		
2030	N/A	-34200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-2,200
Trend R-squared:	43.1%
Trend Annual Historic Growth Rate:	-10.58%
Trend Growth Rate (2009 to Design Year):	-18.33%
Printed:	7-Sep-10
Straight Line Growth Option	

*Axle-Adjusted

Florida Department of Transportation
 Transportation Statistics Office
 2009 Historical AADT Report

County: 87 - MIAMI-DADE

Site: 2646 - INDIAN CREEK DR. 200' SOUTH OF 38 STREET

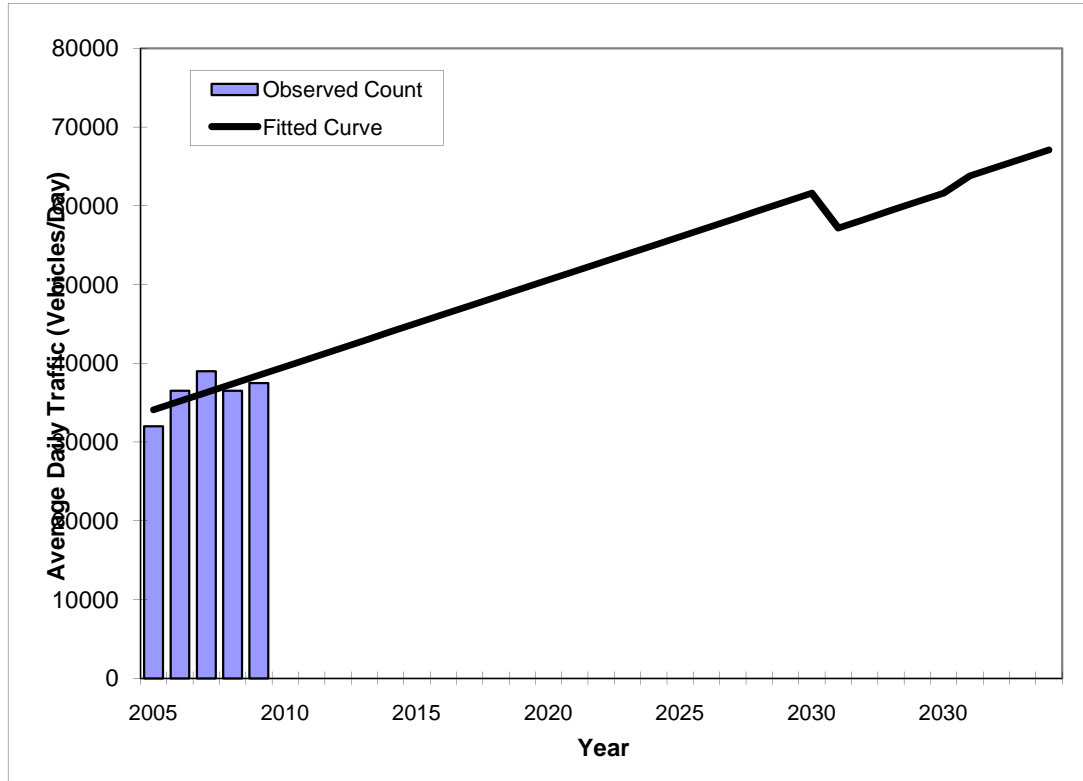
Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----
2009	14000 C	S 14000	0	8.99	99.99	8.40
2008	13500 C	S 13500	0	9.09	99.99	5.30
2007	16500 C	S 16500	0	8.01	99.99	4.90
2006	12500 C	S 12500	B 0	7.97	99.99	2.20
2005	25500 F	S		8.80	99.90	5.50
2004	25500 C	S 25500	0	9.00	99.90	8.20
2003	18500 C	S 18500	0	8.80	99.90	4.90

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown

TRAFFIC TRENDS

SR 112 Arthur Godfrey Rd -- 200 feet west of Indian Creek Dr

County:	0
Station #:	5388
Highway:	SR 112 Arthur Godfrey Rd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2005	32000	34100
2006	36500	35200
2007	39000	36300
2008	36500	37400
2009	37500	38500
2011 Opening Year Trend		
2011	N/A	40700
2020 Mid-Year Trend		
2020	N/A	50600
2030 Design Year Trend		
2030	N/A	61600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 1,100
 Trend R-squared: 44.3%
 Trend Annual Historic Growth Rate: 3.23%
 Trend Growth Rate (2009 to Design Year): 2.86%
 Printed: 7-Sep-10

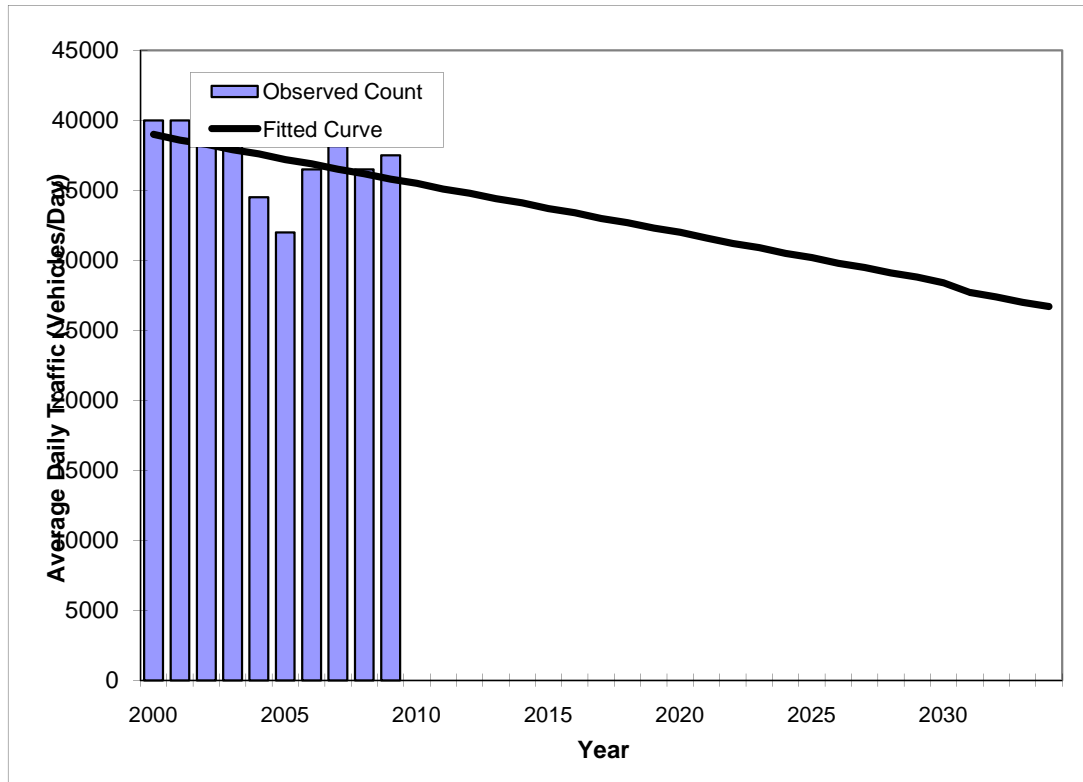
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

SR 112 Arthur Godfrey Rd -- 200 feet west of Indian Creek Dr

County:	0
Station #:	5388
Highway:	SR 112 Arthur Godfrey Rd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2000	40000	39000
2001	40000	38600
2002	39500	38300
2003	38500	37900
2004	34500	37600
2005	32000	37200
2006	36500	36900
2007	39000	36500
2008	36500	36200
2009	37500	35800
2011 Opening Year Trend		
2011	N/A	35100
2020 Mid-Year Trend		
2020	N/A	32000
2030 Design Year Trend		
2030	N/A	28400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-352
Trend R-squared:	16.7%
Trend Annual Historic Growth Rate:	-0.91%
Trend Growth Rate (2009 to Design Year):	-0.98%
Printed:	7-Sep-10
Straight Line Growth Option	

*Axle-Adjusted

Florida Department of Transportation
 Transportation Statistics Office
 2009 Historical AADT Report

County: 87 - MIAMI-DADE

Site: 5388 - SR 112/ARTHUR GODFREY RD, 200' W INDIAN CREEK DR

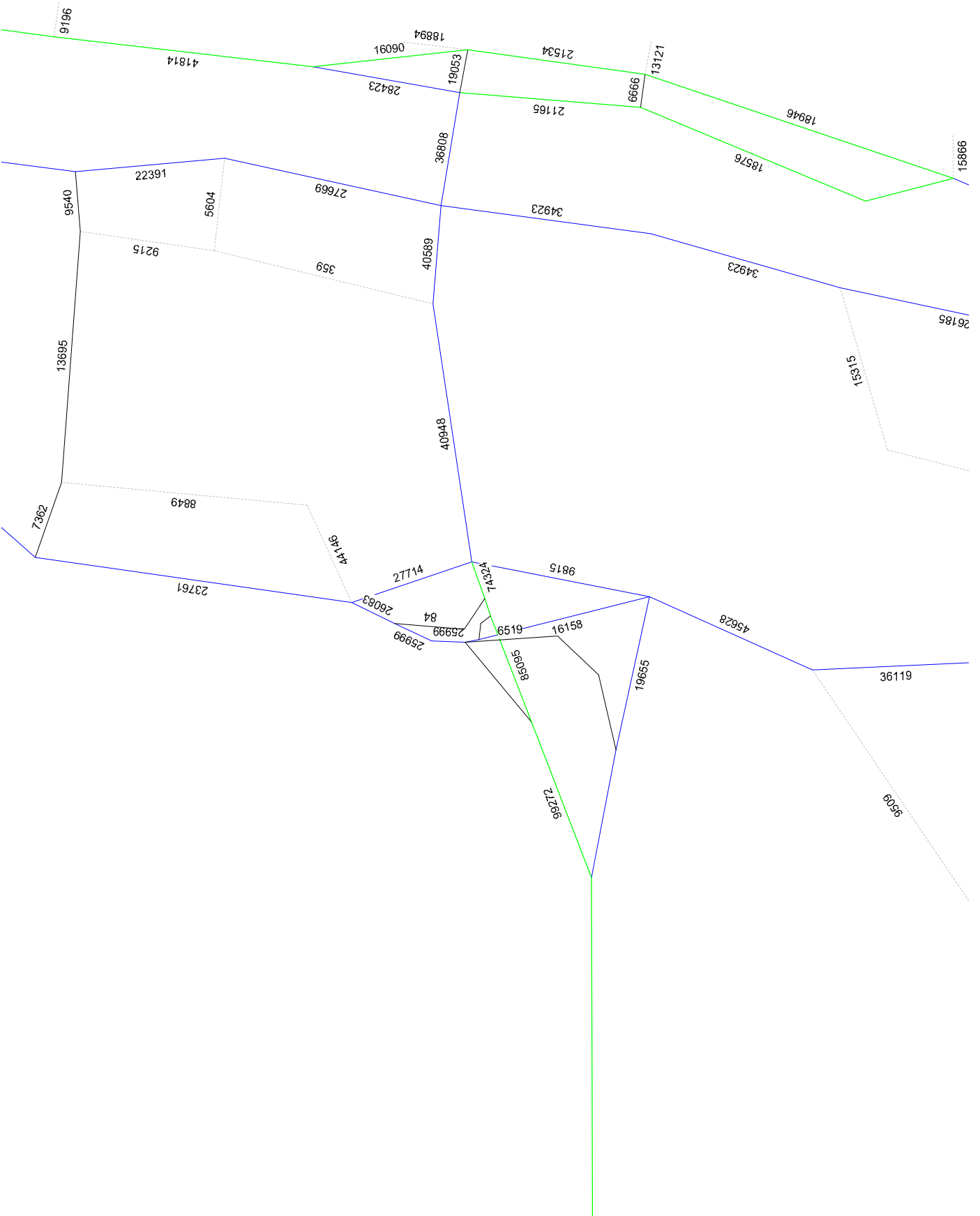
Year	AADT		Direction 1	Direction 2	K Factor	D Factor	T Factor
----	-----		-----	-----	-----	-----	-----
2009	37500 C	E	19000	W 18500	8.99	53.24	6.00
2008	36500 C	E	19000	W 17500	9.09	55.75	5.90
2007	39000 C	E	22000	W 17000	8.36	54.73	5.70
2006	36500 C	E	21000	W 15500	8.70	56.15	13.70
2005	32000 C	E	17000	W 15000	8.50	53.00	5.50
2004	34500 C	E	18000	W 16500	8.70	54.00	7.00
2003	38500 C	E	20500	W 18000	8.50	53.40	4.20
2002	39500 C	E	20000	W 19500	9.80	52.30	3.50
2001	40000 C	E	21000	W 19000	8.20	53.50	4.10
2000	40000 C	E	20500	W 19500	8.20	53.10	3.10
1999	41000 C	E	20500	W 20500	9.10	52.70	3.00
1998	39000 C	E	20500	W 18500	6.80	52.70	2.20
1997	31500 C	E	16000	W 15500	9.10	64.50	3.40
1996	35500 C	E	18000	W 17500	8.50	53.10	2.70
1995	32500 C	E	16500	W 16000	7.90	62.60	5.40
1994	33500 C	E	17000	W 16500	8.90	60.00	4.40

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown

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

Growth Rate Calculations from 2015 and 2030 M-D MPO FSUTMS Model

Location	Model Volumes			Growth Rate (%)
	2005	2030	Diff	
Collins Avenue	18,946	22,661	3,715	0.78%
	21,534	26,887	5,353	0.99%
	16,090	24,809	8,719	2.17%
Indian Creek Drive	18,576	21,981	3,405	0.73%
	21,165	26,207	5,042	0.95%
	28,423	33,081	4,658	0.66%
41st Street	19,053	24,950	5,897	1.24%
	36,808	43,855	7,047	0.77%
	40,589	48,465	7,876	0.78%
Pine Tree Drive	34,923	40,575	5,652	0.65%
	27,669	33,244	5,575	0.81%
Total	283,776	346,715	62,939	0.89%





Committed Development

VESTED PROJECTS



- Legend**
- Study Roadway
 - Study Intersection
 - Site
 - 000 Traffic Volume

- (XX) SOMO BEACH HOUSE
- XX GALBUT FAMILY JCC
- <XX> NAYA CONDOMINIUM

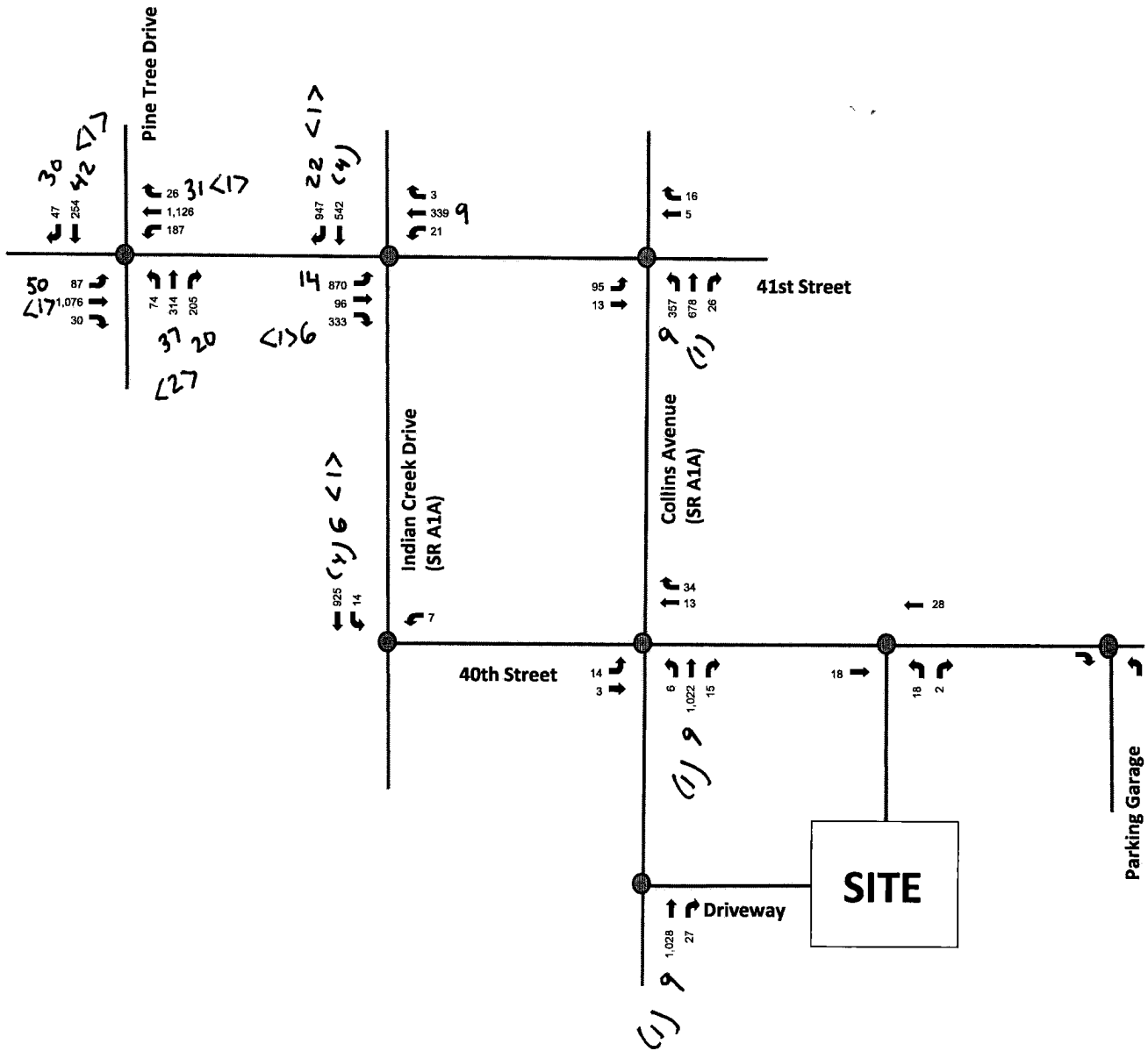
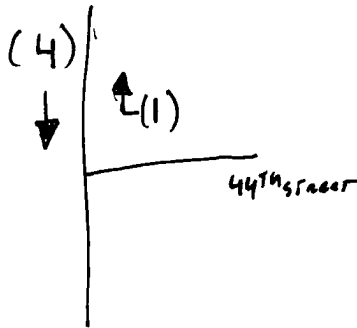


Figure 4
Existing Conditions
Friday Peak Hour
Cadillac Hotel
City of Miami Beach, Florida

Draft Report

Traffic Impact Analysis
Garbott Family Jewish Community Center
Process No. B0700341

Submitted To:

City of Miami Beach

**1700 Convention Center Drive
Miami Beach, Florida 33139
Phone: (305) 673-7080
Fax: (305) 673-7028**

Prepared by:

**FLORIDA TRANSPORTATION
ENGINEERING, INC.**

**7955 NW 12 Street, Suite 418
Miami, Florida 33126
Phone: (305) 463-8411
Fax: (305) 463-8744**

TABLE: A2

Soho Beach House PM EXISTING & PROPOSED PEAK HOUR TMC'S

INTERSECTION NO.	INTERSECTION NAME	APPROACH	MOVEMENT	PM PEAK HR COUNT	Date of Count	PHF	SF	PM PEAK SEASONALLY ADJUSTED (EXISTING)	NO BACKGROUND GROWTH USED SINCE GROWTH RATE ANALYSIS YIELDED NEGATIVE (-9.60%, -3.44%)	Net Traffic w/o Project Traffic	Site Traffic (VPH)	Total Traffic (PROPOSED)				
1	Indian Creek Drive/ Collins Avenue & 44 Street	SOUTHBOUND	SBR	0	Tuesday, April 06, 2010	0.906	0.98	0	0	0	0	0	0			
			SBT	1074			0.98	1053	0	1053	4	1057				
			SBL	0			0.98	0	0	0	0	0				
		TOTAL	1074				1053									
		WESTBOUND	WBR	671			0.98	658	0	658	1	659				
			WBT	0			0.98	0	0	0	0	0				
			WBL	116			0.98	114	0	114	0	114				
		TOTAL	787				771									
		NORTHBOUND	NBR	0			0.98	0	0	0	0	0				
			NBT	924			0.98	906	0	906	0	906				
			NBL	0			0.98	0	0	0	0	0				
		TOTAL	924				906									
EASTBOUND	EBR	0	0.98	0	0	0	0	0								
	EBT	0	0.98	0	0	0	0	0								
	EBL	0	0.98	0	0	0	0	0								
TOTAL	0		0													
TOTAL				2785				2729	0	2729	5	2734				

Notes:

- 1 Intersection Name
- 2 Intersection Approach
- 3 Intersection Approach Movement
- 4 TMC data provided by RGA, Inc.
- 5 Date of Count
- 6 Peak Hour Factor
- 7 Seasonal Factor obtained from FDOT
- 8 Seasonally Adjusted TMC = Count * SF (These are the volumes utilized in the existing condition Intersection LOS).
- 9 Since the FDOT Count Station 0011 shown negative growth, no background growth rate was applied to the existing counts. Please note two regression analyses were performed utilizing FDOT data for the last 5 and 10 years.
- 10 Net Traffic = Peak Seasonally Adjusted TMC + Background
- 11 Site traffic assignment.
- 12 Total Traffic = Net Traffic + Site Traffic (These are the volumes utilized in the proposed Intersection LOS analysis)

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

41st Street & Pine Tree Drive - P.M. Peak Hour

Description	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Turning Movement Counts	78	289	168	-	251	31	60	1029	52	181	1018	39
Seasonal Adjustment Factor	1.02											
Seasonal Adjusted Traffic	80	295	171	-	256	32	61	1050	53	185	1038	40
Trips generated before Development	0	12	6	-	13	10	16	0	0	0	0	10
Traffic Growth Rate	2.72%											
2011	82	315	182	-	276	43	79	1079	54	190	1066	51
NAYA Condominium	0	2	0	-	1	0	0	1	0	0	0	1
Galbut Family Jewish Community Center	0	37	20	-	42	30	50	0	0	0	0	31

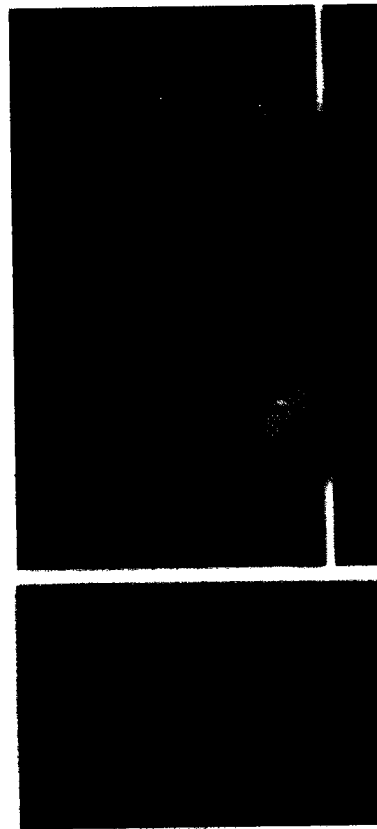
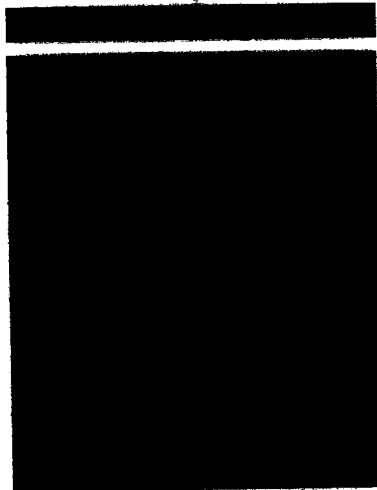
FUTURE TURNING MOVEMENT VOLUME ANALYSIS

41st Street & Indian Creek Drive - P.M. Peak Hour

Description	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Turning Movement Counts	-	-	-	1	632	966	961	78	258	6	398	7
Seasonal Adjustment Factor	1.02											
Seasonal Adjusted Traffic	-	-	-	1	644	985	980	80	263	6	406	7
Trips generated before Development	-	-	-	0	0	7	4	0	2	0	3	0
Future Traffic Volume	2.72%											
Traffic Growth Rate	2.72%											
2011	-	-	-	1	662	1019	1010	82	272	6	420	7
NAYA Condominium	-	-	-	0	0	1	1	0	0	0	0	0
Galbut Family Jewish Community Center	-	-	-	0	0	22	14	0	6	0	9	0

NAYA Condominium

Supplemental
traffic study



prepared for:
CABI DEVELOPERS

Traf Tech
ENGINEERING, INC.

February 2007

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Arthur Godfrey Road and Pine Tree Drive
PM Peak Hour Analysis**

Description	Pine Tree Drive Northbound			Pine Tree Drive Southbound			Arthur Godfrey Road Eastbound			Arthur Godfrey Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2006 Existing Traffic	77	234	380	5	380	37	83	1,622	42	41	899	59
Season Adjustment Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
2006 Peak Season Traffic	85	260	422	6	422	41	92	1,800	47	46	998	65
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2008 Growth Traffic	87	265	430	6	430	42	94	1,837	48	46	1,018	67
2008 Background Traffic	87	265	430	6	430	42	94	1,837	48	46	1,018	67
Project Traffic	0	2	0	0	1	0	0	1	0	0	0	1
2008 Total Traffic	87	267	430	6	431	42	94	1,838	48	46	1,018	68

**APPENDIX F:
Traffic Volume Development
Worksheets**

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Collins Avenue (SR A1A) and 40th Street
COUNT DATE: September 10, 2010
TIME PERIOD: Friday Peak Hour
PEAK HOUR FACTOR: 0.927

"EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Raw Turning Movements			13	3				12	32		6	973	14						
Peak Season Correction Factor		1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050		
EXISTING CONDITIONS			14	3				13	34		6	1,022	15						
"BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Soho Beach House												1							
Galbut Family Jewish Community Center												9							
NAYA Condominium/Cabi																			
TOTAL "VESTED" TRAFFIC			0	0				0	0		0	10	0						
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%		
BACKGROUND TRAFFIC GROWTH			0	0				0	1		0	21	0						
NON-PROJECT TRAFFIC			14	3				13	35		6	1,053	15						
"PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Valet Distribution	Entering																		
	Exiting									100.0%									
Net New Distribution	Entering																		
	Exiting									32.0%	68.0%								
"PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Valet Trips									18									
	Net New									6	12								
TOTAL PROJECT TRAFFIC			0	0				24	12			0	0	0					
TOTAL TRAFFIC			14	3				37	47		6	1,053	15						

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Collins Avenue (SR A1A) and 41st Street
COUNT DATE: September 10, 2010
TIME PERIOD: Friday Peak Hour
PEAK HOUR FACTOR: 0.963

"EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			90	12				5	15		340	646	25				
Peak Season Correction Factor		1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS			95	13				5	16		357	678	26				
"BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Soho Beach House												1					
Galbut Family Jewish Community Center											9						
NAYA Condominium/Cabi																	
TOTAL "VESTED" TRAFFIC			0	0				0	0		9	1	0				
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH			2	0				0	0		7	14	1				
NON-PROJECT TRAFFIC			97	13				5	16		373	693	27				
"PROJECT DISTRIBUTION"		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										45.0%	23.0%					
"PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Valet Trips																
	Net New										8	4					
TOTAL PROJECT TRAFFIC			0	0				0	0		8	4	0				
TOTAL TRAFFIC			97	13				5	16		381	697	27				

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Indian Creek Drive (SR A1A) and 40th Street
COUNT DATE: September 10, 2010
TIME PERIOD: Friday Peak Hour
PEAK HOUR FACTOR: 0.959

"EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements							7								13	881	
Peak Season Correction Factor		1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS							7								14	925	
"BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Soho Beach House																4	
Galbut Family Jewish Community Center																6	
NAYA Condominium/Cabi																1	
TOTAL "VESTED" TRAFFIC							0								0	11	
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH							0								0	19	
NON-PROJECT TRAFFIC							7								14	955	
"PROJECT DISTRIBUTION"		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															63.0%	
Distribution	Exiting						32.0%										
"PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Valet Trips						18										
Trips	Net New						6									17	
TOTAL PROJECT TRAFFIC							24								0	17	
TOTAL TRAFFIC							31								14	972	

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Indian Creek Drive (SR A1A) and 41st Street
COUNT DATE: September 10, 2010
TIME PERIOD: Friday Peak Hour
PEAK HOUR FACTOR: 0.968

"EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			829	91	317		20	323	3							516	902
Peak Season Correction Factor		1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS			870	96	333		21	339	3							542	947
"BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Soho Beach House																4	
Galbut Family Jewish Community Center			14		6			9									22
NAYA Condominium/Cabi					1												1
TOTAL "VESTED" TRAFFIC			14	0	7		0	9	0							4	23
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH			17	2	7		0	7	0							11	19
NON-PROJECT TRAFFIC			901	98	347		21	355	3							557	989
"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering				44.0%											19.0%	
	Exiting							45.0%									
"PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Valet Trips																
	Net New				12			8								5	
TOTAL PROJECT TRAFFIC			0	0	12		0	8	0							5	0
TOTAL TRAFFIC			901	98	359		21	363	3							562	989

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: 41st Street and Pine Tree Drive
COUNT DATE: September 10, 2010
TIME PERIOD: Friday Peak Hour
PEAK HOUR FACTOR: 0.941

"EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Raw Turning Movements			83	1,025	29		178	1,072	25		70	299	195			242	45		
Peak Season Correction Factor		1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050		
EXISTING CONDITIONS			87	1,076	30		187	1,126	26		74	314	205			254	47		
"BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Soho Beach House																			
Galbut Family Jewish Community Center			50						31			37	20			42	30		
NAYA Condominium/Cabi				1					1			2				1			
TOTAL "VESTED" TRAFFIC			50	1	0		0	0	32		0	39	20			43	30		
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%		
BACKGROUND TRAFFIC GROWTH			2	22	1		4	23	1		1	6	4			5	1		
NON-PROJECT TRAFFIC			139	1,099	31		191	1,149	59		75	359	229			302	78		
"PROJECT DISTRIBUTION"		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			37.0%										7.0%					
	Exiting							6.0%	38.0%	1.0%									
"PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Valet Trips																		
	Net New			10				1	7	0				2					
TOTAL PROJECT TRAFFIC				0	10	0		1	7	0			0	0	2			0	0
TOTAL TRAFFIC			139	1,109	31		192	1,156	59		75	359	231			302	78		

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Collins Avenue (SR A1A) and Cadillac Hotel Driveway
COUNT DATE: September 10, 2010
TIME PERIOD: Friday Peak Hour
PEAK HOUR FACTOR: 0.667

"EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT ⁽¹⁾	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements												979	26				
Peak Season Correction Factor		1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS												1,028	27				
"BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Soho Beach House												1					
Galbut Family Jewish Community Center												9					
NAYA Condominium/Cabi																	
TOTAL "VESTED" TRAFFIC												10	0				
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH												21	1				
NON-PROJECT TRAFFIC												1,059	28				
"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Valet	Entering																
Distribution	Exiting												100.0%				
Net New	Entering												100.0%				
Distribution	Exiting																
"PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Project	Valet Trips												18				
Trips	Net New												27				
TOTAL PROJECT TRAFFIC												0	45				
TOTAL TRAFFIC												1,059	73				

Note:
 (1) Based on northbound approach volume at 40th Street and Collins Avenue (SR A1A).

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: 40th Street and Cadillac Hotel Driveway
COUNT DATE: September 10, 2010
TIME PERIOD: Friday Peak Hour
PEAK HOUR FACTOR: 0.95

"EXISTING TRAFFIC"		EBU	EBL	EBT ⁽¹⁾	EBR	WBU	WBL	WBT ⁽¹⁾	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				17				27			17		2				
Peak Season Correction Factor		1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS				18				28			18		2				
"BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Soho Beach House																	
Galbut Family Jewish Community Center																	
NAYA Condominium/Cabi																	
TOTAL "VESTED" TRAFFIC				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		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH				0				1			0		0				
NON-PROJECT TRAFFIC				18				29			18		2				
"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Valet	Entering												100.0%				
Distribution	Exiting																
Net New	Entering																
Distribution	Exiting											100.0%					
"PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Project	Valet Trips												27				
Trips	Net New										18						
TOTAL PROJECT TRAFFIC				0				0			18		27				
TOTAL TRAFFIC				18				29			36		29				

Note:
 (1) Based on approach volumes from 40th Street/Collins Avenue.

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: 40th Street and Parking Garage
COUNT DATE: September 10, 2010
TIME PERIOD: Friday Peak Hour
PEAK HOUR FACTOR: 0.92


















"EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements																	
Peak Season Correction Factor		1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS																	
"BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Soho Beach House																	
Galbut Family Jewish Community Center																	
NAYA Condominium/Cabi																	
TOTAL "VESTED" TRAFFIC																	
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH																	
NON-PROJECT TRAFFIC																	
"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Valet Distribution	Entering				100.0%												
	Exiting										100.0%						
Net New Distribution	Entering																
	Exiting																
"PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Project Trips	Valet Trips				27						18						
	Net New																
TOTAL PROJECT TRAFFIC					27						18						
TOTAL TRAFFIC					27						18						

APPENDIX G:
Intersection Capacity Analyses

Existing Conditions










HCM Unsignalized Intersection Capacity Analysis
 1: 40th Street & Collins Avenue (SR A1A)

Existing Conditions
 Friday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	14	3	0	0	13	34	6	1022	15	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	15	3	0	0	14	37	6	1099	16	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)											247	
pX, platoon unblocked												
vC, conflicting volume	423	1128	0	1122	1120	374	0			1115		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	423	1128	0	1122	1120	374	0			1115		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	98	100	100	93	94	100			100		
cM capacity (veh/h)	458	202	1084	158	204	623	1622			622		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3							
Volume Total	18	51	281	549	291							
Volume Left	15	0	6	0	0							
Volume Right	0	37	0	0	16							
cSH	374	398	1622	1700	1700							
Volume to Capacity	0.05	0.13	0.00	0.32	0.17							
Queue Length 95th (ft)	4	11	0	0	0							
Control Delay (s)	15.1	15.4	0.2	0.0	0.0							
Lane LOS	C	C	A									
Approach Delay (s)	15.1	15.4	0.0									
Approach LOS	C	C										
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			34.5%		ICU Level of Service				A			
Analysis Period (min)			15									

Phasings
2: 41st Street & Collins Avenue (SR A1A)




Existing Conditions
Friday Peak Hour

				
Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				  
Volume (vph)	95	13	5	678
Turn Type	Perm			
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phases	4	4	8	2
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	26.0	26.0	26.0	22.0
Total Split (s)	27.0	27.0	27.0	113.0
Total Split (%)	19.3%	19.3%	19.3%	80.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max

Intersection Summary


















Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 124 (89%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 2: 41st Street & Collins Avenue (SR A1A)

 113 s	 27 s
	 27 s









HCM Signalized Intersection Capacity Analysis
 2: 41st Street & Collins Avenue (SR A1A)

Existing Conditions
 Friday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.90			1.00				
Flt Protected		0.96			1.00			0.98				
Satd. Flow (prot)		1785			1668			4983				
Flt Permitted		0.74			1.00			0.98				
Satd. Flow (perm)		1372			1668			4983				
Volume (vph)	95	13	0	0	5	16	357	678	26	0	0	0
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)	99	14	0	0	5	17	372	706	27	0	0	0
RTOR Reduction (vph)	0	0	0	0	15	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	113	0	0	7	0	0	1104	0	0	0	0
Turn Type	Perm			Perm								
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		14.9			14.9			117.1				
Effective Green, g (s)		14.9			14.9			117.1				
Actuated g/C Ratio		0.11			0.11			0.84				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		1.0			1.0			1.0				
Lane Grp Cap (vph)		146			178			4168				
v/s Ratio Prot					0.00							
v/s Ratio Perm		c0.08						0.22				
v/c Ratio		0.77			0.04			0.26				
Uniform Delay, d1		60.9			56.1			2.4				
Progression Factor		0.96			1.00			1.00				
Incremental Delay, d2		17.3			0.0			0.2				
Delay (s)		75.9			56.2			2.6				
Level of Service		E			E			A				
Approach Delay (s)		75.9			56.2			2.6			0.0	
Approach LOS		E			E			A			A	
Intersection Summary												
HCM Average Control Delay			10.2				HCM Level of Service		B			
HCM Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			140.0				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			40.2%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												













HCM Unsignalized Intersection Capacity Analysis
 3: 40th Street & Indian Creek Drive (SR A1A)

Existing Conditions
 Friday Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	7	0	0	0	14	925
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	7	0	0	0	15	964
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						270
pX, platoon unblocked	0.88					
vC, conflicting volume	350	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			99	
cM capacity (veh/h)	891	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2	SB 3		
Volume Total	7	207	385	385		
Volume Left	7	15	0	0		
Volume Right	0	0	0	0		
cSH	891	1622	1700	1700		
Volume to Capacity	0.01	0.01	0.23	0.23		
Queue Length 95th (ft)	1	1	0	0		
Control Delay (s)	9.1	0.6	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	9.1	0.1				
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			28.2%		ICU Level of Service	A
Analysis Period (min)			15			

Phasings
4: 41st Street & Indian Creek Drive (SR A1A)

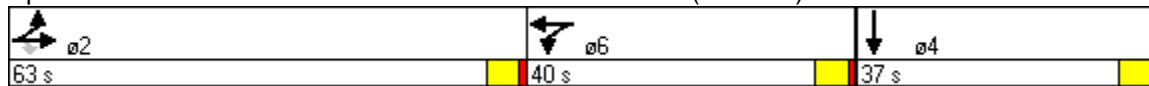
Existing Conditions
Friday Peak Hour

						
Lane Group	EBL	EBT	EBR	WBT	SBT	SBR
Lane Configurations						
Volume (vph)	870	96	333	339	542	947
Turn Type	Split		Perm			Free
Protected Phases	2	2		6	4	
Permitted Phases			2			Free
Detector Phases	2	2	2	6	4	
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	29.0	29.0	29.0	32.0	27.0	
Total Split (s)	63.0	63.0	63.0	40.0	37.0	0.0
Total Split (%)	45.0%	45.0%	45.0%	28.6%	26.4%	0.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	Max	None	

Intersection Summary



















Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 17 (12%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 4: 41st Street & Indian Creek Drive (SR A1A)



















HCM Signalized Intersection Capacity Analysis
4: 41st Street & Indian Creek Drive (SR A1A)

Existing Conditions
Friday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0						4.0	4.0
Lane Util. Factor	0.95	0.95	1.00		1.00						0.95	1.00
Frt	1.00	1.00	0.85		1.00						1.00	0.85
Flt Protected	0.95	0.96	1.00		1.00						1.00	1.00
Satd. Flow (prot)	1681	1701	1583		1855						3539	1583
Flt Permitted	0.95	0.96	1.00		1.00						1.00	1.00
Satd. Flow (perm)	1681	1701	1583		1855						3539	1583
Volume (vph)	870	96	333	21	339	3	0	0	0	0	542	947
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)	897	99	343	22	349	3	0	0	0	0	559	976
RTOR Reduction (vph)	0	0	176	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	485	511	167	0	374	0	0	0	0	0	559	976
Turn Type	Split		Perm	Split								Free
Protected Phases	2	2		6	6						4	
Permitted Phases			2									Free
Actuated Green, G (s)	63.9	63.9	63.9		35.0						26.1	140.0
Effective Green, g (s)	64.9	64.9	64.9		36.0						27.1	140.0
Actuated g/C Ratio	0.46	0.46	0.46		0.26						0.19	1.00
Clearance Time (s)	5.0	5.0	5.0		5.0						5.0	
Vehicle Extension (s)	1.0	1.0	1.0		1.0						2.5	
Lane Grp Cap (vph)	779	789	734		477						685	1583
v/s Ratio Prot	0.29	0.30			c0.20						c0.16	
v/s Ratio Perm			0.11									c0.62
v/c Ratio	0.62	0.65	0.23		0.78						0.82	0.62
Uniform Delay, d1	28.3	28.8	22.5		48.4						54.1	0.0
Progression Factor	0.14	0.14	0.00		1.24						1.00	1.00
Incremental Delay, d2	1.7	1.9	0.3		11.9						7.3	1.8
Delay (s)	5.6	6.0	0.3		72.1						61.3	1.8
Level of Service	A	A	A		E						E	A
Approach Delay (s)		4.4			72.1			0.0			23.5	
Approach LOS		A			E			A			C	
Intersection Summary												
HCM Average Control Delay			21.2			HCM Level of Service					C	
HCM Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			70.8%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

Phasings
5: 41st Street & Pine Tree Drive








Existing Conditions
Friday Peak Hour

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations								
Volume (vph)	87	1076	187	1126	74	314	205	254
Turn Type	pm+pt		pm+pt		pm+pt		Perm	
Protected Phases	5	2	1	6	3	8		4
Permitted Phases	2		6		8		8	
Detector Phases	5	2	1	6	3	8	8	4
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	8.0	40.0	8.0	40.0	10.0	34.0	34.0	34.0
Total Split (s)	29.0	44.0	26.0	41.0	29.0	70.0	70.0	41.0
Total Split (%)	20.7%	31.4%	18.6%	29.3%	20.7%	50.0%	50.0%	29.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead			Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	Max

Intersection Summary





















Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 7 (5%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 5: 41st Street & Pine Tree Drive

 ø1	 ø2	 ø3	 ø4
26 s	44 s	29 s	41 s
 ø5	 ø6	 ø8	
29 s	41 s	70 s	







HCM Signalized Intersection Capacity Analysis
5: 41st Street & Pine Tree Drive

Existing Conditions
Friday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00		0.95	
Frt	1.00	1.00		1.00	1.00		1.00	1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	3525		1770	3527		1770	3539	1583		3456	
Flt Permitted	0.09	1.00		0.08	1.00		0.48	1.00	1.00		1.00	
Satd. Flow (perm)	161	3525		148	3527		890	3539	1583		3456	
Volume (vph)	87	1076	30	187	1126	26	74	314	205	0	254	47
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	93	1145	32	199	1198	28	79	334	218	0	270	50
RTOR Reduction (vph)	0	1	0	0	1	0	0	0	114	0	9	0
Lane Group Flow (vph)	93	1176	0	199	1225	0	79	334	104	0	311	0
Turn Type	pm+pt			pm+pt			pm+pt			Perm		
Protected Phases	5	2		1	6		3	8	8		4	
Permitted Phases	2			6			8		8			
Actuated Green, G (s)	54.1	45.4		64.4	52.7		65.6	65.6	65.6		55.3	
Effective Green, g (s)	54.1	46.4		65.4	53.7		66.6	66.6	66.6		56.3	
Actuated g/C Ratio	0.39	0.33		0.47	0.38		0.48	0.48	0.48		0.40	
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0	5.0		5.0	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.5	2.0	2.0		2.5	
Lane Grp Cap (vph)	151	1168		243	1353		463	1684	753		1390	
v/s Ratio Prot	0.03	c0.33		c0.09	0.35		0.01	c0.09			c0.09	
v/s Ratio Perm	0.21			0.30			0.07		0.07			
v/c Ratio	0.62	1.01		0.82	0.91		0.17	0.20	0.14		0.22	
Uniform Delay, d1	33.3	46.8		39.1	40.7		20.4	21.2	20.6		27.5	
Progression Factor	1.00	1.00		0.76	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	5.2	27.9		14.7	8.4		0.1	0.3	0.4		0.4	
Delay (s)	38.5	74.7		44.4	49.2		20.6	21.5	21.0		27.9	
Level of Service	D	E		D	D		C	C	C		C	
Approach Delay (s)		72.1			48.5			21.2			27.9	
Approach LOS		E			D			C			C	
Intersection Summary												
HCM Average Control Delay			50.2			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)				16.0		
Intersection Capacity Utilization			68.7%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 6: Cadillac Hotel Driveway & Collins Avenue (SR A1A)

Existing Conditions
 Friday Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	0	1028	27	0	0
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	1534	40	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						362
pX, platoon unblocked						
vC, conflicting volume	1554	532			1575	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1554	532			1575	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	104	492			414	
Direction, Lane #	NB 1	NB 2	NB 3			
Volume Total	614	614	347			
Volume Left	0	0	0			
Volume Right	0	0	40			
cSH	1700	1700	1700			
Volume to Capacity	0.36	0.36	0.20			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			23.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 7: 40th Street & Cadillac Hotel Driveway


















Existing Conditions
 Friday Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↘	↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	18	0	0	28	17	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	19	0	0	29	18	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			19		48	19
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			19		48	19
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	100
cM capacity (veh/h)			1598		961	1059
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	19	29	20			
Volume Left	0	0	18			
Volume Right	0	0	2			
cSH	1700	1598	971			
Volume to Capacity	0.01	0.00	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.0	8.8			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.8			
Approach LOS			A			
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			13.3%		ICU Level of Service	A
Analysis Period (min)			15			

Future Background Conditions










HCM Unsignalized Intersection Capacity Analysis
 1: 40th Street & Collins Avenue (SR A1A)

Background Conditions
 Friday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	14	3	0	0	13	35	6	1035	15	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	15	3	0	0	14	38	6	1113	16	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)											247	
pX, platoon unblocked												
vC, conflicting volume	428	1142	0	1135	1134	379	0			1129		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	428	1142	0	1135	1134	379	0			1129		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	98	100	100	93	94	100			100		
cM capacity (veh/h)	452	198	1084	155	200	619	1622			614		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3							
Volume Total	18	52	285	556	294							
Volume Left	15	0	6	0	0							
Volume Right	0	38	0	0	16							
cSH	369	395	1622	1700	1700							
Volume to Capacity	0.05	0.13	0.00	0.33	0.17							
Queue Length 95th (ft)	4	11	0	0	0							
Control Delay (s)	15.3	15.5	0.2	0.0	0.0							
Lane LOS	C	C	A									
Approach Delay (s)	15.3	15.5	0.0									
Approach LOS	C	C										
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			34.7%		ICU Level of Service				A			
Analysis Period (min)			15									

Phasings
2: 41st Street & Collins Avenue (SR A1A)





Background Conditions
Friday Peak Hour

				
Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				  
Volume (vph)	97	13	5	693
Turn Type	Perm			
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phases	4	4	8	2
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	26.0	26.0	26.0	22.0
Total Split (s)	27.0	27.0	27.0	113.0
Total Split (%)	19.3%	19.3%	19.3%	80.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max

Intersection Summary


















Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 124 (89%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 2: 41st Street & Collins Avenue (SR A1A)

  ø2	 ø4
113 s	27 s
	 ø8
	27 s











HCM Signalized Intersection Capacity Analysis
 2: 41st Street & Collins Avenue (SR A1A)

Background Conditions
 Friday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.90			1.00				
Flt Protected		0.96			1.00			0.98				
Satd. Flow (prot)		1784			1668			4981				
Flt Permitted		0.74			1.00			0.98				
Satd. Flow (perm)		1371			1668			4981				
Volume (vph)	97	13	0	0	5	16	373	693	27	0	0	0
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)	101	14	0	0	5	17	389	722	28	0	0	0
RTOR Reduction (vph)	0	0	0	0	15	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	115	0	0	7	0	0	1138	0	0	0	0
Turn Type	Perm					Perm						
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		15.1			15.1			116.9				
Effective Green, g (s)		15.1			15.1			116.9				
Actuated g/C Ratio		0.11			0.11			0.84				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		1.0			1.0			1.0				
Lane Grp Cap (vph)		148			180			4159				
v/s Ratio Prot					0.00							
v/s Ratio Perm		c0.08						0.23				
v/c Ratio		0.78			0.04			0.27				
Uniform Delay, d1		60.8			55.9			2.5				
Progression Factor		0.96			1.00			1.00				
Incremental Delay, d2		17.0			0.0			0.2				
Delay (s)		75.3			56.0			2.6				
Level of Service		E			E			A				
Approach Delay (s)		75.3			56.0			2.6			0.0	
Approach LOS		E			E			A			A	
Intersection Summary												
HCM Average Control Delay			10.1				HCM Level of Service		B			
HCM Volume to Capacity ratio			0.33									
Actuated Cycle Length (s)			140.0				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			41.0%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												













HCM Unsignalized Intersection Capacity Analysis
 3: 40th Street & Indian Creek Drive (SR A1A)

Background Conditions
 Friday Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						  
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	7	0	0	0	14	955
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	7	0	0	0	15	995
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						270
pX, platoon unblocked	0.87					
vC, conflicting volume	361	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			99	
cM capacity (veh/h)	886	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2	SB 3		
Volume Total	7	214	398	398		
Volume Left	7	15	0	0		
Volume Right	0	0	0	0		
cSH	886	1622	1700	1700		
Volume to Capacity	0.01	0.01	0.23	0.23		
Queue Length 95th (ft)	1	1	0	0		
Control Delay (s)	9.1	0.6	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	9.1	0.1				
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			28.7%		ICU Level of Service	A
Analysis Period (min)			15			

Phasings
4: 41st Street & Indian Creek Drive (SR A1A)

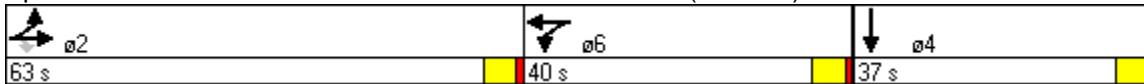
Background Conditions
Friday Peak Hour

						
Lane Group	EBL	EBT	EBR	WBT	SBT	SBR
Lane Configurations						
Volume (vph)	901	98	347	355	557	989
Turn Type	Split		Perm			Free
Protected Phases	2	2		6	4	
Permitted Phases			2			Free
Detector Phases	2	2	2	6	4	
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	29.0	29.0	29.0	32.0	27.0	
Total Split (s)	63.0	63.0	63.0	40.0	37.0	0.0
Total Split (%)	45.0%	45.0%	45.0%	28.6%	26.4%	0.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	Max	None	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 17 (12%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 4: 41st Street & Indian Creek Drive (SR A1A)



HCM Signalized Intersection Capacity Analysis
4: 41st Street & Indian Creek Drive (SR A1A)

Background Conditions
Friday Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0						4.0	4.0
Lane Util. Factor	0.95	0.95	1.00		1.00						0.95	1.00
Frt	1.00	1.00	0.85		1.00						1.00	0.85
Flt Protected	0.95	0.96	1.00		1.00						1.00	1.00
Satd. Flow (prot)	1681	1701	1583		1856						3539	1583
Flt Permitted	0.95	0.96	1.00		1.00						1.00	1.00
Satd. Flow (perm)	1681	1701	1583		1856						3539	1583
Volume (vph)	901	98	347	21	355	3	0	0	0	0	557	989
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)	929	101	358	22	366	3	0	0	0	0	574	1020
RTOR Reduction (vph)	0	0	179	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	502	528	179	0	391	0	0	0	0	0	574	1020
Turn Type	Split		Perm	Split								Free
Protected Phases	2	2		6	6						4	
Permitted Phases			2									Free
Actuated Green, G (s)	63.4	63.4	63.4		35.0						26.6	140.0
Effective Green, g (s)	64.4	64.4	64.4		36.0						27.6	140.0
Actuated g/C Ratio	0.46	0.46	0.46		0.26						0.20	1.00
Clearance Time (s)	5.0	5.0	5.0		5.0						5.0	
Vehicle Extension (s)	1.0	1.0	1.0		1.0						2.5	
Lane Grp Cap (vph)	773	782	728		477						698	1583
v/s Ratio Prot	0.30	0.31			c0.21						c0.16	
v/s Ratio Perm			0.11									c0.64
v/c Ratio	0.65	0.68	0.25		0.82						0.82	0.64
Uniform Delay, d1	29.1	29.6	23.0		48.9						53.9	0.0
Progression Factor	0.15	0.15	0.00		1.24						1.00	1.00
Incremental Delay, d2	1.8	2.0	0.3		14.2						7.6	2.0
Delay (s)	6.1	6.5	0.3		75.1						61.4	2.0
Level of Service	A	A	A		E						E	A
Approach Delay (s)		4.8			75.1			0.0			23.4	
Approach LOS		A			E			A			C	
Intersection Summary												
HCM Average Control Delay			21.7			HCM Level of Service					C	
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			73.0%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

Phasings
5: 41st Street & Pine Tree Drive

Background Conditions with Signal Timing Optimization
Friday Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations								
Volume (vph)	139	1099	191	1149	75	359	229	302
Turn Type	pm+pt		pm+pt		pm+pt		Perm	
Protected Phases	5	2	1	6	3	8		4
Permitted Phases	2		6		8		8	
Detector Phases	5	2	1	6	3	8	8	4
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	8.0	40.0	8.0	40.0	10.0	34.0	34.0	34.0
Total Split (s)	29.0	45.0	26.0	42.0	28.0	69.0	69.0	41.0
Total Split (%)	20.7%	32.1%	18.6%	30.0%	20.0%	49.3%	49.3%	29.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead			Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	Max





















Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 7 (5%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 5: 41st Street & Pine Tree Drive

ø1	ø2	ø3	ø4
26 s	45 s	28 s	41 s
ø5	ø6	ø8	
29 s	42 s	69 s	

HCM Signalized Intersection Capacity Analysis Background Conditions with Signal Timing Optimization
 5: 41st Street & Pine Tree Drive Friday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00		0.95	
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85		0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	3525		1770	3513		1770	3539	1583		3430	
Flt Permitted	0.08	1.00		0.08	1.00		0.41	1.00	1.00		1.00	
Satd. Flow (perm)	156	3525		144	3513		763	3539	1583		3430	
Volume (vph)	139	1099	31	191	1149	59	75	359	229	0	302	78
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	148	1169	33	203	1222	63	80	382	244	0	321	83
RTOR Reduction (vph)	0	1	0	0	3	0	0	0	131	0	14	0
Lane Group Flow (vph)	148	1201	0	203	1282	0	80	382	113	0	390	0
Turn Type	pm+pt			pm+pt			pm+pt			Perm		
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8		8			
Actuated Green, G (s)	58.5	46.8		66.0	51.3		64.0	64.0	64.0		52.2	
Effective Green, g (s)	58.5	47.8		67.0	52.3		65.0	65.0	65.0		53.2	
Actuated g/C Ratio	0.42	0.34		0.48	0.37		0.46	0.46	0.46		0.38	
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0	5.0		5.0	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.5	2.0	2.0		2.5	
Lane Grp Cap (vph)	189	1204		245	1312		410	1643	735		1303	
v/s Ratio Prot	0.06	0.34		c0.09	c0.37		0.01	c0.11			c0.11	
v/s Ratio Perm	0.27			0.31			0.08		0.07			
v/c Ratio	0.78	1.00		0.83	0.98		0.20	0.23	0.15		0.30	
Uniform Delay, d1	33.4	46.0		39.8	43.3		21.6	22.5	21.6		30.4	
Progression Factor	1.00	1.00		0.74	1.01		1.00	1.00	1.00		1.00	
Incremental Delay, d2	17.5	25.3		15.3	17.0		0.2	0.3	0.4		0.6	
Delay (s)	50.9	71.3		44.7	60.5		21.7	22.9	22.1		31.0	
Level of Service	D	E		D	E		C	C	C		C	
Approach Delay (s)		69.1			58.3			22.5			31.0	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM Average Control Delay			52.8			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			72.0%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

Phasings
5: 41st Street & Pine Tree Drive

Background Conditions
Friday Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations								
Volume (vph)	139	1099	191	1149	75	359	229	302
Turn Type	pm+pt		pm+pt		pm+pt		Perm	
Protected Phases	5	2	1	6	3	8		4
Permitted Phases	2		6		8		8	
Detector Phases	5	2	1	6	3	8	8	4
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	8.0	40.0	8.0	40.0	10.0	34.0	34.0	34.0
Total Split (s)	29.0	44.0	26.0	41.0	29.0	70.0	70.0	41.0
Total Split (%)	20.7%	31.4%	18.6%	29.3%	20.7%	50.0%	50.0%	29.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead			Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	Max

Intersection Summary





















Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 7 (5%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 5: 41st Street & Pine Tree Drive

ø1	ø2	ø3	ø4
26 s	44 s	29 s	41 s
ø5	ø6	ø8	
29 s	41 s	70 s	







HCM Signalized Intersection Capacity Analysis
5: 41st Street & Pine Tree Drive

Background Conditions
Friday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00		0.95	
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85		0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	3525		1770	3513		1770	3539	1583		3430	
Flt Permitted	0.09	1.00		0.08	1.00		0.41	1.00	1.00		1.00	
Satd. Flow (perm)	159	3525		147	3513		770	3539	1583		3430	
Volume (vph)	139	1099	31	191	1149	59	75	359	229	0	302	78
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	148	1169	33	203	1222	63	80	382	244	0	321	83
RTOR Reduction (vph)	0	1	0	0	3	0	0	0	129	0	13	0
Lane Group Flow (vph)	148	1201	0	203	1282	0	80	382	115	0	391	0
Turn Type	pm+pt			pm+pt			pm+pt		Perm			
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8		8			
Actuated Green, G (s)	57.6	45.8		65.0	50.2		65.0	65.0	65.0		53.3	
Effective Green, g (s)	57.6	46.8		66.0	51.2		66.0	66.0	66.0		54.3	
Actuated g/C Ratio	0.41	0.33		0.47	0.37		0.47	0.47	0.47		0.39	
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0	5.0		5.0	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.5	2.0	2.0		2.5	
Lane Grp Cap (vph)	190	1178		246	1285		418	1668	746		1330	
v/s Ratio Prot	0.06	0.34		c0.09	c0.37		0.01	c0.11			c0.11	
v/s Ratio Perm	0.26			0.30			0.08		0.07			
v/c Ratio	0.78	1.02		0.83	1.00		0.19	0.23	0.15		0.29	
Uniform Delay, d1	34.0	46.6		39.8	44.3		21.0	21.9	21.1		29.6	
Progression Factor	1.00	1.00		0.75	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	16.6	31.2		14.9	21.5		0.2	0.3	0.4		0.6	
Delay (s)	50.6	77.8		44.8	65.8		21.2	22.2	21.5		30.2	
Level of Service	D	E		D	E		C	C	C		C	
Approach Delay (s)		74.8			62.9			21.9			30.2	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM Average Control Delay			56.3			HCM Level of Service			E			
HCM Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			72.0%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 6: Cadillac Hotel Driveway & Collins Avenue (SR A1A)

Background Conditions
 Friday Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	0	1059	28	0	0
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	1581	42	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						362
pX, platoon unblocked						
vC, conflicting volume	1601	548			1622	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1601	548			1622	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	97	480			397	
Direction, Lane #	NB 1	NB 2	NB 3			
Volume Total	632	632	358			
Volume Left	0	0	0			
Volume Right	0	0	42			
cSH	1700	1700	1700			
Volume to Capacity	0.37	0.37	0.21			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			24.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: 40th Street & Cadillac Hotel Driveway


















Background Conditions
Friday Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↘	↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	18	0	0	29	18	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	19	0	0	31	19	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			19		49	19
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			19		49	19
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	100
cM capacity (veh/h)			1598		960	1059
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	19	31	21			
Volume Left	0	0	19			
Volume Right	0	0	2			
cSH	1700	1598	969			
Volume to Capacity	0.01	0.00	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.0	8.8			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.8			
Approach LOS			A			
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

Future Total Conditions










HCM Unsignalized Intersection Capacity Analysis
 1: 40th Street & Collins Avenue (SR A1A)

Future Total Conditions
 Friday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	14	3	0	0	37	47	6	1053	15	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	15	3	0	0	40	51	6	1132	16	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)											247	
pX, platoon unblocked												
vC, conflicting volume	461	1161	0	1155	1153	385	0			1148		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	461	1161	0	1155	1153	385	0			1148		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	98	100	100	80	92	100			100		
cM capacity (veh/h)	373	193	1084	150	195	613	1622			604		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3							
Volume Total	18	90	290	566	299							
Volume Left	15	0	6	0	0							
Volume Right	0	51	0	0	16							
cSH	321	316	1622	1700	1700							
Volume to Capacity	0.06	0.29	0.00	0.33	0.18							
Queue Length 95th (ft)	5	29	0	0	0							
Control Delay (s)	16.9	20.9	0.2	0.0	0.0							
Lane LOS	C	C	A									
Approach Delay (s)	16.9	20.9	0.0									
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			35.1%		ICU Level of Service				A			
Analysis Period (min)			15									

Phasings
2: 41st Street & Collins Avenue (SR A1A)





Future Total Conditions
Friday Peak Hour

				
Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				  
Volume (vph)	97	13	5	697
Turn Type	Perm			
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phases	4	4	8	2
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	26.0	26.0	26.0	22.0
Total Split (s)	27.0	27.0	27.0	113.0
Total Split (%)	19.3%	19.3%	19.3%	80.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max

Intersection Summary


















Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 124 (89%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 2: 41st Street & Collins Avenue (SR A1A)

  02	 04
113 s	27 s
	 08
	27 s











HCM Signalized Intersection Capacity Analysis
 2: 41st Street & Collins Avenue (SR A1A)

Future Total Conditions
 Friday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.90			1.00				
Flt Protected		0.96			1.00			0.98				
Satd. Flow (prot)		1784			1668			4981				
Flt Permitted		0.74			1.00			0.98				
Satd. Flow (perm)		1371			1668			4981				
Volume (vph)	97	13	0	0	5	16	381	697	27	0	0	0
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)	101	14	0	0	5	17	397	726	28	0	0	0
RTOR Reduction (vph)	0	0	0	0	15	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	115	0	0	7	0	0	1150	0	0	0	0
Turn Type	Perm			Perm								
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		15.1			15.1			116.9				
Effective Green, g (s)		15.1			15.1			116.9				
Actuated g/C Ratio		0.11			0.11			0.84				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		1.0			1.0			1.0				
Lane Grp Cap (vph)		148			180			4159				
v/s Ratio Prot					0.00							
v/s Ratio Perm		c0.08						0.23				
v/c Ratio		0.78			0.04			0.28				
Uniform Delay, d1		60.8			55.9			2.5				
Progression Factor		0.96			1.00			1.00				
Incremental Delay, d2		17.0			0.0			0.2				
Delay (s)		75.1			56.0			2.6				
Level of Service		E			E			A				
Approach Delay (s)		75.1			56.0			2.6			0.0	
Approach LOS		E			E			A			A	
Intersection Summary												
HCM Average Control Delay			10.0				HCM Level of Service		B			
HCM Volume to Capacity ratio			0.33									
Actuated Cycle Length (s)			140.0				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			41.2%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												













HCM Unsignalized Intersection Capacity Analysis
 3: 40th Street & Indian Creek Drive (SR A1A)

Future Total Conditions
 Friday Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						  
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	31	0	0	0	14	972
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	32	0	0	0	15	1012
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						270
pX, platoon unblocked	0.87					
vC, conflicting volume	367	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	100			99	
cM capacity (veh/h)	885	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2	SB 3		
Volume Total	32	217	405	405		
Volume Left	32	15	0	0		
Volume Right	0	0	0	0		
cSH	885	1622	1700	1700		
Volume to Capacity	0.04	0.01	0.24	0.24		
Queue Length 95th (ft)	3	1	0	0		
Control Delay (s)	9.2	0.6	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	9.2	0.1				
Approach LOS	A					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			29.1%		ICU Level of Service	A
Analysis Period (min)			15			

Phasings
4: 41st Street & Indian Creek Drive (SR A1A)

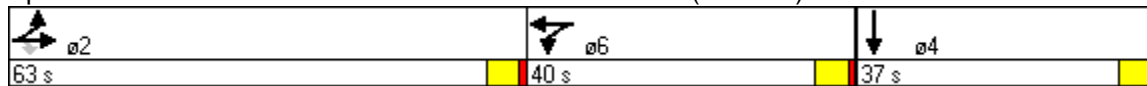
Future Total Conditions
Friday Peak Hour

						
Lane Group	EBL	EBT	EBR	WBT	SBT	SBR
Lane Configurations						
Volume (vph)	901	98	359	363	562	989
Turn Type	Split		Perm			Free
Protected Phases	2	2		6	4	
Permitted Phases			2			Free
Detector Phases	2	2	2	6	4	
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	29.0	29.0	29.0	32.0	27.0	
Total Split (s)	63.0	63.0	63.0	40.0	37.0	0.0
Total Split (%)	45.0%	45.0%	45.0%	28.6%	26.4%	0.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	Max	None	

Intersection Summary



















Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 17 (12%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 4: 41st Street & Indian Creek Drive (SR A1A)



HCM Signalized Intersection Capacity Analysis
4: 41st Street & Indian Creek Drive (SR A1A)

Future Total Conditions
Friday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0						4.0	4.0
Lane Util. Factor	0.95	0.95	1.00		1.00						0.95	1.00
Frt	1.00	1.00	0.85		1.00						1.00	0.85
Flt Protected	0.95	0.96	1.00		1.00						1.00	1.00
Satd. Flow (prot)	1681	1701	1583		1856						3539	1583
Flt Permitted	0.95	0.96	1.00		1.00						1.00	1.00
Satd. Flow (perm)	1681	1701	1583		1856						3539	1583
Volume (vph)	901	98	359	21	363	3	0	0	0	0	562	989
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)	929	101	370	22	374	3	0	0	0	0	579	1020
RTOR Reduction (vph)	0	0	186	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	502	528	184	0	399	0	0	0	0	0	579	1020
Turn Type	Split		Perm	Split								Free
Protected Phases	2	2		6	6						4	
Permitted Phases			2									Free
Actuated Green, G (s)	63.2	63.2	63.2		35.0						26.8	140.0
Effective Green, g (s)	64.2	64.2	64.2		36.0						27.8	140.0
Actuated g/C Ratio	0.46	0.46	0.46		0.26						0.20	1.00
Clearance Time (s)	5.0	5.0	5.0		5.0						5.0	
Vehicle Extension (s)	1.0	1.0	1.0		1.0						2.5	
Lane Grp Cap (vph)	771	780	726		477						703	1583
v/s Ratio Prot	0.30	0.31			c0.22						c0.16	
v/s Ratio Perm			0.12									c0.64
v/c Ratio	0.65	0.68	0.25		0.84						0.82	0.64
Uniform Delay, d1	29.3	29.8	23.2		49.2						53.8	0.0
Progression Factor	0.15	0.15	0.00		1.24						1.00	1.00
Incremental Delay, d2	1.8	2.0	0.3		15.5						7.6	2.0
Delay (s)	6.1	6.5	0.3		76.7						61.3	2.0
Level of Service	A	A	A		E						E	A
Approach Delay (s)		4.7			76.7			0.0			23.5	
Approach LOS		A			E			A			C	
Intersection Summary												
HCM Average Control Delay			22.0			HCM Level of Service					C	
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			73.5%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

Phasings
5: 41st Street & Pine Tree Drive

Future Total Conditions with Signal Timing Optimization
Friday Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations								
Volume (vph)	139	1109	192	1156	75	359	231	302
Turn Type	pm+pt		pm+pt		pm+pt		Perm	
Protected Phases	5	2	1	6	3	8		4
Permitted Phases	2		6		8		8	
Detector Phases	5	2	1	6	3	8	8	4
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	8.0	40.0	8.0	40.0	10.0	34.0	34.0	34.0
Total Split (s)	29.0	45.0	26.0	42.0	28.0	69.0	69.0	41.0
Total Split (%)	20.7%	32.1%	18.6%	30.0%	20.0%	49.3%	49.3%	29.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead			Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	Max





















Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 7 (5%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 5: 41st Street & Pine Tree Drive






















ø1	ø2	ø3	ø4
26 s	45 s	28 s	41 s
ø5	ø6	ø8	
29 s	42 s	69 s	

HCM Signalized Intersection Capacity Analysis Future Total Conditions with Signal Timing Optimization
 5: 41st Street & Pine Tree Drive Friday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00		0.95	
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85		0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	3525		1770	3513		1770	3539	1583		3430	
Flt Permitted	0.08	1.00		0.08	1.00		0.41	1.00	1.00		1.00	
Satd. Flow (perm)	156	3525		144	3513		763	3539	1583		3430	
Volume (vph)	139	1109	31	192	1156	59	75	359	231	0	302	78
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	148	1180	33	204	1230	63	80	382	246	0	321	83
RTOR Reduction (vph)	0	1	0	0	3	0	0	0	132	0	14	0
Lane Group Flow (vph)	148	1212	0	204	1290	0	80	382	114	0	390	0
Turn Type	pm+pt			pm+pt			pm+pt		Perm			
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8		8			
Actuated Green, G (s)	58.4	46.7		66.0	51.3		64.0	64.0	64.0		52.2	
Effective Green, g (s)	58.4	47.7		67.0	52.3		65.0	65.0	65.0		53.2	
Actuated g/C Ratio	0.42	0.34		0.48	0.37		0.46	0.46	0.46		0.38	
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0	5.0		5.0	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.5	2.0	2.0		2.5	
Lane Grp Cap (vph)	188	1201		247	1312		410	1643	735		1303	
v/s Ratio Prot	0.06	0.34		c0.09	c0.37		0.01	c0.11			c0.11	
v/s Ratio Perm	0.27			0.31			0.08		0.07			
v/c Ratio	0.79	1.01		0.83	0.98		0.20	0.23	0.16		0.30	
Uniform Delay, d1	33.5	46.1		40.0	43.4		21.6	22.5	21.7		30.4	
Progression Factor	1.00	1.00		0.73	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	17.9	28.2		14.9	18.1		0.2	0.3	0.5		0.6	
Delay (s)	51.4	74.3		44.2	61.7		21.7	22.9	22.1		31.0	
Level of Service	D	E		D	E		C	C	C		C	
Approach Delay (s)		71.8			59.3			22.5			31.0	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM Average Control Delay			54.1			HCM Level of Service			D			
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			72.3%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Phasings
5: 41st Street & Pine Tree Drive








Future Total Conditions
Friday Peak Hour

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations		 		 		 	 	 
Volume (vph)	139	1109	192	1156	75	359	231	302
Turn Type	pm+pt		pm+pt		pm+pt		Perm	
Protected Phases	5	2	1	6	3	8		4
Permitted Phases	2		6		8		8	
Detector Phases	5	2	1	6	3	8	8	4
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	8.0	40.0	8.0	40.0	10.0	34.0	34.0	34.0
Total Split (s)	29.0	44.0	26.0	41.0	29.0	70.0	70.0	41.0
Total Split (%)	20.7%	31.4%	18.6%	29.3%	20.7%	50.0%	50.0%	29.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead			Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	Max

Intersection Summary





















Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 7 (5%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 5: 41st Street & Pine Tree Drive

 ø1	 ø2	 ø3	 ø4
26 s	44 s	29 s	41 s
 ø5	 ø6	 ø8	
29 s	41 s	70 s	







HCM Signalized Intersection Capacity Analysis
5: 41st Street & Pine Tree Drive

Future Total Conditions
Friday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00		0.95	
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85		0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	3525		1770	3513		1770	3539	1583		3430	
Flt Permitted	0.09	1.00		0.08	1.00		0.41	1.00	1.00		1.00	
Satd. Flow (perm)	160	3525		147	3513		770	3539	1583		3430	
Volume (vph)	139	1109	31	192	1156	59	75	359	231	0	302	78
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	148	1180	33	204	1230	63	80	382	246	0	321	83
RTOR Reduction (vph)	0	1	0	0	3	0	0	0	130	0	13	0
Lane Group Flow (vph)	148	1212	0	204	1290	0	80	382	116	0	391	0
Turn Type	pm+pt			pm+pt			pm+pt		Perm			
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8		8			
Actuated Green, G (s)	57.5	45.7		65.0	50.2		65.0	65.0	65.0		53.3	
Effective Green, g (s)	57.5	46.7		66.0	51.2		66.0	66.0	66.0		54.3	
Actuated g/C Ratio	0.41	0.33		0.47	0.37		0.47	0.47	0.47		0.39	
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0	5.0		5.0	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		2.5	2.0	2.0		2.5	
Lane Grp Cap (vph)	190	1176		247	1285		418	1668	746		1330	
v/s Ratio Prot	0.06	0.34		c0.09	c0.37		0.01	c0.11			c0.11	
v/s Ratio Perm	0.26			0.30			0.08		0.07			
v/c Ratio	0.78	1.03		0.83	1.00		0.19	0.23	0.16		0.29	
Uniform Delay, d1	34.1	46.6		39.8	44.4		21.0	21.9	21.1		29.6	
Progression Factor	1.00	1.00		0.74	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	16.6	34.3		14.9	22.9		0.2	0.3	0.4		0.6	
Delay (s)	50.7	81.0		44.5	67.2		21.2	22.2	21.5		30.2	
Level of Service	D	F		D	E		C	C	C		C	
Approach Delay (s)		77.7			64.1			21.9			30.2	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM Average Control Delay			57.8			HCM Level of Service			E			
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			72.3%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 6: Cadillac Hotel Driveway & Collins Avenue (SR A1A)

Future Total Conditions
 Friday Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	0	1059	73	0	0
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	1581	109	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						362
pX, platoon unblocked						
vC, conflicting volume	1635	581			1690	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1635	581			1690	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	92	457			374	
Direction, Lane #	NB 1	NB 2	NB 3			
Volume Total	632	632	425			
Volume Left	0	0	0			
Volume Right	0	0	109			
cSH	1700	1700	1700			
Volume to Capacity	0.37	0.37	0.25			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			25.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 7: 40th Street & Cadillac Hotel Driveway

Future Total Conditions
 Friday Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↘	↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	18	0	0	29	36	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	19	0	0	31	38	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			19		49	19
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			19		49	19
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	97
cM capacity (veh/h)			1598		960	1059
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	19	31	68			
Volume Left	0	0	38			
Volume Right	0	0	31			
cSH	1700	1598	1002			
Volume to Capacity	0.01	0.00	0.07			
Queue Length 95th (ft)	0	0	5			
Control Delay (s)	0.0	0.0	8.9			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			5.1			
Intersection Capacity Utilization			13.8%		ICU Level of Service	A
Analysis Period (min)			15			