



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

**2201 COLLINS AVENUE  
MIAMI BEACH, FLORIDA**

**Kimley»»Horn**

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Updated December 2025  
October 2025  
143879000

Traffic Impact Analysis  
for Submittal to  
the City of Miami Beach

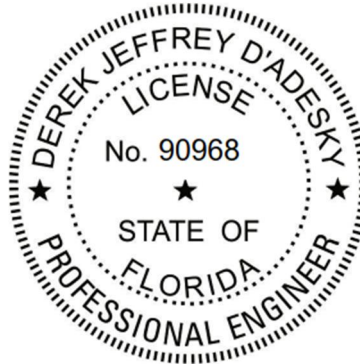
2201 COLLINS AVENUE  
MIAMI BEACH, FLORIDA

*Prepared for:*

2201 Collins Propco, LLC

*Prepared by:*

Kimley-Horn and Associates, Inc.



This item has been digitally signed and sealed by Derek Jeffrey d'Adesky, P.E., on the date adjacent to the seal.

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d'Adesky** Digitally signed by  
Derek d'Adesky  
Date: 2025.12.08  
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Signature must be verified on any electronic copies.

**Kimley»Horn**

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October 2025  
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## EXECUTIVE SUMMARY

2201 Collins Propco, LLC, is proposing to modify the existing property located at 2201 Collins Avenue in Miami Beach, Florida. Currently, the site is occupied by a 393-room hotel, 15 high-rise residential units, restaurants totaling 546 seats, and 19,708 square feet of drinking places. The proposed project will consist of a modification of use to the existing site which will include 454 additional restaurant seats and 7,550 additional square feet of drinking places, totaling the restaurants to 1,000 seats and drinking places to 27,258 square feet. The project is expected to be completed by 2029.

Access to the site will be maintained and provided along Collins Avenue, via one (1) valet drop-off/pick-up area located on 22 Street and one (1) new valet drop-off/pick-up area located on 23 Street for a private Members Club. All vehicles will be required to valet.

Trip generation for the existing development and the proposed project were calculated using rates and/or equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. The project is expected result in 61 net new weekday A.M. peak hour vehicular trips, 113 P.M. peak hour vehicular trips, and 820 daily vehicular trips.

The results of the intersection capacity analysis indicate that all study intersections are expected to operate at level of service (LOS) C or better during the peak hours under all analysis scenarios.

The results of the 95<sup>th</sup> percentile queue length analysis indicate that vehicle queue lengths are expected to be accommodated within the existing vehicle storage under existing, future background, and future total conditions during the A.M. and P.M. peak hours with the exception of the following:

- Collins Avenue/SR A1A and 22 Street under Future Total Conditions during the P.M. peak hour. However, signal timings were optimized in order to ensure the vehicle queue length is accommodated within the existing storage provided.

The results of the Main Valet operations analysis demonstrate that nineteen (19) valet attendants would be required during the A.M. peak hour and twenty-six (26) valet attendants would be

required during the P.M. peak hour to ensure that valet queues do not exceed the storage provided. The results of the Member Only Valet operations analysis demonstrate that one (1) valet attendant would be required during the A.M. peak hour and two (2) valet attendants would be required during the P.M. peak hour to ensure that valet queues do not exceed the storage provided.

The applicant will commit to providing the following Transportation Demand Management (TDM) strategies:

- Providing secure bicycle parking spaces (bicycle racks and lockers).
- Providing transit information within the site including route schedules and maps.
- Providing wide hallways and elevators that can accommodate bicycles.
- Providing a bicycle drop-off/valet service.
- Providing lockers for bicyclists to store a change of clothes will be provided on-site.
- Providing a shower facility for bicyclists to use will be provided on-site.

The maneuverability analysis was prepared using a passenger (P) vehicle for the proposed valet area. The maneuverability analysis determined that vehicles will be able to ingress, egress, and travel through the valet drop-off/pick-up area without conflict. Note the existing loading and refuse operations are proposed to be maintained.

The results of the entry gate analysis indicate the 95<sup>th</sup> percentile queue length for the garage entry gate is less than one (1) vehicle including the service position during the A.M. and P.M. peak hours. Therefore, all anticipated queues are expected to be accommodated on-site without extending onto Collins Avenue.



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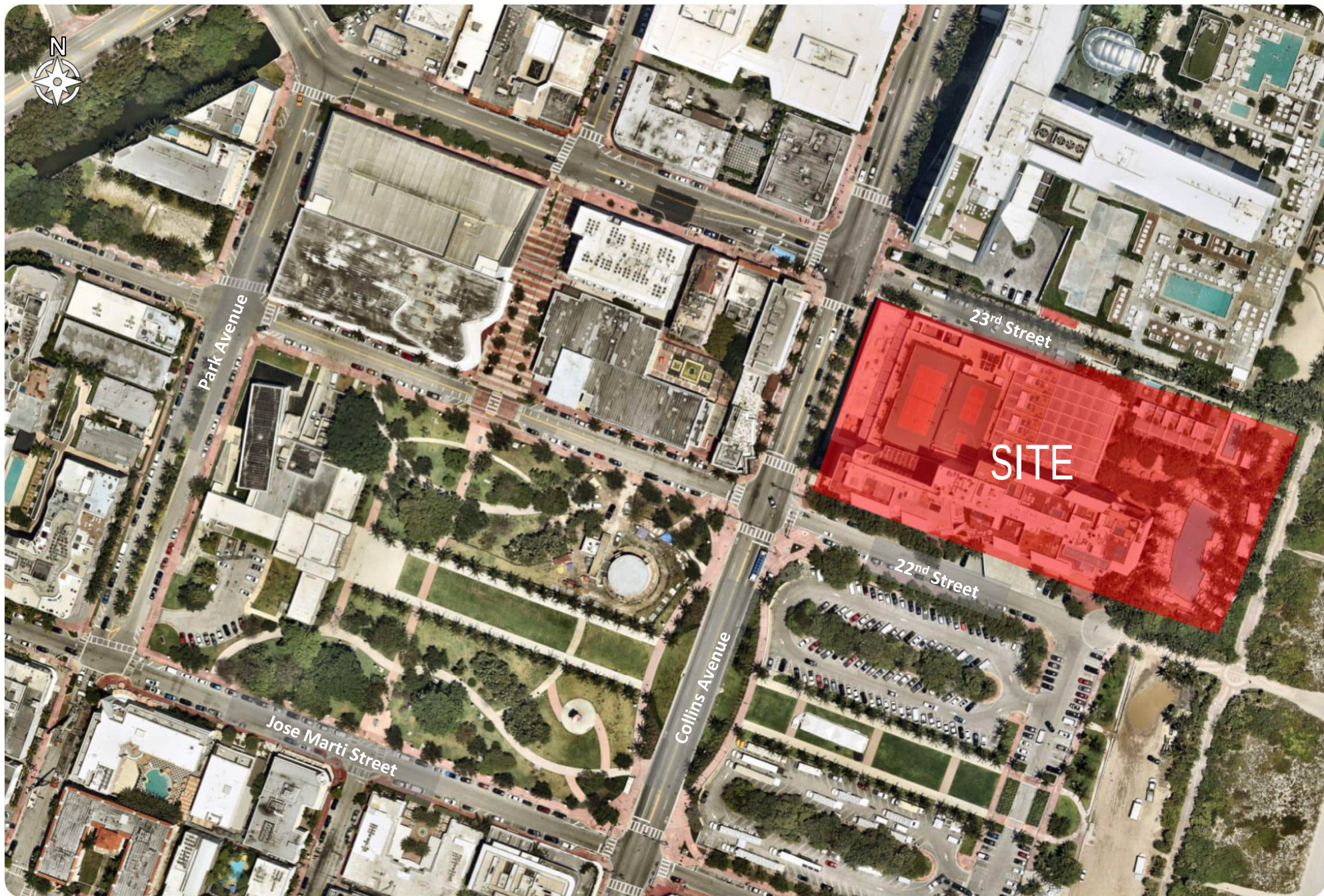
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## INTRODUCTION

2201 Collins Propco, LLC, is proposing to modify the existing property located at 2201 Collins Avenue in Miami Beach, Florida. Currently, the site is occupied by a 393-room hotel, 15 high-rise residential units, restaurants totaling 546 seats, and 19,708 square feet of drinking places. The proposed project will consist of a modification of use to the existing site which will include 454 additional restaurant seats and 7,550 additional square feet of drinking places, totaling the restaurants to 1,000 seats and drinking places to 27,258 square feet. The project is expected to be completed by 2029. A project location map is provided as Figure 1. A site plan is provided in Appendix A.

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. The study's methodology is consistent with the requirements of the City of Miami Beach. The approved methodology correspondence detailing the traffic study requirements is included in Appendix B.







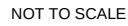
## EXISTING TRAFFIC

In order to determine the peak traffic periods for analysis, 72-hour continuous counts were collected from Thursday, September 11, 2025 through Saturday, September 13, 2025, along Collins Avenue/SR A1A between 22 Street and 23 Street.

Based on the peak periods observed, turning movement counts (TMC's) were collected during peak conditions on Thursday, September 18, 2025, from 10:00 A.M. to 12:00 P.M. and on Friday, September 19, 2025, from 3:30 P.M. to 5:30 P.M. to capture peak traffic volumes at the following intersections:

- Collins Avenue/SR A1A and 23 Street
- Collins Avenue/SR A1A and 22 Street
- Collins Avenue/SR A1A and 21 Street
- Park Avenue and 21 Street
- Dade Boulevard/Pine Tree Drive and 23 Street

All traffic volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Turning movement counts also included pedestrian and bicycle data. The appropriate Florida Department of Transportation (FDOT) peak season conversion factor (PSCF) of was applied to the turning movement counts. The turning movement counts, 72-hour counts, FDOT peak season factor category report, and signal timing data are included in Appendix C. Figure 2 presents the existing turning movement volumes at the study intersections during the P.M. peak hours.



 Study Roadway  
 Study Intersection  
XX A.M. Peak Hour Traffic  
(XX) P.M. Peak Hour Traffic



Figure 2  
Existing Peak Hour Traffic  
2201 Collins Avenue  
Miami Beach, Florida

## FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2029 without the completion of the proposed modifications. Future background traffic volumes used in the analysis are the sum of the existing traffic and additional traffic generated by growth in the study area. Refer to Figure 3 for the future background 2029 peak hour traffic volumes.

### BACKGROUND AREA GROWTH

Traffic growth on the transportation network was determined based upon (a) historical growth trends at nearby FDOT traffic count stations and (b) traffic volume comparisons from the year 2015 and 2045 Florida Standard Urban Transportation Model Structure (FSUTMS) - Southeast Florida Regional Planning Model (SERPM). FDOT count stations referenced in this analysis include:

- FDOT count station no. 5170 located on SR A1A/Collins Avenue, north of 21 Street
- FDOT count station no. 5171 located on SR A1A/Collins Avenue, north of 35 Street
- FDOT count station no. 8422 located on 23 Street, west of Liberty Avenue

The historical growth rate analysis, based on the FDOT count stations, examined linear, exponential, and decaying exponential growth rates for the most recent five (5) year and 10-year periods. The linear growth trend yielded a growth rate of negative 2.72 percent (-2.72%) over the most recent five (5) year period and negative 2.72 percent (-2.72%) over the most recent 10-year period. The exponential growth trend yielded a growth rate of negative 2.94 percent (-2.94%) over the most recent five (5) year period and negative 3.13 percent (-3.13%) over the most recent 10-year period. The decaying exponential growth trend yielded a growth rate of negative 2.92 percent (-2.92%) over the most recent five (5) year period and negative 2.78 percent (-2.78%) over the most recent 10-year period. The calculated growth rate with the highest  $R^2$  value was determined to be the ten (10) year exponential growth trend which yielded a growth rate of negative 3.13 percent (-3.13%).

Based on the forecasted volumes obtained from the 2015 and 2045 FSUTMS SERPM 8.543, an annual growth rate of 0.69 percent (0.69%) in the vicinity of the project was calculated.

To provide a conservative analysis, the SERPM growth rate of 1.00 percent (1.00%) was applied annually to the existing traffic volumes to establish future (2027) background conditions. Detailed growth calculations are contained in Appendix D.

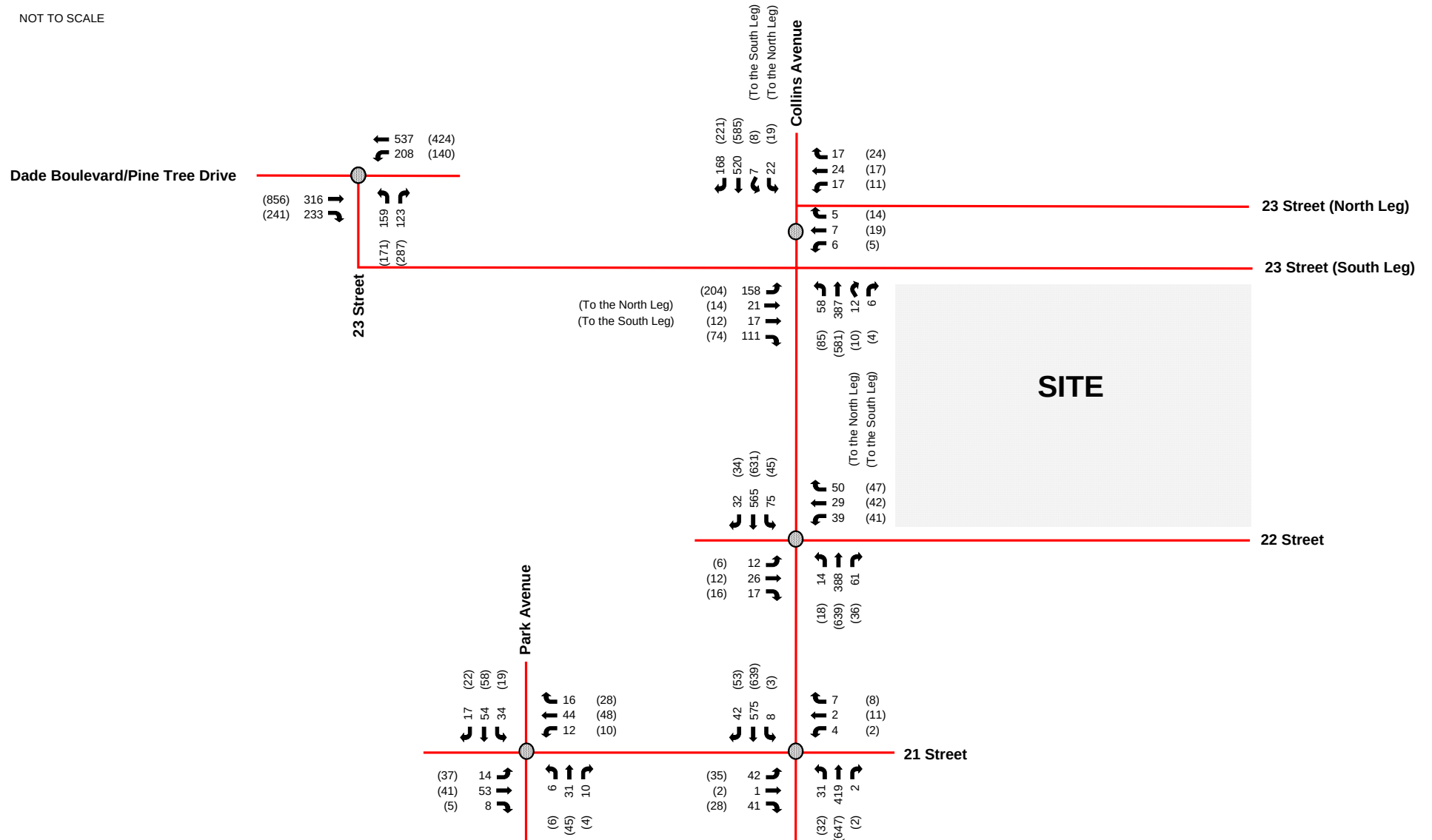




NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
-  A.M. Peak Hour Traffic
-  P.M. Peak Hour Traffic



## 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 USE

Currently, the site is occupied by a 393-room hotel, 15 high-rise residential units, restaurants totaling 546 seats, and 19,708 square feet of drinking places. The proposed project will consist of a modification of use to the existing site which will include 454 additional restaurant seats and 7,550 additional square feet of drinking places, totaling the restaurants to 1,000 seats and drinking places to 27,258 square feet.

## PROJECT ACCESS

Access to the site will be maintained and provided along Collins Avenue, via one (1) valet drop-off/pick-up area located on 22 Street and one (1) new valet drop-off/pick-up area located on 23 Street for a private Members Club. All vehicles will be required to valet.

## TRIP GENERATION

The trip generation for the existing and proposed project was determined using ITE Land Use Code (LUC) 330 (Resort Hotel), ITE LUC 222 (Multifamily Housing [High-Rise], ITE LUC 931 (Fine Dining Restaurant), and ITE LUC 975 (Drinking Place). Further note, that although A.M. peak hour analysis is typically prepared for the peak hour between 7:00 A.M. and 9:00 A.M., A.M. peak hour analyses were prepared based on the peak hour observed from collected 72-hour counts.

The proposed hours of operation for all four (4) restaurant venues are as follows:

- Restaurant Venue A (312 seats): 5:00 PM to 2:00 A.M, with option to open at 10:00 AM for lunch
- Restaurant Venue B (368 seats): 6:00 AM to 2:00 A.M.
- Restaurant Venue C (123 seats): 7:00 AM to 2:00 A.M
- Restaurant Venue D (197 seats): 12:00 PM to 12:00 A.M.

The proposed hours of operation for the drinking places are as follows:

- Drinking Place Venue E (4,269 sf): 10:00 A.M. to 3:00 A.M.
- Drinking Place Venue F (5,329 sf): 8:00 A.M. to 5:00 A.M.

- Drinking Place Venue G (17,660): 10:00 A.M. to 2:00 A.M.

Based on the abovementioned occupancies and hours of operation the following assumptions were made:

- All restaurant venues were considered for A.M. peak hour trip generation calculations in order to provide a conservative analysis.
- In order to provide an accurate determination of project trips during the A.M. peak hour when the drinking places are open, ITE Time of Day distributions were applied to determine project trips for the A.M. peak vehicular hour of 11 A.M. to 12 P.M. Note as trip generation information for the drinking places is limited to P.M. peak hour, as this land use does not typically operate during the A.M. hours, time of day distribution of LUC 971 (Brewery Tap Room) was utilized for the proposed drinking places as they will be open during the A.M. peak vehicular hour of 11 A.M. to 12 P.M. Detailed trip generation calculations and time of day distributions are provided in Appendix E.

## MULTIMODAL REDUCTION

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the project. The US Census data indicated that there is a 15.92 percent (15.92%) multimodal factor within the vicinity of the project. It is expected that a portion of residents, guests, employees, and patrons will choose to walk, bike, or use public transit to and from the proposed project.

Six (6) Miami-Dade County Department of Transportation and Public Works (DTPW) routes and three (3) City of Miami Beach Trolley routes operate in close proximity (within ½ mile) to the site during the A.M. and P.M. peak hours.

- **DTPW Route 14** operates along Collins Avenue in the vicinity of the project site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with approximately 30-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.
- **DTPW Route 15** operates along Park Avenue in the vicinity of the project site with the nearest stop located just north of 22<sup>nd</sup> Street. This route operates with approximately

30-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.

- **DTPW Route 20** operates along Washington Avenue in the vicinity of the project site with the nearest stop located just south of 17<sup>th</sup> Street. This route operates with approximately 30-minute headways in the northbound and southbound directions during the A.M and P.M. peak hours.
- **DTPW Route 36** operates along Collins Avenue in the vicinity of the project site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with approximately 15-30-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.
- **DTPW Route 79** operates along Collins Avenue in the vicinity of the site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with 15-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 100** operates along Collins Avenue in the vicinity of the site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with 9-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 150** operates along Collins Avenue in the vicinity of the project site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with approximately 15-30-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.
- **City of Miami Beach Collins Express Trolley Route** operates along Collins Avenue in the vicinity of the site with the nearest stop located north of 72<sup>nd</sup> Street. This route operates with 15-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **City of Miami Beach North Beach Loop Trolley Route** operates along Collins Avenue in the vicinity of the site with the nearest stop located north of 72<sup>nd</sup> Street. This route operates with 20-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **City of Miami Beach Mount Sinai Link Trolley Route** operates along Collins Avenue in the vicinity of the site with the nearest stop located north of 72<sup>nd</sup> Street. This route operates

with 60 to 70-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.

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

### INTERNAL CAPTURE

A portion of trips generated by the proposed project will be captured internally within the site. Internal capture trips were determined based upon values contained in the ITE *Trip Generation Handbook*, 3<sup>rd</sup> Edition. The expected internal capture rate for the proposed project is 3.2 percent (3.2%) during the A.M. peak hour, 9.3 percent (9.3%) during the P.M. peak hour, and 6.3 percent (6.3%) during the weekday daily.

### PASS-BY CAPTURE

Pass-by capture trip rates were determined based on average rates provided in the ITE *Trip Generation Manual*, 11<sup>th</sup> Edition. The pass-by rate for LUC 931 (Fine Dining Restaurant) is 44.0 percent (44.0%) during the P.M. peak hour and weekday daily.

### NET NEW PROJECT TRIPS

The net new project trips represent the additional vehicles on the roadway network generated by the proposed modifications. As shown in Table 1, the project is expected result in 61 net new weekday A.M. peak hour vehicular trips, 113 P.M. peak hour vehicular trips, and 820 daily vehicular trips. Detailed trip generation calculations are contained in Appendix E.

| Table 1: Proposed Net New Trip Generation |                    |                              |                              |                               |
|-------------------------------------------|--------------------|------------------------------|------------------------------|-------------------------------|
| A.M. Peak Hour (P.M. Peak Hour) [Daily]   |                    |                              |                              |                               |
| Land Use                                  | Scale              | Entering Trips               | Exiting Trips                | Net New External Trips        |
| <i>Existing Development</i>               |                    |                              |                              |                               |
| Resort Hotel                              | 393 rooms          | 76<br>(47)<br>[1,262]        | 26<br>(60)<br>[1,262]        | 102<br>(107)<br>[2,524]       |
| Multifamily Housing (High-Rise)           | 15 dwelling units  | 1<br>(2)<br>[26]             | 2<br>(2)<br>[22]             | 3<br>(4)<br>[48]              |
| Fine Dining Restaurant                    | 546 seats          | 45<br>(46)<br>[315]          | 20<br>(22)<br>[316]          | 65<br>(68)<br>[631]           |
| Drinking Place                            | 19,708 square feet | 5<br>(118)<br>[426]          | 6<br>(60)<br>[525]           | 11<br>(178)<br>[951]          |
| Subtotal                                  |                    | 127<br>(213)<br>[2,029]      | 54<br>(144)<br>[2,125]       | 181<br>(357)<br>[4,154]       |
| <i>Proposed Modifications</i>             |                    |                              |                              |                               |
| Resort Hotel                              | 393 rooms          | 76<br>(42)<br>[1,227]        | 26<br>(54)<br>[1,225]        | 102<br>(96)<br>[2,452]        |
| Multifamily Housing (High-Rise)           | 15 dwelling units  | 1<br>(2)<br>[26]             | 2<br>(2)<br>[22]             | 3<br>(4)<br>[48]              |
| Fine Dining Restaurant                    | 1,000 Seats        | 84<br>(84)<br>[576]          | 38<br>(40)<br>[581]          | 122<br>(124)<br>[1,157]       |
| Drinking Place                            | 27,258 square feet | 7<br>(164)<br>[590]          | 8<br>(82)<br>[727]           | 15<br>(246)<br>[1,317]        |
| Subtotal                                  |                    | 168<br>(292)<br>[2,419]      | 74<br>(178)<br>[2,555]       | 242<br>(470)<br>[4,974]       |
| <b>Net New Project Trips</b>              |                    | <b>41<br/>(79)<br/>[390]</b> | <b>20<br/>(34)<br/>[430]</b> | <b>61<br/>(113)<br/>[820]</b> |

## TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution was based on an interpolated cardinal trip distribution for the project site's traffic analysis zone (TAZ) obtained from the Miami-Dade Transportation Planning Organization's (TPO's) *2045 Long Range Transportation Plan Directional Trip Distribution Report*. The project is



located within TAZ 636. The cardinal distribution is shown in Table 2. Detailed cardinal distribution calculations are contained in Appendix G.

| Table 2: Cardinal Trip Distribution |                     |
|-------------------------------------|---------------------|
| Cardinal Direction                  | Percentage of Trips |
| North-Northeast                     | 14%                 |
| East-Northeast                      | 0%                  |
| East-Southeast                      | 0%                  |
| South-Southeast                     | 9%                  |
| South-Southwest                     | 14%                 |
| West-Southwest                      | 33%                 |
| West-Northwest                      | 15%                 |
| North-Northwest                     | 15%                 |
| <b>Total</b>                        | <b>100%</b>         |

Trips were distributed between the project driveways using the following assumptions:

- Approximately 20 percent (20.0%) of the drinking place land use is planned to be associated with the private Members Club. The private Members Club is expected to generate approximately 1 (1 entering/0 exiting) net new trip during the A.M. peak hour and 14 (9 entering/5 exiting) net new trips during the P.M. peak hour. Therefore, these trips were distributed to enter and exit at the Members Only Valet to be provided on 23 Street.
- The net new trips not associated with the private Members Club are approximately 60 (40 entering/20 exiting) net new trips during the A.M. peak hour and 99 (70 entering/29 exiting) during the P.M. peak hour. Therefore, these trips were distributed to enter and exit at the Main Valet provided on 22 Street.
- In order to provide a conservative analysis for the Intersection Capacity Analysis results, all of the net new trips were assumed to valet and no reduction was taken for rideshare trips. Therefore, the 40 A.M. and 70 P.M. entering net new trips associated with the Main Valet on 22 Street were distributed back onto the external network to be parked within the on-site garage located on 23 Street. Note, the 20 A.M. and 29 P.M. exiting trips associated with the Main Valet were not distributed back onto the external network as they will utilize the existing on-site subterranean tunnel to return to the Main Valet. Refer to Appendix J for detailed valet routes.

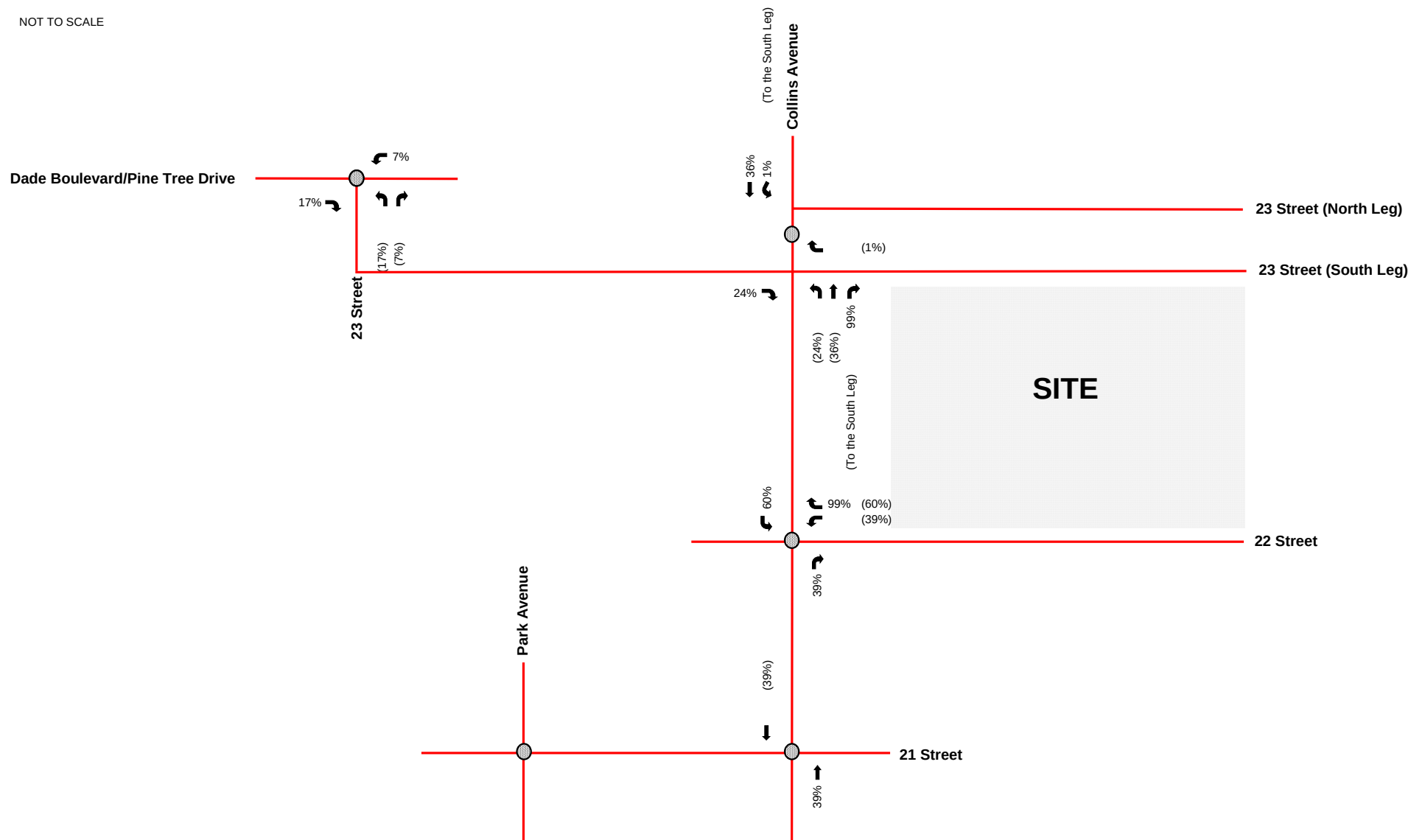
Figure 4 presents the A.M. peak hour project trip distribution and 5 presents the P.M. peak hour project trip distribution. Figure 6 presents the A.M. and P.M. peak hour project trip assignment. Figure 7 presents the P.M. peak hour pass-by trip distribution and Figure 8 presents the P.M. peak hour pass-by trip assignment.



NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
- XX A.M. Entering Net New Distribution
- (XX) A.M. Exiting Net New Distribution

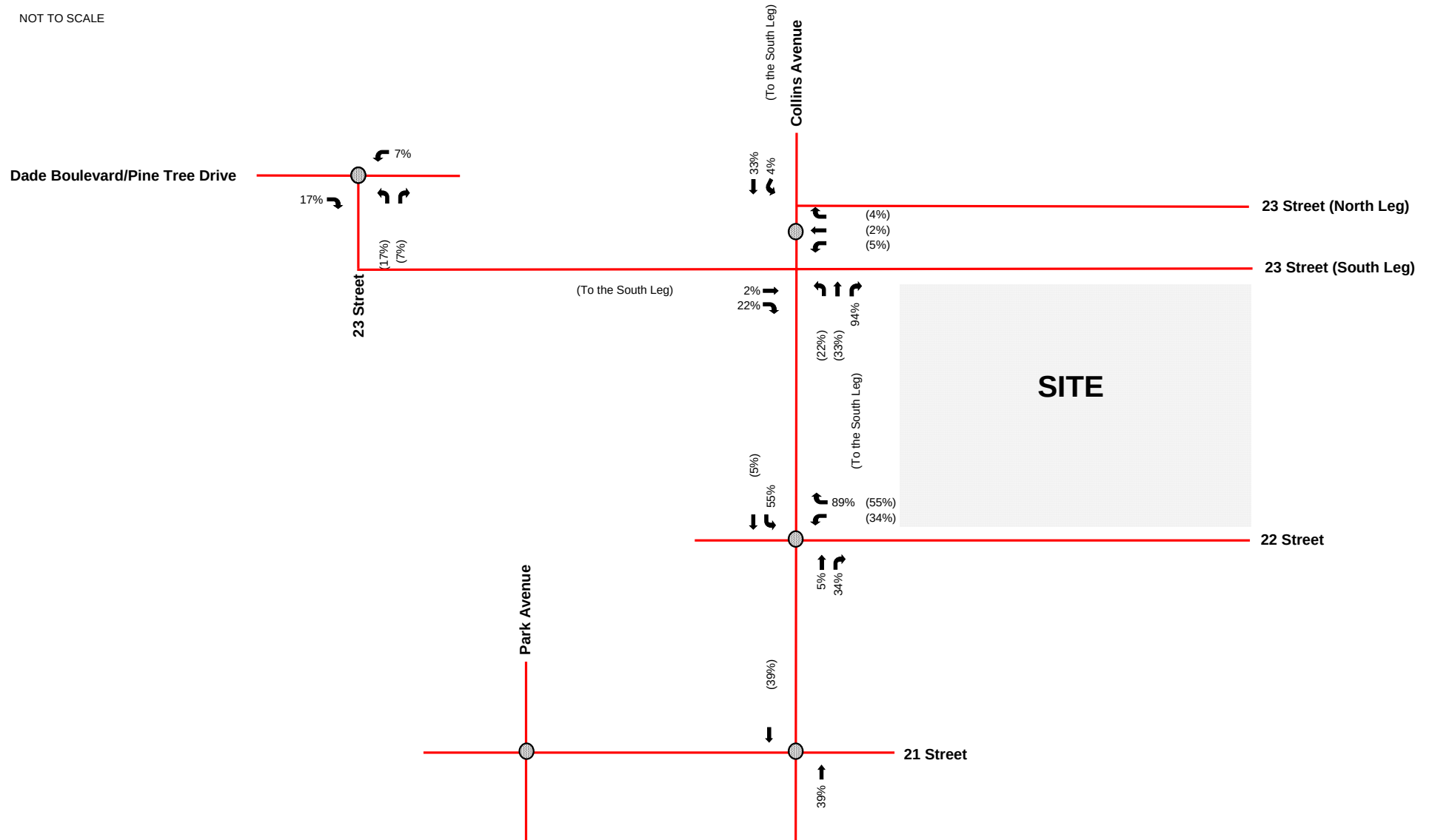




NOT TO SCALE

**Legend**

- Study Roadway
- Study Intersection
- XX A.M. Entering Net New Distribution
- (XX) A.M. Exiting Net New Distribution

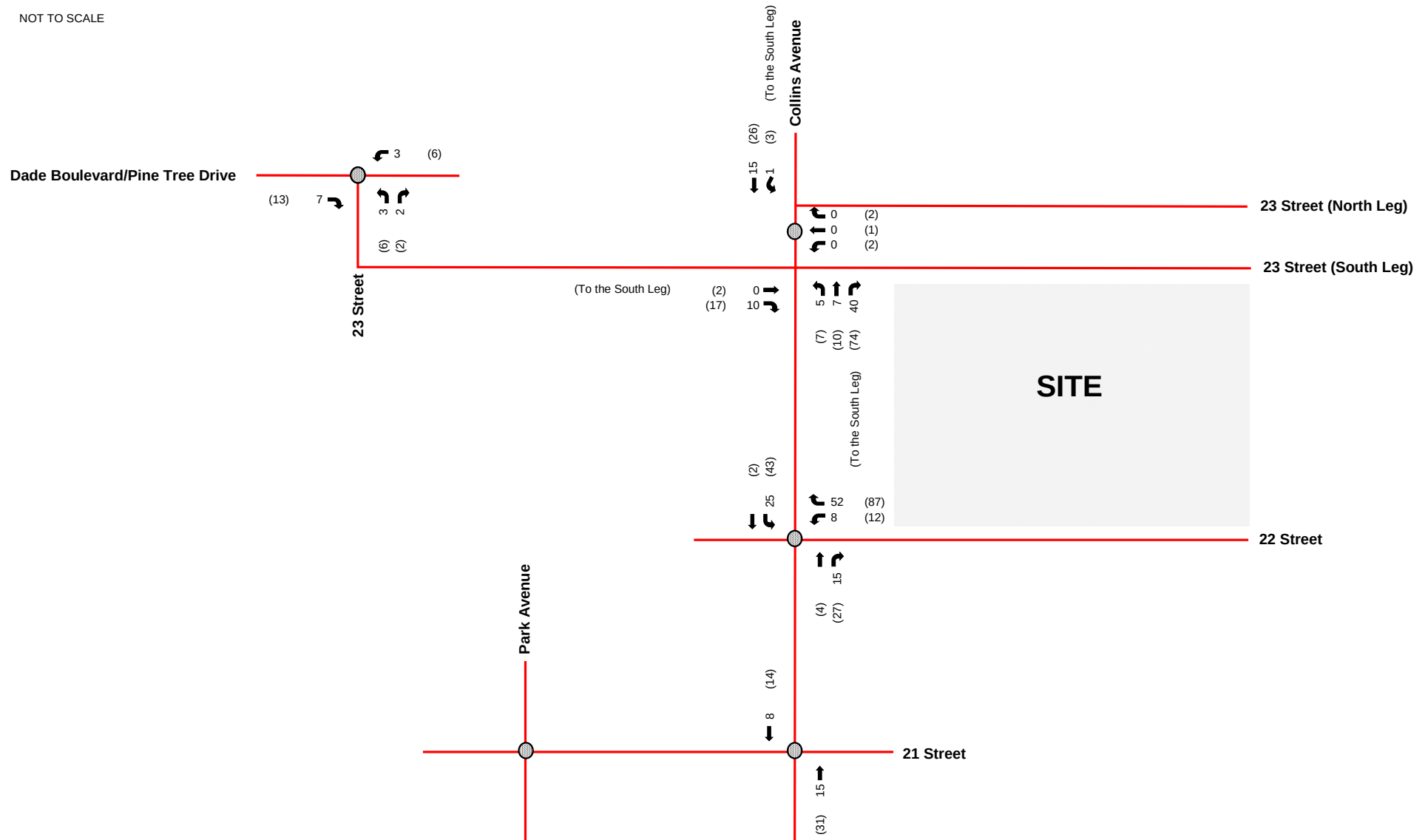




NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
- XX A.M. Net New Trip Assignment
- (XX) P.M. Net New Trip Assignment

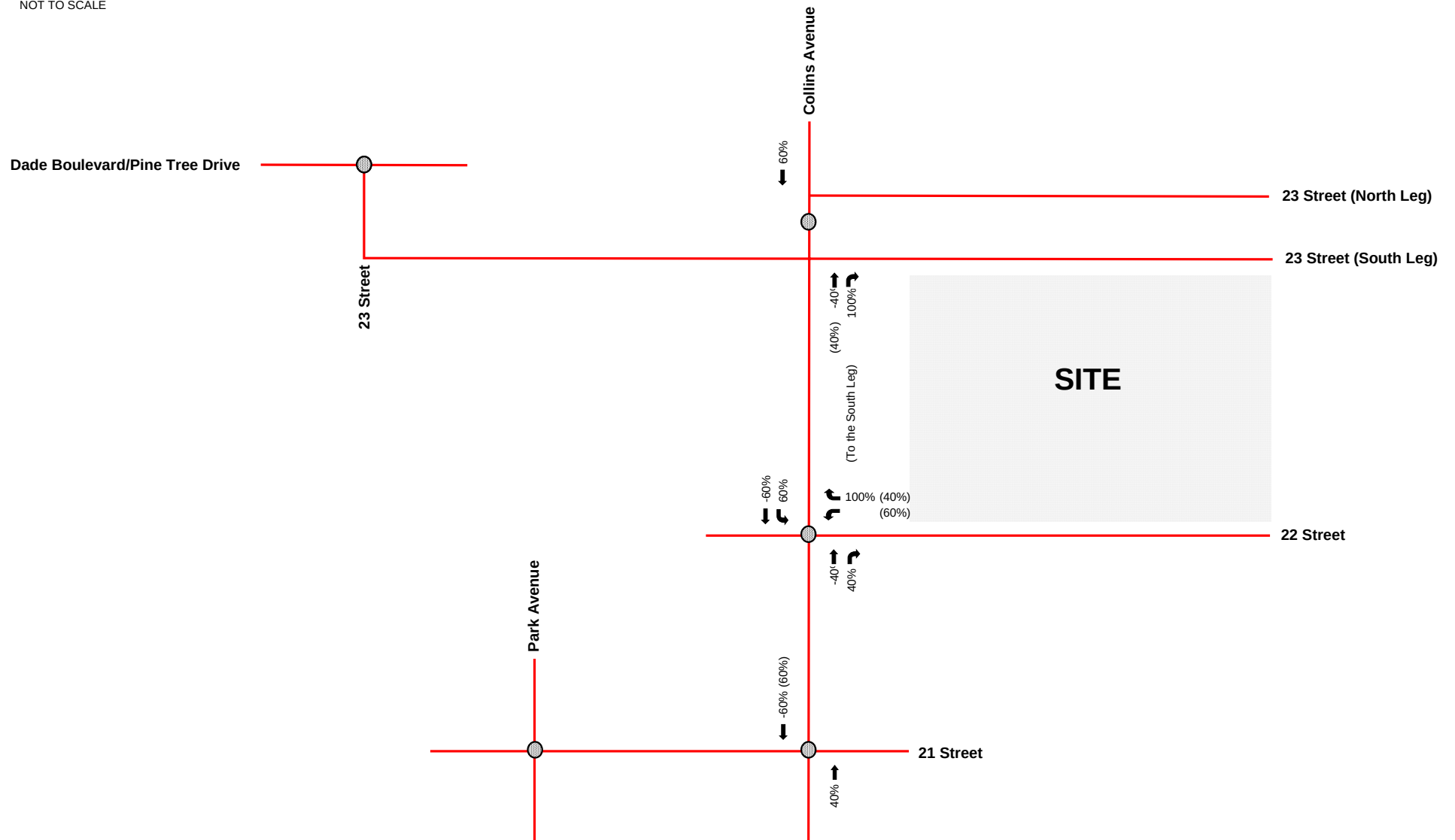




NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
- XX% A.M. Peak Hour Traffic
- (XX%) P.M. Peak Hour Traffic



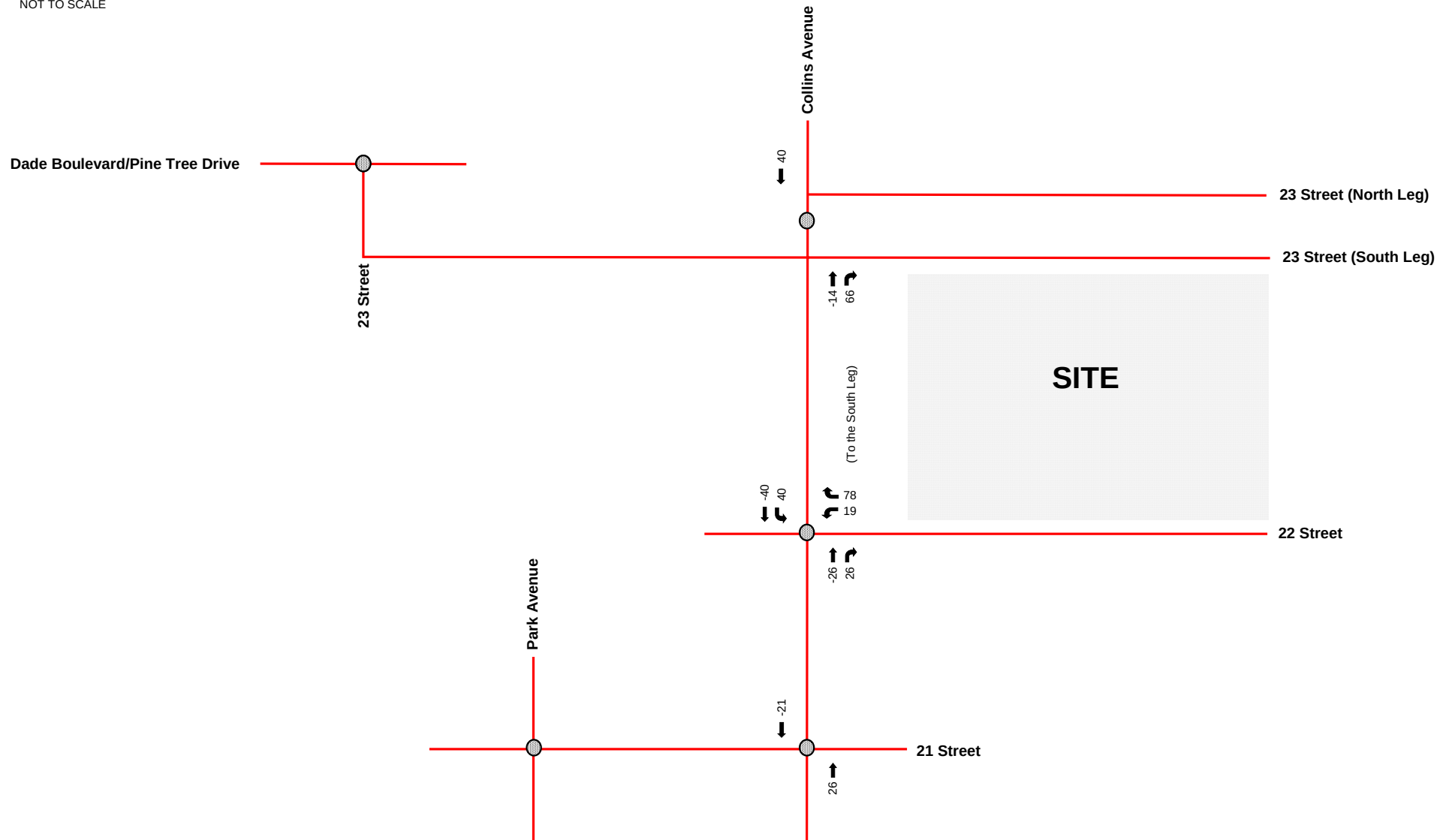




NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
- XX P.M. Peak Hour Pass By Trip Assignment



## FUTURE TOTAL TRAFFIC

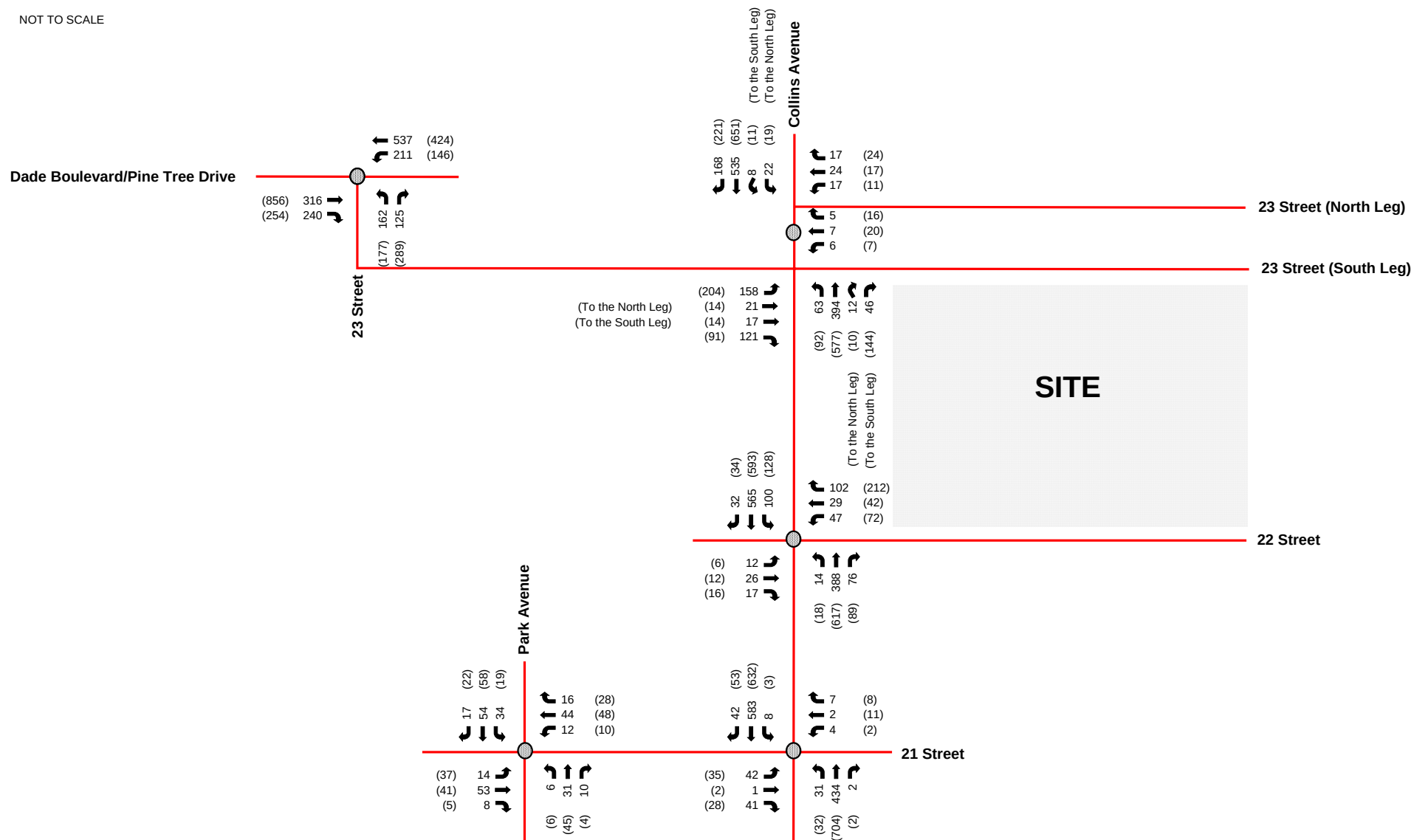
Future total traffic conditions are defined as the expected traffic conditions in the year 2029 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the future background traffic volumes and the expected project traffic volumes. Figure 9 presents the future total turning movement volumes at the study intersections during the weekday A.M. and P.M. peak hours. Volume development worksheets for the study intersections are included in Appendix H.



NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic



## INTERSECTION CAPACITY ANALYSIS

The study area intersection operating conditions were analyzed for three (3) scenarios (existing conditions, future background conditions, and future total conditions) using Trafficware's SYNCHRO software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM) 7<sup>th</sup> and 2000 Editions. Synchro worksheets for the study intersections are included in Appendix I.

A summary of the intersection analyses for the A.M. and P.M. peak hours is presented in Table 3 and 4. As Tables 3 and 4 indicate, all overall study intersections are expected to operate at level of service (LOS) C or better during the peak hours under all analysis scenarios.

However, signal timings were optimized at the intersection of Collins Avenue/SR A1A and 22 Street during the P.M. peak hour to improve the 95<sup>th</sup> percentile queue length of the westbound approach. During the P.M. peak hour, 20.0 seconds of green time was reduced from the northbound and southbound movements and added to the eastbound and westbound movements.

| Table 3: A.M. Peak Hour Intersection Capacity Analysis                       |                           |                                            |                    |                 |                 |                 |                 |
|------------------------------------------------------------------------------|---------------------------|--------------------------------------------|--------------------|-----------------|-----------------|-----------------|-----------------|
| Intersection                                                                 | Traffic Control           | Overall<br>LOS/Delay                       | Approach LOS/Delay |                 |                 |                 |                 |
|                                                                              |                           |                                            | EB                 | WB              | NB              | SB              | NWB             |
| Existing Conditions (Future Background Conditions) [Future Total Conditions] |                           |                                            |                    |                 |                 |                 |                 |
| Collins Avenue/SR A1A<br>and 23 Street                                       | Signalized <sup>(1)</sup> | C/28.9 sec<br>(C/29.1 sec)<br>[C/29.6 sec] | D<br>(D)<br>[D]    | E<br>(E)<br>[E] | C<br>(C)<br>[C] | C<br>(C)<br>[C] | D<br>(D)<br>[D] |
| Collins Avenue/SR A1A<br>and 22 Street                                       | Signalized                | A/4.9 sec<br>(A/5.0 sec)<br>[A/6.1 sec]    | D<br>(D)<br>[D]    | D<br>(D)<br>[D] | A<br>(A)<br>[A] | A<br>(A)<br>[A] | (2)             |
| Collins Avenue/SR A1A<br>and 21 Street                                       | Signalized                | A/4.1 sec<br>(A/4.2 sec)<br>[A/4.2 sec]    | D<br>(D)<br>[D]    | D<br>(D)<br>[D] | A<br>(A)<br>[A] | A<br>(A)<br>[A] | (2)             |
| Park Avenue<br>and 21 Street                                                 | All-Way<br>Stop Control   | A/8.0 sec<br>(A/8.0 sec)<br>[A/8.0 sec]    | A<br>(A)<br>[A]    | A<br>(A)<br>[A] | A<br>(A)<br>[A] | A<br>(A)<br>[A] | (2)             |
| Dade Boulevard/Pine Tree<br>Drive and 23 Street                              | Signalized <sup>(1)</sup> | B/15.0 sec<br>(B/15.2 sec)<br>[B/15.4 sec] | A<br>(B)<br>[B]    | A<br>(A)<br>[A] | D<br>(D)<br>[D] | (2)             | (2)             |

Notes: (1) Synchro 2000 results were analyzed as HCM 7<sup>th</sup> results were not available at this intersection.

(2) Approach does not exist.

Table 4: P.M. Peak Hour Intersection Capacity Analysis

| Intersection                                                                                                  | Traffic Control           | Overall<br>LOS/Delay                                     | Approach LOS/Delay     |                        |                        |                        |                 |
|---------------------------------------------------------------------------------------------------------------|---------------------------|----------------------------------------------------------|------------------------|------------------------|------------------------|------------------------|-----------------|
|                                                                                                               |                           |                                                          | EB                     | WB                     | NB                     | SB                     | NWB             |
| Existing Conditions (Future Background Conditions) [Future Total Conditions] {Future Total with Optimization} |                           |                                                          |                        |                        |                        |                        |                 |
| Collins Avenue/SR A1A<br>and 23 Street                                                                        | Signalized <sup>(1)</sup> | C/31.7 sec<br>(C/32.3 sec)<br>[D/36.0 sec]               | E<br>(E)<br>[E]        | E<br>(E)<br>[E]        | C<br>(C)<br>[D]        | C<br>(C)<br>[C]        | D<br>(D)<br>[D] |
| Collins Avenue/SR A1A<br>and 22 Street                                                                        | Signalized                | A/5.0 sec<br>(A/5.1 sec)<br>[B/19.0 sec]<br>{B/10.7 sec} | D<br>(D)<br>[D]<br>{D} | D<br>(D)<br>[F]<br>{D} | A<br>(A)<br>[A]<br>{A} | A<br>(A)<br>[A]<br>{A} | (2)             |
| Collins Avenue/SR A1A<br>and 21 Street                                                                        | Signalized                | A/4.0 sec<br>(A/4.0 sec)<br>[A/4.0 sec]                  | D<br>(D)<br>[D]        | D<br>(D)<br>[D]        | A<br>(A)<br>[A]        | A<br>(A)<br>[A]        | (2)             |
| Park Avenue<br>and 21 Street                                                                                  | All-Way<br>Stop Control   | A/7.9 sec<br>(A/8.0 sec)<br>[A/8.0 sec]                  | A<br>(A)<br>[A]        | A<br>(A)<br>[A]        | A<br>(A)<br>[A]        | A<br>(A)<br>[A]        | (2)             |
| Dade Boulevard/Pine Tree<br>Drive and 23 Street                                                               | Signalized <sup>(1)</sup> | B/19.0 sec<br>(B/19.7 sec)<br>[C/20.2 sec]               | B<br>(B)<br>[B]        | A<br>(A)<br>[A]        | D<br>(D)<br>[D]        | (2)                    | (2)             |

Notes: (1) Synchro 2000 results were analyzed as HCM 7<sup>th</sup> results were not available at this intersection.

(2) Approach does not exist.

## 95TH PERCENTILE QUEUE LENGTH ANALYSIS

A 95<sup>th</sup> percentile queue analysis was performed at existing exclusive turn-lanes with limited storage where project trips are assigned and at the east legs of the intersections of Collins Avenue and 23 Street and Collins Avenue and 22 Street. The 95<sup>th</sup> percentile queue lengths were calculated using Trafficware's SYNCHRO 12 software. A summary of the 95<sup>th</sup> percentile queuing analysis for the proposed development during the A.M. and P.M. hours is presented in Table 5. The results of the analysis indicate that vehicle queue lengths are expected to be accommodated within the existing vehicle storage under existing, future background, and future total conditions during the A.M. and P.M. peak hours with the exception of the following:

- Collins Avenue/SR A1A and 22 Street under Future Total Conditions during the P.M. peak hour. However, signal timings were optimized in order to ensure the vehicle queue length is accommodated within the existing storage provided.

Synchro worksheets for the study intersections are included in Appendix I.

| Table 5: Peak Hour Queuing Analysis                                                                                      |                     |                                                       |                                |                              |                          |
|--------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------------------------------------------|--------------------------------|------------------------------|--------------------------|
| Intersection                                                                                                             | Movement            | 95 <sup>th</sup> Percentile Queue (ft) <sup>(1)</sup> |                                | Existing Storage Length (ft) | Queue Length Sufficient? |
|                                                                                                                          |                     | A.M.                                                  | P.M.                           |                              |                          |
| Existing Conditions (Future Background Conditions) [Future Total Conditions]{Future Total Conditions with optimization}} |                     |                                                       |                                |                              |                          |
| Dade Boulevard/Pine Tree Drive and 23 Street                                                                             | Westbound Left-Turn | 76<br>(80)<br>[82]                                    | 53<br>(56)<br>[59]             | 90                           | Yes                      |
| Collins Avenue/SR A1A and 23 Street                                                                                      | Westbound Through   | 41<br>(41)<br>[41]                                    | 73<br>(77)<br>[84]             | 190                          | Yes                      |
| Collins Avenue/SR A1A and 22 Street                                                                                      | Westbound Through   | 100<br>(108)<br>[153]                                 | 165<br>(175)<br>[510]<br>{350} | 365                          | Yes                      |

Note: (1) Assumes a vehicle length of 25 feet.

## VALET OPERATIONS ANALYSIS

The valet queuing operations analysis was performed based on the methodology outlined in ITE's *Transportation and Land Development*, 1988. The analysis was performed to determine if valet operations could accommodate vehicular queues without blocking the public right-of-way. Valet operations were analyzed for the number of valet attendants and required vehicle stacking for the project's proposed traffic for each valet drop-off/pick-up area.

The project will be served by two (2) valet access points, i.) the existing valet on 22 Street and ii.) a valet drop-off/pick-up area will be provided on 23 Street for a private Members Club. The 22 Street valet consists of two (2) valet drop-off/pick-up lanes with storage for approximately twelve (12) vehicles. The Members Only valet consists of storage for approximately two (2) vehicles. Valet routing figures are included in Appendix J.

## VALET TRIP GENERATION

All non-rideshare trips are expected to valet. Based on data collected at the Shelborne Hotel located at 1801 Collins Avenue, Miami Beach, it is expected that approximately 64.3 percent (64.3%) of project trips will utilize rideshare during the P.M. peak hour. A rideshare factor of 25.0 percent (25.0%) was applied to A.M. peak hour trip generation based on input from the City of Miami Beach staff. Detailed rideshare data is included in Appendix J.

Pass-by trips were added to project trips after the rideshare reduction was applied. The rideshare trip reduction was not applied to pass-by trips.

Table 6 summarizes the project's expected valet trip generation for the A.M. and P.M. peak hours. Note approximately 20 percent (20.0%) of the drinking place land use is associated with the Members Club. As shown in Table 6, the project is expected to generate 179 (125 in/54 out) A.M. peak hour Main Valet trips, 247 (158 in/89 out) P.M. peak hour Main Valet trips, 2 (1 in/1 out) A.M. peak hour Member Only Valet trips, and 18 (12 in/6 out) P.M. peak hour Members Only valet trips.

Table 6: Valet Trip Generation

*A.M. Peak Hour (P.M. Peak Hour)*

| Valet Area                   | Entering Trips | Exiting Trips | Total Trips  | Rideshare Reduction Factor | Entering Rideshare Trips | Exiting Rideshare Trips | Total Rideshare Trips | Pass-by Entering Trips | Pass-by Exiting Trips | Pass-by Total Trips | Valet Entering Trips | Valet Exiting Trips | Valet Total Trips |
|------------------------------|----------------|---------------|--------------|----------------------------|--------------------------|-------------------------|-----------------------|------------------------|-----------------------|---------------------|----------------------|---------------------|-------------------|
| 22 Street Main Valet         | 167<br>(259)   | 72<br>(162)   | 239<br>(421) | 25.0%<br>(64.3%)           | 42<br>(167)              | 18<br>(104)             | 60<br>(271)           | 0<br>(66)              | 0<br>(31)             | 0<br>(97)           | 125<br>(158)         | 54<br>(89)          | 179<br>(247)      |
| 23 Street Members Only Valet | 1<br>(33)      | 2<br>(16)     | 3<br>(49)    |                            | 0<br>(21)                | 1<br>(10)               | 1<br>(31)             | 0<br>(0)               | 0<br>(0)              | 0<br>(0)            | 1<br>(12)            | 1<br>(6)            | 2<br>(18)         |
| Total                        | 168<br>(292)   | 74<br>(178)   | 242<br>(470) |                            | 42<br>(188)              | 19<br>(114)             | 61<br>(302)           | 0<br>(66)              | 0<br>(31)             | 0<br>(97)           | 126<br>(170)         | 55<br>(95)          | 181<br>(265)      |



## VALET ASSUMPTIONS

The queuing analysis used the multiple-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization,  $\rho$ , which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

Valet attendants will be stationed at both valet drop-off/pick-up areas. Valet drop-off trip service time was calculated based on the time it would take a valet parking attendant to obtain and park a drop-off vehicle within the designated parking garage and return to the valet drop-off/pick-up area. Valet pick-up trip service time was calculated based on the time it would take a valet parking attendant to travel to the designated parking garage, retrieve a parked vehicle, and return the vehicle back to a patron at the valet drop-off/pick-up area. Note that it was assumed that valet attendants entering the on-site parking garage and on-site subterranean tunnel will gain entry and exit via a proximity card (FOB) reader. It was assumed that the average service rate will be approximately 600 vehicles per hour (6.0 seconds per vehicle or 0.1 minutes per vehicle) for valet attendants based on processing times provided in *Parking Structures 3<sup>rd</sup> Edition: Planning, Design, Construction, Maintenance, and Repair*, 2001. Note that an additional 0.1 minute was added to this time to account for the entry gate opening time.

### 22 Street Main Valet Drop-off/Pick-up Area

The following summarizes the valet drop-off service time:

- Exchange between valet attendant and driver (0.5 minutes)
- Valet attendant drives vehicle from valet drop-off area to the on-site parking garage on 23 Street (3.6 minutes)
- Valet attendant utilizes proximity card reader to access the garage (0.2 minutes)
- Valet attendant returns to valet station (1.4 minutes)
- Total service time: **5.7 minutes**

The following summarizes the valet pick-up service time:

- Valet attendant proceeds to the parking garage to retrieve the vehicle (1.4 minutes)
- Valet attendant drives vehicle from the on-site parking garage to the valet pick-up area via the existing subterranean tunnel (1.9 minutes)

- Valet attendant utilizes proximity card reader to exit the garage and enter/exit the subterranean tunnel (0.6 minutes)
- Exchange between valet attendant and driver (0.5 minutes)
- Total service time: **4.4 minutes**

#### 23 Street Members Only Drop-off/Pick-up Area

The following summarizes the valet drop-off service time:

- Exchange between valet attendant and driver (0.5 minutes)
- Valet attendant drives vehicle from valet drop-off area to the parking garage (1.1 minutes)
- Valet attendant utilizes proximity card reader to access the garage (0.2 minutes)
- Valet attendant returns to valet station (0.9 minutes)
- Total service time: **2.7 minutes**

The following summarizes the valet pick-up service time:

- Valet attendant proceeds to the parking garage to retrieve the vehicle (0.9 minutes)
- Valet attendant drives vehicle from the parking garage to the valet pick-up area (1.4 minutes)
- Valet attendant utilizes proximity card reader to exit the garage (0.2 minutes)
- Exchange between valet attendant and driver (0.5 minutes)
- Total service time: **3.0 minutes**

Detailed travel time calculations are included in Appendix J.

If the coefficient of utilization (average service rate/valet attendant service capacity) is greater than one ( $>1$ ), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the valet area. The valet attendant service capacity is the number of total trips a valet attendant can make in a one-hour period multiplied by the number of valet attendants.

The analysis determined the required queue storage,  $M$ , which is exceeded  $P$  percent of the time. This analysis seeks to ensure that the queue length does not exceed the storage provided at a level of confidence of 95 percent (95%).

## VALET ANALYSIS

An iterative approach was used to determine the number of valet attendants required to accommodate the proposed project demand during the weekday A.M. and P.M. peak hours and

ensure that the 95<sup>th</sup> percentile valet queues does not extend beyond the designated valet service areas. Detailed valet analysis worksheets are provided in Appendix J.

The results of the Main Valet operations analysis demonstrate that nineteen (19) valet attendants would be required during the A.M. peak hour and twenty-six (26) valet attendants would be required during the P.M. peak hour to ensure that valet queues do not exceed the storage provided. The results of the Member Only Valet operations analysis demonstrate that one (1) valet attendants would be required during the A.M. peak hour and two (2) valet attendant would be required during the P.M. peak hour to ensure that valet queues do not exceed the storage provided. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

## TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

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

- Providing secure bicycle parking spaces (bicycle racks and lockers).
- Providing transit information within the site including route schedules and maps.
- Providing wide hallways and elevators that can accommodate bicycles.
- Providing a bicycle drop-off/valet service.
- Providing lockers for bicyclists to store a change of clothes will be provided on-site.
- Providing a shower facility for bicyclists to use will be provided on-site.

## MANEUVERABILITY ANALYSIS

A maneuverability analysis was prepared for the proposed Members Only Valet drop-off/pick-up area. The analysis was performed using Transoft's *AutoTurn 11* software design vehicle turning templates and vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*, 2018.

The analysis was prepared using a passenger (P) vehicle for the proposed valet area. The maneuverability analysis determined that vehicles will be able to ingress, egress, and travel through the valet drop-off/pick-up area without conflict. Maneuverability analysis plots are included in Appendix K.

### REFUSE OPERATIONS NARRATIVE

Loading and refuse operations will remain in the designated loading and refuse areas located on 23 Street. Further analysis of the refuse and loading operations is not required as the existing operations are proposed to be maintained.

## ENTRY GATE ANALYSIS

An entry gate queue analysis for the proposed project using the methodology outlined in ITE's *Transportation and Land Development*, 1988 was performed at the existing parking garage's entry gate. The proposed entry gate is located approximately 250 feet from Collins Avenue and provides one (1) entry lane and one (1) exit lane.

The parking garage is intended to be used for valet parking only. The valet attendants will utilize a proximity card access control system, which has a processing time of six (6.0) seconds per vehicle based on *Parking Structures 3<sup>rd</sup> Edition: Planning, Design, Construction, Maintenance, and Repair*, 2001. The valet trip generation calculations resulted in 60 A.M. entering valet trips and 104 P.M. entering valet trips.

The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization,  $\rho$ , which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

If the coefficient of utilization (average service rate/service capacity) is greater than one ( $>1$ ), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the entry gate area. The entry gate service capacity is the number of vehicles the entry gate can service in a one-hour period multiplied by the number of entry lanes.

The analysis determined the required queue storage,  $M$ , which is exceeded  $P$  percent of the time. This analysis seeks to examine if the queue length exceeds the storage provided, at a level of confidence of 95 percent (95%). Approximately 250 feet of storage is provided for the entry lane including the service position, which provides sufficient space to accommodate approximately ten (10) vehicles. Table 7 summarizes the entry gate analysis.

| Table 7: Peak Hour Entry Gate Queuing Analysis |                           |                                    |                                                                 |
|------------------------------------------------|---------------------------|------------------------------------|-----------------------------------------------------------------|
| A.M. Peak Hour (P.M. Peak Hour)                |                           |                                    |                                                                 |
| Entry Lane                                     | Entering Volumes<br>(vph) | Service Rates<br>(minutes/vehicle) | 95 <sup>th</sup> Percentile Queue Including<br>Service Position |
| Parking Garage                                 | 126<br>(170)              | 0.100                              | < 1 vehicle<br>(<1 vehicle)                                     |

The 95<sup>th</sup> percentile queue length for the garage entry gate is less than one (1) vehicle including the service position during the A.M. and P.M. peak hours. Therefore, all anticipated queues are expected to be accommodated on-site without extending onto Collins Avenue. Detailed entry gate calculations are included in Appendix L.



## CONCLUSION

2201 Collins Propco, LLC, is proposing to modify the existing property located at 2201 Collins Avenue in Miami Beach, Florida. Currently, the site is occupied by a 393-room hotel, 15 high-rise residential units, restaurants totaling 546 seats, and 19,708 square feet of drinking places. The proposed project will consist of a modification of use to the existing site which will include 454 additional restaurant seats and 7,550 additional square feet of drinking places, totaling the restaurants to 1,000 seats and drinking places to 27,258 square feet. The project is expected to be completed by 2029.

Access to the site will be maintained and provided along Collins Avenue, via one (1) valet drop-off/pick-up area located on 22 Street and one (1) new valet drop-off/pick-up area located on 23 Street for a private Members Club. All vehicles will be required to valet.

Trip generation for the existing development and the proposed project were calculated using rates and/or equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. The project is expected result in 61 net new weekday A.M. peak hour vehicular trips, 113 P.M. peak hour vehicular trips, and 820 daily vehicular trips.

The results of the intersection capacity analysis indicate that all study intersections are expected to operate at level of service (LOS) C or better during the peak hours under all analysis scenarios.

The results of the 95<sup>th</sup> percentile queue length analysis indicate that vehicle queue lengths are expected to be accommodated within the existing vehicle storage under existing, future background, and future total conditions during the A.M. and P.M. peak hours with the exception of the following:

- Collins Avenue/SR A1A and 22 Street under Future Total Conditions during the P.M. peak hour. However, signal timings were optimized in order to ensure the vehicle queue length is accommodated within the existing storage provided.

The results of the Main Valet operations analysis demonstrate that nineteen (19) valet attendants would be required during the A.M. peak hour and twenty-six (26) valet attendants would be required during the P.M. peak hour to ensure that valet queues do not exceed the storage

provided. The results of the Member Only Valet operations analysis demonstrate that one (1) valet attendant would be required during the A.M. peak hour and two (2) valet attendants would be required during the P.M. peak hour to ensure that valet queues do not exceed the storage provided.

The applicant will commit to providing the following Transportation Demand Management (TDM) strategies:

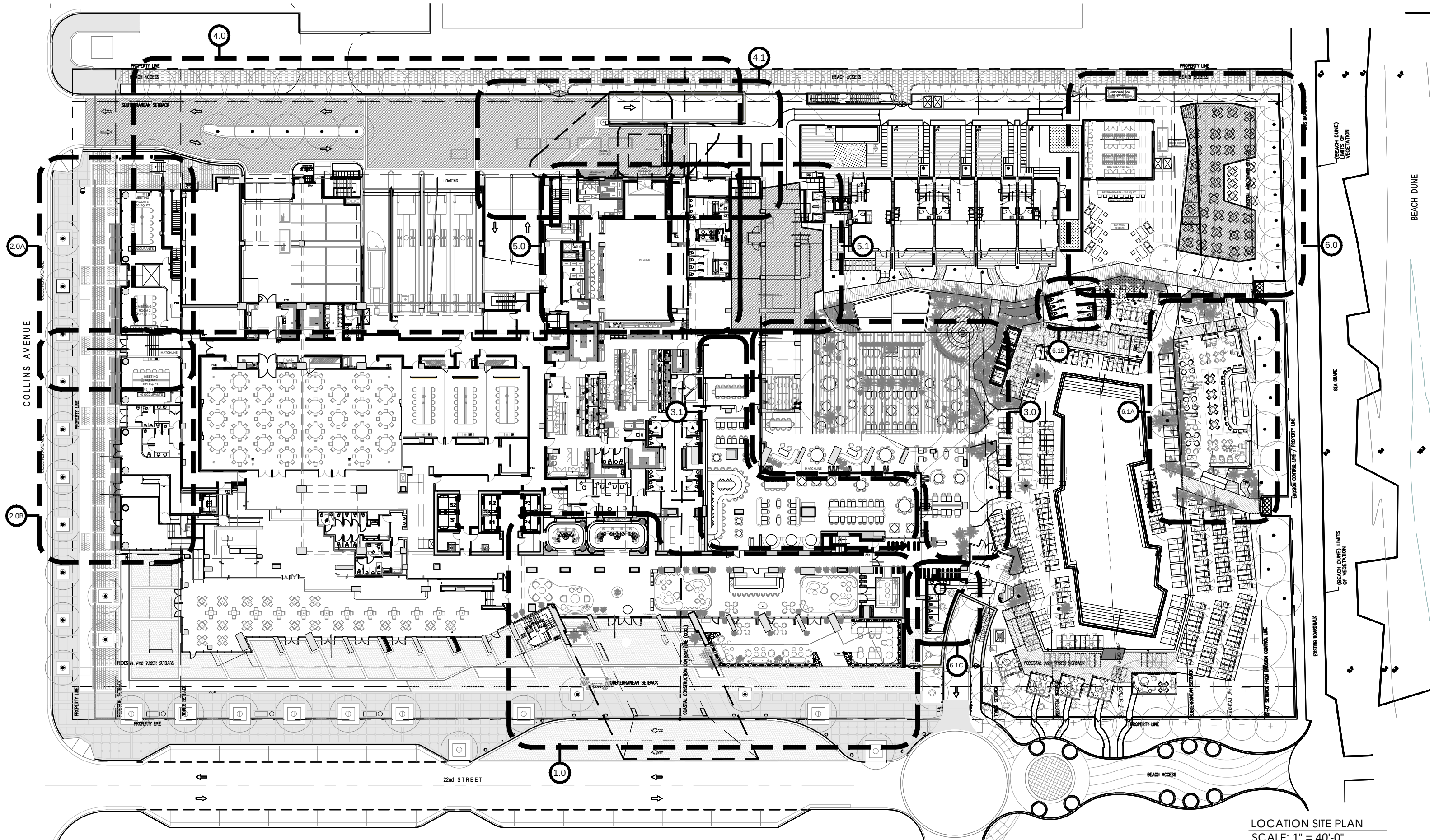
- Providing secure bicycle parking spaces (bicycle racks and lockers).
- Providing transit information within the site including route schedules and maps.
- Providing wide hallways and elevators that can accommodate bicycles.
- Providing a bicycle drop-off/valet service.
- Providing lockers for bicyclists to store a change of clothes will be provided on-site.
- Providing a shower facility for bicyclists to use will be provided on-site.

The maneuverability analysis was prepared using a passenger (P) vehicle for the proposed valet area. The maneuverability analysis determined that vehicles will be able to ingress, egress, and travel through the valet drop-off/pick-up area without conflict. Note the existing loading and refuse operations are proposed to be maintained.

The results of the entry gate analysis indicate the 95<sup>th</sup> percentile queue length for the garage entry gate is less than one (1) vehicle including the service position during the A.M. and P.M. peak hours. Therefore, all anticipated queues are expected to be accommodated on-site without extending onto Collins Avenue.

## **Appendix A**

### Site Plan



LOCATION SITE PLAN  
SCALE: 1" = 40'-0"



Nichols Architects

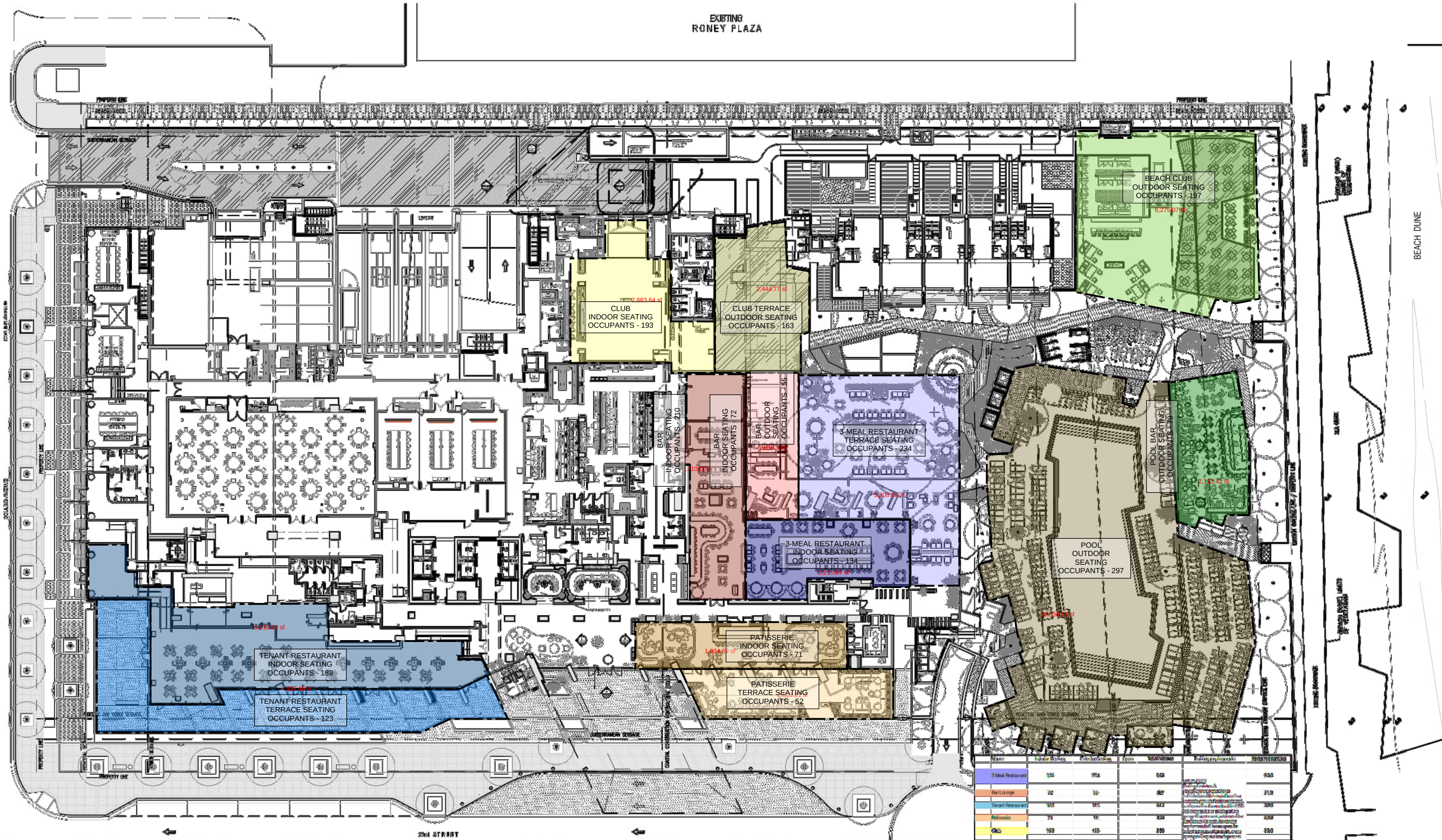
Andrew James  
ARCHITECT, AAC 000680



2201 Collins Ave  
Miami Beach, FL

A0.2  
08/13/2025



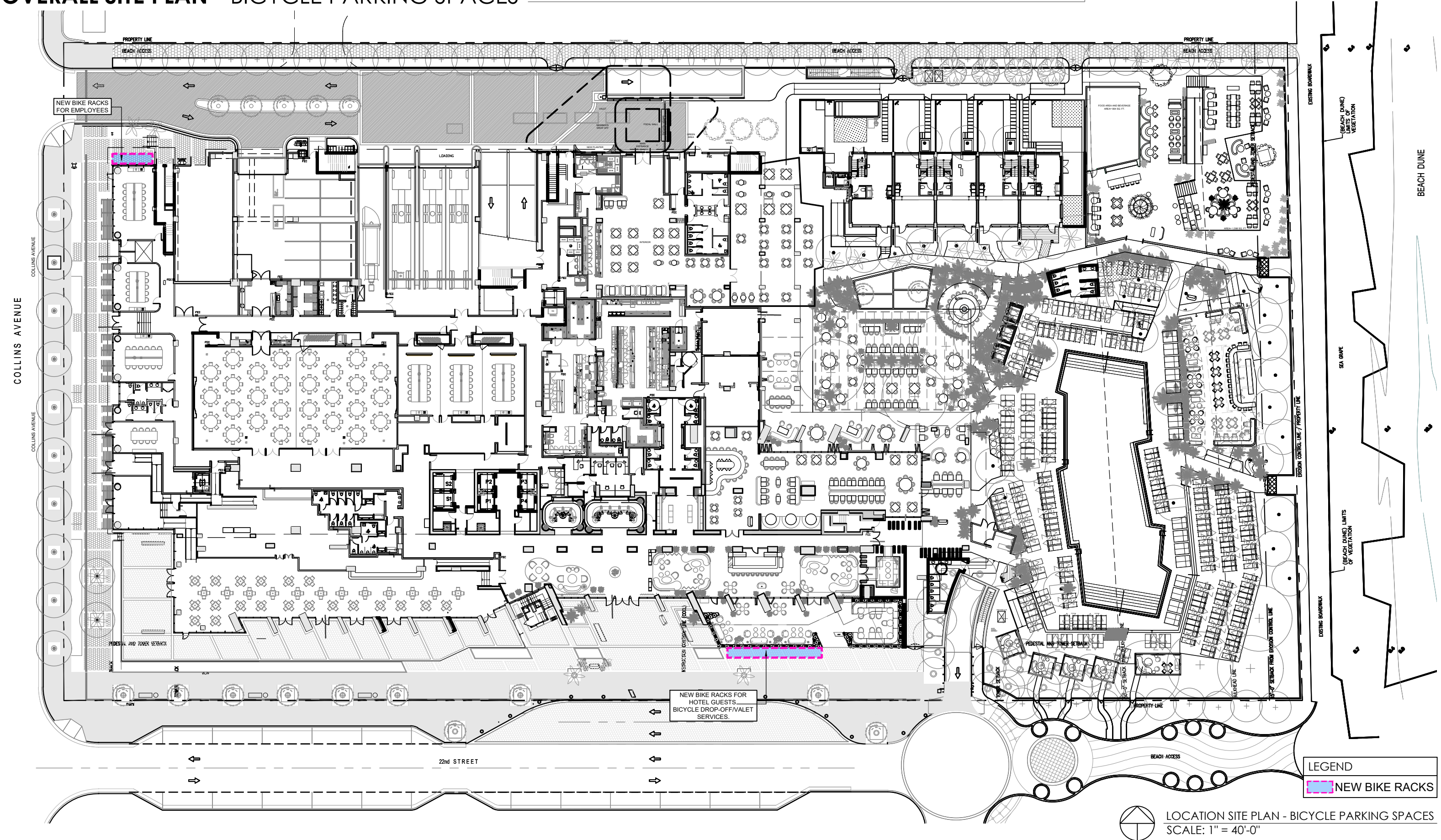


CONDITIONAL USE PERMIT  
SCALE: 1" = 40'-0"

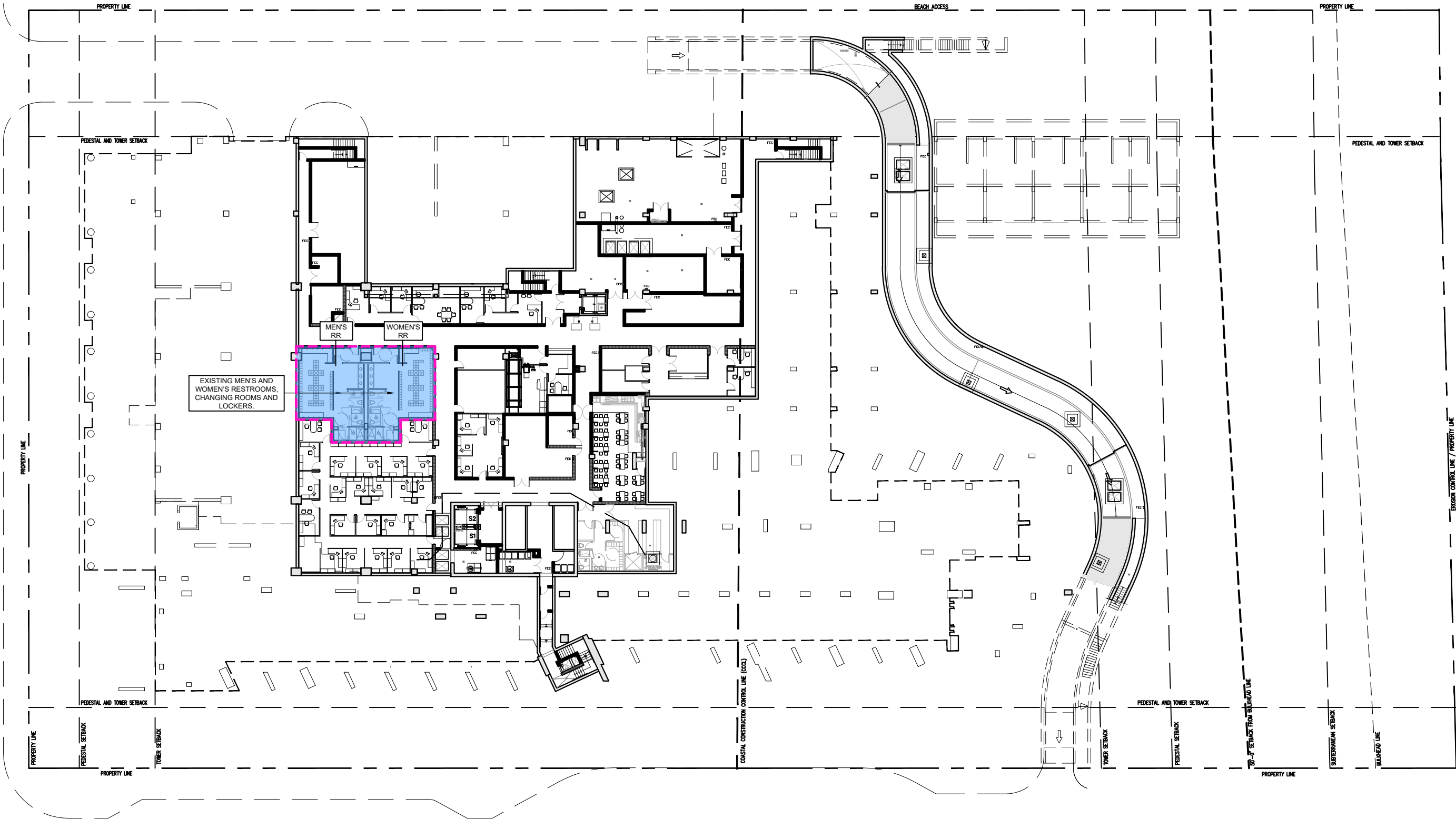
| Name              | Indoor Seating | Outdoor Seating | Pool       | Bar/Lounge | Food Service | Food Service |
|-------------------|----------------|-----------------|------------|------------|--------------|--------------|
| 3 Meal Restaurant | 134            | 234             | 0          | 0          | 0            | 0            |
| Bar/Lounge        | 210            | 56              | 0          | 0          | 0            | 0            |
| Tenant Restaurant | 189            | 123             | 0          | 0          | 0            | 0            |
| Patisserie        | 71             | 52              | 0          | 0          | 0            | 0            |
| Club              | 193            | 163             | 0          | 0          | 0            | 0            |
| Beach Club        | 0              | 197             | 0          | 0          | 0            | 0            |
| Pool              | 0              | 0               | 297        | 0          | 0            | 0            |
| <b>Total</b>      | <b>694</b>     | <b>625</b>      | <b>297</b> | <b>0</b>   | <b>0</b>     | <b>0</b>     |



OVERALL SITE PLAN - BICYCLE PARKING SPACES



LOCATION OF RESTROOMS, CHANGING ROOMS AND LOCKERS.



| LEGEND |            |
|--------|------------|
|        | FACILITIES |

BASEMENT PLAN  
SCALE: 1" = 40'-0"

## **Appendix B**

### Methodology Correspondence





## MEMORANDUM

To: Grant Webster  
City of Miami Beach

From: Derek J. d'Adesky, P.E. *DD*  
Adrian K. Dabkowski, P.E., PTOE *AK*

Date: October 1, 2025

**Subject: 2201 Collins Avenue | PB-250793**  
**Miami Beach, Florida**  
**Traffic Impact Analysis Methodology**

The purpose of this memorandum is to summarize the traffic impact analysis methodology for the proposed project located at 2201 Collins Avenue in Miami Beach, Florida. Currently, the site is occupied by a 393-room hotel, 15 high-rise residential units, restaurants totaling 546 seats, and 19,708 square feet of drinking places. The proposed project will consist of a modification of use to the existing site which will include 454 additional restaurant seats and 7,550 additional square feet of drinking places, totaling the restaurants to 1,000 seats and drinking places to 27,258 square feet. The project is expected to be completed by 2029. A conceptual site plan and location map is included in Attachment A. The following sections summarize our proposed traffic impact analysis methodology.

### TRIP GENERATION

Trip generation calculations for the existing development and proposed project were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. Note that the trip generation calculations may be updated based on revisions to the development program or site plan modifications. The trip generation for the existing and proposed project was determined using ITE Land Use Code (LUC) 330 (Resort Hotel), ITE LUC 222 (Multifamily Housing [High-Rise], ITE LUC 931 (Fine Dining Restaurant), and ITE LUC 975 (Drinking Place). Further note, that although A.M. peak hour analysis is typically prepared for the peak hour between 7:00 A.M. and 9:00 A.M., A.M. peak hour analyses were prepared based on the peak hour observed from collected 72-hour counts as discussed in subsequent sections.

The proposed hours of operation for all four (4) restaurant venues are as follows:

- Restaurant Venue A (312 seats): 5:00 PM to 2:00 A.M., with option to open at 10:00 AM for lunch
- Restaurant Venue B (368 seats): 6:00 AM to 2:00 A.M.
- Restaurant Venue C (123 seats): 7:00 AM to 2:00 A.M.
- Restaurant Venue D (197 seats): 12:00 PM to 12:00 A.M.

The proposed hours of operation for the drinking places are as follows:

- Drinking Place Venue E (4,269 sf): 10:00 A.M. to 3:00 A.M.
- Drinking Place Venue F (5,329 sf): 8:00 A.M. to 5:00 A.M.
- Drinking Place Venue G (17,660): 10:00 A.M. to 2:00 A.M.

Based on the abovementioned occupancies and hours of operation the following assumptions were made:

- All restaurant venues were considered for A.M. peak hour trip generation calculations in order to provide a conservative analysis.
- In order to provide an accurate determination of project trips during the A.M. peak hour when the drinking places are open, ITE Time of Day distributions were applied to determine project trips for the A.M. peak vehicular hour of 11 A.M. to 12 P.M. Note as trip generation information for the drinking places is limited to P.M. peak hour, as this land use does not typically operate during the A.M. hours, time of day distribution of LUC 971 (Brewery Tap Room) was utilized for the proposed drinking places as they will be open during the A.M. peak vehicular hour of 11 A.M. to 12 P.M. Detailed calculations and time of day distributions are provided in Attachment C.

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation* to Work data was reviewed for the census tract in which the project is located. A multimodal factor of 15.92 percent (15.92%) was determined for the proposed project. It is expected that a portion of residents, guests, employees, and patrons will choose to walk, bike, or use public transit to and from the proposed project.

Six (6) Miami-Dade County Department of Transportation and Public Works (DTPW) routes and three (3) City of Miami Beach Trolley routes operate in close proximity (within ½ mile) to the site during the A.M. and P.M. peak hours. Detailed transit route information is included in Attachment B.

- **DTPW Route 14** operates along Collins Avenue in the vicinity of the project site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with approximately 30-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 15** operates along Park Avenue in the vicinity of the project site with the nearest stop located just north of 22<sup>nd</sup> Street. This route operates with approximately 30-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 20** operates along Washington Avenue in the vicinity of the project site with the nearest stop located just south of 17<sup>th</sup> Street. This route operates with approximately 30-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 36** operates along Collins Avenue in the vicinity of the project site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with approximately 15-30-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 79** operates along Collins Avenue in the vicinity of the site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with 15-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 100** operates along Collins Avenue in the vicinity of the site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with 9-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 150** operates along Collins Avenue in the vicinity of the project site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with approximately 15-30-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.

- **City of Miami Beach Collins Express Trolley Route** operates along Collins Avenue in the vicinity of the site with the nearest stop located north of 72<sup>nd</sup> Street. This route operates with 15-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **City of Miami Beach North Beach Loop Trolley Route** operates along Collins Avenue in the vicinity of the site with the nearest stop located north of 72<sup>nd</sup> Street. This route operates with 20-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **City of Miami Beach Mount Sinai Link Trolley Route** operates along Collins Avenue in the vicinity of the site with the nearest stop located north of 72<sup>nd</sup> Street. This route operates with 60 to 70-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.

A portion of trips generated by the proposed project will be captured internally within the site. Internal capture trips were determined based upon values contained in the ITE *Trip Generation Handbook*, 3<sup>rd</sup> Edition. The expected internal capture rate for the proposed project is 3.2 percent (3.2%) during the A.M. peak hour, 9.3 percent (9.3%) during the P.M. peak hour, and 6.3 percent (6.3%) during the weekday daily.

Pass-by capture trip rates were determined based on average rates provided in the ITE *Trip Generation Manual*, 11<sup>th</sup> Edition. The pass-by rate for LUC 931 (Fine Dining Restaurant) is 44.0 percent (44.0%) during the P.M. peak hour and weekday daily.

The proposed project is expected to result in 61 net new weekday A.M. peak hour vehicular trips, 113 P.M. peak hour vehicular trips, and 820 daily vehicular trips. Table 1 summarizes the proposed trip generation for the project. Trip generation calculations may be revised based on revisions to the project's program or site plan modifications. Detailed trip generation calculations are included in Attachment C.

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| Table 1: Proposed Net New Trip Generation |                    |                         |                        |                         |
|-------------------------------------------|--------------------|-------------------------|------------------------|-------------------------|
| A.M. Peak Hour (P.M. Peak Hour) [Daily]   |                    |                         |                        |                         |
| Land Use                                  | Scale              | Entering Trips          | Exiting Trips          | Net New External Trips  |
| <i>Existing Development</i>               |                    |                         |                        |                         |
| Resort Hotel                              | 393 rooms          | 76<br>(47)<br>[1,262]   | 26<br>(60)<br>[1,262]  | 102<br>(107)<br>[2,524] |
| Multifamily Housing (High-Rise)           | 15 dwelling units  | 1<br>(2)<br>[26]        | 2<br>(2)<br>[22]       | 3<br>(4)<br>[48]        |
| Fine Dining Restaurant                    | 546 seats          | 45<br>(46)<br>[315]     | 20<br>(22)<br>[316]    | 65<br>(68)<br>[631]     |
| Drinking Place                            | 19,708 square feet | 5<br>(118)<br>[426]     | 6<br>(60)<br>[525]     | 11<br>(178)<br>[951]    |
| Subtotal                                  |                    | 127<br>(213)<br>[2,029] | 54<br>(144)<br>[2,125] | 181<br>(357)<br>[4,154] |
| <i>Proposed Modifications</i>             |                    |                         |                        |                         |
| Resort Hotel                              | 393 rooms          | 76<br>(42)<br>[1,227]   | 26<br>(54)<br>[1,225]  | 102<br>(96)<br>[2,452]  |
| Multifamily Housing (High-Rise)           | 15 dwelling units  | 1<br>(2)<br>[26]        | 2<br>(2)<br>[22]       | 3<br>(4)<br>[48]        |
| Fine Dining Restaurant                    | 1,000 Seats        | 84<br>(84)<br>[576]     | 38<br>(40)<br>[581]    | 122<br>(124)<br>[1,157] |
| Drinking Place                            | 27,258 square feet | 7<br>(164)<br>[590]     | 8<br>(82)<br>[727]     | 15<br>(246)<br>[1,317]  |
| Subtotal                                  |                    | 168<br>(292)<br>[2,419] | 74<br>(178)<br>[2,555] | 242<br>(470)<br>[4,974] |
| Net New Project Trips                     |                    | 41<br>(79)<br>[390]     | 20<br>(34)<br>[430]    | 61<br>(113)<br>[820]    |

Further note, as daily rates and/or equations are not provided for LUC 330 (Resort Hotel), the rate for similar LUC 310 (Hotel) was utilized to determine the projects expected daily vehicular trips.

## DATA COLLECTION

In order to determine the peak traffic periods for analysis, 72-hour continuous counts were collected during a Thursday through Saturday period at the following location:

- Collins Avenue/SR A1A between 23<sup>rd</sup> Street and 22<sup>nd</sup> Street

Based on the evaluation of the 72-hour continuous counts, the highest two-hour A.M. peak period occurred from 10:00 A.M. to 12:00 P.M. on a Thursday and the highest two-hour P.M. peak period occurred from 3:30 P.M. to 5:30 P.M. on a Friday.

The collected 72-hour counts are included in Attachment D.

Turning movement counts will be collected in 15-minute intervals from 10:00 AM to 12:00 P.M. and from 3:30 P.M. to 5:30 P.M. and will include pedestrian and bicycle counts and heavy vehicle percentages. All traffic counts will be adjusted to peak season conditions using the appropriate Florida Department of Transportation (FDOT) peak season conversion factors for Miami-Dade. Signal timing information will be obtained from Miami-Dade County Department of Transportation and Public Works – Traffic Signals and Signs Division. All collected traffic data will be provided in the Appendix of the traffic impact study.

## STUDY AREA

The following intersections, in addition to the project driveway, are proposed to be analyzed.

1. Collins Avenue/SR A1A and 23<sup>rd</sup> Street
2. Collins Avenue/SR A1A and 22<sup>nd</sup> Street
3. Collins Avenue/SR A1A and 21<sup>st</sup> Street
4. Park Avenue and 21<sup>st</sup> Street
5. Dade Boulevard/Pine Tree Drive and 23<sup>rd</sup> Street

## TRIP DISTRIBUTION

Trip distribution will be based on an interpolated cardinal trip distribution for the project site's traffic analysis zones (TAZs) obtained from the Miami-Dade Transportation Planning Organization's 2045 L RTP Directional Trip Distribution Report travel demand model 2015 and 2045 data. The trip distribution for the anticipated build-out year of 2029 was interpolated from the 2015 and 2045 data. The project is located within TAZ 636. The detailed cardinal distribution is provided in Attachment E.

## BACKGROUND GROWTH RATE

A background growth rate will be calculated based on historic growth trends at nearby Florida Department of Transportation (FDOT) traffic count stations for the most recent 5- and 10-year periods. Additionally, growth rates based on Miami-Dade Transportation Planning Organization's (TPO) projected 2015 and 2045 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.

## INTERSECTION CAPACITY ANALYSIS

Capacity analyses will be conducted for the analysis period for the study intersections. Intersection analyses will be performed using Trafficware's *Synchro* traffic engineering analysis software which applies the Transportation Research Board's (TRB's), *Highway Capacity Manual* (HCM), 2000 and 7<sup>th</sup> Edition methodologies. Capacity analyses will be conducted for three (3) scenarios: existing, build-out without project, and build-out with project for the peak period.

The following figures will be included for the study intersections:

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

## TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

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

## VALET OPERATION QUEUING ANALYSIS

A valet operations queuing analysis will be prepared for the vehicle drop-off/pick-up area to ensure that queues do not spill back into public right-of-way, if valet service is provided.

Weekday A.M. peak hour and P.M. peak hour trip generation calculations will be utilized to determine expected valet demand. The valet operation queuing analysis will be conducted consistent with procedures described in ITE's *Transportation and Land Development*, 1988. A traffic circulation figure will be prepared to illustrate the valet routes and route lengths between the vehicle drop-off/pick-up area and the on-site parking garage.

Analysis assumptions and results, including the location of the valet garage and the required number of valet attendants to service the facility during the weekday A.M. and P.M. peak hours be documented in the traffic impact analysis.

## 95<sup>TH</sup> PERCENTILE QUEUE LENGTH ANALYSIS

A 95<sup>th</sup> percentile queue analysis will be conducted for exclusive turn lanes at study intersections in which project traffic is assigned using *Synchro* traffic engineering analysis software which applies the Transportation Research Boards (TRB's) *Highway Capacity Manual* (HCM) methodologies. The analysis will examine existing, future background, and future total conditions queue lengths.

## GARAGE ENTRY GATE OPERATIONS ANALYSIS

A 95<sup>th</sup> percentile entry gate analysis will be prepared for parking garage entry points, if entry gates are provided. The entry gate queuing analysis will be prepared for the weekday A.M. and P.M. peak hours. Entry gate queuing analysis will be conducted consistent with the procedures outlined in ITE's *Transportation and Land Development*, 1988. The purpose of this analysis is to determine any future queue storage deficiencies at the entry gates and provide preliminary recommendations for mitigating these deficiencies.

## PARKING EVALUATION

A summary of the proposed parking supply will be provided and included as part of the traffic assessment and compared to the number of required parking spaces calculated by the architect per City of Miami Beach requirements. Note that the project program parking requirements will be documented in the traffic assessment.

## MANEUVERABILITY ANALYSIS

A maneuverability analysis for the site access will be performed utilizing Transoft Solutions' *AutoTURN* software at the project driveway and porte-cochere located at Collins Avenue/SR A1A and 23<sup>rd</sup> Street. Deficiencies related to maneuverability, traffic flow, and vehicular conflicts will be documented in the traffic impact analysis.



## REFUSE OPERATIONS NARRATIVE

Details regarding site refuse and loading egress operations will be described in the traffic impact analysis. This narrative will include details regarding loading and refuse vehicle access, location of loading areas, and loading and refuse vehicle circulation within the site.

## DOCUMENTATION

The results of the traffic impact analysis will be summarized in a technical memorandum. The memorandum will also include text and graphics necessary to summarize the assumptions and analysis.

\\kimley-horn.com\FL\_FTL\FTL\_TPTO\143879000 2201 Collins Avenue\Correspondence\07 2025 2201 Collins Avenue Traffic Study Methodology.docx

Attachments removed to avoid duplication.

## **Appendix C**

### Traffic Data

## 72-Hour Counts Summary



Marr Traffic  
DATA COLLECTION  
www.marrtraffic.com

Miami Beach, FL

FL-A1A Collins Ave,  
north of 22nd St

Thursday, September 11, 2025

25.797930°, -80.128179°

Fair

81°F

[Click here for Detailed Weather](#)

Volume Summary 15min

|                    |       |        |        |
|--------------------|-------|--------|--------|
| Session Total      | 8062  | 10061  | 18123  |
| Session Average    | 83.98 | 104.80 | 188.78 |
| Session Percentage | 44.48 | 55.52  |        |

2-hour A.M. Peak Period:  
(Thursday 10:00 A.M. -  
12:00 PM, 2,101 vehicles)

# 120-Minute Peak Period Data - Friday

Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Friday, September 12, 2025

Weather  
Fair  
81°F



Lat/Long  
25.797930°, -80.128179°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (09-12-2025)

Volume Summary 15min

| Volume Summary 15min |     | 15min | 60min | Time | 120 min | Volume Summary 15min |     | 15min | 60min | Time        | 120 min |
|----------------------|-----|-------|-------|------|---------|----------------------|-----|-------|-------|-------------|---------|
| NB                   | SB  | Total | Total |      |         | NB                   | SB  | Total | Total |             |         |
| 0000 - 0015          | 93  | 89    | 182   |      | 924     | 1200 - 1215          | 111 | 160   | 271   | 1200 - 1400 | 2239    |
| 0015 - 0030          | 76  | 70    | 146   |      | 814     | 1215 - 1230          | 110 | 154   | 264   | 1215 - 1415 | 2267    |
| 0030 - 0045          | 55  | 60    | 115   |      | 739     | 1230 - 1245          | 104 | 171   | 275   | 1230 - 1430 | 2302    |
| 0045 - 0100          | 44  | 70    | 114   | 557  | 686     | 1245 - 1300          | 111 | 168   | 279   | 1245 - 1445 | 2308    |
| 0100 - 0115          | 53  | 45    | 98    |      | 650     | 1300 - 1315          | 135 | 170   | 305   | 1300 - 1500 | 2358    |
| 0115 - 0130          | 48  | 45    | 93    |      | 608     | 1315 - 1330          | 125 | 143   | 268   | 1315 - 1330 | 2346    |
| 0130 - 0145          | 43  | 41    | 84    |      | 586     | 1330 - 1345          | 126 | 168   | 294   | 1330 - 1530 | 2346    |
| 0145 - 0200          | 45  | 47    | 92    | 367  | 560     | 1345 - 1400          | 121 | 162   | 283   | 1345 - 1545 | 2388    |
| 0200 - 0215          | 32  | 40    | 72    |      | 533     | 1400 - 1415          | 132 | 167   | 299   | 1400 - 1600 | 2418    |
| 0215 - 0230          | 30  | 41    | 71    |      | 524     | 1415 - 1430          | 154 | 145   | 299   | 1415 - 1615 | 2439    |
| 0230 - 0245          | 40  | 22    | 62    |      | 513     | 1430 - 1445          | 143 | 138   | 281   | 1430 - 1630 | 2465    |
| 0245 - 0300          | 38  | 40    | 78    | 283  | 525     | 1445 - 1500          | 185 | 144   | 329   | 1445 - 1645 | 2515    |
| 0300 - 0315          | 33  | 23    | 56    |      | 512     | 1500 - 1515          | 149 | 144   | 293   | 1500 - 1700 | 2530    |
| 0315 - 0330          | 43  | 28    | 71    |      | 501     | 1515 - 1530          | 153 | 115   | 268   | 1515 - 1715 | 2562    |
| 0330 - 0345          | 26  | 32    | 58    |      | 516     | 1530 - 1545          | 190 | 146   | 336   | 1530 - 1730 | 2612    |
| 0345 - 0400          | 29  | 36    | 65    | 250  | 528     | 1545 - 1600          | 155 | 158   | 313   | 1545 - 1745 | 2597    |
| 0400 - 0415          | 31  | 32    | 63    |      | 538     | 1600 - 1615          | 187 | 133   | 320   | 1600 - 1800 | 2561    |
| 0415 - 0430          | 33  | 27    | 60    |      | 566     | 1615 - 1630          | 201 | 124   | 325   | 1615 - 1815 | 2512    |
| 0430 - 0445          | 36  | 38    | 74    |      | 598     | 1630 - 1645          | 186 | 145   | 331   | 1630 - 1830 | 2448    |
| 0445 - 0500          | 27  | 38    | 65    | 262  | 645     | 1645 - 1700          | 176 | 168   | 344   | 1645 - 1845 | 2352    |
| 0500 - 0515          | 17  | 28    | 45    |      | 687     | 1700 - 1715          | 167 | 158   | 325   | 1700 - 1900 | 2287    |
| 0515 - 0530          | 28  | 58    | 86    |      | 813     | 1715 - 1730          | 160 | 158   | 318   | 1715 - 1915 | 2209    |
| 0530 - 0545          | 33  | 37    | 70    |      | 896     | 1730 - 1745          | 164 | 157   | 321   | 1730 - 1930 | 2147    |
| 0545 - 0600          | 21  | 54    | 75    | 276  | 998     | 1745 - 1800          | 134 | 143   | 277   | 1745 - 1945 | 2089    |
| 0600 - 0615          | 32  | 59    | 91    |      | 1109    | 1800 - 1815          | 143 | 128   | 271   | 1800 - 2000 | 2059    |
| 0615 - 0630          | 27  | 65    | 92    |      | 1241    | 1815 - 1830          | 113 | 148   | 261   | 1815 - 2015 | 2055    |
| 0630 - 0645          | 35  | 86    | 121   |      | 1328    | 1830 - 1845          | 106 | 129   | 235   | 1830 - 2030 | 2039    |
| 0645 - 0700          | 27  | 80    | 107   | 411  | 1405    | 1845 - 1900          | 126 | 153   | 279   | 1845 - 2045 | 2059    |
| 0700 - 0715          | 56  | 115   | 171   |      | 1525    | 1900 - 1915          | 108 | 139   | 247   | 1900 - 2100 | 2052    |
| 0715 - 0730          | 54  | 115   | 169   |      | 1564    | 1915 - 1930          | 101 | 155   | 256   | 1915 - 2115 | 2060    |
| 0730 - 0745          | 61  | 111   | 172   |      | 1589    | 1930 - 1945          | 122 | 141   | 263   | 1930 - 2130 | 2078    |
| 0745 - 0800          | 60  | 126   | 186   | 698  | 1656    | 1945 - 2000          | 102 | 145   | 247   | 1945 - 2145 | 2083    |
| 0800 - 0815          | 65  | 158   | 223   |      | 1687    | 2000 - 2015          | 114 | 153   | 267   | 2000 - 2200 | 2078    |
| 0815 - 0830          | 51  | 128   | 179   |      | 1691    | 2015 - 2030          | 123 | 122   | 245   | 2015 - 2215 | 2046    |
| 0830 - 0845          | 63  | 135   | 198   |      | 1743    | 2030 - 2045          | 116 | 139   | 255   | 2030 - 2230 | 2064    |
| 0845 - 0900          | 74  | 153   | 227   | 827  | 1802    | 2045 - 2100          | 126 | 146   | 272   | 2045 - 2245 | 2049    |
| 0900 - 0915          | 73  | 137   | 210   |      | 1852    | 2100 - 2115          | 121 | 134   | 255   | 2100 - 2300 | 2039    |
| 0915 - 0930          | 59  | 135   | 194   |      | 1910    | 2115 - 2130          | 136 | 138   | 274   | 2115 - 2315 | 2012    |
| 0930 - 0945          | 78  | 161   | 239   |      | 1997    | 2130 - 2145          | 112 | 156   | 268   | 2130 - 2345 | 1944    |
| 0945 - 1000          | 78  | 139   | 217   | 860  | 2018    | 2145 - 2200          | 114 | 128   | 242   | 2145 - 2345 | 1898    |
| 1000 - 1015          | 74  | 153   | 227   |      | 2097    | 2200 - 2215          | 115 | 120   | 235   | 2200 - 2400 | 1848    |
| 1015 - 1030          | 72  | 159   | 231   |      | 2141    | 2215 - 2230          | 134 | 129   | 263   |             |         |
| 1030 - 1045          | 96  | 161   | 257   |      | 2174    | 2230 - 2245          | 118 | 122   | 240   |             |         |
| 1045 - 1100          | 108 | 169   | 277   | 992  | 2192    | 2245 - 2300          | 125 | 137   | 262   | 1000        |         |
| 1100 - 1115          | 103 | 165   | 268   |      | 2194    | 2300 - 2315          | 121 | 107   | 228   |             |         |
| 1115 - 1130          | 111 | 170   | 281   |      | 2231    | 2315 - 2330          | 100 | 106   | 206   |             |         |
| 1130 - 1145          | 123 | 137   | 260   |      | 2218    | 2330 - 2345          | 110 | 112   | 222   |             |         |
| 1145 - 1200          | 114 | 182   | 296   | 1105 | 2252    | 2345 - 0000          | 103 | 89    | 192   | 848         |         |

2-hour P.M. Peak Period:  
(Friday 3:30 pm - 5:30 pm,  
2,612 vehicles)

120-minute Peak Periods Data

| Time        | Thu 09/11 | Fri 09/12 | Sat 09/13 |  |  |  |  |
|-------------|-----------|-----------|-----------|--|--|--|--|
| 0000 - 0100 | 387       | 557       | 762       |  |  |  |  |
| 0100 - 0200 | 290       | 367       | 570       |  |  |  |  |
| 0200 - 0300 | 216       | 283       | 444       |  |  |  |  |
| 0300 - 0400 | 152       | 250       | 396       |  |  |  |  |
| 0400 - 0500 | 165       | 262       | 376       |  |  |  |  |
| 0500 - 0600 | 233       | 276       | 295       |  |  |  |  |
| 0600 - 0700 | 428       | 411       | 317       |  |  |  |  |
| 0700 - 0800 | 729       | 698       | 499       |  |  |  |  |
| 0800 - 0900 | 835       | 827       | 630       |  |  |  |  |
| 0900 - 1000 | 832       | 860       | 720       |  |  |  |  |
| 1000 - 1100 | 1009      | 992       | 941       |  |  |  |  |
| 1100 - 1200 | 1092      | 1105      | 1005      |  |  |  |  |
| 1200 - 1300 | 1135      | 1089      | 1000      |  |  |  |  |
| 1300 - 1400 | 979       | 1150      | 942       |  |  |  |  |
| 1400 - 1500 | 1024      | 1208      | 1055      |  |  |  |  |
| 1500 - 1600 | 1157      | 1210      | 1009      |  |  |  |  |
| 1600 - 1700 | 1101      | 1320      | 1017      |  |  |  |  |
| 1700 - 1800 | 1146      | 1241      | 1032      |  |  |  |  |
| 1800 - 1900 | 1002      | 1046      | 1043      |  |  |  |  |
| 1900 - 2000 | 939       | 1013      | 1106      |  |  |  |  |
| 2000 - 2100 | 853       | 1039      | 1106      |  |  |  |  |
| 2100 - 2200 | 898       | 1039      | 1085      |  |  |  |  |
| 2200 - 2300 | 815       | 1000      | 1000      |  |  |  |  |
| 2300 - 2400 | 706       | 848       | 901       |  |  |  |  |
| Daily Total | 18123     | 20091     | 19251     |  |  |  |  |



# Analysis of Thursday A.M. peak and Friday P.M. peak.

## Bi-Directional Class Count || Graphical Analysis BiDir

Miami Beach, FL

### Site 1

FL-A1A Collins Ave,  
north of 22nd St

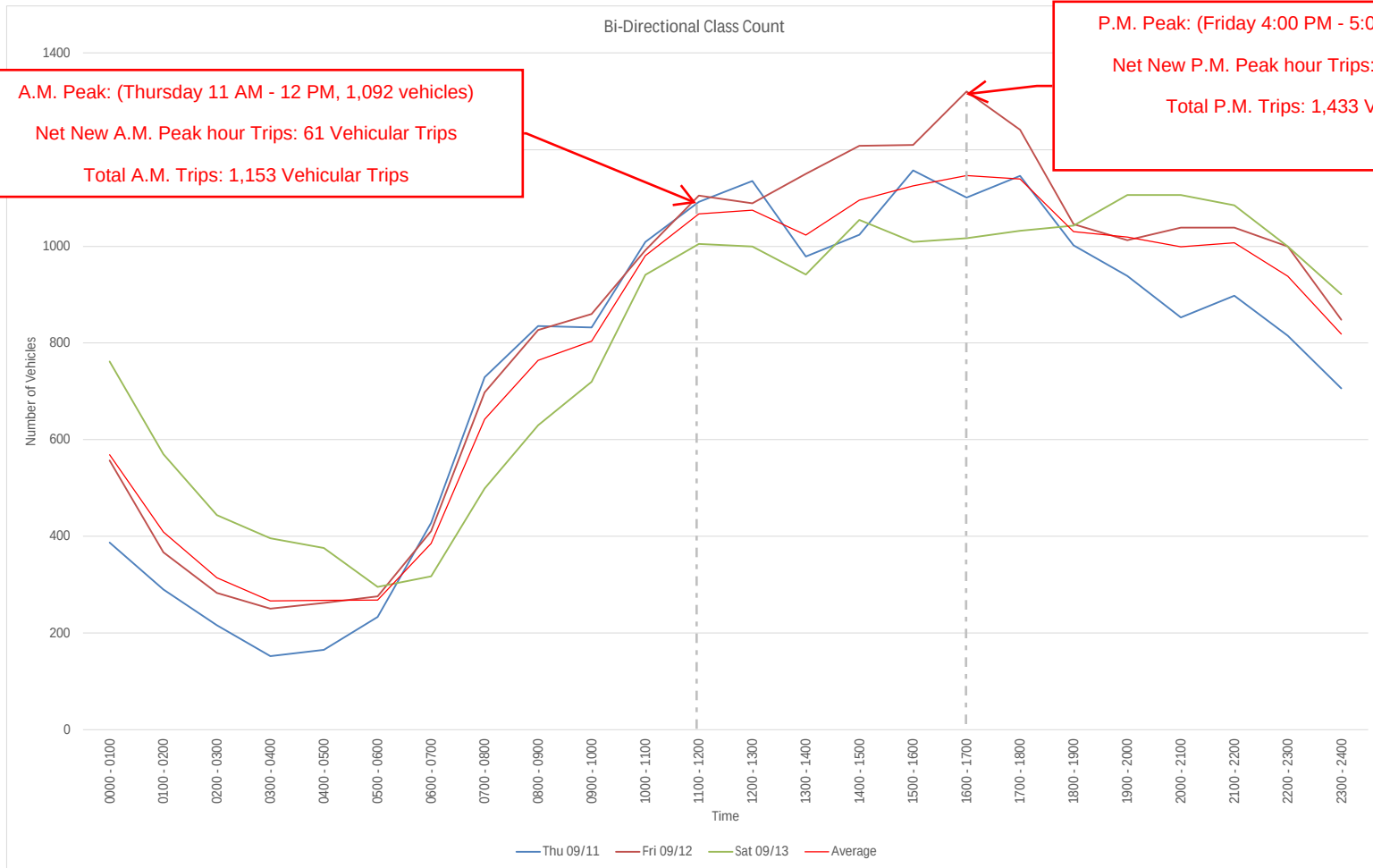
### Lat/Long

25.797930°, -80.128179°



0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



## 72-Hour Counts

Bi-Directional Class Count || Location Overview

Miami Beach, FL

Site 1

FL-A1A Collins Ave,  
north of 22nd St

Lat/Long

25.797930°, -80.128179°



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

| Description                | Time Interval | Visible                             | Tabs |
|----------------------------|---------------|-------------------------------------|------|
| Bi-Directional Class Count | 15min         | <input checked="" type="checkbox"/> | 6    |
| Bi-Directional Class Count | 60min         | <input checked="" type="checkbox"/> | 4    |
| Graphical Analysis         | -             | <input checked="" type="checkbox"/> | 3    |
| Base Data                  | 15min         | <input checked="" type="checkbox"/> | 2    |
| Base Data                  | 60min         | <input checked="" type="checkbox"/> | 2    |

Daily & Monthly Factors

|       |                                                                                     |                                                                                     |                                                                                     |
|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|       |  |  |  |
|       | Thu                                                                                 | Fri                                                                                 | Sat                                                                                 |
|       | <u>09/11</u>                                                                        | <u>09/12</u>                                                                        | <u>09/13</u>                                                                        |
| DF    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| MF    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| DF*MF | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |



Bi-Directional Class Count || NB EB 15min

Miami Beach, FL



Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Thursday, September 11, 2025

Weather  
Fair  
81°F

Lat/Long  
25.797930°, -80.128179°

[Click here for Detailed Weather](#)



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (09-11-2025)  
NB EB 15min

|             | Northbound (Movement 1.1) |     |    |    |   |   |   |   |   |    |    |    |    | 15min<br>Total | 60min<br>Total |
|-------------|---------------------------|-----|----|----|---|---|---|---|---|----|----|----|----|----------------|----------------|
| Time        | 1                         | 2   | 3  | 4  | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |                |                |
| 0000 - 0015 | 3                         | 46  | 4  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 53             | 187            |
| 0015 - 0030 | 3                         | 40  | 3  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 50             |                |
| 0030 - 0045 | 4                         | 32  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 40             |                |
| 0045 - 0100 | 1                         | 38  | 5  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 44             |                |
| 0100 - 0115 | 0                         | 44  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 46             | 145            |
| 0115 - 0130 | 1                         | 31  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 35             |                |
| 0130 - 0145 | 1                         | 27  | 4  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 32             |                |
| 0145 - 0200 | 1                         | 28  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 32             |                |
| 0200 - 0215 | 0                         | 18  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 20             | 103            |
| 0215 - 0230 | 1                         | 24  | 4  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 29             |                |
| 0230 - 0245 | 0                         | 32  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 35             |                |
| 0245 - 0300 | 0                         | 17  | 1  | 0  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 19             |                |
| 0300 - 0315 | 1                         | 14  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 17             | 71             |
| 0315 - 0330 | 1                         | 15  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 19             |                |
| 0330 - 0345 | 1                         | 12  | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 15             |                |
| 0345 - 0400 | 0                         | 19  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 20             |                |
| 0400 - 0415 | 1                         | 15  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 17             | 71             |
| 0415 - 0430 | 0                         | 14  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 17             |                |
| 0430 - 0445 | 0                         | 16  | 3  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 21             |                |
| 0445 - 0500 | 1                         | 13  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 16             |                |
| 0500 - 0515 | 1                         | 14  | 1  | 3  | 2 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 22             | 95             |
| 0515 - 0530 | 1                         | 16  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 20             |                |
| 0530 - 0545 | 0                         | 19  | 2  | 2  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 24             |                |
| 0545 - 0600 | 1                         | 16  | 8  | 2  | 1 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 29             |                |
| 0600 - 0615 | 1                         | 13  | 3  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 21             | 128            |
| 0615 - 0630 | 0                         | 18  | 1  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 26             |                |
| 0630 - 0645 | 2                         | 31  | 3  | 5  | 2 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 44             |                |
| 0645 - 0700 | 3                         | 31  | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 37             |                |
| 0700 - 0715 | 4                         | 39  | 8  | 2  | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 54             | 240            |
| 0715 - 0730 | 4                         | 44  | 11 | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 65             |                |
| 0730 - 0745 | 8                         | 42  | 3  | 4  | 2 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 60             |                |
| 0745 - 0800 | 3                         | 44  | 5  | 6  | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 61             |                |
| 0800 - 0815 | 2                         | 45  | 7  | 8  | 3 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 67             | 275            |
| 0815 - 0830 | 1                         | 52  | 5  | 4  | 5 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 68             |                |
| 0830 - 0845 | 6                         | 45  | 9  | 2  | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 63             |                |
| 0845 - 0900 | 2                         | 53  | 8  | 9  | 3 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 77             |                |
| 0900 - 0915 | 2                         | 42  | 9  | 2  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 59             | 289            |
| 0915 - 0930 | 2                         | 58  | 6  | 4  | 1 | 4 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 76             |                |
| 0930 - 0945 | 5                         | 52  | 6  | 6  | 4 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 74             |                |
| 0945 - 1000 | 3                         | 55  | 8  | 10 | 2 | 0 | 1 | 0 | 0 | 1  | 0  | 0  | 0  | 80             |                |
| 1000 - 1015 | 3                         | 59  | 9  | 4  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 77             | 361            |
| 1015 - 1030 | 1                         | 80  | 5  | 6  | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 93             |                |
| 1030 - 1045 | 6                         | 66  | 8  | 5  | 1 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 87             |                |
| 1045 - 1100 | 3                         | 76  | 9  | 12 | 2 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 104            |                |
| 1100 - 1115 | 1                         | 75  | 10 | 4  | 3 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 94             | 432            |
| 1115 - 1130 | 3                         | 90  | 10 | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 107            |                |
| 1130 - 1145 | 2                         | 92  | 8  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 106            |                |
| 1145 - 1200 | 4                         | 101 | 7  | 8  | 5 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 125            |                |
| 1200 - 1215 | 4                         | 94  | 12 | 4  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 118            | 458            |
| 1215 - 1230 | 0                         | 92  | 7  | 7  | 4 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 111            |                |
| 1230 - 1245 | 2                         | 77  | 16 | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 101            |                |
| 1245 - 1300 | 4                         | 96  | 13 | 5  | 8 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 128            |                |
| 1300 - 1315 | 3                         | 86  | 11 | 3  | 5 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 109            | 416            |
| 1315 - 1330 | 4                         | 85  | 5  | 8  | 5 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 108            |                |
| 1330 - 1345 | 4                         | 78  | 11 | 3  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 100            |                |
| 1345 - 1400 | 5                         | 78  | 7  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 99             |                |
| 1400 - 1415 | 3                         | 78  | 11 | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 97             | 474            |
| 1415 - 1430 | 6                         | 99  | 9  | 8  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 125            |                |
| 1430 - 1445 | 2                         | 92  | 13 | 6  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 116            |                |
| 1445 - 1500 | 4                         | 116 | 10 | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 136            |                |
| 1500 - 1515 | 4                         | 115 | 12 | 5  | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 137            | 567            |
| 1515 - 1530 | 5                         | 130 | 7  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 146            |                |
| 1530 - 1545 | 6                         | 120 | 4  | 3  | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 134            |                |
| 1545 - 1600 | 5                         | 132 | 6  | 6  | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 150            |                |
| 1600 - 1615 | 8                         | 123 | 10 | 3  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 146            | 582            |
| 1615 - 1630 | 4                         | 111 | 15 | 9  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 140            |                |
| 1630 - 1645 | 5                         | 111 | 13 | 5  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 137            |                |
| 1645 - 1700 | 6                         | 133 | 13 | 4  | 2 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 159            |                |
| 1700 - 1715 | 3                         | 127 | 15 | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 151            | 582            |
| 1715 - 1730 | 5                         | 150 | 7  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 167            |                |
| 1730 - 1745 | 2                         | 115 | 6  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 129            |                |
| 1745 - 1800 | 5                         | 111 | 12 | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 135            |                |
| 1800 - 1815 | 5                         | 107 | 4  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 124            | 520            |
| 1815 - 1830 | 1                         | 144 | 12 | 4  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 163            |                |
| 1830 - 1845 | 1                         | 106 | 9  | 5  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 124            |                |
| 1845 - 1900 | 4                         | 99  | 2  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 109            |                |
| 1900 - 1915 | 2                         | 109 | 4  | 0  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 116            | 434            |
| 1915 - 1930 | 1                         | 92  | 4  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 106            |                |
| 1930 - 1945 | 4                         | 99  | 1  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 109            |                |
| 1945 - 2000 | 2                         | 92  | 5  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 103            |                |
| 2000 - 2015 | 4                         | 94  | 4  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 109            | 409            |
| 2015 - 2030 | 4                         | 88  | 2  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 98             |                |
| 2030 - 2045 | 2                         | 73  | 2  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 82             |                |
| 2045 - 2100 | 8                         | 103 | 0  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 120            |                |
| 2100 - 2115 | 3                         | 102 | 4  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 118            | 456            |
| 2115 - 2130 | 8                         | 104 | 4  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 123            |                |
| 2130 - 2145 | 1                         | 95  | 1  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 103            |                |
| 2145 - 2200 | 0                         | 102 | 3  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 112            |                |
| 2200 - 2215 | 4                         | 100 | 2  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 112            | 394            |
| 2215 - 2230 | 2                         | 72  | 1  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 80             |                |
| 2230 - 2245 | 2                         | 102 | 1  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 111            |                |
| 2245 - 2300 | 3                         | 79  | 6  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 91             |                |
| 2300 - 2315 | 3                         | 90  | 2  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 102            | 373            |
| 2315 - 2330 | 1                         | 81  | 3  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 90             |                |
| 2330 - 2345 | 3                         | 77  | 1  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 85             |                |
| 2345 - 0000 | 6                         | 86  | 2  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 96             |                |

|                    |      |       |      |      |      |      |      |      |      |      |      |      |      |       |
|--------------------|------|-------|------|------|------|------|------|------|------|------|------|------|------|-------|
| Session Total      | 267  | 6708  | 546  | 397  | 109  | 15   | 1    | 11   | 7    | 1    | 0    | 0    | 0    | 8062  |
| Session Average    | 2.78 | 69.88 | 5.69 | 4.14 | 1.14 | 0.16 | 0.01 | 0.11 | 0.07 | 0.01 | 0.00 | 0.00 | 0.00 | 83.98 |
| Session Percentage | 3.31 | 83.21 | 6.77 | 4.92 | 1.35 | 0.19 | 0.01 | 0.14 | 0.09 | 0.01 | 0.00 | 0.00 | 0.00 |       |



| Time        | Northbound (Movement 1.1) |     |    |    |   |   |   |   |   |    |    |    |    | 15min | 60min |
|-------------|---------------------------|-----|----|----|---|---|---|---|---|----|----|----|----|-------|-------|
|             | 1                         | 2   | 3  | 4  | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 1                         | 84  | 8  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 93    | 268   |
| 0015 - 0030 | 2                         | 64  | 6  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 76    |       |
| 0030 - 0045 | 1                         | 48  | 5  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 55    |       |
| 0045 - 0100 | 0                         | 38  | 6  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 44    |       |
| 0100 - 0115 | 1                         | 45  | 6  | 0  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 53    | 189   |
| 0115 - 0130 | 2                         | 40  | 5  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 48    |       |
| 0130 - 0145 | 0                         | 37  | 4  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 43    |       |
| 0145 - 0200 | 0                         | 38  | 7  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 45    |       |
| 0200 - 0215 | 1                         | 28  | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 32    | 140   |
| 0215 - 0230 | 0                         | 27  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 30    |       |
| 0230 - 0245 | 1                         | 36  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 40    |       |
| 0245 - 0300 | 1                         | 32  | 5  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 38    |       |
| 0300 - 0315 | 0                         | 30  | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 33    | 131   |
| 0315 - 0330 | 2                         | 37  | 2  | 1  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 43    |       |
| 0330 - 0345 | 0                         | 22  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 26    |       |
| 0345 - 0400 | 1                         | 26  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 29    |       |
| 0400 - 0415 | 1                         | 26  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 31    | 127   |
| 0415 - 0430 | 0                         | 30  | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 33    |       |
| 0430 - 0445 | 1                         | 28  | 6  | 0  | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 36    |       |
| 0445 - 0500 | 0                         | 23  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 27    |       |
| 0500 - 0515 | 0                         | 13  | 1  | 2  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 17    | 99    |
| 0515 - 0530 | 0                         | 19  | 6  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 28    |       |
| 0530 - 0545 | 1                         | 21  | 8  | 1  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 33    |       |
| 0545 - 0600 | 1                         | 14  | 2  | 2  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 21    |       |
| 0600 - 0615 | 0                         | 19  | 7  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 32    | 121   |
| 0615 - 0630 | 1                         | 18  | 3  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 27    |       |
| 0630 - 0645 | 3                         | 25  | 2  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 35    |       |
| 0645 - 0700 | 2                         | 19  | 2  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 27    |       |
| 0700 - 0715 | 4                         | 43  | 3  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 56    | 231   |
| 0715 - 0730 | 3                         | 39  | 4  | 4  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 54    |       |
| 0730 - 0745 | 3                         | 39  | 9  | 6  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 61    |       |
| 0745 - 0800 | 5                         | 41  | 8  | 2  | 3 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 60    |       |
| 0800 - 0815 | 3                         | 48  | 7  | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 65    | 253   |
| 0815 - 0830 | 3                         | 35  | 3  | 4  | 5 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 51    |       |
| 0830 - 0845 | 4                         | 47  | 5  | 4  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 63    |       |
| 0845 - 0900 | 4                         | 55  | 6  | 4  | 0 | 2 | 0 | 3 | 0 | 0  | 0  | 0  | 0  | 74    |       |
| 0900 - 0915 | 3                         | 57  | 9  | 2  | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 73    | 288   |
| 0915 - 0930 | 1                         | 46  | 5  | 4  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 59    |       |
| 0930 - 0945 | 3                         | 54  | 9  | 6  | 4 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 78    |       |
| 0945 - 1000 | 2                         | 61  | 2  | 5  | 5 | 3 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 78    |       |
| 1000 - 1015 | 4                         | 55  | 6  | 5  | 3 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 74    | 350   |
| 1015 - 1030 | 2                         | 52  | 5  | 5  | 7 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 72    |       |
| 1030 - 1045 | 6                         | 77  | 6  | 3  | 3 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 96    |       |
| 1045 - 1100 | 0                         | 78  | 14 | 11 | 5 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 108   |       |
| 1100 - 1115 | 3                         | 78  | 15 | 5  | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 103   | 451   |
| 1115 - 1130 | 2                         | 95  | 6  | 5  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 111   |       |
| 1130 - 1145 | 6                         | 97  | 11 | 6  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 123   |       |
| 1145 - 1200 | 3                         | 91  | 12 | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 114   |       |
| 1200 - 1215 | 6                         | 85  | 12 | 2  | 5 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 111   | 436   |
| 1215 - 1230 | 5                         | 87  | 9  | 6  | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 110   |       |
| 1230 - 1245 | 1                         | 88  | 9  | 4  | 1 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 104   |       |
| 1245 - 1300 | 6                         | 82  | 10 | 8  | 4 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 111   |       |
| 1300 - 1315 | 5                         | 103 | 15 | 4  | 6 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 135   | 507   |
| 1315 - 1330 | 6                         | 105 | 5  | 6  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 125   |       |
| 1330 - 1345 | 2                         | 101 | 15 | 5  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 126   |       |
| 1345 - 1400 | 2                         | 99  | 9  | 7  | 3 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 121   |       |
| 1400 - 1415 | 4                         | 114 | 6  | 6  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 132   | 614   |
| 1415 - 1430 | 7                         | 127 | 14 | 4  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 154   |       |
| 1430 - 1445 | 2                         | 121 | 12 | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 143   |       |
| 1445 - 1500 | 3                         | 161 | 12 | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 185   |       |
| 1500 - 1515 | 2                         | 128 | 11 | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 149   | 647   |
| 1515 - 1530 | 3                         | 132 | 12 | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 153   |       |
| 1530 - 1545 | 5                         | 166 | 14 | 1  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 190   |       |
| 1545 - 1600 | 2                         | 141 | 5  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 155   |       |
| 1600 - 1615 | 2                         | 155 | 20 | 7  | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 187   | 750   |
| 1615 - 1630 | 1                         | 175 | 15 | 8  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 201   |       |
| 1630 - 1645 | 4                         | 166 | 10 | 3  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 186   |       |
| 1645 - 1700 | 6                         | 148 | 15 | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 176   |       |
| 1700 - 1715 | 5                         | 151 | 9  | 1  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 167   | 625   |
| 1715 - 1730 | 4                         | 137 | 12 | 5  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 160   |       |
| 1730 - 1745 | 1                         | 141 | 13 | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 164   |       |
| 1745 - 1800 | 0                         | 121 | 6  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 134   |       |
| 1800 - 1815 | 6                         | 128 | 5  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 143   | 488   |
| 1815 - 1830 | 2                         | 104 | 3  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 113   |       |
| 1830 - 1845 | 6                         | 93  | 3  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 106   |       |
| 1845 - 1900 | 4                         | 109 | 4  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 126   |       |
| 1900 - 1915 | 0                         | 105 | 0  | 2  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 108   | 433   |
| 1915 - 1930 | 4                         | 86  | 3  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 101   |       |
| 1930 - 1945 | 4                         | 109 | 5  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 122   |       |
| 1945 - 2000 | 8                         | 84  | 2  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 102   |       |
| 2000 - 2015 | 4                         | 104 | 3  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 114   | 479   |
| 2015 - 2030 | 7                         | 109 | 2  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 123   |       |
| 2030 - 2045 | 5                         | 101 | 1  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 116   |       |
| 2045 - 2100 | 5                         | 113 | 2  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 126   |       |
| 2100 - 2115 | 2                         | 112 | 1  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 121   | 483   |
| 2115 - 2130 | 6                         | 118 | 4  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 136   |       |
| 2130 - 2145 | 4                         | 101 | 1  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 112   |       |
| 2145 - 2200 | 6                         | 95  | 1  | 11 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 114   |       |
| 2200 - 2215 | 2                         | 106 | 3  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 115   | 492   |
| 2215 - 2230 | 5                         | 120 | 4  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 134   |       |
| 2230 - 2245 | 3                         | 107 | 2  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 118   |       |
| 2245 - 2300 | 2                         | 116 | 2  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 125   |       |
| 2300 - 2315 | 3                         | 111 | 5  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 121   | 434   |
| 2315 - 2330 | 4                         | 88  | 4  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 100   |       |
| 2330 - 2345 | 3                         | 102 | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 110   |       |
| 2345 - 0000 | 4                         | 95  | 1  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 103   |       |

|                    |      |       |      |      |      |      |      |      |      |      |      |      |      |       |
|--------------------|------|-------|------|------|------|------|------|------|------|------|------|------|------|-------|
| Session Total      | 270  | 7625  | 593  | 386  | 133  | 16   | 0    | 9    | 4    | 0    | 0    | 0    | 0    | 9036  |
| Session Average    | 2.81 | 79.43 | 6.18 | 4.02 | 1.39 | 0.17 | 0.00 | 0.09 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 94.13 |
| Session Percentage | 2.99 | 84.38 | 6.56 | 4.27 | 1.47 | 0.18 | 0.00 | 0.10 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 |       |

|                |             |             |             |             |             |             |      |             |             |      |      |      |      |             |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|-------------|------|------|------|------|-------------|
| AM Peak Hour   | 0700 - 0800 | 0945 - 1045 | 0845 - 0945 | 0930 - 1030 | 0930 - 1030 | 0800 - 0900 | -    | 0845 - 0945 | 0815 - 0915 | -    | -    | -    | -    | 0945 - 1045 |
| AM Peak Volume | 15          | 245         | 29          | 21          | 19          | 3           | 0    | 5           | 1           | 0    | 0    | 0    | 0    | 320         |
| AM Peak %age   | 4.69        | 76.56       | 9.06        | 6.56        | 5.94        | 0.94        | 0.00 | 1.56        | 0.31        | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                  |             |             |             |             |             |             |      |             |             |      |      |      |      |             |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|-------------|------|------|------|------|-------------|
| Noon Peak Hour   | 1130 - 1230 | 1445 - 1545 | 1415 - 1515 | 1045 - 1145 | 1000 - 1100 | 1200 - 1300 | -    | 1000 - 1100 | 1015 - 1115 | -    | -    | -    | -    | 1445 - 1545 |
| Noon Peak Volume | 20          | 587         | 49          | 27          | 18          | 3           | 0    | 2           | 2           | 0    | 0    | 0    | 0    | 677         |
| Noon Peak %age   | 2.95        | 86.71       | 7.24        | 3.99        | 2.66        | 0.44        | 0.00 | 0.30        | 0.30        | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                |             |             |             |             |             |             |      |      |      |      |      |      |      |             |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|------|------|------|------|------|------|------|-------------|
| PM Peak Hour   | 1945 - 2045 | 1600 - 1700 | 1600 - 1700 | 1545 - 1645 | 1530 - 1630 | 1515 - 1615 | -    | -    | -    | -    | -    | -    | -    | 1600 - 1700 |
| PM Peak Volume | 24          | 644         | 60          | 24          | 9           | 1           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 750         |
| PM Peak %age   | 3.20        | 85.87       | 8.00        | 3.20        | 1.20        | 0.13        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                  |      |       |      |      |      |      |      |      |      |      |      |      |      |     |
|------------------|------|-------|------|------|------|------|------|------|------|------|------|------|------|-----|
| User Peak Volume | 4    | 234   | 25   | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 268 |
| User Peak %age   | 1.49 | 87.31 | 9.33 | 1.87 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |     |



Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Saturday, September 13, 2025

Weather  
Fair  
79°F



Lat/Long  
25.797930°, -80.128179°

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0000 - 2400 (Saturday 24h Session) (09-13-2025)  
NB EB 15min

| Northbound (Movement 1.1) |   |     |    |    |   |   |   |   |   |    |    |    |    |   | 15min<br>Total | 60min<br>Total |
|---------------------------|---|-----|----|----|---|---|---|---|---|----|----|----|----|---|----------------|----------------|
| TIME                      | 1 | 2   | 3  | 4  | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |   |                |                |
| 0000 - 0015               | 1 | 87  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 89             | 379            |
| 0015 - 0030               | 1 | 99  | 0  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 103            |                |
| 0030 - 0045               | 5 | 82  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 88             |                |
| 0045 - 0100               | 3 | 93  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 99             |                |
| 0100 - 0115               | 0 | 76  | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 78             | 280            |
| 0115 - 0130               | 0 | 79  | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 79             |                |
| 0130 - 0145               | 1 | 52  | 2  | 2  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 58             |                |
| 0145 - 0200               | 1 | 62  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 65             |                |
| 0200 - 0215               | 2 | 56  | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 58             | 215            |
| 0215 - 0230               | 1 | 50  | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 53             |                |
| 0230 - 0245               | 1 | 49  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 54             |                |
| 0245 - 0300               | 0 | 50  | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 50             |                |
| 0300 - 0315               | 2 | 35  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 38             | 195            |
| 0315 - 0330               | 0 | 47  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 50             |                |
| 0330 - 0345               | 0 | 46  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 47             |                |
| 0345 - 0400               | 2 | 57  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 60             |                |
| 0400 - 0415               | 2 | 41  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 44             | 171            |
| 0415 - 0430               | 1 | 34  | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 37             |                |
| 0430 - 0445               | 1 | 36  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 38             |                |
| 0445 - 0500               | 0 | 49  | 2  | 0  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 52             |                |
| 0500 - 0515               | 0 | 44  | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 49             | 137            |
| 0515 - 0530               | 1 | 31  | 1  | 2  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 36             |                |
| 0530 - 0545               | 1 | 25  | 1  | 3  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 32             |                |
| 0545 - 0600               | 1 | 18  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 20             |                |
| 0600 - 0615               | 1 | 20  | 0  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 23             | 106            |
| 0615 - 0630               | 0 | 14  | 5  | 1  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 21             |                |
| 0630 - 0645               | 0 | 23  | 2  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 30             |                |
| 0645 - 0700               | 4 | 22  | 3  | 2  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 32             |                |
| 0700 - 0715               | 5 | 32  | 3  | 4  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 47             | 189            |
| 0715 - 0730               | 2 | 41  | 4  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 53             |                |
| 0730 - 0745               | 2 | 34  | 4  | 2  | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 43             |                |
| 0745 - 0800               | 1 | 36  | 5  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 46             |                |
| 0800 - 0815               | 1 | 36  | 1  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 44             | 220            |
| 0815 - 0830               | 0 | 47  | 3  | 5  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 59             |                |
| 0830 - 0845               | 3 | 42  | 4  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 56             |                |
| 0845 - 0900               | 3 | 44  | 5  | 5  | 2 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0 | 61             |                |
| 0900 - 0915               | 2 | 56  | 4  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 67             | 288            |
| 0915 - 0930               | 0 | 55  | 3  | 8  | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0 | 67             |                |
| 0930 - 0945               | 6 | 54  | 7  | 8  | 2 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0 | 79             |                |
| 0945 - 1000               | 3 | 58  | 3  | 8  | 2 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0 | 75             |                |
| 1000 - 1015               | 3 | 76  | 5  | 6  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 92             | 391            |
| 1015 - 1030               | 2 | 70  | 5  | 6  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 86             |                |
| 1030 - 1045               | 4 | 95  | 7  | 7  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 116            |                |
| 1045 - 1100               | 2 | 80  | 7  | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 97             |                |
| 1100 - 1115               | 2 | 97  | 4  | 6  | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 112            | 433            |
| 1115 - 1130               | 2 | 86  | 4  | 6  | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 99             |                |
| 1130 - 1145               | 3 | 104 | 5  | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 120            |                |
| 1145 - 1200               | 4 | 88  | 2  | 5  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 102            |                |
| 1200 - 1215               | 2 | 89  | 6  | 7  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 106            | 417            |
| 1215 - 1230               | 0 | 83  | 2  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 89             |                |
| 1230 - 1245               | 4 | 93  | 6  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 110            |                |
| 1245 - 1300               | 1 | 99  | 3  | 6  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 112            |                |
| 1300 - 1315               | 2 | 82  | 2  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 95             | 407            |
| 1315 - 1330               | 5 | 85  | 2  | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 99             |                |
| 1330 - 1345               | 5 | 78  | 4  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 92             |                |
| 1345 - 1400               | 3 | 103 | 7  | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 121            |                |
| 1400 - 1415               | 3 | 97  | 4  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 110            | 467            |
| 1415 - 1430               | 6 | 110 | 6  | 7  | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0 | 130            |                |
| 1430 - 1445               | 5 | 112 | 4  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 127            |                |
| 1445 - 1500               | 5 | 88  | 3  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 100            |                |
| 1500 - 1515               | 6 | 103 | 4  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 120            | 478            |
| 1515 - 1530               | 9 | 96  | 9  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 119            |                |
| 1530 - 1545               | 6 | 87  | 4  | 8  | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0 | 106            |                |
| 1545 - 1600               | 1 | 123 | 5  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 133            |                |
| 1600 - 1615               | 7 | 80  | 3  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 97             | 458            |
| 1615 - 1630               | 4 | 103 | 3  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 119            |                |
| 1630 - 1645               | 7 | 105 | 3  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 122            |                |
| 1645 - 1700               | 3 | 100 | 12 | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 120            |                |
| 1700 - 1715               | 5 | 103 | 7  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 122            | 464            |
| 1715 - 1730               | 4 | 113 | 8  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 131            |                |
| 1730 - 1745               | 5 | 84  | 1  | 7  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 99             |                |
| 1745 - 1800               | 3 | 98  | 1  | 10 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 112            |                |
| 1800 - 1815               | 6 | 105 | 1  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 118            | 439            |
| 1815 - 1830               | 2 | 101 | 2  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 112            |                |
| 1830 - 1845               | 2 | 88  | 4  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 99             |                |
| 1845 - 1900               | 1 | 96  | 4  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 110            |                |
| 1900 - 1915               | 0 | 113 | 6  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 127            | 444            |
| 1915 - 1930               | 0 | 111 | 2  | 7  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 122            |                |
| 1930 - 1945               | 0 | 94  | 0  | 3  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 99             |                |
| 1945 - 2000               | 2 | 83  | 4  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 96             |                |
| 2000 - 2015               | 1 | 87  | 1  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 95             | 438            |
| 2015 - 2030               | 1 | 95  | 2  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 104            |                |
| 2030 - 2045               | 0 | 110 | 1  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 116            |                |
| 2045 - 2100               | 1 | 112 | 3  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 123            |                |
| 2100 - 2115               | 7 | 95  | 2  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 106            | 495            |
| 2115 - 2130               | 2 | 108 | 1  | 11 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 122            |                |
| 2130 - 2145               | 2 | 119 | 3  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 131            |                |
| 2145 - 2200               | 3 | 125 | 3  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 136            |                |
| 2200 - 2215               | 5 | 111 | 3  | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 127            | 499            |
| 2215 - 2230               | 5 | 122 | 2  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 136            |                |
| 2230 - 2245               | 6 | 96  | 0  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 111            |                |
| 2245 - 2300               | 2 | 117 | 2  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 125            |                |
| 2300 - 2315               | 3 | 104 | 4  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 115            | 460            |
| 2315 - 2330               | 8 | 114 | 4  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 128            |                |
| 2330 - 2345               | 3 | 108 | 2  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 115            |                |
| 2345 - 0000               | 7 | 94  | 0  | 0  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0 | 102            |                |



Bi-Directional Class Count || SB WB 15min

Miami Beach, FL



Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Thursday, September 11, 2025

Weather  
Fair  
81°F

Lat/Long  
25.797930°, -80.128179°

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0000 - 2400 (Weekday 24h Session) (09-11-2025)  
SB WB 15min

|             | Southbound (Movement 1.2) |     |    |    |   |   |   |   |   |    |    |    |    | 15min<br>Total | 60min<br>Total |
|-------------|---------------------------|-----|----|----|---|---|---|---|---|----|----|----|----|----------------|----------------|
| Time        | 1                         | 2   | 3  | 4  | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |                |                |
| 0000 - 0015 | 2                         | 42  | 9  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 54             | 200            |
| 0015 - 0030 | 1                         | 30  | 5  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 38             |                |
| 0030 - 0045 | 2                         | 43  | 11 | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 57             |                |
| 0045 - 0100 | 3                         | 35  | 11 | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 51             |                |
| 0100 - 0115 | 1                         | 30  | 10 | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 42             | 145            |
| 0115 - 0130 | 0                         | 40  | 9  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 49             |                |
| 0130 - 0145 | 1                         | 18  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 23             |                |
| 0145 - 0200 | 0                         | 22  | 7  | 1  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 31             |                |
| 0200 - 0215 | 1                         | 21  | 8  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 30             | 113            |
| 0215 - 0230 | 0                         | 19  | 6  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 26             |                |
| 0230 - 0245 | 1                         | 18  | 6  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 25             |                |
| 0245 - 0300 | 0                         | 24  | 7  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 32             |                |
| 0300 - 0315 | 0                         | 12  | 4  | 0  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 18             | 81             |
| 0315 - 0330 | 1                         | 20  | 6  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 28             |                |
| 0330 - 0345 | 1                         | 15  | 6  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 22             |                |
| 0345 - 0400 | 0                         | 9   | 4  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 13             |                |
| 0400 - 0415 | 0                         | 11  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 15             | 94             |
| 0415 - 0430 | 0                         | 18  | 7  | 0  | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 26             |                |
| 0430 - 0445 | 0                         | 15  | 6  | 1  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 23             |                |
| 0445 - 0500 | 0                         | 23  | 6  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 30             |                |
| 0500 - 0515 | 1                         | 8   | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 14             | 138            |
| 0515 - 0530 | 7                         | 22  | 7  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 40             |                |
| 0530 - 0545 | 3                         | 21  | 7  | 4  | 3 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 39             |                |
| 0545 - 0600 | 3                         | 28  | 8  | 4  | 1 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 45             |                |
| 0600 - 0615 | 1                         | 27  | 6  | 4  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 38             | 300            |
| 0615 - 0630 | 3                         | 44  | 10 | 5  | 5 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 67             |                |
| 0630 - 0645 | 3                         | 63  | 18 | 6  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 93             |                |
| 0645 - 0700 | 7                         | 62  | 27 | 4  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 102            |                |
| 0700 - 0715 | 5                         | 83  | 17 | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 113            | 489            |
| 0715 - 0730 | 3                         | 72  | 19 | 3  | 2 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 101            |                |
| 0730 - 0745 | 8                         | 98  | 16 | 4  | 5 | 1 | 2 | 0 | 1 | 0  | 0  | 0  | 0  | 135            |                |
| 0745 - 0800 | 8                         | 101 | 18 | 8  | 3 | 1 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 140            |                |
| 0800 - 0815 | 6                         | 98  | 24 | 0  | 6 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 134            | 560            |
| 0815 - 0830 | 7                         | 97  | 22 | 5  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 134            |                |
| 0830 - 0845 | 0                         | 102 | 23 | 7  | 1 | 1 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 135            |                |
| 0845 - 0900 | 11                        | 114 | 23 | 4  | 5 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 157            |                |
| 0900 - 0915 | 8                         | 98  | 14 | 9  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 130            | 543            |
| 0915 - 0930 | 6                         | 110 | 15 | 11 | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 145            |                |
| 0930 - 0945 | 2                         | 107 | 19 | 10 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 139            |                |
| 0945 - 1000 | 3                         | 97  | 21 | 0  | 4 | 1 | 3 | 0 | 0 | 0  | 0  | 0  | 0  | 129            |                |
| 1000 - 1015 | 5                         | 120 | 18 | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 152            | 648            |
| 1015 - 1030 | 4                         | 117 | 23 | 7  | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 152            |                |
| 1030 - 1045 | 4                         | 129 | 25 | 11 | 5 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 174            |                |
| 1045 - 1100 | 6                         | 117 | 37 | 5  | 2 | 2 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 170            |                |
| 1100 - 1115 | 4                         | 103 | 15 | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 131            | 660            |
| 1115 - 1130 | 2                         | 142 | 27 | 5  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 178            |                |
| 1130 - 1145 | 2                         | 117 | 24 | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 151            |                |
| 1145 - 1200 | 3                         | 154 | 33 | 8  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 200            |                |
| 1200 - 1215 | 6                         | 170 | 12 | 10 | 5 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 203            | 677            |
| 1215 - 1230 | 4                         | 130 | 9  | 4  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 149            |                |
| 1230 - 1245 | 10                        | 140 | 20 | 5  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 178            |                |
| 1245 - 1300 | 9                         | 120 | 10 | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 147            |                |
| 1300 - 1315 | 8                         | 116 | 10 | 10 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 145            | 563            |
| 1315 - 1330 | 6                         | 104 | 15 | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 134            |                |
| 1330 - 1345 | 7                         | 121 | 9  | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 145            |                |
| 1345 - 1400 | 2                         | 120 | 9  | 4  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 139            |                |
| 1400 - 1415 | 8                         | 104 | 6  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 127            | 550            |
| 1415 - 1430 | 6                         | 120 | 7  | 7  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 142            |                |
| 1430 - 1445 | 5                         | 125 | 7  | 6  | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 145            |                |
| 1445 - 1500 | 6                         | 115 | 8  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 136            |                |
| 1500 - 1515 | 4                         | 115 | 11 | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 137            | 590            |
| 1515 - 1530 | 5                         | 126 | 6  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 141            |                |
| 1530 - 1545 | 10                        | 135 | 6  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 158            |                |
| 1545 - 1600 | 13                        | 128 | 7  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 154            |                |
| 1600 - 1615 | 4                         | 119 | 6  | 10 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 139            | 519            |
| 1615 - 1630 | 4                         | 95  | 4  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 109            |                |
| 1630 - 1645 | 4                         | 112 | 5  | 6  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 130            |                |
| 1645 - 1700 | 5                         | 130 | 3  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 141            |                |
| 1700 - 1715 | 6                         | 128 | 4  | 4  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 145            | 564            |
| 1715 - 1730 | 5                         | 120 | 4  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 134            |                |
| 1730 - 1745 | 4                         | 123 | 6  | 10 | 1 | 1 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 146            |                |
| 1745 - 1800 | 1                         | 125 | 3  | 8  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 139            |                |
| 1800 - 1815 | 1                         | 79  | 8  | 6  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 96             | 482            |
| 1815 - 1830 | 2                         | 107 | 5  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 116            |                |
| 1830 - 1845 | 6                         | 108 | 10 | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 133            |                |
| 1845 - 1900 | 3                         | 118 | 7  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 137            |                |
| 1900 - 1915 | 1                         | 114 | 7  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 129            | 505            |
| 1915 - 1930 | 5                         | 104 | 10 | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 128            |                |
| 1930 - 1945 | 3                         | 107 | 8  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 125            |                |
| 1945 - 2000 | 2                         | 108 | 9  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 123            |                |
| 2000 - 2015 | 2                         | 121 | 5  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 136            | 444            |
| 2015 - 2030 | 2                         | 84  | 8  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 102            |                |
| 2030 - 2045 | 0                         | 90  | 10 | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 108            |                |
| 2045 - 2100 | 5                         | 80  | 5  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 98             |                |
| 2100 - 2115 | 2                         | 89  | 3  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 102            | 442            |
| 2115 - 2130 | 1                         | 104 | 5  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 118            |                |
| 2130 - 2145 | 4                         | 99  | 5  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 116            |                |
| 2145 - 2200 | 3                         | 88  | 5  | 10 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 106            |                |
| 2200 - 2215 | 3                         | 97  | 4  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 113            | 421            |
| 2215 - 2230 | 1                         | 87  | 7  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 98             |                |
| 2230 - 2245 | 3                         | 80  | 4  | 11 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 99             |                |
| 2245 - 2300 | 3                         | 96  | 8  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 111            |                |
| 2300 - 2315 | 2                         | 91  | 4  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 100            | 333            |
| 2315 - 2330 | 2                         | 75  | 4  | 2  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 84             |                |
| 2330 - 2345 | 3                         | 74  | 3  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 82             |                |
| 2345 - 0000 | 1                         | 57  | 6  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 67             |                |

|                    |      |       |       |      |      |      |      |      |      |      |      |      |      |        |
|--------------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|--------|
| Session Total      | 341  | 8114  | 989   | 481  | 107  | 15   | 8    | 2    | 4    | 0    | 0    | 0    | 0    | 10061  |
| Session Average    | 3.55 | 84.52 | 10.30 | 5.01 | 1.11 | 0.16 | 0.08 | 0.02 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 104.80 |
| Session Percentage | 3.39 | 80.65 | 9.83  | 4.78 | 1.06 | 0.15 | 0.08 | 0.02 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 |        |



|             | Southbound (Movement 1.2) |     |    |    |   |   |   |   |   |    |    |    |    | 15min<br>Total | 60min<br>Total |
|-------------|---------------------------|-----|----|----|---|---|---|---|---|----|----|----|----|----------------|----------------|
| Time        | 1                         | 2   | 3  | 4  | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |                |                |
| 0000 - 0015 | 5                         | 78  | 3  | 2  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 89             | 289            |
| 0015 - 0030 | 5                         | 61  | 4  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 70             |                |
| 0030 - 0045 | 1                         | 56  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 60             |                |
| 0045 - 0100 | 3                         | 63  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 70             |                |
| 0100 - 0115 | 1                         | 40  | 2  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 45             | 178            |
| 0115 - 0130 | 1                         | 42  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 45             |                |
| 0130 - 0145 | 1                         | 38  | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 41             |                |
| 0145 - 0200 | 2                         | 42  | 2  | 0  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 47             |                |
| 0200 - 0215 | 1                         | 34  | 4  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 40             | 143            |
| 0215 - 0230 | 0                         | 37  | 2  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 41             |                |
| 0230 - 0245 | 0                         | 21  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 22             |                |
| 0245 - 0300 | 0                         | 37  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 40             |                |
| 0300 - 0315 | 0                         | 22  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 23             | 119            |
| 0315 - 0330 | 0                         | 25  | 2  | 0  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 28             |                |
| 0330 - 0345 | 0                         | 29  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 32             |                |
| 0345 - 0400 | 1                         | 31  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 36             |                |
| 0400 - 0415 | 0                         | 28  | 2  | 1  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 32             | 135            |
| 0415 - 0430 | 0                         | 26  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 27             |                |
| 0430 - 0445 | 0                         | 35  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 38             |                |
| 0445 - 0500 | 1                         | 32  | 1  | 2  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 38             |                |
| 0500 - 0515 | 0                         | 24  | 2  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 28             | 177            |
| 0515 - 0530 | 3                         | 51  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 58             |                |
| 0530 - 0545 | 2                         | 33  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 37             |                |
| 0545 - 0600 | 1                         | 43  | 4  | 3  | 1 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 54             |                |
| 0600 - 0615 | 5                         | 41  | 7  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 59             | 290            |
| 0615 - 0630 | 2                         | 49  | 6  | 4  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 65             |                |
| 0630 - 0645 | 3                         | 67  | 8  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 86             |                |
| 0645 - 0700 | 5                         | 60  | 10 | 2  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 80             |                |
| 0700 - 0715 | 4                         | 91  | 12 | 4  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 115            | 467            |
| 0715 - 0730 | 5                         | 87  | 17 | 3  | 1 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 115            |                |
| 0730 - 0745 | 3                         | 84  | 17 | 2  | 3 | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 111            |                |
| 0745 - 0800 | 8                         | 99  | 10 | 6  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 126            |                |
| 0800 - 0815 | 9                         | 125 | 13 | 8  | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 158            | 574            |
| 0815 - 0830 | 3                         | 110 | 13 | 1  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 128            |                |
| 0830 - 0845 | 7                         | 105 | 11 | 5  | 5 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 135            |                |
| 0845 - 0900 | 7                         | 128 | 11 | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 153            |                |
| 0900 - 0915 | 5                         | 111 | 14 | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 137            | 572            |
| 0915 - 0930 | 5                         | 108 | 8  | 10 | 2 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 135            |                |
| 0930 - 0945 | 7                         | 123 | 16 | 9  | 6 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 161            |                |
| 0945 - 1000 | 10                        | 110 | 9  | 7  | 2 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 139            |                |
| 1000 - 1015 | 4                         | 121 | 19 | 5  | 3 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 153            | 642            |
| 1015 - 1030 | 6                         | 126 | 19 | 5  | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 159            |                |
| 1030 - 1045 | 5                         | 127 | 16 | 9  | 2 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 161            |                |
| 1045 - 1100 | 3                         | 134 | 22 | 7  | 2 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 169            |                |
| 1100 - 1115 | 4                         | 138 | 15 | 5  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 165            | 654            |
| 1115 - 1130 | 5                         | 140 | 12 | 8  | 4 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 170            |                |
| 1130 - 1145 | 6                         | 116 | 7  | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 137            |                |
| 1145 - 1200 | 10                        | 142 | 20 | 4  | 4 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 182            |                |
| 1200 - 1215 | 4                         | 135 | 12 | 7  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 160            | 653            |
| 1215 - 1230 | 2                         | 130 | 13 | 4  | 4 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 154            |                |
| 1230 - 1245 | 14                        | 141 | 11 | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 171            |                |
| 1245 - 1300 | 1                         | 149 | 8  | 7  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 168            |                |
| 1300 - 1315 | 6                         | 143 | 9  | 10 | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 170            | 643            |
| 1315 - 1330 | 3                         | 127 | 6  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 143            |                |
| 1330 - 1345 | 4                         | 140 | 11 | 12 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 168            |                |
| 1345 - 1400 | 4                         | 141 | 13 | 1  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 162            |                |
| 1400 - 1415 | 7                         | 140 | 10 | 7  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 167            | 594            |
| 1415 - 1430 | 1                         | 129 | 6  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 145            |                |
| 1430 - 1445 | 2                         | 123 | 6  | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 138            |                |
| 1445 - 1500 | 1                         | 132 | 2  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 144            |                |
| 1500 - 1515 | 5                         | 127 | 6  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 144            | 563            |
| 1515 - 1530 | 5                         | 96  | 6  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 115            |                |
| 1530 - 1545 | 9                         | 126 | 5  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 146            |                |
| 1545 - 1600 | 7                         | 136 | 8  | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 158            |                |
| 1600 - 1615 | 2                         | 118 | 4  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 133            | 570            |
| 1615 - 1630 | 1                         | 87  | 33 | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 124            |                |
| 1630 - 1645 | 3                         | 132 | 2  | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 145            |                |
| 1645 - 1700 | 1                         | 157 | 3  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 168            |                |
| 1700 - 1715 | 2                         | 147 | 5  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 158            | 616            |
| 1715 - 1730 | 3                         | 140 | 3  | 8  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 158            |                |
| 1730 - 1745 | 4                         | 136 | 7  | 9  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 157            |                |
| 1745 - 1800 | 3                         | 127 | 3  | 8  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 143            |                |
| 1800 - 1815 | 3                         | 111 | 6  | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 128            | 558            |
| 1815 - 1830 | 6                         | 133 | 4  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 148            |                |
| 1830 - 1845 | 4                         | 116 | 4  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 129            |                |
| 1845 - 1900 | 2                         | 133 | 5  | 13 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 153            |                |
| 1900 - 1915 | 3                         | 122 | 4  | 9  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 139            | 580            |
| 1915 - 1930 | 8                         | 127 | 8  | 10 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 155            |                |
| 1930 - 1945 | 6                         | 124 | 6  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 141            |                |
| 1945 - 2000 | 7                         | 122 | 9  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 145            |                |
| 2000 - 2015 | 6                         | 132 | 10 | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 153            | 560            |
| 2015 - 2030 | 5                         | 100 | 9  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 122            |                |
| 2030 - 2045 | 6                         | 120 | 5  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 139            |                |
| 2045 - 2100 | 7                         | 128 | 7  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 146            |                |
| 2100 - 2115 | 4                         | 117 | 6  | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 134            | 556            |
| 2115 - 2130 | 6                         | 116 | 8  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 138            |                |
| 2130 - 2145 | 1                         | 140 | 6  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 156            |                |
| 2145 - 2200 | 5                         | 104 | 5  | 12 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 128            |                |
| 2200 - 2215 | 0                         | 107 | 6  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 120            | 508            |
| 2215 - 2230 | 4                         | 112 | 7  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 129            |                |
| 2230 - 2245 | 2                         | 109 | 4  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 122            |                |
| 2245 - 2300 | 5                         | 120 | 5  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 137            |                |
| 2300 - 2315 | 5                         | 96  | 4  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 107            | 414            |
| 2315 - 2330 | 5                         | 90  | 5  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 106            |                |
| 2330 - 2345 | 4                         | 99  | 7  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 112            |                |
| 2345 - 0000 | 2                         | 80  | 6  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 89             |                |

|                    |      |       |      |      |      |      |      |      |      |      |      |      |      |        |
|--------------------|------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| Session Total      | 359  | 9387  | 703  | 468  | 116  | 14   | 0    | 6    | 2    | 0    | 0    | 0    | 0    | 11055  |
| Session Average    | 3.74 | 97.78 | 7.32 | 4.88 | 1.21 | 0.15 | 0.00 | 0.06 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 115.16 |
| Session Percentage | 3.25 | 84.91 | 6.36 | 4.23 | 1.05 | 0.13 | 0.00 | 0.05 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 |        |

|                |             |             |             |             |             |             |      |             |             |      |      |      |      |             |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|-------------|------|------|------|------|-------------|
| AM Peak Hour   | 0745 - 0845 | 0945 - 1045 | 0930 - 1030 | 0900 - 1000 | 0915 - 1015 | 0715 - 0815 | -    | 0500 - 0600 | 0645 - 0745 | -    | -    | -    | -    | 0930 - 1030 |
| AM Peak Volume | 27          | 484         | 63          | 32          | 13          | 4           | 0    | 2           | 1           | 0    | 0    | 0    | 0    | 612         |
| AM Peak %age   | 4.41        | 79.08       | 10.29       | 5.23        | 2.12        | 0.65        | 0.00 | 0.33        | 0.16        | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                  |             |             |             |             |             |             |      |             |      |      |      |      |      |             |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|------|------|------|------|------|-------------|
| Noon Peak Hour   | 1145 - 1245 | 1215 - 1315 | 1000 - 1100 | 1245 - 1345 | 1100 - 1200 | 1000 - 1100 | -    | 1000 - 1100 | -    | -    | -    | -    | -    | 1145 - 1245 |
| Noon Peak Volume | 30          | 563         | 76          | 35          | 13          | 3           | 0    | 2           | 0    | 0    | 0    | 0    | 0    | 667         |
| Noon Peak %age   | 4.50        | 84.41       | 11.39       | 5.25        | 1.95        | 0.45        | 0.00 | 0.30        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                |             |             |             |             |             |      |      |      |      |      |      |      |      |             |
|----------------|-------------|-------------|-------------|-------------|-------------|------|------|------|------|------|------|------|------|-------------|
| PM Peak Hour   | 1915 - 2015 | 1645 - 1745 | 1530 - 1630 | 1845 - 1945 | 1715 - 1815 | -    | -    | -    | -    | -    | -    | -    | -    | 1645 - 1745 |
| PM Peak Volume | 27          | 580         | 50          | 37          | 9           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 641         |
| PM Peak %age   | 4.21        | 90.48       | 7.80        | 5.77        | 1.40        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                  |      |       |      |      |      |      |      |      |      |      |      |      |      |     |
|------------------|------|-------|------|------|------|------|------|------|------|------|------|------|------|-----|
| User Peak Volume | 14   | 258   | 12   | 4    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 289 |
| User Peak %age   | 4.84 | 89.27 | 4.15 | 1.38 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |     |



Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Saturday, September 13, 2025

Weather  
Fair  
79°F



Lat/Long  
25.797930°, -80.128179°

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0000 - 2400 (Saturday 24h Session) (09-13-2025)  
SB WB 15min

| TIME        | Southbound (Movement 1.2) |     |    |    |   |   |   |   |   |    |    |    |    | 15min<br>Total | 60min<br>Total |
|-------------|---------------------------|-----|----|----|---|---|---|---|---|----|----|----|----|----------------|----------------|
|             | 1                         | 2   | 3  | 4  | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |                |                |
| 0000 - 0015 | 3                         | 105 | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 113            | 383            |
| 0015 - 0030 | 3                         | 93  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 97             |                |
| 0030 - 0045 | 1                         | 82  | 5  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 89             |                |
| 0045 - 0100 | 1                         | 82  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 84             |                |
| 0100 - 0115 | 3                         | 62  | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 70             | 290            |
| 0115 - 0130 | 2                         | 83  | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 87             |                |
| 0130 - 0145 | 2                         | 66  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 71             |                |
| 0145 - 0200 | 0                         | 60  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 62             |                |
| 0200 - 0215 | 3                         | 56  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 60             | 229            |
| 0215 - 0230 | 1                         | 72  | 0  | 1  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 75             |                |
| 0230 - 0245 | 1                         | 46  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 48             |                |
| 0245 - 0300 | 0                         | 45  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 46             |                |
| 0300 - 0315 | 0                         | 61  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 63             | 201            |
| 0315 - 0330 | 0                         | 34  | 1  | 1  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 37             |                |
| 0330 - 0345 | 0                         | 54  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 55             |                |
| 0345 - 0400 | 1                         | 42  | 1  | 1  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 46             |                |
| 0400 - 0415 | 0                         | 38  | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 40             | 205            |
| 0415 - 0430 | 0                         | 61  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 62             |                |
| 0430 - 0445 | 1                         | 49  | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 50             |                |
| 0445 - 0500 | 0                         | 51  | 0  | 0  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 53             |                |
| 0500 - 0515 | 0                         | 42  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 43             | 158            |
| 0515 - 0530 | 0                         | 32  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 36             |                |
| 0530 - 0545 | 1                         | 29  | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 35             |                |
| 0545 - 0600 | 1                         | 36  | 1  | 4  | 0 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 44             |                |
| 0600 - 0615 | 4                         | 21  | 3  | 2  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 32             | 211            |
| 0615 - 0630 | 2                         | 31  | 2  | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 42             |                |
| 0630 - 0645 | 2                         | 53  | 6  | 5  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 69             |                |
| 0645 - 0700 | 5                         | 51  | 5  | 5  | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 68             |                |
| 0700 - 0715 | 3                         | 58  | 4  | 3  | 2 | 0 | 0 | 0 | 2 | 0  | 0  | 0  | 0  | 72             | 310            |
| 0715 - 0730 | 2                         | 52  | 3  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 65             |                |
| 0730 - 0745 | 1                         | 67  | 6  | 4  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 80             |                |
| 0745 - 0800 | 3                         | 71  | 9  | 6  | 3 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 93             |                |
| 0800 - 0815 | 4                         | 77  | 4  | 9  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 95             | 410            |
| 0815 - 0830 | 4                         | 89  | 7  | 10 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 112            |                |
| 0830 - 0845 | 7                         | 68  | 9  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 90             |                |
| 0845 - 0900 | 8                         | 91  | 4  | 7  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 113            |                |
| 0900 - 0915 | 2                         | 83  | 4  | 9  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 100            | 432            |
| 0915 - 0930 | 4                         | 81  | 11 | 8  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 106            |                |
| 0930 - 0945 | 3                         | 99  | 3  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 111            |                |
| 0945 - 1000 | 5                         | 100 | 4  | 5  | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 115            |                |
| 1000 - 1015 | 5                         | 126 | 5  | 13 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 149            | 550            |
| 1015 - 1030 | 4                         | 94  | 3  | 9  | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 111            |                |
| 1030 - 1045 | 8                         | 120 | 8  | 5  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 144            |                |
| 1045 - 1100 | 3                         | 129 | 5  | 7  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 146            |                |
| 1100 - 1115 | 4                         | 112 | 7  | 11 | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 136            | 572            |
| 1115 - 1130 | 3                         | 136 | 9  | 6  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 157            |                |
| 1130 - 1145 | 3                         | 116 | 3  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 129            |                |
| 1145 - 1200 | 8                         | 133 | 2  | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 150            |                |
| 1200 - 1215 | 2                         | 112 | 4  | 12 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 132            | 583            |
| 1215 - 1230 | 7                         | 112 | 6  | 7  | 1 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 135            |                |
| 1230 - 1245 | 9                         | 131 | 3  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 151            |                |
| 1245 - 1300 | 10                        | 146 | 3  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 165            |                |
| 1300 - 1315 | 8                         | 135 | 7  | 6  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 158            | 535            |
| 1315 - 1330 | 4                         | 97  | 0  | 4  | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 106            |                |
| 1330 - 1345 | 7                         | 122 | 5  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 142            |                |
| 1345 - 1400 | 6                         | 109 | 7  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 129            |                |
| 1400 - 1415 | 3                         | 124 | 6  | 8  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 143            | 588            |
| 1415 - 1430 | 2                         | 112 | 4  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 126            |                |
| 1430 - 1445 | 2                         | 129 | 4  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 143            |                |
| 1445 - 1500 | 5                         | 155 | 8  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 176            |                |
| 1500 - 1515 | 7                         | 129 | 4  | 4  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 146            | 531            |
| 1515 - 1530 | 8                         | 94  | 2  | 8  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 114            |                |
| 1530 - 1545 | 12                        | 128 | 5  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 154            |                |
| 1545 - 1600 | 4                         | 103 | 3  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 117            |                |
| 1600 - 1615 | 10                        | 120 | 4  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 143            | 559            |
| 1615 - 1630 | 5                         | 122 | 1  | 6  | 1 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 137            |                |
| 1630 - 1645 | 5                         | 114 | 3  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 130            |                |
| 1645 - 1700 | 6                         | 128 | 7  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 149            |                |
| 1700 - 1715 | 6                         | 129 | 5  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 148            | 568            |
| 1715 - 1730 | 7                         | 120 | 0  | 11 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 138            |                |
| 1730 - 1745 | 9                         | 133 | 5  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 154            |                |
| 1745 - 1800 | 8                         | 108 | 5  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 128            |                |
| 1800 - 1815 | 3                         | 146 | 5  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 162            | 604            |
| 1815 - 1830 | 8                         | 120 | 3  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 139            |                |
| 1830 - 1845 | 3                         | 127 | 3  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 142            |                |
| 1845 - 1900 | 4                         | 146 | 4  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 161            |                |
| 1900 - 1915 | 4                         | 135 | 5  | 10 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 154            | 662            |
| 1915 - 1930 | 2                         | 162 | 4  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 176            |                |
| 1930 - 1945 | 2                         | 156 | 5  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 171            |                |
| 1945 - 2000 | 6                         | 145 | 4  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 161            |                |
| 2000 - 2015 | 3                         | 158 | 3  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 173            | 668            |
| 2015 - 2030 | 3                         | 140 | 4  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 151            |                |
| 2030 - 2045 | 4                         | 155 | 6  | 10 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 175            |                |
| 2045 - 2100 | 1                         | 154 | 7  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 169            |                |
| 2100 - 2115 | 6                         | 144 | 3  | 11 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 164            | 590            |
| 2115 - 2130 | 4                         | 122 | 3  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 133            |                |
| 2130 - 2145 | 1                         | 131 | 6  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 146            |                |
| 2145 - 2200 | 5                         | 125 | 7  | 9  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 147            |                |
| 2200 - 2215 | 2                         | 110 | 4  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 122            | 501            |
| 2215 - 2230 | 9                         | 104 | 4  | 9  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 127            |                |
| 2230 - 2245 | 1                         | 103 | 3  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 115            |                |
| 2245 - 2300 | 7                         | 121 | 3  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 137            |                |
| 2300 - 2315 | 5                         | 94  | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 104            | 441            |
| 2315 - 2330 | 5                         | 97  | 5  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 107            |                |
| 2330 - 2345 | 1                         | 104 | 4  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 112            |                |
| 2345 - 0000 | 2                         | 108 | 5  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 118            |                |

|                    |      |       |      |      |      |      |      |      |      |      |      |      |      |        |
|--------------------|------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| Session Total      | 364  | 9458  | 358  | 519  | 66   | 5    | 0    | 7    | 4    | 0    | 0    | 0    | 0    | 10781  |
| Session Average    | 3.79 | 98.52 | 3.73 | 5.41 | 0.69 | 0.05 | 0.00 | 0.07 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 112.30 |
| Session Percentage | 3.38 | 87.73 | 3.32 | 4.81 | 0.61 | 0.05 | 0.00 | 0.06 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 |        |

|              |             |             |             |             |             |        |
|--------------|-------------|-------------|-------------|-------------|-------------|--------|
| AM Peak Hour | 0800 - 0900 | 0945 - 1045 | 0745 - 0845 | 0930 - 1030 | 0600 - 0700 | 0815 - |
|--------------|-------------|-------------|-------------|-------------|-------------|--------|



Bi-Directional Class Count || Bi-Directional 15min

Miami Beach, FL



Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Thursday, September 11, 2025  
  
Lat/Long  
25.797930°, -80.128179°

Weather  
Fair  
81°F  
  
[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (09-11-2025)  
Bi-Directional 15min

| Time        | Bi-Directional 15min |     |    |    |    |   |   |   |   |   |   |   |   | 15min Total | 60min Total |
|-------------|----------------------|-----|----|----|----|---|---|---|---|---|---|---|---|-------------|-------------|
| 0000 - 0015 | 5                    | 88  | 13 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107         | 387         |
| 0015 - 0030 | 4                    | 70  | 8  | 6  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88          |             |
| 0030 - 0045 | 6                    | 75  | 14 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97          |             |
| 0045 - 0100 | 4                    | 73  | 16 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95          |             |
| 0100 - 0115 | 1                    | 74  | 12 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88          | 290         |
| 0115 - 0130 | 1                    | 71  | 11 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84          |             |
| 0130 - 0145 | 2                    | 45  | 7  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55          |             |
| 0145 - 0200 | 1                    | 50  | 9  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63          |             |
| 0200 - 0215 | 1                    | 39  | 10 | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50          | 216         |
| 0215 - 0230 | 1                    | 43  | 10 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55          |             |
| 0230 - 0245 | 1                    | 50  | 8  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60          |             |
| 0245 - 0300 | 0                    | 41  | 8  | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51          |             |
| 0300 - 0315 | 1                    | 26  | 6  | 0  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35          | 152         |
| 0315 - 0330 | 2                    | 35  | 8  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47          |             |
| 0330 - 0345 | 2                    | 27  | 7  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37          |             |
| 0345 - 0400 | 0                    | 28  | 5  | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33          |             |
| 0400 - 0415 | 1                    | 26  | 4  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32          | 165         |
| 0415 - 0430 | 0                    | 32  | 9  | 1  | 0  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 43          |             |
| 0430 - 0445 | 0                    | 31  | 9  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44          |             |
| 0445 - 0500 | 1                    | 36  | 8  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46          |             |
| 0500 - 0515 | 2                    | 22  | 3  | 6  | 2  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 36          | 233         |
| 0515 - 0530 | 8                    | 38  | 9  | 4  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60          |             |
| 0530 - 0545 | 3                    | 40  | 9  | 6  | 4  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 63          |             |
| 0545 - 0600 | 4                    | 44  | 16 | 6  | 2  | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 74          |             |
| 0600 - 0615 | 2                    | 40  | 9  | 7  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59          | 428         |
| 0615 - 0630 | 3                    | 62  | 11 | 11 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93          |             |
| 0630 - 0645 | 5                    | 94  | 21 | 11 | 5  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 137         |             |
| 0645 - 0700 | 10                   | 93  | 30 | 4  | 1  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139         |             |
| 0700 - 0715 | 9                    | 122 | 25 | 10 | 0  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 167         | 729         |
| 0715 - 0730 | 7                    | 116 | 30 | 8  | 3  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166         |             |
| 0730 - 0745 | 16                   | 140 | 19 | 8  | 7  | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 195         |             |
| 0745 - 0800 | 11                   | 145 | 23 | 14 | 5  | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 201         |             |
| 0800 - 0815 | 8                    | 143 | 31 | 8  | 9  | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 201         | 835         |
| 0815 - 0830 | 8                    | 149 | 27 | 9  | 8  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 202         |             |
| 0830 - 0845 | 6                    | 147 | 32 | 9  | 1  | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 198         |             |
| 0845 - 0900 | 13                   | 167 | 31 | 13 | 8  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234         |             |
| 0900 - 0915 | 10                   | 140 | 23 | 11 | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189         | 832         |
| 0915 - 0930 | 8                    | 168 | 21 | 15 | 4  | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 221         |             |
| 0930 - 0945 | 7                    | 159 | 25 | 16 | 5  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 213         |             |
| 0945 - 1000 | 6                    | 152 | 29 | 10 | 6  | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 209         |             |
| 1000 - 1015 | 8                    | 179 | 27 | 12 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229         | 1009        |
| 1015 - 1030 | 5                    | 197 | 28 | 13 | 0  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245         |             |
| 1030 - 1045 | 10                   | 195 | 33 | 16 | 6  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 261         |             |
| 1045 - 1100 | 9                    | 193 | 46 | 17 | 4  | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 274         |             |
| 1100 - 1115 | 5                    | 178 | 25 | 13 | 3  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 225         | 1092        |
| 1115 - 1130 | 5                    | 232 | 37 | 9  | 1  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 285         |             |
| 1130 - 1145 | 4                    | 209 | 32 | 9  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 257         |             |
| 1145 - 1200 | 7                    | 255 | 40 | 16 | 6  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 325         |             |
| 1200 - 1215 | 10                   | 264 | 24 | 14 | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 321         | 1135        |
| 1215 - 1230 | 4                    | 222 | 16 | 11 | 6  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 260         |             |
| 1230 - 1245 | 12                   | 217 | 36 | 10 | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 279         |             |
| 1245 - 1300 | 13                   | 216 | 23 | 11 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275         |             |
| 1300 - 1315 | 11                   | 202 | 21 | 13 | 6  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 254         | 979         |
| 1315 - 1330 | 10                   | 189 | 20 | 16 | 6  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242         |             |
| 1330 - 1345 | 11                   | 199 | 20 | 9  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245         |             |
| 1345 - 1400 | 7                    | 198 | 16 | 13 | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 238         |             |
| 1400 - 1415 | 11                   | 182 | 17 | 12 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224         | 1024        |
| 1415 - 1430 | 12                   | 219 | 16 | 15 | 4  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267         |             |
| 1430 - 1445 | 7                    | 217 | 20 | 12 | 4  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 261         |             |
| 1445 - 1500 | 10                   | 231 | 18 | 11 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272         |             |
| 1500 - 1515 | 8                    | 230 | 23 | 10 | 2  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274         | 1157        |
| 1515 - 1530 | 10                   | 256 | 13 | 8  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 287         |             |
| 1530 - 1545 | 16                   | 255 | 10 | 10 | 0  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 292         |             |
| 1545 - 1600 | 18                   | 260 | 13 | 12 | 0  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 304         |             |
| 1600 - 1615 | 12                   | 242 | 16 | 13 | 1  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 285         | 1101        |
| 1615 - 1630 | 8                    | 206 | 19 | 15 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249         |             |
| 1630 - 1645 | 9                    | 223 | 18 | 11 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267         |             |
| 1645 - 1700 | 11                   | 263 | 16 | 7  | 2  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 300         |             |
| 1700 - 1715 | 9                    | 255 | 19 | 10 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 296         | 1146        |
| 1715 - 1730 | 10                   | 270 | 11 | 9  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 301         |             |
| 1730 - 1745 | 6                    | 238 | 12 | 16 | 1  | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 275         |             |
| 1745 - 1800 | 6                    | 236 | 15 | 14 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274         |             |
| 1800 - 1815 | 6                    | 186 | 12 | 13 | 2  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220         | 1002        |
| 1815 - 1830 | 3                    | 251 | 17 | 6  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 279         |             |
| 1830 - 1845 | 7                    | 214 | 19 | 14 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 257         |             |
| 1845 - 1900 | 7                    | 217 | 9  | 11 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246         |             |
| 1900 - 1915 | 3                    | 223 | 11 | 7  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245         | 939         |
| 1915 - 1930 | 6                    | 196 | 14 | 17 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234         |             |
| 1930 - 1945 | 7                    | 206 | 9  | 12 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234         |             |
| 1945 - 2000 | 4                    | 200 | 14 | 8  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 226         |             |
| 2000 - 2015 | 6                    | 215 | 9  | 15 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245         | 853         |
| 2015 - 2030 | 6                    | 172 | 10 | 11 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200         |             |
| 2030 - 2045 | 2                    | 163 | 12 | 13 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190         |             |
| 2045 - 2100 | 13                   | 183 | 5  | 17 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218         |             |
| 2100 - 2115 | 5                    | 191 | 7  | 16 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220         | 898         |
| 2115 - 2130 | 9                    | 208 | 9  | 14 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 241         |             |
| 2130 - 2145 | 5                    | 194 | 6  | 12 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219         |             |
| 2145 - 2200 | 3                    | 190 | 8  | 17 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218         |             |
| 2200 - 2215 | 7                    | 197 | 6  | 14 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225         | 815         |
| 2215 - 2230 | 3                    | 159 | 8  | 8  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178         |             |
| 2230 - 2245 | 5                    | 182 | 5  | 17 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210         |             |
| 2245 - 2300 | 6                    | 175 | 14 | 7  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202         |             |
| 2300 - 2315 | 5                    | 181 | 6  | 10 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202         | 706         |
| 2315 - 2330 | 3                    | 156 | 7  | 7  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17          |             |



### Site 1

FL-A1A Collins Ave,  
north of 22nd St

Date \_\_\_\_\_

Friday, September 12, 2025

## Weather

Fair  
81°F

Lat/Long

25.797930°, -80.128179°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (09-12-2025)

Bi-Directional 15min

|             | 8i-Directional 15min |     |    |    |    |   |   |   |   |    |    |    |    | 15min | 60min |
|-------------|----------------------|-----|----|----|----|---|---|---|---|----|----|----|----|-------|-------|
| Time        | 1                    | 2   | 3  | 4  | 5  | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 6                    | 162 | 11 | 2  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 182   | 557   |
| 0015 - 0030 | 7                    | 125 | 10 | 4  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 146   |       |
| 0030 - 0045 | 2                    | 104 | 7  | 2  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 115   |       |
| 0045 - 0100 | 3                    | 101 | 9  | 1  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 114   |       |
| 0100 - 0115 | 2                    | 85  | 8  | 2  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 98    | 367   |
| 0115 - 0130 | 3                    | 82  | 7  | 1  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 93    |       |
| 0130 - 0145 | 1                    | 75  | 5  | 3  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 84    |       |
| 0145 - 0200 | 2                    | 80  | 9  | 0  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 92    |       |
| 0200 - 0215 | 2                    | 62  | 7  | 1  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 72    | 283   |
| 0215 - 0230 | 0                    | 64  | 4  | 3  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 71    |       |
| 0230 - 0245 | 1                    | 57  | 3  | 1  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 62    |       |
| 0245 - 0300 | 1                    | 69  | 7  | 1  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 78    |       |
| 0300 - 0315 | 0                    | 52  | 4  | 0  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 56    | 250   |
| 0315 - 0330 | 2                    | 62  | 4  | 1  | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 71    |       |
| 0330 - 0345 | 0                    | 51  | 5  | 2  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 58    |       |
| 0345 - 0400 | 2                    | 57  | 5  | 1  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 65    |       |
| 0400 - 0415 | 1                    | 54  | 5  | 2  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 63    | 262   |
| 0415 - 0430 | 0                    | 56  | 4  | 0  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 60    |       |
| 0430 - 0445 | 1                    | 63  | 8  | 1  | 0  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 74    |       |
| 0445 - 0500 | 1                    | 55  | 4  | 3  | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 65    |       |
| 0500 - 0515 | 0                    | 37  | 3  | 4  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 45    | 276   |
| 0515 - 0530 | 3                    | 70  | 9  | 4  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 86    |       |
| 0530 - 0545 | 3                    | 54  | 10 | 1  | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 70    |       |
| 0545 - 0600 | 2                    | 57  | 6  | 5  | 3  | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 75    |       |
| 0600 - 0615 | 5                    | 60  | 14 | 11 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 91    | 411   |
| 0615 - 0630 | 3                    | 67  | 9  | 8  | 5  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 92    |       |
| 0630 - 0645 | 6                    | 92  | 10 | 11 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 121   |       |
| 0645 - 0700 | 7                    | 79  | 12 | 5  | 4  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 107   |       |
| 0700 - 0715 | 8                    | 134 | 15 | 9  | 5  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 171   | 698   |
| 0715 - 0730 | 8                    | 126 | 21 | 7  | 5  | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 169   |       |
| 0730 - 0745 | 6                    | 123 | 26 | 8  | 7  | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 172   |       |
| 0745 - 0800 | 13                   | 140 | 18 | 8  | 6  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 186   |       |
| 0800 - 0815 | 12                   | 173 | 20 | 13 | 4  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 223   | 827   |
| 0815 - 0830 | 6                    | 145 | 16 | 5  | 6  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 179   |       |
| 0830 - 0845 | 11                   | 152 | 16 | 9  | 8  | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 198   |       |
| 0845 - 0900 | 11                   | 183 | 17 | 10 | 1  | 2 | 0 | 3 | 0 | 0  | 0  | 0  | 0  | 227   |       |
| 0900 - 0915 | 8                    | 168 | 23 | 8  | 2  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 210   | 860   |
| 0915 - 0930 | 6                    | 154 | 13 | 14 | 5  | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 194   |       |
| 0930 - 0945 | 10                   | 177 | 25 | 15 | 10 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 239   |       |
| 0945 - 1000 | 12                   | 171 | 11 | 12 | 7  | 3 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 217   |       |
| 1000 - 1015 | 8                    | 176 | 25 | 10 | 6  | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 227   | 992   |
| 1015 - 1030 | 8                    | 178 | 24 | 10 | 9  | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 231   |       |
| 1030 - 1045 | 11                   | 204 | 22 | 12 | 5  | 2 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 257   |       |
| 1045 - 1100 | 3                    | 212 | 36 | 18 | 7  | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 277   |       |
| 1100 - 1115 | 7                    | 216 | 30 | 10 | 4  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 268   | 1105  |
| 1115 - 1130 | 7                    | 235 | 18 | 13 | 7  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 281   |       |
| 1130 - 1145 | 12                   | 213 | 18 | 12 | 5  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 260   |       |
| 1145 - 1200 | 13                   | 233 | 32 | 11 | 5  | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 296   |       |
| 1200 - 1215 | 10                   | 220 | 24 | 9  | 7  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 271   | 1089  |
| 1215 - 1230 | 7                    | 217 | 22 | 10 | 6  | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 264   |       |
| 1230 - 1245 | 15                   | 229 | 20 | 8  | 2  | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 275   |       |
| 1245 - 1300 | 7                    | 231 | 18 | 15 | 7  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 279   |       |
| 1300 - 1315 | 11                   | 246 | 24 | 14 | 7  | 2 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 305   | 1150  |
| 1315 - 1330 | 9                    | 232 | 11 | 12 | 4  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 268   |       |
| 1330 - 1345 | 6                    | 241 | 26 | 17 | 4  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 294   |       |
| 1345 - 1400 | 6                    | 240 | 22 | 8  | 6  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 283   |       |
| 1400 - 1415 | 11                   | 254 | 16 | 13 | 4  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 299   | 1208  |
| 1415 - 1430 | 8                    | 256 | 20 | 13 | 1  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 299   |       |
| 1430 - 1445 | 4                    | 244 | 18 | 11 | 4  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 281   |       |
| 1445 - 1500 | 4                    | 293 | 14 | 17 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 329   |       |
| 1500 - 1515 | 7                    | 255 | 17 | 12 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 293   | 1210  |
| 1515 - 1530 | 8                    | 228 | 18 | 13 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 268   |       |
| 1530 - 1545 | 14                   | 292 | 19 | 6  | 5  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 336   |       |
| 1545 - 1600 | 9                    | 277 | 13 | 11 | 3  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 313   |       |
| 1600 - 1615 | 4                    | 273 | 24 | 15 | 3  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 320   | 1320  |
| 1615 - 1630 | 2                    | 262 | 48 | 11 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 325   |       |
| 1630 - 1645 | 7                    | 298 | 12 | 9  | 5  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 331   |       |
| 1645 - 1700 | 7                    | 305 | 18 | 12 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 344   |       |
| 1700 - 1715 | 7                    | 298 | 14 | 5  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 325   | 1241  |
| 1715 - 1730 | 7                    | 277 | 15 | 13 | 5  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 318   |       |
| 1730 - 1745 | 5                    | 277 | 20 | 17 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 321   |       |
| 1745 - 1800 | 3                    | 248 | 9  | 14 | 3  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 277   |       |
| 1800 - 1815 | 9                    | 239 | 11 | 9  | 3  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 271   | 1046  |
| 1815 - 1830 | 8                    | 237 | 7  | 8  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 261   |       |
| 1830 - 1845 | 10                   | 209 | 7  | 7  | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 235   |       |
| 1845 - 1900 | 6                    | 242 | 9  | 21 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 279   |       |
| 1900 - 1915 | 3                    | 227 | 4  | 11 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 247   | 1013  |
| 1915 - 1930 | 12                   | 213 | 11 | 17 | 3  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 256   |       |
| 1930 - 1945 | 10                   | 233 | 11 | 9  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 263   |       |
| 1945 - 2000 | 15                   | 206 | 11 | 14 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 247   |       |
| 2000 - 2015 | 10                   | 236 | 13 | 8  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 267   | 1039  |
| 2015 - 2030 | 12                   | 209 | 11 | 13 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 245   |       |
| 2030 - 2045 | 11                   | 221 | 6  | 16 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 255   |       |
| 2045 - 2100 | 12                   | 241 | 9  | 10 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 272   |       |
| 2100 - 2115 | 6                    | 229 | 7  | 10 | 3  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 255   | 1039  |
| 2115 - 2130 | 12                   | 234 | 12 | 16 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 274   |       |
| 2130 - 2145 | 5                    | 241 | 7  | 15 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 268   |       |
| 2145 - 2200 | 11                   | 199 | 6  | 23 | 3  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 242   |       |
| 2200 - 2215 | 2                    | 213 | 9  | 11 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 235   | 1000  |
| 2215 - 2230 | 9                    | 232 | 11 | 10 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 263   |       |
| 2230 - 2245 | 5                    | 216 | 6  | 13 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 240   |       |
| 2245 - 2300 | 7                    | 236 | 7  | 11 | 1  | 0 | 0 | 0 | 0 | 0  | 1  | 0  | 0  | 262   |       |
| 2300 - 2315 | 8                    | 207 | 9  | 4  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 228   | 848   |
| 2315 - 2330 | 9                    | 178 | 9  | 10 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 206   |       |
| 2330 - 2345 | 7                    | 201 | 9  | 5  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 222   |       |
| 2345 - 0000 | 6                    | 175 | 7  | 4  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 192   |       |

|                    |      |        |       |      |      |      |      |      |      |      |      |      |      |        |
|--------------------|------|--------|-------|------|------|------|------|------|------|------|------|------|------|--------|
| Session Total      | 629  | 17012  | 1296  | 854  | 249  | 30   | 0    | 15   | 6    | 0    | 0    | 0    | 0    | 20091  |
| Session Average    | 6.55 | 177.21 | 13.50 | 8.90 | 2.59 | 0.31 | 0.00 | 0.16 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 209.28 |
| Session Percentage | 3.13 | 84.67  | 6.45  | 4.25 | 1.24 | 0.15 | 0.00 | 0.07 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 |        |

|                |             |             |             |             |             |             |      |             |             |      |      |      |      |             |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|-------------|------|------|------|------|-------------|
| AM Peak Hour   | 0745 - 0845 | 0945 - 1045 | 0715 - 0815 | 0915 - 1015 | 0930 - 1030 | 0945 - 1045 | -    | 0930 - 1030 | 0815 - 0915 | -    | -    | -    | -    | 0945 - 1045 |
| AM Peak Volume | 42          | 729         | 85          | 51          | 32          | 6           | 0    | 6           | 2           | 0    | 0    | 0    | 0    | 932         |
| AM Peak %age   | 4.51        | 78.22       | 9.12        | 5.47        | 3.43        | 0.64        | 0.00 | 0.64        | 0.21        | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                  |             |             |             |             |             |             |      |             |             |      |      |      |      |             |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|-------------|------|------|------|------|-------------|
| Noon Peak Hour   | 1145 - 1245 | 1445 - 1545 | 1015 - 1115 | 1245 - 1345 | 1000 - 1100 | 1130 - 1230 | -    | 1000 - 1100 | 1015 - 1115 | -    | -    | -    | -    | 1445 - 1545 |
| Noon Peak Volume | 45          | 1068        | 112         | 58          | 27          | 5           | 0    | 4           | 2           | 0    | 0    | 0    | 0    | 1226        |
| Noon Peak %age   | 3.67        | 87.11       | 9.14        | 4.73        | 2.20        | 0.41        | 0.00 | 0.33        | 0.16        | 0.00 | 0.00 | 0.00 | 0.00 |             |

[illegible][illegible]



Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Saturday, September 13, 2025

Weather  
Fair  
79°F



Lat/Long  
25.797930°, -80.128179°

[Click here for Detailed Weather](#)

0000 - 2400 (Saturday 24h Session) (09-13-2025)

Bi-Directional 15min

|             | Bi-Directional 15min |     |    |    |   |   |   |   |   |    |    |    |    |       | 15min | 60min |
|-------------|----------------------|-----|----|----|---|---|---|---|---|----|----|----|----|-------|-------|-------|
| TIME        | 1                    | 2   | 3  | 4  | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |       |
| 0000 - 0015 | 4                    | 192 | 2  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 202   | 762   |       |
| 0015 - 0030 | 4                    | 192 | 1  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 200   |       |       |
| 0030 - 0045 | 6                    | 164 | 6  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 177   |       |       |
| 0045 - 0100 | 4                    | 175 | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 183   |       |       |
| 0100 - 0115 | 3                    | 138 | 3  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 148   | 570   |       |
| 0115 - 0130 | 2                    | 162 | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 166   |       |       |
| 0130 - 0145 | 3                    | 118 | 4  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 129   |       |       |
| 0145 - 0200 | 1                    | 122 | 4  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 127   |       |       |
| 0200 - 0215 | 5                    | 112 | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 118   | 444   |       |
| 0215 - 0230 | 2                    | 122 | 1  | 2  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 128   |       |       |
| 0230 - 0245 | 2                    | 95  | 4  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 102   |       |       |
| 0245 - 0300 | 0                    | 95  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 96    |       |       |
| 0300 - 0315 | 2                    | 96  | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 101   | 396   |       |
| 0315 - 0330 | 0                    | 81  | 3  | 2  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 87    |       |       |
| 0330 - 0345 | 0                    | 100 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 102   |       |       |
| 0345 - 0400 | 3                    | 99  | 2  | 1  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 106   |       |       |
| 0400 - 0415 | 2                    | 79  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 84    | 376   |       |
| 0415 - 0430 | 1                    | 95  | 1  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 99    |       |       |
| 0430 - 0445 | 2                    | 85  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 88    |       |       |
| 0445 - 0500 | 0                    | 100 | 2  | 0  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 105   |       |       |
| 0500 - 0515 | 0                    | 86  | 2  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 92    | 295   |       |
| 0515 - 0530 | 1                    | 63  | 4  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 72    |       |       |
| 0530 - 0545 | 2                    | 54  | 3  | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 67    |       |       |
| 0545 - 0600 | 2                    | 54  | 1  | 5  | 0 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 64    |       |       |
| 0600 - 0615 | 5                    | 41  | 3  | 4  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 55    | 317   |       |
| 0615 - 0630 | 2                    | 45  | 7  | 6  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 63    |       |       |
| 0630 - 0645 | 2                    | 76  | 8  | 9  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 99    |       |       |
| 0645 - 0700 | 9                    | 73  | 8  | 7  | 2 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 100   |       |       |
| 0700 - 0715 | 8                    | 90  | 7  | 7  | 5 | 0 | 0 | 0 | 2 | 0  | 0  | 0  | 0  | 119   | 499   |       |
| 0715 - 0730 | 4                    | 93  | 7  | 12 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 118   |       |       |
| 0730 - 0745 | 3                    | 101 | 10 | 6  | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 123   |       |       |
| 0745 - 0800 | 4                    | 107 | 14 | 9  | 4 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 139   |       |       |
| 0800 - 0815 | 5                    | 113 | 5  | 14 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 139   | 630   |       |
| 0815 - 0830 | 4                    | 136 | 10 | 15 | 6 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 171   |       |       |
| 0830 - 0845 | 10                   | 110 | 13 | 12 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 146   |       |       |
| 0845 - 0900 | 11                   | 135 | 9  | 12 | 5 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 174   |       |       |
| 0900 - 0915 | 4                    | 139 | 8  | 14 | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 167   | 720   |       |
| 0915 - 0930 | 4                    | 136 | 14 | 16 | 2 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 173   |       |       |
| 0930 - 0945 | 9                    | 153 | 10 | 13 | 3 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 190   |       |       |
| 0945 - 1000 | 8                    | 158 | 7  | 13 | 2 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 190   |       |       |
| 1000 - 1015 | 8                    | 202 | 10 | 19 | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 241   | 941   |       |
| 1015 - 1030 | 6                    | 164 | 8  | 15 | 3 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 197   |       |       |
| 1030 - 1045 | 12                   | 215 | 15 | 12 | 6 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 260   |       |       |
| 1045 - 1100 | 5                    | 209 | 12 | 13 | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 243   |       |       |
| 1100 - 1115 | 6                    | 209 | 11 | 17 | 3 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 248   | 1005  |       |
| 1115 - 1130 | 5                    | 222 | 13 | 12 | 3 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 256   |       |       |
| 1130 - 1145 | 6                    | 220 | 8  | 13 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 249   |       |       |
| 1145 - 1200 | 12                   | 221 | 4  | 10 | 5 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 252   |       |       |
| 1200 - 1215 | 4                    | 201 | 10 | 19 | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 238   | 1000  |       |
| 1215 - 1230 | 7                    | 195 | 8  | 11 | 1 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 224   |       |       |
| 1230 - 1245 | 13                   | 224 | 9  | 15 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 261   |       |       |
| 1245 - 1300 | 11                   | 245 | 6  | 12 | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 277   |       |       |
| 1300 - 1315 | 10                   | 217 | 9  | 14 | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 253   | 942   |       |
| 1315 - 1330 | 9                    | 182 | 2  | 9  | 2 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 205   |       |       |
| 1330 - 1345 | 12                   | 200 | 9  | 13 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 234   |       |       |
| 1345 - 1400 | 9                    | 212 | 14 | 12 | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 250   |       |       |
| 1400 - 1415 | 6                    | 221 | 10 | 14 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 253   | 1055  |       |
| 1415 - 1430 | 8                    | 222 | 10 | 15 | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 256   |       |       |
| 1430 - 1445 | 7                    | 241 | 8  | 13 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 270   |       |       |
| 1445 - 1500 | 10                   | 243 | 11 | 12 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 276   |       |       |
| 1500 - 1515 | 13                   | 232 | 8  | 11 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 266   | 1009  |       |
| 1515 - 1530 | 17                   | 190 | 11 | 13 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 233   |       |       |
| 1530 - 1545 | 18                   | 215 | 9  | 16 | 1 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 260   |       |       |
| 1545 - 1600 | 5                    | 226 | 8  | 11 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 250   |       |       |
| 1600 - 1615 | 17                   | 200 | 7  | 15 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 240   | 1017  |       |
| 1615 - 1630 | 9                    | 225 | 4  | 14 | 2 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 256   |       |       |
| 1630 - 1645 | 12                   | 219 | 6  | 14 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 252   |       |       |
| 1645 - 1700 | 9                    | 228 | 19 | 12 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 269   |       |       |
| 1700 - 1715 | 11                   | 232 | 12 | 14 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 270   | 1032  |       |
| 1715 - 1730 | 11                   | 233 | 8  | 16 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 269   |       |       |
| 1730 - 1745 | 14                   | 217 | 6  | 14 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 253   |       |       |
| 1745 - 1800 | 11                   | 206 | 6  | 17 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 240   |       |       |
| 1800 - 1815 | 9                    | 251 | 6  | 14 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 280   | 1043  |       |
| 1815 - 1830 | 10                   | 221 | 5  | 14 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 251   |       |       |
| 1830 - 1845 | 5                    | 215 | 7  | 13 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 241   |       |       |
| 1845 - 1900 | 5                    | 242 | 8  | 15 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 271   |       |       |
| 1900 - 1915 | 4                    | 248 | 11 | 18 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 281   | 1106  |       |
| 1915 - 1930 | 2                    | 273 | 6  | 15 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 298   |       |       |
| 1930 - 1945 | 2                    | 250 | 5  | 11 | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 270   |       |       |
| 1945 - 2000 | 8                    | 228 | 8  | 13 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 257   |       |       |
| 2000 - 2015 | 4                    | 245 | 4  | 15 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 268   | 1106  |       |
| 2015 - 2030 | 4                    | 235 | 6  | 9  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 255   |       |       |
| 2030 - 2045 | 4                    | 265 | 7  | 15 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 291   |       |       |
| 2045 - 2100 | 2                    | 266 | 10 | 14 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 292   |       |       |
| 2100 - 2115 | 13                   | 239 | 5  | 13 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 270   | 1085  |       |
| 2115 - 2130 | 6                    | 230 | 4  | 15 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 255   |       |       |
| 2130 - 2145 | 3                    | 250 | 9  | 14 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 277   |       |       |
| 2145 - 2200 | 8                    | 250 | 10 | 14 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 283   |       |       |
| 2200 - 2215 | 7                    | 221 | 7  | 12 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 249   | 1000  |       |
| 2215 - 2230 | 14                   | 226 | 6  | 16 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 263   |       |       |
| 2230 - 2245 | 7                    | 199 | 3  | 16 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 226   |       |       |
| 2245 - 2300 | 9                    | 238 | 5  | 8  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 262   |       |       |
| 2300 - 2315 | 8                    | 198 | 6  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 219   | 901   |       |
| 2315 - 2330 | 13                   | 211 | 9  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 235   |       |       |
| 2330 - 2345 | 4                    | 212 | 6  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 227   |       |       |
| 2345 - 0000 | 9                    | 202 | 5  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 220   |       |       |



Bi-Directional Class Count || NB EB Average 15min

Miami Beach, FL



Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Lat/Long  
25.797930°, -80.128179°

0000 - 2400 (Weekday 24h Session) (All Dates)  
NB EB Average 15min

|             | NB EB Average 15min |     |    |    |   |   |   |   |   |    |    |    |    | 15min<br>Total | 60min<br>Total |
|-------------|---------------------|-----|----|----|---|---|---|---|---|----|----|----|----|----------------|----------------|
| Time        | 1                   | 2   | 3  | 4  | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |                |                |
| 0000 - 0015 | 2                   | 72  | 4  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 78             | 278            |
| 0015 - 0030 | 2                   | 68  | 3  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 76             |                |
| 0030 - 0045 | 3                   | 54  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 61             |                |
| 0045 - 0100 | 1                   | 56  | 4  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 62             |                |
| 0100 - 0115 | 0                   | 55  | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 59             | 205            |
| 0115 - 0130 | 1                   | 50  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 54             |                |
| 0130 - 0145 | 1                   | 39  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 44             |                |
| 0145 - 0200 | 1                   | 43  | 4  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 47             |                |
| 0200 - 0215 | 1                   | 34  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 37             | 153            |
| 0215 - 0230 | 1                   | 34  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 37             |                |
| 0230 - 0245 | 1                   | 39  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 43             |                |
| 0245 - 0300 | 0                   | 33  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 36             |                |
| 0300 - 0315 | 1                   | 26  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 29             | 132            |
| 0315 - 0330 | 1                   | 33  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 37             |                |
| 0330 - 0345 | 0                   | 27  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 29             |                |
| 0345 - 0400 | 1                   | 34  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 36             |                |
| 0400 - 0415 | 1                   | 27  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 31             | 123            |
| 0415 - 0430 | 0                   | 26  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 29             |                |
| 0430 - 0445 | 1                   | 27  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 32             |                |
| 0445 - 0500 | 0                   | 28  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 32             |                |
| 0500 - 0515 | 0                   | 24  | 1  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 29             | 110            |
| 0515 - 0530 | 1                   | 22  | 3  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 28             |                |
| 0530 - 0545 | 1                   | 22  | 4  | 2  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 30             |                |
| 0545 - 0600 | 1                   | 16  | 3  | 2  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 23             |                |
| 0600 - 0615 | 1                   | 17  | 3  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 25             | 118            |
| 0615 - 0630 | 0                   | 17  | 3  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 25             |                |
| 0630 - 0645 | 2                   | 26  | 2  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 36             |                |
| 0645 - 0700 | 3                   | 24  | 3  | 2  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 32             |                |
| 0700 - 0715 | 4                   | 38  | 5  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 52             | 220            |
| 0715 - 0730 | 3                   | 41  | 6  | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 57             |                |
| 0730 - 0745 | 4                   | 38  | 5  | 4  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 55             |                |
| 0745 - 0800 | 3                   | 40  | 6  | 4  | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 56             |                |
| 0800 - 0815 | 2                   | 43  | 5  | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 59             | 249            |
| 0815 - 0830 | 1                   | 45  | 4  | 4  | 5 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 59             |                |
| 0830 - 0845 | 4                   | 45  | 6  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 61             |                |
| 0845 - 0900 | 3                   | 51  | 6  | 6  | 2 | 2 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 71             |                |
| 0900 - 0915 | 2                   | 52  | 7  | 3  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 66             | 288            |
| 0915 - 0930 | 1                   | 53  | 5  | 5  | 1 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 67             |                |
| 0930 - 0945 | 5                   | 53  | 7  | 7  | 3 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 77             |                |
| 0945 - 1000 | 3                   | 58  | 4  | 8  | 3 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 78             |                |
| 1000 - 1015 | 3                   | 63  | 7  | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 81             | 367            |
| 1015 - 1030 | 2                   | 67  | 5  | 6  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 84             |                |
| 1030 - 1045 | 5                   | 79  | 7  | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 100            |                |
| 1045 - 1100 | 2                   | 78  | 10 | 10 | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 103            |                |
| 1100 - 1115 | 2                   | 83  | 10 | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 103            | 439            |
| 1115 - 1130 | 2                   | 90  | 7  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 106            |                |
| 1130 - 1145 | 4                   | 98  | 8  | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 116            |                |
| 1145 - 1200 | 4                   | 93  | 7  | 7  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 114            |                |
| 1200 - 1215 | 4                   | 89  | 10 | 4  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 112            | 437            |
| 1215 - 1230 | 2                   | 87  | 6  | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 103            |                |
| 1230 - 1245 | 2                   | 86  | 10 | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 105            |                |
| 1245 - 1300 | 4                   | 92  | 9  | 6  | 5 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 117            |                |
| 1300 - 1315 | 3                   | 90  | 9  | 5  | 4 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 113            | 443            |
| 1315 - 1330 | 5                   | 92  | 4  | 6  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 111            |                |
| 1330 - 1345 | 4                   | 86  | 10 | 4  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 106            |                |
| 1345 - 1400 | 3                   | 93  | 8  | 7  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 114            |                |
| 1400 - 1415 | 3                   | 96  | 7  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 113            | 518            |
| 1415 - 1430 | 6                   | 112 | 10 | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 136            |                |
| 1430 - 1445 | 3                   | 108 | 10 | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 129            |                |
| 1445 - 1500 | 4                   | 122 | 8  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 140            |                |
| 1500 - 1515 | 4                   | 115 | 9  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 135            | 564            |
| 1515 - 1530 | 6                   | 119 | 9  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 139            |                |
| 1530 - 1545 | 6                   | 124 | 7  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 143            |                |
| 1545 - 1600 | 3                   | 132 | 5  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 146            |                |
| 1600 - 1615 | 6                   | 119 | 11 | 6  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 143            | 597            |
| 1615 - 1630 | 3                   | 130 | 11 | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 153            |                |
| 1630 - 1645 | 5                   | 127 | 9  | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 148            |                |
| 1645 - 1700 | 5                   | 127 | 13 | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 152            |                |
| 1700 - 1715 | 4                   | 127 | 10 | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 147            | 557            |
| 1715 - 1730 | 4                   | 133 | 9  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 153            |                |
| 1730 - 1745 | 3                   | 113 | 7  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 131            |                |
| 1745 - 1800 | 3                   | 110 | 6  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 127            |                |
| 1800 - 1815 | 6                   | 113 | 3  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 128            | 482            |
| 1815 - 1830 | 2                   | 116 | 6  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 129            |                |
| 1830 - 1845 | 3                   | 96  | 5  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 110            |                |
| 1845 - 1900 | 3                   | 101 | 3  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 115            |                |
| 1900 - 1915 | 1                   | 109 | 3  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 117            | 437            |
| 1915 - 1930 | 2                   | 96  | 3  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 110            |                |
| 1930 - 1945 | 3                   | 101 | 2  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 110            |                |
| 1945 - 2000 | 4                   | 86  | 4  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 100            |                |
| 2000 - 2015 | 3                   | 95  | 3  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 106            | 442            |
| 2015 - 2030 | 4                   | 97  | 2  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 108            |                |
| 2030 - 2045 | 2                   | 95  | 1  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 105            |                |
| 2045 - 2100 | 5                   | 109 | 2  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 123            |                |
| 2100 - 2115 | 4                   | 103 | 2  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 115            | 478            |
| 2115 - 2130 | 5                   | 110 | 3  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 127            |                |
| 2130 - 2145 | 2                   | 105 | 2  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 115            |                |
| 2145 - 2200 | 3                   | 107 | 2  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 121            |                |
| 2200 - 2215 | 4                   | 106 | 3  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 118            | 462            |
| 2215 - 2230 | 4                   | 105 | 2  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 117            |                |
| 2230 - 2245 | 4                   | 102 | 1  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 113            |                |
| 2245 - 2300 | 2                   | 104 | 3  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 114            |                |
| 2300 - 2315 | 3                   | 102 | 4  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 113            | 422            |
| 2315 - 2330 | 4                   | 94  | 4  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 106            |                |
| 2330 - 2345 | 3                   | 96  | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 103            |                |
| 2345 - 0000 | 6                   | 92  | 1  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 100            |                |

|                    |      |       |      |      |      |      |      |      |      |      |      |      |      |       |
|--------------------|------|-------|------|------|------|------|------|------|------|------|------|------|------|-------|
| Session Total      | 263  | 7254  | 475  | 402  | 103  | 13   | 0    | 8    | 4    | 0    | 0    | 0    | 0    | 8523  |
| Session Average    | 2.74 | 75.57 | 4.94 | 4.19 | 1.07 | 0.13 | 0.00 | 0.08 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 88.78 |
| Session Percentage | 3.09 | 85.12 | 5.57 | 4.72 | 1.20 | 0.15 | 0.00 | 0.09 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 |       |

|              |             |             |             |             |             |             |             |             |             |             |   |   |   |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---|---|---|
| AM Peak Hour | 0700 - 0800 | 0945 - 1045 | 0845 - 0945 | 0930 - 1030 | 0930 - 1030 | 0845 - 0945 | 0900 - 1000 | 0845 - 0945 | 0715 - 0815 | 0900 - 1000 | - | - | - |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---|---|---|



Bi-Directional Class Count || SB WB Average 15min

Miami Beach, FL



Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Lat/Long  
25.797930°, -80.128179°

0000 - 2400 (Weekday 24h Session) (All Dates)  
SB WB Average 15min

|             | SB WB Average 15min |     |    |    |   |   |   |   |   |    |    |    |    | 15min<br>Total | 60min<br>Total |
|-------------|---------------------|-----|----|----|---|---|---|---|---|----|----|----|----|----------------|----------------|
| Time        | 1                   | 2   | 3  | 4  | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |                |                |
| 0000 - 0015 | 3                   | 75  | 5  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 85             | 291            |
| 0015 - 0030 | 3                   | 61  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 68             |                |
| 0030 - 0045 | 1                   | 60  | 6  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 69             |                |
| 0045 - 0100 | 2                   | 60  | 5  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 68             |                |
| 0100 - 0115 | 2                   | 44  | 5  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 52             |                |
| 0115 - 0130 | 1                   | 55  | 4  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 60             | 204            |
| 0130 - 0145 | 1                   | 41  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 45             |                |
| 0145 - 0200 | 1                   | 41  | 4  | 0  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 47             |                |
| 0200 - 0215 | 2                   | 37  | 4  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 43             |                |
| 0215 - 0230 | 0                   | 43  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 47             |                |
| 0230 - 0245 | 1                   | 28  | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 32             | 162            |
| 0245 - 0300 | 0                   | 35  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 39             |                |
| 0300 - 0315 | 0                   | 32  | 2  | 0  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 35             |                |
| 0315 - 0330 | 0                   | 26  | 3  | 1  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 31             |                |
| 0330 - 0345 | 0                   | 33  | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 36             |                |
| 0345 - 0400 | 1                   | 27  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 32             | 134            |
| 0400 - 0415 | 0                   | 26  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 29             |                |
| 0415 - 0430 | 0                   | 35  | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 38             |                |
| 0430 - 0445 | 0                   | 33  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 37             |                |
| 0445 - 0500 | 0                   | 35  | 2  | 1  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 40             |                |
| 0500 - 0515 | 0                   | 25  | 1  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 28             | 158            |
| 0515 - 0530 | 3                   | 35  | 4  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 45             |                |
| 0530 - 0545 | 2                   | 28  | 4  | 2  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 37             |                |
| 0545 - 0600 | 2                   | 36  | 4  | 4  | 1 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 48             |                |
| 0600 - 0615 | 3                   | 30  | 5  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 43             |                |
| 0615 - 0630 | 2                   | 41  | 6  | 5  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 58             | 267            |
| 0630 - 0645 | 3                   | 61  | 11 | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 83             |                |
| 0645 - 0700 | 6                   | 58  | 14 | 4  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 83             |                |
| 0700 - 0715 | 4                   | 77  | 11 | 5  | 2 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 100            |                |
| 0715 - 0730 | 3                   | 70  | 13 | 4  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 94             |                |
| 0730 - 0745 | 4                   | 83  | 13 | 3  | 3 | 1 | 1 | 0 | 1 | 0  | 0  | 0  | 0  | 109            | 422            |
| 0745 - 0800 | 6                   | 90  | 12 | 7  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 120            |                |
| 0800 - 0815 | 6                   | 100 | 14 | 6  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 129            |                |
| 0815 - 0830 | 5                   | 99  | 14 | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 125            |                |
| 0830 - 0845 | 5                   | 92  | 14 | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 120            |                |
| 0845 - 0900 | 9                   | 111 | 13 | 6  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 141            | 515            |
| 0900 - 0915 | 5                   | 97  | 11 | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 122            |                |
| 0915 - 0930 | 5                   | 100 | 11 | 10 | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 129            |                |
| 0930 - 0945 | 4                   | 110 | 13 | 8  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 137            |                |
| 0945 - 1000 | 6                   | 102 | 11 | 4  | 2 | 0 | 1 | 1 | 0 | 0  | 0  | 0  | 0  | 128            |                |
| 1000 - 1015 | 5                   | 122 | 14 | 9  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 151            | 613            |
| 1015 - 1030 | 5                   | 112 | 15 | 7  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 141            |                |
| 1030 - 1045 | 6                   | 125 | 16 | 8  | 3 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 160            |                |
| 1045 - 1100 | 4                   | 127 | 21 | 6  | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 162            |                |
| 1100 - 1115 | 4                   | 118 | 12 | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 144            |                |
| 1115 - 1130 | 3                   | 139 | 16 | 6  | 3 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 168            | 629            |
| 1130 - 1145 | 4                   | 116 | 11 | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 139            |                |
| 1145 - 1200 | 7                   | 143 | 18 | 6  | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 177            |                |
| 1200 - 1215 | 4                   | 139 | 9  | 10 | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 165            |                |
| 1215 - 1230 | 4                   | 124 | 9  | 5  | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 146            |                |
| 1230 - 1245 | 11                  | 137 | 11 | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 167            | 638            |
| 1245 - 1300 | 7                   | 138 | 7  | 6  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 160            |                |
| 1300 - 1315 | 7                   | 131 | 9  | 9  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 158            |                |
| 1315 - 1330 | 4                   | 109 | 7  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 128            |                |
| 1330 - 1345 | 6                   | 128 | 8  | 9  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 152            |                |
| 1345 - 1400 | 4                   | 123 | 10 | 4  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 143            | 580            |
| 1400 - 1415 | 6                   | 123 | 7  | 8  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 146            |                |
| 1415 - 1430 | 3                   | 120 | 6  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 138            |                |
| 1430 - 1445 | 3                   | 126 | 6  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 142            |                |
| 1445 - 1500 | 4                   | 134 | 6  | 8  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 152            |                |
| 1500 - 1515 | 5                   | 124 | 7  | 5  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 142            | 561            |
| 1515 - 1530 | 6                   | 105 | 5  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 123            |                |
| 1530 - 1545 | 10                  | 130 | 5  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 153            |                |
| 1545 - 1600 | 8                   | 122 | 6  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 143            |                |
| 1600 - 1615 | 5                   | 119 | 5  | 9  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 138            |                |
| 1615 - 1630 | 3                   | 101 | 13 | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 123            | 549            |
| 1630 - 1645 | 4                   | 119 | 3  | 7  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 135            |                |
| 1645 - 1700 | 4                   | 138 | 4  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 153            |                |
| 1700 - 1715 | 5                   | 135 | 5  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 150            |                |
| 1715 - 1730 | 5                   | 127 | 2  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 143            |                |
| 1730 - 1745 | 6                   | 131 | 6  | 9  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 152            | 583            |
| 1745 - 1800 | 4                   | 120 | 4  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 137            |                |
| 1800 - 1815 | 2                   | 112 | 6  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 129            |                |
| 1815 - 1830 | 5                   | 120 | 4  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 134            |                |
| 1830 - 1845 | 4                   | 117 | 6  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 135            |                |
| 1845 - 1900 | 3                   | 132 | 5  | 9  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 150            | 548            |
| 1900 - 1915 | 3                   | 124 | 5  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 141            |                |
| 1915 - 1930 | 5                   | 131 | 7  | 9  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 153            |                |
| 1930 - 1945 | 4                   | 129 | 6  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 146            |                |
| 1945 - 2000 | 5                   | 125 | 7  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 143            |                |
| 2000 - 2015 | 4                   | 137 | 6  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 154            | 557            |
| 2015 - 2030 | 3                   | 108 | 7  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 125            |                |
| 2030 - 2045 | 3                   | 122 | 7  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 141            |                |
| 2045 - 2100 | 4                   | 121 | 6  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 138            |                |
| 2100 - 2115 | 4                   | 117 | 4  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 133            |                |
| 2115 - 2130 | 4                   | 114 | 5  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 130            | 529            |
| 2130 - 2145 | 2                   | 123 | 6  | 8  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 139            |                |
| 2145 - 2200 | 4                   | 106 | 6  | 10 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 127            |                |
| 2200 - 2215 | 2                   | 105 | 5  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 118            |                |
| 2215 - 2230 | 5                   | 101 | 6  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 118            |                |
| 2230 - 2245 | 2                   | 97  | 4  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 112            | 477            |
| 2245 - 2300 | 5                   | 112 | 5  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 128            |                |
| 2300 - 2315 | 4                   | 94  | 3  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 104            |                |
| 2315 - 2330 | 4                   | 87  | 5  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 99             |                |
| 2330 - 2345 | 3                   | 92  | 5  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 102            |                |
| 2345 - 0000 | 2                   | 82  | 6  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 91             | 396            |

|                    |      |       |      |      |      |      |      |      |      |      |      |      |      |        |
|--------------------|------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| Session Total      | 355  | 8986  | 683  | 489  | 96   | 11   | 3    | 5    | 3    | 0    | 0    | 0    | 0    | 10632  |
| Session Average    | 3.69 | 93.61 | 7.12 | 5.10 | 1.00 | 0.12 | 0.03 | 0.05 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 110.75 |
| Session Percentage | 3.34 | 84.52 | 6.43 | 4.60 | 0.91 | 0.11 | 0.03 | 0.05 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 |        |

|              |             |             |             |             |             |             |             |             |             |   |   |   |   |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---|---|---|---|
| AM Peak Hour | 0800 - 0900 | 0945 - 1045 | 0945 - 1045 | 0845 - 0945 | 0730 - 0830 | 0715 - 0815 | 0700 - 0800 | 0500 - 0600 | 0645 - 0745 | - | - | - | - |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---|---|---|---|

Bi-Directional Class Count || Volume Summary 15min

Miami Beach, FL

**Site 1**  
FL-A1A Collins Ave,  
north of 22nd St

**Date**  
Thursday, September 11, 2025

**Lat/Long**  
25.797930° , -80.128179°

**Weather**  
Fair  
81°F



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0000 - 2400 (Weekday 24h Session) (09-11-2025)

Volume Summary 15min

| TIME        | Volume Summary 15min |     | 15min | 60min |
|-------------|----------------------|-----|-------|-------|
|             | NB                   | SB  | Total | Total |
| 0000 - 0015 | 53                   | 54  | 107   | 387   |
| 0015 - 0030 | 50                   | 38  | 88    |       |
| 0030 - 0045 | 40                   | 57  | 97    |       |
| 0045 - 0100 | 44                   | 51  | 95    |       |
| 0100 - 0115 | 46                   | 42  | 88    | 290   |
| 0115 - 0130 | 35                   | 49  | 84    |       |
| 0130 - 0145 | 32                   | 23  | 55    |       |
| 0145 - 0200 | 32                   | 31  | 63    |       |
| 0200 - 0215 | 20                   | 30  | 50    | 216   |
| 0215 - 0230 | 29                   | 26  | 55    |       |
| 0230 - 0245 | 35                   | 25  | 60    |       |
| 0245 - 0300 | 19                   | 32  | 51    |       |
| 0300 - 0315 | 17                   | 18  | 35    | 152   |
| 0315 - 0330 | 19                   | 28  | 47    |       |
| 0330 - 0345 | 15                   | 22  | 37    |       |
| 0345 - 0400 | 20                   | 13  | 33    |       |
| 0400 - 0415 | 17                   | 15  | 32    | 165   |
| 0415 - 0430 | 17                   | 26  | 43    |       |
| 0430 - 0445 | 21                   | 23  | 44    |       |
| 0445 - 0500 | 16                   | 30  | 46    |       |
| 0500 - 0515 | 22                   | 14  | 36    | 233   |
| 0515 - 0530 | 20                   | 40  | 60    |       |
| 0530 - 0545 | 24                   | 39  | 63    |       |
| 0545 - 0600 | 29                   | 45  | 74    |       |
| 0600 - 0615 | 21                   | 38  | 59    | 428   |
| 0615 - 0630 | 26                   | 67  | 93    |       |
| 0630 - 0645 | 44                   | 93  | 137   |       |
| 0645 - 0700 | 37                   | 102 | 139   |       |
| 0700 - 0715 | 54                   | 113 | 167   | 729   |
| 0715 - 0730 | 65                   | 101 | 166   |       |
| 0730 - 0745 | 60                   | 135 | 195   |       |
| 0745 - 0800 | 61                   | 140 | 201   |       |
| 0800 - 0815 | 67                   | 134 | 201   | 835   |
| 0815 - 0830 | 68                   | 134 | 202   |       |
| 0830 - 0845 | 63                   | 135 | 198   |       |
| 0845 - 0900 | 77                   | 157 | 234   |       |
| 0900 - 0915 | 59                   | 130 | 189   | 832   |
| 0915 - 0930 | 76                   | 145 | 221   |       |
| 0930 - 0945 | 74                   | 139 | 213   |       |
| 0945 - 1000 | 80                   | 129 | 209   |       |
| 1000 - 1015 | 77                   | 152 | 229   | 1009  |
| 1015 - 1030 | 93                   | 152 | 245   |       |
| 1030 - 1045 | 87                   | 174 | 261   |       |
| 1045 - 1100 | 104                  | 170 | 274   |       |
| 1100 - 1115 | 94                   | 131 | 225   | 1092  |
| 1115 - 1130 | 107                  | 178 | 285   |       |
| 1130 - 1145 | 106                  | 151 | 257   |       |
| 1145 - 1200 | 125                  | 200 | 325   |       |

| Time        | Volume Summary 15min |     | 15min | 60min |
|-------------|----------------------|-----|-------|-------|
|             | NB                   | SB  | Total | Total |
| 1200 - 1215 | 118                  | 203 | 321   | 1135  |
| 1215 - 1230 | 111                  | 149 | 260   |       |
| 1230 - 1245 | 101                  | 178 | 279   |       |
| 1245 - 1300 | 128                  | 147 | 275   |       |
| 1300 - 1315 | 109                  | 145 | 254   | 979   |
| 1315 - 1330 | 108                  | 134 | 242   |       |
| 1330 - 1345 | 100                  | 145 | 245   |       |
| 1345 - 1400 | 99                   | 139 | 238   |       |
| 1400 - 1415 | 97                   | 127 | 224   | 1024  |
| 1415 - 1430 | 125                  | 142 | 267   |       |
| 1430 - 1445 | 116                  | 145 | 261   |       |
| 1445 - 1500 | 136                  | 136 | 272   |       |
| 1500 - 1515 | 137                  | 137 | 274   | 1157  |
| 1515 - 1530 | 146                  | 141 | 287   |       |
| 1530 - 1545 | 134                  | 158 | 292   |       |
| 1545 - 1600 | 150                  | 154 | 304   |       |
| 1600 - 1615 | 146                  | 139 | 285   | 1101  |
| 1615 - 1630 | 140                  | 109 | 249   |       |
| 1630 - 1645 | 137                  | 130 | 267   |       |
| 1645 - 1700 | 159                  | 141 | 300   |       |
| 1700 - 1715 | 151                  | 145 | 296   | 1146  |
| 1715 - 1730 | 167                  | 134 | 301   |       |
| 1730 - 1745 | 129                  | 146 | 275   |       |
| 1745 - 1800 | 135                  | 139 | 274   |       |
| 1800 - 1815 | 124                  | 96  | 220   | 1002  |
| 1815 - 1830 | 163                  | 116 | 279   |       |
| 1830 - 1845 | 124                  | 133 | 257   |       |
| 1845 - 1900 | 109                  | 137 | 246   |       |
| 1900 - 1915 | 116                  | 129 | 245   | 939   |
| 1915 - 1930 | 106                  | 128 | 234   |       |
| 1930 - 1945 | 109                  | 125 | 234   |       |
| 1945 - 2000 | 103                  | 123 | 226   |       |
| 2000 - 2015 | 109                  | 136 | 245   | 853   |
| 2015 - 2030 | 98                   | 102 | 200   |       |
| 2030 - 2045 | 82                   | 108 | 190   |       |
| 2045 - 2100 | 120                  | 98  | 218   |       |
| 2100 - 2115 | 118                  | 102 | 220   | 898   |
| 2115 - 2130 | 123                  | 118 | 241   |       |
| 2130 - 2145 | 103                  | 116 | 219   |       |
| 2145 - 2200 | 112                  | 106 | 218   |       |
| 2200 - 2215 | 112                  | 113 | 225   | 815   |
| 2215 - 2230 | 80                   | 98  | 178   |       |
| 2230 - 2245 | 111                  | 99  | 210   |       |
| 2245 - 2300 | 91                   | 111 | 202   |       |
| 2300 - 2315 | 102                  | 100 | 202   | 706   |
| 2315 - 2330 | 90                   | 84  | 174   |       |
| 2330 - 2345 | 85                   | 82  | 167   |       |
| 2345 - 0000 | 96                   | 67  | 163   |       |

|                    |       |        |        |
|--------------------|-------|--------|--------|
| Session Total      | 8062  | 10061  | 18123  |
| Session Average    | 83.98 | 104.80 | 188.78 |
| Session Percentage | 44.48 | 55.52  |        |



Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Friday, September 12, 2025

Weather  
Fair  
81°F



Lat/Long  
25.797930°, -80.128179°

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0000 - 2400 (Weekday 24h Session) (09-12-2025)  
Volume Summary 15min

| TIME        | Volume Summary 15min |     | 15min<br>Total | 60min<br>Total |
|-------------|----------------------|-----|----------------|----------------|
|             | NB                   | SB  |                |                |
| 0000 - 0015 | 93                   | 89  | 182            | 557            |
| 0015 - 0030 | 76                   | 70  | 146            |                |
| 0030 - 0045 | 55                   | 60  | 115            |                |
| 0045 - 0100 | 44                   | 70  | 114            |                |
| 0100 - 0115 | 53                   | 45  | 98             | 367            |
| 0115 - 0130 | 48                   | 45  | 93             |                |
| 0130 - 0145 | 43                   | 41  | 84             |                |
| 0145 - 0200 | 45                   | 47  | 92             |                |
| 0200 - 0215 | 32                   | 40  | 72             | 283            |
| 0215 - 0230 | 30                   | 41  | 71             |                |
| 0230 - 0245 | 40                   | 22  | 62             |                |
| 0245 - 0300 | 38                   | 40  | 78             |                |
| 0300 - 0315 | 33                   | 23  | 56             | 250            |
| 0315 - 0330 | 43                   | 28  | 71             |                |
| 0330 - 0345 | 26                   | 32  | 58             |                |
| 0345 - 0400 | 29                   | 36  | 65             |                |
| 0400 - 0415 | 31                   | 32  | 63             | 262            |
| 0415 - 0430 | 33                   | 27  | 60             |                |
| 0430 - 0445 | 36                   | 38  | 74             |                |
| 0445 - 0500 | 27                   | 38  | 65             |                |
| 0500 - 0515 | 17                   | 28  | 45             | 276            |
| 0515 - 0530 | 28                   | 58  | 86             |                |
| 0530 - 0545 | 33                   | 37  | 70             |                |
| 0545 - 0600 | 21                   | 54  | 75             |                |
| 0600 - 0615 | 32                   | 59  | 91             | 411            |
| 0615 - 0630 | 27                   | 65  | 92             |                |
| 0630 - 0645 | 35                   | 86  | 121            |                |
| 0645 - 0700 | 27                   | 80  | 107            |                |
| 0700 - 0715 | 56                   | 115 | 171            | 698            |
| 0715 - 0730 | 54                   | 115 | 169            |                |
| 0730 - 0745 | 61                   | 111 | 172            |                |
| 0745 - 0800 | 60                   | 126 | 186            |                |
| 0800 - 0815 | 65                   | 158 | 223            | 827            |
| 0815 - 0830 | 51                   | 128 | 179            |                |
| 0830 - 0845 | 63                   | 135 | 198            |                |
| 0845 - 0900 | 74                   | 153 | 227            |                |
| 0900 - 0915 | 73                   | 137 | 210            | 860            |
| 0915 - 0930 | 59                   | 135 | 194            |                |
| 0930 - 0945 | 78                   | 161 | 239            |                |
| 0945 - 1000 | 78                   | 139 | 217            |                |
| 1000 - 1015 | 74                   | 153 | 227            | 992            |
| 1015 - 1030 | 72                   | 159 | 231            |                |
| 1030 - 1045 | 96                   | 161 | 257            |                |
| 1045 - 1100 | 108                  | 169 | 277            |                |
| 1100 - 1115 | 103                  | 165 | 268            | 1105           |
| 1115 - 1130 | 111                  | 170 | 281            |                |
| 1130 - 1145 | 123                  | 137 | 260            |                |
| 1145 - 1200 | 114                  | 182 | 296            |                |

| Time        | Volume Summary 15min |     | 15min<br>Total | 60min<br>Total |
|-------------|----------------------|-----|----------------|----------------|
|             | NB                   | SB  |                |                |
| 1200 - 1215 | 111                  | 160 | 271            | 1089           |
| 1215 - 1230 | 110                  | 154 | 264            |                |
| 1230 - 1245 | 104                  | 171 | 275            |                |
| 1245 - 1300 | 111                  | 168 | 279            |                |
| 1300 - 1315 | 135                  | 170 | 305            | 1150           |
| 1315 - 1330 | 125                  | 143 | 268            |                |
| 1330 - 1345 | 126                  | 168 | 294            |                |
| 1345 - 1400 | 121                  | 162 | 283            |                |
| 1400 - 1415 | 132                  | 167 | 299            | 1208           |
| 1415 - 1430 | 154                  | 145 | 299            |                |
| 1430 - 1445 | 143                  | 138 | 281            |                |
| 1445 - 1500 | 185                  | 144 | 329            |                |
| 1500 - 1515 | 149                  | 144 | 293            | 1210           |
| 1515 - 1530 | 153                  | 115 | 268            |                |
| 1530 - 1545 | 190                  | 146 | 336            |                |
| 1545 - 1600 | 155                  | 158 | 313            |                |
| 1600 - 1615 | 187                  | 133 | 320            | 1320           |
| 1615 - 1630 | 201                  | 124 | 325            |                |
| 1630 - 1645 | 186                  | 145 | 331            |                |
| 1645 - 1700 | 176                  | 168 | 344            |                |
| 1700 - 1715 | 167                  | 158 | 325            | 1241           |
| 1715 - 1730 | 160                  | 158 | 318            |                |
| 1730 - 1745 | 164                  | 157 | 321            |                |
| 1745 - 1800 | 134                  | 143 | 277            |                |
| 1800 - 1815 | 143                  | 128 | 271            | 1046           |
| 1815 - 1830 | 113                  | 148 | 261            |                |
| 1830 - 1845 | 106                  | 129 | 235            |                |
| 1845 - 1900 | 126                  | 153 | 279            |                |
| 1900 - 1915 | 108                  | 139 | 247            | 1013           |
| 1915 - 1930 | 101                  | 155 | 256            |                |
| 1930 - 1945 | 122                  | 141 | 263            |                |
| 1945 - 2000 | 102                  | 145 | 247            |                |
| 2000 - 2015 | 114                  | 153 | 267            | 1039           |
| 2015 - 2030 | 123                  | 122 | 245            |                |
| 2030 - 2045 | 116                  | 139 | 255            |                |
| 2045 - 2100 | 126                  | 146 | 272            |                |
| 2100 - 2115 | 121                  | 134 | 255            | 1039           |
| 2115 - 2130 | 136                  | 138 | 274            |                |
| 2130 - 2145 | 112                  | 156 | 268            |                |
| 2145 - 2200 | 114                  | 128 | 242            |                |
| 2200 - 2215 | 115                  | 120 | 235            | 1000           |
| 2215 - 2230 | 134                  | 129 | 263            |                |
| 2230 - 2245 | 118                  | 122 | 240            |                |
| 2245 - 2300 | 125                  | 137 | 262            |                |
| 2300 - 2315 | 121                  | 107 | 228            | 848            |
| 2315 - 2330 | 100                  | 106 | 206            |                |
| 2330 - 2345 | 110                  | 112 | 222            |                |
| 2345 - 0000 | 103                  | 89  | 192            |                |

|                    |       |        |        |
|--------------------|-------|--------|--------|
| Session Total      | 9036  | 11055  | 20091  |
| Session Average    | 94.13 | 115.16 | 209.28 |
| Session Percentage | 44.98 | 55.02  |        |

Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Saturday, September 13, 2025

Weather  
Fair  
79°F



Lat/Long  
25.797930°, -80.128179°

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0000 - 2400 (Saturday 24h Session) (09-13-2025)  
Volume Summary 15min

| TIME        | Volume Summary 15min |     | 15min<br>Total | 60min<br>Total |
|-------------|----------------------|-----|----------------|----------------|
|             | NB                   | SB  |                |                |
| 0000 - 0015 | 89                   | 113 | 202            | 762            |
| 0015 - 0030 | 103                  | 97  | 200            |                |
| 0030 - 0045 | 88                   | 89  | 177            |                |
| 0045 - 0100 | 99                   | 84  | 183            |                |
| 0100 - 0115 | 78                   | 70  | 148            | 570            |
| 0115 - 0130 | 79                   | 87  | 166            |                |
| 0130 - 0145 | 58                   | 71  | 129            |                |
| 0145 - 0200 | 65                   | 62  | 127            |                |
| 0200 - 0215 | 58                   | 60  | 118            | 444            |
| 0215 - 0230 | 53                   | 75  | 128            |                |
| 0230 - 0245 | 54                   | 48  | 102            |                |
| 0245 - 0300 | 50                   | 46  | 96             |                |
| 0300 - 0315 | 38                   | 63  | 101            | 396            |
| 0315 - 0330 | 50                   | 37  | 87             |                |
| 0330 - 0345 | 47                   | 55  | 102            |                |
| 0345 - 0400 | 60                   | 46  | 106            |                |
| 0400 - 0415 | 44                   | 40  | 84             | 376            |
| 0415 - 0430 | 37                   | 62  | 99             |                |
| 0430 - 0445 | 38                   | 50  | 88             |                |
| 0445 - 0500 | 52                   | 53  | 105            |                |
| 0500 - 0515 | 49                   | 43  | 92             | 295            |
| 0515 - 0530 | 36                   | 36  | 72             |                |
| 0530 - 0545 | 32                   | 35  | 67             |                |
| 0545 - 0600 | 20                   | 44  | 64             |                |
| 0600 - 0615 | 23                   | 32  | 55             | 317            |
| 0615 - 0630 | 21                   | 42  | 63             |                |
| 0630 - 0645 | 30                   | 69  | 99             |                |
| 0645 - 0700 | 32                   | 68  | 100            |                |
| 0700 - 0715 | 47                   | 72  | 119            | 499            |
| 0715 - 0730 | 53                   | 65  | 118            |                |
| 0730 - 0745 | 43                   | 80  | 123            |                |
| 0745 - 0800 | 46                   | 93  | 139            |                |
| 0800 - 0815 | 44                   | 95  | 139            | 630            |
| 0815 - 0830 | 59                   | 112 | 171            |                |
| 0830 - 0845 | 56                   | 90  | 146            |                |
| 0845 - 0900 | 61                   | 113 | 174            |                |
| 0900 - 0915 | 67                   | 100 | 167            | 720            |
| 0915 - 0930 | 67                   | 106 | 173            |                |
| 0930 - 0945 | 79                   | 111 | 190            |                |
| 0945 - 1000 | 75                   | 115 | 190            |                |
| 1000 - 1015 | 92                   | 149 | 241            | 941            |
| 1015 - 1030 | 86                   | 111 | 197            |                |
| 1030 - 1045 | 116                  | 144 | 260            |                |
| 1045 - 1100 | 97                   | 146 | 243            |                |
| 1100 - 1115 | 112                  | 136 | 248            | 1005           |
| 1115 - 1130 | 99                   | 157 | 256            |                |
| 1130 - 1145 | 120                  | 129 | 249            |                |
| 1145 - 1200 | 102                  | 150 | 252            |                |

| Time        | Volume Summary 15min |     | 15min<br>Total | 60min<br>Total |
|-------------|----------------------|-----|----------------|----------------|
|             | NB                   | SB  |                |                |
| 1200 - 1215 | 106                  | 132 | 238            | 1000           |
| 1215 - 1230 | 89                   | 135 | 224            |                |
| 1230 - 1245 | 110                  | 151 | 261            |                |
| 1245 - 1300 | 112                  | 165 | 277            |                |
| 1300 - 1315 | 95                   | 158 | 253            | 942            |
| 1315 - 1330 | 99                   | 106 | 205            |                |
| 1330 - 1345 | 92                   | 142 | 234            |                |
| 1345 - 1400 | 121                  | 129 | 250            |                |
| 1400 - 1415 | 110                  | 143 | 253            | 1055           |
| 1415 - 1430 | 130                  | 126 | 256            |                |
| 1430 - 1445 | 127                  | 143 | 270            |                |
| 1445 - 1500 | 100                  | 176 | 276            |                |
| 1500 - 1515 | 120                  | 146 | 266            | 1009           |
| 1515 - 1530 | 119                  | 114 | 233            |                |
| 1530 - 1545 | 106                  | 154 | 260            |                |
| 1545 - 1600 | 133                  | 117 | 250            |                |
| 1600 - 1615 | 97                   | 143 | 240            | 1017           |
| 1615 - 1630 | 119                  | 137 | 256            |                |
| 1630 - 1645 | 122                  | 130 | 252            |                |
| 1645 - 1700 | 120                  | 149 | 269            |                |
| 1700 - 1715 | 122                  | 148 | 270            | 1032           |
| 1715 - 1730 | 131                  | 138 | 269            |                |
| 1730 - 1745 | 99                   | 154 | 253            |                |
| 1745 - 1800 | 112                  | 128 | 240            |                |
| 1800 - 1815 | 118                  | 162 | 280            | 1043           |
| 1815 - 1830 | 112                  | 139 | 251            |                |
| 1830 - 1845 | 99                   | 142 | 241            |                |
| 1845 - 1900 | 110                  | 161 | 271            |                |
| 1900 - 1915 | 127                  | 154 | 281            | 1106           |
| 1915 - 1930 | 122                  | 176 | 298            |                |
| 1930 - 1945 | 99                   | 171 | 270            |                |
| 1945 - 2000 | 96                   | 161 | 257            |                |
| 2000 - 2015 | 95                   | 173 | 268            | 1106           |
| 2015 - 2030 | 104                  | 151 | 255            |                |
| 2030 - 2045 | 116                  | 175 | 291            |                |
| 2045 - 2100 | 123                  | 169 | 292            |                |
| 2100 - 2115 | 106                  | 164 | 270            | 1085           |
| 2115 - 2130 | 122                  | 133 | 255            |                |
| 2130 - 2145 | 131                  | 146 | 277            |                |
| 2145 - 2200 | 136                  | 147 | 283            |                |
| 2200 - 2215 | 127                  | 122 | 249            | 1000           |
| 2215 - 2230 | 136                  | 127 | 263            |                |
| 2230 - 2245 | 111                  | 115 | 226            |                |
| 2245 - 2300 | 125                  | 137 | 262            |                |
| 2300 - 2315 | 115                  | 104 | 219            | 901            |
| 2315 - 2330 | 128                  | 107 | 235            |                |
| 2330 - 2345 | 115                  | 112 | 227            |                |
| 2345 - 0000 | 102                  | 118 | 220            |                |

|                    |       |        |        |
|--------------------|-------|--------|--------|
| Session Total      | 8470  | 10781  | 19251  |
| Session Average    | 88.23 | 112.30 | 200.53 |
| Session Percentage | 44.00 | 56.00  |        |

Bi-Directional Class Count | | NB EB 60min

Miami Beach, FL



Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Thursday, September 11, 2025  
  
Lat/Long  
25.797930°, -80.128179°

Weather  
Fair  
81°F  
  
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0000 - 2400 (Weekday 24h Session) (09-11-2025)  
NB EB 60min

|             | Northbound (Movement 1.1) |     |    |    |    |   |   |   |   |    |    |    |    |       |
|-------------|---------------------------|-----|----|----|----|---|---|---|---|----|----|----|----|-------|
| TIME        | 1                         | 2   | 3  | 4  | 5  | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total |
| 0000 - 0100 | 11                        | 156 | 15 | 5  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 187   |
| 0100 - 0200 | 3                         | 130 | 10 | 2  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 145   |
| 0200 - 0300 | 1                         | 91  | 9  | 1  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 103   |
| 0300 - 0400 | 3                         | 60  | 6  | 2  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 71    |
| 0400 - 0500 | 2                         | 58  | 8  | 3  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 71    |
| 0500 - 0600 | 3                         | 65  | 13 | 8  | 4  | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 95    |
| 0600 - 0700 | 6                         | 93  | 10 | 14 | 4  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 128   |
| 0700 - 0800 | 19                        | 169 | 27 | 17 | 5  | 1 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 240   |
| 0800 - 0900 | 11                        | 195 | 29 | 23 | 11 | 2 | 0 | 2 | 2 | 0  | 0  | 0  | 0  | 275   |
| 0900 - 1000 | 12                        | 207 | 29 | 22 | 11 | 4 | 1 | 2 | 0 | 1  | 0  | 0  | 0  | 289   |
| 1000 - 1100 | 13                        | 281 | 31 | 27 | 5  | 1 | 0 | 2 | 1 | 0  | 0  | 0  | 0  | 361   |
| 1100 - 1200 | 10                        | 358 | 35 | 19 | 9  | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 432   |
| 1200 - 1300 | 10                        | 359 | 48 | 21 | 17 | 2 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 458   |
| 1300 - 1400 | 16                        | 327 | 34 | 23 | 14 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 416   |
| 1400 - 1500 | 15                        | 385 | 43 | 23 | 8  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 474   |
| 1500 - 1600 | 20                        | 497 | 29 | 18 | 0  | 2 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 567   |
| 1600 - 1700 | 23                        | 478 | 51 | 21 | 7  | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 582   |
| 1700 - 1800 | 15                        | 503 | 40 | 22 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 582   |
| 1800 - 1900 | 11                        | 456 | 27 | 19 | 7  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 520   |
| 1900 - 2000 | 9                         | 392 | 14 | 18 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 434   |
| 2000 - 2100 | 18                        | 358 | 8  | 24 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 409   |
| 2100 - 2200 | 12                        | 403 | 12 | 27 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 456   |
| 2200 - 2300 | 11                        | 353 | 10 | 20 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 394   |
| 2300 - 2400 | 13                        | 334 | 8  | 18 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 373   |

|                    |       |        |       |       |      |      |      |      |      |      |      |      |      |        |
|--------------------|-------|--------|-------|-------|------|------|------|------|------|------|------|------|------|--------|
| Session Total      | 267   | 6708   | 546   | 397   | 109  | 15   | 1    | 11   | 7    | 1    | 0    | 0    | 0    | 8062   |
| Session Average    | 11.13 | 279.50 | 22.75 | 16.54 | 4.54 | 0.63 | 0.04 | 0.46 | 0.29 | 0.04 | 0.00 | 0.00 | 0.00 | 335.92 |
| Session Percentage | 3.31  | 83.21  | 6.77  | 4.92  | 1.35 | 0.19 | 0.01 | 0.14 | 0.09 | 0.01 | 0.00 | 0.00 | 0.00 |        |

|                |             |             |             |             |             |             |             |             |             |             |      |      |      |             |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------|------|------|-------------|
| AM Peak Hour   | 0700 - 0800 | 0900 - 1000 | 0800 - 0900 | 0800 - 0900 | 0800 - 0900 | 0900 - 1000 | 0900 - 1000 | 0500 - 0600 | 0800 - 0900 | 0900 - 1000 | -    | -    | -    | 0900 - 1000 |
| AM Peak Volume | 19          | 207         | 29          | 23          | 11          | 4           | 1           | 2           | 2           | 1           | 0    | 0    | 0    | 289         |
| AM Peak %age   | 6.57        | 71.63       | 10.03       | 7.96        | 3.81        | 1.38        | 0.35        | 0.69        | 0.69        | 0.35        | 0.00 | 0.00 | 0.00 |             |

|                  |             |             |             |             |             |             |      |             |             |      |      |      |      |             |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|-------------|------|------|------|------|-------------|
| Noon Peak Hour   | 1300 - 1400 | 1400 - 1500 | 1200 - 1300 | 1000 - 1100 | 1200 - 1300 | 1200 - 1300 | -    | 1000 - 1100 | 1000 - 1100 | -    | -    | -    | -    | 1400 - 1500 |
| Noon Peak Volume | 16          | 385         | 48          | 27          | 17          | 2           | 0    | 2           | 1           | 0    | 0    | 0    | 0    | 474         |
| Noon Peak %age   | 3.38        | 81.22       | 10.13       | 5.70        | 3.59        | 0.42        | 0.00 | 0.42        | 0.21        | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                |             |             |             |             |             |             |      |             |             |      |      |      |      |             |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|-------------|------|------|------|------|-------------|
| PM Peak Hour   | 1600 - 1700 | 1700 - 1800 | 1600 - 1700 | 1700 - 1800 | 1600 - 1700 | 1500 - 1600 | -    | 1500 - 1600 | 1600 - 1700 | -    | -    | -    | -    | 1600 - 1700 |
| PM Peak Volume | 23          | 503         | 51          | 22          | 7           | 2           | 0    | 1           | 1           | 0    | 0    | 0    | 0    | 582         |
| PM Peak %age   | 3.95        | 86.43       | 8.76        | 3.78        | 1.20        | 0.34        | 0.00 | 0.17        | 0.17        | 0.00 | 0.00 | 0.00 | 0.00 |             |





Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Saturday, September 13, 2025  
  
Lat/Long  
25.797930°, -80.128179°

Weather  
Fair  
79°F  
  
[Click here for Detailed Weather](#)

0000 - 2400 (Saturday 24h Session) (09-13-2025)  
NB EB 60min

|             | Northbound (Movement 1.1) |     |    |    |   |   |   |   |   |    |    |    |    |       |
|-------------|---------------------------|-----|----|----|---|---|---|---|---|----|----|----|----|-------|
| TIME        | 1                         | 2   | 3  | 4  | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total |
| 0000 - 0100 | 10                        | 361 | 3  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 379   |
| 0100 - 0200 | 2                         | 269 | 5  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 280   |
| 0200 - 0300 | 4                         | 205 | 4  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 215   |
| 0300 - 0400 | 4                         | 185 | 5  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 195   |
| 0400 - 0500 | 4                         | 160 | 4  | 2  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 171   |
| 0500 - 0600 | 3                         | 118 | 4  | 9  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 137   |
| 0600 - 0700 | 5                         | 79  | 10 | 9  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 106   |
| 0700 - 0800 | 10                        | 143 | 16 | 14 | 5 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 189   |
| 0800 - 0900 | 7                         | 169 | 13 | 22 | 7 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 220   |
| 0900 - 1000 | 11                        | 223 | 17 | 29 | 4 | 1 | 0 | 2 | 1 | 0  | 0  | 0  | 0  | 288   |
| 1000 - 1100 | 11                        | 321 | 24 | 25 | 9 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 391   |
| 1100 - 1200 | 11                        | 375 | 15 | 23 | 7 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 433   |
| 1200 - 1300 | 7                         | 364 | 17 | 24 | 5 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 417   |
| 1300 - 1400 | 15                        | 348 | 15 | 24 | 5 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 407   |
| 1400 - 1500 | 19                        | 407 | 17 | 23 | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 467   |
| 1500 - 1600 | 22                        | 409 | 22 | 24 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 478   |
| 1600 - 1700 | 21                        | 388 | 21 | 26 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 458   |
| 1700 - 1800 | 17                        | 398 | 17 | 29 | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 464   |
| 1800 - 1900 | 11                        | 390 | 11 | 26 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 439   |
| 1900 - 2000 | 2                         | 401 | 12 | 25 | 3 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 444   |
| 2000 - 2100 | 3                         | 404 | 7  | 23 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 438   |
| 2100 - 2200 | 14                        | 447 | 9  | 25 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 495   |
| 2200 - 2300 | 18                        | 446 | 7  | 24 | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 499   |
| 2300 - 2400 | 21                        | 420 | 10 | 7  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 460   |

|                    |       |        |       |       |      |      |      |      |      |      |      |      |      |        |
|--------------------|-------|--------|-------|-------|------|------|------|------|------|------|------|------|------|--------|
| Session Total      | 252   | 7430   | 285   | 424   | 66   | 7    | 0    | 4    | 2    | 0    | 0    | 0    | 0    | 8470   |
| Session Average    | 10.50 | 309.58 | 11.88 | 17.67 | 2.75 | 0.29 | 0.00 | 0.17 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 352.92 |
| Session Percentage | 2.98  | 87.72  | 3.36  | 5.01  | 0.78 | 0.08 | 0.00 | 0.05 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 |        |

|                     |             |             |             |             |             |             |      |             |             |      |      |      |      |             |
|---------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|-------------|------|------|------|------|-------------|
| AM Peak Hour        | 0900 - 1000 | 0900 - 1000 | 0900 - 1000 | 0900 - 1000 | 0800 - 0900 | 0700 - 0800 | -    | 0900 - 1000 | 0900 - 1000 | -    | -    | -    | -    | 0900 - 1000 |
| AM Peak Hour Volume | 11          | 223         | 17          | 29          | 7           | 1           | 0    | 2           | 1           | 0    | 0    | 0    | 0    | 288         |
| AM Peak %age        | 3.82        | 77.43       | 5.90        | 10.07       | 2.43        | 0.35        | 0.00 | 0.69        | 0.35        | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                       |             |             |             |             |             |             |      |      |             |      |      |      |      |             |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|------|-------------|------|------|------|------|-------------|
| Noon Peak Hour        | 1400 - 1500 | 1400 - 1500 | 1000 - 1100 | 1000 - 1100 | 1000 - 1100 | 1100 - 1200 | -    | -    | 1400 - 1500 | -    | -    | -    | -    | 1400 - 1500 |
| Noon Peak Hour Volume | 19          | 407         | 24          | 25          | 9           | 2           | 0    | 0    | 1           | 0    | 0    | 0    | 0    | 467         |
| Noon Peak %age        | 4.07        | 87.15       | 5.14        | 5.35        | 1.93        | 0.43        | 0.00 | 0.00 | 0.21        | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                     |             |             |             |             |             |             |      |             |      |      |      |      |      |             |
|---------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|------|------|------|------|------|-------------|
| PM Peak Hour        | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | 1700 - 1800 | 1700 - 1800 | 1900 - 2000 | -    | 1500 - 1600 | -    | -    | -    | -    | -    | 1500 - 1600 |
| PM Peak Hour Volume | 22          | 409         | 22          | 29          | 3           | 1           | 0    | 1           | 0    | 0    | 0    | 0    | 0    | 478         |
| PM Peak %age        | 4.60        | 85.56       | 4.60        | 6.07        | 0.63        | 0.21        | 0.00 | 0.21        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |             |

Bi-Directional Class Count | | SB WB 60min

Miami Beach, FL



Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Thursday, September 11, 2025  
  
Lat/Long  
25.797930°, -80.128179°

Weather  
Fair  
81°F  
  
[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (09-11-2025)  
SB WB 60min

|             | Southbound (Movement 1.2) |     |     |    |    |   |   |   |   |    |    |    |    |       |
|-------------|---------------------------|-----|-----|----|----|---|---|---|---|----|----|----|----|-------|
| TIME        | 1                         | 2   | 3   | 4  | 5  | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total |
| 0000 - 0100 | 8                         | 150 | 36  | 6  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 200   |
| 0100 - 0200 | 2                         | 110 | 29  | 3  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 145   |
| 0200 - 0300 | 2                         | 82  | 27  | 2  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 113   |
| 0300 - 0400 | 2                         | 56  | 20  | 1  | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 81    |
| 0400 - 0500 | 0                         | 67  | 22  | 3  | 1  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 94    |
| 0500 - 0600 | 14                        | 79  | 24  | 14 | 5  | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 138   |
| 0600 - 0700 | 14                        | 196 | 61  | 19 | 9  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 300   |
| 0700 - 0800 | 24                        | 354 | 70  | 23 | 10 | 4 | 3 | 0 | 1 | 0  | 0  | 0  | 0  | 489   |
| 0800 - 0900 | 24                        | 411 | 92  | 16 | 15 | 1 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 560   |
| 0900 - 1000 | 19                        | 412 | 69  | 30 | 9  | 1 | 3 | 0 | 0 | 0  | 0  | 0  | 0  | 543   |
| 1000 - 1100 | 19                        | 483 | 103 | 31 | 8  | 3 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 648   |
| 1100 - 1200 | 11                        | 516 | 99  | 28 | 4  | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 660   |
| 1200 - 1300 | 29                        | 560 | 51  | 25 | 12 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 677   |
| 1300 - 1400 | 23                        | 461 | 43  | 28 | 8  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 563   |
| 1400 - 1500 | 25                        | 464 | 28  | 27 | 4  | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 550   |
| 1500 - 1600 | 32                        | 504 | 30  | 22 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 590   |
| 1600 - 1700 | 17                        | 456 | 18  | 25 | 3  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 519   |
| 1700 - 1800 | 16                        | 496 | 17  | 27 | 6  | 1 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 564   |
| 1800 - 1900 | 12                        | 412 | 30  | 25 | 2  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 482   |
| 1900 - 2000 | 11                        | 433 | 34  | 26 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 505   |
| 2000 - 2100 | 9                         | 375 | 28  | 32 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 444   |
| 2100 - 2200 | 10                        | 380 | 18  | 32 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 442   |
| 2200 - 2300 | 10                        | 360 | 23  | 26 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 421   |
| 2300 - 2400 | 8                         | 297 | 17  | 10 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 333   |

|                    |       |        |       |       |      |      |      |      |      |      |      |      |      |        |
|--------------------|-------|--------|-------|-------|------|------|------|------|------|------|------|------|------|--------|
| Session Total      | 341   | 8114   | 989   | 481   | 107  | 15   | 8    | 2    | 4    | 0    | 0    | 0    | 0    | 10061  |
| Session Average    | 14.21 | 338.08 | 41.21 | 20.04 | 4.46 | 0.63 | 0.33 | 0.08 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 419.21 |
| Session Percentage | 3.39  | 80.65  | 9.83  | 4.78  | 1.06 | 0.15 | 0.08 | 0.02 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 |        |

|                |             |             |             |             |             |             |             |             |             |      |      |      |      |             |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------|------|------|------|-------------|
| AM Peak Hour   | 0700 - 0800 | 0900 - 1000 | 0800 - 0900 | 0900 - 1000 | 0800 - 0900 | 0700 - 0800 | 0700 - 0800 | 0500 - 0600 | 0700 - 0800 | -    | -    | -    | -    | 0800 - 0900 |
| AM Peak Volume | 24          | 412         | 92          | 30          | 15          | 4           | 3           | 2           | 1           | 0    | 0    | 0    | 0    | 560         |
| AM Peak %age   | 4.29        | 73.57       | 16.43       | 5.36        | 2.68        | 0.71        | 0.54        | 0.36        | 0.18        | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                  |             |             |             |             |             |             |      |      |             |      |      |      |      |             |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|------|-------------|------|------|------|------|-------------|
| Noon Peak Hour   | 1200 - 1300 | 1200 - 1300 | 1000 - 1100 | 1000 - 1100 | 1200 - 1300 | 1000 - 1100 | -    | -    | 1000 - 1100 | -    | -    | -    | -    | 1200 - 1300 |
| Noon Peak Volume | 29          | 560         | 103         | 31          | 12          | 3           | 0    | 0    | 1           | 0    | 0    | 0    | 0    | 677         |
| Noon Peak %age   | 4.28        | 82.72       | 15.21       | 4.58        | 1.77        | 0.44        | 0.00 | 0.00 | 0.15        | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                |             |             |             |             |             |             |             |      |      |      |      |      |      |             |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------|------|------|------|------|------|-------------|
| PM Peak Hour   | 1500 - 1600 | 1500 - 1600 | 1900 - 2000 | 1700 - 1800 | 1700 - 1800 | 1700 - 1800 | 1700 - 1800 | -    | -    | -    | -    | -    | -    | 1500 - 1600 |
| PM Peak Volume | 32          | 504         | 34          | 27          | 6           | 1           | 1           | 0    | 0    | 0    | 0    | 0    | 0    | 590         |
| PM Peak %age   | 5.42        | 85.42       | 5.76        | 4.58        | 1.02        | 0.17        | 0.17        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |             |



FL-A1A Collins Ave,  
north of 22nd St

Friday, September 12, 2025

25.797930°, -80.128179°

Fair  
81°F 

[Click here for Detailed Weather](#)

SB WB 60min

[illegible]

|                    |       |        |       |       |      |      |      |      |      |      |      |      |      |        |
|--------------------|-------|--------|-------|-------|------|------|------|------|------|------|------|------|------|--------|
| Session Total      | 359   | 9387   | 703   | 468   | 116  | 14   | 0    | 6    | 2    | 0    | 0    | 0    | 0    | 11055  |
| Session Average    | 14.96 | 391.13 | 29.29 | 19.50 | 4.83 | 0.58 | 0.00 | 0.25 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 460.63 |
| Session Percentage | 3.25  | 84.91  | 6.36  | 4.23  | 1.05 | 0.13 | 0.00 | 0.05 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 |        |

|                |             |             |             |             |             |             |      |             |             |      |      |      |      |             |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|-------------|------|------|------|------|-------------|
| AM Peak Hour   | 0900 - 1000 | 0800 - 0900 | 0700 - 0800 | 0900 - 1000 | 0700 - 0800 | 0700 - 0800 | -    | 0500 - 0600 | 0700 - 0800 | -    | -    | -    | -    | 0800 - 0900 |
| AM Peak Volume | 27          | 468         | 56          | 32          | 11          | 3           | 0    | 2           | 1           | 0    | 0    | 0    | 0    | 574         |
| AM Peak %age   | 4.70        | 81.53       | 9.76        | 5.57        | 1.92        | 0.52        | 0.00 | 0.35        | 0.17        | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                  |             |             |             |             |             |             |      |             |      |      |      |      |      |             |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|------|------|------|------|------|-------------|
| Noon Peak Hour   | 1100 - 1200 | 1200 - 1300 | 1000 - 1100 | 1400 - 1500 | 1100 - 1200 | 1000 - 1100 | -    | 1000 - 1100 | -    | -    | -    | -    | -    | 1100 - 1200 |
| Noon Peak Volume | 25          | 555         | 76          | 30          | 13          | 3           | 0    | 2           | 0    | 0    | 0    | 0    | 0    | 654         |
| Noon Peak %age   | 3.82        | 84.86       | 11.62       | 4.59        | 1.99        | 0.46        | 0.00 | 0.31        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |             |

[illegible]

Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Saturday, September 13, 2025  
  
Lat/Long  
25.797930°, -80.128179°

Weather  
Fair  
79°F  
  
[Click here for Detailed Weather](#)

0000 - 2400 (Saturday 24h Session) (09-13-2025)  
SB WB 60min

|             | Southbound (Movement 1.2) |     |    |    |   |   |   |   |   |    |    |    |    |       |
|-------------|---------------------------|-----|----|----|---|---|---|---|---|----|----|----|----|-------|
| TIME        | 1                         | 2   | 3  | 4  | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total |
| 0000 - 0100 | 8                         | 362 | 9  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 383   |
| 0100 - 0200 | 7                         | 271 | 7  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 290   |
| 0200 - 0300 | 5                         | 219 | 1  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 229   |
| 0300 - 0400 | 1                         | 191 | 5  | 2  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 201   |
| 0400 - 0500 | 1                         | 199 | 1  | 2  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 205   |
| 0500 - 0600 | 2                         | 139 | 6  | 9  | 0 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 158   |
| 0600 - 0700 | 13                        | 156 | 16 | 17 | 8 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 211   |
| 0700 - 0800 | 9                         | 248 | 22 | 20 | 8 | 0 | 0 | 0 | 3 | 0  | 0  | 0  | 0  | 310   |
| 0800 - 0900 | 23                        | 325 | 24 | 31 | 7 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 410   |
| 0900 - 1000 | 14                        | 363 | 22 | 27 | 4 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 432   |
| 1000 - 1100 | 20                        | 469 | 21 | 34 | 5 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 550   |
| 1100 - 1200 | 18                        | 497 | 21 | 29 | 6 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 572   |
| 1200 - 1300 | 28                        | 501 | 16 | 33 | 3 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 583   |
| 1300 - 1400 | 25                        | 463 | 19 | 24 | 2 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 535   |
| 1400 - 1500 | 12                        | 520 | 22 | 31 | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 588   |
| 1500 - 1600 | 31                        | 454 | 14 | 27 | 5 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 531   |
| 1600 - 1700 | 26                        | 484 | 15 | 29 | 3 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 559   |
| 1700 - 1800 | 30                        | 490 | 15 | 32 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 568   |
| 1800 - 1900 | 18                        | 539 | 15 | 30 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 604   |
| 1900 - 2000 | 14                        | 598 | 18 | 32 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 662   |
| 2000 - 2100 | 11                        | 607 | 20 | 30 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 668   |
| 2100 - 2200 | 16                        | 522 | 19 | 31 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 590   |
| 2200 - 2300 | 19                        | 438 | 14 | 28 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 501   |
| 2300 - 2400 | 13                        | 403 | 16 | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 441   |

|                    |       |        |       |       |      |      |      |      |      |      |      |      |      |        |
|--------------------|-------|--------|-------|-------|------|------|------|------|------|------|------|------|------|--------|
| Session Total      | 364   | 9458   | 358   | 519   | 66   | 5    | 0    | 7    | 4    | 0    | 0    | 0    | 0    | 10781  |
| Session Average    | 15.17 | 394.08 | 14.92 | 21.63 | 2.75 | 0.21 | 0.00 | 0.29 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 449.21 |
| Session Percentage | 3.38  | 87.73  | 3.32  | 4.81  | 0.61 | 0.05 | 0.00 | 0.06 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 |        |

|                     |             |             |             |             |             |             |      |             |             |      |      |      |      |             |
|---------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|-------------|------|------|------|------|-------------|
| AM Peak Hour        | 0800 - 0900 | 0900 - 1000 | 0800 - 0900 | 0800 - 0900 | 0600 - 0700 | 0900 - 1000 | -    | 0500 - 0600 | 0700 - 0800 | -    | -    | -    | -    | 0900 - 1000 |
| AM Peak Hour Volume | 23          | 363         | 24          | 31          | 8           | 1           | 0    | 2           | 3           | 0    | 0    | 0    | 0    | 432         |
| AM Peak %age        | 5.32        | 84.03       | 5.56        | 7.18        | 1.85        | 0.23        | 0.00 | 0.46        | 0.69        | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                       |             |             |             |             |             |             |      |             |      |      |      |      |      |             |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|------|------|------|------|------|-------------|
| Noon Peak Hour        | 1200 - 1300 | 1400 - 1500 | 1400 - 1500 | 1000 - 1100 | 1100 - 1200 | 1100 - 1200 | -    | 1000 - 1100 | -    | -    | -    | -    | -    | 1400 - 1500 |
| Noon Peak Hour Volume | 28          | 520         | 22          | 34          | 6           | 1           | 0    | 1           | 0    | 0    | 0    | 0    | 0    | 588         |
| Noon Peak %age        | 4.76        | 88.44       | 3.74        | 5.78        | 1.02        | 0.17        | 0.00 | 0.17        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                     |             |             |             |             |             |             |      |             |      |      |      |      |      |             |
|---------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|------|------|------|------|------|-------------|
| PM Peak Hour        | 1500 - 1600 | 1900 - 2000 | 1900 - 2000 | 1700 - 1800 | 1500 - 1600 | 1600 - 1700 | -    | 1600 - 1700 | -    | -    | -    | -    | -    | 1900 - 2000 |
| PM Peak Hour Volume | 31          | 598         | 18          | 32          | 5           | 1           | 0    | 1           | 0    | 0    | 0    | 0    | 0    | 662         |
| PM Peak %age        | 4.68        | 90.33       | 2.72        | 4.83        | 0.76        | 0.15        | 0.00 | 0.15        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |             |

Bi-Directional Class Count || Bi-Directional 60min

Miami Beach, FL



Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Thursday, September 11, 2025  
  
Lat/Long  
25.797930°, -80.128179°

Weather  
Fair  
81°F  
  
[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (09-11-2025)  
Bi-Directional 60min

|             | Bi-Directional 60min |      |     |    |    |   |   |   |   |    |    |    |    |       |
|-------------|----------------------|------|-----|----|----|---|---|---|---|----|----|----|----|-------|
| TIME        | 1                    | 2    | 3   | 4  | 5  | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total |
| 0000 - 0100 | 19                   | 306  | 51  | 11 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 387   |
| 0100 - 0200 | 5                    | 240  | 39  | 5  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 290   |
| 0200 - 0300 | 3                    | 173  | 36  | 3  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 216   |
| 0300 - 0400 | 5                    | 116  | 26  | 3  | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 152   |
| 0400 - 0500 | 2                    | 125  | 30  | 6  | 1  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 165   |
| 0500 - 0600 | 17                   | 144  | 37  | 22 | 9  | 0 | 0 | 4 | 0 | 0  | 0  | 0  | 0  | 233   |
| 0600 - 0700 | 20                   | 289  | 71  | 33 | 13 | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 428   |
| 0700 - 0800 | 43                   | 523  | 97  | 40 | 15 | 5 | 3 | 1 | 2 | 0  | 0  | 0  | 0  | 729   |
| 0800 - 0900 | 35                   | 606  | 121 | 39 | 26 | 3 | 1 | 2 | 2 | 0  | 0  | 0  | 0  | 835   |
| 0900 - 1000 | 31                   | 619  | 98  | 52 | 20 | 5 | 4 | 2 | 0 | 1  | 0  | 0  | 0  | 832   |
| 1000 - 1100 | 32                   | 764  | 134 | 58 | 13 | 4 | 0 | 2 | 2 | 0  | 0  | 0  | 0  | 1009  |
| 1100 - 1200 | 21                   | 874  | 134 | 47 | 13 | 2 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 1092  |
| 1200 - 1300 | 39                   | 919  | 99  | 46 | 29 | 2 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 1135  |
| 1300 - 1400 | 39                   | 788  | 77  | 51 | 22 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 979   |
| 1400 - 1500 | 40                   | 849  | 71  | 50 | 12 | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 1024  |
| 1500 - 1600 | 52                   | 1001 | 59  | 40 | 2  | 2 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 1157  |
| 1600 - 1700 | 40                   | 934  | 69  | 46 | 10 | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 1101  |
| 1700 - 1800 | 31                   | 999  | 57  | 49 | 8  | 1 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 1146  |
| 1800 - 1900 | 23                   | 868  | 57  | 44 | 9  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 1002  |
| 1900 - 2000 | 20                   | 825  | 48  | 44 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 939   |
| 2000 - 2100 | 27                   | 733  | 36  | 56 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 853   |
| 2100 - 2200 | 22                   | 783  | 30  | 59 | 4  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 898   |
| 2200 - 2300 | 21                   | 713  | 33  | 46 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 815   |
| 2300 - 2400 | 21                   | 631  | 25  | 28 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 706   |

|                    |       |        |       |       |      |      |      |      |      |      |      |      |      |        |
|--------------------|-------|--------|-------|-------|------|------|------|------|------|------|------|------|------|--------|
| Session Total      | 608   | 14822  | 1535  | 878   | 216  | 30   | 9    | 13   | 11   | 1    | 0    | 0    | 0    | 18123  |
| Session Average    | 25.33 | 617.58 | 63.96 | 36.58 | 9.00 | 1.25 | 0.38 | 0.54 | 0.46 | 0.04 | 0.00 | 0.00 | 0.00 | 755.13 |
| Session Percentage | 3.35  | 81.79  | 8.47  | 4.84  | 1.19 | 0.17 | 0.05 | 0.07 | 0.06 | 0.01 | 0.00 | 0.00 | 0.00 |        |

|                |             |             |             |             |             |             |             |             |             |             |      |      |      |             |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------|------|------|-------------|
| AM Peak Hour   | 0700 - 0800 | 0900 - 1000 | 0800 - 0900 | 0900 - 1000 | 0800 - 0900 | 0700 - 0800 | 0900 - 1000 | 0500 - 0600 | 0700 - 0800 | 0900 - 1000 | -    | -    | -    | 0800 - 0900 |
| AM Peak Volume | 43          | 619         | 121         | 52          | 26          | 5           | 4           | 4           | 2           | 1           | 0    | 0    | 0    | 835         |
| AM Peak %age   | 5.15        | 74.13       | 14.49       | 6.23        | 3.11        | 0.60        | 0.48        | 0.48        | 0.24        | 0.12        | 0.00 | 0.00 | 0.00 |             |

|                  |             |             |             |             |             |             |      |             |             |      |      |      |      |             |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|-------------|------|------|------|------|-------------|
| Noon Peak Hour   | 1400 - 1500 | 1200 - 1300 | 1000 - 1100 | 1000 - 1100 | 1200 - 1300 | 1000 - 1100 | -    | 1000 - 1100 | 1000 - 1100 | -    | -    | -    | -    | 1200 - 1300 |
| Noon Peak Volume | 40          | 919         | 134         | 58          | 29          | 4           | 0    | 2           | 2           | 0    | 0    | 0    | 0    | 1135        |
| Noon Peak %age   | 3.52        | 80.97       | 11.81       | 5.11        | 2.56        | 0.35        | 0.00 | 0.18        | 0.18        | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                |             |             |             |             |             |             |             |             |             |      |      |      |      |             |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------|------|------|------|-------------|
| PM Peak Hour   | 1500 - 1600 | 1500 - 1600 | 1600 - 1700 | 1700 - 1800 | 1600 - 1700 | 1500 - 1600 | 1700 - 1800 | 1500 - 1600 | 1600 - 1700 | -    | -    | -    | -    | 1500 - 1600 |
| PM Peak Volume | 52          | 1001        | 69          | 49          | 10          | 2           | 1           | 1           | 1           | 0    | 0    | 0    | 0    | 1157        |
| PM Peak %age   | 4.49        | 86.52       | 5.96        | 4.24        | 0.86        | 0.17        | 0.09        | 0.09        | 0.09        | 0.00 | 0.00 | 0.00 | 0.00 |             |





Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Saturday, September 13, 2025  
  
Lat/Long  
25.797930°, -80.128179°

Weather  
Fair  
79°F  
  
[Click here for Detailed Weather](#)

0000 - 2400 (Saturday 24h Session) (09-13-2025)  
Bi-Directional 60min

| Bi-Directional 60min |    |      |    |    |    |   |   |   |   |    |    |    |    |       |
|----------------------|----|------|----|----|----|---|---|---|---|----|----|----|----|-------|
| TIME                 | 1  | 2    | 3  | 4  | 5  | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total |
| 0000 - 0100          | 18 | 723  | 12 | 9  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 762   |
| 0100 - 0200          | 9  | 540  | 12 | 8  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 570   |
| 0200 - 0300          | 9  | 424  | 5  | 5  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 444   |
| 0300 - 0400          | 5  | 376  | 10 | 3  | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 396   |
| 0400 - 0500          | 5  | 359  | 5  | 4  | 3  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 376   |
| 0500 - 0600          | 5  | 257  | 10 | 18 | 3  | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 295   |
| 0600 - 0700          | 18 | 235  | 26 | 26 | 11 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 317   |
| 0700 - 0800          | 19 | 391  | 38 | 34 | 13 | 1 | 0 | 0 | 3 | 0  | 0  | 0  | 0  | 499   |
| 0800 - 0900          | 30 | 494  | 37 | 53 | 14 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 630   |
| 0900 - 1000          | 25 | 586  | 39 | 56 | 8  | 2 | 0 | 3 | 1 | 0  | 0  | 0  | 0  | 720   |
| 1000 - 1100          | 31 | 790  | 45 | 59 | 14 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 941   |
| 1100 - 1200          | 29 | 872  | 36 | 52 | 13 | 3 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 1005  |
| 1200 - 1300          | 35 | 865  | 33 | 57 | 8  | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 1000  |
| 1300 - 1400          | 40 | 811  | 34 | 48 | 7  | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 942   |
| 1400 - 1500          | 31 | 927  | 39 | 54 | 3  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 1055  |
| 1500 - 1600          | 53 | 863  | 36 | 51 | 5  | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 1009  |
| 1600 - 1700          | 47 | 872  | 36 | 55 | 5  | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 1017  |
| 1700 - 1800          | 47 | 888  | 32 | 61 | 4  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 1032  |
| 1800 - 1900          | 29 | 929  | 26 | 56 | 3  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 1043  |
| 1900 - 2000          | 16 | 999  | 30 | 57 | 3  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 1106  |
| 2000 - 2100          | 14 | 1011 | 27 | 53 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 1106  |
| 2100 - 2200          | 30 | 969  | 28 | 56 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 1085  |
| 2200 - 2300          | 37 | 884  | 21 | 52 | 6  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 1000  |
| 2300 - 2400          | 34 | 823  | 26 | 16 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 901   |

|                    |       |        |       |       |      |      |      |      |      |      |      |      |      |        |
|--------------------|-------|--------|-------|-------|------|------|------|------|------|------|------|------|------|--------|
| Session Total      | 616   | 16888  | 643   | 943   | 132  | 12   | 0    | 11   | 6    | 0    | 0    | 0    | 0    | 19251  |
| Session Average    | 25.67 | 703.67 | 26.79 | 39.29 | 5.50 | 0.50 | 0.00 | 0.46 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 802.13 |
| Session Percentage | 3.20  | 87.73  | 3.34  | 4.90  | 0.69 | 0.06 | 0.00 | 0.06 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 |        |

|                     |             |             |             |             |             |             |      |             |             |      |      |      |      |             |
|---------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|-------------|------|------|------|------|-------------|
| AM Peak Hour        | 0800 - 0900 | 0900 - 1000 | 0900 - 1000 | 0900 - 1000 | 0800 - 0900 | 0900 - 1000 | -    | 0900 - 1000 | 0700 - 0800 | -    | -    | -    | -    | 0900 - 1000 |
| AM Peak Hour Volume | 30          | 586         | 39          | 56          | 14          | 2           | 0    | 3           | 3           | 0    | 0    | 0    | 0    | 720         |
| AM Peak %age        | 4.17        | 81.39       | 5.42        | 7.78        | 1.94        | 0.28        | 0.00 | 0.42        | 0.42        | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                       |             |             |             |             |             |             |      |             |             |      |      |      |      |             |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|-------------|------|------|------|------|-------------|
| Noon Peak Hour        | 1300 - 1400 | 1400 - 1500 | 1000 - 1100 | 1000 - 1100 | 1000 - 1100 | 1100 - 1200 | -    | 1000 - 1100 | 1400 - 1500 | -    | -    | -    | -    | 1400 - 1500 |
| Noon Peak Hour Volume | 40          | 927         | 45          | 59          | 14          | 3           | 0    | 1           | 1           | 0    | 0    | 0    | 0    | 1055        |
| Noon Peak %age        | 3.79        | 87.87       | 4.27        | 5.59        | 1.33        | 0.28        | 0.00 | 0.09        | 0.09        | 0.00 | 0.00 | 0.00 | 0.00 |             |

|                     |             |             |             |             |             |             |      |             |      |      |      |      |      |             |
|---------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|------|------|------|------|------|-------------|
| PM Peak Hour        | 1500 - 1600 | 1900 - 2000 | 1500 - 1600 | 1700 - 1800 | 1500 - 1600 | 1600 - 1700 | -    | 1500 - 1600 | -    | -    | -    | -    | -    | 1900 - 2000 |
| PM Peak Hour Volume | 53          | 999         | 36          | 61          | 5           | 1           | 0    | 1           | 0    | 0    | 0    | 0    | 0    | 1106        |
| PM Peak %age        | 4.79        | 90.33       | 3.25        | 5.52        | 0.45        | 0.09        | 0.00 | 0.09        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |             |

Bi-Directional Class Count || Volume Summary 60min

Miami Beach, FL

**Site 1**  
FL-A1A Collins Ave,  
north of 22nd St

**Date**  
Thursday, September 11, 2025

**Lat/Long**  
25.797930° , -80.128179°

**Weather**  
Fair  
81°F

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (09-11-2025)

Volume Summary 60min

| Volume Summary 60min |     |     |       |
|----------------------|-----|-----|-------|
| TIME                 | NB  | SB  | Total |
| 0000 - 0100          | 187 | 200 | 387   |
| 0100 - 0200          | 145 | 145 | 290   |
| 0200 - 0300          | 103 | 113 | 216   |
| 0300 - 0400          | 71  | 81  | 152   |
| 0400 - 0500          | 71  | 94  | 165   |
| 0500 - 0600          | 95  | 138 | 233   |
| 0600 - 0700          | 128 | 300 | 428   |
| 0700 - 0800          | 240 | 489 | 729   |
| 0800 - 0900          | 275 | 560 | 835   |
| 0900 - 1000          | 289 | 543 | 832   |
| 1000 - 1100          | 361 | 648 | 1009  |
| 1100 - 1200          | 432 | 660 | 1092  |

|                    |        |        |        |
|--------------------|--------|--------|--------|
| Session Total      | 8062   | 10061  | 18123  |
| Session Average    | 335.92 | 419.21 | 755.13 |
| Session Percentage | 44.48  | 55.52  |        |

| Volume Summary 60min |     |     |       |
|----------------------|-----|-----|-------|
| Time                 | NB  | SB  | Total |
| 1200 - 1300          | 458 | 677 | 1135  |
| 1300 - 1400          | 416 | 563 | 979   |
| 1400 - 1500          | 474 | 550 | 1024  |
| 1500 - 1600          | 567 | 590 | 1157  |
| 1600 - 1700          | 582 | 519 | 1101  |
| 1700 - 1800          | 582 | 564 | 1146  |
| 1800 - 1900          | 520 | 482 | 1002  |
| 1900 - 2000          | 434 | 505 | 939   |
| 2000 - 2100          | 409 | 444 | 853   |
| 2100 - 2200          | 456 | 442 | 898   |
| 2200 - 2300          | 394 | 421 | 815   |
| 2300 - 2400          | 373 | 333 | 706   |



**Site 1**  
FL-A1A Collins Ave,  
north of 22nd St

**Date**  
Friday, September 12, 2025

**Weather**  
Fair  
81°F



**Lat/Long**  
25.797930°, -80.128179°

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**0000 - 2400 (Weekday 24h Session) (09-12-2025)**  
Volume Summary 60min

| Volume Summary 60min |     |     |       |
|----------------------|-----|-----|-------|
| TIME                 | NB  | SB  | Total |
| 0000 - 0100          | 268 | 289 | 557   |
| 0100 - 0200          | 189 | 178 | 367   |
| 0200 - 0300          | 140 | 143 | 283   |
| 0300 - 0400          | 131 | 119 | 250   |
| 0400 - 0500          | 127 | 135 | 262   |
| 0500 - 0600          | 99  | 177 | 276   |
| 0600 - 0700          | 121 | 290 | 411   |
| 0700 - 0800          | 231 | 467 | 698   |
| 0800 - 0900          | 253 | 574 | 827   |
| 0900 - 1000          | 288 | 572 | 860   |
| 1000 - 1100          | 350 | 642 | 992   |
| 1100 - 1200          | 451 | 654 | 1105  |

| Volume Summary 60min |     |     |       |
|----------------------|-----|-----|-------|
| Time                 | NB  | SB  | Total |
| 1200 - 1300          | 436 | 653 | 1089  |
| 1300 - 1400          | 507 | 643 | 1150  |
| 1400 - 1500          | 614 | 594 | 1208  |
| 1500 - 1600          | 647 | 563 | 1210  |
| 1600 - 1700          | 750 | 570 | 1320  |
| 1700 - 1800          | 625 | 616 | 1241  |
| 1800 - 1900          | 488 | 558 | 1046  |
| 1900 - 2000          | 433 | 580 | 1013  |
| 2000 - 2100          | 479 | 560 | 1039  |
| 2100 - 2200          | 483 | 556 | 1039  |
| 2200 - 2300          | 492 | 508 | 1000  |
| 2300 - 2400          | 434 | 414 | 848   |

|                    |        |        |        |
|--------------------|--------|--------|--------|
| Session Total      | 9036   | 11055  | 20091  |
| Session Average    | 376.50 | 460.63 | 837.13 |
| Session Percentage | 44.98  | 55.02  |        |

**Site 1**  
FL-A1A Collins Ave,  
north of 22nd St

**Date**  
Saturday, September 13, 2025

**Weather**  
Fair  
79°F



**Lat/Long**  
25.797930°, -80.128179°

[Click here for Detailed Weather](#)

**0000 - 2400 (Saturday 24h Session) (09-13-2025)**  
Volume Summary 60min

| Volume Summary 60min |     |     |       |
|----------------------|-----|-----|-------|
| TIME                 | NB  | SB  | Total |
| 0000 - 0100          | 379 | 383 | 762   |
| 0100 - 0200          | 280 | 290 | 570   |
| 0200 - 0300          | 215 | 229 | 444   |
| 0300 - 0400          | 195 | 201 | 396   |
| 0400 - 0500          | 171 | 205 | 376   |
| 0500 - 0600          | 137 | 158 | 295   |
| 0600 - 0700          | 106 | 211 | 317   |
| 0700 - 0800          | 189 | 310 | 499   |
| 0800 - 0900          | 220 | 410 | 630   |
| 0900 - 1000          | 288 | 432 | 720   |
| 1000 - 1100          | 391 | 550 | 941   |
| 1100 - 1200          | 433 | 572 | 1005  |

|                    |        |        |        |
|--------------------|--------|--------|--------|
| Session Total      | 8470   | 10781  | 19251  |
| Session Average    | 352.92 | 449.21 | 802.13 |
| Session Percentage | 44.00  | 56.00  |        |

| Volume Summary 60min |     |     |       |
|----------------------|-----|-----|-------|
| Time                 | NB  | SB  | Total |
| 1200 - 1300          | 417 | 583 | 1000  |
| 1300 - 1400          | 407 | 535 | 942   |
| 1400 - 1500          | 467 | 588 | 1055  |
| 1500 - 1600          | 478 | 531 | 1009  |
| 1600 - 1700          | 458 | 559 | 1017  |
| 1700 - 1800          | 464 | 568 | 1032  |
| 1800 - 1900          | 439 | 604 | 1043  |
| 1900 - 2000          | 444 | 662 | 1106  |
| 2000 - 2100          | 438 | 668 | 1106  |
| 2100 - 2200          | 495 | 590 | 1085  |
| 2200 - 2300          | 499 | 501 | 1000  |
| 2300 - 2400          | 460 | 441 | 901   |

Bi-Directional Class Count || Graphical Analysis NB EB

Miami Beach, FL

Site 1

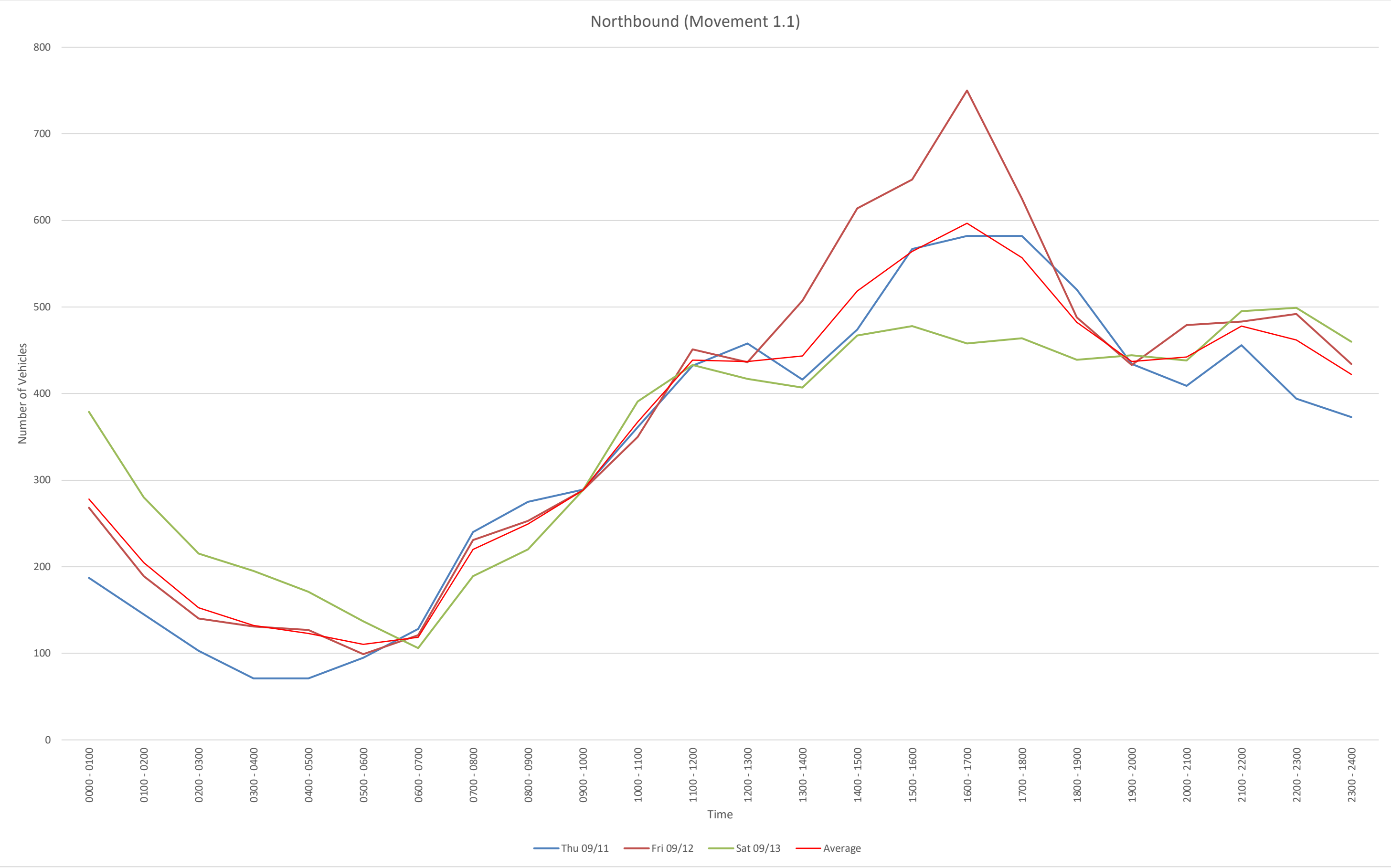
FL-A1A Collins Ave,  
north of 22nd St

Lat/Long

25.797930°, -80.128179°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



| Time        | Thu 09/11 | Fri 09/12 | Sat 09/13 |  |  |  |  |
|-------------|-----------|-----------|-----------|--|--|--|--|
| 0000 - 0100 | 187       | 268       | 379       |  |  |  |  |
| 0100 - 0200 | 145       | 189       | 280       |  |  |  |  |
| 0200 - 0300 | 103       | 140       | 215       |  |  |  |  |
| 0300 - 0400 | 71        | 131       | 195       |  |  |  |  |
| 0400 - 0500 | 71        | 127       | 171       |  |  |  |  |
| 0500 - 0600 | 95        | 99        | 137       |  |  |  |  |
| 0600 - 0700 | 128       | 121       | 106       |  |  |  |  |
| 0700 - 0800 | 240       | 231       | 189       |  |  |  |  |
| 0800 - 0900 | 275       | 253       | 220       |  |  |  |  |
| 0900 - 1000 | 289       | 288       | 288       |  |  |  |  |
| 1000 - 1100 | 361       | 350       | 391       |  |  |  |  |
| 1100 - 1200 | 432       | 451       | 433       |  |  |  |  |
| 1200 - 1300 | 458       | 436       | 417       |  |  |  |  |
| 1300 - 1400 | 416       | 507       | 407       |  |  |  |  |
| 1400 - 1500 | 474       | 614       | 467       |  |  |  |  |
| 1500 - 1600 | 567       | 647       | 478       |  |  |  |  |
| 1600 - 1700 | 582       | 750       | 458       |  |  |  |  |
| 1700 - 1800 | 582       | 625       | 464       |  |  |  |  |
| 1800 - 1900 | 520       | 488       | 439       |  |  |  |  |
| 1900 - 2000 | 434       | 433       | 444       |  |  |  |  |
| 2000 - 2100 | 409       | 479       | 438       |  |  |  |  |
| 2100 - 2200 | 456       | 483       | 495       |  |  |  |  |
| 2200 - 2300 | 394       | 492       | 499       |  |  |  |  |
| 2300 - 2400 | 373       | 434       | 460       |  |  |  |  |

|             |      |      |      |  |  |  |  |
|-------------|------|------|------|--|--|--|--|
| Daily Total | 8062 | 9036 | 8470 |  |  |  |  |
|-------------|------|------|------|--|--|--|--|



Bi-Directional Class Count || Graphical Analysis SB WB

Miami Beach, FL

Site 1

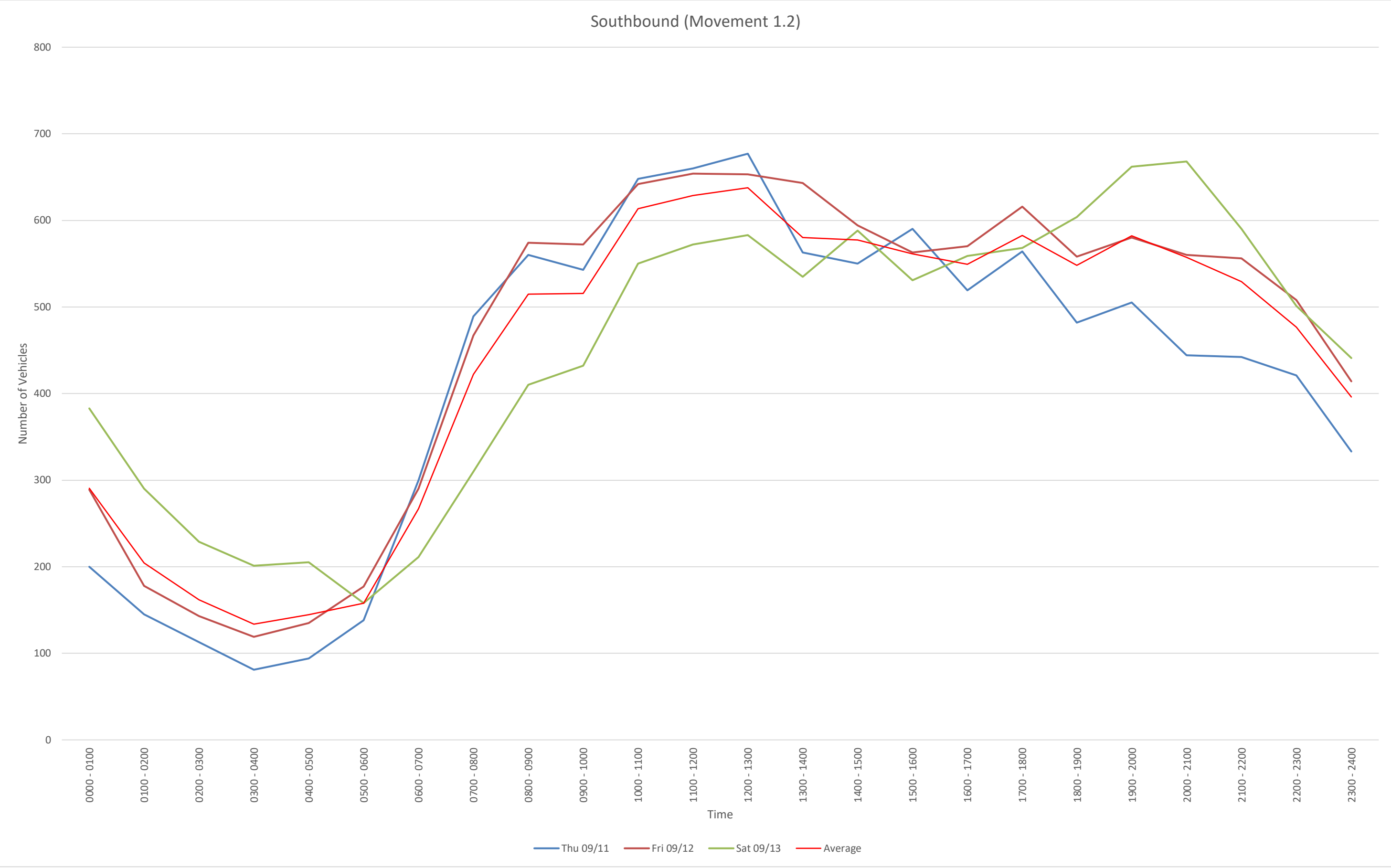
FL-A1A Collins Ave,  
north of 22nd St

Lat/Long

25.797930°, -80.128179°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



| Time        | Thu 09/11 | Fri 09/12 | Sat 09/13 |  |  |  |  |
|-------------|-----------|-----------|-----------|--|--|--|--|
| 0000 - 0100 | 200       | 289       | 383       |  |  |  |  |
| 0100 - 0200 | 145       | 178       | 290       |  |  |  |  |
| 0200 - 0300 | 113       | 143       | 229       |  |  |  |  |
| 0300 - 0400 | 81        | 119       | 201       |  |  |  |  |
| 0400 - 0500 | 94        | 135       | 205       |  |  |  |  |
| 0500 - 0600 | 138       | 177       | 158       |  |  |  |  |
| 0600 - 0700 | 300       | 290       | 211       |  |  |  |  |
| 0700 - 0800 | 489       | 467       | 310       |  |  |  |  |
| 0800 - 0900 | 560       | 574       | 410       |  |  |  |  |
| 0900 - 1000 | 543       | 572       | 432       |  |  |  |  |
| 1000 - 1100 | 648       | 642       | 550       |  |  |  |  |
| 1100 - 1200 | 660       | 654       | 572       |  |  |  |  |
| 1200 - 1300 | 677       | 653       | 583       |  |  |  |  |
| 1300 - 1400 | 563       | 643       | 535       |  |  |  |  |
| 1400 - 1500 | 550       | 594       | 588       |  |  |  |  |
| 1500 - 1600 | 590       | 563       | 531       |  |  |  |  |
| 1600 - 1700 | 519       | 570       | 559       |  |  |  |  |
| 1700 - 1800 | 564       | 616       | 568       |  |  |  |  |
| 1800 - 1900 | 482       | 558       | 604       |  |  |  |  |
| 1900 - 2000 | 505       | 580       | 662       |  |  |  |  |
| 2000 - 2100 | 444       | 560       | 668       |  |  |  |  |
| 2100 - 2200 | 442       | 556       | 590       |  |  |  |  |
| 2200 - 2300 | 421       | 508       | 501       |  |  |  |  |
| 2300 - 2400 | 333       | 414       | 441       |  |  |  |  |

|             |       |       |       |  |  |  |  |
|-------------|-------|-------|-------|--|--|--|--|
| Daily Total | 10061 | 11055 | 10781 |  |  |  |  |
|-------------|-------|-------|-------|--|--|--|--|

Bi-Directional Class Count || Graphical Analysis BiDir

Miami Beach, FL

Site 1

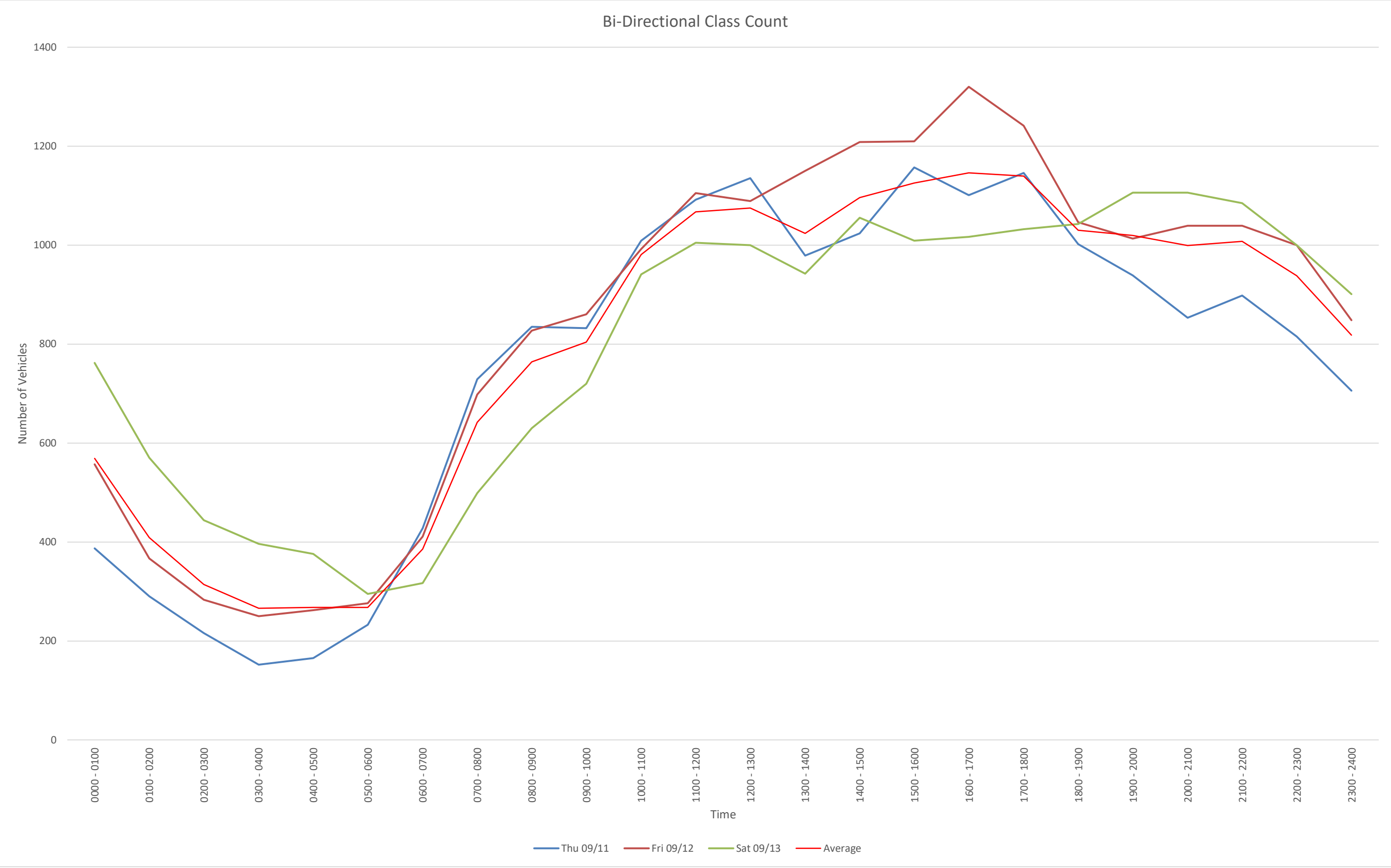
FL-A1A Collins Ave,  
north of 22nd St

Lat/Long

25.797930°, -80.128179°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



| Time        | Thu 09/11 | Fri 09/12 | Sat 09/13 |  |  |  |  |
|-------------|-----------|-----------|-----------|--|--|--|--|
| 0000 - 0100 | 387       | 557       | 762       |  |  |  |  |
| 0100 - 0200 | 290       | 367       | 570       |  |  |  |  |
| 0200 - 0300 | 216       | 283       | 444       |  |  |  |  |
| 0300 - 0400 | 152       | 250       | 396       |  |  |  |  |
| 0400 - 0500 | 165       | 262       | 376       |  |  |  |  |
| 0500 - 0600 | 233       | 276       | 295       |  |  |  |  |
| 0600 - 0700 | 428       | 411       | 317       |  |  |  |  |
| 0700 - 0800 | 729       | 698       | 499       |  |  |  |  |
| 0800 - 0900 | 835       | 827       | 630       |  |  |  |  |
| 0900 - 1000 | 832       | 860       | 720       |  |  |  |  |
| 1000 - 1100 | 1009      | 992       | 941       |  |  |  |  |
| 1100 - 1200 | 1092      | 1105      | 1005      |  |  |  |  |
| 1200 - 1300 | 1135      | 1089      | 1000      |  |  |  |  |
| 1300 - 1400 | 979       | 1150      | 942       |  |  |  |  |
| 1400 - 1500 | 1024      | 1208      | 1055      |  |  |  |  |
| 1500 - 1600 | 1157      | 1210      | 1009      |  |  |  |  |
| 1600 - 1700 | 1101      | 1320      | 1017      |  |  |  |  |
| 1700 - 1800 | 1146      | 1241      | 1032      |  |  |  |  |
| 1800 - 1900 | 1002      | 1046      | 1043      |  |  |  |  |
| 1900 - 2000 | 939       | 1013      | 1106      |  |  |  |  |
| 2000 - 2100 | 853       | 1039      | 1106      |  |  |  |  |
| 2100 - 2200 | 898       | 1039      | 1085      |  |  |  |  |
| 2200 - 2300 | 815       | 1000      | 1000      |  |  |  |  |
| 2300 - 2400 | 706       | 848       | 901       |  |  |  |  |

|             |       |       |       |  |  |  |  |
|-------------|-------|-------|-------|--|--|--|--|
| Daily Total | 18123 | 20091 | 19251 |  |  |  |  |
|-------------|-------|-------|-------|--|--|--|--|



File Name:

Start Time: 0

Station ID: 1

Location 2:

| Date      | Time     | 1 | 2   | 3  | 4  | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-----------|----------|---|-----|----|----|---|---|---|---|---|----|----|----|----|
| 9/11/2025 | 12:00 AM | 3 | 46  | 4  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:15 AM | 3 | 40  | 3  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:30 AM | 4 | 32  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:45 AM | 1 | 38  | 5  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:00 AM  | 0 | 44  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:15 AM  | 1 | 31  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:30 AM  | 1 | 27  | 4  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:45 AM  | 1 | 28  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:00 AM  | 0 | 18  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:15 AM  | 1 | 24  | 4  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:30 AM  | 0 | 32  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:45 AM  | 0 | 17  | 1  | 0  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:00 AM  | 1 | 14  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:15 AM  | 1 | 15  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:30 AM  | 1 | 12  | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:45 AM  | 0 | 19  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:00 AM  | 1 | 15  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:15 AM  | 0 | 14  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:30 AM  | 0 | 16  | 3  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:45 AM  | 1 | 13  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:00 AM  | 1 | 14  | 1  | 3  | 2 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:15 AM  | 1 | 16  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:30 AM  | 0 | 19  | 2  | 2  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:45 AM  | 1 | 16  | 8  | 2  | 1 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:00 AM  | 1 | 13  | 3  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:15 AM  | 0 | 18  | 1  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:30 AM  | 2 | 31  | 3  | 5  | 2 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:45 AM  | 3 | 31  | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:00 AM  | 4 | 39  | 8  | 2  | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:15 AM  | 4 | 44  | 11 | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:30 AM  | 8 | 42  | 3  | 4  | 2 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:45 AM  | 3 | 44  | 5  | 6  | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:00 AM  | 2 | 45  | 7  | 8  | 3 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:15 AM  | 1 | 52  | 5  | 4  | 5 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:30 AM  | 6 | 45  | 9  | 2  | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:45 AM  | 2 | 53  | 8  | 9  | 3 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:00 AM  | 2 | 42  | 9  | 2  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:15 AM  | 2 | 58  | 6  | 4  | 1 | 4 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:30 AM  | 5 | 52  | 6  | 6  | 4 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:45 AM  | 3 | 55  | 8  | 10 | 2 | 0 | 1 | 0 | 0 | 1  | 0  | 0  | 0  |
| 9/11/2025 | 10:00 AM | 3 | 59  | 9  | 4  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:15 AM | 1 | 80  | 5  | 6  | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:30 AM | 6 | 66  | 8  | 5  | 1 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:45 AM | 3 | 76  | 9  | 12 | 2 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:00 AM | 1 | 75  | 10 | 4  | 3 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:15 AM | 3 | 90  | 10 | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:30 AM | 2 | 92  | 8  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:45 AM | 4 | 101 | 7  | 8  | 5 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:00 PM | 4 | 94  | 12 | 4  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:15 PM | 0 | 92  | 7  | 7  | 4 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:30 PM | 2 | 77  | 16 | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:45 PM | 4 | 96  | 13 | 5  | 8 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:00 PM  | 3 | 86  | 11 | 3  | 5 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:15 PM  | 4 | 85  | 5  | 8  | 5 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:30 PM  | 4 | 78  | 11 | 3  | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:45 PM  | 5 | 78  | 7  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:00 PM  | 3 | 78  | 11 | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:15 PM  | 6 | 99  | 9  | 8  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:30 PM  | 2 | 92  | 13 | 6  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:45 PM  | 4 | 116 | 10 | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:00 PM  | 4 | 115 | 12 | 5  | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:15 PM  | 5 | 130 | 7  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:30 PM  | 6 | 120 | 4  | 3  | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:45 PM  | 5 | 132 | 6  | 6  | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:00 PM  | 8 | 123 | 10 | 3  | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:15 PM  | 4 | 111 | 15 | 9  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:30 PM  | 5 | 111 | 13 | 5  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:45 PM  | 6 | 133 | 13 | 4  | 2 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:00 PM  | 3 | 127 | 15 | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:15 PM  | 5 | 150 | 7  | 4  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:30 PM  | 2 | 115 | 6  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:45 PM  | 5 | 111 | 12 | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:00 PM  | 5 | 107 | 4  | 7  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:15 PM  | 1 | 144 | 12 | 4  | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:30 PM  | 1 | 106 | 9  | 5  | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:45 PM  | 4 | 99  | 2  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:00 PM  | 2 | 109 | 4  | 0  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:15 PM  | 1 | 92  | 4  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:30 PM  | 4 | 99  | 1  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:45 PM  | 2 | 92  | 5  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:00 PM  | 4 | 94  | 4  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:15 PM  | 4 | 88  | 2  | 3  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:30 PM  | 2 | 73  | 2  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:45 PM  | 8 | 103 | 0  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:00 PM  | 3 | 102 | 4  | 9  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:15 PM  | 8 | 104 | 4  | 6  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:30 PM  | 1 | 95  | 1  | 5  | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:45 PM  | 0 | 102 | 3  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:00 PM | 4 | 100 | 2  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:15 PM | 2 | 72  | 1  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:30 PM | 2 | 102 | 1  | 6  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:45 PM | 3 | 79  | 6  | 3  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:00 PM | 3 | 90  | 2  | 7  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:15 PM | 1 | 81  | 3  | 5  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:30 PM | 3 | 77  | 1  | 4  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:45 PM | 6 | 86  | 2  | 2  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |

|           |          |   |     |    |    |   |   |   |   |   |   |   |   |
|-----------|----------|---|-----|----|----|---|---|---|---|---|---|---|---|
| 9/12/2025 | 12:00 AM | 1 | 84  | 8  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 12:15 AM | 2 | 64  | 6  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 12:30 AM | 1 | 48  | 5  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 12:45 AM | 0 | 38  | 6  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:00 AM  | 1 | 45  | 6  | 0  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:15 AM  | 2 | 40  | 5  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:30 AM  | 0 | 37  | 4  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:45 AM  | 0 | 38  | 7  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:00 AM  | 1 | 28  | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:15 AM  | 0 | 27  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:30 AM  | 1 | 36  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:45 AM  | 1 | 32  | 5  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:00 AM  | 0 | 30  | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:15 AM  | 2 | 37  | 2  | 1  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:30 AM  | 0 | 22  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:45 AM  | 1 | 26  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 4:00 AM  | 1 | 26  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 4:15 AM  | 0 | 30  | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 4:30 AM  | 1 | 28  | 6  | 0  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 4:45 AM  | 0 | 23  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:00 AM  | 0 | 13  | 1  | 2  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:15 AM  | 0 | 19  | 6  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:30 AM  | 1 | 21  | 8  | 1  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:45 AM  | 1 | 14  | 2  | 2  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:00 AM  | 0 | 19  | 7  | 5  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:15 AM  | 1 | 18  | 3  | 4  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:30 AM  | 3 | 25  | 2  | 4  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:45 AM  | 2 | 19  | 2  | 3  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:00 AM  | 4 | 43  | 3  | 5  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:15 AM  | 3 | 39  | 4  | 4  | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:30 AM  | 3 | 39  | 9  | 6  | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:45 AM  | 5 | 41  | 8  | 2  | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 8:00 AM  | 3 | 48  | 7  | 5  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 8:15 AM  | 3 | 35  | 3  | 4  | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 8:30 AM  | 4 | 47  | 5  | 4  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 8:45 AM  | 4 | 55  | 6  | 4  | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 9:00 AM  | 3 | 57  | 9  | 2  | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9/12/2025 | 9:15 AM  | 1 | 46  | 5  | 4  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 9:30 AM  | 3 | 54  | 9  | 6  | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 9:45 AM  | 2 | 61  | 2  | 5  | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 10:00 AM | 4 | 55  | 6  | 5  | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 10:15 AM | 2 | 52  | 5  | 5  | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 10:30 AM | 6 | 77  | 6  | 3  | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9/12/2025 | 10:45 AM | 0 | 78  | 14 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 11:00 AM | 3 | 78  | 15 | 5  | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9/12/2025 | 11:15 AM | 2 | 95  | 6  | 5  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 11:30 AM | 6 | 97  | 11 | 6  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 11:45 AM | 3 | 91  | 12 | 7  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 12:00 PM | 6 | 85  | 12 | 2  | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 12:15 PM | 5 | 87  | 9  | 6  | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 12:30 PM | 1 | 88  | 9  | 4  | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 12:45 PM | 6 | 82  | 10 | 8  | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:00 PM  | 5 | 103 | 15 | 4  | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:15 PM  | 6 | 105 | 5  | 6  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:30 PM  | 2 | 101 | 15 | 5  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:45 PM  | 2 | 99  | 9  | 7  | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:00 PM  | 4 | 114 | 6  | 6  | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:15 PM  | 7 | 127 | 14 | 4  | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:30 PM  | 2 | 121 | 12 | 6  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:45 PM  | 3 | 161 | 12 | 8  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:00 PM  | 2 | 128 | 11 | 7  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:15 PM  | 3 | 132 | 12 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:30 PM  | 5 | 166 | 14 | 1  | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:45 PM  | 2 | 141 | 5  | 6  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 4:00 PM  | 2 | 155 | 20 | 7  | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 4:15 PM  | 1 | 175 | 15 | 8  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 4:30 PM  | 4 | 166 | 10 | 3  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 4:45 PM  | 6 | 148 | 15 | 5  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:00 PM  | 5 | 151 | 9  | 1  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:15 PM  | 4 | 137 | 12 | 5  | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:30 PM  | 1 | 141 | 13 | 8  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:45 PM  | 0 | 121 | 6  | 6  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:00 PM  | 6 | 128 | 5  | 3  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:15 PM  | 2 | 104 | 3  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:30 PM  | 6 | 93  | 3  | 3  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:45 PM  | 4 | 109 | 4  | 8  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:00 PM  | 0 | 105 | 0  | 2  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:15 PM  | 4 | 86  | 3  | 7  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:30 PM  | 4 | 109 | 5  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:45 PM  | 8 | 84  | 2  | 7  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 8:00 PM  | 4 | 104 | 3  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 8:15 PM  | 7 | 109 | 2  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 8:30 PM  | 5 | 101 | 1  | 8  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 8:45 PM  | 5 | 113 | 2  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 9:00 PM  | 2 | 112 | 1  | 5  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 9:15 PM  | 6 | 118 | 4  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 9:30 PM  | 4 | 101 | 1  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 9:45 PM  | 6 | 95  | 1  | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 10:00 PM | 2 | 106 | 3  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 10:15 PM | 5 | 120 | 4  | 4  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 10:30 PM | 3 | 107 | 2  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 10:45 PM | 2 | 116 | 2  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 11:00 PM | 3 | 111 | 5  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 11:15 PM | 4 | 88  | 4  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 11:30 PM | 3 | 102 | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 11:45 PM | 4 | 95  | 1  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

|           |          |   |     |    |    |   |   |   |   |   |   |   |   |   |
|-----------|----------|---|-----|----|----|---|---|---|---|---|---|---|---|---|
| 9/13/2025 | 12:00 AM | 1 | 87  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:15 AM | 1 | 99  | 0  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:30 AM | 5 | 82  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:45 AM | 3 | 93  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:00 AM  | 0 | 76  | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:15 AM  | 0 | 79  | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:30 AM  | 1 | 52  | 2  | 2  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:45 AM  | 1 | 62  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:00 AM  | 2 | 56  | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:15 AM  | 1 | 50  | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:30 AM  | 1 | 49  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:45 AM  | 0 | 50  | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:00 AM  | 2 | 35  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:15 AM  | 0 | 47  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:30 AM  | 0 | 46  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:45 AM  | 2 | 57  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:00 AM  | 2 | 41  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:15 AM  | 1 | 34  | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:30 AM  | 1 | 36  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:45 AM  | 0 | 49  | 2  | 0  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:00 AM  | 0 | 44  | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:15 AM  | 1 | 31  | 1  | 2  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:30 AM  | 1 | 25  | 1  | 3  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:45 AM  | 1 | 18  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:00 AM  | 1 | 20  | 0  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:15 AM  | 0 | 14  | 5  | 1  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:30 AM  | 0 | 23  | 2  | 4  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:45 AM  | 4 | 22  | 3  | 2  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:00 AM  | 5 | 32  | 3  | 4  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:15 AM  | 2 | 41  | 4  | 5  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:30 AM  | 2 | 34  | 4  | 2  | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:45 AM  | 1 | 36  | 5  | 3  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:00 AM  | 1 | 36  | 1  | 5  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:15 AM  | 0 | 47  | 3  | 5  | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:30 AM  | 3 | 42  | 4  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:45 AM  | 3 | 44  | 5  | 5  | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:00 AM  | 2 | 56  | 4  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:15 AM  | 0 | 55  | 3  | 8  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:30 AM  | 6 | 54  | 7  | 8  | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:45 AM  | 3 | 58  | 3  | 8  | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:00 AM | 3 | 76  | 5  | 6  | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:15 AM | 2 | 70  | 5  | 6  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:30 AM | 4 | 95  | 7  | 7  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:45 AM | 2 | 80  | 7  | 6  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:00 AM | 2 | 97  | 4  | 6  | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:15 AM | 2 | 86  | 4  | 6  | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:30 AM | 3 | 104 | 5  | 6  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:45 AM | 4 | 88  | 2  | 5  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:00 PM | 2 | 89  | 6  | 7  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:15 PM | 0 | 83  | 2  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:30 PM | 4 | 93  | 6  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:45 PM | 1 | 99  | 3  | 6  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:00 PM  | 2 | 82  | 2  | 8  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:15 PM  | 5 | 85  | 2  | 5  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:30 PM  | 5 | 78  | 4  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:45 PM  | 3 | 103 | 7  | 6  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:00 PM  | 3 | 97  | 4  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:15 PM  | 6 | 110 | 6  | 7  | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:30 PM  | 5 | 112 | 4  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:45 PM  | 5 | 88  | 3  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:00 PM  | 6 | 103 | 4  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:15 PM  | 9 | 96  | 9  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:30 PM  | 6 | 87  | 4  | 8  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:45 PM  | 1 | 123 | 5  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:00 PM  | 7 | 80  | 3  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:15 PM  | 4 | 103 | 3  | 8  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:30 PM  | 7 | 105 | 3  | 6  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:45 PM  | 3 | 100 | 12 | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:00 PM  | 5 | 103 | 7  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:15 PM  | 4 | 113 | 8  | 5  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:30 PM  | 5 | 84  | 1  | 7  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:45 PM  | 3 | 98  | 1  | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:00 PM  | 6 | 105 | 1  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:15 PM  | 2 | 101 | 2  | 6  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:30 PM  | 2 | 88  | 4  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:45 PM  | 1 | 96  | 4  | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:00 PM  | 0 | 113 | 6  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:15 PM  | 0 | 111 | 2  | 7  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:30 PM  | 0 | 94  | 0  | 3  | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:45 PM  | 2 | 83  | 4  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:00 PM  | 1 | 87  | 1  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:15 PM  | 1 | 95  | 2  | 5  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:30 PM  | 0 | 110 | 1  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:45 PM  | 1 | 112 | 3  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:00 PM  | 7 | 95  | 2  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:15 PM  | 2 | 108 | 1  | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:30 PM  | 2 | 119 | 3  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:45 PM  | 3 | 125 | 3  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:00 PM | 5 | 111 | 3  | 6  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:15 PM | 5 | 122 | 2  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:30 PM | 6 | 96  | 0  | 8  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:45 PM | 2 | 117 | 2  | 3  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:00 PM | 3 | 104 | 4  | 3  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:15 PM | 8 | 114 | 4  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:30 PM | 3 | 108 | 2  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:45 PM | 7 | 94  | 0  | 0  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



File Name:

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: FL-A1A Collins Ave, north of 22nd St

Location 2:

[illegible]





|           |          |    |     |    |    |   |   |   |   |   |   |   |   |
|-----------|----------|----|-----|----|----|---|---|---|---|---|---|---|---|
| 9/13/2025 | 12:00 AM | 3  | 105 | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:15 AM | 3  | 93  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:30 AM | 1  | 82  | 5  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:45 AM | 1  | 82  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:00 AM  | 3  | 62  | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:15 AM  | 2  | 83  | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:30 AM  | 2  | 66  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:45 AM  | 0  | 60  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:00 AM  | 3  | 56  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:15 AM  | 1  | 72  | 0  | 1  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:30 AM  | 1  | 46  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:45 AM  | 0  | 45  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:00 AM  | 0  | 61  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:15 AM  | 0  | 34  | 1  | 1  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:30 AM  | 0  | 54  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:45 AM  | 1  | 42  | 1  | 1  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:00 AM  | 0  | 38  | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:15 AM  | 0  | 61  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:30 AM  | 1  | 49  | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:45 AM  | 0  | 51  | 0  | 0  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:00 AM  | 0  | 42  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:15 AM  | 0  | 32  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:30 AM  | 1  | 29  | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:45 AM  | 1  | 36  | 1  | 4  | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:00 AM  | 4  | 21  | 3  | 2  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:15 AM  | 2  | 31  | 2  | 5  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:30 AM  | 2  | 53  | 6  | 5  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:45 AM  | 5  | 51  | 5  | 5  | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9/13/2025 | 7:00 AM  | 3  | 58  | 4  | 3  | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 9/13/2025 | 7:15 AM  | 2  | 52  | 3  | 7  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:30 AM  | 1  | 67  | 6  | 4  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:45 AM  | 3  | 71  | 9  | 6  | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9/13/2025 | 8:00 AM  | 4  | 77  | 4  | 9  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:15 AM  | 4  | 89  | 7  | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:30 AM  | 7  | 68  | 9  | 5  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:45 AM  | 8  | 91  | 4  | 7  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:00 AM  | 2  | 83  | 4  | 9  | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:15 AM  | 4  | 81  | 11 | 8  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:30 AM  | 3  | 99  | 3  | 5  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:45 AM  | 5  | 100 | 4  | 5  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:00 AM | 5  | 126 | 5  | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:15 AM | 4  | 94  | 3  | 9  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:30 AM | 8  | 120 | 8  | 5  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:45 AM | 3  | 129 | 5  | 7  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:00 AM | 4  | 112 | 7  | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:15 AM | 3  | 136 | 9  | 6  | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:30 AM | 3  | 116 | 3  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:45 AM | 8  | 133 | 2  | 5  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:00 PM | 2  | 112 | 4  | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:15 PM | 7  | 112 | 6  | 7  | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:30 PM | 9  | 131 | 3  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:45 PM | 10 | 146 | 3  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:00 PM  | 8  | 135 | 7  | 6  | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:15 PM  | 4  | 97  | 0  | 4  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:30 PM  | 7  | 122 | 5  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:45 PM  | 6  | 109 | 7  | 6  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:00 PM  | 3  | 124 | 6  | 8  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:15 PM  | 2  | 112 | 4  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:30 PM  | 2  | 129 | 4  | 7  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:45 PM  | 5  | 155 | 8  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:00 PM  | 7  | 129 | 4  | 4  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:15 PM  | 8  | 94  | 2  | 8  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:30 PM  | 12 | 128 | 5  | 8  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:45 PM  | 4  | 103 | 3  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:00 PM  | 10 | 120 | 4  | 8  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:15 PM  | 5  | 122 | 1  | 6  | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:30 PM  | 5  | 114 | 3  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:45 PM  | 6  | 128 | 7  | 7  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:00 PM  | 6  | 129 | 5  | 7  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:15 PM  | 7  | 120 | 0  | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:30 PM  | 9  | 133 | 5  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:45 PM  | 8  | 108 | 5  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:00 PM  | 3  | 146 | 5  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:15 PM  | 8  | 120 | 3  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:30 PM  | 3  | 127 | 3  | 8  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:45 PM  | 4  | 146 | 4  | 6  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:00 PM  | 4  | 135 | 5  | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:15 PM  | 2  | 162 | 4  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:30 PM  | 2  | 156 | 5  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:45 PM  | 6  | 145 | 4  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:00 PM  | 3  | 158 | 3  | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:15 PM  | 3  | 140 | 4  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:30 PM  | 4  | 155 | 6  | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:45 PM  | 1  | 154 | 7  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:00 PM  | 6  | 144 | 3  | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:15 PM  | 4  | 122 | 3  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:30 PM  | 1  | 131 | 6  | 7  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:45 PM  | 5  | 125 | 7  | 9  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:00 PM | 2  | 110 | 4  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:15 PM | 9  | 104 | 4  | 9  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:30 PM | 1  | 103 | 3  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:45 PM | 7  | 121 | 3  | 5  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:00 PM | 5  | 94  | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:15 PM | 5  | 97  | 5  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:30 PM | 1  | 104 | 4  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:45 PM | 2  | 108 | 5  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

File Name:

Start Time: 0

Station ID: 1

Location 2:

| Date      | Time     | 1  | 2   | 3  | 4  | 5  | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-----------|----------|----|-----|----|----|----|---|---|---|---|----|----|----|----|
| 9/11/2025 | 12:00 AM | 11 | 156 | 15 | 4  | 5  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:15 AM | 8  | 154 | 13 | 5  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:30 AM | 6  | 145 | 12 | 2  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:45 AM | 3  | 140 | 13 | 1  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:00 AM  | 3  | 130 | 10 | 2  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:15 AM  | 3  | 104 | 10 | 2  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:30 AM  | 3  | 97  | 12 | 1  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:45 AM  | 2  | 102 | 10 | 2  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:00 AM  | 1  | 91  | 9  | 1  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:15 AM  | 2  | 87  | 9  | 1  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:30 AM  | 2  | 78  | 7  | 2  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:45 AM  | 3  | 58  | 6  | 2  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:00 AM  | 3  | 60  | 6  | 2  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:15 AM  | 3  | 61  | 5  | 2  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:30 AM  | 2  | 60  | 5  | 2  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:45 AM  | 1  | 64  | 7  | 3  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:00 AM  | 2  | 58  | 8  | 3  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:15 AM  | 2  | 57  | 8  | 6  | 2  | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:30 AM  | 3  | 59  | 8  | 6  | 2  | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:45 AM  | 3  | 62  | 7  | 6  | 3  | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:00 AM  | 3  | 65  | 13 | 8  | 4  | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:15 AM  | 3  | 64  | 15 | 8  | 3  | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:30 AM  | 2  | 66  | 14 | 13 | 4  | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:45 AM  | 4  | 78  | 15 | 16 | 5  | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:00 AM  | 6  | 93  | 10 | 14 | 4  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:15 AM  | 9  | 119 | 15 | 13 | 3  | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:30 AM  | 13 | 145 | 25 | 12 | 3  | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:45 AM  | 19 | 156 | 25 | 11 | 3  | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:00 AM  | 19 | 169 | 27 | 17 | 5  | 1 | 0 | 1 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:15 AM  | 17 | 175 | 26 | 23 | 8  | 1 | 0 | 1 | 2 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:30 AM  | 14 | 183 | 20 | 22 | 12 | 1 | 0 | 2 | 2 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:45 AM  | 12 | 186 | 26 | 20 | 10 | 1 | 0 | 2 | 2 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:00 AM  | 11 | 195 | 29 | 23 | 11 | 2 | 0 | 2 | 2 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:15 AM  | 11 | 192 | 31 | 17 | 12 | 2 | 0 | 1 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:30 AM  | 12 | 198 | 32 | 17 | 8  | 6 | 0 | 1 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:45 AM  | 11 | 205 | 29 | 21 | 12 | 6 | 0 | 2 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:00 AM  | 12 | 207 | 29 | 22 | 11 | 4 | 1 | 2 | 0 | 1  | 0  | 0  | 0  |
| 9/11/2025 | 9:15 AM  | 13 | 224 | 29 | 24 | 9  | 4 | 1 | 2 | 0 | 1  | 0  | 0  | 0  |
| 9/11/2025 | 9:30 AM  | 12 | 246 | 28 | 26 | 8  | 1 | 1 | 1 | 0 | 1  | 0  | 0  | 0  |
| 9/11/2025 | 9:45 AM  | 13 | 260 | 30 | 25 | 5  | 1 | 1 | 1 | 0 | 1  | 0  | 0  | 0  |
| 9/11/2025 | 10:00 AM | 13 | 281 | 31 | 27 | 5  | 1 | 0 | 2 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:15 AM | 11 | 297 | 32 | 27 | 6  | 1 | 0 | 3 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:30 AM | 13 | 307 | 37 | 25 | 6  | 0 | 0 | 3 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:45 AM | 9  | 333 | 37 | 23 | 6  | 0 | 0 | 2 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:00 AM | 10 | 358 | 35 | 19 | 9  | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:15 AM | 13 | 377 | 37 | 19 | 10 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:30 AM | 10 | 379 | 34 | 22 | 14 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:45 AM | 10 | 364 | 42 | 24 | 14 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:00 PM | 10 | 359 | 48 | 21 | 17 | 2 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:15 PM | 9  | 351 | 47 | 20 | 18 | 3 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:30 PM | 13 | 344 | 45 | 21 | 19 | 4 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:45 PM | 15 | 345 | 40 | 19 | 22 | 4 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:00 PM  | 16 | 327 | 34 | 23 | 14 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:15 PM  | 16 | 319 | 34 | 24 | 10 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:30 PM  | 18 | 333 | 38 | 24 | 8  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:45 PM  | 16 | 347 | 40 | 27 | 7  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:00 PM  | 15 | 385 | 43 | 23 | 8  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:15 PM  | 16 | 422 | 44 | 24 | 7  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:30 PM  | 15 | 453 | 42 | 20 | 4  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:45 PM  | 19 | 481 | 33 | 17 | 1  | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:00 PM  | 20 | 497 | 29 | 18 | 0  | 2 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:15 PM  | 24 | 505 | 27 | 16 | 1  | 2 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:30 PM  | 23 | 486 | 35 | 21 | 2  | 2 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:45 PM  | 22 | 477 | 44 | 23 | 5  | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:00 PM  | 23 | 478 | 51 | 21 | 7  | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:15 PM  | 18 | 482 | 56 | 24 | 6  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:30 PM  | 19 | 521 | 48 | 19 | 6  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:45 PM  | 16 | 525 | 41 | 20 | 3  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:00 PM  | 15 | 503 | 40 | 22 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:15 PM  | 17 | 483 | 29 | 23 | 3  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:30 PM  | 13 | 477 | 34 | 23 | 4  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:45 PM  | 12 | 468 | 37 | 22 | 7  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:00 PM  | 11 | 456 | 27 | 19 | 7  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:15 PM  | 8  | 458 | 27 | 12 | 7  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:30 PM  | 8  | 406 | 19 | 17 | 5  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:45 PM  | 11 | 399 | 11 | 17 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:00 PM  | 9  | 392 | 14 | 18 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:15 PM  | 11 | 377 | 14 | 25 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:30 PM  | 14 | 373 | 12 | 19 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:45 PM  | 12 | 347 | 13 | 19 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:00 PM  | 18 | 358 | 8  | 24 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:15 PM  | 17 | 366 | 8  | 26 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:30 PM  | 21 | 382 | 10 | 29 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:45 PM  | 20 | 404 | 9  | 29 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:00 PM  | 12 | 403 | 12 | 27 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:15 PM  | 13 | 401 | 10 | 24 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:30 PM  | 7  | 369 | 7  | 23 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:45 PM  | 8  | 376 | 7  | 24 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:00 PM | 11 | 353 | 10 | 20 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:15 PM | 10 | 343 | 10 | 21 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:30 PM | 9  | 352 | 12 | 21 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:45 PM | 10 | 327 | 12 | 19 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:00 PM | 13 | 334 | 8  | 18 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:15 PM | 11 | 328 | 14 | 11 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:30 PM | 12 | 311 | 17 | 10 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:45 PM | 10 | 282 | 21 | 7  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |



|           |          |    |     |    |    |    |   |   |   |   |   |   |   |
|-----------|----------|----|-----|----|----|----|---|---|---|---|---|---|---|
| 9/12/2025 | 12:00 AM | 4  | 234 | 25 | 5  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 12:15 AM | 4  | 195 | 23 | 5  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 12:30 AM | 4  | 171 | 22 | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 12:45 AM | 3  | 160 | 21 | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:00 AM  | 3  | 160 | 22 | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:15 AM  | 3  | 143 | 19 | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:30 AM  | 1  | 130 | 16 | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:45 AM  | 2  | 129 | 14 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:00 AM  | 3  | 123 | 12 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:15 AM  | 2  | 125 | 12 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:30 AM  | 4  | 135 | 12 | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:45 AM  | 3  | 121 | 13 | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:00 AM  | 3  | 115 | 10 | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:15 AM  | 4  | 111 | 10 | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:30 AM  | 2  | 104 | 11 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:45 AM  | 3  | 110 | 14 | 1  | 0  | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9/12/2025 | 4:00 AM  | 2  | 107 | 15 | 2  | 0  | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9/12/2025 | 4:15 AM  | 1  | 94  | 13 | 3  | 1  | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9/12/2025 | 4:30 AM  | 1  | 83  | 16 | 6  | 1  | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9/12/2025 | 4:45 AM  | 1  | 76  | 18 | 7  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:00 AM  | 2  | 67  | 17 | 8  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:15 AM  | 2  | 73  | 23 | 11 | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:30 AM  | 3  | 72  | 20 | 12 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:45 AM  | 5  | 76  | 14 | 15 | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:00 AM  | 6  | 81  | 14 | 16 | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:15 AM  | 10 | 105 | 10 | 16 | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:30 AM  | 12 | 126 | 11 | 16 | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:45 AM  | 12 | 140 | 18 | 18 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:00 AM  | 15 | 162 | 24 | 17 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:15 AM  | 14 | 167 | 28 | 17 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:30 AM  | 14 | 163 | 27 | 17 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:45 AM  | 15 | 171 | 23 | 15 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 8:00 AM  | 14 | 185 | 21 | 17 | 10 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 8:15 AM  | 14 | 194 | 23 | 14 | 9  | 3 | 0 | 3 | 1 | 0 | 0 | 0 |
| 9/12/2025 | 8:30 AM  | 12 | 205 | 25 | 14 | 7  | 2 | 0 | 3 | 1 | 0 | 0 | 0 |
| 9/12/2025 | 8:45 AM  | 11 | 212 | 29 | 16 | 8  | 2 | 0 | 5 | 1 | 0 | 0 | 0 |
| 9/12/2025 | 9:00 AM  | 9  | 218 | 25 | 17 | 13 | 3 | 0 | 2 | 1 | 0 | 0 | 0 |
| 9/12/2025 | 9:15 AM  | 10 | 216 | 22 | 20 | 15 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 9:30 AM  | 11 | 222 | 22 | 21 | 19 | 3 | 0 | 4 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 9:45 AM  | 14 | 245 | 19 | 18 | 18 | 3 | 0 | 2 | 1 | 0 | 0 | 0 |
| 9/12/2025 | 10:00 AM | 12 | 262 | 31 | 24 | 18 | 0 | 0 | 2 | 1 | 0 | 0 | 0 |
| 9/12/2025 | 10:15 AM | 11 | 285 | 40 | 24 | 16 | 0 | 0 | 1 | 2 | 0 | 0 | 0 |
| 9/12/2025 | 10:30 AM | 11 | 328 | 41 | 24 | 12 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 9/12/2025 | 10:45 AM | 11 | 348 | 46 | 27 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9/12/2025 | 11:00 AM | 14 | 361 | 44 | 23 | 8  | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9/12/2025 | 11:15 AM | 17 | 368 | 41 | 20 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 11:30 AM | 20 | 360 | 44 | 21 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 11:45 AM | 15 | 351 | 42 | 19 | 9  | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 12:00 PM | 18 | 342 | 40 | 20 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 12:15 PM | 17 | 360 | 43 | 22 | 13 | 3 | 0 | 2 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 12:30 PM | 18 | 378 | 39 | 22 | 14 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 12:45 PM | 19 | 391 | 45 | 23 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:00 PM  | 15 | 408 | 44 | 22 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:15 PM  | 14 | 419 | 35 | 24 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:30 PM  | 15 | 441 | 44 | 22 | 8  | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 1:45 PM  | 15 | 461 | 41 | 23 | 7  | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:00 PM  | 16 | 523 | 44 | 24 | 5  | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:15 PM  | 14 | 537 | 49 | 25 | 5  | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:30 PM  | 10 | 542 | 47 | 27 | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 2:45 PM  | 13 | 587 | 49 | 22 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:00 PM  | 12 | 567 | 42 | 20 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:15 PM  | 12 | 594 | 51 | 20 | 7  | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:30 PM  | 10 | 637 | 54 | 22 | 9  | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 3:45 PM  | 9  | 637 | 50 | 24 | 8  | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 4:00 PM  | 13 | 644 | 60 | 23 | 9  | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 4:15 PM  | 16 | 640 | 49 | 17 | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 4:30 PM  | 19 | 602 | 46 | 14 | 7  | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 4:45 PM  | 16 | 577 | 49 | 19 | 5  | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:00 PM  | 10 | 550 | 40 | 20 | 4  | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:15 PM  | 11 | 527 | 36 | 22 | 4  | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:30 PM  | 9  | 494 | 27 | 21 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 5:45 PM  | 14 | 446 | 17 | 16 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:00 PM  | 18 | 434 | 15 | 18 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:15 PM  | 12 | 411 | 10 | 17 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:30 PM  | 14 | 393 | 10 | 20 | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 6:45 PM  | 12 | 409 | 12 | 21 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:00 PM  | 16 | 384 | 10 | 20 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:15 PM  | 20 | 383 | 13 | 21 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:30 PM  | 23 | 406 | 12 | 19 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 7:45 PM  | 24 | 398 | 8  | 23 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 8:00 PM  | 21 | 427 | 8  | 22 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 8:15 PM  | 19 | 435 | 6  | 24 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 8:30 PM  | 18 | 444 | 8  | 27 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 8:45 PM  | 17 | 444 | 8  | 25 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 9:00 PM  | 18 | 426 | 7  | 30 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 9:15 PM  | 18 | 420 | 9  | 29 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 9:30 PM  | 17 | 422 | 9  | 25 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 9:45 PM  | 16 | 428 | 10 | 25 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 10:00 PM | 12 | 449 | 11 | 19 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 10:15 PM | 13 | 454 | 13 | 17 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 10:30 PM | 12 | 422 | 13 | 17 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 10:45 PM | 12 | 417 | 13 | 14 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 11:00 PM | 14 | 396 | 12 | 12 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 11:15 PM | 12 | 372 | 7  | 11 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 11:30 PM | 9  | 383 | 3  | 10 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/12/2025 | 11:45 PM | 11 | 363 | 2  | 7  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

|           |          |    |     |    |    |    |   |   |   |   |   |   |   |   |
|-----------|----------|----|-----|----|----|----|---|---|---|---|---|---|---|---|
| 9/13/2025 | 12:00 AM | 10 | 361 | 3  | 5  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:15 AM | 9  | 350 | 4  | 5  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:30 AM | 8  | 330 | 4  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:45 AM | 4  | 300 | 5  | 4  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:00 AM  | 2  | 269 | 5  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:15 AM  | 4  | 249 | 4  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:30 AM  | 5  | 220 | 5  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:45 AM  | 5  | 217 | 6  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:00 AM  | 4  | 205 | 4  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:15 AM  | 4  | 184 | 5  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:30 AM  | 3  | 181 | 6  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:45 AM  | 2  | 178 | 4  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:00 AM  | 4  | 185 | 5  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:15 AM  | 4  | 191 | 5  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:30 AM  | 5  | 178 | 4  | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:45 AM  | 6  | 168 | 3  | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:00 AM  | 4  | 160 | 4  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:15 AM  | 2  | 163 | 5  | 5  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:30 AM  | 2  | 160 | 5  | 6  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:45 AM  | 2  | 149 | 6  | 8  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:00 AM  | 3  | 118 | 4  | 9  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:15 AM  | 4  | 94  | 2  | 8  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:30 AM  | 3  | 77  | 6  | 7  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:45 AM  | 2  | 75  | 7  | 8  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:00 AM  | 5  | 79  | 10 | 9  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:15 AM  | 9  | 91  | 13 | 11 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:30 AM  | 11 | 118 | 12 | 15 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:45 AM  | 13 | 129 | 14 | 13 | 5  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:00 AM  | 10 | 143 | 16 | 14 | 5  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:15 AM  | 6  | 147 | 14 | 15 | 3  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:30 AM  | 4  | 153 | 13 | 15 | 6  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:45 AM  | 5  | 161 | 13 | 20 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:00 AM  | 7  | 169 | 13 | 22 | 7  | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:15 AM  | 8  | 189 | 16 | 22 | 6  | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:30 AM  | 8  | 197 | 16 | 25 | 2  | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:45 AM  | 11 | 209 | 19 | 26 | 4  | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:00 AM  | 11 | 223 | 17 | 29 | 4  | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:15 AM  | 12 | 243 | 18 | 30 | 5  | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:30 AM  | 14 | 258 | 20 | 28 | 8  | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:45 AM  | 12 | 299 | 20 | 27 | 9  | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:00 AM | 11 | 321 | 24 | 25 | 9  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:15 AM | 10 | 342 | 23 | 25 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:30 AM | 10 | 358 | 22 | 25 | 7  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:45 AM | 9  | 367 | 20 | 24 | 6  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:00 AM | 11 | 375 | 15 | 23 | 7  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:15 AM | 11 | 367 | 17 | 24 | 7  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:30 AM | 9  | 364 | 15 | 22 | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:45 AM | 10 | 353 | 16 | 23 | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:00 PM | 7  | 364 | 17 | 24 | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:15 PM | 7  | 357 | 13 | 25 | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:30 PM | 12 | 359 | 13 | 26 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:45 PM | 13 | 344 | 11 | 24 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:00 PM  | 15 | 348 | 15 | 24 | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:15 PM  | 16 | 363 | 17 | 22 | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:30 PM  | 17 | 388 | 21 | 24 | 2  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:45 PM  | 17 | 422 | 21 | 25 | 2  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:00 PM  | 19 | 407 | 17 | 23 | 0  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:15 PM  | 22 | 413 | 17 | 24 | 0  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:30 PM  | 25 | 399 | 20 | 22 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:45 PM  | 26 | 374 | 20 | 24 | 0  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:00 PM  | 22 | 409 | 22 | 24 | 0  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:15 PM  | 23 | 386 | 21 | 24 | 0  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:30 PM  | 18 | 393 | 15 | 27 | 1  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:45 PM  | 19 | 411 | 14 | 25 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:00 PM  | 21 | 388 | 21 | 26 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:15 PM  | 19 | 411 | 25 | 26 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:30 PM  | 19 | 421 | 30 | 23 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:45 PM  | 17 | 400 | 28 | 24 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:00 PM  | 17 | 398 | 17 | 29 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:15 PM  | 18 | 400 | 11 | 28 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:30 PM  | 16 | 388 | 5  | 29 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:45 PM  | 13 | 392 | 8  | 27 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:00 PM  | 11 | 390 | 11 | 26 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:15 PM  | 5  | 398 | 16 | 28 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:30 PM  | 3  | 408 | 16 | 29 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:45 PM  | 1  | 414 | 12 | 27 | 3  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:00 PM  | 2  | 401 | 12 | 25 | 3  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:15 PM  | 3  | 375 | 7  | 23 | 3  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:30 PM  | 4  | 359 | 7  | 21 | 2  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:45 PM  | 4  | 375 | 8  | 23 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:00 PM  | 3  | 404 | 7  | 23 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:15 PM  | 9  | 412 | 8  | 19 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:30 PM  | 10 | 425 | 7  | 25 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:45 PM  | 12 | 434 | 9  | 27 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:00 PM  | 14 | 447 | 9  | 25 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:15 PM  | 12 | 463 | 10 | 29 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:30 PM  | 15 | 477 | 11 | 25 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:45 PM  | 19 | 454 | 8  | 26 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:00 PM | 18 | 446 | 7  | 24 | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:15 PM | 16 | 439 | 8  | 21 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:30 PM | 19 | 431 | 10 | 16 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:45 PM | 16 | 443 | 12 | 10 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:00 PM | 21 | 420 | 10 | 7  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:15 PM | 18 | 316 | 6  | 4  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:30 PM | 10 | 202 | 2  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:45 PM | 7  | 94  | 0  | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

File Name:

Start Time: 0

Station ID: 1

Location 2:

| Date      | Time     | 1  | 2   | 3   | 4  | 5  | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-----------|----------|----|-----|-----|----|----|---|---|---|---|----|----|----|----|
| 9/11/2025 | 12:00 AM | 8  | 150 | 36  | 4  | 6  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:15 AM | 7  | 138 | 37  | 6  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:30 AM | 6  | 148 | 41  | 4  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:45 AM | 5  | 123 | 33  | 4  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:00 AM  | 2  | 110 | 29  | 3  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:15 AM  | 2  | 101 | 27  | 2  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:30 AM  | 2  | 80  | 24  | 3  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:45 AM  | 2  | 80  | 27  | 2  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:00 AM  | 2  | 82  | 27  | 2  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:15 AM  | 1  | 73  | 23  | 2  | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:30 AM  | 2  | 74  | 23  | 2  | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:45 AM  | 2  | 71  | 23  | 2  | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:00 AM  | 2  | 56  | 20  | 1  | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:15 AM  | 2  | 55  | 19  | 2  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:30 AM  | 1  | 53  | 20  | 1  | 0  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:45 AM  | 0  | 53  | 20  | 2  | 1  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:00 AM  | 0  | 67  | 22  | 3  | 1  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:15 AM  | 1  | 64  | 21  | 5  | 1  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:30 AM  | 8  | 68  | 21  | 8  | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:45 AM  | 11 | 74  | 22  | 11 | 4  | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:00 AM  | 14 | 79  | 24  | 14 | 5  | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:15 AM  | 14 | 98  | 28  | 15 | 5  | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:30 AM  | 10 | 120 | 31  | 17 | 9  | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:45 AM  | 10 | 162 | 42  | 19 | 9  | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:00 AM  | 14 | 196 | 61  | 19 | 9  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:15 AM  | 18 | 252 | 72  | 23 | 9  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:30 AM  | 18 | 280 | 81  | 21 | 6  | 3 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:45 AM  | 23 | 315 | 79  | 19 | 8  | 4 | 2 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:00 AM  | 24 | 354 | 70  | 23 | 10 | 4 | 3 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:15 AM  | 25 | 369 | 77  | 15 | 16 | 4 | 3 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:30 AM  | 29 | 394 | 80  | 17 | 17 | 2 | 3 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:45 AM  | 21 | 398 | 87  | 20 | 13 | 2 | 2 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:00 AM  | 24 | 411 | 92  | 16 | 15 | 1 | 1 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:15 AM  | 26 | 411 | 82  | 25 | 10 | 1 | 1 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:30 AM  | 25 | 424 | 75  | 31 | 10 | 1 | 1 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:45 AM  | 27 | 429 | 71  | 34 | 10 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:00 AM  | 19 | 412 | 69  | 30 | 9  | 1 | 3 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:15 AM  | 16 | 434 | 73  | 29 | 9  | 1 | 3 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:30 AM  | 14 | 441 | 81  | 25 | 6  | 2 | 3 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:45 AM  | 16 | 463 | 87  | 26 | 10 | 2 | 3 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:00 AM | 19 | 483 | 103 | 31 | 8  | 3 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:15 AM | 18 | 466 | 100 | 32 | 7  | 3 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:30 AM | 16 | 491 | 104 | 30 | 8  | 3 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:45 AM | 14 | 479 | 103 | 25 | 5  | 3 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:00 AM | 11 | 516 | 99  | 28 | 4  | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:15 AM | 13 | 583 | 96  | 29 | 9  | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:30 AM | 15 | 571 | 78  | 28 | 10 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:45 AM | 23 | 594 | 74  | 27 | 11 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:00 PM | 29 | 560 | 51  | 25 | 12 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:15 PM | 31 | 506 | 49  | 25 | 8  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:30 PM | 33 | 480 | 55  | 29 | 7  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 12:45 PM | 30 | 461 | 44  | 30 | 6  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:00 PM  | 23 | 461 | 43  | 28 | 8  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:15 PM  | 23 | 449 | 39  | 26 | 8  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:30 PM  | 23 | 465 | 31  | 25 | 8  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 1:45 PM  | 21 | 469 | 29  | 25 | 7  | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:00 PM  | 25 | 464 | 28  | 27 | 4  | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:15 PM  | 21 | 475 | 33  | 24 | 5  | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:30 PM  | 20 | 481 | 32  | 21 | 4  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 2:45 PM  | 25 | 491 | 31  | 22 | 3  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:00 PM  | 32 | 504 | 30  | 22 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:15 PM  | 32 | 508 | 25  | 27 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:30 PM  | 31 | 477 | 23  | 29 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 3:45 PM  | 25 | 454 | 22  | 28 | 3  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:00 PM  | 17 | 456 | 18  | 25 | 3  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:15 PM  | 19 | 465 | 16  | 19 | 6  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:30 PM  | 20 | 490 | 16  | 18 | 6  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 4:45 PM  | 20 | 501 | 17  | 22 | 4  | 1 | 1 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:00 PM  | 16 | 496 | 17  | 27 | 6  | 1 | 1 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:15 PM  | 11 | 447 | 21  | 29 | 4  | 2 | 1 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:30 PM  | 8  | 434 | 22  | 26 | 4  | 2 | 1 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 5:45 PM  | 10 | 419 | 26  | 25 | 3  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:00 PM  | 12 | 412 | 30  | 25 | 2  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:15 PM  | 12 | 447 | 29  | 26 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:30 PM  | 15 | 444 | 34  | 32 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 6:45 PM  | 12 | 443 | 32  | 30 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:00 PM  | 11 | 433 | 34  | 26 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:15 PM  | 12 | 440 | 32  | 27 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:30 PM  | 9  | 420 | 30  | 27 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 7:45 PM  | 6  | 403 | 32  | 28 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:00 PM  | 9  | 375 | 28  | 32 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:15 PM  | 9  | 343 | 26  | 31 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:30 PM  | 8  | 363 | 23  | 31 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 8:45 PM  | 12 | 372 | 18  | 30 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:00 PM  | 10 | 380 | 18  | 32 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:15 PM  | 11 | 388 | 19  | 33 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:30 PM  | 11 | 371 | 21  | 28 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 9:45 PM  | 10 | 352 | 20  | 32 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:00 PM | 10 | 360 | 23  | 26 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:15 PM | 9  | 354 | 23  | 21 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:30 PM | 10 | 342 | 20  | 20 | 2  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 10:45 PM | 10 | 336 | 19  | 11 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:00 PM | 8  | 297 | 17  | 10 | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:15 PM | 6  | 206 | 13  | 7  | 1  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:30 PM | 4  | 131 | 9   | 5  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |
| 9/11/2025 | 11:45 PM | 1  | 57  | 6   | 3  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  |





|           |          |    |     |    |    |   |   |   |   |   |   |   |   |
|-----------|----------|----|-----|----|----|---|---|---|---|---|---|---|---|
| 9/13/2025 | 12:00 AM | 8  | 362 | 9  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:15 AM | 8  | 319 | 9  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:30 AM | 7  | 309 | 9  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:45 AM | 8  | 293 | 6  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:00 AM  | 7  | 271 | 7  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:15 AM  | 7  | 265 | 5  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:30 AM  | 6  | 254 | 4  | 3  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:45 AM  | 5  | 234 | 3  | 2  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:00 AM  | 5  | 219 | 1  | 3  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:15 AM  | 2  | 224 | 3  | 2  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:30 AM  | 1  | 186 | 4  | 2  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:45 AM  | 0  | 194 | 4  | 2  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:00 AM  | 1  | 191 | 5  | 2  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:15 AM  | 1  | 168 | 4  | 3  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:30 AM  | 1  | 195 | 3  | 3  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:45 AM  | 2  | 190 | 2  | 3  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:00 AM  | 1  | 199 | 1  | 2  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:15 AM  | 1  | 203 | 0  | 2  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:30 AM  | 1  | 174 | 3  | 2  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:45 AM  | 1  | 154 | 5  | 5  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:00 AM  | 2  | 139 | 6  | 9  | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:15 AM  | 6  | 118 | 9  | 10 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:30 AM  | 8  | 117 | 8  | 14 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:45 AM  | 9  | 141 | 12 | 16 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:00 AM  | 13 | 156 | 16 | 17 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9/13/2025 | 6:15 AM  | 12 | 193 | 17 | 18 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| 9/13/2025 | 6:30 AM  | 12 | 214 | 18 | 20 | 7 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| 9/13/2025 | 6:45 AM  | 11 | 228 | 18 | 19 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| 9/13/2025 | 7:00 AM  | 9  | 248 | 22 | 20 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| 9/13/2025 | 7:15 AM  | 10 | 267 | 22 | 26 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9/13/2025 | 7:30 AM  | 12 | 304 | 26 | 29 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9/13/2025 | 7:45 AM  | 18 | 305 | 29 | 30 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9/13/2025 | 8:00 AM  | 23 | 325 | 24 | 31 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:15 AM  | 21 | 331 | 24 | 31 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:30 AM  | 21 | 323 | 28 | 29 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:45 AM  | 17 | 354 | 22 | 29 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:00 AM  | 14 | 363 | 22 | 27 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:15 AM  | 17 | 406 | 23 | 31 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:30 AM  | 17 | 419 | 15 | 32 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:45 AM  | 22 | 440 | 20 | 32 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:00 AM | 20 | 469 | 21 | 34 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:15 AM | 19 | 455 | 23 | 32 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:30 AM | 18 | 497 | 29 | 29 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:45 AM | 13 | 493 | 24 | 31 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:00 AM | 18 | 497 | 21 | 29 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:15 AM | 16 | 497 | 18 | 30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:30 AM | 20 | 473 | 15 | 31 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:45 AM | 26 | 488 | 15 | 32 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:00 PM | 28 | 501 | 16 | 33 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:15 PM | 34 | 524 | 19 | 27 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:30 PM | 31 | 509 | 13 | 24 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 12:45 PM | 29 | 500 | 15 | 24 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:00 PM  | 25 | 463 | 19 | 24 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:15 PM  | 20 | 452 | 18 | 26 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:30 PM  | 18 | 467 | 22 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 1:45 PM  | 13 | 474 | 21 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:00 PM  | 12 | 520 | 22 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:15 PM  | 16 | 525 | 20 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:30 PM  | 22 | 507 | 18 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 2:45 PM  | 32 | 506 | 19 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:00 PM  | 31 | 454 | 14 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:15 PM  | 34 | 445 | 14 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:30 PM  | 31 | 473 | 13 | 29 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 3:45 PM  | 24 | 459 | 11 | 29 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:00 PM  | 26 | 484 | 15 | 29 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:15 PM  | 22 | 493 | 16 | 28 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:30 PM  | 24 | 491 | 15 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 4:45 PM  | 28 | 510 | 17 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:00 PM  | 30 | 490 | 15 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:15 PM  | 27 | 507 | 15 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:30 PM  | 28 | 507 | 18 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 5:45 PM  | 22 | 501 | 16 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:00 PM  | 18 | 539 | 15 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:15 PM  | 19 | 528 | 15 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:30 PM  | 13 | 570 | 16 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 6:45 PM  | 12 | 599 | 18 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:00 PM  | 14 | 598 | 18 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:15 PM  | 13 | 621 | 16 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:30 PM  | 14 | 599 | 16 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 7:45 PM  | 16 | 598 | 17 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:00 PM  | 11 | 607 | 20 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:15 PM  | 14 | 593 | 20 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:30 PM  | 15 | 575 | 19 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 8:45 PM  | 12 | 551 | 19 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:00 PM  | 16 | 522 | 19 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:15 PM  | 12 | 488 | 20 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:30 PM  | 17 | 470 | 21 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 9:45 PM  | 17 | 442 | 18 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:00 PM | 19 | 438 | 14 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:15 PM | 22 | 422 | 12 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:30 PM | 18 | 415 | 13 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 10:45 PM | 18 | 416 | 14 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:00 PM | 13 | 403 | 16 | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:15 PM | 8  | 309 | 14 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:30 PM | 3  | 212 | 9  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9/13/2025 | 11:45 PM | 2  | 108 | 5  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## Turning Movement Counts

# Classified Turn Movement Count || All vehicles

Miami Beach, FL



Site 1  
FL-A1A Collins Ave (South)  
FL-A1A Collins Ave (North)  
23rd St (West)  
23rd St (East)  
STK Steakhouse Driveway

Date  
Thursday, September 18, 2025  
  
Lat/Long  
25.798347°, -80.128012°  
[Click here for Map](#)

Weather  
Mostly Cloudy  
80°F

1000 - 1200 (Weekday 2h Session) (09-18-2025)

All vehicles

| TIME            | Northbound<br>FL-A1A Collins Ave (South) |             |              |              |               |              | Southbound<br>FL-A1A Collins Ave (North) |             |              |              |                |              | Eastbound<br>23rd St (West) |              |               |               |                |              | Westbound<br>23rd St (East) |              |               |               |                |              | Northwestbound<br>STK Steakhouse Driveway |              |               |               |                |              | Int<br>Total |
|-----------------|------------------------------------------|-------------|--------------|--------------|---------------|--------------|------------------------------------------|-------------|--------------|--------------|----------------|--------------|-----------------------------|--------------|---------------|---------------|----------------|--------------|-----------------------------|--------------|---------------|---------------|----------------|--------------|-------------------------------------------|--------------|---------------|---------------|----------------|--------------|--------------|
|                 | Left<br>1.1                              | Thru<br>1.2 | Right<br>1.3 | Right<br>1.4 | U-Turn<br>1.5 | App<br>Total | Left<br>1.6                              | Thru<br>1.7 | Right<br>1.8 | Right<br>1.9 | U-Turn<br>1.10 | App<br>Total | Left<br>1.11                | Thru<br>1.12 | Right<br>1.13 | Right<br>1.14 | U-Turn<br>1.15 | App<br>Total | Left<br>1.16                | Thru<br>1.17 | Right<br>1.18 | Right<br>1.19 | U-Turn<br>1.20 | App<br>Total | Left<br>1.21                              | Thru<br>1.22 | Right<br>1.23 | Right<br>1.24 | U-Turn<br>1.25 | App<br>Total |              |
| 1000 - 1015     | 12                                       | 77          | 2            | 1            | 0             | 92           | 1                                        | 0           | 139          | 34           | 2              | 176          | 40                          | 4            | 4             | 30            | 0              | 78           | 1                           | 0            | 1             | 0             | 0              | 2            | 1                                         | 2            | 7             | 0             | 0              | 10           | 358          |
| 1015 - 1030     | 18                                       | 80          | 3            | 5            | 1             | 107          | 3                                        | 0           | 96           | 28           | 1              | 128          | 35                          | 5            | 2             | 31            | 0              | 73           | 1                           | 2            | 0             | 0             | 0              | 3            | 0                                         | 1            | 4             | 8             | 0              | 13           | 324          |
| 1030 - 1045     | 9                                        | 84          | 3            | 1            | 0             | 97           | 4                                        | 2           | 127          | 46           | 4              | 183          | 40                          | 2            | 6             | 30            | 0              | 78           | 1                           | 2            | 2             | 0             | 0              | 5            | 0                                         | 2            | 5             | 3             | 0              | 10           | 373          |
| 1045 - 1100     | 23                                       | 87          | 3            | 2            | 0             | 115          | 2                                        | 3           | 121          | 38           | 0              | 164          | 29                          | 4            | 6             | 30            | 0              | 69           | 1                           | 2            | 2             | 0             | 0              | 5            | 0                                         | 3            | 7             | 4             | 0              | 14           | 367          |
| Hourly Total    | 62                                       | 328         | 11           | 9            | 1             | 411          | 10                                       | 5           | 483          | 146          | 7              | 651          | 144                         | 15           | 18            | 121           | 0              | 298          | 4                           | 6            | 5             | 0             | 0              | 15           | 1                                         | 8            | 23            | 15            | 0              | 47           | 1422         |
| 1100 - 1115     | 11                                       | 78          | 3            | 2            | 0             | 94           | 3                                        | 1           | 112          | 34           | 0              | 150          | 36                          | 7            | 1             | 18            | 0              | 62           | 2                           | 3            | 1             | 0             | 0              | 6            | 0                                         | 6            | 4             | 7             | 0              | 17           | 329          |
| 1115 - 1130     | 10                                       | 102         | 2            | 1            | 0             | 115          | 2                                        | 1           | 112          | 34           | 5              | 154          | 38                          | 6            | 2             | 23            | 0              | 69           | 2                           | 0            | 0             | 0             | 0              | 2            | 0                                         | 4            | 6             | 1             | 0              | 11           | 351          |
| 1130 - 1145     | 15                                       | 77          | 1            | 3            | 0             | 96           | 5                                        | 1           | 112          | 33           | 1              | 152          | 34                          | 6            | 1             | 19            | 0              | 60           | 0                           | 2            | 1             | 0             | 0              | 3            | 0                                         | 1            | 3             | 7             | 0              | 11           | 322          |
| 1145 - 1200     | 15                                       | 97          | 4            | 2            | 0             | 118          | 5                                        | 1           | 141          | 47           | 2              | 196          | 33                          | 5            | 3             | 21            | 1              | 63           | 0                           | 1            | 2             | 0             | 0              | 3            | 0                                         | 2            | 5             | 6             | 0              | 13           | 393          |
| Hourly Total    | 51                                       | 354         | 10           | 8            | 0             | 423          | 15                                       | 4           | 477          | 148          | 8              | 652          | 141                         | 24           | 7             | 81            | 1              | 254          | 4                           | 6            | 4             | 0             | 0              | 14           | 0                                         | 13           | 18            | 21            | 0              | 52           | 1395         |
| Peak Hour Total | 53                                       | 351         | 11           | 6            | 0             | 421          | 11                                       | 7           | 472          | 152          | 9              | 651          | 143                         | 19           | 15            | 101           | 0              | 278          | 6                           | 7            | 5             | 0             | 0              | 18           | 0                                         | 15           | 22            | 15            | 0              | 52           | 1420         |
| Grand Total     | 113                                      | 682         | 21           | 17           | 1             | 834          | 25                                       | 9           | 960          | 294          | 15             | 1303         | 285                         | 39           | 25            | 202           | 1              | 552          | 8                           | 12           | 9             | 0             | 0              | 29           | 1                                         | 21           | 41            | 36            | 0              | 99           | 2817         |
| Approach %      | 12.59                                    | 83.37       | 2.61         | 1.43         | 0.00          | -            | 1.69                                     | 1.08        | 72.50        | 23.35        | 1.38           | -            | 51.44                       | 6.83         | 5.40          | 36.33         | 0.00           | -            | 33.33                       | 38.89        | 27.78         | 0.00          | 0.00           | -            | 0.00                                      | 28.85        | 42.31         | 28.85         | 0.00           | -            | -            |
| PHF             | 0.58                                     | 0.86        | 0.92         | 0.75         | 0.00          | 0.92         | 0.69                                     | 0.58        | 0.93         | 0.83         | 0.45           | 0.89         | 0.89                        | 0.68         | 0.63          | 0.84          | 0.00           | 0.89         | 0.75                        | 0.58         | 0.63          | 0.00          | 0.00           | 0.75         | 0.00                                      | 0.63         | 0.79          | 0.54          | 0.00           | 0.76         | 0.95         |
| Heavy Vehicle % | 5                                        | 11          | 5            | 0            | 0             | 10           | 0                                        | 11          | 7            | 3            | 0              | 6            | 0                           | 0            | 0             | 9             | 0              | 4            | 13                          | 0            | 22            | -             | -              | 10           | 0                                         | 5            | 7             | 3             | -              | 5            | 7            |



**Marr Traffic**  
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Weather  
Mostly Cloudy  
80°F

| Northbound                 |        |       |       |        |       |  | Southbound                 |      |       |       |        |       | Eastbound      |      |      |       |        |       | Westbound      |      |       |       |        |       | Northwestbound          |      |       |       |        |       |      |      |       |       |        |     |     |
|----------------------------|--------|-------|-------|--------|-------|--|----------------------------|------|-------|-------|--------|-------|----------------|------|------|-------|--------|-------|----------------|------|-------|-------|--------|-------|-------------------------|------|-------|-------|--------|-------|------|------|-------|-------|--------|-----|-----|
| FL-A1A Collins Ave (South) |        |       |       |        |       |  | FL-A1A Collins Ave (North) |      |       |       |        |       | 23rd St (West) |      |      |       |        |       | 23rd St (East) |      |       |       |        |       | STK Steakhouse Driveway |      |       |       |        |       |      |      |       |       |        |     |     |
| Left                       | Thru   | Right | Right | U-Turn | App   |  | Left                       | Left | Thru  | Right | U-Turn | App   | Left           | Thru | Thru | Right | U-Turn | App   | Left           | Thru | Right | Right | U-Turn | App   | Left                    | Left | Right | Right | U-Turn | App   | Left | Left | Right | Right | U-Turn | App | Int |
| 1.1                        | 1.2    | 1.3   | 1.4   | 1.5    | Total |  | 1.6                        | 1.7  | 1.8   | 1.9   | 1.10   | Total | 1.11           | 1.12 | 1.13 | 1.14  | 1.15   | Total | 1.16           | 1.17 | 1.18  | 1.19  | 1.20   | Total | 1.21                    | 1.22 | 1.23  | 1.24  | 1.25   | Total |      |      |       |       |        |     |     |
| 0                          | 1      | 0     | 0     | 0      | 1     |  | 0                          | 0    | 1     | 0     | 0      | 1     | 1              | 0    | 0    | 0     | 0      | 1     | 0              | 0    | 0     | 0     | 0      | 0     | 0                       | 0    | 0     | 0     | 0      | 0     | 0    | 0    | 0     | 0     | 0      | 3   |     |
| 0                          | 0      | 0     | 0     | 0      | 0     |  | 0                          | 0    | 0     | 1     | 0      | 1     | 0              | 0    | 0    | 0     | 0      | 0     | 0              | 0    | 0     | 0     | 0      | 0     | 0                       | 0    | 0     | 0     | 0      | 0     | 0    | 0    | 0     | 0     | 1      |     |     |
| 0                          | 0      | 0     | 0     | 0      | 0     |  | 0                          | 0    | 2     | 0     | 0      | 2     | 1              | 0    | 0    | 0     | 0      | 1     | 0              | 0    | 0     | 0     | 0      | 0     | 0                       | 0    | 0     | 0     | 0      | 0     | 0    | 0    | 0     | 0     | 3      |     |     |
| 0                          | 0      | 0     | 0     | 0      | 0     |  | 0                          | 0    | 1     | 0     | 0      | 1     | 0              | 0    | 0    | 0     | 0      | 0     | 0              | 0    | 0     | 0     | 0      | 0     | 0                       | 0    | 0     | 0     | 0      | 0     | 0    | 0    | 0     | 0     | 1      |     |     |
| 0                          | 1      | 0     | 0     | 0      | 1     |  | 0                          | 0    | 4     | 1     | 0      | 5     | 2              | 0    | 0    | 0     | 0      | 2     | 0              | 0    | 0     | 0     | 0      | 0     | 0                       | 0    | 0     | 0     | 0      | 0     | 0    | 0    | 0     | 0     | 8      |     |     |
| 0                          | 0      | 0     | 0     | 0      | 0     |  | 0                          | 0    | 0     | 0     | 0      | 0     | 0              | 0    | 0    | 0     | 0      | 0     | 0              | 0    | 0     | 0     | 0      | 0     | 0                       | 0    | 0     | 0     | 0      | 0     | 0    | 0    | 0     | 0     | 0      |     |     |
| 0                          | 1      | 0     | 0     | 0      | 1     |  | 1                          | 0    | 0     | 1     | 0      | 1     | 1              | 0    | 0    | 0     | 0      | 0     | 0              | 0    | 0     | 0     | 0      | 0     | 0                       | 0    | 0     | 0     | 0      | 0     | 0    | 0    | 0     | 0     | 2      |     |     |
| 0                          | 1      | 0     | 0     | 0      | 1     |  | 1                          | 0    | 0     | 2     | 0      | 2     | 2              | 0    | 0    | 0     | 0      | 0     | 0              | 0    | 0     | 0     | 0      | 0     | 0                       | 0    | 0     | 0     | 0      | 0     | 0    | 0    | 0     | 0     | 3      |     |     |
| 0                          | 2      | 0     | 0     | 0      | 2     |  | 2                          | 0    | 0     | 1     | 0      | 1     | 0              | 0    | 0    | 0     | 1      | 0     | 1              | 0    | 0     | 0     | 0      | 0     | 0                       | 0    | 0     | 0     | 0      | 0     | 0    | 0    | 0     | 0     | 4      |     |     |
| 0                          | 4      | 0     | 0     | 0      | 4     |  | 4                          | 0    | 0     | 2     | 2      | 4     | 4              | 0    | 0    | 0     | 1      | 0     | 1              | 0    | 0     | 0     | 0      | 0     | 0                       | 0    | 0     | 0     | 0      | 0     | 0    | 0    | 0     | 0     | 9      |     |     |
| 0                          | 1      | 0     | 0     | 0      | 1     |  | 1                          | 0    | 0     | 4     | 0      | 4     | 1              | 0    | 0    | 0     | 0      | 1     | 0              | 0    | 0     | 0     | 0      | 0     | 0                       | 0    | 0     | 0     | 0      | 0     | 0    | 0    | 0     | 6     |        |     |     |
| 0                          | 5      | 0     | 0     | 0      | 5     |  | 5                          | 0    | 0     | 6     | 3      | 9     | 2              | 0    | 0    | 1     | 0      | 3     | 0              | 0    | 0     | 0     | 0      | 0     | 0                       | 0    | 0     | 0     | 0      | 0     | 0    | 0    | 0     | 17    |        |     |     |
| 0.00                       | 100.00 | 0.00  | 0.00  | 0.00   | -     |  | 0.00                       | 0.00 | 66.67 | 33.33 | 0.00   | -     | 0.00           | 0.00 | 0.00 | 0.00  | 0.00   | -     | 0.00           | 0.00 | 0.00  | 0.00  | 0.00   | -     | 0.00                    | 0.00 | 0.00  | 0.00  | 0.00   | 0.00  | 0.00 | -    |       |       |        |     |     |
| 0.00                       | 29.41  | 0.00  | 0.00  | 0.00   | 29.41 |  | 0.00                       | 0.00 | 35.29 | 17.65 | 0.00   | 52.94 | 11.76          | 0.00 | 0.00 | 5.88  | 0.00   | 17.65 | 0.00           | 0.00 | 0.00  | 0.00  | 0.00   | 0.00  | 0.00                    | 0.00 | 0.00  | 0.00  | 0.00   | 0.00  | 0.00 | 0.00 | 0.00  |       |        |     |     |
|                            |        |       |       |        |       |  |                            |      |       |       |        |       |                |      |      |       |        |       |                |      |       |       |        |       |                         |      |       |       |        |       |      |      |       |       |        |     |     |

# Crosswalk Counts || Pedestrians

Miami Beach, FL



Site 1  
FL-A1A Collins Ave (South)  
FL-A1A Collins Ave (North)  
23rd St (West)  
23rd St (East)  
STK Steakhouse Driveway

Date  
Thursday, September 18, 2025  
  
Lat/Long  
25.798347°, -80.128012°  
[Click here for Map](#)

Weather  
Mostly Cloudy  
80°F

1000 - 1200 (Weekday 2h Session) (09-18-2025)  
Pedestrians

| TIME            | Northbound<br>FL-A1A Collins Ave (South) |           |              | Southbound<br>FL-A1A Collins Ave (North) |           |              | Eastbound<br>23rd St (West) |           |              | Westbound<br>23rd St (East) |           |              | Northwestbound<br>STK Steakhouse Driveway |           |              | Int<br>Total |
|-----------------|------------------------------------------|-----------|--------------|------------------------------------------|-----------|--------------|-----------------------------|-----------|--------------|-----------------------------|-----------|--------------|-------------------------------------------|-----------|--------------|--------------|
|                 | CW<br>1a                                 | CCW<br>1b | App<br>Total | CW<br>1c                                 | CCW<br>1d | App<br>Total | CW<br>1e                    | CCW<br>1f | App<br>Total | CW<br>1g                    | CCW<br>1h | App<br>Total | CW<br>1i                                  | CCW<br>1j | App<br>Total |              |
| 1000 - 1015     | 5                                        | 0         | 5            | 5                                        | 6         | 11           | 8                           | 9         | 17           | 14                          | 3         | 17           | 5                                         | 4         | 9            | 59           |
| 1015 - 1030     | 4                                        | 0         | 4            | 9                                        | 4         | 13           | 5                           | 7         | 12           | 3                           | 9         | 12           | 1                                         | 7         | 8            | 49           |
| 1030 - 1045     | 4                                        | 1         | 5            | 0                                        | 16        | 16           | 1                           | 13        | 14           | 8                           | 3         | 11           | 3                                         | 5         | 8            | 54           |
| 1045 - 1100     | 3                                        | 0         | 3            | 10                                       | 7         | 17           | 9                           | 5         | 14           | 9                           | 5         | 14           | 7                                         | 8         | 15           | 63           |
| Hourly Total    | 16                                       | 1         | 17           | 24                                       | 33        | 57           | 23                          | 34        | 57           | 34                          | 20        | 54           | 16                                        | 24        | 40           | 225          |
| 1100 - 1115     | 5                                        | 0         | 5            | 9                                        | 12        | 21           | 8                           | 6         | 14           | 6                           | 3         | 9            | 3                                         | 5         | 8            | 57           |
| 1115 - 1130     | 5                                        | 3         | 8            | 4                                        | 10        | 14           | 6                           | 11        | 17           | 0                           | 0         | 0            | 4                                         | 5         | 9            | 48           |
| 1130 - 1145     | 0                                        | 1         | 1            | 3                                        | 10        | 13           | 10                          | 6         | 16           | 14                          | 7         | 21           | 9                                         | 11        | 20           | 71           |
| 1145 - 1200     | 5                                        | 2         | 7            | 5                                        | 6         | 11           | 2                           | 4         | 6            | 14                          | 15        | 29           | 9                                         | 13        | 22           | 75           |
| Hourly Total    | 15                                       | 6         | 21           | 21                                       | 38        | 59           | 26                          | 27        | 53           | 34                          | 25        | 59           | 25                                        | 34        | 59           | 251          |
| Peak Hour Total | 17                                       | 4         | 21           | 23                                       | 45        | 68           | 24                          | 35        | 59           | 23                          | 11        | 34           | 17                                        | 23        | 40           | 222          |
| Grand Total     | 31                                       | 7         | 38           | 45                                       | 71        | 116          | 49                          | 61        | 110          | 68                          | 45        | 113          | 41                                        | 58        | 99           | 476          |
| Approach %      | 81.58                                    | 18.42     | -            | 38.79                                    | 61.21     | -            | 44.55                       | 55.45     | -            | 60.18                       | 39.82     | -            | 41.41                                     | 58.59     | -            |              |
| Intersection %  | 6.51                                     | 1.47      | 7.98         | 9.45                                     | 14.92     | 24.37        | 10.29                       | 12.82     | 23.11        | 14.29                       | 9.45      | 23.74        | 8.61                                      | 12.18     | 20.80        |              |



# Classified Turn Movement Count || All vehicles

Miami Beach, FL



Site 1  
FL-A1A Collins Ave (South)  
FL-A1A Collins Ave (North)  
23rd St (West)  
23rd St (East)  
STK Steakhouse Driveway

Date  
Friday, September 19, 2025  
  
Lat/Long  
25.798347°, -80.128012°  
[Click here for Map](#)

Weather  
Fair  
82°F

1530 - 1730 (Weekday 2h Session) (09-19-2025)  
All vehicles

| TIME            | Northbound<br>FL-A1A Collins Ave (South) |             |              |              |               |              | Southbound<br>FL-A1A Collins Ave (North) |             |             |              |                |              | Eastbound<br>23rd St (West) |              |              |               |                |              | Westbound<br>23rd St (East) |              |               |               |                |              | Northwestbound<br>STK Steakhouse Driveway |              |              |               |                |              | Int<br>Total |
|-----------------|------------------------------------------|-------------|--------------|--------------|---------------|--------------|------------------------------------------|-------------|-------------|--------------|----------------|--------------|-----------------------------|--------------|--------------|---------------|----------------|--------------|-----------------------------|--------------|---------------|---------------|----------------|--------------|-------------------------------------------|--------------|--------------|---------------|----------------|--------------|--------------|
|                 | Left<br>1.1                              | Thru<br>1.2 | Right<br>1.3 | Right<br>1.4 | U-Turn<br>1.5 | App<br>Total | Left<br>1.6                              | Left<br>1.7 | Thru<br>1.8 | Right<br>1.9 | U-Turn<br>1.10 | App<br>Total | Left<br>1.11                | Thru<br>1.12 | Thru<br>1.13 | Right<br>1.14 | U-Turn<br>1.15 | App<br>Total | Left<br>1.16                | Thru<br>1.17 | Right<br>1.18 | Right<br>1.19 | U-Turn<br>1.20 | App<br>Total | Left<br>1.21                              | Left<br>1.22 | Thru<br>1.23 | Right<br>1.24 | U-Turn<br>1.25 | App<br>Total |              |
| 1530 - 1545     | 20                                       | 136         | 3            | 3            | 0             | 162          | 7                                        | 0           | 162         | 74           | 1              | 244          | 50                          | 1            | 1            | 22            | 0              | 74           | 0                           | 8            | 2             | 0             | 0              | 10           | 0                                         | 1            | 10           | 4             | 0              | 15           | 505          |
| 1545 - 1600     | 21                                       | 115         | 2            | 3            | 0             | 141          | 0                                        | 1           | 115         | 60           | 2              | 178          | 54                          | 3            | 2            | 20            | 0              | 79           | 2                           | 5            | 1             | 0             | 0              | 8            | 1                                         | 1            | 4            | 6             | 0              | 12           | 418          |
| 1600 - 1615     | 20                                       | 136         | 1            | 1            | 0             | 158          | 6                                        | 1           | 147         | 62           | 0              | 216          | 36                          | 4            | 0            | 21            | 0              | 61           | 4                           | 5            | 2             | 0             | 0              | 11           | 0                                         | 2            | 4            | 5             | 0              | 11           | 457          |
| 1615 - 1630     | 15                                       | 142         | 1            | 1            | 0             | 159          | 2                                        | 0           | 125         | 44           | 1              | 172          | 52                          | 3            | 4            | 13            | 0              | 72           | 0                           | 2            | 0             | 0             | 0              | 2            | 0                                         | 4            | 4            | 9             | 0              | 17           | 422          |
| Hourly Total    | 76                                       | 529         | 7            | 8            | 0             | 620          | 15                                       | 2           | 549         | 240          | 4              | 810          | 192                         | 11           | 7            | 76            | 0              | 286          | 6                           | 20           | 5             | 0             | 0              | 31           | 1                                         | 8            | 22           | 24            | 0              | 55           | 1802         |
| 1630 - 1645     | 19                                       | 120         | 3            | 1            | 0             | 143          | 3                                        | 4           | 124         | 45           | 1              | 177          | 47                          | 3            | 3            | 17            | 0              | 70           | 1                           | 3            | 6             | 0             | 0              | 10           | 0                                         | 2            | 4            | 6             | 0              | 12           | 412          |
| 1645 - 1700     | 23                                       | 128         | 4            | 1            | 0             | 156          | 3                                        | 3           | 134         | 49           | 1              | 190          | 49                          | 2            | 4            | 16            | 1              | 72           | 0                           | 7            | 4             | 0             | 0              | 11           | 0                                         | 2            | 3            | 2             | 0              | 7            | 436          |
| 1700 - 1715     | 14                                       | 147         | 4            | 1            | 0             | 166          | 4                                        | 1           | 124         | 50           | 1              | 180          | 44                          | 5            | 0            | 19            | 0              | 68           | 2                           | 6            | 2             | 0             | 0              | 10           | 0                                         | 3            | 4            | 10            | 0              | 17           | 441          |
| 1715 - 1730     | 13                                       | 141         | 1            | 1            | 0             | 156          | 1                                        | 0           | 111         | 55           | 0              | 167          | 36                          | 7            | 1            | 16            | 0              | 60           | 0                           | 2            | 1             | 0             | 0              | 3            | 0                                         | 2            | 6            | 5             | 0              | 13           | 399          |
| Hourly Total    | 69                                       | 536         | 12           | 4            | 0             | 621          | 11                                       | 8           | 493         | 199          | 3              | 714          | 176                         | 17           | 8            | 68            | 1              | 270          | 3                           | 18           | 13            | 0             | 0              | 34           | 0                                         | 9            | 17           | 23            | 0              | 49           | 1688         |
| Peak Hour Total | 77                                       | 526         | 9            | 4            | 0             | 616          | 14                                       | 8           | 530         | 200          | 3              | 755          | 184                         | 12           | 11           | 67            | 1              | 275          | 5                           | 17           | 12            | 0             | 0              | 34           | 0                                         | 10           | 15           | 22            | 0              | 47           | 1727         |
| Grand Total     | 145                                      | 1065        | 19           | 12           | 0             | 1241         | 26                                       | 10          | 1042        | 439          | 7              | 1524         | 368                         | 28           | 15           | 144           | 1              | 556          | 9                           | 38           | 18            | 0             | 0              | 65           | 1                                         | 17           | 39           | 47            | 0              | 104          | 3490         |
| Approach %      | 12.50                                    | 85.39       | 1.46         | 0.65         | 0.00          | -            | 1.85                                     | 1.06        | 70.20       | 26.49        | 0.40           | -            | 66.91                       | 4.36         | 4.00         | 24.36         | 0.36           | -            | 14.71                       | 50.00        | 35.29         | 0.00          | 0.00           | -            | 0.00                                      | 21.28        | 31.91        | 46.81         | 0.00           | -            | -            |
| PHF             | 0.84                                     | 0.93        | 0.56         | 1.00         | 0.00          | 0.97         | 0.58                                     | 0.50        | 0.90        | 0.81         | 0.75           | 0.87         | 0.88                        | 0.75         | 0.69         | 0.80          | 0.25           | 0.95         | 0.31                        | 0.61         | 0.50          | 0.00          | 0.00           | 0.77         | 0.00                                      | 0.63         | 0.94         | 0.61          | 0.00           | 0.69         | 0.94         |
| Heavy Vehicle % | 1                                        | 4           | 0            | 0            | -             | 4            | 0                                        | 10          | 4           | 2            | 0              | 3            | 0                           | 7            | 7            | 9             | 0              | 3            | 22                          | 0            | 11            | -             | -              | 6            | 0                                         | 6            | 3            | 2             | -              | 3            | 3            |

# Classified Turn Movement Count || Bikes

Miami Beach, FL



Site 1  
FL-A1A Collins Ave (South)  
FL-A1A Collins Ave (North)  
23rd St (West)  
23rd St (East)  
STK Steakhouse Driveway

Date  
Friday, September 19, 2025  
  
Lat/Long  
25.798347°, -80.128012°  
[Click here for Map](#)

Weather  
Fair  
82°F

1530 - 1730 (Weekday 2h Session) (09-19-2025)  
Bikes

|                 | Northbound                 |          |           |           |            |           | Southbound                 |          |          |           |             |           | Eastbound      |           |           |            |             |           | Westbound      |           |            |            |             |           | Northwestbound          |           |           |            |             |           |           |    |
|-----------------|----------------------------|----------|-----------|-----------|------------|-----------|----------------------------|----------|----------|-----------|-------------|-----------|----------------|-----------|-----------|------------|-------------|-----------|----------------|-----------|------------|------------|-------------|-----------|-------------------------|-----------|-----------|------------|-------------|-----------|-----------|----|
|                 | FL-A1A Collins Ave (South) |          |           |           |            |           | FL-A1A Collins Ave (North) |          |          |           |             |           | 23rd St (West) |           |           |            |             |           | 23rd St (East) |           |            |            |             |           | STK Steakhouse Driveway |           |           |            |             |           |           |    |
| TIME            | Left 1.1                   | Thru 1.2 | Right 1.3 | Right 1.4 | U-Turn 1.5 | App Total | Left 1.6                   | Left 1.7 | Thru 1.8 | Right 1.9 | U-Turn 1.10 | App Total | Left 1.11      | Thru 1.12 | Thru 1.13 | Right 1.14 | U-Turn 1.15 | App Total | Left 1.16      | Thru 1.17 | Right 1.18 | Right 1.19 | U-Turn 1.20 | App Total | Left 1.21               | Left 1.22 | Thru 1.23 | Right 1.24 | U-Turn 1.25 | App Total | Int Total |    |
| 1530 - 1545     | 0                          | 0        | 0         | 0         | 0          | 0         | 0                          | 0        | 0        | 3         | 0           | 0         | 3              | 1         | 0         | 0          | 0           | 0         | 1              | 0         | 0          | 0          | 0           | 0         | 0                       | 0         | 0         | 0          | 0           | 0         | 0         | 4  |
| 1545 - 1600     | 0                          | 2        | 0         | 0         | 0          | 2         | 0                          | 0        | 7        | 0         | 0           | 7         | 0              | 0         | 0         | 0          | 0           | 0         | 0              | 0         | 0          | 0          | 0           | 0         | 0                       | 0         | 0         | 0          | 0           | 0         | 0         | 9  |
| 1600 - 1615     | 0                          | 2        | 0         | 0         | 0          | 2         | 0                          | 0        | 5        | 1         | 0           | 6         | 0              | 0         | 0         | 0          | 0           | 0         | 0              | 1         | 1          | 0          | 0           | 0         | 2                       | 0         | 0         | 0          | 0           | 0         | 0         | 10 |
| 1615 - 1630     | 0                          | 6        | 0         | 0         | 0          | 6         | 0                          | 0        | 4        | 0         | 0           | 4         | 1              | 0         | 1         | 0          | 0           | 2         | 0              | 0         | 0          | 0          | 0           | 0         | 0                       | 0         | 0         | 0          | 0           | 0         | 0         | 12 |
| Hourly Total    | 0                          | 10       | 0         | 0         | 0          | 10        | 0                          | 0        | 19       | 1         | 0           | 20        | 2              | 0         | 1         | 0          | 0           | 3         | 1              | 1         | 0          | 0          | 0           | 2         | 0                       | 0         | 0         | 0          | 0           | 0         | 0         | 35 |
| 1630 - 1645     | 0                          | 5        | 0         | 0         | 0          | 5         | 0                          | 0        | 6        | 0         | 0           | 6         | 1              | 0         | 0         | 0          | 0           | 1         | 0              | 0         | 0          | 0          | 0           | 0         | 0                       | 0         | 0         | 0          | 0           | 0         | 0         | 12 |
| 1645 - 1700     | 0                          | 1        | 0         | 0         | 0          | 1         | 0                          | 0        | 6        | 2         | 0           | 8         | 0              | 0         | 0         | 0          | 0           | 0         | 0              | 0         | 0          | 0          | 0           | 0         | 0                       | 0         | 0         | 0          | 0           | 0         | 0         | 9  |
| 1700 - 1715     | 0                          | 0        | 0         | 0         | 0          | 0         | 0                          | 0        | 6        | 0         | 0           | 6         | 1              | 0         | 0         | 0          | 0           | 1         | 0              | 0         | 1          | 0          | 0           | 1         | 0                       | 0         | 0         | 0          | 0           | 0         | 0         | 8  |
| 1715 - 1730     | 0                          | 4        | 0         | 0         | 0          | 4         | 0                          | 0        | 6        | 0         | 0           | 6         | 0              | 0         | 0         | 0          | 0           | 0         | 0              | 0         | 0          | 0          | 0           | 0         | 0                       | 0         | 0         | 0          | 0           | 0         | 0         | 10 |
| Hourly Total    | 0                          | 10       | 0         | 0         | 0          | 10        | 0                          | 0        | 24       | 2         | 0           | 26        | 2              | 0         | 0         | 0          | 0           | 2         | 0              | 0         | 1          | 0          | 0           | 1         | 0                       | 0         | 0         | 0          | 0           | 0         | 0         | 39 |
| Peak Hour Total | 0                          | 14       | 0         | 0         | 0          | 14        | 0                          | 0        | 21       | 3         | 0           | 24        | 2              | 0         | 1         | 0          | 0           | 3         | 1              | 1         | 0          | 0          | 0           | 2         | 0                       | 0         | 0         | 0          | 0           | 0         | 0         | 43 |
| Grand Total     | 0                          | 20       | 0         | 0         | 0          | 20        | 0                          | 0        | 43       | 3         | 0           | 46        | 4              | 0         | 1         | 0          | 0           | 5         | 1              | 1         | 1          | 0          | 0           | 3         | 0                       | 0         | 0         | 0          | 0           | 0         | 0         | 74 |
| Approach %      | 0.00                       | 100.00   | 0.00      | 0.00      | 0.00       | -         | 0.00                       | 0.00     | 93.48    | 6.52      | 0.00        | -         | 133.33         | 0.00      | 33.33     | 0.00       | 0.00        | -         | 33.33          | 33.33     | 33.33      | 0.00       | 0.00        | -         | 0.00                    | 0.00      | 0.00      | 0.00       | 0.00        | 0.00      | -         |    |
| Intersection %  | 0.00                       | 27.03    | 0.00      | 0.00      | 0.00       | 27.03     | 0.00                       | 0.00     | 58.11    | 4.05      | 0.00        | 62.16     | 5.41           | 0.00      | 1.35      | 0.00       | 0.00        | 6.76      | 1.35           | 1.35      | 1.35       | 0.00       | 0.00        | 4.05      | 0.00                    | 0.00      | 0.00      | 0.00       | 0.00        | 0.00      | 0.00      |    |

# Crosswalk Counts || Pedestrians

Miami Beach, FL

Site 1  
FL-A1A Collins Ave (South)  
FL-A1A Collins Ave (North)  
23rd St (West)  
23rd St (East)  
STK Steakhouse Driveway

Date  
Friday, September 19, 2025  
  
Lat/Long  
25.798347°, -80.128012°  
[Click here for Map](#)

Weather  
Fair  
82°F

1530 - 1730 (Weekday 2h Session) (09-19-2025)  
Pedestrians

| TIME            | Northbound<br>FL-A1A Collins Ave (South) |           |              | Southbound<br>FL-A1A Collins Ave (North) |           |              | Eastbound<br>23rd St (West) |           |              | Westbound<br>23rd St (East) |           |              | Northwestbound<br>STK Steakhouse Driveway |           |              | Int<br>Total |
|-----------------|------------------------------------------|-----------|--------------|------------------------------------------|-----------|--------------|-----------------------------|-----------|--------------|-----------------------------|-----------|--------------|-------------------------------------------|-----------|--------------|--------------|
|                 | CW<br>1a                                 | CCW<br>1b | App<br>Total | CW<br>1c                                 | CCW<br>1d | App<br>Total | CW<br>1e                    | CCW<br>1f | App<br>Total | CW<br>1g                    | CCW<br>1h | App<br>Total | CW<br>1i                                  | CCW<br>1j | App<br>Total |              |
| 1530 - 1545     | 0                                        | 3         | 3            | 8                                        | 11        | 19           | 11                          | 11        | 22           | 4                           | 2         | 6            | 8                                         | 3         | 11           | 61           |
| 1545 - 1600     | 9                                        | 6         | 15           | 6                                        | 12        | 18           | 13                          | 12        | 25           | 9                           | 14        | 23           | 14                                        | 18        | 32           | 113          |
| 1600 - 1615     | 5                                        | 8         | 13           | 14                                       | 9         | 23           | 11                          | 13        | 24           | 7                           | 11        | 18           | 10                                        | 10        | 20           | 98           |
| 1615 - 1630     | 6                                        | 3         | 9            | 6                                        | 11        | 17           | 14                          | 15        | 29           | 7                           | 8         | 15           | 14                                        | 8         | 22           | 92           |
| Hourly Total    | 20                                       | 20        | 40           | 34                                       | 43        | 77           | 49                          | 51        | 100          | 27                          | 35        | 62           | 46                                        | 39        | 85           | 364          |
| 1630 - 1645     | 3                                        | 2         | 5            | 11                                       | 10        | 21           | 14                          | 17        | 31           | 12                          | 10        | 22           | 8                                         | 7         | 15           | 94           |
| 1645 - 1700     | 5                                        | 2         | 7            | 6                                        | 15        | 21           | 10                          | 17        | 27           | 7                           | 3         | 10           | 10                                        | 4         | 14           | 79           |
| 1700 - 1715     | 2                                        | 8         | 10           | 23                                       | 6         | 29           | 14                          | 19        | 33           | 11                          | 13        | 24           | 10                                        | 11        | 21           | 117          |
| 1715 - 1730     | 2                                        | 4         | 6            | 23                                       | 19        | 42           | 27                          | 21        | 48           | 13                          | 19        | 32           | 18                                        | 22        | 40           | 168          |
| Hourly Total    | 12                                       | 16        | 28           | 63                                       | 50        | 113          | 65                          | 74        | 139          | 43                          | 45        | 88           | 46                                        | 44        | 90           | 458          |
| Peak Hour Total | 19                                       | 15        | 34           | 37                                       | 45        | 82           | 49                          | 62        | 111          | 33                          | 32        | 65           | 42                                        | 29        | 71           | 822          |
| Grand Total     | 32                                       | 36        | 68           | 97                                       | 93        | 190          | 114                         | 125       | 239          | 70                          | 80        | 150          | 92                                        | 83        | 175          |              |
| Approach %      | 47.06                                    | 52.94     | -            | 51.05                                    | 48.95     | -            | 47.70                       | 52.30     | -            | 46.67                       | 53.33     | -            | 52.57                                     | 47.43     | -            |              |
| Intersection %  | 3.89                                     | 4.38      | 8.27         | 11.80                                    | 11.31     | 23.11        | 13.87                       | 15.21     | 29.08        | 8.52                        | 9.73      | 18.25        | 11.19                                     | 10.10     | 21.29        |              |

Classified Turn Movement Count || All vehicles

Miami Beach



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Site 2  
FL-A1A Collins Ave (South)  
FL-A1A Collins Ave (North)  
22nd St (West)  
22nd St (East)



Date  
Thursday, September 18, 2025

Lat/Long  
25.797545°, -80.128333°  
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Weather  
Mostly Cloudy  
80°F  
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1000 - 1200 (Weekday 2h Session) (09-18-2025)

All vehicles

|                 | Northbound                 |       |       |  |        |           | Southbound                 |       |       |  |        |           | Eastbound      |       |       |  |        |           | Westbound      |       |       |  |        |           |           |
|-----------------|----------------------------|-------|-------|--|--------|-----------|----------------------------|-------|-------|--|--------|-----------|----------------|-------|-------|--|--------|-----------|----------------|-------|-------|--|--------|-----------|-----------|
|                 | FL-A1A Collins Ave (South) |       |       |  |        |           | FL-A1A Collins Ave (North) |       |       |  |        |           | 22nd St (West) |       |       |  |        |           | 22nd St (East) |       |       |  |        |           |           |
| TIME            | Left                       | Thru  | Right |  | U-Turn | App Total | Left                       | Thru  | Right |  | U-Turn | App Total | Left           | Thru  | Right |  | U-Turn | App Total | Left           | Thru  | Right |  | U-Turn | App Total | Int Total |
|                 | 2.1                        | 2.2   | 2.3   |  | 2.4    | 2.5       | 2.6                        | 2.7   | 2.8   |  | 2.9    | 2.10      | 2.11           | 2.12  | 2.13  |  | 2.14   | 2.15      | 2.16           | 2.17  |       |  |        |           |           |
| 1000 - 1015     | 0                          | 80    | 13    |  | 0      | 93        | 18                         | 137   | 10    |  | 0      | 165       | 1              | 10    | 7     |  | 0      | 18        | 8              | 4     | 8     |  | 0      | 20        | 296       |
| 1015 - 1030     | 6                          | 87    | 13    |  | 0      | 106       | 9                          | 111   | 10    |  | 1      | 131       | 5              | 4     | 5     |  | 0      | 14        | 10             | 8     | 15    |  | 0      | 33        | 284       |
| 1030 - 1045     | 4                          | 81    | 13    |  | 0      | 98        | 19                         | 127   | 6     |  | 0      | 152       | 3              | 8     | 0     |  | 0      | 11        | 13             | 8     | 10    |  | 0      | 31        | 292       |
| 1045 - 1100     | 2                          | 104   | 17    |  | 0      | 123       | 21                         | 137   | 3     |  | 0      | 161       | 2              | 2     | 3     |  | 0      | 7         | 4              | 6     | 12    |  | 0      | 22        | 313       |
| Hourly Total    | 12                         | 352   | 56    |  | 0      | 420       | 67                         | 512   | 29    |  | 1      | 609       | 11             | 24    | 15    |  | 0      | 50        | 35             | 26    | 45    |  | 0      | 106       | 1185      |
| 1100 - 1115     | 1                          | 79    | 16    |  | 1      | 97        | 15                         | 117   | 8     |  | 0      | 140       | 3              | 2     | 3     |  | 0      | 8         | 9              | 6     | 13    |  | 0      | 28        | 273       |
| 1115 - 1130     | 1                          | 94    | 10    |  | 0      | 105       | 20                         | 127   | 0     |  | 0      | 147       | 2              | 3     | 3     |  | 0      | 8         | 6              | 3     | 15    |  | 0      | 24        | 284       |
| 1130 - 1145     | 3                          | 91    | 16    |  | 0      | 110       | 19                         | 108   | 6     |  | 0      | 133       | 4              | 3     | 1     |  | 0      | 8         | 6              | 5     | 16    |  | 0      | 27        | 278       |
| 1145 - 1200     | 3                          | 92    | 14    |  | 1      | 110       | 13                         | 139   | 5     |  | 0      | 157       | 1              | 1     | 1     |  | 0      | 3         | 10             | 4     | 13    |  | 0      | 27        | 297       |
| Hourly Total    | 8                          | 356   | 56    |  | 2      | 422       | 67                         | 491   | 19    |  | 0      | 577       | 10             | 9     | 8     |  | 0      | 27        | 31             | 18    | 57    |  | 0      | 106       | 1132      |
| Grand Total     | 20                         | 708   | 112   |  | 2      | 842       | 134                        | 1003  | 48    |  | 1      | 1186      | 21             | 33    | 23    |  | 0      | 77        | 66             | 44    | 102   |  | 0      | 212       | 2317      |
| Approach %      | 2.38                       | 84.09 | 13.30 |  | 0.24   | -         | 11.30                      | 84.57 | 4.05  |  | 0.08   | -         | 27.27          | 42.86 | 29.87 |  | 0.00   | -         | 31.13          | 20.75 | 48.11 |  | 0.00   | -         |           |
| Intersection %  | 0.86                       | 30.56 | 4.83  |  | 0.09   | 36.34     | 5.78                       | 43.29 | 2.07  |  | 0.04   | 51.19     | 0.91           | 1.42  | 0.99  |  | 0.00   | 3.32      | 2.85           | 1.90  | 4.40  |  | 0.00   | 9.15      |           |
| Heavy Vehicle % | 0                          | 11    | 0     |  | 50     | 9         | 0                          | 9     | 0     |  | 0      | 8         | 24             | 0     | 0     |  | -      | 6         | 0              | 0     | 0     |  | -      | 0         | 7         |
| PHF             | 0.50                       | 0.85  | 0.82  |  | 0.00   | 0.85      | 0.80                       | 0.93  | 0.73  |  | 0.25   | 0.92      | 0.55           | 0.60  | 0.54  |  | 0.00   | 0.69      | 0.67           | 0.81  | 0.75  |  | 0.00   | 0.80      | 0.95      |
| Peak Hour Total | 12                         | 352   | 56    |  | 0      | 420       | 67                         | 512   | 29    |  | 1      | 609       | 11             | 24    | 15    |  | 0      | 50        | 35             | 26    | 45    |  | 0      | 106       | 1185      |
| Peak Hour HV %  | 0                          | 11    | 0     |  | 0      | 10        | 0                          | 9     | 0     |  | 0      | 8         | 27             | 0     | 0     |  | 0      | 6         | 0              | 0     | 0     |  | 0      | 0         | 8         |

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## Weather

Mostly Cloudy  
80°F

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## Pedestrians

[illegible]



Crosswalk Counts || Bicycles

Miami Beach



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Site 2  
FL-A1A Collins Ave (South)  
FL-A1A Collins Ave (North)  
22nd St (West)  
22nd St (East)

Date  
Thursday, September 18, 2025  
  
Lat/Long  
25.797545° , -80.128333°  
[Click here for Map](#)

Weather  
Mostly Cloudy  
80°F  
[Click here for Detailed Weather](#)



1000 - 1200 (Weekday 2h Session) (09-18-2025)  
Bicycles

|                | Northbound                 |          |  | Southbound                 |          |          | Eastbound      |              |          | Westbound      |  |              |          |          |  |              |              |
|----------------|----------------------------|----------|--|----------------------------|----------|----------|----------------|--------------|----------|----------------|--|--------------|----------|----------|--|--------------|--------------|
|                | FL-A1A Collins Ave (South) |          |  | FL-A1A Collins Ave (North) |          |          | 22nd St (West) |              |          | 22nd St (East) |  |              |          |          |  |              |              |
| TIME           | EB<br>2a                   | WB<br>2b |  | App<br>Total               | EB<br>2c | WB<br>2d |                | App<br>Total | NB<br>2e | SB<br>2f       |  | App<br>Total | NB<br>2g | SB<br>2h |  | App<br>Total | Int<br>Total |
| 1000 - 1015    | 0                          | 0        |  | 0                          | 0        | 0        |                | 0            | 0        | 0              |  | 0            | 2        | 0        |  | 2            | 2            |
| 1015 - 1030    | 0                          | 0        |  | 0                          | 0        | 0        |                | 0            | 0        | 0              |  | 0            | 0        | 0        |  | 0            | 0            |
| 1030 - 1045    | 0                          | 0        |  | 0                          | 0        | 0        |                | 0            | 0        | 0              |  | 0            | 0        | 0        |  | 0            | 0            |
| 1045 - 1100    | 0                          | 0        |  | 0                          | 0        | 0        |                | 0            | 0        | 0              |  | 0            | 0        | 0        |  | 0            | 0            |
| Hourly Total   | 0                          | 0        |  | 0                          | 0        | 0        |                | 0            | 0        | 0              |  | 0            | 2        | 0        |  | 2            | 2            |
| 1100 - 1115    | 0                          | 0        |  | 0                          | 0        | 0        |                | 0            | 0        | 0              |  | 0            | 0        | 0        |  | 0            | 0            |
| 1115 - 1130    | 1                          | 1        |  | 2                          | 0        | 0        |                | 0            | 0        | 0              |  | 0            | 0        | 0        |  | 0            | 2            |
| 1130 - 1145    | 0                          | 0        |  | 0                          | 0        | 0        |                | 0            | 0        | 0              |  | 0            | 0        | 0        |  | 0            | 0            |
| 1145 - 1200    | 0                          | 0        |  | 0                          | 0        | 0        |                | 0            | 0        | 0              |  | 0            | 0        | 0        |  | 0            | 0            |
| Hourly Total   | 1                          | 1        |  | 2                          | 0        | 0        |                | 0            | 0        | 0              |  | 0            | 0        | 0        |  | 0            | 2            |
| Grand Total    | 1                          | 1        |  | 2                          | 0        | 0        |                | 0            | 0        | 0              |  | 0            | 2        | 0        |  | 2            | 4            |
| Approach %     | 50.00                      | 50.00    |  | -                          | 0.00     | 0.00     |                | -            | 0.00     | 0.00           |  | -            | 100.00   | 0.00     |  | -            |              |
| Intersection % | 25.00                      | 25.00    |  | 50.00                      | 0.00     | 0.00     |                | 0.00         | 0.00     | 0.00           |  | 0.00         | 50.00    | 0.00     |  | 50.00        |              |
|                |                            |          |  |                            |          |          |                |              |          |                |  |              |          |          |  |              |              |



Classified Turn Movement Count || All vehicles

Miami Beach, FL



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**Site 2**  
FL-A1A Collins Ave (South)  
FL-A1A Collins Ave (North)  
22nd St (West)  
22nd St (East)



**Date**  
Friday, September 19, 2025

**Lat/Long**  
25.797545° , -80.128333°  
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**Weather**  
Fair  
82°F  
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**1530 - 1730 (Weekday 2h Session) (09-19-2025)**

All vehicles

|                 | Northbound                 |       |       |  |        |           | Southbound                 |       |       |  |        |           | Eastbound      |       |       |  |        |           | Westbound      |       |       |  |        |           |           |
|-----------------|----------------------------|-------|-------|--|--------|-----------|----------------------------|-------|-------|--|--------|-----------|----------------|-------|-------|--|--------|-----------|----------------|-------|-------|--|--------|-----------|-----------|
|                 | FL-A1A Collins Ave (South) |       |       |  |        |           | FL-A1A Collins Ave (North) |       |       |  |        |           | 22nd St (West) |       |       |  |        |           | 22nd St (East) |       |       |  |        |           |           |
| TIME            | Left                       | Thru  | Right |  | U-Turn | App Total | Left                       | Thru  | Right |  | U-Turn | App Total | Left           | Thru  | Right |  | U-Turn | App Total | Left           | Thru  | Right |  | U-Turn | App Total | Int Total |
|                 | 2.1                        | 2.2   | 2.3   |  | 2.4    | 2.5       | 2.6                        | 2.7   | 2.8   |  | 2.9    | 2.10      | 2.11           | 2.12  | 2.13  |  | 2.14   | 2.15      | 2.16           | 2.17  |       |  |        |           |           |
| 1530 - 1545     | 4                          | 144   | 8     |  | 0      | 156       | 14                         | 164   | 4     |  | 0      | 182       | 1              | 4     | 1     |  | 0      | 6         | 10             | 19    | 15    |  | 0      | 44        | 388       |
| 1545 - 1600     | 2                          | 135   | 9     |  | 0      | 146       | 8                          | 135   | 9     |  | 0      | 152       | 2              | 2     | 5     |  | 0      | 9         | 10             | 10    | 14    |  | 0      | 34        | 341       |
| 1600 - 1615     | 7                          | 148   | 10    |  | 0      | 165       | 11                         | 145   | 9     |  | 0      | 165       | 0              | 1     | 5     |  | 0      | 6         | 11             | 3     | 5     |  | 0      | 19        | 355       |
| 1615 - 1630     | 3                          | 152   | 6     |  | 0      | 161       | 8                          | 128   | 9     |  | 0      | 145       | 3              | 4     | 3     |  | 0      | 10        | 6              | 6     | 8     |  | 0      | 20        | 336       |
| Hourly Total    | 16                         | 579   | 33    |  | 0      | 628       | 41                         | 572   | 31    |  | 0      | 644       | 6              | 11    | 14    |  | 0      | 31        | 37             | 38    | 42    |  | 0      | 117       | 1420      |
| 1630 - 1645     | 3                          | 128   | 14    |  | 0      | 145       | 4                          | 135   | 6     |  | 0      | 145       | 4              | 3     | 13    |  | 0      | 20        | 11             | 10    | 12    |  | 0      | 33        | 343       |
| 1645 - 1700     | 5                          | 135   | 12    |  | 0      | 152       | 11                         | 145   | 2     |  | 0      | 158       | 6              | 3     | 5     |  | 0      | 14        | 9              | 3     | 11    |  | 0      | 23        | 347       |
| 1700 - 1715     | 5                          | 162   | 13    |  | 0      | 180       | 13                         | 132   | 5     |  | 0      | 150       | 3              | 3     | 6     |  | 0      | 12        | 12             | 8     | 11    |  | 0      | 31        | 373       |
| 1715 - 1730     | 4                          | 132   | 16    |  | 0      | 152       | 6                          | 111   | 4     |  | 0      | 121       | 3              | 3     | 3     |  | 0      | 9         | 10             | 7     | 11    |  | 0      | 28        | 310       |
| Hourly Total    | 17                         | 557   | 55    |  | 0      | 629       | 34                         | 523   | 17    |  | 0      | 574       | 16             | 12    | 27    |  | 0      | 55        | 42             | 28    | 45    |  | 0      | 115       | 1373      |
| Grand Total     | 33                         | 1136  | 88    |  | 0      | 1257      | 75                         | 1095  | 48    |  | 0      | 1218      | 22             | 23    | 41    |  | 0      | 86        | 79             | 66    | 87    |  | 0      | 232       | 2793      |
| Approach %      | 2.63                       | 90.37 | 7.00  |  | 0.00   | -         | 6.16                       | 89.90 | 3.94  |  | 0.00   | -         | 25.58          | 26.74 | 47.67 |  | 0.00   | -         | 34.05          | 28.45 | 37.50 |  | 0.00   | -         |           |
| Intersection %  | 1.18                       | 40.67 | 3.15  |  | 0.00   | 45.01     | 2.69                       | 39.21 | 1.72  |  | 0.00   | 43.61     | 0.79           | 0.82  | 1.47  |  | 0.00   | 3.08      | 2.83           | 2.36  | 3.11  |  | 0.00   | 8.31      |           |
| Heavy Vehicle % | 0                          | 4     | 0     |  | -      | 4         | 0                          | 5     | 2     |  | -      | 5         | 0              | 0     | 0     |  | -      | 0         | 1              | 0     | 0     |  | -      | 0         | 4         |
| PHF             | 0.57                       | 0.95  | 0.83  |  | 0.00   | 0.95      | 0.73                       | 0.87  | 0.86  |  | 0.00   | 0.88      | 0.50           | 0.69  | 0.70  |  | 0.00   | 0.78      | 0.84           | 0.50  | 0.70  |  | 0.00   | 0.66      | 0.91      |
| Peak Hour Total | 16                         | 579   | 33    |  | 0      | 628       | 41                         | 572   | 31    |  | 0      | 644       | 6              | 11    | 14    |  | 0      | 31        | 37             | 38    | 42    |  | 0      | 117       | 1420      |
| Peak Hour HV %  | 0                          | 4     | 0     |  | 0      | 4         | 0                          | 5     | 0     |  | 0      | 5         | 0              | 0     | 0     |  | 0      | 0         | 0              | 0     | 0     |  | 0      | 0         | 4         |

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## Pedestrians

|                | Northbound                 |          |              | Southbound                 |          |              | Eastbound      |          |              | Westbound      |          |              | Int   |
|----------------|----------------------------|----------|--------------|----------------------------|----------|--------------|----------------|----------|--------------|----------------|----------|--------------|-------|
|                | FL-A1A Collins Ave (South) |          |              | FL-A1A Collins Ave (North) |          |              | 22nd St (West) |          |              | 22nd St (East) |          |              |       |
| TIME           | EB<br>2a                   | WB<br>2b | App<br>Total | EB<br>2c                   | WB<br>2d | App<br>Total | NB<br>2e       | SB<br>2f | App<br>Total | NB<br>2g       | SB<br>2h | App<br>Total | Total |
| 1530 - 1545    | 6                          | 3        | 9            | 0                          | 0        | 0            | 16             | 6        | 22           | 4              | 4        | 8            | 39    |
| 1545 - 1600    | 2                          | 1        | 3            | 0                          | 6        | 6            | 7              | 13       | 20           | 6              | 14       | 20           | 49    |
| 1600 - 1615    | 4                          | 6        | 10           | 1                          | 0        | 1            | 5              | 18       | 23           | 10             | 12       | 22           | 56    |
| 1615 - 1630    | 6                          | 2        | 8            | 6                          | 7        | 13           | 4              | 7        | 11           | 7              | 13       | 20           | 52    |
| Hourly Total   | 18                         | 12       | 30           | 7                          | 13       | 20           | 32             | 44       | 76           | 27             | 43       | 70           | 196   |
| 1630 - 1645    | 7                          | 4        | 11           | 5                          | 7        | 12           | 8              | 10       | 18           | 7              | 6        | 13           | 54    |
| 1645 - 1700    | 1                          | 1        | 2            | 0                          | 4        | 4            | 7              | 19       | 26           | 5              | 3        | 8            | 40    |
| 1700 - 1715    | 13                         | 6        | 19           | 2                          | 1        | 3            | 13             | 14       | 27           | 15             | 7        | 22           | 71    |
| 1715 - 1730    | 9                          | 4        | 13           | 2                          | 4        | 6            | 8              | 17       | 25           | 9              | 21       | 30           | 74    |
| Hourly Total   | 30                         | 15       | 45           | 9                          | 16       | 25           | 36             | 60       | 96           | 36             | 37       | 73           | 239   |
| Grand Total    | 48                         | 27       | 75           | 16                         | 29       | 45           | 68             | 104      | 172          | 63             | 80       | 143          | 435   |
| Approach %     | 64.00                      | 36.00    | -            | 35.56                      | 64.44    | -            | 39.53          | 60.47    | -            | 44.06          | 55.94    | -            |       |
| Intersection % | 11.03                      | 6.21     | 17.24        | 3.68                       | 6.67     | 10.34        | 15.63          | 23.91    | 39.54        | 14.48          | 18.39    | 32.87        |       |

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**Site 2**

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FL-A1A Collins Ave (South)  
FL-A1A Collins Ave (North)  
22nd St (West)  
22nd St (East)

**Date**  
Friday, September 19, 2025

---

**Lat/Long**  
25.797545°, -80.128333°  
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**Weather**  
Fair  
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## Bicycles

|                | Northbound                 |          |  |              | Southbound                 |          |  |              | Eastbound      |          |  |              | Westbound      |          |  |              |              |
|----------------|----------------------------|----------|--|--------------|----------------------------|----------|--|--------------|----------------|----------|--|--------------|----------------|----------|--|--------------|--------------|
|                | FL-A1A Collins Ave (South) |          |  |              | FL-A1A Collins Ave (North) |          |  |              | 22nd St (West) |          |  |              | 22nd St (East) |          |  |              |              |
| TIME           | EB<br>2a                   | WB<br>2b |  | App<br>Total | EB<br>2c                   | WB<br>2d |  | App<br>Total | NB<br>2e       | SB<br>2f |  | App<br>Total | NB<br>2g       | SB<br>2h |  | App<br>Total | Int<br>Total |
| 1530 - 1545    | 1                          | 1        |  | 2            | 1                          | 0        |  | 1            | 1              | 1        |  | 2            | 3              | 3        |  | 6            | 11           |
| 1545 - 1600    | 0                          | 1        |  | 1            | 0                          | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 3        |  | 3            | 4            |
| 1600 - 1615    | 2                          | 0        |  | 2            | 0                          | 0        |  | 0            | 0              | 0        |  | 0            | 2              | 0        |  | 2            | 4            |
| 1615 - 1630    | 0                          | 0        |  | 0            | 0                          | 0        |  | 0            | 0              | 0        |  | 0            | 1              | 0        |  | 1            | 1            |
| Hourly Total   | 3                          | 2        |  | 5            | 1                          | 0        |  | 1            | 1              | 1        |  | 2            | 6              | 6        |  | 12           | 20           |
| 1630 - 1645    | 0                          | 0        |  | 0            | 1                          | 0        |  | 1            | 1              | 0        |  | 1            | 4              | 4        |  | 8            | 10           |
| 1645 - 1700    | 0                          | 0        |  | 0            | 0                          | 0        |  | 0            | 0              | 1        |  | 1            | 2              | 0        |  | 2            | 3            |
| 1700 - 1715    | 0                          | 0        |  | 0            | 0                          | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            | 0            |
| 1715 - 1730    | 0                          | 0        |  | 0            | 0                          | 0        |  | 0            | 2              | 0        |  | 2            | 0              | 1        |  | 1            | 3            |
| Hourly Total   | 0                          | 0        |  | 0            | 1                          | 0        |  | 1            | 3              | 1        |  | 4            | 6              | 5        |  | 11           | 16           |
| Grand Total    | 3                          | 2        |  | 5            | 2                          | 0        |  | 2            | 4              | 2        |  | 6            | 12             | 11       |  | 23           | 36           |
| Approach %     | 60.00                      | 40.00    |  | -            | 100.00                     | 0.00     |  | -            | 66.67          | 33.33    |  | -            | 52.17          | 47.83    |  | -            |              |
| Intersection % | 8.33                       | 5.56     |  | 13.89        | 5.56                       | 0.00     |  | 5.56         | 11.11          | 5.56     |  | 16.67        | 33.33          | 30.56    |  | 63.89        |              |
|                |                            |          |  |              |                            |          |  |              |                |          |  |              |                |          |  |              |              |



Classified Turn Movement Count || All vehicles

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Site 3  
FL-A1A Collins Ave (South)  
FL-A1A Collins Ave (North)  
21st St (West)  
21st St (East)



Date  
Thursday, September 18, 2025

Lat/Long  
25.796377°, -80.128807°  
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80°F  
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1000 - 1200 (Weekday 2h Session) (09-18-2025)

All vehicles

|                 | Northbound                 |             |              |               |              | Southbound                 |             |              |               |              | Eastbound      |              |               |                |              | Westbound      |              |               |                |              |              |
|-----------------|----------------------------|-------------|--------------|---------------|--------------|----------------------------|-------------|--------------|---------------|--------------|----------------|--------------|---------------|----------------|--------------|----------------|--------------|---------------|----------------|--------------|--------------|
|                 | FL-A1A Collins Ave (South) |             |              |               |              | FL-A1A Collins Ave (North) |             |              |               |              | 21st St (West) |              |               |                |              | 21st St (East) |              |               |                |              |              |
| TIME            | Left<br>3.1                | Thru<br>3.2 | Right<br>3.3 | U-Turn<br>3.4 | App<br>Total | Left<br>3.5                | Thru<br>3.6 | Right<br>3.7 | U-Turn<br>3.8 | App<br>Total | Left<br>3.9    | Thru<br>3.10 | Right<br>3.11 | U-Turn<br>3.12 | App<br>Total | Left<br>3.13   | Thru<br>3.14 | Right<br>3.15 | U-Turn<br>3.16 | App<br>Total | Int<br>Total |
| 1000 - 1015     | 9                          | 86          | 1            | 2             | 98           | 3                          | 135         | 17           | 0             | 155          | 8              | 0            | 12            | 0              | 20           | 0              | 0            | 2             | 0              | 2            | 275          |
| 1015 - 1030     | 6                          | 92          | 0            | 1             | 99           | 4                          | 120         | 5            | 0             | 129          | 6              | 1            | 9             | 0              | 16           | 1              | 2            | 5             | 0              | 8            | 252          |
| 1030 - 1045     | 6                          | 93          | 1            | 0             | 100          | 1                          | 129         | 5            | 0             | 135          | 7              | 0            | 7             | 0              | 14           | 2              | 0            | 0             | 0              | 2            | 251          |
| 1045 - 1100     | 4                          | 109         | 0            | 0             | 113          | 0                          | 138         | 11           | 0             | 149          | 16             | 0            | 9             | 1              | 26           | 1              | 0            | 0             | 0              | 1            | 289          |
| Hourly Total    | 25                         | 380         | 2            | 3             | 410          | 8                          | 522         | 38           | 0             | 568          | 37             | 1            | 37            | 1              | 76           | 4              | 2            | 7             | 0              | 13           | 1067         |
| 1100 - 1115     | 2                          | 85          | 0            | 0             | 87           | 0                          | 126         | 5            | 0             | 131          | 9              | 0            | 8             | 0              | 17           | 0              | 3            | 0             | 0              | 3            | 238          |
| 1115 - 1130     | 10                         | 100         | 0            | 1             | 111          | 1                          | 125         | 12           | 0             | 138          | 7              | 0            | 6             | 0              | 13           | 0              | 0            | 0             | 0              | 0            | 262          |
| 1130 - 1145     | 11                         | 109         | 2            | 0             | 122          | 1                          | 110         | 7            | 0             | 118          | 3              | 0            | 8             | 0              | 11           | 0              | 1            | 2             | 0              | 3            | 254          |
| 1145 - 1200     | 8                          | 93          | 1            | 0             | 102          | 0                          | 140         | 8            | 0             | 148          | 13             | 0            | 5             | 0              | 18           | 1              | 0            | 0             | 0              | 1            | 269          |
| Hourly Total    | 31                         | 387         | 3            | 1             | 422          | 2                          | 501         | 32           | 0             | 535          | 32             | 0            | 27            | 0              | 59           | 1              | 4            | 2             | 0              | 7            | 1023         |
| Grand Total     | 56                         | 767         | 5            | 4             | 832          | 10                         | 1023        | 70           | 0             | 1103         | 69             | 1            | 64            | 1              | 135          | 5              | 6            | 9             | 0              | 20           | 2090         |
| Approach %      | 6.73                       | 92.19       | 0.60         | 0.48          | -            | 0.91                       | 92.75       | 6.35         | 0.00          | -            | 51.11          | 0.74         | 47.41         | 0.74           | -            | 25.00          | 30.00        | 45.00         | 0.00           | -            |              |
| Intersection %  | 2.68                       | 36.70       | 0.24         | 0.19          | 39.81        | 0.48                       | 48.95       | 3.35         | 0.00          | 52.78        | 3.30           | 0.05         | 3.06          | 0.05           | 6.46         | 0.24           | 0.29         | 0.43          | 0.00           | 0.96         |              |
| Heavy Vehicle % | 2                          | 10          | 20           | 0             | 9            | 10                         | 7           | 20           | -             | 8            | 1              | 0            | 3             | 0              | 2            | 20             | 33           | 0             | -              | 15           | 8            |
| PHF             | 0.69                       | 0.87        | 0.50         | 0.38          | 0.91         | 0.50                       | 0.95        | 0.56         | 0.00          | 0.92         | 0.58           | 0.25         | 0.77          | 0.25           | 0.73         | 0.50           | 0.25         | 0.35          | 0.00           | 0.41         | 0.92         |
| Peak Hour Total | 25                         | 380         | 2            | 3             | 410          | 8                          | 522         | 38           | 0             | 568          | 37             | 1            | 37            | 1              | 76           | 4              | 2            | 7             | 0              | 13           | 1067         |
| Peak Hour HV %  | 4                          | 10          | 50           | 0             | 10           | 13                         | 8           | 18           | 0             | 8            | 3              | 0            | 5             | 0              | 4            | 25             | 50           | 0             | 0              | 15           | 9            |

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## Pedestrians

|                | Northbound                 |          |  |              | Southbound                 |          |  |              | Eastbound      |          |  |              | Westbound      |          |  |              |              |
|----------------|----------------------------|----------|--|--------------|----------------------------|----------|--|--------------|----------------|----------|--|--------------|----------------|----------|--|--------------|--------------|
|                | FL-A1A Collins Ave (South) |          |  |              | FL-A1A Collins Ave (North) |          |  |              | 21st St (West) |          |  |              | 21st St (East) |          |  |              |              |
| TIME           | EB<br>3a                   | WB<br>3b |  | App<br>Total | EB<br>3c                   | WB<br>3d |  | App<br>Total | NB<br>3e       | SB<br>3f |  | App<br>Total | NB<br>3g       | SB<br>3h |  | App<br>Total | Int<br>Total |
| 1000 - 1015    | 1                          | 6        |  | 7            | 1                          | 5        |  | 6            | 8              | 4        |  | 12           | 8              | 13       |  | 21           | 46           |
| 1015 - 1030    | 3                          | 2        |  | 5            | 1                          | 1        |  | 2            | 8              | 6        |  | 14           | 7              | 11       |  | 18           | 39           |
| 1030 - 1045    | 3                          | 2        |  | 5            | 3                          | 5        |  | 8            | 10             | 13       |  | 23           | 5              | 9        |  | 14           | 50           |
| 1045 - 1100    | 2                          | 3        |  | 5            | 3                          | 2        |  | 5            | 11             | 15       |  | 26           | 9              | 16       |  | 25           | 61           |
| Hourly Total   | 9                          | 13       |  | 22           | 8                          | 13       |  | 21           | 37             | 38       |  | 75           | 29             | 49       |  | 78           | 196          |
| 1100 - 1115    | 1                          | 2        |  | 3            | 4                          | 1        |  | 5            | 13             | 2        |  | 15           | 8              | 7        |  | 15           | 38           |
| 1115 - 1130    | 10                         | 0        |  | 10           | 4                          | 1        |  | 5            | 2              | 12       |  | 14           | 14             | 12       |  | 26           | 55           |
| 1130 - 1145    | 10                         | 1        |  | 11           | 31                         | 4        |  | 35           | 13             | 9        |  | 22           | 21             | 4        |  | 25           | 93           |
| 1145 - 1200    | 8                          | 2        |  | 10           | 5                          | 2        |  | 7            | 11             | 6        |  | 17           | 11             | 14       |  | 25           | 59           |
| Hourly Total   | 29                         | 5        |  | 34           | 44                         | 8        |  | 52           | 39             | 29       |  | 68           | 54             | 37       |  | 91           | 245          |
| Grand Total    | 38                         | 18       |  | 56           | 52                         | 21       |  | 73           | 76             | 67       |  | 143          | 83             | 86       |  | 169          | 441          |
| Approach %     | 67.86                      | 32.14    |  | -            | 71.23                      | 28.77    |  | -            | 53.15          | 46.85    |  | -            | 49.11          | 50.89    |  | -            |              |
| Intersection % | 8.62                       | 4.08     |  | 12.70        | 11.79                      | 4.76     |  | 16.55        | 17.23          | 15.19    |  | 32.43        | 18.82          | 19.50    |  | 38.32        |              |
|                |                            |          |  |              |                            |          |  |              |                |          |  |              |                |          |  |              |              |

Crosswalk Counts || Bicycles

Miami Beach



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Site 3  
FL-A1A Collins Ave (South)  
FL-A1A Collins Ave (North)  
21st St (West)  
21st St (East)

Date  
Thursday, September 18, 2025  
  
Lat/Long  
25.796377°, -80.128807°  
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Weather  
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1000 - 1200 (Weekday 2h Session) (09-18-2025)  
Bicycles

| TIME           | Northbound                 |          |  |              | Southbound                 |          |  |              | Eastbound      |          |  |              | Westbound      |          |  |              |
|----------------|----------------------------|----------|--|--------------|----------------------------|----------|--|--------------|----------------|----------|--|--------------|----------------|----------|--|--------------|
|                | FL-A1A Collins Ave (South) |          |  | App<br>Total | FL-A1A Collins Ave (North) |          |  | App<br>Total | 21st St (West) |          |  | App<br>Total | 21st St (East) |          |  | Int<br>Total |
|                | EB<br>3a                   | WB<br>3b |  |              | EB<br>3c                   | WB<br>3d |  |              | NB<br>3e       | SB<br>3f |  |              | NB<br>3g       | SB<br>3h |  |              |
| 1000 - 1015    | 0                          | 0        |  | 0            | 0                          | 0        |  | 0            | 0              | 0        |  | 0            | 2              | 0        |  | 2            |
| 1015 - 1030    | 0                          | 0        |  | 0            | 0                          | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            |
| 1030 - 1045    | 0                          | 0        |  | 0            | 0                          | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            |
| 1045 - 1100    | 0                          | 0        |  | 0            | 0                          | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            |
| Hourly Total   | 0                          | 0        |  | 0            | 0                          | 0        |  | 0            | 0              | 0        |  | 0            | 2              | 0        |  | 2            |
| 1100 - 1115    | 0                          | 0        |  | 0            | 0                          | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            |
| 1115 - 1130    | 0                          | 0        |  | 0            | 0                          | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            |
| 1130 - 1145    | 0                          | 0        |  | 0            | 0                          | 0        |  | 0            | 0              | 0        |  | 0            | 1              | 0        |  | 1            |
| 1145 - 1200    | 0                          | 0        |  | 0            | 1                          | 0        |  | 1            | 0              | 0        |  | 0            | 0              | 0        |  | 1            |
| Hourly Total   | 0                          | 0        |  | 0            | 1                          | 0        |  | 1            | 0              | 0        |  | 0            | 1              | 0        |  | 2            |
| Grand Total    | 0                          | 0        |  | 0            | 1                          | 0        |  | 1            | 0              | 0        |  | 0            | 3              | 0        |  | 4            |
| Approach %     | 0.00                       | 0.00     |  | -            | 100.00                     | 0.00     |  | -            | 0.00           | 0.00     |  | -            | 100.00         | 0.00     |  | -            |
| Intersection % | 0.00                       | 0.00     |  | 0.00         | 25.00                      | 0.00     |  | 25.00        | 0.00           | 0.00     |  | 0.00         | 75.00          | 0.00     |  | 75.00        |



Classified Turn Movement Count || All vehicles

Miami Beach, FL



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Site 3  
FL-A1A Collins Ave (South)  
FL-A1A Collins Ave (North)  
21st St (West)  
21st St (East)



Date  
Friday, September 19, 2025

Lat/Long  
25.796377°, -80.128807°  
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Weather  
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1530 - 1730 (Weekday 2h Session) (09-19-2025)

All vehicles

|                 | Northbound                 |             |              |  |               |              | Southbound                 |             |              |  |               |              | Eastbound      |              |               |  |                |              | Westbound      |              |               |  |                |              |              |
|-----------------|----------------------------|-------------|--------------|--|---------------|--------------|----------------------------|-------------|--------------|--|---------------|--------------|----------------|--------------|---------------|--|----------------|--------------|----------------|--------------|---------------|--|----------------|--------------|--------------|
|                 | FL-A1A Collins Ave (South) |             |              |  |               |              | FL-A1A Collins Ave (North) |             |              |  |               |              | 21st St (West) |              |               |  |                |              | 21st St (East) |              |               |  |                |              |              |
| TIME            | Left<br>3.1                | Thru<br>3.2 | Right<br>3.3 |  | U-Turn<br>3.4 | App<br>Total | Left<br>3.5                | Thru<br>3.6 | Right<br>3.7 |  | U-Turn<br>3.8 | App<br>Total | Left<br>3.9    | Thru<br>3.10 | Right<br>3.11 |  | U-Turn<br>3.12 | App<br>Total | Left<br>3.13   | Thru<br>3.14 | Right<br>3.15 |  | U-Turn<br>3.16 | App<br>Total | Int<br>Total |
| 1530 - 1545     | 5                          | 142         | 1            |  | 0             | 148          | 0                          | 148         | 7            |  | 0             | 155          | 5              | 1            | 9             |  | 0              | 15           | 0              | 1            | 5             |  | 0              | 6            | 324          |
| 1545 - 1600     | 5                          | 143         | 2            |  | 0             | 150          | 0                          | 157         | 13           |  | 0             | 170          | 6              | 0            | 4             |  | 0              | 10           | 1              | 3            | 1             |  | 0              | 5            | 335          |
| 1600 - 1615     | 6                          | 154         | 0            |  | 1             | 161          | 1                          | 148         | 8            |  | 0             | 157          | 6              | 1            | 2             |  | 0              | 9            | 1              | 1            | 2             |  | 0              | 4            | 331          |
| 1615 - 1630     | 13                         | 155         | 0            |  | 0             | 168          | 1                          | 133         | 11           |  | 0             | 145          | 9              | 0            | 10            |  | 0              | 19           | 0              | 3            | 0             |  | 0              | 3            | 335          |
| Hourly Total    | 29                         | 594         | 3            |  | 1             | 627          | 2                          | 586         | 39           |  | 0             | 627          | 26             | 2            | 25            |  | 0              | 53           | 2              | 8            | 8             |  | 0              | 18           | 1325         |
| 1630 - 1645     | 4                          | 135         | 0            |  | 0             | 139          | 1                          | 141         | 16           |  | 0             | 158          | 11             | 1            | 9             |  | 0              | 21           | 0              | 3            | 5             |  | 0              | 8            | 326          |
| 1645 - 1700     | 5                          | 132         | 1            |  | 0             | 138          | 1                          | 146         | 11           |  | 2             | 160          | 10             | 0            | 6             |  | 0              | 16           | 1              | 2            | 2             |  | 0              | 5            | 319          |
| 1700 - 1715     | 6                          | 169         | 0            |  | 0             | 175          | 0                          | 137         | 11           |  | 0             | 148          | 5              | 0            | 2             |  | 0              | 7            | 0              | 0            | 0             |  | 0              | 0            | 330          |
| 1715 - 1730     | 7                          | 146         | 0            |  | 0             | 153          | 1                          | 115         | 6            |  | 0             | 122          | 10             | 0            | 8             |  | 0              | 18           | 0              | 1            | 0             |  | 0              | 1            | 294          |
| Hourly Total    | 22                         | 582         | 1            |  | 0             | 605          | 3                          | 539         | 44           |  | 2             | 588          | 36             | 1            | 25            |  | 0              | 62           | 1              | 6            | 7             |  | 0              | 14           | 1269         |
| Grand Total     | 51                         | 1176        | 4            |  | 1             | 1232         | 5                          | 1125        | 83           |  | 2             | 1215         | 62             | 3            | 50            |  | 0              | 115          | 3              | 14           | 15            |  | 0              | 32           | 2594         |
| Approach %      | 4.14                       | 95.45       | 0.32         |  | 0.08          | -            | 0.41                       | 92.59       | 6.83         |  | 0.16          | -            | 53.91          | 2.61         | 43.48         |  | 0.00           | -            | 9.38           | 43.75        | 46.88         |  | 0.00           | -            |              |
| Intersection %  | 1.97                       | 45.34       | 0.15         |  | 0.04          | 47.49        | 0.19                       | 43.37       | 3.20         |  | 0.08          | 46.84        | 2.39           | 0.12         | 1.93          |  | 0.00           | 4.43         | 0.12           | 0.54         | 0.58          |  | 0.00           | 1.23         |              |
| Heavy Vehicle % | 4                          | 4           | 0            |  | 0             | 4            | 0                          | 4           | 16           |  | 0             | 5            | 2              | 0            | 0             |  | -              | 1            | 0              | 0            | 7             |  | -              | 3            | 4            |
| PHF             | 0.54                       | 0.95        | 0.25         |  | 0.25          | 0.92         | 0.75                       | 0.92        | 0.75         |  | 0.00          | 0.93         | 0.73           | 0.50         | 0.63          |  | 0.00           | 0.70         | 0.50           | 0.83         | 0.40          |  | 0.00           | 0.63         | 0.99         |
| Peak Hour Total | 28                         | 587         | 2            |  | 1             | 618          | 3                          | 579         | 48           |  | 0             | 630          | 32             | 2            | 25            |  | 0              | 59           | 2              | 10           | 8             |  | 0              | 20           | 1327         |
| Peak Hour HV %  | 7                          | 3           | 0            |  | 0             | 4            | 0                          | 4           | 15           |  | 0             | 5            | 3              | 0            | 0             |  | 0              | 2            | 0              | 0            | 0             |  | 0              | 0            | 4            |

Crosswalk Counts || Pedestrians

Miami Beach, FL



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**Site 3**  
FL-A1A Collins Ave (South)  
FL-A1A Collins Ave (North)  
21st St (West)  
21st St (East)

**Date**  
Friday, September 19, 2025  
  
**Lat/Long**  
25.796377°, -80.128807°  
[Click here for Map](#)

**Weather**  
Fair  
82°F  
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**1530 - 1730 (Weekday 2h Session) (09-19-2025)**  
Pedestrians

|                | Northbound                 |          |              | Southbound                 |          |              | Eastbound      |          |              | Westbound      |          |              |              |
|----------------|----------------------------|----------|--------------|----------------------------|----------|--------------|----------------|----------|--------------|----------------|----------|--------------|--------------|
|                | FL-A1A Collins Ave (South) |          |              | FL-A1A Collins Ave (North) |          |              | 21st St (West) |          |              | 21st St (East) |          |              |              |
| TIME           | EB<br>3a                   | WB<br>3b | App<br>Total | EB<br>3c                   | WB<br>3d | App<br>Total | NB<br>3e       | SB<br>3f | App<br>Total | NB<br>3g       | SB<br>3h | App<br>Total | Int<br>Total |
| 1530 - 1545    | 13                         | 10       | 23           | 4                          | 4        | 8            | 23             | 14       | 37           | 31             | 12       | 43           | 111          |
| 1545 - 1600    | 8                          | 7        | 15           | 9                          | 16       | 25           | 13             | 28       | 41           | 18             | 9        | 27           | 108          |
| 1600 - 1615    | 10                         | 6        | 16           | 7                          | 5        | 12           | 14             | 23       | 37           | 16             | 6        | 22           | 87           |
| 1615 - 1630    | 5                          | 8        | 13           | 9                          | 5        | 14           | 13             | 18       | 31           | 14             | 16       | 30           | 88           |
| Hourly Total   | 36                         | 31       | 67           | 29                         | 30       | 59           | 63             | 83       | 146          | 79             | 43       | 122          | 394          |
| 1630 - 1645    | 7                          | 1        | 8            | 2                          | 8        | 10           | 12             | 15       | 27           | 13             | 6        | 19           | 64           |
| 1645 - 1700    | 1                          | 9        | 10           | 9                          | 3        | 12           | 19             | 25       | 44           | 4              | 8        | 12           | 78           |
| 1700 - 1715    | 12                         | 12       | 24           | 7                          | 7        | 14           | 21             | 12       | 33           | 26             | 8        | 34           | 105          |
| 1715 - 1730    | 5                          | 12       | 17           | 4                          | 4        | 8            | 18             | 19       | 37           | 10             | 11       | 21           | 83           |
| Hourly Total   | 25                         | 34       | 59           | 22                         | 22       | 44           | 70             | 71       | 141          | 53             | 33       | 86           | 330          |
| Grand Total    | 61                         | 65       | 126          | 51                         | 52       | 103          | 133            | 154      | 287          | 132            | 76       | 208          | 724          |
| Approach %     | 48.41                      | 51.59    | -            | 49.51                      | 50.49    | -            | 46.34          | 53.66    | -            | 63.46          | 36.54    | -            |              |
| Intersection % | 8.43                       | 8.98     | 17.40        | 7.04                       | 7.18     | 14.23        | 18.37          | 21.27    | 39.64        | 18.23          | 10.50    | 28.73        |              |
|                |                            |          |              |                            |          |              |                |          |              |                |          |              |              |

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### Site 3

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FL-A1A Collins Ave (South)  
FL-A1A Collins Ave (North)  
21st St (West)  
21st St (East)

**Date**  
Friday, September 19, 2025

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**Lat/Long**  
25.796377°, -80.128807°  
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**Weather**  
 Fair  
 82°F  
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## Bicycles

|                | Northbound                 |          |  |              | Southbound                 |          |  |              | Eastbound      |          |  |              | Westbound      |          |  |              |              |
|----------------|----------------------------|----------|--|--------------|----------------------------|----------|--|--------------|----------------|----------|--|--------------|----------------|----------|--|--------------|--------------|
|                | FL-A1A Collins Ave (South) |          |  |              | FL-A1A Collins Ave (North) |          |  |              | 21st St (West) |          |  |              | 21st St (East) |          |  |              |              |
| TIME           | EB<br>3a                   | WB<br>3b |  | App<br>Total | EB<br>3c                   | WB<br>3d |  | App<br>Total | NB<br>3e       | SB<br>3f |  | App<br>Total | NB<br>3g       | SB<br>3h |  | App<br>Total | Int<br>Total |
| 1530 - 1545    | 0                          | 1        |  | 1            | 0                          | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 3        |  | 3            | 4            |
| 1545 - 1600    | 0                          | 0        |  | 0            | 0                          | 0        |  | 0            | 2              | 0        |  | 2            | 0              | 2        |  | 2            | 4            |
| 1600 - 1615    | 1                          | 0        |  | 1            | 0                          | 2        |  | 2            | 0              | 0        |  | 0            | 3              | 1        |  | 4            | 7            |
| 1615 - 1630    | 0                          | 1        |  | 1            | 0                          | 1        |  | 1            | 0              | 0        |  | 0            | 1              | 0        |  | 1            | 3            |
| Hourly Total   | 1                          | 2        |  | 3            | 0                          | 3        |  | 3            | 2              | 0        |  | 2            | 4              | 6        |  | 10           | 18           |
| 1630 - 1645    | 0                          | 0        |  | 0            | 0                          | 3        |  | 3            | 0              | 1        |  | 1            | 1              | 0        |  | 1            | 5            |
| 1645 - 1700    | 0                          | 0        |  | 0            | 2                          | 0        |  | 2            | 0              | 1        |  | 1            | 0              | 0        |  | 0            | 3            |
| 1700 - 1715    | 0                          | 1        |  | 1            | 0                          | 2        |  | 2            | 1              | 2        |  | 3            | 0              | 0        |  | 0            | 6            |
| 1715 - 1730    | 0                          | 0        |  | 0            | 0                          | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            | 0            |
| Hourly Total   | 0                          | 1        |  | 1            | 2                          | 5        |  | 7            | 1              | 4        |  | 5            | 1              | 0        |  | 1            | 14           |
| Grand Total    | 1                          | 3        |  | 4            | 2                          | 8        |  | 10           | 3              | 4        |  | 7            | 5              | 6        |  | 11           | 32           |
| Approach %     | 25.00                      | 75.00    |  | -            | 20.00                      | 80.00    |  | -            | 42.86          | 57.14    |  | -            | 45.45          | 54.55    |  | -            |              |
| Intersection % | 3.13                       | 9.38     |  | 12.50        | 6.25                       | 25.00    |  | 31.25        | 9.38           | 12.50    |  | 21.88        | 15.63          | 18.75    |  | 34.38        |              |
|                |                            |          |  |              |                            |          |  |              |                |          |  |              |                |          |  |              |              |



Classified Turn Movement Count || All vehicles

Miami Beach



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Site 4  
Park Ave (South)  
Park Ave (North)  
21st St (West)  
21st St (East)



Date  
Thursday, September 18, 2025  
  
Lat/Long  
25.797046°, -80.130801°  
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Weather  
Mostly Cloudy  
80°F  
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1000 - 1200 (Weekday 2h Session) (09-18-2025)

All vehicles

|                 | Northbound       |             |              |               |                  | Southbound  |             |              |                |              | Eastbound   |              |                |                |              | Westbound    |              |               |                |              |              |
|-----------------|------------------|-------------|--------------|---------------|------------------|-------------|-------------|--------------|----------------|--------------|-------------|--------------|----------------|----------------|--------------|--------------|--------------|---------------|----------------|--------------|--------------|
|                 | Park Ave (South) |             |              |               | Park Ave (North) |             |             |              | 21st St (West) |              |             |              | 21st St (East) |                |              |              |              |               |                |              |              |
| TIME            | Left<br>4.1      | Thru<br>4.2 | Right<br>4.3 | U-Turn<br>4.4 | App<br>Total     | Left<br>4.5 | Thru<br>4.6 | Right<br>4.7 | U-Turn<br>4.8  | App<br>Total | Left<br>4.9 | Thru<br>4.10 | Right<br>4.11  | U-Turn<br>4.12 | App<br>Total | Left<br>4.13 | Thru<br>4.14 | Right<br>4.15 | U-Turn<br>4.16 | App<br>Total | Int<br>Total |
| 1000 - 1015     | 0                | 8           | 4            | 0             | 12               | 5           | 10          | 5            | 2              | 22           | 2           | 12           | 2              | 0              | 16           | 1            | 13           | 5             | 0              | 19           | 69           |
| 1015 - 1030     | 3                | 7           | 3            | 0             | 13               | 6           | 8           | 0            | 0              | 14           | 5           | 9            | 0              | 0              | 14           | 4            | 11           | 8             | 0              | 23           | 64           |
| 1030 - 1045     | 0                | 4           | 1            | 0             | 5                | 7           | 10          | 3            | 0              | 20           | 2           | 14           | 2              | 0              | 18           | 1            | 6            | 1             | 0              | 8            | 51           |
| 1045 - 1100     | 2                | 10          | 4            | 0             | 16               | 9           | 15          | 5            | 0              | 29           | 2           | 12           | 3              | 0              | 17           | 5            | 13           | 4             | 0              | 22           | 84           |
| Hourly Total    | 5                | 29          | 12           | 0             | 46               | 27          | 43          | 13           | 2              | 85           | 11          | 47           | 7              | 0              | 65           | 11           | 43           | 18            | 0              | 72           | 268          |
| 1100 - 1115     | 1                | 7           | 1            | 0             | 9                | 8           | 16          | 7            | 1              | 32           | 3           | 13           | 3              | 0              | 19           | 1            | 10           | 1             | 0              | 12           | 72           |
| 1115 - 1130     | 0                | 7           | 7            | 0             | 14               | 4           | 8           | 2            | 1              | 15           | 2           | 4            | 2              | 1              | 9            | 4            | 9            | 6             | 0              | 19           | 57           |
| 1130 - 1145     | 0                | 3           | 1            | 0             | 4                | 9           | 2           | 5            | 2              | 18           | 1           | 5            | 1              | 0              | 7            | 0            | 12           | 10            | 0              | 22           | 51           |
| 1145 - 1200     | 2                | 2           | 1            | 0             | 5                | 6           | 8           | 2            | 0              | 16           | 7           | 5            | 0              | 0              | 12           | 4            | 7            | 7             | 0              | 18           | 51           |
| Hourly Total    | 3                | 19          | 10           | 0             | 32               | 27          | 34          | 16           | 4              | 81           | 13          | 27           | 6              | 1              | 47           | 9            | 38           | 24            | 0              | 71           | 231          |
| Grand Total     | 8                | 48          | 22           | 0             | 78               | 54          | 77          | 29           | 6              | 166          | 24          | 74           | 13             | 1              | 112          | 20           | 81           | 42            | 0              | 143          | 499          |
| Approach %      | 10.26            | 61.54       | 28.21        | 0.00          | -                | 32.53       | 46.39       | 17.47        | 3.61           | -            | 21.43       | 66.07        | 11.61          | 0.89           | -            | 13.99        | 56.64        | 29.37         | 0.00           | -            |              |
| Intersection %  | 1.60             | 9.62        | 4.41         | 0.00          | 15.63            | 10.82       | 15.43       | 5.81         | 1.20           | 33.27        | 4.81        | 14.83        | 2.61           | 0.20           | 22.44        | 4.01         | 16.23        | 8.42          | 0.00           | 28.66        |              |
| Heavy Vehicle % | 0                | 19          | 9            | -             | 14               | 2           | 16          | 0            | 0              | 8            | 8           | 0            | 8              | 0              | 3            | 0            | 20           | 2             | -              | 12           | 9            |
| PHF             | 0.50             | 0.70        | 0.56         | 0.00          | 0.67             | 0.83        | 0.77        | 0.54         | 0.25           | 0.74         | 0.60        | 0.86         | 0.67           | 0.00           | 0.89         | 0.55         | 0.77         | 0.44          | 0.00           | 0.71         | 0.81         |
| Peak Hour Total | 6                | 28          | 9            | 0             | 43               | 30          | 49          | 15           | 1              | 95           | 12          | 48           | 8              | 0              | 68           | 11           | 40           | 14            | 0              | 65           | 271          |
| Peak Hour HV %  | 0                | 18          | 0            | 0             | 12               | 3           | 20          | 0            | 0              | 12           | 0           | 0            | 0              | 0              | 0            | 0            | 23           | 7             | 0              | 15           | 10           |

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## Weather

Mostly Cloudy  
80°F

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## Pedestrians

|                | Northbound       |          |              | Southbound       |          |              | Eastbound      |          |              | Westbound      |          |              | Int |
|----------------|------------------|----------|--------------|------------------|----------|--------------|----------------|----------|--------------|----------------|----------|--------------|-----|
|                | Park Ave (South) |          |              | Park Ave (North) |          |              | 21st St (West) |          |              | 21st St (East) |          |              |     |
| TIME           | EB<br>4a         | WB<br>4b | App<br>Total | EB<br>4c         | WB<br>4d | App<br>Total | NB<br>4e       | SB<br>4f | App<br>Total | NB<br>4g       | SB<br>4h | App<br>Total |     |
| 1000 - 1015    | 3                | 2        | 5            | 2                | 3        | 5            | 0              | 0        | 0            | 2              | 2        | 4            |     |
| 1015 - 1030    | 0                | 5        | 5            | 3                | 2        | 5            | 1              | 1        | 2            | 1              | 1        | 2            |     |
| 1030 - 1045    | 0                | 2        | 2            | 2                | 0        | 2            | 3              | 0        | 3            | 2              | 1        | 3            |     |
| 1045 - 1100    | 2                | 1        | 3            | 2                | 1        | 3            | 0              | 3        | 3            | 1              | 2        | 3            |     |
| Hourly Total   | 5                | 10       | 15           | 9                | 6        | 15           | 4              | 4        | 8            | 6              | 6        | 12           |     |
| 1100 - 1115    | 1                | 2        | 3            | 3                | 2        | 5            | 1              | 0        | 1            | 1              | 0        | 1            |     |
| 1115 - 1130    | 2                | 2        | 4            | 3                | 1        | 4            | 2              | 0        | 2            | 1              | 1        | 2            |     |
| 1130 - 1145    | 1                | 4        | 5            | 10               | 0        | 10           | 4              | 0        | 4            | 6              | 0        | 6            |     |
| 1145 - 1200    | 4                | 2        | 6            | 1                | 0        | 1            | 0              | 0        | 0            | 5              | 15       | 20           |     |
| Hourly Total   | 8                | 10       | 18           | 17               | 3        | 20           | 7              | 0        | 7            | 13             | 16       | 29           |     |
| Grand Total    | 13               | 20       | 33           | 26               | 9        | 35           | 11             | 4        | 15           | 19             | 22       | 41           |     |
| Approach %     | 39.39            | 60.61    | -            | 74.29            | 25.71    | -            | 73.33          | 26.67    | -            | 46.34          | 53.66    | -            |     |
| Intersection % | 10.48            | 16.13    | 26.61        | 20.97            | 7.26     | 28.23        | 8.87           | 3.23     | 12.10        | 15.32          | 17.74    | 33.06        |     |

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## Weather

Mostly Cloudy  
80°F

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## Bicycles

|                | Northbound       |          |  |              | Southbound       |          |  |              | Eastbound      |          |  |              | Westbound      |          |  |              |              |
|----------------|------------------|----------|--|--------------|------------------|----------|--|--------------|----------------|----------|--|--------------|----------------|----------|--|--------------|--------------|
|                | Park Ave (South) |          |  |              | Park Ave (North) |          |  |              | 21st St (West) |          |  |              | 21st St (East) |          |  |              |              |
| TIME           | EB<br>4a         | WB<br>4b |  | App<br>Total | EB<br>4c         | WB<br>4d |  | App<br>Total | NB<br>4e       | SB<br>4f |  | App<br>Total | NB<br>4g       | SB<br>4h |  | App<br>Total | Int<br>Total |
| 1000 - 1015    | 0                | 0        |  | 0            | 0                | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            | 0            |
| 1015 - 1030    | 0                | 0        |  | 0            | 0                | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            | 0            |
| 1030 - 1045    | 0                | 0        |  | 0            | 0                | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            | 0            |
| 1045 - 1100    | 0                | 0        |  | 0            | 1                | 0        |  | 1            | 0              | 0        |  | 0            | 0              | 0        |  | 0            | 1            |
| Hourly Total   | 0                | 0        |  | 0            | 1                | 0        |  | 1            | 0              | 0        |  | 0            | 0              | 0        |  | 0            | 1            |
| 1100 - 1115    | 0                | 0        |  | 0            | 0                | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            | 0            |
| 1115 - 1130    | 0                | 0        |  | 0            | 0                | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            | 0            |
| 1130 - 1145    | 0                | 0        |  | 0            | 0                | 1        |  | 1            | 0              | 0        |  | 0            | 0              | 0        |  | 0            | 1            |
| 1145 - 1200    | 0                | 0        |  | 0            | 0                | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            | 0            |
| Hourly Total   | 0                | 0        |  | 0            | 0                | 1        |  | 1            | 0              | 0        |  | 0            | 0              | 0        |  | 0            | 1            |
| Grand Total    | 0                | 0        |  | 0            | 1                | 1        |  | 2            | 0              | 0        |  | 0            | 0              | 0        |  | 0            | 2            |
| Approach %     | 0.00             | 0.00     |  | -            | 50.00            | 50.00    |  | -            | 0.00           | 0.00     |  | -            | 0.00           | 0.00     |  | -            |              |
| Intersection % | 0.00             | 0.00     |  | 0.00         | 50.00            | 50.00    |  | 100.00       | 0.00           | 0.00     |  | 0.00         | 0.00           | 0.00     |  | 0.00         |              |
|                |                  |          |  |              |                  |          |  |              |                |          |  |              |                |          |  |              |              |



Classified Turn Movement Count || All vehicles

Miami Beach, FL



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Site 4  
Park Ave (South)  
Park Ave (North)  
21st St (West)  
21st St (East)



Date  
Friday, September 19, 2025

Weather  
Fair  
82°F  
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Lat/Long  
25.797046°, -80.130801°  
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1530 - 1730 (Weekday 2h Session) (09-19-2025)

All vehicles

|                 | Northbound       |             |              |  |               | Southbound       |             |             |              |  | Eastbound      |              |             |              |               | Westbound      |                |              |              |              | Int<br>Total  |  |                |              |      |
|-----------------|------------------|-------------|--------------|--|---------------|------------------|-------------|-------------|--------------|--|----------------|--------------|-------------|--------------|---------------|----------------|----------------|--------------|--------------|--------------|---------------|--|----------------|--------------|------|
|                 | Park Ave (South) |             |              |  |               | Park Ave (North) |             |             |              |  | 21st St (West) |              |             |              |               | 21st St (East) |                |              |              |              |               |  |                |              |      |
| TIME            | Left<br>4.1      | Thru<br>4.2 | Right<br>4.3 |  | U-Turn<br>4.4 | App<br>Total     | Left<br>4.5 | Thru<br>4.6 | Right<br>4.7 |  | U-Turn<br>4.8  | App<br>Total | Left<br>4.9 | Thru<br>4.10 | Right<br>4.11 |                | U-Turn<br>4.12 | App<br>Total | Left<br>4.13 | Thru<br>4.14 | Right<br>4.15 |  | U-Turn<br>4.16 | App<br>Total |      |
| 1530 - 1545     | 1                | 5           | 3            |  | 0             | 9                | 5           | 11          | 9            |  | 4              | 29           | 3           | 9            | 1             |                | 0              | 13           | 1            | 10           | 8             |  | 0              | 19           | 70   |
| 1545 - 1600     | 2                | 9           | 0            |  | 0             | 11               | 5           | 20          | 2            |  | 1              | 28           | 11          | 9            | 1             |                | 0              | 21           | 5            | 12           | 4             |  | 0              | 21           | 81   |
| 1600 - 1615     | 1                | 13          | 0            |  | 0             | 14               | 3           | 12          | 6            |  | 3              | 24           | 7           | 6            | 1             |                | 0              | 14           | 2            | 7            | 5             |  | 0              | 14           | 66   |
| 1615 - 1630     | 2                | 14          | 1            |  | 0             | 17               | 4           | 10          | 3            |  | 1              | 18           | 13          | 13           | 2             |                | 0              | 28           | 1            | 14           | 8             |  | 0              | 23           | 86   |
| Hourly Total    | 6                | 41          | 4            |  | 0             | 51               | 17          | 53          | 20           |  | 9              | 99           | 34          | 37           | 5             |                | 0              | 76           | 9            | 43           | 25            |  | 0              | 77           | 303  |
| 1630 - 1645     | 0                | 13          | 1            |  | 0             | 14               | 3           | 5           | 1            |  | 0              | 9            | 5           | 11           | 3             |                | 0              | 19           | 3            | 10           | 10            |  | 1              | 24           | 66   |
| 1645 - 1700     | 1                | 7           | 1            |  | 0             | 9                | 6           | 13          | 4            |  | 3              | 26           | 5           | 5            | 2             |                | 0              | 12           | 1            | 6            | 11            |  | 0              | 18           | 65   |
| 1700 - 1715     | 3                | 10          | 2            |  | 0             | 15               | 6           | 15          | 1            |  | 0              | 22           | 0           | 3            | 3             |                | 0              | 6            | 4            | 5            | 14            |  | 0              | 23           | 66   |
| 1715 - 1730     | 1                | 10          | 6            |  | 0             | 17               | 6           | 20          | 3            |  | 2              | 31           | 3           | 3            | 1             |                | 0              | 7            | 1            | 5            | 8             |  | 0              | 14           | 69   |
| Hourly Total    | 5                | 40          | 10           |  | 0             | 55               | 21          | 53          | 9            |  | 5              | 88           | 13          | 22           | 9             |                | 0              | 44           | 9            | 26           | 43            |  | 1              | 79           | 266  |
| Grand Total     | 11               | 81          | 14           |  | 0             | 106              | 38          | 106         | 29           |  | 14             | 187          | 47          | 59           | 14            |                | 0              | 120          | 18           | 69           | 68            |  | 1              | 156          | 569  |
| Approach %      | 10.38            | 76.42       | 13.21        |  | 0.00          | -                | 20.32       | 56.68       | 15.51        |  | 7.49           | -            | 39.17       | 49.17        | 11.67         |                | 0.00           | -            | 11.54        | 44.23        | 43.59         |  | 0.83           | -            |      |
| Intersection %  | 1.93             | 14.24       | 2.46         |  | 0.00          | 18.63            | 6.68        | 18.63       | 5.10         |  | 2.46           | 32.86        | 8.26        | 10.37        | 2.46          |                | 0.00           | 21.09        | 3.16         | 12.13        | 11.95         |  | 0.18           | 27.42        |      |
| Heavy Vehicle % | 0                | 1           | 7            |  | -             | 2                | 0           | 6           | 7            |  | 0              | 4            | 0           | 0            | 7             |                | -              | 1            | 0            | 20           | 1             |  | 0              | 10           | 5    |
| PHF             | 0.75             | 0.73        | 0.33         |  | 0.00          | 0.75             | 0.85        | 0.66        | 0.56         |  | 0.56           | 0.85         | 0.65        | 0.71         | 0.63          |                | 0.00           | 0.68         | 0.45         | 0.77         | 0.78          |  | 0.00           | 0.84         | 0.88 |
| Peak Hour Total | 6                | 41          | 4            |  | 0             | 51               | 17          | 53          | 20           |  | 9              | 99           | 34          | 37           | 5             |                | 0              | 76           | 9            | 43           | 25            |  | 0              | 77           | 303  |
| Peak Hour HV %  | 0                | 2           | 25           |  | 0             | 4                | 0           | 8           | 5            |  | 0              | 5            | 0           | 0            | 20            |                | 0              | 1            | 0            | 16           | 4             |  | 0              | 10           | 5    |

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**Site 4**

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Park Ave (South)  
Park Ave (North)  
21st St (West)  
21st St (East)

**Date**  
Friday, September 19, 2025

---

**Lat/Long**  
25.797046°, -80.130801°  
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**Weather**

---

Fair  
82°F  
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|                | Northbound       |          |  | Southbound       |          |          | Eastbound      |              |          | Westbound      |  |              |          |          |  |              |              |
|----------------|------------------|----------|--|------------------|----------|----------|----------------|--------------|----------|----------------|--|--------------|----------|----------|--|--------------|--------------|
|                | Park Ave (South) |          |  | Park Ave (North) |          |          | 21st St (West) |              |          | 21st St (East) |  |              |          |          |  |              |              |
| TIME           | EB<br>4a         | WB<br>4b |  | App<br>Total     | EB<br>4c | WB<br>4d |                | App<br>Total | NB<br>4e | SB<br>4f       |  | App<br>Total | NB<br>4g | SB<br>4h |  | App<br>Total | Int<br>Total |
| 1530 - 1545    | 0                | 2        |  | 2                | 0        | 0        |                | 0            | 0        | 0              |  | 0            | 5        | 4        |  | 9            | 11           |
| 1545 - 1600    | 0                | 1        |  | 1                | 6        | 4        |                | 10           | 2        | 5              |  | 7            | 0        | 2        |  | 2            | 20           |
| 1600 - 1615    | 1                | 0        |  | 1                | 1        | 2        |                | 3            | 2        | 1              |  | 3            | 4        | 0        |  | 4            | 11           |
| 1615 - 1630    | 0                | 2        |  | 2                | 7        | 2        |                | 9            | 0        | 3              |  | 3            | 2        | 0        |  | 2            | 16           |
| Hourly Total   | 1                | 5        |  | 6                | 14       | 8        |                | 22           | 4        | 9              |  | 13           | 11       | 6        |  | 17           | 58           |
| 1630 - 1645    | 2                | 2        |  | 4                | 3        | 3        |                | 6            | 0        | 0              |  | 0            | 4        | 2        |  | 6            | 16           |
| 1645 - 1700    | 3                | 2        |  | 5                | 4        | 1        |                | 5            | 1        | 7              |  | 8            | 1        | 0        |  | 1            | 19           |
| 1700 - 1715    | 4                | 6        |  | 10               | 2        | 4        |                | 6            | 2        | 2              |  | 4            | 1        | 4        |  | 5            | 25           |
| 1715 - 1730    | 0                | 2        |  | 2                | 5        | 3        |                | 8            | 0        | 0              |  | 0            | 5        | 4        |  | 9            | 19           |
| Hourly Total   | 9                | 12       |  | 21               | 14       | 11       |                | 25           | 3        | 9              |  | 12           | 11       | 10       |  | 21           | 79           |
| Grand Total    | 10               | 17       |  | 27               | 28       | 19       |                | 47           | 7        | 18             |  | 25           | 22       | 16       |  | 38           | 137          |
| Approach %     | 37.04            | 62.96    |  | -                | 59.57    | 40.43    |                | -            | 28.00    | 72.00          |  | -            | 57.89    | 42.11    |  | -            |              |
| Intersection % | 7.30             | 12.41    |  | 19.71            | 20.44    | 13.87    |                | 34.31        | 5.11     | 13.14          |  | 18.25        | 16.06    | 11.68    |  | 27.74        |              |

Crosswalk Counts || Bicycles

Miami Beach, FL



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Site 4  
Park Ave (South)  
Park Ave (North)  
21st St (West)  
21st St (East)

Date  
Friday, September 19, 2025

Weather  
Fair  
82°F  
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Lat/Long  
25.797046°, -80.130801°  
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1530 - 1730 (Weekday 2h Session) (09-19-2025)  
Bicycles

| TIME           | Northbound       |          |  |              | Southbound       |          |  |              | Eastbound      |          |  |              | Westbound      |          |  |              |
|----------------|------------------|----------|--|--------------|------------------|----------|--|--------------|----------------|----------|--|--------------|----------------|----------|--|--------------|
|                | Park Ave (South) |          |  | App<br>Total | Park Ave (North) |          |  | App<br>Total | 21st St (West) |          |  | App<br>Total | 21st St (East) |          |  | Int<br>Total |
|                | EB<br>4a         | WB<br>4b |  |              | EB<br>4c         | WB<br>4d |  |              | NB<br>4e       | SB<br>4f |  |              | NB<br>4g       | SB<br>4h |  |              |
| 1530 - 1545    | 0                | 0        |  | 0            | 0                | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            |
| 1545 - 1600    | 0                | 0        |  | 0            | 0                | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            |
| 1600 - 1615    | 0                | 0        |  | 0            | 0                | 2        |  | 2            | 0              | 0        |  | 0            | 0              | 0        |  | 2            |
| 1615 - 1630    | 1                | 0        |  | 1            | 1                | 3        |  | 4            | 0              | 0        |  | 0            | 0              | 1        |  | 6            |
| Hourly Total   | 1                | 0        |  | 1            | 1                | 5        |  | 6            | 0              | 0        |  | 0            | 0              | 1        |  | 8            |
| 1630 - 1645    | 0                | 0        |  | 0            | 1                | 0        |  | 1            | 0              | 0        |  | 0            | 0              | 0        |  | 1            |
| 1645 - 1700    | 0                | 0        |  | 0            | 0                | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            |
| 1700 - 1715    | 0                | 0        |  | 0            | 0                | 0        |  | 0            | 0              | 0        |  | 0            | 1              | 0        |  | 1            |
| 1715 - 1730    | 0                | 0        |  | 0            | 0                | 0        |  | 0            | 0              | 0        |  | 0            | 0              | 0        |  | 0            |
| Hourly Total   | 0                | 0        |  | 0            | 1                | 0        |  | 1            | 0              | 0        |  | 0            | 1              | 0        |  | 2            |
| Grand Total    | 1                | 0        |  | 1            | 2                | 5        |  | 7            | 0              | 0        |  | 0            | 1              | 1        |  | 10           |
| Approach %     | 100.00           | 0.00     |  | -            | 28.57            | 71.43    |  | -            | 0.00           | 0.00     |  | -            | 50.00          | 50.00    |  | -            |
| Intersection % | 10.00            | 0.00     |  | 10.00        | 20.00            | 50.00    |  | 70.00        | 0.00           | 0.00     |  | 0.00         | 10.00          | 10.00    |  | 20.00        |



Classified Turn Movement Count || All vehicles

Miami Beach

Site 5  
23rd St



Dade Blvd  
Pine Tree Dr

Date  
Thursday, September 18, 2025

Weather  
Mostly Cloudy  
80°F  
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Lat/Long  
25.799378°, -80.130223°  
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1000 - 1200 (Weekday 2h Session) (09-18-2025)  
All vehicles

| Northbound      |             |              |               |              |
|-----------------|-------------|--------------|---------------|--------------|
| 23rd St         |             |              |               |              |
| TIME            | Left<br>5.1 | Right<br>5.2 | U-Turn<br>5.3 | App<br>Total |
| 1000 - 1015     | 25          | 25           | 0             | 50           |
| 1015 - 1030     | 35          | 26           | 0             | 61           |
| 1030 - 1045     | 45          | 29           | 0             | 74           |
| 1045 - 1100     | 39          | 31           | 0             | 70           |
| Hourly Total    | 144         | 111          | 0             | 255          |
| 1100 - 1115     | 39          | 29           | 0             | 68           |
| 1115 - 1130     | 34          | 32           | 0             | 66           |
| 1130 - 1145     | 38          | 25           | 0             | 63           |
| 1145 - 1200     | 40          | 32           | 0             | 72           |
| Hourly Total    | 151         | 118          | 0             | 269          |
| Grand Total     | 295         | 229          | 0             | 524          |
| Approach %      | 56.30       | 43.70        | 0.00          | -            |
| Intersection %  | 11.05       | 8.58         | 0.00          | 19.63        |
| Heavy Vehicle % | 6           | 1            | -             | 4            |
| PHF             | 0.80        | 0.90         | 0.00          | 0.86         |
| Peak Hour Total | 144         | 111          | 0             | 255          |
| Peak Hour HV %  | 6           | 1            | 0             | 4            |

| Eastbound |             |              |  |               | Westbound    |             |             |  |               |              |              |
|-----------|-------------|--------------|--|---------------|--------------|-------------|-------------|--|---------------|--------------|--------------|
| Dade Blvd |             |              |  |               | Pine Tree Dr |             |             |  |               |              |              |
|           | Thru<br>5.4 | Right<br>5.5 |  | U-Turn<br>5.6 | App<br>Total | Left<br>5.7 | Thru<br>5.8 |  | U-Turn<br>5.9 | App<br>Total | Int<br>Total |
|           | 71          | 54           |  | 0             | 125          | 55          | 119         |  | 0             | 174          | 349          |
|           | 65          | 54           |  | 0             | 119          | 47          | 104         |  | 0             | 151          | 331          |
|           | 91          | 66           |  | 0             | 157          | 33          | 119         |  | 0             | 152          | 383          |
|           | 60          | 37           |  | 0             | 97           | 54          | 145         |  | 0             | 199          | 366          |
|           | 287         | 211          |  | 0             | 498          | 189         | 487         |  | 0             | 676          | 1429         |
|           | 83          | 39           |  | 0             | 122          | 39          | 96          |  | 0             | 135          | 325          |
|           | 59          | 47           |  | 0             | 106          | 34          | 103         |  | 0             | 137          | 309          |
|           | 70          | 42           |  | 0             | 112          | 26          | 91          |  | 0             | 117          | 292          |
|           | 70          | 40           |  | 0             | 110          | 38          | 94          |  | 0             | 132          | 314          |
|           | 282         | 168          |  | 0             | 450          | 137         | 384         |  | 0             | 521          | 1240         |
|           |             |              |  |               |              |             |             |  |               |              |              |
|           | 569         | 379          |  | 0             | 948          | 326         | 871         |  | 0             | 1197         | 2669         |
|           | 60.02       | 39.98        |  | 0.00          | -            | 27.23       | 72.77       |  | 0.00          | -            |              |
|           | 21.32       | 14.20        |  | 0.00          | 35.52        | 12.21       | 32.63       |  | 0.00          | 44.85        |              |
|           | 6           | 4            |  | -             | 5            | 3           | 3           |  | -             | 3            | 4            |
|           |             |              |  |               |              |             |             |  |               |              |              |
|           | 0.79        | 0.80         |  | 0.00          | 0.79         | 0.86        | 0.84        |  | 0.00          | 0.85         | 0.93         |
|           |             |              |  |               |              |             |             |  |               |              |              |
|           | 287         | 211          |  | 0             | 498          | 189         | 487         |  | 0             | 676          | 1429         |
|           | 6           | 4            |  | 0             | 5            | 3           | 2           |  | 0             | 3            | 4            |

Crosswalk Counts || Pedestrians

Miami Beach

Site 5  
23rd St

Dade Blvd  
Pine Tree Dr

Date  
Thursday, September 18, 2025

Lat/Long  
25.799378° , -80.130223°  
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Weather  
Mostly Cloudy  
80°F  
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1000 - 1200 (Weekday 2h Session) (09-18-2025)  
Pedestrians

| Northbound     |          |          |              |
|----------------|----------|----------|--------------|
| 23rd St        |          |          |              |
|                | EB<br>5a | WB<br>5b | App<br>Total |
| TIME           |          |          |              |
| 1000 - 1015    | 0        | 0        | 0            |
| 1015 - 1030    | 2        | 1        | 3            |
| 1030 - 1045    | 0        | 3        | 3            |
| 1045 - 1100    | 2        | 4        | 6            |
| Hourly Total   | 4        | 8        | 12           |
| 1100 - 1115    | 0        | 2        | 2            |
| 1115 - 1130    | 0        | 3        | 3            |
| 1130 - 1145    | 0        | 1        | 1            |
| 1145 - 1200    | 0        | 1        | 1            |
| Hourly Total   | 0        | 7        | 7            |
| Grand Total    | 4        | 15       | 19           |
| Approach %     | 21.05    | 78.95    | -            |
| Intersection % | 12.90    | 48.39    | 61.29        |

| Eastbound |          |  |              | Westbound    |          |  |              |              |
|-----------|----------|--|--------------|--------------|----------|--|--------------|--------------|
| Dade Blvd |          |  |              | Pine Tree Dr |          |  |              |              |
| NB<br>5e  | SB<br>5f |  | App<br>Total | NB<br>5g     | SB<br>5h |  | App<br>Total | Int<br>Total |
| 0         | 0        |  | 0            | 0            | 0        |  | 0            | 0            |
| 1         | 1        |  | 2            | 0            | 0        |  | 0            | 5            |
| 0         | 0        |  | 0            | 0            | 0        |  | 0            | 3            |
| 3         | 0        |  | 3            | 0            | 0        |  | 0            | 9            |
| 4         | 1        |  | 5            | 0            | 0        |  | 0            | 17           |
| 0         | 2        |  | 2            | 0            | 0        |  | 0            | 4            |
| 2         | 0        |  | 2            | 0            | 0        |  | 0            | 5            |
| 0         | 0        |  | 0            | 1            | 0        |  | 1            | 2            |
| 0         | 2        |  | 2            | 0            | 0        |  | 0            | 3            |
| 2         | 4        |  | 6            | 1            | 0        |  | 1            | 14           |
| 6         | 5        |  | 11           | 1            | 0        |  | 1            | 31           |
| 54.55     | 45.45    |  | -            | 100.00       | 0.00     |  | -            |              |
| 19.35     | 16.13    |  | 35.48        | 3.23         | 0.00     |  | 3.23         |              |
|           |          |  |              |              |          |  |              |              |

Crosswalk Counts || Bicycles

Miami Beach



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Site 5  
23rd St  
  
Dade Blvd  
Pine Tree Dr

Date  
Thursday, September 18, 2025  
  
Lat/Long  
25.799378° , -80.130223°  
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Weather  
Mostly Cloudy  
80°F  
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1000 - 1200 (Weekday 2h Session) (09-18-2025)  
Bicycles

| Northbound     |          |          |              |
|----------------|----------|----------|--------------|
| 23rd St        |          |          |              |
| TIME           | EB<br>5a | WB<br>5b | App<br>Total |
| 1000 - 1015    | 0        | 0        | 0            |
| 1015 - 1030    | 0        | 0        | 0            |
| 1030 - 1045    | 0        | 0        | 0            |
| 1045 - 1100    | 0        | 1        | 1            |
| Hourly Total   | 0        | 1        | 1            |
| 1100 - 1115    | 0        | 0        | 0            |
| 1115 - 1130    | 1        | 0        | 1            |
| 1130 - 1145    | 0        | 0        | 0            |
| 1145 - 1200    | 0        | 0        | 0            |
| Hourly Total   | 1        | 0        | 1            |
| Grand Total    | 1        | 1        | 2            |
| Approach %     | 50.00    | 50.00    | -            |
| Intersection % | 25.00    | 25.00    | 50.00        |

| Eastbound |          |              |  | Westbound    |          |              |              |
|-----------|----------|--------------|--|--------------|----------|--------------|--------------|
| Dade Blvd |          |              |  | Pine Tree Dr |          |              |              |
| NB<br>5e  | SB<br>5f | App<br>Total |  | NB<br>5g     | SB<br>5h | App<br>Total | Int<br>Total |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 0            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 0            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 0            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 1            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 1            |
| 0         | 2        | 2            |  | 0            | 0        | 0            | 2            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 1            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 0            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 0            |
| 0         | 2        | 2            |  | 0            | 0        | 0            | 3            |
| 0         | 2        | 2            |  | 0            | 0        | 0            | 4            |
| 0.00      | 100.00   | -            |  | 0.00         | 0.00     | -            |              |
| 0.00      | 50.00    | 50.00        |  | 0.00         | 0.00     | 0.00         |              |



Classified Turn Movement Count || All vehicles

Miami Beach, FL



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Site 5  
23rd St



Dade Blvd  
Pine Tree Dr

Date  
Friday, September 19, 2025

Weather  
Fair  
82°F  
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Lat/Long  
25.799378°, -80.130223°  
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1530 - 1730 (Weekday 2h Session) (09-19-2025)  
All vehicles

|                 | Northbound  |              |               |              |  |
|-----------------|-------------|--------------|---------------|--------------|--|
|                 | 23rd St     |              |               |              |  |
| TIME            | Left<br>5.1 | Right<br>5.2 | U-Turn<br>5.3 | App<br>Total |  |
| 1530 - 1545     | 48          | 92           | 0             | 140          |  |
| 1545 - 1600     | 47          | 61           | 0             | 108          |  |
| 1600 - 1615     | 35          | 69           | 0             | 104          |  |
| 1615 - 1630     | 35          | 60           | 0             | 95           |  |
| Hourly Total    | 165         | 282          | 0             | 447          |  |
| 1630 - 1645     | 38          | 70           | 0             | 108          |  |
| 1645 - 1700     | 43          | 72           | 0             | 115          |  |
| 1700 - 1715     | 35          | 56           | 0             | 91           |  |
| 1715 - 1730     | 49          | 42           | 0             | 91           |  |
| Hourly Total    | 165         | 240          | 0             | 405          |  |
| Grand Total     | 330         | 522          | 0             | 852          |  |
| Approach %      | 38.73       | 61.27        | 0.00          | -            |  |
| Intersection %  | 9.00        | 14.24        | 0.00          | 23.23        |  |
| Heavy Vehicle % | 3           | 1            | -             | 2            |  |
| PHF             | 0.82        | 0.93         | 0.00          | 0.96         |  |
| Peak Hour Total | 155         | 260          | 0             | 415          |  |
| Peak Hour HV %  | 4           | 1            | 0             | 2            |  |

| Eastbound   |              |               |              |  | Westbound    |             |               |              |              |
|-------------|--------------|---------------|--------------|--|--------------|-------------|---------------|--------------|--------------|
| Dade Blvd   |              |               |              |  | Pine Tree Dr |             |               |              |              |
| Thru<br>5.4 | Right<br>5.5 | U-Turn<br>5.6 | App<br>Total |  | Left<br>5.7  | Thru<br>5.8 | U-Turn<br>5.9 | App<br>Total | Int<br>Total |
| 195         | 61           | 0             | 256          |  | 32           | 61          | 0             | 93           | 489          |
| 195         | 65           | 0             | 260          |  | 22           | 97          | 0             | 119          | 487          |
| 173         | 45           | 0             | 218          |  | 39           | 105         | 0             | 144          | 466          |
| 188         | 58           | 0             | 246          |  | 27           | 87          | 0             | 114          | 455          |
| 751         | 229          | 0             | 980          |  | 120          | 350         | 0             | 470          | 1897         |
| 220         | 51           | 0             | 271          |  | 39           | 95          | 0             | 134          | 513          |
| 184         | 54           | 0             | 238          |  | 34           | 71          | 0             | 105          | 458          |
| 139         | 50           | 0             | 189          |  | 31           | 72          | 0             | 103          | 383          |
| 147         | 56           | 0             | 203          |  | 27           | 95          | 0             | 122          | 416          |
| 690         | 211          | 0             | 901          |  | 131          | 333         | 0             | 464          | 1770         |
| 1441        | 440          | 0             | 1881         |  | 251          | 683         | 0             | 934          | 3667         |
| 76.61       | 23.39        | 0.00          | -            |  | 26.87        | 73.13       | 0.00          | -            |              |
| 39.30       | 12.00        | 0.00          | 51.30        |  | 6.84         | 18.63       | 0.00          | 25.47        |              |
| 1           | 4            | -             | 2            |  | 0            | 0           | -             | 0            | 1            |
| 0.88        | 0.84         | 0.00          | 0.92         |  | 0.81         | 0.91        | 0.00          | 0.89         | 0.94         |
| 776         | 219          | 0             | 995          |  | 127          | 384         | 0             | 511          | 1921         |
| 1           | 4            | 0             | 1            |  | 0            | 0           | 0             | 0            | 1            |



Crosswalk Counts || Pedestrians

Miami Beach, FL



Site 5  
23rd St

Dade Blvd  
Pine Tree Dr

Date  
Friday, September 19, 2025

Lat/Long  
25.799378° , -80.130223°  
[Click here for Map](#)

Weather  
Fair  
82°F  
[Click here for Detailed Weather](#)



1530 - 1730 (Weekday 2h Session) (09-19-2025)  
Pedestrians

| Northbound     |          |          |              |
|----------------|----------|----------|--------------|
| 23rd St        |          |          |              |
| TIME           | EB<br>5a | WB<br>5b | App<br>Total |
| 1530 - 1545    | 0        | 2        | 2            |
| 1545 - 1600    | 2        | 0        | 2            |
| 1600 - 1615    | 3        | 0        | 3            |
| 1615 - 1630    | 2        | 0        | 2            |
| Hourly Total   | 7        | 2        | 9            |
| 1630 - 1645    | 0        | 0        | 0            |
| 1645 - 1700    | 2        | 3        | 5            |
| 1700 - 1715    | 0        | 0        | 0            |
| 1715 - 1730    | 1        | 0        | 1            |
| Hourly Total   | 3        | 3        | 6            |
| Grand Total    | 10       | 5        | 15           |
| Approach %     | 66.67    | 33.33    | -            |
| Intersection % | 37.04    | 18.52    | 55.56        |

| Eastbound |          |              |  | Westbound    |          |              |              |
|-----------|----------|--------------|--|--------------|----------|--------------|--------------|
| Dade Blvd |          |              |  | Pine Tree Dr |          |              |              |
| NB<br>5e  | SB<br>5f | App<br>Total |  | NB<br>5g     | SB<br>5h | App<br>Total | Int<br>Total |
| 0         | 1        | 1            |  | 0            | 0        | 0            | 3            |
| 1         | 2        | 3            |  | 0            | 0        | 0            | 5            |
| 0         | 1        | 1            |  | 0            | 0        | 0            | 4            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 2            |
| 1         | 4        | 5            |  | 0            | 0        | 0            | 14           |
| 0         | 1        | 1            |  | 0            | 0        | 0            | 1            |
| 1         | 1        | 2            |  | 0            | 0        | 0            | 7            |
| 0         | 2        | 2            |  | 0            | 0        | 0            | 2            |
| 0         | 2        | 2            |  | 0            | 0        | 0            | 3            |
| 1         | 6        | 7            |  | 0            | 0        | 0            | 13           |
| 2         | 10       | 12           |  | 0            | 0        | 0            | 27           |
| 16.67     | 83.33    | -            |  | 0.00         | 0.00     | -            |              |
| 7.41      | 37.04    | 44.44        |  | 0.00         | 0.00     | 0.00         |              |

Crosswalk Counts || Bicycles

Miami Beach, FL



www.marrtraffic.com



Site 5  
23rd St

Dade Blvd  
Pine Tree Dr

Date  
Friday, September 19, 2025

Lat/Long  
25.799378° , -80.130223°  
[Click here for Map](#)

Weather  
Fair  
82°F  
[Click here for Detailed Weather](#)



1530 - 1730 (Weekday 2h Session) (09-19-2025)  
Bicycles

| Northbound     |          |          |              |
|----------------|----------|----------|--------------|
| 23rd St        |          |          |              |
| TIME           | EB<br>5a | WB<br>5b | App<br>Total |
| 1530 - 1545    | 3        | 0        | 3            |
| 1545 - 1600    | 0        | 0        | 0            |
| 1600 - 1615    | 0        | 0        | 0            |
| 1615 - 1630    | 0        | 1        | 1            |
| Hourly Total   | 3        | 1        | 4            |
| 1630 - 1645    | 0        | 1        | 1            |
| 1645 - 1700    | 0        | 0        | 0            |
| 1700 - 1715    | 0        | 0        | 0            |
| 1715 - 1730    | 1        | 0        | 1            |
| Hourly Total   | 1        | 1        | 2            |
| Grand Total    | 4        | 2        | 6            |
| Approach %     | 66.67    | 33.33    | -            |
| Intersection % | 66.67    | 33.33    | 100.00       |

| Eastbound |          |              |  | Westbound    |          |              |              |
|-----------|----------|--------------|--|--------------|----------|--------------|--------------|
| Dade Blvd |          |              |  | Pine Tree Dr |          |              |              |
| NB<br>5e  | SB<br>5f | App<br>Total |  | NB<br>5g     | SB<br>5h | App<br>Total | Int<br>Total |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 3            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 0            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 0            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 1            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 4            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 1            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 0            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 0            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 1            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 2            |
| 0         | 0        | 0            |  | 0            | 0        | 0            | 6            |
| 0.00      | 0.00     | -            |  | 0.00         | 0.00     | -            |              |
| 0.00      | 0.00     | 0.00         |  | 0.00         | 0.00     | 0.00         |              |

## Peak Season Category Report

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

| WEEK | DATES                   | SF   | MOCF: 0.95<br>PSCF |
|------|-------------------------|------|--------------------|
| 1    | 01/01/2024 - 01/06/2024 | 1.07 | 1.13               |
| 2    | 01/07/2024 - 01/13/2024 | 1.03 | 1.08               |
| 3    | 01/14/2024 - 01/20/2024 | 1.00 | 1.05               |
| 4    | 01/21/2024 - 01/27/2024 | 0.98 | 1.03               |
| * 5  | 01/28/2024 - 02/03/2024 | 0.97 | 1.02               |
| * 6  | 02/04/2024 - 02/10/2024 | 0.96 | 1.01               |
| * 7  | 02/11/2024 - 02/17/2024 | 0.95 | 1.00               |
| * 8  | 02/18/2024 - 02/24/2024 | 0.95 | 1.00               |
| * 9  | 02/25/2024 - 03/02/2024 | 0.94 | 0.99               |
| *10  | 03/03/2024 - 03/09/2024 | 0.94 | 0.99               |
| *11  | 03/10/2024 - 03/16/2024 | 0.94 | 0.99               |
| *12  | 03/17/2024 - 03/23/2024 | 0.94 | 0.99               |
| *13  | 03/24/2024 - 03/30/2024 | 0.95 | 1.00               |
| *14  | 03/31/2024 - 04/06/2024 | 0.95 | 1.00               |
| *15  | 04/07/2024 - 04/13/2024 | 0.96 | 1.01               |
| *16  | 04/14/2024 - 04/20/2024 | 0.97 | 1.02               |
| *17  | 04/21/2024 - 04/27/2024 | 0.98 | 1.03               |
| 18   | 04/28/2024 - 05/04/2024 | 0.99 | 1.04               |
| 19   | 05/05/2024 - 05/11/2024 | 1.00 | 1.05               |
| 20   | 05/12/2024 - 05/18/2024 | 1.02 | 1.07               |
| 21   | 05/19/2024 - 05/25/2024 | 1.03 | 1.08               |
| 22   | 05/26/2024 - 06/01/2024 | 1.04 | 1.09               |
| 23   | 06/02/2024 - 06/08/2024 | 1.05 | 1.11               |
| 24   | 06/09/2024 - 06/15/2024 | 1.06 | 1.12               |
| 25   | 06/16/2024 - 06/22/2024 | 1.05 | 1.11               |
| 26   | 06/23/2024 - 06/29/2024 | 1.04 | 1.09               |
| 27   | 06/30/2024 - 07/06/2024 | 1.03 | 1.08               |
| 28   | 07/07/2024 - 07/13/2024 | 1.02 | 1.07               |
| 29   | 07/14/2024 - 07/20/2024 | 1.02 | 1.07               |
| 30   | 07/21/2024 - 07/27/2024 | 1.01 | 1.06               |
| 31   | 07/28/2024 - 08/03/2024 | 1.01 | 1.06               |
| 32   | 08/04/2024 - 08/10/2024 | 1.01 | 1.06               |
| 33   | 08/11/2024 - 08/17/2024 | 1.01 | 1.06               |
| 34   | 08/18/2024 - 08/24/2024 | 1.01 | 1.06               |
| 35   | 08/25/2024 - 08/31/2024 | 1.01 | 1.06               |
| 36   | 09/01/2024 - 09/07/2024 | 1.01 | 1.06               |
| 37   | 09/08/2024 - 09/14/2024 | 1.01 | 1.06               |
| 38   | 09/15/2024 - 09/21/2024 | 1.01 | 1.06               |
| 39   | 09/22/2024 - 09/28/2024 | 1.01 | 1.06               |
| 40   | 09/29/2024 - 10/05/2024 | 1.01 | 1.06               |
| 41   | 10/06/2024 - 10/12/2024 | 1.01 | 1.06               |
| 42   | 10/13/2024 - 10/19/2024 | 1.02 | 1.07               |
| 43   | 10/20/2024 - 10/26/2024 | 1.02 | 1.07               |
| 44   | 10/27/2024 - 11/02/2024 | 1.02 | 1.07               |
| 45   | 11/03/2024 - 11/09/2024 | 1.02 | 1.07               |
| 46   | 11/10/2024 - 11/16/2024 | 1.03 | 1.08               |
| 47   | 11/17/2024 - 11/23/2024 | 1.03 | 1.08               |
| 48   | 11/24/2024 - 11/30/2024 | 1.04 | 1.09               |
| 49   | 12/01/2024 - 12/07/2024 | 1.05 | 1.11               |
| 50   | 12/08/2024 - 12/14/2024 | 1.06 | 1.12               |
| 51   | 12/15/2024 - 12/21/2024 | 1.07 | 1.13               |
| 52   | 12/22/2024 - 12/28/2024 | 1.03 | 1.08               |
| 53   | 12/29/2024 - 12/31/2024 | 1.00 | 1.05               |

\* PEAK SEASON

04-MAR-2025 16:32:53

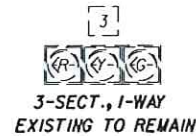
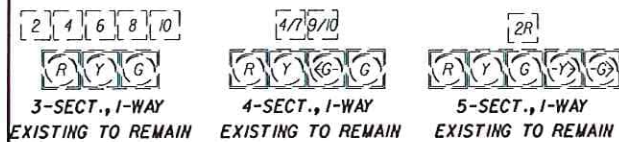
830UPD

6\_8700\_PKSEASON.TXT

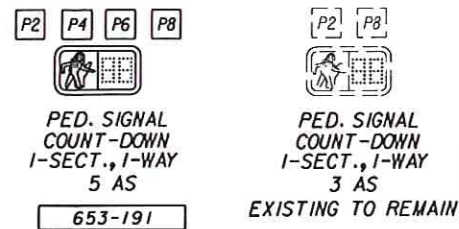
## Signal Timings



# SIGNAL HEAD DETAILS



# PEDESTRIAN SIGNAL DETAILS



# CONTROLLER OPERATIONS:

1. MAJOR STREET IS COLLINS AVE. (SR-A1A); MINOR STREET IS 23rd STREET.
2. SIGNAL OPERATING PLAN AS SHOWN BELOW
3. FLASHING OPERATION: 2, 2R, & 6 - YELLOW; 3, 4, 4/7, 8, 9/10, & 10 - RED.
4. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNALS DIVISION.

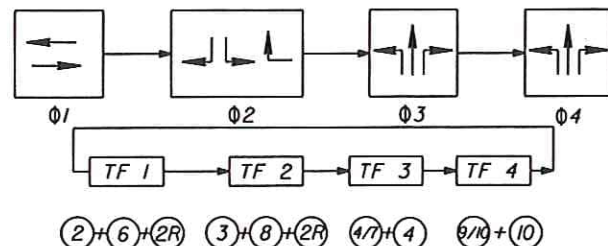
# NOTES

1. PEDESTRIAN SIGNAL HEADS SHALL BE ALIGNED TO FACE THE CENTER OF FAR-SIDE END OF CROSSWALK THEY SERVE.
2. PEDESTRIAN DETECTORS TO BE AUDIBLE TYPE TO CROSS SR A1A ACROSS THE NORTH AND SOUTH LEG OF THE INTERSECTION.
3. THE FOLLOWING MESSAGE SHALL BE PROGRAMMED INTO THE APS SYSTEM: "WAIT TO CROSS COLLINS AVENUE."
4. ARROW ON AUDIBLE PEDESTRIAN DETECTORS SHALL BE ALIGNED PARALLEL WITH THE CROSSWALK THEY SERVE.

# BLANK-OUT SIGN AND DETECTION NOTES

1. BLANK-OUT SIGN WILL ONLY TURN ON DURING THE GREEN AND YELLOW INTERVALS.
2. THE "PREPARE TO STOP" BLANK-OUT SIGN WILL REMAIN OFF UNTIL A VEHICLE IS DETECTED FOR MORE THAN 4 SECONDS BY EITHER L-1B OR L-5B.
3. WHEN A VEHICLE IS DETECTED FOR MORE THAN 4 SECONDS BY L-1A, L-1B, AND L-1C, OR BY L-5A, L-5B, AND L-5C, THE "PREPARE TO STOP" BLANK-OUT SIGN WILL TURN OFF.

# S.O.P. (EXISTING):



# SIGN DETAILS



BLANK-OUT SIGN



2 AS

700-89-143



EXISTING SIGN TO REMAIN



PEDESTRIAN SIGN SHALL BE INCLUDED IN COST OF PAY ITEM 665-III



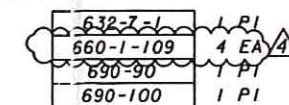
EXISTING SIGNS TO REMAIN



EXISTING SIGNS TO REMAIN

| DETECTORS FOR LOOPS |              |                  |                     |
|---------------------|--------------|------------------|---------------------|
| LOOP                | NO. OF LOOPS | NO. OF NEW DETS. | NO. OF EXIST. DETS. |
| L-1A                | 1            | 2                |                     |
| L-1B                | 1            |                  |                     |
| L-1C                | 1            |                  | 1                   |
| L-3                 | 2            |                  | 1                   |
| L-4                 | 1            |                  | 1                   |
| L-5A                | 1            | 2                |                     |
| L-5B                | 1            |                  |                     |
| L-5C                | 1            |                  | 1                   |
| L-8                 | 1            |                  | 1                   |
| L-10                | 1            |                  | 1                   |

# ADDITIONAL ITEMS



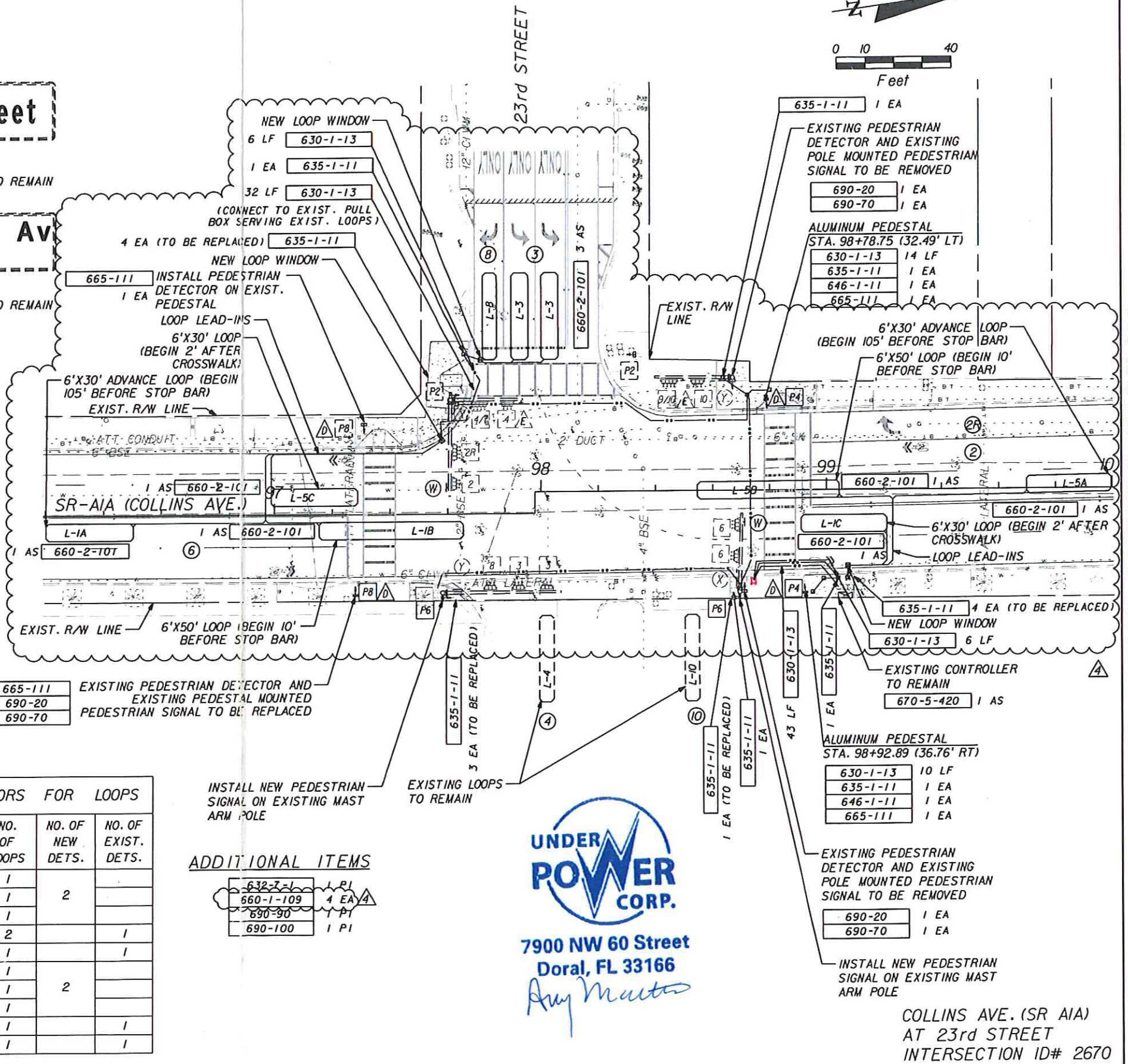
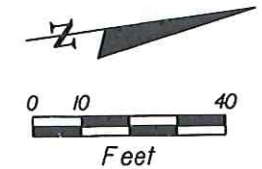
INSTALL NEW PEDESTRIAN SIGNAL ON EXISTING MAST ARM POLE

EXISTING LOOPS TO REMAIN



7900 NW 60 Street  
Doral, FL 33166

*Any M...*

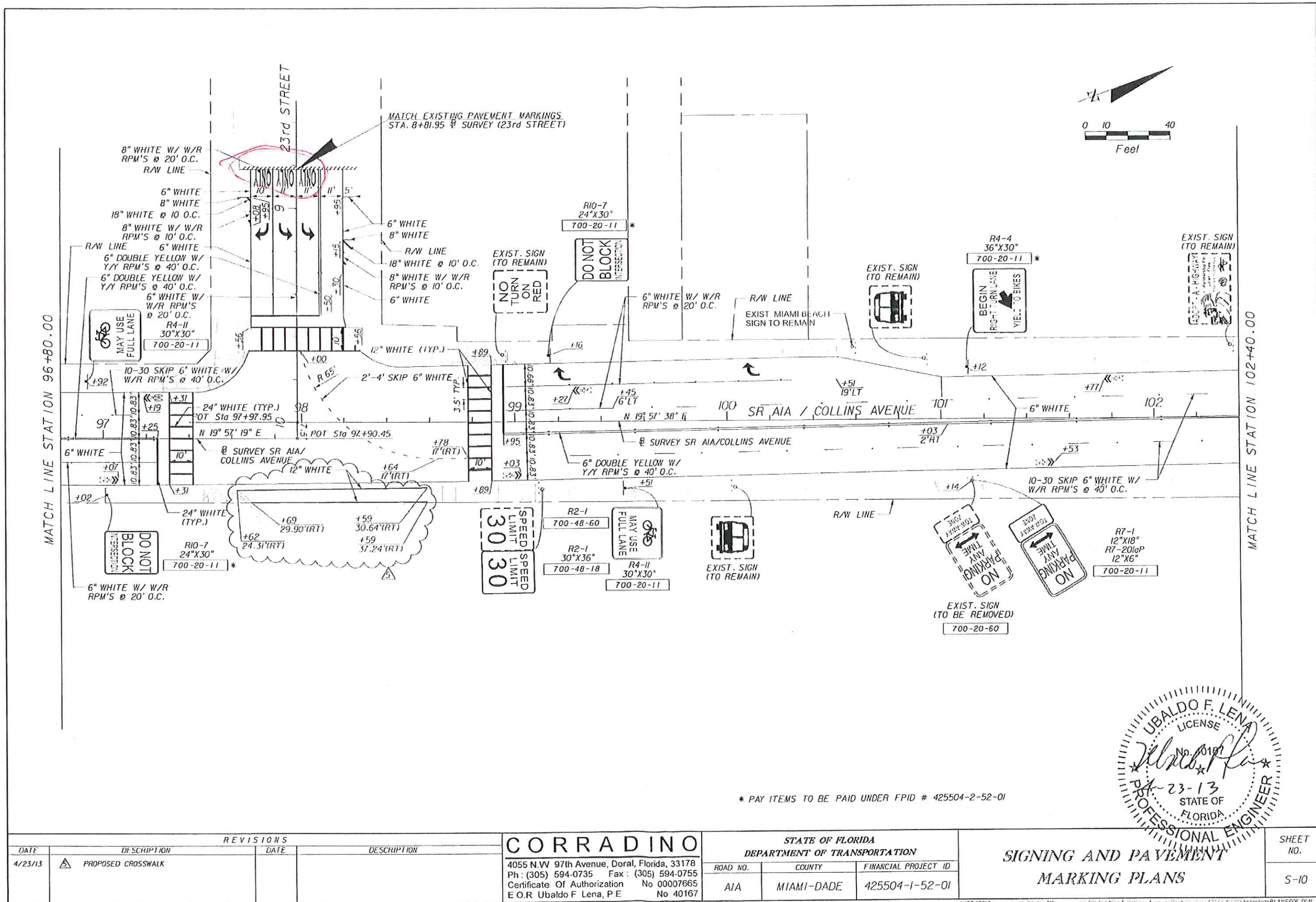


COLLINS AVE. (SR A1A)  
AT 23rd STREET  
INTERSECTION ID# 2670

| REVISIONS   |                                            |      |             | BOLTON PEREZ & ASSOCIATES                                                             | STATE OF FLORIDA<br>DEPARTMENT OF TRANSPORTATION                        |        |                      | SIGNALIZATION<br>PLAN | SHEET NO. |
|-------------|--------------------------------------------|------|-------------|---------------------------------------------------------------------------------------|-------------------------------------------------------------------------|--------|----------------------|-----------------------|-----------|
| DATE        | DESCRIPTION                                | DATE | DESCRIPTION |                                                                                       | ROAD NO.                                                                | COUNTY | FINANCIAL PROJECT ID |                       |           |
| 12/04/12 MG | △ DETECTION SYSTEM FOR A1A (LOOPS)         |      |             |  | 7205 CORPORATE CENTER DR., STE. 201<br>MIAMI, FLORIDA 33126             |        |                      |                       |           |
| 01/14/13 MG | △ REVISED DETECTION SYSTEM FOR A1A (LOOPS) |      |             |                                                                                       | CERTIFICATE OF AUTHORIZATION 7904<br>MAIKEL GONZALEZ, PE LIC. NO. 65609 | A1A    | MIAMI-DADE           | 425504-1-52-01        |           |

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.





\* PAY ITEMS TO BE PAID UNDER FPID # 425504-2-52-01

| REVISIONS |                                                                                                        |      |             | CORRADINO | STATE OF FLORIDA<br>DEPARTMENT OF TRANSPORTATION                                                                                                                            |        |                      | SIGNING AND PAVEMENT<br>MARKING PLANS | SHEET<br>NO.<br><br>S-10 |
|-----------|--------------------------------------------------------------------------------------------------------|------|-------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|----------------------|---------------------------------------|--------------------------|
| DATE      | DESCRIPTION                                                                                            | DATE | DESCRIPTION |           | ROAD NO.                                                                                                                                                                    | COUNTY | FINANCIAL PROJECT ID |                                       |                          |
| 4/23/13   |  PROPOSED CROSSWALK |      |             |           | 4055 N.W. 97th Avenue, Doral, Florida, 33178<br>Ph : (305) 594-0735 Fax : (305) 594-0755<br>Certificate Of Authorization No 00007665<br>E.O.R. Ubaldo F. Lena, P.E No 40167 | A/A    | MIAMI-DADE           |                                       |                          |

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G5-23.003, F.A.C.



# SIGNAL OPERATING PLAN

|                                           | Direction | NB       | SB | EB                     | WB   | WB | Ped Heads |             |    |      |     |              |     |     |                             |      |  |  |  |
|-------------------------------------------|-----------|----------|----|------------------------|------|----|-----------|-------------|----|------|-----|--------------|-----|-----|-----------------------------|------|--|--|--|
| Timing Phases                             | Head No.  | 6        | 2  | 2R                     | 3    | 8  | 4         | 4/7         | 10 | 9/10 | P6  | P2           | P8  | P4  | Movements/Display/Actuation |      |  |  |  |
| (2+6)                                     | Dwell     | G        | G  | G                      | <R   | R  | R         | R           | R  | R    | W/F | W/F          | DW  | DW  |                             |      |  |  |  |
| N/SB<br>Collins Av<br>(RECALL)            | Clear to  | 3        | Y  | Y                      | Y    | <R | R         | R           | R  | R    | DW  | DW           | DW  | DW  |                             |      |  |  |  |
|                                           |           | 4        | Y  | Y                      | Y    | <R | R         | R           | R  | R    | R   | DW           | DW  | DW  |                             | DW   |  |  |  |
|                                           |           | 1        | Y  | Y                      | Y    | <R | R         | R           | R  | R    | R   | DW           | DW  | DW  |                             | DW   |  |  |  |
|                                           | Dwell     |          |    |                        |      |    |           |             |    |      |     |              |     |     |                             |      |  |  |  |
|                                           | Dwell     | R        | R  | R/G>                   | <G   | G  | R         | R           | R  | R    | DW  | DW           | W/F | DW  |                             |      |  |  |  |
| EB<br>23 STREET<br>(ACTUATED)             | Clear to  | 4        | R  | R                      | R/Y> | <Y | Y         | R           | R  | R    | DW  | DW           | DW  | DW  |                             |      |  |  |  |
|                                           |           | 1        | R  | R                      | R/Y> | <Y | Y         | R           | R  | R    | R   | DW           | DW  | DW  |                             | DW   |  |  |  |
|                                           |           | (2+6)    | R  | R                      | R/Y> | <Y | Y         | R           | R  | R    | R   | DW           | DW  | DW  |                             | DW   |  |  |  |
|                                           | Dwell     | R        | R  | R                      | <R   | R  | R         | R           | G  | <G/G | DW  | DW           | DW  | W/F |                             |      |  |  |  |
| WB<br>NORTHSIDE<br>(ACTUATED)             | Clear to  | 1        | R  | R                      | R    | <R | R         | R           | R  | Y    | Y   | DW           | DW  | DW  |                             | DW   |  |  |  |
|                                           |           | (2+6)    | R  | R                      | R    | <R | R         | R           | R  | Y    | Y   | DW           | DW  | DW  |                             | DW   |  |  |  |
|                                           |           |          |    |                        |      |    |           |             |    |      |     |              |     |     |                             |      |  |  |  |
|                                           | Dwell     | R        | R  | R                      | <R   | R  | G         | <G/G        | R  | R    | DW  | DW           | W/F | W/F |                             |      |  |  |  |
| WB<br>SOUTHSIDE<br>(ACTUATED)             | Clear to  | (2+6)    | R  | R                      | R    | <R | R         | Y           | Y  | R    | R   | DW           | DW  | DW  |                             | DW   |  |  |  |
|                                           |           |          |    |                        |      |    |           |             |    |      |     |              |     |     |                             |      |  |  |  |
|                                           |           |          |    |                        |      |    |           |             |    |      |     |              |     |     |                             |      |  |  |  |
|                                           | Dwell     |          |    |                        |      |    |           |             |    |      |     |              |     |     |                             |      |  |  |  |
|                                           | Dwell     |          |    |                        |      |    |           |             |    |      |     |              |     |     |                             |      |  |  |  |
| Flashing Operation                        |           | FY       | FY | FY                     | FR   | FR | FR        | FR          | FR | FR   |     |              |     |     | Page 1 of 1                 |      |  |  |  |
| Miami-Dade County Public Works Department |           |          |    |                        |      |    |           |             |    |      |     |              |     |     |                             |      |  |  |  |
| Drawn                                     |           | Date     |    |                        |      |    |           |             |    |      |     |              |     |     |                             |      |  |  |  |
| WILLIAM RIVERA PAZ                        |           | 04/30/13 |    | Collins Av & 23 Street |      |    |           |             |    |      |     |              |     |     |                             |      |  |  |  |
| Checked                                   |           | Date     |    | Placed in Service      |      |    |           | Phasing No. |    |      |     | Asset Number |     |     |                             |      |  |  |  |
| H. HERNANDEZ                              |           | 4/30/13  |    | Date: 5/1/13           |      |    |           | BY UND      |    |      |     | 7            |     |     |                             | 2670 |  |  |  |

**TOD Schedule Report**  
for 2670: Collins Av&23 St

Print Date:  
10/4/2021

Print Time:  
3:15 PM

| <u>Asset</u> | <u>Intersection</u> | <u>TOD Schedule</u> | <u>Op Mode</u> | <u>Plan #</u> | <u>Cycle</u> | <u>Offset</u> | <u>TOD Setting</u> | <u>Active PhaseBank</u> | <u>Active Maximum</u> |
|--------------|---------------------|---------------------|----------------|---------------|--------------|---------------|--------------------|-------------------------|-----------------------|
| 2670         | Collins Av&23 St    | DOW-2               | TOD            | [03] AM PEAK  | 140          | 8             | N/A                | 1                       | Max 2                 |

**Splits**

| <u>PH 1</u> | <u>PH 2</u> | <u>PH 3</u> | <u>PH 4</u> | <u>PH 5</u> | <u>PH 6</u> | <u>PH 7</u> | <u>PH 8</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| WB (S)      | SBT         | EBT         | WB (N)      | -           | NBT         | -           | -           |
| 9           | 61          | 25          | 21          | 0           | 61          | 0           | 0           |
| N/A         | ↓           | →           | N/A         | ↑           |             |             |             |

Active Phase Bank: Phase Bank 1

| Phase  | Walk       |   |       | Don't Walk |   |         | Min Initial |   |       | Veh Ext |            |       | Max Limit |       |         | Max 2 |         |         | Yellow | Red |
|--------|------------|---|-------|------------|---|---------|-------------|---|-------|---------|------------|-------|-----------|-------|---------|-------|---------|---------|--------|-----|
|        | Phase Bank |   |       |            |   |         |             |   |       |         |            |       |           |       |         |       |         |         |        |     |
|        | 1          | 2 | 3     | 1          | 2 | 3       | 1           | 2 | 3     | 1       | 2          | 3     | 1         | 2     | 3       | 1     | 2       | 3       |        |     |
| 1 WB ( | 0          | - | 0 - 0 | 0          | - | 0 - 0   | 7           | - | 7 - 7 | 2.5     | -2.5 - 2.5 | 7     | -         | 7 - 7 | 14      | -     | 10 - 10 | 4       | 2      |     |
| 2 SBT  | 7          | - | 7 - 7 | 20         | - | 20 - 20 | 5           | - | 5 - 5 | 1       | -          | 1 - 1 | 27        | -     | 27 - 27 | 0     | -       | 27 - 27 | 4      | 2.5 |
| 3 EBT  | 7          | - | 7 - 7 | 12         | - | 12 - 12 | 7           | - | 7 - 7 | 2.5     | -2.5 - 2.5 | 8     | -         | 8 - 8 | 40      | -     | 15 - 15 | 4       | 2      |     |
| 4 WB ( | 7          | - | 7 - 7 | 16         | - | 16 - 16 | 7           | - | 7 - 7 | 2.5     | -2.5 - 2.5 | 7     | -         | 7 - 7 | 25      | -     | 12 - 12 | 4       | 2      |     |
| 5 -    | 0          | - | 0 - 0 | 0          | - | 0 - 0   | 0           | - | 0 - 0 | 0       | -          | 0 - 0 | 0         | -     | 0 - 0   | 0     | -       | 0 - 0   | 0      | 0   |
| 6 NBT  | 7          | - | 7 - 7 | 20         | - | 20 - 20 | 5           | - | 5 - 5 | 1       | -          | 1 - 1 | 27        | -     | 27 - 27 | 0     | -       | 27 - 27 | 4      | 2.5 |
| 7 -    | 0          | - | 0 - 0 | 0          | - | 0 - 0   | 0           | - | 0 - 0 | 0       | -          | 0 - 0 | 0         | -     | 0 - 0   | 0     | -       | 0 - 0   | 0      | 0   |
| 8 -    | 0          | - | 0 - 0 | 0          | - | 0 - 0   | 0           | - | 0 - 0 | 0       | -          | 0 - 0 | 0         | -     | 0 - 0   | 0     | -       | 0 - 0   | 0      | 0   |

Last In Service Date: unknown

**Permitted Phases**

**12345678**

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

**TOD Schedule Report**  
for 2670: Collins Av&23 St

Print Date:  
10/4/2021

Print Time:  
3:15 PM

| Current<br>TOD Schedule | Plan | Cycle | Green Time |          |          |             |        |          |        |        | Ring Offset | Offset |
|-------------------------|------|-------|------------|----------|----------|-------------|--------|----------|--------|--------|-------------|--------|
|                         |      |       | 1<br>WB (  | 2<br>SBT | 3<br>EBT | 4<br>WB (N) | 5<br>- | 6<br>NBT | 7<br>- | 8<br>- |             |        |
| 1                       |      | 110   | 7          | 36       | 22       | 21          | 0      | 36       | 0      | 0      | 0           | 28     |
| 2                       |      | 130   | 7          | 50       | 28       | 21          | 0      | 50       | 0      | 0      | 0           | 72     |
| 3                       |      | 140   | 9          | 61       | 25       | 21          | 0      | 61       | 0      | 0      | 0           | 8      |
| 4                       |      | 110   | 7          | 36       | 22       | 21          | 0      | 36       | 0      | 0      | 0           | 28     |
| 5                       |      | 110   | 7          | 36       | 22       | 21          | 0      | 36       | 0      | 0      | 0           | 41     |
| 6                       |      | 140   | 7          | 58       | 30       | 21          | 0      | 58       | 0      | 0      | 0           | 55     |
| 7                       |      | 130   | 7          | 51       | 27       | 21          | 0      | 51       | 0      | 0      | 0           | 83     |
| 8                       |      | 130   | 7          | 51       | 27       | 21          | 0      | 51       | 0      | 0      | 0           | 77     |
| 11                      |      | 110   | 7          | 36       | 22       | 21          | 0      | 36       | 0      | 0      | 0           | 28     |
| 12                      |      | 110   | 7          | 36       | 22       | 21          | 0      | 36       | 0      | 0      | 0           | 28     |
| 13                      |      | 110   | 7          | 36       | 22       | 21          | 0      | 36       | 0      | 0      | 0           | 28     |
| 14                      |      | 140   | 8          | 61       | 26       | 21          | 0      | 61       | 0      | 0      | 0           | 9      |
| 15                      |      | 120   | 7          | 46       | 22       | 21          | 0      | 46       | 0      | 0      | 0           | 9      |
| 16                      |      | 110   | 7          | 36       | 22       | 21          | 0      | 36       | 0      | 0      | 0           | 28     |
| 17                      |      | 110   | 7          | 36       | 22       | 21          | 0      | 36       | 0      | 0      | 0           | 28     |
| 18                      |      | 140   | 7          | 56       | 27       | 26          | 0      | 56       | 0      | 0      | 0           | 97     |
| 21                      |      | 110   | 9          | 34       | 22       | 21          | 0      | 34       | 0      | 0      | 0           | 28     |
| 22                      |      | 110   | 9          | 34       | 22       | 21          | 0      | 34       | 0      | 0      | 0           | 91     |
| 23                      |      | 110   | 9          | 34       | 22       | 21          | 0      | 34       | 0      | 0      | 0           | 65     |
| 25                      |      | 140   | 7          | 58       | 30       | 21          | 0      | 58       | 0      | 0      | 0           | 98     |

**Local TOD Schedule**

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

**Current Time of Day Function**

| Time | Function    | Settings * | Day of Week   |
|------|-------------|------------|---------------|
| 0000 | TOD OUTPUTS | -----      | SuM T W ThF S |
| 0000 | PED RECALL  | -----      | SuM T W       |
| 0530 | PED RECALL  | ----43--   | M T W ThF     |

**Local Time of Day Function**

| Time | Function    | Settings * | Day of Week   |
|------|-------------|------------|---------------|
| 0000 | TOD OUTPUTS | -----      | SuM T W ThF S |
| 0000 | PED RECALL  | ----43--   | ThF S         |
| 0000 | PED RECALL  | -----      | SuM T W       |
| 0200 | PED RECALL  | -----      | ThF S         |
| 0500 | PED RECALL  | ----43--   | Su S          |
| 0530 | PED RECALL  | ----43--   | M T W ThF     |

**\* Settings**

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

***TOD Schedule Report***  
***for 2670: Collins Av&23 St***

Print Date:  
***10/4/2021***

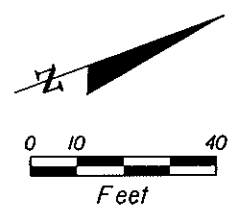
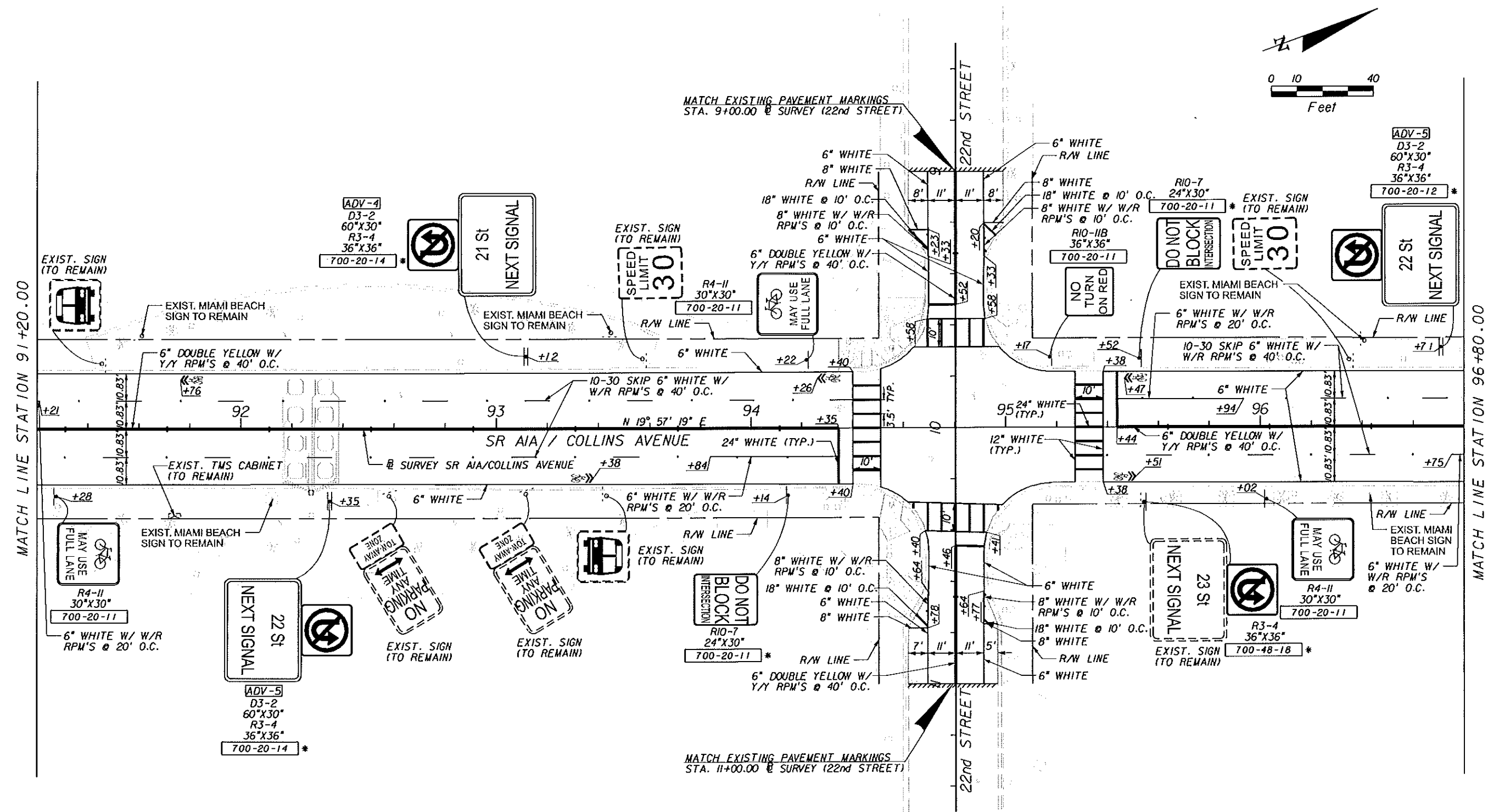
Print Time:  
***3:15 PM***

|                                           |
|-------------------------------------------|
| <b><i>No Calendar Defined/Enabled</i></b> |
|                                           |









| REVISIONS |             |      |             | CORRADINO                                                                                                                                                                      | STATE OF FLORIDA<br>DEPARTMENT OF TRANSPORTATION |            |                      | SIGNING AND PAVEMENT<br>MARKING PLANS | SHEET<br>NO.<br><br>S-9 |
|-----------|-------------|------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|------------|----------------------|---------------------------------------|-------------------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |                                                                                                                                                                                | ROAD NO.                                         | COUNTY     | FINANCIAL PROJECT ID |                                       |                         |
|           |             |      |             | 4055 N.W. 97th Avenue, Doral, Florida, 33178<br>Ph: (305) 594-0735 Fax: (305) 594-0755<br>Certificate Of Authorization No. 00007665<br>E.O.R. Favio A. Laverde, P.E. No. 63546 | A/A                                              | MIAMI-DADE | 425504-I-52-01       |                                       |                         |

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 66J5-23.003, F.A.C.



# SIGNAL OPERATING PLAN



| Direction                                            |          | NB                | SB | EB                                | WB | Ped Heads |             |     |              |                             |
|------------------------------------------------------|----------|-------------------|----|-----------------------------------|----|-----------|-------------|-----|--------------|-----------------------------|
| Timing Phases                                        | Head No. | 6                 | 2  | 8                                 | 4  | P6        | P2          | P8  | P4           | Movements/Display/Actuation |
|                                                      | Dwell    |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | C        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | l        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | e        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | a        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | Dwell    |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | C        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | l        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | e        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | a        |                   |    |                                   |    |           |             |     |              |                             |
| (2+6)<br><br>N/SB<br><br>Collins Av<br><br>(RECALL)  | Dwell    | G                 | G  | R                                 | R  | W/F       | W/F         | DW  | DW           |                             |
|                                                      | 4+8      | Y                 | Y  | R                                 | R  | DW        | DW          | DW  | DW           |                             |
|                                                      | C        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | l        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | e        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | Dwell    |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | C        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | l        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | e        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | a        |                   |    |                                   |    |           |             |     |              |                             |
| (4+8)<br><br>E/WB<br><br>22 Street<br><br>(ACTUATED) | Dwell    | R                 | R  | G                                 | G  | DW        | DW          | W/F | W/F          |                             |
|                                                      | 2+6      | R                 | R  | Y                                 | Y  | DW        | DW          | DW  | DW           |                             |
|                                                      | C        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | l        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | e        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | Dwell    |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | C        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | l        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | e        |                   |    |                                   |    |           |             |     |              |                             |
|                                                      | a        |                   |    |                                   |    |           |             |     |              |                             |
| Flashing Operation                                   |          | FY                | FY | FR                                | FR |           |             |     |              | Page 1 of 1                 |
| <b>Miami-Dade County Public Works Department</b>     |          |                   |    |                                   |    |           |             |     |              |                             |
| Drawn<br>WILLIAM RIVERA PAZ                          |          | Date<br>3/14/2013 |    | <b>COLLINS AV &amp; 22 STREET</b> |    |           |             |     |              |                             |
| Checked                                              |          | Date              |    | Placed in Service                 |    |           | Phasing No. |     | Asset Number |                             |
|                                                      |          |                   |    | Date By UND                       |    |           | 5           |     | 2669         |                             |

**TOD Schedule Report**  
for 2669: Collins Av&22 St

Print Date:  
10/4/2021

Print Time:  
3:15 PM

| <u>Asset</u> | <u>Intersection</u> | <u>TOD Schedule</u> | <u>Op Mode</u> | <u>Plan #</u> | <u>Cycle</u> | <u>Offset</u> | <u>TOD Setting</u> | <u>Active PhaseBank</u> | <u>Active Maximum</u> |
|--------------|---------------------|---------------------|----------------|---------------|--------------|---------------|--------------------|-------------------------|-----------------------|
| 2669         | Collins Av&22 St    | DOW-2               | TOD            | [03] AM PEAK  | 130          | 30            | N/A                | 1                       | Max 2                 |

**Splits**

| <u>PH 1</u> | <u>PH 2</u> | <u>PH 3</u> | <u>PH 4</u> | <u>PH 5</u> | <u>PH 6</u> | <u>PH 7</u> | <u>PH 8</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| -           | SBT         | -           | WBT         | -           | NBT         | -           | EBT         |
| 0           | 94          | 0           | 24          | 0           | 94          | 0           | 24          |



Active Phase Bank: Phase Bank 1

| <u>Phase</u> | <u>Walk</u>       |   |         | <u>Don't Walk</u> |   |         | <u>Min Initial</u> |   |       | <u>Veh Ext</u> |   |           | <u>Max Limit</u> |   |         | <u>Max 2</u> |   |         | <u>Yellow</u> | <u>Red</u> |
|--------------|-------------------|---|---------|-------------------|---|---------|--------------------|---|-------|----------------|---|-----------|------------------|---|---------|--------------|---|---------|---------------|------------|
|              | <u>Phase Bank</u> |   |         |                   |   |         |                    |   |       |                |   |           |                  |   |         |              |   |         |               |            |
|              | 1                 | 2 | 3       | 1                 | 2 | 3       | 1                  | 2 | 3     | 1              | 2 | 3         | 1                | 2 | 3       | 1            | 2 | 3       |               |            |
| 1 -          | 0                 | - | 0 - 0   | 0                 | - | 0 - 0   | 0                  | - | 0 - 0 | 0              | - | 0 - 0     | 0                | - | 0 - 0   | 0            | - | 0 - 0   | 0             | 0          |
| 2 SBT        | 10                | - | 10 - 10 | 6                 | - | 6 - 6   | 7                  | - | 7 - 7 | 1              | - | 1 - 1     | 40               | - | 40 - 40 | 0            | - | 0 - 0   | 4             | 2          |
| 3 -          | 0                 | - | 0 - 0   | 0                 | - | 0 - 0   | 0                  | - | 0 - 0 | 0              | - | 0 - 0     | 0                | - | 0 - 0   | 0            | - | 0 - 0   | 0             | 0          |
| 4 WBT        | 7                 | - | 7 - 7   | 12                | - | 12 - 12 | 7                  | - | 7 - 7 | 2.5            | - | 2.5 - 2.5 | 10               | - | 10 - 10 | 45           | - | 14 - 14 | 4             | 2          |
| 5 -          | 0                 | - | 0 - 0   | 0                 | - | 0 - 0   | 0                  | - | 0 - 0 | 0              | - | 0 - 0     | 0                | - | 0 - 0   | 0            | - | 0 - 0   | 0             | 0          |
| 6 NBT        | 10                | - | 10 - 10 | 6                 | - | 6 - 6   | 7                  | - | 7 - 7 | 1              | - | 1 - 1     | 40               | - | 40 - 40 | 0            | - | 0 - 0   | 4             | 2          |
| 7 -          | 0                 | - | 0 - 0   | 0                 | - | 0 - 0   | 0                  | - | 0 - 0 | 0              | - | 0 - 0     | 0                | - | 0 - 0   | 0            | - | 0 - 0   | 0             | 0          |
| 8 EBT        | 7                 | - | 7 - 7   | 12                | - | 12 - 12 | 7                  | - | 7 - 7 | 2.5            | - | 2.5 - 2.5 | 10               | - | 10 - 10 | 45           | - | 14 - 14 | 4             | 2          |

Last In Service Date: unknown

**Permitted Phases**

**12345678**

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

**TOD Schedule Report**  
for 2669: Collins Av&22 St

Print Date:  
10/4/2021

Print Time:  
3:15 PM

| Current<br>TOD Schedule | Plan | Cycle | Green Time |          |        |          |        |          |        |          | Ring Offset | Offset |
|-------------------------|------|-------|------------|----------|--------|----------|--------|----------|--------|----------|-------------|--------|
|                         |      |       | 1<br>-     | 2<br>SBT | 3<br>- | 4<br>WBT | 5<br>- | 6<br>NBT | 7<br>- | 8<br>EBT |             |        |
| 1                       |      | 110   | 0          | 74       | 0      | 24       | 0      | 74       | 0      | 24       | 0           | 46     |
| 2                       |      | 110   | 0          | 74       | 0      | 24       | 0      | 74       | 0      | 24       | 0           | 96     |
| 3                       |      | 130   | 0          | 94       | 0      | 24       | 0      | 94       | 0      | 24       | 0           | 30     |
| 4                       |      | 110   | 0          | 74       | 0      | 24       | 0      | 74       | 0      | 24       | 0           | 29     |
| 5                       |      | 110   | 0          | 74       | 0      | 24       | 0      | 74       | 0      | 24       | 0           | 42     |
| 6                       |      | 130   | 0          | 94       | 0      | 24       | 0      | 94       | 0      | 24       | 0           | 82     |
| 7                       |      | 120   | 0          | 84       | 0      | 24       | 0      | 84       | 0      | 24       | 0           | 43     |
| 8                       |      | 110   | 0          | 74       | 0      | 24       | 0      | 74       | 0      | 24       | 0           | 99     |
| 11                      |      | 110   | 0          | 74       | 0      | 24       | 0      | 74       | 0      | 24       | 0           | 10     |
| 12                      |      | 110   | 0          | 74       | 0      | 24       | 0      | 74       | 0      | 24       | 0           | 65     |
| 13                      |      | 110   | 0          | 74       | 0      | 24       | 0      | 74       | 0      | 24       | 0           | 67     |
| 14                      |      | 130   | 0          | 94       | 0      | 24       | 0      | 94       | 0      | 24       | 0           | 30     |
| 15                      |      | 120   | 0          | 84       | 0      | 24       | 0      | 84       | 0      | 24       | 0           | 96     |
| 16                      |      | 110   | 0          | 74       | 0      | 24       | 0      | 74       | 0      | 24       | 0           | 67     |
| 17                      |      | 110   | 0          | 74       | 0      | 24       | 0      | 74       | 0      | 24       | 0           | 67     |
| 18                      |      | 110   | 0          | 74       | 0      | 24       | 0      | 74       | 0      | 24       | 0           | 13     |
| 21                      |      | 110   | 0          | 74       | 0      | 24       | 0      | 74       | 0      | 24       | 0           | 61     |
| 22                      |      | 110   | 0          | 74       | 0      | 24       | 0      | 74       | 0      | 24       | 0           | 5      |
| 23                      |      | 110   | 0          | 74       | 0      | 24       | 0      | 74       | 0      | 24       | 0           | 71     |
| 25                      |      | 140   | 0          | 103      | 0      | 25       | 0      | 103      | 0      | 25       | 0           | 95     |

**Local TOD Schedule**

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

**Current Time of Day Function**

| Time | Function    | Settings * | Day of Week   |
|------|-------------|------------|---------------|
| 0000 | TOD OUTPUTS | -----      | SuM T W ThF S |
| 0000 | PED RECALL  | -----      | SuM T W       |
| 0530 | PED RECALL  | 8---4---   | M T W ThF     |

**Local Time of Day Function**

| Time | Function    | Settings * | Day of Week   |
|------|-------------|------------|---------------|
| 0000 | TOD OUTPUTS | -----      | SuM T W ThF S |
| 0000 | PED RECALL  | 8---4---   | ThF S         |
| 0000 | PED RECALL  | -----      | SuM T W       |
| 0200 | PED RECALL  | -----      | ThF S         |
| 0500 | PED RECALL  | 8---4---   | Su S          |
| 0530 | PED RECALL  | 8---4---   | M T W ThF     |

**\* Settings**

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

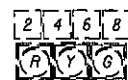
***TOD Schedule Report***  
***for 2669: Collins Av&22 St***

Print Date:  
***10/4/2021***

Print Time:  
***3:15 PM***

|                                           |
|-------------------------------------------|
| <b><i>No Calendar Defined/Enabled</i></b> |
|                                           |

### SIGN DETAILS



**PREPARE  
TO STOP**

**BLANK-OUT SIGN**



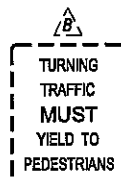
2 AS

700-89-143



PED. SIGNAL  
COUNT-DOWN  
1-SECT., 1-WAY  
8 AS

**653-191**



**EXISTING SIGNS TO REMAIN**



R10-3E (MODIFIED)  
9" X 15"  
2 EA

PEDESTRIAN SIGN SHALL BE  
INCLUDED IN COST OF  
PAY ITEM 665-II



RIO-3E (MODIFIED)  
9" X 15"  
2 EA

PEDESTRIAN SIGN SHALL BE  
INCLUDED IN COST OF  
PAY ITEM 665-III

1. MAJOR STREET IS COLLINS AVE. (SR-A1A); MINOR STREET IS 21st STREET
2. STANDARD OPERATING PLAN SOP 1
3. FLASHING OPERATION: 2 & 6 - YELLOW; 4 & 8 - RED
4. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNALS DIVISION

1. PEDESTRIAN SIGNAL HEADS SHALL BE ALIGNED TO FACE THE CENTER OF FAR-SIDE END OF CROSSWALK THEY SERVE.
2. PEDESTRIAN DETECTORS TO BE AUDIBLE TYPE TO CROSS SR A1A ACROSS THE NORTH LEG OF THE INTERSECTION.
3. THE FOLLOWING MESSAGE SHALL BE PROGRAMMED INTO THE APS SYSTEM:  
"WAIT TO CROSS COLLINS AVENUE."
4. ARROW ON AUDIBLE PEDESTRIAN DETECTORS SHALL BE ALIGNED PARALLEL WITH THE CROSSWALK THEY SERVE.

1. BLANK-OUT SIGN WILL ONLY TURN ON DURING THE GREEN AND YELLOW INTERVALS.
2. THE "PREPARE TO STOP" BLANK-OUT SIGN WILL REMAIN OFF UNTIL A VEHICLE IS DETECTED FOR MORE THAN 4 SECONDS BY EITHER L-1B OR L-5B.
3. WHEN A VEHICLE IS DETECTED FOR MORE THAN 4 SECONDS BY L-1A, L-1B, AND L-1C, OR BY L-5A, L-5B, AND L-5C, THE "PREPARE TO STOP" BLANK-OUT SIGN WILL TURN OFF.

4 REVISED  
NOTES

| DETECTORS FOR LOOPS |              |                  |                     |
|---------------------|--------------|------------------|---------------------|
| LOOP                | NO. OF LOOPS | NO. OF NEW DETS. | NO. OF EXIST. DETS. |
| L-1A                | 1            | 2                |                     |
| L-1B                | 1            |                  |                     |
| L-1C                | 1            |                  |                     |
| L-4                 | 1            | 1                |                     |
| L-5A                | 1            | 2                |                     |
| L-5B                | 1            |                  |                     |
| L-5C                | 1            |                  |                     |
| L-8                 | 1            | 1                |                     |

~~4~~ NEW TABLE

|           |
|-----------|
| 632-7-1   |
| 660-1-109 |
| 690-90    |
| 690-100   |

1 PI  
 6 EA  
 1 PI  
 1 PI

4 NEW QUANTITY  
 4 REMOVED PAY ITEM

COLLINS AVE. (SR AIA)  
AT 21st STREET  
INTERSECTION ID# 2668

| REVISIONS   |                                     |      |             |
|-------------|-------------------------------------|------|-------------|
| DATE        | DESCRIPTION                         | DATE | DESCRIPTION |
| 12/04/12 MG | ⚠️ REVISED NOTE                     |      |             |
| 12/14/13 MG | ⚠️ DETECTION SYSTEM FOR AIA (LOOPS) |      |             |

7205 CORPORATE CENTER DR., STE. 201  
MIAMI, FLORIDA 33126.  
CERTIFICATE OF AUTHORIZATION 7904  
MAIKEL GONZALEZ, PE LIC. NO. 65609

| STATE OF FLORIDA<br>DEPARTMENT OF TRANSPORTATION |            |                      |
|--------------------------------------------------|------------|----------------------|
| ROAD NO.                                         | COUNTY     | FINANCIAL PROJECT ID |
| A1A                                              | MIAMI-DADE | 425504-1-52-01       |

## SIGNALIZATION PLAN

SHEET  
NO.

T-7

RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

# SIGNAL OPERATING PLAN



| Timing Phases                                        | Direction | NB | SB | EB | WB | Ped Heads |     |     |     | Movements/Display/Actuation |
|------------------------------------------------------|-----------|----|----|----|----|-----------|-----|-----|-----|-----------------------------|
| Head No.                                             |           | 6  | 2  | 8  | 4  | P6        | P2  | P8  | P4  |                             |
|                                                      | Dwell     |    |    |    |    |           |     |     |     |                             |
|                                                      | C         |    |    |    |    |           |     |     |     |                             |
|                                                      | l         |    |    |    |    |           |     |     |     |                             |
|                                                      | e         |    |    |    |    |           |     |     |     |                             |
|                                                      | a         |    |    |    |    |           |     |     |     |                             |
|                                                      | Dwell     |    |    |    |    |           |     |     |     |                             |
|                                                      | C         |    |    |    |    |           |     |     |     |                             |
|                                                      | l         |    |    |    |    |           |     |     |     |                             |
|                                                      | e         |    |    |    |    |           |     |     |     |                             |
|                                                      | a         |    |    |    |    |           |     |     |     |                             |
| (2+6)<br><br>N/SB<br><br>Collins Av<br><br>(RECALL)  | Dwell     | G  | G  | R  | R  | W/F       | W/F | DW  | DW  |                             |
|                                                      | 4+8       | Y  | Y  | R  | R  | DW        | DW  | DW  | DW  |                             |
|                                                      | C         |    |    |    |    |           |     |     |     |                             |
|                                                      | l         |    |    |    |    |           |     |     |     |                             |
|                                                      | e         |    |    |    |    |           |     |     |     |                             |
| (4+8)<br><br>E/WB<br><br>21 Street<br><br>(ACTUATED) | Dwell     | R  | R  | G  | G  | DW        | DW  | W/F | W/F |                             |
|                                                      | 2+6       | R  | R  | Y  | Y  | DW        | DW  | DW  | DW  |                             |
|                                                      | C         |    |    |    |    |           |     |     |     |                             |
|                                                      | l         |    |    |    |    |           |     |     |     |                             |
|                                                      | e         |    |    |    |    |           |     |     |     |                             |
|                                                      | Dwell     |    |    |    |    |           |     |     |     |                             |
|                                                      | C         |    |    |    |    |           |     |     |     |                             |
|                                                      | l         |    |    |    |    |           |     |     |     |                             |
|                                                      | e         |    |    |    |    |           |     |     |     |                             |
|                                                      | a         |    |    |    |    |           |     |     |     |                             |
| Flashing Operation                                   |           | FY | FY | FR | FR |           |     |     |     | Page 1 of 1                 |

**Miami-Dade County Public Works Department**

|                                |                   |                                   |             |              |
|--------------------------------|-------------------|-----------------------------------|-------------|--------------|
| Drawn<br>WILLIAM RIVERA PAZ    | Date<br>3/13/2013 | <b>COLLINS AV &amp; 21 STREET</b> |             |              |
| Checked<br><i>H. Hernandez</i> | Date<br>4/1/13    | Placed in Service                 | Phasing No. | Asset Number |
|                                |                   | Date                              | By UND      | 4            |



**TOD Schedule Report**  
for 2668: Collins Av&21 St

Print Date:  
10/4/2021

Print Time:  
3:15 PM

| <u>Asset</u> | <u>Intersection</u> | <u>TOD Schedule</u> | <u>Op Mode</u> | <u>Plan #</u> | <u>Cycle</u> | <u>Offset</u> | <u>TOD Setting</u> | <u>Active PhaseBank</u> | <u>Active Maximum</u> |
|--------------|---------------------|---------------------|----------------|---------------|--------------|---------------|--------------------|-------------------------|-----------------------|
| 2668         | Collins Av&21 St    | DOW-2               | TOD            | N/A           | 0            | 0             | N/A                | 0                       | Max 0                 |

**Splits**

| <u>PH 1</u> | <u>PH 2</u> | <u>PH 3</u> | <u>PH 4</u> | <u>PH 5</u> | <u>PH 6</u> | <u>PH 7</u> | <u>PH 8</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| -           | NBT         | -           | EBT         | -           | SBT         | -           | WBT         |
| 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           |
|             |             |             |             |             |             |             |             |

Active Phase Bank: Phase Bank 1

| <u>Phase</u> | <u>Walk</u>       | <u>Don't Walk</u> | <u>Min Initial</u> | <u>Veh Ext</u>  | <u>Max Limit</u> | <u>Max 2</u> | <u>Yellow</u> | <u>Red</u> |
|--------------|-------------------|-------------------|--------------------|-----------------|------------------|--------------|---------------|------------|
|              | <u>Phase Bank</u> |                   |                    |                 |                  |              |               |            |
|              | 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        | 10 - 10 - 10      | 8 - 8 - 8         | 7 - 7 - 7          | 1 - 1 - 1       | 50 - 50 - 50     | 0 - 0 - 0    | 4             | 2.4        |
| 3 -          | 0 - 0 - 0         | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 4 EBT        | 10 - 10 - 10      | 14 - 14 - 14      | 7 - 7 - 7          | 2.5 - 2.5 - 2.5 | 10 - 10 - 10     | 15 - 15 - 15 | 4             | 2.3        |
| 5 -          | 0 - 0 - 0         | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 6 SBT        | 10 - 10 - 10      | 8 - 8 - 8         | 7 - 7 - 7          | 1 - 1 - 1       | 50 - 50 - 50     | 0 - 0 - 0    | 4             | 2.4        |
| 7 -          | 0 - 0 - 0         | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 8 WBT        | 10 - 10 - 10      | 14 - 14 - 14      | 7 - 7 - 7          | 2.5 - 2.5 - 2.5 | 10 - 10 - 10     | 15 - 15 - 15 | 4             | 2.3        |

Last In Service Date: unknown

**Permitted Phases**

**12345678**

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

**TOD Schedule Report**  
for 2668: Collins Av&21 St

Print Date:  
10/4/2021

Print Time:  
3:15 PM

| Current<br>TOD Schedule | Plan | Cycle | Green Time |          |        |          |        |          |        |          | Ring Offset | Offset |
|-------------------------|------|-------|------------|----------|--------|----------|--------|----------|--------|----------|-------------|--------|
|                         |      |       | 1<br>-     | 2<br>NBT | 3<br>- | 4<br>EBT | 5<br>- | 6<br>SBT | 7<br>- | 8<br>WBT |             |        |
| 1                       |      | 100   | 0          | 63       | 0      | 25       | 0      | 63       | 0      | 25       | 0           | 71     |
| 2                       |      | 100   | 0          | 63       | 0      | 25       | 0      | 63       | 0      | 25       | 0           | 83     |
| 3                       |      | 100   | 0          | 63       | 0      | 25       | 0      | 63       | 0      | 25       | 0           | 24     |
| 4                       |      | 110   | 0          | 73       | 0      | 25       | 0      | 73       | 0      | 25       | 0           | 23     |
| 5                       |      | 110   | 0          | 73       | 0      | 25       | 0      | 73       | 0      | 25       | 0           | 36     |
| 6                       |      | 130   | 0          | 93       | 0      | 25       | 0      | 93       | 0      | 25       | 0           | 0      |
| 7                       |      | 120   | 0          | 83       | 0      | 25       | 0      | 83       | 0      | 25       | 0           | 112    |
| 8                       |      | 110   | 0          | 73       | 0      | 25       | 0      | 73       | 0      | 25       | 0           | 66     |
| 11                      |      | 90    | 0          | 53       | 0      | 25       | 0      | 53       | 0      | 25       | 0           | 65     |
| 12                      |      | 90    | 0          | 41       | 0      | 37       | 0      | 41       | 0      | 37       | 0           | 46     |
| 13                      |      | 90    | 0          | 53       | 0      | 25       | 0      | 53       | 0      | 25       | 0           | 61     |
| 14                      |      | 120   | 0          | 83       | 0      | 25       | 0      | 83       | 0      | 25       | 0           | 29     |
| 15                      |      | 120   | 0          | 83       | 0      | 25       | 0      | 83       | 0      | 25       | 0           | 101    |
| 16                      |      | 90    | 0          | 53       | 0      | 25       | 0      | 53       | 0      | 25       | 0           | 67     |
| 17                      |      | 90    | 0          | 53       | 0      | 25       | 0      | 53       | 0      | 25       | 0           | 67     |
| 18                      |      | 100   | 0          | 63       | 0      | 25       | 0      | 63       | 0      | 25       | 0           | 12     |
| 21                      |      | 90    | 0          | 53       | 0      | 25       | 0      | 53       | 0      | 25       | 0           | 62     |
| 22                      |      | 100   | 0          | 63       | 0      | 25       | 0      | 63       | 0      | 25       | 0           | 79     |
| 23                      |      | 100   | 0          | 63       | 0      | 25       | 0      | 63       | 0      | 25       | 0           | 65     |
| 25                      |      | 140   | 0          | 103      | 0      | 25       | 0      | 103      | 0      | 25       | 0           | 95     |

**Local TOD Schedule**

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

**Current Time of Day Function**

| Time | Function    | Settings * | Day of Week   |
|------|-------------|------------|---------------|
| 0000 | TOD OUTPUTS | -----      | SuM T W ThF S |
| 0000 | PED RECALL  | -----      | SuM T W       |
| 0530 | PED RECALL  | 8---4---   | M T W ThF     |

**Local Time of Day Function**

| Time | Function    | Settings * | Day of Week   |
|------|-------------|------------|---------------|
| 0000 | TOD OUTPUTS | -----      | SuM T W ThF S |
| 0000 | PED RECALL  | 8---4---   | ThF S         |
| 0000 | PED RECALL  | -----      | SuM T W       |
| 0200 | PED RECALL  | -----      | ThF S         |
| 0500 | PED RECALL  | 8---4---   | Su S          |
| 0530 | PED RECALL  | 8---4---   | M T W ThF     |

**\* Settings**

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

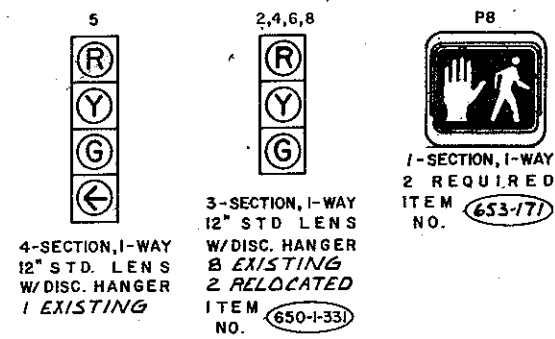
***TOD Schedule Report***  
***for 2668: Collins Av&21 St***

Print Date:  
***10/4/2021***

Print Time:  
***3:15 PM***

|                                           |
|-------------------------------------------|
| <b><i>No Calendar Defined/Enabled</i></b> |
|                                           |

# DETAIL OF SIGNAL HEADS



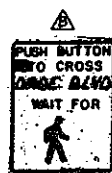
# SIGN INVENTORY

| LEG   | ENTER         | EXIT      |
|-------|---------------|-----------|
| NORTH | D1-1          | W1-2L     |
| EAST  | *R9-2A        | W13-1(20) |
|       |               | R7-107    |
| SOUTH | S2-1          | S2-1      |
| WEST  | *R9-2A(2)     | *R9-2A(2) |
| SOUTH | D3-1          |           |
| EAST  | S2-1          |           |
|       | R10-12A       |           |
|       | (7-9AM-2-4PM) |           |

\* PROPOSED SIGN

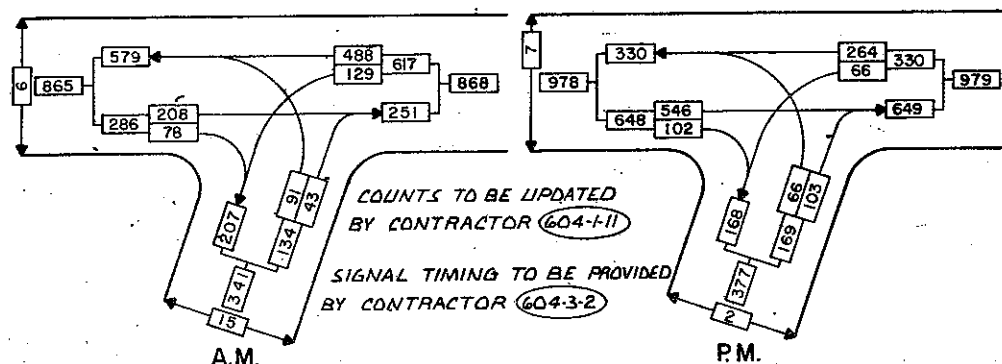


R9-2  
12" X 12"  
3 REQ'D.  
700-1-10  
2 REQ'D.



R10-4A  
9" X 15"  
2 REQ'D.  
700-84-1

# 1979 PEAK HOUR VOLUMES



# NOTES:

1. DEMAND WATTAGE FOR THIS INTERSECTION IS 1320 WATTS.
2. LOOP ASSEMBLY 660-2-101 SHALL BE 6' X 30'.
3. ALL PAVEMENT MARKINGS ARE WHITE UNLESS OTHERWISE NOTED ON PLANS.
4. REMOVE PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED DESIGN ITEM NO. 711-72.
5. CONTRACTOR TO FURNISH AND INSTALL 130 L.F. GROUNDING ELECTRODE. BID ITEM NO. 620-1-1.
6. ALL CONDUIT SHALL BE 2" PVC UNLESS OTHERWISE NOTED.
7. CONSTRUCT RAMP FOR PHYSICALLY HANDICAPPED AS PER F.D.O.T. INDEX NO. 304. 4 RAMPS REQUIRED APPROXIMATELY 20 S.Y. 4" CONCRETE SIDEWALK. COLOR TO MATCH EXISTING SIDEWALK.
8. CONTRACTOR TO RUN NEW CABLE FOR PRE-EMPTION FROM PUSH BUTTON IN FIRE STATION THROUGH EXISTING AND NEW CONDUIT TO CONTROLLER.
9. PICK UP SIGNAL CONDUIT & FPL CONDUIT AT EXISTING CONTROLLER LOCATION.
10. EXISTING OVERHEAD STREET NAME ASSEMBLIES TO REMAIN.

# REMOVAL ITEMS

- 690-10 1 EA
- 690-50 1 EA
- 690-90 1 PI
- 690-100 1 PI (RAIL SAFE UNITS)

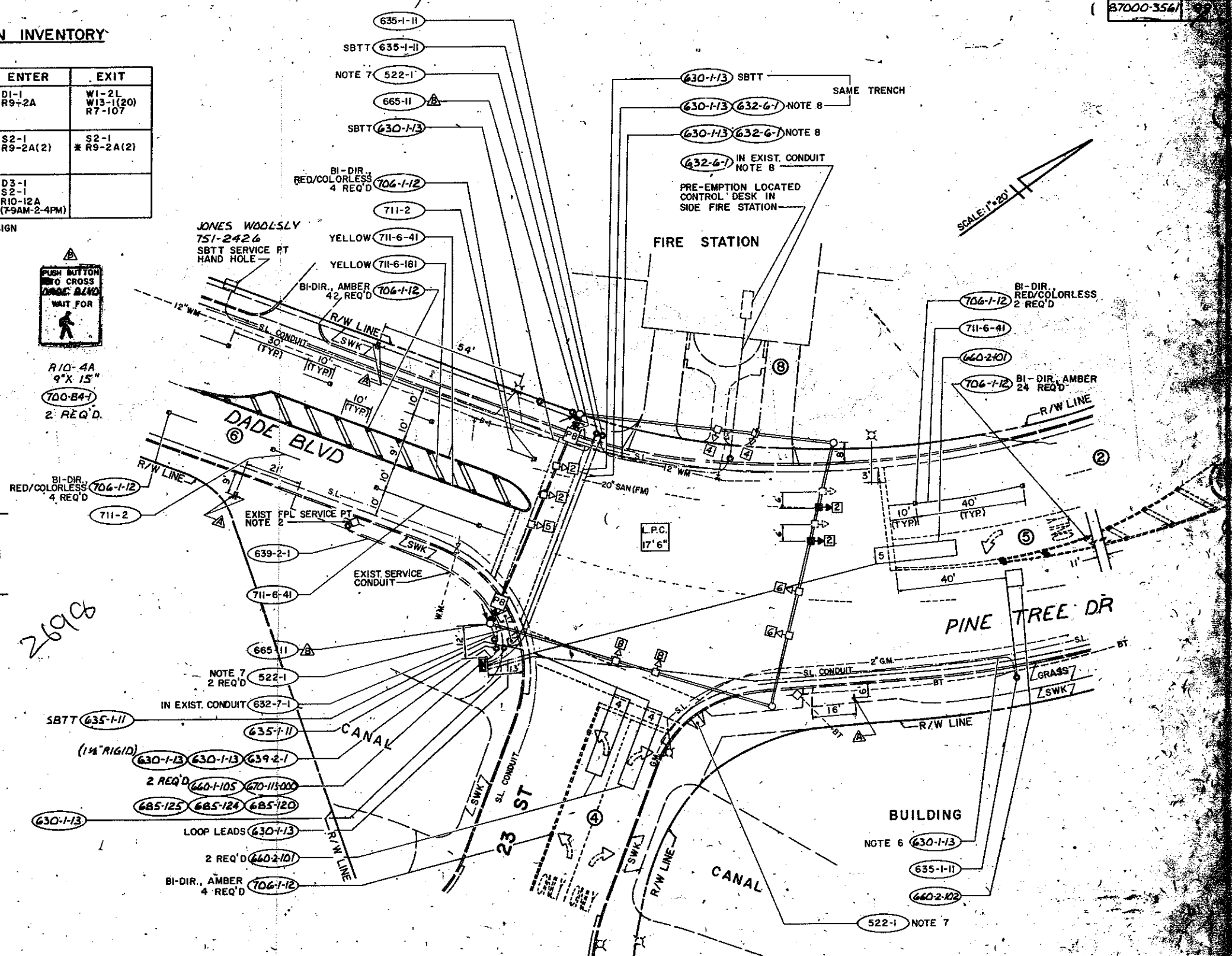
# PLANS UPDATED BY

February 1985

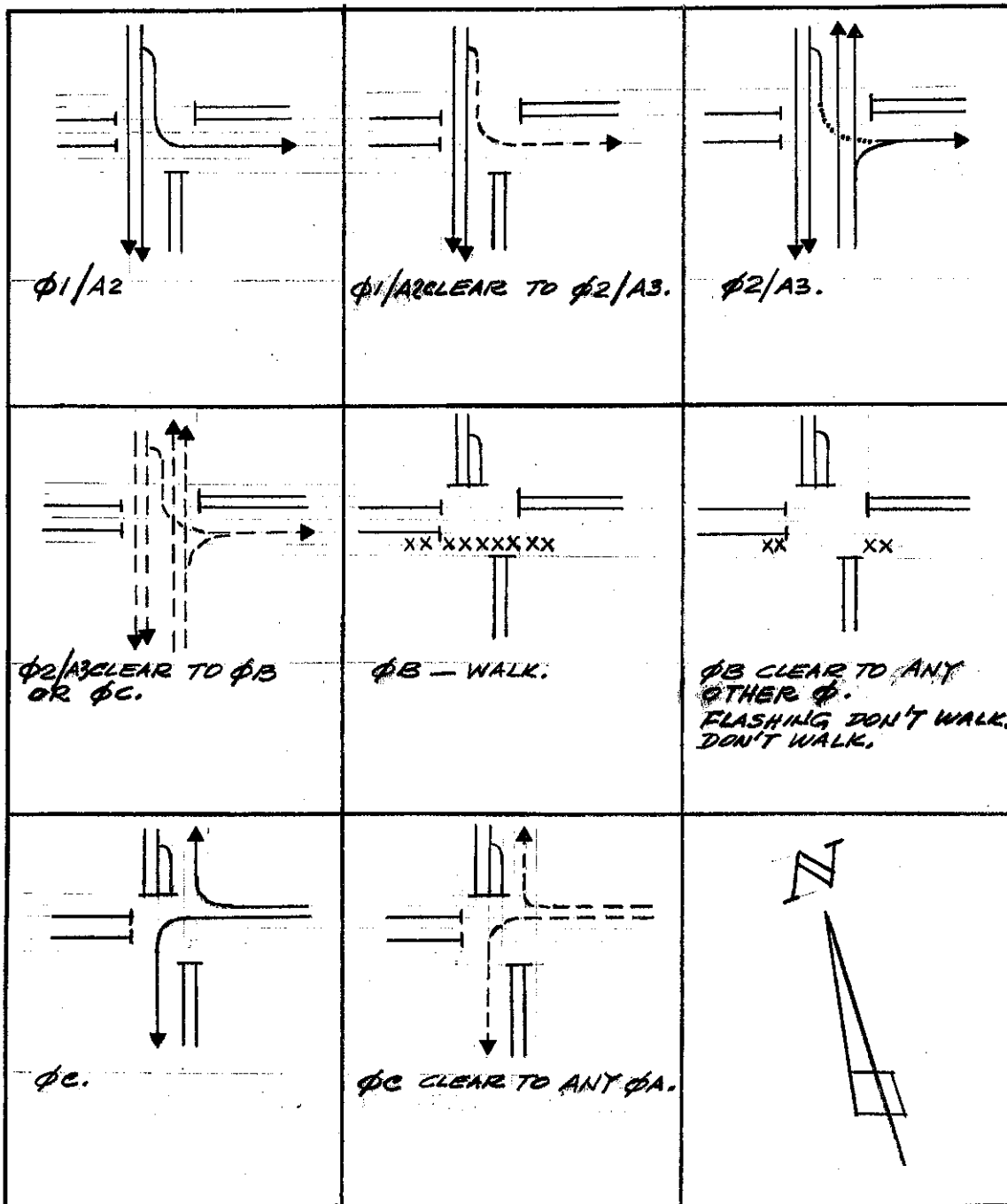
H. J. ROSS ASSOCIATES  
ENGINEERS  
2000 BRICKELL AVENUE  
MIAMI, FLORIDA 33135

| REVISION | DATE | DESCRIPTION     | BY | NAME | DATE   |
|----------|------|-----------------|----|------|--------|
| 2-85     | JFB  | ITEM NO. UPDATE | DL | RH   | JUL 80 |
|          |      |                 | CM | DL   | JUL 80 |
|          |      |                 | SR | DL   | JUL 80 |
|          |      |                 |    | SR   | JUL 80 |

DADE BLVD, PINE TREE DR & 23<sup>RD</sup> ST  
INTERSECTION IDENTIFICATION NO. 32690  
CATEGORY II



# TRAFFIC SIGNAL INTERVAL DIAGRAMS



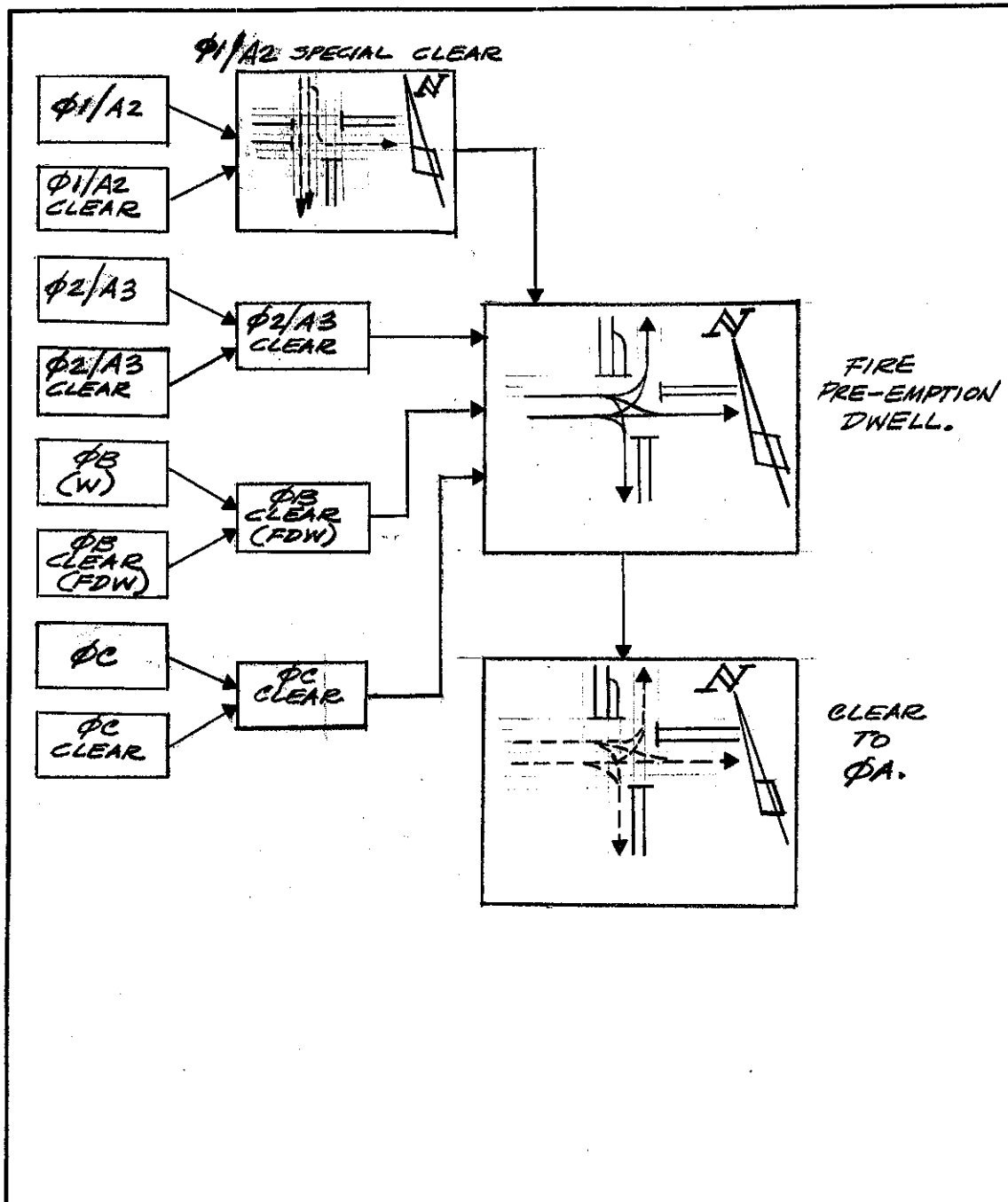
## LEGEND

- |                                                                                                                                                 |                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| <p>— A legal movement on green indication.</p> <p>— A movement that must yield to green indication.</p> <p>— Movement on yellow indication.</p> | <p>— Stopped condition on red indication.</p> <p>XXXXXXXXXX Pedestrian movement</p> <p>xx xx Pedestrian clearance</p> |
|-------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|

ASSET # 3269B

|                                    |  |                                |  |                                                                              |  |                                    |
|------------------------------------|--|--------------------------------|--|------------------------------------------------------------------------------|--|------------------------------------|
| <p>Drawn<br/><b>C.L. ROQUE</b></p> |  | <p>Date<br/><b>3/30/76</b></p> |  | <p>METROPOLITAN DADE COUNTY<br/>DEPARTMENT OF TRAFFIC AND TRANSPORTATION</p> |  |                                    |
| <p>Check<br/><b>Wadsworth</b></p>  |  | <p>Date<br/><b>3/31/76</b></p> |  | <p><b>DADE BOULEVARD &amp; 23 STREET</b></p>                                 |  |                                    |
| <p>Division Engineer</p>           |  | <p>Date</p>                    |  | <p>Placed in Service</p>                                                     |  |                                    |
|                                    |  |                                |  | <p>Date: <b>11/19/75</b> By: <b>CONTRACTOR</b></p>                           |  | <p>Timing Number</p>               |
|                                    |  |                                |  |                                                                              |  | <p>Phasing Number<br/><b>3</b></p> |

# TRAFFIC SIGNAL INTERVAL DIAGRAMS



## LEGEND

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

**ASSET # 3269B**

|                            |  |                        |  |                                                                      |  |
|----------------------------|--|------------------------|--|----------------------------------------------------------------------|--|
| Drawn<br><b>C.L. ROQUE</b> |  | Date<br><b>3/30/76</b> |  | METROPOLITAN DADE COUNTY<br>DEPARTMENT OF TRAFFIC AND TRANSPORTATION |  |
| Check<br><b>Wadsworth</b>  |  | Date<br><b>3/31/76</b> |  | <b>DADE BOULEVARD &amp; 23 STREET</b>                                |  |
| Division Engineer          |  | Date                   |  | Placed in Service                                                    |  |
|                            |  |                        |  | Timing Number                                                        |  |
|                            |  |                        |  | Phasing Number                                                       |  |
|                            |  | Date: <b>11/19/75</b>  |  | By: <b>CONTRACTOR</b>                                                |  |

**FIRE PRE-EMPTION.**



**TOD Schedule Report**  
for 2698: Dade Blvd&23 St

Print Date:  
10/4/2021

Print Time:  
3:19 PM

| <u>Asset</u> | <u>Intersection</u> | <u>TOD Schedule</u> | <u>Op Mode</u> | <u>Plan #</u>     | <u>Cycle</u> | <u>Offset</u> | <u>TOD Setting</u> | <u>Active PhaseBank</u> | <u>Active Maximum</u> |
|--------------|---------------------|---------------------|----------------|-------------------|--------------|---------------|--------------------|-------------------------|-----------------------|
| 2698         | Dade Blvd&23 St     | DOW-2               | TOD            | [13] POST PM PEAK | 100          | 1             | N/A                | 1                       | Max 2                 |

**Splits**

| <u>PH 1</u>                                                                       | <u>PH 2</u> | <u>PH 3</u> | <u>PH 4</u>                                                                       | <u>PH 5</u>                                                                       | <u>PH 6</u>                                                                       | <u>PH 7</u> | <u>PH 8</u> |
|-----------------------------------------------------------------------------------|-------------|-------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------|-------------|
| -                                                                                 | SWT         | PED         | NWT                                                                               | SWL                                                                               | NBT                                                                               | -           | -           |
| 0                                                                                 | 44          | 21          | 22                                                                                | 9                                                                                 | 28                                                                                | 0           | 43          |
|  |             | N/A         |  |  |  |             |             |

Active Phase Bank: Phase Bank 1

| <u>Phase</u> | <u>Walk</u> |   |   | <u>Don't Walk</u> |    |   | <u>Min Initial</u> |   |   | <u>Veh Ext</u> |   |     | <u>Max Limit</u> |   |    | <u>Max 2</u> |   |    | <u>Yellow</u> | <u>Red</u> |
|--------------|-------------|---|---|-------------------|----|---|--------------------|---|---|----------------|---|-----|------------------|---|----|--------------|---|----|---------------|------------|
|              | 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          |
| 2 SWT        | 5           | - | 5 | 0                 | 16 | - | 5                  | - | 7 | 1              | - | 1   | 30               | - | 20 | 30           | - | 22 | 4             | 2.9        |
| 3 PED        | 5           | - | 5 | 0                 | 16 | - | 0                  | - | 0 | 0              | - | 0   | 0                | - | 0  | 0            | - | 0  | 0             | 0          |
| 4 NWT        | 0           | - | 0 | 0                 | 0  | - | 7                  | - | 7 | 2.5            | - | 2.5 | 14               | - | 14 | 47           | - | 32 | 4             | 2.2        |
| 5 SWL        | 0           | - | 0 | 0                 | 0  | - | 5                  | - | 5 | 2              | - | 2   | 5                | - | 5  | 20           | - | 20 | 3.7           | 2.9        |
| 6 NBT        | 5           | - | 5 | 0                 | 16 | - | 5                  | - | 7 | 1              | - | 1   | 30               | - | 20 | 30           | - | 22 | 4             | 2.9        |
| 7 -          | 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          |

Last In Service Date: unknown

**Permitted Phases**

**12345678**

Default -23456-8  
External Permit 0 -23456-8  
External Permit 1 -23456-8  
External Permit 2 -23456-8

**TOD Schedule Report**  
**for 2698: Dade Blvd&23 St**

Print Date:  
10/4/2021

Print Time:  
3:19 PM

| Current<br>TOD Schedule | Plan | Cycle | Green Time |          |          |          |          |          |        |        | Ring Offset | Offset |
|-------------------------|------|-------|------------|----------|----------|----------|----------|----------|--------|--------|-------------|--------|
|                         |      |       | 1<br>-     | 2<br>SWT | 3<br>PED | 4<br>NWT | 5<br>SWL | 6<br>NBT | 7<br>- | 8<br>- |             |        |
| 2                       |      | 110   | 0          | 53       | 21       | 23       | 6        | 40       | 0      | 44     | 0           | 12     |
| 3                       |      | 130   | 0          | 65       | 21       | 31       | 6        | 52       | 0      | 52     | 0           | 29     |
| 4                       |      | 110   | 0          | 53       | 21       | 23       | 6        | 40       | 0      | 44     | 0           | 44     |
| 6                       |      | 120   | 0          | 65       | 21       | 21       | 6        | 52       | 0      | 42     | 0           | 70     |
| 13                      |      | 100   | 0          | 44       | 21       | 22       | 9        | 28       | 0      | 43     | 0           | 1      |
| 14                      |      | 120   | 0          | 64       | 21       | 22       | 9        | 48       | 0      | 43     | 0           | 65     |

**Local TOD Schedule**

| Time | Plan | DOW             |
|------|------|-----------------|
| 0000 | Free | Su M T W Th F S |
| 0600 | 13   | M T W Th F      |
| 0700 | 2    | M T W Th F      |
| 0700 | 13   | Su S            |
| 0830 | 14   | M T W Th F      |
| 1000 | 2    | Su S            |
| 1315 | 13   | M T W Th F      |
| 1500 | 14   | F               |
| 1600 | 14   | M T W Th        |
| 1830 | 13   | M T W Th F      |
| 2000 | 14   | Su F S          |
| 2200 | Free | M T W Th        |

**Current Time of Day Function**

| Time | Function          | Settings * | Day of Week   |
|------|-------------------|------------|---------------|
| 0000 | TOD OUTPUTS       | -----1     | SuM T W ThF S |
| 0000 | TOD LOCAL MULTIFU | ----4--    | SuM T W ThF S |
| 0500 | TOD LOCAL MULTIFU | -----      | SuM T W ThF S |
| 0630 | PED RECALL        | -----      | M T W ThF     |
| 0630 | TOD OUTPUTS       | -----      | SuM T W ThF S |
| 0800 | PED RECALL        | -----      | M T W ThF     |
| 0845 | TOD OUTPUTS       | -----2-    | M T W ThF     |
| 1315 | PED RECALL        | -----      | M T W ThF     |
| 1415 | TOD OUTPUTS       | -----      | M T W ThF     |
| 1500 | PED RECALL        | -----      | M T W ThF     |
| 1600 | TOD OUTPUTS       | ----3--    | M T W Th      |
| 1830 | TOD OUTPUTS       | -----      | M T W ThF     |
| 2200 | TOD OUTPUTS       | -----1     | SuM T W ThF S |

**Local Time of Day Function**

| Time | Function                  | Settings * | Day of Week   |
|------|---------------------------|------------|---------------|
| 0000 | TOD OUTPUTS               | -----1     | SuM T W ThF S |
| 0000 | TOD LOCAL MULTIFUNCT--4-- | -----      | SuM T W ThF S |
| 0500 | TOD LOCAL MULTIFUNCT--4-- | -----      | SuM T W ThF S |
| 0630 | PED RECALL                | -----      | M T W ThF     |
| 0630 | TOD OUTPUTS               | -----      | SuM T W ThF S |
| 0700 | TOD OUTPUTS               | -----1     | Su S          |
| 0800 | PED RECALL                | -----      | M T W ThF     |
| 0845 | TOD OUTPUTS               | -----2-    | M T W ThF     |
| 1000 | TOD OUTPUTS               | -----2-    | Su S          |
| 1315 | PED RECALL                | -----      | M T W ThF     |
| 1415 | TOD OUTPUTS               | -----      | M T W ThF     |
| 1500 | TOD OUTPUTS               | -----      | F             |
| 1500 | PED RECALL                | -----      | M T W ThF     |
| 1600 | TOD OUTPUTS               | ----3--    | M T W Th      |
| 1830 | TOD OUTPUTS               | -----      | M T W ThF     |
| 2200 | TOD OUTPUTS               | -----1     | SuM T W ThF S |

**\* Settings**

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

**No Calendar Defined/Enabled**

## **Appendix D**

### Growth Rate Calculations

**FDOT Growth Rate Summary**

| Station Number | Location                                     | Historical Growth- Linear |               |               |               | Historical Growth- Exponential |               |               |               | Historical Growth- Decaying Exponential |               |               |               |
|----------------|----------------------------------------------|---------------------------|---------------|---------------|---------------|--------------------------------|---------------|---------------|---------------|-----------------------------------------|---------------|---------------|---------------|
|                |                                              | 5-year                    | R-squared     | 10-year       | R-squared     | 5-year                         | R-squared     | 10-year       | R-squared     | 5-year                                  | R-squared     | 10-year       | R-squared     |
| 5170           | SR A1A/Collins Avenue -- N of 21 Street      | -0.82%                    | 6.72%         | -3.06%        | 75.84%        | -0.83%                         | 6.07%         | -3.49%        | 75.91%        | -1.30%                                  | 20.09%        | -3.31%        | 65.80%        |
| 5171           | SR A1A/Collins Avenue -- 200' N of 35 Street | -4.13%                    | 52.95%        | -3.65%        | 76.59%        | -4.41%                         | 51.01%        | -4.37%        | 76.80%        | -4.78%                                  | 68.81%        | -4.16%        | 71.62%        |
| 8422           | 23 Street -- 200' W of Liberty Avenue        | -3.21%                    | 54.59%        | -1.45%        | 25.00%        | -3.58%                         | 55.34%        | -1.54%        | 26.11%        | -2.67%                                  | 33.11%        | -0.86%        | 8.18%         |
| <b>Total</b>   |                                              | <b>-2.72%</b>             | <b>38.09%</b> | <b>-2.72%</b> | <b>59.14%</b> | <b>-2.94%</b>                  | <b>37.47%</b> | <b>-3.13%</b> | <b>59.61%</b> | <b>-2.92%</b>                           | <b>40.67%</b> | <b>-2.78%</b> | <b>48.53%</b> |

| SERPM Growth Rate Summary      |         |         |            |             |                    |
|--------------------------------|---------|---------|------------|-------------|--------------------|
| Street Name                    | 2015    | 2045    | Difference | Growth Rate | Annual Growth Rate |
| Dade Boulevard/Pine Tree Drive | 15,142  | 20,483  | 5,341      | 35.27%      | 1.18%              |
|                                | 20,086  | 24,626  | 4,540      | 22.60%      | 0.75%              |
|                                | 22,437  | 21,329  | -1,108     | -4.94%      | -0.16%             |
|                                | 22,437  | 21,329  | -1,108     | -4.94%      | -0.16%             |
| Collins Avenue                 | 17,905  | 22,489  | 4,584      | 25.60%      | 0.85%              |
|                                | 17,905  | 22,489  | 4,584      | 25.60%      | 0.85%              |
|                                | 17,905  | 22,489  | 4,584      | 25.60%      | 0.85%              |
|                                | 20,838  | 30,600  | 9,762      | 46.85%      | 1.56%              |
| 23 Street                      | 13,250  | 15,672  | 2,422      | 18.28%      | 0.61%              |
|                                | 9,069   | 12,196  | 3,127      | 34.48%      | 1.15%              |
| Total                          | 176,974 | 213,702 | 36,728     | 20.75%      | 0.69%              |

## FDOT Historical Growth Trends



FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

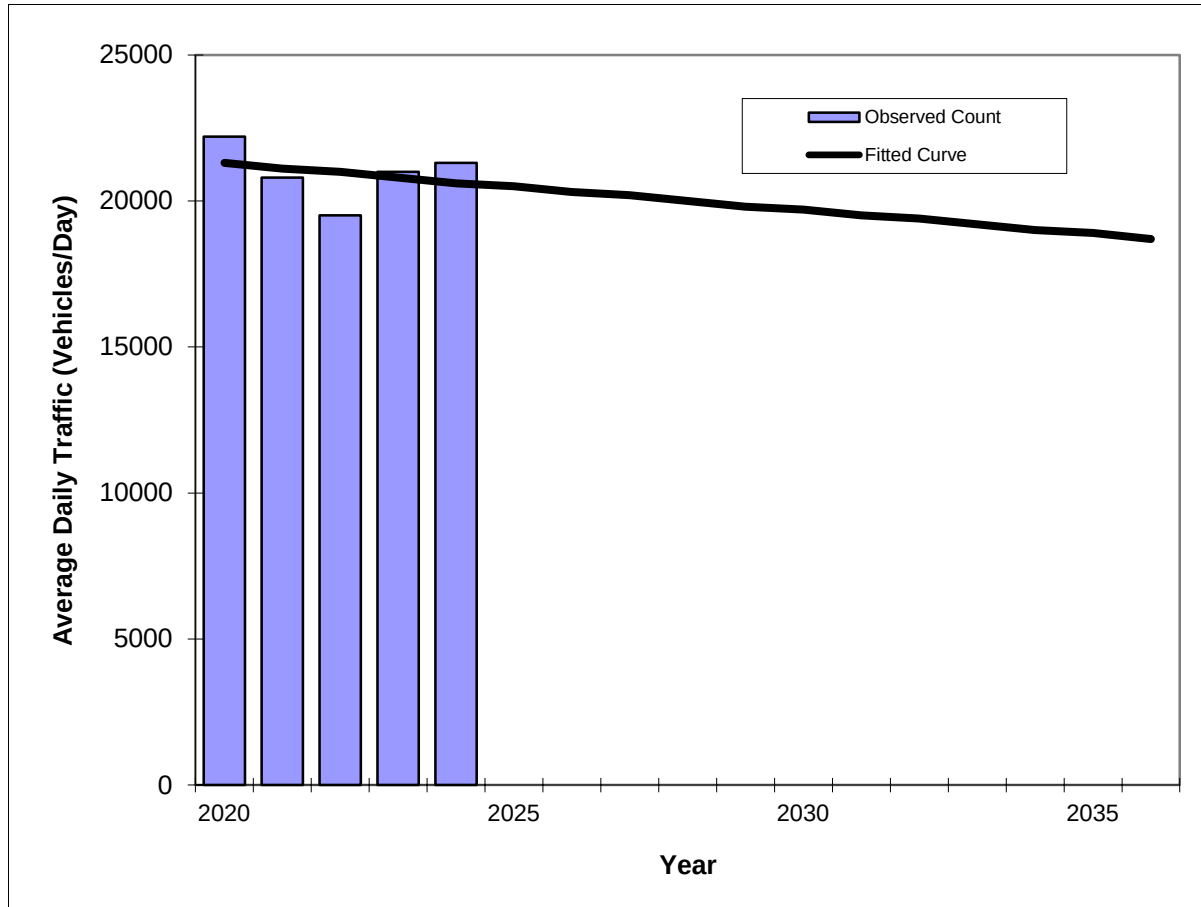
| YEAR | AADT  |   | DIRECTION 1 |  | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|-------|---|-------------|--|-------------|-----------|----------|----------|
| ---- | ----- |   | -----       |  | -----       | -----     | -----    | -----    |
| 2024 | 21300 | C | N 9800      |  | S 11500     | 9.00      | 54.90    | 22.60    |
| 2023 | 21000 | C | N 10000     |  | S 11000     | 9.00      | 55.10    | 25.20    |
| 2022 | 19500 | C | N 9000      |  | S 10500     | 9.00      | 54.70    | 6.20     |
| 2021 | 18400 | C | N 9300      |  | S 9100      | 9.00      | 54.30    | 8.40     |
| 2020 | 10400 | C | N 5200      |  | S 5200      | 9.00      | 54.20    | 31.10    |
| 2019 | 23500 | C | N 12000     |  | S 11500     | 9.00      | 54.60    | 10.00    |
| 2018 | 27500 | C | N 13000     |  | S 14500     | 9.00      | 54.30    | 7.90     |
| 2017 | 26500 | C | N 13000     |  | S 13500     | 9.00      | 55.00    | 6.60     |
| 2016 | 26000 | C | N 13500     |  | S 12500     | 9.00      | 54.50    | 20.20    |
| 2015 | 26500 | C | N 12500     |  | S 14000     | 9.00      | 54.70    | 4.20     |
| 2014 | 27000 | C | N 12500     |  | S 14500     | 9.00      | 54.50    | 4.10     |
| 2013 | 22500 | C | N 10500     |  | S 12000     | 9.00      | 52.40    | 9.00     |
| 2012 | 25000 | C | N 12000     |  | S 13000     | 9.00      | 55.70    | 4.30     |
| 2011 | 26500 | C | N 13500     |  | S 13000     | 9.00      | 55.10    | 2.80     |
| 2010 | 25000 | C | N 12500     |  | S 12500     | 8.98      | 54.08    | 2.80     |
| 2009 | 26500 | C | N 13000     |  | S 13500     | 8.99      | 53.24    | 2.70     |

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

## Traffic Trends

### SR A1A/Collins Ave -- N of 21 Street

|                   |                    |
|-------------------|--------------------|
| <b>County:</b>    | Miami-Dade (87)    |
| <b>Station #:</b> | 5170               |
| <b>Highway:</b>   | SR A1A/Collins Ave |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2020 | 22200              | 21300   |
| 2021 | 20800              | 21100   |
| 2022 | 19500              | 21000   |
| 2023 | 21000              | 20800   |
| 2024 | 21300              | 20600   |

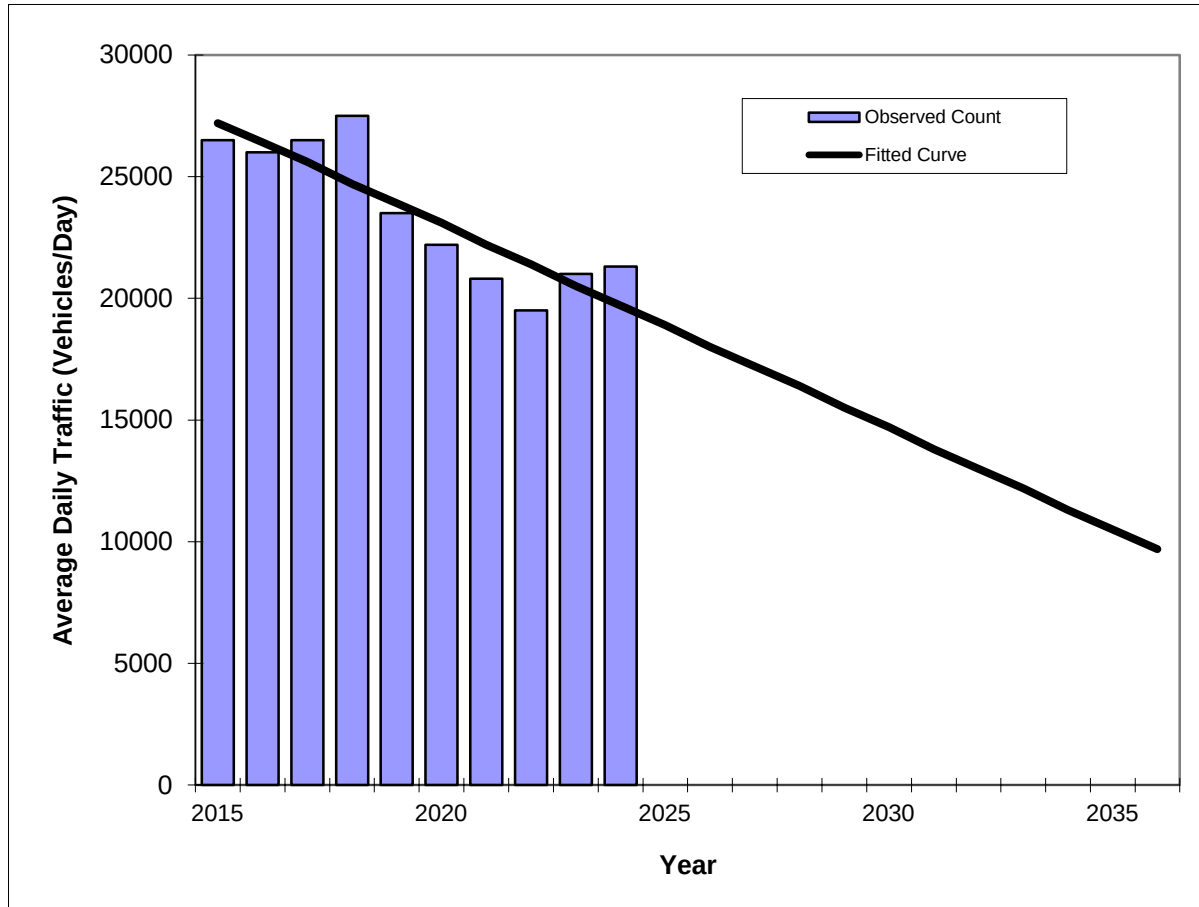
|                                    |          |
|------------------------------------|----------|
| Trend R-squared:                   | 6.72%    |
| Trend Annual Historic Growth Rate: | -0.82%   |
| Printed:                           | 9-Oct-25 |
| <b>Straight Line Growth Option</b> |          |

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- N of 21 Street

|            |                    |
|------------|--------------------|
| County:    | Miami-Dade (87)    |
| Station #: | 5170               |
| Highway:   | SR A1A/Collins Ave |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2015 | 26500              | 27200   |
| 2016 | 26000              | 26400   |
| 2017 | 26500              | 25600   |
| 2018 | 27500              | 24700   |
| 2019 | 23500              | 23900   |
| 2020 | 22200              | 23100   |
| 2021 | 20800              | 22200   |
| 2022 | 19500              | 21400   |
| 2023 | 21000              | 20500   |
| 2024 | 21300              | 19700   |

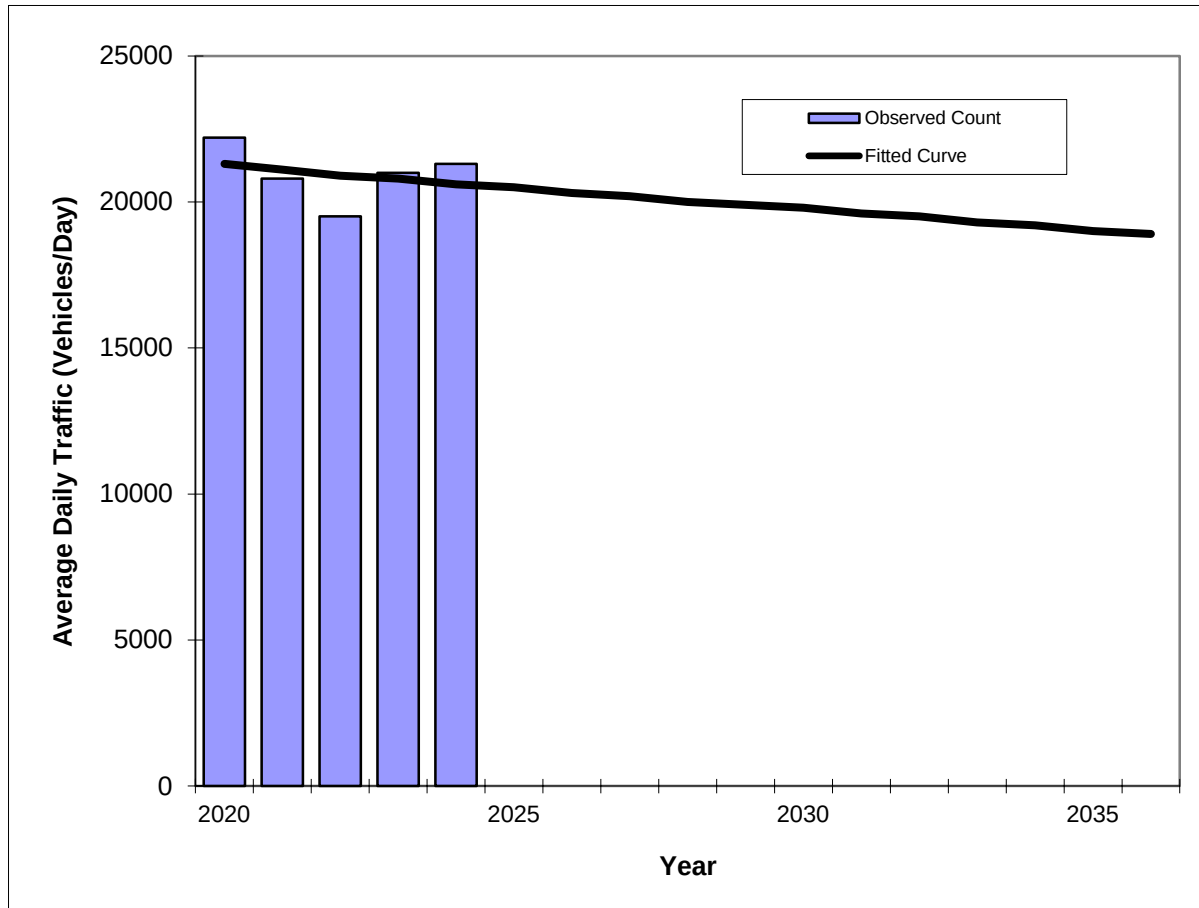
|                                    |          |
|------------------------------------|----------|
| Trend R-squared:                   | 75.84%   |
| Trend Annual Historic Growth Rate: | -3.06%   |
| Printed:                           | 9-Oct-25 |
| <b>Straight Line Growth Option</b> |          |

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- N of 21 Street

|                   |                    |
|-------------------|--------------------|
| <b>County:</b>    | Miami-Dade (87)    |
| <b>Station #:</b> | 5170               |
| <b>Highway:</b>   | SR A1A/Collins Ave |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2020 | 22200              | 21300   |
| 2021 | 20800              | 21100   |
| 2022 | 19500              | 20900   |
| 2023 | 21000              | 20800   |
| 2024 | 21300              | 20600   |

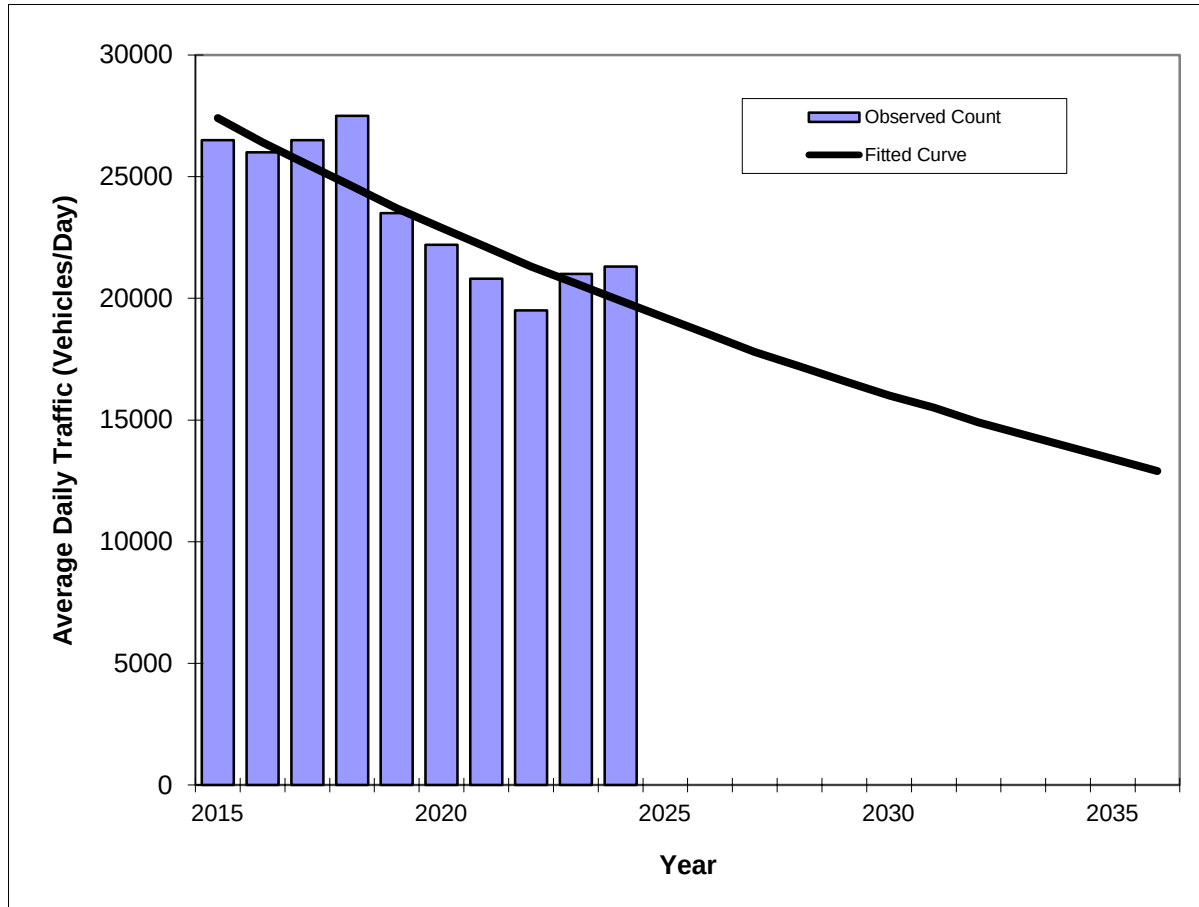
|                                         |          |
|-----------------------------------------|----------|
| Trend R-squared:                        | 6.07%    |
| Compounded Annual Historic Growth Rate: | -0.83%   |
| Printed:                                | 9-Oct-25 |
| <b>Exponential Growth Option</b>        |          |

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- N of 21 Street

|            |                    |
|------------|--------------------|
| County:    | Miami-Dade (87)    |
| Station #: | 5170               |
| Highway:   | SR A1A/Collins Ave |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2015 | 26500              | 27400   |
| 2016 | 26000              | 26400   |
| 2017 | 26500              | 25500   |
| 2018 | 27500              | 24600   |
| 2019 | 23500              | 23700   |
| 2020 | 22200              | 22900   |
| 2021 | 20800              | 22100   |
| 2022 | 19500              | 21300   |
| 2023 | 21000              | 20600   |
| 2024 | 21300              | 19900   |

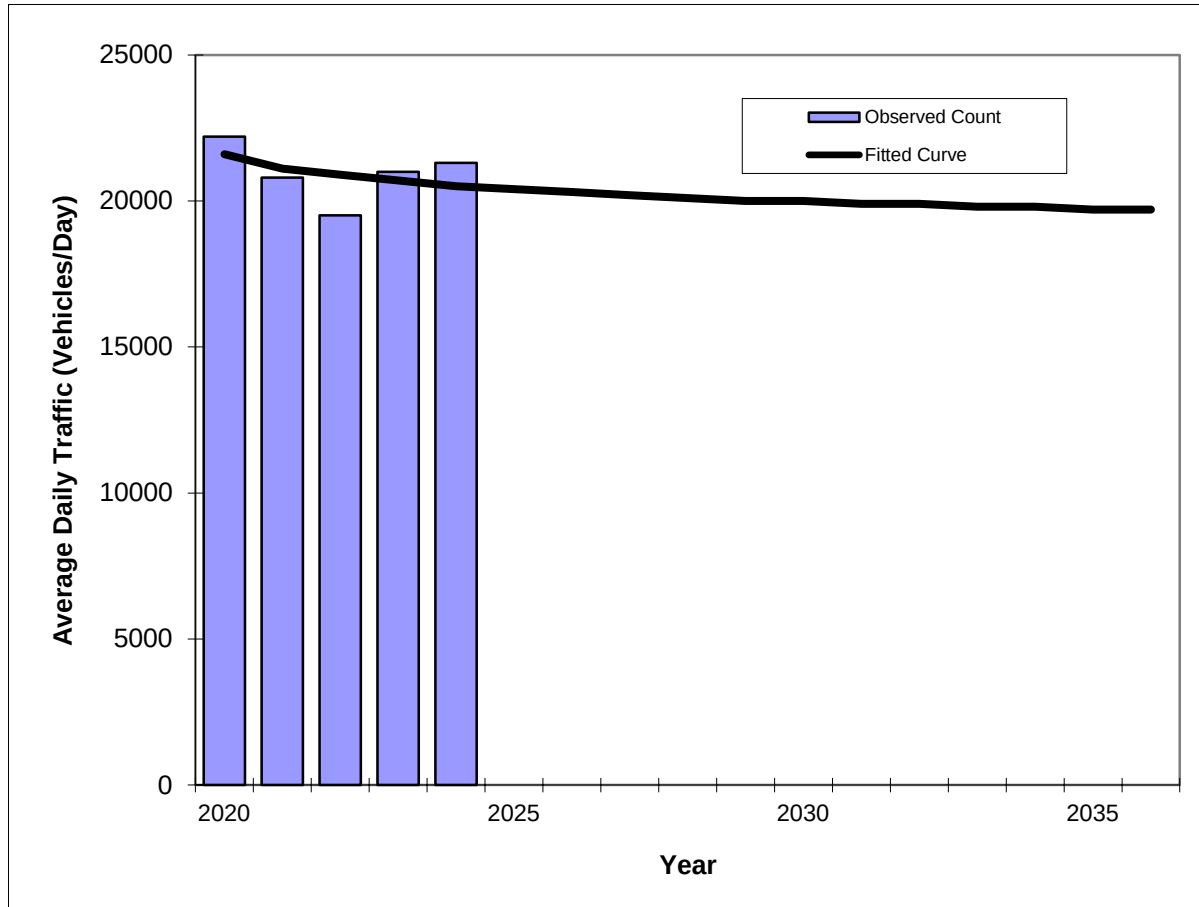
|                                         |          |
|-----------------------------------------|----------|
| Trend R-squared:                        | 75.91%   |
| Compounded Annual Historic Growth Rate: | -3.49%   |
| Printed:                                | 9-Oct-25 |
| <b>Exponential Growth Option</b>        |          |

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- N of 21 Street

|            |                    |
|------------|--------------------|
| County:    | Miami-Dade (87)    |
| Station #: | 5170               |
| Highway:   | SR A1A/Collins Ave |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2020 | 22200              | 21600   |
| 2021 | 20800              | 21100   |
| 2022 | 19500              | 20900   |
| 2023 | 21000              | 20700   |
| 2024 | 21300              | 20500   |

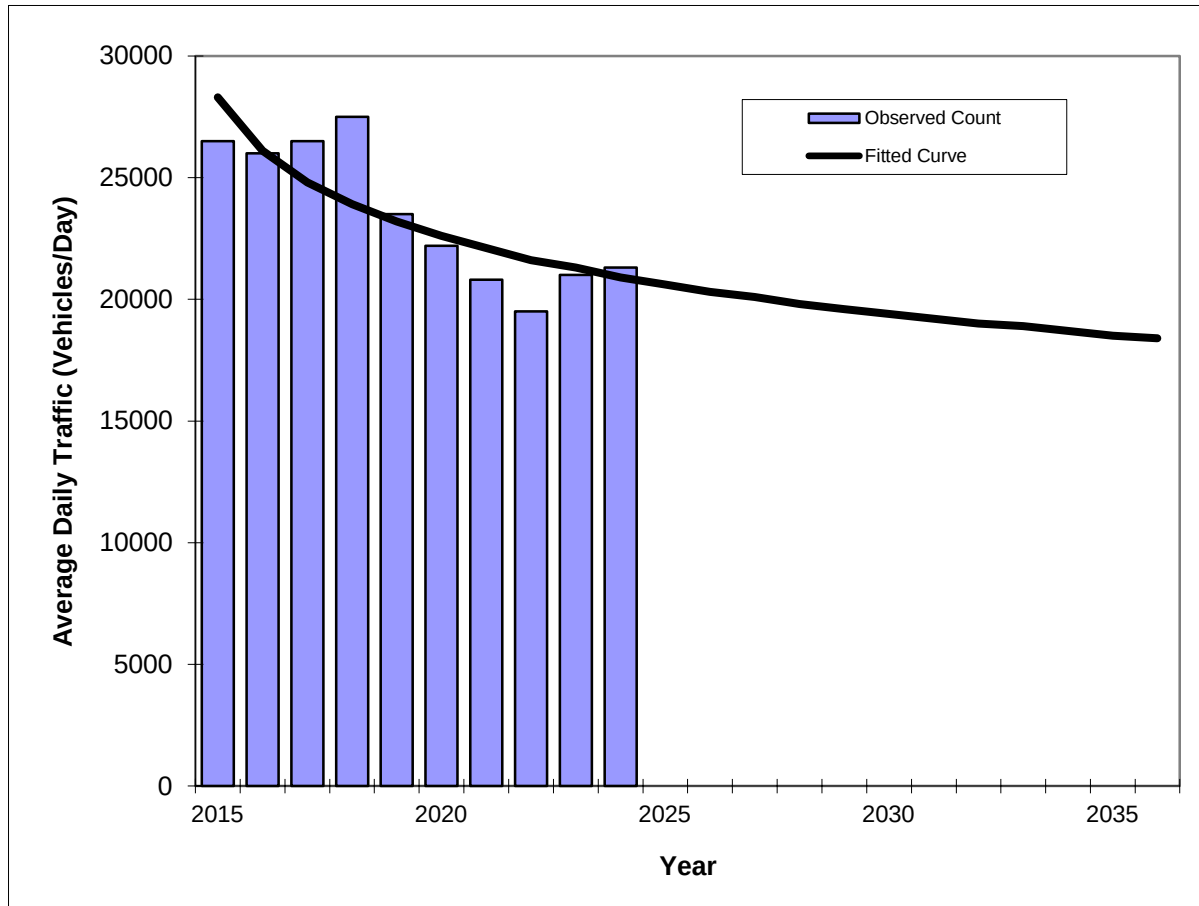
|                                         |          |
|-----------------------------------------|----------|
| Trend R-squared:                        | 20.09%   |
| Compounded Annual Historic Growth Rate: | -1.30%   |
| Printed:                                | 9-Oct-25 |
| Decaying Exponential Growth Option      |          |

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- N of 21 Street

|            |                    |
|------------|--------------------|
| County:    | Miami-Dade (87)    |
| Station #: | 5170               |
| Highway:   | SR A1A/Collins Ave |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2015 | 26500              | 28300   |
| 2016 | 26000              | 26100   |
| 2017 | 26500              | 24800   |
| 2018 | 27500              | 23900   |
| 2019 | 23500              | 23200   |
| 2020 | 22200              | 22600   |
| 2021 | 20800              | 22100   |
| 2022 | 19500              | 21600   |
| 2023 | 21000              | 21300   |
| 2024 | 21300              | 20900   |

|                                         |          |
|-----------------------------------------|----------|
| Trend R-squared:                        | 65.80%   |
| Compounded Annual Historic Growth Rate: | -3.31%   |
| Printed:                                | 9-Oct-25 |
| Decaying Exponential Growth Option      |          |

\*Axle-Adjusted



FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5171 - 200' N OF 35 ST. (MIAMI BEACH)

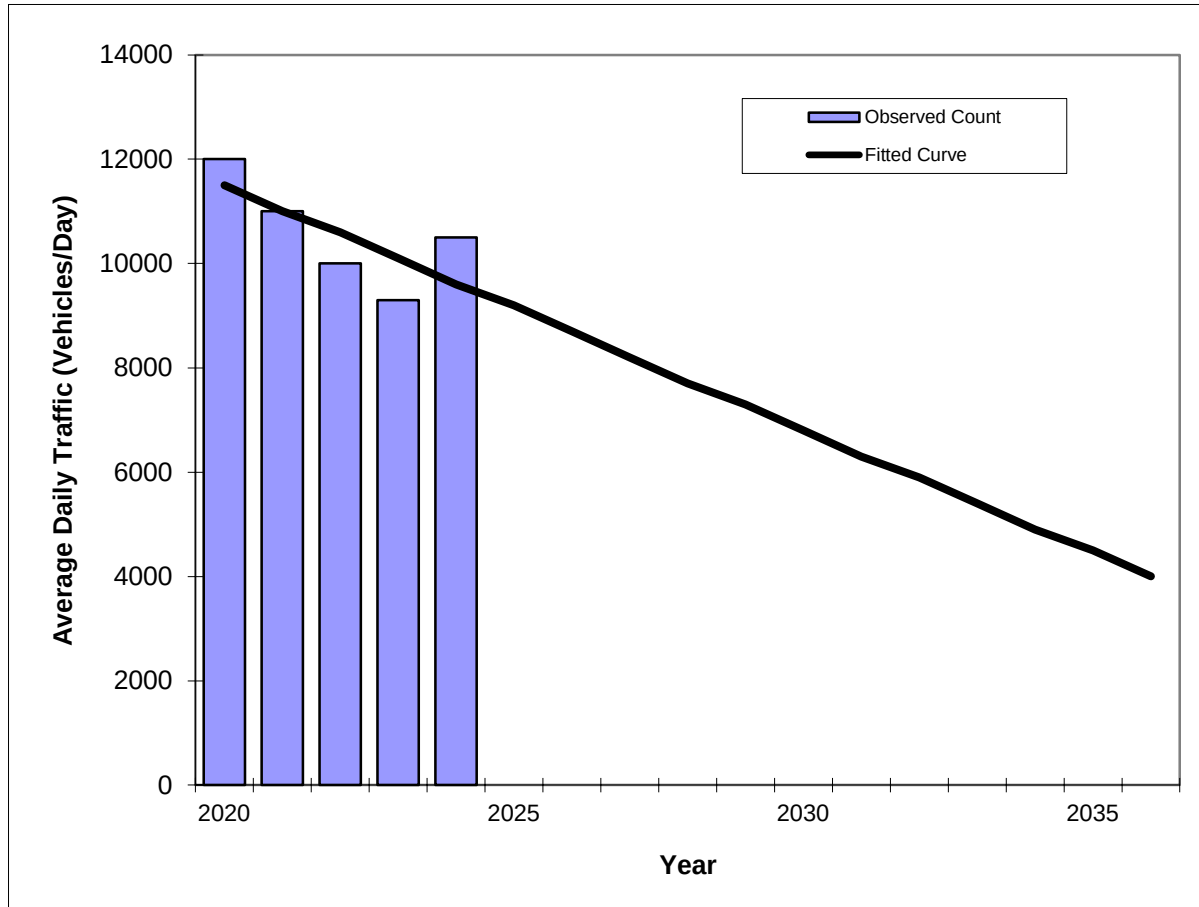
| YEAR | AADT    |   | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|---|-------------|-------------|-----------|----------|----------|
| ---- | -----   |   | -----       | -----       | -----     | -----    | -----    |
| 2024 | 10500 C | N | 10500       | 0           | 9.00      | 99.90    | 9.20     |
| 2023 | 9300 C  | N | 9300        | 0           | 9.00      | 99.90    | 10.90    |
| 2022 | 10000 C | N | 10000       | 0           | 9.00      | 99.90    | 4.50     |
| 2021 | 12000 S |   | 0           | 0           | 9.00      | 99.90    | 5.40     |
| 2020 | 12500 F |   | 0           | 0           | 9.00      | 99.90    | 9.20     |
| 2019 | 13000 C | N | 13000       | 0           | 9.00      | 99.90    | 5.00     |
| 2018 | 14000 C | N | 14000       | 0           | 9.00      | 99.90    | 5.60     |
| 2017 | 12000 C | N | 12000       | 0           | 9.00      | 99.90    | 5.30     |
| 2016 | 13000 C | N | 13000       | 0           | 9.00      | 99.90    | 7.80     |
| 2015 | 15000 C | N | 15000       | 0           | 9.00      | 99.90    | 4.60     |
| 2014 | 12500 C | N | 12500       |             | 9.00      | 99.90    | 5.10     |
| 2013 | 14000 C | N | 14000       | 0           | 9.00      | 99.90    | 6.10     |
| 2012 | 13000 C | N | 13000       | 0           | 9.00      | 99.90    | 8.40     |
| 2011 | 12500 C | N | 12500       | 0           | 9.00      | 99.90    | 7.50     |
| 2010 | 10500 C | N | 10500       | 0           | 8.98      | 99.99    | 8.80     |

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

# Traffic Trends

## SR A1A/Collins Ave -- 200' N of 35 Street

|            |                    |
|------------|--------------------|
| County:    | Miami-Dade (87)    |
| Station #: | 5171               |
| Highway:   | SR A1A/Collins Ave |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2020 | 12000              | 11500   |
| 2021 | 11000              | 11000   |
| 2022 | 10000              | 10600   |
| 2023 | 9300               | 10100   |
| 2024 | 10500              | 9600    |

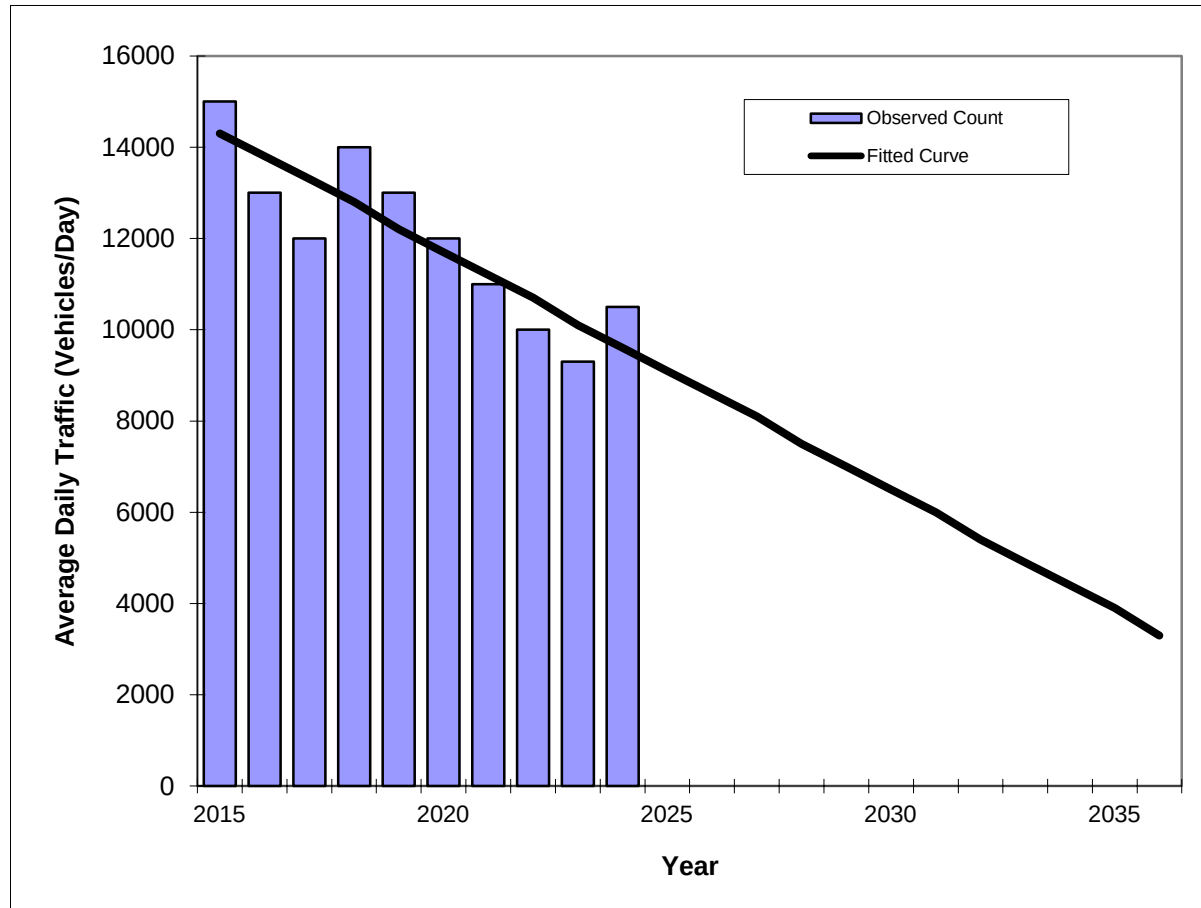
|                                    |          |
|------------------------------------|----------|
| Trend R-squared:                   | 52.95%   |
| Trend Annual Historic Growth Rate: | -4.13%   |
| Printed:                           | 9-Oct-25 |
| Straight Line Growth Option        |          |

\*Axle-Adjusted

# Traffic Trends

## SR A1A/Collins Ave -- 200' N of 35 Street

|            |                    |
|------------|--------------------|
| County:    | Miami-Dade (87)    |
| Station #: | 5171               |
| Highway:   | SR A1A/Collins Ave |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2015 | 15000              | 14300   |
| 2016 | 13000              | 13800   |
| 2017 | 12000              | 13300   |
| 2018 | 14000              | 12800   |
| 2019 | 13000              | 12200   |
| 2020 | 12000              | 11700   |
| 2021 | 11000              | 11200   |
| 2022 | 10000              | 10700   |
| 2023 | 9300               | 10100   |
| 2024 | 10500              | 9600    |

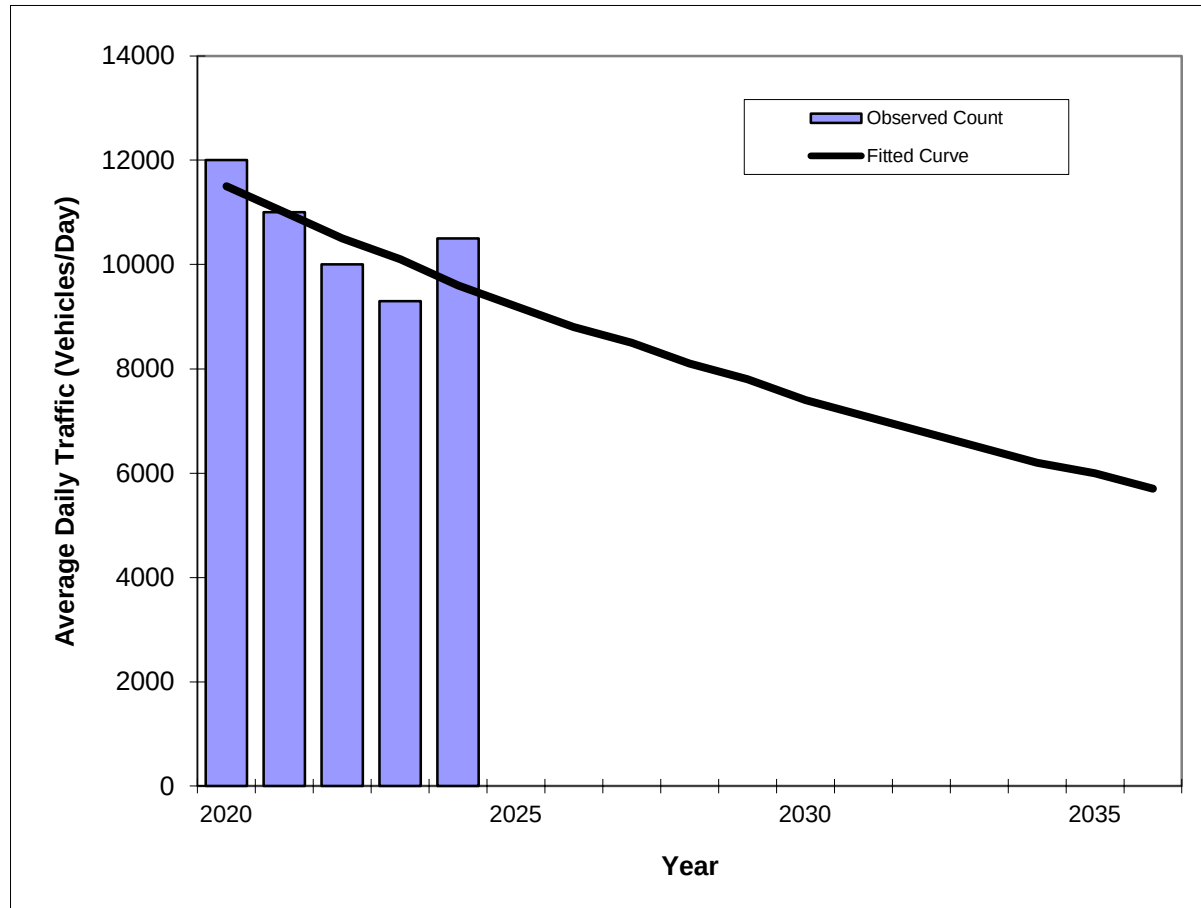
|                                    |          |
|------------------------------------|----------|
| Trend R-squared:                   | 76.59%   |
| Trend Annual Historic Growth Rate: | -3.65%   |
| Printed:                           | 9-Oct-25 |
| Straight Line Growth Option        |          |

\*Axle-Adjusted

# Traffic Trends

## SR A1A/Collins Ave -- 200' N of 35 Street

|            |                    |
|------------|--------------------|
| County:    | Miami-Dade (87)    |
| Station #: | 5171               |
| Highway:   | SR A1A/Collins Ave |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2020 | 12000              | 11500   |
| 2021 | 11000              | 11000   |
| 2022 | 10000              | 10500   |
| 2023 | 9300               | 10100   |
| 2024 | 10500              | 9600    |

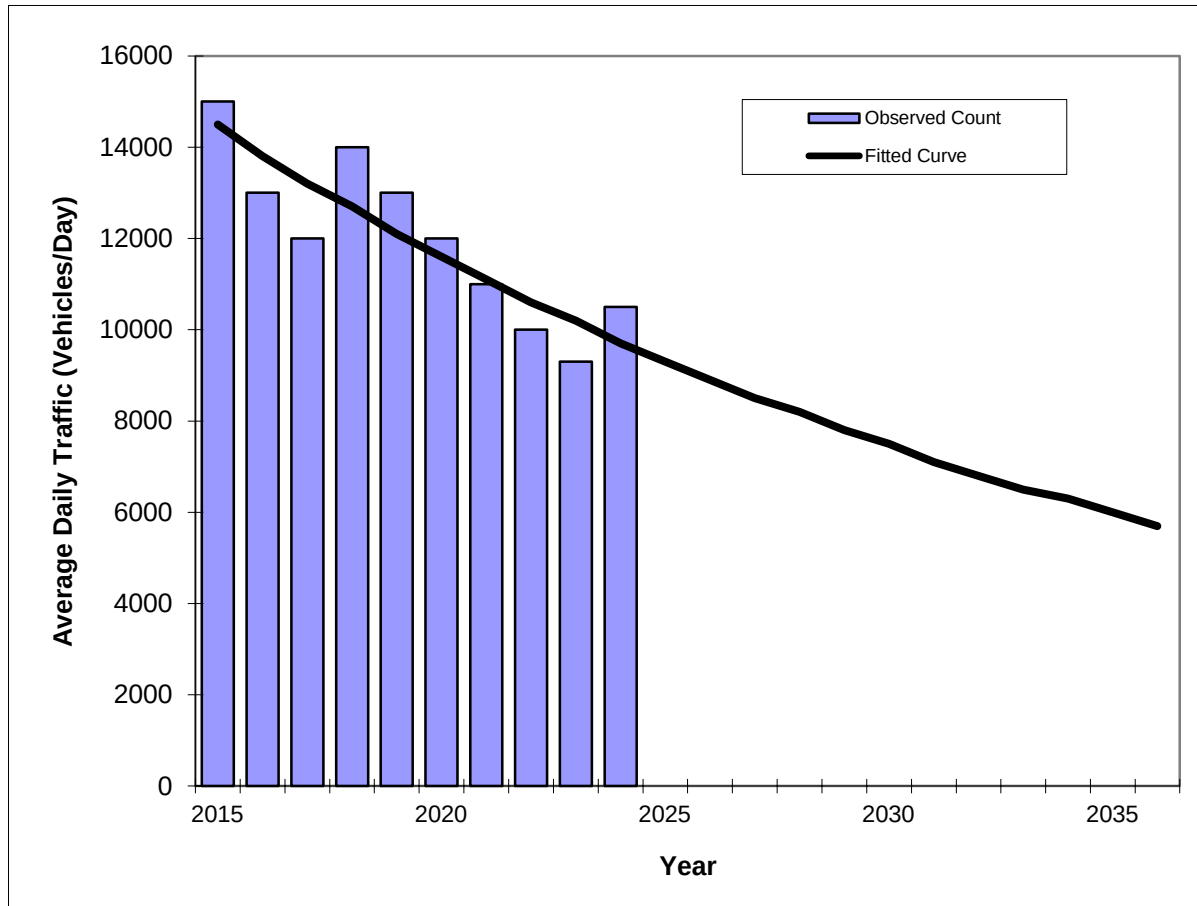
|                                         |          |
|-----------------------------------------|----------|
| Trend R-squared:                        | 51.01%   |
| Compounded Annual Historic Growth Rate: | -4.41%   |
| Printed:                                | 9-Oct-25 |
| Exponential Growth Option               |          |

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- 200' N of 35 Street

|            |                    |
|------------|--------------------|
| County:    | Miami-Dade (87)    |
| Station #: | 5171               |
| Highway:   | SR A1A/Collins Ave |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2015 | 15000              | 14500   |
| 2016 | 13000              | 13800   |
| 2017 | 12000              | 13200   |
| 2018 | 14000              | 12700   |
| 2019 | 13000              | 12100   |
| 2020 | 12000              | 11600   |
| 2021 | 11000              | 11100   |
| 2022 | 10000              | 10600   |
| 2023 | 9300               | 10200   |
| 2024 | 10500              | 9700    |

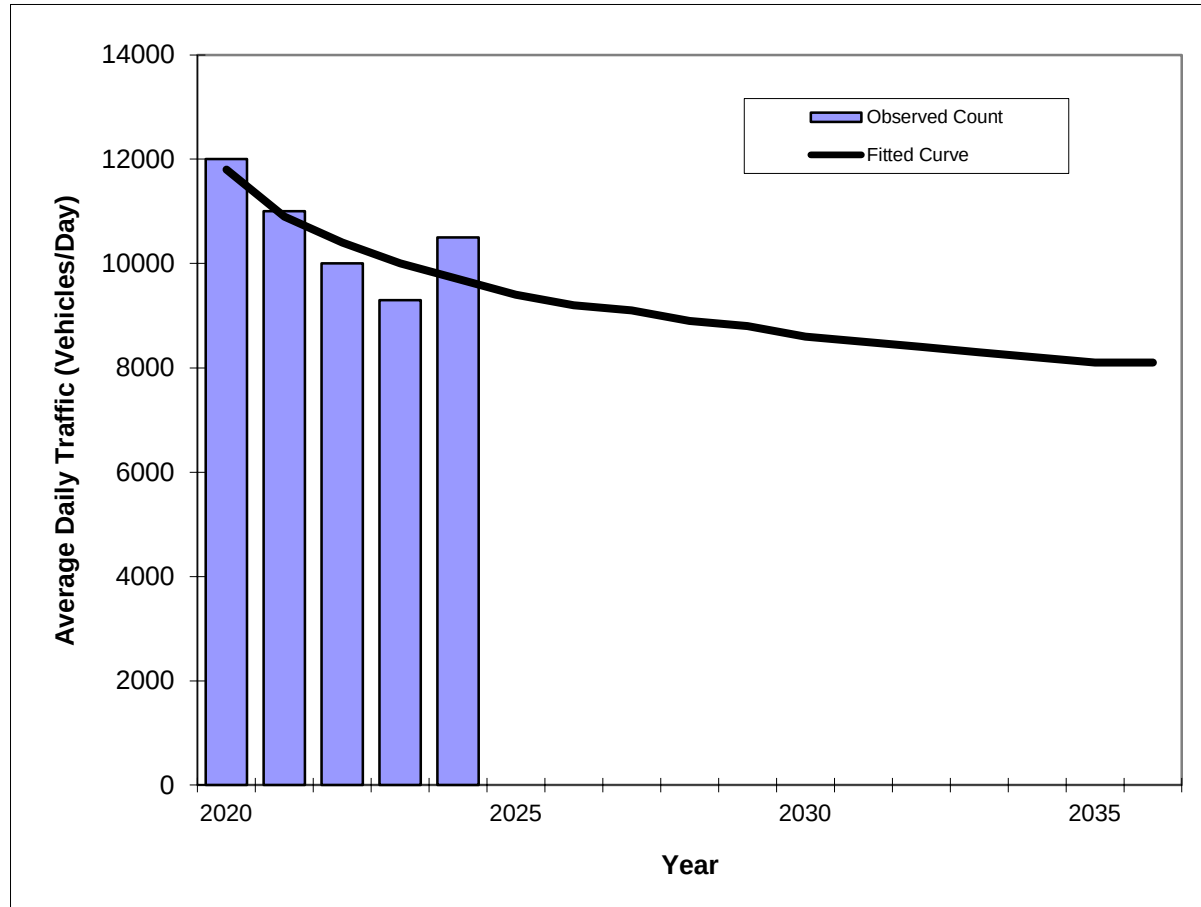
|                                         |          |
|-----------------------------------------|----------|
| Trend R-squared:                        | 76.80%   |
| Compounded Annual Historic Growth Rate: | -4.37%   |
| Printed:                                | 9-Oct-25 |
| <b>Exponential Growth Option</b>        |          |

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- 200' N of 35 Street

|            |                    |
|------------|--------------------|
| County:    | Miami-Dade (87)    |
| Station #: | 5171               |
| Highway:   | SR A1A/Collins Ave |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2020 | 12000              | 11800   |
| 2021 | 11000              | 10900   |
| 2022 | 10000              | 10400   |
| 2023 | 9300               | 10000   |
| 2024 | 10500              | 9700    |

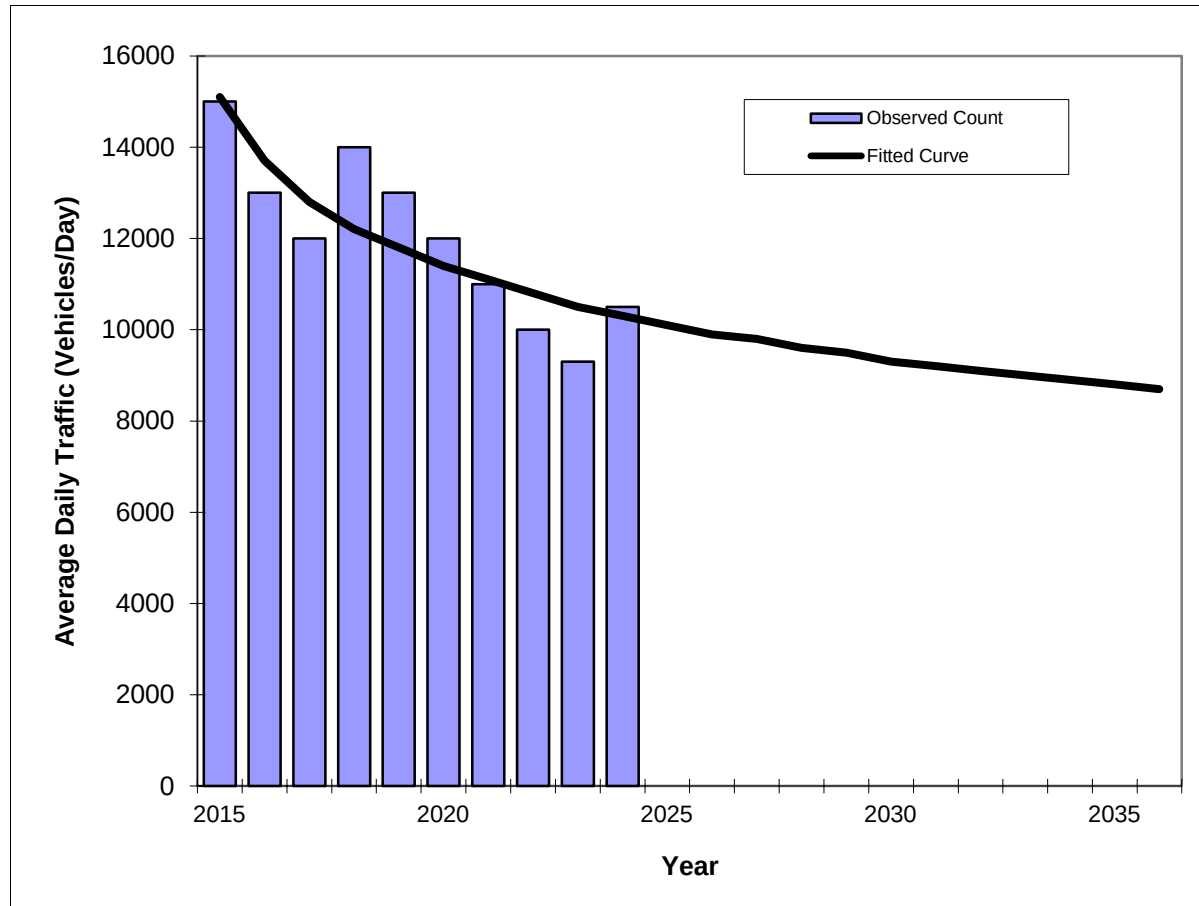
|                                         |          |
|-----------------------------------------|----------|
| Trend R-squared:                        | 68.81%   |
| Compounded Annual Historic Growth Rate: | -4.78%   |
| Printed:                                | 9-Oct-25 |
| Decaying Exponential Growth Option      |          |

\*Axle-Adjusted

# Traffic Trends

## SR A1A/Collins Ave -- 200' N of 35 Street

|            |                    |
|------------|--------------------|
| County:    | Miami-Dade (87)    |
| Station #: | 5171               |
| Highway:   | SR A1A/Collins Ave |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2015 | 15000              | 15100   |
| 2016 | 13000              | 13700   |
| 2017 | 12000              | 12800   |
| 2018 | 14000              | 12200   |
| 2019 | 13000              | 11800   |
| 2020 | 12000              | 11400   |
| 2021 | 11000              | 11100   |
| 2022 | 10000              | 10800   |
| 2023 | 9300               | 10500   |
| 2024 | 10500              | 10300   |

|                                         |          |
|-----------------------------------------|----------|
| Trend R-squared:                        | 71.62%   |
| Compounded Annual Historic Growth Rate: | -4.16%   |
| Printed:                                | 9-Oct-25 |
| Decaying Exponential Growth Option      |          |

\*Axle-Adjusted



FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

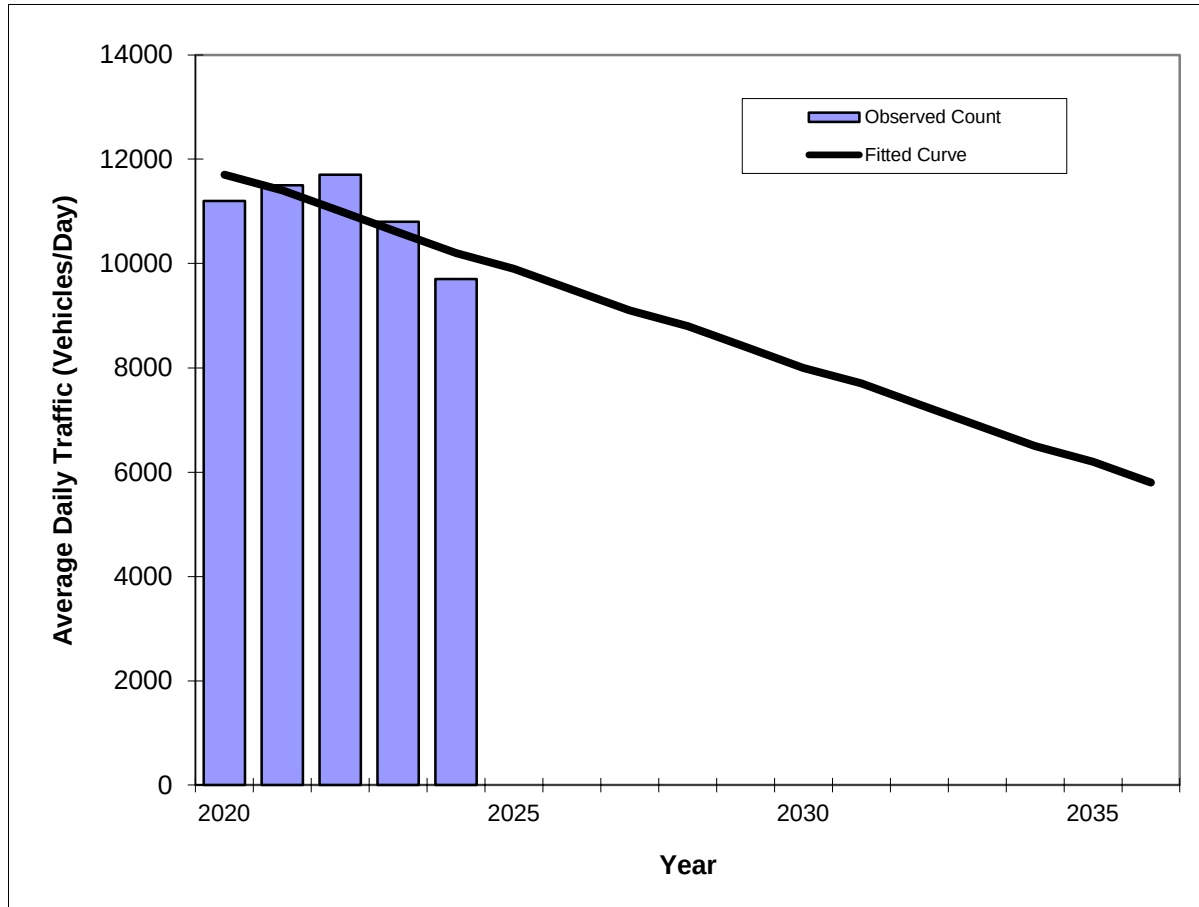
| YEAR | AADT  |   | DIRECTION 1 |  | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|-------|---|-------------|--|-------------|-----------|----------|----------|
| ---- | ----- |   | -----       |  | -----       | -----     | -----    | -----    |
| 2024 | 9700  | C | E 4700      |  | W 5000      | 9.00      | 52.70    | 4.20     |
| 2023 | 10800 | C | E 5300      |  | W 5500      | 9.00      | 63.10    | 1.60     |
| 2022 | 11700 | C | E 6200      |  | W 5500      | 9.00      | 56.50    | 2.80     |
| 2021 | 20500 | C | E 10500     |  | W 10000     | 9.00      | 55.00    | 1.10     |
| 2020 | 9800  | F | E 4900      |  | W 4900      | 9.00      | 56.00    | 9.60     |
| 2019 | 11000 | C | E 5500      |  | W 5500      | 9.00      | 56.00    | 9.60     |
| 2018 | 13400 | C | E 6600      |  | W 6800      | 9.00      | 54.30    | 2.30     |
| 2017 | 13000 | C | E 6500      |  | W 6500      | 9.00      | 55.70    | 1.80     |
| 2016 | 11900 | C | E 6000      |  | W 5900      | 9.00      | 56.10    | 15.70    |
| 2015 | 10800 | C | E 6300      |  | W 4500      | 9.00      | 57.40    | 7.20     |
| 2014 | 9700  | C | E 5000      |  | W 4700      | 9.00      | 59.30    | 21.20    |
| 2013 | 9700  | F | E 5400      |  | W 4300      | 9.00      | 58.90    | 16.20    |
| 2012 | 9700  | C | E 5400      |  | W 4300      | 9.00      | 59.70    | 16.00    |

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

# Traffic Trends

## 23 Street -- 200' W of Liberty Ave

|            |                 |
|------------|-----------------|
| County:    | Miami-Dade (87) |
| Station #: | 8422            |
| Highway:   | 23 Street       |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2020 | 11200              | 11700   |
| 2021 | 11500              | 11400   |
| 2022 | 11700              | 11000   |
| 2023 | 10800              | 10600   |
| 2024 | 9700               | 10200   |

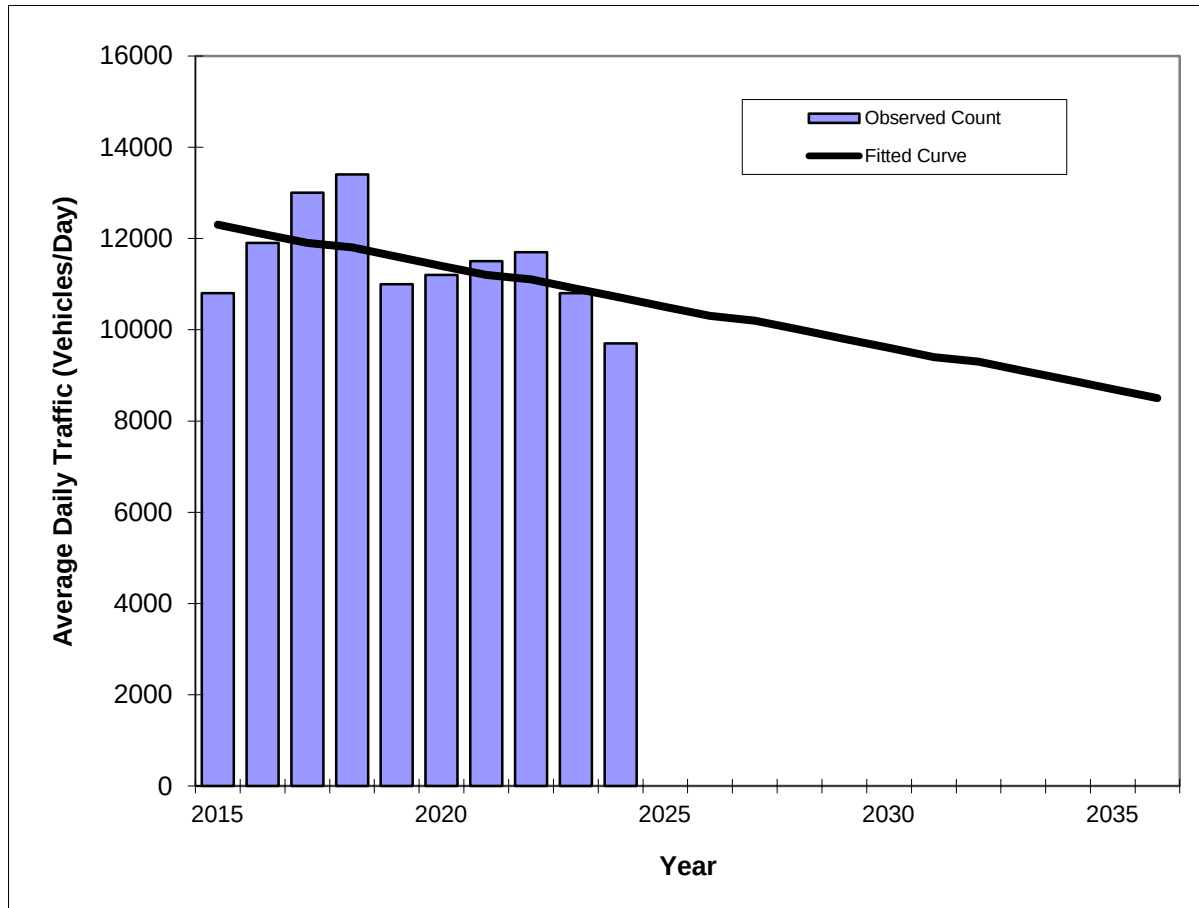
|                                    |          |
|------------------------------------|----------|
| Trend R-squared:                   | 54.59%   |
| Trend Annual Historic Growth Rate: | -3.21%   |
| Printed:                           | 9-Oct-25 |
| Straight Line Growth Option        |          |

\*Axle-Adjusted

## Traffic Trends

### 23 Street -- 200' W of Liberty Ave

|            |                 |
|------------|-----------------|
| County:    | Miami-Dade (87) |
| Station #: | 8422            |
| Highway:   | 23 Street       |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2015 | 10800              | 12300   |
| 2016 | 11900              | 12100   |
| 2017 | 13000              | 11900   |
| 2018 | 13400              | 11800   |
| 2019 | 11000              | 11600   |
| 2020 | 11200              | 11400   |
| 2021 | 11500              | 11200   |
| 2022 | 11700              | 11100   |
| 2023 | 10800              | 10900   |
| 2024 | 9700               | 10700   |

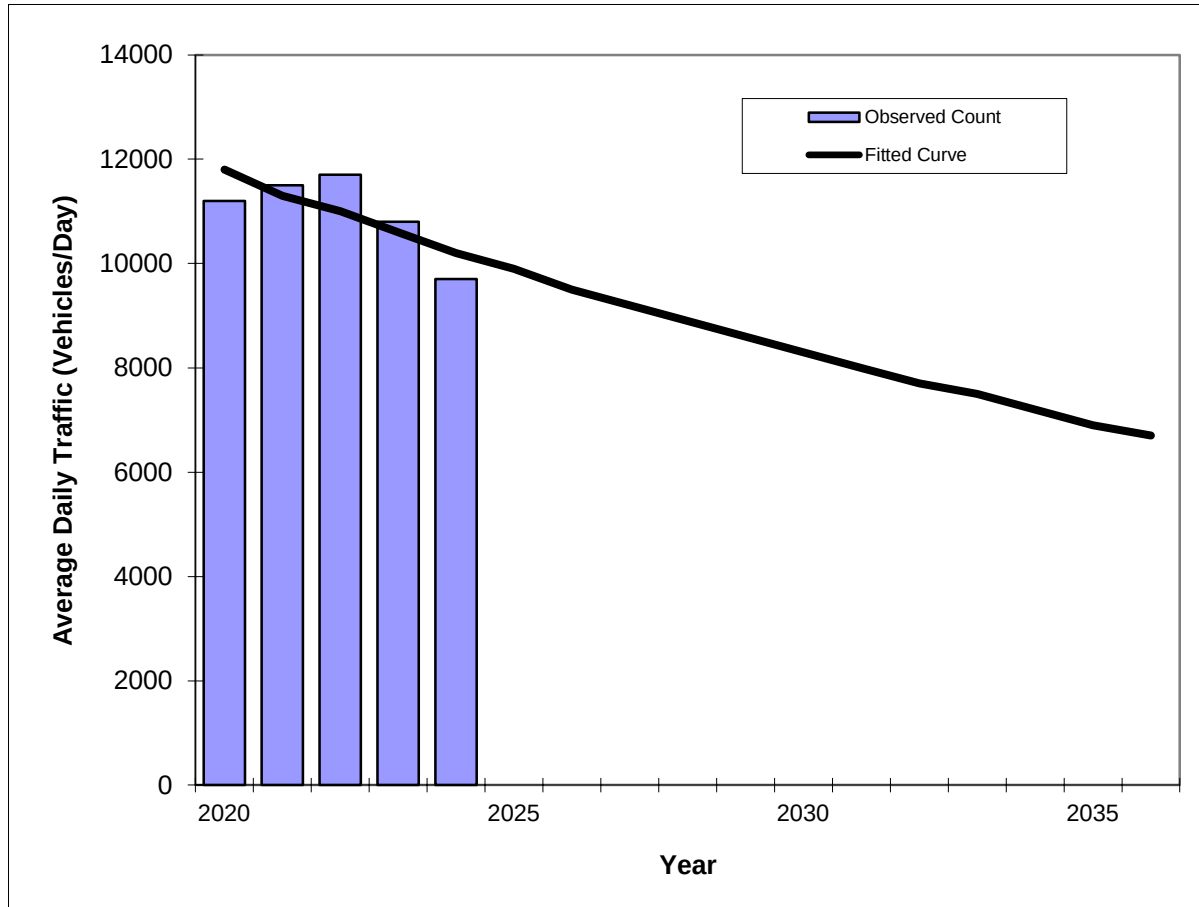
|                                    |          |
|------------------------------------|----------|
| Trend R-squared:                   | 25.00%   |
| Trend Annual Historic Growth Rate: | -1.45%   |
| Printed:                           | 9-Oct-25 |
| <b>Straight Line Growth Option</b> |          |

\*Axle-Adjusted

## Traffic Trends

### 23 Street -- 200' W of Liberty Ave

|            |                 |
|------------|-----------------|
| County:    | Miami-Dade (87) |
| Station #: | 8422            |
| Highway:   | 23 Street       |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2020 | 11200              | 11800   |
| 2021 | 11500              | 11300   |
| 2022 | 11700              | 11000   |
| 2023 | 10800              | 10600   |
| 2024 | 9700               | 10200   |

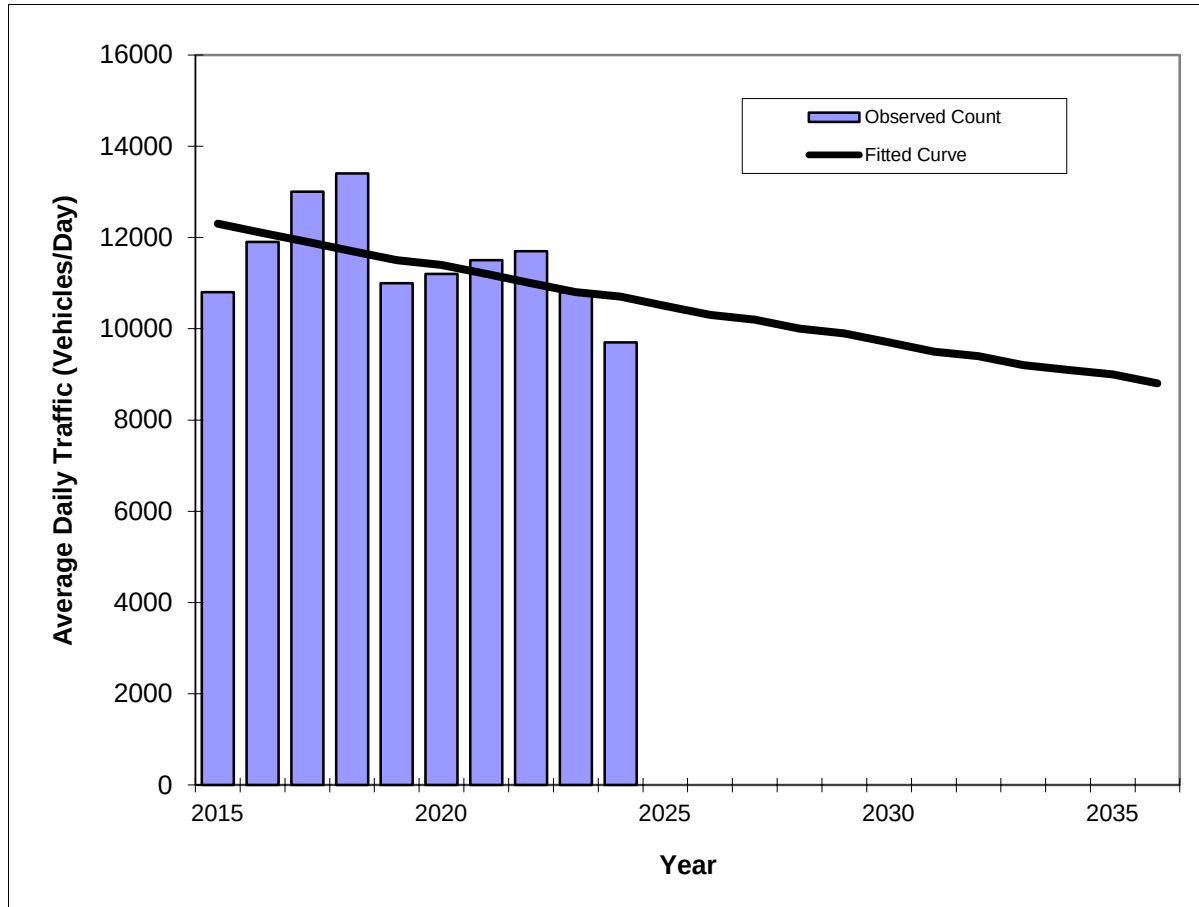
|                                         |          |
|-----------------------------------------|----------|
| Trend R-squared:                        | 55.34%   |
| Compounded Annual Historic Growth Rate: | -3.58%   |
| Printed:                                | 9-Oct-25 |
| Exponential Growth Option               |          |

\*Axle-Adjusted

# Traffic Trends

## 23 Street -- 200' W of Liberty Ave

|            |                 |
|------------|-----------------|
| County:    | Miami-Dade (87) |
| Station #: | 8422            |
| Highway:   | 23 Street       |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2015 | 10800              | 12300   |
| 2016 | 11900              | 12100   |
| 2017 | 13000              | 11900   |
| 2018 | 13400              | 11700   |
| 2019 | 11000              | 11500   |
| 2020 | 11200              | 11400   |
| 2021 | 11500              | 11200   |
| 2022 | 11700              | 11000   |
| 2023 | 10800              | 10800   |
| 2024 | 9700               | 10700   |

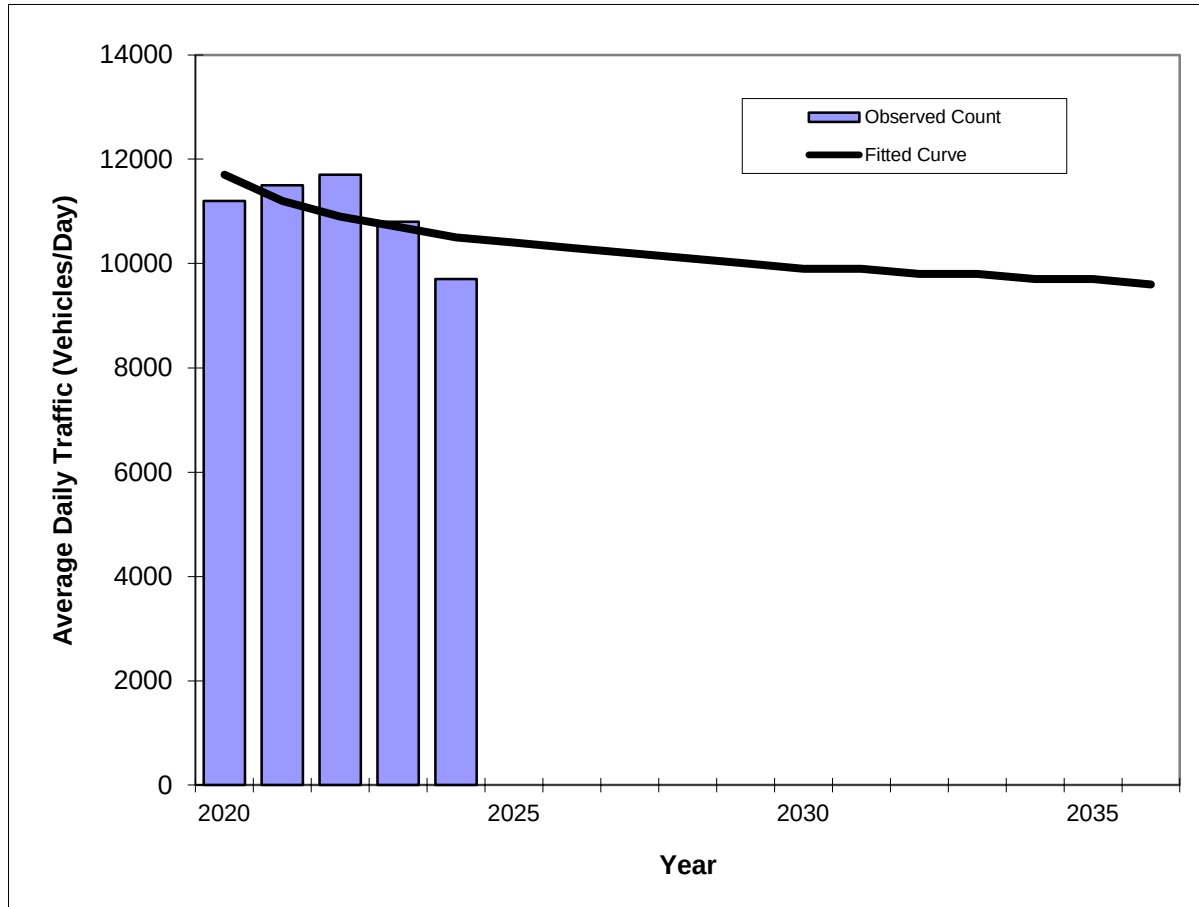
|                                         |          |
|-----------------------------------------|----------|
| Trend R-squared:                        | 26.11%   |
| Compounded Annual Historic Growth Rate: | -1.54%   |
| Printed:                                | 9-Oct-25 |
| Exponential Growth Option               |          |

\*Axle-Adjusted

# Traffic Trends

## 23 Street -- 200' W of Liberty Ave

|            |                 |
|------------|-----------------|
| County:    | Miami-Dade (87) |
| Station #: | 8422            |
| Highway:   | 23 Street       |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2020 | 11200              | 11700   |
| 2021 | 11500              | 11200   |
| 2022 | 11700              | 10900   |
| 2023 | 10800              | 10700   |
| 2024 | 9700               | 10500   |

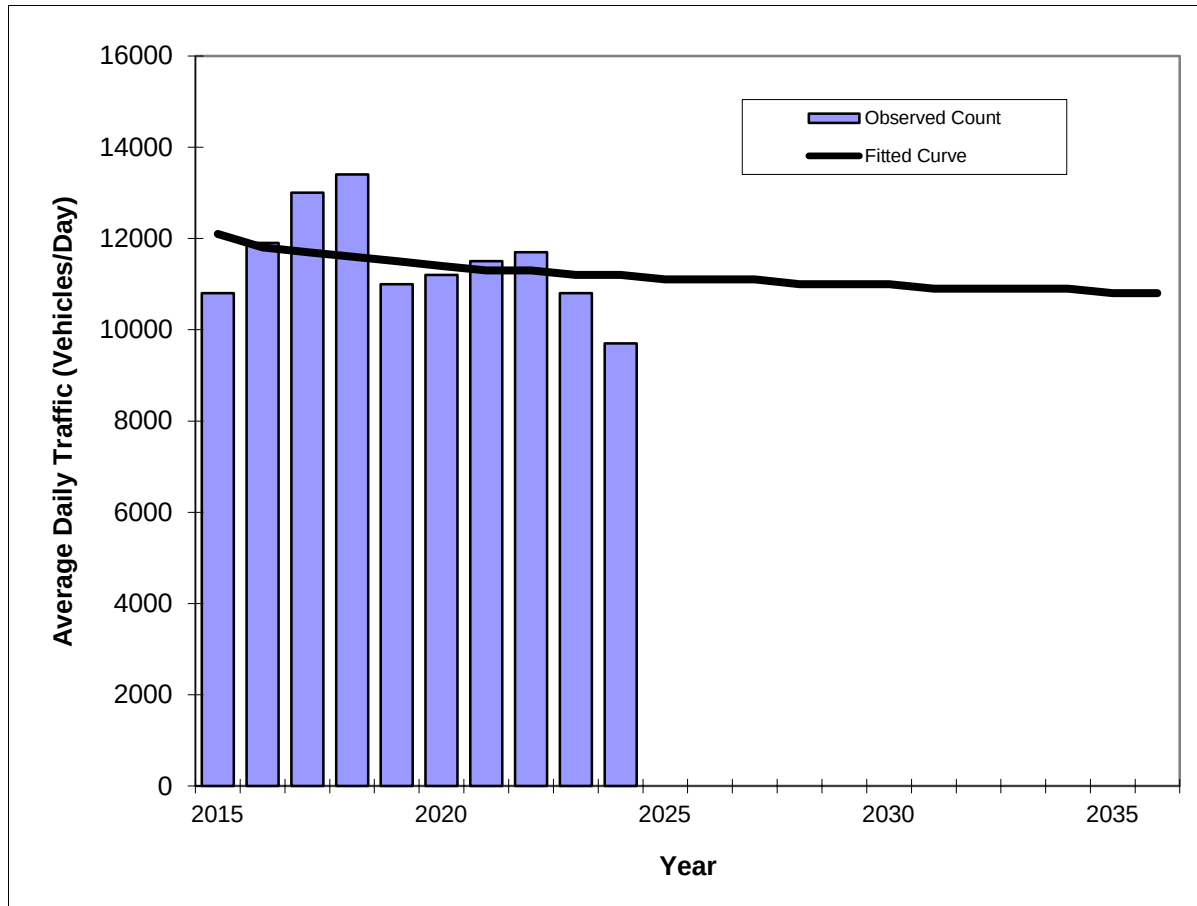
|                                         |          |
|-----------------------------------------|----------|
| Trend R-squared:                        | 33.11%   |
| Compounded Annual Historic Growth Rate: | -2.67%   |
| Printed:                                | 9-Oct-25 |
| Decaying Exponential Growth Option      |          |

\*Axle-Adjusted

## Traffic Trends

### 23 Street -- 200' W of Liberty Ave

|            |                 |
|------------|-----------------|
| County:    | Miami-Dade (87) |
| Station #: | 8422            |
| Highway:   | 23 Street       |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2015 | 10800              | 12100   |
| 2016 | 11900              | 11800   |
| 2017 | 13000              | 11700   |
| 2018 | 13400              | 11600   |
| 2019 | 11000              | 11500   |
| 2020 | 11200              | 11400   |
| 2021 | 11500              | 11300   |
| 2022 | 11700              | 11300   |
| 2023 | 10800              | 11200   |
| 2024 | 9700               | 11200   |

|                                         |          |
|-----------------------------------------|----------|
| Trend R-squared:                        | 8.18%    |
| Compounded Annual Historic Growth Rate: | -0.86%   |
| Printed:                                | 9-Oct-25 |
| Decaying Exponential Growth Option      |          |

\*Axle-Adjusted



## SERPM Analysis



[illegible]

cube

(Licensed to Kimley Horn & Associates)

## **Appendix E**

### Trip Generation Calculations

Existing Development A.M. Peak Hour Trip Generation Calculations

| TRIP GENERATION CHARACTERISTICS        |             |         |        |          |               | DIRECTIONAL DISTRIBUTION |           | BASELINE TRIPS |     |       | MULTIMODAL REDUCTION |          | VEHICLE TRIPS |     |       | INTERNAL CAPTURE |          | EXTERNAL VEHICLE TRIPS |     |       | PASS-BY CAPTURE |          | NEW EXTERNAL VEHICLE TRIPS |     |       |
|----------------------------------------|-------------|---------|--------|----------|---------------|--------------------------|-----------|----------------|-----|-------|----------------------|----------|---------------|-----|-------|------------------|----------|------------------------|-----|-------|-----------------|----------|----------------------------|-----|-------|
| Land Use                               | ITE Edition | ITE LUC | Scale  | ITE Unit | Equation/Rate | Entering %               | Exiting % | In             | Out | Total | Factor               | MR Trips | In            | Out | Total | Rate             | IC Trips | In                     | Out | Total | Rate            | PB Trips | In                         | Out | Total |
| 1      Resort Hotel                    | 11          | 330     | 393    | ROOM     | T = 0.32(X)   | 72%                      | 28%       | 91             | 35  | 126   | 15.9%                | 20       | 77            | 29  | 106   | 3.8%             | 4        | 76                     | 26  | 102   | 0.0%            | 0        | 76                         | 26  | 102   |
| 2      Multifamily Housing (High-Rise) | 11          | 222     | 15     | DU       | T = 0.27(X)   | 26%                      | 74%       | 1              | 3   | 4     | 15.9%                | 1        | 1             | 2   | 3     | 0.0%             | 0        | 1                      | 2   | 3     | 0.0%            | 0        | 1                          | 2   | 3     |
| 3      Fine Dining Restaurant          | 11          | 931     | 546    | SEAT     | T = 0.15(X)   | 69%                      | 31%       | 57             | 25  | 82    | 15.9%                | 13       | 48            | 21  | 69    | 5.0%             | 4        | 45                     | 20  | 65    | 0.0%            | 0        | 45                         | 20  | 65    |
| 4      Drinking Place                  | 11          | 975     | 19.708 | KSF      | T = 0.67(X)   | 45%                      | 55%       | 6              | 7   | 13    | 15.9%                | 2        | 5             | 6   | 11    | 5.0%             | 0        | 5                      | 6   | 11    | 0.0%            | 0        | 5                          | 6   | 11    |
| 5                                      | 11          |         |        |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 6                                      | 11          |         |        |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 7                                      | 11          |         |        |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 8                                      | 11          |         |        |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 9                                      | 11          |         |        |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 10                                     | 11          |         |        |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 11                                     | 11          |         |        |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 12                                     | 11          |         |        |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 13                                     | 11          |         |        |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 14                                     | 11          |         |        |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 15                                     | 11          |         |        |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| Total:                                 |             |         |        |          |               |                          |           | 155            | 70  | 225   | 15.9%                | 36       | 131           | 58  | 189   | 4.2%             | 8        | 127                    | 54  | 181   | 0.0%            | 0        | 127                        | 54  | 181   |

Proposed Modifications A.M. Peak Hour Trip Generation Calculations

| TRIP GENERATION CHARACTERISTICS |                                 |         |       |          |               | DIRECTIONAL DISTRIBUTION |           | BASELINE TRIPS |     |       | MULTIMODAL REDUCTION |          | VEHICLE TRIPS |     |       | INTERNAL CAPTURE |          | EXTERNAL VEHICLE TRIPS |     |       | PASS-BY CAPTURE |          | NEW EXTERNAL VEHICLE TRIPS |     |       |     |
|---------------------------------|---------------------------------|---------|-------|----------|---------------|--------------------------|-----------|----------------|-----|-------|----------------------|----------|---------------|-----|-------|------------------|----------|------------------------|-----|-------|-----------------|----------|----------------------------|-----|-------|-----|
| Land Use                        | ITE Edition                     | ITE LUC | Scale | ITE Unit | Equation/Rate | Entering %               | Exiting % | In             | Out | Total | Factor               | MR Trips | In            | Out | Total | Rate             | IC Trips | In                     | Out | Total | Rate            | PB Trips | In                         | Out | Total |     |
| 1                               | Resort Hotel                    | 11      | 330   | 393      | ROOM          | T = 0.32(X)              | 72%       | 28%            | 91  | 35    | 126                  | 15.9%    | 20            | 77  | 29    | 106              | 3.8%     | 4                      | 76  | 26    | 102             | 0.0%     | 0                          | 76  | 26    | 102 |
| 2                               | Multifamily Housing (High-Rise) | 11      | 222   | 15       | DU            | T = 0.27(X)              | 26%       | 74%            | 1   | 3     | 4                    | 15.9%    | 1             | 1   | 2     | 3                | 0.0%     | 0                      | 1   | 2     | 3               | 0.0%     | 0                          | 1   | 2     | 3   |
| 3                               | Fine Dining Restaurant          | 11      | 931   | 1000     | SEAT          | T = 0.15(X)              | 69%       | 31%            | 104 | 46    | 150                  | 15.9%    | 24            | 87  | 39    | 126              | 2.8%     | 4                      | 84  | 38    | 122             | 0.0%     | 0                          | 84  | 38    | 122 |
| 4                               | Drinking Place                  | 11      | 975   | 27,258   | KSF           | T = 0.67(X)              | 45%       | 55%            | 8   | 10    | 18                   | 15.9%    | 3             | 7   | 8     | 15               | 2.8%     | 0                      | 7   | 8     | 15              | 0.0%     | 0                          | 7   | 8     | 15  |
| 5                               |                                 | 11      |       |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |     |
| 6                               |                                 | 11      |       |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |     |
| 7                               |                                 | 11      |       |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |     |
| 8                               |                                 | 11      |       |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |     |
| 9                               |                                 | 11      |       |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |     |
| 10                              |                                 | 11      |       |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |     |
| 11                              |                                 | 11      |       |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |     |
| 12                              |                                 | 11      |       |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |     |
| 13                              |                                 | 11      |       |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |     |
| 14                              |                                 | 11      |       |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |     |
| 15                              |                                 | 11      |       |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |     |
| Total:                          |                                 |         |       |          |               |                          |           |                | 204 | 94    | 298                  | 15.9%    | 47            | 172 | 78    | 250              | 3.2%     | 8                      | 168 | 74    | 242             | 0.0%     | 0                          | 168 | 74    | 242 |

Note: A.M. rate for drinking place (LUC 975) was determined by using ITE Time of Day Distributions of LUC 971 with calculations provided on page 47 of this document in Attachment C.

|               |    |    |    |
|---------------|----|----|----|
| NET NEW TRIPS | 41 | 20 | 61 |
|---------------|----|----|----|

Existing Development P.M. Peak Hour Trip Generation Calculations

| TRIP GENERATION CHARACTERISTICS  |             |         |        |          |                     | DIRECTIONAL DISTRIBUTION |           | BASELINE TRIPS |     |       | MULTIMODAL REDUCTION |          | VEHICLE TRIPS |     |       | INTERNAL CAPTURE |          | EXTERNAL VEHICLE TRIPS |     |       | PASS-BY CAPTURE |          | NEW EXTERNAL VEHICLE TRIPS |     |       |
|----------------------------------|-------------|---------|--------|----------|---------------------|--------------------------|-----------|----------------|-----|-------|----------------------|----------|---------------|-----|-------|------------------|----------|------------------------|-----|-------|-----------------|----------|----------------------------|-----|-------|
| Land Use                         | ITE Edition | ITE LUC | Scale  | ITE Unit | Equation/Rate       | Entering %               | Exiting % | In             | Out | Total | Factor               | MR Trips | In            | Out | Total | Rate             | IC Trips | In                     | Out | Total | Rate            | PB Trips | In                         | Out | Total |
| 1Resort Hotel                    | 11          | 330     | 393    | ROOM     | T = 0.52(X) - 55.42 | 43%                      | 57%       | 64             | 85  | 149   | 15.9%                | 24       | 54            | 71  | 125   | 14.4%            | 18       | 47                     | 60  | 107   | 0.0%            | 0        | 47                         | 60  | 107   |
| 2Multifamily Housing (High-Rise) | 11          | 222     | 15     | DU       | T = 0.32(X)         | 62%                      | 38%       | 3              | 2   | 5     | 15.9%                | 1        | 2             | 2   | 4     | 0.0%             | 0        | 2                      | 2   | 4     | 0.0%            | 0        | 2                          | 2   | 4     |
| 3Fine Dining Restaurant          | 11          | 931     | 546    | SEAT     | T = 0.28(X)         | 67%                      | 33%       | 103            | 50  | 153   | 15.9%                | 24       | 87            | 42  | 129   | 5.7%             | 8        | 82                     | 39  | 121   | 44.0%           | 53       | 46                         | 22  | 68    |
| 4Drinking Place                  | 11          | 975     | 19.708 | KSF      | T = 11.36(X)        | 66%                      | 34%       | 148            | 76  | 224   | 15.9%                | 36       | 124           | 64  | 188   | 5.7%             | 10       | 118                    | 60  | 178   | 0.0%            | 0        | 118                        | 60  | 178   |
| 5                                | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 6                                | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 7                                | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 8                                | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 9                                | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 10                               | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 11                               | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 12                               | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 13                               | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 14                               | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 15                               | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| Total:                           |             |         |        |          |                     |                          |           | 318            | 213 | 531   | 15.9%                | 85       | 267           | 179 | 446   | 8.1%             | 36       | 249                    | 161 | 410   | 12.9%           | 53       | 213                        | 144 | 357   |

Proposed Modifications P.M. Peak Hour Trip Generation Calculations

| TRIP GENERATION CHARACTERISTICS  |             |         |        |          |                     | DIRECTIONAL DISTRIBUTION |           | BASELINE TRIPS |     |       | MULTIMODAL REDUCTION |          | VEHICLE TRIPS |     |       | INTERNAL CAPTURE |          | EXTERNAL VEHICLE TRIPS |     |       | PASS-BY CAPTURE |          | NEW EXTERNAL VEHICLE TRIPS |     |       |
|----------------------------------|-------------|---------|--------|----------|---------------------|--------------------------|-----------|----------------|-----|-------|----------------------|----------|---------------|-----|-------|------------------|----------|------------------------|-----|-------|-----------------|----------|----------------------------|-----|-------|
| Land Use                         | ITE Edition | ITE LUC | Scale  | ITE Unit | Equation/Rate       | Entering %               | Exiting % | In             | Out | Total | Factor               | MR Trips | In            | Out | Total | Rate             | IC Trips | In                     | Out | Total | Rate            | PB Trips | In                         | Out | Total |
| 1Resort Hotel                    | 11          | 330     | 393    | ROOM     | T = 0.52(X) - 55.42 | 43%                      | 57%       | 64             | 85  | 149   | 15.9%                | 24       | 54            | 71  | 125   | 23.2%            | 29       | 42                     | 54  | 96    | 0.0%            | 0        | 42                         | 54  | 96    |
| 2Multifamily Housing (High-Rise) | 11          | 222     | 15     | DU       | T = 0.32(X)         | 62%                      | 38%       | 3              | 2   | 5     | 15.9%                | 1        | 2             | 2   | 4     | 0.0%             | 0        | 2                      | 2   | 4     | 0.0%            | 0        | 2                          | 2   | 4     |
| 3Fine Dining Restaurant          | 11          | 931     | 1000   | SEAT     | T = 0.28(X)         | 67%                      | 33%       | 188            | 92  | 280   | 15.9%                | 45       | 158           | 77  | 235   | 5.8%             | 14       | 150                    | 71  | 221   | 44.0%           | 97       | 84                         | 40  | 124   |
| 4Drinking Place                  | 11          | 975     | 27.258 | KSF      | T = 11.36(X)        | 66%                      | 34%       | 205            | 105 | 310   | 15.9%                | 49       | 173           | 88  | 261   | 5.8%             | 15       | 164                    | 82  | 246   | 0.0%            | 0        | 164                        | 82  | 246   |
| 5                                | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 6                                | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 7                                | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 8                                | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 9                                | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 10                               | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 11                               | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 12                               | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 13                               | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 14                               | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| 15                               | 11          |         |        |          |                     |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| Total:                           |             |         |        |          |                     |                          |           | 460            | 284 | 744   | 15.9%                | 118      | 387           | 238 | 625   | 9.3%             | 58       | 358                    | 209 | 567   | 17.1%           | 97       | 292                        | 178 | 470   |

NET NEW TRIPS

7934113

Existing Development Daily Trip Generation Calculations

| TRIP GENERATION CHARACTERISTICS  |             |         |        |          |               | DIRECTIONAL DISTRIBUTION |           | BASELINE TRIPS |       |       | MULTIMODAL REDUCTION |          | VEHICLE TRIPS |       |       | INTERNAL CAPTURE |          | EXTERNAL VEHICLE TRIPS |       |       | PASS-BY CAPTURE |          | NEW EXTERNAL VEHICLE TRIPS |       |       |
|----------------------------------|-------------|---------|--------|----------|---------------|--------------------------|-----------|----------------|-------|-------|----------------------|----------|---------------|-------|-------|------------------|----------|------------------------|-------|-------|-----------------|----------|----------------------------|-------|-------|
| Land Use                         | ITE Edition | ITE LUC | Scale  | ITE Unit | Equation/Rate | Entering %               | Exiting % | In             | Out   | Total | Factor               | MR Trips | In            | Out   | Total | Rate             | IC Trips | In                     | Out   | Total | Rate            | PB Trips | In                         | Out   | Total |
| 1Resort Hotel                    | 11          | 330     | 393    | ROOM     | T = 7.99(X)   | 50%                      | 50%       | 1,570          | 1,570 | 3,140 | 15.9%                | 500      | 1,320         | 1,320 | 2,640 | 4.4%             | 116      | 1,262                  | 1,262 | 2,524 | 0.0%            | 0        | 1,262                      | 1,262 | 2,524 |
| 2Multifamily Housing (High-Rise) | 11          | 222     | 15     | DU       | T = 4.54(X)   | 50%                      | 50%       | 34             | 34    | 68    | 15.9%                | 11       | 29            | 28    | 57    | 15.8%            | 9        | 26                     | 22    | 48    | 0.0%            | 0        | 26                         | 22    | 48    |
| 3Fine Dining Restaurant          | 11          | 931     | 546    | SEAT     | T = 2.6(X)    | 50%                      | 50%       | 710            | 710   | 1,420 | 15.9%                | 226      | 597           | 597   | 1,194 | 5.7%             | 68       | 561                    | 565   | 1,126 | 44.0%           | 495      | 315                        | 316   | 631   |
| 4Drinking Place                  | 11          | 975     | 19,708 | KSF      | T = 60.84(X)  | 45%                      | 55%       | 540            | 659   | 1,199 | 15.9%                | 191      | 454           | 554   | 1,008 | 5.7%             | 57       | 426                    | 525   | 951   | 0.0%            | 0        | 426                        | 525   | 951   |
| 5                                |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 6                                |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 7                                |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 8                                |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 9                                |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 10                               |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 11                               |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 12                               |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 13                               |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 14                               |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 15                               |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| Total:                           |             |         |        |          |               |                          |           | 2,854          | 2,973 | 5,827 | 15.9%                | 928      | 2,400         | 2,499 | 4,899 | 5.1%             | 250      | 2,275                  | 2,374 | 4,649 | 10.7%           | 495      | 2,029                      | 2,125 | 4,154 |

Proposed Modifications Daily Trip Generation Calculations

| TRIP GENERATION CHARACTERISTICS  |             |         |        |          |               | DIRECTIONAL DISTRIBUTION |           | BASELINE TRIPS |       |       | MULTIMODAL REDUCTION |          | VEHICLE TRIPS |       |       | INTERNAL CAPTURE |          | EXTERNAL VEHICLE TRIPS |       |       | PASS-BY CAPTURE |          | NEW EXTERNAL VEHICLE TRIPS |       |       |
|----------------------------------|-------------|---------|--------|----------|---------------|--------------------------|-----------|----------------|-------|-------|----------------------|----------|---------------|-------|-------|------------------|----------|------------------------|-------|-------|-----------------|----------|----------------------------|-------|-------|
| Land Use                         | ITE Edition | ITE LUC | Scale  | ITE Unit | Equation/Rate | Entering %               | Exiting % | In             | Out   | Total | Factor               | MR Trips | In            | Out   | Total | Rate             | IC Trips | In                     | Out   | Total | Rate            | PB Trips | In                         | Out   | Total |
| 1Resort Hotel                    | 11          | 330     | 393    | ROOM     | T = 7.99(X)   | 50%                      | 50%       | 1,570          | 1,570 | 3,140 | 15.9%                | 500      | 1,320         | 1,320 | 2,640 | 7.1%             | 188      | 1,227                  | 1,225 | 2,452 | 0.0%            | 0        | 1,227                      | 1,225 | 2,452 |
| 2Multifamily Housing (High-Rise) | 11          | 222     | 15     | DU       | T = 4.54(X)   | 50%                      | 50%       | 34             | 34    | 68    | 15.9%                | 11       | 29            | 28    | 57    | 15.8%            | 9        | 26                     | 22    | 48    | 0.0%            | 0        | 26                         | 22    | 48    |
| 3Fine Dining Restaurant          | 11          | 931     | 1000   | SEAT     | T = 2.6(X)    | 50%                      | 50%       | 1,300          | 1,300 | 2,600 | 15.9%                | 414      | 1,093         | 1,093 | 2,186 | 5.5%             | 120      | 1,029                  | 1,037 | 2,066 | 44.0%           | 909      | 576                        | 581   | 1,157 |
| 4Drinking Place                  | 11          | 975     | 27,258 | KSF      | T = 60.84(X)  | 45%                      | 55%       | 746            | 912   | 1,658 | 15.9%                | 264      | 627           | 767   | 1,394 | 5.5%             | 77       | 590                    | 727   | 1,317 | 0.0%            | 0        | 590                        | 727   | 1,317 |
| 5                                |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 6                                |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 7                                |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 8                                |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 9                                |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 10                               |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 11                               |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 12                               |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 13                               |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 14                               |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| 15                               |             |         |        |          |               |                          |           |                |       |       |                      |          |               |       |       |                  |          |                        |       |       |                 |          |                            |       |       |
| Total:                           |             |         |        |          |               |                          |           | 3,650          | 3,816 | 7,466 | 15.9%                | 1,189    | 3,069         | 3,208 | 6,277 | 6.3%             | 394      | 2,872                  | 3,011 | 5,883 | 15.5%           | 909      | 2,419                      | 2,555 | 4,974 |

Note:As ITE's Trip Generation Manual does not include Weekdy(Daily) rates/equations for LUC 330 Resort Hotel, the rate for the similar LUC 310 (Hotel) was used.

|               |     |     |     |
|---------------|-----|-----|-----|
| NET NEW TRIPS | 390 | 430 | 820 |
|---------------|-----|-----|-----|



# Internal Capture Reduction Calculations

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

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

| GROSS TRIP GENERATION      |                      |                                                                            |      |                                                                            |      |
|----------------------------|----------------------|----------------------------------------------------------------------------|------|----------------------------------------------------------------------------|------|
|                            |                      | Existing Development                                                       |      | Proposed Modifications                                                     |      |
| INPUT                      |                      | Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m. |      | Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m. |      |
|                            | Land Use             | Enter                                                                      | Exit | Enter                                                                      | Exit |
|                            | Office               | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Retail               | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Restaurant           | 53                                                                         | 27   | 94                                                                         | 47   |
|                            | Cinema/Entertainment | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Residential          | 1                                                                          | 2    | 1                                                                          | 2    |
|                            | Hotel                | 77                                                                         | 29   | 77                                                                         | 29   |
|                            |                      | 131                                                                        | 58   | 172                                                                        | 78   |
| INTERNAL TRIPS             |                      |                                                                            |      |                                                                            |      |
| OUTPUT                     |                      | Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m. |      | Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m. |      |
|                            | Land Use             | Enter                                                                      | Exit | Enter                                                                      | Exit |
|                            | Office               | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Retail               | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Restaurant           | 3                                                                          | 1    | 3                                                                          | 1    |
|                            | Cinema/Entertainment | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Residential          | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Hotel                | 1                                                                          | 3    | 1                                                                          | 3    |
|                            |                      | 4                                                                          | 4    | 4                                                                          | 4    |
| INTERNAL CAPTURE REDUCTION |                      |                                                                            |      |                                                                            |      |
| OUTPUT                     | Land Use             | Internal Capture Reduction                                                 |      | Internal Capture Reduction                                                 |      |
|                            | Total % Reduction    | 4.2%                                                                       |      | 3.2%                                                                       |      |
|                            | Office               | 0.0%                                                                       |      | 0.0%                                                                       |      |
|                            | Retail               | 0.0%                                                                       |      | 0.0%                                                                       |      |
|                            | Restaurant           | 5.0%                                                                       |      | 2.8%                                                                       |      |
|                            | Cinema/Entertainment | 0.0%                                                                       |      | 0.0%                                                                       |      |
|                            | Residential          | 0.0%                                                                       |      | 0.0%                                                                       |      |
|                            | Hotel                | 3.8%                                                                       |      | 3.8%                                                                       |      |
| EXTERNAL TRIPS             |                      |                                                                            |      |                                                                            |      |
| OUTPUT                     | Land Use             | Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m. |      | Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m. |      |
|                            |                      | Enter                                                                      | Exit | Enter                                                                      | Exit |
|                            | Office               | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Retail               | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Restaurant           | 50                                                                         | 26   | 91                                                                         | 46   |
|                            | Cinema/Entertainment | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Residential          | 1                                                                          | 2    | 1                                                                          | 2    |
|                            | Hotel                | 76                                                                         | 26   | 76                                                                         | 26   |
|                            |                      | 127                                                                        | 54   | 168                                                                        | 74   |

# Internal Capture Reduction Calculations

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

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

| GROSS TRIP GENERATION      |                      |                                                                            |      |                                                                            |      |
|----------------------------|----------------------|----------------------------------------------------------------------------|------|----------------------------------------------------------------------------|------|
| INPUT                      |                      | Existing Development                                                       |      | Proposed Modifications                                                     |      |
|                            |                      | Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m. |      | Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m. |      |
|                            | Land Use             | Enter                                                                      | Exit | Enter                                                                      | Exit |
|                            | Office               | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Retail               | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Restaurant           | 211                                                                        | 106  | 331                                                                        | 165  |
|                            | Cinema/Entertainment | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Residential          | 2                                                                          | 2    | 2                                                                          | 2    |
|                            | Hotel                | 54                                                                         | 71   | 54                                                                         | 71   |
|                            |                      | 267                                                                        | 179  | 387                                                                        | 238  |
| INTERNAL TRIPS             |                      |                                                                            |      |                                                                            |      |
| OUTPUT                     |                      | Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m. |      | Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m. |      |
|                            | Land Use             | Enter                                                                      | Exit | Enter                                                                      | Exit |
|                            | Office               | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Retail               | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Restaurant           | 11                                                                         | 7    | 17                                                                         | 12   |
|                            | Cinema/Entertainment | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Residential          | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Hotel                | 7                                                                          | 11   | 12                                                                         | 17   |
|                            |                      | 18                                                                         | 18   | 29                                                                         | 29   |
|                            |                      |                                                                            |      |                                                                            |      |
| INTERNAL CAPTURE REDUCTION |                      |                                                                            |      |                                                                            |      |
| OUTPUT                     | Land Use             | Internal Capture Reduction                                                 |      | Internal Capture Reduction                                                 |      |
|                            | Total % Reduction    | 8.1%                                                                       |      | 9.3%                                                                       |      |
|                            | Office               | 0.0%                                                                       |      | 0.0%                                                                       |      |
|                            | Retail               | 0.0%                                                                       |      | 0.0%                                                                       |      |
|                            | Restaurant           | 5.7%                                                                       |      | 5.8%                                                                       |      |
|                            | Cinema/Entertainment | 0.0%                                                                       |      | 0.0%                                                                       |      |
|                            | Residential          | 0.0%                                                                       |      | 0.0%                                                                       |      |
|                            | Hotel                | 14.4%                                                                      |      | 23.2%                                                                      |      |
|                            |                      |                                                                            |      |                                                                            |      |
| EXTERNAL TRIPS             |                      |                                                                            |      |                                                                            |      |
| OUTPUT                     | Land Use             | Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m. |      | Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m. |      |
|                            |                      | Enter                                                                      | Exit | Enter                                                                      | Exit |
|                            | Office               | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Retail               | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Restaurant           | 200                                                                        | 99   | 314                                                                        | 153  |
|                            | Cinema/Entertainment | 0                                                                          | 0    | 0                                                                          | 0    |
|                            | Residential          | 2                                                                          | 2    | 2                                                                          | 2    |
|                            | Hotel                | 47                                                                         | 60   | 42                                                                         | 54   |
|                            |                      | 249                                                                        | 161  | 358                                                                        | 209  |

## Time of Day Distribution & Trip Generation Calculations for LUC 975

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use  
Source: ITE *Trip Generation Manual* , 11th Edition

|                  |                            |          |         |
|------------------|----------------------------|----------|---------|
| Land Use Code    | 971                        |          |         |
| Land Use         | Brewery Tap Room           |          |         |
| Setting          | Genral Urban/Suburban      |          |         |
| Time Period      | Weekday                    |          |         |
| # Data Sites     | 2                          |          |         |
|                  | % of 24-Hour Vehicle Trips |          |         |
| Time             | Total                      | Entering | Exiting |
| 12:00 - 1:00 AM  | 0.0%                       | 0.0%     | 0.0%    |
| 1:00 - 2:00 AM   | 0.1%                       | 0.0%     | 0.1%    |
| 2:00 - 3:00 AM   | 0.0%                       | 0.0%     | 0.0%    |
| 3:00 - 4:00 AM   | 0.2%                       | 0.3%     | 0.1%    |
| 4:00 - 5:00 AM   | 0.0%                       | 0.0%     | 0.0%    |
| 5:00 - 6:00 AM   | 0.0%                       | 0.0%     | 0.0%    |
| 6:00 - 7:00 AM   | 0.0%                       | 0.0%     | 0.0%    |
| 7:00 - 8:00 AM   | 0.2%                       | 0.3%     | 0.1%    |
| 8:00 - 9:00 AM   | 1.1%                       | 1.9%     | 0.3%    |
| 9:00 - 10:00 AM  | 0.6%                       | 0.7%     | 0.6%    |
| 10:00 - 11:00 AM | 1.0%                       | 1.0%     | 1.0%    |
| 11:00 - 12:00 PM | 1.1%                       | 1.0%     | 1.2%    |
| 12:00 - 1:00 PM  | 1.0%                       | 1.4%     | 0.6%    |
| 1:00 - 2:00 PM   | 2.3%                       | 3.2%     | 1.4%    |
| 2:00 - 3:00 PM   | 3.1%                       | 4.4%     | 1.8%    |
| 3:00 - 4:00 PM   | 7.8%                       | 10.8%    | 4.7%    |
| 4:00 - 5:00 PM   | 14.2%                      | 17.6%    | 10.7%   |
| 5:00 - 6:00 PM   | 15.7%                      | 18.1%    | 13.4%   |
| 6:00 - 7:00 PM   | 15.6%                      | 15.5%    | 15.7%   |
| 7:00 - 8:00 PM   | 11.5%                      | 9.2%     | 13.8%   |
| 8:00 - 9:00 PM   | 10.0%                      | 6.9%     | 13.1%   |
| 9:00 - 10:00 PM  | 8.6%                       | 6.3%     | 10.9%   |
| 10:00 - 11:00 PM | 5.1%                       | 1.5%     | 8.7%    |
| 11:00 - 12:00 AM | 1.0%                       | 0.1%     | 1.9%    |

|                               |                                 |
|-------------------------------|---------------------------------|
| LUC                           | 975 Drinking Place (27.258 kSF) |
| PM TOTAL TRIPS <sup>(1)</sup> | 261                             |
| DAILY TRIPS <sup>(2)</sup>    | 1658                            |
| DAILY RATE <sup>(3)</sup>     | 60.838                          |
| AM TOTAL TRIPS <sup>(4)</sup> | 18                              |
| AM RATE <sup>(5)</sup>        | 0.669                           |
| In %                          | 45%                             |
| Out%                          | 55%                             |

Notes

- (1) Based on calculations found on page 48
- (2) Calculation determined dividing PM total trips by time of day distribution of 15.7% from 5:00 PM to 6:00 PM
- (3) Calculation based on PM total trips divided by total drinking place square footage
- (4) Calculation based on applying time of day distribution of 1.1% from 11:00 AM to 12:00 PM, to Daily Trips (1,658)
- (5) Calculation based on AM total trips divided by total drinking place square footage

Proposed Development P.M. Peak Hour Trip Generation Calculations

| TRIP GENERATION CHARACTERISTICS |                |             |         |        |          |               | DIRECTIONAL DISTRIBUTION |           | BASELINE TRIPS |     |       | MULTIMODAL REDUCTION |          | VEHICLE TRIPS |     |       | INTERNAL CAPTURE |          | EXTERNAL VEHICLE TRIPS |     |       | PASS-BY CAPTURE |          | NEW EXTERNAL VEHICLE TRIPS |     |       |
|---------------------------------|----------------|-------------|---------|--------|----------|---------------|--------------------------|-----------|----------------|-----|-------|----------------------|----------|---------------|-----|-------|------------------|----------|------------------------|-----|-------|-----------------|----------|----------------------------|-----|-------|
|                                 | Land Use       | ITE Edition | ITE LUC | Scale  | ITE Unit | Equation/Rate | Entering %               | Exiting % | In             | Out | Total | Factor               | MR Trips | In            | Out | Total | Rate             | IC Trips | In                     | Out | Total | Rate            | PB Trips | In                         | Out | Total |
| 1                               | Drinking Place | 11          | 975     | 27.258 | KSF      | T = 11.36(X)  | 66%                      | 34%       | 205            | 105 | 310   | 15.9%                | 49       | 173           | 88  | 261   | 0.0%             | 0        | 173                    | 88  | 261   | 0.0%            | 0        | 173                        | 88  | 261   |
| 2                               |                |             |         |        |          |               |                          |           |                |     |       |                      |          |               |     |       |                  |          |                        |     |       |                 |          |                            |     |       |
| Total:                          |                |             |         |        |          |               |                          |           | 205            | 105 | 310   | 15.9%                | 49       | 173           | 88  | 261   | 0.0%             | 0        | 173                    | 88  | 261   | 0.0%            | 0        | 173                        | 88  | 261   |

## US Census Data

## Means of Transportation to Work

**Note:** This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

| Census Tract 42.06; Miami-Dade County; Florida                  |          |                 |  |
|-----------------------------------------------------------------|----------|-----------------|--|
| Label                                                           | Estimate | Margin of Error |  |
| ▼ Total:                                                        | 1,139    | ±634            |  |
| ▼ Car, truck, or van:                                           | 820      | ±635            |  |
| Drove alone                                                     | 757      | ±635            |  |
| ▼ Carpooled:                                                    | 63       | ±3              |  |
| In 2-person carpool                                             | 63       | ±3              |  |
| In 3-person carpool                                             | 0        | ±15             |  |
| In 4-person carpool                                             | 0        | ±15             |  |
| In 5- or 6-person carpool                                       | 0        | ±15             |  |
| In 7-or-more-person carpool                                     | 0        | ±15             |  |
| ▼ Public transportation (excluding taxicab):                    | 9        | ±11             |  |
| Bus                                                             | 9        | ±11             |  |
| Subway or elevated rail                                         | 0        | ±15             |  |
| Long-distance train or commuter rail                            | 0        | ±15             |  |
| Light rail, streetcar or trolley (carro público in Puerto Rico) | 0        | ±15             |  |
| Ferryboat                                                       | 0        | ±15             |  |
| Taxicab                                                         | 5        | ±10             |  |
| Motorcycle                                                      | 25       | ±24             |  |
| Bicycle                                                         | 29       | ±37             |  |
| Walked                                                          | 123      | ±144            |  |
| Other means                                                     | 0        | ±15             |  |
| Worked from home                                                | 128      | ±65             |  |

$$(123+29+9)/(1139-128) = 15.92\%$$



Table Notes

Means of Transportation to Work

**Survey/Program:** American Community Survey  
**Universe:** Workers 16 years and over  
**Year:** 2023  
**Estimates:** 5-Year  
**Table ID:** B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units and the group quarters population for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

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

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

ACS data generally reflect the geographic boundaries of legal and statistical areas as of January 1 of the estimate year. For more information, see Geography Boundaries by Year.

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

Users must consider potential differences in geographic boundaries, questionnaire content or coding, or other methodological issues when comparing ACS data from different years. Statistically significant differences shown in ACS Comparison Profiles, or in data users' own analysis, may be the result of these differences and thus might not necessarily reflect changes to the social, economic, housing, or demographic characteristics being compared. For more information, see Comparing ACS Data.

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

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:  
-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N  
The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.  
(X)  
The estimate or margin of error is not applicable or not available.

median-  
The median falls in the lowest interval of an open-ended distribution (for example "2,500-")  
median+  
The median falls in the highest interval of an open-ended distribution (for example "250,000+").

\*\*  
The margin of error could not be computed because there were an insufficient number of sample observations.  
\*\*\*  
The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.  
\*\*\*\*\*

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

ITE LUC Data

# Resort Hotel (330)

## Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

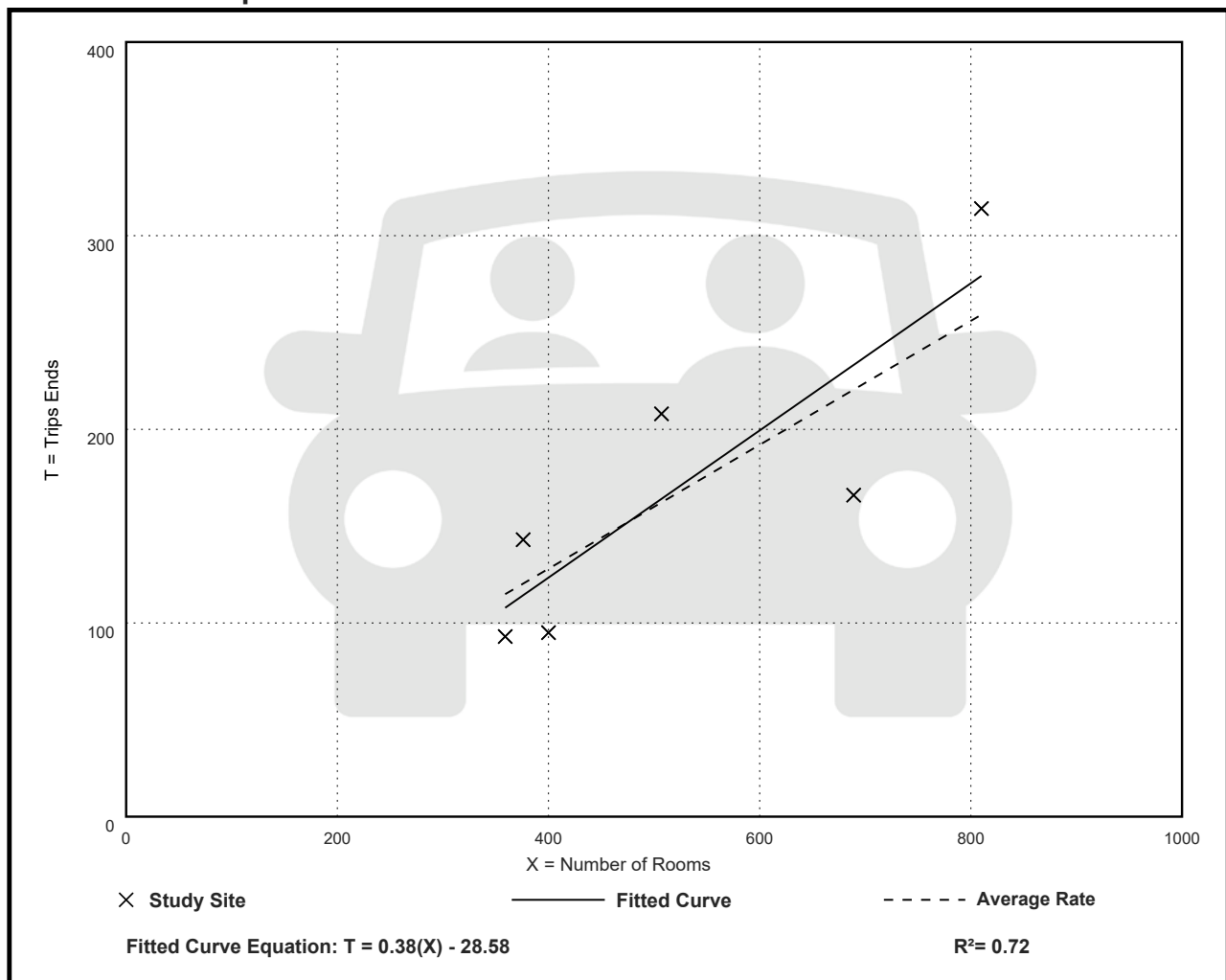
Avg. Num. of Rooms: 524

Directional Distribution: 72% entering, 28% exiting

## Vehicle Trip Generation per Room

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.32         | 0.24 - 0.41    | 0.08               |

## Data Plot and Equation



# Resort Hotel (330)

## Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

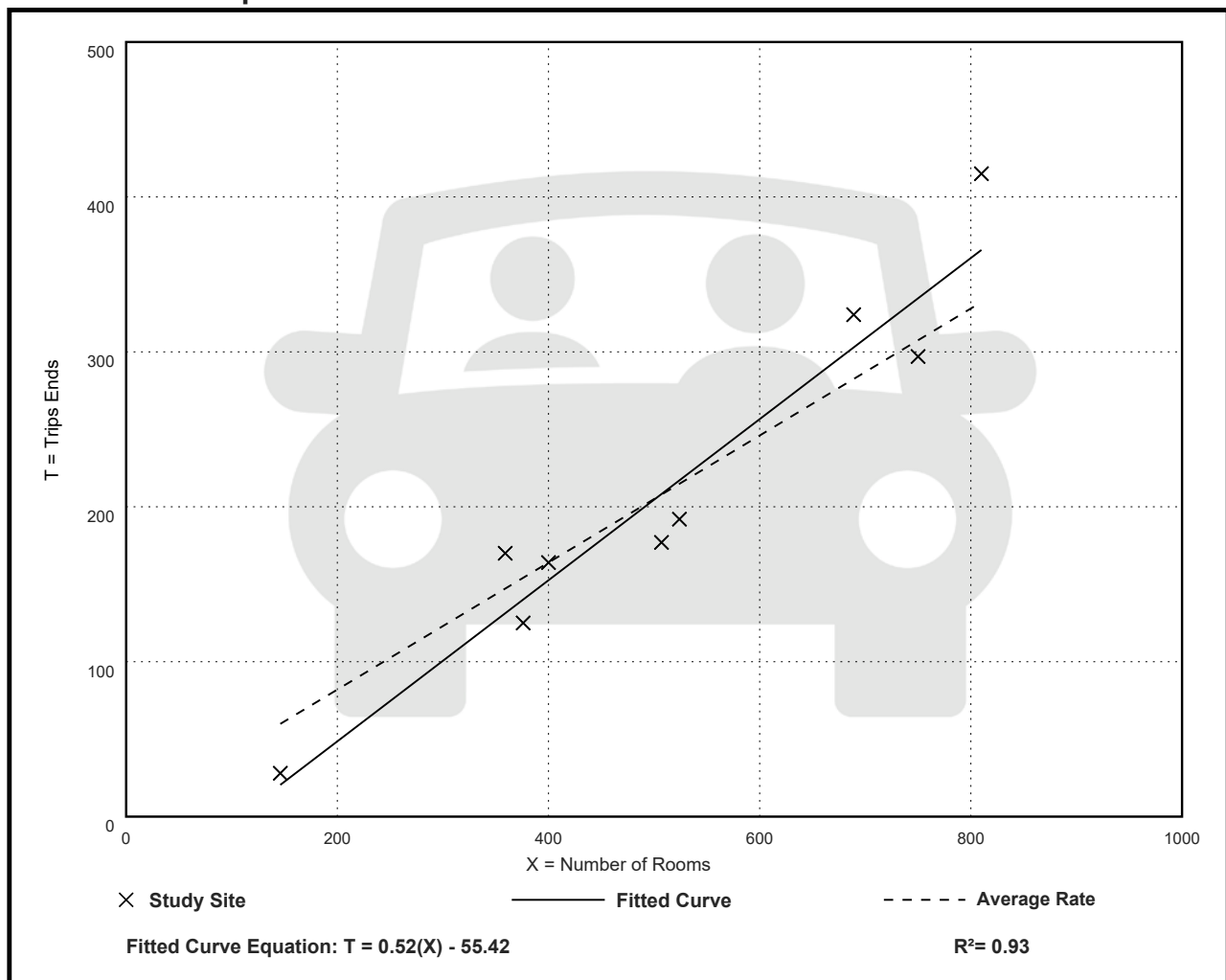
Avg. Num. of Rooms: 507

Directional Distribution: 43% entering, 57% exiting

## Vehicle Trip Generation per Room

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.41         | 0.19 - 0.51    | 0.08               |

## Data Plot and Equation



# Hotel (310)

**Vehicle Trip Ends vs: Rooms**  
On a: Weekday

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

Number of Studies: 7

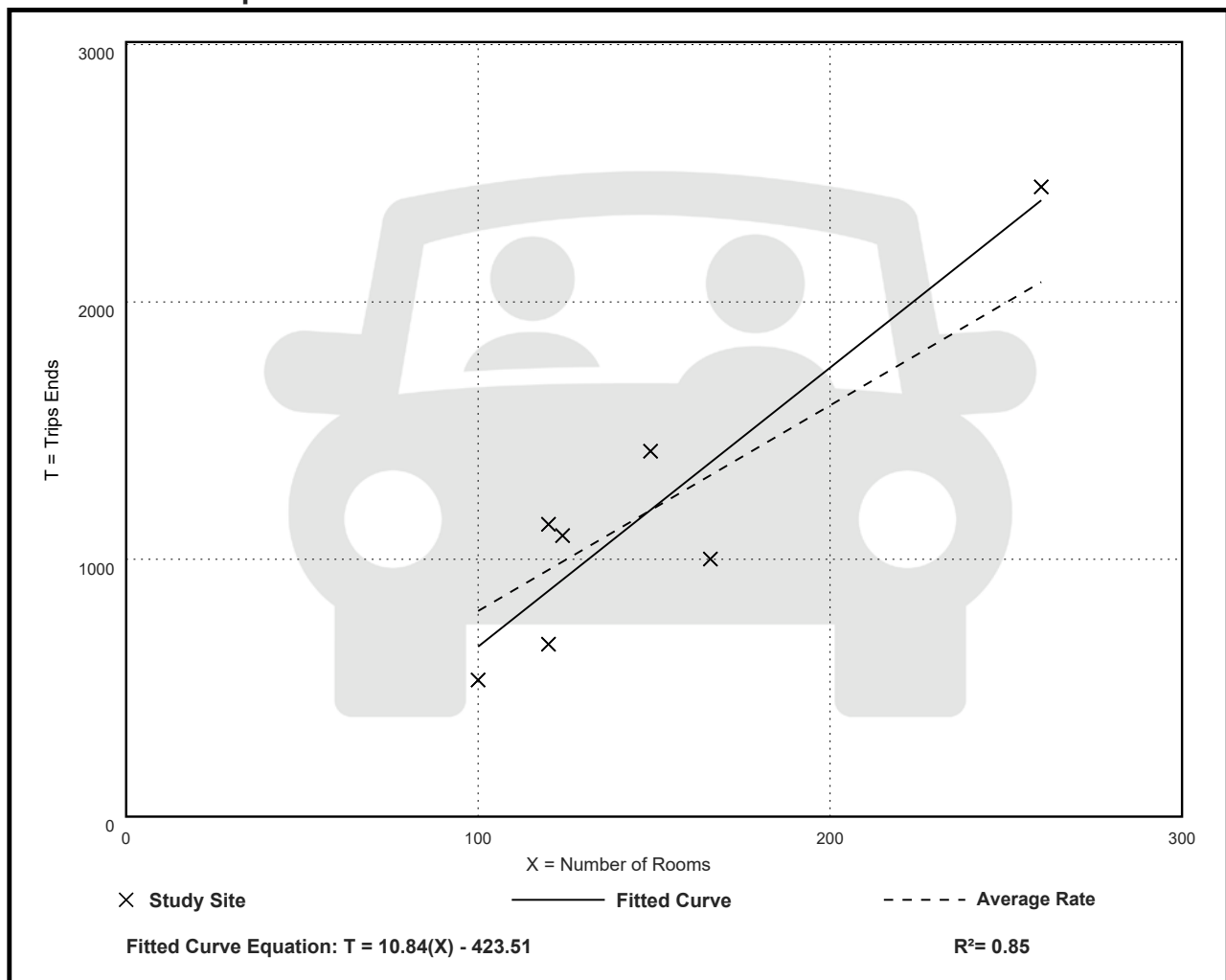
Avg. Num. of Rooms: 148

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Room

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 7.99         | 5.31 - 9.53    | 1.92               |

## Data Plot and Equation



## Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 45

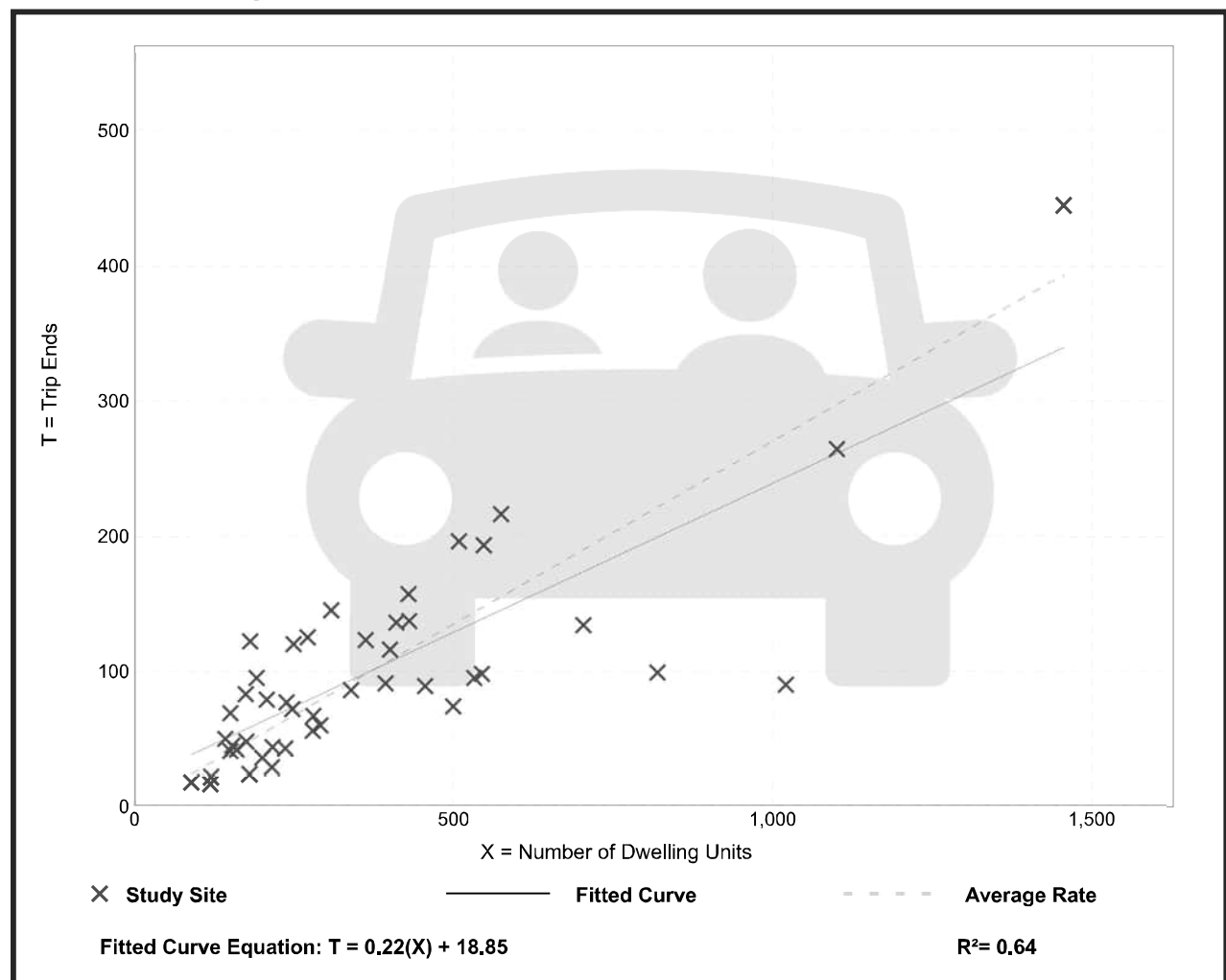
Avg. Num. of Dwelling Units: 372

Directional Distribution: 26% entering, 74% exiting

### Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.27         | 0.09 - 0.67    | 0.11               |

### Data Plot and Equation



## Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 45

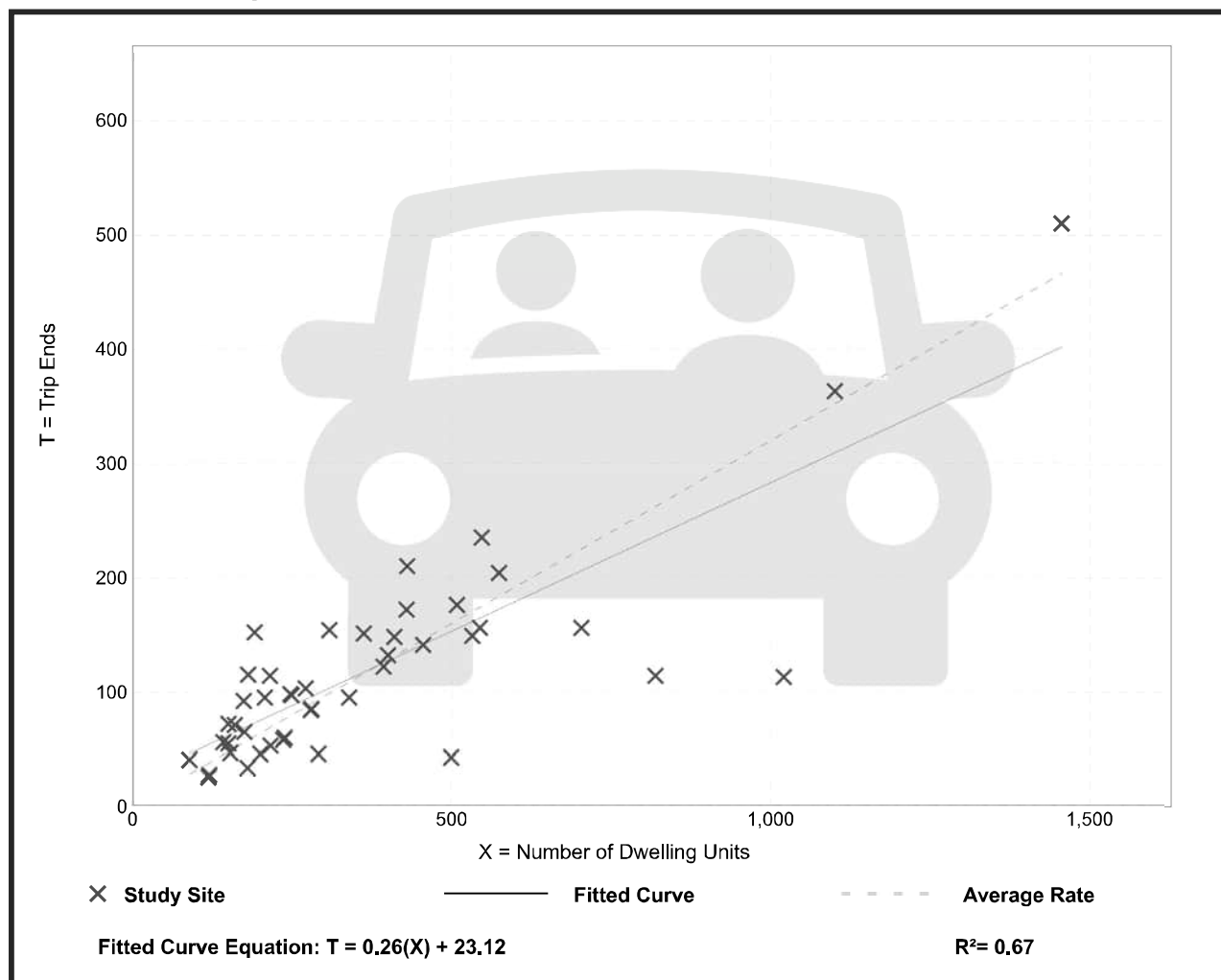
Avg. Num. of Dwelling Units: 372

Directional Distribution: 62% entering, 38% exiting

### Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.32         | 0.09 - 0.80    | 0.13               |

### Data Plot and Equation



# Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 8

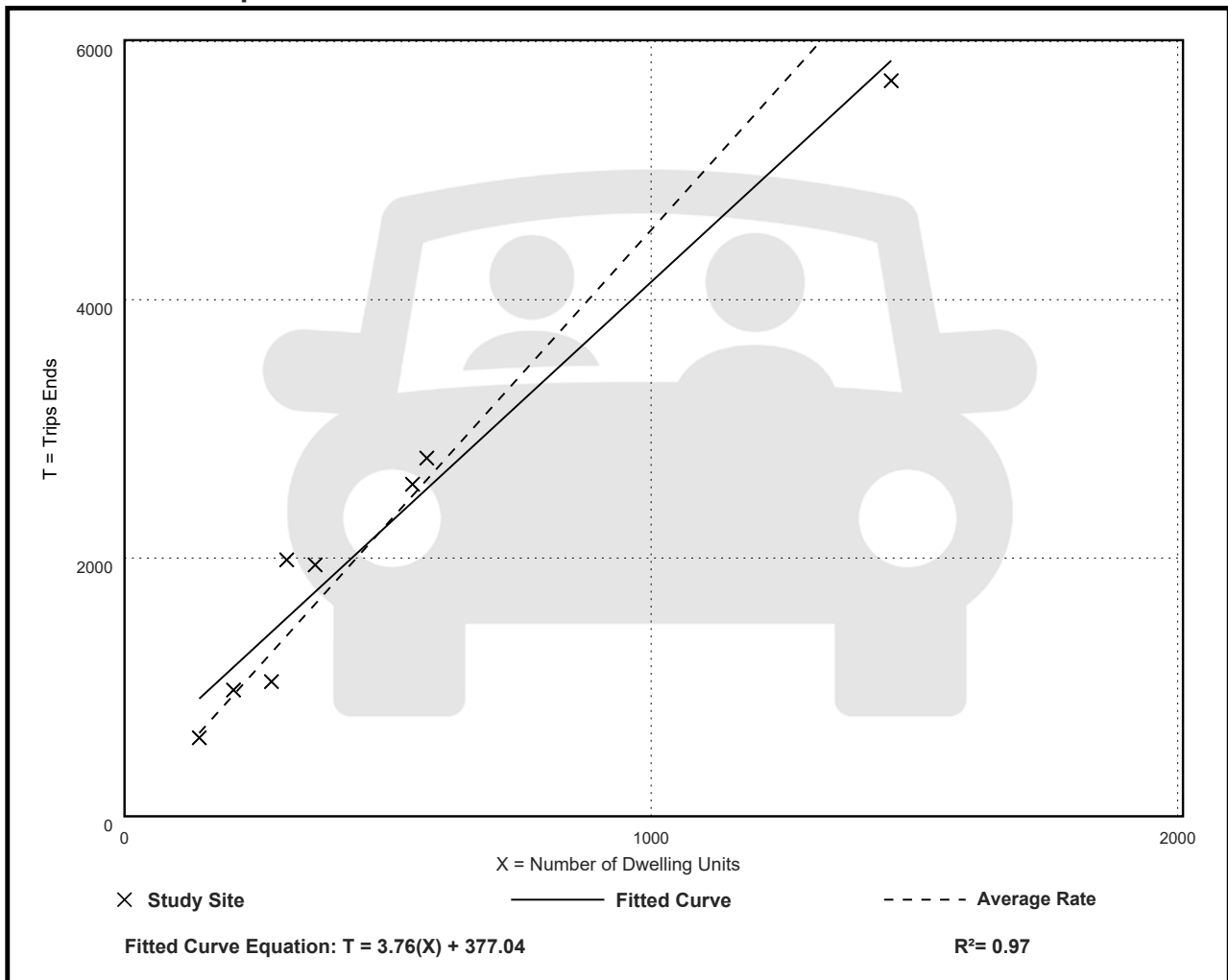
Avg. Num. of Dwelling Units: 484

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.54         | 3.74 - 6.45    | 0.81               |

## Data Plot and Equation





# Fine Dining Restaurant (931)

## Vehicle Trip Ends vs: Seats

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 9

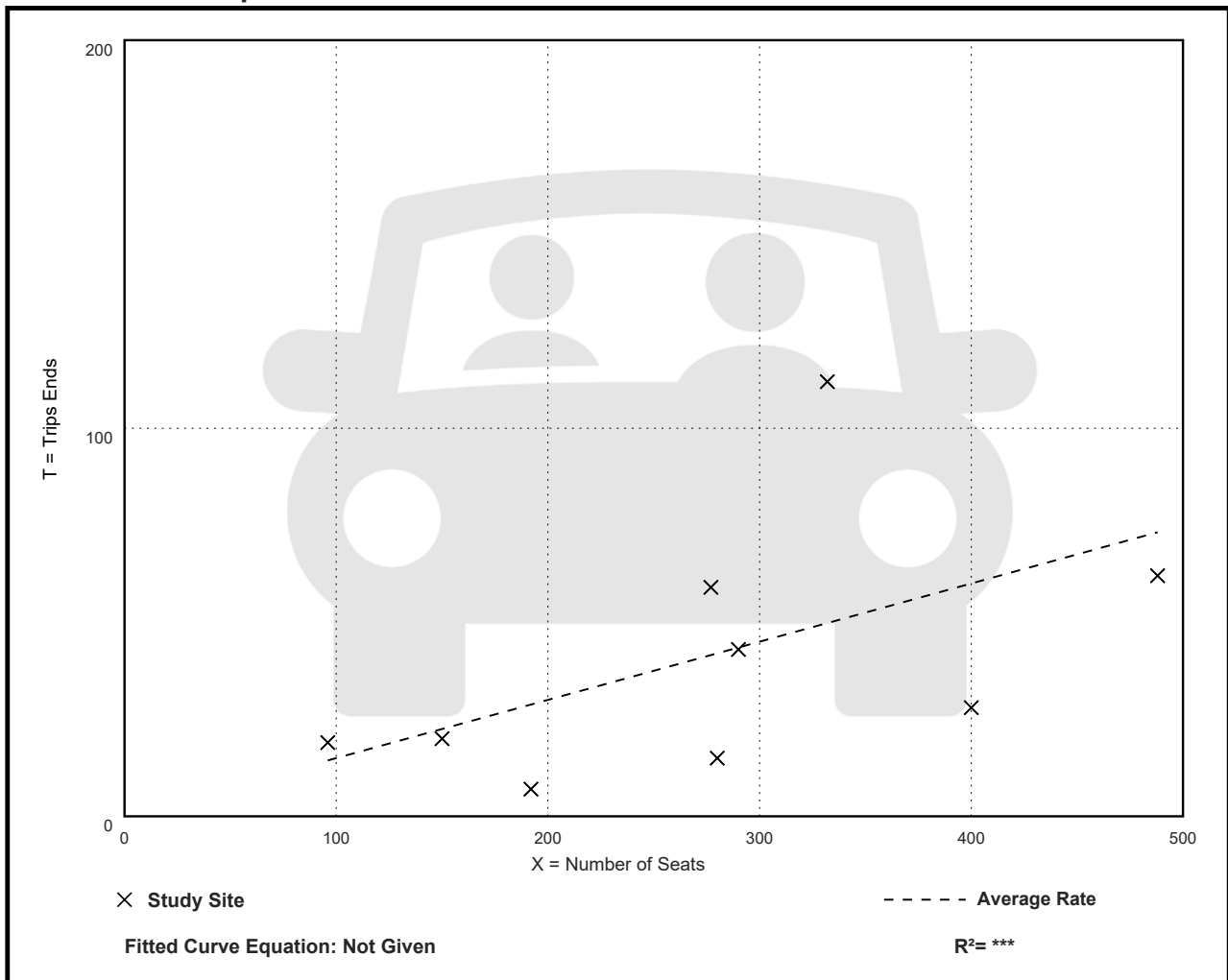
Avg. Num. of Seats: 278

Directional Distribution: 69% entering, 31% exiting

## Vehicle Trip Generation per Seat

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.15         | 0.04 - 0.34    | 0.10               |

## Data Plot and Equation



# Fine Dining Restaurant (931)

## Vehicle Trip Ends vs: Seats

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 11

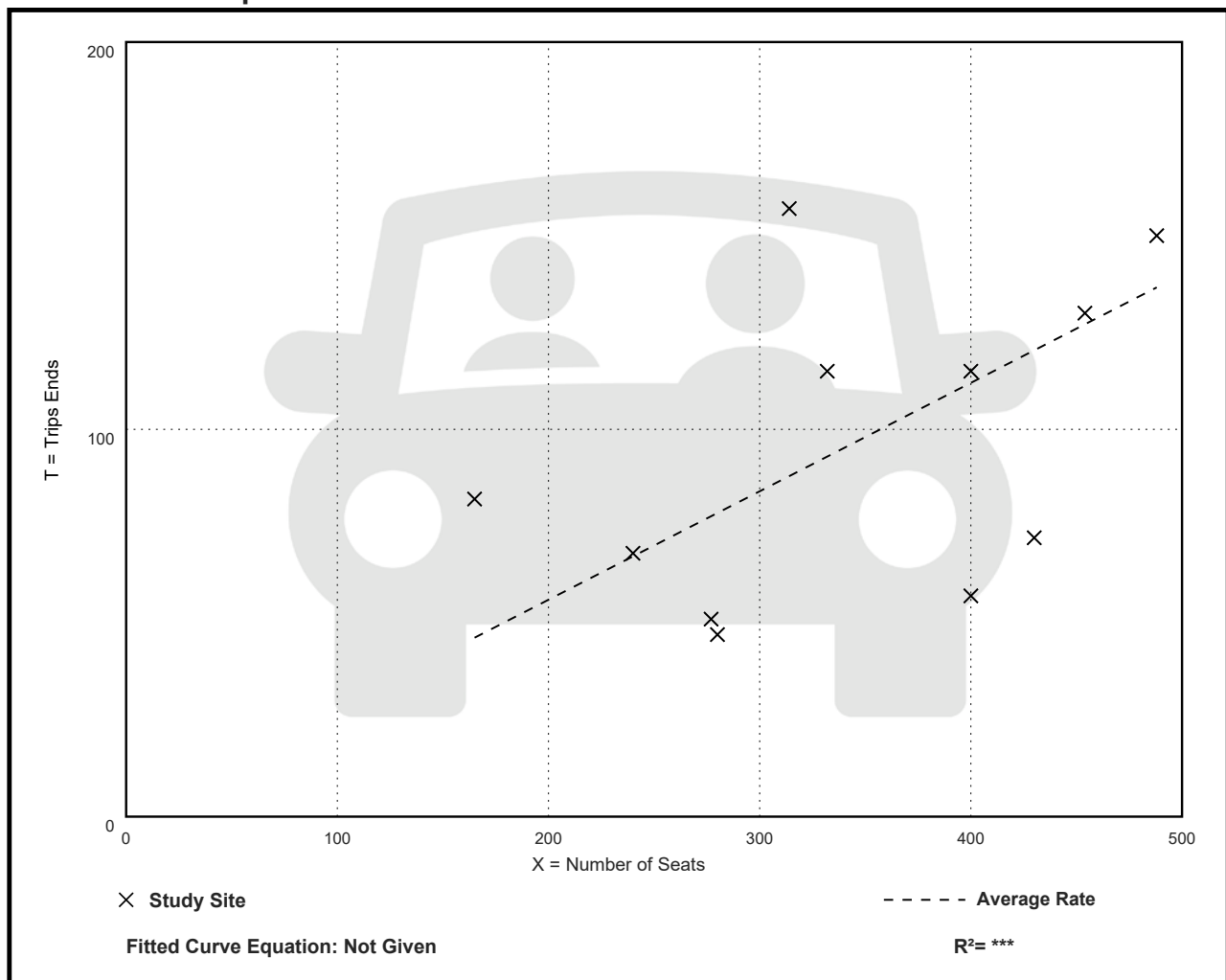
Avg. Num. of Seats: 344

Directional Distribution: 67% entering, 33% exiting

## Vehicle Trip Generation per Seat

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.28         | 0.14 - 0.50    | 0.11               |

## Data Plot and Equation



# Fine Dining Restaurant (931)

Vehicle Trip Ends vs: Seats  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 6

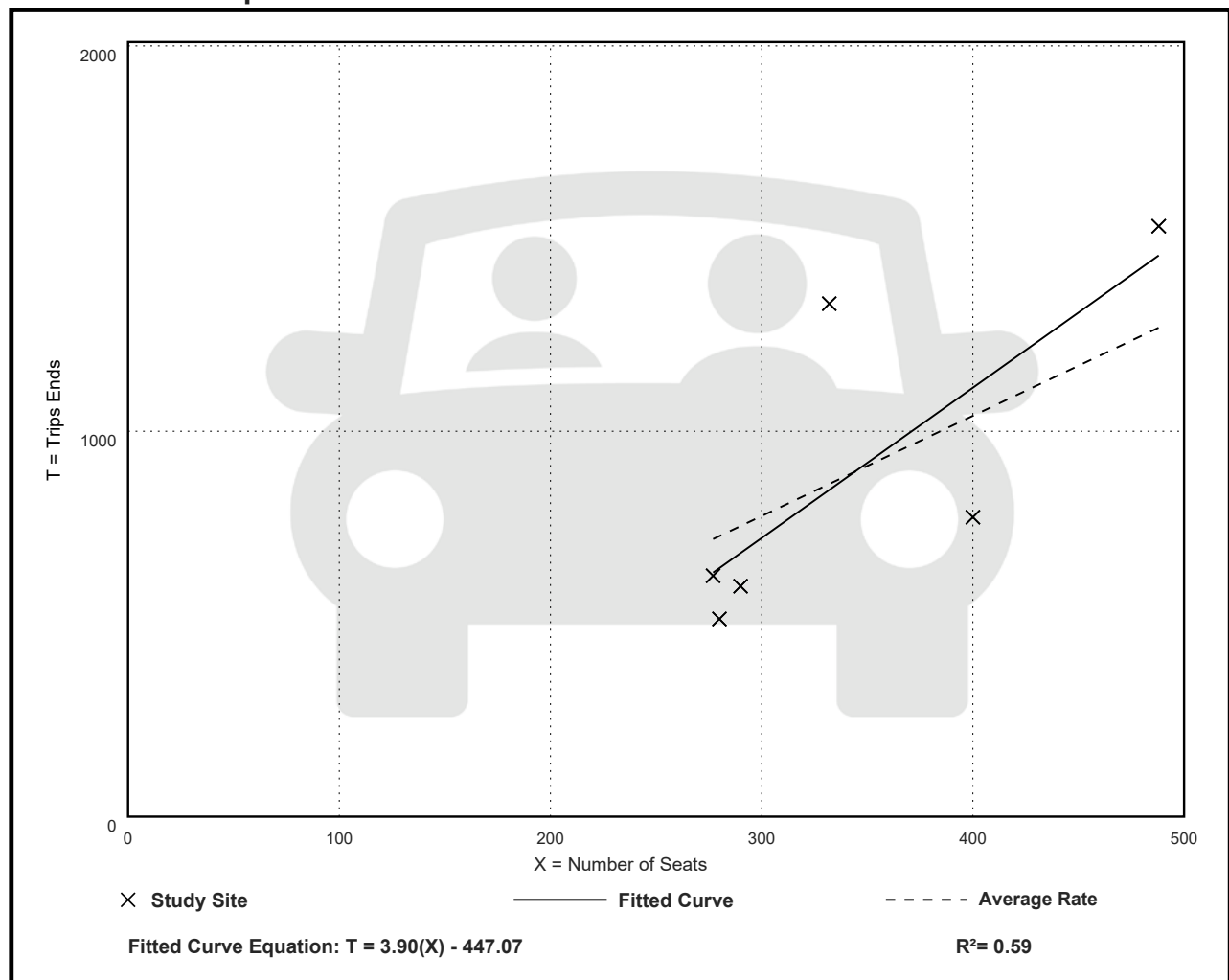
Avg. Num. of Seats: 345

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Seat

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.60         | 1.83 - 4.01    | 0.85               |

## Data Plot and Equation



# Drinking Place (975)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 12

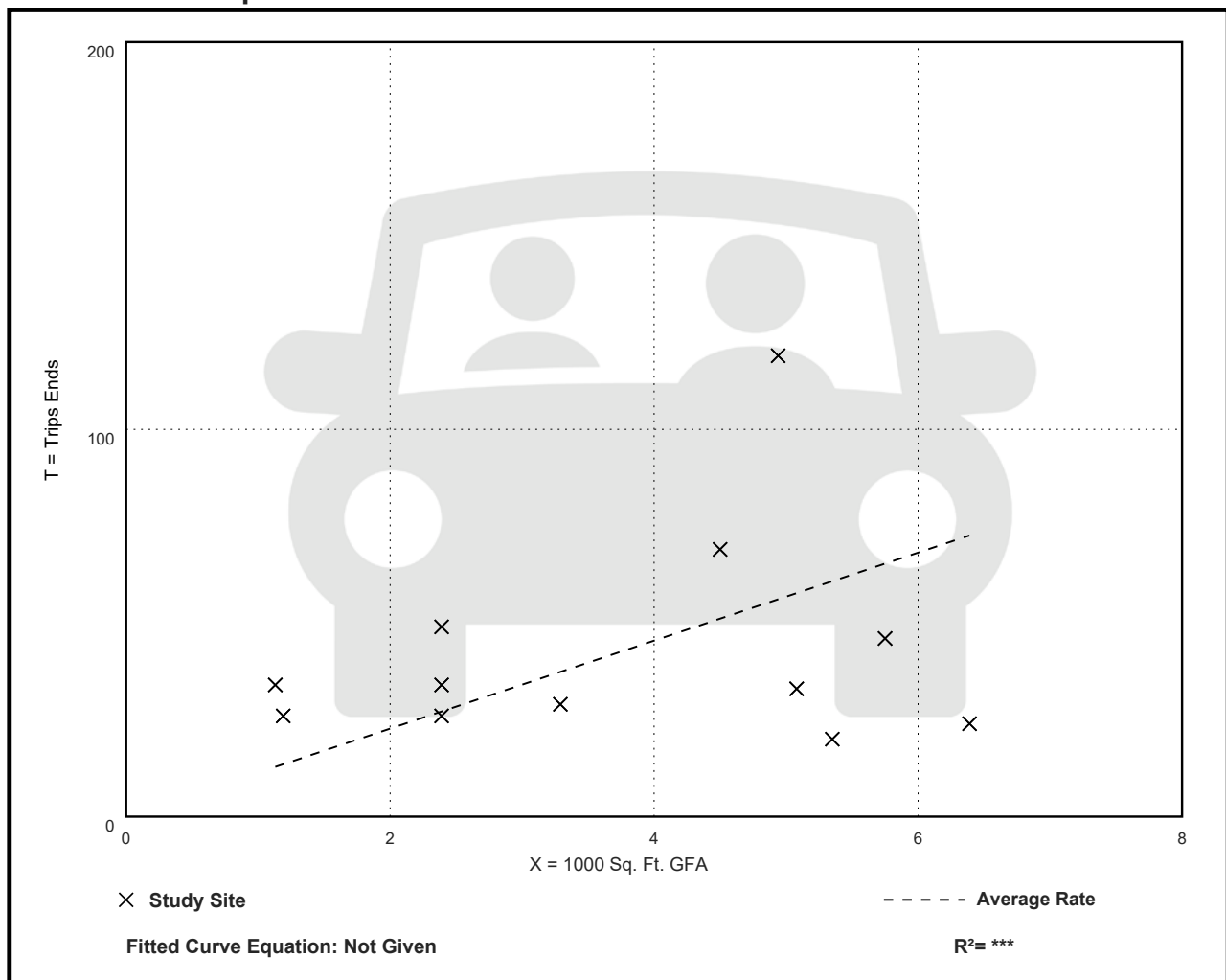
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 66% entering, 34% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 11.36        | 3.74 - 30.09   | 7.81               |

## Data Plot and Equation



## **Appendix F**

### Transit Service Information

# SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

|                                              | FROM<br>DESDE / DE | TO<br>HASTA / A | EVERY<br>CADA / CHAK |
|----------------------------------------------|--------------------|-----------------|----------------------|
| <b>WEEKDAY</b><br>DIAS LABORABLES<br>LASEMÈN | 5:30 a.m.          | 7:00 p.m.       | 30 min               |
|                                              | 7:00 p.m.          | 10:00 p.m.      | 60 min               |
| <b>SATURDAY</b><br>SÁBADO<br>SAMDI           | 6:00 a.m.          | 7:00 p.m.       | 30 min               |
|                                              | 7:00 p.m.          | 10:00 p.m.      | 60 min               |
| <b>SUNDAY</b><br>DOMINGO<br>DIMANCH          | 6:00 a.m.          | 7:00 p.m.       | 30 min               |
|                                              | 7:00 p.m.          | 10:00 p.m.      | 60 min               |

**Frequencies are approximate and may vary depending on traffic and road conditions.**  
Las frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías.  
Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo.



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**Language Assistance:** Miami-Dade Transit (MDT) is committed to providing information about its transit services to passengers with limited English as part of its non-discrimination program. MDT publishes route information in Spanish and Haitian Creole and offers assistance in both languages at our Call Center at 3-1-1 or 305- 468-5900. For more information, call MDT's Office of Civil Rights & Labor Relations at 786-469-5486.

Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with five days' advance notice. For material in alternate format (audiotape, Braille or computer disk), a signlanguage interpreter or other accommodations, please contact: Miami-Dade Transit, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Attention: ADA Coordinator. Telephone: 786-469-5225, Fax: 786-469-5589. E-mail: DTPW-ADA@miamidade.gov.

**Español:** El Departamento de Transporte Público de Miami-Dade (MDT, su sigla en inglés) está dedicado a proveer información sobre sus servicios a los pasajeros que no hablan inglés. MDT publica información sobre sus rutas de autobús en español y creole haitiano y ofrece asistencia en ambos idiomas en nuestro Centro de Llamadas en el 3-1-1 o 305-468-5900. Para más información, llame la Oficina de Derechos Humanos y Relaciones Laborales de MDT al 786-469-5486.

El Condado de Miami-Dade ofrece igualdad de acceso y de oportunidades en el empleo y no practica la discriminación por discapacidad, en sus programas o servicios. Los dispositivos y servicios de ayuda auditiva para la comunicación están disponibles previa solicitud, con cinco días de anticipación. Para obtener materiales en formato alternativo (cinta de audio, Braille o disco de computadora), para solicitar un intérprete del lenguaje de las señas u otros servicios similares sírvase llamar a: Transporte de Miami-Dade, Oficina de Derechos Civiles y Relaciones Laborales, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atención: ADA Coordinator. Teléfono: 786-469-5225, Fax: 786-469-5589. Correo electrónico: DTPW-ADA@miamidade.gov.

**Kreyòl Ayisyen:** Miami-Dade Transit (MDT) angaje li a bay pasaje ak konesans limite an Anglè yo tout enfòmasyon sou sèvis transpò piblik nan lang pa yo. MDT pibliye enfòmasyon sou trajè otobis yo an Espanyòl ak an Kreyòl Ayisyen epi li bay asistans nan toude lang yo nan Sant Repons nou an 3-1-1 oswa 305-468-5900. Pou plis enfòmasyon, rele Biwo Dwa Sivik ak Relasyon Travay MDT la nan 786-469-5486.

Konte Miami-Dade bay aksè ak opòtinite egal ego nan anplwa epi li pa fè diskriminasyon baze sou enfi mite nan pwogram li yo ak sèvis li yo. Aparèy ak sèvis kominikasyon pou moun ki pa tande/wè byen yo disponib ak yon preyavi senk jou. Pou jwenn dokiman nan lòt fòm (tep odyo, Bray oswa disk konpit), sèvis yon entèprèt ki pale lang siy oswa lòt akomodasyon, tanpri kontakte: Miami-Dade Transit, Biwo Dwa Civil ak Relasyon Travay, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atansyon: ADA Coordinator. Telefòn: 786-469-5225, Faks: 786-469-5589. Imel: DTPW-ADA@miamidade.gov.



**miamidade.gov/transportation**

**Information • Información • Enfòmasyon**  
311 (305.468.5900) TTY/Florida Relay: 711



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GO Miami-Dade Transit

# 14



**MARCH 2025** MARZO 2025 | MAS 2025

- Local service seven days a week.
- Travels from Mt. Sinai Medical Center to Omni Metrobus Terminal / Adrienne Arsht Center Metromover Station along Collins Ave, Washington Ave, and the MacArthur Causeway.



- Servicio local los siete días de la semana.
- Va desde Mt. Sinai Medical Center hasta la terminal Omni del Metrobús/estación Adrienne Arsht Center del Metromover, pasando por Collins Ave, Washington Ave y MacArthur Causeway.

- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan Mt. Sinai Medical Center pou rive nan Omni Metrobus Terminal / Adrienne Arsht Center Metromover Station sou Collins Ave, Washington Ave, ak MacArthur Causeway.



**MORE INFORMATION**  
MÁS INFORMACIÓN | PLUS ENFOMASYON

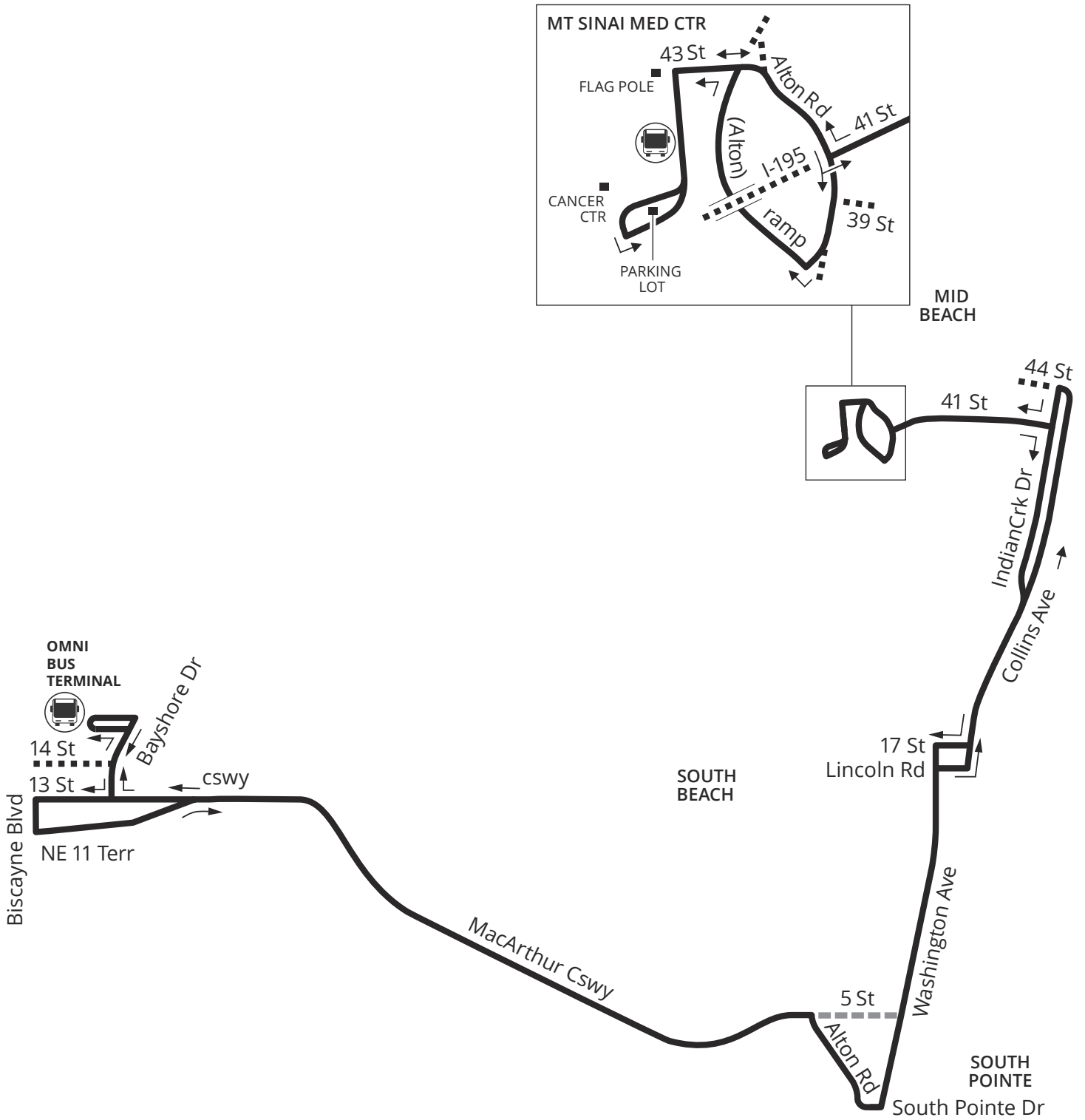
## DRIVE LESS.LIVE MORE.™



DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



# 14



**NORTH**

11/2023

# SERVICE FREQUENCIES

## FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

|                                       | FROM<br>DESDE / DE | TO<br>HASTA / A | EVERY<br>CADA / CHAK |
|---------------------------------------|--------------------|-----------------|----------------------|
| WEEKDAY<br>DIAS LABORABLES<br>LASEMÈN | 6:00 a.m.          | 7:00 p.m.       | 30 min               |
|                                       | 7:00 p.m.          | 12:00 a.m.      | 60 min               |
| SATURDAY<br>SÁBADO<br>SAMDI           | 6:00 a.m.          | 10:00 p.m.      | 30 min               |
|                                       | 10:00 p.m.         | 12:00 a.m.      | 60 min               |
| SUNDAY<br>DOMINGO<br>MANCH            | 6:00 a.m.          | 7:00 a.m.       | 60 min               |
|                                       | 7:00 a.m.          | 8:00 p.m.       | 30 min               |
|                                       | 8:00 p.m.          | 10:00 p.m.      | 60 min               |

Frequencies are approximate and may vary depending on traffic and road conditions.  
 Las frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías.  
 Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo.

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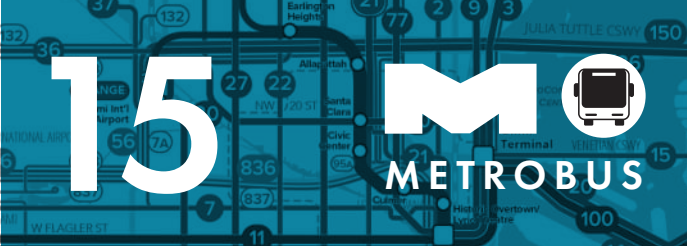
**miamidade.gov/transportation**

Information • Información • Enfòmasyon

311 (305.468.5900) TTY/Florida Relay: 711

@GoMiamiDade

GO Miami-Dade Transit



### NOVEMBER 2024 | NOVIEMBRE 2024 | NOVAM 2024

- Local service seven days a week
  - Travels from South Beach to Omni Metrobus Terminal / Adrienne Arsht Metromover Station along the Venetian Causeway.
- 
- Servicio local los siete días de la semana.
  - Va desde South Beach hasta la terminal Omni del Metrobús/estación Adrienne Arsht Center del Metromover, pasando por Venetian Causeway.
- 
- Sèvis lokal sèt jou sou sèt.
  - Vwayaje soti nan South Beach pou rive nan Tèminal Omni Metrobus / Adrienne Arsht Metromover Station sou Venetian Causeway la.

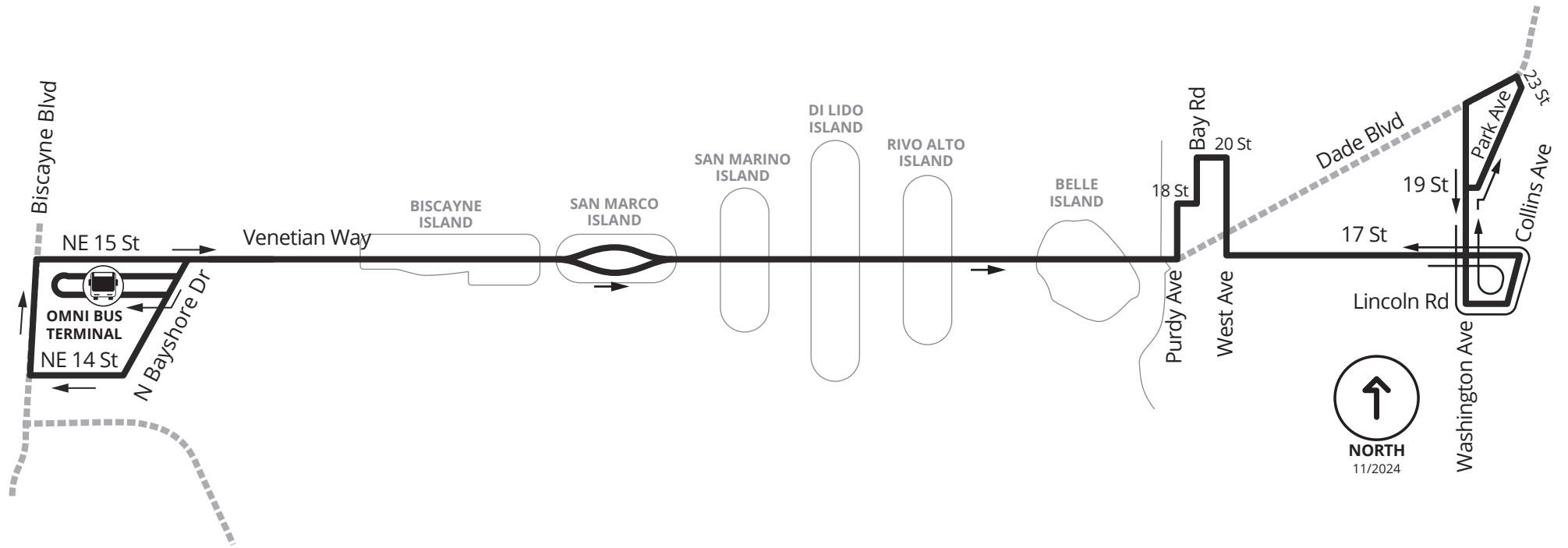


MORE INFORMATION  
 MÁS INFORMACIÓN | PLUS ENFOMASYON





# 15



# SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVS YO

|                                              | FROM<br>DESDE / DE | TO<br>HASTA / A | EVERY<br>CADA / CHAK |
|----------------------------------------------|--------------------|-----------------|----------------------|
| <b>WEEKDAY</b><br>DÍAS LABORABLES<br>LASEMÈN | 4:00 a.m.          | 11:30 p.m.      | 30 min               |
| <b>SATURDAY</b><br>SÁBADO<br>SAMDI           | 5:00 a.m.          | 12:00 a.m.      | 30 min               |
| <b>SUNDAY</b><br>DOMINGO<br>DIMANCH          | 5:00 a.m.          | 7:00 a.m.       | 60 min               |
|                                              | 7:00 a.m.          | 8:00 p.m.       | 40 min               |
|                                              | 8:00 p.m.          | 12:00 a.m.      | 60 min               |

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# MetroCONNECT

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SCAN TO DOWNLOAD THE APP OR CALL  
**786-321-5842**





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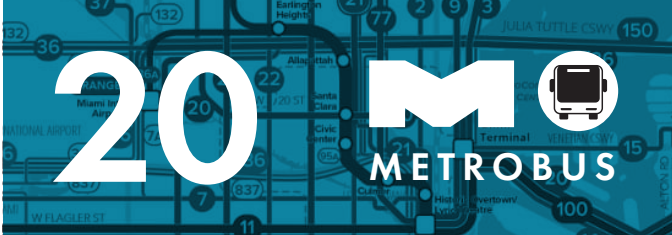
## miamidade.gov/transportation

**Information • Información • Enfòmasyon**  
311 (305.468.5900) TTY/Florida Relay: 711





@GoMiamiDade **GO Miami-Dade Transit**



## NOVEMBER 2024 | NOVIEMBRE 2024 | NOVANM 2024

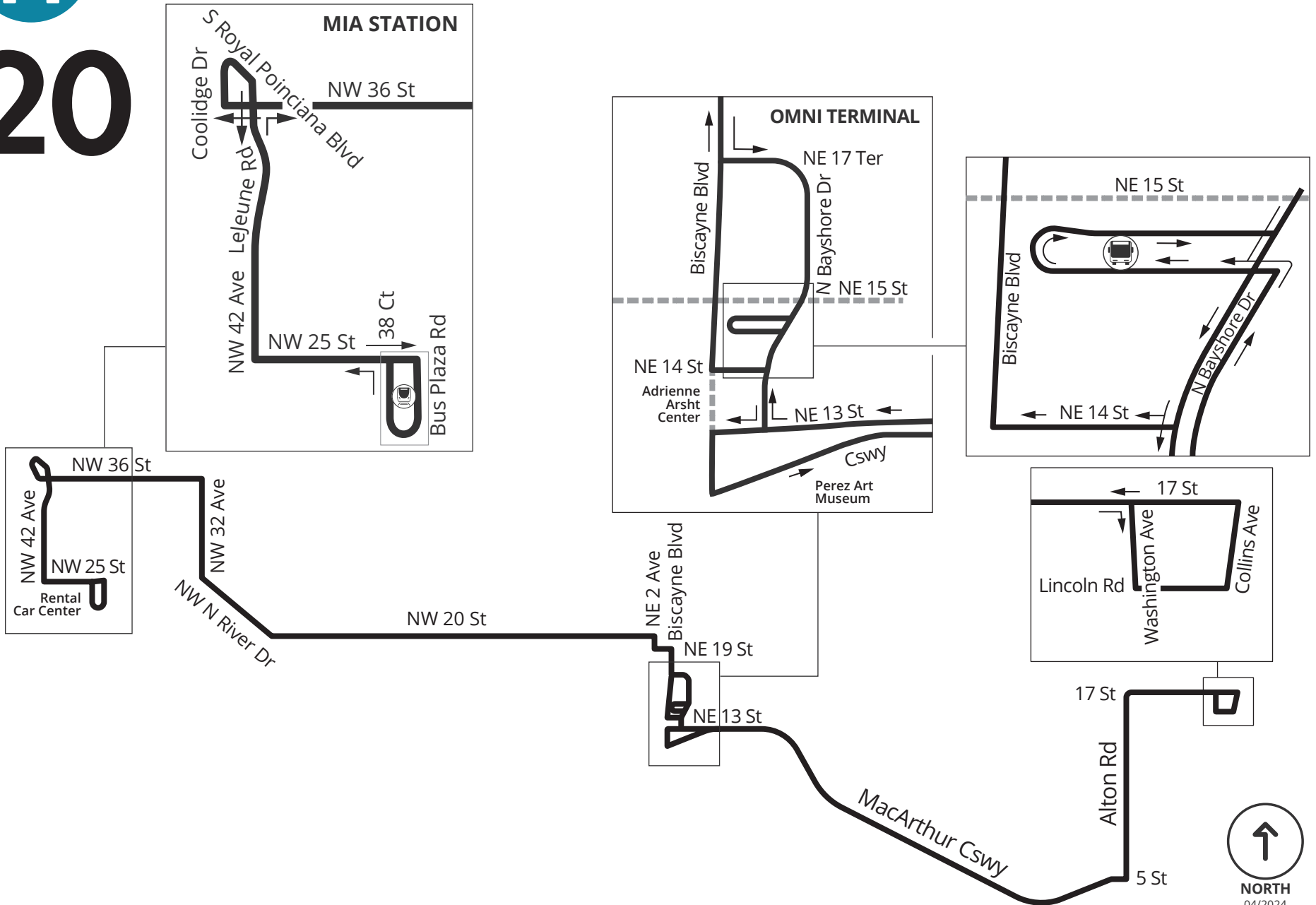
- Local service seven days a week.
  - Travels from South Beach to Miami International Airport Metrorail Station along Alton Rd, MacArthur Cswy, NW 20 St, and NW 36 St.
  - Stops include the Adrienne Arsht Center Metromover Station / Omni Metrobus Terminal.
- Servicio local los siete días de la semana.
  - Va desde South Beach hasta la estación del Metrorail del Aeropuerto Internacional de Miami, pasando por Alton Road, MacArthur Cswy., NW 20 St y NW 36 St.
  - Con parada en la terminal Omni del Metrobús/estación Adrienne Arsht Center del Metromover.
- Sèvis lokal sèt jou sou sèt.
  - Vwayaje soti nan South Beach pou rive nan Estasyon Metrorail Ayewopò Entènasyonal Miami an sou Alton Rd, MacArthur Cswy, NW 20 St, ak NW 36 St.
  - Arè yo gen ladan Estasyon Metromover Adrienne Arsht Center / Omni Metrobus Terminal.



MORE INFORMATION  
MÁS INFORMACIÓN | PLUS ENFOMASYON



# 20



SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

|                                       | FROM<br>DESDE / DE | TO<br>HASTA / A | EVERY<br>CADA / CHAK                           |
|---------------------------------------|--------------------|-----------------|------------------------------------------------|
| WEEKDAY<br>DIAS LABORABLES<br>LASEMÈN | 4:00 a.m.          | 6:00 a.m.       | 30 min (36+36A)<br>60 min (36)<br>60 min (36A) |
|                                       | 6:00 a.m.          | 10:00 p.m.      | 15 min (36+36A)<br>30 min (36)<br>30 min (36A) |
|                                       | 10:00 p.m.         | 12:00 a.m.      | 30 min (36+36A)<br>60 min (36)<br>60 min (36A) |
| SATURDAY<br>SÁBADO<br>SAMDI           | 5:00 a.m.          | 7:00 a.m.       | 30 min (36+36A)<br>60 min (36)<br>60 min (36A) |
|                                       | 7:00 a.m.          | 10:00 p.m.      | 15 min (36+36A)<br>30 min (36)<br>30 min (36A) |
|                                       | 10:00 p.m.         | 12:00 a.m.      | 30 min (36+36A)<br>60 min (36)<br>60 min (36A) |
| SUNDAY<br>DOMINGO<br>DIMANCH          | 5:00 a.m.          | 6:00 a.m.       | 60 min (36A)                                   |
|                                       | 6:00 a.m.          | 8:00 a.m.       | 30 min (36+36A)<br>60 min (36)<br>60 min (36A) |
|                                       | 8:00 a.m.          | 8:00 p.m.       | 20 min (36+36A)<br>40 min (36)<br>40 min (36A) |
|                                       | 8:00 p.m.          | 12:00 a.m.      | 60 min (36A)                                   |
|                                       |                    |                 |                                                |

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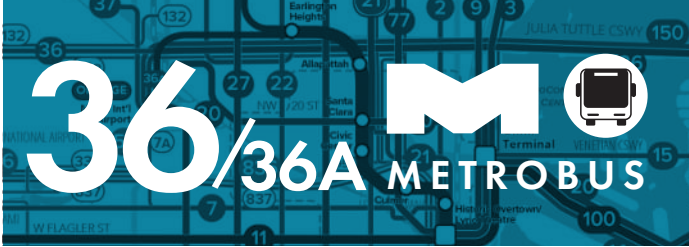
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**miamidade.gov/transportation**  
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311 (305.468.5900) TTY/Florida Relay: 711  
@GoMiamiDade GO Miami-Dade Transit



MARCH 2024 MARZO 2024 | MAS 2024

- Local service seven days a week.
  - Travels from Downtown Doral to South Beach along NW/NE 36 St, the Julia Tuttle Causeway and Collins Ave.
  - Route 36A travels from Miami International Airport station.
  - Stops include Allapattah Metrorail station.
- 
- Servicio local los siete días de la semana.
  - Va desde el downtown del Doral hasta South Beach, pasando por NW/NE 36 St, Julia Tuttle Causeway y Collins Ave.
  - La ruta 36A comienza en la estación del Aeropuerto Internacional de Miami.
  - Con parada en la estación de Allapattah del Metrorail.

- 
- Sèvis lokal sèt jou sou sèt.
  - Vwayaje soti nan Downtown Doral rive nan South Beach sou NW/NE 36 St, Julia Tuttle Causeway ak Collins Ave.
  - Wout 36A vwayaje soti nan estasyon Ayewopò Entènasyonal Miami.
  - Arè yo gen ladan estasyon Allapattah Metrorail.

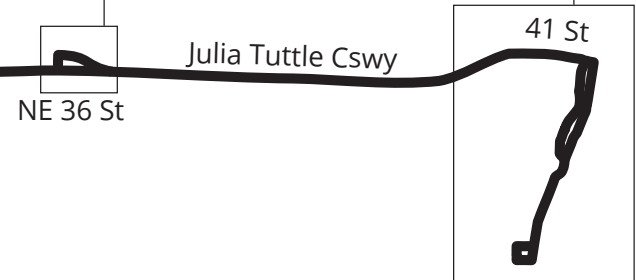
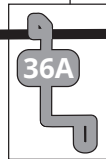
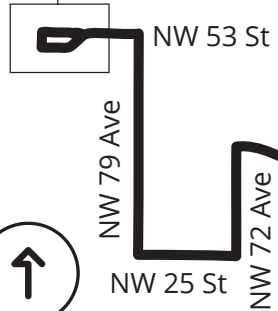
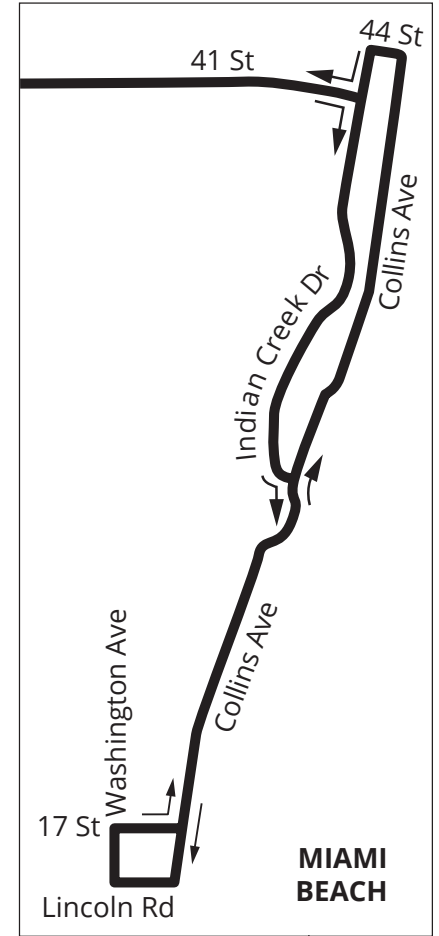
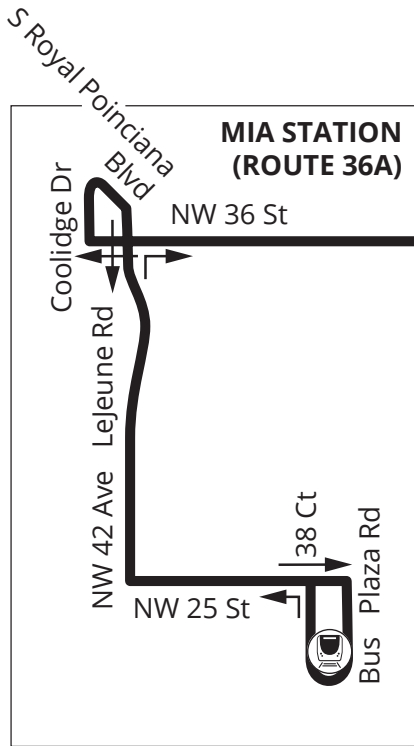
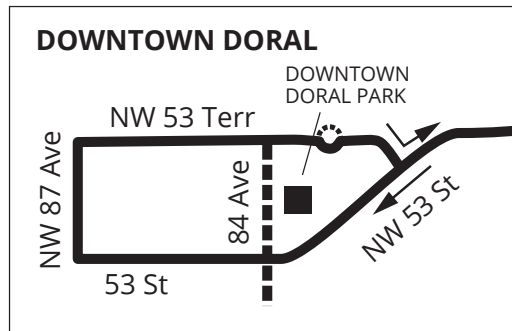


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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



# 36/36A



# SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

|                                       | FROM<br>DESDE / DE | TO<br>HASTA / A | EVERY<br>CADA / CHAK          |
|---------------------------------------|--------------------|-----------------|-------------------------------|
| WEEKDAY<br>DIAS LABORABLES<br>LASEMÈN | 12:00 a.m.         | 4:00 a.m.       | 60 min<br>(Northside-M Beach) |
|                                       | 4:00 a.m.          | 6:00 a.m.       | 30 min<br>(Hialeah-M Beach)   |
|                                       | 6:00 a.m.          | 10:00 p.m.      | 15 min<br>(Hialeah-M Beach)   |
|                                       | 10:00 p.m.         | 12:00a.m.       | 30 min<br>(Hialeah-M Beach)   |
| SATURDAY<br>SÁBADO<br>SAMDI           | 12:00 a.m.         | 5:00 a.m.       | 60 min<br>(Northside-M Beach) |
|                                       | 5:00 a.m.          | 7:00 a.m.       | 30 min<br>(Hialeah-M Beach)   |
|                                       | 7:00 a.m.          | 10:00 p.m.      | 15 min<br>(Hialeah-M Beach)   |
|                                       | 10:00 p.m.         | 12:00 a.m.      | 30 min<br>(Hialeah-M Beach)   |
| SUNDAY<br>DOMINGO<br>DIMANCH          | 12:00 a.m.         | 5:00 a.m.       | 60 min<br>(Northside-M Beach) |
|                                       | 5:00 a.m.          | 8:00 a.m.       | 30 min<br>(Hialeah-M Beach)   |
|                                       | 8:00 a.m.          | 8:00 p.m.       | 20 min<br>(Hialeah-M Beach)   |
|                                       | 8:00 p.m.          | 12:00 a.m.      | 60 min<br>(Hialeah-M Beach)   |

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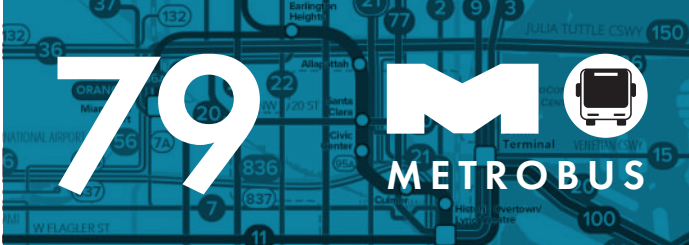
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APRIL 2024 ABRIL 2024 | AVRIL 2024

- Local service seven days a week.
- Travels from Hialeah Metrorail Station to South Beach along NW/NE 79 St, the 79th Street Causeway and Collins Ave
- Overnight trips travel from Northside Metrorail Station



- Servicio local los siete días de la semana.
- Va desde la estación de Hialeah del Metrorail hasta South Beach, pasando por NW/NE 79 St, 79th Street Causeway y Collins Ave.
- En el horario nocturno el recorrido comienza en la estación Northside del Metrorail.

- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan estasyon Hialeah Metrorail pou rive nan South Beach sou NW/NE 79 St, 79th Street Causeway ak Collins Ave.
- Vwayaj lannwit yo fèt soti nan estasyon Northside Metrorail.



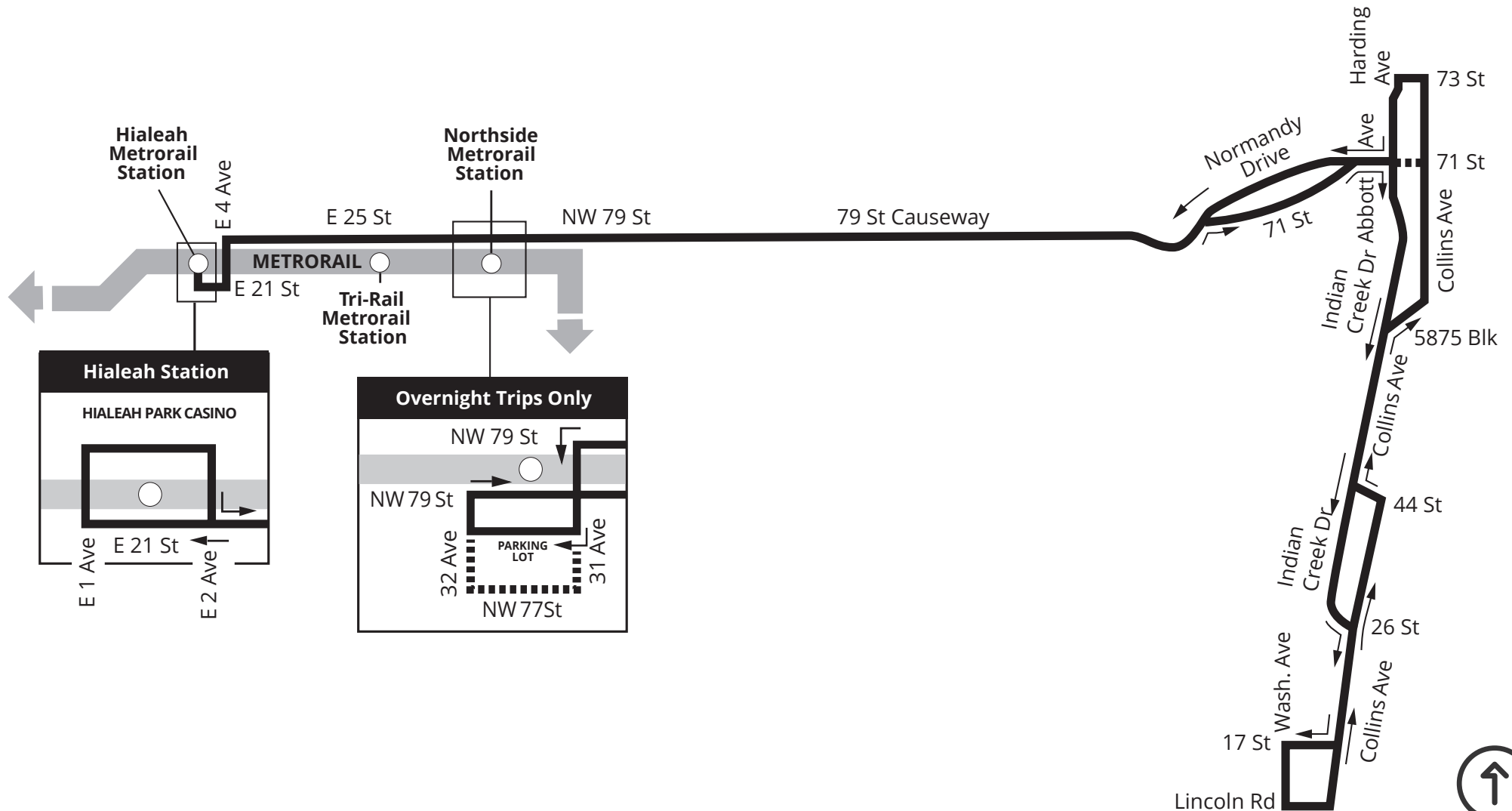
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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



# 79



**NORTH**  
11/2023



# SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

|                                              | FROM<br>DESDE / DE | TO<br>HASTA / A | EVERY<br>CADA / CHAK |
|----------------------------------------------|--------------------|-----------------|----------------------|
| <b>WEEKDAY</b><br>DIAS LABORABLES<br>LASEMÈN | 12:00 a.m.         | 4:00 a.m.       | 60 min               |
|                                              | 4:00 a.m.          | 10:00 p.m.      | 9 min                |
|                                              | 10:00 p.m.         | 12:00 a.m.      | 20 min               |
| <b>SATURDAY</b><br>SÁBADO<br>SAMDI           | 12:00 a.m.         | 5:00 a.m.       | 60 min               |
|                                              | 5:00 a.m.          | 7:00 a.m.       | 15 min               |
|                                              | 7:00 a.m.          | 10:00 p.m.      | 9 min                |
|                                              | 10:00 p.m.         | 12:00 a.m.      | 15 min               |
| <b>SUNDAY</b><br>DOMINGO<br>DIMANCH          | 12:00 a.m.         | 5:00 a.m.       | 60 min               |
|                                              | 5:00 a.m.          | 7:00 a.m.       | 30 min               |
|                                              | 7:00 a.m.          | 8:30 p.m.       | 15 min               |
|                                              | 8:30 p.m.          | 12:00 a.m.      | 30 min               |

Frequencies are approximate and may vary depending on traffic and road conditions. Las frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías. Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo.



## YOUR FREE AND DIRECT CONNECTION TO MIAMI-DADE TRANSIT



SCAN TO DOWNLOAD THE APP OR CALL  
**786-321-5842**






**Language Assistance:** Miami-Dade Transit (MDT) is committed to providing information about its transit services to passengers with limited English as part of its non-discrimination program. MDT publishes route information in Spanish and Haitian Creole and offers assistance in both languages at our Call Center at 3-1-1 or 305- 468-5900. For more information, call MDT's Office of Civil Rights & Labor Relations at 786-469-5486.

Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with five days' advance notice. For material in alternate format (audiotape, Braille or computer disk), a signlanguage interpreter or other accommodations, please contact: Miami-Dade Transit, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Attention: ADA Coordinator. Telephone: 786-469-5225, Fax: 786-469-5589. E-mail: DTPW-ADA@miamidade.gov.

**Español:** El Departamento de Transporte Público de Miami-Dade (MDT, su sigla en inglés) está dedicado a proveer información sobre sus servicios a los pasajeros que no hablan inglés. MDT publica información sobre sus rutas de autobús en español y creole haitiano y ofrece asistencia en ambos idiomas en nuestro Centro de Llamadas en el 3-1-1 o 305-468-5900. Para más información, llame la Oficina de Derechos Humanos y Relaciones Laborales de MDT al 786-469-5486.

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GO Miami-Dade Transit

# 100



MARCH 2025 MARZO 2025 | MAS 2025

- Local service seven days a week.
- Travels from the Bus Terminal at Aventura Mall to Downtown Miami through Miami Beach.
- Stops include the Government Center Metrorail / Metromover station.



- Servicio local los siete días de la semana.
- Va desde la terminal de autobuses en Aventura Mall hasta el downtown de Miami, pasando por Miami Beach.
- Con parada en la estación Government Center del Metrorail y el Metromover.

- Sèvis lokal sèt jou psou sèt.
- Vwayaje soti nan Tèminal Otobis la nan Aventura Mall pou rive nan Downtown Miami atravè Miami Beach.
- Arè yo gen ladan estasyon Metrorail / Metromover Government Center.



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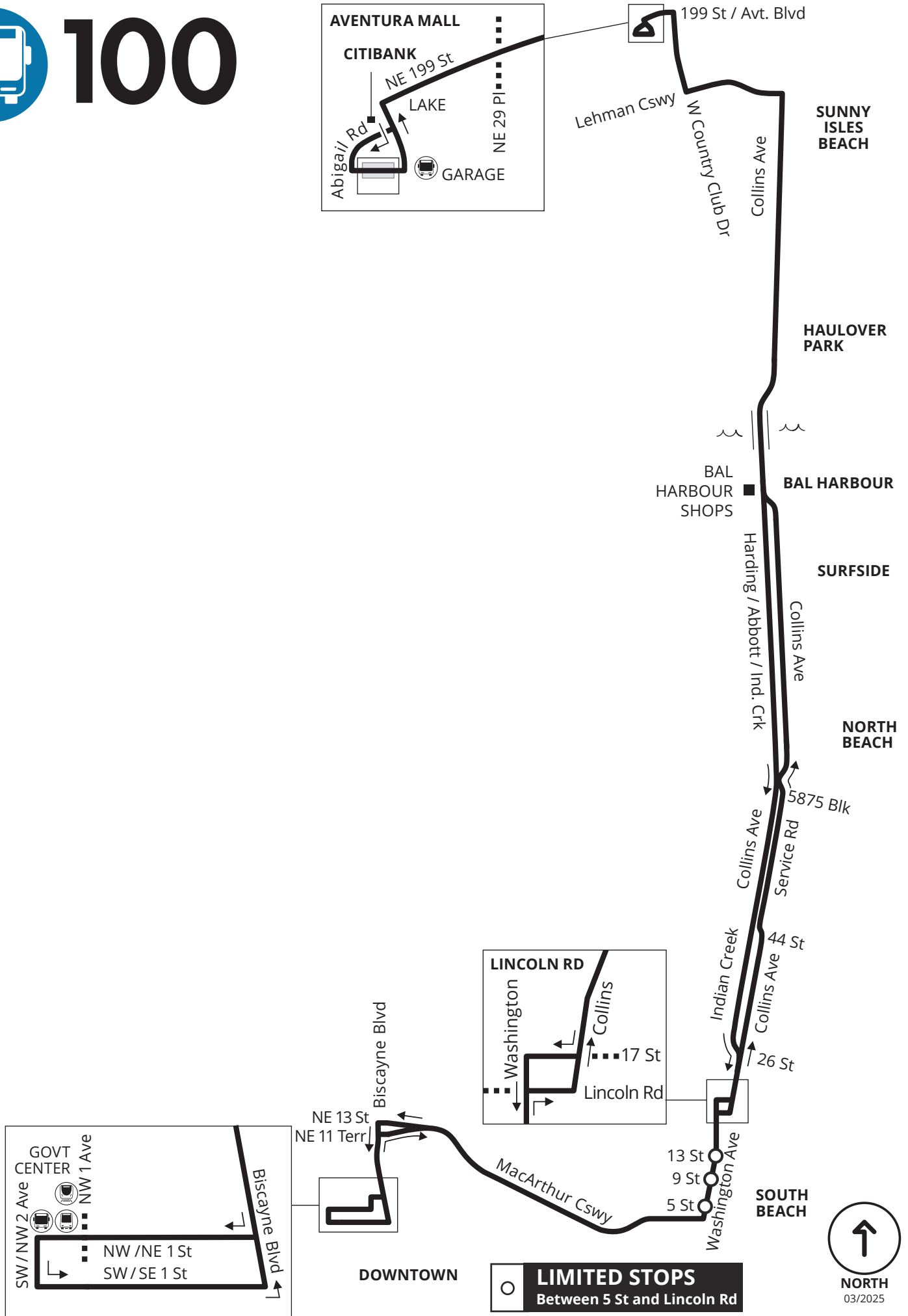


DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS





# 100



SERVICE FREQUENCIES
FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

Table with 4 columns: FROM (DESDE / DE), TO (HASTA / A), EVERY (CADA / CHAK), and SEVEN DAYS A WEEK (LOS SIETE DIAS / SET JOU YON SEMEN). The table shows a route from 5:00 a.m. to 11:00 p.m. with a 30 min frequency.

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

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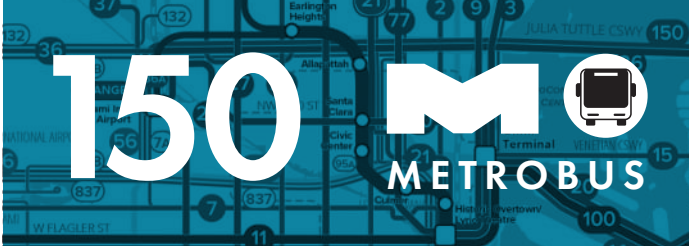
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NOVEMBER 2024 | NOVIEMBRE 2024 | NOVAM 2024

MIAMI BEACH AIRPORT EXPRESS

- Express service and limited-stop service, seven days a week.
- Express service from Miami International Airport Metrorail station to Mid Beach along the Julia Tuttle Causeway.
- Limited-stop service from Mid Beach to South Beach along Collins Ave / Indian Creek Dr and Washington Ave.



- Servicio expreso y con paradas limitadas, los siete días de la semana.
- Servicio expreso desde la estación del Metrorail del Aeropuerto Internacional de Miami hasta Mid Beach por Julia Tuttle Causeway.
- Servicio con paradas limitadas desde Mid Beach hasta South Beach por Collins Ave/Indian Creek Dr y Washington Ave.

- Sèvis ekspres ak sèvis arè limite, sèt jou sou sèt.
- Sèvis ekspres soti nan estasyon Metrorail Ayewopò Entènasyonal Miami rive nan Mid Beach sou Julia Tuttle Causeway.
- Sèvis arè limite soti nan Mid Beach rive nan South Beach sou Collins Ave / Indian Creek Dr ak Washington Ave.

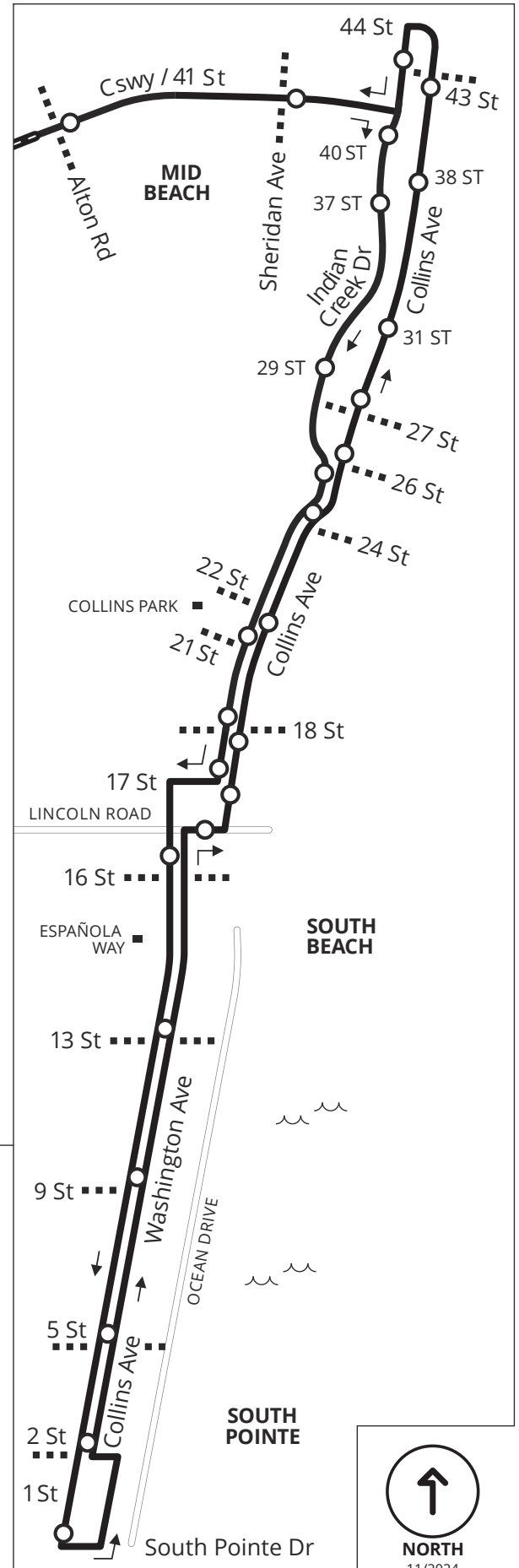
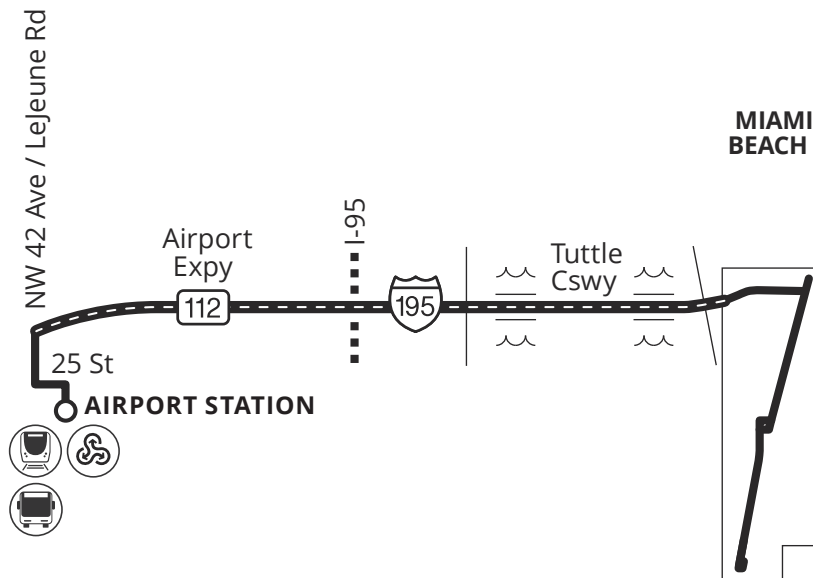


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# 150

## MIAMI BEACH AIRPORT EXPRESS



MENU



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# NORTH BEACH LOOP

HOME > CITY HALL > TRANSPORTATION & MOBILITY > CITYWIDE FREE TROLLEY > **NORTH BEACH LOOP**

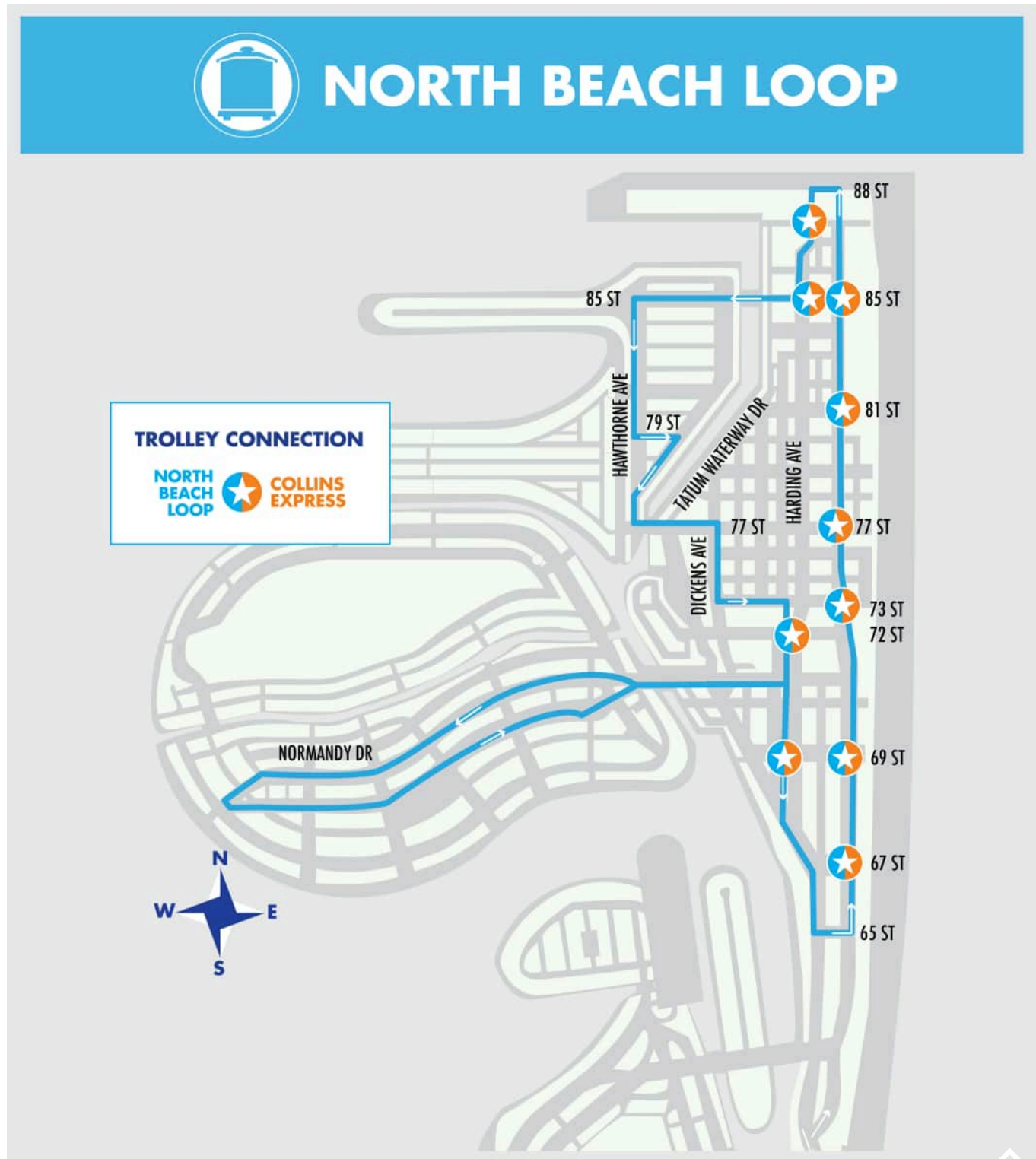
North Beach Loop operates 7 days a week, 15 hours a day from 8 a.m. - 11 p.m. at service frequency of approximately 20 minutes.



Library, Crespí Park, North Shore Youth Center, Normandy Isle Park and Pool, and other destinations.

Route alignment and list of stops is listed below.

## North Beach Loop Map



[Download North Beach Loop in pdf](#)



| Main Street    | Cross Street   | Direction | Stop ID | Transfer to     |
|----------------|----------------|-----------|---------|-----------------|
| 65 Street      | Collins Avenue | EB        | 300     |                 |
| Collins Avenue | 67 Street      | NB        | 301     | Collins Express |
| Collins Avenue | 69 Street      | NB        | 302     | Collins Express |
| Collins Avenue | 72 Street      | NB        | 303     | Collins Express |
| Collins Avenue | 76 Street      | NB        | 304     |                 |
| Collins Avenue | 77 Street      | NB        | 305     | Collins Express |
| Collins Avenue | 79 Street      | NB        | 306     |                 |
| Collins Avenue | 81 Street      | NB        | 307     | Collins Express |
| Collins Avenue | 83 Street      | NB        | 308     |                 |
| Collins Avenue | 85 Street      | NB        | 309     | Collins Express |
| Collins Avenue | 87 Street      | NB        | 310     |                 |



|                  |                      |    |     |                 |
|------------------|----------------------|----|-----|-----------------|
|                  |                      |    |     | Express         |
| Harding Avenue   | 85 Street            | SB | 313 | Collins Express |
| 85 Street        | Byron Avenue         | WB | 314 |                 |
| 85 Street        | Hawthorne Avenue     | WB | 316 |                 |
| Hawthorne Avenue | Stillwater Drive     | SB | 317 |                 |
| Hawthorne Avenue | 81 Street            | SB | 319 |                 |
| Crespi Blvd      | 79 Street            | SB | 320 |                 |
| 77 Street        | Hawthorne Avenue     | EB | 321 |                 |
| 77 Street        | Tatum Waterway Drive | EB | 323 |                 |
| Dickens Avenue   | 75 Street            | SB | 324 |                 |
| 73 Street        | Byron Avenue         | EB | 325 |                 |
| Harding Avenue   | 72 Street            | SB | 326 | Collins Express |
| 71 Street        | Byron Avenue         | WB | 327 |                 |



|                |                      |    |       |  |
|----------------|----------------------|----|-------|--|
| Normandy Drive | Bay Drive            | WB | 328-1 |  |
| Normandy Drive | Rue Versailles Drive | WB | 329   |  |
| Normandy Drive | Rue Notre Dame       | WB | 331   |  |
| Normandy Drive | Rue Bordeaux Drive   | WB | 333   |  |
| Normandy Drive | Trouville Esplanade  | WB | 334   |  |
| Normandy Drive | Rue Granville        | WB | 335   |  |
| 71 Street      | Biarritz Drive       | EB | 336   |  |
| 71 Street      | Rue Granville        | EB | 337   |  |
| 71 Street      | Trouville Esplanade  | EB | 338   |  |
| 71 Street      | Rue Bordeaux Drive   | EB | 339   |  |
| 71 Street      | Rue Notre Dame       | EB | 340   |  |
| 71 Street      | Rue Versailles Drive | EB | 341   |  |





|               |                    |    |     |                 |
|---------------|--------------------|----|-----|-----------------|
| 71 Street     | Indian Creek Drive | EB | 343 |                 |
| 71 Street     | Byron Avenue       | EB | 344 |                 |
| Abbott Avenue | 69 Street          | SB | 345 | Collins Express |
| Abbott Avenue | Indian Creek Drive | SB | 346 |                 |

[← Collins Express Mount Sinai Link →](#)

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# MOUNT SINAI LINK

HOME > CITY HALL > TRANSPORTATION & MOBILITY > CITYWIDE FREE TROLLEY > **MOUNT SINAI LINK**

Mount Sinai Link operates 7 days a week, 13 hours a day from 7 a.m. – 8 p.m. at service frequency of approximately 60-70 minutes.

The Mount Sinai Link was launched in October 2024 and it provides a reliable and consistent connection between North Beach and Mid Beach as well as a direct connection to Mount Sinai Medical Center.

## Mount Sinai Link





How Can We Help You?

SEARCH



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| Trolley Tracker Apps |

COLLINS EXPRESS

HOME > CITY HALL > TRANSPORTATION & MOBILITY > CITYWIDE FREE TROLLEY > COLLINS EXPRESS

Collins Express operates 7 days a week, 15 hours a day from 8 a.m. - 11 p.m. at service frequency of approximately 15 minutes.

Collins Express trolley service was launched as Collins Link in November of 2016. To improve the efficiency of the City's Trolley service and enhance passengers' transit experience, effective November 1, 2017, the City replaced Collins Link trolley service by the limited stop Collins Express trolley service. Collins Express limited stop service reduces the number of transfers required to travel between North Beach, Middle Beach, and South Beach, and reduces travel times, thereby results in a quicker and more attractive and efficient intercity trolley service. The service operates between Washington Avenue and Lincoln Road on the south side and 88 Street on the north end.

Route alignment and list of stops is listed below.

Collins Express Map





### Collins Express Stops

| Main Street    | Cross Street      | Direction | Stop ID | Transfer to       |
|----------------|-------------------|-----------|---------|-------------------|
| Lincoln Road   | Washington Avenue | EB        | 288     |                   |
| Collins Avenue | 17 Street         | NB        | 289     |                   |
| Collins Avenue | 22 Street         | NB        | 204     | Middle Beach Loop |
| Collins Avenue | 24 Street         | NB        | 206     | Middle Beach Loop |
| Collins Avenue | 27 Street         | NB        | 208     | Middle Beach Loop |
| Collins Avenue | 31 Street         | NB        | 210     | Middle Beach Loop |
| Collins Avenue | 38 Street         | NB        | 213     | Middle Beach Loop |
| Collins Avenue | 43 Street         | NB        | 215     | Middle Beach Loop |
| Collins Avenue | 44 Street         | NB        | 216     |                   |
| Collins Avenue | at 4441           | NB        | 250     |                   |
| Collins Avenue | at 4525           | NB        | 251     |                   |
| Collins Avenue | at 4747           | NB        | 252     |                   |
| Collins Avenue | at 4833           | NB        | 253     |                   |
| Collins Avenue | at 4925           | NB        | 254     |                   |
| Collins Avenue | at 5005           | NB        | 255     |                   |
| Collins Avenue | at 5101           | NB        | 256     |                   |
| Collins Avenue | at 5225           | NB        | 257     |                   |
| Collins Avenue | at 5313           | NB        | 258     |                   |
| Collins Avenue | at 5401           | NB        | 259     |                   |
| Collins Avenue | at 5445           | NB        | 260     |                   |
| Collins Avenue | at 5555           | NB        | 261     |                   |
| Collins Avenue | at 5601           | NB        | 262     |                   |
| Collins Avenue | at 5775           | NB        | 263     |                   |
| Collins Avenue | at 5875           | NB        | 264     |                   |
| Collins Avenue | 63 Street         | NB        | 265     |                   |

|                    |                    |    |       |                  |
|--------------------|--------------------|----|-------|------------------|
| Collins Avenue     | 65 Street          | NB | 267   |                  |
| Collins Avenue     | 67 Street          | NB | 301   | North Beach Loop |
| Collins Avenue     | 69 Street          | NB | 302   | North Beach Loop |
| Collins Avenue     | 72 Street          | NB | 303   | North Beach Loop |
| Collins Avenue     | 77 Street          | NB | 305   | North Beach Loop |
| Collins Avenue     | 81 Street          | NB | 307   | North Beach Loop |
| Collins Avenue     | 85 Street          | NB | 309   | North Beach Loop |
| Harding Avenue     | 87 Street          | SB | 312   | North Beach Loop |
| Harding Avenue     | 85 Street          | SB | 313   | North Beach Loop |
| Harding Avenue     | 83 Street          | SB | 313-0 |                  |
| Harding Avenue     | 81 Street          | SB | 313-1 |                  |
| Harding Avenue     | 77 Street          | SB | 268   |                  |
| Harding Avenue     | 75 Street          | SB | 269   |                  |
| Harding Avenue     | 72 Street          | SB | 326   | North Beach Loop |
| Abbott Avenue      | 69 Street          | SB | 345   | North Beach Loop |
| Abbott Avenue      | Indian Creek Drive | SB | 346   | North Beach Loop |
| Indian Creek Drive | 65 Street          | SB | 272   |                  |
| Indian Creek Drive | 63 Street          | SB | 273   |                  |
| Collins Avenue     | at 5800 BLK        | SB | 274   |                  |
| Collins Avenue     | at 5750            | SB | 275   |                  |
| Collins Avenue     | at 5660            | SB | 276   |                  |
| Collins Avenue     | at 5500 BLK        | SB | 277   |                  |
| Collins Avenue     | at 5400 BLK        | SB | 278   |                  |
| Collins Avenue     | at 5333            | SB | 279   |                  |
| Collins Avenue     | at 5200 BLK        | SB | 280   |                  |
| Collins Avenue     | at 5000 BLK        | SB | 282   |                  |
| Collins Avenue     | at 4900 BLK        | SB | 283   |                  |

|                    |                  |    |     |                                             |
|--------------------|------------------|----|-----|---------------------------------------------|
| Collins Avenue     | at 4500 BLK      | SB | 285 |                                             |
| Collins Avenue     | at 4441 Entrance | SB | 286 |                                             |
| Collins Avenue     | 44 Street        | SB | 287 |                                             |
| Indian Creek Drive | 43 Street        | SB | 217 | Middle Beach Loop                           |
| Indian Creek Drive | 41 Street        | SB | 233 | Middle Beach Loop                           |
| Indian Creek Drive | 29 Street        | SB | 238 | Middle Beach Loop                           |
| Indian Creek Drive | 27 Street        | SB | 239 | Middle Beach Loop                           |
| Collins Avenue     | 24 Street        | SB | 241 | Middle Beach Loop                           |
| Collins Avenue     | 21 Street        | SB | 243 | Middle Beach Loop, SoBe Loop A, SoBe Loop B |
| Collins Avenue     | 17 Street        | SB | 246 | Middle Beach Loop                           |
| Washington Avenue  | 17 Street        | SB | 101 | SoBe Loop A                                 |

[← Middle Beach Loop](#)

[North Beach Loop →](#)

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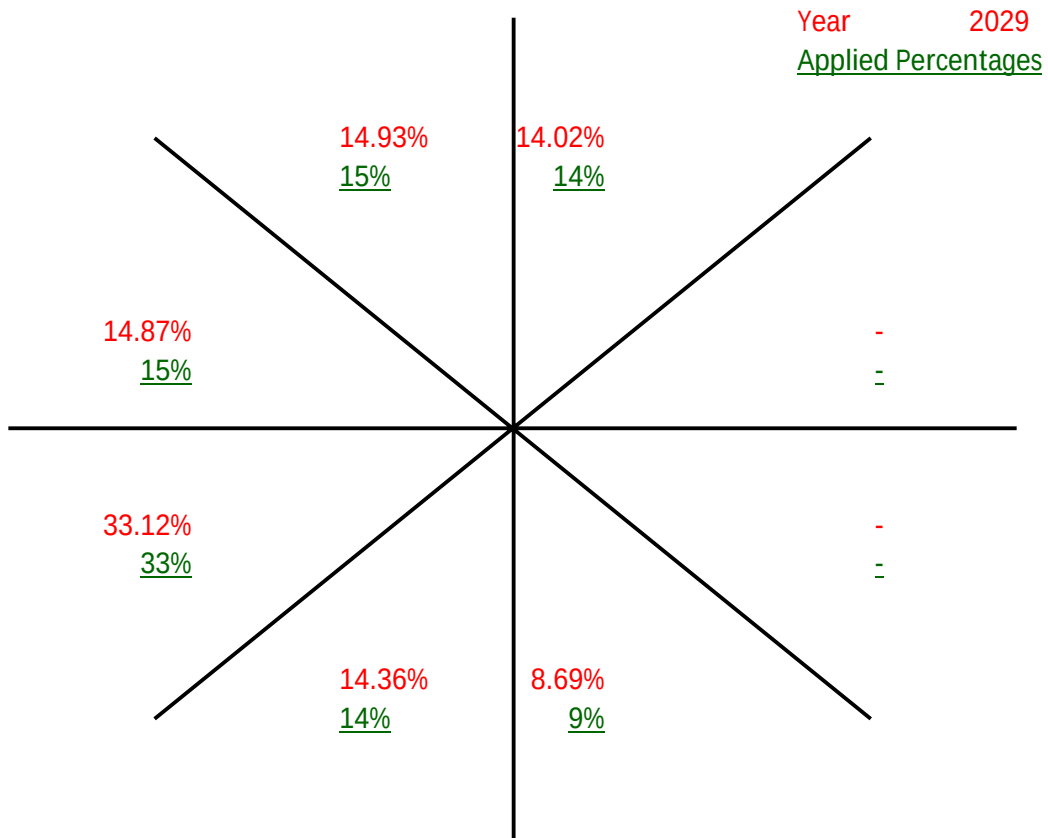
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## **Appendix G**

### Cardinal Distribution

# Cardinal Distribution for TAZ 636



## Cardinal Trip Distribution

| Cardinal Direction | Percentage of Trips |        | 2029<br>Interpolated | 2029<br>Rounded |
|--------------------|---------------------|--------|----------------------|-----------------|
|                    | 2015                | 2045   |                      |                 |
| North-Northeast    | 15.0%               | 12.9%  | 14.02%               | 14.00%          |
| East-Northeast     | -                   | -      | -                    | -               |
| East-Southeast     | -                   | -      | -                    | -               |
| South-Southeast    | 9.9%                | 7.3%   | 8.69%                | 9.00%           |
| South-Southwest    | 16.6%               | 11.8%  | 14.36%               | 14.00%          |
| West-Southwest     | 29.9%               | 36.8%  | 33.12%               | 33.00%          |
| West-Northwest     | 13.1%               | 16.9%  | 14.87%               | 15.00%          |
| North-Northwest    | 15.4%               | 14.4%  | 14.93%               | 15.00%          |
| Total              | 99.9%               | 100.1% | 99.99%               | 100.00%         |



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

# 2045 LRTP

## SUPPORTING DOCUMENTS

### DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

| Miami-Dade 2015 Base Year Direction Trip Distribution Summary |              |                 |                     |       |      |       |       |       |       |       |             |
|---------------------------------------------------------------|--------------|-----------------|---------------------|-------|------|-------|-------|-------|-------|-------|-------------|
| TAZ of Origin                                                 |              | Trips / Percent | Cardinal Directions |       |      |       |       |       |       |       | Total Trips |
| County TAZ                                                    | Regional TAZ |                 | NNE                 | ENE   | ESE  | SSE   | SSW   | WSW   | WNW   | NNW   |             |
| 625                                                           | 3525         | Trips           | 610                 | 160   | -    | 557   | 431   | 1,317 | 679   | 1,035 | 4,961       |
| 625                                                           | 3525         | Percent         | 12.7                | 3.3   | -    | 11.6  | 9.0   | 27.5  | 14.2  | 21.6  |             |
| 626                                                           | 3526         | Trips           | 122                 | -     | -    | -     | 2,090 | 2,277 | 1,198 | 2,942 | 9,399       |
| 626                                                           | 3526         | Percent         | 1.4                 | -     | -    | -     | 24.2  | 26.4  | 13.9  | 34.1  |             |
| 627                                                           | 3527         | Trips           | 279                 | -     | -    | -     | 2,051 | 2,578 | 845   | 1,965 | 8,061       |
| 627                                                           | 3527         | Percent         | 3.6                 | -     | -    | -     | 26.6  | 33.4  | 11.0  | 25.5  |             |
| 628                                                           | 3528         | Trips           | 298                 | -     | 49   | 79    | 984   | 902   | 332   | 679   | 3,579       |
| 628                                                           | 3528         | Percent         | 9.0                 | -     | 1.5  | 2.4   | 29.6  | 27.2  | 10.0  | 20.5  |             |
| 629                                                           | 3529         | Trips           | 1,374               | 549   | 344  | 1,656 | 1,708 | 3,707 | 1,668 | 2,101 | 14,261      |
| 629                                                           | 3529         | Percent         | 10.5                | 4.2   | 2.6  | 12.6  | 13.0  | 28.3  | 12.7  | 16.0  |             |
| 630                                                           | 3530         | Trips           | 952                 | -     | 210  | 347   | 1,696 | 2,375 | 794   | 1,114 | 8,135       |
| 630                                                           | 3530         | Percent         | 12.7                | -     | 2.8  | 4.6   | 22.7  | 31.7  | 10.6  | 14.9  |             |
| 631                                                           | 3531         | Trips           | 255                 | -     | -    | -     | 1,215 | 1,471 | 440   | 1,030 | 4,651       |
| 631                                                           | 3531         | Percent         | 5.8                 | -     | -    | -     | 27.6  | 33.4  | 10.0  | 23.4  |             |
| 632                                                           | 3532         | Trips           | 309                 | -     | -    | -     | 1,242 | 1,751 | 750   | 635   | 4,880       |
| 632                                                           | 3532         | Percent         | 6.6                 | -     | -    | -     | 26.5  | 37.4  | 16.0  | 13.5  |             |
| 633                                                           | 3533         | Trips           | 310                 | -     | -    | -     | 1,181 | 1,428 | 750   | 730   | 4,590       |
| 633                                                           | 3533         | Percent         | 7.0                 | -     | -    | -     | 26.9  | 32.5  | 17.1  | 16.6  |             |
| 634                                                           | 3534         | Trips           | 1,502               | 112   | 240  | 837   | 1,718 | 1,928 | 976   | 1,727 | 9,998       |
| 634                                                           | 3534         | Percent         | 16.6                | 1.2   | 2.7  | 9.3   | 19.0  | 21.3  | 10.8  | 19.1  |             |
| 635                                                           | 3535         | Trips           | 779                 | -     | -    | -     | 2,021 | 1,994 | 952   | 1,411 | 8,010       |
| 635                                                           | 3535         | Percent         | 10.9                | -     | -    | -     | 28.2  | 27.9  | 13.3  | 19.7  |             |
| 636                                                           | 3536         | Trips           | 1,041               | -     | -    | 686   | 1,152 | 2,072 | 911   | 1,071 | 7,384       |
| 636                                                           | 3536         | Percent         | 15.0                | -     | -    | 9.9   | 16.6  | 29.9  | 13.1  | 15.4  |             |
| 637                                                           | 3537         | Trips           | 323                 | 31    | 87   | 217   | 126   | 601   | 303   | 290   | 1,987       |
| 637                                                           | 3537         | Percent         | 16.4                | 1.6   | 4.4  | 11.0  | 6.4   | 30.4  | 15.3  | 14.7  |             |
| 638                                                           | 3538         | Trips           | 152                 | 35    | 87   | 86    | 114   | 218   | 162   | 126   | 999         |
| 638                                                           | 3538         | Percent         | 15.5                | 3.6   | 8.9  | 8.7   | 11.6  | 22.3  | 16.5  | 12.9  |             |
| 639                                                           | 3539         | Trips           | 825                 | 281   | 277  | 1,089 | 131   | 1,364 | 796   | 599   | 5,721       |
| 639                                                           | 3539         | Percent         | 15.4                | 5.2   | 5.2  | 20.3  | 2.4   | 25.4  | 14.9  | 11.2  |             |
| 640                                                           | 3540         | Trips           | 344                 | 247   | 868  | 104   | 43    | 685   | 405   | 274   | 3,053       |
| 640                                                           | 3540         | Percent         | 11.6                | 8.3   | 29.2 | 3.5   | 1.5   | 23.1  | 13.6  | 9.2   |             |
| 641                                                           | 3541         | Trips           | 1,051               | 1,714 | 291  | 723   | 309   | 1,572 | 1,188 | 916   | 8,356       |
| 641                                                           | 3541         | Percent         | 13.5                | 22.1  | 3.7  | 9.3   | 4.0   | 20.3  | 15.3  | 11.8  |             |
| 642                                                           | 3542         | Trips           | 1,849               | 1,404 | 115  | 1,263 | 457   | 2,697 | 1,962 | 1,518 | 12,299      |
| 642                                                           | 3542         | Percent         | 16.4                | 12.5  | 1.0  | 11.2  | 4.1   | 23.9  | 17.4  | 13.5  |             |
| 643                                                           | 3543         | Trips           | 1,747               | 551   | -    | 965   | 479   | 2,595 | 1,554 | 1,715 | 10,383      |
| 643                                                           | 3543         | Percent         | 18.2                | 5.7   | -    | 10.1  | 5.0   | 27.0  | 16.2  | 17.9  |             |
| 644                                                           | 3544         | Trips           | 2,022               | -     | -    | -     | 2,250 | 4,141 | 2,585 | 2,646 | 15,224      |
| 644                                                           | 3544         | Percent         | 14.8                | -     | -    | -     | 16.5  | 30.4  | 19.0  | 19.4  |             |
| 645                                                           | 3545         | Trips           | 1,268               | -     | -    | -     | 907   | 1,498 | 1,720 | 1,351 | 7,018       |
| 645                                                           | 3545         | Percent         | 18.8                | -     | -    | -     | 13.5  | 22.2  | 25.5  | 20.0  |             |
| 646                                                           | 3546         | Trips           | 986                 | -     | 156  | 520   | 250   | 1,081 | 1,094 | 1,181 | 5,470       |
| 646                                                           | 3546         | Percent         | 18.7                | -     | 3.0  | 9.9   | 4.7   | 20.5  | 20.8  | 22.4  |             |
| 647                                                           | 3547         | Trips           | 350                 | 103   | 114  | 165   | 66    | 354   | 359   | 408   | 1,979       |
| 647                                                           | 3547         | Percent         | 18.2                | 5.4   | 5.9  | 8.6   | 3.5   | 18.5  | 18.7  | 21.2  |             |
| 648                                                           | 3548         | Trips           | 1,027               | 434   | 254  | 401   | 48    | 903   | 1,001 | 514   | 4,747       |
| 648                                                           | 3548         | Percent         | 22.4                | 9.5   | 5.5  | 8.8   | 1.0   | 19.7  | 21.9  | 11.2  |             |
| 649                                                           | 3549         | Trips           | 754                 | 192   | 184  | 230   | 41    | 612   | 743   | 427   | 3,320       |
| 649                                                           | 3549         | Percent         | 23.7                | 6.0   | 5.8  | 7.2   | 1.3   | 19.2  | 23.3  | 13.4  |             |
| 650                                                           | 3550         | Trips           | 45                  | 80    | 104  | 0     | 14    | 155   | 304   | 133   | 850         |
| 650                                                           | 3550         | Percent         | 5.4                 | 9.6   | 12.4 | 0.0   | 1.6   | 18.5  | 36.5  | 16.0  |             |

| Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary |              |                 |                     |       |      |       |       |       |       |       |             |
|------------------------------------------------------------------------|--------------|-----------------|---------------------|-------|------|-------|-------|-------|-------|-------|-------------|
| TAZ of Origin                                                          |              | Trips / Percent | Cardinal Directions |       |      |       |       |       |       |       | Total Trips |
| County TAZ                                                             | Regional TAZ |                 | NNE                 | ENE   | ESE  | SSE   | SSW   | WSW   | WNW   | NNW   |             |
| 625                                                                    | 3525         | Trips           | 515                 | 114   | -    | 541   | 802   | 1,791 | 829   | 1,096 | 5,972       |
| 625                                                                    | 3525         | Percent         | 9.1                 | 2.0   | -    | 9.5   | 14.1  | 31.5  | 14.6  | 19.3  |             |
| 626                                                                    | 3526         | Trips           | 66                  | -     | -    | -     | 2,417 | 3,260 | 1,417 | 2,993 | 11,237      |
| 626                                                                    | 3526         | Percent         | 0.7                 | -     | -    | -     | 23.8  | 32.1  | 14.0  | 29.5  |             |
| 627                                                                    | 3527         | Trips           | 174                 | -     | -    | -     | 2,276 | 3,212 | 1,138 | 1,885 | 9,055       |
| 627                                                                    | 3527         | Percent         | 2.0                 | -     | -    | -     | 26.2  | 37.0  | 13.1  | 21.7  |             |
| 628                                                                    | 3528         | Trips           | 238                 | -     | 23   | 101   | 1,053 | 1,266 | 390   | 660   | 4,028       |
| 628                                                                    | 3528         | Percent         | 6.4                 | -     | 0.6  | 2.7   | 28.2  | 33.9  | 10.5  | 17.7  |             |
| 629                                                                    | 3529         | Trips           | 1,686               | 621   | 373  | 1,692 | 1,801 | 6,032 | 2,362 | 2,490 | 18,425      |
| 629                                                                    | 3529         | Percent         | 9.9                 | 3.6   | 2.2  | 9.9   | 10.6  | 35.4  | 13.9  | 14.6  |             |
| 630                                                                    | 3530         | Trips           | 888                 | -     | 326  | 303   | 1,717 | 3,876 | 1,515 | 1,553 | 11,277      |
| 630                                                                    | 3530         | Percent         | 8.7                 | -     | 3.2  | 3.0   | 16.9  | 38.1  | 14.9  | 15.3  |             |
| 631                                                                    | 3531         | Trips           | 296                 | -     | -    | -     | 1,351 | 2,360 | 838   | 1,324 | 6,591       |
| 631                                                                    | 3531         | Percent         | 4.8                 | -     | -    | -     | 21.9  | 38.3  | 13.6  | 21.5  |             |
| 632                                                                    | 3532         | Trips           | 343                 | -     | -    | -     | 1,500 | 2,647 | 1,390 | 1,098 | 7,499       |
| 632                                                                    | 3532         | Percent         | 4.9                 | -     | -    | -     | 21.5  | 37.9  | 19.9  | 15.7  |             |
| 633                                                                    | 3533         | Trips           | 368                 | -     | -    | -     | 1,052 | 1,986 | 859   | 841   | 5,391       |
| 633                                                                    | 3533         | Percent         | 7.2                 | -     | -    | -     | 20.6  | 38.9  | 16.8  | 16.5  |             |
| 634                                                                    | 3534         | Trips           | 1,404               | 80    | 149  | 773   | 1,637 | 2,733 | 1,332 | 1,712 | 10,593      |
| 634                                                                    | 3534         | Percent         | 14.3                | 0.8   | 1.5  | 7.9   | 16.7  | 27.8  | 13.6  | 17.4  |             |
| 635                                                                    | 3535         | Trips           | 566                 | -     | -    | -     | 1,311 | 2,266 | 1,228 | 1,254 | 7,246       |
| 635                                                                    | 3535         | Percent         | 8.5                 | -     | -    | -     | 19.8  | 34.2  | 18.5  | 18.9  |             |
| 636                                                                    | 3536         | Trips           | 1,066               | -     | -    | 607   | 978   | 3,045 | 1,398 | 1,193 | 8,805       |
| 636                                                                    | 3536         | Percent         | 12.9                | -     | -    | 7.3   | 11.8  | 36.8  | 16.9  | 14.4  |             |
| 637                                                                    | 3537         | Trips           | 468                 | 44    | 144  | 315   | 198   | 868   | 501   | 309   | 2,865       |
| 637                                                                    | 3537         | Percent         | 16.5                | 1.6   | 5.1  | 11.1  | 6.9   | 30.5  | 17.6  | 10.9  |             |
| 638                                                                    | 3538         | Trips           | 127                 | 33    | 78   | 94    | 79    | 401   | 285   | 185   | 1,342       |
| 638                                                                    | 3538         | Percent         | 9.9                 | 2.6   | 6.1  | 7.3   | 6.2   | 31.3  | 22.2  | 14.5  |             |
| 639                                                                    | 3539         | Trips           | 944                 | 303   | 253  | 1,068 | 176   | 2,395 | 1,085 | 905   | 7,569       |
| 639                                                                    | 3539         | Percent         | 13.2                | 4.3   | 3.6  | 15.0  | 2.5   | 33.6  | 15.2  | 12.7  |             |
| 640                                                                    | 3540         | Trips           | 119                 | 74    | 216  | 10    | 30    | 177   | 136   | 147   | 1,166       |
| 640                                                                    | 3540         | Percent         | 13.1                | 8.2   | 23.7 | 1.1   | 3.4   | 19.4  | 14.9  | 16.2  |             |
| 641                                                                    | 3541         | Trips           | 1,145               | 1,056 | 206  | 569   | 242   | 2,378 | 1,724 | 1,142 | 9,066       |
| 641                                                                    | 3541         | Percent         | 13.5                | 12.5  | 2.4  | 6.7   | 2.9   | 28.1  | 20.4  | 13.5  |             |
| 642                                                                    | 3542         | Trips           | 1,701               | 1,196 | 113  | 964   | 433   | 3,470 | 2,140 | 1,631 | 12,324      |
| 642                                                                    | 3542         | Percent         | 14.6                | 10.3  | 1.0  | 8.3   | 3.7   | 29.8  | 18.4  | 14.0  |             |
| 643                                                                    | 3543         | Trips           | 1,884               | 580   | -    | 1,133 | 631   | 3,768 | 2,190 | 2,157 | 13,183      |
| 643                                                                    | 3543         | Percent         | 15.3                | 4.7   | -    | 9.2   | 5.1   | 30.5  | 17.7  | 17.5  |             |
| 644                                                                    | 3544         | Trips           | 1,948               | -     | -    | -     | 2,227 | 5,534 | 3,264 | 3,082 | 17,780      |
| 644                                                                    | 3544         | Percent         | 12.1                | -     | -    | -     | 13.9  | 34.5  | 20.3  | 19.2  |             |
| 645                                                                    | 3545         | Trips           | 1,314               | -     | -    | -     | 844   | 1,661 | 2,170 | 1,703 | 8,075       |
| 645                                                                    | 3545         | Percent         | 17.1                | -     | -    | -     | 11.0  | 21.6  | 28.2  | 22.1  |             |
| 646                                                                    | 3546         | Trips           | 1,025               | -     | 125  | 496   | 263   | 1,741 | 1,656 | 1,299 | 6,976       |
| 646                                                                    | 3546         | Percent         | 15.5                | -     | 1.9  | 7.5   | 4.0   | 26.4  | 25.1  | 19.7  |             |
| 647                                                                    | 3547         | Trips           | 296                 | 122   | 96   | 109   | 79    | 582   | 661   | 405   | 2,490       |
| 647                                                                    | 3547         | Percent         | 12.6                | 5.2   | 4.1  | 4.6   | 3.4   | 24.8  | 28.1  | 17.3  |             |
| 648                                                                    | 3548         | Trips           | 943                 | 278   | 128  | 313   | 73    | 1,525 | 1,351 | 576   | 5,397       |
| 648                                                                    | 3548         | Percent         | 18.2                | 5.4   | 2.5  | 6.0   | 1.4   | 29.4  | 26.0  | 11.1  |             |
| 649                                                                    | 3549         | Trips           | 643                 | 120   | 121  | 216   | 43    | 873   | 952   | 508   | 3,661       |
| 649                                                                    | 3549         | Percent         | 18.5                | 3.4   | 3.5  | 6.2   | 1.3   | 25.1  | 27.4  | 14.6  |             |
| 650                                                                    | 3550         | Trips           | 60                  | 71    | 65   | 8     | 14    | 279   | 312   | 136   | 969         |
| 650                                                                    | 3550         | Percent         | 6.4                 | 7.5   | 6.9  | 0.9   | 1.5   | 29.5  | 33.0  | 14.4  |             |

## **Appendix H**

### Volume Development Worksheets

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Collins Avenue/SR A1A and 23 Street  
COUNT DATE: September 18, 2025  
AM PEAK HOUR FACTOR:  
PM PEAK HOUR FACTOR:

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT1  | EBT2  | EBR   | WBU   | WBL   | WBT   | WBR   | NWBU  | NWBL  | NWBT  | NWBR  | NBU   | NBL   | NBT   | NBR1  | NBR2   | SBU   | SBL1   | SBL2  | SBT   | SBR   |       |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|--------|-------|-------|-------|-------|-----|
| AM Raw Turning Movements      |           |          | 143   | 19    | 15    | 101   |       | 6     | 7     | 5     | 0     | 15    | 22    | 15    |       | 53    | 351   | 11    | 6      | 0     | 7      | 20    | 472   | 152   |       |     |
| Peak Season Correction Factor |           | 1.06     | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06   | 1.06  | 1.06   | 1.06  | 1.06  | 1.06  |       |     |
| AM EXISTING CONDITIONS        |           |          | 152   | 20    | 16    | 107   |       | 6     | 7     | 5     | 0     | 16    | 23    | 16    |       | 56    | 372   | 12    | 6      | 0     | 7      | 21    | 500   | 161   |       |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT1  | EBT2  | EBR   | WBU   | WBL   | WBT   | WBR   | NWBU  | NWBL  | NWBT  | NWBR  | NBU   | NBL   | NBT   | NBR1  | NBR2   | SBU   | SBL1   | SBL2  | SBT   | SBR   |       |     |
| PM Raw Turning Movements      |           |          | 185   | 12    | 11    | 67    |       | 5     | 17    | 12    | 0     | 10    | 15    | 22    |       | 77    | 526   | 9     | 4      |       | 8      | 17    | 530   | 200   |       |     |
| Peak Season Correction Factor |           | 1.06     | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06  | 1.06   | 1.06  | 1.06   | 1.06  | 1.06  | 1.06  |       |     |
| PM EXISTING CONDITIONS        |           |          | 196   | 13    | 12    | 71    |       | 5     | 18    | 13    | 0     | 11    | 16    | 23    |       | 82    | 558   | 10    | 4      |       | 8      | 18    | 562   | 212   |       |     |
| Years To Buildout             |           | 4        | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4      | 4     | 4      | 4     | 4     | 4     |       |     |
| Yearly Growth Rate            |           | 1.00%    | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00%  | 1.00% | 1.00%  | 1.00% | 1.00% | 1.00% |       |     |
| AM BACKGROUND TRAFFIC GROWTH  |           |          | 6     | 1     | 1     | 4     |       | 0     | 0     | 0     | 0     | 1     | 1     | 1     |       | 2     | 15    | 0     | 0      | 0     | 0      | 1     | 20    | 7     |       |     |
| AM NON-PROJECT TRAFFIC        |           |          | 158   | 21    | 17    | 111   |       | 6     | 7     | 5     | 0     | 17    | 24    | 17    |       | 58    | 387   | 12    | 6      | 0     | 7      | 22    | 520   | 168   |       |     |
| Years To Buildout             |           | 4        | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4      | 4     | 4      | 4     | 4     | 4     |       |     |
| Yearly Growth Rate            |           | 1.00%    | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00%  | 1.00% | 1.00%  | 1.00% | 1.00% | 1.00% |       |     |
| PM BACKGROUND TRAFFIC GROWTH  |           |          | 8     | 1     | 0     | 3     |       | 0     | 1     | 1     | 0     | 0     | 1     | 1     |       | 3     | 23    | 0     | 0      |       | 0      | 1     | 23    | 9     |       |     |
| PM NON-PROJECT TRAFFIC        |           |          | 204   | 14    | 12    | 74    |       | 5     | 19    | 14    | 0     | 11    | 17    | 24    |       | 85    | 581   | 10    | 4      | 0     | 8      | 19    | 585   | 221   |       |     |
| "AM PROJECT DISTRIBUTION"     |           | LAND USE | TYPE  | EBU   | EBL   | EBT1  | EBT2  | EBR   | WBU   | WBL   | WBT   | WBR   | NWBU  | NWBL  | NWBT  | NWBR  | NBU   | NBL   | NBT    | NBR1  | NBR2   | SBU   | SBL1  | SBL2  | SBT   | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |        |       |        |       |       |       |       |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |        |       |        |       |       |       |       |     |
| Valet Distribution            | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |        |       |        |       |       |       |       |     |
|                               | Exiting   |          |       |       |       | 24.0% |       |       |       |       |       |       |       |       |       |       |       |       |        | 99.0% |        | 1.0%  |       | 36.0% |       |     |
| Net New Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |        |       |        |       |       |       |       |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       | 1.0%  |       |       |       |       |       |       | 24.0% | 36.0%  |       |        |       |       |       |       |     |
| "PM PROJECT DISTRIBUTION"     |           | LAND USE | TYPE  | EBU   | EBL   | EBT1  | EBT2  | EBR   | WBU   | WBL   | WBT   | WBR   | NWBU  | NWBL  | NWBT  | NWBR  | NBU   | NBL   | NBT    | NBR1  | NBR2   | SBU   | SBL1  | SBL2  | SBT   | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | -40.0% |       | 100.0% |       |       |       | 60.0% |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 40.0%  |       |        |       |       |       |       |     |
| Valet Distribution            | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |        |       |        |       |       |       |       |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |        |       |        |       |       |       |       |     |
| Net New Distribution          | Entering  |          |       |       | 2.0%  | 22.0% |       |       |       |       |       |       |       |       |       |       |       |       |        |       | 94.0%  |       | 4.0%  |       | 33.0% |     |
|                               | Exiting   |          |       |       |       |       |       |       |       | 5.0%  | 2.0%  | 4.0%  |       |       |       |       |       | 22.0% | 33.0%  |       |        |       |       |       |       |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT1  | EBT2  | EBR   | WBU   | WBL   | WBT   | WBR   | NWBU  | NWBL  | NWBT  | NWBR  | NBU   | NBL   | NBT    | NBR1  | NBR2   | SBU   | SBL1  | SBL2  | SBT   | SBR |
| AM TRAFFIC DIVERSIONS         |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |        |       |        |       |       |       |       |     |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |        |       |        |       |       |       |       |     |
|                               | Valet     |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |        |       |        |       |       |       |       |     |
|                               | Net New   |          |       |       |       | 10    |       |       |       |       | 0     |       |       |       |       |       |       | 5     | 7      |       | 40     |       | 1     |       | 15    |     |
| AM TOTAL PROJECT TRAFFIC      |           |          | 0     | 0     | 0     | 10    |       | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |       | 5     | 7     | 0      | 40    | 0      | 1     | 0     | 15    | 0     |     |
| AM TOTAL TRAFFIC              |           |          | 158   | 21    | 17    | 121   |       | 6     | 7     | 5     | 0     | 17    | 24    | 17    |       | 63    | 394   | 12    | 46     | 0     | 8      | 22    | 535   | 168   |       |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT1  | EBT2  | EBR   | WBU   | WBL   | WBT   | WBR   | NWBU  | NWBL  | NWBT  | NWBR  | NBU   | NBL   | NBT    | NBR1  | NBR2   | SBU   | SBL1  | SBL2  | SBT   | SBR |
| PM TRAFFIC DIVERSIONS         |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |        |       |        |       |       |       |       |     |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | -14    |       | 66     |       |       |       | 40    |     |
|                               | Valet     |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |        |       |        |       |       |       |       |     |
|                               | Net New   |          |       |       | 2     | 17    |       | 2     | 1     | 2     |       | 2     | 0     | 0     | 0     | 0     |       | 7     | 10     |       | 74     |       | 3     |       | 26    |     |
| PM TOTAL PROJECT TRAFFIC      |           |          | 0     | 0     | 2     | 17    |       | 2     | 1     | 2     | 0     | 0     | 0     | 0     | 0     |       | 7     | -4    | 0      | 140   | 0      | 3     | 0     | 66    | 0     |     |
| PM TOTAL TRAFFIC              |           |          | 204   | 14    | 14    | 91    |       | 7     | 20    | 16    | 0     | 11    | 17    | 24    |       | 92    | 577   | 10    | 144    | 0     | 11     | 19    | 651   | 221   |       |     |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Collins Avenue/SR A1A and 22 Street  
COUNT DATE: September 18, 2025  
AM PEAK HOUR FACTOR: 0.95  
PM PEAK HOUR FACTOR: 0.91

| "AM EXISTING TRAFFIC"         | EBU  | EBL  | EBT  | EBR  | WBU  | WBL  | WBT  | WBR  | NBU  | NBL  | NBT  | NBR  | SBU  | SBL  | SBT  | SBR  |
|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| AM Raw Turning Movements      |      | 11   | 24   | 15   |      | 35   | 26   | 45   |      | 12   | 352  | 56   |      | 68   | 512  | 29   |
| Peak Season Correction Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |

|                        |  |    |    |    |  |    |    |    |  |    |     |    |  |    |     |    |
|------------------------|--|----|----|----|--|----|----|----|--|----|-----|----|--|----|-----|----|
| AM EXISTING CONDITIONS |  | 12 | 25 | 16 |  | 37 | 28 | 48 |  | 13 | 373 | 59 |  | 72 | 543 | 31 |
|------------------------|--|----|----|----|--|----|----|----|--|----|-----|----|--|----|-----|----|

| "PM EXISTING TRAFFIC"         | EBU  | EBL  | EBT  | EBR  | WBU  | WBL  | WBT  | WBR  | NBU  | NBL  | NBT  | NBR  | SBU  | SBL  | SBT  | SBR  |
|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| PM Raw Turning Movements      |      | 6    | 11   | 14   |      | 37   | 38   | 42   |      | 16   | 579  | 33   |      | 41   | 572  | 31   |
| Peak Season Correction Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |

|                        |  |   |    |    |  |    |    |    |  |    |     |    |  |    |     |    |
|------------------------|--|---|----|----|--|----|----|----|--|----|-----|----|--|----|-----|----|
| PM EXISTING CONDITIONS |  | 6 | 12 | 15 |  | 39 | 40 | 45 |  | 17 | 614 | 35 |  | 43 | 606 | 33 |
|------------------------|--|---|----|----|--|----|----|----|--|----|-----|----|--|----|-----|----|

|                              |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Years To Buildout            | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     |
| Yearly Growth Rate           | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% |
| AM BACKGROUND TRAFFIC GROWTH |       | 0     | 1     | 1     |       | 2     | 1     | 2     |       | 1     | 15    | 2     |       | 3     | 22    | 1     |

|                        |  |    |    |    |  |    |    |    |  |    |     |    |  |    |     |    |
|------------------------|--|----|----|----|--|----|----|----|--|----|-----|----|--|----|-----|----|
| AM NON-PROJECT TRAFFIC |  | 12 | 26 | 17 |  | 39 | 29 | 50 |  | 14 | 388 | 61 |  | 75 | 565 | 32 |
|------------------------|--|----|----|----|--|----|----|----|--|----|-----|----|--|----|-----|----|

|                              |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Years To Buildout            | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     |
| Yearly Growth Rate           | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% |
| PM BACKGROUND TRAFFIC GROWTH |       | 0     | 0     | 1     |       | 2     | 2     | 2     |       | 1     | 25    | 1     |       | 2     | 25    | 1     |

|                        |  |   |    |    |  |    |    |    |  |    |     |    |  |    |     |    |
|------------------------|--|---|----|----|--|----|----|----|--|----|-----|----|--|----|-----|----|
| PM NON-PROJECT TRAFFIC |  | 6 | 12 | 16 |  | 41 | 42 | 47 |  | 18 | 639 | 36 |  | 45 | 631 | 34 |
|------------------------|--|---|----|----|--|----|----|----|--|----|-----|----|--|----|-----|----|

| "AM PROJECT DISTRIBUTION" |          | EBU | EBL | EBT | EBR | WBU | WBL   | WBT | WBR   | NBU | NBL | NBT | NBR   | SBU | SBL   | SBT | SBR |
|---------------------------|----------|-----|-----|-----|-----|-----|-------|-----|-------|-----|-----|-----|-------|-----|-------|-----|-----|
| LAND USE                  | TYPE     |     |     |     |     |     |       |     |       |     |     |     |       |     |       |     |     |
| Pass-By Distribution      | Entering |     |     |     |     |     |       |     |       |     |     |     |       |     |       |     |     |
|                           | Exiting  |     |     |     |     |     |       |     |       |     |     |     |       |     |       |     |     |
| Valet Distribution        | Entering |     |     |     |     |     |       |     |       |     |     |     |       |     |       |     |     |
|                           | Exiting  |     |     |     |     |     |       |     |       |     |     |     |       |     |       |     |     |
| Net New Distribution      | Entering |     |     |     |     |     |       |     | 99.0% |     |     |     | 39.0% |     | 60.0% |     |     |
|                           | Exiting  |     |     |     |     |     | 39.0% |     | 60.0% |     |     |     |       |     |       |     |     |

| "PM PROJECT DISTRIBUTION" |          | EBU | EBL | EBT | EBR | WBU | WBL   | WBT | WBR    | NBU | NBL | NBT    | NBR   | SBU | SBL   | SBT    | SBR |
|---------------------------|----------|-----|-----|-----|-----|-----|-------|-----|--------|-----|-----|--------|-------|-----|-------|--------|-----|
| LAND USE                  | TYPE     |     |     |     |     |     |       |     |        |     |     |        |       |     |       |        |     |
| Pass-By Distribution      | Entering |     |     |     |     |     |       |     | 100.0% |     |     | -40.0% | 40.0% |     | 60.0% | -60.0% |     |
|                           | Exiting  |     |     |     |     |     | 60.0% |     | 40.0%  |     |     |        |       |     |       |        |     |
| Valet Distribution        | Entering |     |     |     |     |     |       |     |        |     |     |        |       |     |       |        |     |
|                           | Exiting  |     |     |     |     |     |       |     |        |     |     |        |       |     |       |        |     |
| Net New Distribution      | Entering |     |     |     |     |     |       |     | 89.0%  |     |     | 5.0%   | 34.0% |     | 55.0% |        |     |
|                           | Exiting  |     |     |     |     |     | 34.0% |     | 55.0%  |     |     |        |       |     |       | 5.0%   |     |

| "AM PROJECT TRAFFIC"     |           | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--------------------------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| LAND USE                 | TYPE      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| AM TRAFFIC DIVERSIONS    |           |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Project Trips            | Pass - By |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Valet     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Net New   |     |     |     |     |     | 8   |     | 52  |     |     |     | 15  |     | 25  |     |     |
| AM TOTAL PROJECT TRAFFIC |           |     | 0   | 0   | 0   |     | 8   | 0   | 52  |     | 0   | 0   | 15  |     | 25  | 0   | 0   |

|                  |  |    |    |    |  |    |    |     |  |    |     |    |  |     |     |    |
|------------------|--|----|----|----|--|----|----|-----|--|----|-----|----|--|-----|-----|----|
| AM TOTAL TRAFFIC |  | 12 | 26 | 17 |  | 47 | 29 | 102 |  | 14 | 388 | 76 |  | 100 | 565 | 32 |
|------------------|--|----|----|----|--|----|----|-----|--|----|-----|----|--|-----|-----|----|

| "PM PROJECT TRAFFIC"     |           | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--------------------------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| LAND USE                 | TYPE      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| PM TRAFFIC DIVERSIONS    |           |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Project Trips            | Pass - By |     |     |     |     |     | 19  |     | 78  |     |     | -26 | 26  |     | 40  | -40 |     |
|                          | Valet     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Net New   |     |     |     |     |     | 12  |     | 87  |     |     | 4   | 27  |     | 43  | 2   |     |
| PM TOTAL PROJECT TRAFFIC |           |     | 0   | 0   | 0   |     | 31  | 0   | 165 |     | 0   | -22 | 53  |     | 83  | -38 | 0   |

|                  |  |   |    |    |  |    |    |     |  |    |     |    |  |     |     |    |
|------------------|--|---|----|----|--|----|----|-----|--|----|-----|----|--|-----|-----|----|
| PM TOTAL TRAFFIC |  | 6 | 12 | 16 |  | 72 | 42 | 212 |  | 18 | 617 | 89 |  | 128 | 593 | 34 |
|------------------|--|---|----|----|--|----|----|-----|--|----|-----|----|--|-----|-----|----|



# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Collins Avenue/SR A1A and 21 Street  
COUNT DATE: September 18, 2025  
AM PEAK HOUR FACTOR: 0.92  
PM PEAK HOUR FACTOR: 0.99

| "AM EXISTING TRAFFIC"         | EBU  | EBL  | EBT  | EBR  | WBU  | WBL  | WBT  | WBR  | NBU  | NBL  | NBT  | NBR  | SBU  | SBL  | SBT  | SBR  |
|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| AM Raw Turning Movements      |      | 38   | 1    | 37   |      | 4    | 2    | 7    |      | 28   | 380  | 2    |      | 8    | 522  | 38   |
| Peak Season Correction Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |

|                        |  |    |   |    |  |   |   |   |  |    |     |   |  |   |     |    |
|------------------------|--|----|---|----|--|---|---|---|--|----|-----|---|--|---|-----|----|
| AM EXISTING CONDITIONS |  | 40 | 1 | 39 |  | 4 | 2 | 7 |  | 30 | 403 | 2 |  | 8 | 553 | 40 |
|------------------------|--|----|---|----|--|---|---|---|--|----|-----|---|--|---|-----|----|

| "PM EXISTING TRAFFIC"         | EBU  | EBL  | EBT  | EBR  | WBU  | WBL  | WBT  | WBR  | NBU  | NBL  | NBT  | NBR  | SBU  | SBL  | SBT  | SBR  |
|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| PM Raw Turning Movements      |      | 32   | 2    | 25   |      | 2    | 10   | 8    |      | 29   | 587  | 2    |      | 3    | 579  | 48   |
| Peak Season Correction Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |

|                        |  |    |   |    |  |   |    |   |  |    |     |   |  |   |     |    |
|------------------------|--|----|---|----|--|---|----|---|--|----|-----|---|--|---|-----|----|
| PM EXISTING CONDITIONS |  | 34 | 2 | 27 |  | 2 | 11 | 8 |  | 31 | 622 | 2 |  | 3 | 614 | 51 |
|------------------------|--|----|---|----|--|---|----|---|--|----|-----|---|--|---|-----|----|

|                              |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Years To Buildout            | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     |
| Yearly Growth Rate           | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% |
| AM BACKGROUND TRAFFIC GROWTH |       | 2     | 0     | 2     |       | 0     | 0     | 0     |       | 1     | 16    | 0     |       | 0     | 22    | 2     |

|                        |  |    |   |    |  |   |   |   |  |    |     |   |  |   |     |    |
|------------------------|--|----|---|----|--|---|---|---|--|----|-----|---|--|---|-----|----|
| AM NON-PROJECT TRAFFIC |  | 42 | 1 | 41 |  | 4 | 2 | 7 |  | 31 | 419 | 2 |  | 8 | 575 | 42 |
|------------------------|--|----|---|----|--|---|---|---|--|----|-----|---|--|---|-----|----|

|                              |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Years To Buildout            | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     |
| Yearly Growth Rate           | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% |
| PM BACKGROUND TRAFFIC GROWTH |       | 1     | 0     | 1     |       | 0     | 0     | 0     |       | 1     | 25    | 0     |       | 0     | 25    | 2     |

|                        |  |    |   |    |  |   |    |   |  |    |     |   |  |   |     |    |
|------------------------|--|----|---|----|--|---|----|---|--|----|-----|---|--|---|-----|----|
| PM NON-PROJECT TRAFFIC |  | 35 | 2 | 28 |  | 2 | 11 | 8 |  | 32 | 647 | 2 |  | 3 | 639 | 53 |
|------------------------|--|----|---|----|--|---|----|---|--|----|-----|---|--|---|-----|----|

| "AM PROJECT DISTRIBUTION" |          | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT   | NBR | SBU | SBL | SBT   | SBR |
|---------------------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-----|-----|-----|-------|-----|
| LAND USE                  | TYPE     |     |     |     |     |     |     |     |     |     |     |       |     |     |     |       |     |
| Pass-By Distribution      | Entering |     |     |     |     |     |     |     |     |     |     |       |     |     |     |       |     |
|                           | Exiting  |     |     |     |     |     |     |     |     |     |     |       |     |     |     |       |     |
| Valet Distribution        | Entering |     |     |     |     |     |     |     |     |     |     |       |     |     |     |       |     |
|                           | Exiting  |     |     |     |     |     |     |     |     |     |     |       |     |     |     |       |     |
| Net New Distribution      | Entering |     |     |     |     |     |     |     |     |     |     | 39.0% |     |     |     |       |     |
|                           | Exiting  |     |     |     |     |     |     |     |     |     |     |       |     |     |     | 39.0% |     |

| "PM PROJECT DISTRIBUTION" |          | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT   | NBR | SBU | SBL | SBT    | SBR |
|---------------------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-----|-----|-----|--------|-----|
| LAND USE                  | TYPE     |     |     |     |     |     |     |     |     |     |     |       |     |     |     |        |     |
| Pass-By Distribution      | Entering |     |     |     |     |     |     |     |     |     |     | 40.0% |     |     |     | -60.0% |     |
|                           | Exiting  |     |     |     |     |     |     |     |     |     |     |       |     |     |     | 60.0%  |     |
| Valet Distribution        | Entering |     |     |     |     |     |     |     |     |     |     |       |     |     |     |        |     |
|                           | Exiting  |     |     |     |     |     |     |     |     |     |     |       |     |     |     |        |     |
| Net New Distribution      | Entering |     |     |     |     |     |     |     |     |     |     | 39.0% |     |     |     |        |     |
|                           | Exiting  |     |     |     |     |     |     |     |     |     |     |       |     |     |     | 39.0%  |     |

| "AM PROJECT TRAFFIC"     |           | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--------------------------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| LAND USE                 | TYPE      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| AM TRAFFIC DIVERSIONS    |           |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Project Trips            | Pass - By |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Valet     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Net New   |     |     |     |     |     |     |     |     |     |     | 15  |     |     |     | 8   |     |
| AM TOTAL PROJECT TRAFFIC |           |     | 0   | 0   | 0   |     | 0   | 0   | 0   |     | 0   | 15  | 0   |     | 0   | 8   | 0   |

|                  |  |    |   |    |  |   |   |   |  |    |     |   |  |   |     |    |
|------------------|--|----|---|----|--|---|---|---|--|----|-----|---|--|---|-----|----|
| AM TOTAL TRAFFIC |  | 42 | 1 | 41 |  | 4 | 2 | 7 |  | 31 | 434 | 2 |  | 8 | 583 | 42 |
|------------------|--|----|---|----|--|---|---|---|--|----|-----|---|--|---|-----|----|

| "PM PROJECT TRAFFIC"     |           | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--------------------------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| LAND USE                 | TYPE      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| PM TRAFFIC DIVERSIONS    |           |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Project Trips            | Pass - By |     |     |     |     |     |     |     |     |     |     | 26  |     |     |     | -21 |     |
|                          | Valet     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Net New   |     |     |     |     |     |     |     |     |     |     | 31  |     |     |     | 14  |     |
| PM TOTAL PROJECT TRAFFIC |           |     | 0   | 0   | 0   |     | 0   | 0   | 0   |     | 0   | 57  | 0   |     | 0   | -7  | 0   |

|                  |  |    |   |    |  |   |    |   |  |    |     |   |  |   |     |    |
|------------------|--|----|---|----|--|---|----|---|--|----|-----|---|--|---|-----|----|
| PM TOTAL TRAFFIC |  | 35 | 2 | 28 |  | 2 | 11 | 8 |  | 32 | 704 | 2 |  | 3 | 632 | 53 |
|------------------|--|----|---|----|--|---|----|---|--|----|-----|---|--|---|-----|----|

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Park Avenue and 21 Street  
COUNT DATE: September 18, 2025  
AM PEAK HOUR FACTOR: 0.81  
PM PEAK HOUR FACTOR: 0.88

| "AM EXISTING TRAFFIC"         | EBU  | EBL  | EBT  | EBR  | WBU  | WBL  | WBT  | WBR  | NBU  | NBL  | NBT  | NBR  | SBU  | SBL  | SBT  | SBR  |
|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| AM Raw Turning Movements      |      | 12   | 48   | 8    |      | 11   | 40   | 14   |      | 6    | 28   | 9    |      | 31   | 49   | 15   |
| Peak Season Correction Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |

|                        |  |    |    |   |  |    |    |    |  |   |    |    |  |    |    |    |
|------------------------|--|----|----|---|--|----|----|----|--|---|----|----|--|----|----|----|
| AM EXISTING CONDITIONS |  | 13 | 51 | 8 |  | 12 | 42 | 15 |  | 6 | 30 | 10 |  | 33 | 52 | 16 |
|------------------------|--|----|----|---|--|----|----|----|--|---|----|----|--|----|----|----|

| "PM EXISTING TRAFFIC"         | EBU  | EBL  | EBT  | EBR  | WBU  | WBL  | WBT  | WBR  | NBU  | NBL  | NBT  | NBR  | SBU  | SBL  | SBT  | SBR  |
|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| PM Raw Turning Movements      |      | 34   | 37   | 5    |      | 9    | 43   | 25   |      | 6    | 41   | 4    |      | 17   | 53   | 20   |
| Peak Season Correction Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |

|                        |  |    |    |   |  |    |    |    |  |   |    |   |  |    |    |    |
|------------------------|--|----|----|---|--|----|----|----|--|---|----|---|--|----|----|----|
| PM EXISTING CONDITIONS |  | 36 | 39 | 5 |  | 10 | 46 | 27 |  | 6 | 43 | 4 |  | 18 | 56 | 21 |
|------------------------|--|----|----|---|--|----|----|----|--|---|----|---|--|----|----|----|

|                              |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Years To Buildout            | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     |
| Yearly Growth Rate           | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% |
| AM BACKGROUND TRAFFIC GROWTH |       | 1     | 2     | 0     |       | 0     | 2     | 1     |       | 0     | 1     | 0     |       | 1     | 2     | 1     |

|                        |  |    |    |   |  |    |    |    |  |   |    |    |  |    |    |    |
|------------------------|--|----|----|---|--|----|----|----|--|---|----|----|--|----|----|----|
| AM NON-PROJECT TRAFFIC |  | 14 | 53 | 8 |  | 12 | 44 | 16 |  | 6 | 31 | 10 |  | 34 | 54 | 17 |
|------------------------|--|----|----|---|--|----|----|----|--|---|----|----|--|----|----|----|

|                              |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Years To Buildout            | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     |
| Yearly Growth Rate           | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% |
| PM BACKGROUND TRAFFIC GROWTH |       | 1     | 2     | 0     |       | 0     | 2     | 1     |       | 0     | 2     | 0     |       | 1     | 2     | 1     |

|                        |  |    |    |   |  |    |    |    |  |   |    |   |  |    |    |    |
|------------------------|--|----|----|---|--|----|----|----|--|---|----|---|--|----|----|----|
| PM NON-PROJECT TRAFFIC |  | 37 | 41 | 5 |  | 10 | 48 | 28 |  | 6 | 45 | 4 |  | 19 | 58 | 22 |
|------------------------|--|----|----|---|--|----|----|----|--|---|----|---|--|----|----|----|

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

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

| "AM PROJECT TRAFFIC"     |           | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--------------------------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| LAND USE                 | TYPE      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| AM TRAFFIC DIVERSIONS    |           |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Project Trips            | Pass - By |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Valet     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Net New   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| AM TOTAL PROJECT TRAFFIC |           |     | 0   | 0   | 0   |     | 0   | 0   | 0   |     | 0   | 0   | 0   |     | 0   | 0   | 0   |

|                  |  |    |    |   |  |    |    |    |  |   |    |    |  |    |    |    |
|------------------|--|----|----|---|--|----|----|----|--|---|----|----|--|----|----|----|
| AM TOTAL TRAFFIC |  | 14 | 53 | 8 |  | 12 | 44 | 16 |  | 6 | 31 | 10 |  | 34 | 54 | 17 |
|------------------|--|----|----|---|--|----|----|----|--|---|----|----|--|----|----|----|

| "PM PROJECT TRAFFIC"     |           | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--------------------------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| LAND USE                 | TYPE      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| PM TRAFFIC DIVERSIONS    |           |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Project Trips            | Pass - By |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Valet     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Net New   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| PM TOTAL PROJECT TRAFFIC |           |     | 0   | 0   | 0   |     | 0   | 0   | 0   |     | 0   | 0   | 0   |     | 0   | 0   | 0   |

|                  |  |    |    |   |  |    |    |    |  |   |    |   |  |    |    |    |
|------------------|--|----|----|---|--|----|----|----|--|---|----|---|--|----|----|----|
| PM TOTAL TRAFFIC |  | 37 | 41 | 5 |  | 10 | 48 | 28 |  | 6 | 45 | 4 |  | 19 | 58 | 22 |
|------------------|--|----|----|---|--|----|----|----|--|---|----|---|--|----|----|----|

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Dade Boulevard/Pine Tree Drive and 23 Street  
COUNT DATE: September 18, 2025  
AM PEAK HOUR FACTOR: 0.93  
PM PEAK HOUR FACTOR: 0.94

| "AM EXISTING TRAFFIC"         | EBU  | EBL  | EBT  | EBR  | WBU  | WBL  | WBT  | WBR  | NBU  | NBL  | NBT  | NBR  | SBU  | SBL  | SBT  | SBR  |
|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| AM Raw Turning Movements      |      | 0    | 287  | 211  |      | 189  | 487  | 0    |      | 144  | 0    | 111  |      | 0    | 0    | 0    |
| Peak Season Correction Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |

|                        |  |   |     |     |  |     |     |   |  |     |   |     |  |   |   |   |
|------------------------|--|---|-----|-----|--|-----|-----|---|--|-----|---|-----|--|---|---|---|
| AM EXISTING CONDITIONS |  | 0 | 304 | 224 |  | 200 | 516 | 0 |  | 153 | 0 | 118 |  | 0 | 0 | 0 |
|------------------------|--|---|-----|-----|--|-----|-----|---|--|-----|---|-----|--|---|---|---|

| "PM EXISTING TRAFFIC"         | EBU  | EBL  | EBT  | EBR  | WBU  | WBL  | WBT  | WBR  | NBU  | NBL  | NBT  | NBR  | SBU  | SBL  | SBT  | SBR  |
|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| PM Raw Turning Movements      |      | 0    | 776  | 219  |      | 127  | 384  | 0    |      | 155  | 0    | 260  |      | 0    | 0    | 0    |
| Peak Season Correction Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |

|                        |  |   |     |     |  |     |     |   |  |     |   |     |  |   |   |   |
|------------------------|--|---|-----|-----|--|-----|-----|---|--|-----|---|-----|--|---|---|---|
| PM EXISTING CONDITIONS |  | 0 | 823 | 232 |  | 135 | 407 | 0 |  | 164 | 0 | 276 |  | 0 | 0 | 0 |
|------------------------|--|---|-----|-----|--|-----|-----|---|--|-----|---|-----|--|---|---|---|

|                              |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Years To Buildout            | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     |
| Yearly Growth Rate           | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% |
| AM BACKGROUND TRAFFIC GROWTH |       | 0     | 12    | 9     |       | 8     | 21    | 0     |       | 6     | 0     | 5     |       | 0     | 0     | 0     |

|                        |  |   |     |     |  |     |     |   |  |     |   |     |  |   |   |   |
|------------------------|--|---|-----|-----|--|-----|-----|---|--|-----|---|-----|--|---|---|---|
| AM NON-PROJECT TRAFFIC |  | 0 | 316 | 233 |  | 208 | 537 | 0 |  | 159 | 0 | 123 |  | 0 | 0 | 0 |
|------------------------|--|---|-----|-----|--|-----|-----|---|--|-----|---|-----|--|---|---|---|

|                              |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Years To Buildout            | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     |
| Yearly Growth Rate           | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% |
| PM BACKGROUND TRAFFIC GROWTH |       | 0     | 33    | 9     |       | 5     | 17    | 0     |       | 7     | 0     | 11    |       | 0     | 0     | 0     |

|                        |  |   |     |     |  |     |     |   |  |     |   |     |  |   |   |   |
|------------------------|--|---|-----|-----|--|-----|-----|---|--|-----|---|-----|--|---|---|---|
| PM NON-PROJECT TRAFFIC |  | 0 | 856 | 241 |  | 140 | 424 | 0 |  | 171 | 0 | 287 |  | 0 | 0 | 0 |
|------------------------|--|---|-----|-----|--|-----|-----|---|--|-----|---|-----|--|---|---|---|

| "AM PROJECT DISTRIBUTION" |          | EBU | EBL | EBT | EBR   | WBU | WBL  | WBT | WBR | NBU   | NBL | NBT  | NBR | SBU | SBL | SBT | SBR |
|---------------------------|----------|-----|-----|-----|-------|-----|------|-----|-----|-------|-----|------|-----|-----|-----|-----|-----|
| LAND USE                  | TYPE     |     |     |     |       |     |      |     |     |       |     |      |     |     |     |     |     |
| Pass-By Distribution      | Entering |     |     |     |       |     |      |     |     |       |     |      |     |     |     |     |     |
|                           | Exiting  |     |     |     |       |     |      |     |     |       |     |      |     |     |     |     |     |
| Valet Distribution        | Entering |     |     |     |       |     |      |     |     |       |     |      |     |     |     |     |     |
|                           | Exiting  |     |     |     |       |     |      |     |     |       |     |      |     |     |     |     |     |
| Net New Distribution      | Entering |     |     |     | 17.0% |     | 7.0% |     |     |       |     |      |     |     |     |     |     |
|                           | Exiting  |     |     |     |       |     |      |     |     | 17.0% |     | 7.0% |     |     |     |     |     |

| "PM PROJECT DISTRIBUTION" |          | EBU | EBL | EBT | EBR   | WBU | WBL  | WBT | WBR | NBU   | NBL | NBT  | NBR | SBU | SBL | SBT | SBR |
|---------------------------|----------|-----|-----|-----|-------|-----|------|-----|-----|-------|-----|------|-----|-----|-----|-----|-----|
| LAND USE                  | TYPE     |     |     |     |       |     |      |     |     |       |     |      |     |     |     |     |     |
| Pass-By Distribution      | Entering |     |     |     |       |     |      |     |     |       |     |      |     |     |     |     |     |
|                           | Exiting  |     |     |     |       |     |      |     |     |       |     |      |     |     |     |     |     |
| Valet Distribution        | Entering |     |     |     |       |     |      |     |     |       |     |      |     |     |     |     |     |
|                           | Exiting  |     |     |     |       |     |      |     |     |       |     |      |     |     |     |     |     |
| Net New Distribution      | Entering |     |     |     | 17.0% |     | 7.0% |     |     |       |     |      |     |     |     |     |     |
|                           | Exiting  |     |     |     |       |     |      |     |     | 17.0% |     | 7.0% |     |     |     |     |     |

| "AM PROJECT TRAFFIC"     |           | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--------------------------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| LAND USE                 | TYPE      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| AM TRAFFIC DIVERSIONS    |           |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Project Trips            | Pass - By |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Valet     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Net New   |     |     |     | 7   |     | 3   |     |     |     | 3   |     | 2   |     |     |     |     |
| AM TOTAL PROJECT TRAFFIC |           |     | 0   | 0   | 7   |     | 3   | 0   | 0   |     | 3   | 0   | 2   |     | 0   | 0   | 0   |

|                  |  |   |     |     |  |     |     |   |  |     |   |     |  |   |   |   |
|------------------|--|---|-----|-----|--|-----|-----|---|--|-----|---|-----|--|---|---|---|
| AM TOTAL TRAFFIC |  | 0 | 316 | 240 |  | 211 | 537 | 0 |  | 162 | 0 | 125 |  | 0 | 0 | 0 |
|------------------|--|---|-----|-----|--|-----|-----|---|--|-----|---|-----|--|---|---|---|

| "PM PROJECT TRAFFIC"     |           | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--------------------------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| LAND USE                 | TYPE      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| PM TRAFFIC DIVERSIONS    |           |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Project Trips            | Pass - By |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Valet     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Net New   |     |     |     | 13  |     | 6   |     |     |     | 6   |     | 2   |     |     |     |     |
| PM TOTAL PROJECT TRAFFIC |           |     | 0   | 0   | 13  |     | 6   | 0   | 0   |     | 6   | 0   | 2   |     | 0   | 0   | 0   |

|                  |  |   |     |     |  |     |     |   |  |     |   |     |  |   |   |   |
|------------------|--|---|-----|-----|--|-----|-----|---|--|-----|---|-----|--|---|---|---|
| PM TOTAL TRAFFIC |  | 0 | 856 | 254 |  | 146 | 424 | 0 |  | 177 | 0 | 289 |  | 0 | 0 | 0 |
|------------------|--|---|-----|-----|--|-----|-----|---|--|-----|---|-----|--|---|---|---|

## **Appendix I**

### Intersection Capacity Analysis Worksheets

Existing A.M.

# Timings

A.M. Peak Hour

## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Existing Conditions

|                      |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | EBR2                                                                              | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL2                                                                                | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 | NWL                                                                                 |
| Lane Configurations  |  |  |  |  |                                                                                   |  |                                                                                     |                                                                                     |  |  |  |
| Traffic Volume (vph) | 152                                                                               | 20                                                                                | 107                                                                               | 7                                                                                 | 56                                                                                | 372                                                                               | 21                                                                                  | 7                                                                                   | 500                                                                                 | 161                                                                                 | 23                                                                                  |
| Future Volume (vph)  | 152                                                                               | 20                                                                                | 107                                                                               | 7                                                                                 | 56                                                                                | 372                                                                               | 21                                                                                  | 7                                                                                   | 500                                                                                 | 161                                                                                 | 23                                                                                  |
| Turn Type            | Split                                                                             | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | Perm                                                                                | NA                                                                                  | pm+ov                                                                               | Prot                                                                                |
| Protected Phases     | 3                                                                                 | 3                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     |                                                                                     | 2                                                                                   | 3                                                                                   | 10                                                                                  |
| Permitted Phases     |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   | 2                                                                                   |                                                                                     | 2                                                                                   |                                                                                     |
| Detector Phase       | 3                                                                                 | 3                                                                                 | 3                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 3                                                                                   | 10                                                                                  |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 13.0                                                                              | 33.5                                                                              | 33.5                                                                              | 33.5                                                                                | 33.5                                                                                | 33.5                                                                                | 25.0                                                                                | 29.0                                                                                |
| Total Split (s)      | 34.0                                                                              | 34.0                                                                              | 34.0                                                                              | 13.0                                                                              | 56.0                                                                              | 56.0                                                                              | 56.0                                                                                | 56.0                                                                                | 56.0                                                                                | 34.0                                                                                | 27.0                                                                                |
| Total Split (%)      | 26.2%                                                                             | 26.2%                                                                             | 26.2%                                                                             | 10.0%                                                                             | 43.1%                                                                             | 43.1%                                                                             | 43.1%                                                                               | 43.1%                                                                               | 43.1%                                                                               | 26.2%                                                                               | 20.8%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.5                                                                               | 2.5                                                                               | 2.5                                                                                 | 2.5                                                                                 | 2.5                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.5                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               | Ped                                                                                 | Ped                                                                                 |

### Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 72 (55%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

### Splits and Phases: 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

|                                                                                     |        |                                                                                     |    |                                                                                       |     |                                                                                       |    |
|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|----|---------------------------------------------------------------------------------------|-----|---------------------------------------------------------------------------------------|----|
|  | Ø2 (R) |  | Ø3 |  | Ø10 |  | Ø4 |
| 56 s                                                                                |        | 34 s                                                                                |    | 27 s                                                                                  |     | 13 s                                                                                  |    |
|  | Ø6 (R) |                                                                                     |    |                                                                                       |     |                                                                                       |    |
| 56 s                                                                                |        |                                                                                     |    |                                                                                       |     |                                                                                       |    |

## Queues

A.M. Peak Hour

1: Collins Avenue &amp; 23 Street (WB North Leg) &amp; 23 Street/23 Street (WB South Leg) Existing Conditions

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR2                                                                              | WBT                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                                | NWL                                                                                 |
| Lane Group Flow (vph)   | 107                                                                               | 107                                                                               | 97                                                                                | 18                                                                                | 470                                                                               | 555                                                                               | 169                                                                                | 58                                                                                  |
| v/c Ratio               | 0.47                                                                              | 0.45                                                                              | 0.32                                                                              | 0.20                                                                              | 0.35                                                                              | 0.36                                                                              | 0.19                                                                               | 0.19                                                                                |
| Control Delay (s/veh)   | 57.8                                                                              | 53.9                                                                              | 5.9                                                                               | 63.4                                                                              | 22.8                                                                              | 22.8                                                                              | 9.1                                                                                | 47.5                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 2.9                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |
| Total Delay (s/veh)     | 57.8                                                                              | 53.9                                                                              | 5.9                                                                               | 63.4                                                                              | 25.7                                                                              | 22.8                                                                              | 9.1                                                                                | 47.5                                                                                |
| Queue Length 50th (ft)  | 88                                                                                | 86                                                                                | 0                                                                                 | 15                                                                                | 112                                                                               | 133                                                                               | 38                                                                                 | 42                                                                                  |
| Queue Length 95th (ft)  | 149                                                                               | 150                                                                               | 26                                                                                | 41                                                                                | 197                                                                               | 228                                                                               | 92                                                                                 | 84                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 578                                                                               |                                                                                   | 175                                                                               | 220                                                                               | 271                                                                               |                                                                                    | 200                                                                                 |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 150                                                                                |                                                                                     |
| Base Capacity (vph)     | 325                                                                               | 338                                                                               | 377                                                                               | 91                                                                                | 1348                                                                              | 1552                                                                              | 1016                                                                               | 305                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 746                                                                               | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Reduced v/c Ratio       | 0.33                                                                              | 0.32                                                                              | 0.26                                                                              | 0.20                                                                              | 0.78                                                                              | 0.36                                                                              | 0.17                                                                               | 0.19                                                                                |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |

# HCM Signalized Intersection Capacity Analysis

A.M. Peak Hour

## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

Existing Conditions

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL                                                                               | WBT                                                                               | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                | SBL2                                                                                |
| Lane Configurations               |  |  |                                                                                   |  |                                                                                   |  |                                                                                     |                                                                                     |  |                                                                                     |                                                                                     |                                                                                     |
| Traffic Volume (vph)              | 152                                                                               | 20                                                                                | 16                                                                                | 107                                                                               | 6                                                                                 | 7                                                                                 | 5                                                                                   | 56                                                                                  | 372                                                                                 | 12                                                                                  | 6                                                                                   | 21                                                                                  |
| Future Volume (vph)               | 152                                                                               | 20                                                                                | 16                                                                                | 107                                                                               | 6                                                                                 | 7                                                                                 | 5                                                                                   | 56                                                                                  | 372                                                                                 | 12                                                                                  | 6                                                                                   | 21                                                                                  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Lane Util. Factor                 | 0.95                                                                              | 0.91                                                                              |                                                                                   | 0.95                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Frpb, ped/bikes                   | 1.00                                                                              | 0.98                                                                              |                                                                                   | 0.95                                                                              |                                                                                   | 0.89                                                                              |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Flpb, ped/bikes                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Frt                               | 1.00                                                                              | 0.95                                                                              |                                                                                   | 0.85                                                                              |                                                                                   | 0.96                                                                              |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 0.98                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 0.98                                                                              |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 1513                                                                              | 1551                                                                              |                                                                                   | 1280                                                                              |                                                                                   | 1563                                                                              |                                                                                     |                                                                                     | 3453                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Flt Permitted                     | 0.95                                                                              | 0.98                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 0.98                                                                              |                                                                                     |                                                                                     | 0.80                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 1513                                                                              | 1551                                                                              |                                                                                   | 1280                                                                              |                                                                                   | 1563                                                                              |                                                                                     |                                                                                     | 2768                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 160                                                                               | 21                                                                                | 17                                                                                | 113                                                                               | 6                                                                                 | 7                                                                                 | 5                                                                                   | 59                                                                                  | 392                                                                                 | 13                                                                                  | 6                                                                                   | 22                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 5                                                                                 | 0                                                                                 | 82                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 107                                                                               | 102                                                                               | 0                                                                                 | 15                                                                                | 0                                                                                 | 18                                                                                | 0                                                                                   | 0                                                                                   | 469                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Confl. Peds. (#/hr)               | 68                                                                                |                                                                                   |                                                                                   | 21                                                                                |                                                                                   |                                                                                   | 68                                                                                  | 59                                                                                  |                                                                                     | 40                                                                                  | 34                                                                                  | 40                                                                                  |
| Confl. Bikes (#/hr)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     |
| Parking (#/hr)                    | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type                         | Split                                                                             | NA                                                                                |                                                                                   | Perm                                                                              | Split                                                                             | NA                                                                                |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |                                                                                     | Perm                                                                                |
| Protected Phases                  | 3                                                                                 | 3                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 4                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Permitted Phases                  |                                                                                   |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     | 2                                                                                   |
| Actuated Green, G (s)             | 19.5                                                                              | 19.5                                                                              |                                                                                   | 19.5                                                                              |                                                                                   | 3.2                                                                               |                                                                                     |                                                                                     | 59.8                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Effective Green, g (s)            | 19.5                                                                              | 19.5                                                                              |                                                                                   | 19.5                                                                              |                                                                                   | 3.2                                                                               |                                                                                     |                                                                                     | 59.8                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Actuated g/C Ratio                | 0.15                                                                              | 0.15                                                                              |                                                                                   | 0.15                                                                              |                                                                                   | 0.02                                                                              |                                                                                     |                                                                                     | 0.46                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Clearance Time (s)                | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)             | 2.5                                                                               | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                     |                                                                                     | 1.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Lane Grp Cap (vph)                | 226                                                                               | 232                                                                               |                                                                                   | 192                                                                               |                                                                                   | 38                                                                                |                                                                                     |                                                                                     | 1273                                                                                |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Prot                    | c0.07                                                                             | 0.07                                                                              |                                                                                   |                                                                                   |                                                                                   | c0.01                                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   |                                                                                   |                                                                                   | 0.01                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     | 0.17                                                                                |                                                                                     |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.47                                                                              | 0.44                                                                              |                                                                                   | 0.08                                                                              |                                                                                   | 0.47                                                                              |                                                                                     |                                                                                     | 0.37                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Uniform Delay, d1                 | 50.6                                                                              | 50.3                                                                              |                                                                                   | 47.5                                                                              |                                                                                   | 62.6                                                                              |                                                                                     |                                                                                     | 22.8                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Incremental Delay, d2             | 1.1                                                                               | 1.0                                                                               |                                                                                   | 0.1                                                                               |                                                                                   | 6.6                                                                               |                                                                                     |                                                                                     | 0.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Delay (s)                         | 51.7                                                                              | 51.2                                                                              |                                                                                   | 47.6                                                                              |                                                                                   | 69.2                                                                              |                                                                                     |                                                                                     | 23.6                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Level of Service                  | D                                                                                 | D                                                                                 |                                                                                   | D                                                                                 |                                                                                   | E                                                                                 |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s/veh)            |                                                                                   | 50.3                                                                              |                                                                                   |                                                                                   |                                                                                   | 69.2                                                                              |                                                                                     |                                                                                     | 23.6                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 28.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.36                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 130.0                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 100.8%                                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



# HCM Signalized Intersection Capacity Analysis

A.M. Peak Hour

1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Existing Conditions

|                        |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement               | SBL                                                                               | SBT                                                                               | SBR                                                                               | NWL2                                                                              | NWL                                                                               | NWR                                                                               |
| Lane Configurations    |                                                                                   |  |  |                                                                                   |  |                                                                                   |
| Traffic Volume (vph)   | 7                                                                                 | 500                                                                               | 161                                                                               | 16                                                                                | 23                                                                                | 16                                                                                |
| Future Volume (vph)    | 7                                                                                 | 500                                                                               | 161                                                                               | 16                                                                                | 23                                                                                | 16                                                                                |
| Ideal Flow (vphpl)     | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)    |                                                                                   | 6.5                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   |
| Lane Util. Factor      |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Frpb, ped/bikes        |                                                                                   | 1.00                                                                              | 0.90                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Flpb, ped/bikes        |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Frt                    |                                                                                   | 1.00                                                                              | 0.85                                                                              |                                                                                   | 0.96                                                                              |                                                                                   |
| Flt Protected          |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |
| Satd. Flow (prot)      |                                                                                   | 3514                                                                              | 1426                                                                              |                                                                                   | 1728                                                                              |                                                                                   |
| Flt Permitted          |                                                                                   | 0.90                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |
| Satd. Flow (perm)      |                                                                                   | 3187                                                                              | 1426                                                                              |                                                                                   | 1728                                                                              |                                                                                   |
| Peak-hour factor, PHF  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              |
| Adj. Flow (vph)        | 7                                                                                 | 526                                                                               | 169                                                                               | 17                                                                                | 24                                                                                | 17                                                                                |
| RTOR Reduction (vph)   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Group Flow (vph)  | 0                                                                                 | 555                                                                               | 169                                                                               | 0                                                                                 | 58                                                                                | 0                                                                                 |
| Confl. Peds. (#/hr)    | 34                                                                                |                                                                                   | 59                                                                                | 21                                                                                |                                                                                   |                                                                                   |
| Confl. Bikes (#/hr)    |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Parking (#/hr)         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Turn Type              | Perm                                                                              | NA                                                                                | pm+ov                                                                             | Prot                                                                              | Prot                                                                              |                                                                                   |
| Protected Phases       |                                                                                   | 2                                                                                 | 3                                                                                 | 10                                                                                | 10                                                                                |                                                                                   |
| Permitted Phases       | 2                                                                                 |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Actuated Green, G (s)  |                                                                                   | 59.8                                                                              | 79.3                                                                              |                                                                                   | 23.0                                                                              |                                                                                   |
| Effective Green, g (s) |                                                                                   | 59.8                                                                              | 79.3                                                                              |                                                                                   | 23.0                                                                              |                                                                                   |
| Actuated g/C Ratio     |                                                                                   | 0.46                                                                              | 0.61                                                                              |                                                                                   | 0.18                                                                              |                                                                                   |
| Clearance Time (s)     |                                                                                   | 6.5                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   |
| Vehicle Extension (s)  |                                                                                   | 1.0                                                                               | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                   |
| Lane Grp Cap (vph)     |                                                                                   | 1466                                                                              | 869                                                                               |                                                                                   | 305                                                                               |                                                                                   |
| v/s Ratio Prot         |                                                                                   |                                                                                   | 0.03                                                                              |                                                                                   | 0.03                                                                              |                                                                                   |
| v/s Ratio Perm         |                                                                                   | 0.17                                                                              | 0.09                                                                              |                                                                                   |                                                                                   |                                                                                   |
| v/c Ratio              |                                                                                   | 0.38                                                                              | 0.19                                                                              |                                                                                   | 0.19                                                                              |                                                                                   |
| Uniform Delay, d1      |                                                                                   | 23.0                                                                              | 11.2                                                                              |                                                                                   | 45.6                                                                              |                                                                                   |
| Progression Factor     |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Incremental Delay, d2  |                                                                                   | 0.7                                                                               | 0.1                                                                               |                                                                                   | 0.2                                                                               |                                                                                   |
| Delay (s)              |                                                                                   | 23.7                                                                              | 11.3                                                                              |                                                                                   | 45.8                                                                              |                                                                                   |
| Level of Service       |                                                                                   | C                                                                                 | B                                                                                 |                                                                                   | D                                                                                 |                                                                                   |
| Approach Delay (s/veh) |                                                                                   | 20.8                                                                              |                                                                                   |                                                                                   | 45.8                                                                              |                                                                                   |
| Approach LOS           |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |
| Intersection Summary   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Timings 2: Collins Avenue & 22 Street

A.M. Peak Hour  
Existing Conditions

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                     |  |
| Traffic Volume (vph) | 12                                                                                | 25                                                                                | 37                                                                                | 28                                                                                | 13                                                                                | 373                                                                               | 72                                                                                  | 543                                                                                 |
| Future Volume (vph)  | 12                                                                                | 25                                                                                | 37                                                                                | 28                                                                                | 13                                                                                | 373                                                                               | 72                                                                                  | 543                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.5                                                                              | 25.5                                                                              | 25.5                                                                                | 25.5                                                                                |
| Total Split (s)      | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 80.0                                                                              | 80.0                                                                              | 80.0                                                                                | 80.0                                                                                |
| Total Split (%)      | 27.3%                                                                             | 27.3%                                                                             | 27.3%                                                                             | 27.3%                                                                             | 72.7%                                                                             | 72.7%                                                                             | 72.7%                                                                               | 72.7%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     | 6.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | Ped                                                                               | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               |

## Intersection Summary

Cycle Length: 110  
Actuated Cycle Length: 110  
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
Natural Cycle: 55  
Control Type: Actuated-Coordinated

## Splits and Phases: 2: Collins Avenue & 22 Street



# HCM 7th Signalized Intersection Summary

## 2: Collins Avenue & 22 Street

A.M. Peak Hour  
Existing Conditions

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 12                                                                                | 25                                                                                | 16                                                                                | 37                                                                                | 28                                                                                | 48                                                                                | 13                                                                                  | 373                                                                                 | 59                                                                                  | 72                                                                                  | 543                                                                                 | 31                                                                                  |
| Future Volume (veh/h)        | 12                                                                                | 25                                                                                | 16                                                                                | 37                                                                                | 28                                                                                | 48                                                                                | 13                                                                                  | 373                                                                                 | 59                                                                                  | 72                                                                                  | 543                                                                                 | 31                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 0.96                                                                              |                                                                                   | 1.00                                                                              | 0.95                                                                              |                                                                                   | 0.94                                                                              | 0.98                                                                                |                                                                                     | 0.96                                                                                | 0.98                                                                                |                                                                                     | 0.94                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 0.90                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 13                                                                                | 26                                                                                | 0                                                                                 | 39                                                                                | 29                                                                                | 18                                                                                | 14                                                                                  | 393                                                                                 | 26                                                                                  | 76                                                                                  | 572                                                                                 | 22                                                                                  |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 90                                                                                | 150                                                                               | 0                                                                                 | 112                                                                               | 75                                                                                | 37                                                                                | 89                                                                                  | 2387                                                                                | 157                                                                                 | 288                                                                                 | 2113                                                                                | 81                                                                                  |
| Arrive On Green              | 0.13                                                                              | 0.13                                                                              | 0.00                                                                              | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              | 364                                                                               | 1177                                                                              | 0                                                                                 | 505                                                                               | 588                                                                               | 289                                                                               | 71                                                                                  | 3128                                                                                | 205                                                                                 | 325                                                                                 | 2769                                                                                | 106                                                                                 |
| Grp Volume(v), veh/h         | 39                                                                                | 0                                                                                 | 0                                                                                 | 86                                                                                | 0                                                                                 | 0                                                                                 | 225                                                                                 | 0                                                                                   | 208                                                                                 | 326                                                                                 | 0                                                                                   | 344                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1541                                                                              | 0                                                                                 | 0                                                                                 | 1382                                                                              | 0                                                                                 | 0                                                                                 | 1762                                                                                | 0                                                                                   | 1642                                                                                | 1539                                                                                | 0                                                                                   | 1662                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 3.7                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 2.1                                                                               | 0.0                                                                               | 0.0                                                                               | 6.1                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.33                                                                              |                                                                                   | 0.00                                                                              | 0.45                                                                              |                                                                                   | 0.21                                                                              | 0.06                                                                                |                                                                                     | 0.13                                                                                | 0.23                                                                                |                                                                                     | 0.06                                                                                |
| Lane Grp Cap(c), veh/h       | 240                                                                               | 0                                                                                 | 0                                                                                 | 224                                                                               | 0                                                                                 | 0                                                                                 | 1380                                                                                | 0                                                                                   | 1253                                                                                | 1215                                                                                | 0                                                                                   | 1268                                                                                |
| V/C Ratio(X)                 | 0.16                                                                              | 0.00                                                                              | 0.00                                                                              | 0.38                                                                              | 0.00                                                                              | 0.00                                                                              | 0.16                                                                                | 0.00                                                                                | 0.17                                                                                | 0.27                                                                                | 0.00                                                                                | 0.27                                                                                |
| Avail Cap(c_a), veh/h        | 372                                                                               | 0                                                                                 | 0                                                                                 | 345                                                                               | 0                                                                                 | 0                                                                                 | 1380                                                                                | 0                                                                                   | 1253                                                                                | 1215                                                                                | 0                                                                                   | 1268                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.94                                                                                | 0.00                                                                                | 0.94                                                                                |
| Uniform Delay (d), s/veh     | 42.8                                                                              | 0.0                                                                               | 0.0                                                                               | 44.4                                                                              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.2                                                                               | 0.0                                                                               | 0.0                                                                               | 0.8                                                                               | 0.0                                                                               | 0.0                                                                               | 0.3                                                                                 | 0.0                                                                                 | 0.3                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 1.7                                                                               | 0.0                                                                               | 0.0                                                                               | 4.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.2                                                                                 | 0.0                                                                                 | 0.2                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 0.3                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 43.0                                                                              | 0.0                                                                               | 0.0                                                                               | 45.2                                                                              | 0.0                                                                               | 0.0                                                                               | 0.3                                                                                 | 0.0                                                                                 | 0.3                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| LnGrp LOS                    | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 39                                                                                |                                                                                   |                                                                                   | 86                                                                                |                                                                                   |                                                                                     | 433                                                                                 |                                                                                     |                                                                                     | 670                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 43.0                                                                              |                                                                                   |                                                                                   | 45.2                                                                              |                                                                                   |                                                                                     | 0.3                                                                                 |                                                                                     |                                                                                     | 0.5                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 90.0                                                                              |                                                                                   | 20.0                                                                              |                                                                                   | 90.0                                                                              |                                                                                     | 20.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 74.0                                                                              |                                                                                   | 24.0                                                                              |                                                                                   | 74.0                                                                              |                                                                                     | 24.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 2.0                                                                               |                                                                                   | 8.1                                                                               |                                                                                   | 2.0                                                                               |                                                                                     | 4.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.6                                                                               |                                                                                   | 0.3                                                                               |                                                                                   | 1.0                                                                               |                                                                                     | 0.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 4.9                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 3: Collins Avenue & 21 Street

A.M. Peak Hour

Existing Conditions

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                    |  |
| Traffic Volume (vph) | 40                                                                                | 1                                                                                 | 4                                                                                 | 2                                                                                 | 30                                                                                | 403                                                                               | 8                                                                                  | 553                                                                                 |
| Future Volume (vph)  | 40                                                                                | 1                                                                                 | 4                                                                                 | 2                                                                                 | 30                                                                                | 403                                                                               | 8                                                                                  | 553                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                               | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                  |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                  | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                | 7.0                                                                                 |
| Minimum Split (s)    | 30.3                                                                              | 30.3                                                                              | 30.3                                                                              | 30.3                                                                              | 25.5                                                                              | 25.5                                                                              | 25.5                                                                               | 25.5                                                                                |
| Total Split (s)      | 31.0                                                                              | 31.0                                                                              | 31.0                                                                              | 31.0                                                                              | 69.0                                                                              | 69.0                                                                              | 69.0                                                                               | 69.0                                                                                |
| Total Split (%)      | 31.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 69.0%                                                                             | 69.0%                                                                             | 69.0%                                                                              | 69.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                | 4.0                                                                                 |
| All-Red Time (s)     | 2.3                                                                               | 2.3                                                                               | 2.3                                                                               | 2.3                                                                               | 2.4                                                                               | 2.4                                                                               | 2.4                                                                                | 2.4                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                    | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.3                                                                               |                                                                                   | 6.3                                                                               |                                                                                   | 6.4                                                                               |                                                                                    | 6.4                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | Ped                                                                               | C-Max                                                                             | C-Max                                                                             | C-Max                                                                              | C-Max                                                                               |

### Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 83 (83%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

### Splits and Phases: 3: Collins Avenue & 21 Street



# HCM 7th Signalized Intersection Summary

## 3: Collins Avenue & 21 Street

A.M. Peak Hour  
Existing Conditions

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 40                                                                                | 1                                                                                 | 39                                                                                | 4                                                                                 | 2                                                                                 | 7                                                                                 | 30                                                                                  | 403                                                                                 | 2                                                                                   | 8                                                                                   | 553                                                                                 | 40                                                                                  |
| Future Volume (veh/h)        | 40                                                                                | 1                                                                                 | 39                                                                                | 4                                                                                 | 2                                                                                 | 7                                                                                 | 30                                                                                  | 403                                                                                 | 2                                                                                   | 8                                                                                   | 553                                                                                 | 40                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 0.96                                                                              |                                                                                   | 0.96                                                                              | 0.97                                                                              |                                                                                   | 0.96                                                                              | 0.98                                                                                |                                                                                     | 0.92                                                                                | 0.97                                                                                |                                                                                     | 0.92                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 43                                                                                | 1                                                                                 | 42                                                                                | 4                                                                                 | 2                                                                                 | 8                                                                                 | 33                                                                                  | 438                                                                                 | 2                                                                                   | 9                                                                                   | 601                                                                                 | 43                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 138                                                                               | 17                                                                                | 97                                                                                | 87                                                                                | 50                                                                                | 121                                                                               | 171                                                                                 | 2227                                                                                | 10                                                                                  | 49                                                                                  | 2321                                                                                | 164                                                                                 |
| Arrive On Green              | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Sat Flow, veh/h              | 554                                                                               | 113                                                                               | 637                                                                               | 271                                                                               | 328                                                                               | 799                                                                               | 180                                                                                 | 3088                                                                                | 14                                                                                  | 17                                                                                  | 3218                                                                                | 228                                                                                 |
| Grp Volume(v), veh/h         | 86                                                                                | 0                                                                                 | 0                                                                                 | 14                                                                                | 0                                                                                 | 0                                                                                 | 235                                                                                 | 0                                                                                   | 238                                                                                 | 346                                                                                 | 0                                                                                   | 307                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1305                                                                              | 0                                                                                 | 0                                                                                 | 1398                                                                              | 0                                                                                 | 0                                                                                 | 1598                                                                                | 0                                                                                   | 1685                                                                                | 1838                                                                                | 0                                                                                   | 1625                                                                                |
| Q Serve(g_s), s              | 3.8                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 |
| Cycle Q Clear(g_c), s        | 5.8                                                                               | 0.0                                                                               | 0.0                                                                               | 0.8                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 1.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 |
| Prop In Lane                 | 0.50                                                                              |                                                                                   | 0.49                                                                              | 0.29                                                                              |                                                                                   | 0.57                                                                              | 0.14                                                                                |                                                                                     | 0.01                                                                                | 0.03                                                                                |                                                                                     | 0.14                                                                                |
| Lane Grp Cap(c), veh/h       | 252                                                                               | 0                                                                                 | 0                                                                                 | 258                                                                               | 0                                                                                 | 0                                                                                 | 1193                                                                                | 0                                                                                   | 1215                                                                                | 1363                                                                                | 0                                                                                   | 1172                                                                                |
| V/C Ratio(X)                 | 0.34                                                                              | 0.00                                                                              | 0.00                                                                              | 0.05                                                                              | 0.00                                                                              | 0.00                                                                              | 0.20                                                                                | 0.00                                                                                | 0.20                                                                                | 0.25                                                                                | 0.00                                                                                | 0.26                                                                                |
| Avail Cap(c_a), veh/h        | 374                                                                               | 0                                                                                 | 0                                                                                 | 385                                                                               | 0                                                                                 | 0                                                                                 | 1193                                                                                | 0                                                                                   | 1215                                                                                | 1363                                                                                | 0                                                                                   | 1172                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 38.3                                                                              | 0.0                                                                               | 0.0                                                                               | 36.3                                                                              | 0.0                                                                               | 0.0                                                                               | 0.6                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| Incr Delay (d2), s/veh       | 0.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 0.4                                                                                 | 0.0                                                                                 | 0.4                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 3.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.5                                                                                 | 0.0                                                                                 | 0.5                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 0.7                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 38.9                                                                              | 0.0                                                                               | 0.0                                                                               | 36.4                                                                              | 0.0                                                                               | 0.0                                                                               | 1.0                                                                                 | 0.0                                                                                 | 0.9                                                                                 | 1.0                                                                                 | 0.0                                                                                 | 1.1                                                                                 |
| LnGrp LOS                    | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 86                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |                                                                                     | 473                                                                                 |                                                                                     |                                                                                     | 653                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 38.9                                                                              |                                                                                   |                                                                                   | 36.4                                                                              |                                                                                   |                                                                                     | 0.9                                                                                 |                                                                                     |                                                                                     | 1.1                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 78.5                                                                              |                                                                                   | 21.5                                                                              |                                                                                   | 78.5                                                                              |                                                                                     | 21.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.4                                                                               |                                                                                   | 6.3                                                                               |                                                                                   | 6.4                                                                               |                                                                                     | 6.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 62.6                                                                              |                                                                                   | 24.7                                                                              |                                                                                   | 62.6                                                                              |                                                                                     | 24.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 3.0                                                                               |                                                                                   | 2.8                                                                               |                                                                                   | 2.7                                                                               |                                                                                     | 7.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.5                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 1.1                                                                               |                                                                                     | 0.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th AWSC  
4: Park Avenue & 21 Street

A.M. Peak Hour  
Existing Conditions

Intersection

Intersection Delay, s/veh 8  
Intersection LOS A

| Movement                   | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR  |
|----------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Lane Configurations        |      |  |      |      |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h         | 13   | 51                                                                                | 8    | 12   | 42                                                                                | 15   | 6    | 30                                                                                  | 10   | 33   | 52                                                                                  | 16   |
| Future Vol, veh/h          | 13   | 51                                                                                | 8    | 12   | 42                                                                                | 15   | 6    | 30                                                                                  | 10   | 33   | 52                                                                                  | 16   |
| Peak Hour Factor           | 0.81 | 0.81                                                                              | 0.81 | 0.81 | 0.81                                                                              | 0.81 | 0.81 | 0.81                                                                                | 0.81 | 0.81 | 0.81                                                                                | 0.81 |
| Heavy Vehicles, %          | 3    | 3                                                                                 | 3    | 3    | 3                                                                                 | 3    | 3    | 3                                                                                   | 3    | 3    | 3                                                                                   | 3    |
| Mvmt Flow                  | 16   | 63                                                                                | 10   | 15   | 52                                                                                | 19   | 7    | 37                                                                                  | 12   | 41   | 64                                                                                  | 20   |
| Number of Lanes            | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 1                                                                                   | 0    | 0    | 1                                                                                   | 0    |
| Approach                   | EB   |                                                                                   |      | WB   |                                                                                   |      | NB   |                                                                                     |      | SB   |                                                                                     |      |
| Opposing Approach          | WB   |                                                                                   |      | EB   |                                                                                   |      | SB   |                                                                                     |      | NB   |                                                                                     |      |
| Opposing Lanes             | 1    |                                                                                   |      | 1    |                                                                                   |      | 1    |                                                                                     |      | 1    |                                                                                     |      |
| Conflicting Approach Left  | SB   |                                                                                   |      | NB   |                                                                                   |      | EB   |                                                                                     |      | WB   |                                                                                     |      |
| Conflicting Lanes Left     | 1    |                                                                                   |      | 1    |                                                                                   |      | 1    |                                                                                     |      | 1    |                                                                                     |      |
| Conflicting Approach Right | NB   |                                                                                   |      | SB   |                                                                                   |      | WB   |                                                                                     |      | EB   |                                                                                     |      |
| Conflicting Lanes Right    | 1    |                                                                                   |      | 1    |                                                                                   |      | 1    |                                                                                     |      | 1    |                                                                                     |      |
| HCM Control Delay, s/veh   | 8    |                                                                                   |      | 7.9  |                                                                                   |      | 7.7  |                                                                                     |      | 8.2  |                                                                                     |      |
| HCM LOS                    | A    |                                                                                   |      | A    |                                                                                   |      | A    |                                                                                     |      | A    |                                                                                     |      |

| Lane                     | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 13%   | 18%   | 17%   | 33%   |
| Vol Thru, %              | 65%   | 71%   | 61%   | 51%   |
| Vol Right, %             | 22%   | 11%   | 22%   | 16%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 46    | 72    | 69    | 101   |
| LT Vol                   | 6     | 13    | 12    | 33    |
| Through Vol              | 30    | 51    | 42    | 52    |
| RT Vol                   | 10    | 8     | 15    | 16    |
| Lane Flow Rate           | 57    | 89    | 85    | 125   |
| Geometry Grp             | 1     | 1     | 1     | 1     |
| Degree of Util (X)       | 0.069 | 0.109 | 0.103 | 0.152 |
| Departure Headway (Hd)   | 4.381 | 4.429 | 4.369 | 4.38  |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 820   | 812   | 823   | 822   |
| Service Time             | 2.396 | 2.443 | 2.383 | 2.394 |
| HCM Lane V/C Ratio       | 0.07  | 0.11  | 0.103 | 0.152 |
| HCM Control Delay, s/veh | 7.7   | 8     | 7.9   | 8.2   |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.2   | 0.4   | 0.3   | 0.5   |

Timings  
5: 23 Street & Dade Boulevard/Pine Tree Drive

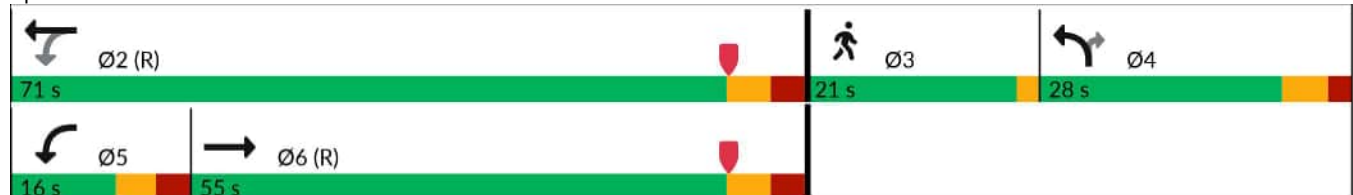
A.M. Peak Hour  
Existing Conditions

|                      |  |  |  |  |  |      |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Group           | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               | Ø3   |
| Lane Configurations  |  |  |  |  |  |      |
| Traffic Volume (vph) | 304                                                                               | 200                                                                               | 516                                                                               | 153                                                                               | 118                                                                               |      |
| Future Volume (vph)  | 304                                                                               | 200                                                                               | 516                                                                               | 153                                                                               | 118                                                                               |      |
| Turn Type            | NA                                                                                | pm+pt                                                                             | NA                                                                                | Prot                                                                              | Perm                                                                              |      |
| Protected Phases     | 6                                                                                 | 5                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   | 3    |
| Permitted Phases     |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |      |
| Detector Phase       | 6                                                                                 | 5                                                                                 | 2                                                                                 | 4                                                                                 | 4                                                                                 |      |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Minimum Initial (s)  | 7.0                                                                               | 5.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 1.0  |
| Minimum Split (s)    | 27.9                                                                              | 22.5                                                                              | 27.9                                                                              | 22.5                                                                              | 22.5                                                                              | 23.0 |
| Total Split (s)      | 55.0                                                                              | 16.0                                                                              | 71.0                                                                              | 28.0                                                                              | 28.0                                                                              | 21.0 |
| Total Split (%)      | 45.8%                                                                             | 13.3%                                                                             | 59.2%                                                                             | 23.3%                                                                             | 23.3%                                                                             | 18%  |
| Yellow Time (s)      | 4.0                                                                               | 3.7                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 2.0  |
| All-Red Time (s)     | 2.9                                                                               | 2.9                                                                               | 2.9                                                                               | 2.2                                                                               | 2.2                                                                               | 0.0  |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |      |
| Total Lost Time (s)  | 6.9                                                                               | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |      |
| Lead/Lag             | Lag                                                                               | Lead                                                                              |                                                                                   | Lag                                                                               | Lag                                                                               | Lead |
| Lead-Lag Optimize?   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               | Yes  |
| Recall Mode          | C-Max                                                                             | None                                                                              | C-Max                                                                             | None                                                                              | None                                                                              | None |

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 65 (54%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: 23 Street & Dade Boulevard/Pine Tree Drive



## Queues

A.M. Peak Hour

## 5: 23 Street &amp; Dade Boulevard/Pine Tree Drive

Existing Conditions

|                         |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Group Flow (vph)   | 568                                                                               | 215                                                                               | 555                                                                               | 165                                                                               | 127                                                                               |
| v/c Ratio               | 0.27                                                                              | 0.34                                                                              | 0.21                                                                              | 0.70                                                                              | 0.40                                                                              |
| Control Delay (s/veh)   | 7.4                                                                               | 6.0                                                                               | 4.7                                                                               | 65.0                                                                              | 11.1                                                                              |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 35.0                                                                              | 1.3                                                                               |
| Total Delay (s/veh)     | 7.4                                                                               | 6.0                                                                               | 4.7                                                                               | 100.1                                                                             | 12.5                                                                              |
| Queue Length 50th (ft)  | 60                                                                                | 39                                                                                | 55                                                                                | 124                                                                               | 0                                                                                 |
| Queue Length 95th (ft)  | 110                                                                               | 76                                                                                | 91                                                                                | 189                                                                               | 53                                                                                |
| Internal Link Dist (ft) | 184                                                                               |                                                                                   | 123                                                                               | 93                                                                                |                                                                                   |
| Turn Bay Length (ft)    |                                                                                   | 90                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)     | 2126                                                                              | 639                                                                               | 2681                                                                              | 321                                                                               | 391                                                                               |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 155                                                                               | 132                                                                               |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio       | 0.27                                                                              | 0.34                                                                              | 0.21                                                                              | 0.99                                                                              | 0.49                                                                              |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



# HCM Signalized Intersection Capacity Analysis

## 5: 23 Street & Dade Boulevard/Pine Tree Drive

A.M. Peak Hour  
Existing Conditions

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |  |  |  |  |
| Traffic Volume (vph)              | 304                                                                               | 224                                                                               | 200                                                                               | 516                                                                               | 153                                                                               | 118                                                                               |
| Future Volume (vph)               | 304                                                                               | 224                                                                               | 200                                                                               | 516                                                                               | 153                                                                               | 118                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 6.9                                                                               |                                                                                   | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |
| Lane Util. Factor                 | 0.95                                                                              |                                                                                   | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frpb, ped/bikes                   | 0.99                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Flpb, ped/bikes                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 0.94                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.85                                                                              |
| Flt Protected                     | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (prot)                 | 3265                                                                              |                                                                                   | 1764                                                                              | 3539                                                                              | 1770                                                                              | 1583                                                                              |
| Flt Permitted                     | 1.00                                                                              |                                                                                   | 0.39                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (perm)                 | 3265                                                                              |                                                                                   | 730                                                                               | 3539                                                                              | 1770                                                                              | 1583                                                                              |
| Peak-hour factor, PHF             | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              |
| Adj. Flow (vph)                   | 327                                                                               | 241                                                                               | 215                                                                               | 555                                                                               | 165                                                                               | 127                                                                               |
| RTOR Reduction (vph)              | 69                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 110                                                                               |
| Lane Group Flow (vph)             | 499                                                                               | 0                                                                                 | 215                                                                               | 555                                                                               | 165                                                                               | 17                                                                                |
| Confl. Peds. (#/hr)               |                                                                                   | 13                                                                                | 13                                                                                |                                                                                   | 5                                                                                 |                                                                                   |
| Confl. Bikes (#/hr)               |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Turn Type                         | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                | Prot                                                                              | Perm                                                                              |
| Protected Phases                  | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   |
| Permitted Phases                  |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |
| Actuated Green, G (s)             | 75.6                                                                              |                                                                                   | 90.9                                                                              | 90.9                                                                              | 16.0                                                                              | 16.0                                                                              |
| Effective Green, g (s)            | 75.6                                                                              |                                                                                   | 90.9                                                                              | 90.9                                                                              | 16.0                                                                              | 16.0                                                                              |
| Actuated g/C Ratio                | 0.63                                                                              |                                                                                   | 0.76                                                                              | 0.76                                                                              | 0.13                                                                              | 0.13                                                                              |
| Clearance Time (s)                | 6.9                                                                               |                                                                                   | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |
| Vehicle Extension (s)             | 1.0                                                                               |                                                                                   | 2.0                                                                               | 1.0                                                                               | 2.5                                                                               | 2.5                                                                               |
| Lane Grp Cap (vph)                | 2056                                                                              |                                                                                   | 627                                                                               | 2680                                                                              | 236                                                                               | 211                                                                               |
| v/s Ratio Prot                    | 0.15                                                                              |                                                                                   | c0.02                                                                             | 0.16                                                                              | c0.09                                                                             |                                                                                   |
| v/s Ratio Perm                    |                                                                                   |                                                                                   | c0.23                                                                             |                                                                                   |                                                                                   | 0.01                                                                              |
| v/c Ratio                         | 0.24                                                                              |                                                                                   | 0.34                                                                              | 0.21                                                                              | 0.70                                                                              | 0.08                                                                              |
| Uniform Delay, d1                 | 9.7                                                                               |                                                                                   | 4.4                                                                               | 4.2                                                                               | 49.7                                                                              | 45.6                                                                              |
| Progression Factor                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Incremental Delay, d2             | 0.3                                                                               |                                                                                   | 0.1                                                                               | 0.2                                                                               | 8.1                                                                               | 0.1                                                                               |
| Delay (s)                         | 10.0                                                                              |                                                                                   | 4.6                                                                               | 4.4                                                                               | 57.8                                                                              | 45.7                                                                              |
| Level of Service                  | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                 | E                                                                                 | D                                                                                 |
| Approach Delay (s/veh)            | 10.0                                                                              |                                                                                   |                                                                                   | 4.4                                                                               | 52.5                                                                              |                                                                                   |
| Approach LOS                      | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 | D                                                                                 |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 15.0                                                                              |                                                                                   | HCM 2000 Level of Service                                                         | B                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.42                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 120.0                                                                             |                                                                                   | Sum of lost time (s)                                                              | 21.7                                                                              |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 53.5%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

Future Background A.M.

# Timings

A.M. Peak Hour

## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

|                      |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | EBR2                                                                              | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL2                                                                                | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 | NWL                                                                                 |
| Lane Configurations  |  |  |  |  |                                                                                   |  |                                                                                     |                                                                                     |  |  |  |
| Traffic Volume (vph) | 158                                                                               | 21                                                                                | 111                                                                               | 7                                                                                 | 58                                                                                | 387                                                                               | 22                                                                                  | 7                                                                                   | 520                                                                                 | 168                                                                                 | 24                                                                                  |
| Future Volume (vph)  | 158                                                                               | 21                                                                                | 111                                                                               | 7                                                                                 | 58                                                                                | 387                                                                               | 22                                                                                  | 7                                                                                   | 520                                                                                 | 168                                                                                 | 24                                                                                  |
| Turn Type            | Split                                                                             | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | Perm                                                                                | NA                                                                                  | pm+ov                                                                               | Prot                                                                                |
| Protected Phases     | 3                                                                                 | 3                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     |                                                                                     | 2                                                                                   | 3                                                                                   | 10                                                                                  |
| Permitted Phases     |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   | 2                                                                                   |                                                                                     | 2                                                                                   |                                                                                     |
| Detector Phase       | 3                                                                                 | 3                                                                                 | 3                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 3                                                                                   | 10                                                                                  |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 13.0                                                                              | 33.5                                                                              | 33.5                                                                              | 33.5                                                                                | 33.5                                                                                | 33.5                                                                                | 25.0                                                                                | 29.0                                                                                |
| Total Split (s)      | 34.0                                                                              | 34.0                                                                              | 34.0                                                                              | 13.0                                                                              | 56.0                                                                              | 56.0                                                                              | 56.0                                                                                | 56.0                                                                                | 56.0                                                                                | 34.0                                                                                | 27.0                                                                                |
| Total Split (%)      | 26.2%                                                                             | 26.2%                                                                             | 26.2%                                                                             | 10.0%                                                                             | 43.1%                                                                             | 43.1%                                                                             | 43.1%                                                                               | 43.1%                                                                               | 43.1%                                                                               | 26.2%                                                                               | 20.8%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.5                                                                               | 2.5                                                                               | 2.5                                                                                 | 2.5                                                                                 | 2.5                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.5                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               | Ped                                                                                 | Ped                                                                                 |

### Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 72 (55%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

### Splits and Phases: 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

|                                                                                     |        |                                                                                     |    |                                                                                       |     |                                                                                       |    |
|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|----|---------------------------------------------------------------------------------------|-----|---------------------------------------------------------------------------------------|----|
|  | Ø2 (R) |  | Ø3 |  | Ø10 |  | Ø4 |
| 56 s                                                                                |        | 34 s                                                                                |    | 27 s                                                                                  |     | 13 s                                                                                  |    |
|  | Ø6 (R) |                                                                                     |    |                                                                                       |     |                                                                                       |    |
| 56 s                                                                                |        |                                                                                     |    |                                                                                       |     |                                                                                       |    |

## Queues

A.M. Peak Hour

1: Collins Avenue &amp; 23 Street (WB North Leg) &amp; 23 Street/23 Street (WB South Leg) Future Background Conditions

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR2                                                                              | WBT                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                                | NWL                                                                                 |
| Lane Group Flow (vph)   | 111                                                                               | 110                                                                               | 102                                                                               | 18                                                                                | 487                                                                               | 577                                                                               | 177                                                                                | 61                                                                                  |
| v/c Ratio               | 0.49                                                                              | 0.46                                                                              | 0.34                                                                              | 0.20                                                                              | 0.37                                                                              | 0.37                                                                              | 0.19                                                                               | 0.20                                                                                |
| Control Delay (s/veh)   | 58.2                                                                              | 54.1                                                                              | 6.6                                                                               | 63.4                                                                              | 23.3                                                                              | 23.2                                                                              | 9.2                                                                                | 47.7                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 3.2                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |
| Total Delay (s/veh)     | 58.2                                                                              | 54.1                                                                              | 6.6                                                                               | 63.4                                                                              | 26.4                                                                              | 23.2                                                                              | 9.2                                                                                | 47.7                                                                                |
| Queue Length 50th (ft)  | 91                                                                                | 89                                                                                | 0                                                                                 | 15                                                                                | 117                                                                               | 140                                                                               | 40                                                                                 | 44                                                                                  |
| Queue Length 95th (ft)  | 153                                                                               | 153                                                                               | 30                                                                                | 41                                                                                | 207                                                                               | 240                                                                               | 96                                                                                 | 87                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 578                                                                               |                                                                                   | 175                                                                               | 220                                                                               | 271                                                                               |                                                                                    | 200                                                                                 |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 150                                                                                |                                                                                     |
| Base Capacity (vph)     | 325                                                                               | 339                                                                               | 377                                                                               | 91                                                                                | 1325                                                                              | 1546                                                                              | 1015                                                                               | 305                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 716                                                                               | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Reduced v/c Ratio       | 0.34                                                                              | 0.32                                                                              | 0.27                                                                              | 0.20                                                                              | 0.80                                                                              | 0.37                                                                              | 0.17                                                                               | 0.20                                                                                |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |

# HCM Signalized Intersection Capacity Analysis

A.M. Peak Hour

## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

Future Background Conditions

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL                                                                               | WBT                                                                               | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                | SBL2                                                                                |
| Lane Configurations               |  |  |                                                                                   |  |                                                                                   |  |                                                                                     |                                                                                     |  |  |                                                                                     |                                                                                     |
| Traffic Volume (vph)              | 158                                                                               | 21                                                                                | 17                                                                                | 111                                                                               | 6                                                                                 | 7                                                                                 | 5                                                                                   | 58                                                                                  | 387                                                                                 | 12                                                                                  | 6                                                                                   | 22                                                                                  |
| Future Volume (vph)               | 158                                                                               | 21                                                                                | 17                                                                                | 111                                                                               | 6                                                                                 | 7                                                                                 | 5                                                                                   | 58                                                                                  | 387                                                                                 | 12                                                                                  | 6                                                                                   | 22                                                                                  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Lane Util. Factor                 | 0.95                                                                              | 0.91                                                                              |                                                                                   | 0.95                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Frpb, ped/bikes                   | 1.00                                                                              | 0.98                                                                              |                                                                                   | 0.95                                                                              |                                                                                   | 0.89                                                                              |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Flpb, ped/bikes                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Frt                               | 1.00                                                                              | 0.96                                                                              |                                                                                   | 0.85                                                                              |                                                                                   | 0.96                                                                              |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 0.98                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 0.98                                                                              |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 1513                                                                              | 1554                                                                              |                                                                                   | 1280                                                                              |                                                                                   | 1563                                                                              |                                                                                     |                                                                                     | 3456                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Flt Permitted                     | 0.95                                                                              | 0.98                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 0.98                                                                              |                                                                                     |                                                                                     | 0.78                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 1513                                                                              | 1554                                                                              |                                                                                   | 1280                                                                              |                                                                                   | 1563                                                                              |                                                                                     |                                                                                     | 2721                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 166                                                                               | 22                                                                                | 18                                                                                | 117                                                                               | 6                                                                                 | 7                                                                                 | 5                                                                                   | 61                                                                                  | 407                                                                                 | 13                                                                                  | 6                                                                                   | 23                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 5                                                                                 | 0                                                                                 | 87                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 111                                                                               | 105                                                                               | 0                                                                                 | 15                                                                                | 0                                                                                 | 18                                                                                | 0                                                                                   | 0                                                                                   | 486                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Confl. Peds. (#/hr)               | 68                                                                                |                                                                                   |                                                                                   | 21                                                                                |                                                                                   |                                                                                   | 68                                                                                  | 59                                                                                  |                                                                                     | 40                                                                                  | 34                                                                                  | 40                                                                                  |
| Confl. Bikes (#/hr)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     |
| Parking (#/hr)                    | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type                         | Split                                                                             | NA                                                                                |                                                                                   | Perm                                                                              | Split                                                                             | NA                                                                                |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |                                                                                     | Perm                                                                                |
| Protected Phases                  | 3                                                                                 | 3                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 4                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Permitted Phases                  |                                                                                   |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     | 2                                                                                   |
| Actuated Green, G (s)             | 19.6                                                                              | 19.6                                                                              |                                                                                   | 19.6                                                                              |                                                                                   | 3.2                                                                               |                                                                                     |                                                                                     | 59.7                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Effective Green, g (s)            | 19.6                                                                              | 19.6                                                                              |                                                                                   | 19.6                                                                              |                                                                                   | 3.2                                                                               |                                                                                     |                                                                                     | 59.7                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Actuated g/C Ratio                | 0.15                                                                              | 0.15                                                                              |                                                                                   | 0.15                                                                              |                                                                                   | 0.02                                                                              |                                                                                     |                                                                                     | 0.46                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Clearance Time (s)                | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)             | 2.5                                                                               | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                     |                                                                                     | 1.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Lane Grp Cap (vph)                | 228                                                                               | 234                                                                               |                                                                                   | 192                                                                               |                                                                                   | 38                                                                                |                                                                                     |                                                                                     | 1249                                                                                |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Prot                    | c0.07                                                                             | 0.07                                                                              |                                                                                   |                                                                                   |                                                                                   | c0.01                                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   |                                                                                   |                                                                                   | 0.01                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     | 0.18                                                                                |                                                                                     |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.49                                                                              | 0.45                                                                              |                                                                                   | 0.08                                                                              |                                                                                   | 0.47                                                                              |                                                                                     |                                                                                     | 0.39                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Uniform Delay, d1                 | 50.6                                                                              | 50.3                                                                              |                                                                                   | 47.5                                                                              |                                                                                   | 62.6                                                                              |                                                                                     |                                                                                     | 23.1                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Incremental Delay, d2             | 1.2                                                                               | 1.0                                                                               |                                                                                   | 0.1                                                                               |                                                                                   | 6.6                                                                               |                                                                                     |                                                                                     | 0.9                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Delay (s)                         | 51.8                                                                              | 51.3                                                                              |                                                                                   | 47.6                                                                              |                                                                                   | 69.2                                                                              |                                                                                     |                                                                                     | 24.1                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Level of Service                  | D                                                                                 | D                                                                                 |                                                                                   | D                                                                                 |                                                                                   | E                                                                                 |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s/veh)            |                                                                                   | 50.3                                                                              |                                                                                   |                                                                                   |                                                                                   | 69.2                                                                              |                                                                                     |                                                                                     | 24.1                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 29.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.37                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 130.0                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 100.8%                                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Signalized Intersection Capacity Analysis

A.M. Peak Hour

## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

|                        |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement               | SBL                                                                               | SBT                                                                               | SBR                                                                               | NWL2                                                                              | NWL                                                                               | NWR                                                                               |
| Lane Configurations    |                                                                                   |  |  |                                                                                   |  |                                                                                   |
| Traffic Volume (vph)   | 7                                                                                 | 520                                                                               | 168                                                                               | 17                                                                                | 24                                                                                | 17                                                                                |
| Future Volume (vph)    | 7                                                                                 | 520                                                                               | 168                                                                               | 17                                                                                | 24                                                                                | 17                                                                                |
| Ideal Flow (vphpl)     | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)    |                                                                                   | 6.5                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   |
| Lane Util. Factor      |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Frpb, ped/bikes        |                                                                                   | 1.00                                                                              | 0.90                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Flpb, ped/bikes        |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Frt                    |                                                                                   | 1.00                                                                              | 0.85                                                                              |                                                                                   | 0.96                                                                              |                                                                                   |
| Flt Protected          |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |
| Satd. Flow (prot)      |                                                                                   | 3515                                                                              | 1426                                                                              |                                                                                   | 1728                                                                              |                                                                                   |
| Flt Permitted          |                                                                                   | 0.90                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |
| Satd. Flow (perm)      |                                                                                   | 3179                                                                              | 1426                                                                              |                                                                                   | 1728                                                                              |                                                                                   |
| Peak-hour factor, PHF  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              |
| Adj. Flow (vph)        | 7                                                                                 | 547                                                                               | 177                                                                               | 18                                                                                | 25                                                                                | 18                                                                                |
| RTOR Reduction (vph)   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Group Flow (vph)  | 0                                                                                 | 577                                                                               | 177                                                                               | 0                                                                                 | 61                                                                                | 0                                                                                 |
| Confl. Peds. (#/hr)    | 34                                                                                |                                                                                   | 59                                                                                | 21                                                                                |                                                                                   |                                                                                   |
| Confl. Bikes (#/hr)    |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Parking (#/hr)         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Turn Type              | Perm                                                                              | NA                                                                                | pm+ov                                                                             | Prot                                                                              | Prot                                                                              |                                                                                   |
| Protected Phases       |                                                                                   | 2                                                                                 | 3                                                                                 | 10                                                                                | 10                                                                                |                                                                                   |
| Permitted Phases       | 2                                                                                 |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Actuated Green, G (s)  |                                                                                   | 59.7                                                                              | 79.3                                                                              |                                                                                   | 23.0                                                                              |                                                                                   |
| Effective Green, g (s) |                                                                                   | 59.7                                                                              | 79.3                                                                              |                                                                                   | 23.0                                                                              |                                                                                   |
| Actuated g/C Ratio     |                                                                                   | 0.46                                                                              | 0.61                                                                              |                                                                                   | 0.18                                                                              |                                                                                   |
| Clearance Time (s)     |                                                                                   | 6.5                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   |
| Vehicle Extension (s)  |                                                                                   | 1.0                                                                               | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                   |
| Lane Grp Cap (vph)     |                                                                                   | 1459                                                                              | 869                                                                               |                                                                                   | 305                                                                               |                                                                                   |
| v/s Ratio Prot         |                                                                                   |                                                                                   | 0.03                                                                              |                                                                                   | 0.04                                                                              |                                                                                   |
| v/s Ratio Perm         |                                                                                   | 0.18                                                                              | 0.09                                                                              |                                                                                   |                                                                                   |                                                                                   |
| v/c Ratio              |                                                                                   | 0.40                                                                              | 0.20                                                                              |                                                                                   | 0.20                                                                              |                                                                                   |
| Uniform Delay, d1      |                                                                                   | 23.2                                                                              | 11.3                                                                              |                                                                                   | 45.6                                                                              |                                                                                   |
| Progression Factor     |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Incremental Delay, d2  |                                                                                   | 0.8                                                                               | 0.1                                                                               |                                                                                   | 0.2                                                                               |                                                                                   |
| Delay (s)              |                                                                                   | 24.0                                                                              | 11.4                                                                              |                                                                                   | 45.9                                                                              |                                                                                   |
| Level of Service       |                                                                                   | C                                                                                 | B                                                                                 |                                                                                   | D                                                                                 |                                                                                   |
| Approach Delay (s/veh) |                                                                                   | 21.1                                                                              |                                                                                   |                                                                                   | 45.9                                                                              |                                                                                   |
| Approach LOS           |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |
| Intersection Summary   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Timings

## 2: Collins Avenue & 22 Street

A.M. Peak Hour  
Future Background Conditions

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                     |  |
| Traffic Volume (vph) | 12                                                                                | 26                                                                                | 39                                                                                | 29                                                                                | 14                                                                                | 388                                                                               | 75                                                                                  | 565                                                                                 |
| Future Volume (vph)  | 12                                                                                | 26                                                                                | 39                                                                                | 29                                                                                | 14                                                                                | 388                                                                               | 75                                                                                  | 565                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.5                                                                              | 25.5                                                                              | 25.5                                                                                | 25.5                                                                                |
| Total Split (s)      | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 80.0                                                                              | 80.0                                                                              | 80.0                                                                                | 80.0                                                                                |
| Total Split (%)      | 27.3%                                                                             | 27.3%                                                                             | 27.3%                                                                             | 27.3%                                                                             | 72.7%                                                                             | 72.7%                                                                             | 72.7%                                                                               | 72.7%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     | 6.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | Ped                                                                               | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               |

### Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

### Splits and Phases: 2: Collins Avenue & 22 Street



# HCM 7th Signalized Intersection Summary

## 2: Collins Avenue & 22 Street

A.M. Peak Hour

Future Background Conditions

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 12                                                                                | 26                                                                                | 17                                                                                | 39                                                                                | 29                                                                                | 50                                                                                | 14                                                                                  | 388                                                                                 | 61                                                                                  | 75                                                                                  | 565                                                                                 | 32                                                                                  |
| Future Volume (veh/h)        | 12                                                                                | 26                                                                                | 17                                                                                | 39                                                                                | 29                                                                                | 50                                                                                | 14                                                                                  | 388                                                                                 | 61                                                                                  | 75                                                                                  | 565                                                                                 | 32                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 0.96                                                                              |                                                                                   | 1.00                                                                              | 0.95                                                                              |                                                                                   | 0.94                                                                              | 0.98                                                                                |                                                                                     | 0.96                                                                                | 0.98                                                                                |                                                                                     | 0.94                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 0.90                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 13                                                                                | 27                                                                                | 0                                                                                 | 41                                                                                | 31                                                                                | 20                                                                                | 15                                                                                  | 408                                                                                 | 29                                                                                  | 79                                                                                  | 595                                                                                 | 23                                                                                  |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 89                                                                                | 155                                                                               | 0                                                                                 | 112                                                                               | 76                                                                                | 39                                                                                | 91                                                                                  | 2361                                                                                | 166                                                                                 | 287                                                                                 | 2101                                                                                | 81                                                                                  |
| Arrive On Green              | 0.13                                                                              | 0.13                                                                              | 0.00                                                                              | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              | 355                                                                               | 1193                                                                              | 0                                                                                 | 495                                                                               | 587                                                                               | 301                                                                               | 73                                                                                  | 3102                                                                                | 219                                                                                 | 324                                                                                 | 2761                                                                                | 106                                                                                 |
| Grp Volume(v), veh/h         | 40                                                                                | 0                                                                                 | 0                                                                                 | 92                                                                                | 0                                                                                 | 0                                                                                 | 235                                                                                 | 0                                                                                   | 217                                                                                 | 338                                                                                 | 0                                                                                   | 359                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1548                                                                              | 0                                                                                 | 0                                                                                 | 1383                                                                              | 0                                                                                 | 0                                                                                 | 1756                                                                                | 0                                                                                   | 1639                                                                                | 1529                                                                                | 0                                                                                   | 1662                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 4.1                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 2.1                                                                               | 0.0                                                                               | 0.0                                                                               | 6.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.32                                                                              |                                                                                   | 0.00                                                                              | 0.45                                                                              |                                                                                   | 0.22                                                                              | 0.06                                                                                |                                                                                     | 0.13                                                                                | 0.23                                                                                |                                                                                     | 0.06                                                                                |
| Lane Grp Cap(c), veh/h       | 244                                                                               | 0                                                                                 | 0                                                                                 | 227                                                                               | 0                                                                                 | 0                                                                                 | 1371                                                                                | 0                                                                                   | 1247                                                                                | 1204                                                                                | 0                                                                                   | 1265                                                                                |
| V/C Ratio(X)                 | 0.16                                                                              | 0.00                                                                              | 0.00                                                                              | 0.41                                                                              | 0.00                                                                              | 0.00                                                                              | 0.17                                                                                | 0.00                                                                                | 0.17                                                                                | 0.28                                                                                | 0.00                                                                                | 0.28                                                                                |
| Avail Cap(c_a), veh/h        | 373                                                                               | 0                                                                                 | 0                                                                                 | 345                                                                               | 0                                                                                 | 0                                                                                 | 1371                                                                                | 0                                                                                   | 1247                                                                                | 1204                                                                                | 0                                                                                   | 1265                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.94                                                                                | 0.00                                                                                | 0.94                                                                                |
| Uniform Delay (d), s/veh     | 42.6                                                                              | 0.0                                                                               | 0.0                                                                               | 44.4                                                                              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.2                                                                               | 0.0                                                                               | 0.0                                                                               | 0.9                                                                               | 0.0                                                                               | 0.0                                                                               | 0.3                                                                                 | 0.0                                                                                 | 0.3                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 1.8                                                                               | 0.0                                                                               | 0.0                                                                               | 4.3                                                                               | 0.0                                                                               | 0.0                                                                               | 0.2                                                                                 | 0.0                                                                                 | 0.2                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 0.3                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 42.8                                                                              | 0.0                                                                               | 0.0                                                                               | 45.3                                                                              | 0.0                                                                               | 0.0                                                                               | 0.3                                                                                 | 0.0                                                                                 | 0.3                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| LnGrp LOS                    | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 40                                                                                |                                                                                   |                                                                                   | 92                                                                                |                                                                                   |                                                                                     | 452                                                                                 |                                                                                     |                                                                                     | 697                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 42.8                                                                              |                                                                                   |                                                                                   | 45.3                                                                              |                                                                                   |                                                                                     | 0.3                                                                                 |                                                                                     |                                                                                     | 0.5                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 89.7                                                                              |                                                                                   | 20.3                                                                              |                                                                                   | 89.7                                                                              |                                                                                     | 20.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 74.0                                                                              |                                                                                   | 24.0                                                                              |                                                                                   | 74.0                                                                              |                                                                                     | 24.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 2.0                                                                               |                                                                                   | 8.6                                                                               |                                                                                   | 2.0                                                                               |                                                                                     | 4.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.7                                                                               |                                                                                   | 0.3                                                                               |                                                                                   | 1.0                                                                               |                                                                                     | 0.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



# Timings

## 3: Collins Avenue & 21 Street

A.M. Peak Hour  
Future Background Conditions

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                     |  |
| Traffic Volume (vph) | 42                                                                                | 1                                                                                 | 4                                                                                 | 2                                                                                 | 31                                                                                | 419                                                                               | 8                                                                                   | 575                                                                                 |
| Future Volume (vph)  | 42                                                                                | 1                                                                                 | 4                                                                                 | 2                                                                                 | 31                                                                                | 419                                                                               | 8                                                                                   | 575                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 30.3                                                                              | 30.3                                                                              | 30.3                                                                              | 30.3                                                                              | 25.5                                                                              | 25.5                                                                              | 25.5                                                                                | 25.5                                                                                |
| Total Split (s)      | 31.0                                                                              | 31.0                                                                              | 31.0                                                                              | 31.0                                                                              | 69.0                                                                              | 69.0                                                                              | 69.0                                                                                | 69.0                                                                                |
| Total Split (%)      | 31.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 69.0%                                                                             | 69.0%                                                                             | 69.0%                                                                               | 69.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.3                                                                               | 2.3                                                                               | 2.3                                                                               | 2.3                                                                               | 2.4                                                                               | 2.4                                                                               | 2.4                                                                                 | 2.4                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.3                                                                               |                                                                                   | 6.3                                                                               |                                                                                   | 6.4                                                                               |                                                                                     | 6.4                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | Ped                                                                               | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               |

### Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 83 (83%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

### Splits and Phases: 3: Collins Avenue & 21 Street



# HCM 7th Signalized Intersection Summary

## 3: Collins Avenue & 21 Street

A.M. Peak Hour  
Future Background Conditions

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 42                                                                                | 1                                                                                 | 41                                                                                | 4                                                                                 | 2                                                                                 | 7                                                                                 | 31                                                                                  | 419                                                                                 | 2                                                                                   | 8                                                                                   | 575                                                                                 | 42                                                                                  |
| Future Volume (veh/h)        | 42                                                                                | 1                                                                                 | 41                                                                                | 4                                                                                 | 2                                                                                 | 7                                                                                 | 31                                                                                  | 419                                                                                 | 2                                                                                   | 8                                                                                   | 575                                                                                 | 42                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 0.96                                                                              |                                                                                   | 0.96                                                                              | 0.97                                                                              |                                                                                   | 0.96                                                                              | 0.98                                                                                |                                                                                     | 0.92                                                                                | 0.97                                                                                |                                                                                     | 0.92                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 46                                                                                | 1                                                                                 | 45                                                                                | 4                                                                                 | 2                                                                                 | 8                                                                                 | 34                                                                                  | 455                                                                                 | 2                                                                                   | 9                                                                                   | 625                                                                                 | 46                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 140                                                                               | 17                                                                                | 99                                                                                | 89                                                                                | 51                                                                                | 124                                                                               | 169                                                                                 | 2215                                                                                | 10                                                                                  | 48                                                                                  | 2308                                                                                | 168                                                                                 |
| Arrive On Green              | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Sat Flow, veh/h              | 556                                                                               | 111                                                                               | 639                                                                               | 275                                                                               | 327                                                                               | 803                                                                               | 178                                                                                 | 3083                                                                                | 14                                                                                  | 16                                                                                  | 3212                                                                                | 234                                                                                 |
| Grp Volume(v), veh/h         | 92                                                                                | 0                                                                                 | 0                                                                                 | 14                                                                                | 0                                                                                 | 0                                                                                 | 243                                                                                 | 0                                                                                   | 248                                                                                 | 361                                                                                 | 0                                                                                   | 319                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1305                                                                              | 0                                                                                 | 0                                                                                 | 1405                                                                              | 0                                                                                 | 0                                                                                 | 1590                                                                                | 0                                                                                   | 1685                                                                                | 1839                                                                                | 0                                                                                   | 1623                                                                                |
| Q Serve(g_s), s              | 4.2                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| Cycle Q Clear(g_c), s        | 6.2                                                                               | 0.0                                                                               | 0.0                                                                               | 0.8                                                                               | 0.0                                                                               | 0.0                                                                               | 0.7                                                                                 | 0.0                                                                                 | 0.8                                                                                 | 1.2                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| Prop In Lane                 | 0.50                                                                              |                                                                                   | 0.49                                                                              | 0.29                                                                              |                                                                                   | 0.57                                                                              | 0.14                                                                                |                                                                                     | 0.01                                                                                | 0.02                                                                                |                                                                                     | 0.14                                                                                |
| Lane Grp Cap(c), veh/h       | 256                                                                               | 0                                                                                 | 0                                                                                 | 263                                                                               | 0                                                                                 | 0                                                                                 | 1184                                                                                | 0                                                                                   | 1210                                                                                | 1358                                                                                | 0                                                                                   | 1166                                                                                |
| V/C Ratio(X)                 | 0.36                                                                              | 0.00                                                                              | 0.00                                                                              | 0.05                                                                              | 0.00                                                                              | 0.00                                                                              | 0.21                                                                                | 0.00                                                                                | 0.20                                                                                | 0.27                                                                                | 0.00                                                                                | 0.27                                                                                |
| Avail Cap(c_a), veh/h        | 374                                                                               | 0                                                                                 | 0                                                                                 | 387                                                                               | 0                                                                                 | 0                                                                                 | 1184                                                                                | 0                                                                                   | 1210                                                                                | 1358                                                                                | 0                                                                                   | 1166                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 38.3                                                                              | 0.0                                                                               | 0.0                                                                               | 36.1                                                                              | 0.0                                                                               | 0.0                                                                               | 0.6                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 0.7                                                                                 |
| Incr Delay (d2), s/veh       | 0.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 0.4                                                                                 | 0.0                                                                                 | 0.4                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 3.7                                                                               | 0.0                                                                               | 0.0                                                                               | 0.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 0.8                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 38.9                                                                              | 0.0                                                                               | 0.0                                                                               | 36.1                                                                              | 0.0                                                                               | 0.0                                                                               | 1.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 | 1.1                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| LnGrp LOS                    | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 92                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |                                                                                     | 491                                                                                 |                                                                                     |                                                                                     | 680                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 38.9                                                                              |                                                                                   |                                                                                   | 36.1                                                                              |                                                                                   |                                                                                     | 1.0                                                                                 |                                                                                     |                                                                                     | 1.2                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 78.2                                                                              |                                                                                   | 21.8                                                                              |                                                                                   | 78.2                                                                              |                                                                                     | 21.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.4                                                                               |                                                                                   | 6.3                                                                               |                                                                                   | 6.4                                                                               |                                                                                     | 6.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 62.6                                                                              |                                                                                   | 24.7                                                                              |                                                                                   | 62.6                                                                              |                                                                                     | 24.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 3.2                                                                               |                                                                                   | 2.8                                                                               |                                                                                   | 2.8                                                                               |                                                                                     | 8.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.5                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 1.2                                                                               |                                                                                     | 0.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 4.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th AWSC  
4: Park Avenue & 21 Street

A.M. Peak Hour  
Future Background Conditions

Intersection

Intersection Delay, s/veh 8  
Intersection LOS A

| Movement                   | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR  |
|----------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Lane Configurations        |      |  |      |      |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h         | 14   | 53                                                                                | 8    | 12   | 44                                                                                | 16   | 6    | 31                                                                                  | 10   | 34   | 54                                                                                  | 17   |
| Future Vol, veh/h          | 14   | 53                                                                                | 8    | 12   | 44                                                                                | 16   | 6    | 31                                                                                  | 10   | 34   | 54                                                                                  | 17   |
| Peak Hour Factor           | 0.81 | 0.81                                                                              | 0.81 | 0.81 | 0.81                                                                              | 0.81 | 0.81 | 0.81                                                                                | 0.81 | 0.81 | 0.81                                                                                | 0.81 |
| Heavy Vehicles, %          | 3    | 3                                                                                 | 3    | 3    | 3                                                                                 | 3    | 3    | 3                                                                                   | 3    | 3    | 3                                                                                   | 3    |
| Mvmt Flow                  | 17   | 65                                                                                | 10   | 15   | 54                                                                                | 20   | 7    | 38                                                                                  | 12   | 42   | 67                                                                                  | 21   |
| Number of Lanes            | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 1                                                                                   | 0    | 0    | 1                                                                                   | 0    |
| Approach                   | EB   |                                                                                   |      | WB   |                                                                                   |      | NB   |                                                                                     |      | SB   |                                                                                     |      |
| Opposing Approach          | WB   |                                                                                   |      | EB   |                                                                                   |      | SB   |                                                                                     |      | NB   |                                                                                     |      |
| Opposing Lanes             | 1    |                                                                                   |      | 1    |                                                                                   |      | 1    |                                                                                     |      | 1    |                                                                                     |      |
| Conflicting Approach Left  | SB   |                                                                                   |      | NB   |                                                                                   |      | EB   |                                                                                     |      | WB   |                                                                                     |      |
| Conflicting Lanes Left     | 1    |                                                                                   |      | 1    |                                                                                   |      | 1    |                                                                                     |      | 1    |                                                                                     |      |
| Conflicting Approach Right | NB   |                                                                                   |      | SB   |                                                                                   |      | WB   |                                                                                     |      | EB   |                                                                                     |      |
| Conflicting Lanes Right    | 1    |                                                                                   |      | 1    |                                                                                   |      | 1    |                                                                                     |      | 1    |                                                                                     |      |
| HCM Control Delay, s/veh   | 8    |                                                                                   |      | 7.9  |                                                                                   |      | 7.8  |                                                                                     |      | 8.2  |                                                                                     |      |
| HCM LOS                    | A    |                                                                                   |      | A    |                                                                                   |      | A    |                                                                                     |      | A    |                                                                                     |      |

| Lane                     | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 13%   | 19%   | 17%   | 32%   |
| Vol Thru, %              | 66%   | 71%   | 61%   | 51%   |
| Vol Right, %             | 21%   | 11%   | 22%   | 16%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 47    | 75    | 72    | 105   |
| LT Vol                   | 6     | 14    | 12    | 34    |
| Through Vol              | 31    | 53    | 44    | 54    |
| RT Vol                   | 10    | 8     | 16    | 17    |
| Lane Flow Rate           | 58    | 93    | 89    | 130   |
| Geometry Grp             | 1     | 1     | 1     | 1     |
| Degree of Util (X)       | 0.071 | 0.115 | 0.108 | 0.158 |
| Departure Headway (Hd)   | 4.408 | 4.453 | 4.385 | 4.399 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 814   | 807   | 820   | 818   |
| Service Time             | 2.426 | 2.467 | 2.4   | 2.414 |
| HCM Lane V/C Ratio       | 0.071 | 0.115 | 0.109 | 0.159 |
| HCM Control Delay, s/veh | 7.8   | 8     | 7.9   | 8.2   |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.2   | 0.4   | 0.4   | 0.6   |

Timings  
5: 23 Street & Dade Boulevard/Pine Tree Drive

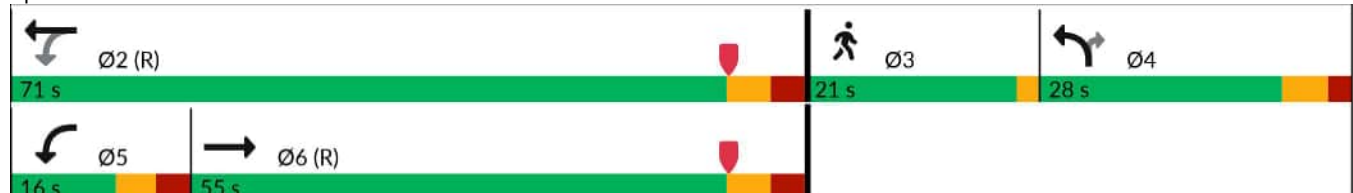
A.M. Peak Hour  
Future Background Conditions

|                      |  |  |  |  |  |      |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Group           | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               | Ø3   |
| Lane Configurations  |  |  |  |  |  |      |
| Traffic Volume (vph) | 316                                                                               | 208                                                                               | 537                                                                               | 159                                                                               | 123                                                                               |      |
| Future Volume (vph)  | 316                                                                               | 208                                                                               | 537                                                                               | 159                                                                               | 123                                                                               |      |
| Turn Type            | NA                                                                                | pm+pt                                                                             | NA                                                                                | Prot                                                                              | Perm                                                                              |      |
| Protected Phases     | 6                                                                                 | 5                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   | 3    |
| Permitted Phases     |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |      |
| Detector Phase       | 6                                                                                 | 5                                                                                 | 2                                                                                 | 4                                                                                 | 4                                                                                 |      |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Minimum Initial (s)  | 7.0                                                                               | 5.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 1.0  |
| Minimum Split (s)    | 27.9                                                                              | 22.5                                                                              | 27.9                                                                              | 22.5                                                                              | 22.5                                                                              | 23.0 |
| Total Split (s)      | 55.0                                                                              | 16.0                                                                              | 71.0                                                                              | 28.0                                                                              | 28.0                                                                              | 21.0 |
| Total Split (%)      | 45.8%                                                                             | 13.3%                                                                             | 59.2%                                                                             | 23.3%                                                                             | 23.3%                                                                             | 18%  |
| Yellow Time (s)      | 4.0                                                                               | 3.7                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 2.0  |
| All-Red Time (s)     | 2.9                                                                               | 2.9                                                                               | 2.9                                                                               | 2.2                                                                               | 2.2                                                                               | 0.0  |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |      |
| Total Lost Time (s)  | 6.9                                                                               | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |      |
| Lead/Lag             | Lag                                                                               | Lead                                                                              |                                                                                   | Lag                                                                               | Lag                                                                               | Lead |
| Lead-Lag Optimize?   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               | Yes  |
| Recall Mode          | C-Max                                                                             | None                                                                              | C-Max                                                                             | None                                                                              | None                                                                              | None |

Intersection Summary

Cycle Length: 120  
Actuated Cycle Length: 120  
Offset: 65 (54%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
Natural Cycle: 100  
Control Type: Actuated-Coordinated

Splits and Phases: 5: 23 Street & Dade Boulevard/Pine Tree Drive



## Queues

## 5: 23 Street &amp; Dade Boulevard/Pine Tree Drive

A.M. Peak Hour  
Future Background Conditions

|                         |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Group Flow (vph)   | 591                                                                               | 224                                                                               | 577                                                                               | 171                                                                               | 132                                                                               |
| v/c Ratio               | 0.28                                                                              | 0.37                                                                              | 0.22                                                                              | 0.71                                                                              | 0.40                                                                              |
| Control Delay (s/veh)   | 7.9                                                                               | 6.3                                                                               | 4.9                                                                               | 65.2                                                                              | 11.0                                                                              |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 48.2                                                                              | 1.4                                                                               |
| Total Delay (s/veh)     | 7.9                                                                               | 6.3                                                                               | 4.9                                                                               | 113.4                                                                             | 12.4                                                                              |
| Queue Length 50th (ft)  | 65                                                                                | 41                                                                                | 58                                                                                | 128                                                                               | 0                                                                                 |
| Queue Length 95th (ft)  | 119                                                                               | 80                                                                                | 96                                                                                | 194                                                                               | 54                                                                                |
| Internal Link Dist (ft) | 184                                                                               |                                                                                   | 245                                                                               | 93                                                                                |                                                                                   |
| Turn Bay Length (ft)    |                                                                                   | 90                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)     | 2109                                                                              | 624                                                                               | 2670                                                                              | 323                                                                               | 396                                                                               |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 159                                                                               | 136                                                                               |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio       | 0.28                                                                              | 0.36                                                                              | 0.22                                                                              | 1.04                                                                              | 0.51                                                                              |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM Signalized Intersection Capacity Analysis

## 5: 23 Street & Dade Boulevard/Pine Tree Drive

A.M. Peak Hour  
Future Background Conditions

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |  |  |  |  |
| Traffic Volume (vph)              | 316                                                                               | 233                                                                               | 208                                                                               | 537                                                                               | 159                                                                               | 123                                                                               |
| Future Volume (vph)               | 316                                                                               | 233                                                                               | 208                                                                               | 537                                                                               | 159                                                                               | 123                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 6.9                                                                               |                                                                                   | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |
| Lane Util. Factor                 | 0.95                                                                              |                                                                                   | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frpb, ped/bikes                   | 0.99                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Flpb, ped/bikes                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 0.94                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.85                                                                              |
| Flt Protected                     | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (prot)                 | 3265                                                                              |                                                                                   | 1765                                                                              | 3539                                                                              | 1770                                                                              | 1583                                                                              |
| Flt Permitted                     | 1.00                                                                              |                                                                                   | 0.38                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (perm)                 | 3265                                                                              |                                                                                   | 708                                                                               | 3539                                                                              | 1770                                                                              | 1583                                                                              |
| Peak-hour factor, PHF             | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              |
| Adj. Flow (vph)                   | 340                                                                               | 251                                                                               | 224                                                                               | 577                                                                               | 171                                                                               | 132                                                                               |
| RTOR Reduction (vph)              | 69                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 114                                                                               |
| Lane Group Flow (vph)             | 522                                                                               | 0                                                                                 | 224                                                                               | 577                                                                               | 171                                                                               | 18                                                                                |
| Confl. Peds. (#/hr)               |                                                                                   | 13                                                                                | 13                                                                                |                                                                                   | 5                                                                                 |                                                                                   |
| Confl. Bikes (#/hr)               |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Turn Type                         | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                | Prot                                                                              | Perm                                                                              |
| Protected Phases                  | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   |
| Permitted Phases                  |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |
| Actuated Green, G (s)             | 75.0                                                                              |                                                                                   | 90.6                                                                              | 90.6                                                                              | 16.3                                                                              | 16.3                                                                              |
| Effective Green, g (s)            | 75.0                                                                              |                                                                                   | 90.6                                                                              | 90.6                                                                              | 16.3                                                                              | 16.3                                                                              |
| Actuated g/C Ratio                | 0.63                                                                              |                                                                                   | 0.76                                                                              | 0.76                                                                              | 0.14                                                                              | 0.14                                                                              |
| Clearance Time (s)                | 6.9                                                                               |                                                                                   | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |
| Vehicle Extension (s)             | 1.0                                                                               |                                                                                   | 2.0                                                                               | 1.0                                                                               | 2.5                                                                               | 2.5                                                                               |
| Lane Grp Cap (vph)                | 2040                                                                              |                                                                                   | 613                                                                               | 2671                                                                              | 240                                                                               | 215                                                                               |
| v/s Ratio Prot                    | 0.16                                                                              |                                                                                   | c0.03                                                                             | 0.16                                                                              | c0.10                                                                             |                                                                                   |
| v/s Ratio Perm                    |                                                                                   |                                                                                   | c0.25                                                                             |                                                                                   |                                                                                   | 0.01                                                                              |
| v/c Ratio                         | 0.26                                                                              |                                                                                   | 0.37                                                                              | 0.22                                                                              | 0.71                                                                              | 0.08                                                                              |
| Uniform Delay, d1                 | 10.0                                                                              |                                                                                   | 4.6                                                                               | 4.3                                                                               | 49.6                                                                              | 45.3                                                                              |
| Progression Factor                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Incremental Delay, d2             | 0.3                                                                               |                                                                                   | 0.1                                                                               | 0.2                                                                               | 9.0                                                                               | 0.1                                                                               |
| Delay (s)                         | 10.3                                                                              |                                                                                   | 4.7                                                                               | 4.5                                                                               | 58.6                                                                              | 45.4                                                                              |
| Level of Service                  | B                                                                                 |                                                                                   | A                                                                                 | A                                                                                 | E                                                                                 | D                                                                                 |
| Approach Delay (s/veh)            | 10.3                                                                              |                                                                                   |                                                                                   | 4.6                                                                               | 52.9                                                                              |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 | D                                                                                 |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 15.2                                                                              |                                                                                   | HCM 2000 Level of Service                                                         | B                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.45                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 120.0                                                                             |                                                                                   | Sum of lost time (s)                                                              | 21.7                                                                              |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 54.2%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

Future Total A.M.

# Timings

A.M. Peak Hour

## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

|                      |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | EBR2                                                                              | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL2                                                                                | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 | NWL                                                                                 |
| Lane Configurations  |  |  |  |  |                                                                                   |  |                                                                                     |                                                                                     |  |  |  |
| Traffic Volume (vph) | 158                                                                               | 21                                                                                | 121                                                                               | 7                                                                                 | 63                                                                                | 394                                                                               | 22                                                                                  | 8                                                                                   | 535                                                                                 | 168                                                                                 | 24                                                                                  |
| Future Volume (vph)  | 158                                                                               | 21                                                                                | 121                                                                               | 7                                                                                 | 63                                                                                | 394                                                                               | 22                                                                                  | 8                                                                                   | 535                                                                                 | 168                                                                                 | 24                                                                                  |
| Turn Type            | Split                                                                             | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | Perm                                                                                | NA                                                                                  | pm+ov                                                                               | Prot                                                                                |
| Protected Phases     | 3                                                                                 | 3                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     |                                                                                     | 2                                                                                   | 3                                                                                   | 10                                                                                  |
| Permitted Phases     |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   | 2                                                                                   |                                                                                     | 2                                                                                   |                                                                                     |
| Detector Phase       | 3                                                                                 | 3                                                                                 | 3                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 3                                                                                   | 10                                                                                  |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 13.0                                                                              | 33.5                                                                              | 33.5                                                                              | 33.5                                                                                | 33.5                                                                                | 33.5                                                                                | 25.0                                                                                | 29.0                                                                                |
| Total Split (s)      | 34.0                                                                              | 34.0                                                                              | 34.0                                                                              | 13.0                                                                              | 56.0                                                                              | 56.0                                                                              | 56.0                                                                                | 56.0                                                                                | 56.0                                                                                | 34.0                                                                                | 27.0                                                                                |
| Total Split (%)      | 26.2%                                                                             | 26.2%                                                                             | 26.2%                                                                             | 10.0%                                                                             | 43.1%                                                                             | 43.1%                                                                             | 43.1%                                                                               | 43.1%                                                                               | 43.1%                                                                               | 26.2%                                                                               | 20.8%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.5                                                                               | 2.5                                                                               | 2.5                                                                                 | 2.5                                                                                 | 2.5                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.5                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               | Ped                                                                                 | Ped                                                                                 |

### Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 72 (55%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

### Splits and Phases: 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

|                                                                                     |        |                                                                                     |    |                                                                                       |     |                                                                                       |    |
|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|----|---------------------------------------------------------------------------------------|-----|---------------------------------------------------------------------------------------|----|
|  | Ø2 (R) |  | Ø3 |  | Ø10 |  | Ø4 |
| 56 s                                                                                |        | 34 s                                                                                |    | 27 s                                                                                  |     | 13 s                                                                                  |    |
|  | Ø6 (R) |                                                                                     |    |                                                                                       |     |                                                                                       |    |
| 56 s                                                                                |        |                                                                                     |    |                                                                                       |     |                                                                                       |    |



## Queues

A.M. Peak Hour

1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Full Total Conditions

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR2                                                                              | WBT                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                                | NWL                                                                                 |
| Lane Group Flow (vph)   | 116                                                                               | 113                                                                               | 104                                                                               | 18                                                                                | 542                                                                               | 594                                                                               | 177                                                                                | 61                                                                                  |
| v/c Ratio               | 0.50                                                                              | 0.47                                                                              | 0.34                                                                              | 0.20                                                                              | 0.43                                                                              | 0.39                                                                              | 0.19                                                                               | 0.20                                                                                |
| Control Delay (s/veh)   | 58.7                                                                              | 53.0                                                                              | 7.0                                                                               | 63.4                                                                              | 24.1                                                                              | 23.5                                                                              | 9.2                                                                                | 47.7                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 4.7                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |
| Total Delay (s/veh)     | 58.7                                                                              | 53.0                                                                              | 7.0                                                                               | 63.4                                                                              | 28.8                                                                              | 23.5                                                                              | 9.2                                                                                | 47.7                                                                                |
| Queue Length 50th (ft)  | 96                                                                                | 90                                                                                | 0                                                                                 | 15                                                                                | 133                                                                               | 145                                                                               | 40                                                                                 | 44                                                                                  |
| Queue Length 95th (ft)  | 158                                                                               | 153                                                                               | 32                                                                                | 41                                                                                | 236                                                                               | 251                                                                               | 96                                                                                 | 87                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 578                                                                               |                                                                                   | 175                                                                               | 220                                                                               | 271                                                                               |                                                                                    | 200                                                                                 |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 150                                                                                |                                                                                     |
| Base Capacity (vph)     | 325                                                                               | 338                                                                               | 377                                                                               | 91                                                                                | 1268                                                                              | 1534                                                                              | 1014                                                                               | 305                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 640                                                                               | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Reduced v/c Ratio       | 0.36                                                                              | 0.33                                                                              | 0.28                                                                              | 0.20                                                                              | 0.86                                                                              | 0.39                                                                              | 0.17                                                                               | 0.20                                                                                |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |

# HCM Signalized Intersection Capacity Analysis

A.M. Peak Hour

## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL                                                                               | WBT                                                                               | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                | SBL2                                                                                |
| Lane Configurations               |  |  |                                                                                   |  |                                                                                   |  |                                                                                     |                                                                                     |  |  |                                                                                     |                                                                                     |
| Traffic Volume (vph)              | 158                                                                               | 21                                                                                | 17                                                                                | 121                                                                               | 6                                                                                 | 7                                                                                 | 5                                                                                   | 63                                                                                  | 394                                                                                 | 12                                                                                  | 46                                                                                  | 22                                                                                  |
| Future Volume (vph)               | 158                                                                               | 21                                                                                | 17                                                                                | 121                                                                               | 6                                                                                 | 7                                                                                 | 5                                                                                   | 63                                                                                  | 394                                                                                 | 12                                                                                  | 46                                                                                  | 22                                                                                  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Lane Util. Factor                 | 0.95                                                                              | 0.91                                                                              |                                                                                   | 0.95                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Frpb, ped/bikes                   | 1.00                                                                              | 0.98                                                                              |                                                                                   | 0.95                                                                              |                                                                                   | 0.89                                                                              |                                                                                     |                                                                                     | 0.98                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Flpb, ped/bikes                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Frt                               | 1.00                                                                              | 0.95                                                                              |                                                                                   | 0.85                                                                              |                                                                                   | 0.96                                                                              |                                                                                     |                                                                                     | 0.98                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 0.98                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 0.98                                                                              |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 1513                                                                              | 1537                                                                              |                                                                                   | 1280                                                                              |                                                                                   | 1563                                                                              |                                                                                     |                                                                                     | 3369                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Flt Permitted                     | 0.95                                                                              | 0.98                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 0.98                                                                              |                                                                                     |                                                                                     | 0.77                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 1513                                                                              | 1537                                                                              |                                                                                   | 1280                                                                              |                                                                                   | 1563                                                                              |                                                                                     |                                                                                     | 2599                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 166                                                                               | 22                                                                                | 18                                                                                | 127                                                                               | 6                                                                                 | 7                                                                                 | 5                                                                                   | 66                                                                                  | 415                                                                                 | 13                                                                                  | 48                                                                                  | 23                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 8                                                                                 | 0                                                                                 | 88                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 5                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 116                                                                               | 105                                                                               | 0                                                                                 | 16                                                                                | 0                                                                                 | 18                                                                                | 0                                                                                   | 0                                                                                   | 537                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Confl. Peds. (#/hr)               | 68                                                                                |                                                                                   |                                                                                   | 21                                                                                |                                                                                   |                                                                                   | 68                                                                                  | 59                                                                                  |                                                                                     | 40                                                                                  | 34                                                                                  | 40                                                                                  |
| Confl. Bikes (#/hr)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     |
| Parking (#/hr)                    | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type                         | Split                                                                             | NA                                                                                |                                                                                   | Perm                                                                              | Split                                                                             | NA                                                                                |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |                                                                                     | Perm                                                                                |
| Protected Phases                  | 3                                                                                 | 3                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 4                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Permitted Phases                  |                                                                                   |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     | 2                                                                                   |
| Actuated Green, G (s)             | 19.7                                                                              | 19.7                                                                              |                                                                                   | 19.7                                                                              |                                                                                   | 3.2                                                                               |                                                                                     |                                                                                     | 59.6                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Effective Green, g (s)            | 19.7                                                                              | 19.7                                                                              |                                                                                   | 19.7                                                                              |                                                                                   | 3.2                                                                               |                                                                                     |                                                                                     | 59.6                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Actuated g/C Ratio                | 0.15                                                                              | 0.15                                                                              |                                                                                   | 0.15                                                                              |                                                                                   | 0.02                                                                              |                                                                                     |                                                                                     | 0.46                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Clearance Time (s)                | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)             | 2.5                                                                               | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                     |                                                                                     | 1.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Lane Grp Cap (vph)                | 229                                                                               | 232                                                                               |                                                                                   | 193                                                                               |                                                                                   | 38                                                                                |                                                                                     |                                                                                     | 1191                                                                                |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Prot                    | c0.08                                                                             | 0.07                                                                              |                                                                                   |                                                                                   |                                                                                   | c0.01                                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   |                                                                                   |                                                                                   | 0.01                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     | c0.21                                                                               |                                                                                     |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.51                                                                              | 0.45                                                                              |                                                                                   | 0.08                                                                              |                                                                                   | 0.47                                                                              |                                                                                     |                                                                                     | 0.45                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Uniform Delay, d1                 | 50.7                                                                              | 50.3                                                                              |                                                                                   | 47.4                                                                              |                                                                                   | 62.6                                                                              |                                                                                     |                                                                                     | 24.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Incremental Delay, d2             | 1.3                                                                               | 1.0                                                                               |                                                                                   | 0.1                                                                               |                                                                                   | 6.6                                                                               |                                                                                     |                                                                                     | 1.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Delay (s)                         | 52.0                                                                              | 51.3                                                                              |                                                                                   | 47.5                                                                              |                                                                                   | 69.2                                                                              |                                                                                     |                                                                                     | 25.3                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Level of Service                  | D                                                                                 | D                                                                                 |                                                                                   | D                                                                                 |                                                                                   | E                                                                                 |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s/veh)            |                                                                                   | 50.3                                                                              |                                                                                   |                                                                                   |                                                                                   | 69.2                                                                              |                                                                                     |                                                                                     | 25.3                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 29.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.41                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 130.0                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     | 24.5                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 100.8%                                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Signalized Intersection Capacity Analysis

A.M. Peak Hour

1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

|                        |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement               | SBL                                                                               | SBT                                                                               | SBR                                                                               | NWL2                                                                              | NWL                                                                               | NWR                                                                               |
| Lane Configurations    |                                                                                   |  |  |                                                                                   |  |                                                                                   |
| Traffic Volume (vph)   | 8                                                                                 | 535                                                                               | 168                                                                               | 17                                                                                | 24                                                                                | 17                                                                                |
| Future Volume (vph)    | 8                                                                                 | 535                                                                               | 168                                                                               | 17                                                                                | 24                                                                                | 17                                                                                |
| Ideal Flow (vphpl)     | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)    |                                                                                   | 6.5                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   |
| Lane Util. Factor      |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Frpb, ped/bikes        |                                                                                   | 1.00                                                                              | 0.90                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Flpb, ped/bikes        |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Frt                    |                                                                                   | 1.00                                                                              | 0.85                                                                              |                                                                                   | 0.96                                                                              |                                                                                   |
| Flt Protected          |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |
| Satd. Flow (prot)      |                                                                                   | 3516                                                                              | 1426                                                                              |                                                                                   | 1728                                                                              |                                                                                   |
| Flt Permitted          |                                                                                   | 0.90                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |
| Satd. Flow (perm)      |                                                                                   | 3158                                                                              | 1426                                                                              |                                                                                   | 1728                                                                              |                                                                                   |
| Peak-hour factor, PHF  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              |
| Adj. Flow (vph)        | 8                                                                                 | 563                                                                               | 177                                                                               | 18                                                                                | 25                                                                                | 18                                                                                |
| RTOR Reduction (vph)   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Group Flow (vph)  | 0                                                                                 | 594                                                                               | 177                                                                               | 0                                                                                 | 61                                                                                | 0                                                                                 |
| Confl. Peds. (#/hr)    | 34                                                                                |                                                                                   | 59                                                                                | 21                                                                                |                                                                                   |                                                                                   |
| Confl. Bikes (#/hr)    |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Parking (#/hr)         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Turn Type              | Perm                                                                              | NA                                                                                | pm+ov                                                                             | Prot                                                                              | Prot                                                                              |                                                                                   |
| Protected Phases       |                                                                                   | 2                                                                                 | 3                                                                                 | 10                                                                                | 10                                                                                |                                                                                   |
| Permitted Phases       | 2                                                                                 |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Actuated Green, G (s)  |                                                                                   | 59.6                                                                              | 79.3                                                                              |                                                                                   | 23.0                                                                              |                                                                                   |
| Effective Green, g (s) |                                                                                   | 59.6                                                                              | 79.3                                                                              |                                                                                   | 23.0                                                                              |                                                                                   |
| Actuated g/C Ratio     |                                                                                   | 0.46                                                                              | 0.61                                                                              |                                                                                   | 0.18                                                                              |                                                                                   |
| Clearance Time (s)     |                                                                                   | 6.5                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   |
| Vehicle Extension (s)  |                                                                                   | 1.0                                                                               | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                   |
| Lane Grp Cap (vph)     |                                                                                   | 1447                                                                              | 869                                                                               |                                                                                   | 305                                                                               |                                                                                   |
| v/s Ratio Prot         |                                                                                   |                                                                                   | 0.03                                                                              |                                                                                   | 0.04                                                                              |                                                                                   |
| v/s Ratio Perm         |                                                                                   | 0.19                                                                              | 0.09                                                                              |                                                                                   |                                                                                   |                                                                                   |
| v/c Ratio              |                                                                                   | 0.41                                                                              | 0.20                                                                              |                                                                                   | 0.20                                                                              |                                                                                   |
| Uniform Delay, d1      |                                                                                   | 23.5                                                                              | 11.3                                                                              |                                                                                   | 45.6                                                                              |                                                                                   |
| Progression Factor     |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Incremental Delay, d2  |                                                                                   | 0.9                                                                               | 0.1                                                                               |                                                                                   | 0.2                                                                               |                                                                                   |
| Delay (s)              |                                                                                   | 24.3                                                                              | 11.4                                                                              |                                                                                   | 45.9                                                                              |                                                                                   |
| Level of Service       |                                                                                   | C                                                                                 | B                                                                                 |                                                                                   | D                                                                                 |                                                                                   |
| Approach Delay (s/veh) |                                                                                   | 21.4                                                                              |                                                                                   |                                                                                   | 45.9                                                                              |                                                                                   |
| Approach LOS           |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |
| Intersection Summary   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Timings 2: Collins Avenue & 22 Street

A.M. Peak Hour  
Future Total Conditions

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                    |  |
| Traffic Volume (vph) | 12                                                                                | 26                                                                                | 47                                                                                | 29                                                                                | 14                                                                                | 388                                                                               | 100                                                                                | 565                                                                                 |
| Future Volume (vph)  | 12                                                                                | 26                                                                                | 47                                                                                | 29                                                                                | 14                                                                                | 388                                                                               | 100                                                                                | 565                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                               | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                  |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                  | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                | 7.0                                                                                 |
| Minimum Split (s)    | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.5                                                                              | 25.5                                                                              | 25.5                                                                               | 25.5                                                                                |
| Total Split (s)      | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 80.0                                                                              | 80.0                                                                              | 80.0                                                                               | 80.0                                                                                |
| Total Split (%)      | 27.3%                                                                             | 27.3%                                                                             | 27.3%                                                                             | 27.3%                                                                             | 72.7%                                                                             | 72.7%                                                                             | 72.7%                                                                              | 72.7%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                | 4.0                                                                                 |
| All-Red Time (s)     | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                | 2.0                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                    | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                    | 6.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | Ped                                                                               | C-Max                                                                             | C-Max                                                                             | C-Max                                                                              | C-Max                                                                               |

## Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated

## Splits and Phases: 2: Collins Avenue & 22 Street



# HCM 7th Signalized Intersection Summary

## 2: Collins Avenue & 22 Street

A.M. Peak Hour  
Future Total Conditions

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 12                                                                                | 26                                                                                | 17                                                                                | 47                                                                                | 29                                                                                | 102                                                                               | 14                                                                                  | 388                                                                                 | 76                                                                                  | 100                                                                                 | 565                                                                                 | 32                                                                                  |
| Future Volume (veh/h)        | 12                                                                                | 26                                                                                | 17                                                                                | 47                                                                                | 29                                                                                | 102                                                                               | 14                                                                                  | 388                                                                                 | 76                                                                                  | 100                                                                                 | 565                                                                                 | 32                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 0.97                                                                              |                                                                                   | 1.00                                                                              | 0.95                                                                              |                                                                                   | 0.95                                                                              | 0.98                                                                                |                                                                                     | 0.96                                                                                | 0.98                                                                                |                                                                                     | 0.94                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 0.90                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 13                                                                                | 27                                                                                | 0                                                                                 | 49                                                                                | 31                                                                                | 48                                                                                | 15                                                                                  | 408                                                                                 | 35                                                                                  | 105                                                                                 | 595                                                                                 | 23                                                                                  |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 94                                                                                | 165                                                                               | 0                                                                                 | 104                                                                               | 64                                                                                | 74                                                                                | 88                                                                                  | 2287                                                                                | 194                                                                                 | 352                                                                                 | 1934                                                                                | 75                                                                                  |
| Arrive On Green              | 0.14                                                                              | 0.14                                                                              | 0.00                                                                              | 0.14                                                                              | 0.14                                                                              | 0.14                                                                              | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Sat Flow, veh/h              | 355                                                                               | 1158                                                                              | 0                                                                                 | 408                                                                               | 450                                                                               | 515                                                                               | 71                                                                                  | 3057                                                                                | 260                                                                                 | 413                                                                                 | 2586                                                                                | 100                                                                                 |
| Grp Volume(v), veh/h         | 40                                                                                | 0                                                                                 | 0                                                                                 | 128                                                                               | 0                                                                                 | 0                                                                                 | 238                                                                                 | 0                                                                                   | 220                                                                                 | 340                                                                                 | 0                                                                                   | 383                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1513                                                                              | 0                                                                                 | 0                                                                                 | 1373                                                                              | 0                                                                                 | 0                                                                                 | 1758                                                                                | 0                                                                                   | 1629                                                                                | 1435                                                                                | 0                                                                                   | 1663                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 6.3                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.2                                                                                 |
| Cycle Q Clear(g_c), s        | 2.1                                                                               | 0.0                                                                               | 0.0                                                                               | 9.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.1                                                                                 | 0.0                                                                                 | 0.1                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.2                                                                                 |
| Prop In Lane                 | 0.32                                                                              |                                                                                   | 0.00                                                                              | 0.38                                                                              |                                                                                   | 0.37                                                                              | 0.06                                                                                |                                                                                     | 0.16                                                                                | 0.31                                                                                |                                                                                     | 0.06                                                                                |
| Lane Grp Cap(c), veh/h       | 260                                                                               | 0                                                                                 | 0                                                                                 | 241                                                                               | 0                                                                                 | 0                                                                                 | 1350                                                                                | 0                                                                                   | 1219                                                                                | 1116                                                                                | 0                                                                                   | 1244                                                                                |
| V/C Ratio(X)                 | 0.15                                                                              | 0.00                                                                              | 0.00                                                                              | 0.53                                                                              | 0.00                                                                              | 0.00                                                                              | 0.18                                                                                | 0.00                                                                                | 0.18                                                                                | 0.30                                                                                | 0.00                                                                                | 0.31                                                                                |
| Avail Cap(c_a), veh/h        | 369                                                                               | 0                                                                                 | 0                                                                                 | 342                                                                               | 0                                                                                 | 0                                                                                 | 1350                                                                                | 0                                                                                   | 1219                                                                                | 1116                                                                                | 0                                                                                   | 1244                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.93                                                                                | 0.00                                                                                | 0.93                                                                                |
| Uniform Delay (d), s/veh     | 41.3                                                                              | 0.0                                                                               | 0.0                                                                               | 44.3                                                                              | 0.0                                                                               | 0.0                                                                               | 0.1                                                                                 | 0.0                                                                                 | 0.1                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.1                                                                                 |
| Incr Delay (d2), s/veh       | 0.2                                                                               | 0.0                                                                               | 0.0                                                                               | 1.3                                                                               | 0.0                                                                               | 0.0                                                                               | 0.3                                                                                 | 0.0                                                                                 | 0.3                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 1.7                                                                               | 0.0                                                                               | 0.0                                                                               | 6.1                                                                               | 0.0                                                                               | 0.0                                                                               | 0.2                                                                                 | 0.0                                                                                 | 0.2                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 0.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 41.5                                                                              | 0.0                                                                               | 0.0                                                                               | 45.7                                                                              | 0.0                                                                               | 0.0                                                                               | 0.4                                                                                 | 0.0                                                                                 | 0.4                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 0.7                                                                                 |
| LnGrp LOS                    | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 40                                                                                |                                                                                   |                                                                                   | 128                                                                               |                                                                                   |                                                                                     | 458                                                                                 |                                                                                     |                                                                                     | 723                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 41.5                                                                              |                                                                                   |                                                                                   | 45.7                                                                              |                                                                                   |                                                                                     | 0.4                                                                                 |                                                                                     |                                                                                     | 0.7                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 88.3                                                                              |                                                                                   | 21.7                                                                              |                                                                                   | 88.3                                                                              |                                                                                     | 21.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 74.0                                                                              |                                                                                   | 24.0                                                                              |                                                                                   | 74.0                                                                              |                                                                                     | 24.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 2.2                                                                               |                                                                                   | 11.5                                                                              |                                                                                   | 2.1                                                                               |                                                                                     | 4.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.9                                                                               |                                                                                   | 0.4                                                                               |                                                                                   | 1.0                                                                               |                                                                                     | 0.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 6.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings 3: Collins Avenue & 21 Street

A.M. Peak Hour  
Future Total Conditions

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                     |  |
| Traffic Volume (vph) | 42                                                                                | 1                                                                                 | 4                                                                                 | 2                                                                                 | 31                                                                                | 434                                                                               | 8                                                                                   | 583                                                                                 |
| Future Volume (vph)  | 42                                                                                | 1                                                                                 | 4                                                                                 | 2                                                                                 | 31                                                                                | 434                                                                               | 8                                                                                   | 583                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 30.3                                                                              | 30.3                                                                              | 30.3                                                                              | 30.3                                                                              | 25.5                                                                              | 25.5                                                                              | 25.5                                                                                | 25.5                                                                                |
| Total Split (s)      | 31.0                                                                              | 31.0                                                                              | 31.0                                                                              | 31.0                                                                              | 69.0                                                                              | 69.0                                                                              | 69.0                                                                                | 69.0                                                                                |
| Total Split (%)      | 31.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 69.0%                                                                             | 69.0%                                                                             | 69.0%                                                                               | 69.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.3                                                                               | 2.3                                                                               | 2.3                                                                               | 2.3                                                                               | 2.4                                                                               | 2.4                                                                               | 2.4                                                                                 | 2.4                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.3                                                                               |                                                                                   | 6.3                                                                               |                                                                                   | 6.4                                                                               |                                                                                     | 6.4                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | Ped                                                                               | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               |

## Intersection Summary

Cycle Length: 100  
Actuated Cycle Length: 100  
Offset: 83 (83%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
Natural Cycle: 60  
Control Type: Actuated-Coordinated

## Splits and Phases: 3: Collins Avenue & 21 Street



# HCM 7th Signalized Intersection Summary

## 3: Collins Avenue & 21 Street

A.M. Peak Hour  
Future Total Conditions

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 42                                                                                | 1                                                                                 | 41                                                                                | 4                                                                                 | 2                                                                                 | 7                                                                                 | 31                                                                                  | 434                                                                                 | 2                                                                                   | 8                                                                                   | 583                                                                                 | 42                                                                                  |
| Future Volume (veh/h)        | 42                                                                                | 1                                                                                 | 41                                                                                | 4                                                                                 | 2                                                                                 | 7                                                                                 | 31                                                                                  | 434                                                                                 | 2                                                                                   | 8                                                                                   | 583                                                                                 | 42                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 0.96                                                                              |                                                                                   | 0.96                                                                              | 0.97                                                                              |                                                                                   | 0.96                                                                              | 0.98                                                                                |                                                                                     | 0.92                                                                                | 0.97                                                                                |                                                                                     | 0.92                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 46                                                                                | 1                                                                                 | 45                                                                                | 4                                                                                 | 2                                                                                 | 8                                                                                 | 34                                                                                  | 472                                                                                 | 2                                                                                   | 9                                                                                   | 634                                                                                 | 46                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 140                                                                               | 17                                                                                | 99                                                                                | 89                                                                                | 51                                                                                | 124                                                                               | 164                                                                                 | 2225                                                                                | 9                                                                                   | 48                                                                                  | 2311                                                                                | 166                                                                                 |
| Arrive On Green              | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Sat Flow, veh/h              | 556                                                                               | 111                                                                               | 639                                                                               | 275                                                                               | 327                                                                               | 803                                                                               | 171                                                                                 | 3097                                                                                | 13                                                                                  | 15                                                                                  | 3216                                                                                | 231                                                                                 |
| Grp Volume(v), veh/h         | 92                                                                                | 0                                                                                 | 0                                                                                 | 14                                                                                | 0                                                                                 | 0                                                                                 | 252                                                                                 | 0                                                                                   | 256                                                                                 | 366                                                                                 | 0                                                                                   | 323                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1305                                                                              | 0                                                                                 | 0                                                                                 | 1405                                                                              | 0                                                                                 | 0                                                                                 | 1597                                                                                | 0                                                                                   | 1685                                                                                | 1839                                                                                | 0                                                                                   | 1624                                                                                |
| Q Serve(g_s), s              | 4.2                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| Cycle Q Clear(g_c), s        | 6.2                                                                               | 0.0                                                                               | 0.0                                                                               | 0.8                                                                               | 0.0                                                                               | 0.0                                                                               | 0.7                                                                                 | 0.0                                                                                 | 0.8                                                                                 | 1.2                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| Prop In Lane                 | 0.50                                                                              |                                                                                   | 0.49                                                                              | 0.29                                                                              |                                                                                   | 0.57                                                                              | 0.14                                                                                |                                                                                     | 0.01                                                                                | 0.02                                                                                |                                                                                     | 0.14                                                                                |
| Lane Grp Cap(c), veh/h       | 256                                                                               | 0                                                                                 | 0                                                                                 | 263                                                                               | 0                                                                                 | 0                                                                                 | 1188                                                                                | 0                                                                                   | 1211                                                                                | 1358                                                                                | 0                                                                                   | 1167                                                                                |
| V/C Ratio(X)                 | 0.36                                                                              | 0.00                                                                              | 0.00                                                                              | 0.05                                                                              | 0.00                                                                              | 0.00                                                                              | 0.21                                                                                | 0.00                                                                                | 0.21                                                                                | 0.27                                                                                | 0.00                                                                                | 0.28                                                                                |
| Avail Cap(c_a), veh/h        | 374                                                                               | 0                                                                                 | 0                                                                                 | 387                                                                               | 0                                                                                 | 0                                                                                 | 1188                                                                                | 0                                                                                   | 1211                                                                                | 1358                                                                                | 0                                                                                   | 1167                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 38.3                                                                              | 0.0                                                                               | 0.0                                                                               | 36.1                                                                              | 0.0                                                                               | 0.0                                                                               | 0.6                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 0.7                                                                                 |
| Incr Delay (d2), s/veh       | 0.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 0.4                                                                                 | 0.0                                                                                 | 0.4                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 3.7                                                                               | 0.0                                                                               | 0.0                                                                               | 0.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 0.8                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 38.9                                                                              | 0.0                                                                               | 0.0                                                                               | 36.1                                                                              | 0.0                                                                               | 0.0                                                                               | 1.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 | 1.1                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| LnGrp LOS                    | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 92                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |                                                                                     | 508                                                                                 |                                                                                     |                                                                                     | 689                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 38.9                                                                              |                                                                                   |                                                                                   | 36.1                                                                              |                                                                                   |                                                                                     | 1.0                                                                                 |                                                                                     |                                                                                     | 1.2                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 78.2                                                                              |                                                                                   | 21.8                                                                              |                                                                                   | 78.2                                                                              |                                                                                     | 21.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.4                                                                               |                                                                                   | 6.3                                                                               |                                                                                   | 6.4                                                                               |                                                                                     | 6.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 62.6                                                                              |                                                                                   | 24.7                                                                              |                                                                                   | 62.6                                                                              |                                                                                     | 24.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 3.2                                                                               |                                                                                   | 2.8                                                                               |                                                                                   | 2.8                                                                               |                                                                                     | 8.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.6                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 1.2                                                                               |                                                                                     | 0.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 4.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th AWSC  
4: Park Avenue & 21 Street

A.M. Peak Hour  
Future Total Conditions

Intersection

Intersection Delay, s/veh 8  
Intersection LOS A

| Movement                   | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR  |
|----------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Lane Configurations        |      |  |      |      |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h         | 14   | 53                                                                                | 8    | 12   | 44                                                                                | 16   | 6    | 31                                                                                  | 10   | 34   | 54                                                                                  | 17   |
| Future Vol, veh/h          | 14   | 53                                                                                | 8    | 12   | 44                                                                                | 16   | 6    | 31                                                                                  | 10   | 34   | 54                                                                                  | 17   |
| Peak Hour Factor           | 0.81 | 0.81                                                                              | 0.81 | 0.81 | 0.81                                                                              | 0.81 | 0.81 | 0.81                                                                                | 0.81 | 0.81 | 0.81                                                                                | 0.81 |
| Heavy Vehicles, %          | 3    | 3                                                                                 | 3    | 3    | 3                                                                                 | 3    | 3    | 3                                                                                   | 3    | 3    | 3                                                                                   | 3    |
| Mvmt Flow                  | 17   | 65                                                                                | 10   | 15   | 54                                                                                | 20   | 7    | 38                                                                                  | 12   | 42   | 67                                                                                  | 21   |
| Number of Lanes            | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 1                                                                                   | 0    | 0    | 1                                                                                   | 0    |
| Approach                   | EB   |                                                                                   |      | WB   |                                                                                   |      | NB   |                                                                                     |      | SB   |                                                                                     |      |
| Opposing Approach          | WB   |                                                                                   |      | EB   |                                                                                   |      | SB   |                                                                                     |      | NB   |                                                                                     |      |
| Opposing Lanes             | 1    |                                                                                   |      | 1    |                                                                                   |      | 1    |                                                                                     |      | 1    |                                                                                     |      |
| Conflicting Approach Left  | SB   |                                                                                   |      | NB   |                                                                                   |      | EB   |                                                                                     |      | WB   |                                                                                     |      |
| Conflicting Lanes Left     | 1    |                                                                                   |      | 1    |                                                                                   |      | 1    |                                                                                     |      | 1    |                                                                                     |      |
| Conflicting Approach Right | NB   |                                                                                   |      | SB   |                                                                                   |      | WB   |                                                                                     |      | EB   |                                                                                     |      |
| Conflicting Lanes Right    | 1    |                                                                                   |      | 1    |                                                                                   |      | 1    |                                                                                     |      | 1    |                                                                                     |      |
| HCM Control Delay, s/veh   | 8    |                                                                                   |      | 7.9  |                                                                                   |      | 7.8  |                                                                                     |      | 8.2  |                                                                                     |      |
| HCM LOS                    | A    |                                                                                   |      | A    |                                                                                   |      | A    |                                                                                     |      | A    |                                                                                     |      |

| Lane                     | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 13%   | 19%   | 17%   | 32%   |
| Vol Thru, %              | 66%   | 71%   | 61%   | 51%   |
| Vol Right, %             | 21%   | 11%   | 22%   | 16%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 47    | 75    | 72    | 105   |
| LT Vol                   | 6     | 14    | 12    | 34    |
| Through Vol              | 31    | 53    | 44    | 54    |
| RT Vol                   | 10    | 8     | 16    | 17    |
| Lane Flow Rate           | 58    | 93    | 89    | 130   |
| Geometry Grp             | 1     | 1     | 1     | 1     |
| Degree of Util (X)       | 0.071 | 0.115 | 0.108 | 0.158 |
| Departure Headway (Hd)   | 4.408 | 4.453 | 4.385 | 4.399 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 814   | 807   | 820   | 818   |
| Service Time             | 2.426 | 2.467 | 2.4   | 2.414 |
| HCM Lane V/C Ratio       | 0.071 | 0.115 | 0.109 | 0.159 |
| HCM Control Delay, s/veh | 7.8   | 8     | 7.9   | 8.2   |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.2   | 0.4   | 0.4   | 0.6   |



Timings  
5: 23 Street & Dade Boulevard/Pine Tree Drive

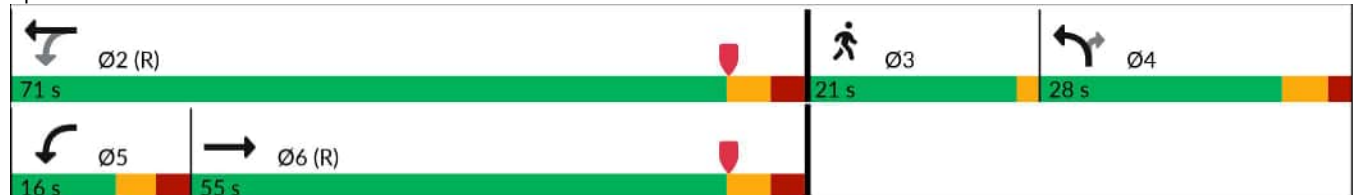
A.M. Peak Hour  
Future Total Conditions

|                      |  |  |  |  |  |      |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Group           | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               | Ø3   |
| Lane Configurations  |  |  |  |  |  |      |
| Traffic Volume (vph) | 316                                                                               | 211                                                                               | 537                                                                               | 162                                                                               | 125                                                                               |      |
| Future Volume (vph)  | 316                                                                               | 211                                                                               | 537                                                                               | 162                                                                               | 125                                                                               |      |
| Turn Type            | NA                                                                                | pm+pt                                                                             | NA                                                                                | Prot                                                                              | Perm                                                                              |      |
| Protected Phases     | 6                                                                                 | 5                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   | 3    |
| Permitted Phases     |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |      |
| Detector Phase       | 6                                                                                 | 5                                                                                 | 2                                                                                 | 4                                                                                 | 4                                                                                 |      |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Minimum Initial (s)  | 7.0                                                                               | 5.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 1.0  |
| Minimum Split (s)    | 27.9                                                                              | 22.5                                                                              | 27.9                                                                              | 22.5                                                                              | 22.5                                                                              | 23.0 |
| Total Split (s)      | 55.0                                                                              | 16.0                                                                              | 71.0                                                                              | 28.0                                                                              | 28.0                                                                              | 21.0 |
| Total Split (%)      | 45.8%                                                                             | 13.3%                                                                             | 59.2%                                                                             | 23.3%                                                                             | 23.3%                                                                             | 18%  |
| Yellow Time (s)      | 4.0                                                                               | 3.7                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 2.0  |
| All-Red Time (s)     | 2.9                                                                               | 2.9                                                                               | 2.9                                                                               | 2.2                                                                               | 2.2                                                                               | 0.0  |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |      |
| Total Lost Time (s)  | 6.9                                                                               | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |      |
| Lead/Lag             | Lag                                                                               | Lead                                                                              |                                                                                   | Lag                                                                               | Lag                                                                               | Lead |
| Lead-Lag Optimize?   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               | Yes  |
| Recall Mode          | C-Max                                                                             | None                                                                              | C-Max                                                                             | None                                                                              | None                                                                              | None |

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 65 (54%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: 23 Street & Dade Boulevard/Pine Tree Drive



Queues  
5: 23 Street & Dade Boulevard/Pine Tree Drive

A.M. Peak Hour  
Future Total Conditions

|                         |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Group Flow (vph)   | 598                                                                               | 227                                                                               | 577                                                                               | 174                                                                               | 134                                                                               |
| v/c Ratio               | 0.29                                                                              | 0.37                                                                              | 0.22                                                                              | 0.71                                                                              | 0.40                                                                              |
| Control Delay (s/veh)   | 8.0                                                                               | 6.5                                                                               | 5.0                                                                               | 65.1                                                                              | 10.8                                                                              |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 58.2                                                                              | 1.5                                                                               |
| Total Delay (s/veh)     | 8.0                                                                               | 6.5                                                                               | 5.0                                                                               | 123.3                                                                             | 12.3                                                                              |
| Queue Length 50th (ft)  | 66                                                                                | 42                                                                                | 60                                                                                | 131                                                                               | 0                                                                                 |
| Queue Length 95th (ft)  | 121                                                                               | 82                                                                                | 97                                                                                | 197                                                                               | 53                                                                                |
| Internal Link Dist (ft) | 184                                                                               |                                                                                   | 123                                                                               | 93                                                                                |                                                                                   |
| Turn Bay Length (ft)    |                                                                                   | 90                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)     | 2098                                                                              | 618                                                                               | 2664                                                                              | 324                                                                               | 399                                                                               |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 162                                                                               | 139                                                                               |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio       | 0.29                                                                              | 0.37                                                                              | 0.22                                                                              | 1.07                                                                              | 0.52                                                                              |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM Signalized Intersection Capacity Analysis

## 5: 23 Street & Dade Boulevard/Pine Tree Drive

A.M. Peak Hour  
Future Total Conditions

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |  |  |  |  |
| Traffic Volume (vph)              | 316                                                                               | 240                                                                               | 211                                                                               | 537                                                                               | 162                                                                               | 125                                                                               |
| Future Volume (vph)               | 316                                                                               | 240                                                                               | 211                                                                               | 537                                                                               | 162                                                                               | 125                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 6.9                                                                               |                                                                                   | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |
| Lane Util. Factor                 | 0.95                                                                              |                                                                                   | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frpb, ped/bikes                   | 0.99                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Flpb, ped/bikes                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 0.94                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.85                                                                              |
| Flt Protected                     | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (prot)                 | 3261                                                                              |                                                                                   | 1765                                                                              | 3539                                                                              | 1770                                                                              | 1583                                                                              |
| Flt Permitted                     | 1.00                                                                              |                                                                                   | 0.38                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (perm)                 | 3261                                                                              |                                                                                   | 701                                                                               | 3539                                                                              | 1770                                                                              | 1583                                                                              |
| Peak-hour factor, PHF             | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              |
| Adj. Flow (vph)                   | 340                                                                               | 258                                                                               | 227                                                                               | 577                                                                               | 174                                                                               | 134                                                                               |
| RTOR Reduction (vph)              | 72                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 115                                                                               |
| Lane Group Flow (vph)             | 526                                                                               | 0                                                                                 | 227                                                                               | 577                                                                               | 174                                                                               | 19                                                                                |
| Confl. Peds. (#/hr)               |                                                                                   | 13                                                                                | 13                                                                                |                                                                                   | 5                                                                                 |                                                                                   |
| Confl. Bikes (#/hr)               |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Turn Type                         | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                | Prot                                                                              | Perm                                                                              |
| Protected Phases                  | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   |
| Permitted Phases                  |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |
| Actuated Green, G (s)             | 74.6                                                                              |                                                                                   | 90.3                                                                              | 90.3                                                                              | 16.6                                                                              | 16.6                                                                              |
| Effective Green, g (s)            | 74.6                                                                              |                                                                                   | 90.3                                                                              | 90.3                                                                              | 16.6                                                                              | 16.6                                                                              |
| Actuated g/C Ratio                | 0.62                                                                              |                                                                                   | 0.75                                                                              | 0.75                                                                              | 0.14                                                                              | 0.14                                                                              |
| Clearance Time (s)                | 6.9                                                                               |                                                                                   | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |
| Vehicle Extension (s)             | 1.0                                                                               |                                                                                   | 2.0                                                                               | 1.0                                                                               | 2.5                                                                               | 2.5                                                                               |
| Lane Grp Cap (vph)                | 2027                                                                              |                                                                                   | 608                                                                               | 2663                                                                              | 244                                                                               | 218                                                                               |
| v/s Ratio Prot                    | 0.16                                                                              |                                                                                   | c0.03                                                                             | 0.16                                                                              | c0.10                                                                             |                                                                                   |
| v/s Ratio Perm                    |                                                                                   |                                                                                   | c0.25                                                                             |                                                                                   |                                                                                   | 0.01                                                                              |
| v/c Ratio                         | 0.26                                                                              |                                                                                   | 0.37                                                                              | 0.22                                                                              | 0.71                                                                              | 0.09                                                                              |
| Uniform Delay, d1                 | 10.2                                                                              |                                                                                   | 4.7                                                                               | 4.4                                                                               | 49.4                                                                              | 45.1                                                                              |
| Progression Factor                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Incremental Delay, d2             | 0.3                                                                               |                                                                                   | 0.1                                                                               | 0.2                                                                               | 8.9                                                                               | 0.1                                                                               |
| Delay (s)                         | 10.6                                                                              |                                                                                   | 4.9                                                                               | 4.6                                                                               | 58.3                                                                              | 45.2                                                                              |
| Level of Service                  | B                                                                                 |                                                                                   | A                                                                                 | A                                                                                 | E                                                                                 | D                                                                                 |
| Approach Delay (s/veh)            | 10.6                                                                              |                                                                                   |                                                                                   | 4.7                                                                               | 52.6                                                                              |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 | D                                                                                 |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay (s/veh)    |                                                                                   | 15.4                                                                              |                                                                                   | HCM 2000 Level of Service                                                         |                                                                                   | B                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   | 0.45                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   | 120.0                                                                             |                                                                                   | Sum of lost time (s)                                                              | 21.7                                                                              |                                                                                   |
| Intersection Capacity Utilization |                                                                                   | 54.6%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |                                                                                   |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

Existing P.M.

# Timings

P.M. Peak Hour

## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Existing Conditions

|                      |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | EBR2                                                                              | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL2                                                                                | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 | NWL                                                                                 |
| Lane Configurations  |  |  |  |  |                                                                                   |  |                                                                                     |                                                                                     |  |  |  |
| Traffic Volume (vph) | 196                                                                               | 13                                                                                | 71                                                                                | 18                                                                                | 82                                                                                | 558                                                                               | 18                                                                                  | 8                                                                                   | 562                                                                                 | 212                                                                                 | 16                                                                                  |
| Future Volume (vph)  | 196                                                                               | 13                                                                                | 71                                                                                | 18                                                                                | 82                                                                                | 558                                                                               | 18                                                                                  | 8                                                                                   | 562                                                                                 | 212                                                                                 | 16                                                                                  |
| Turn Type            | Split                                                                             | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | Perm                                                                                | NA                                                                                  | pm+ov                                                                               | Prot                                                                                |
| Protected Phases     | 3                                                                                 | 3                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     |                                                                                     | 2                                                                                   | 3                                                                                   | 10                                                                                  |
| Permitted Phases     |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   | 2                                                                                   |                                                                                     | 2                                                                                   |                                                                                     |
| Detector Phase       | 3                                                                                 | 3                                                                                 | 3                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 3                                                                                   | 10                                                                                  |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 13.0                                                                              | 33.5                                                                              | 33.5                                                                              | 33.5                                                                                | 33.5                                                                                | 33.5                                                                                | 25.0                                                                                | 29.0                                                                                |
| Total Split (s)      | 32.0                                                                              | 32.0                                                                              | 32.0                                                                              | 14.0                                                                              | 67.0                                                                              | 67.0                                                                              | 67.0                                                                                | 67.0                                                                                | 67.0                                                                                | 32.0                                                                                | 27.0                                                                                |
| Total Split (%)      | 22.9%                                                                             | 22.9%                                                                             | 22.9%                                                                             | 10.0%                                                                             | 47.9%                                                                             | 47.9%                                                                             | 47.9%                                                                               | 47.9%                                                                               | 47.9%                                                                               | 22.9%                                                                               | 19.3%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.5                                                                               | 2.5                                                                               | 2.5                                                                                 | 2.5                                                                                 | 2.5                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.5                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               | Ped                                                                                 | Ped                                                                                 |

### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 9 (6%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

### Splits and Phases: 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

|                                                                                     |        |                                                                                     |    |                                                                                       |     |                                                                                       |    |
|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|----|---------------------------------------------------------------------------------------|-----|---------------------------------------------------------------------------------------|----|
|  | Ø2 (R) |  | Ø3 |  | Ø10 |  | Ø4 |
| 67 s                                                                                |        | 32 s                                                                                |    | 27 s                                                                                  |     | 14 s                                                                                  |    |
|  | Ø6 (R) |                                                                                     |    |                                                                                       |     |                                                                                       |    |
| 67 s                                                                                |        |                                                                                     |    |                                                                                       |     |                                                                                       |    |

## Queues

P.M. Peak Hour

1: Collins Avenue &amp; 23 Street (WB North Leg) &amp; 23 Street/23 Street (WB South Leg) Existing Conditions

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR2                                                                              | WBT                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                                 | NWL                                                                                 |
| Lane Group Flow (vph)   | 123                                                                               | 121                                                                               | 68                                                                                | 38                                                                                | 696                                                                               | 626                                                                               | 226                                                                                 | 53                                                                                  |
| v/c Ratio               | 0.56                                                                              | 0.52                                                                              | 0.23                                                                              | 0.39                                                                              | 0.58                                                                              | 0.41                                                                              | 0.21                                                                                | 0.19                                                                                |
| Control Delay (s/veh)   | 66.0                                                                              | 62.7                                                                              | 1.9                                                                               | 75.4                                                                              | 29.8                                                                              | 25.7                                                                              | 10.1                                                                                | 52.7                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 20.7                                                                              | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 66.0                                                                              | 62.7                                                                              | 1.9                                                                               | 75.4                                                                              | 50.5                                                                              | 25.7                                                                              | 10.1                                                                                | 52.7                                                                                |
| Queue Length 50th (ft)  | 112                                                                               | 113                                                                               | 0                                                                                 | 34                                                                                | 240                                                                               | 195                                                                               | 79                                                                                  | 42                                                                                  |
| Queue Length 95th (ft)  | 177                                                                               | 180                                                                               | 2                                                                                 | 73                                                                                | 329                                                                               | 265                                                                               | 116                                                                                 | 85                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 578                                                                               |                                                                                   | 175                                                                               | 220                                                                               | 271                                                                               |                                                                                     | 200                                                                                 |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 150                                                                                 |                                                                                     |
| Base Capacity (vph)     | 280                                                                               | 297                                                                               | 349                                                                               | 103                                                                               | 1201                                                                              | 1510                                                                              | 1126                                                                                | 278                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 512                                                                               | 0                                                                                 | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.44                                                                              | 0.41                                                                              | 0.19                                                                              | 0.37                                                                              | 1.01                                                                              | 0.41                                                                              | 0.20                                                                                | 0.19                                                                                |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |

# HCM Signalized Intersection Capacity Analysis

P.M. Peak Hour

1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Existing Conditions

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL                                                                               | WBT                                                                               | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                | SBL2                                                                                |
| Lane Configurations               |  |  |                                                                                   |  |                                                                                   |  |                                                                                     |                                                                                     |  |  |                                                                                     |                                                                                     |
| Traffic Volume (vph)              | 196                                                                               | 13                                                                                | 12                                                                                | 71                                                                                | 5                                                                                 | 18                                                                                | 13                                                                                  | 82                                                                                  | 558                                                                                 | 10                                                                                  | 4                                                                                   | 18                                                                                  |
| Future Volume (vph)               | 196                                                                               | 13                                                                                | 12                                                                                | 71                                                                                | 5                                                                                 | 18                                                                                | 13                                                                                  | 82                                                                                  | 558                                                                                 | 10                                                                                  | 4                                                                                   | 18                                                                                  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Lane Util. Factor                 | 0.95                                                                              | 0.91                                                                              |                                                                                   | 0.95                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Frt                               | 1.00                                                                              | 0.97                                                                              |                                                                                   | 0.85                                                                              |                                                                                   | 0.95                                                                              |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 0.97                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 0.99                                                                              |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 1513                                                                              | 1594                                                                              |                                                                                   | 1354                                                                              |                                                                                   | 1759                                                                              |                                                                                     |                                                                                     | 3506                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Flt Permitted                     | 0.95                                                                              | 0.97                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 0.99                                                                              |                                                                                     |                                                                                     | 0.71                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 1513                                                                              | 1594                                                                              |                                                                                   | 1354                                                                              |                                                                                   | 1759                                                                              |                                                                                     |                                                                                     | 2504                                                                                |                                                                                     |                                                                                     |                                                                                     |
| 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)                   | 209                                                                               | 14                                                                                | 13                                                                                | 76                                                                                | 5                                                                                 | 19                                                                                | 14                                                                                  | 87                                                                                  | 594                                                                                 | 11                                                                                  | 4                                                                                   | 19                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 2                                                                                 | 0                                                                                 | 58                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 123                                                                               | 119                                                                               | 0                                                                                 | 10                                                                                | 0                                                                                 | 38                                                                                | 0                                                                                   | 0                                                                                   | 695                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Parking (#/hr)                    | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type                         | Split                                                                             | NA                                                                                |                                                                                   | Perm                                                                              | Split                                                                             | NA                                                                                |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |                                                                                     | Perm                                                                                |
| Protected Phases                  | 3                                                                                 | 3                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 4                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Permitted Phases                  |                                                                                   |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     | 2                                                                                   |
| Actuated Green, G (s)             | 20.3                                                                              | 20.3                                                                              |                                                                                   | 20.3                                                                              |                                                                                   | 6.4                                                                               |                                                                                     |                                                                                     | 65.9                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Effective Green, g (s)            | 20.3                                                                              | 20.3                                                                              |                                                                                   | 20.3                                                                              |                                                                                   | 6.4                                                                               |                                                                                     |                                                                                     | 65.9                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Actuated g/C Ratio                | 0.15                                                                              | 0.15                                                                              |                                                                                   | 0.15                                                                              |                                                                                   | 0.05                                                                              |                                                                                     |                                                                                     | 0.47                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Clearance Time (s)                | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)             | 2.5                                                                               | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                     |                                                                                     | 1.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Lane Grp Cap (vph)                | 219                                                                               | 231                                                                               |                                                                                   | 196                                                                               |                                                                                   | 80                                                                                |                                                                                     |                                                                                     | 1178                                                                                |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Prot                    | c0.08                                                                             | 0.07                                                                              |                                                                                   |                                                                                   |                                                                                   | c0.02                                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   |                                                                                   |                                                                                   | 0.01                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     | c0.28                                                                               |                                                                                     |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.56                                                                              | 0.52                                                                              |                                                                                   | 0.05                                                                              |                                                                                   | 0.48                                                                              |                                                                                     |                                                                                     | 0.59                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Uniform Delay, d1                 | 55.7                                                                              | 55.3                                                                              |                                                                                   | 51.5                                                                              |                                                                                   | 65.2                                                                              |                                                                                     |                                                                                     | 27.2                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Incremental Delay, d2             | 2.7                                                                               | 1.5                                                                               |                                                                                   | 0.1                                                                               |                                                                                   | 3.2                                                                               |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Delay (s)                         | 58.4                                                                              | 56.8                                                                              |                                                                                   | 51.6                                                                              |                                                                                   | 68.4                                                                              |                                                                                     |                                                                                     | 29.3                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Level of Service                  | E                                                                                 | E                                                                                 |                                                                                   | D                                                                                 |                                                                                   | E                                                                                 |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s/veh)            |                                                                                   | 56.3                                                                              |                                                                                   |                                                                                   |                                                                                   | 68.4                                                                              |                                                                                     |                                                                                     | 29.3                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 31.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.50                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 140.0                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     | 24.5                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 74.7%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Signalized Intersection Capacity Analysis

P.M. Peak Hour

1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Existing Conditions

|                        |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement               | SBL                                                                               | SBT                                                                               | SBR                                                                               | NWL2                                                                              | NWL                                                                               | NWR                                                                               |
| Lane Configurations    |                                                                                   |  |  |                                                                                   |  |                                                                                   |
| Traffic Volume (vph)   | 8                                                                                 | 562                                                                               | 212                                                                               | 11                                                                                | 16                                                                                | 23                                                                                |
| Future Volume (vph)    | 8                                                                                 | 562                                                                               | 212                                                                               | 11                                                                                | 16                                                                                | 23                                                                                |
| Ideal Flow (vphpl)     | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)    |                                                                                   | 6.5                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   |
| Lane Util. Factor      |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Frt                    |                                                                                   | 1.00                                                                              | 0.85                                                                              |                                                                                   | 0.94                                                                              |                                                                                   |
| Flt Protected          |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |
| Satd. Flow (prot)      |                                                                                   | 3531                                                                              | 1583                                                                              |                                                                                   | 1702                                                                              |                                                                                   |
| Flt Permitted          |                                                                                   | 0.89                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |
| Satd. Flow (perm)      |                                                                                   | 3151                                                                              | 1583                                                                              |                                                                                   | 1702                                                                              |                                                                                   |
| Peak-hour factor, PHF  | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              |
| Adj. Flow (vph)        | 9                                                                                 | 598                                                                               | 226                                                                               | 12                                                                                | 17                                                                                | 24                                                                                |
| RTOR Reduction (vph)   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Group Flow (vph)  | 0                                                                                 | 626                                                                               | 226                                                                               | 0                                                                                 | 53                                                                                | 0                                                                                 |
| Parking (#/hr)         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Turn Type              | Perm                                                                              | NA                                                                                | pm+ov                                                                             | Prot                                                                              | Prot                                                                              |                                                                                   |
| Protected Phases       |                                                                                   | 2                                                                                 | 3                                                                                 | 10                                                                                | 10                                                                                |                                                                                   |
| Permitted Phases       | 2                                                                                 |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Actuated Green, G (s)  |                                                                                   | 65.9                                                                              | 86.2                                                                              |                                                                                   | 22.9                                                                              |                                                                                   |
| Effective Green, g (s) |                                                                                   | 65.9                                                                              | 86.2                                                                              |                                                                                   | 22.9                                                                              |                                                                                   |
| Actuated g/C Ratio     |                                                                                   | 0.47                                                                              | 0.62                                                                              |                                                                                   | 0.16                                                                              |                                                                                   |
| Clearance Time (s)     |                                                                                   | 6.5                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   |
| Vehicle Extension (s)  |                                                                                   | 1.0                                                                               | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                   |
| Lane Grp Cap (vph)     |                                                                                   | 1483                                                                              | 974                                                                               |                                                                                   | 278                                                                               |                                                                                   |
| v/s Ratio Prot         |                                                                                   |                                                                                   | 0.03                                                                              |                                                                                   | 0.03                                                                              |                                                                                   |
| v/s Ratio Perm         |                                                                                   | 0.20                                                                              | 0.11                                                                              |                                                                                   |                                                                                   |                                                                                   |
| v/c Ratio              |                                                                                   | 0.42                                                                              | 0.23                                                                              |                                                                                   | 0.19                                                                              |                                                                                   |
| Uniform Delay, d1      |                                                                                   | 24.5                                                                              | 12.1                                                                              |                                                                                   | 50.5                                                                              |                                                                                   |
| Progression Factor     |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Incremental Delay, d2  |                                                                                   | 0.9                                                                               | 0.1                                                                               |                                                                                   | 0.2                                                                               |                                                                                   |
| Delay (s)              |                                                                                   | 25.4                                                                              | 12.1                                                                              |                                                                                   | 50.8                                                                              |                                                                                   |
| Level of Service       |                                                                                   | C                                                                                 | B                                                                                 |                                                                                   | D                                                                                 |                                                                                   |
| Approach Delay (s/veh) |                                                                                   | 21.9                                                                              |                                                                                   |                                                                                   | 50.8                                                                              |                                                                                   |
| Approach LOS           |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |
| Intersection Summary   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



# Timings 2: Collins Avenue & 22 Street

P.M. Peak Hour  
Existing Conditions

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                     |  |
| Traffic Volume (vph) | 6                                                                                 | 12                                                                                | 39                                                                                | 40                                                                                | 17                                                                                | 614                                                                               | 43                                                                                  | 606                                                                                 |
| Future Volume (vph)  | 6                                                                                 | 12                                                                                | 39                                                                                | 40                                                                                | 17                                                                                | 614                                                                               | 43                                                                                  | 606                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.5                                                                              | 25.5                                                                              | 25.5                                                                                | 25.5                                                                                |
| Total Split (s)      | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 100.0                                                                             | 100.0                                                                             | 100.0                                                                               | 100.0                                                                               |
| Total Split (%)      | 23.1%                                                                             | 23.1%                                                                             | 23.1%                                                                             | 23.1%                                                                             | 76.9%                                                                             | 76.9%                                                                             | 76.9%                                                                               | 76.9%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     | 6.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | Ped                                                                               | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               |

## Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 30 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated

## Splits and Phases: 2: Collins Avenue & 22 Street



# HCM 7th Signalized Intersection Summary

## 2: Collins Avenue & 22 Street

P.M. Peak Hour  
Existing Conditions

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 6                                                                                 | 12                                                                                | 15                                                                                | 39                                                                                | 40                                                                                | 45                                                                                | 17                                                                                  | 614                                                                                 | 35                                                                                  | 43                                                                                  | 606                                                                                 | 33                                                                                  |
| Future Volume (veh/h)        | 6                                                                                 | 12                                                                                | 15                                                                                | 39                                                                                | 40                                                                                | 45                                                                                | 17                                                                                  | 614                                                                                 | 35                                                                                  | 43                                                                                  | 606                                                                                 | 33                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 0.95                                                                              |                                                                                   | 1.00                                                                              | 0.92                                                                              |                                                                                   | 0.92                                                                              | 0.98                                                                                |                                                                                     | 0.92                                                                                | 0.98                                                                                |                                                                                     | 0.92                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 0.90                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 7                                                                                 | 13                                                                                | 0                                                                                 | 43                                                                                | 44                                                                                | 28                                                                                | 19                                                                                  | 675                                                                                 | 26                                                                                  | 47                                                                                  | 666                                                                                 | 25                                                                                  |
| Peak Hour Factor             | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 89                                                                                | 142                                                                               | 0                                                                                 | 92                                                                                | 85                                                                                | 45                                                                                | 74                                                                                  | 2514                                                                                | 96                                                                                  | 166                                                                                 | 2296                                                                                | 86                                                                                  |
| Arrive On Green              | 0.13                                                                              | 0.13                                                                              | 0.00                                                                              | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              | 389                                                                               | 1076                                                                              | 0                                                                                 | 409                                                                               | 645                                                                               | 339                                                                               | 58                                                                                  | 3239                                                                                | 124                                                                                 | 173                                                                                 | 2958                                                                                | 110                                                                                 |
| Grp Volume(v), veh/h         | 20                                                                                | 0                                                                                 | 0                                                                                 | 115                                                                               | 0                                                                                 | 0                                                                                 | 372                                                                                 | 0                                                                                   | 348                                                                                 | 363                                                                                 | 0                                                                                   | 375                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1465                                                                              | 0                                                                                 | 0                                                                                 | 1393                                                                              | 0                                                                                 | 0                                                                                 | 1767                                                                                | 0                                                                                   | 1654                                                                                | 1585                                                                                | 0                                                                                   | 1657                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 6.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 1.2                                                                               | 0.0                                                                               | 0.0                                                                               | 9.9                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.35                                                                              |                                                                                   | 0.00                                                                              | 0.37                                                                              |                                                                                   | 0.24                                                                              | 0.05                                                                                |                                                                                     | 0.07                                                                                | 0.13                                                                                |                                                                                     | 0.07                                                                                |
| Lane Grp Cap(c), veh/h       | 230                                                                               | 0                                                                                 | 0                                                                                 | 221                                                                               | 0                                                                                 | 0                                                                                 | 1400                                                                                | 0                                                                                   | 1284                                                                                | 1261                                                                                | 0                                                                                   | 1286                                                                                |
| V/C Ratio(X)                 | 0.09                                                                              | 0.00                                                                              | 0.00                                                                              | 0.52                                                                              | 0.00                                                                              | 0.00                                                                              | 0.27                                                                                | 0.00                                                                                | 0.27                                                                                | 0.29                                                                                | 0.00                                                                                | 0.29                                                                                |
| Avail Cap(c_a), veh/h        | 306                                                                               | 0                                                                                 | 0                                                                                 | 293                                                                               | 0                                                                                 | 0                                                                                 | 1400                                                                                | 0                                                                                   | 1284                                                                                | 1261                                                                                | 0                                                                                   | 1286                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.92                                                                                | 0.00                                                                                | 0.92                                                                                |
| Uniform Delay (d), s/veh     | 49.5                                                                              | 0.0                                                                               | 0.0                                                                               | 53.2                                                                              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 1.4                                                                               | 0.0                                                                               | 0.0                                                                               | 0.5                                                                                 | 0.0                                                                                 | 0.5                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 1.0                                                                               | 0.0                                                                               | 0.0                                                                               | 6.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.3                                                                                 | 0.0                                                                                 | 0.3                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 0.3                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 49.7                                                                              | 0.0                                                                               | 0.0                                                                               | 54.6                                                                              | 0.0                                                                               | 0.0                                                                               | 0.5                                                                                 | 0.0                                                                                 | 0.5                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| LnGrp LOS                    | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 20                                                                                |                                                                                   |                                                                                   | 115                                                                               |                                                                                   |                                                                                     | 720                                                                                 |                                                                                     |                                                                                     | 738                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 49.7                                                                              |                                                                                   |                                                                                   | 54.6                                                                              |                                                                                   |                                                                                     | 0.5                                                                                 |                                                                                     |                                                                                     | 0.5                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 106.9                                                                             |                                                                                   | 23.1                                                                              |                                                                                   | 106.9                                                                             |                                                                                     | 23.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 94.0                                                                              |                                                                                   | 24.0                                                                              |                                                                                   | 94.0                                                                              |                                                                                     | 24.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 2.0                                                                               |                                                                                   | 11.9                                                                              |                                                                                   | 2.0                                                                               |                                                                                     | 3.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.9                                                                               |                                                                                   | 0.3                                                                               |                                                                                   | 1.7                                                                               |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 3: Collins Avenue & 21 Street

P.M. Peak Hour

Existing Conditions

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                     |  |
| Traffic Volume (vph) | 34                                                                                | 2                                                                                 | 2                                                                                 | 11                                                                                | 31                                                                                | 622                                                                               | 3                                                                                   | 614                                                                                 |
| Future Volume (vph)  | 34                                                                                | 2                                                                                 | 2                                                                                 | 11                                                                                | 31                                                                                | 622                                                                               | 3                                                                                   | 614                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 30.3                                                                              | 30.3                                                                              | 30.3                                                                              | 30.3                                                                              | 25.5                                                                              | 25.5                                                                              | 25.5                                                                                | 25.5                                                                                |
| Total Split (s)      | 31.0                                                                              | 31.0                                                                              | 31.0                                                                              | 31.0                                                                              | 89.0                                                                              | 89.0                                                                              | 89.0                                                                                | 89.0                                                                                |
| Total Split (%)      | 25.8%                                                                             | 25.8%                                                                             | 25.8%                                                                             | 25.8%                                                                             | 74.2%                                                                             | 74.2%                                                                             | 74.2%                                                                               | 74.2%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.3                                                                               | 2.3                                                                               | 2.3                                                                               | 2.3                                                                               | 2.4                                                                               | 2.4                                                                               | 2.4                                                                                 | 2.4                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.3                                                                               |                                                                                   | 6.3                                                                               |                                                                                   | 6.4                                                                               |                                                                                     | 6.4                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | Ped                                                                               | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               |

### Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 29 (24%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

### Splits and Phases: 3: Collins Avenue & 21 Street



# HCM 7th Signalized Intersection Summary

## 3: Collins Avenue & 21 Street

P.M. Peak Hour

Existing Conditions

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 34                                                                                | 2                                                                                 | 27                                                                                | 2                                                                                 | 11                                                                                | 8                                                                                 | 31                                                                                  | 622                                                                                 | 2                                                                                   | 3                                                                                   | 614                                                                                 | 51                                                                                  |
| Future Volume (veh/h)        | 34                                                                                | 2                                                                                 | 27                                                                                | 2                                                                                 | 11                                                                                | 8                                                                                 | 31                                                                                  | 622                                                                                 | 2                                                                                   | 3                                                                                   | 614                                                                                 | 51                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 0.89                                                                              |                                                                                   | 0.88                                                                              | 0.91                                                                              |                                                                                   | 0.88                                                                              | 0.97                                                                                |                                                                                     | 0.88                                                                                | 0.96                                                                                |                                                                                     | 0.87                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 34                                                                                | 2                                                                                 | 27                                                                                | 2                                                                                 | 11                                                                                | 8                                                                                 | 31                                                                                  | 628                                                                                 | 2                                                                                   | 3                                                                                   | 620                                                                                 | 52                                                                                  |
| Peak Hour Factor             | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 156                                                                               | 18                                                                                | 96                                                                                | 44                                                                                | 158                                                                               | 104                                                                               | 116                                                                                 | 2285                                                                                | 7                                                                                   | 32                                                                                  | 2247                                                                                | 187                                                                                 |
| Arrive On Green              | 0.19                                                                              | 0.19                                                                              | 0.19                                                                              | 0.19                                                                              | 0.19                                                                              | 0.19                                                                              | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Sat Flow, veh/h              | 585                                                                               | 98                                                                                | 512                                                                               | 58                                                                                | 841                                                                               | 553                                                                               | 118                                                                                 | 3233                                                                                | 10                                                                                  | 3                                                                                   | 3180                                                                                | 265                                                                                 |
| Grp Volume(v), veh/h         | 63                                                                                | 0                                                                                 | 0                                                                                 | 21                                                                                | 0                                                                                 | 0                                                                                 | 332                                                                                 | 0                                                                                   | 329                                                                                 | 362                                                                                 | 0                                                                                   | 313                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1195                                                                              | 0                                                                                 | 0                                                                                 | 1452                                                                              | 0                                                                                 | 0                                                                                 | 1676                                                                                | 0                                                                                   | 1685                                                                                | 1852                                                                                | 0                                                                                   | 1596                                                                                |
| Q Serve(g_s), s              | 3.4                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 1.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.9                                                                                 |
| Cycle Q Clear(g_c), s        | 5.1                                                                               | 0.0                                                                               | 0.0                                                                               | 1.4                                                                               | 0.0                                                                               | 0.0                                                                               | 1.7                                                                                 | 0.0                                                                                 | 1.9                                                                                 | 1.9                                                                                 | 0.0                                                                                 | 1.9                                                                                 |
| Prop In Lane                 | 0.54                                                                              |                                                                                   | 0.43                                                                              | 0.10                                                                              |                                                                                   | 0.38                                                                              | 0.09                                                                                |                                                                                     | 0.01                                                                                | 0.01                                                                                |                                                                                     | 0.17                                                                                |
| Lane Grp Cap(c), veh/h       | 270                                                                               | 0                                                                                 | 0                                                                                 | 305                                                                               | 0                                                                                 | 0                                                                                 | 1217                                                                                | 0                                                                                   | 1191                                                                                | 1339                                                                                | 0                                                                                   | 1128                                                                                |
| V/C Ratio(X)                 | 0.23                                                                              | 0.00                                                                              | 0.00                                                                              | 0.07                                                                              | 0.00                                                                              | 0.00                                                                              | 0.27                                                                                | 0.00                                                                                | 0.28                                                                                | 0.27                                                                                | 0.00                                                                                | 0.28                                                                                |
| Avail Cap(c_a), veh/h        | 292                                                                               | 0                                                                                 | 0                                                                                 | 331                                                                               | 0                                                                                 | 0                                                                                 | 1217                                                                                | 0                                                                                   | 1191                                                                                | 1339                                                                                | 0                                                                                   | 1128                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 41.6                                                                              | 0.0                                                                               | 0.0                                                                               | 40.2                                                                              | 0.0                                                                               | 0.0                                                                               | 1.1                                                                                 | 0.0                                                                                 | 1.1                                                                                 | 1.1                                                                                 | 0.0                                                                                 | 1.1                                                                                 |
| Incr Delay (d2), s/veh       | 0.3                                                                               | 0.0                                                                               | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 2.9                                                                               | 0.0                                                                               | 0.0                                                                               | 0.9                                                                               | 0.0                                                                               | 0.0                                                                               | 1.2                                                                                 | 0.0                                                                                 | 1.2                                                                                 | 1.3                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 41.9                                                                              | 0.0                                                                               | 0.0                                                                               | 40.3                                                                              | 0.0                                                                               | 0.0                                                                               | 1.7                                                                                 | 0.0                                                                                 | 1.7                                                                                 | 1.6                                                                                 | 0.0                                                                                 | 1.7                                                                                 |
| LnGrp LOS                    | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 63                                                                                |                                                                                   |                                                                                   | 21                                                                                |                                                                                   |                                                                                     | 661                                                                                 |                                                                                     |                                                                                     | 675                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 41.9                                                                              |                                                                                   |                                                                                   | 40.3                                                                              |                                                                                   |                                                                                     | 1.7                                                                                 |                                                                                     |                                                                                     | 1.7                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 91.2                                                                              |                                                                                   | 28.8                                                                              |                                                                                   | 91.2                                                                              |                                                                                     | 28.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.4                                                                               |                                                                                   | 6.3                                                                               |                                                                                   | 6.4                                                                               |                                                                                     | 6.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 82.6                                                                              |                                                                                   | 24.7                                                                              |                                                                                   | 82.6                                                                              |                                                                                     | 24.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 3.9                                                                               |                                                                                   | 3.4                                                                               |                                                                                   | 3.9                                                                               |                                                                                     | 7.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.5                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 1.6                                                                               |                                                                                     | 0.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th AWSC  
4: Park Avenue & 21 Street

P.M. Peak Hour  
Existing Conditions

Intersection

Intersection Delay, s/veh 7.9  
Intersection LOS A

| Movement                   | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR  |
|----------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Lane Configurations        |      |  |      |      |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h         | 36   | 39                                                                                | 5    | 10   | 46                                                                                | 27   | 6    | 43                                                                                  | 4    | 18   | 56                                                                                  | 21   |
| Future Vol, veh/h          | 36   | 39                                                                                | 5    | 10   | 46                                                                                | 27   | 6    | 43                                                                                  | 4    | 18   | 56                                                                                  | 21   |
| Peak Hour Factor           | 0.88 | 0.88                                                                              | 0.88 | 0.88 | 0.88                                                                              | 0.88 | 0.88 | 0.88                                                                                | 0.88 | 0.88 | 0.88                                                                                | 0.88 |
| Heavy Vehicles, %          | 3    | 3                                                                                 | 3    | 3    | 3                                                                                 | 3    | 3    | 3                                                                                   | 3    | 3    | 3                                                                                   | 3    |
| Mvmt Flow                  | 41   | 44                                                                                | 6    | 11   | 52                                                                                | 31   | 7    | 49                                                                                  | 5    | 20   | 64                                                                                  | 24   |
| Number of Lanes            | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 1                                                                                   | 0    | 0    | 1                                                                                   | 0    |
| Approach                   | EB   |                                                                                   |      | WB   |                                                                                   |      | NB   |                                                                                     |      | SB   |                                                                                     |      |
| Opposing Approach          | WB   |                                                                                   |      | EB   |                                                                                   |      | SB   |                                                                                     |      | NB   |                                                                                     |      |
| Opposing Lanes             | 1    |                                                                                   |      | 1    |                                                                                   |      | 1    |                                                                                     |      | 1    |                                                                                     |      |
| Conflicting Approach Left  | SB   |                                                                                   |      | NB   |                                                                                   |      | EB   |                                                                                     |      | WB   |                                                                                     |      |
| Conflicting Lanes Left     | 1    |                                                                                   |      | 1    |                                                                                   |      | 1    |                                                                                     |      | 1    |                                                                                     |      |
| Conflicting Approach Right | NB   |                                                                                   |      | SB   |                                                                                   |      | WB   |                                                                                     |      | EB   |                                                                                     |      |
| Conflicting Lanes Right    | 1    |                                                                                   |      | 1    |                                                                                   |      | 1    |                                                                                     |      | 1    |                                                                                     |      |
| HCM Control Delay, s/veh   | 8.1  |                                                                                   |      | 7.8  |                                                                                   |      | 7.8  |                                                                                     |      | 8    |                                                                                     |      |
| HCM LOS                    | A    |                                                                                   |      | A    |                                                                                   |      | A    |                                                                                     |      | A    |                                                                                     |      |

| Lane                     | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 11%   | 45%   | 12%   | 19%   |
| Vol Thru, %              | 81%   | 49%   | 55%   | 59%   |
| Vol Right, %             | 8%    | 6%    | 33%   | 22%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 53    | 80    | 83    | 95    |
| LT Vol                   | 6     | 36    | 10    | 18    |
| Through Vol              | 43    | 39    | 46    | 56    |
| RT Vol                   | 4     | 5     | 27    | 21    |
| Lane Flow Rate           | 60    | 91    | 94    | 108   |
| Geometry Grp             | 1     | 1     | 1     | 1     |
| Degree of Util (X)       | 0.075 | 0.113 | 0.112 | 0.13  |
| Departure Headway (Hd)   | 4.469 | 4.491 | 4.267 | 4.346 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 804   | 801   | 842   | 828   |
| Service Time             | 2.483 | 2.503 | 2.28  | 2.359 |
| HCM Lane V/C Ratio       | 0.075 | 0.114 | 0.112 | 0.13  |
| HCM Control Delay, s/veh | 7.8   | 8.1   | 7.8   | 8     |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.2   | 0.4   | 0.4   | 0.4   |

Timings  
5: 23 Street & Dade Boulevard/Pine Tree Drive

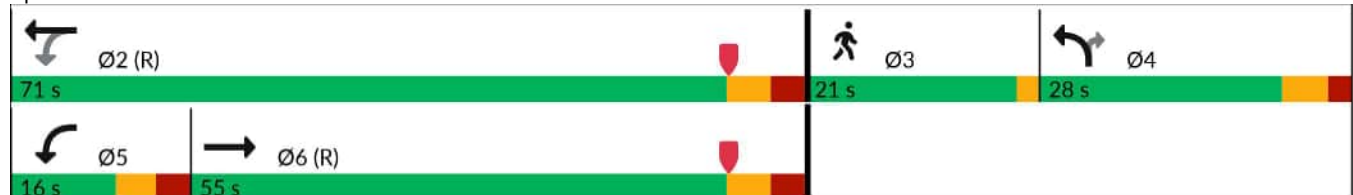
P.M. Peak Hour  
Existing Conditions

|                      |  |  |  |  |  |      |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Group           | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               | Ø3   |
| Lane Configurations  |  |  |  |  |  |      |
| Traffic Volume (vph) | 823                                                                               | 135                                                                               | 407                                                                               | 164                                                                               | 276                                                                               |      |
| Future Volume (vph)  | 823                                                                               | 135                                                                               | 407                                                                               | 164                                                                               | 276                                                                               |      |
| Turn Type            | NA                                                                                | pm+pt                                                                             | NA                                                                                | Prot                                                                              | Perm                                                                              |      |
| Protected Phases     | 6                                                                                 | 5                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   | 3    |
| Permitted Phases     |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |      |
| Detector Phase       | 6                                                                                 | 5                                                                                 | 2                                                                                 | 4                                                                                 | 4                                                                                 |      |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Minimum Initial (s)  | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 7.0                                                                               | 7.0                                                                               | 1.0  |
| Minimum Split (s)    | 27.9                                                                              | 22.5                                                                              | 27.9                                                                              | 22.5                                                                              | 22.5                                                                              | 23.0 |
| Total Split (s)      | 55.0                                                                              | 16.0                                                                              | 71.0                                                                              | 28.0                                                                              | 28.0                                                                              | 21.0 |
| Total Split (%)      | 45.8%                                                                             | 13.3%                                                                             | 59.2%                                                                             | 23.3%                                                                             | 23.3%                                                                             | 18%  |
| Yellow Time (s)      | 4.0                                                                               | 3.7                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 2.0  |
| All-Red Time (s)     | 2.9                                                                               | 2.9                                                                               | 2.9                                                                               | 2.2                                                                               | 2.2                                                                               | 0.0  |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |      |
| Total Lost Time (s)  | 6.9                                                                               | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |      |
| Lead/Lag             | Lag                                                                               | Lead                                                                              |                                                                                   | Lag                                                                               | Lag                                                                               | Lead |
| Lead-Lag Optimize?   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               | Yes  |
| Recall Mode          | C-Max                                                                             | None                                                                              | C-Max                                                                             | None                                                                              | None                                                                              | None |

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 65 (54%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: 23 Street & Dade Boulevard/Pine Tree Drive



Queues  
5: 23 Street & Dade Boulevard/Pine Tree Drive

P.M. Peak Hour  
Existing Conditions

|                         |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Group Flow (vph)   | 1123                                                                              | 144                                                                               | 433                                                                               | 174                                                                               | 294                                                                               |
| v/c Ratio               | 0.52                                                                              | 0.40                                                                              | 0.16                                                                              | 0.71                                                                              | 0.62                                                                              |
| Control Delay (s/veh)   | 13.8                                                                              | 7.9                                                                               | 4.7                                                                               | 65.1                                                                              | 11.1                                                                              |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 58.2                                                                              | 2.0                                                                               |
| Total Delay (s/veh)     | 13.8                                                                              | 7.9                                                                               | 4.7                                                                               | 123.3                                                                             | 13.2                                                                              |
| Queue Length 50th (ft)  | 222                                                                               | 26                                                                                | 42                                                                                | 131                                                                               | 0                                                                                 |
| Queue Length 95th (ft)  | 356                                                                               | 53                                                                                | 72                                                                                | 197                                                                               | 76                                                                                |
| Internal Link Dist (ft) | 184                                                                               |                                                                                   | 123                                                                               | 93                                                                                |                                                                                   |
| Turn Bay Length (ft)    |                                                                                   | 90                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)     | 2156                                                                              | 382                                                                               | 2664                                                                              | 324                                                                               | 530                                                                               |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 162                                                                               | 121                                                                               |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio       | 0.52                                                                              | 0.38                                                                              | 0.16                                                                              | 1.07                                                                              | 0.72                                                                              |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM Signalized Intersection Capacity Analysis

## 5: 23 Street & Dade Boulevard/Pine Tree Drive

P.M. Peak Hour  
Existing Conditions

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |  |  |  |  |
| Traffic Volume (vph)              | 823                                                                               | 232                                                                               | 135                                                                               | 407                                                                               | 164                                                                               | 276                                                                               |
| Future Volume (vph)               | 823                                                                               | 232                                                                               | 135                                                                               | 407                                                                               | 164                                                                               | 276                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 6.9                                                                               |                                                                                   | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |
| Lane Util. Factor                 | 0.95                                                                              |                                                                                   | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frpb, ped/bikes                   | 0.99                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Flpb, ped/bikes                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 0.97                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.85                                                                              |
| Flt Protected                     | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (prot)                 | 3400                                                                              |                                                                                   | 1770                                                                              | 3539                                                                              | 1770                                                                              | 1583                                                                              |
| Flt Permitted                     | 1.00                                                                              |                                                                                   | 0.19                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (perm)                 | 3400                                                                              |                                                                                   | 350                                                                               | 3539                                                                              | 1770                                                                              | 1583                                                                              |
| Peak-hour factor, PHF             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              |
| Adj. Flow (vph)                   | 876                                                                               | 247                                                                               | 144                                                                               | 433                                                                               | 174                                                                               | 294                                                                               |
| RTOR Reduction (vph)              | 13                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 253                                                                               |
| Lane Group Flow (vph)             | 1110                                                                              | 0                                                                                 | 144                                                                               | 433                                                                               | 174                                                                               | 41                                                                                |
| Confl. Peds. (#/hr)               |                                                                                   | 9                                                                                 | 9                                                                                 |                                                                                   | 5                                                                                 |                                                                                   |
| Confl. Bikes (#/hr)               |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Turn Type                         | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                | Prot                                                                              | Perm                                                                              |
| Protected Phases                  | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   |
| Permitted Phases                  |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |
| Actuated Green, G (s)             | 75.7                                                                              |                                                                                   | 90.3                                                                              | 90.3                                                                              | 16.6                                                                              | 16.6                                                                              |
| Effective Green, g (s)            | 75.7                                                                              |                                                                                   | 90.3                                                                              | 90.3                                                                              | 16.6                                                                              | 16.6                                                                              |
| Actuated g/C Ratio                | 0.63                                                                              |                                                                                   | 0.75                                                                              | 0.75                                                                              | 0.14                                                                              | 0.14                                                                              |
| Clearance Time (s)                | 6.9                                                                               |                                                                                   | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |
| Vehicle Extension (s)             | 1.0                                                                               |                                                                                   | 2.0                                                                               | 1.0                                                                               | 2.5                                                                               | 2.5                                                                               |
| Lane Grp Cap (vph)                | 2144                                                                              |                                                                                   | 358                                                                               | 2663                                                                              | 244                                                                               | 218                                                                               |
| v/s Ratio Prot                    | c0.33                                                                             |                                                                                   | c0.03                                                                             | 0.12                                                                              | c0.10                                                                             |                                                                                   |
| v/s Ratio Perm                    |                                                                                   |                                                                                   | 0.28                                                                              |                                                                                   |                                                                                   | 0.03                                                                              |
| v/c Ratio                         | 0.52                                                                              |                                                                                   | 0.40                                                                              | 0.16                                                                              | 0.71                                                                              | 0.19                                                                              |
| Uniform Delay, d1                 | 12.1                                                                              |                                                                                   | 6.7                                                                               | 4.2                                                                               | 49.4                                                                              | 45.7                                                                              |
| Progression Factor                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Incremental Delay, d2             | 0.9                                                                               |                                                                                   | 0.3                                                                               | 0.1                                                                               | 8.9                                                                               | 0.3                                                                               |
| Delay (s)                         | 13.0                                                                              |                                                                                   | 7.0                                                                               | 4.3                                                                               | 58.3                                                                              | 46.0                                                                              |
| Level of Service                  | B                                                                                 |                                                                                   | A                                                                                 | A                                                                                 | E                                                                                 | D                                                                                 |
| Approach Delay (s/veh)            | 13.0                                                                              |                                                                                   |                                                                                   | 5.0                                                                               | 50.6                                                                              |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 | D                                                                                 |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 19.0                                                                              |                                                                                   | HCM 2000 Level of Service                                                         | B                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.55                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 120.0                                                                             |                                                                                   | Sum of lost time (s)                                                              | 21.7                                                                              |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 63.3%                                                                             |                                                                                   | ICU Level of Service                                                              | B                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



Future Background P.M.

# Timings

P.M. Peak Hour

## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

|                      |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | EBR2                                                                              | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL2                                                                                | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 | NWL                                                                                 |
| Lane Configurations  |  |  |  |  |                                                                                   |  |                                                                                     |                                                                                     |  |  |  |
| Traffic Volume (vph) | 204                                                                               | 14                                                                                | 74                                                                                | 19                                                                                | 85                                                                                | 581                                                                               | 19                                                                                  | 8                                                                                   | 585                                                                                 | 221                                                                                 | 17                                                                                  |
| Future Volume (vph)  | 204                                                                               | 14                                                                                | 74                                                                                | 19                                                                                | 85                                                                                | 581                                                                               | 19                                                                                  | 8                                                                                   | 585                                                                                 | 221                                                                                 | 17                                                                                  |
| Turn Type            | Split                                                                             | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | Perm                                                                                | NA                                                                                  | pm+ov                                                                               | Prot                                                                                |
| Protected Phases     | 3                                                                                 | 3                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     |                                                                                     | 2                                                                                   | 3                                                                                   | 10                                                                                  |
| Permitted Phases     |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   | 2                                                                                   |                                                                                     | 2                                                                                   |                                                                                     |
| Detector Phase       | 3                                                                                 | 3                                                                                 | 3                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 3                                                                                   | 10                                                                                  |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 13.0                                                                              | 33.5                                                                              | 33.5                                                                              | 33.5                                                                                | 33.5                                                                                | 33.5                                                                                | 25.0                                                                                | 29.0                                                                                |
| Total Split (s)      | 32.0                                                                              | 32.0                                                                              | 32.0                                                                              | 14.0                                                                              | 67.0                                                                              | 67.0                                                                              | 67.0                                                                                | 67.0                                                                                | 67.0                                                                                | 32.0                                                                                | 27.0                                                                                |
| Total Split (%)      | 22.9%                                                                             | 22.9%                                                                             | 22.9%                                                                             | 10.0%                                                                             | 47.9%                                                                             | 47.9%                                                                             | 47.9%                                                                               | 47.9%                                                                               | 47.9%                                                                               | 22.9%                                                                               | 19.3%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.5                                                                               | 2.5                                                                               | 2.5                                                                                 | 2.5                                                                                 | 2.5                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.5                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               | Ped                                                                                 | Ped                                                                                 |

### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 9 (6%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

### Splits and Phases: 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

|                                                                                     |        |                                                                                     |    |                                                                                       |     |                                                                                       |    |
|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|----|---------------------------------------------------------------------------------------|-----|---------------------------------------------------------------------------------------|----|
|  | Ø2 (R) |  | Ø3 |  | Ø10 |  | Ø4 |
| 67 s                                                                                |        | 32 s                                                                                |    | 27 s                                                                                  |     | 14 s                                                                                  |    |
|  | Ø6 (R) |                                                                                     |    |                                                                                       |     |                                                                                       |    |
| 67 s                                                                                |        |                                                                                     |    |                                                                                       |     |                                                                                       |    |

## Queues

P.M. Peak Hour

1: Collins Avenue &amp; 23 Street (WB North Leg) &amp; 23 Street/23 Street (WB South Leg) Future Background Conditions

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR2                                                                              | WBT                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                                | NWL                                                                                 |
| Lane Group Flow (vph)   | 128                                                                               | 125                                                                               | 71                                                                                | 40                                                                                | 723                                                                               | 651                                                                               | 235                                                                                | 56                                                                                  |
| v/c Ratio               | 0.57                                                                              | 0.53                                                                              | 0.24                                                                              | 0.41                                                                              | 0.62                                                                              | 0.43                                                                              | 0.22                                                                               | 0.20                                                                                |
| Control Delay (s/veh)   | 66.0                                                                              | 62.4                                                                              | 2.5                                                                               | 76.1                                                                              | 31.1                                                                              | 26.2                                                                              | 10.0                                                                               | 53.5                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 31.5                                                                              | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |
| Total Delay (s/veh)     | 66.0                                                                              | 62.4                                                                              | 2.5                                                                               | 76.1                                                                              | 62.6                                                                              | 26.2                                                                              | 10.0                                                                               | 53.5                                                                                |
| Queue Length 50th (ft)  | 117                                                                               | 117                                                                               | 0                                                                                 | 36                                                                                | 256                                                                               | 206                                                                               | 83                                                                                 | 45                                                                                  |
| Queue Length 95th (ft)  | 182                                                                               | 182                                                                               | 5                                                                                 | 77                                                                                | 350                                                                               | 277                                                                               | 118                                                                                | 89                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 578                                                                               |                                                                                   | 175                                                                               | 220                                                                               | 271                                                                               |                                                                                    | 200                                                                                 |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 150                                                                                |                                                                                     |
| Base Capacity (vph)     | 280                                                                               | 298                                                                               | 349                                                                               | 104                                                                               | 1174                                                                              | 1501                                                                              | 1124                                                                               | 274                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 483                                                                               | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Reduced v/c Ratio       | 0.46                                                                              | 0.42                                                                              | 0.20                                                                              | 0.38                                                                              | 1.05                                                                              | 0.43                                                                              | 0.21                                                                               | 0.20                                                                                |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |

# HCM Signalized Intersection Capacity Analysis

P.M. Peak Hour

## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

Future Background Conditions

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL                                                                               | WBT                                                                               | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                | SBL2                                                                                |
| Lane Configurations               |  |  |                                                                                   |  |                                                                                   |  |                                                                                     |                                                                                     |  |  |                                                                                     |                                                                                     |
| Traffic Volume (vph)              | 204                                                                               | 14                                                                                | 12                                                                                | 74                                                                                | 5                                                                                 | 19                                                                                | 14                                                                                  | 85                                                                                  | 581                                                                                 | 10                                                                                  | 4                                                                                   | 19                                                                                  |
| Future Volume (vph)               | 204                                                                               | 14                                                                                | 12                                                                                | 74                                                                                | 5                                                                                 | 19                                                                                | 14                                                                                  | 85                                                                                  | 581                                                                                 | 10                                                                                  | 4                                                                                   | 19                                                                                  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Lane Util. Factor                 | 0.95                                                                              | 0.91                                                                              |                                                                                   | 0.95                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Frt                               | 1.00                                                                              | 0.97                                                                              |                                                                                   | 0.85                                                                              |                                                                                   | 0.95                                                                              |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 0.97                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 0.99                                                                              |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 1513                                                                              | 1596                                                                              |                                                                                   | 1354                                                                              |                                                                                   | 1757                                                                              |                                                                                     |                                                                                     | 3506                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Flt Permitted                     | 0.95                                                                              | 0.97                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 0.99                                                                              |                                                                                     |                                                                                     | 0.70                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 1513                                                                              | 1596                                                                              |                                                                                   | 1354                                                                              |                                                                                   | 1757                                                                              |                                                                                     |                                                                                     | 2455                                                                                |                                                                                     |                                                                                     |                                                                                     |
| 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)                   | 217                                                                               | 15                                                                                | 13                                                                                | 79                                                                                | 5                                                                                 | 20                                                                                | 15                                                                                  | 90                                                                                  | 618                                                                                 | 11                                                                                  | 4                                                                                   | 20                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 2                                                                                 | 0                                                                                 | 61                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 128                                                                               | 123                                                                               | 0                                                                                 | 10                                                                                | 0                                                                                 | 40                                                                                | 0                                                                                   | 0                                                                                   | 723                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Parking (#/hr)                    | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type                         | Split                                                                             | NA                                                                                |                                                                                   | Perm                                                                              | Split                                                                             | NA                                                                                |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |                                                                                     | Perm                                                                                |
| Protected Phases                  | 3                                                                                 | 3                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 4                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Permitted Phases                  |                                                                                   |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     | 2                                                                                   |
| Actuated Green, G (s)             | 20.6                                                                              | 20.6                                                                              |                                                                                   | 20.6                                                                              |                                                                                   | 6.5                                                                               |                                                                                     |                                                                                     | 65.8                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Effective Green, g (s)            | 20.6                                                                              | 20.6                                                                              |                                                                                   | 20.6                                                                              |                                                                                   | 6.5                                                                               |                                                                                     |                                                                                     | 65.8                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Actuated g/C Ratio                | 0.15                                                                              | 0.15                                                                              |                                                                                   | 0.15                                                                              |                                                                                   | 0.05                                                                              |                                                                                     |                                                                                     | 0.47                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Clearance Time (s)                | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)             | 2.5                                                                               | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                     |                                                                                     | 1.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Lane Grp Cap (vph)                | 222                                                                               | 234                                                                               |                                                                                   | 199                                                                               |                                                                                   | 81                                                                                |                                                                                     |                                                                                     | 1153                                                                                |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Prot                    | c0.08                                                                             | 0.08                                                                              |                                                                                   |                                                                                   |                                                                                   | c0.02                                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   |                                                                                   |                                                                                   | 0.01                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     | c0.29                                                                               |                                                                                     |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.58                                                                              | 0.53                                                                              |                                                                                   | 0.05                                                                              |                                                                                   | 0.49                                                                              |                                                                                     |                                                                                     | 0.63                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Uniform Delay, d1                 | 55.6                                                                              | 55.2                                                                              |                                                                                   | 51.3                                                                              |                                                                                   | 65.1                                                                              |                                                                                     |                                                                                     | 27.9                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Incremental Delay, d2             | 3.0                                                                               | 1.6                                                                               |                                                                                   | 0.1                                                                               |                                                                                   | 3.4                                                                               |                                                                                     |                                                                                     | 2.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Delay (s)                         | 58.6                                                                              | 56.8                                                                              |                                                                                   | 51.4                                                                              |                                                                                   | 68.6                                                                              |                                                                                     |                                                                                     | 30.5                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Level of Service                  | E                                                                                 | E                                                                                 |                                                                                   | D                                                                                 |                                                                                   | E                                                                                 |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s/veh)            |                                                                                   | 56.3                                                                              |                                                                                   |                                                                                   |                                                                                   | 68.6                                                                              |                                                                                     |                                                                                     | 30.5                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 32.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.53                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 140.0                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     | 24.5                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 76.4%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Signalized Intersection Capacity Analysis

P.M. Peak Hour

1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) South Background Conditions

|                        |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement               | SBL                                                                               | SBT                                                                               | SBR                                                                               | NWL2                                                                              | NWL                                                                               | NWR                                                                               |
| Lane Configurations    |                                                                                   |  |  |                                                                                   |  |                                                                                   |
| Traffic Volume (vph)   | 8                                                                                 | 585                                                                               | 221                                                                               | 11                                                                                | 17                                                                                | 24                                                                                |
| Future Volume (vph)    | 8                                                                                 | 585                                                                               | 221                                                                               | 11                                                                                | 17                                                                                | 24                                                                                |
| Ideal Flow (vphpl)     | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)    |                                                                                   | 6.5                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   |
| Lane Util. Factor      |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Frt                    |                                                                                   | 1.00                                                                              | 0.85                                                                              |                                                                                   | 0.94                                                                              |                                                                                   |
| Flt Protected          |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |
| Satd. Flow (prot)      |                                                                                   | 3531                                                                              | 1583                                                                              |                                                                                   | 1700                                                                              |                                                                                   |
| Flt Permitted          |                                                                                   | 0.89                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |
| Satd. Flow (perm)      |                                                                                   | 3138                                                                              | 1583                                                                              |                                                                                   | 1700                                                                              |                                                                                   |
| Peak-hour factor, PHF  | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              |
| Adj. Flow (vph)        | 9                                                                                 | 622                                                                               | 235                                                                               | 12                                                                                | 18                                                                                | 26                                                                                |
| RTOR Reduction (vph)   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Group Flow (vph)  | 0                                                                                 | 651                                                                               | 235                                                                               | 0                                                                                 | 56                                                                                | 0                                                                                 |
| Parking (#/hr)         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Turn Type              | Perm                                                                              | NA                                                                                | pm+ov                                                                             | Prot                                                                              | Prot                                                                              |                                                                                   |
| Protected Phases       |                                                                                   | 2                                                                                 | 3                                                                                 | 10                                                                                | 10                                                                                |                                                                                   |
| Permitted Phases       | 2                                                                                 |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Actuated Green, G (s)  |                                                                                   | 65.8                                                                              | 86.4                                                                              |                                                                                   | 22.6                                                                              |                                                                                   |
| Effective Green, g (s) |                                                                                   | 65.8                                                                              | 86.4                                                                              |                                                                                   | 22.6                                                                              |                                                                                   |
| Actuated g/C Ratio     |                                                                                   | 0.47                                                                              | 0.62                                                                              |                                                                                   | 0.16                                                                              |                                                                                   |
| Clearance Time (s)     |                                                                                   | 6.5                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   |
| Vehicle Extension (s)  |                                                                                   | 1.0                                                                               | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                   |
| Lane Grp Cap (vph)     |                                                                                   | 1474                                                                              | 976                                                                               |                                                                                   | 274                                                                               |                                                                                   |
| v/s Ratio Prot         |                                                                                   |                                                                                   | 0.04                                                                              |                                                                                   | 0.03                                                                              |                                                                                   |
| v/s Ratio Perm         |                                                                                   | 0.21                                                                              | 0.11                                                                              |                                                                                   |                                                                                   |                                                                                   |
| v/c Ratio              |                                                                                   | 0.44                                                                              | 0.24                                                                              |                                                                                   | 0.20                                                                              |                                                                                   |
| Uniform Delay, d1      |                                                                                   | 24.8                                                                              | 12.1                                                                              |                                                                                   | 50.9                                                                              |                                                                                   |
| Progression Factor     |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Incremental Delay, d2  |                                                                                   | 1.0                                                                               | 0.1                                                                               |                                                                                   | 0.3                                                                               |                                                                                   |
| Delay (s)              |                                                                                   | 25.8                                                                              | 12.1                                                                              |                                                                                   | 51.2                                                                              |                                                                                   |
| Level of Service       |                                                                                   | C                                                                                 | B                                                                                 |                                                                                   | D                                                                                 |                                                                                   |
| Approach Delay (s/veh) |                                                                                   | 22.2                                                                              |                                                                                   |                                                                                   | 51.2                                                                              |                                                                                   |
| Approach LOS           |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |
| Intersection Summary   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Timings 2: Collins Avenue & 22 Street

P.M. Peak Hour  
Future Background Conditions

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                    |  |
| Traffic Volume (vph) | 6                                                                                 | 12                                                                                | 41                                                                                | 42                                                                                | 18                                                                                | 639                                                                               | 45                                                                                 | 631                                                                                 |
| Future Volume (vph)  | 6                                                                                 | 12                                                                                | 41                                                                                | 42                                                                                | 18                                                                                | 639                                                                               | 45                                                                                 | 631                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                               | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                  |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                  | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                | 7.0                                                                                 |
| Minimum Split (s)    | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.5                                                                              | 25.5                                                                              | 25.5                                                                               | 25.5                                                                                |
| Total Split (s)      | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 100.0                                                                             | 100.0                                                                             | 100.0                                                                              | 100.0                                                                               |
| Total Split (%)      | 23.1%                                                                             | 23.1%                                                                             | 23.1%                                                                             | 23.1%                                                                             | 76.9%                                                                             | 76.9%                                                                             | 76.9%                                                                              | 76.9%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                | 4.0                                                                                 |
| All-Red Time (s)     | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                | 2.0                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                    | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                    | 6.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | Ped                                                                               | C-Max                                                                             | C-Max                                                                             | C-Max                                                                              | C-Max                                                                               |

## Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 30 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated

## Splits and Phases: 2: Collins Avenue & 22 Street



# HCM 7th Signalized Intersection Summary

## 2: Collins Avenue & 22 Street

P.M. Peak Hour

Future Background Conditions

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 6                                                                                 | 12                                                                                | 16                                                                                | 41                                                                                | 42                                                                                | 47                                                                                | 18                                                                                  | 639                                                                                 | 36                                                                                  | 45                                                                                  | 631                                                                                 | 34                                                                                  |
| Future Volume (veh/h)        | 6                                                                                 | 12                                                                                | 16                                                                                | 41                                                                                | 42                                                                                | 47                                                                                | 18                                                                                  | 639                                                                                 | 36                                                                                  | 45                                                                                  | 631                                                                                 | 34                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 0.95                                                                              |                                                                                   | 1.00                                                                              | 0.93                                                                              |                                                                                   | 0.92                                                                              | 0.98                                                                                |                                                                                     | 0.92                                                                                | 0.98                                                                                |                                                                                     | 0.92                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 0.90                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 7                                                                                 | 13                                                                                | 0                                                                                 | 45                                                                                | 46                                                                                | 31                                                                                | 20                                                                                  | 702                                                                                 | 28                                                                                  | 49                                                                                  | 693                                                                                 | 26                                                                                  |
| Peak Hour Factor             | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 88                                                                                | 141                                                                               | 0                                                                                 | 91                                                                                | 85                                                                                | 47                                                                                | 74                                                                                  | 2501                                                                                | 99                                                                                  | 165                                                                                 | 2283                                                                                | 85                                                                                  |
| Arrive On Green              | 0.13                                                                              | 0.13                                                                              | 0.00                                                                              | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              | 384                                                                               | 1062                                                                              | 0                                                                                 | 402                                                                               | 637                                                                               | 354                                                                               | 58                                                                                  | 3229                                                                                | 128                                                                                 | 173                                                                                 | 2948                                                                                | 110                                                                                 |
| Grp Volume(v), veh/h         | 20                                                                                | 0                                                                                 | 0                                                                                 | 122                                                                               | 0                                                                                 | 0                                                                                 | 387                                                                                 | 0                                                                                   | 363                                                                                 | 376                                                                                 | 0                                                                                   | 392                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1446                                                                              | 0                                                                                 | 0                                                                                 | 1393                                                                              | 0                                                                                 | 0                                                                                 | 1762                                                                                | 0                                                                                   | 1653                                                                                | 1574                                                                                | 0                                                                                   | 1657                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 7.3                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 1.2                                                                               | 0.0                                                                               | 0.0                                                                               | 10.6                                                                              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.35                                                                              |                                                                                   | 0.00                                                                              | 0.37                                                                              |                                                                                   | 0.25                                                                              | 0.05                                                                                |                                                                                     | 0.08                                                                                | 0.13                                                                                |                                                                                     | 0.07                                                                                |
| Lane Grp Cap(c), veh/h       | 230                                                                               | 0                                                                                 | 0                                                                                 | 223                                                                               | 0                                                                                 | 0                                                                                 | 1394                                                                                | 0                                                                                   | 1280                                                                                | 1250                                                                                | 0                                                                                   | 1283                                                                                |
| V/C Ratio(X)                 | 0.09                                                                              | 0.00                                                                              | 0.00                                                                              | 0.55                                                                              | 0.00                                                                              | 0.00                                                                              | 0.28                                                                                | 0.00                                                                                | 0.28                                                                                | 0.30                                                                                | 0.00                                                                                | 0.31                                                                                |
| Avail Cap(c_a), veh/h        | 303                                                                               | 0                                                                                 | 0                                                                                 | 293                                                                               | 0                                                                                 | 0                                                                                 | 1394                                                                                | 0                                                                                   | 1280                                                                                | 1250                                                                                | 0                                                                                   | 1283                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.91                                                                                | 0.00                                                                                | 0.91                                                                                |
| Uniform Delay (d), s/veh     | 49.4                                                                              | 0.0                                                                               | 0.0                                                                               | 53.3                                                                              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 1.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.5                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 1.0                                                                               | 0.0                                                                               | 0.0                                                                               | 7.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.3                                                                                 | 0.0                                                                                 | 0.4                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 0.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 49.5                                                                              | 0.0                                                                               | 0.0                                                                               | 54.8                                                                              | 0.0                                                                               | 0.0                                                                               | 0.5                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| LnGrp LOS                    | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 20                                                                                |                                                                                   |                                                                                   | 122                                                                               |                                                                                   |                                                                                     | 750                                                                                 |                                                                                     |                                                                                     | 768                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 49.5                                                                              |                                                                                   |                                                                                   | 54.8                                                                              |                                                                                   |                                                                                     | 0.5                                                                                 |                                                                                     |                                                                                     | 0.6                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 106.7                                                                             |                                                                                   | 23.3                                                                              |                                                                                   | 106.7                                                                             |                                                                                     | 23.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 94.0                                                                              |                                                                                   | 24.0                                                                              |                                                                                   | 94.0                                                                              |                                                                                     | 24.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 2.0                                                                               |                                                                                   | 12.6                                                                              |                                                                                   | 2.0                                                                               |                                                                                     | 3.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.0                                                                               |                                                                                   | 0.4                                                                               |                                                                                   | 1.8                                                                               |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   |                                                                                   | 5.1                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 3: Collins Avenue & 21 Street

P.M. Peak Hour  
Future Background Conditions

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                     |  |
| Traffic Volume (vph) | 35                                                                                | 2                                                                                 | 2                                                                                 | 11                                                                                | 32                                                                                | 647                                                                               | 3                                                                                   | 639                                                                                 |
| Future Volume (vph)  | 35                                                                                | 2                                                                                 | 2                                                                                 | 11                                                                                | 32                                                                                | 647                                                                               | 3                                                                                   | 639                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 30.3                                                                              | 30.3                                                                              | 30.3                                                                              | 30.3                                                                              | 25.5                                                                              | 25.5                                                                              | 25.5                                                                                | 25.5                                                                                |
| Total Split (s)      | 31.0                                                                              | 31.0                                                                              | 31.0                                                                              | 31.0                                                                              | 89.0                                                                              | 89.0                                                                              | 89.0                                                                                | 89.0                                                                                |
| Total Split (%)      | 25.8%                                                                             | 25.8%                                                                             | 25.8%                                                                             | 25.8%                                                                             | 74.2%                                                                             | 74.2%                                                                             | 74.2%                                                                               | 74.2%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.3                                                                               | 2.3                                                                               | 2.3                                                                               | 2.3                                                                               | 2.4                                                                               | 2.4                                                                               | 2.4                                                                                 | 2.4                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.3                                                                               |                                                                                   | 6.3                                                                               |                                                                                   | 6.4                                                                               |                                                                                     | 6.4                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | Ped                                                                               | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               |

### Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 29 (24%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

### Splits and Phases: 3: Collins Avenue & 21 Street





# HCM 7th Signalized Intersection Summary

## 3: Collins Avenue & 21 Street

P.M. Peak Hour  
Future Background Conditions

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 35                                                                                | 2                                                                                 | 28                                                                                | 2                                                                                 | 11                                                                                | 8                                                                                 | 32                                                                                  | 647                                                                                 | 2                                                                                   | 3                                                                                   | 639                                                                                 | 53                                                                                  |
| Future Volume (veh/h)        | 35                                                                                | 2                                                                                 | 28                                                                                | 2                                                                                 | 11                                                                                | 8                                                                                 | 32                                                                                  | 647                                                                                 | 2                                                                                   | 3                                                                                   | 639                                                                                 | 53                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 0.89                                                                              |                                                                                   | 0.88                                                                              | 0.91                                                                              |                                                                                   | 0.88                                                                              | 0.97                                                                                |                                                                                     | 0.88                                                                                | 0.97                                                                                |                                                                                     | 0.87                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 35                                                                                | 2                                                                                 | 28                                                                                | 2                                                                                 | 11                                                                                | 8                                                                                 | 32                                                                                  | 654                                                                                 | 2                                                                                   | 3                                                                                   | 645                                                                                 | 54                                                                                  |
| Peak Hour Factor             | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 156                                                                               | 18                                                                                | 97                                                                                | 44                                                                                | 158                                                                               | 104                                                                               | 115                                                                                 | 2282                                                                                | 7                                                                                   | 32                                                                                  | 2247                                                                                | 187                                                                                 |
| Arrive On Green              | 0.19                                                                              | 0.19                                                                              | 0.19                                                                              | 0.19                                                                              | 0.19                                                                              | 0.19                                                                              | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Sat Flow, veh/h              | 584                                                                               | 97                                                                                | 515                                                                               | 58                                                                                | 841                                                                               | 553                                                                               | 116                                                                                 | 3230                                                                                | 10                                                                                  | 3                                                                                   | 3180                                                                                | 265                                                                                 |
| Grp Volume(v), veh/h         | 65                                                                                | 0                                                                                 | 0                                                                                 | 21                                                                                | 0                                                                                 | 0                                                                                 | 344                                                                                 | 0                                                                                   | 344                                                                                 | 376                                                                                 | 0                                                                                   | 326                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1195                                                                              | 0                                                                                 | 0                                                                                 | 1452                                                                              | 0                                                                                 | 0                                                                                 | 1671                                                                                | 0                                                                                   | 1685                                                                                | 1852                                                                                | 0                                                                                   | 1596                                                                                |
| Q Serve(g_s), s              | 3.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 2.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.0                                                                                 |
| Cycle Q Clear(g_c), s        | 5.3                                                                               | 0.0                                                                               | 0.0                                                                               | 1.4                                                                               | 0.0                                                                               | 0.0                                                                               | 1.8                                                                                 | 0.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 0.0                                                                                 | 2.0                                                                                 |
| Prop In Lane                 | 0.54                                                                              |                                                                                   | 0.43                                                                              | 0.10                                                                              |                                                                                   | 0.38                                                                              | 0.09                                                                                |                                                                                     | 0.01                                                                                | 0.01                                                                                |                                                                                     | 0.17                                                                                |
| Lane Grp Cap(c), veh/h       | 270                                                                               | 0                                                                                 | 0                                                                                 | 305                                                                               | 0                                                                                 | 0                                                                                 | 1214                                                                                | 0                                                                                   | 1191                                                                                | 1339                                                                                | 0                                                                                   | 1128                                                                                |
| V/C Ratio(X)                 | 0.24                                                                              | 0.00                                                                              | 0.00                                                                              | 0.07                                                                              | 0.00                                                                              | 0.00                                                                              | 0.28                                                                                | 0.00                                                                                | 0.29                                                                                | 0.28                                                                                | 0.00                                                                                | 0.29                                                                                |
| Avail Cap(c_a), veh/h        | 292                                                                               | 0                                                                                 | 0                                                                                 | 331                                                                               | 0                                                                                 | 0                                                                                 | 1214                                                                                | 0                                                                                   | 1191                                                                                | 1339                                                                                | 0                                                                                   | 1128                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 41.6                                                                              | 0.0                                                                               | 0.0                                                                               | 40.2                                                                              | 0.0                                                                               | 0.0                                                                               | 1.1                                                                                 | 0.0                                                                                 | 1.1                                                                                 | 1.1                                                                                 | 0.0                                                                                 | 1.1                                                                                 |
| Incr Delay (d2), s/veh       | 0.3                                                                               | 0.0                                                                               | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 3.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.9                                                                               | 0.0                                                                               | 0.0                                                                               | 1.3                                                                                 | 0.0                                                                                 | 1.3                                                                                 | 1.4                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 42.0                                                                              | 0.0                                                                               | 0.0                                                                               | 40.2                                                                              | 0.0                                                                               | 0.0                                                                               | 1.7                                                                                 | 0.0                                                                                 | 1.7                                                                                 | 1.6                                                                                 | 0.0                                                                                 | 1.8                                                                                 |
| LnGrp LOS                    | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 65                                                                                |                                                                                   |                                                                                   | 21                                                                                |                                                                                   |                                                                                     | 688                                                                                 |                                                                                     |                                                                                     | 702                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 42.0                                                                              |                                                                                   |                                                                                   | 40.2                                                                              |                                                                                   |                                                                                     | 1.7                                                                                 |                                                                                     |                                                                                     | 1.7                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 91.2                                                                              |                                                                                   | 28.8                                                                              |                                                                                   | 91.2                                                                              |                                                                                     | 28.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.4                                                                               |                                                                                   | 6.3                                                                               |                                                                                   | 6.4                                                                               |                                                                                     | 6.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 82.6                                                                              |                                                                                   | 24.7                                                                              |                                                                                   | 82.6                                                                              |                                                                                     | 24.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 4.0                                                                               |                                                                                   | 3.4                                                                               |                                                                                   | 4.0                                                                               |                                                                                     | 7.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.6                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 1.6                                                                               |                                                                                     | 0.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th AWSC  
4: Park Avenue & 21 Street

P.M. Peak Hour  
Future Background Conditions

Intersection

Intersection Delay, s/veh 8  
Intersection LOS A

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h  | 37   | 41                                                                                | 5    | 10   | 48                                                                                | 28   | 6    | 45                                                                                  | 4    | 19   | 58                                                                                  | 22   |
| Future Vol, veh/h   | 37   | 41                                                                                | 5    | 10   | 48                                                                                | 28   | 6    | 45                                                                                  | 4    | 19   | 58                                                                                  | 22   |
| Peak Hour Factor    | 0.88 | 0.88                                                                              | 0.88 | 0.88 | 0.88                                                                              | 0.88 | 0.88 | 0.88                                                                                | 0.88 | 0.88 | 0.88                                                                                | 0.88 |
| Heavy Vehicles, %   | 3    | 3                                                                                 | 3    | 3    | 3                                                                                 | 3    | 3    | 3                                                                                   | 3    | 3    | 3                                                                                   | 3    |
| Mvmt Flow           | 42   | 47                                                                                | 6    | 11   | 55                                                                                | 32   | 7    | 51                                                                                  | 5    | 22   | 66                                                                                  | 25   |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 1                                                                                   | 0    | 0    | 1                                                                                   | 0    |

| Approach                   | EB  | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  | NB  |
| Opposing Lanes             | 1   | 1   | 1   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1   | 1   | 1   |
| Conflicting Approach Right | NB  | SB  | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1   | 1   | 1   |
| HCM Control Delay, s/veh   | 8.1 | 7.9 | 7.9 | 8.1 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                     | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 11%   | 45%   | 12%   | 19%   |
| Vol Thru, %              | 82%   | 49%   | 56%   | 59%   |
| Vol Right, %             | 7%    | 6%    | 33%   | 22%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 55    | 83    | 86    | 99    |
| LT Vol                   | 6     | 37    | 10    | 19    |
| Through Vol              | 45    | 41    | 48    | 58    |
| RT Vol                   | 4     | 5     | 28    | 22    |
| Lane Flow Rate           | 63    | 94    | 98    | 113   |
| Geometry Grp             | 1     | 1     | 1     | 1     |
| Degree of Util (X)       | 0.078 | 0.118 | 0.116 | 0.136 |
| Departure Headway (Hd)   | 4.492 | 4.511 | 4.286 | 4.366 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 800   | 797   | 839   | 824   |
| Service Time             | 2.507 | 2.525 | 2.301 | 2.379 |
| HCM Lane V/C Ratio       | 0.079 | 0.118 | 0.117 | 0.137 |
| HCM Control Delay, s/veh | 7.9   | 8.1   | 7.9   | 8.1   |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.3   | 0.4   | 0.4   | 0.5   |

Timings  
5: 23 Street & Dade Boulevard/Pine Tree Drive

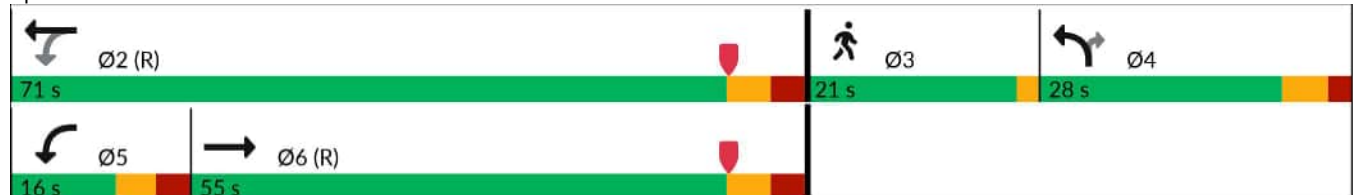
P.M. Peak Hour  
Future Background Conditions

|                      |  |  |  |  |  |      |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Group           | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               | Ø3   |
| Lane Configurations  |  |  |  |  |  |      |
| Traffic Volume (vph) | 856                                                                               | 140                                                                               | 424                                                                               | 171                                                                               | 287                                                                               |      |
| Future Volume (vph)  | 856                                                                               | 140                                                                               | 424                                                                               | 171                                                                               | 287                                                                               |      |
| Turn Type            | NA                                                                                | pm+pt                                                                             | NA                                                                                | Prot                                                                              | Perm                                                                              |      |
| Protected Phases     | 6                                                                                 | 5                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   | 3    |
| Permitted Phases     |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |      |
| Detector Phase       | 6                                                                                 | 5                                                                                 | 2                                                                                 | 4                                                                                 | 4                                                                                 |      |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Minimum Initial (s)  | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 7.0                                                                               | 7.0                                                                               | 1.0  |
| Minimum Split (s)    | 27.9                                                                              | 22.5                                                                              | 27.9                                                                              | 22.5                                                                              | 22.5                                                                              | 23.0 |
| Total Split (s)      | 55.0                                                                              | 16.0                                                                              | 71.0                                                                              | 28.0                                                                              | 28.0                                                                              | 21.0 |
| Total Split (%)      | 45.8%                                                                             | 13.3%                                                                             | 59.2%                                                                             | 23.3%                                                                             | 23.3%                                                                             | 18%  |
| Yellow Time (s)      | 4.0                                                                               | 3.7                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 2.0  |
| All-Red Time (s)     | 2.9                                                                               | 2.9                                                                               | 2.9                                                                               | 2.2                                                                               | 2.2                                                                               | 0.0  |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |      |
| Total Lost Time (s)  | 6.9                                                                               | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |      |
| Lead/Lag             | Lag                                                                               | Lead                                                                              |                                                                                   | Lag                                                                               | Lag                                                                               | Lead |
| Lead-Lag Optimize?   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               | Yes  |
| Recall Mode          | C-Max                                                                             | None                                                                              | C-Max                                                                             | None                                                                              | None                                                                              | None |

Intersection Summary

Cycle Length: 120  
Actuated Cycle Length: 120  
Offset: 65 (54%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
Natural Cycle: 110  
Control Type: Actuated-Coordinated

Splits and Phases: 5: 23 Street & Dade Boulevard/Pine Tree Drive



## Queues

## 5: 23 Street &amp; Dade Boulevard/Pine Tree Drive

P.M. Peak Hour

Future Background Conditions

|                         |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Group Flow (vph)   | 1167                                                                              | 149                                                                               | 451                                                                               | 182                                                                               | 305                                                                               |
| v/c Ratio               | 0.55                                                                              | 0.43                                                                              | 0.17                                                                              | 0.73                                                                              | 0.63                                                                              |
| Control Delay (s/veh)   | 15.2                                                                              | 8.5                                                                               | 4.9                                                                               | 65.0                                                                              | 10.9                                                                              |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 67.4                                                                              | 2.3                                                                               |
| Total Delay (s/veh)     | 15.2                                                                              | 8.5                                                                               | 4.9                                                                               | 132.4                                                                             | 13.2                                                                              |
| Queue Length 50th (ft)  | 242                                                                               | 27                                                                                | 45                                                                                | 136                                                                               | 0                                                                                 |
| Queue Length 95th (ft)  | 394                                                                               | 56                                                                                | 76                                                                                | 204                                                                               | 78                                                                                |
| Internal Link Dist (ft) | 184                                                                               |                                                                                   | 123                                                                               | 93                                                                                |                                                                                   |
| Turn Bay Length (ft)    |                                                                                   | 90                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)     | 2114                                                                              | 367                                                                               | 2649                                                                              | 325                                                                               | 540                                                                               |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 168                                                                               | 126                                                                               |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio       | 0.55                                                                              | 0.41                                                                              | 0.17                                                                              | 1.16                                                                              | 0.74                                                                              |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM Signalized Intersection Capacity Analysis

## 5: 23 Street & Dade Boulevard/Pine Tree Drive

P.M. Peak Hour  
Future Background Conditions

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |  |  |  |  |
| Traffic Volume (vph)              | 856                                                                               | 241                                                                               | 140                                                                               | 424                                                                               | 171                                                                               | 287                                                                               |
| Future Volume (vph)               | 856                                                                               | 241                                                                               | 140                                                                               | 424                                                                               | 171                                                                               | 287                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 6.9                                                                               |                                                                                   | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |
| Lane Util. Factor                 | 0.95                                                                              |                                                                                   | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frpb, ped/bikes                   | 0.99                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Flpb, ped/bikes                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 0.97                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.85                                                                              |
| Flt Protected                     | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (prot)                 | 3400                                                                              |                                                                                   | 1770                                                                              | 3539                                                                              | 1770                                                                              | 1583                                                                              |
| Flt Permitted                     | 1.00                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (perm)                 | 3400                                                                              |                                                                                   | 321                                                                               | 3539                                                                              | 1770                                                                              | 1583                                                                              |
| Peak-hour factor, PHF             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              |
| Adj. Flow (vph)                   | 911                                                                               | 256                                                                               | 149                                                                               | 451                                                                               | 182                                                                               | 305                                                                               |
| RTOR Reduction (vph)              | 14                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 262                                                                               |
| Lane Group Flow (vph)             | 1153                                                                              | 0                                                                                 | 149                                                                               | 451                                                                               | 182                                                                               | 43                                                                                |
| Confl. Peds. (#/hr)               |                                                                                   | 9                                                                                 | 9                                                                                 |                                                                                   | 5                                                                                 |                                                                                   |
| Confl. Bikes (#/hr)               |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Turn Type                         | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                | Prot                                                                              | Perm                                                                              |
| Protected Phases                  | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   |
| Permitted Phases                  |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |
| Actuated Green, G (s)             | 74.2                                                                              |                                                                                   | 89.8                                                                              | 89.8                                                                              | 17.1                                                                              | 17.1                                                                              |
| Effective Green, g (s)            | 74.2                                                                              |                                                                                   | 89.8                                                                              | 89.8                                                                              | 17.1                                                                              | 17.1                                                                              |
| Actuated g/C Ratio                | 0.62                                                                              |                                                                                   | 0.75                                                                              | 0.75                                                                              | 0.14                                                                              | 0.14                                                                              |
| Clearance Time (s)                | 6.9                                                                               |                                                                                   | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |
| Vehicle Extension (s)             | 1.0                                                                               |                                                                                   | 2.0                                                                               | 1.0                                                                               | 2.5                                                                               | 2.5                                                                               |
| Lane Grp Cap (vph)                | 2102                                                                              |                                                                                   | 348                                                                               | 2648                                                                              | 252                                                                               | 225                                                                               |
| v/s Ratio Prot                    | c0.34                                                                             |                                                                                   | c0.03                                                                             | 0.13                                                                              | c0.10                                                                             |                                                                                   |
| v/s Ratio Perm                    |                                                                                   |                                                                                   | 0.29                                                                              |                                                                                   |                                                                                   | 0.03                                                                              |
| v/c Ratio                         | 0.55                                                                              |                                                                                   | 0.43                                                                              | 0.17                                                                              | 0.72                                                                              | 0.19                                                                              |
| Uniform Delay, d1                 | 13.2                                                                              |                                                                                   | 7.6                                                                               | 4.4                                                                               | 49.2                                                                              | 45.4                                                                              |
| Progression Factor                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Incremental Delay, d2             | 1.0                                                                               |                                                                                   | 0.3                                                                               | 0.1                                                                               | 9.2                                                                               | 0.3                                                                               |
| Delay (s)                         | 14.3                                                                              |                                                                                   | 7.9                                                                               | 4.5                                                                               | 58.4                                                                              | 45.7                                                                              |
| Level of Service                  | B                                                                                 |                                                                                   | A                                                                                 | A                                                                                 | E                                                                                 | D                                                                                 |
| Approach Delay (s/veh)            | 14.3                                                                              |                                                                                   |                                                                                   | 5.3                                                                               | 50.4                                                                              |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 | D                                                                                 |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 19.7                                                                              |                                                                                   | HCM 2000 Level of Service                                                         | B                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.58                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 120.0                                                                             |                                                                                   | Sum of lost time (s)                                                              | 21.7                                                                              |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 65.2%                                                                             |                                                                                   | ICU Level of Service                                                              | C                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

Future Total P.M.

# Timings

P.M. Peak Hour

## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

|                      |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | EBR2                                                                              | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL2                                                                                | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 | NWL                                                                                 |
| Lane Configurations  |  |  |  |  |                                                                                   |  |                                                                                     |                                                                                     |  |  |  |
| Traffic Volume (vph) | 204                                                                               | 14                                                                                | 91                                                                                | 20                                                                                | 92                                                                                | 577                                                                               | 19                                                                                  | 11                                                                                  | 651                                                                                 | 221                                                                                 | 17                                                                                  |
| Future Volume (vph)  | 204                                                                               | 14                                                                                | 91                                                                                | 20                                                                                | 92                                                                                | 577                                                                               | 19                                                                                  | 11                                                                                  | 651                                                                                 | 221                                                                                 | 17                                                                                  |
| Turn Type            | Split                                                                             | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | Perm                                                                                | NA                                                                                  | pm+ov                                                                               | Prot                                                                                |
| Protected Phases     | 3                                                                                 | 3                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     |                                                                                     | 2                                                                                   | 3                                                                                   | 10                                                                                  |
| Permitted Phases     |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   | 2                                                                                   |                                                                                     | 2                                                                                   |                                                                                     |
| Detector Phase       | 3                                                                                 | 3                                                                                 | 3                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 3                                                                                   | 10                                                                                  |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 13.0                                                                              | 33.5                                                                              | 33.5                                                                              | 33.5                                                                                | 33.5                                                                                | 33.5                                                                                | 25.0                                                                                | 29.0                                                                                |
| Total Split (s)      | 32.0                                                                              | 32.0                                                                              | 32.0                                                                              | 14.0                                                                              | 67.0                                                                              | 67.0                                                                              | 67.0                                                                                | 67.0                                                                                | 67.0                                                                                | 32.0                                                                                | 27.0                                                                                |
| Total Split (%)      | 22.9%                                                                             | 22.9%                                                                             | 22.9%                                                                             | 10.0%                                                                             | 47.9%                                                                             | 47.9%                                                                             | 47.9%                                                                               | 47.9%                                                                               | 47.9%                                                                               | 22.9%                                                                               | 19.3%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.5                                                                               | 2.5                                                                               | 2.5                                                                                 | 2.5                                                                                 | 2.5                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.5                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               | Ped                                                                                 | Ped                                                                                 |

### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 9 (6%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

### Splits and Phases: 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

|                                                                                     |        |                                                                                     |    |                                                                                       |     |                                                                                       |    |
|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|----|---------------------------------------------------------------------------------------|-----|---------------------------------------------------------------------------------------|----|
|  | Ø2 (R) |  | Ø3 |  | Ø10 |  | Ø4 |
| 67 s                                                                                |        | 32 s                                                                                |    | 27 s                                                                                  |     | 14 s                                                                                  |    |
|  | Ø6 (R) |                                                                                     |    |                                                                                       |     |                                                                                       |    |
| 67 s                                                                                |        |                                                                                     |    |                                                                                       |     |                                                                                       |    |

## Queues

P.M. Peak Hour

1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Full Total Conditions

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR2                                                                              | WBT                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                                 | NWL                                                                                 |
| Lane Group Flow (vph)   | 130                                                                               | 127                                                                               | 87                                                                                | 45                                                                                | 876                                                                               | 725                                                                               | 235                                                                                 | 56                                                                                  |
| v/c Ratio               | 0.58                                                                              | 0.53                                                                              | 0.29                                                                              | 0.45                                                                              | 0.80                                                                              | 0.51                                                                              | 0.22                                                                                | 0.20                                                                                |
| Control Delay (s/veh)   | 65.7                                                                              | 61.8                                                                              | 5.3                                                                               | 77.7                                                                              | 38.2                                                                              | 28.1                                                                              | 10.1                                                                                | 53.5                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 50.2                                                                              | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 65.7                                                                              | 61.8                                                                              | 5.3                                                                               | 77.7                                                                              | 88.3                                                                              | 28.1                                                                              | 10.1                                                                                | 53.5                                                                                |
| Queue Length 50th (ft)  | 120                                                                               | 118                                                                               | 0                                                                                 | 40                                                                                | 348                                                                               | 240                                                                               | 83                                                                                  | 45                                                                                  |
| Queue Length 95th (ft)  | 185                                                                               | 184                                                                               | 22                                                                                | 84                                                                                | #484                                                                              | 320                                                                               | 118                                                                                 | 89                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 578                                                                               |                                                                                   | 175                                                                               | 220                                                                               | 271                                                                               |                                                                                     | 200                                                                                 |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 150                                                                                 |                                                                                     |
| Base Capacity (vph)     | 280                                                                               | 297                                                                               | 349                                                                               | 106                                                                               | 1098                                                                              | 1432                                                                              | 1119                                                                                | 274                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 370                                                                               | 0                                                                                 | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.46                                                                              | 0.43                                                                              | 0.25                                                                              | 0.42                                                                              | 1.20                                                                              | 0.51                                                                              | 0.21                                                                                | 0.20                                                                                |

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.



# HCM Signalized Intersection Capacity Analysis

P.M. Peak Hour

1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL                                                                               | WBT                                                                               | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                | SBL2                                                                                |
| Lane Configurations               |  |  |                                                                                   |  |                                                                                   |  |                                                                                     |                                                                                     |  |  |                                                                                     |                                                                                     |
| Traffic Volume (vph)              | 204                                                                               | 14                                                                                | 14                                                                                | 91                                                                                | 7                                                                                 | 20                                                                                | 16                                                                                  | 92                                                                                  | 577                                                                                 | 10                                                                                  | 144                                                                                 | 19                                                                                  |
| Future Volume (vph)               | 204                                                                               | 14                                                                                | 14                                                                                | 91                                                                                | 7                                                                                 | 20                                                                                | 16                                                                                  | 92                                                                                  | 577                                                                                 | 10                                                                                  | 144                                                                                 | 19                                                                                  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Lane Util. Factor                 | 0.95                                                                              | 0.91                                                                              |                                                                                   | 0.95                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Frt                               | 1.00                                                                              | 0.97                                                                              |                                                                                   | 0.85                                                                              |                                                                                   | 0.95                                                                              |                                                                                     |                                                                                     | 0.97                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 0.97                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 0.99                                                                              |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 1513                                                                              | 1591                                                                              |                                                                                   | 1354                                                                              |                                                                                   | 1754                                                                              |                                                                                     |                                                                                     | 3421                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Flt Permitted                     | 0.95                                                                              | 0.97                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 0.99                                                                              |                                                                                     |                                                                                     | 0.67                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 1513                                                                              | 1591                                                                              |                                                                                   | 1354                                                                              |                                                                                   | 1754                                                                              |                                                                                     |                                                                                     | 2288                                                                                |                                                                                     |                                                                                     |                                                                                     |
| 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)                   | 217                                                                               | 15                                                                                | 15                                                                                | 97                                                                                | 7                                                                                 | 21                                                                                | 17                                                                                  | 98                                                                                  | 614                                                                                 | 11                                                                                  | 153                                                                                 | 20                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 3                                                                                 | 0                                                                                 | 74                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 12                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 130                                                                               | 124                                                                               | 0                                                                                 | 13                                                                                | 0                                                                                 | 45                                                                                | 0                                                                                   | 0                                                                                   | 864                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Parking (#/hr)                    | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type                         | Split                                                                             | NA                                                                                |                                                                                   | Perm                                                                              | Split                                                                             | NA                                                                                |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |                                                                                     | Perm                                                                                |
| Protected Phases                  | 3                                                                                 | 3                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 4                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Permitted Phases                  |                                                                                   |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     | 2                                                                                   |
| Actuated Green, G (s)             | 20.9                                                                              | 20.9                                                                              |                                                                                   | 20.9                                                                              |                                                                                   | 6.7                                                                               |                                                                                     |                                                                                     | 65.3                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Effective Green, g (s)            | 20.9                                                                              | 20.9                                                                              |                                                                                   | 20.9                                                                              |                                                                                   | 6.7                                                                               |                                                                                     |                                                                                     | 65.3                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Actuated g/C Ratio                | 0.15                                                                              | 0.15                                                                              |                                                                                   | 0.15                                                                              |                                                                                   | 0.05                                                                              |                                                                                     |                                                                                     | 0.47                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Clearance Time (s)                | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)             | 2.5                                                                               | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                     |                                                                                     | 1.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Lane Grp Cap (vph)                | 225                                                                               | 237                                                                               |                                                                                   | 202                                                                               |                                                                                   | 83                                                                                |                                                                                     |                                                                                     | 1067                                                                                |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Prot                    | c0.09                                                                             | 0.08                                                                              |                                                                                   |                                                                                   |                                                                                   | c0.03                                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   |                                                                                   |                                                                                   | 0.01                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     | c0.38                                                                               |                                                                                     |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.58                                                                              | 0.53                                                                              |                                                                                   | 0.06                                                                              |                                                                                   | 0.54                                                                              |                                                                                     |                                                                                     | 0.81                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Uniform Delay, d1                 | 55.4                                                                              | 55.0                                                                              |                                                                                   | 51.2                                                                              |                                                                                   | 65.2                                                                              |                                                                                     |                                                                                     | 32.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Incremental Delay, d2             | 2.9                                                                               | 1.6                                                                               |                                                                                   | 0.1                                                                               |                                                                                   | 5.6                                                                               |                                                                                     |                                                                                     | 6.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Delay (s)                         | 58.4                                                                              | 56.6                                                                              |                                                                                   | 51.2                                                                              |                                                                                   | 70.8                                                                              |                                                                                     |                                                                                     | 38.7                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Level of Service                  | E                                                                                 | E                                                                                 |                                                                                   | D                                                                                 |                                                                                   | E                                                                                 |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s/veh)            |                                                                                   | 55.9                                                                              |                                                                                   |                                                                                   |                                                                                   | 70.8                                                                              |                                                                                     |                                                                                     | 38.7                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 36.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.63                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 140.0                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     | 24.5                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 83.1%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Signalized Intersection Capacity Analysis

P.M. Peak Hour

1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

|                        |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement               | SBL                                                                               | SBT                                                                               | SBR                                                                               | NWL2                                                                              | NWL                                                                               | NWR                                                                               |
| Lane Configurations    |                                                                                   |  |  |                                                                                   |  |                                                                                   |
| Traffic Volume (vph)   | 11                                                                                | 651                                                                               | 221                                                                               | 11                                                                                | 17                                                                                | 24                                                                                |
| Future Volume (vph)    | 11                                                                                | 651                                                                               | 221                                                                               | 11                                                                                | 17                                                                                | 24                                                                                |
| Ideal Flow (vphpl)     | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)    |                                                                                   | 6.5                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   |
| Lane Util. Factor      |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Frt                    |                                                                                   | 1.00                                                                              | 0.85                                                                              |                                                                                   | 0.94                                                                              |                                                                                   |
| Flt Protected          |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |
| Satd. Flow (prot)      |                                                                                   | 3531                                                                              | 1583                                                                              |                                                                                   | 1700                                                                              |                                                                                   |
| Flt Permitted          |                                                                                   | 0.85                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |
| Satd. Flow (perm)      |                                                                                   | 3014                                                                              | 1583                                                                              |                                                                                   | 1700                                                                              |                                                                                   |
| Peak-hour factor, PHF  | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              |
| Adj. Flow (vph)        | 12                                                                                | 693                                                                               | 235                                                                               | 12                                                                                | 18                                                                                | 26                                                                                |
| RTOR Reduction (vph)   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Group Flow (vph)  | 0                                                                                 | 725                                                                               | 235                                                                               | 0                                                                                 | 56                                                                                | 0                                                                                 |
| Parking (#/hr)         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Turn Type              | Perm                                                                              | NA                                                                                | pm+ov                                                                             | Prot                                                                              | Prot                                                                              |                                                                                   |
| Protected Phases       |                                                                                   | 2                                                                                 | 3                                                                                 | 10                                                                                | 10                                                                                |                                                                                   |
| Permitted Phases       | 2                                                                                 |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Actuated Green, G (s)  |                                                                                   | 65.3                                                                              | 86.2                                                                              |                                                                                   | 22.6                                                                              |                                                                                   |
| Effective Green, g (s) |                                                                                   | 65.3                                                                              | 86.2                                                                              |                                                                                   | 22.6                                                                              |                                                                                   |
| Actuated g/C Ratio     |                                                                                   | 0.47                                                                              | 0.62                                                                              |                                                                                   | 0.16                                                                              |                                                                                   |
| Clearance Time (s)     |                                                                                   | 6.5                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   |
| Vehicle Extension (s)  |                                                                                   | 1.0                                                                               | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                   |
| Lane Grp Cap (vph)     |                                                                                   | 1405                                                                              | 974                                                                               |                                                                                   | 274                                                                               |                                                                                   |
| v/s Ratio Prot         |                                                                                   |                                                                                   | 0.04                                                                              |                                                                                   | 0.03                                                                              |                                                                                   |
| v/s Ratio Perm         |                                                                                   | 0.24                                                                              | 0.11                                                                              |                                                                                   |                                                                                   |                                                                                   |
| v/c Ratio              |                                                                                   | 0.52                                                                              | 0.24                                                                              |                                                                                   | 0.20                                                                              |                                                                                   |
| Uniform Delay, d1      |                                                                                   | 26.2                                                                              | 12.1                                                                              |                                                                                   | 50.9                                                                              |                                                                                   |
| Progression Factor     |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |
| Incremental Delay, d2  |                                                                                   | 1.4                                                                               | 0.1                                                                               |                                                                                   | 0.3                                                                               |                                                                                   |
| Delay (s)              |                                                                                   | 27.6                                                                              | 12.2                                                                              |                                                                                   | 51.2                                                                              |                                                                                   |
| Level of Service       |                                                                                   | C                                                                                 | B                                                                                 |                                                                                   | D                                                                                 |                                                                                   |
| Approach Delay (s/veh) |                                                                                   | 23.8                                                                              |                                                                                   |                                                                                   | 51.2                                                                              |                                                                                   |
| Approach LOS           |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |
| Intersection Summary   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Timings

## 2: Collins Avenue & 22 Street

P.M. Peak Hour

Future Total Conditions with Improvements

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                     |  |
| Traffic Volume (vph) | 6                                                                                 | 12                                                                                | 72                                                                                | 42                                                                                | 18                                                                                | 617                                                                               | 128                                                                                 | 593                                                                                 |
| Future Volume (vph)  | 6                                                                                 | 12                                                                                | 72                                                                                | 42                                                                                | 18                                                                                | 617                                                                               | 128                                                                                 | 593                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.5                                                                              | 25.5                                                                              | 25.5                                                                                | 25.5                                                                                |
| Total Split (s)      | 50.0                                                                              | 50.0                                                                              | 50.0                                                                              | 50.0                                                                              | 80.0                                                                              | 80.0                                                                              | 80.0                                                                                | 80.0                                                                                |
| Total Split (%)      | 38.5%                                                                             | 38.5%                                                                             | 38.5%                                                                             | 38.5%                                                                             | 61.5%                                                                             | 61.5%                                                                             | 61.5%                                                                               | 61.5%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     | 6.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | Ped                                                                               | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               |

### Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 30 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

### Splits and Phases: 2: Collins Avenue & 22 Street



# HCM 7th Signalized Intersection Summary

## 2: Collins Avenue & 22 Street

P.M. Peak Hour

Future Total Conditions with Improvements

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 6                                                                                 | 12                                                                                | 16                                                                                | 72                                                                                | 42                                                                                | 212                                                                               | 18                                                                                  | 617                                                                                 | 89                                                                                  | 128                                                                                 | 593                                                                                 | 34                                                                                  |
| Future Volume (veh/h)        | 6                                                                                 | 12                                                                                | 16                                                                                | 72                                                                                | 42                                                                                | 212                                                                               | 18                                                                                  | 617                                                                                 | 89                                                                                  | 128                                                                                 | 593                                                                                 | 34                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.96                                                                              |                                                                                   | 0.95                                                                              | 0.99                                                                                |                                                                                     | 0.92                                                                                | 0.99                                                                                |                                                                                     | 0.91                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 0.90                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 7                                                                                 | 13                                                                                | 0                                                                                 | 79                                                                                | 46                                                                                | 147                                                                               | 20                                                                                  | 678                                                                                 | 76                                                                                  | 141                                                                                 | 652                                                                                 | 30                                                                                  |
| Peak Hour Factor             | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 107                                                                               | 177                                                                               | 0                                                                                 | 111                                                                               | 62                                                                                | 162                                                                               | 65                                                                                  | 2055                                                                                | 228                                                                                 | 340                                                                                 | 1527                                                                                | 70                                                                                  |
| Arrive On Green              | 0.22                                                                              | 0.22                                                                              | 0.00                                                                              | 0.22                                                                              | 0.22                                                                              | 0.22                                                                              | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Sat Flow, veh/h              | 315                                                                               | 802                                                                               | 0                                                                                 | 343                                                                               | 281                                                                               | 734                                                                               | 52                                                                                  | 2988                                                                                | 331                                                                                 | 438                                                                                 | 2221                                                                                | 102                                                                                 |
| Grp Volume(v), veh/h         | 20                                                                                | 0                                                                                 | 0                                                                                 | 272                                                                               | 0                                                                                 | 0                                                                                 | 408                                                                                 | 0                                                                                   | 366                                                                                 | 337                                                                                 | 0                                                                                   | 486                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1118                                                                              | 0                                                                                 | 0                                                                                 | 1358                                                                              | 0                                                                                 | 0                                                                                 | 1778                                                                                | 0                                                                                   | 1593                                                                                | 1103                                                                                | 0                                                                                   | 1658                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 21.9                                                                              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 3.7                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 5.3                                                                                 |
| Cycle Q Clear(g_c), s        | 1.1                                                                               | 0.0                                                                               | 0.0                                                                               | 25.3                                                                              | 0.0                                                                               | 0.0                                                                               | 3.5                                                                                 | 0.0                                                                                 | 3.7                                                                                 | 4.3                                                                                 | 0.0                                                                                 | 5.3                                                                                 |
| Prop In Lane                 | 0.35                                                                              |                                                                                   | 0.00                                                                              | 0.29                                                                              |                                                                                   | 0.54                                                                              | 0.05                                                                                |                                                                                     | 0.21                                                                                | 0.42                                                                                |                                                                                     | 0.06                                                                                |
| Lane Grp Cap(c), veh/h       | 283                                                                               | 0                                                                                 | 0                                                                                 | 335                                                                               | 0                                                                                 | 0                                                                                 | 1251                                                                                | 0                                                                                   | 1095                                                                                | 798                                                                                 | 0                                                                                   | 1140                                                                                |
| V/C Ratio(X)                 | 0.07                                                                              | 0.00                                                                              | 0.00                                                                              | 0.81                                                                              | 0.00                                                                              | 0.00                                                                              | 0.33                                                                                | 0.00                                                                                | 0.33                                                                                | 0.42                                                                                | 0.00                                                                                | 0.43                                                                                |
| Avail Cap(c_a), veh/h        | 448                                                                               | 0                                                                                 | 0                                                                                 | 493                                                                               | 0                                                                                 | 0                                                                                 | 1251                                                                                | 0                                                                                   | 1095                                                                                | 798                                                                                 | 0                                                                                   | 1140                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.87                                                                                | 0.00                                                                                | 0.87                                                                                |
| Uniform Delay (d), s/veh     | 40.0                                                                              | 0.0                                                                               | 0.0                                                                               | 49.3                                                                              | 0.0                                                                               | 0.0                                                                               | 1.9                                                                                 | 0.0                                                                                 | 1.9                                                                                 | 1.9                                                                                 | 0.0                                                                                 | 2.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 5.4                                                                               | 0.0                                                                               | 0.0                                                                               | 0.7                                                                                 | 0.0                                                                                 | 0.8                                                                                 | 1.4                                                                                 | 0.0                                                                                 | 1.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.9                                                                               | 0.0                                                                               | 0.0                                                                               | 14.0                                                                              | 0.0                                                                               | 0.0                                                                               | 2.2                                                                                 | 0.0                                                                                 | 2.1                                                                                 | 2.0                                                                                 | 0.0                                                                                 | 2.8                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 40.0                                                                              | 0.0                                                                               | 0.0                                                                               | 54.7                                                                              | 0.0                                                                               | 0.0                                                                               | 2.6                                                                                 | 0.0                                                                                 | 2.7                                                                                 | 3.3                                                                                 | 0.0                                                                                 | 3.0                                                                                 |
| LnGrp LOS                    | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 20                                                                                |                                                                                   |                                                                                   | 272                                                                               |                                                                                   |                                                                                     | 774                                                                                 |                                                                                     |                                                                                     | 823                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 40.0                                                                              |                                                                                   |                                                                                   | 54.7                                                                              |                                                                                   |                                                                                     | 2.6                                                                                 |                                                                                     |                                                                                     | 3.1                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 95.4                                                                              |                                                                                   | 34.6                                                                              |                                                                                   | 95.4                                                                              |                                                                                     | 34.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 74.0                                                                              |                                                                                   | 44.0                                                                              |                                                                                   | 74.0                                                                              |                                                                                     | 44.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 7.3                                                                               |                                                                                   | 27.3                                                                              |                                                                                   | 5.7                                                                               |                                                                                     | 3.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.6                                                                               |                                                                                   | 1.3                                                                               |                                                                                   | 1.9                                                                               |                                                                                     | 0.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   |                                                                                   | 10.7                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings 2: Collins Avenue & 22 Street

P.M. Peak Hour  
Future Total Conditions

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                     |  |
| Traffic Volume (vph) | 6                                                                                 | 12                                                                                | 72                                                                                | 42                                                                                | 18                                                                                | 617                                                                               | 128                                                                                 | 593                                                                                 |
| Future Volume (vph)  | 6                                                                                 | 12                                                                                | 72                                                                                | 42                                                                                | 18                                                                                | 617                                                                               | 128                                                                                 | 593                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.5                                                                              | 25.5                                                                              | 25.5                                                                                | 25.5                                                                                |
| Total Split (s)      | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 100.0                                                                             | 100.0                                                                             | 100.0                                                                               | 100.0                                                                               |
| Total Split (%)      | 23.1%                                                                             | 23.1%                                                                             | 23.1%                                                                             | 23.1%                                                                             | 76.9%                                                                             | 76.9%                                                                             | 76.9%                                                                               | 76.9%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     | 6.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | Ped                                                                               | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               |

## Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 30 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

## Splits and Phases: 2: Collins Avenue & 22 Street



# HCM 7th Signalized Intersection Summary

## 2: Collins Avenue & 22 Street

P.M. Peak Hour  
Future Total Conditions

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 6                                                                                 | 12                                                                                | 16                                                                                | 72                                                                                | 42                                                                                | 212                                                                               | 18                                                                                  | 617                                                                                 | 89                                                                                  | 128                                                                                 | 593                                                                                 | 34                                                                                  |
| Future Volume (veh/h)        | 6                                                                                 | 12                                                                                | 16                                                                                | 72                                                                                | 42                                                                                | 212                                                                               | 18                                                                                  | 617                                                                                 | 89                                                                                  | 128                                                                                 | 593                                                                                 | 34                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.95                                                                              |                                                                                   | 0.94                                                                              | 0.98                                                                                |                                                                                     | 0.92                                                                                | 0.98                                                                                |                                                                                     | 0.91                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 0.90                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 7                                                                                 | 13                                                                                | 0                                                                                 | 79                                                                                | 46                                                                                | 164                                                                               | 20                                                                                  | 678                                                                                 | 64                                                                                  | 141                                                                                 | 652                                                                                 | 27                                                                                  |
| Peak Hour Factor             | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 90                                                                                | 146                                                                               | 0                                                                                 | 95                                                                                | 47                                                                                | 141                                                                               | 69                                                                                  | 2200                                                                                | 205                                                                                 | 362                                                                                 | 1619                                                                                | 67                                                                                  |
| Arrive On Green              | 0.18                                                                              | 0.18                                                                              | 0.00                                                                              | 0.18                                                                              | 0.18                                                                              | 0.18                                                                              | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Sat Flow, veh/h              | 288                                                                               | 791                                                                               | 0                                                                                 | 325                                                                               | 257                                                                               | 763                                                                               | 55                                                                                  | 3043                                                                                | 284                                                                                 | 447                                                                                 | 2239                                                                                | 93                                                                                  |
| Grp Volume(v), veh/h         | 20                                                                                | 0                                                                                 | 0                                                                                 | 289                                                                               | 0                                                                                 | 0                                                                                 | 400                                                                                 | 0                                                                                   | 362                                                                                 | 335                                                                                 | 0                                                                                   | 485                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1079                                                                              | 0                                                                                 | 0                                                                                 | 1345                                                                              | 0                                                                                 | 0                                                                                 | 1774                                                                                | 0                                                                                   | 1608                                                                                | 1117                                                                                | 0                                                                                   | 1661                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 21.4                                                                              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 1.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.4                                                                                 |
| Cycle Q Clear(g_c), s        | 1.2                                                                               | 0.0                                                                               | 0.0                                                                               | 24.0                                                                              | 0.0                                                                               | 0.0                                                                               | 1.5                                                                                 | 0.0                                                                                 | 1.6                                                                                 | 1.2                                                                                 | 0.0                                                                                 | 2.4                                                                                 |
| Prop In Lane                 | 0.35                                                                              |                                                                                   | 0.00                                                                              | 0.27                                                                              |                                                                                   | 0.57                                                                              | 0.05                                                                                |                                                                                     | 0.18                                                                                | 0.42                                                                                |                                                                                     | 0.06                                                                                |
| Lane Grp Cap(c), veh/h       | 237                                                                               | 0                                                                                 | 0                                                                                 | 284                                                                               | 0                                                                                 | 0                                                                                 | 1311                                                                                | 0                                                                                   | 1163                                                                                | 847                                                                                 | 0                                                                                   | 1201                                                                                |
| V/C Ratio(X)                 | 0.08                                                                              | 0.00                                                                              | 0.00                                                                              | 1.02                                                                              | 0.00                                                                              | 0.00                                                                              | 0.30                                                                                | 0.00                                                                                | 0.31                                                                                | 0.40                                                                                | 0.00                                                                                | 0.40                                                                                |
| Avail Cap(c_a), veh/h        | 237                                                                               | 0                                                                                 | 0                                                                                 | 284                                                                               | 0                                                                                 | 0                                                                                 | 1311                                                                                | 0                                                                                   | 1163                                                                                | 847                                                                                 | 0                                                                                   | 1201                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.87                                                                                | 0.00                                                                                | 0.87                                                                                |
| Uniform Delay (d), s/veh     | 43.7                                                                              | 0.0                                                                               | 0.0                                                                               | 54.4                                                                              | 0.0                                                                               | 0.0                                                                               | 0.7                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 0.7                                                                                 |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 58.5                                                                              | 0.0                                                                               | 0.0                                                                               | 0.6                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 1.2                                                                                 | 0.0                                                                                 | 0.9                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 1.0                                                                               | 0.0                                                                               | 0.0                                                                               | 20.4                                                                              | 0.0                                                                               | 0.0                                                                               | 1.1                                                                                 | 0.0                                                                                 | 1.1                                                                                 | 1.1                                                                                 | 0.0                                                                                 | 1.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 43.8                                                                              | 0.0                                                                               | 0.0                                                                               | 112.9                                                                             | 0.0                                                                               | 0.0                                                                               | 1.3                                                                                 | 0.0                                                                                 | 1.4                                                                                 | 1.9                                                                                 | 0.0                                                                                 | 1.6                                                                                 |
| LnGrp LOS                    | D                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 20                                                                                |                                                                                   |                                                                                   | 289                                                                               |                                                                                   |                                                                                     | 762                                                                                 |                                                                                     |                                                                                     | 820                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 43.8                                                                              |                                                                                   |                                                                                   | 112.9                                                                             |                                                                                   |                                                                                     | 1.4                                                                                 |                                                                                     |                                                                                     | 1.7                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 100.0                                                                             |                                                                                   | 30.0                                                                              |                                                                                   | 100.0                                                                             |                                                                                     | 30.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 94.0                                                                              |                                                                                   | 24.0                                                                              |                                                                                   | 94.0                                                                              |                                                                                     | 24.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 4.4                                                                               |                                                                                   | 26.0                                                                              |                                                                                   | 3.6                                                                               |                                                                                     | 3.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.6                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 1.8                                                                               |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   |                                                                                   | 19.0                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings 3: Collins Avenue & 21 Street

P.M. Peak Hour  
Future Total Conditions

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                     |  |
| Traffic Volume (vph) | 35                                                                                | 2                                                                                 | 2                                                                                 | 11                                                                                | 32                                                                                | 704                                                                               | 3                                                                                   | 632                                                                                 |
| Future Volume (vph)  | 35                                                                                | 2                                                                                 | 2                                                                                 | 11                                                                                | 32                                                                                | 704                                                                               | 3                                                                                   | 632                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 30.3                                                                              | 30.3                                                                              | 30.3                                                                              | 30.3                                                                              | 25.5                                                                              | 25.5                                                                              | 25.5                                                                                | 25.5                                                                                |
| Total Split (s)      | 31.0                                                                              | 31.0                                                                              | 31.0                                                                              | 31.0                                                                              | 89.0                                                                              | 89.0                                                                              | 89.0                                                                                | 89.0                                                                                |
| Total Split (%)      | 25.8%                                                                             | 25.8%                                                                             | 25.8%                                                                             | 25.8%                                                                             | 74.2%                                                                             | 74.2%                                                                             | 74.2%                                                                               | 74.2%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 2.3                                                                               | 2.3                                                                               | 2.3                                                                               | 2.3                                                                               | 2.4                                                                               | 2.4                                                                               | 2.4                                                                                 | 2.4                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.3                                                                               |                                                                                   | 6.3                                                                               |                                                                                   | 6.4                                                                               |                                                                                     | 6.4                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Ped                                                                               | Ped                                                                               | Ped                                                                               | Ped                                                                               | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               |

## Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 29 (24%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

## Splits and Phases: 3: Collins Avenue & 21 Street



# HCM 7th Signalized Intersection Summary

## 3: Collins Avenue & 21 Street

P.M. Peak Hour  
Future Total Conditions

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 35                                                                                | 2                                                                                 | 28                                                                                | 2                                                                                 | 11                                                                                | 8                                                                                 | 32                                                                                  | 704                                                                                 | 2                                                                                   | 3                                                                                   | 632                                                                                 | 53                                                                                  |
| Future Volume (veh/h)        | 35                                                                                | 2                                                                                 | 28                                                                                | 2                                                                                 | 11                                                                                | 8                                                                                 | 32                                                                                  | 704                                                                                 | 2                                                                                   | 3                                                                                   | 632                                                                                 | 53                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 0.89                                                                              |                                                                                   | 0.88                                                                              | 0.91                                                                              |                                                                                   | 0.88                                                                              | 0.97                                                                                |                                                                                     | 0.88                                                                                | 0.97                                                                                |                                                                                     | 0.87                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 35                                                                                | 2                                                                                 | 28                                                                                | 2                                                                                 | 11                                                                                | 8                                                                                 | 32                                                                                  | 711                                                                                 | 2                                                                                   | 3                                                                                   | 638                                                                                 | 54                                                                                  |
| Peak Hour Factor             | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 156                                                                               | 18                                                                                | 97                                                                                | 44                                                                                | 158                                                                               | 104                                                                               | 107                                                                                 | 2304                                                                                | 6                                                                                   | 32                                                                                  | 2244                                                                                | 189                                                                                 |
| Arrive On Green              | 0.19                                                                              | 0.19                                                                              | 0.19                                                                              | 0.19                                                                              | 0.19                                                                              | 0.19                                                                              | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Sat Flow, veh/h              | 584                                                                               | 97                                                                                | 515                                                                               | 58                                                                                | 841                                                                               | 553                                                                               | 105                                                                                 | 3261                                                                                | 9                                                                                   | 3                                                                                   | 3176                                                                                | 267                                                                                 |
| Grp Volume(v), veh/h         | 65                                                                                | 0                                                                                 | 0                                                                                 | 21                                                                                | 0                                                                                 | 0                                                                                 | 374                                                                                 | 0                                                                                   | 371                                                                                 | 373                                                                                 | 0                                                                                   | 322                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1195                                                                              | 0                                                                                 | 0                                                                                 | 1452                                                                              | 0                                                                                 | 0                                                                                 | 1690                                                                                | 0                                                                                   | 1685                                                                                | 1851                                                                                | 0                                                                                   | 1595                                                                                |
| Q Serve(g_s), s              | 3.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 2.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.0                                                                                 |
| Cycle Q Clear(g_c), s        | 5.3                                                                               | 0.0                                                                               | 0.0                                                                               | 1.4                                                                               | 0.0                                                                               | 0.0                                                                               | 2.0                                                                                 | 0.0                                                                                 | 2.2                                                                                 | 2.0                                                                                 | 0.0                                                                                 | 2.0                                                                                 |
| Prop In Lane                 | 0.54                                                                              |                                                                                   | 0.43                                                                              | 0.10                                                                              |                                                                                   | 0.38                                                                              | 0.09                                                                                |                                                                                     | 0.01                                                                                | 0.01                                                                                |                                                                                     | 0.17                                                                                |
| Lane Grp Cap(c), veh/h       | 270                                                                               | 0                                                                                 | 0                                                                                 | 305                                                                               | 0                                                                                 | 0                                                                                 | 1227                                                                                | 0                                                                                   | 1191                                                                                | 1338                                                                                | 0                                                                                   | 1127                                                                                |
| V/C Ratio(X)                 | 0.24                                                                              | 0.00                                                                              | 0.00                                                                              | 0.07                                                                              | 0.00                                                                              | 0.00                                                                              | 0.31                                                                                | 0.00                                                                                | 0.31                                                                                | 0.28                                                                                | 0.00                                                                                | 0.29                                                                                |
| Avail Cap(c_a), veh/h        | 292                                                                               | 0                                                                                 | 0                                                                                 | 331                                                                               | 0                                                                                 | 0                                                                                 | 1227                                                                                | 0                                                                                   | 1191                                                                                | 1338                                                                                | 0                                                                                   | 1127                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 41.6                                                                              | 0.0                                                                               | 0.0                                                                               | 40.2                                                                              | 0.0                                                                               | 0.0                                                                               | 1.1                                                                                 | 0.0                                                                                 | 1.1                                                                                 | 1.1                                                                                 | 0.0                                                                                 | 1.1                                                                                 |
| Incr Delay (d2), s/veh       | 0.3                                                                               | 0.0                                                                               | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 3.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.9                                                                               | 0.0                                                                               | 0.0                                                                               | 1.4                                                                                 | 0.0                                                                                 | 1.4                                                                                 | 1.3                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 42.0                                                                              | 0.0                                                                               | 0.0                                                                               | 40.2                                                                              | 0.0                                                                               | 0.0                                                                               | 1.8                                                                                 | 0.0                                                                                 | 1.8                                                                                 | 1.6                                                                                 | 0.0                                                                                 | 1.8                                                                                 |
| LnGrp LOS                    | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 65                                                                                |                                                                                   |                                                                                   | 21                                                                                |                                                                                   |                                                                                     | 745                                                                                 |                                                                                     |                                                                                     | 695                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 42.0                                                                              |                                                                                   |                                                                                   | 40.2                                                                              |                                                                                   |                                                                                     | 1.8                                                                                 |                                                                                     |                                                                                     | 1.7                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 91.2                                                                              |                                                                                   | 28.8                                                                              |                                                                                   | 91.2                                                                              |                                                                                     | 28.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.4                                                                               |                                                                                   | 6.3                                                                               |                                                                                   | 6.4                                                                               |                                                                                     | 6.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 82.6                                                                              |                                                                                   | 24.7                                                                              |                                                                                   | 82.6                                                                              |                                                                                     | 24.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 4.0                                                                               |                                                                                   | 3.4                                                                               |                                                                                   | 4.2                                                                               |                                                                                     | 7.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.6                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 1.8                                                                               |                                                                                     | 0.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



HCM 7th AWSC  
4: Park Avenue & 21 Street

P.M. Peak Hour  
Future Total Conditions

Intersection

Intersection Delay, s/veh 8  
Intersection LOS A

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h  | 37   | 41                                                                                | 5    | 10   | 48                                                                                | 28   | 6    | 45                                                                                  | 4    | 19   | 58                                                                                  | 22   |
| Future Vol, veh/h   | 37   | 41                                                                                | 5    | 10   | 48                                                                                | 28   | 6    | 45                                                                                  | 4    | 19   | 58                                                                                  | 22   |
| Peak Hour Factor    | 0.88 | 0.88                                                                              | 0.88 | 0.88 | 0.88                                                                              | 0.88 | 0.88 | 0.88                                                                                | 0.88 | 0.88 | 0.88                                                                                | 0.88 |
| Heavy Vehicles, %   | 3    | 3                                                                                 | 3    | 3    | 3                                                                                 | 3    | 3    | 3                                                                                   | 3    | 3    | 3                                                                                   | 3    |
| Mvmt Flow           | 42   | 47                                                                                | 6    | 11   | 55                                                                                | 32   | 7    | 51                                                                                  | 5    | 22   | 66                                                                                  | 25   |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 1                                                                                   | 0    | 0    | 1                                                                                   | 0    |

| Approach                   | EB  | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  | NB  |
| Opposing Lanes             | 1   | 1   | 1   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1   | 1   | 1   |
| Conflicting Approach Right | NB  | SB  | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1   | 1   | 1   |
| HCM Control Delay, s/veh   | 8.1 | 7.9 | 7.9 | 8.1 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                     | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 11%   | 45%   | 12%   | 19%   |
| Vol Thru, %              | 82%   | 49%   | 56%   | 59%   |
| Vol Right, %             | 7%    | 6%    | 33%   | 22%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 55    | 83    | 86    | 99    |
| LT Vol                   | 6     | 37    | 10    | 19    |
| Through Vol              | 45    | 41    | 48    | 58    |
| RT Vol                   | 4     | 5     | 28    | 22    |
| Lane Flow Rate           | 63    | 94    | 98    | 113   |
| Geometry Grp             | 1     | 1     | 1     | 1     |
| Degree of Util (X)       | 0.078 | 0.118 | 0.116 | 0.136 |
| Departure Headway (Hd)   | 4.492 | 4.511 | 4.286 | 4.366 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 800   | 797   | 839   | 824   |
| Service Time             | 2.507 | 2.525 | 2.301 | 2.379 |
| HCM Lane V/C Ratio       | 0.079 | 0.118 | 0.117 | 0.137 |
| HCM Control Delay, s/veh | 7.9   | 8.1   | 7.9   | 8.1   |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.3   | 0.4   | 0.4   | 0.5   |

Timings  
5: 23 Street & Dade Boulevard/Pine Tree Drive

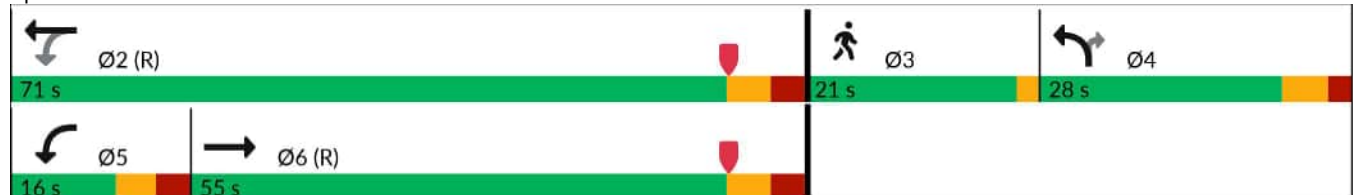
P.M. Peak Hour  
Future Total Conditions

|                      |  |  |  |  |  |      |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Group           | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               | Ø3   |
| Lane Configurations  |  |  |  |  |  |      |
| Traffic Volume (vph) | 856                                                                               | 146                                                                               | 424                                                                               | 177                                                                               | 289                                                                               |      |
| Future Volume (vph)  | 856                                                                               | 146                                                                               | 424                                                                               | 177                                                                               | 289                                                                               |      |
| Turn Type            | NA                                                                                | pm+pt                                                                             | NA                                                                                | Prot                                                                              | Perm                                                                              |      |
| Protected Phases     | 6                                                                                 | 5                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   | 3    |
| Permitted Phases     |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |      |
| Detector Phase       | 6                                                                                 | 5                                                                                 | 2                                                                                 | 4                                                                                 | 4                                                                                 |      |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Minimum Initial (s)  | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 7.0                                                                               | 7.0                                                                               | 1.0  |
| Minimum Split (s)    | 27.9                                                                              | 22.5                                                                              | 27.9                                                                              | 22.5                                                                              | 22.5                                                                              | 23.0 |
| Total Split (s)      | 55.0                                                                              | 16.0                                                                              | 71.0                                                                              | 28.0                                                                              | 28.0                                                                              | 21.0 |
| Total Split (%)      | 45.8%                                                                             | 13.3%                                                                             | 59.2%                                                                             | 23.3%                                                                             | 23.3%                                                                             | 18%  |
| Yellow Time (s)      | 4.0                                                                               | 3.7                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 2.0  |
| All-Red Time (s)     | 2.9                                                                               | 2.9                                                                               | 2.9                                                                               | 2.2                                                                               | 2.2                                                                               | 0.0  |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |      |
| Total Lost Time (s)  | 6.9                                                                               | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |      |
| Lead/Lag             | Lag                                                                               | Lead                                                                              |                                                                                   | Lag                                                                               | Lag                                                                               | Lead |
| Lead-Lag Optimize?   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               | Yes  |
| Recall Mode          | C-Max                                                                             | None                                                                              | C-Max                                                                             | None                                                                              | None                                                                              | None |

Intersection Summary

Cycle Length: 120  
Actuated Cycle Length: 120  
Offset: 65 (54%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
Natural Cycle: 110  
Control Type: Actuated-Coordinated

Splits and Phases: 5: 23 Street & Dade Boulevard/Pine Tree Drive



## Queues

## 5: 23 Street &amp; Dade Boulevard/Pine Tree Drive

P.M. Peak Hour

Future Total Conditions

|                         |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Group Flow (vph)   | 1181                                                                              | 155                                                                               | 451                                                                               | 188                                                                               | 307                                                                               |
| v/c Ratio               | 0.57                                                                              | 0.44                                                                              | 0.17                                                                              | 0.73                                                                              | 0.62                                                                              |
| Control Delay (s/veh)   | 16.1                                                                              | 8.9                                                                               | 5.0                                                                               | 65.0                                                                              | 10.7                                                                              |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 67.6                                                                              | 2.4                                                                               |
| Total Delay (s/veh)     | 16.1                                                                              | 8.9                                                                               | 5.0                                                                               | 132.7                                                                             | 13.1                                                                              |
| Queue Length 50th (ft)  | 255                                                                               | 29                                                                                | 46                                                                                | 141                                                                               | 0                                                                                 |
| Queue Length 95th (ft)  | 411                                                                               | 59                                                                                | 77                                                                                | 209                                                                               | 78                                                                                |
| Internal Link Dist (ft) | 184                                                                               |                                                                                   | 123                                                                               | 93                                                                                |                                                                                   |
| Turn Bay Length (ft)    |                                                                                   | 90                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)     | 2081                                                                              | 364                                                                               | 2637                                                                              | 327                                                                               | 542                                                                               |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 173                                                                               | 130                                                                               |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio       | 0.57                                                                              | 0.43                                                                              | 0.17                                                                              | 1.22                                                                              | 0.75                                                                              |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM Signalized Intersection Capacity Analysis

## 5: 23 Street & Dade Boulevard/Pine Tree Drive

P.M. Peak Hour  
Future Total Conditions

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |  |  |  |  |
| Traffic Volume (vph)              | 856                                                                               | 254                                                                               | 146                                                                               | 424                                                                               | 177                                                                               | 289                                                                               |
| Future Volume (vph)               | 856                                                                               | 254                                                                               | 146                                                                               | 424                                                                               | 177                                                                               | 289                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 6.9                                                                               |                                                                                   | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |
| Lane Util. Factor                 | 0.95                                                                              |                                                                                   | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frpb, ped/bikes                   | 0.99                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Flpb, ped/bikes                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 0.97                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.85                                                                              |
| Flt Protected                     | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (prot)                 | 3394                                                                              |                                                                                   | 1770                                                                              | 3539                                                                              | 1770                                                                              | 1583                                                                              |
| Flt Permitted                     | 1.00                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (perm)                 | 3394                                                                              |                                                                                   | 309                                                                               | 3539                                                                              | 1770                                                                              | 1583                                                                              |
| Peak-hour factor, PHF             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              |
| Adj. Flow (vph)                   | 911                                                                               | 270                                                                               | 155                                                                               | 451                                                                               | 188                                                                               | 307                                                                               |
| RTOR Reduction (vph)              | 15                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 262                                                                               |
| Lane Group Flow (vph)             | 1166                                                                              | 0                                                                                 | 155                                                                               | 451                                                                               | 188                                                                               | 45                                                                                |
| Confl. Peds. (#/hr)               |                                                                                   | 9                                                                                 | 9                                                                                 |                                                                                   | 5                                                                                 |                                                                                   |
| Confl. Bikes (#/hr)               |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Turn Type                         | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                | Prot                                                                              | Perm                                                                              |
| Protected Phases                  | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   |
| Permitted Phases                  |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |
| Actuated Green, G (s)             | 73.0                                                                              |                                                                                   | 89.4                                                                              | 89.4                                                                              | 17.5                                                                              | 17.5                                                                              |
| Effective Green, g (s)            | 73.0                                                                              |                                                                                   | 89.4                                                                              | 89.4                                                                              | 17.5                                                                              | 17.5                                                                              |
| Actuated g/C Ratio                | 0.61                                                                              |                                                                                   | 0.75                                                                              | 0.75                                                                              | 0.15                                                                              | 0.15                                                                              |
| Clearance Time (s)                | 6.9                                                                               |                                                                                   | 6.6                                                                               | 6.9                                                                               | 6.2                                                                               | 6.2                                                                               |
| Vehicle Extension (s)             | 1.0                                                                               |                                                                                   | 2.0                                                                               | 1.0                                                                               | 2.5                                                                               | 2.5                                                                               |
| Lane Grp Cap (vph)                | 2064                                                                              |                                                                                   | 349                                                                               | 2636                                                                              | 258                                                                               | 230                                                                               |
| v/s Ratio Prot                    | c0.34                                                                             |                                                                                   | c0.04                                                                             | 0.13                                                                              | c0.11                                                                             |                                                                                   |
| v/s Ratio Perm                    |                                                                                   |                                                                                   | 0.29                                                                              |                                                                                   |                                                                                   | 0.03                                                                              |
| v/c Ratio                         | 0.56                                                                              |                                                                                   | 0.44                                                                              | 0.17                                                                              | 0.73                                                                              | 0.19                                                                              |
| Uniform Delay, d1                 | 14.0                                                                              |                                                                                   | 8.1                                                                               | 4.5                                                                               | 49.0                                                                              | 45.1                                                                              |
| Progression Factor                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Incremental Delay, d2             | 1.1                                                                               |                                                                                   | 0.3                                                                               | 0.1                                                                               | 9.3                                                                               | 0.3                                                                               |
| Delay (s)                         | 15.2                                                                              |                                                                                   | 8.4                                                                               | 4.6                                                                               | 58.2                                                                              | 45.4                                                                              |
| Level of Service                  | B                                                                                 |                                                                                   | A                                                                                 | A                                                                                 | E                                                                                 | D                                                                                 |
| Approach Delay (s/veh)            | 15.2                                                                              |                                                                                   |                                                                                   | 5.6                                                                               | 50.3                                                                              |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 | D                                                                                 |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 20.2                                                                              |                                                                                   | HCM 2000 Level of Service                                                         | C                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.60                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 120.0                                                                             |                                                                                   | Sum of lost time (s)                                                              | 21.7                                                                              |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 66.3%                                                                             |                                                                                   | ICU Level of Service                                                              | C                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

## **Appendix J**

### Valet Operations Analysis Worksheets

## Rideshare Data



March 7, 2022

Mr. Firat Akcay, M.S.C.E, MBA  
City of Miami Beach, Transportation and Mobility Department  
1688 Meridian Avenue, Suite 801  
Miami Beach, FL 33139

**Re: *Shelborne Hotel Redevelopment***  
***Traffic Assessment***  
***Miami Beach, Florida***

Dear Mr. Akcay:

Kimley-Horn and Associates, Inc. has prepared a traffic assessment for the proposed Shelborne Hotel redevelopment located at 1801 Collins Avenue in Miami Beach, Florida. Currently, the existing development is occupied by a 633-square foot café, 4,170 square feet of ballroom space, a 285-room hotel, a 197-seat restaurant, and 4,889 square feet of bar/night club space within three (3) venues including a 1,347-square foot bar, a 912-square foot bar, and 2,630 square feet of night club space. The proposed redevelopment consists of a 422-square foot café, a 251-room hotel, 196 restaurant seats within three (3) venues including a 79-seat restaurant, a 105-seat restaurant, and a 12-seat private dining space, 6,963 square feet of bar/night club space within two (2) venues including a 3,768-square foot bar and 3,195 square feet of night club space, and 4,042 square feet of event space. All other land uses within the existing development and the proposed redevelopment are considered ancillary to the hotel and not expected to generate external site traffic. All vehicles with the exception of taxi/rideshare vehicles will be valeted. A project location map and conceptual site plan are included in Attachment A-1.

The traffic assessment is consistent with the requirements of the City of Miami Beach. The approved methodology correspondence detailing the traffic assessment requirements is included in Attachment B-1. The traffic assessment includes data collection and field observations, trip generation calculations, a summary of proposed valet operations, and transportation demand management strategies as part of the traffic assessment, consistent with the approved methodology. The following sections summarize the traffic assessment.

## **TRIP GENERATION**

Trip generation calculations for the existing development and the proposed redevelopment were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 936 (Coffee/Donut Shop without Drive-Through Window), LUC 310 (Hotel), LUC 931 (Fine Dining Restaurant), and LUC 975 (Drinking Place). The trip generation for the existing and proposed ballroom and event space was calculated based on the number of employees expected to serve the ballroom and event space. It is assumed there will be one (1) employee for every 1,000 square feet of ballroom/event space. The trip generation for the proposed redevelopment was determined using LUC 936 (Coffee/Donut Shop without Drive-Through Window), LUC 310 (Hotel), LUC 931 (Fine Dining Restaurant), and LUC 975 (Drinking Place). Trip generation calculations were completed for the weekday A.M. and P.M. peak hours and the weekend peak hour of generator.

A multimodal (public transit, bicycle, and pedestrian) factor based on Replica mode-split data was reviewed for the census tract in the vicinity of the development. Replica is a publicly available data set

that uses US Census, land use regulations, aggregate mobile location, credit transaction data, and real estate transaction data. Additionally, Replica data evaluates all trips that enter and exit the census tract in which the development is located. It is expected that a portion of residents and guests will choose to walk, bike, or use public transit to and from the proposed development. A multimodal factor of 12.1 percent (12.1%) was calculated using Replica mode-split data and applied to the trip generation calculations to account for the urban environment in which the redevelopment is located.

Internal capture is expected between complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's *Trip Generation Handbook*, 3<sup>rd</sup> Edition. The expected internal capture rate for the existing development is 3.4 percent (3.4%) during the A.M. peak hour, 4.0 percent (4.0%) during the P.M. peak hour, and 4.5 percent (4.5%) during the weekend peak hour of generator. The expected internal capture rate for the proposed redevelopment is 2.8 percent (2.8%) during the A.M. peak hour, 4.4 percent (4.4%) during the P.M. peak hour, and 4.7 percent (4.7%) during the weekend peak hour of generator.

In addition to internal capture, pass-by capture trips were also determined based on average rates provided in the *Trip Generation Handbook*, 3<sup>rd</sup> Edition. The pass-by capture rate for LUC 931 (Fine Dining Restaurant) is 43.0 percent (43.0%) during the P.M. peak hour.

The redevelopment is expected to result in a reduction of 31 net new vehicle trips during the weekday A.M. peak hour, a reduction of 22 net new vehicle trips during the weekday P.M. peak hour, and a reduction of 16 net new vehicle trips during the weekend peak hour of generator. Detailed trip generation calculations and Replica data are included as Attachment C-1.

## **DATA COLLECTION/FIELD OBSERVATIONS**

Peak period queue accumulation data was collected during a six (6) hour period on February 26, 2022 (Saturday) from 4:00 P.M. to 10:00 P.M. and during a four (4) hour period on March 1, 2022 (Tuesday) from 4:00 P.M. to 8:00 P.M. Additionally, field reviews of valet operations at the existing development were conducted from 5:00 P.M. to 7:00 P.M. on February 26, 2022 (Saturday) and March 1, 2022 (Tuesday) to determine if porte-cochere queues can be accommodated on-site without extending onto the public right-of-way during the weekday and weekend peak periods. Note that the South Beach Wine & Food Festival (February 24 to 27, 2022) was held during field observations on February 26, 2022.

The valet area consists of two (2) lanes, one (1) lane used for parking/stacking vehicles the other lane is used as by-pass and valet vehicle drop-off/pick-up. Note that the exit onto Collins Avenue is wide enough for three (3) vehicles and the entry is wide enough for (2) vehicles.

Three (3) valet attendants including a ramp manager served valet during the weekend peak period and two (2) valet attendants including a ramp manager served valet during the weekday peak period. During the weekday peak period, porte-cochere queues spilled onto the public right-of-way a minimal number of times (less than 2 percent of the time) for less than one (1) minute in all instances. During the weekend peak period, porte-cochere queues spilled onto the public right-of-way on occasion (approximately 11 percent of the time) but dissipated in two (2) minutes or less in all instances.

Although there is sufficient storage for approximately seven (7) to eight (8) vehicles and one (1) by-pass lane, the queue accumulation data indicate and the field observations confirm that there was only one (1) instance of queue spillback where the porte-cochere storage was fully utilized. In all other instances, porte-cochere queues were less than seven (7) vehicles when queue spillback occurred. This occurs as vehicle drop-off/pick-up in the center of the porte-cochere and do not use the entire length of the porte-cochere. If the entire length of the porte-cochere was used it is expected that queue



spillback would be limited. Rideshare/taxi trips were observed using both the porte-cochere as well as on-street within Collins Avenue. Collected queuing data is provided in Attachment D-1. A photo log summarizing conditions observed during the field reviews is provided in Attachment E-1.

## **VALET SERVICE AND OPERATIONS**

The redevelopment will be served by one (1) valet drop-off/pick-up area located on-site along Collins Avenue north of 18<sup>th</sup> Street at the existing porte-cochere and will serve the all the site's land uses as it serves the existing land uses. The valet area consists of two (2) lanes, one (1) lane used for parking/stacking vehicles the other lane is used as by-pass and valet vehicle drop-off/pick-up. Note that the exit onto Collins Avenue is wide enough for three (3) vehicles and the entry is wide enough for (2) vehicles.

The following modifications are recommended to the proposed redevelopment's valet operations in order to improve valet operations and avoid future porte-cochere queues extending onto the public right-of-way:

- Relocate the valet attendant station to the end of the porte-cochere or position valet attendants at the end of the porte-cochere to encourage valet queues to utilize the entire length of the porte-cochere.
- Provide valet attendants with a golf cart, electric scooter, or another form of micro-mobility to reduce the travel time between the on-site valet pick-up/drop-off area and the off-site valet parking area. It is not expected that additional valet attendants will be needed as the redevelopment is expected to result in a reduction in trips. Alternatively, provide an additional valet attendant during peak times on the weekend to minimize queue spillback.
- Install paver pattern or pavement markings in the porte-cochere to designate the two-lane operation.

## **TRANSPORTATION DEMAND MANAGEMENT STRATEGIES**

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

- Provide ten (10) bicycle racks
- Provide transit information within the site including route schedules and maps
- Subsidized transit passes for employees are being considered by the applicant

Additionally, please note that a Citi Bike station with 16 bicycle docks is located along the north side of 18<sup>th</sup> Street just east of Collins Avenue.

## **CONCLUSION**

The redevelopment is expected to result in a reduction of 31 net new vehicle trips during the weekday A.M. peak hour, a reduction of 22 net new vehicle trips during the weekday P.M. peak hour, and a reduction of 16 net new vehicle trips during the weekend peak hour of generator.

Based on the collected queue accumulation data and field reviews conducted during the weekday and weekend peak periods, porte-cochere queues spilled onto the public right-of-way a minimal number of times for less than one (1) minute during the weekday peak period and porte-cochere queues spilled onto the public right-of-way on occasion but dissipated in two (2) minutes or less in all instances during

the weekend peak period. The queue accumulation data indicate and the field observations confirm that there was only one (1) instance of queue spillback where the porte-cochere storage was fully utilized. In all other instances, porte-cochere queues were less than seven (7) vehicles when queue spillback occurred.

The following modifications are recommended to the proposed redevelopment's valet operations in order to improve valet operations and avoid future porte-cochere queues extending onto the public right-of-way:

- Relocate the valet attendant station to the end of the porte-cochere or position valet attendants at the end of the porte-cochere to encourage valet queues to utilize the entire length of the porte-cochere.
- Provide valet attendants with a golf cart, electric scooter, or another form of micro-mobility to reduce the travel time between the on-site valet pick-up/drop-off area and the off-site valet parking area. It is not expected that additional valet attendants will be needed as the redevelopment is expected to result in a reduction in trips. Alternatively, provide an additional valet attendant during peak times on the weekend to minimize queue spillback.
- Install paver pattern or pavement markings in the porte-cochere to designate the two-lane operation.

Furthermore, the applicant will commit to providing the following TDM incentives including:

- Provide ten (10) bicycle racks
- Provide transit information within the site including route schedules and maps
- Subsidized transit passes for employees are being considered by the applicant

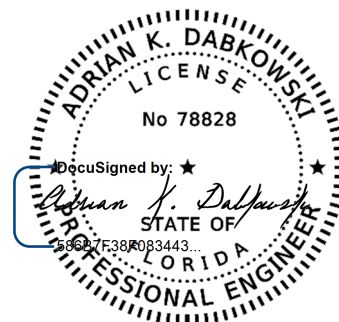
Additionally, please note that a Citi Bike station with 16 bicycle docks is located along the north side of 18<sup>th</sup> Street just east of Collins Avenue.

If you have any questions regarding this analysis, please feel free to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Adrian K. Dabkowski, P.E., PTOE  
Vice President



This item has been digitally signed and sealed by Adrian K. Dabkowski, P.E., PTOE, on 3/7/2022 using a Digital Signature.

Printed copies of this document are not considered signed and sealed and the signature authentication code must be verified on any electronic copies.

Adrian K. Dabkowski, P.E., PTOE  
Florida Registration Number 78828  
Kimley-Horn and Associates, Inc.  
8201 Peters Road, Suite 2200  
Plantation, Florida 33324  
Registry # 00035106

# Trip Gen Study

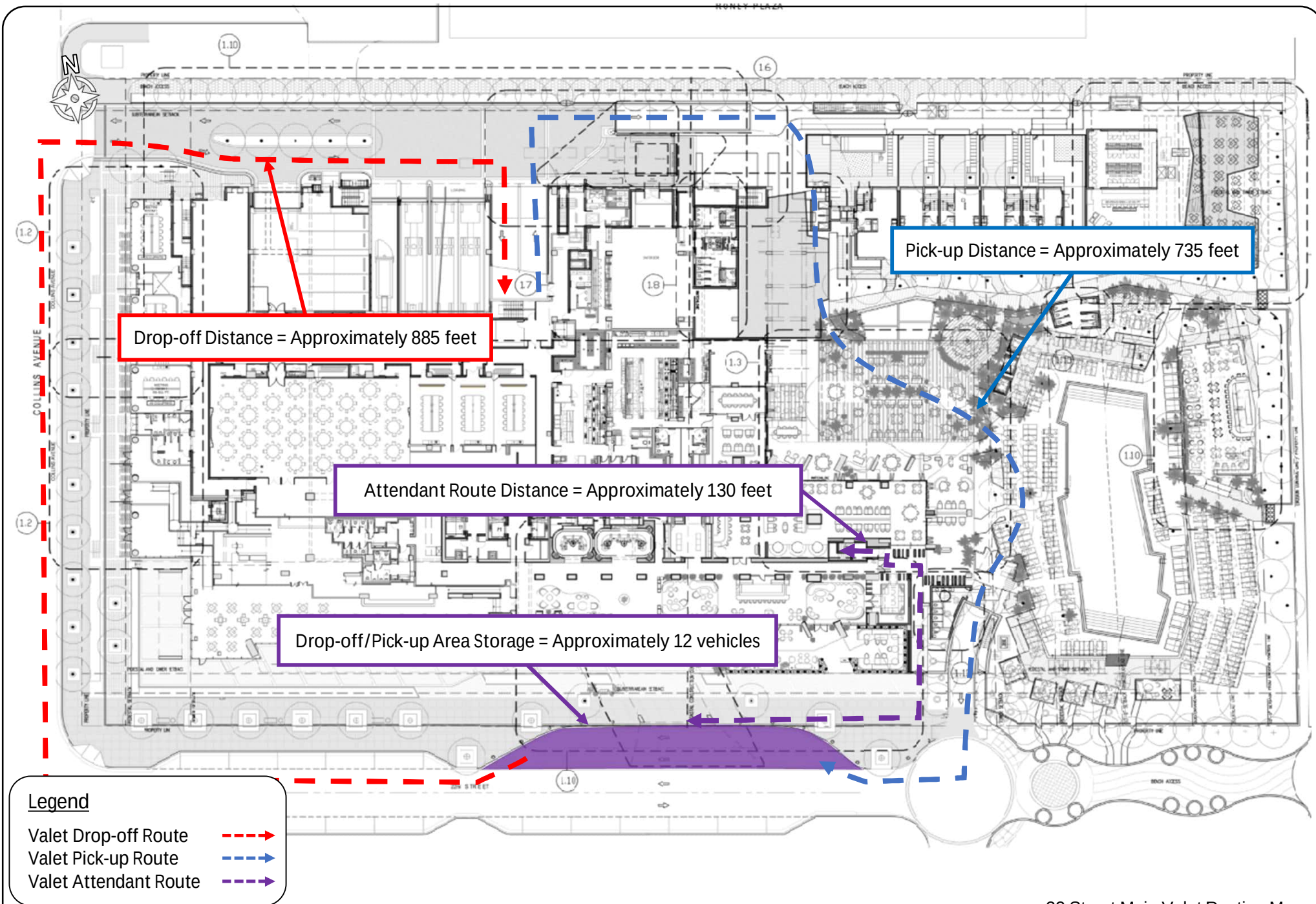
Location: SR A1A/Florida State Rd & Shelbourne In/Out Dwy  
City: Miami Beach, FL

3/1/2022  
Tuesday

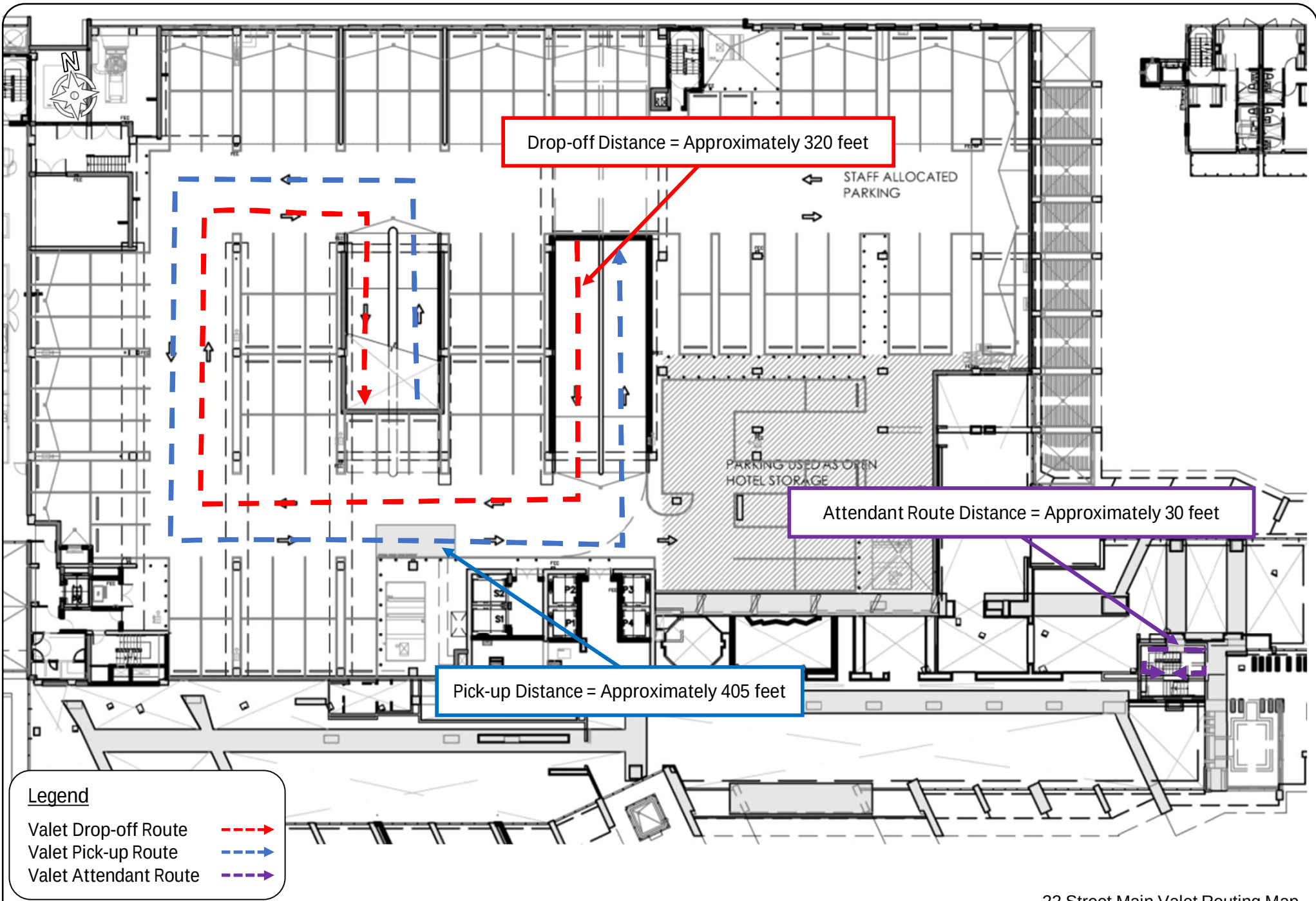
| Time                        | Trip Gen Study |       |
|-----------------------------|----------------|-------|
|                             | INBOUND        |       |
|                             | Rideshare/Taxi | Valet |
| 4:00 PM                     | 3              | 1     |
| 4:15 PM                     | 1              | 2     |
| 4:30 PM                     | 3              | 1     |
| 4:45 PM                     | 1              | 2     |
| 5:00 PM                     |                | 2     |
| 5:15 PM                     | 2              | 2     |
| 5:30 PM                     | 5              | 3     |
| 5:45 PM                     | 1              | 2     |
| 6:00 PM                     | 1              | 1     |
| 6:15 PM                     | 5              | 1     |
| 6:30 PM                     | 3              | 1     |
| 6:45 PM                     | 3              | 1     |
| 7:00 PM                     | 5              |       |
| 7:15 PM                     | 4              | 2     |
| 7:30 PM                     | 7              | 4     |
| 7:45 PM                     | 1              |       |
| Totals                      | 45             | 25    |
| Rideshare / Taxi Percentage |                | 64.3% |

## Valet Route Maps

22 Street Main Valet







Legend

Valet Drop-off Route



Valet Pick-up Route



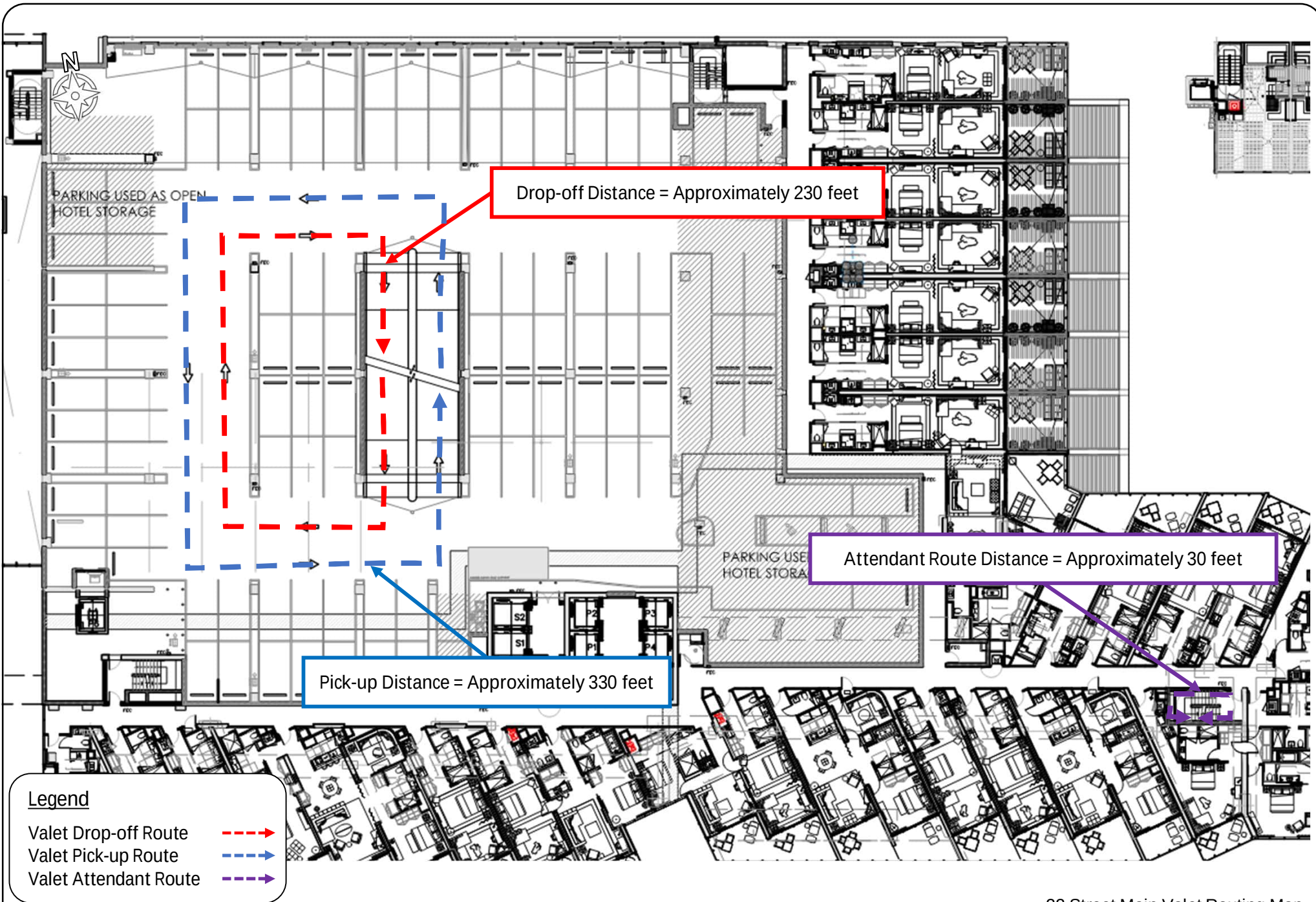
Valet Attendant Route



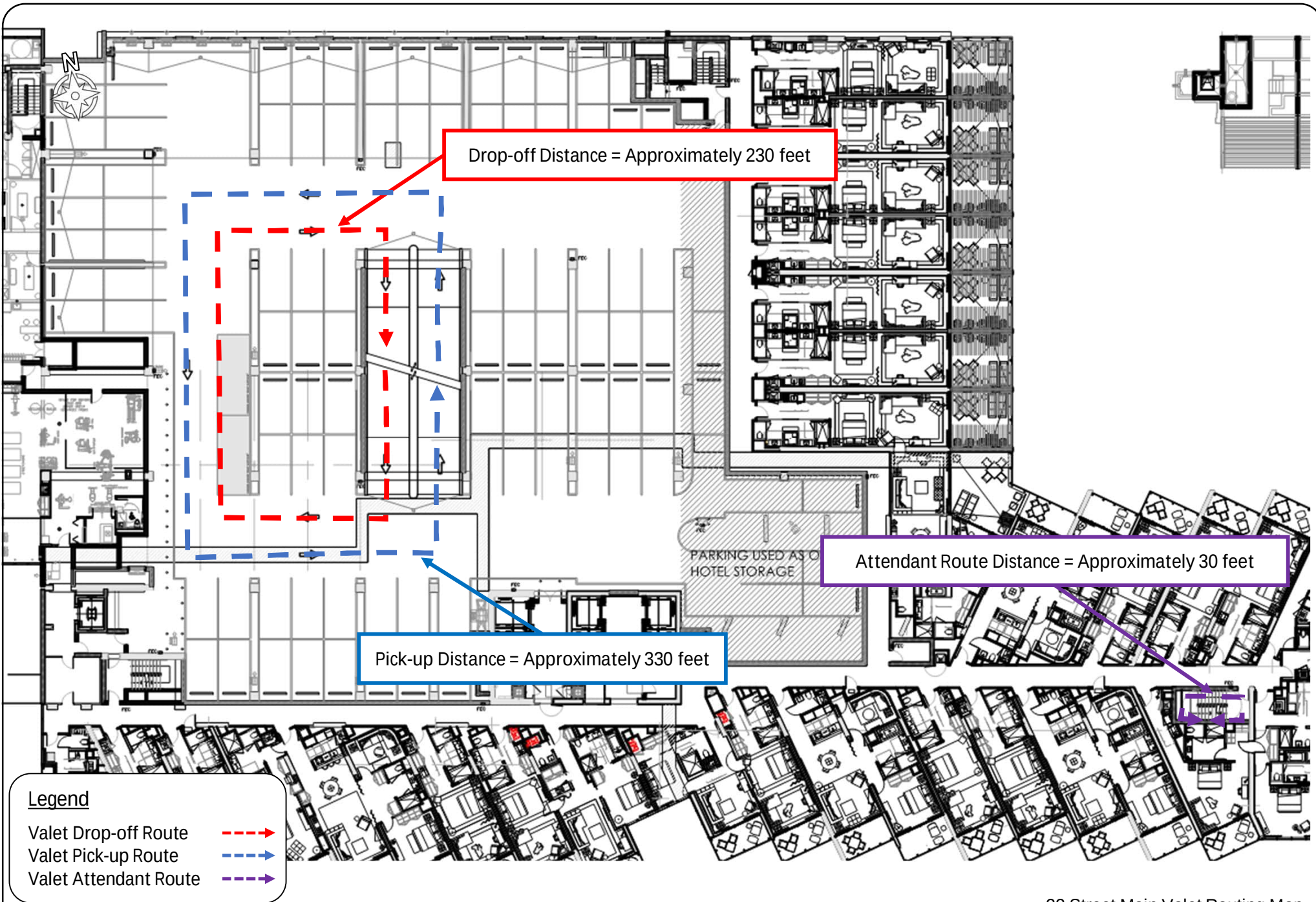
**Kimley»Horn**

© 2025

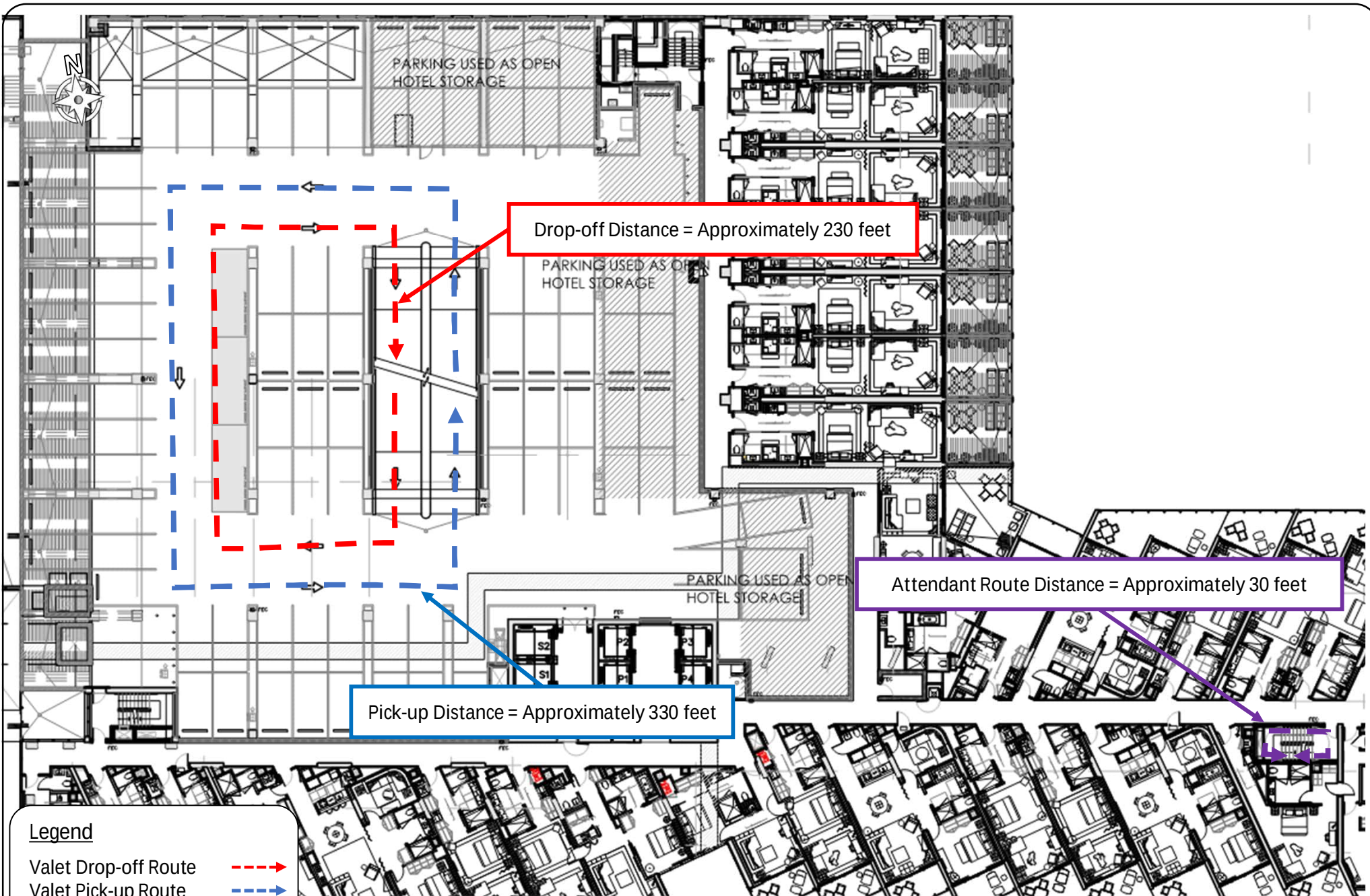
22 Street Main Valet Routing Map  
Second Floor  
2201 Collins Avenue  
Miami Beach, Florida





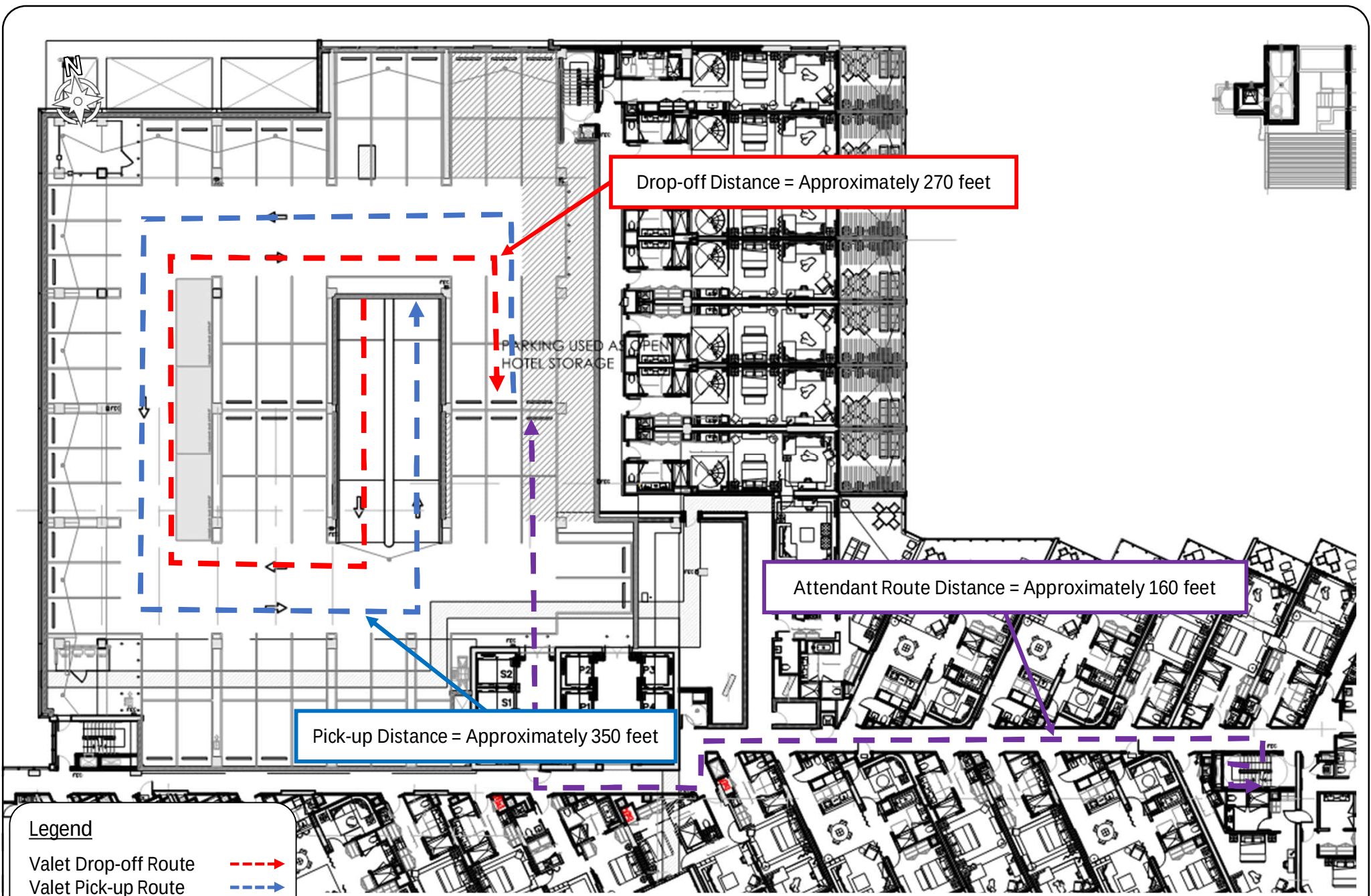






#### Legend

- Valet Drop-off Route
- Valet Pick-up Route
- Valet Attendant Route

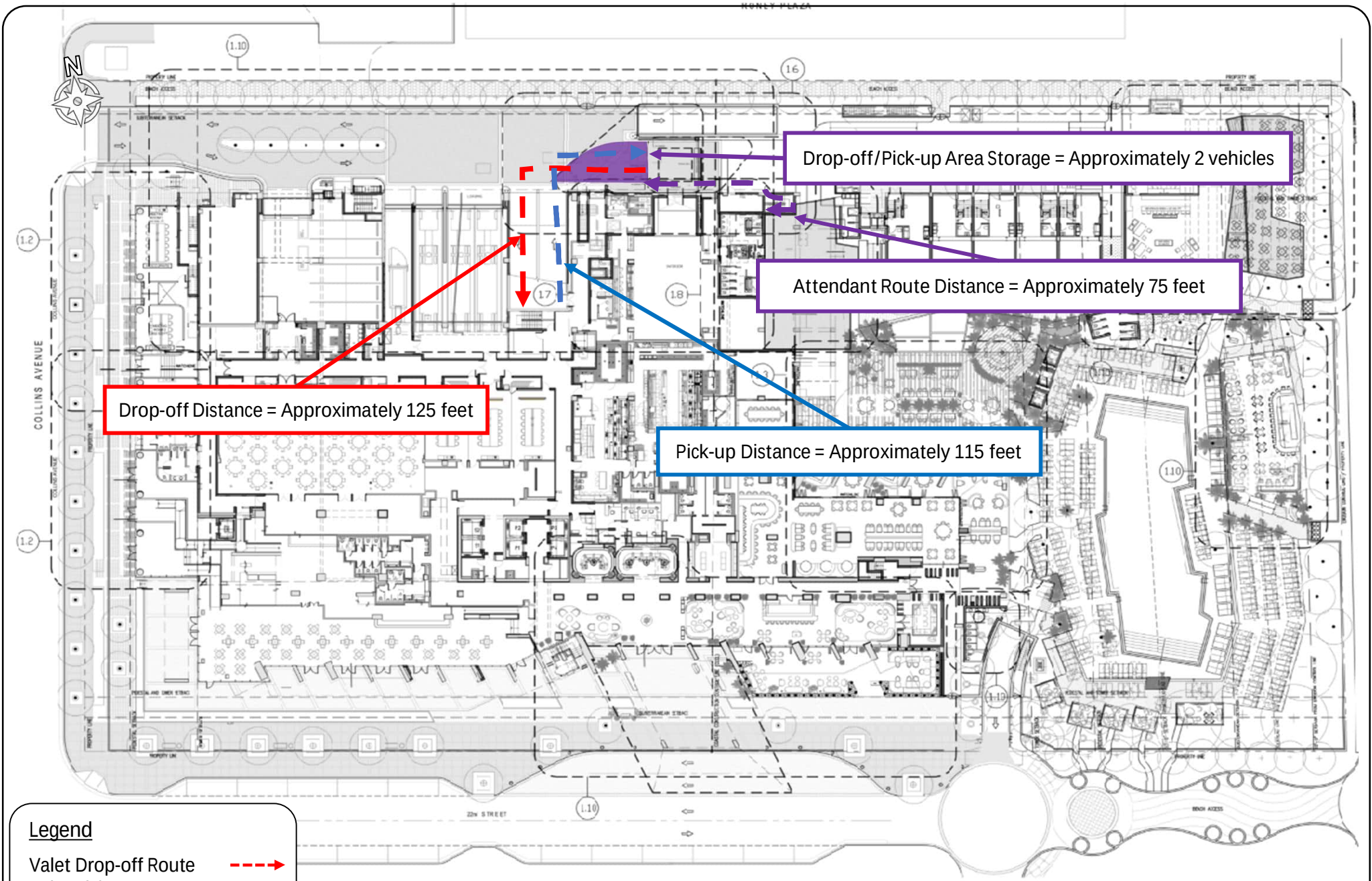


Legend

- Valet Drop-off Route    ---→
- Valet Pick-up Route    ---→
- Valet Attendant Route    ---→

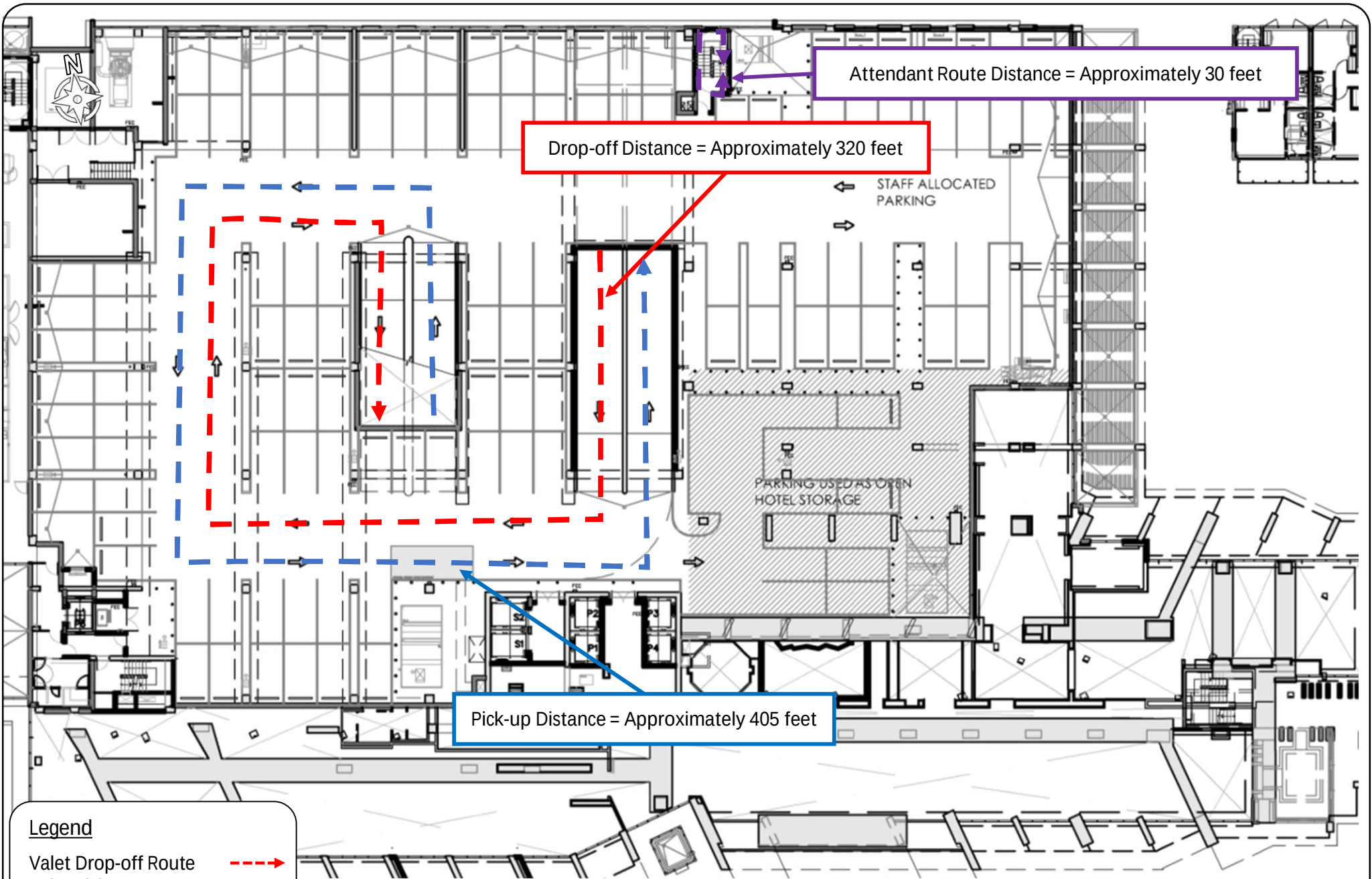
23 Street Member Only Valet





**Legend**

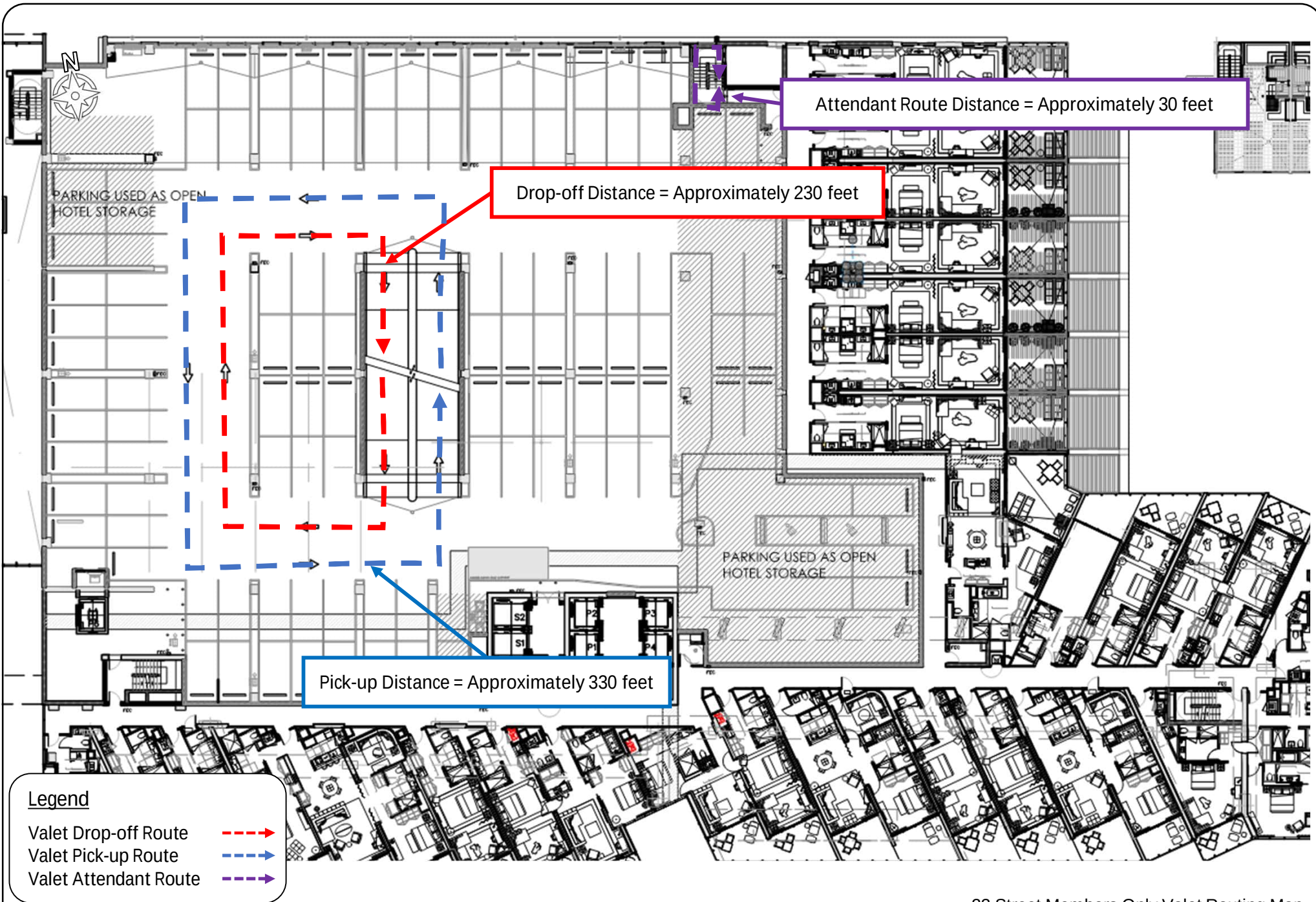
- Valet Drop-off Route    ---→
- Valet Pick-up Route    ---→
- Valet Attendant Route    ---→



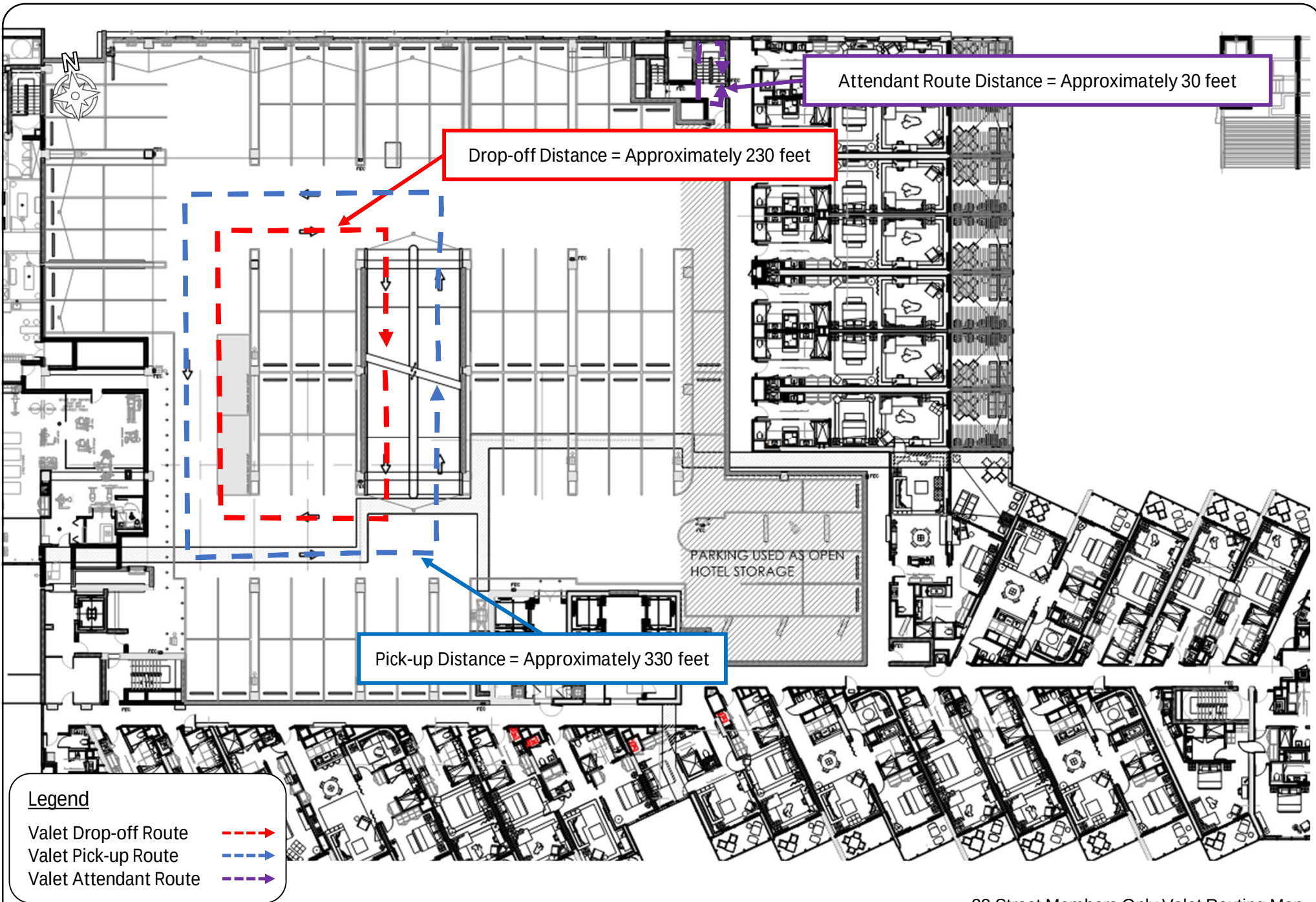
**Legend**

- Valet Drop-off Route ---→
- Valet Pick-up Route ---→
- Valet Attendant Route ---→







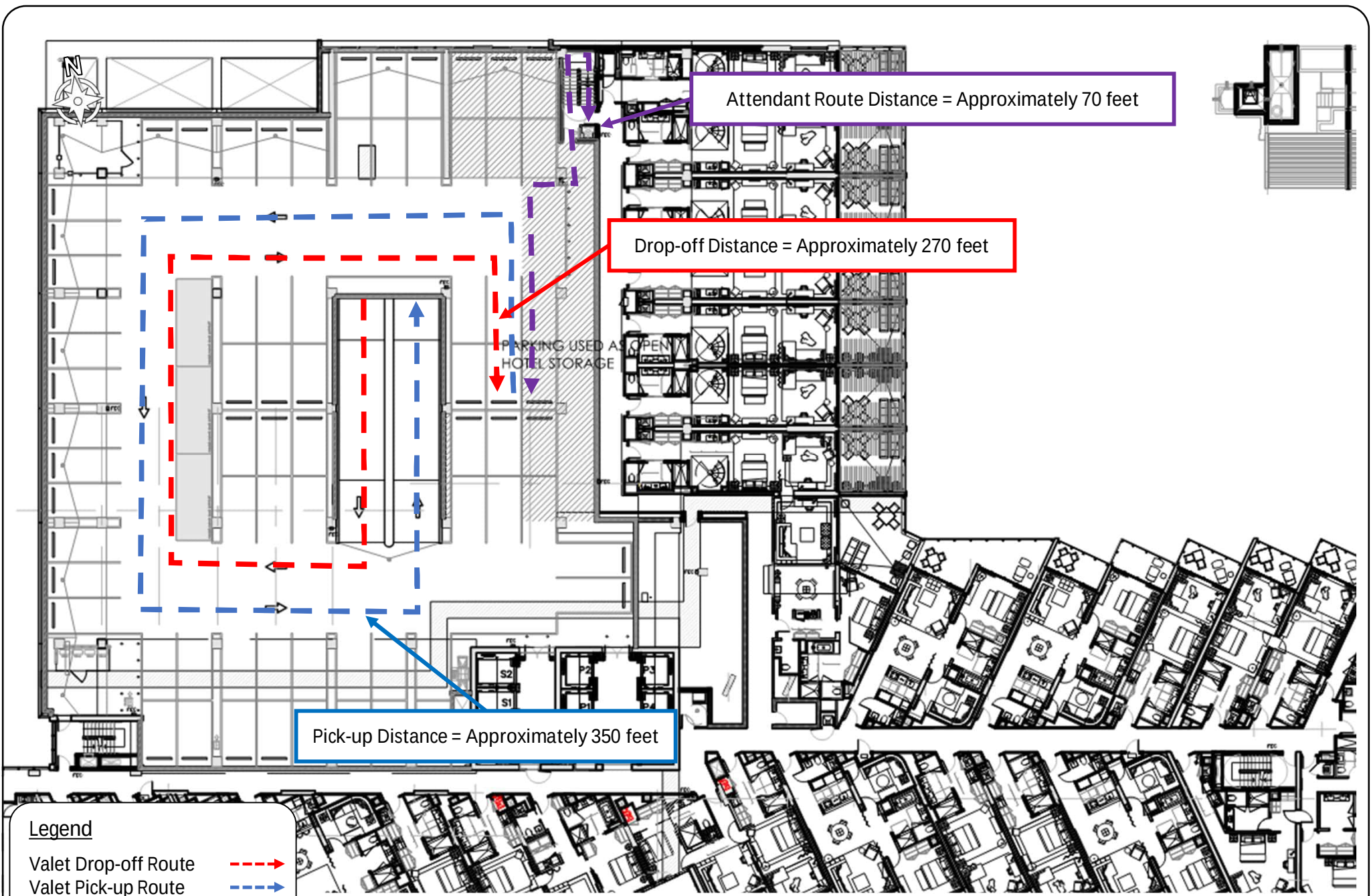


Legend

- Valet Drop-off Route ---→
- Valet Pick-up Route ---→
- Valet Attendant Route ---→



23 Street Members Only Valet Routing Map  
Fifth Floor  
2201 Collins Avenue  
Miami Beach, Florida



Legend

- Valet Drop-off Route ---→
- Valet Pick-up Route ---→
- Valet Attendant Route ---→

Valet Processing Time

22 Street Main Valet



## 22 Street Main Valet Drop-off/Pick-Up Calculated Travel Time

### Parking Garage Calculated Travel Time

| VALET DROP-OFF                     |             |                                                     |             |
|------------------------------------|-------------|-----------------------------------------------------|-------------|
| VEHICLE TRAVEL TIME                |             | VALET ATTENDANT TRAVEL TIME                         |             |
| Travel Times (Assume 15 mph speed) |             | Travel Times (Assume 5 ft/s speed)                  |             |
| To Valet Garage (In vehicle)       |             | Return from Valet Garage (Walk/Run) to Ground Level |             |
| Distance                           | Travel Time | Distance                                            | Travel Time |
| 0.41 miles                         | 1.6 minutes | 0.078 miles                                         | 1.4 minutes |
| Controlled Delay                   | 0.5 Minutes |                                                     |             |
| Intersection Delay                 | 2.0 Minutes |                                                     |             |
| Entry Gate Delay                   | 0.2 Minutes |                                                     |             |
| Total Time                         | 5.7 Minutes |                                                     |             |

### Parking Garage Calculated Travel Time

| VALET PICK-UP                                |             |                                                     |             |
|----------------------------------------------|-------------|-----------------------------------------------------|-------------|
| VALET ATTENDANT TRAVEL TIME                  |             | VEHICLE TRAVEL TIME                                 |             |
| Travel Times (Assume 5 ft/s speed)           |             | Travel Times (Assume 15 mph speed)                  |             |
| To Valet Garage (Walk/Run) from Ground Level |             | Return from Valet Garage (In Vehicle) to Valet Area |             |
| Distance                                     | Travel Time | Distance                                            | Travel Time |
| 0.078 miles                                  | 1.4 minutes | 0.47 miles                                          | 1.9 minutes |
| Controlled Delay                             | 0.5 Minutes |                                                     |             |
| Entry Gate Delay                             | 0.6 Minutes |                                                     |             |
| Total Time                                   | 4.4 Minutes |                                                     |             |

23 Street Member Only Valet

## 23 Street Members Only Valet Drop-off/Pick-Up Calculated Travel Time

### Parking Garage Calculated Travel Time

| VALET DROP-OFF                     |             |                                                     |             |
|------------------------------------|-------------|-----------------------------------------------------|-------------|
| VEHICLE TRAVEL TIME                |             | VALET ATTENDANT TRAVEL TIME                         |             |
| Travel Times (Assume 15 mph speed) |             | Travel Times (Assume 5 ft/s speed)                  |             |
| To Valet Garage (In vehicle)       |             | Return from Valet Garage (Walk/Run) to Ground Level |             |
| Distance                           | Travel Time | Distance                                            | Travel Time |
| 0.27 miles                         | 1.1 minutes | 0.050 miles                                         | 0.9 minutes |
| Controlled Delay                   | 0.5 Minutes |                                                     |             |
| Entry Gate Delay                   | 0.2 Minutes |                                                     |             |
| Total Time                         | 2.7 Minutes |                                                     |             |

### Parking Garage Calculated Travel Time

| VALET PICK-UP                                |             |                                                     |             |
|----------------------------------------------|-------------|-----------------------------------------------------|-------------|
| VALET ATTENDANT TRAVEL TIME                  |             | VEHICLE TRAVEL TIME                                 |             |
| Travel Times (Assume 5 ft/s speed)           |             | Travel Times (Assume 15 mph speed)                  |             |
| To Valet Garage (Walk/Run) from Ground Floor |             | Return from Valet Garage (In Vehicle) to Valet Area |             |
| Distance                                     | Travel Time | Distance                                            | Travel Time |
| 0.050 miles                                  | 0.9 minutes | 0.35 miles                                          | 1.4 minutes |
| Controlled Delay                             | 0.5 Minutes |                                                     |             |
| Entry Gate Delay                             | 0.2 Minutes |                                                     |             |
| Total Time                                   | 3.0 Minutes |                                                     |             |

## Valet Analysis



22 Street Main Valet

## 22 Street Main Valet Analysis - A.M. Peak Hour

|              |          |         |        |
|--------------|----------|---------|--------|
| Arrival Rate | DROP-OFF | PICK-UP | veh/hr |
|              | 125      | 54      |        |

Number of Valet Attendants (N) = 19

Level of Confidence = 0.95

Storage Provided On-Site = 12 vehicles

|              |          |         |          |
|--------------|----------|---------|----------|
| Service Rate | DROP-OFF | PICK-UP | mins/veh |
|              | 5.70     | 4.40    |          |

Total Entering and Exiting Vehicles(q) = 179 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 11.30 veh/hr/pos

Average Service Rate (t) = 5.31 mins/veh

rho (t/Q) = 0.833

Service Time = 5.31 mins/veh

|                                                     |       |       |      |
|-----------------------------------------------------|-------|-------|------|
| Expected (avg.) number of vehicles in the system    | E(m)= | 1.75  |      |
| Expected (avg.) number of vehicles waiting in queue | E(n)= | 17.58 |      |
| Mean time in the queue                              | E(w)= | 0.59  | mins |
| Mean time in system                                 | E(t)= | 5.89  | mins |

Proportion of customers who wait (P) (E(w) > 0)= 34.97%

Probability of a queue exceeding a length (M) P(x > M)= 5.00%

Queue length which is exceeded 5.00% of the time is equal to 9.7 vehicles.

## 22 Street Main Valet Analysis - P.M. Peak Hour

|              |          |         |        |
|--------------|----------|---------|--------|
| Arrival Rate | DROP-OFF | PICK-UP | veh/hr |
|              | 158      | 89      |        |

|              |          |         |          |
|--------------|----------|---------|----------|
| Service Rate | DROP-OFF | PICK-UP | mins/veh |
|              | 5.70     | 4.40    |          |

Service Time = 5.23 mins/veh

Number of Valet Attendants (N) = 26  
 Level of Confidence = 0.95  
 Storage Provided On-Site = 12 vehicles  
 Total Entering and Exiting Vehicles(q) = 247 veh/hr  
 Service Capacity per N (60 mins/Service Rate) (Q) = 11.47 veh/hr/pos  
 Average Service Rate (t) = 5.23 mins/veh  
 rho (t/Q) = 0.828

|                                                     |       |       |      |
|-----------------------------------------------------|-------|-------|------|
| Expected (avg.) number of vehicles in the system    | E(m)= | 1.29  |      |
| Expected (avg.) number of vehicles waiting in queue | E(n)= | 22.83 |      |
| Mean time in the queue                              | E(w)= | 0.31  | mins |
| Mean time in system                                 | E(t)= | 5.55  | mins |

|                                                         |        |
|---------------------------------------------------------|--------|
| Proportion of customers who wait (P) (E(w) > 0)=        | 26.75% |
| Probability of a queue exceeding a length (M) P(x > M)= | 5.00%  |

Queue length which is exceeded 5.00% of the time is equal to 7.9 vehicles.

23 Street Member Only Valet

### 23 Street Members Only Valet Analysis - A.M. Peak Hour

|              |          |         |        |
|--------------|----------|---------|--------|
| Arrival Rate | DROP-OFF | PICK-UP |        |
|              | 1        | 1       | veh/hr |

Number of Valet Attendants (N) = 1

Level of Confidence = 0.95

Storage Provided On-Site = 2 vehicles

|              |          |         |          |
|--------------|----------|---------|----------|
| Service Rate | DROP-OFF | PICK-UP |          |
|              | 2.70     | 3.00    | mins/veh |

Total Entering and Exiting Vehicles(q) = 2 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 21.05 veh/hr/pos

Average Service Rate (t) = 2.85 mins/veh

rho (t/Q) = 0.095

Service Time = 2.85 mins/veh

|                                                     |       |      |      |
|-----------------------------------------------------|-------|------|------|
| Expected (avg.) number of vehicles in the system    | E(m)= | 0.01 |      |
| Expected (avg.) number of vehicles waiting in queue | E(n)= | 0.10 |      |
| Mean time in the queue                              | E(w)= | 0.30 | mins |
| Mean time in system                                 | E(t)= | 3.15 | mins |

Proportion of customers who wait (P) (E(w) > 0)= 9.50%

Probability of a queue exceeding a length (M) P(x > M)= 5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

### 23 Street Members Only Valet Analysis - P.M. Peak Hour

|              |          |         |        |
|--------------|----------|---------|--------|
| Arrival Rate | DROP-OFF | PICK-UP |        |
|              | 12       | 6       | veh/hr |

Number of Valet Attendants (N) = 2

Level of Confidence = 0.95

Storage Provided On-Site = 2 vehicles

|              |          |         |          |
|--------------|----------|---------|----------|
| Service Rate | DROP-OFF | PICK-UP |          |
|              | 2.70     | 3.00    | mins/veh |

Total Entering and Exiting Vehicles(q) = 18 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 21.43 veh/hr/pos

Average Service Rate (t) = 2.80 mins/veh

rho (t/Q) = 0.420

Service Time = 2.80 mins/veh

|                                                     |       |      |      |
|-----------------------------------------------------|-------|------|------|
| Expected (avg.) number of vehicles in the system    | E(m)= | 0.18 |      |
| Expected (avg.) number of vehicles waiting in queue | E(n)= | 1.02 |      |
| Mean time in the queue                              | E(w)= | 0.60 | mins |
| Mean time in system                                 | E(t)= | 3.40 | mins |

Proportion of customers who wait (P) (E(w) > 0)= 24.85%

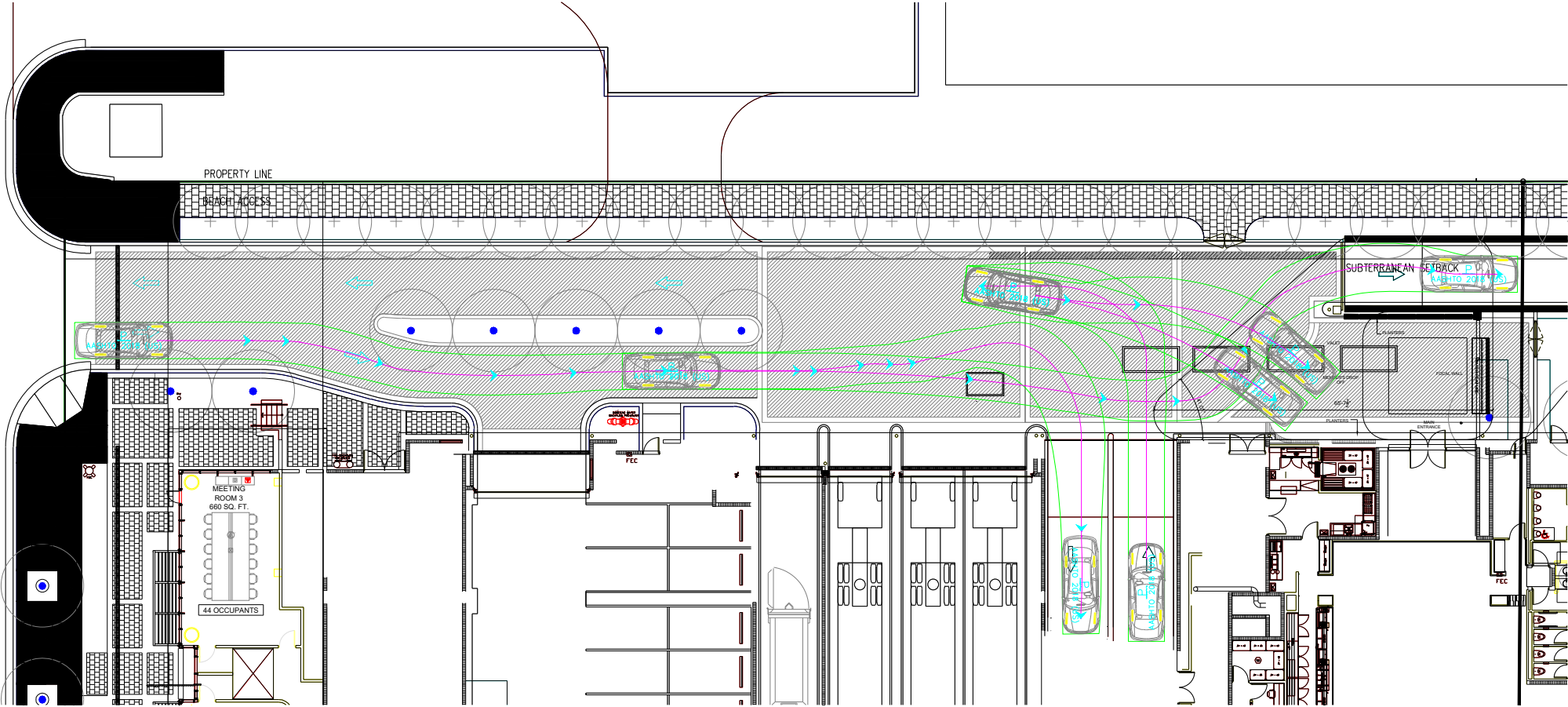
Probability of a queue exceeding a length (M) P(x > M)= 5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

## **Appendix K**

### Maneuverability Analysis

Members Club Valet Maneuverability





## Appendix L

### Entry Gate Analysis

## Entry Gate Analysis (A.M. Peak Hour)

Arrival Rate 

|     |
|-----|
| IN  |
| 126 |

 veh/hr

Service Rate 

|       |
|-------|
| IN    |
| 0.100 |

 mins/veh

Service Time = 0.10 mins/veh

Number of Entry Gates (N) = 1  
 Level of Confidence = 0.95  
 Storage Provided On-Site = 10 vehicles  
 Total Entering Vehicles(q) = 126 veh/hr  
 Service Capacity per N (60 mins/Service Rate) (Q) = 600.00 veh/hr/pos  
 Average Service Rate (t) = 0.10 mins/veh  
 rho (t/Q) = 0.210

|                                                     |       |      |      |
|-----------------------------------------------------|-------|------|------|
| Expected (avg.) number of vehicles in the system    | E(m)= | 0.06 |      |
| Expected (avg.) number of vehicles waiting in queue | E(n)= | 0.27 |      |
| Mean time in the queue                              | E(w)= | 0.03 | mins |
| Mean time in system                                 | E(t)= | 0.13 | mins |

Proportion of customers who wait (P) (E(w) > 0) = 21.00%  
 Probability of a queue exceeding a length (M) P(x > M) = 5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

## Entry Gate Analysis (P.M. Peak Hour)

Arrival Rate 

|     |
|-----|
| IN  |
| 170 |

 veh/hr

Service Rate 

|       |
|-------|
| IN    |
| 0.100 |

 mins/veh

Service Time = 0.10 mins/veh

Number of Entry Gates (N) = 1  
 Level of Confidence = 0.95  
 Storage Provided On-Site = 10 vehicles  
 Total Entering Vehicles(q) = 170 veh/hr  
 Service Capacity per N (60 mins/Service Rate) (Q) = 600.00 veh/hr/pos  
 Average Service Rate (t) = 0.10 mins/veh  
 $\rho (t/Q) = 0.283$

|                                                     |       |      |      |
|-----------------------------------------------------|-------|------|------|
| Expected (avg.) number of vehicles in the system    | E(m)= | 0.11 |      |
| Expected (avg.) number of vehicles waiting in queue | E(n)= | 0.40 |      |
| Mean time in the queue                              | E(w)= | 0.04 | mins |
| Mean time in system                                 | E(t)= | 0.14 | mins |

Proportion of customers who wait (P)  $(E(w) > 0) = 28.33\%$   
 Probability of a queue exceeding a length (M)  $P(x > M) = 5.00\%$

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

Table 4-4. PARC Service Rates

|                                                      | Veh/hr | Sec/veh |
|------------------------------------------------------|--------|---------|
| <b>Prepaid Frequent Parker Entry or Exit</b>         | 435    | 8.3     |
| Insertion Card                                       | 600    | 6.0     |
| <b>Proximity Card</b>                                | 800    | 4.5     |
| Automatic Veh ID                                     |        |         |
| <b>Pay Per Use Patron Vehicular Entry</b>            | 400    | 9.0     |
| Push Button Ticket                                   | 450    | 8.0     |
| Auto Spit Ticket                                     | 200    | 18.0    |
| Pay on Entry-flat fee, gated, ticketed               | 300    | 12.0    |
| Pay on Entry flat-fee, non gated/ticketed            |        |         |
| <b>Pay Per Use Patron Vehicular Exits</b>            |        |         |
| Cash to cashier-Variable Rate                        | 135    | 26.7    |
| Credit card-online check (telephone line) and sign   | 95     | 38.0    |
| Credit card online check but no sign                 | 110    | 32.7    |
| Credit card-batched or high speed line and no sign   | 175    | 20.7    |
| Validated for free parking                           | 300    | 12.0    |
| Flat Rate Transaction (gated)                        | 180    | 20.0    |
| LPI if front plate                                   | 100    | 36.0    |
| LPI if rear plate only                               | 80     | 45.0    |
| LPR                                                  | 120    | 30.0    |
| Insertion Ticket for POF Validation                  | 360    | 10.0    |
| <b>POF Central Pay to Cashier</b>                    |        |         |
| Cash to POF cashier - Variable Rate                  | 175    | 20.7    |
| Credit card-online check (telephone line) and sign   | 115    | 32.7    |
| Credit card-online check but no sign                 | 135    | 26.7    |
| Credit card-batched or high speed line and no sign   | 245    | 14.7    |
| Validated for free parking                           | 600    | 6.0     |
| <b>POF Central Pay to Machine</b>                    |        |         |
| Cash to APS-Variable Rate                            |        |         |
| Credit card - online check (telephone line) and sign | 75     | 48.0    |
| Credit card - online check but no sign               | NA     | NA      |
| Credit card - batched or high speed line and no sign | 66     | 54.5    |
| Validated for free parking                           | 100    | 36.0    |
|                                                      | 240    | 15.0    |

Sharp turns in the approach to equipment lanes have a significant impact on  $\mu$ . When it is more difficult for a patron to pull into the lane from the first position in the queue, seconds are lost from each transaction. This loss can be accounted for by **adding** seconds to the average transaction time to represent the turning factor. See Figure 4-10 for diagrams showing appropriate turning factors for design. If, for example, the design of a lane equipped with an insertion card reader requires a very difficult turn into the lane, and thus adds five seconds to the average transaction, the adjusted service rate is  $3600/(8.3+5=13.3)$  seconds per transaction.

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