TRAFFIC STUDY

GREEN CITY MIAMI

LAND USE AMENDMENT

PREPARED FOR:
Limonar Development and Wonderly Holdings

PREPARED BY:
DPA

DATE:
June 2015

DPA JOB#
15134

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EXECUTIVE SUMMARY

Green City Miami (the "Project") is a mixed-use development intended to serve the "*West End*" portion of Miami-Dade County (MDC). The West End has been defined as collection of communities that has experienced steady development, with a highly educated and prosperous population, low crime, and an attractive destination for families. At this time, the area has been targeted for study and a report titled *West End Strategy: A Vision for the Future* has been published by Florida International University (FIU). The goal is to establish parameters that support further growth in a sustainable and responsible manner in order to maximize the area's potential and continue to enhance quality of life of its residents. Among the findings, the study states that "expanding employment opportunities within the area may be the single most important issue facing the *West End*".

Green City Miami is located on 860 acres in the *West End* of MDC. The project is proposing to create an innovative, meaningful new place that will not only support the extensive housing demanded in the area, but will also provide much needed services, entertainment, and employment in new emerging fields for this area of MDC. The Project is creating a new community with two urban centers that promote innovation in the fields of health and wellness, alternative energies, and hydroponic farming. The Project will be providing over 160 acres of parks and green space interconnected across six neighborhoods, as well as an intermodal center and walking and bicycle paths, to promote alternate modes of transportation. The various transportation components of the Project will follow the guidelines of the Florida Greenbook.

The project boundaries extend from SW 167th Avenue on the east to Krome Avenue (SW 177th Avenue, SR 997) on the west and from SW 64th Street on the north to Kendall Drive (SW 88th Street, SR 94) on the south. The site is within the Urban Expansion Area (UEA). The proposed uses are listed below.

Land Use	Intensity
Multi-Family Residential	11,401 Dwelling Units
Retail	1,382,000 Square Feet of Gross Leasable Area
Office	925,000 Square Feet of Gross Floor Area
Government Office	150,000 Square Feet of Gross Floor Area
Industrial	350,000 Square Feet of Gross Floor Area
School K-8	4,379 Students
University	350 Students
Hotel	650 Rooms
Muli-Modal Facility	TBA

With its size and balanced development program, **Green City Miami** is creating a community in the *West End* that benefits the transportation system. This area of MDC needs opportunities for people to live, work, and play where travelling east is not required. By creating work opportunities within the Project, there will be fewer commuters in the *West End* travelling east to work which will help improve traffic conditions. It is anticipated that some existing commuters south and east of this project that are travelling to places like Doral, Coral Gables, and downtown Miami to work, could now have an opportunity to shorten their work

trip length and travel time significantly with this Project, which is also a benefit to the transportation system.

Green City Miami meets the criteria for "*community capture*", which has been nationally recognized for large developments with a variety of balanced land uses in which the developer intends to create a community. With a variety of land uses within the new community, many off-site trips become unnecessary. FDOTs *Transportation Site Impact Handbook* (2014) defines community capture as the reduction in the number of external vehicle trips generated by a large, mixed-use development reducing the overall impacts on the transportation system outside of the development. Community capture extends the traditional "internal capture" to include potential trip interactions and reductions within the boundaries of large scale "New town" style, multi-use developments. The handbook states that community capture can be applied to large, self-standing development, such as a new community or town, with a balanced mix of uses that may fulfill a significant portion of the community's needs within the development. Projects of this nature in Florida have approved community capture rates between 32% and 70%.

The purpose of the study is to request a land use amendment (LUA) in MDCs Comprehensive Master Development Plan (CDMP) for **Green City Miami**. This study includes the short term (2018) and long term (2040) analysis required as part of the LUA application. The short term portion of this traffic study was conducted based on the MDC established methodology currently used for the roadway concurrency management analysis. Future conditions with and without the project are presented. The analysis was performed using the most recent concurrency stations published by Miami-Dade County Public Works and Waste Management Department (PWWMD). The long term portion of the study was conducted based on a methodology discussed with MDC officials.

The analysis indicates that one roadway segment is projected to be backlogged for the Short Term (2018) projections and 14 segments are projected to be backlogged for Future Long Term (2040) traffic conditions. These are roadways projected to operate above the adopted LOS standard prior to project traffic. Florida Statute (FS) 163.3180 (Concurrency) establishes that "*If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency*".

In addition to the backlogged roadways, two roadway segments have been identified to operate above LOS standards for future short term (2018) conditions, and six segments for the long term (2040) projections with the project. **Green City Miami** will coordinate with MDC regarding the mitigation of their impacts on the external roadway network. The applicant is committed to contribute its proportionate share for transporatation improvements. As part of the mitigation plan, the applicant is ready to offer MDC land for the construction of a multi-modal transit center to serve the *West End*.

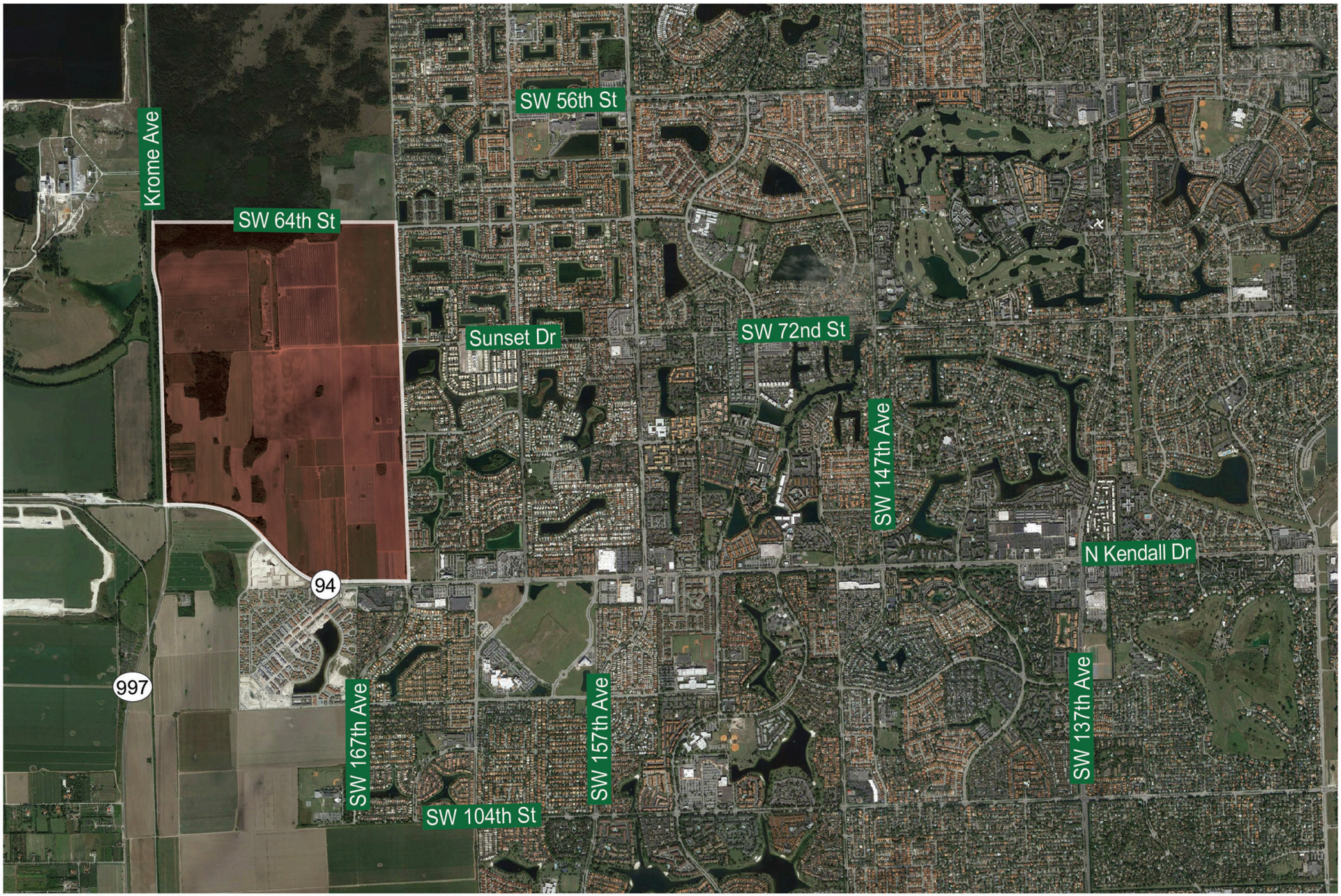
1.0 INTRODUCTION

1.1 Project Background

Green City Miami (the "Project") is a mixed-use development intended to serve the "*West End*" portion of Miami-Dade County (MDC). The *West End* has been defined as collection of communities that has experienced steady development, with a highly educated and prosperous population, low crime, and an attractive destination for families. At this time, the area has been targeted for study and a report titled *West End Strategy: A Vision for the Future* has been published by Florida International University (FIU). The goal is to establish parameters that support further growth in a sustainable and responsible manner in order to maximize the area's potential and continue to enhance quality of life of its residents. Among the findings, the study states that "expanding employment opportunities within the area may be the single most important issue facing the *West End*".

Green City Miami-Dade is located on 860 acres in the *West End* of MDC. The project is proposing to create an innovative, meaningful new place that will not only support the extensive housing demanded in the area, but will also provide much needed services, entertainment, and employment in new emerging fields for this area of MDC. The Project is creating a new community with two urban centers that promote innovation in the fields of health and wellness, alternative energies, and hydroponic farming. The Project will be providing over 160 acres of parks and green space interconnected across six neighborhoods, as well as an intermodal center and walking and bicycle paths, to promote alternate modes of transportation

The project boundaries extend from SW 167th Avenue on the east to Krome Avenue (SW 177th Avenue, SR 997) on the west and from SW 64th Street on the north to Kendall Drive (SW 88th Street, SR 94) on the south (see Exhibit 1). The site is within the Urban Expansion Area (UEA). The following is a list of proposed uses.



Project Location

Exhibit 1

Project Location Map

NORTH
MAP NOT TO SCALE

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Land Use	Intensity
Multi-Family Residential	11,401 Dwelling Units
Retail	1,382,000 Square Feet of Gross Leasable Area
Office	925,000 Square Feet of Gross Floor Area
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Industrial	350,000 Square Feet of Gross Floor Area
School K-8	4,379 Students
University	350 Students
Hotel	650 Rooms
Muli-Modal Facility	TBA

A site plan is provided in Appendix A.

1.2 Study Objective

The purpose of the study is to request a land use amendment (LUA) in Miami-Dade County's Comprehensive Master Development Plan (CDMP) for **Green City Miami**. The land is currently designated as Agricultural; and the applicant is seeking a new land use designation. The intent of this new designation is to enable a self-sustainable and multi-modal oriented development offering not just housing but needed services, entertainment, and workplaces while promoting a healthy lifestyle within an undeveloped area of MDC. This project area lies entirely within a longtime designated Urban Expansion Area, which can serve as a new Metropolitan Urban Center for the western end of MDC. The emphasis of this Project is the creation of well-paying jobs in emerging and growing industries, the promotion of healthy lifestyles, and the lessening of dependence on car transportation. A more detailed description is provided in Appendix A.

1.3 Study Area and Methodology

For the short term (2018) concurrency analysis, the study area was established by the first concurrency station access by the project on the segments in the general vicinity of the Project. For the long range (2040) analysis, the preliminary study area was established as SW 8th Street to the north, SW 152nd Street to the south, Krome Avenue to the west and SW 127th Avenue on the east. The study area is ultimately defined by roadways segments where projections show that project

traffic is significant. That is for roadway segments where project traffic represents 5% or more of the adopted service volume.

This traffic study was conducted based on the MDC established methodology currently used for the roadway concurrency management analysis. Future conditions with and without the project are presented. The analysis was performed using the most recent concurrency stations published by MDC Public Works and Waste Management Department (PWWMD). This study includes the short term (2018) and long term (2040) analysis required as part of the LUA application.

1.4 Project Site Information

Access to the project is proposed via various driveways accessing Kendall Drive, Krome Avenue and SW 167th Avenue. The proposed site plan is provided in Appendix A.

2.0 FUTURE TRAFFIC CONDITIONS

2.1 Planned and Programmed Roadway Improvements

The *2015 Miami-Dade County Transportation Improvement Program* (TIP) and the *2040 Miami-Dade Transportation Plan Long Range Plan* were reviewed to identify any programmed or planned projects within the limits of the study area established. These are summarized in Exhibit 2. Additional documentation is provided in Appendix B. Planned improvements are provided for reference purposes only. Numerous roadways and multi-modal improvements are programmed and funded for the area. Consistent with established concurrency guidelines, the widening of Krome Avenue from 2 to 4 lanes was considered in the analysis.

Exhibit 2
Committed and Planned Roadway Improvements

Committed Roadway Improvements (2015 TIP)				
	Project Type	**Description**	**From**	**To**
Kendall Drive Transit	MDT Kendall Cruiser (Transit)	Urban Corridor Improvements	Dadeland North Station	SW 162nd Ave
	MDT Kendall Drive Enhanced Bus Service	Transit Service Demonstration	Dadeland North Station	SW 167th Ave
	MDT-S Miami Dade Bswy Routes Operating Assist	Urban Corridor Improvements	Dadeland	FL City
	Kendall Cruiser	-	Dadeland North Station	SW 162nd Ave
Krome Avenue	SR 997 / Krome Avenue (Arterial / Collector Road)	Add Lanes & Reconstruct	SR 94 / Kendall Drive	1 mi N of SW 8th St
	SR 997 / Krome Avenue (Arterial / Collector Road)	Add Lanes & Reconstruct	SW 136th Street	SR 94 / Kendall Drive
Long Range Planned Roadway Improvments (2040 LRTP Plan)				
Project Type		**Description**	**From**	**To**
Kendall Park-and Ride Facility		Park-and Ride facility with 160 spaces	SW 127th Ave/ SW 88th St	-
SR 997- Krome		Add 2 Lanes and Reconstruct	SW 88th St	One mile North
SR 997- Krome		Add 2 Lanes and Reconstruct	SW 136th St	SW 88th St
SR 997- Krome		Add 2 Lanes and Reconstruct	SW 184th St	SW 136th St
Kendall Corridor (Kendall Enhanced Bus)		Incremental Improvement on PTP Corridor	West Kendall Transit Terminal	Dadeland North Metrorail Station
SW 72nd Street		Add 2 Lanes and Reconstruct	SW 117th Ave	SW 157th Ave
SW 104th Street		Add 2 Lanes and Reconstruct	SW 147th Ave	SW 137th Ave
SW 104th Street		Add 2 Lanes and Reconstruct	Hammocks Blvd	SW 147th Ave

It should also be noted that, although not in MDC's Long Range Plan, Miami-Dade's Expressway Authority (MDX) has launched a multi-million-dollar study of a major expressway on the west with access to the south. Several alignments for this project, known as a "southwest extension" of State Road 836, are under study by MDX. The most likely route, according to conceptual plans, is parallel to Krome Avenue and would extend south to SW 136th Street.

2.2 Background Traffic

Average Daily Traffic counts published by the MDC PWWMD and the FDOT were reviewed to determine historic growth in the area. Growth rate calculations and historic counts are provided in Appendix C. The analysis indicates that traffic has increased at a rate of 0.8% in the past ten years.

2.3 Project Trip Generation

Trip generation for the proposed land uses were estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. This manual provides gross trip generation rates and/or equations by land use type for free standing facilities.

Trip generation for the project was adjusted to reflect other modes of transportation. The area is currently served by numerous transit routes and extensive improved services are programmed within the next 5 years. In addition, the project has committed to provide an intermodal center to further enhance connectivity within the area and within the project. Census data shows a 5.9% transit ridership throughout MDC and an overall use of other modes of transportation of 9.1% (documentation is provided in Appendix D). Given the substantial contribution made by the project towards the enhancement of transit, as well as the Project being walkable and bikeable, a 10% alternate modes of transportation deduction was used in the analysis. This figure is intended to reflect the enhanced future walk/bike/transit amenities of the area.

Internalization of project trips to account for the interaction of trips between land uses was performed in accordance with the methodology established by ITE. Internalization includes

"community capture", which has been nationally recognized for large developments with a variety of balanced land uses in which the developer intends to create a community. With a variety of land uses within the new community, many off-site trips become unnecessary. FDOTs *Transportation Site Impact Handbook* (2014) defines community capture as the reduction in the number of external vehicle trips generated by a large, mixed-use development reducing the overall impacts on the transportation system outside of the development. Community capture extends the traditional "internal capture" to include potential trip interactions and reductions within the boundaries of large scale "New town" style, multi-use developments. The handbook states that community capture can be applied to large, self-standing development, such as a new community or town, with a balanced mix of uses that may fulfill a significant portion of the community's needs within the development. community capture is applicable the **Green City Miami** project

Because each free-standing community has unique characteristics, the FDOT handbook does not recommend minimum or maximum values for community capture. A sampling of some projects in Florida where community capture was recognized is summarized in Exhibit 3. See Appendix E for more detail on each of the projects.

Exhibit 3
Approved Community Capture Rates

Project	Location	Community Capture
Gateway	Lee County	32% [1]
Ave Maria	Collier County	62%
Babcock Ranch	Charlotte County	70%
Avenir	Palm Beach County	35% [2]

[1] Monitoring is showing a 37% community capture.
[2] Pending approval.

Recently, Brickell Key underwent traffic monitoring. Brickell Key is a mixed-use project in the downtown Miami. Currently Brickell Key has over 2,900 residential units, a 329 room hotel, over 324,000 SF of office space, 21,000 SF of retail, and 3,300 SF of restaurant. This project is unique

because there is only one way on and off the island via a bridge. Based on a comparison to gross ITE trip generation rates, Brickell Key has a nearly 25% internal/community capture rate on a daily basis and up to 30% during the pm peak hour. If this project had more significant retail and restaurant components, the community capture rate would be even higher. A summary of this data is shown in Appendix E.

In order to account for community capture, some of ITE's unconstrained internal capture rates were adjusted to reflect higher interaction between uses. In addition, assumptions were made for unconstrained internal capture rates for uses other than those provided by ITE. Given the size, mix of uses that are much needed in the area, and location of the project on the western fringe of MDC, the community capture rate is anticipated to be a significant component of the estimation of project trips and its impact on the external roadway network. A summary of the resulting trip generation is provided in Exhibit 4. Documentation of calculations is provided in Appendix F.

Exhibit 4
Trip Generation Summary

Scenario	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
ITE Gross Trips	3,601	3,879	7,479	6,370	5,116	11,486
Multi-Modal [1]	-360	-386	-746	-636	-512	-1,148
			-10.0%			***-10.0%***
Internal/Community Capture [2]	-1,445	-1,445	-2,890	-2,269	-2,269	-4,538
			-43%			***-44%***
Pass-by [3]	-44	-44	-88	-162	-162	0
			-21%			***-21%***
Net New External Trips	1,752	2,004	3,755	3,303	2,173	5,476
			50%			***48%***

[1] Transit reduction was used based on MDC Census data. Documentation is provided in Appendix D.
[2] Documentation provided in Appendices E and F.
[3] Pass-by applicable to retail component only.

2.4 Project Trip Assignment

Project traffic assignment to the surrounding street network was established using the cardinal distribution obtained from the *MDC 2040 Long Range Plan*. The project is located in two Traffic Analysis Zones (TAZs), TAZ 844 and TAZ 845. An average of the two zones was taken, and interpolation was performed between years 2010 and 2040 to obtain the appropriate distribution for the project area for the year 2018. The resulting cardinal distribution is presented in Exhibit 5. Documentation is provided in Appendix G.

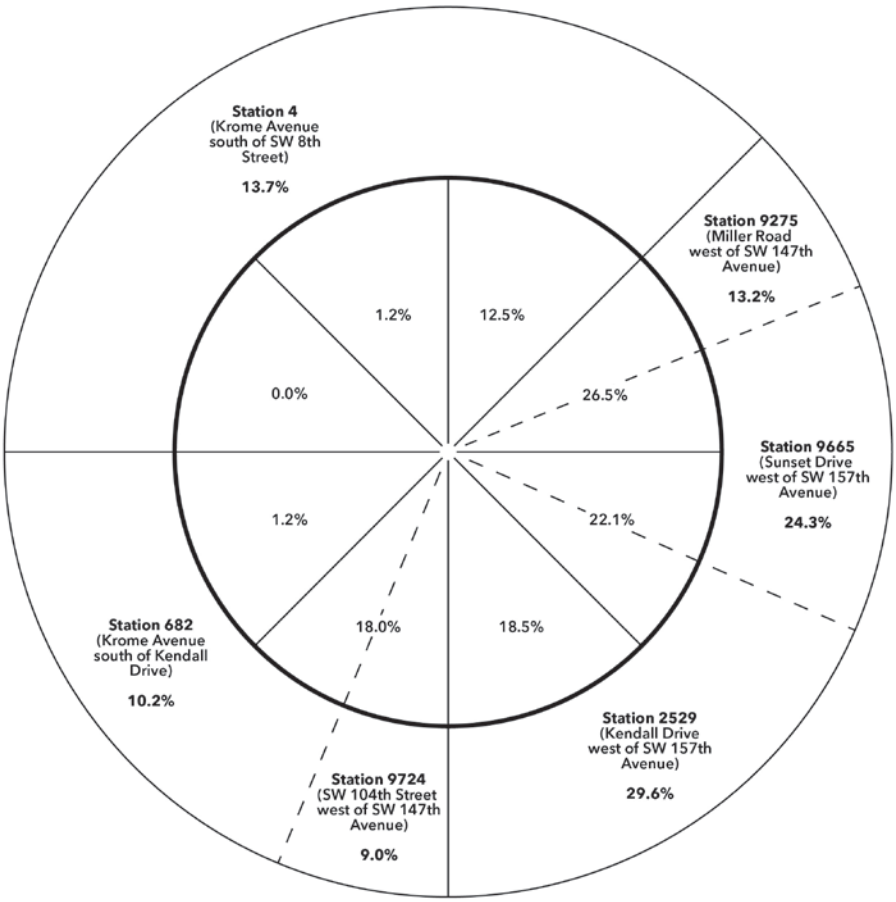
The cardinal distribution provides a guideline and a generalized distribution of trips from a TAZ to other parts of MDC. For estimating trip distribution for the project traffic, consideration was given to conditions such as roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. Project trip distribution is graphically portrayed on Exhibit 6.

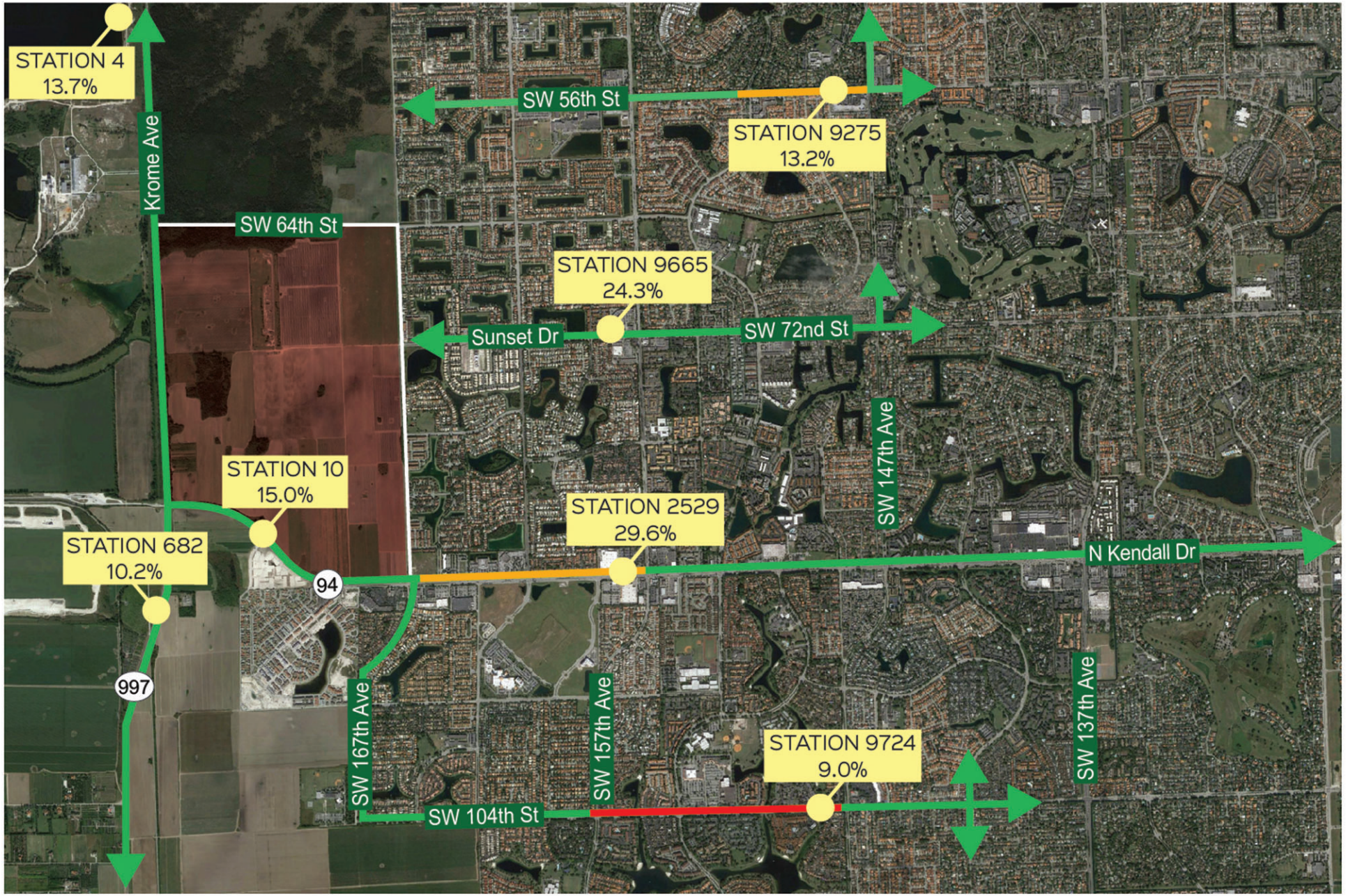
2.5 Future Short Term (2018) Conditions

The concurrency analysis was performed for the first directly accessed existing concurrency station as established by MDC Office of Concurrency Management. The analysis was performed for peak period conditions and includes existing traffic volumes, traffic associated with approved developments, and project traffic. Generally, in MDC the PM peak period represents the worst case scenario since existing traffic volumes tend to be higher and trip generation for the Project is also higher. PM peak period is provided for all the stations. At the requested of MDC staff, AM peak period analysis is provided for any roadway segment adjacent to an existing school. Two segments meets this criteria (1) Miller Drive is adjacent to John Ferguson High School, located at 15900 SW 56th Street and (2) Sunset Drive is adjacent to Dr. Bowman Foster Ashe PLC, located at 16251 SW 72nd Street. Since traffic associated with approved area developments reflected in the MDC concurrency database is for the PM peak, this component was not included in the AM peak analysis. Instead, the historical background growth rate (0.8%) was used to reflect future (2018) conditions for the AM peak period.

Exhibit 5
Cardinal Distribution

TAZ	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2010 CARDINAL DISTRIBUTION								
844	16.7%	17.9%	22.9%	18.6%	21.4%	0.2%	0.0%	2.3%
845	7.4%	35.5%	21.9%	18.0%	15.0%	2.0%	0.0%	0.2%
AVERAGE	*12.1%*	*26.7%*	*22.4%*	*18.3%*	*18.2%*	*1.1%*	*0.0%*	*1.3%*
2040 CARDINAL DISTRIBUTION								
844	16.7%	23.0%	16.6%	19.2%	22.3%	0.8%	0.1%	1.3%
845	10.6%	28.8%	25.9%	18.8%	13.3%	2.1%	0.0%	0.5%
AVERAGE	*13.7%*	*25.9%*	*21.3%*	*19.0%*	*17.8%*	*1.5%*	*0.1%*	*0.9%*
2018 CARDINAL DISTRIBUTION								
AVERAGE	12.5%	26.5%	22.1%	18.5%	18.0%	1.2%	0.0%	1.2%





Project Location

Backlogged Segment

Segments Projected To Operate Above LOS Standard

Exhibit 6

Project Short Term (2018) Concurrency Trip Distribution

Level of Service (LOS) standards were obtained from the concurrency worksheets published by MDC. Transit services were verified. Documentation is provided in Appendix H. It should be noted that part of this application includes a request to relocate the Urban Development Boundary (UDB) from its present location west to Krome Avenue. The LOS Standard for the segment of Kendall Drive between SW 167th Avenue and Krome Avenue was revised to reflect this request.

Service volumes for all state roads were obtained from the ***Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas***, published 12/18/12 by FDOT. ArtPlan was used to calculate the appropriate service volumes for other roadways. ArtPlan worksheets, along with the corresponding signal timings are provided in Appendix I.

Existing conditions are based on 2014 traffic counts (72-hours) published by FDOT and MDC for the concurrency stations. Counts were seasonally adjusted to reflect Average Annual Daily Traffic (AADT) conditions using FDOT published factors. The counts were updated to 2015 conditions using the background growth rate for the area. The counts are provided in Appendix J.

The analysis indicates that several roadway segments are backlogged. These are roadways projected to operate above the adopted LOS standard prior to project traffic. Florida Statute (FS) 163.3180 (Concurrency) establishes that *If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency"*.

The resulting analysis is provided as Exhibit 7. The analysis shows that the segment of SW 104th Street between SW 147th and 157th Avenues operates above the adopted LOS standard, and therefore is a backlogged facility. In order to overcome this deficiency, the segment will need to be

widened from 4 to 6 lanes. In addition, Miller Drive between SW 147th and 152nd Avenue will require widening from 4 to 6 lanes, and Kendall Drive between SW 157th and 167th Avenue will require widening from 6 to 8 lanes with the addition of project traffic. It should be noted that as this area becomes urbanized, additional concurrency stations may be available to distribute project trips.

Exhibit 7
Short Term (2018) Concurrency Segment Analysis

PM Peak Period													
Station	**Location**	**# of Lanes**	**SV/ LOS Std**	**Year/ Source**	**Existing (2015)**	**DOs[3]**	**Total wo Project**	**Back logged?**	**Improvement to alleviate Backlog**	**Project [4]**	**Total (2018)**	**Remaining**	**Lanes Needed /SV**
4	Krome Av S of SW 8th Street	4 Unint	4,660 C	2014 FDOT	1,276	0	1,276	No		780 13.7%	2,056	2,604	
682	Krome Av S of Kendall Drive	4 Unint	4,660 C	2014 FDOT	1,452	36	1,488	No		581 10.2%	2,069	2,591	
9275	Miller Dr W of 147 Av to 152 Av	4	2,556 E + 20%	2014 MDC	2,026	98	2,124	No		752 13.2%	2,876	-320	6 3,852
9665	Sunset Dr W of 157 Av	4	3,324 E + 20%	2014 MDC	904	178	1,082	No		1,384 24.3%	2,466	858	
10	Kendall Dr E of Krome Av	4	4,296 E + 20%[2]	2014 FDOT	1,148	77	1,225	No		854 15.0%	2,079	2,217	
2529	Kendall Dr W of 157 Av	6	6,468 E + 20%	2014 FDOT	2,705	1,059	3,764	No		1,686 29.6%	5,450	1,018	8 8,085
9724	SW 104 St W of 147 Av to 157 Av	4	2,400 E + 20%	2015 MDC Conc	2,244	431	2,675	Yes	6 3,612	513 9.0%	3,188	424	
AM Peak Period													
Station	**Location**	**# of Lanes**	**SV/ LOS Std**	**Year/ Source**	**Existing (2014)**	**Background**	**Total wo Project**	**Back logged?**	**Lanes Needed wo Project/SV**	**Project [4]**	**Total (2018)**	**Remaining**	**Lanes Needed /SV**
9275	Miller Dr W of 147 Av to 152 Av	4	2,640 E + 20%	2014 MDC	2,099	2,167	2,167	No		511 13.2%	2,678	-38	6 3,852
9665	Sunset Dr W of 157 Av	4	2,352 E + 20%	2014 MDC	944	975	975	No		940 24.3%	1,914	438	

NOTES:

[1] For state roads, service volumes were obtained from FDOT's *Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas* , pulbished 12/18/12. ARTPLAN was used to calculate service volumes of all other roadways.

[2] **Green City Miami** is proposing to expand the UDB to Krome Av. The LOS standard between SW 167 Av and Krome Av reflects this request.

[3] Committed Developments information from MDC Concurrency Database was added to PM Peak Period analysis. Since the information is not available for the AM Peak, the background growth rate was used to reflect 2018 conditions.

[4] Trips assigned to this station also use stations along Krome Avenue resulting in some double counting.

2.6 Future Long Term (2040) Conditions

The future Long Term (2040) analysis was performed for all roadway segments where project traffic has a significant impact. Significant impact is defined as project traffic representing 5% or more of the corresponding service volume for each roadway segment. The project distribution for the extended study area, based on the cardinal distribution, is presented in Exhibit 8.

Level of Service (LOS) standards were obtained from the concurrency worksheets published by MDC and updated to reflect current transit conditions. Documentation is provided in Appendix G. It should be noted that part of this application includes a request to relocate the Urban Development Boundary (UDB) from its present location west to Krome Avenue. The LOS Standard for the segment of Kendall Drive between SW 167th Avenue and Krome Avenue was revised to reflect this request.

Service volumes for all state roads were obtained from the ***Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas***, published 12/18/12 by FDOT. ArtPlan was used to calculate the appropriate service volumes for other roadways. ArtPlan worksheets, along with the corresponding signal timings are provided in Appendix H. The significance analysis is presented in Exhibit 9.

Roadway segment analysis was performed for peak period conditions and includes existing traffic volumes, future background growth, traffic associated with approved developments and project traffic. Generally, in MDC the PM peak period represents the worst case scenario since existing traffic volumes tend to be higher and trip generation for the project is also higher. PM peak period is provided for all the stations. At the request of MDC staff, AM peak period analysis is provided for any roadway segment adjacent to an existing school. Since traffic associated with approved area developments reflected in the MDC concurrency database is for the PM peak, this component was not included in the AM peak analysis. The historical background growth rate (0.8%) was used to reflect future (2040) conditions for the AM peak period.

Exhibit 10 shows the segment analysis for roadways where project traffic is significant. The analysis indicates that in the year 2040, 13 roadway segments projected to be backlogged (operate above the adopted LOS Standard before the project). In addition, another 6 segments have been identified to operate above LOS standards for future long term (2040) conditions with the project. All roadway improvements necessary to operate within the adopted standards are summarized in Exhibit 11.

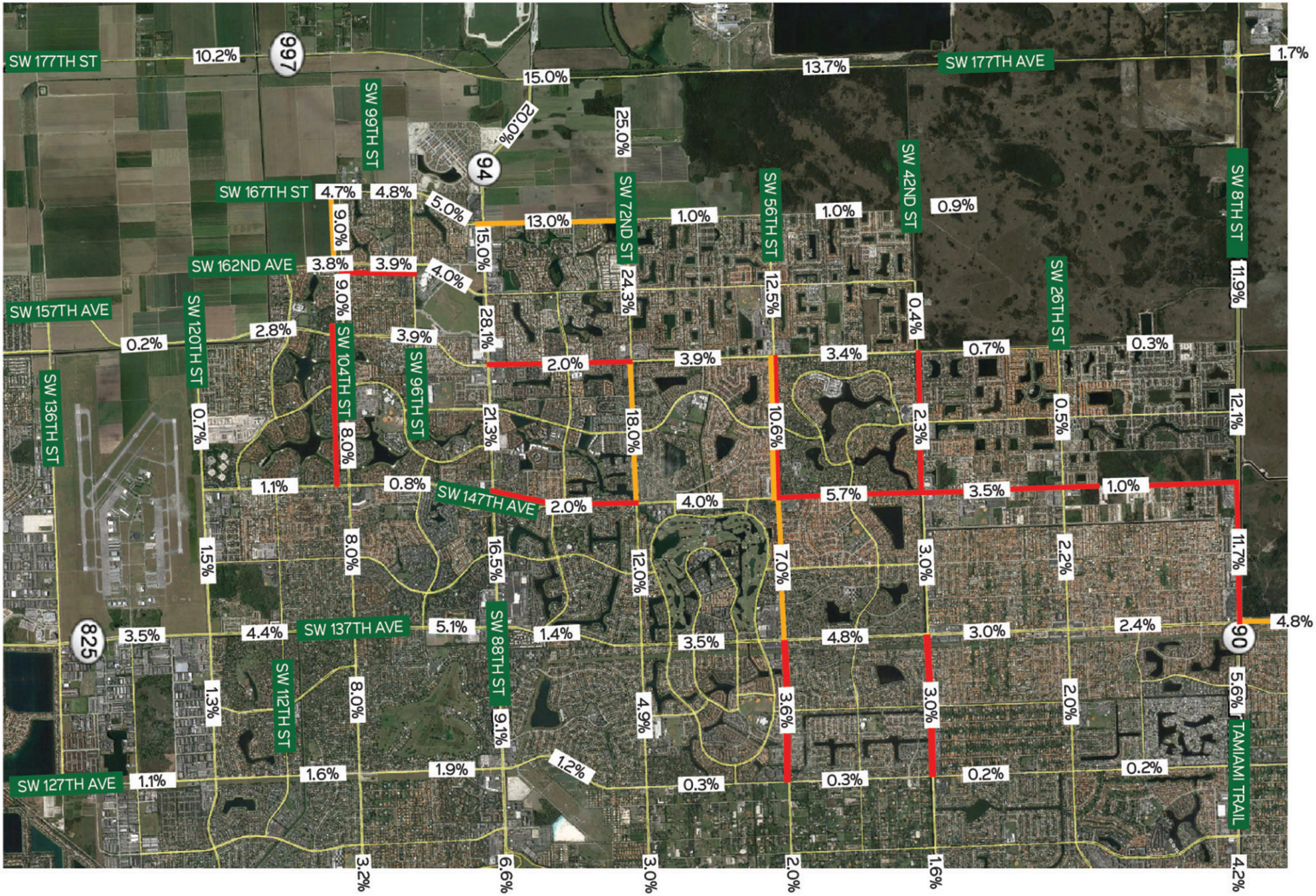


Exhibit 8

Project Long Term (2040) Trip Distribution

- Backlogged Segment
- Segments Projected To Operate Above LOS Standard

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Exhibit 9
Project Significance Analysis

Roadway	From	To	Direction	Number of Lanes	LOS Std	SV	Project Assignment	Volume	Signifi cance
SW 8 St	Krome Av	SW 157 Av	EB/WB	4L Unint	C	4,660	11.9%	651	14.0%
	SW 157 Av	SW 147 Av	EB/WB	4L Unint	C	4,660	12.1%	660	14.2%
	SW 147 Av	SW 137 Av	EB/WB	6LD	D	5,390	11.7%	641	11.9%
	SW 137 Av	SW 127 Av	EB/WB	6LD	D	5,390	5.6%	307	5.7%
	SW 127 Av	SW 117 Av	EB/WB	6LD	C	5,250	4.2%	230	4.4%
Coral Way	SW 157 Av	SW 147 Av	EB/WB	4LD	D	2,080	0.5%	25	1.2%
	SW 147 Av	SW 137 Av	EB/WB	4LD	E + 20%	2,700	2.2%	120	4.5%
	SW 137 Av	SW 127 Av	EB/WB	4LD	E + 20%	4,200	2.0%	110	2.6%
Bird Rd	SW 162 Av	SW 157 Av	EB/WB	2LU	D	1,197	0.4%	22	1.8%
	SW 157 Av	SW 147 Av	EB/WB	4LD	D	2,150	2.3%	126	5.9%
	SW 147 Av	SW 137 Av	EB/WB	4LD	D	3,300	3.0%	164	5.0%
	SW 137 Av	SW 127 Av	EB/WB	4LD	D	2,790	3.0%	164	5.9%
	SW 127 Av	SW 117 Av	EB/WB	2LD 2LD	E + 20%	4,200	1.6%	88	2.1%
Miller Dr	SW 167 Av	SW 157 Av	EB/WB	4LD	D	2,000	12.5%	687	34.3%
	SW 157 Av	SW 147 Av	EB/WB	4LD	D	1,970	10.6%	578	29.4%
	SW 147 Av	SW 137 Av	EB/WB	4LD	D	2,990	7.0%	383	12.8%
	SW 137 Av	SW 127 Av	EB/WB	4LD	D	2,910	3.6%	197	6.8%
	SW 127 Av	SW 117 Av	EB/WB	4LD	D	3,170	2.0%	110	3.5%
Sunset Dr	Krome Av	SW 167 Av	EB/WB	4LD[1]	E + 20%	3,283	25.0%	1,369	41.7%
	SW 167 Av	SW 157 Av	EB/WB	4LD	E + 20%	3,324	24.3%	1,331	40.0%
	SW 157 Av	SW 147 Av	EB/WB	4LD	E + 20%	3,552	18.0%	986	27.8%
	SW 147 Av	SW 137 Av	EB/WB	4LD	E + 20%	3,372	12.0%	657	19.5%
	SW 137 Av	SW 127 Av	EB/WB	4LD	E + 20%	4,152	4.9%	268	6.5%
	SW 127 Av	SW 117 Av	EB/WB	4LD	E + 20%	4,368	3.0%	164	3.8%
Kendall Dr	SW 177 Av	SW 167 Av	EB/WB	4LD	E + 20%	4,296	20.0%	548	12.7%
	SW 167 Av	SW 162 Av	EB/WB	6LD	E + 20%	6,468	15.0%	821	12.7%
	SW 162 Av	SW 157 Av	EB/WB	6LD	E + 20%	6,468	28.1%	1,540	23.8%
	SW 157 Av	SW 147 Av	EB/WB	6LD	E + 20%	6,468	21.3%	1,164	18.0%
	SW 147 Av	SW 137 Av	EB/WB	6LD	E + 20%	6,468	16.5%	904	14.0%
	SW 137 Av	SW 127 Av	EB/WB	6LD	E + 20%	6,468	9.1%	498	7.7%
	SW 127 Av	SW 117 Av	EB/WB	8LD	E + 20%	8,652	6.6%	361	4.2%

Exhibit 9
Project Significance Analysis

Roadway	From	To	Direction	Number of Lanes	LOS Std	SV	Project Assignment	Volume	Signifi cance
SW 104 St	SW 167 Av	SW 162 Av	EB/WB	2LU	E	1,015	8.1%	444	43.7%
	SW 162 Av	SW 157 Av	EB/WB	4LD	E + 20%	3,283	7.2%	394	12.0%
	SW 157 Av	SW 147 Av	EB/WB	4LD	E + 20%	2,400	5.6%	307	12.8%
	SW 147 Av	SW 137 Av	EB/WB	4LD	E + 20%	3,912	4.8%	263	6.7%
	SW 137 Av	SW 127 Av	EB/WB	6LD	E + 20%	5,700	4.0%	219	3.8%
	SW 127 Av	SW 117 Av	EB/WB	6LD	E + 20%	6,600	3.2%	175	2.7%
SW 120 St	SW 157 Av	SW 147 Av	EB/WB	4LD	D	2,750	0.7%	38	1.4%
	SW 147 Av	SW 137 Av	EB/WB	4LD	D	3,840	1.5%	82	2.1%
	SW 137 Av	SW 127 Av	EB/WB	4LD	D	1,550	1.3%	68	4.4%
Krome Av	Okeechobee	SW 8 St	NB/SB	4L Unint[2]	C	4,660	1.7%	91	2.0%
	SW 8 St	Sunset D	NB/SB	4L Unint[2]	C	4,660	13.7%	750	16.1%
	Sunset D	Kendall Dr	NB/SB	4L Unint[2]	C	4,660	15.0%	821	17.6%
	Kendall Dr	SW 136 St	NB/SB	4L Unint[2]	C	4,660	10.2%	559	12.0%
SW 167 Av	Coral Way	Bird Rd	NB/SB	2LU	D	830	0.9%	49	5.9%
	Bird Rd	Miller Dr	NB/SB	2LU	D	830	1.0%	55	6.6%
	Miller Dr	Sunset Dr	NB/SB	2LU	D	830	1.0%	55	6.6%
	Sunset Dr	Kendall Dr	NB/SB	2LU	D	830	13.0%	712	85.8%
	Kendall Dr	SW 96 St	NB/SB	4LD	D	2,628	5.0%	274	10.4%
	SW 96 St	SW 99 St	NB/SB	2LU	E	1,269	4.8%	260	20.5%
	SW 99 St	SW 104 St	NB/SB	4LD	E	2,736	4.7%	257	9.4%
SW 162 Av	Kendall Dr	SW 96 St	NB/SB	4LD	E	1,990	4.0%	219	11.0%
	SW 96 St	SW 99 St	NB/SB	2LU	D	880	3.9%	215	24.4%
	SW 99 St	SW 104 St	NB/SB	4LD	D	1,820	3.8%	208	11.4%
SW 157 Av	SW 8 St	Coral Way	NB/SB	2LU	D	1,460	0.3%	16	1.1%
	Coral Way	Bird Rd	NB/SB	2LU	D	1,460	0.7%	38	2.6%
	Bird Rd	Miller Dr	NB/SB	4LD	D	2,390	3.4%	188	7.9%
	Miller Dr	Sunset Dr	NB/SB	4LD	D	2,570	3.9%	212	8.2%
	Sunset Dr	Kendall Dr	NB/SB	4LD	D	1,130	2.0%	108	9.6%
	Kendall Dr	SW 104 St	NB/SB	4LD	D	2,300	3.9%	212	9.2%
	SW 104 St	SW 120 St	NB/SB	4LD	D	3,350	2.8%	153	4.6%
	SW 120 St	SW 136 St	NB/SB	4LD	D	3,980	0.2%	10	0.2%

Exhibit 9
Project Significance Analysis

Roadway	From	To	Direction	Number of Lanes	LOS Std	SV	Project Assignment	Volume	Significance
SW 147 Av	SW 8 St	Coral Way	NB/SB	2LU	D	670	1.0%	55	8.2%
	Coral Way	Bird Rd	NB/SB	2LU	D	1,300	3.5%	191	14.7%
	Bird Rd	Miller Dr	NB/SB	4LD	D	1,970	5.7%	314	16.0%
	Miller Dr	Sunset Dr	NB/SB	4LD	D	2,590	4.0%	219	8.5%
	Sunset Dr	Kendall Dr	NB/SB	4LD	D	1,590	2.0%	110	6.9%
	Kendall Dr	SW 104 St	NB/SB	4LD	D	1,550	0.8%	44	2.8%
	SW 104 St	SW 120 St	NB/SB	4LD	D	2,000	1.1%	57	2.9%
SW 137 Av	NW 12 St	SW 8 St	NB/SB	4LD	E + 20%	4,236	4.8%	263	6.2%
	SW 8 St	Coral Way	NB/SB	4LD	E + 20%	3,732	2.4%	131	3.5%
	Coral Way	Bird Rd	NB/SB	6LD	D	3,640	3.0%	164	4.5%
	Bird Rd	Miller Dr	NB/SB	6LD	E + 20%	5,616	4.8%	261	4.6%
	Miller Dr	Sunset Dr	NB/SB	6LD	E + 20%	4,536	3.5%	192	4.2%
	Sunset Dr	Kendall Dr	NB/SB	6LD	D	2,130	1.4%	77	3.6%
	Kendall Dr	SW 104 St	NB/SB	6LD	E	5,710	5.1%	278	4.9%
	SW 104 St	SW 120 St	NB/SB	6LD	E	5,030	4.4%	239	4.8%
	SW 120 St	SW 136 St	NB/SB	6LD	E	5,710	3.5%	192	3.4%
SW 127 Av	SW 8 St	Coral Way	NB/SB	4LD	D	1,550	0.2%	8	0.5%
	Coral Way	Bird Rd	NB/SB	2LU	D	1,330	0.2%	11	0.8%
	Bird Rd	Miller Dr	NB/SB	4LD	D	1,440	0.3%	14	1.0%
	Miller Dr	Sunset Dr	NB/SB	4LD	D	1,750	0.3%	16	0.9%
	Sunset Dr	Kendall Dr	NB/SB	4LD	D	1,750	1.2%	66	3.8%
	Kendall Dr	SW 104 St	NB/SB	4LD	D	1,480	1.9%	105	7.1%
	SW 104 St	SW 112 St	NB/SB	4LD	D	2,420	1.6%	86	3.6%
	SW 112 St	SW 136 St	NB/SB	2LU	D	1,197	1.1%	57	4.8%

Notes:

[1]Project Related Improvement.

[2]Publicly Committed Improvement.

Exhibit 10
Long Term (2040) Segment Analysis (PM Peak)

Roadway	From	To	Direction	Number of Lanes	LOS Std	Existing SV	Existing Volume 2015	Source	Background 0.8% 2,040	DOs Trips	Total Vol wo Project	Back logged?	Improvement to alleviate Backlog	SV after Backlog Imp	Project Volume	Total Vol w Project (2040)	Meets LOS Std?	Add'l Lanes Needed	SV
SW 8 St	Krome Av	SW 157 Av	EB/WB	4L Unint	C	4,660	908	DPA	1,108	7	1,115	No		4,660	651	1,766	Yes	No	NA
	SW 157 Av	SW 147 Av	EB/WB	4L Unint	C	4,660	2,794	DPA	3,410	7	3,417	No		4,660	660	4,077	Yes	No	NA
	SW 147 Av	SW 137 Av	EB/WB	6LD	D	5,390	4,141	DPA	5,054	459	5,513	Yes	8LD	7,210	641	6,153	Yes	No	NA
	SW 137 Av	SW 127 Av	EB/WB	6LD	D	5,390	3,904	FDOT 88	4,765	18	4,783	No		5,390	307	5,089	Yes	No	NA
Bird Rd	SW 157 Av	SW 147 Av	EB/WB	4LD	D	2,150	1,682	MDC 9112	2,053	153	2,206	Yes	6LD	3,240	126	2,332	Yes	No	NA
	SW 147 Av	SW 137 Av	EB/WB	4LD	D	3,300	2,374	DPA	2,897	92	2,989	No		3,300	164	3,154	Yes	No	NA
	SW 137 Av	SW 127 Av	EB/WB	4LD	D	2,790	2,394	MDC 9110	2,922	0	2,922	Yes	6LD	4,220	164	3,086	Yes	No	NA
Miller Dr	SW 167 Av	SW 157 Av	EB/WB	4LD	D	2,000	908	DPA	1,108	98	1,206	No		2,000	687	1,893	Yes	No	NA
	SW 157 Av	SW 147 Av	EB/WB	4LD	D	1,970	2,026	MDC 9275	2,473	98	2,571	Yes	6LD	2,990	578	3,149	No	8LD or Transit (6LD E)	4,000 3,210
	SW 147 Av	SW 137 Av	EB/WB	4LD	D	2,990	2,414	MDC 9274	2,946	0	2,946	No		2,990	383	3,329	No	6LD	4,530
	SW 137 Av	SW 127 Av	EB/WB	4LD	D	2,910	2,466	MDC 9272	3,010	0	3,010	Yes	6LD	4,440	197	3,207	Yes	No	NA
Sunset Dr	Krome Av	SW 167 Av	EB/WB	4LD1	E + 20%	3,283	0	NA	0	0	0	No		3,283	1,369	1,369	Yes	No	NA
	SW 167 Av	SW 157 Av	EB/WB	4LD	E + 20%	3,324	904	MDC 9665	1,103	178	1,281	No		3,324	1,331	2,612	Yes	No	NA
	SW 157 Av	SW 147 Av	EB/WB	4LD	E + 20%	3,552	2,025	MDC 9664	2,471	140	2,611	No		3,552	986	3,597	No	6LD	5,340
	SW 147 Av	SW 137 Av	EB/WB	4LD	E + 20%	3,372	2,056	MDC 9662	2,509	0	2,509	No		3,372	657	3,166	Yes	No	NA
	SW 137 Av	SW 127 Av	EB/WB	4LD	E + 20%	4,152	2,499	MDC 9660	3,050	1	3,051	No		4,152	268	3,319	Yes	No	NA
Kendall Dr	SW 177 Av	SW 167 Av	EB/WB	4LD	E + 20%	4,296	1,148	FDOT 10	1,401	77	1,478	No		4,296	548	2,026	Yes	No	NA
	SW 167 Av	SW 162 Av	EB/WB	6LD	E + 20%	6,468	2,705	FDOT 2529	3,301	1,059	4,360	No		6,468	821	5,182	Yes	No	NA
	SW 162 Av	SW 157 Av	EB/WB	6LD	E + 20%	6,468	2,705	FDOT 2529	3,301	1,059	4,360	No		6,468	1,540	5,900	Yes	No	NA
	SW 157 Av	SW 147 Av	EB/WB	6LD	E + 20%	6,468	3,652	FDOT 1080	4,457	62	4,519	No		6,468	1,164	5,683	Yes	No	NA
	SW 147 Av	SW 137 Av	EB/WB	6LD	E + 20%	6,468	3,652	FDOT 1080	4,457	0	4,457	No		6,468	904	5,361	Yes	No	NA
	SW 137 Av	SW 127 Av	EB/WB	6LD	E + 20%	6,468	4,463	FDOT 60	5,447	0	5,447	No		6,468	498	5,945	Yes	No	NA
SW 104 St	SW 167 Av	SW 162 Av	EB/WB	2LU	E	1,015	726	DPA	886	0	886	No		1,015	444	1,330	No	4LD	2,736
	SW 162 Av	SW 157 Av	EB/WB	4LD	E + 20%	3,283	726	DPA	886	0	886	No		3,283	394	1,280	Yes	No	NA
	SW 157 Av	SW 147 Av	EB/WB	4LD	E + 20%	2,400	1,656	DPA	2,021	431	2,452	Yes	6LD	3,612	307	2,759	Yes	No	NA
	SW 147 Av	SW 137 Av	EB/WB	4LD	E + 20%	3,912	610	MDC 9722	744	0	744	No		3,912	263	1,007	Yes	No	NA

Exhibit 10
Long Term (2040) Segment Analysis (PM Peak)

Roadway	From	To	Direction	Number of Lanes	LOS Std	Existing SV	Existing Volume 2015	Source	Background 0.8% 2,040	DOs Trips	Total Vol wo Project	Back logged?	Improvement to alleviate Backlog	SV after Backlog Imp	Project Volume	Total Vol w Project (2040)	Meets LOS Std?	Add'l Lanes Needed	SV
Krome Av	SW 8 St	Sunset D	NB/SB	4L Unint[2]	C	4,660	1,276	FDOT 4	1,557	0	1,557	No		4,660	750	2,307	Yes	No	NA
	Sunset D	Kendall Dr	NB/SB	4L Unint[2]	C	4,660	1,276	FDOT 4	1,557	0	1,557	No		4,660	821	2,379	Yes	No	NA
	Kendall Dr	SW 136 St	NB/SB	4L Unint[2]	C	4,660	1,452	FDOT 682	1,772	36	1,808	No		4,660	559	2,367	Yes	No	NA
SW 167 Av	Coral Way	Bird Rd	NB/SB	2LU	D	830	0	NA	0	0	0	No		830	49	49	Yes	No	NA
	Bird Rd	Miller Dr	NB/SB	2LU	D	830	76	DPA	93	0	93	No		830	55	148	Yes	No	NA
	Miller Dr	Sunset Dr	NB/SB	2LU	D	830	355	DPA	433	0	433	No		830	55	488	Yes	No	NA
	Sunset Dr	Kendall Dr	NB/SB	2LU	D	830	564	DPA	688	0	688	No		830	712	1,400	No	4LD	1,690
	Kendall Dr	SW 96 St	NB/SB	4LD	D	2,628	485	DPA South 96 ST	592	0	592	No		2,628	274	866	Yes	No	NA
	SW 96 St	SW 99 St	NB/SB	2LU	E	1,269	485	DPA	592	0	592	No		1,269	260	852	Yes	No	NA
	SW 99 St	SW 104 St	NB/SB	4LD	E	2,736	485	DPA South 96 ST	592	0	592	No		2,736	257	849	Yes	No	NA
SW 162 Av	Kendall Dr	SW 96 St	NB/SB	4LD	E	1,990	833	DPA	1,017	0	1,017	No		1,990	219	1,236	Yes	No	NA
	SW 96 St	SW 99 St	NB/SB	2LU	D	880	833	DPA	1,017	0	1,017	Yes	4LD	1,820	215	1,231	Yes	No	NA
	SW 99 St	SW 104 St	NB/SB	4LD	D	1,820	420	DPA	513	0	513	No		1,820	208	721	Yes	No	NA
SW 157 Av	Bird Rd	Miller Dr	NB/SB	4LD	D	2,390	1,315	DPA	1,605	0	1,605	No		2,390	188	1,793	Yes	No	NA
	Miller Dr	Sunset Dr	NB/SB	4LD	D	2,570	1,681	DPA	2,052	0	2,052	No		2,570	212	2,263	Yes	No	NA
	Sunset Dr	Kendall Dr	NB/SB	4LD	D	1,130	1,765	MDC 9856	2,154	0	2,154	Yes	8LD or Transit (6LD E)	2,460 2,910	108	2,262	Yes	No	NA
	Kendall Dr	SW 104 St	NB/SB	4LD	D	2,300	1,619	MDC 9857	1,976	0	1,976	No		2,300	212	2,188	Yes	No	NA
SW 147 Av	SW 8 St	Coral Way	NB/SB	2LU	D	670	1,040	DPA	1,269	0	1,269	Yes	4LD	1,350	55	1,324	Yes	No	NA
	Coral Way	Bird Rd	NB/SB	2LU	D	1,300	1,711	DPA	2,088	0	2,088	Yes	4LD	2,640	191	2,279	Yes	No	NA
	Bird Rd	Miller Dr	NB/SB	4LD	D	1,970	1,675	MDC 9826	2,044	137	2,181	Yes	6LD	3,000	314	2,496	Yes	No	NA
	Miller Dr	Sunset Dr	NB/SB	4LD	D	2,590	1,759	MDC 9827	2,147	2	2,149	No		2,590	219	2,368	Yes	No	NA
	Sunset Dr	Kendall Dr	NB/SB	4LD	D	1,590	1,600	MDC 9828	1,953	229	2,182	Yes	6LD	2,420	110	2,291	Yes	No	NA
SW 137 Av	NW 12 St	SW 8 St	NB/SB	4LD	E + 20%	4,236	3,096	MDC 9798	3,778	267	4,045	No		4,236	263	4,308	No	6LD	6,396
SW 127 Av	Kendall Dr	SW 104 St	NB/SB	4LD	D	1,480	1,332	MDC 9782	1,626	0	1,626	Yes	6LD	2,280	105	1,731	Yes	No	NA

Notes:

Exhibit 10
Long Term (2040) Segment Analysis (AM Peak)

Roadway	From	To	School	Direction	Number of Lanes	LOS Std	Existing SV	Existing Volume 2015	Background 0.8% 2,040	DOs Trips	Total Vol wo Project	Back logged?	Improvement to alleviate Backlog	SV after Backlog Imp	Project Volume	Total Vol w Project (2040)	Meets LOS Std?	Add'l Lanes Needed	SV
Miller Dr	SW 167 Av	SW 157 Av	John A. Ferguson	EB/WB	4LD	D	2,150	902	1,101	NA	1,101	No		2,150	471	1,572	Yes	No	NA
Sunset Dr	SW 167 Av	SW 157 Av	Bowman Foster	EB/WB	4LD	E + 20%	2,352	944	1,152	NA	1,152	No		2,352	912	2,065	Yes	No	NA
	SW 137 Av	SW 127 Av	Miami Senior	EB/WB	4LD	E + 20%	3,624	2,031	2,479	NA	2,479	No		3,624	184	2,663	Yes	No	NA
SW 162 Av	SW 96 St	SW 99 St	Christina M Eve	NB/SB	2LU	D	710	736	898	NA	898	Yes	4LD	1,660	150	1,048	Yes	No	NA
	SW 99 St	SW 104 St	Christina M Eve	NB/SB	4LD	D	1,660	479	585	NA	585	No		1,660	147	732	Yes	No	NA
SW 157 Av	Bird Rd	Miller Dr	Lamar Louise	NB/SB	4LD	D	2,100	1,303	1,590	NA	1,590	No		2,100	26	1,617	Yes	No	NA
	Sunset Dr	Kendall Dr	Dante B. Fascell	NB/SB	4LD	D	1,530	1,537	1,876	NA	1,876	Yes	8LD or Transit (6LD E)	2,460 2,910	145	2,021	Yes	No	NA
	Kendall Dr	SW 104 St	Oliver Hoover	NB/SB	4LD	D	1,260	1,511	1,844	NA	1,844	Yes	6LD Transit (4LD E)	1,990 2,020	74	1,918	Yes	No	NA

Notes:

[1]Project Related Improvement.

Exhibit 11
Long Term (2040) Roadway Improvements

Roadway	From	To	Improvement
Improvements necessary to overcome long term (2040) roadway backlogs prior to the addition of Project traffic			
SW 8 St	SW 147 Av	SW 137 Av	Widen from 6LD to 8LD
Bird Rd	SW 157 Av	SW 147 Av	Widen from 4LD to 6LD
Bird Rd	SW 137 Av	SW 127 Av	Widen from 4LD to 6LD
Miller Dr	SW 157 Av	SW 147 Av	Widen from 4LD to 6LD
Miller Dr	SW 137 Av	SW 127 Av	Widen from 4LD to 6LD
SW 104 St	SW 157 Av	SW 147 Av	Widen from 4LD to 6LD
SW 162 Av	SW 96 St	SW 99 St	Widen from 2LU to 4LD
SW 157 Av	Sunset Dr	Kendall Dr	Widen from 4LD to 8LD OR Improve Transit and widen to
SW 147 Av	SW 8 St	Coral Way	Widen from 2LU to 4LD
SW 147 Av	Coral Way	Bird Rd	Widen from 2LU to 4LD
SW 147 Av	Bird Rd	Miller Dr	Widen from 4LD to 6LD
SW 147 Av	Sunset Dr	Kendall Dr	Widen from 4LD to 6LD
Improvements necessary to for future long term (2040) roadway conditions with Project			
Miller Dr	SW 157 Av	SW 147 Av	Widen from 6LD (wo Project) to 8LD OR Improve Transit for 6LD
Miller Dr	SW 147 Av	SW 137 Av	Widen from 4LD to 6LD
Sunset Dr	SW 157 Av	SW 147 Av	Widen from 4LD to 6LD
SW 104 St	SW 167 Av	SW 162 Av	Widen from 4LD to 6LD
SW 167 Av	Sunset Dr	Kendall Dr	Widen from 2LU to 4LD
SW 137 Av	NW 12 St	SW 8 St	Widen from 4LD to 6LD

3.0 CONCLUSIONS

The short term portion of this traffic study was conducted based on the MDC established methodology currently used for the roadway concurrency management analysis. Future conditions with and without the project are presented. The analysis was performed using the most recent concurrency stations published by Miami-Dade County Public Works and Waste Management Department (PWWMD). The long term portion of the study was conducted based on a methodology discussed with MDC officials.

The analysis indicates that one roadway segment is projected to be backlogged for the Short Term (2018) projections and 14 segments are projected to be backlogged for Future Long Term (2040) traffic conditions. These are roadways projected to operate above the adopted LOS standard prior to project traffic. Florida Statute (FS) 163.3180 (Concurrency) establishes that "*If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency*".

In addition to the backlogged roadways, two roadway segments have been identified to operate above LOS standards for future short term (2018) conditions, and six segment for the long term (2040) projections with the project. **Green City Miami** will coordinate with MDC regarding the mitigation of their impacts on the external roadway network. The applicant is committed to contribute its proportionate share for transporatation improvements. As part of the mitigation plan, the applicant is ready to offer MDC the land for the construction of a multi-modal transit center to serve the *West End*.

Appendix A
Site Plan

GREEN CITY MIAMI AREA

The intent of this category is to enable a self-sustainable and transit oriented development offering not just housing but needed services and workplaces targeting specific industries such as healthcare, medicine, hospitality, tourism, sports, entertainment and technology while also promoting a healthy lifestyle within an undeveloped area of Miami-Dade County that lies entirely within a longtime designed Urban Expansion Area and which can serve as a new Metropolitan Urban Center for the western end of Miami-Dade County. The emphasis of this category is on the creation of well-paying jobs in emerging and growing industries, the promotion of healthy lifestyles, and the lessening of dependence on car transportation. Development in this area shall comply with the specific standards of this subsection as well as the accompanying Green City Metropolitan Urban Center and Community Urban Center District zoning regulations and the master plan document which is incorporated into the Future Land Use Element by reference to a restrictive covenant recorded in the public records of Miami-Dade County:

1. **HOUSING** - A variety of housing options shall be integrated from work force to market rate with easy access to schools, entertainment facilities, work centers, retail and services and entertainment / recreation options as well as artistic, religious, and cultural centers and attractions. The overall residential density of the Green City Miami Area shall be a minimum of 10 dwelling units per gross acre so as to prevent suburban sprawl type development. Ten percent (10%) of all proposed housing shall be either affordable or workforce housing with a minimum of 20% of that total dedicated to affordable housing (not exceeding 80% of the AMI) and a maximum of 80% dedicated to workforce housing (not exceeding 140% of AMI).

2. **WORKPLACE** - Workplaces shall be integrated into a mix-use environment where you can live and work within proximity to each other, promoting a better quality of life with a minimum of __% of the land area being dedicated and reserved for emerging industries which are underrepresented in Miami-Dade County such as information technology and research and development;

3. **RENEWABLE ENERGY** - Energy use, water consumption, and waste shall be reduced by identifying programs and assisting with their implementation to subsidize the utilization of renewable energies and the recycling of rain-water;

4. **AGRICULTURE** - The importance of the agricultural harvest in the west section of Miami-Dade County shall be acknowledged, preserved, and modernized by replacing existing inefficient row crop harvesting with more productive hydroponic farming;

5. **ENVIRONMENT** – The Green City Miami zoning regulations shall permit residential density bonuses pursuant to the County's established Severable Use Rights program which permits the transfer of development rights from the East Everglades Area of Critical Environmental Concern.

6. **HEALTH** - A healthy lifestyle shall be promoted by combining a network of pedestrian and bicycle pathways integrated into a system of greens and parks. A main park shall offer areas to accommodate three type of sports: 1) *Leisure Sports* - for walking, running, playing and riding bicycles; 2) *Playing Sports* - with facilities for playing tennis, swimming, basketball, baseball and soccer; and, 3) *Focused Sports* - with professional facilities built to the required standards Maximum access to public transportation to encourage transit ridership shall be provided along with a transit station with access to rapid transit or an express transit corridor. Pedestrian and bicycle circulation shall be promoted by providing a network of routes connecting all subareas to County wide regional bicycle paths.

7. **TRANSIT** – A regional bus facility shall be provided that serves as a terminal for premium express bus service and which provides sufficient parking for projected ridership. Full time employees who work within the area and whose households qualify for affordable housing as reference above shall also be eligible for transit stipends to cover their work commute costs via mass transit. The maximum employer obligation will be 10% of all eligible employees with priority based on household income.

8. **PRIMARY USES** - Green City Miami shall include employment opportunities in the targeted industries of technology, hospitality & tourism sports and recreation, and agriculture. These various business uses shall be designed according to the following sub-areas along with corresponding residential and institutional uses of an appropriate intensity:

    a. **DOWNTOWN METROPOLITAN URBAN CENTER** – Office and retail, high density residential, hotels, restaurants, entertainment and civic uses. The average minimum density with a ¼ mile of the center of Downtown Metropolitan Urban shall be 40 dwelling units per gross acre.

    b. **SPORTS AND HEALTH VILLAGE URBAN CENTER** – Sports facilities, recreational activities, University/College, hotels, offices, alternative energy manufacturing facilities, health care facilities, museum, convention center, restaurants, entertainment, retail, parks, and limited residential.

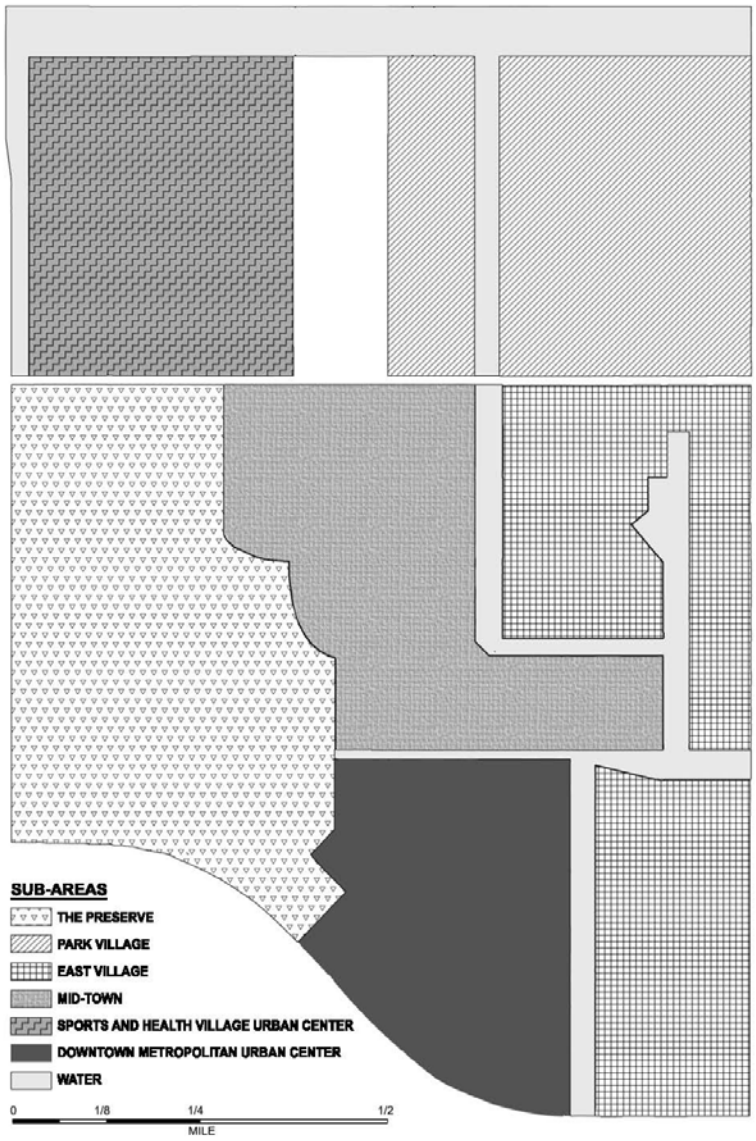
    c. **MID-TOWN** – Medium density residential, office and retail, restaurants, parks, and K-12 schools.

    d. **EAST VILLAGE** – Low density residential, recreational activities, restaurants, parks, office and retail.

    e. **PARK VILLAGE** – Low density residential, recreational activities, restaurants, parks, office and retail.

f. **THE PRESERVE** - Farmers market, alternative energy manufacturing facilities, hydroponics farming facilities, and/or related supportive industry, recreational activities, low density housing, parks, preserves, restaurants, office and retail.

GREEN CITY MIAMI
SUB-AREAS



9. The specific range and intensity of uses appropriate in the Green City Miami Area may vary by each sub-area as a function of the availability of and ease of access to public services and facilities, and compatibility with neighboring areas.

10. The maximum allowable lot coverage and/or floor area ratio (F.A.R.) shall be as follows within each sub-area:

    a. **DOWNTOWN METROPOLITAN URBAN CENTER** –

F.A.R.

Height	Maximum	Minimum
Up to 10 stories	3.0	.25
Up to 15 stories in designated areas	3.0	.25

Density up to sixty (60) units per acre without bonuses and up to seventy-five (75) units per acre with bonuses:

b. **SPORTS AND HEALTH VILLAGE URBAN CENTER** – Buildings with a height up to 4 stories will be permitted a 2.00 maximum F.A.R. with a minimum FAR of .25

c. **MID-TOWN** – Ground area coverage of principal buildings or structures shall not occupy more than fifty (50%) percent, an additional 10% shall be permitted for outbuildings or garages.

d. **EAST VILLAGE** – Ground area coverage of principal buildings or structures shall not occupy more than fifty (50%) percent, an additional 10% shall be permitted for outbuildings or garages.

e. **PARK VILLAGE** – Ground area coverage of principal buildings or structures shall not occupy more than fifty (50%) percent, an additional 10% shall be permitted for outbuildings or garages.

f. **THE PRESERVE** – The maximum F.A.R. for buildings or structures with a height up to 4 stories will be 2.00. Ground area coverage of principal buildings or structures shall not occupy more than fifty (50%) percent, an additional 10% shall be permitted for outbuildings or garages.

11. The F.A.R. shall be based only on developable areas. Environmentally protected resources, and other non-buildable common areas shall not be calculated as part of lot area. Parking facilities shall not be counted towards permitted floor area. Through the zoning review process, the use of particular sites or areas may be limited to

something less than the maximum allowed by these regulations. Moreover, special limitations may be imposed where necessary to protect environmental resources or to ensure compatibility with adjacent sites.

The Green City Miami Area shall be developed in a manner that is consistent with the adopted goals, objectives, and policies of this plan and with all applicable environmental regulations and other environmentally sensitive areas that are at or adjacent to the site. It is the intent of these policies to brand the west end of Miami-Dade County by promoting a new destination spot for the County that is safe for and with easy access to various forms of transportation (pedestrian, bicycle, busway and vehicular).

Appendix B
Roadway Improvements

TA4309531 MDT - FLAGLER MAX (RTE51)OPERATING ASSISTNC

Project Type: Transit

Type of Work: Public Transportation: TRANSIT

From: FROM W MIA DADE

Construction Year: N/A

To: TO DTWN

Status:

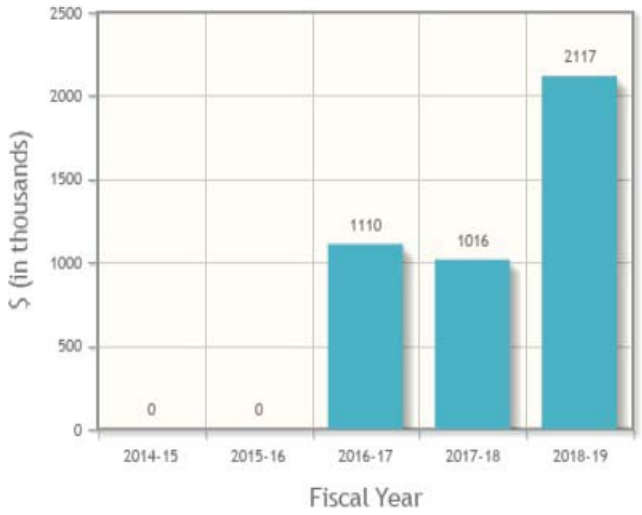
Agency: Miami-Dade Transit Agency

Description: URBAN CORRIDOR IMPROVEMENTS

Remarks/Comments:

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
OPERATIONS	DPTO	0	0	1110	1016	2117	4243



Contact Info: FREEMAN, R. **(305) 470-5255** **Raymond.Freeman@dot.state.fl.us**

TA14 Flagler MAX RTE 51 Operating Assistance

Project Type: Transit

Type of Work:

Construction Year: N/A

Status:

Description:

Remarks/Comments:

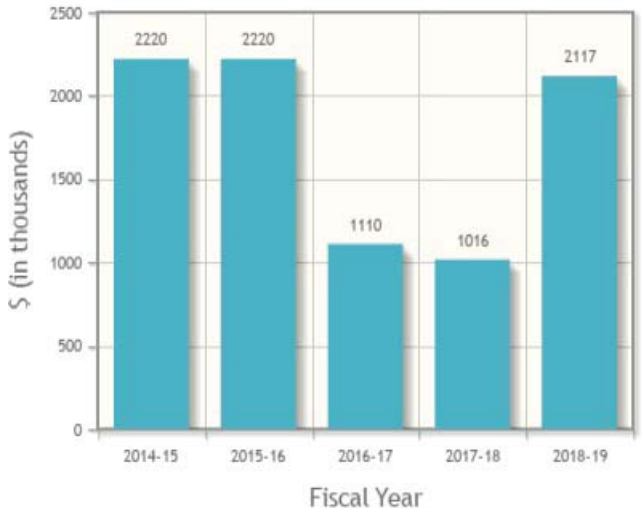
From: West Miami-Dade

To: Downtown

Agency: Miami-Dade Transit Agency

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
OPS	DPTO	412	412	0	0	0	824
OPS	DS	698	698	0	0	0	1396
OPS	DPTO	1110	1110	1110	1016	2117	6463



Contact Info: Ysela Llort **7864695406** **yllort@miamidade.gov**

TA4225292 MDT-KENDALL CRUISER

Project Type: Transit

Type of Work: Public Transportation: TRANSIT

Construction Year: N/A

Status:

Description: URBAN CORRIDOR IMPROVEMENTS

Remarks/Comments:

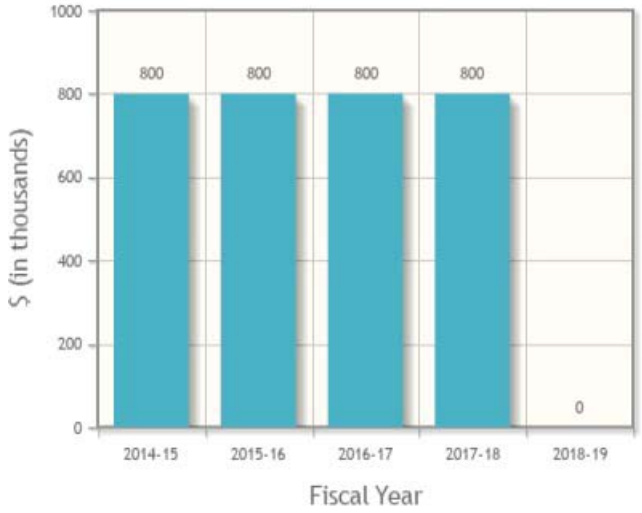
From: FROM DADELAND NORTH STN

To: TO SW 162 AVENUE

Agency: Miami-Dade Transit Agency

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
OPERATIONS	DPTO	800	800	0	0	0	1600
OPERATIONS	DS	0	0	800	800	0	1600



Contact Info: FREEMAN, RAYMOND **(305) 470-5255** **Raymond.Freeman@dot.state.fl.us**

TA4179172 MDT-S MIA DADE BSWY ROUTES OPERATING ASSISTNC

Project Type: Transit

Type of Work: Public Transportation: TRANSIT

From: FROM DADELAND

Construction Year: N/A

To: TO FL. CITY

Status:

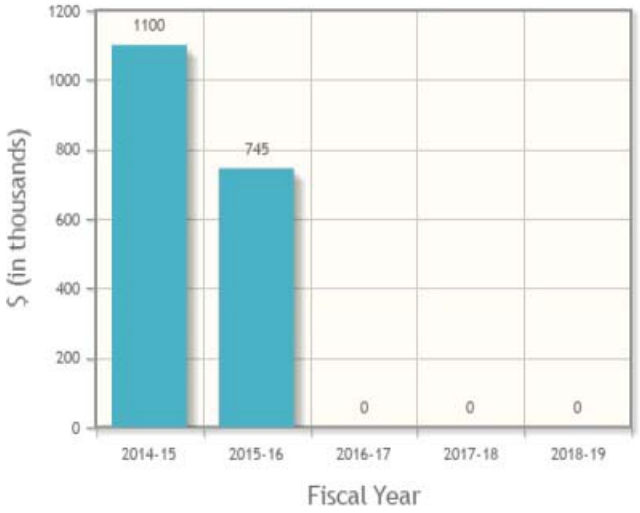
Agency: Miami-Dade Transit Agency

Description: URBAN CORRIDOR IMPROVEMENTS

Remarks/Comments:

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
OPERATIONS	DDR	0	0	0	0	0	0
OPERATIONS	DPTO	1100	745	0	0	0	1845



Contact Info: FREEMAN, RAYMOND **(305) 470-5255** **Raymond.Freeman@dot.state.fl.us**

TA4179173 MDT-S MIA DADE BSWY ROUTES OPERATING ASSISTNC

Project Type: Transit

Type of Work: Public Transportation: TRANSIT

From: FROM DADELAND

Construction Year: N/A

To: TO FL. CITY

Status:

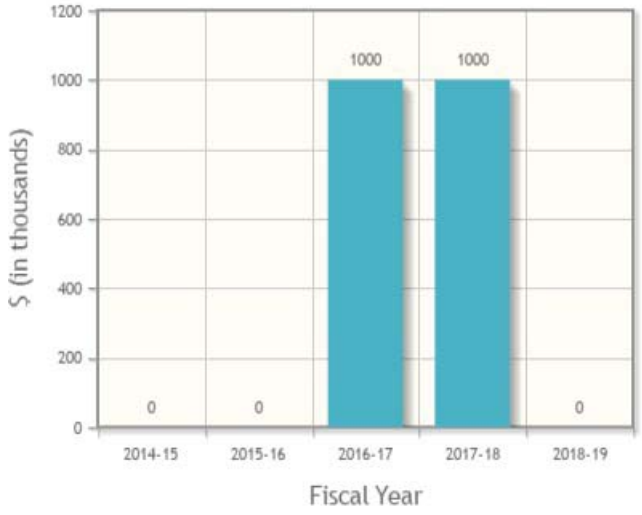
Agency: Miami-Dade Transit Agency

Description: URBAN CORRIDOR IMPROVEMENTS

Remarks/Comments:

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
OPERATIONS	DPTO	0	0	847	1000	0	1847
OPERATIONS	DS	0	0	153	0	0	153



Contact Info: FREEMAN, R. **(305) 470-5255** **Raymond.Freeman@dot.state.fl.us**

TA4179171 MDTA/S MIA DADE BSWY ROUTES OPERATING ASSISTNC

Project Type: Transit

Type of Work: Public Transportation: TRANSIT

From: FROM DADELAND

Construction Year: N/A

To: TO FL. CITY

Status:

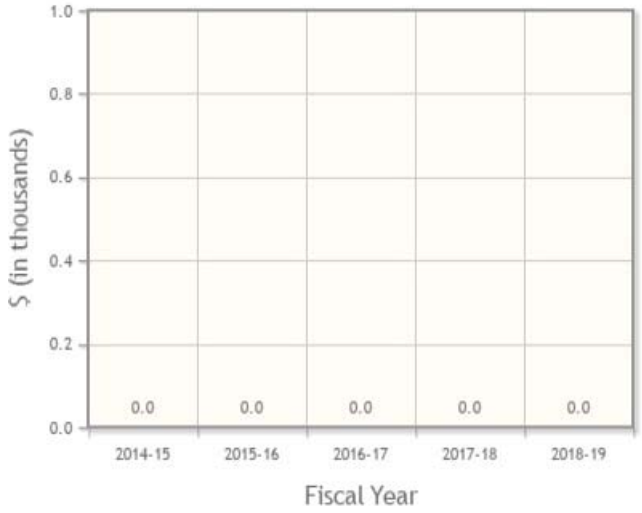
Agency: Miami-Dade Transit Agency

Description: URBAN CORRIDOR IMPROVEMENTS

Remarks/Comments:

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
OPERATIONS		0	0	0	0	0	0



Contact Info:

TA12

Kendall Cruiser

Project Type: Transit

Type of Work:

Construction Year: N/A

Status:

Description:

Remarks/Comments: Ongoing

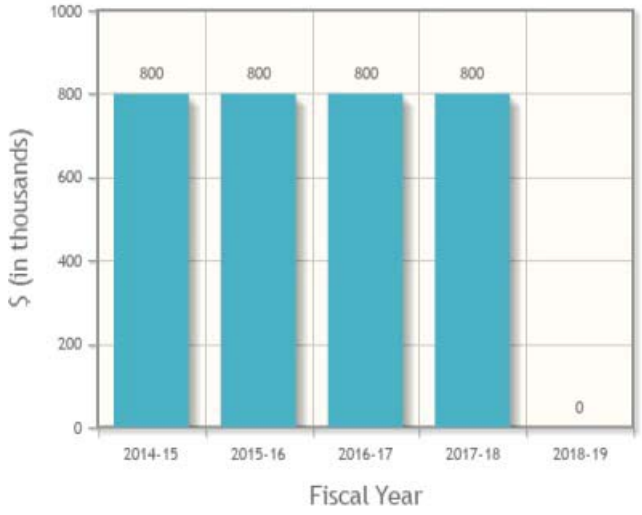
From: Dadeland North Station

To: SW 162 Avenue

Agency: Miami-Dade Transit Agency

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
OPS	DPTO	800	800	800	800	0	3200



Contact Info: Ysela Llort **7864695406** **yllort@miamidade.gov**

TA4225291 MDT-KENDALL DRIVE ENHANCED BUS SERVICE

Project Type: Transit

Type of Work: Public Transportation: TRANSIT

From: FRM DADELAND N.

Construction Year: N/A

To: TO SW 167 AVE

Status:

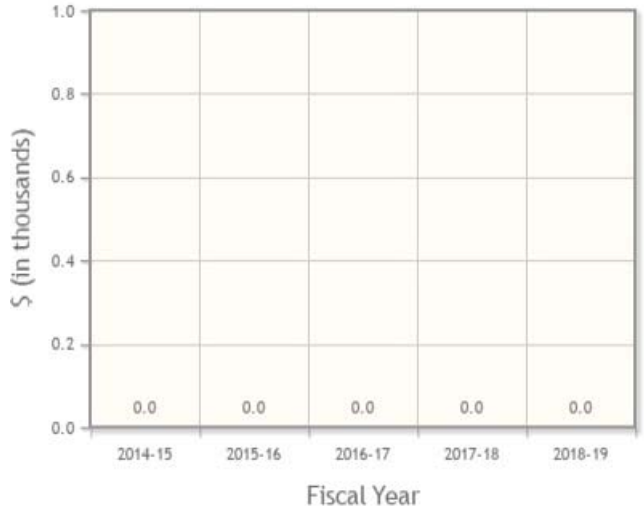
Agency: Miami-Dade Transit Agency

Description: TRANSIT SERVICE DEMONSTRATION

Remarks/Comments:

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
OPERATIONS	Local	0	0	0	0	0	0
OPERATIONS	State 100%	0	0	0	0	0	0



Contact Info:

PW000774 SW 157 Avenue and SW 88 Street

Project Type: Arterial/Collector Road

Type of Work:

Construction Year: N/A

Status:

Description:

Remarks/Comments:

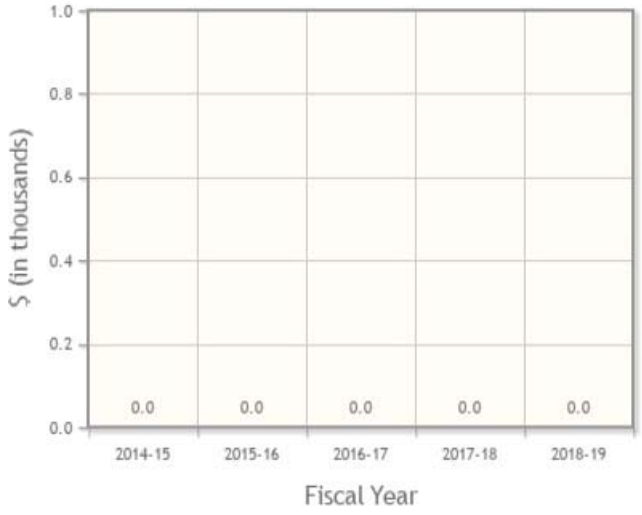
From:

To:

Agency: MD Public Works and Waste Mana

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
	RIF	0	0	0	0	0	0



Contact Info: Rolando Jimenez **(305) 375-5681** **rjimen@miamidade.gov**

DT4332641 SR 94/KENDALL DRIVE

Project Type: Arterial/Collector Road

Type of Work: HIGHWAYS

From: FROM W OF SW 127 AVENUE

Construction Year: N/A

To: TO W OF SW 122 AVENUE

Status:

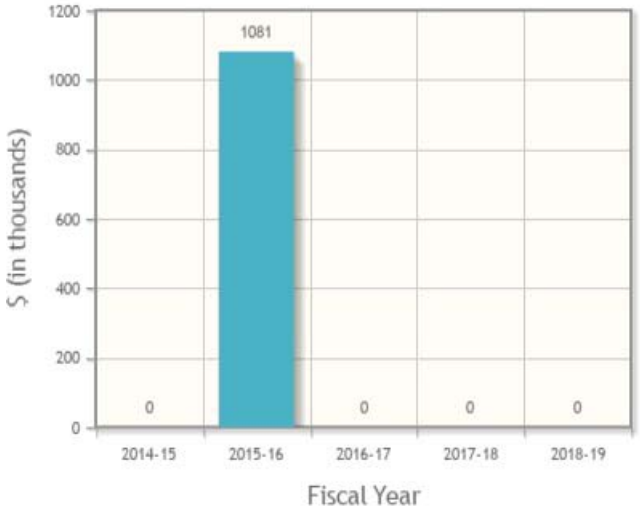
Agency: Florida Department of Transpor

Description: INTERSECTION IMPROVEMENT

Remarks/Comments:

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
CONSTRUCTION	DIH	0	7	0	0	0	7
PRELIMINARY ENGINEE	DIH	0	0	0	0	0	0
CONSTRUCTION	HSP	0	1074	0	0	0	1074
PRELIMINARY ENGINEE	HSP	0	0	0	0	0	0



Contact Info: GONZALEZ, F. **(305) 470-5183** **Fabiana.Gonzalez@dot.state.fl.us**

DT2496143

SR 997/KROME AVENUE

Project Type: Arterial/Collector Road

Type of Work: HIGHWAYS

From: FROM SR 94/KENDALL DR

Construction Year: N/A

To: TO 1 MI N OF SW 8TH ST

Status:

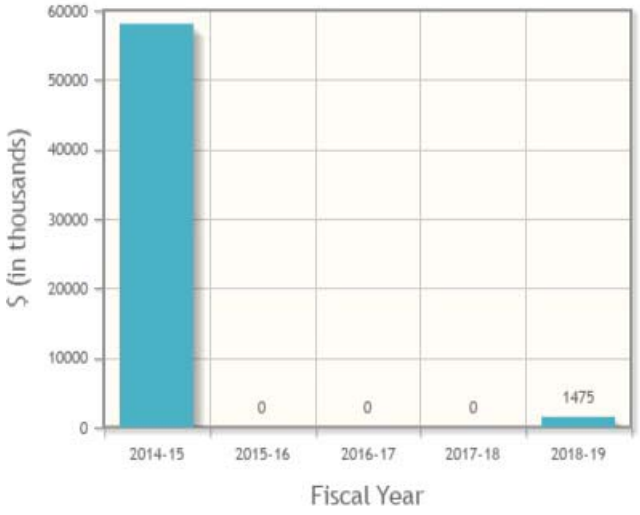
Agency: Florida Department of Transpor

Description: ADD LANES & RECONSTRUCT

Remarks/Comments:

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
ENVIRONMENTAL	SU	0	0	0	0	0	0
PRELIMINARY ENGINEE	DDR	0	0	0	0	0	0
RIGHT OF WAY	DS	0	0	0	0	0	0
CONSTRUCTION	ACNP	41397	0	0	0	0	41397
CONSTRUCTION	ACSN	167	0	0	0	0	167
RIGHT OF WAY	BNIR	3989	0	0	0	0	3989
CONSTRUCTION	DIH	124	0	0	0	0	124
PRELIMINARY ENGINEE	DIH	0	0	0	0	0	0
RIGHT OF WAY	DIH	0	0	0	0	0	0
CONSTRUCTION	DS	154	0	0	0	0	154
RAILROAD & UTILITES	LF	2000	0	0	0	0	2000
CONTRACT INCENTIVES	SU	0	0	0	0	1475	1475
CONSTRUCTION	SU	5237	0	0	0	0	5237
CONSTRUCTION	TRIP	4992	0	0	0	0	4992



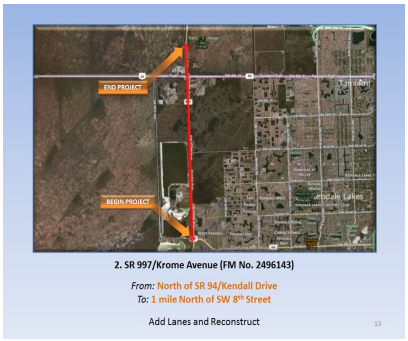
Contact Info: MANZANARES, ADRIANA **(305) 470-5283** **adriana.manzanares@dot.state.fl.us**

Report

Miami-Dade Count MPO Transportation Improvement Program - 2014-15 - 2018-19

DT2496143

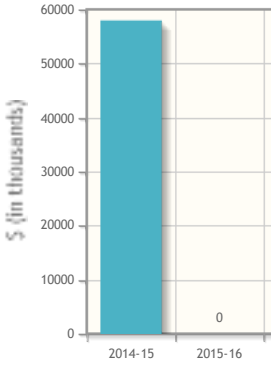
SR 997/KROME AVENUE



Project Type:	Arterial/Collector Road		
Type of Work:	HIGHWAYS	**From:**	F
Construction Year:	N/A	**To:**	T
Status:		**Agency:**	F T
Description:	ADD LANES & RECONSTRUCT		
Remarks/Comments:			

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19
ENVIRONMENTAL	SU	0	0	0	0	0
PRELIMINARY ENGINEERING	DDR	0	0	0	0	0
RIGHT OF WAY	DS	0	0	0	0	0
CONSTRUCTION	ACNP	41397	0	0	0	0
CONSTRUCTION	ACSN	167	0	0	0	0



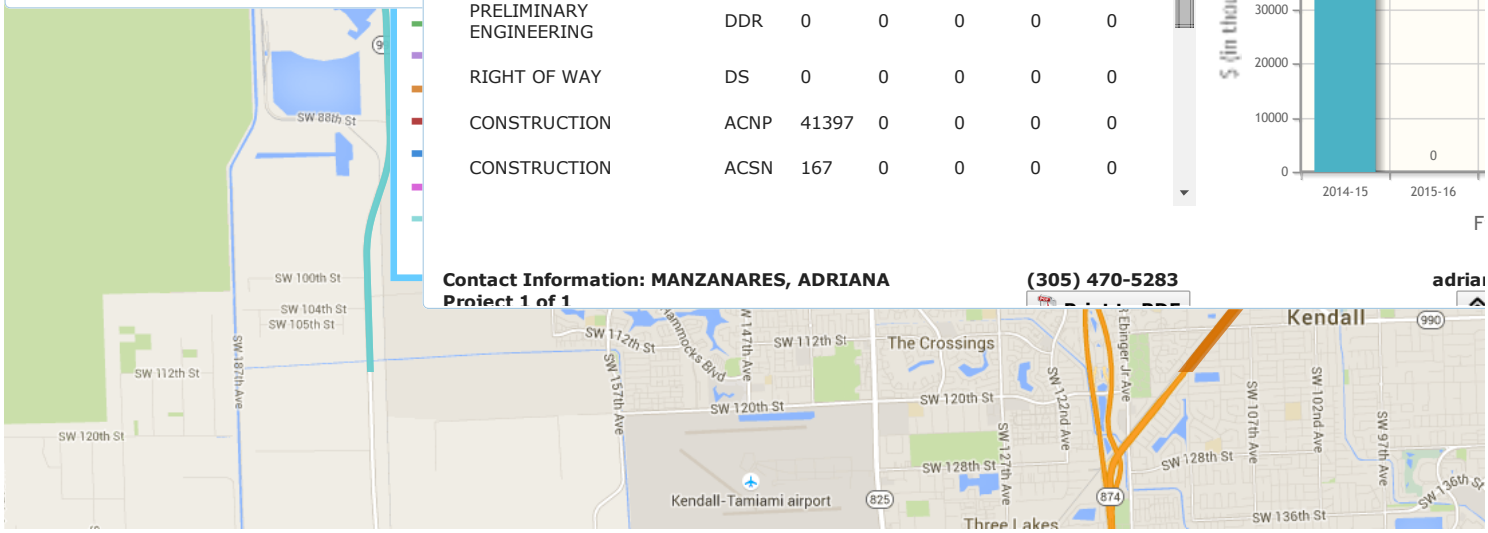
Contact Information: MANZANARES, ADRIANA **(305) 470-5283** **adria**

Project 1 of 1

Project List

	MPO PRoject #	Name
☐	DT2496143	SR 997/KROME AV
☑	DT2496143	SR 997/KROME AV

Select All | Generate Report for Selecte



TA4179172 MDT-S MIA DADE BSWY ROUTES OPERATING ASSISTNC

Project Type: Transit

Type of Work: Public Transportation: TRANSIT

From: FROM DADELAND

Construction Year: N/A

To: TO FL. CITY

Status:

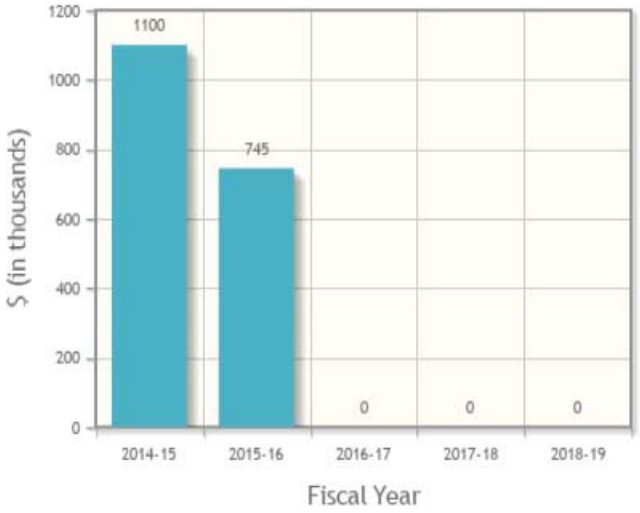
Agency: Miami-Dade Transit Agency

Description: URBAN CORRIDOR IMPROVEMENTS

Remarks/Comments:

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
OPERATIONS	DDR	0	0	0	0	0	0
OPERATIONS	DPTO	1100	745	0	0	0	1845



Contact Info: FREEMAN, RAYMOND **(305) 470-5255** **Raymond.Freeman@dot.state.fl.us**

DT2496147

SR 997/KROME AVENUE

Project Type: Arterial/Collector Road

Type of Work: HIGHWAYS

From: FROM S.W. 136TH STREET

Construction Year: N/A

To: TO SR 94/KENDALL DR

Status:

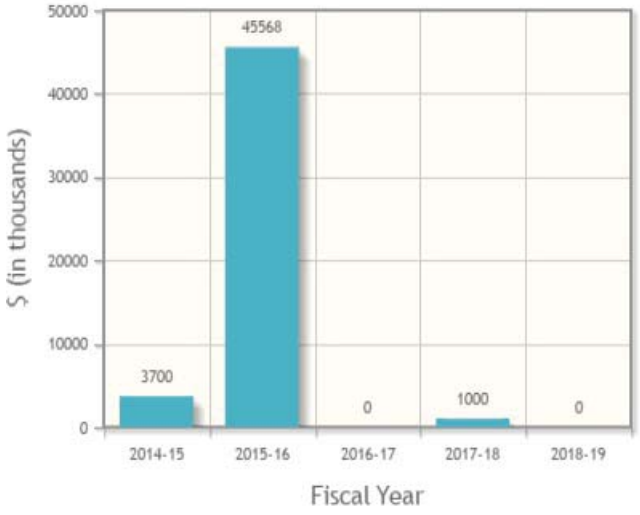
Agency: Florida Department of Transpor

Description: ADD LANES & RECONSTRUCT

Remarks/Comments:

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
RAILROAD & UTILITES	ACNP	0	800	0	0	0	800
RIGHT OF WAY	DIH	0	0	0	0	0	0
CONSTRUCTION	ACNP	0	33363	0	0	0	33363
ENVIRONMENTAL	ACNP	0	100	0	0	0	100
CONSTRUCTION	DDR	0	7824	0	0	0	7824
CONSTRUCTION	DI	0	159	0	0	0	159
CONSTRUCTION	DS	0	851	0	0	0	851
CONTRACT INCENTIVES	SA	0	0	0	1000	0	1000
CONSTRUCTION	SN	0	1071	0	0	0	1071
RIGHT OF WAY	BNIR	3700	1400	0	0	0	5100
PRELIMINARY ENGINEE	DDR	0	0	0	0	0	0
PRELIMINARY ENGINEE	DIH	0	0	0	0	0	0
PRELIMINARY ENGINEE	DS	0	0	0	0	0	0



Contact Info: SOLAUN, HEIDI **(305) 470-5282** **Heidi.Solaun@dot.state.fl.us**

DT2496147

SR 997/KROME AVENUE

Project Type: Arterial/Collector Road

Type of Work: HIGHWAYS

From: FROM S.W. 136TH STREET

Construction Year: N/A

To: TO SR 94/KENDALL DR

Status:

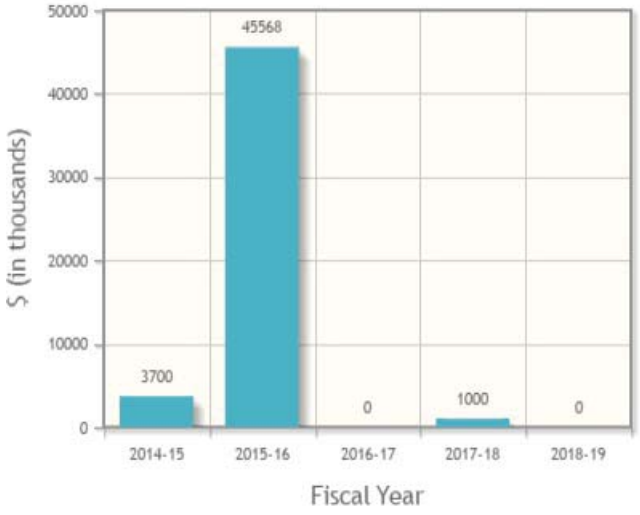
Agency: Florida Department of Transpor

Description: ADD LANES & RECONSTRUCT

Remarks/Comments:

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
RAILROAD & UTILITES	ACNP	0	800	0	0	0	800
RIGHT OF WAY	DIH	0	0	0	0	0	0
CONSTRUCTION	ACNP	0	33363	0	0	0	33363
ENVIRONMENTAL	ACNP	0	100	0	0	0	100
CONSTRUCTION	DDR	0	7824	0	0	0	7824
CONSTRUCTION	DI	0	159	0	0	0	159
CONSTRUCTION	DS	0	851	0	0	0	851
CONTRACT INCENTIVES	SA	0	0	0	1000	0	1000
CONSTRUCTION	SN	0	1071	0	0	0	1071
RIGHT OF WAY	BNIR	3700	1400	0	0	0	5100
PRELIMINARY ENGINEE	DDR	0	0	0	0	0	0
PRELIMINARY ENGINEE	DIH	0	0	0	0	0	0
PRELIMINARY ENGINEE	DS	0	0	0	0	0	0



Contact Info: SOLAUN, HEIDI **(305) 470-5282** **Heidi.Solaun@dot.state.fl.us**

TA4179171 MDTA/S MIA DADE BSWY ROUTES OPERATING ASSISTNC

Project Type: Transit

Type of Work: Public Transportation: TRANSIT

From: FROM DADELAND

Construction Year: N/A

To: TO FL. CITY

Status:

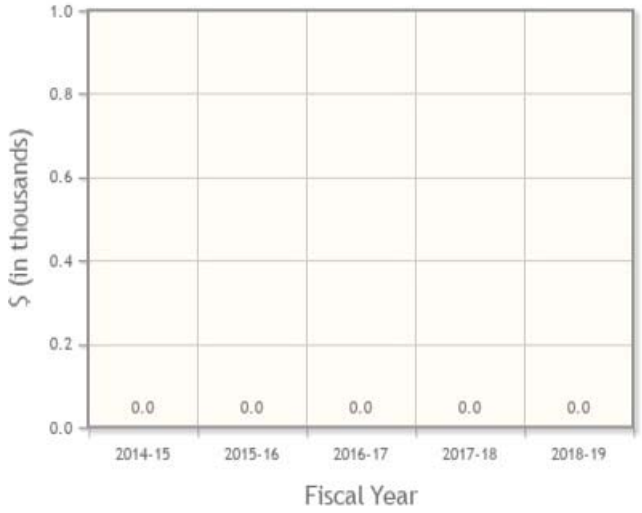
Agency: Miami-Dade Transit Agency

Description: URBAN CORRIDOR IMPROVEMENTS

Remarks/Comments:

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
OPERATIONS		0	0	0	0	0	0



Contact Info:

TA4179172 MDT-S MIA DADE BSWY ROUTES OPERATING ASSISTNC

Project Type: Transit

Type of Work: Public Transportation: TRANSIT

Construction Year: N/A

Status:

Description: URBAN CORRIDOR IMPROVEMENTS

Remarks/Comments:

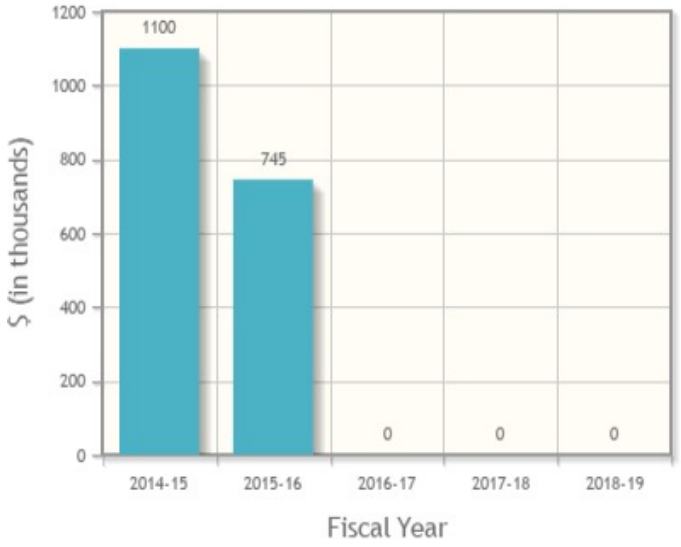
From: FROM DADELAND

To: TO FL. CITY

Agency: Miami-Dade Transit Agency

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
OPERATIONS	DDR	0	0	0	0	0	0
OPERATIONS	DPTO	1100	745	0	0	0	1845



Contact Info: FREEMAN, RAYMOND **(305) 470-5255** **Raymond.Freeman@dot.state.fl.us**

DT4273693

SR 997/KROME AVENUE

Project Type: Arterial/Collector Road

Type of Work: HIGHWAYS

From: FROM SW 184 STREET

Construction Year: N/A

To: TO SW 136 STREET

Status:

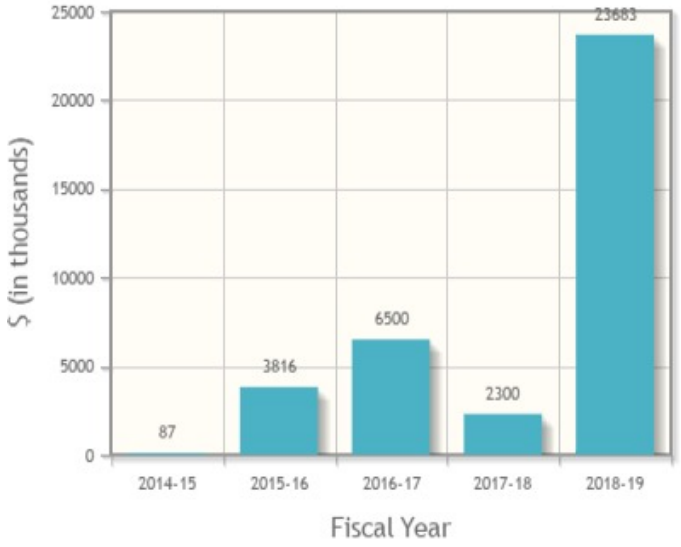
Agency: Florida Department of Transpor

Description: ADD LANES & RECONSTRUCT

Remarks/Comments:

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
CONSTRUCTION	ACNP	0	0	0	0	23510	23510
CONSTRUCTION	DDR	0	0	0	0	173	173
PRELIMINARY ENGINEE	DDR	0	0	0	0	0	0
RIGHT OF WAY	DIH	0	230	200	200	0	630
PRELIMINARY ENGINEE	DIH	0	0	0	0	0	0
RAILROAD & UTILITES	DS	0	433	0	0	0	433
RIGHT OF WAY	DS	0	3153	6300	2100	0	11553
PRELIMINARY ENGINEE	DS	87	0	0	0	0	87



Contact Info: SOLAUN, JUDY **(305) 470-5207** **Judy.Solaun@dot.state.fl.us**

DT4349301 SR 997/KROME AVENUE

Project Type: Arterial/Collector Road

Type of Work: HIGHWAYS

Construction Year: N/A

Status:

Description: MAINTENANCE RESURFACING (FLEX)

Remarks/Comments:

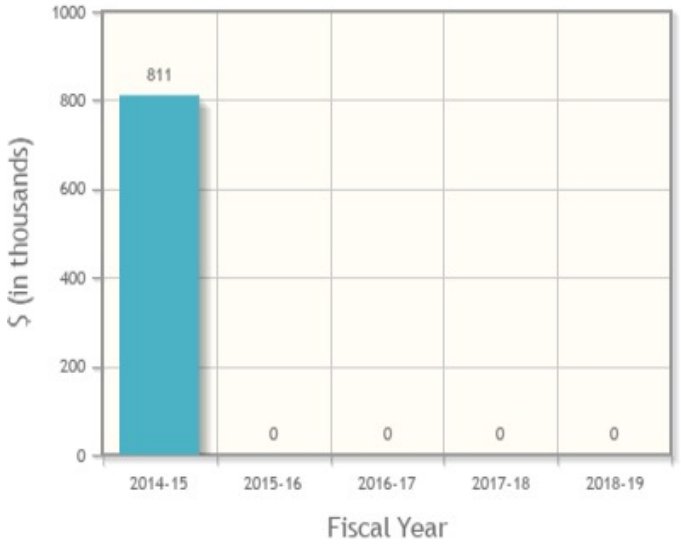
From: FROM N OF SW 168 STREET

To: TO S OF SW 136 STREET

Agency: Florida Department of Transpor

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
CONSTRUCTION	DDR	735	0	0	0	0	735
CONSTRUCTION	DIH	9	0	0	0	0	9
PRELIMINARY ENGINEE	DIH	0	0	0	0	0	0
CONSTRUCTION	DS	67	0	0	0	0	67
PRELIMINARY ENGINEE	DS	0	0	0	0	0	0



Contact Info: CHANG, JASON **(305) 470-5331** **jason.chang@dot.state.fl.us**

TA4179171 MDTA/S MIA DADE BSWY ROUTES OPERATING ASSISTNC

Project Type: Transit

Type of Work: Public Transportation: TRANSIT

From: FROM DADELAND

Construction Year: N/A

To: TO FL. CITY

Status:

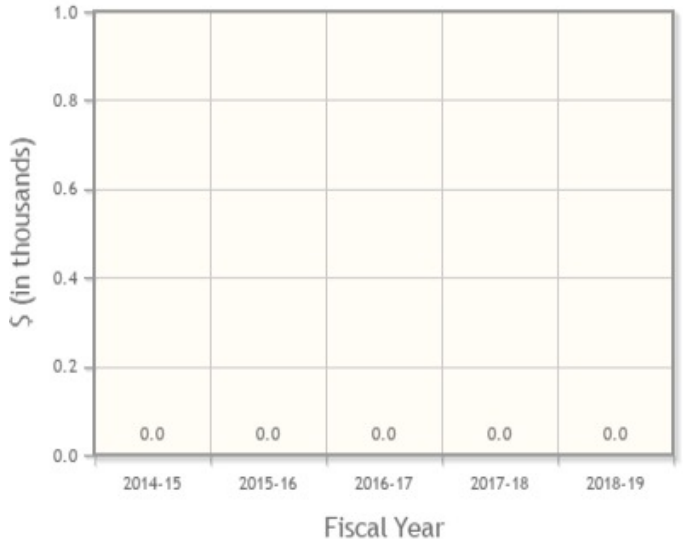
Agency: Miami-Dade Transit Agency

Description: URBAN CORRIDOR IMPROVEMENTS

Remarks/Comments:

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
OPERATIONS		0	0	0	0	0	0



Contact Info:

XA87410

SR 874 Ramp Connector

Project Type: Expressway

Type of Work: MIAMI-DADE EXPRESSWAY

From: SW 128th Street

Construction Year: 2015

To: SR 874

Status: Project Development and Right

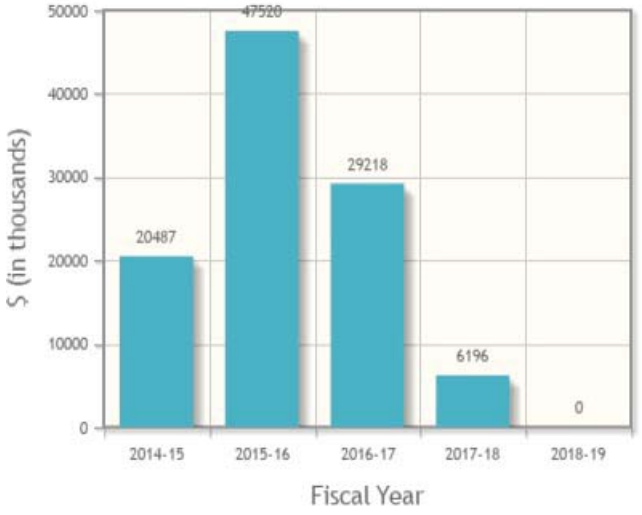
Agency: Miami-Dade Expressway Authorit

Description:

Remarks/Comments: Project requires a CDMP amendment prior to proceeding to construction.

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
PLN	MDX	973	0	0	0	0	973
ROW	MDX	3693	18	0	0	0	3711
DSB	MDX	15821	47502	29218	6196	0	98737



Contact Info: Mario Diaz **(305) 637-3277** **madiaz@mdxway.com**

TA4225292 MDT-KENDALL CRUISER

Project Type: Transit

Type of Work: Public Transportation: TRANSIT

Construction Year: N/A

Status:

Description: URBAN CORRIDOR IMPROVEMENTS

Remarks/Comments:

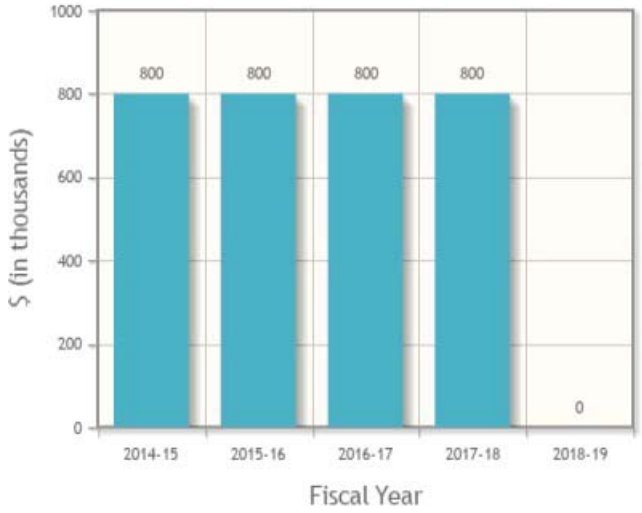
From: FROM DADELAND NORTH STN

To: TO SW 162 AVENUE

Agency: Miami-Dade Transit Agency

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
OPERATIONS	DPTO	800	800	0	0	0	1600
OPERATIONS	DS	0	0	800	800	0	1600



Contact Info: FREEMAN, RAYMOND **(305) 470-5255** **Raymond.Freeman@dot.state.fl.us**

PW000737 SW 137 Avenue and SW 72 Street

Project Type: Arterial/Collector Road

Type of Work: PUBLIC WORKS

From:

Construction Year: N/A

To:

Status: Construction completed

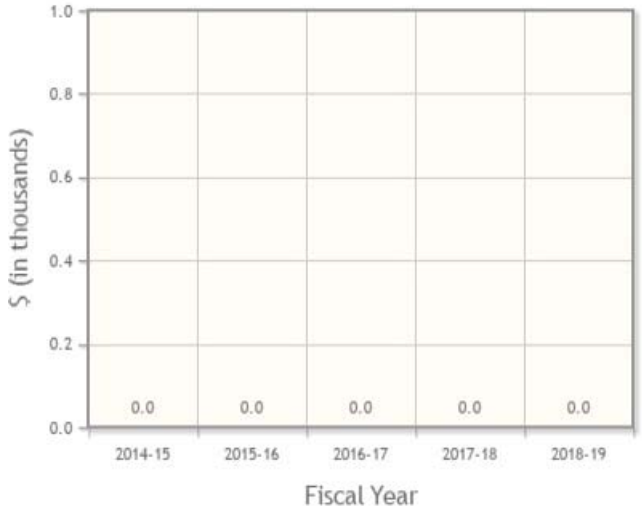
Agency: MD Public Works and Waste Mana

Description:

Remarks/Comments:

Funding Info

Project Phase	Funding	2014-15	2015-16	2016-17	2017-18	2018-19	Total
	RIF	0	0	0	0	0	0



Contact Info: Rolando Jimenez, P.E. **(305) 375-5681** **rjimen@miamidade.gov**

Figure 6-4 | Priority I Project Map

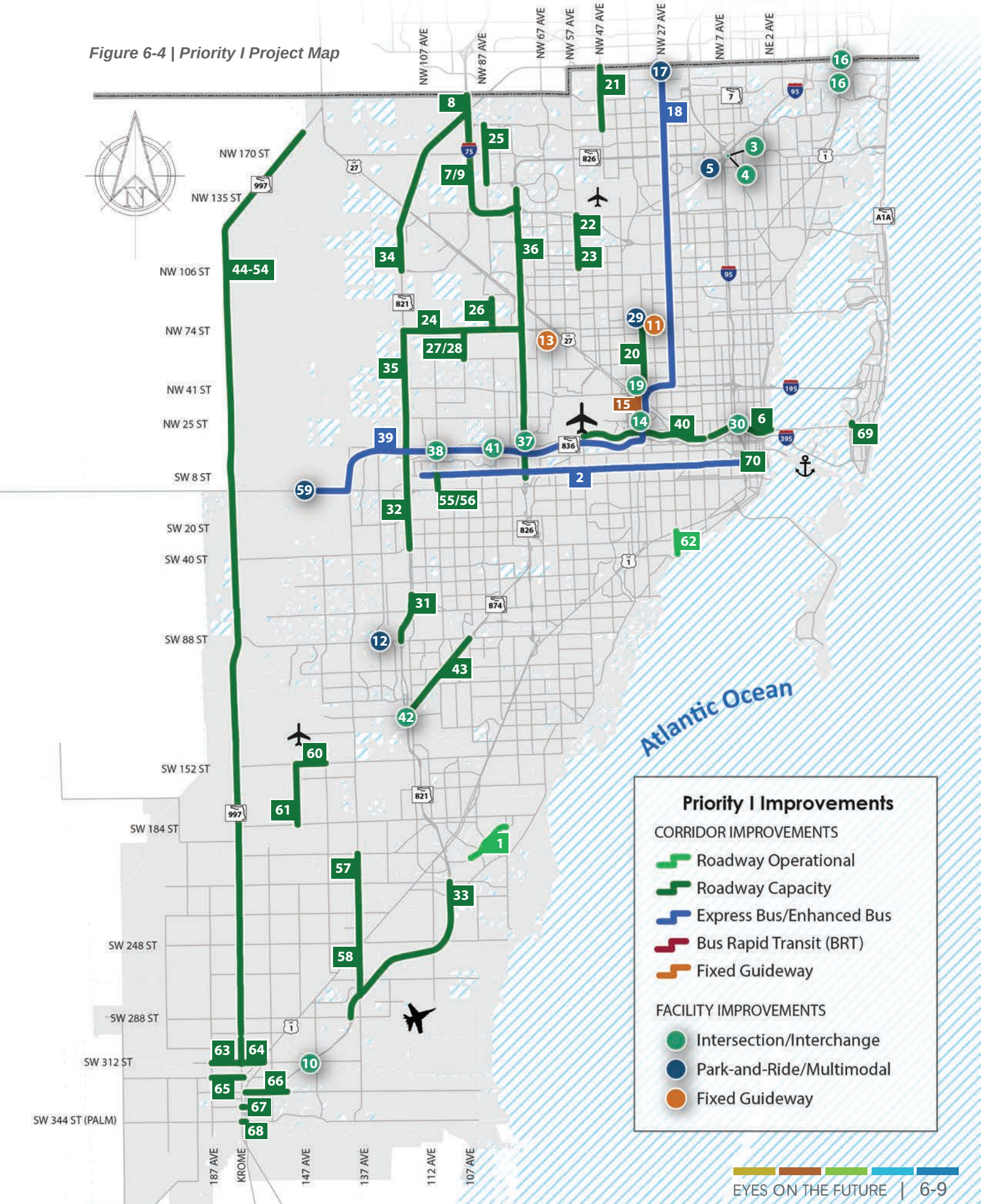


Table 6-6 | Priority I Projects (Values in Millions YOE $)

MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013 $)	Project Costs Funded via 2040 Plan	
1	Caribbean Blvd	Coral Sea Rd	SW 87 Ave	Add center turn lane	$4.467			
2	East-West Corridor (Flager Enhanced Bus)**	Miami Downtown Terminal	FIU-MMC (SW 112 Ave)	Incremental improvement on PTP corridor	$2.000	$13.000	$15.730	
3	Golden Glades Interchange: SR-826 (Palmetto)	SR-826 (Palmetto) EB Ramp	I-95 NB	Modify interchange	$171.426			
4	Golden Glades Interchange Improvements	Florida's Turnpike		Interchange improvement	$74.448			
5	Golden Glades Multi-Modal Terminal (Phase 1)			Modal hub capacity improvements	$51.243			
6	I-395	I-95	MacArthur Causeway Bridge	Modify interchange	$760.584		$200.010	
7	I-75	South of NW 170 St	Miami-Dade County Line	ITS communications	$6.593			
8	I-75 Managed Lanes System	NW 170 St	South of SR-821 (HEFT) Interchange	Managed lanes	$38.853			
9	I-75 Managed Lanes System	South of SR-821 (HEFT) Interchange	Miami-Dade County Line	Managed lanes	$108.037			
n/a	Implementation of Quiet Zones for All Aboard Florida	Miami-Dade/Broward County Line	Downtown Miami	19 intersection for quiet zones in the County		$3.200	$3.872	
10	Improvements at SW 312 St (Campbell) Interchange	SR-821 (HEFT)/ SW 312 St (Campbell)		Interchange improvements	$3.984			
11	IRIS Connection	CSX Mainline	FEC Mainline	Rail capacity project	$8.304			
12	Kendall Park-and Ride Facility	SW 127 Ave/ SW 88 St (Kendall)		Park-and-Ride facility with 160 spaces	$0.741			
13	Lehman Yard Rehabilitation & Expansion (Phase 1)	Lehman Center		Rehabilitation and expansion	$1.232			
n/a	Miami Intermodal Center (MIC) Repayment***				$199.046			
14	Miami Intermodal Center (MIC) Connection To NW 37 Ave	Miami Intermodal Center (MIC)	NW 37 Ave	New 2 lane road construction	$9.827			
15	Miami River-Miami Intermodal Center (MIC) Capacity Improvement			Double track remaining single track of Tri-Rail near Miami River	$50.400	$49.000	$59.290	
16	NE 203 St and NE 215 St	US-1	West Dixie Highway	Intersection improvements, passing track/siding	$42.960			
17	NW 215 St Transit Terminal Facility**	At NW 27 Ave		Park-and-Ride facility	$2.994			
18	North Corridor (NW 27 Ave) Enhanced Bus**	Miami Intermodal Center (MIC)	NW 215 St Terminal	Enhanced bus service	$27.000			
19	NW 36 St	NW 42 Ave (LeJeune)	US-27 (Okeechobee)	Replace bridge and add lanes	$10.280			
20	NW 37 Ave	North River Dr	NW 79 St	Add 2 lanes and center turn lane and reconstruct	$17.508			
21	NW 47 Ave	NW 183 St	Miami-Dade/Broward County Line	Capacity improvements	$41.652			
22	NW 57 Ave (Red)	W 65 St	W 84 St	Add 2 lanes and reconstruct	$22.587			
23	NW 57 Ave (Red)	W 53 St	W 65 St	Add 2 lanes and reconstruct	$23.907			
24	NW 74 St	SR-821 (HEFT)	SR-826 (Palmetto)	Add 2 lanes and reconstruct	$8.476			
25	NW 87 Ave	NW 154 St	NW 186 St	Add 2 lanes and reconstruct	$6.483			
26	NW 87 Ave	NW 74 St	NW 103 St	New 2 lane road construction	$36.822			
27	NW 97 Ave	NW 70 St	NW 74 St	New 4 lane road construction	$0.977			

Bolded phase funds are included in the 2015/2019 Miami-Dade TIP
**denotes portions of phase values are included in both the TIP and 2040 Plan*
*** denotes Operations and Maintenance is funded via MDT system efficiencies*
****denotes Repayment of TIFIA Loan is funded through Local Funds Not in Escrow (LPNE) with payments scheduled to 2034.*
n/a - not applicable, project not shown on map

Priority I 2015-2020				Priority II 2021-2025				Priority III 2026-2030				Priority IV 2031-2040			
PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M
		$4.467													
		*$17.730	**				**				**				**
$6.000	$31.111	$113.914													
$6.337	$6.743	$61.368													
$1.500		$49.549													
$3.273	$10.179	*$596.877													
		$1.890													
		$1.695													
		$2.215													
		$3.872													
$0.285		$3.699													
$0.100		$7.782													
		$0.741													
		$1.232													
		$32.834													
	$5.168	$4.371													
*$14.258		*$95.432													
$4.010		$38.286													
		$2.550	**				**				**				**
		$3.181	**				**				**				**
		$0.600													
$0.013		$17.495													
$0.025	$18.217	$21.639													
		$3.730													
		$3.278													
	$5.000	$8.476													
		$6.483													
$0.300		$32.805													
		$0.977													

Table 6-6 | Priority I Projects (continued) (Values in Millions YOE $)

MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013 $)	Project Costs Funded via 2040 Plan	
28	NW 97 Ave	NW 58 St	NW 70 St	Add 2 lanes and reconstruct	$5.500			
29	SFRTA Metrorail Tri-Rail 79 St Transfer Station			Intermodal hub capacity	$0.374			
30	SR 836 (Dolphin)/I-95 Interchange Ramps	NW 12 Ave	I-95	Modify interchange	$142.048		$131.824	
31	SR-821 (HEFT)	SW 88 St (Kendall)	60 St Canal Bridge	Add lanes and reconstruct	$224.049			
32	SR-821 (HEFT)	SW 40 St (Bird)	SR-836 (Dolphin)	Add lanes and reconstruct	$156.248			
33	SR-821 (HEFT)	SW 288 St	SW 216 St	Add lanes and reconstruct	$80.267			
34	SR-821 (HEFT)	NW 106 St	I-75	Add lanes and reconstruct	$100.907			
35	SR-821 (HEFT)	SR-836 (Dolphin)	NW 74 St	Add lanes and reconstruct	$194.220			
36	SR-826 (Palmetto) and I-75	Flagler NW 170 St	NW 154 St SR-826 (Palmetto)	Managed lanes	$298.103			
37	SR-826 (Palmetto) and SR 836 (Dolphin) Interchange	North of SW 8 St (Tamiami) NW 87 Ave	South of 25 St NW 57 Ave (Red)	Interchange improvement	$843.949			
38	SR-836 (Dolphin) Access Ramp	NW 107 Ave	SR-836 (Dolphin)	Construction of access ramp	$3.467			
39	SR-836 (Dolphin) Enhanced Bus**	Miami Intermodal Center (MIC)	SW 147 Ave/ SW 8 St (Tamiami) Park-and-Ride	Enhanced bus service	$25.000			
40	SR-836 (Dolphin) Improvements	NW 57 Ave	NW 17 Ave	Mainline widening and interchange improvements	$198.786			
41	SR-836 (Dolphin) Interchange Modifications At 87 Ave	SR-836 (Dolphin) West of 82 Ave	NW 97 Ave	Interchange improvements	$80.979			
42	SR-874 (Don Shula) Ramp Connector	SW 128 St	SR-874 (Don Shula)	New connector ramp construction	$103.421			
43	SR-874 (Don Shula)/ Killian Parkway Interchange	SR-821 (HEFT)	SW 88 St (Kendall)	Mainline widening and interchange reconstruction	$1.269			
44	SR-997 (Krome)	SW 88 St (Kendall)	One Mile North of SW 8 St (Tamiami)	Add 2 lanes and reconstruct	$75.580			
45	SR-997 (Krome)	SW 136 St	SW 88 St (Kendall)	Add 2 lanes and reconstruct	$51.838			
46	SR-997 (Krome)	North of SW 8 St (Tamiami)	MP 2.754	Add 2 lanes and reconstruct	$22.184			
47	SR-997 (Krome)	MP 10.953	MP 14.184/ US-27 (Okeechobee)	Add 2 lanes and reconstruct	$42.082			
48	SR-997 (Krome)	MP 2.754	MP 5.122	Add 2 lanes and reconstruct	$20.714			
49	SR-997 (Krome)	MP 5.122	MP 8.151	Add 2 lanes and reconstruct	$27.589			
50	SR-997 (Krome)	MP 8.151	MP 10.935	Add 2 lanes and reconstruct	$24.460			
51	SR-997 (Krome)	SW 312 St (Campbell)	SW 296 St	Resurface and add 2 lanes	$14.098			
52	SR-997 (Krome)	SW 296 St	SW 232 St	Add 2 lanes and reconstruct	$79.351			
53	SR-997 (Krome)	SW 232 St	SW 184 St (Eureka)	Add 2 lanes and reconstruct	$53.080			
54	SR-997 (Krome)	SW 184 St (Eureka)	SW 136 St	Add 2 lanes and reconstruct	$38.236			
55	SW 107 Ave	SW 3 St	West Flagler St	Add lanes and rehabilitate pavement	$14.132			
56	SW 107 Ave	SW 1100 Block	SW 3 St	Add lanes and rehabilitate pavement	$32.470			

Bolded phase funds are included in the 2015/2019 Miami-Dade TIP
** denotes portions of phase values are included in both the TIP and 2040 Plan*
*** denotes Operations and Maintenance is funded via MDT system efficiencies*

Priority I 2015-2020				Priority II 2021-2025				Priority III 2026-2030				Priority IV 2031-2040			
PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M
		$5.500													
		$0.374													
	$9.189	$131.824													
		$0.834													
$1.314		$154.934													
$0.413		$79.854													
$7.407		$93.500													
$14.257		$179.963													
		$38.895													
		$96.510													
		$3.467													
			**				**				**				**
$0.210	$10.860	$187.716													
$0.050		$80.929													
$0.973	$3.711	$98.737													
		$1.269													
	$3.989	$55.546													
	$5.100	$45.168													
		$21.653													
$0.020		$41.803													
		$20.547													
		$27.556													
		$24.425													
$1.075		$13.023													
$2.850	$43.126	$33.109													
$1.785	$29.200	$21.694													
$0.087	$12.183	$24.116													
	$6.859	$5.401													
	$13.376	$12.234													

Table 6-6 | Priority I Projects (continued) (Values in Millions YOE $)

MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013 $)	Project Costs Funded via 2040 Plan	
57	SW 137 Ave	US-1	SW 200 St	Completion as 2 continuous lanes	$13.934			
58	SW 137 Ave	SR-821 (HEFT)	US-1	Add 2 lanes and reconstruct	$6.949			
59	SW 147 Ave/SW 8 St Park-and-Ride**			Park-and- Ride facility	$9.000			
60	SW 152 St	SW 157 Ave	SW 147 Ave	Add 2 lanes and reconstruct	$2.351			
61	SW 157 Ave	SW 184 St (Eureka)	SW 152 St (Coral Reef)	New 4 lane road construction	$6.662			
62	SW 27 Ave	US-1	Bayshore Dr	Add center turn lane	$1.347			
63	SW 312 St (Campbell)	SW 187 Ave	SW 177 Ave	Add 2 lanes and center turn lane and reconstruct	$5.723			
64	SW 312 St (Campbell)	SR-997 (Krome)	US-1	Widening existing lanes and reconstruct	$13.181			
65	SW 320 St (Mowry)	SW 187 Ave	Flagler Ave	Add 2 lanes and reconstruct	$1.805			
66	SW 328 St	US-1	SW 162 Ave	Add 2 lanes and reconstruct	$2.146			
67	SW 336 St	SR-997 (Krome)	US-1	Widen and resurface existing roadway	$1.390			
68	SW 344 St (Palm)	SR-997 (Krome)	US-1	Widen and resurface existing roadway	$0.890			
69	West Ave Connector Bridge	North of Lincoln Rd	South of 18 St	New bridge construction	$ 5.473			
70	SR-968/SW 1 St	At Miami		Bridge replacement	$ 84.981			

Bolded phase funds are included in the 2015/2019 Miami-Dade TIP
** denotes portions of phase values are included in both the TIP and 2040 Plan*
*** denotes Operations and Maintenance is funded via MDT system efficiencies*

	Priority I 2015-2020				Priority II 2021-2025				Priority III 2026-2030				Priority IV 2031-2040			
	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M
	$0.100		$13.834													
	$0.031		$6.918													
			$9.000	**				**				**				**
			$2.351													
			$6.662													
			$1.347													
	$0.443		$5.280													
	$0.880		$12.301													
			$1.805													
			$2.146													
	$0.275		$1.115													
	$0.220		$0.670													
		$1.635	$2.552													
	$0.140	$4.651	$84.981													

PRIORITY II **SNAPSHOT**

Figure 6-5 | Number of Priority II Projects by Improvement Type

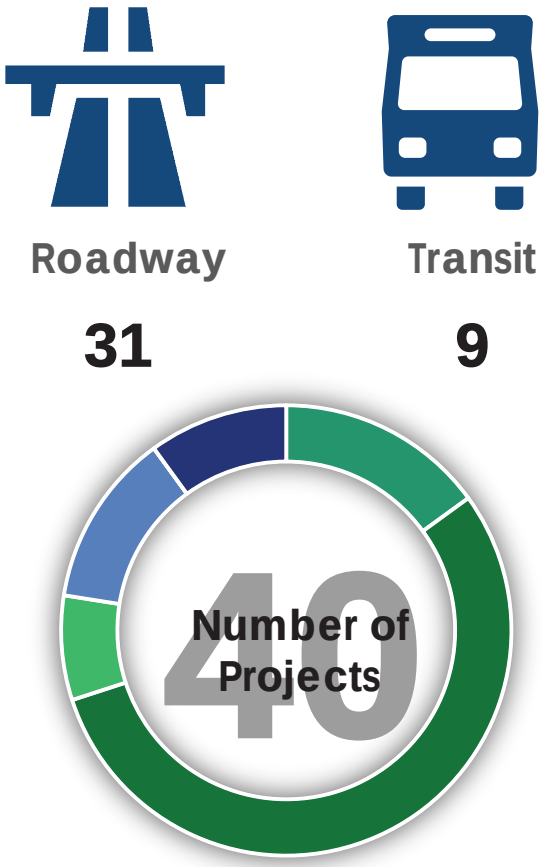
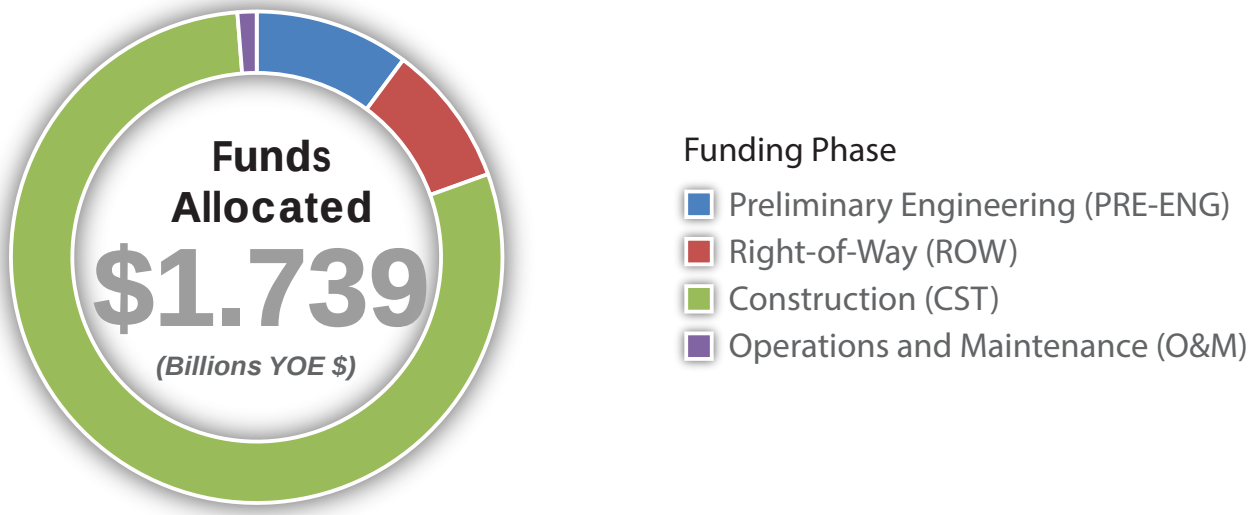


*Figure 6-6 | Priority II Allocation by Project Funding Phase**



Note: Snapshot does not include the Port of Miami Tunnel / Oversight Consultant.
**Funds Allocated do not include funds included through the TIP or O&M for improvements on the SHS.*

Figure 6-7 | Priority II Project Map

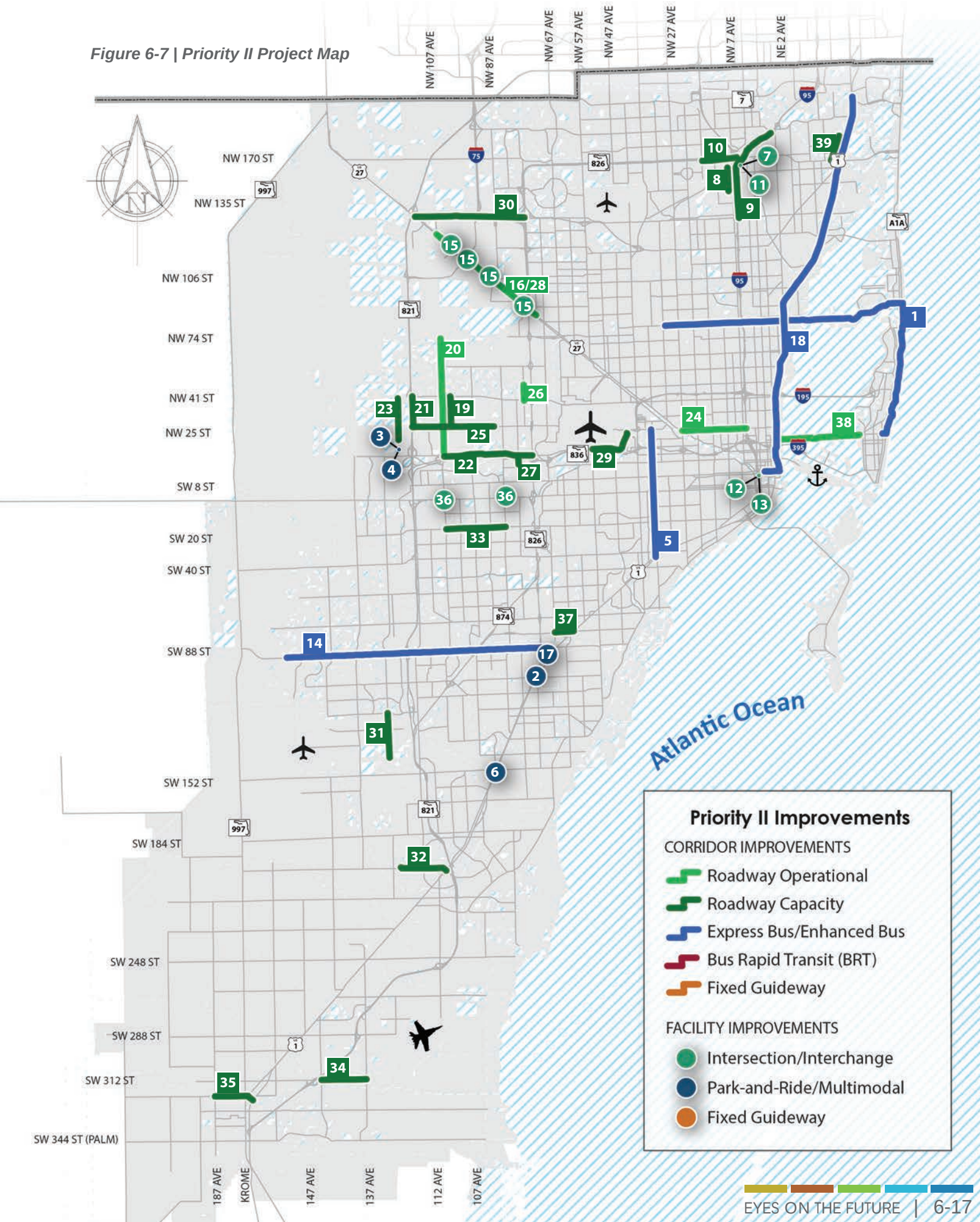


Table 6-7 | Priority II Projects (Values in Millions YOE $)

MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013 $)	Project Costs Funded via 2040 Plan	
1	79 St Causeway (JFK Cwy) Enhanced Bus	Northside Metrorail Station	Miami Beach Convention Center	Improve/implement transit service		$55.457	$218.876	
2	Busway Park-and-Ride Facility	US-1 Busway	SW 104 St	Park-and-Ride facility with 250-300 surface parking spaces		$0.116	$1.581	
3	Direct Ramps to Dolphin Station Transit Terminal	SR-821 (HEFT) Managed Lanes	Dolphin Station Transit Terminal	Direct access ramps for transit and trucks		$45.000	$60.750	
4	Dolphin Station Transit Terminal	West of SR-821 (HEFT) and North of NW 12 St		Park-and-Ride with kiss-and-ride, 12 bus bays & 1000 parking spaces		$25.000	$31.425	
5	Douglas Road Corridor (37 Ave) Enhanced Bus**	US-1	Miami Intermodal Center (MIC)	Incremental improvement on PTP corridor		$13.200	$17.820	
6	Expand Overcapacity Park-and-Ride lot at SW 152 St			New parking garage with 500 parking spaces		$16.250	$22.333	
7	Golden Glades Interchange: Florida Turnpike SouthBound	At I-95		Express Lane Flyover	$3.413		$64.683	
8	Golden Glades Interchange: I-95	Biscayne River Canal	Miami Gardens Dr	Add 2 auxiliary lanes	$2.791		$35.980	
9	Golden Glades Interchange: I-95	SR 916/Opa-Locka Boulevard	Golden Glades Interchange	New road construction	$3.672		$70.916	
10	Golden Glades Interchange: SR-826 (Palmetto)	NW 17 Ave	Golden Glades Interchange	Managed lanes	$104.639		$103.289	
11	Golden Glades Interchange: SR-826 (Palmetto)	At I-95		New express lane ramps on I-95	$11.388		$228.120	
12	I-95	I-95	E 2 Ave	Ramp reconstruction/ reconfiguration of I-95 ramps		$29.614	$39.979	
13	I-95	I-95	S Miami Ave	Ramp reconstruction/ reconfiguration of I-95 ramps		$29.614	$39.979	
14	Kendall Corridor (Kendall Enhanced Bus)**	West Kendall Transit Terminal	Dadeland North Metrorail Station	Incremental improvement on PTP corridor	$6.609	$8.800	$11.880	
n/a	MDT Bus Stop Enhancements	MDT System		Enhance all off-street bus stops		$2.500	$3.375	
15	Medley Bridge/Canal Improvement Program			Improvements at; NW 121 Way, NW 116 Way, NW 105 Way, NW 79 Ave		$5.000	$6.750	
16	Medley Freight Access Roadway Improvements	US-27 (Okeechobee)	Medley	Bridge widening and canal improvements		$ 0.263	$2.073	
17	Metrorail Park-and-Ride Facility	At Dadeland South		Expand Park-and-Ride facility with 1000 parking space garage		$25.000	$34.541	
18	Northeast Corridor (Biscayne) Enhanced Bus**	Miami Downtown Terminal	Aventura Terminal	Incremental improvement on PTP corridor	$4.500	$14.000	$17.293	
19	NW 107 Ave	NW 41 St	NW 25 St	Add 2 lanes and reconstruct		$12.873	$16.810	
20	NW 107 Ave	NW 12 St	NW 74 St	Operational and capacity improvements where feasible		$0.263	$1.091	
21	NW 117 Ave	NW 25 St	NW 41 St	New 2 lane road to support the flow of truck traffic to SR-821 (HEFT)		$2.500	$9.153	
22	NW 12 St	NW 107 Ave	SR-826 (Palmetto)	Widening		$20.000	$26.476	
23	NW 122 Ave	NW 12 St	NW 41 St	New 2 lane road to support the flow of truck traffic from SR-821 (HEFT)		$11.635	$14.257	
24	NW 20 St	NW 27 Ave	I-95	Roadway infrastructure improvements		$0.566	$1.255	
25	NW 25 St	NW 89 Ct	SR-821 (HEFT)	Capacity and operational improvements		$24.336	$32.853	
26	NW 79 Ave	NW 48 Way	NW 36 St	Merge and reduce access points if possible		$0.197	$0.254	
27	NW 82 Ave	NW 8 St	NW 12 St	New 4 lane road construction		$2.977	$3.999	
28	NW South River Dr	NW 107 Ave	NW 74 Ave	Roadway and operational improvements		$5.000	$6.750	

Bolded phase funds are included in the 2015/2019 Miami-Dade TIP
** denotes portions of phase values are included in both the TIP and 2040 Plan*
*** denotes Operations and Maintenance is funded via MDT system efficiencies*
n/a - not applicable, project not shown on map

	Priority I 2015-2020				Priority II 2021-2025				Priority III 2026-2030				Priority IV 2031-2040			
	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M
					$7.371	$15.795	$45.279	$16.054				$37.816				$96.561
								$0.169				$0.398				$1.015
					$8.505		$52.245									
	$4.235		$24.714					$0.109				$0.257				$0.657
							$17.820									
					$2.363	$5.063	$14.513	$0.042				$0.099				$0.254
	$3.413						$61.270									
	$2.791						$33.189									
	$3.672						$67.244									
							$103.289									
	$11.388						$216.732									
					$6.663		$33.316									
					$6.663		$33.316									
		$1.000	**$5.609**				$11.880	**				**				**
					$0.473		$2.903									
					$1.350	$1.688	$3.713									
					$0.071		$0.284	$0.183				$0.432				$1.103
					$4.725		$29.025	$0.084				$0.199				$0.508
			***$18.391**				$3.402	**				**				**
	$0.593	$5.539	$0.944				$9.483	$0.027				$0.063				$0.161
					$0.071		$0.284	$0.079				$0.185				$0.473
					$2.187		$6.966									
	$4.840	$6.050					$14.850	$0.079				$0.185				$0.473
	$2.816	$3.519	$6.194				$1.728									
	$0.137	$0.171					$0.420	$0.056				$0.133				$0.339
					$6.070	$7.587	$19.196									
	$0.048	$0.060					$0.146									
	$0.214	$0.315	$0.307				$3.086	$0.008				$0.019				$0.049
					$1.350	$1.688	$3.713									

Table 6-7 | Priority II Projects (continued) (Values in Millions YOE $)

MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013 $)	Project Costs Funded via 2040 Plan	
29	Perimeter Rd	NW 42 Ave (LeJeune)	NW 57 Ave	Add 2 lanes and reconstruct		$13.488	$17.373	
n/a	Port of Miami Tunnel / Oversight Consultant			Payment to oversight consultant of the Port of Miami Tunnel	$3.300		$2.816	
30	SR-924 Gratigny West Extension	SR-826 (Palmetto)/I-75	SR-821 (HEFT)	Extend SR-924 to SR-821 (HEFT) with connections to I-75 and SR- 826 (Palmetto)	$25.886	$150.000	$240.800	
31	SW 127 Ave	SW 120 St	SW 144 St	Add 2 lanes and new 4 lane road construction		$10.118	$13.536	
32	SW 200 St	US-1	Quail Roost Dr	Add 2 lanes and reconstruct		$11.211	$15.279	
33	SW 24 St	SW 107 Ave	SW 87 Ave	Add 2 lanes and reconstruct		$15.758	$21.428	
34	SW 312 St (Campbell)	SW 152 Ave	SW 137 Ave	Add 2 lanes with left turn lanes and reconstruct		$11.314	$14.932	
35	SW 320 St (Mowry)	SW 197 Ave US-1	SW 187 Ave SW 142 Ave	Add 2 lanes with left turn lanes and reconstruct		$5.355	$7.091	
36	SW 8 St (Tamiami)	SW 87 Ave	SW 107 Ave	Grade Separations at SW 8 St/SW 87 Ave and SW 8 St/SW 107 Ave	$1.650	$79.410	$181.653	
37	SW 80 St	SW 72 Ave	US-1	Add 2 lanes and center turn lane and reconstruct		$6.257	$8.605	
38	Venetian Causeway Bridge	Bayshore Dr	Purdy Ave	Bridge replacement		$131.462	$177.601	
39	W Dixie Hwy	NE 163 St	NE 175 St	Widen to 4 Lanes		$4.682	$5.997	

Bolded phase funds are included in the 2015/2019 Miami-Dade TIP
** denotes portions of phase values are included in both the TIP and 2040 Plan*
*** denotes Operations and Maintenance is funded via MDT system efficiencies*
n/a - not applicable, project not shown on map

	Priority I 2015-2020)				Priority II 2021-2025				Priority III 2026-2030				Priority IV 2031-2040			
	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M
	$1.801		$8.712				$6.480	$0.041				$0.096				$0.244
			$1.500				$1.316									
	$13.748	**$12.138**	$43.996				$153.414	$4.635				$10.917				$27.876
	$0.551	$2.791	$0.890				$8.937	$0.039				$0.092				$0.235
	$0.801		$1.276				$12.816	$0.041				$0.097				$0.247
	$1.109		$1.796				$18.032	$0.052				$0.123				$0.315
	$2.738	$3.422					$8.401	$0.040				$0.093				$0.238
	$1.296	$1.620	$1.069				$2.783	$0.035				$0.081				$0.208
	$1.650				$21.441	$101.250	$58.962									
					$0.452	$0.849	$7.147	$0.017				$0.039				$0.101
	$4.769						$172.152	$0.073				$0.171				$0.436
			$4.532				$1.264	$0.021				$0.051				$0.129

PRIORITY III **SNAPSHOT**

Figure 6-8 | Number of Priority III Projects by Improvement Type

Roadway **32**

Transit **5**

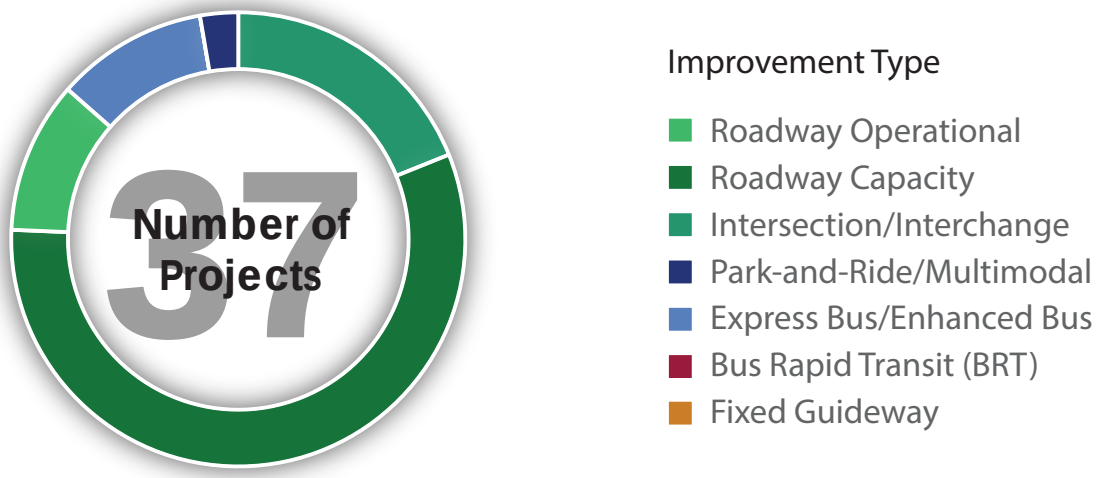
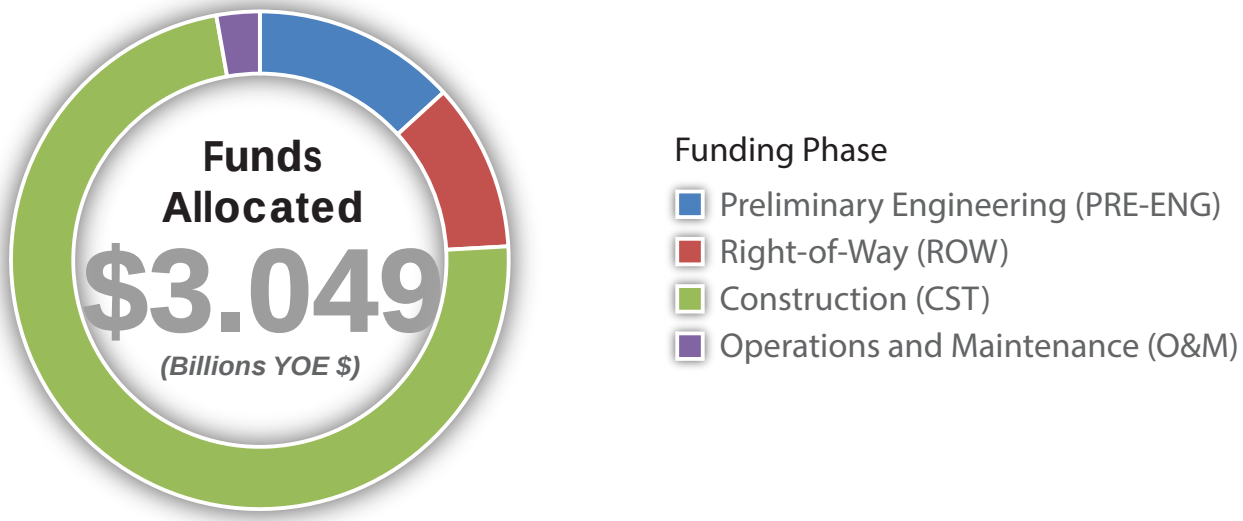


*Figure 6-9 | Priority III Allocation by Project Funding Phase**



**Funds Allocated do not include funds included through the TIP or O&M for improvements on the SHS.*

Figure 6-10 | Priority III Project Map

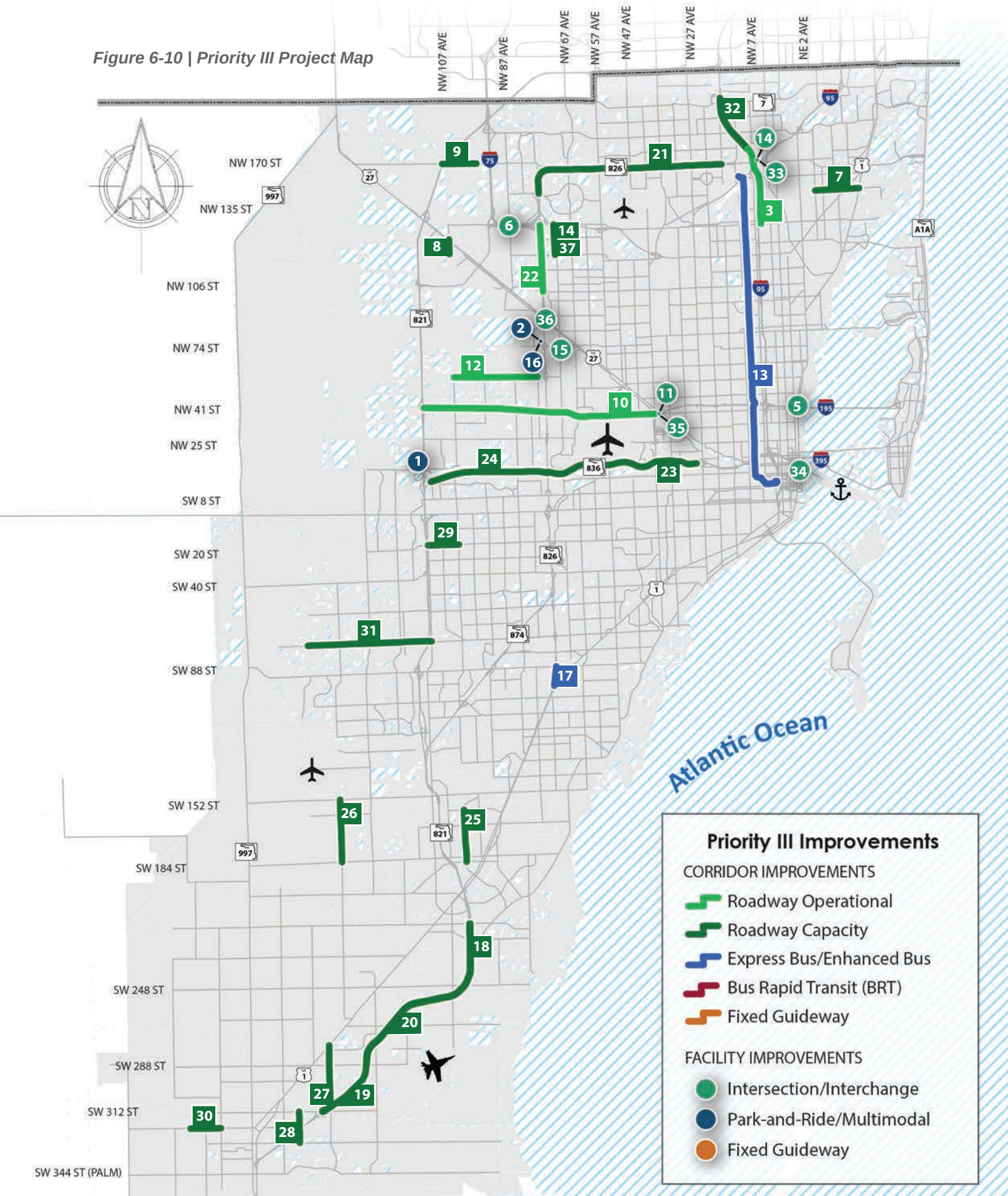


Table 6-8 | Priority III Projects (Values in Millions YOE$)

MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013 $)	Project Costs Funded via 2040 Plan	
1	Direct Ramps to Dolphin Station Transit Terminal	SR-836 (Dolphin) Managed Lanes	Dolphin Station Transit Terminal	Direct access ramps for transit		$45.000	$ 71.550	
2	Direct Ramps to Palmetto Intermodal Terminal	SR-826 (Palmetto) Managed Lanes	Palmetto Intermodal Terminal	Direct access ramps for transit		$45.000	$70.038	
3	Golden Glades Interchange	SB Turnpike	SB I-95 at NW 135 St	Modify interchange			$224.190	
4	Golden Glades Interchange: SR-826 (Palmetto)	NW 17 Ave at SR-826 (Palmetto)	NB I-95 at NW 183 St	Modify interchange			$322.770	
5	I-195 ramps in Midtown (N 36 & N 38 Sts)	I-195	N 36 & N 38 St	Reconstruction/ reconfiguration of ramps leading to N 36 St & N 38 St		$29.614	$47.087	
6	I-75 Ramp	At NW 87 Ave		Construct an off ramp from SB I-75 to SB W 28 Ave/NW 87 Ave		$29.614	$47.087	
7	NE 151 St	NE 10 Ave	West Dixie Highway	Add 2 lanes and reconstruct		$12.105	$19.517	
8	NW 107 Ave	1000 feet North of W 122 St	US-27 (Okeechobee)	Widen bridge over Miami Canal		$2.602	$4.199	
9	NW 170 St	SR-821 (HEFT)	NW 97 Ave	6-lane divided roadway		$14.716	$23.609	
10	NW 36 St/NW 41 St	NW 42 Ave (Le Jeune)	SR-821 (HEFT)	Operational improvements		$0.263	$0.418	
11	NW 42 Ave (LeJeune)	US-27 (Okeechobee)		Improve advance signage for intersection lane alignment		$0.134	$0.213	
12	NW 58 St	NW 107 Ave	NW 82 Ave	Corridor traffic operational improvements		$0.263	$0.795	
13	NW 7 Ave Enhanced Bus	Downtown Miami	Golden Glades Interchange Terminal	Premium limited stop transit service		$37.050	$85.241	
14	NW 72 Ave (Milam Dairy)	NW 122 St	NW 138 St	Add center turn lane		$4.200	$6.865	
15	NW 72nd Ave (Milam Dairy)	Hialeah Expy		Operational improvements		$0.103	$0.164	
16	Palmetto Intermodal Terminal	SR-826 (Palmetto) and NW 74 St		Expadand Park-and-Ride facility	$2.655	$25.000	$35.647	
17	Ramps between US-1 Busway and SR-826 (Palmetto)	US-1 Busway	SR-826 (Palmetto)	Construct ramps connecting the US-1 Busway to SR-826 (Palmetto)		$60.000	$93.384	
18	SR-821 (HEFT)	SW 137 Ave	SW 216 St	Widen to 8 lanes, include express lanes for portion of project length		$72.160	$185.439	
19	SR-821 (HEFT)	SW 312 (Campbell Dr)	SW 288 St	Widen to 6 lanes		$36.080	$66.947	
20	SR-821 (HEFT)	SW 288 St	SW 137 Ave (Speedway)	Widen to 8 lanes		$11.990	$29.676	
21	SR-826 (Palmetto)	NW 154 St	NW 17 Ave	Managed lanes	$21.000		$701.190	
22	SR-826 (Palmetto)	NW 138 St	NW 103 St/W 49 St	Add a braided off ramp to W 68 St/ NW 122 St		$52.600	$47.087	
23	SR-836 (Dolphin) Managed Lanes	SR-826 (Palmetto)/ SR-836 (Dolphin)	Just West of 27 Ave	Two new managed lanes within the right-of-way of SR-836 (Dolphin)		$59.300	$129.700	
24	SR-836 (Dolphin) Managed Lanes	SR-821 (HEFT)	SR-826 (Palmetto)/SR-836 (Dolphin) Interchange	Two new managed lanes within the ROW of SR 836 (Dolphin)		$80.500	$140.400	
25	SW 107 Ave	Quail Roost Dr	SW 160 St	Add 2 lanes and reconstruct		$11.295	$18.280	
26	SW 147 Ave	SW 184 St (Eureka)	SW 152 St (Coral Reef)	Add 2 lanes and reconstruct		$13.359	$21.626	
27	SW 152 Ave	US-1	SW 312 St (Campbell)	Add 2 lanes and reconstruct		$11.220	18.276	
28	SW 162 Ave (Farm Life)	SW 312 (Campbell)	SW 328 (Lucy)	Add 2 lanes and center turn lane and reconstruct		$8.410	$13.562	
29	SW 24 St	SW 117 Ave	SW 107 Ave	Add 2 lanes and reconstruct		$8.235	$13.284	

Bolded phase funds are included in the 2015/2019 Miami-Dade TIP
** denotes portions of phase values are included in both the TIP and 2040 Plan*
*** denotes Operations and Maintenance is funded via MDT system efficiencies*

Priority I 2015-2020				Priority II 2021-2025				Priority III 2026-2030				Priority IV 2031-2040			
PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M
								$10.017		$61.533					
				$8.505						$61.533					
									$111.300	$112.890					
									$7.950	$314.820					
								$7.848		$39.239					
								$7.848		$39.239					
								$0.980	$2.822	$15.445	$0.044				$0.225
								$0.260		$3.876	$0.010				$0.052
								$4.680	$5.850	$12.869	$0.035				$0.176
								$0.084		$0.335					
								$0.021		$0.192					
								$0.084		$0.335	$0.062				$0.315
				$5.387	$11.543	$9.265				$28.059	$5.074				$25.914
								$0.457		$6.221	$0.031				$0.156
								$0.016		$0.147					
$2.655				$4.725		$21.769				$8.546	$0.099				$0.508
				$11.340						$82.044					
				$8.856						$104.304	$11.836				$60.444
				$4.428		$19.040				$29.727	$2.252				$11.500
				$1.472						$17.331	$1.781				$9.093
$3.100	$18.000									$701.190					
								$7.848		$39.239					
								$6.837		$87.450	$5.800				$29.618
				$7.425		$74.520				$31.482	$4.435				$22.649
								$0.985	$1.451	$15.524	$0.052				$0.268
								$1.245	$0.328	$19.667	$0.063				$0.323
								$1.057		$16.784	$0.071				$0.364
								$2.674	$3.343	$7.354	$0.031				$0.159
								$0.774		$12.320	$0.031				$0.159

Table 6-8 | Priority III Projects (continued) (Values in Millions YOE $)

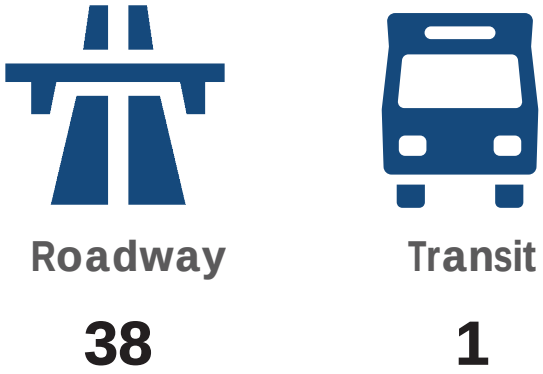
MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013 $)	Project Costs Funded via 2040 Plan	
30	SW 320 St (Mowry)	SW 187 Ave S. Dixie Hwy	SW 197 Ave SW 142 Ave	Add 2 lanes and reconstruct		$24.804	$37.310	
31	SW 72 St	SW 117 Ave	SW 157 Ave	Add 2 lanes and reconstruct		$29.783	$48.118	
32	Turnpike (Mainline)	Golden Glades Interchange	SR-821 (HEFT)	Widen to 8 lanes		$73.984	$129.543	
33	Turnpike (Mainline)	Golden Glades Interchange		Add SB ramp capacity		$55.000	$87.450	
34	US-1	Port Blvd		Expand SB left turn lane for trucks entering Port of Miami		$1.275	$1.986	
35	US-27 (Okeechobee)	NW 42 Ave (Le Jeune)		Improve access at intersection		$0.263	$0.418	
36	US-27 (Okeechobee)	SR-826 (Palmetto)		Operational improvements		$8.024	$12.758	
37	NW 72 Ave (Milam Dairy)/ W 16 Ave	W 68 St/NW 122 St	W 77 St	Roadway improvements		$2.253	$3.583	

Bolded phase funds are included in the 2015/2019 Miami-Dade TIP
** denotes portions of phase values are included in both the TIP and 2040 Plan*
*** denotes Operations and Maintenance is funded via MDT system efficiencies*

	Priority I 2015-2020				Priority II 2021-2025				Priority III 2026-2030				Priority IV 2031-2040			
	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M
					$2.025		$11.011				$24.085	$0.031				$0.158
									$2.742		$44.613	$0.125				$0.638
					$8.213					$11.235	$96.727	$2.189				$11.179
											$87.450					
					$0.235						$1.751					
									$0.084		$0.335					
									$2.552	$3.190	$7.017					
											$3.583					

PRIORITY IV **SNAPSHOT**

Figure 6-11 | Number of Priority IV Projects by Improvement Type



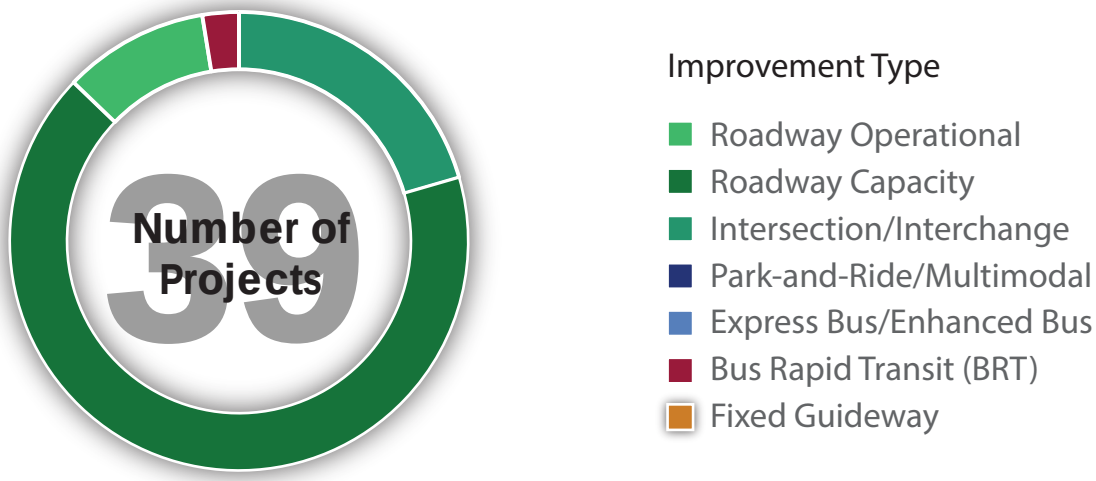
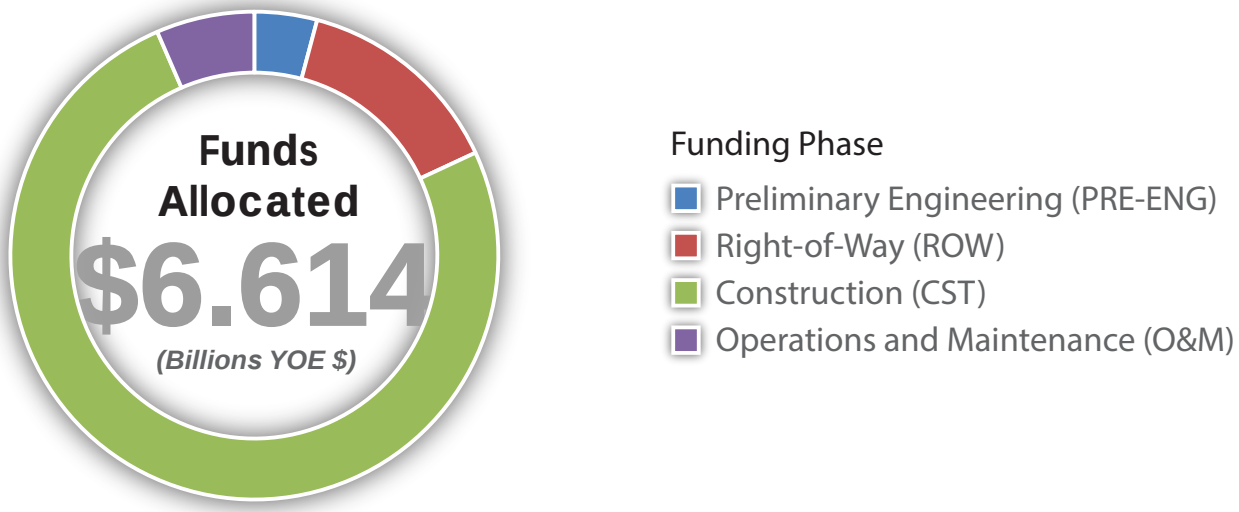


*Figure 6-12 | Priority IV Allocation by Project Funding Phase**



Note: Snapshot does not include the Port of Miami Tunnel Financial Repayments
**Funds Allocated do not include funds included through the TIP or O&M for improvements on the SHS.*

Figure 6-13 | Priority IV Project Map

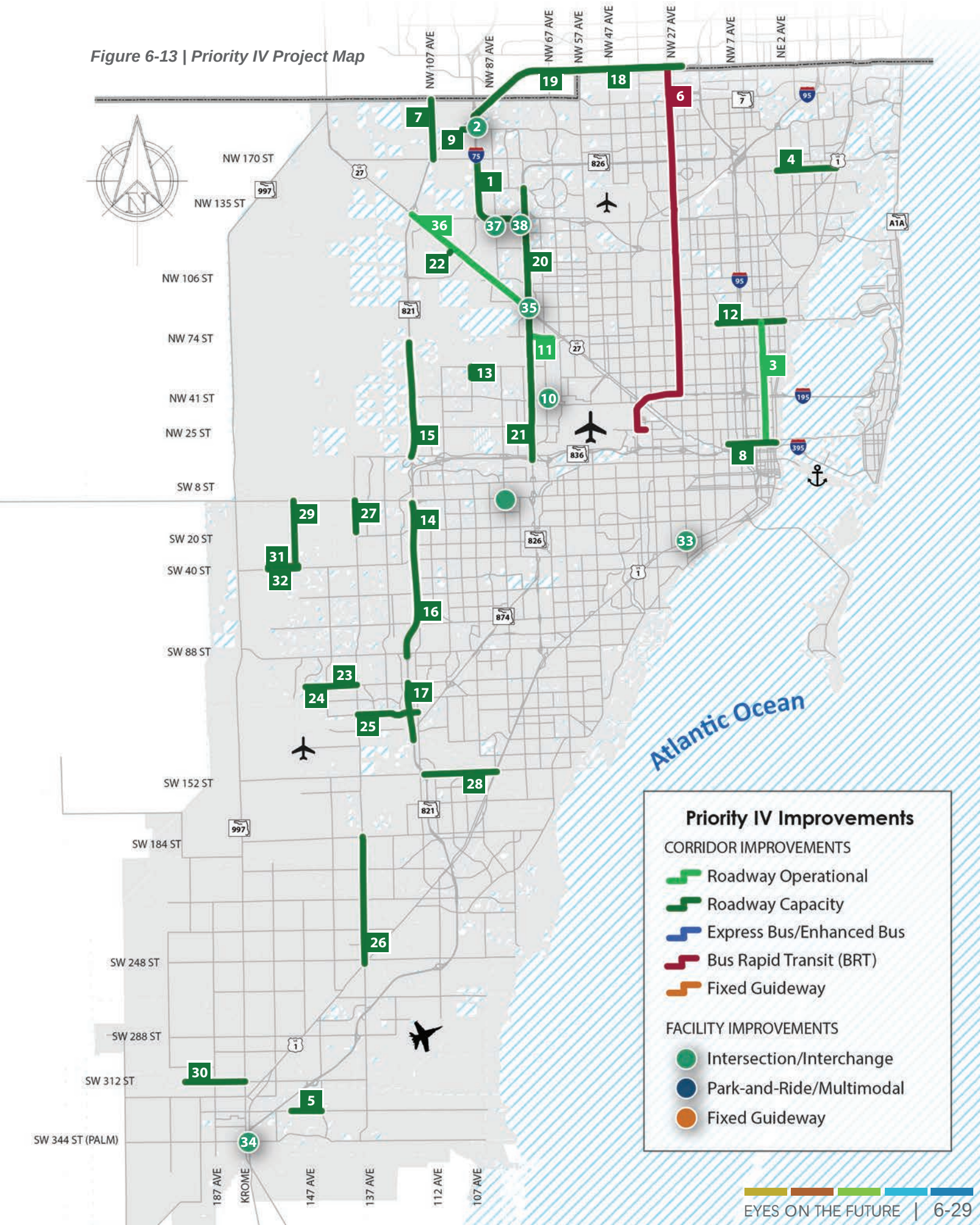


Table 6-9 | Priority IV Projects (Values in Millions YOE $)

MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013 $)	Project Costs Funded via 2040 Plan	
1	I-75	SR-826 (Palmetto)	NW 170 St	Widen with express lanes			$550.000	
2	I-75	At Miami Garden Dr		Modify Interchange	$8.520		$132.820	
3	N. Miami Ave	NW 14 St	Miami City Limitis	Roadway improvements		$3.358	$7.576	
4	NE 159 St	NE 6 Ave	West Dixie Highway	Add 2 lanes and reconstruct		$13.731	$ 28.032	
5	North Canal Dr	SW 162 Ave	SW 152 Ave	Add 2 lanes and divided roadway with left turn lanes		$8.493	$17.321	
6	North Corridor (NW 27 Ave) BRT with Dedicated Lanes	Miami Intermodal Center (MIC)	NW 215 St	Full bus rapid transit		$291.120	$625.975	
7	NW 107 Ave***	NW 170 St	Broward County line	Extend NW 107 Ave to the County Line		$34.404	$70.887	
8	NW 14 St	Civic Center	US-1	Widen to 3 lanes and resurface		$7.857	$16.056	
9	NW 186 St	NW 97 Ave	I-75	New 4 lane road construction		$5.355	$10.906	
10	NW 36 St	At NW 72 Ave (Milam Dairy)		Grade separation of NW 36 St over NW 72 Ave		$39.705	$80.601	
11	NW 74 St	SR-826 (Palmetto)	FEC Intermodal Yard	Modify connector			$130.900	
12	NW 79 St/NW 81 St/NW 82 St	NW 13 Ct	Biscayne Bay	Capacity improvements		$16.859	$34.223	
13	NW 97 Ave	NW 58 St	NW 52 St	Add 2 lanes and reconstruct		$2.514	$5.132	
n/a	Port of Miami Tunnel	Port of Miami	SR 836 (Dolphin)/I-395	Financing/repayments	$10.264		$6.500	
n/a	Port of Miami Tunnel	Port of Miami	SR 836 (Dolphin)/I-395	Financing/repayments	$2,611.161		$1,463.342	
n/a	Port Tunnel / Miami-Dade County MPO Priority			FDOT repayment to Miami-Dade County	$110.000		$382.000	
14	SR-821 (HEFT)	SW 40 St (Bird)	SW 8 St (Tamiami	Transportation systems management and operations (TSM&O)		$8.640	$17.539	
15	SR-821 (HEFT)	NW 12 St	NW 74 St	Transportation systems management and operations (TSM&O)		$17.064	$34.640	
16	SR-821 (HEFT)	SW 88 St (Kendall)	SW 40 St (Bird)	Transportation systems management and operations (TSM&O)		$13.997	$28.414	
17	SR-821 (HEFT)	SR-874 (Don Shula)	Killian Pkwy	Widen to 10 lanes		$52.742	$101.973	
18	SR-821 (HEFT)	NW 57 Ave (Red)	Turnpike (Mainline)	Widen to 8 lanes		$40.238	$90.991	
19	SR-821 (HEFT)	I-75	NW 57 St (Red)	Widen to 8 lanes		$47.176	$93.266	
20	SR-826 (Palmetto)	NW 103 St	NW 154 St	Widen with express lanes			$763.400	
21	SR-826 (Palmetto)	SR-836 (Dolphin)	NW 103 St	Add 4 special use lanes			$763.400	
22	SW 102 Ave	Tamiami Canal		New bridge over Tamiami Canal		$5.520	$11.221	
23	SW 104 St	SW 147 Ave	SW 137 Ave	Add 2 lanes and reconstruct		$7.568	$15.442	
24	SW 104 St	Hammocks Blvd	SW 147 Ave	Add 2 lanes and reconstruct		$5.245	$10.702	
25	SW 120 St	SW 137 Ave	SW 117 Ave	Add 2 lanes and reconstruct		$15.285	$31.190	
26	SW 137 Ave	US-1	SW 184 St	Add 2 lanes and reconstruct		$10.466	$21.581	

Bolded phase funds are included in the 2015/2019 Miami-Dade TIP
** denotes portions of phase values are included in both the TIP and 2040 Plan*
*** denotes Operations and Maintenance is funded via MDT system efficiencies*
****Project does not comply with the CDMP*
n/a - not applicable, project not shown on map

Priority I 2015-2020				Priority II 2021-2025				Priority III 2026-2030				Priority IV 2031-2040			
PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M
														$550.000	
$8.520														$124.300	
												$1.444		$5.778	$0.354
												$1.590	$0.754	$25.530	$0.158
												$3.448	$4.310	$9.483	$0.080
				$36.288	$17.107				$71.436	$39.457				$369.102	$92.589
												$14.130	$17.663	$38.859	$0.235
												$3.190	$3.987	$8.772	$0.107
												$2.174	$2.717	$5.978	$0.036
												$7.060	$14.708	$58.833	
														$130.900	
												$6.845	$8.556	$18.823	
												$1.021	$1.276	$2.807	$0.028
$1.250		$0.250				$1.250				$1.250				$2.500	
$0.625		$207.676				$247.975				$287.471				$719.595	
		$42.000				$85.000				$85.000				$170.000	
														$17.539	
														$34.640	
														$28.414	
												$5.889	$26.767	$58.887	$10.431
												$5.255	$23.884	$52.545	$9.307
								$4.825	$21.933	$21.713				$33.882	$10.912
														$763.400	
														$763.400	
												$2.241	$2.801	$6.163	$0.016
												$3.072	$3.841	$8.449	$0.080
												$2.129	$2.662	$5.856	$0.055
												$6.206	$7.757	$17.066	$0.161
												$1.228		$20.017	$0.336

Table 6-9 | Priority IV Projects (continued) (Values in Millions YOE $)

MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013 $)	Project Costs Funded via 2040 Plan	
27	SW 137 Ave	SW 24 St	SW 8 St (Tamiami	Add 2 lanes and reconstruct		$ $9.291	$ $18.958	
28	SW 152 St (Coral Reef)	SR-821 (HEFT)	US-1	Add 2 lanes and reconstruct	$ $1.750	$ $64.607	$ $131.153	
29	SW 157 Ave	SW 8 St (Tamiami)	SW 42 St	Add 2 lanes and construct new 4 lane road		$ $14.585	$ $29.787	
30	SW 312 St (Campbell)	NW 14 Ave/SW 176 Ave	SW 197 Av	Add 2 lanes and reconstruct		$ $29.611	$ $51.506	
31	SW 40 St	SW 157 Ave	SW 167 Ave	New 2 lane road construction		$ $1.400	$ $2.912	
32	SW 42 St	SW 162 Ave	SW 157 Ave	Add 2 lanes and reconstruct		$ $7.752	$ $15.824	
33	US-1	At SW 27 Ave		Grade separation of US-1 over SW 27 Ave		$ $39.705	$ $73.588	
34	US-1	At SW 344 St (Palm)		Grade separated overpass		$ $39.705	$ $80.601	
35	US-27 (Okechobee)/ SR-826 (Palmetto) Interchange	NW 95 St	W 16 Ave	Ramp improvements		$ $52.600	$ $106.778	
36	US-27 (Okeechobee)	SR-826 (Palmetto)	SR-997 (Krome)	Operational/capacity improvements with grade separated intersections	$31.330[1]	$	$ $624.800	
37	W 24 St	W 28 Ave		Operational improvements		$0.460	$ $0.934	
38	W 24 St	W 23 Ave		Lower curbs to allow wider turns		$ $0.039	$ $0.079	

[1]US-27 Okeechobee Details of TIP

	US-27 (Okeechobee)	SR 997 (Krome)	NW 79 Ave	Operational/capacity improvements with grade separated intersections	$1.130
	US-27 (Okeechobee)	West of SR-997 (Krome)	East of 117 Ave	Operational/capacity improvements with grade separated intersections	$5.550
	US-27 (Okeechobee)	East of NW 87 Ave	NW 79 Ave	Operational/capacity improvements with grade separated intersections	$2.600
	US-27 (Okeechobee)	East of NW 116	East of 87 Ave	Operational/capacity improvements with grade separated intersections	$13.100
	US-27 (Okeechobee)	East of NW 107 Ave	East of NW 116 Way	Operational/capacity improvements with grade separated intersections	$5.350
	US-27 (Okeechobee)	East of NW 117 Ave	East of NW 107 Ave	Operational/capacity improvements with grade separated intersections	$3.600

Bolded phase funds are included in the 2015/2019 Miami-Dade TIP
** denotes portions of phase values are included in both the TIP and 2040 Plan*
*** denotes Operations and Maintenance is funded via MDT system efficiencies*

	Priority I 2015-2020				Priority II 2021-2025				Priority III 2026-2030				Priority IV 2031-2040			
	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M
													$3.772	$4.715	$10.373	$0.098
	$0.175	$1.000											$7.362	$103.546	$20.245	
													$1.060	$11.704	$16.844	$0.179
									$2.419	$5.871	$23.275				$19.811	$0.130
															$2.842	$0.070
													$3.147	$3.934	$8.655	$0.087
									$5.530	$11.520	$8.295				$48.243	
													$7.060	$14.708	$58.833	
													$11.368	$10.150	$85.260	
	$31.330														$624.800	
													$0.093		$0.840	
													$0.008		$0.071	

Appendix C
Background Growth Rate Calculations

Background Growth Trend Calculations

Green City Miami

		2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003
2557	Krome Av - N of Kendall Drive	13,100	15,900	15,200	16,800	15,600	17,400	18,200	17,500	15,400	18,100	15,700
0682	Krome Av - S of Kendall Drive	16,700	16,600	14,900	17,000	17,900	17,000	13,200	16,400	15,100	18,100	15,500
0060	Kendall Drive east of SW 137 Av	72,500	68,500	74,000	68,500	62,500	63,000	71,500	67,000	70,000	82,000	69,500
2529	Kendall Drive west of SW 157 Av	39,000	30,500	32,000	29,000	25,500	27,500	29,000	28,500	26,000	29,500	25,500
2520	SW 137 Av S of Kendall Drive	38,500	45,500	40,000	41,500	45,000	39,000	45,000	43,500	52,500	45,000	42,500
1080	Kendall Drive west of SW 157 Av	53,500	48,500	47,000	46,000	48,000	48,500	47,500	50,000	44,000	46,500	47,500
0010	Kendall Drive east of Krome Av	13,500	13,800	13,400	14,200	14,900	14,500	15,100	15,400	14,600	15,100	12,800
2519	SW 137 Av S of SW 104 St	41,500	42,500	39,000	45,000	48,000	40,000	44,500	41,500	41,000	46,500	41,000
	TOTAL	**288,300**	**281,800**	**275,500**	**278,000**	**277,400**	**266,900**	**284,000**	**279,800**	**278,600**	**300,800**	**270,000**
			2.3%	2.3%	-0.9%	0.2%	3.9%	-6.0%	1.5%	0.4%	-7.4%	11.4%
												0.8%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2519 - SR 825/SW 137 AV, 200' S SW 104 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	41500 C	N 22000	S 19500	9.00	58.90	3.20
2012	42500 C	N 21500	S 21000	9.00	59.70	3.20
2011	39000 C	N 20000	S 19000	9.00	58.20	3.80
2010	45000 C	N 23000	S 22000	7.87	58.27	3.80
2009	48000 C	N 24000	S 24000	7.98	59.96	3.70
2008	40000 C	N 19500	S 20500	8.07	66.31	3.50
2007	44500 C	N 21500	S 23000	7.90	63.12	4.50
2006	41500 C	N 20000	S 21500	7.39	58.66	4.20
2005	41000 C	N 20500	S 20500	7.70	65.70	4.30
2004	46500 C	N 22500	S 24000	8.20	67.10	4.30
2003	41000 C	N 20500	S 20500	8.10	72.30	3.50
2002	42500 C	N 21000	S 21500	9.20	68.00	7.50
2001	36500 C	N 18500	S 18000	8.20	53.50	5.30
2000	44000 C	N 22500	S 21500	8.20	53.10	10.70
1999	31500 C	N 16000	S 15500	9.10	52.70	5.30
1998	33000 C	N 17000	S 16000	9.30	52.70	2.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2520 - SR 825/SW 137 AV, 200' S SR 94/N KENDALL DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	38500 C	N 21000	S 17500	9.00	58.90	3.10
2012	45500 C	N 22500	S 23000	9.00	59.70	2.40
2011	40000 C	N 20500	S 19500	9.00	58.20	3.30
2010	41500 C	N 22000	S 19500	7.87	58.27	3.00
2009	45000 C	N 23000	S 22000	7.98	59.96	2.70
2008	39000 C	N 20000	S 19000	8.07	66.31	3.40
2007	45000 C	N 22500	S 22500	7.90	63.12	3.50
2006	43500 C	N 21500	S 22000	7.39	58.66	4.90
2005	52500 F	N 23500	S 29000	7.70	65.70	5.50
2004	45000 C	N 20000	S 25000	8.20	67.10	7.30
2003	42500 C	N 21500	S 21000	8.10	72.30	3.30
2002	43000 C	N 22000	S 21000	9.20	68.00	5.60
2001	43500 C	N 23000	S 20500	8.20	53.50	4.60
2000	41000 C	N 19500	S 21500	8.20	53.10	7.70
1999	46000 C	N 22000	S 24000	9.10	52.70	3.60
1998	43000 C	N 21500	S 21500	9.30	52.70	2.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0060 - SR 94/KENDALL DR, 200' E SW 137 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	72500 C	E 35500	W 37000	9.00	58.90	3.20
2012	68500 C	E 35000	W 33500	9.00	59.70	3.50
2011	74000 C	E 36500	W 37500	9.00	58.20	3.20
2010	68500 C	E 34000	W 34500	7.87	58.27	3.20
2009	62500 C	E 31000	W 31500	7.98	59.96	1.70
2008	63000 C	E 30500	W 32500	8.07	66.31	2.10
2007	71500 C	E 35500	W 36000	7.90	63.12	2.90
2006	67000 C	E 32500	W 34500	7.39	58.66	16.80
2005	70000 C	E 35000	W 35000	7.70	65.70	7.50
2004	82000 C	E 40500	W 41500	8.20	67.10	7.50
2003	69500 C	E 35500	W 34000	8.10	72.30	4.20
2002	69500 C	E 34000	W 35500	9.20	68.00	5.40
2001	67500 C	E 32000	W 35500	8.20	53.50	2.70
2000	76500 C	E 39000	W 37500	8.20	53.10	8.10
1999	68500 C	E 34000	W 34500	9.10	52.70	3.00
1998	66000 C	E 33500	W 32500	9.30	52.70	2.20

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0010 - SR 94/KENDALL DR, 200' E SR 997/KROME AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	13500 C	E 6900	W 6600	9.00	58.90	6.60
2012	13800 C	E 6900	W 6900	9.00	59.70	5.90
2011	13400 C	E 6800	W 6600	9.00	58.20	5.60
2010	14200 C	E 7100	W 7100	7.87	58.27	5.60
2009	14900 C	E 7600	W 7300	7.98	59.96	7.80
2008	14500 C	E 7400	W 7100	8.07	66.31	7.40
2007	15100 C	E 7600	W 7500	7.90	63.12	7.40
2006	15400 C	E 7900	W 7500	7.39	58.66	4.50
2005	14600 C	E 7200	W 7400	7.70	65.70	8.20
2004	15100 C	E 7600	W 7500	8.20	67.10	8.20
2003	12800 C	E 6300	W 6500	8.10	72.30	7.50
2002	13700 C	E 6800	W 6900	9.20	68.00	7.60
2001	12100 C	E 5800	W 6300	8.20	53.50	9.80
2000	12100 C	E 6500	W 5600	8.20	53.10	7.30
1999	11000 C	E 5800	W 5200	9.10	52.70	5.40
1998	10900 C	E 5400	W 5500	9.30	52.70	1.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1080 - SR 94/KENDALL DR, 200' W SW 147 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	53500 C	E 23500	W 30000	9.00	58.90	3.70
2012	48500 C	E 25000	W 23500	9.00	59.70	3.50
2011	47000 C	E 23000	W 24000	9.00	58.20	4.00
2010	46000 C	E 22000	W 24000	7.87	58.27	4.00
2009	48000 C	E 24000	W 24000	7.98	59.96	4.00
2008	48500 C	E 24000	W 24500	8.07	66.31	4.60
2007	47500 C	E 23000	W 24500	7.90	63.12	4.50
2006	50000 C	E 24000	W 26000	7.39	58.66	6.30
2005	44000 C	E 22500	W 21500	7.70	65.70	2.00
2004	46500 C	E 24500	W 22000	8.20	67.10	10.80
2003	47500 C	E 23500	W 24000	8.10	72.30	4.80
2002	50000 C	E 24500	W 25500	9.20	68.00	6.20
2001	50500 C	E 25500	W 25000	8.20	53.50	3.90
2000	43000 C	E 21000	W 22000	8.20	53.10	7.10
1999	44000 C	E 21000	W 23000	9.10	52.70	3.90
1998	36000 C	E 19000	W 17000	9.30	52.70	1.90

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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2529 - SR 94/KENDALL DR, 200' W SW 157 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	39000 C	E 19500	W 19500	9.00	58.90	3.70
2012	30500 C	E 15000	W 15500	9.00	59.70	3.50
2011	32000 C	E 16500	W 15500	9.00	58.20	4.00
2010	29000 C	E 14000	W 15000	7.87	58.27	4.00
2009	25500 C	E 13000	W 12500	7.98	59.96	4.00
2008	27500 C	E 14000	W 13500	8.07	66.31	4.60
2007	29000 C	E 14500	W 14500	7.90	63.12	4.50
2006	28500 C	E 14000	W 14500	7.39	58.66	6.30
2005	26000 C	E 13000	W 13000	7.70	65.70	2.00
2004	29500 C	E 14500	W 15000	8.20	67.10	10.80
2003	25500 C	E 12500	W 13000	8.10	72.30	4.80
2002	23000 C	E 11500	W 11500	9.20	68.00	6.20
2001	20000 C	E 10000	W 10000	8.20	53.50	3.90
2000	17800 C	E 8800	W 9000	8.20	53.10	7.10
1999	16300 C	E 8100	W 8200	9.10	52.70	3.90
1998	14400 C	E 7200	W 7200	9.30	52.70	1.90

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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2557 - SR997/KROME AVE/SW177AVE,200' N OF SR94/KENDALL DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	13100 C	N 6600	S 6500	9.50	58.90	13.60
2012	15900 C	N 8100	S 7800	9.50	59.70	8.90
2011	15200 C	N 7200	S 8000	9.50	58.20	9.50
2010	16800 C	N 8400	S 8400	7.87	58.27	10.10
2009	15600 C	N 7800	S 7800	7.98	59.96	10.80
2008	17400 C	N 8500	S 8900	8.07	66.31	13.10
2007	18200 C	N 9200	S 9000	7.90	63.12	13.20
2006	17500 C	N 8600	S 8900	7.39	58.66	14.70
2005	15400 C	N 7800	S 7600	7.70	65.70	14.40
2004	18100 C	N 9200	S 8900	8.20	67.10	16.60
2003	15700 C	N 8200	S 7500	8.10	72.30	13.50
2002	18400 C	N 9600	S 8800	9.20	68.00	16.20
2001	17000 C	N 8800	S 8200	8.20	53.50	15.90

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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0682 - SR 997/KROME AV, 200' S SR 94/KENDALL DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	16700 C	N 8400	S 8300	9.50	58.90	14.00
2012	16600 C	N 8600	S 8000	9.50	59.70	12.00
2011	14900 C	N 7200	S 7700	9.50	58.20	14.60
2010	17000 C	N 8400	S 8600	7.87	58.27	14.60
2009	17900 C	N 9000	S 8900	7.98	59.96	13.60
2008	17000 C	N 8600	S 8400	8.07	66.31	18.60
2007	13200 C	N 9400	S 3800	7.90	63.12	20.10
2006	16400 C	N 8500	S 7900	7.39	58.66	18.80
2005	15100 C	N 7600	S 7500	7.70	65.70	19.40
2004	18100 C	N 9400	S 8700	8.20	67.10	19.40
2003	15500 C	N 7800	S 7700	8.10	72.30	14.70
2002	14500 C	N 7400	S 7100	9.20	68.00	14.70
2001	14500 C	N 7400	S 7100	8.20	53.50	15.00
2000	11500 C	N 6000	S 5500	8.20	53.10	14.30
1999	12200 C	N 5900	S 6300	9.10	52.70	13.50
1998	10900 C	N 5500	S 5400	9.30	52.70	17.60

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

Appendix D
Transit Use - Census Data

S0801 | COMMUTING CHARACTERISTICS BY SEX

2013 American Community Survey 1-Year Estimates

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

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

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

Subject	Miami-Dade County, Florida				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	1,172,429	+/-9,957	628,550	+/-7,427	543,879
MEANS OF TRANSPORTATION TO WORK					
Car, truck, or van	85.5%	+/-0.7	84.9%	+/-1.0	86.2%
Drove alone	76.3%	+/-0.7	76.4%	+/-1.0	76.2%
Carpooled	9.2%	+/-0.5	8.5%	+/-0.6	10.0%
In 2-person carpool	7.1%	+/-0.5	6.6%	+/-0.6	7.6%
In 3-person carpool	1.3%	+/-0.2	1.1%	+/-0.3	1.6%
In 4-or-more person carpool	0.8%	+/-0.2	0.8%	+/-0.2	0.8%
Workers per car, truck, or van	1.06	+/-0.01	1.06	+/-0.01	1.07
Public transportation (excluding taxicab)	5.9%	+/-0.5	5.1%	+/-0.7	6.7%
Walked	2.5%	+/-0.3	2.5%	+/-0.5	2.4%
Bicycle	0.7%	+/-0.2	1.0%	+/-0.2	0.4%
Taxicab, motorcycle, or other means	1.3%	+/-0.2	1.7%	+/-0.4	0.9%
Worked at home	4.1%	+/-0.4	4.8%	+/-0.6	3.3%
PLACE OF WORK					
Worked in state of residence	99.5%	+/-0.1	99.4%	+/-0.1	99.7%
Worked in county of residence	91.6%	+/-0.5	90.9%	+/-0.7	92.5%
Worked outside county of residence	7.9%	+/-0.5	8.5%	+/-0.6	7.2%
Worked outside state of residence	0.5%	+/-0.1	0.6%	+/-0.1	0.3%
Living in a place	92.3%	+/-0.5	92.5%	+/-0.6	92.1%
Worked in place of residence	22.1%	+/-0.8	22.4%	+/-1.1	21.8%
Worked outside place of residence	70.2%	+/-0.9	70.1%	+/-1.1	70.3%
Not living in a place	7.7%	+/-0.5	7.5%	+/-0.6	7.9%
Living in 12 selected states	N	N	N	N	N
Worked in minor civil division of residence	N	N	N	N	N
Worked outside minor civil division of residence	N	N	N	N	N
Not living in 12 selected states	N	N	N	N	N
Workers 16 years and over who did not work at home	1,124,143	+/-10,530	598,284	+/-8,124	525,859
TIME LEAVING HOME TO GO TO WORK					
12:00 a.m. to 4:59 a.m.	3.5%	+/-0.3	4.5%	+/-0.5	2.3%
5:00 a.m. to 5:29 a.m.	2.5%	+/-0.3	3.3%	+/-0.5	1.7%

Subject	Miami-Dade County, Florida				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
5:30 a.m. to 5:59 a.m.	2.8%	+/-0.3	3.2%	+/-0.4	2.3%
6:00 a.m. to 6:29 a.m.	8.0%	+/-0.5	9.7%	+/-0.6	6.0%
6:30 a.m. to 6:59 a.m.	7.1%	+/-0.5	7.1%	+/-0.7	7.0%
7:00 a.m. to 7:29 a.m.	16.3%	+/-0.8	16.4%	+/-1.0	16.2%
7:30 a.m. to 7:59 a.m.	9.6%	+/-0.5	8.2%	+/-0.7	11.1%
8:00 a.m. to 8:29 a.m.	17.2%	+/-0.7	15.7%	+/-1.0	18.8%
8:30 a.m. to 8:59 a.m.	5.7%	+/-0.4	4.9%	+/-0.5	6.6%
9:00 a.m. to 11:59 p.m.	27.5%	+/-0.7	27.0%	+/-1.0	28.1%
TRAVEL TIME TO WORK					
Less than 10 minutes	5.6%	+/-0.4	5.2%	+/-0.5	6.1%
10 to 14 minutes	10.8%	+/-0.6	10.5%	+/-0.8	11.1%
15 to 19 minutes	12.1%	+/-0.6	11.7%	+/-0.8	12.5%
20 to 24 minutes	16.7%	+/-0.6	16.4%	+/-0.8	17.1%
25 to 29 minutes	5.8%	+/-0.4	5.7%	+/-0.5	5.9%
30 to 34 minutes	20.1%	+/-0.7	20.4%	+/-0.9	19.8%
35 to 44 minutes	9.6%	+/-0.6	10.1%	+/-0.7	9.1%
45 to 59 minutes	10.2%	+/-0.5	10.7%	+/-0.7	9.6%
60 or more minutes	9.1%	+/-0.6	9.3%	+/-0.7	8.9%
Mean travel time to work (minutes)	29.0	+/-0.3	29.4	+/-0.4	28.6
VEHICLES AVAILABLE					
Workers 16 years and over in households	1,166,358	+/-9,959	623,986	+/-7,500	542,372
No vehicle available	4.8%	+/-0.5	4.9%	+/-0.7	4.6%
1 vehicle available	25.9%	+/-1.0	24.4%	+/-1.2	27.6%
2 vehicles available	41.0%	+/-1.1	42.3%	+/-1.3	39.6%
3 or more vehicles available	28.4%	+/-1.1	28.4%	+/-1.2	28.2%
PERCENT IMPUTED					
Means of transportation to work	8.1%	(X)	(X)	(X)	(X)
Private vehicle occupancy	9.3%	(X)	(X)	(X)	(X)
Place of work	10.3%	(X)	(X)	(X)	(X)
Time leaving home to go to work	14.2%	(X)	(X)	(X)	(X)
Travel time to work	12.0%	(X)	(X)	(X)	(X)
Vehicles available	1.1%	(X)	(X)	(X)	(X)

Subject	Miami-Dade County, Florida
	Female
	Margin of Error
Workers 16 years and over	+/-8,817
MEANS OF TRANSPORTATION TO WORK	
Car, truck, or van	+/-0.8
Drove alone	+/-1.0
Carpooled	+/-0.8
In 2-person carpool	+/-0.6
In 3-person carpool	+/-0.3
In 4-or-more person carpool	+/-0.3
Workers per car, truck, or van	+/-0.01
Public transportation (excluding taxicab)	+/-0.7
Walked	+/-0.4
Bicycle	+/-0.2
Taxicab, motorcycle, or other means	+/-0.3
Worked at home	+/-0.4
PLACE OF WORK	
Worked in state of residence	+/-0.1
Worked in county of residence	+/-0.7
Worked outside county of residence	+/-0.7
Worked outside state of residence	+/-0.1
Living in a place	+/-0.8
Worked in place of residence	+/-1.0
Worked outside place of residence	+/-1.2
Not living in a place	+/-0.8
Living in 12 selected states	N
Worked in minor civil division of residence	N
Worked outside minor civil division of residence	N
Not living in 12 selected states	N
Workers 16 years and over who did not work at home	+/-8,732
TIME LEAVING HOME TO GO TO WORK	
12:00 a.m. to 4:59 a.m.	+/-0.4
5:00 a.m. to 5:29 a.m.	+/-0.3
5:30 a.m. to 5:59 a.m.	+/-0.5
6:00 a.m. to 6:29 a.m.	+/-0.7
6:30 a.m. to 6:59 a.m.	+/-0.7
7:00 a.m. to 7:29 a.m.	+/-1.0
7:30 a.m. to 7:59 a.m.	+/-0.8
8:00 a.m. to 8:29 a.m.	+/-1.0
8:30 a.m. to 8:59 a.m.	+/-0.6
9:00 a.m. to 11:59 p.m.	+/-1.1
TRAVEL TIME TO WORK	
Less than 10 minutes	+/-0.6
10 to 14 minutes	+/-0.8
15 to 19 minutes	+/-0.8
20 to 24 minutes	+/-0.9
25 to 29 minutes	+/-0.6
30 to 34 minutes	+/-1.0
35 to 44 minutes	+/-0.9
45 to 59 minutes	+/-0.7
60 or more minutes	+/-0.7
Mean travel time to work (minutes)	+/-0.5
VEHICLES AVAILABLE	

Subject	Miami-Dade County, Florida
	Female
	Margin of Error
Workers 16 years and over in households	+/-8,890
No vehicle available	+/-0.6
1 vehicle available	+/-1.2
2 vehicles available	+/-1.3
3 or more vehicles available	+/-1.3
PERCENT IMPUTED	
Means of transportation to work	(X)
Private vehicle occupancy	(X)
Place of work	(X)
Time leaving home to go to work	(X)
Travel time to work	(X)
Vehicles available	(X)

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

In data year 2013, there were a series of changes to data collection operations that could have affected some estimates. These changes include the addition of Internet as a mode of data collection, the end of the content portion of Failed Edit Follow-Up interviewing, and the loss of one monthly panel due to the Federal Government shut down in October 2013. For more information, see: User Notes

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

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

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

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

Source: U.S. Census Bureau, 2013 American Community Survey

Explanation of Symbols:

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

Appendix E
Community Capture

FLORIDA LARGE-SCALE COMMUNITIES
SAMPLE - COMPARISON

Land Use	Units	Gateway DRI	Town of Ave Maria	Babcock Ranch Community AMDA/AIDA	Avenir
Location	County	Lee	Collier	Charlotte	Palm Beach
Approval Year	Year	1985/1991	2005	2009	Pending
Buildout	Year	2020	2016 +	2035 +	Pending
Status / Completion	Percentage	75%	< 15%	Increment I to Start in 2014	n/a
Community Size	Acres	2,500	5,100	13,600	4,700
Residential Single Family	Dwelling Units	3,261	7,000	11,616	5,100
Residential Multi-family	Dwelling Units	1,324	4,000	6,254	2,500
Hotel	Rooms	n/a	400	600	200
Retail/ Commercial	Square Feet	170,000	690,000	1,400,000	800,000
General Office	Square Feet	850,000	510,000	3,200,000	800,000
Medical Office	Square Feet	40,000	35,000	500,000	100,000
Industrial	Square Feet	890,000	n/a	650,000	n/a
University/ College	Students	n/a	6,000	n/a	4,000
K–High School	Students	4,100	3,100	4,150	1,500
Assisted Living Facility	Units	n/a	450	418	300
Community Capture	Percentage	Approved 32%	Approved 62%	Approved 70%	Pending >35%
Traffic Monitoring	% of Approved Net New External Trips	37% of Approved 45,000 Daily Trips	n/a	n/a	n/a

2.4.8 Community Capture

A Definition of Community Capture

Community Capture is the reduction in the number of external vehicle trips generated by a large, mixed-use development reducing the overall impact of the proposed community on the transportation system outside of the development. Community Capture occurs due to the combined land-use, location, design, and multimodal characteristics of the development. Internal Capture, as accepted by the professional transportation community, recognizes that a portion of the total trips for a multi-use development may be satisfied within the development. The concept of Community Capture extends the application of internal capture to include potential trip interactions and reductions within the boundaries of large scale "New town" style, multi-use developments. In these large-scale cases, internal capture trips would be a wholly contained subset of community capture trips. While "Community Capture" and "Internal Capture" are different, some of the research and applications associated with Internal Capture may apply to Community Capture.

Where May Community Capture Be Applied?

Community Capture can be applied to a large, self-standing development, such as a new community or town, with a balanced mix of uses that may fulfill a significant portion of the community's needs within the development. Section 163.3164 (32), F.S., defines "New town" as an "urban activity center and community designated on the future land use map of sufficient size, population, and land use composition to support a variety of economic and social activities consistent with an urban area designation. New towns shall include basic economic activities; all major land use categories, with the possible exception of agricultural and industrial; and a centrally provided full range of public facilities and services that demonstrate internal trip capture". These communities may be separated by travel-time, design, or distance from other major land use concentrations. They provide a wide range of internal services, which may satisfy a significant portion of their needs within the community.

The community would make many off-site trips unnecessary by being of sufficient size to provide a balance of land uses, including a range of housing types and values, neighborhood and community retail centers, entertainment facilities, offices, and employment. The community would also provide a range of support services such as schools, civic institutions, houses of worship, public parks, and government facilities. Larger communities may have several town centers or villages, which embrace connectivity within, and between, each center and village with a transportation system of all modes, including pedestrian paths, bicycle facilities, and shuttles. Although the potential for Community Capture rates may be high before build-out, there may be an extreme imbalance of income compatible jobs such as high number of professionals but limited professional activity center uses within the community to employ them.

Numerical Factors for Community Capture

Because each free standing community will have unique characteristics, FDOT will not recommend minimum nor maximum values for Community Capture. Reasonable analysis of proposed developments will be used and will be verified by substantial and ongoing monitoring programs. Ideally, over time, agreement should occur on some ranges and measurement criteria. However, because this is an emerging topic, many of the early estimates will be negotiated, based on best professional judgment and verified with monitoring agreements.

Justification of Community Capture Values

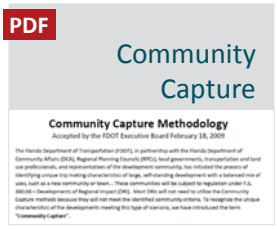
The justification will need to include summaries showing the numbers and percentages of trips served within the proposed development. For example, depending on the development, it could read like this,

> *"X % of the entering shopping trips expected in the PM peak hour makes up Y% of the total exiting shopping trips from homes within the community."*

As a Development of Regional Impact (DRI), the proposed community will include the standard "Map H," development program summary, and build-out schedule as laid out in Chapter 4. Additionally, there must be information provided in sufficient detail to clearly support and explain the process used to determine a proposed Community Capture value.

This analysis should be done for each phase, with an agreed upon monitoring program.

Using the Right Tools for Community Capture



No single tool for determining Community Capture currently exists. While refinements to existing tools, such as the modeling methodology described below, are currently under development, no one procedure has been demonstrated to provide a final Community Capture value. Until there is more experience and knowledge regarding Community Capture, reasonable analysis and negotiations, supported by substantial and detailed monitoring requirements will be used.

Commitment to Traffic Monitoring

Expanded traffic monitoring beyond the current basic requirements of the DRI annual/biennial report might be a required provision in accepting Community Capture rates. While the detailed needs of the traffic monitoring program will be determined through the traffic study process, elements such as origin and destination studies, trip generation studies, and an evaluation of land use mixes in the community and surrounding the community will usually be included in the monitoring program. Monitoring will probably be necessary before the development enters a new phase. If appropriate, trip characteristic assumptions and impact mitigation requirements will be revised, based on the monitoring.

The Factors Impacting Community Capture

Community Capture will go beyond Internal Capture, accounting for the unique trip making aspects of a large, self-standing development with a balanced mix of uses such as a new community or town. The concept focuses on:

Land Use Characteristics: A balance of land uses where form and function result in trips being satisfied within the development must exist for significant Community Capture to occur. Some of these factors are:

"Income Compatible" Uses: Residence and employment centers should be "income compatible" so residents have ample employment opportunities in the community. Employment centers should attract a reasonable amount of the workforce from within the community.

Type of Community: Is this a community planned for all age groups with job opportunities, or is it a retirement community? Is the new community primarily recreational? These issues can have an important impact on Community Capture.

Community Design: The design features of the community can affect both the number of external vehicle trips, as well as the internal trips using major roadways. For example, a well-designed development with good internal connectivity will make it more convenient for trips to stay on site. By providing alternative connections internal to the site, the number of vehicle trips needing to use a major roadway to traverse the site can be reduced. Internal capture is facilitated by a high level of connectivity and short travel distances between complimentary land uses.

Development Maturity: The project's fullest Community Capture may not occur until the complementary land uses mature. This may occur late in the development program. This will depend on the quantity and balance between complementary land uses. However, each phase or increment must mitigate the cumulative impacts to the regional network resulting from the current phase or increment and previously approved phases or increments.

Location Context: The location context of large, mixed-use developments may impact Community Capture in the following ways:

Remote Locations: For a remote location with a balance of complementary land uses, high trip capture may occur. For the trips not captured on site, longer external trip lengths will result because there would be few opportunities for trips to end near the site.

Competing External Opportunities: If there were ample nearby destinations (shopping, jobs, or entertainment) outside of the community, the Community Capture rate would likely be lower. For example, if a mixed-use development is located near other large developments, the Community Capture rate may be reduced.

Trip Generation of Isolated Communities: Discussion is ongoing regarding the trip generation characteristics of isolated communities. One assumption proposed is if a community is isolated, and a trip cannot be satisfied on site, some discretionary trips are less likely to occur. While not making a trip can be an option for some trips, such as shopping, it is not an option for work-based trips, which have the highest impact during the peak hours.

Multimodal Elements (Encouragement of transit, walking and cycling): The provisions of on-site transit circulators and integrated systems of bicycle, golf cart, and pedestrian paths may have an impact on vehicle trip generation and vehicle trip capture. Such amenities make it easier for trips to remain on site and may reduce the need for vehicle trips to occur.

Using large scale transportation models to estimate community capture

Currently, large-scale transportation models, such as FSUTMS, are not specifically designed for Community Capture purposes. It may be insensitive to some of the factors expected to affect Community Capture. To address some of the limitations associated with using travel demand models to estimate capture, a methodology has been proposed based on the following modifications:

- Consider land use categories in place of or in addition to traditional trip purposes. Within the model, use an increased selection of housing types (single-family, multifamily, rental apartments) and categories (high cost employed, retired, seasonal, medium cost employed, and low cost employed) and a trip purpose table for the expanded housing categories which can be used to create a residential trip generation and trip purpose profile to better match the development plan;
- Consider land use categories at trip attraction ends, such as retail/restaurant price levels to better match with residential income/price category. Also, consider for income/price category. Summarize the potential attractions within the community, based on the marketing plan, to better account for income differences;
- Create transportation analysis zones (TAZs) for each land use along with more detailed coded networks; and
- Carefully use travel-time friction factors within the model to make reasonable adjustments to the trip distribution patterns within the community and to the trip lengths external to the community.

While this methodology addresses some of the limitations of traditional travel demand models in determining community capture rates, a methodology like this needs to be tested to gain a better understanding of the sensitivity of the model to the proposed variables.

Appendix F
Trip Generation

Trip Generation and Internalization (AM Peak Hour)

Resid Condo		Hotel		Office		Retail		Industrial		School (K-8)[1]		University/College		
Land Use 230		Land Use 310		Land Use 710		Land Use 820		Land Use 110		Land Use 522		Land Use 550		
11,401 Dwelling Units		650 Rooms		925,000 SF GFA		850,000 SF GLA		350,000 SF GLA		4,379 Students		350 Students		
Ln(Trips)=0.80 Ln(DU)+0.26		*0.53 Trips / Room*		*Ln(Trips)=0.8 Ln(1,000 SF)+1.57*		*Ln (Trips) = 0.61 Ln (1,000 SF) + 2.24*		*Trips = 1.43 (1,000 SF) - 157.36*		*Trips = 0.54 * Students*		*Trips = 0.17 * Students*		
In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
388	**1,895**	**203**	**141**	**998**	**136**	**512**	**314**	**41**	**302**	**1,301**	**1,064**	**46**	**13**	7,354 ITE Trips
-21	-100	-11	-7	-53	-7	-27	-17	-2	-16	-69	-56	-2	-1	-389 -5.3% Transit
367	**1,795**	**192**	**134**	**945**	**129**	**485**	**297**	**39**	**286**	**1,232**	**1,008**	**44**	**12**	6,965 Vehicle Trips

5% 90 **19** *10% 19*
5% 18 **13** *10% 13*
1% 18 **18** *2% 19*
2% 7 **3** *2% 3*
68% 1220 **48** *10% 48* *ITE Unconstrained Rate for Retail incresed to account for community capture*
74% 272 **42** *14% 42* *ITE Unconstrained Rate for Retail incresed to account for community capture*
5% 90 **2** *5% 2* *Assumption: 5% of Industrial interact with residential*
5% 18 **14** *5% 14*
40% 718 **718** *75% 924*
40% 147 **147** *75% 756*
5% 90 **18** *40% 18*
5% 18 **5** *40% 5*

30% 40 **40** *20% 189*
30% 58 **26** *20% 26*
37% 50 **48** *10% 48* *ITE Unconstrained Rate for Retail to Residential increased by 25% to account for community capture*
41% 78 **42** *14% 42*
5% 7 **1** *2% 1*
5% 10 **6** *2% 6*
5% 7 **2** *5% 2*
5% 10 **1** *5% 1*

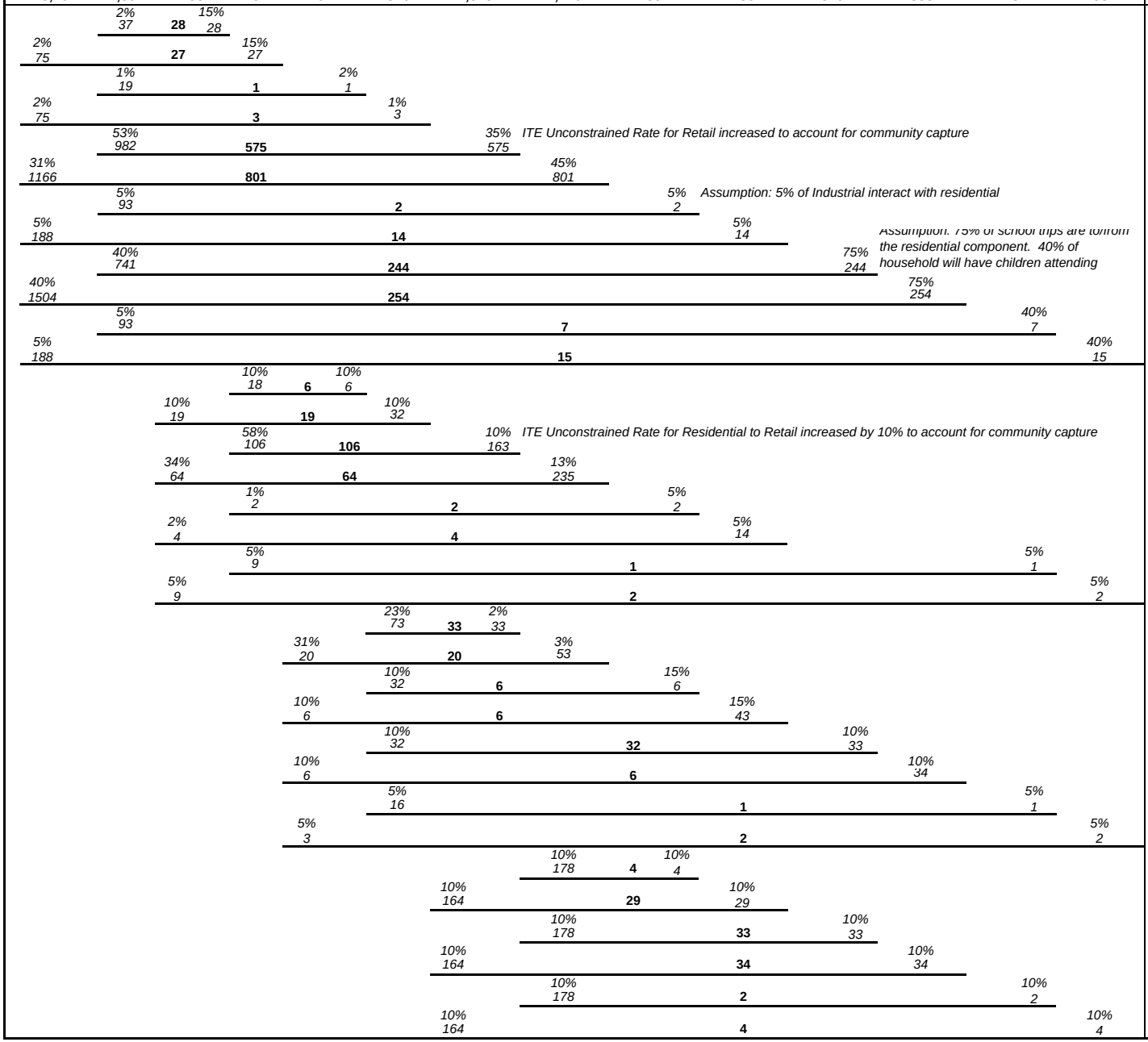
20% 26 **19** *4% 19*
38% 359 **9** *3% 9*
30% 39 **4** *10% 4*
30% 284 **29** *10% 29*
10% 13 **13** *10% 123*
10% 95 **95** *10% 101*
5% 6 **2** *5% 2*
5% 47 **1** *5% 1*

10% 30 **4** *10% 4*
10% 48 **29** *10% 29*
10% 30 **30** *10% 123*
10% 48 **48** *10% 101*
10% 30 **4** *10% 4*
10% 48 **1** *10% 1*

Resid Condo		Hotel		Office		Retail		Industrial		School (K-8)1		University/College		
Land Use 230		Land Use 310		Land Use 710		Land Use 820		Land Use 110		Land Use 522		Land Use 550		
11,401 Dwelling Units		650 Rooms		925,000 SF GFA		850,000 SF GLA		350,000 SF GLA		4,379 Students		350 Students		
Ln(Trips)=0.80 Ln(DU)+0.26		*0.53 Trips / Room*		*Ln(Trips)=0.8 Ln(1,000 SF)+1.57*		*Ln (Trips) = 0.61 Ln (1,000 SF) + 2.24*		*Trips = 1.43 (1,000 SF) - 157.36*		*Trips = 0.54 * Students*		*Trips = 0.17 * Students*		
In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
388	**1,895**	**203**	**141**	**998**	**136**	**512**	**314**	**41**	**302**	**1,301**	**1,064**	**46**	**13**	7,354 ITE Trips
-21	-100	-11	-7	-53	-7	-27	-17	-2	-16	-69	-56	-2	-1	-389 -5.3% Transit
367	**1,795**	**192**	**134**	**945**	**129**	**485**	**297**	**39**	**286**	**1,232**	**1,008**	**44**	**12**	6,965 Vehicle Trips
	-19	*-19*												
-13			*-13*											
	-18			*-18*										
-3					*-3*									
	-48					*-48*								
-42							*-42*							
	-2							*-2*						
-14									*-14*					
	-718									*-718*				
-147											*-147*			
	-18											*-18*		
-5													*-5*	
			-40	*-40*										
		-26			*-26*									
			-48			*-48*								
		-42					*-42*							
			-1					*-1*						
		-6							*-6*					
			-2									*-2*		
		-1											*-1*	
					-19	*-19*								
				-9			*-9*							
					-4			*-4*						
				-29					*-29*					
					-13					*-13*				
				-95							*-95*			
					-2							*-2*		
				-1									*-1*	
							-4	*-4*						
						-29			*-29*					
							-30			*-30*				
						-48					*-48*			
							-4					*-4*		
						-1							*-1*	
-224	-823	-94	-104	-192	-67	-193	-131	-11	-78	-761	-290	-26	-7	-3,001 Internal
143	972	99	30	753	62	292	166	28	208	471	718	18	5	3,964 External Trips
	48%		*61%*		*24%*		*41%*		*27%*		*47%*		*60%*	*43%* % Internal
						-48	-48							*21.0%* Pass-by
143	**972**	**99**	**30**	**753**	**62**	**244**	**118**	**28**	**208**	**471**	**718**	**18**	**5**	**3,868 Net New External Trips**

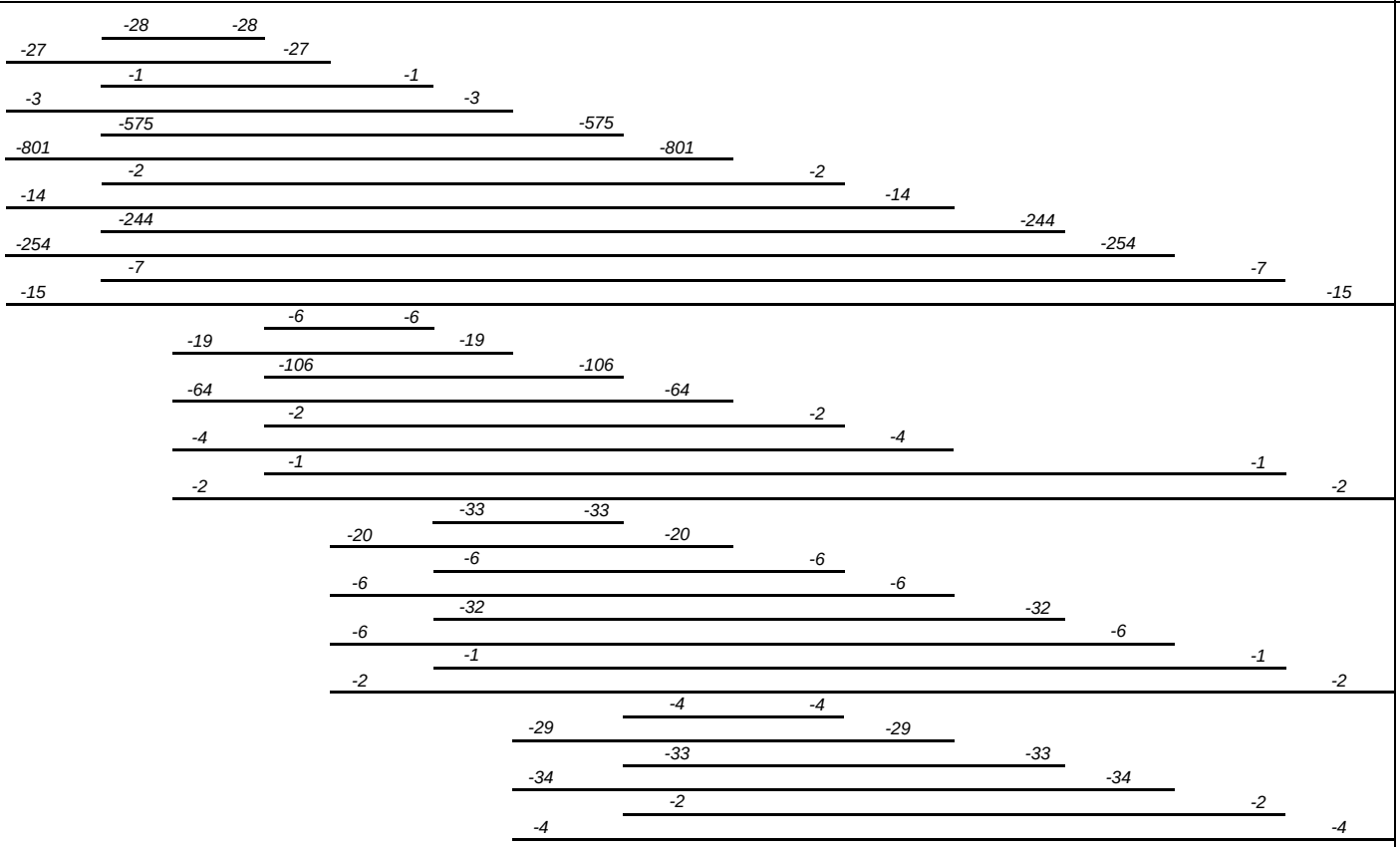
Trip Generation and Internalization (PM Peak Hour)

Resid Condo		Hotel		Office		Retail		Industrial		School (K-8)[1]		University/College		
Land Use 230		Land Use 310		Land Use 710		Land Use 820		Land Use 110		Land Use 534		Land Use 550		
11,401 Dwelling Units		650 Rooms		925,000 SF GFA		850,000 SF GLA		350,000 SF GLA		4,379 Students		350 Students		
0.52 Trips / Room		*0..6 Trips / Room*		*Trips = 0.37 (1,000 SF) + 60.08*		*Ln (Trips) = 0.67 Ln (1,000 SF) + 3.31*		*Trips = 1.43 (1,000 SF) - 157.36*		*Trips = 0.16 * Students*		*Trips = 0.17 * Students*		
In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
3,972	**1,956**	**199**	**191**	**68**	**334**	**1,735**	**1,879**	**41**	**302**	**343**	**357**	**19**	**40**	11,438 ITE Trips
-211	-104	-11	-10	-4	-18	-92	-100	-2	-16	-18	-19	-1	-2	-608 -5.3% Transit
3,761	**1,852**	**188**	**181**	**64**	**316**	**1,643**	**1,779**	**39**	**286**	**325**	**338**	**18**	**38**	10,830 Vehicle Trips



Trip Generation and Internalization (PM Peak Hour)

Resid Condo		Hotel		Office		Retail		Industrial		School (K-8)[1]		University/College		
Land Use 230		Land Use 310		Land Use 710		Land Use 820		Land Use 110		Land Use 534		Land Use 550		
11,401 Dwelling Units		650 Rooms		925,000 SF GFA		850,000 SF GLA		350,000 SF GLA		4,379 Students		350 Students		
0.52 Trips / Room		*0..6 Trips / Room*		*Trips = 0.37 (1,000 SF) + 60.08*		*Ln (Trips) = 0.67 Ln (1,000 SF) + 3.31*		*Trips = 1.43 (1,000 SF) - 157.36*		*Trips = 0.16 * Students*		*Trips = 0.17 * Students*		
In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
3,972	**1,956**	**199**	**191**	**68**	**334**	**1,735**	**1,879**	**41**	**302**	**343**	**357**	**19**	**40**	11,438 ITE Trips
Resid Condo		**Hotel**		**Office**		**Retail**		**Industrial**		**School (K-8)1**		**University/College**		
Land Use 230		Land Use 310		Land Use 710		Land Use 820		Land Use 110		Land Use 534		Land Use 550		
11,401 Dwelling Units		650 Rooms		925,000 SF GFA		850,000 SF GLA		350,000 SF GLA		4,379 Students		350 Students		
0.52 Trips / Room		*0..6 Trips / Room*		*Trips = 0.37 (1,000 SF) + 60.08*		*Ln (Trips) = 0.67 Ln (1,000 SF) + 3.31*		*Trips = 1.43 (1,000 SF) - 157.36*		*Trips = 0.16 * Students*		*Trips = 0.17 * Students*		
In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
3,972	**1,956**	**199**	**191**	**68**	**334**	**1,735**	**1,879**	**41**	**302**	**343**	**357**	**19**	**40**	11,438 ITE Trips
-211	-104	-11	-10	-4	-18	-92	-100	-2	-16	-18	-19	-1	-2	-608 -5.3% Transit
3,761	**1,852**	**188**	**181**	**64**	**316**	**1,643**	**1,779**	**39**	**286**	**325**	**338**	**18**	**38**	10,830 Vehicle Trips
-1,114	-857	-117	-142	-41	-94	-781	-924	-14	-53	-309	-294	-11	-23	-4,774 Internal
2,647	995	71	39	23	222	862	855	25	233	16	45	7	15	6,056 External Trips
	35%		*70%*		*35%*		*50%*		*21%*		*91%*		*61%*	*44%* % Internal
						-180	-180							*21.0%* Pass-by
2,647	**995**	**71**	**39**	**23**	**222**	**682**	**675**	**25**	**233**	**16**	**45**	**7**	**15**	**5,696 Net New External Trips**



Appendix G
Cardinal Distribution

MOBILITY OPTIONS
2040 Miami-Dade Transportation Plan
EYES ON THE FUTURE

MIAMI-DADE **2040**

Long Range Transportation Plan

Directional Trip Distribution Report

October 23, 2014




MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION

Miami-Dade 2010 Directional Distribution Summary

Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
841	3741	PERCENT	10.2	32.5	27.1	14.3	11.8	3.5	0.0	0.6	
842	3742	TRIPS	869	1,231	1,284	876	500	190	78	61	5,089
842	3742	PERCENT	17.1	24.2	25.2	17.2	9.8	3.7	1.5	1.2	
843	3743	TRIPS	85	99	132	116	60	20	10	26	548
843	3743	PERCENT	15.5	18.1	24.1	21.2	11.0	3.7	1.8	4.7	
844	3744	TRIPS	81	87	111	90	104	1	0	11	485
844	3744	PERCENT	16.7	17.9	22.9	18.6	21.4	0.2	0.0	2.3	
845	3745	TRIPS	473	2,281	1,408	1,157	967	135	0	14	6,435
845	3745	PERCENT	7.4	35.5	21.9	18.0	15.0	2.1	0.0	0.2	
846	3746	TRIPS	247	800	533	373	284	81	0	61	2,379
846	3746	PERCENT	10.4	33.6	22.4	15.7	11.9	3.4	0.0	2.6	
847	3747	TRIPS	0	0	0	0	0	0	0	0	0
847	3747	PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
848	3748	TRIPS	0	0	0	0	0	0	0	0	0
848	3748	PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
849	3749	TRIPS	10	37	25	10	0	0	0	0	82
849	3749	PERCENT	12.2	45.1	30.5	12.2	0.0	0.0	0.0	0.0	
850	3750	TRIPS	404	977	691	599	11	0	58	37	2,777
850	3750	PERCENT	14.6	35.2	24.9	21.6	0.4	0.0	2.1	1.3	
851	3751	TRIPS	1	5	0	40	0	0	0	0	46
851	3751	PERCENT	2.2	10.9	0.0	87.0	0.0	0.0	0.0	0.0	
852	3752	TRIPS	1	5	21	24	0	0	0	0	51
852	3752	PERCENT	2.0	9.8	41.2	47.1	0.0	0.0	0.0	0.0	
853	3753	TRIPS	11	10	21	19	30	0	0	0	91
853	3753	PERCENT	12.1	11.0	23.1	20.9	33.0	0.0	0.0	0.0	
854	3754	TRIPS	0	0	0	0	0	0	0	0	0
854	3754	PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
855	3755	TRIPS	0	0	0	0	0	0	0	0	0
855	3755	PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
856	3756	TRIPS	10	5	0	5	0	0	0	10	30
856	3756	PERCENT	33.3	16.7	0.0	16.7	0.0	0.0	0.0	33.3	
857	3757	TRIPS	0	20	0	0	0	0	0	0	20
857	3757	PERCENT	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
858	3758	TRIPS	20	112	98	21	10	0	3	0	264
858	3758	PERCENT	7.6	42.4	37.1	8.0	3.8	0.0	1.1	0.0	
859	3759	TRIPS	90	1,404	791	723	210	40	50	11	3,319
859	3759	PERCENT	2.7	42.3	23.8	21.8	6.3	1.2	1.5	0.3	
860	3760	TRIPS	325	1,328	855	981	502	0	221	106	4,318
860	3760	PERCENT	7.5	30.8	19.8	22.7	11.6	0.0	5.1	2.5	
861	3761	TRIPS	368	1,605	1,200	1,220	201	0	43	10	4,647
861	3761	PERCENT	7.9	34.5	25.8	26.3	4.3	0.0	0.9	0.2	

Miami-Dade 2040 Directional Distribution Summary

Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
841	3741	PERCENT	12.6	28.9	26.3	14.3	14.3	3.2	0.0	0.4	
842	3742	TRIPS	1,086	1,411	1,154	1,010	691	203	143	132	5,830
842	3742	PERCENT	18.6	24.2	19.8	17.3	11.9	3.5	2.5	2.3	
843	3743	TRIPS	83	111	101	83	54	20	1	13	466
843	3743	PERCENT	17.8	23.8	21.7	17.8	11.6	4.3	0.2	2.8	
844	3744	TRIPS	611	844	608	701	816	30	4	47	3,661
844	3744	PERCENT	16.7	23.1	16.6	19.2	22.3	0.8	0.1	1.3	
845	3745	TRIPS	707	1,921	1,728	1,252	889	139	0	30	6,666
845	3745	PERCENT	10.6	28.8	25.9	18.8	13.3	2.1	0.0	0.5	
846	3746	TRIPS	375	724	469	445	306	118	8	47	2,492
846	3746	PERCENT	15.1	29.1	18.8	17.9	12.3	4.7	0.3	1.9	
847	3747	TRIPS	8	23	4	4	16	0	0	0	55
847	3747	PERCENT	14.6	41.8	7.3	7.3	29.1	0.0	0.0	0.0	
848	3748	TRIPS	96	241	151	165	100	13	0	3	769
848	3748	PERCENT	12.5	31.3	19.6	21.5	13.0	1.7	0.0	0.4	
849	3749	TRIPS	13	102	109	72	17	1	4	2	320
849	3749	PERCENT	4.1	31.9	34.1	22.5	5.3	0.3	1.3	0.6	
850	3750	TRIPS	387	1,024	587	578	19	0	59	54	2,708
850	3750	PERCENT	14.3	37.8	21.7	21.3	0.7	0.0	2.2	2.0	
851	3751	TRIPS	13	21	8	38	0	0	0	0	80
851	3751	PERCENT	16.3	26.3	10.0	47.5	0.0	0.0	0.0	0.0	
852	3752	TRIPS	1	9	1	19	0	0	0	0	30
852	3752	PERCENT	3.3	30.0	3.3	63.3	0.0	0.0	0.0	0.0	
853	3753	TRIPS	5	52	17	34	0	0	0	0	108
853	3753	PERCENT	4.6	48.2	15.7	31.5	0.0	0.0	0.0	0.0	
854	3754	TRIPS	0	0	0	0	0	0	0	0	0
854	3754	PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
855	3755	TRIPS	6	12	25	24	0	0	0	0	67
855	3755	PERCENT	9.0	17.9	37.3	35.8	0.0	0.0	0.0	0.0	
856	3756	TRIPS	24	157	164	122	24	0	0	27	518
856	3756	PERCENT	4.6	30.3	31.7	23.6	4.6	0.0	0.0	5.2	
857	3757	TRIPS	4	12	2	13	4	0	0	0	35
857	3757	PERCENT	11.4	34.3	5.7	37.1	11.4	0.0	0.0	0.0	
858	3758	TRIPS	24	146	80	51	4	0	10	2	317
858	3758	PERCENT	7.6	46.1	25.2	16.1	1.3	0.0	3.2	0.6	
859	3759	TRIPS	292	1,541	968	1,143	445	35	29	17	4,470
859	3759	PERCENT	6.5	34.5	21.7	25.6	10.0	0.8	0.7	0.4	
860	3760	TRIPS	555	1,753	975	1,336	503	0	274	206	5,602
860	3760	PERCENT	9.9	31.3	17.4	23.9	9.0	0.0	4.9	3.7	
861	3761	TRIPS	406	1,883	1,388	1,667	368	0	48	17	5,777
861	3761	PERCENT	7.0	32.6	24.0	28.9	6.4	0.0	0.8	0.3	

Appendix H
Existing Transit Service

Transit Service

Green City Miami

Roadway	From	To	Existing Transit	
			Bus Route	Intensity
SW 8 St	Krome Av	SW 157 Av		
	SW 157 Av	SW 147 Av		
	SW 147 Av	SW 137 Av		
	SW 137 Av	SW 127 Av	137	20 min
			51	15 min
Coral Way	SW 157 Av	SW 147 Av	24	40 min
	SW 147 Av	SW 137 Av	24	40 min
	SW 137 Av	SW 127 Av	24	40 min
			51	30 min
Bird Rd	SW 162 Av	SW 157 Av		
	SW 157 Av	SW 147 Av		
	SW 147 Av	SW 137 Av	40	30 min
	SW 137 Av	SW 127 Av	40	30 min
Miller Dr	SW 167 Av	SW 157 Av	56	40 min
	SW 157 Av	SW 147 Av	56	40 min
	SW 147 Av	SW 137 Av	56	40 min
	SW 137 Av	SW 127 Av	56	40 min
Sunset Dr	Krome Av	SW 167 Av		
	SW 167 Av	SW 157 Av	272	15 min
	SW 157 Av	SW 147 Av	272	15 min
			72	30 min
	SW 147 Av	SW 137 Av	272	15 min
			72	30 min
	SW 137 Av	SW 127 Av	272	15 min
			72	30 min
Kendall Dr	SW 177 Av	SW 167 Av		
	SW 167 Av	SW 162 Av	104	45 min
			204	10 min
	SW 162 Av	SW 157 Av	88	30 min
			104	45 min
			288	15 min
	SW 157 Av	SW 147 Av	72	30 min
			104	45 min
			88	30 min
	SW 147 Av	SW 137 Av	288	15 min
			88	30 min
	SW 137 Av	SW 127 Av	288	15 min
			88	30 min

Transit Service

Green City Miami

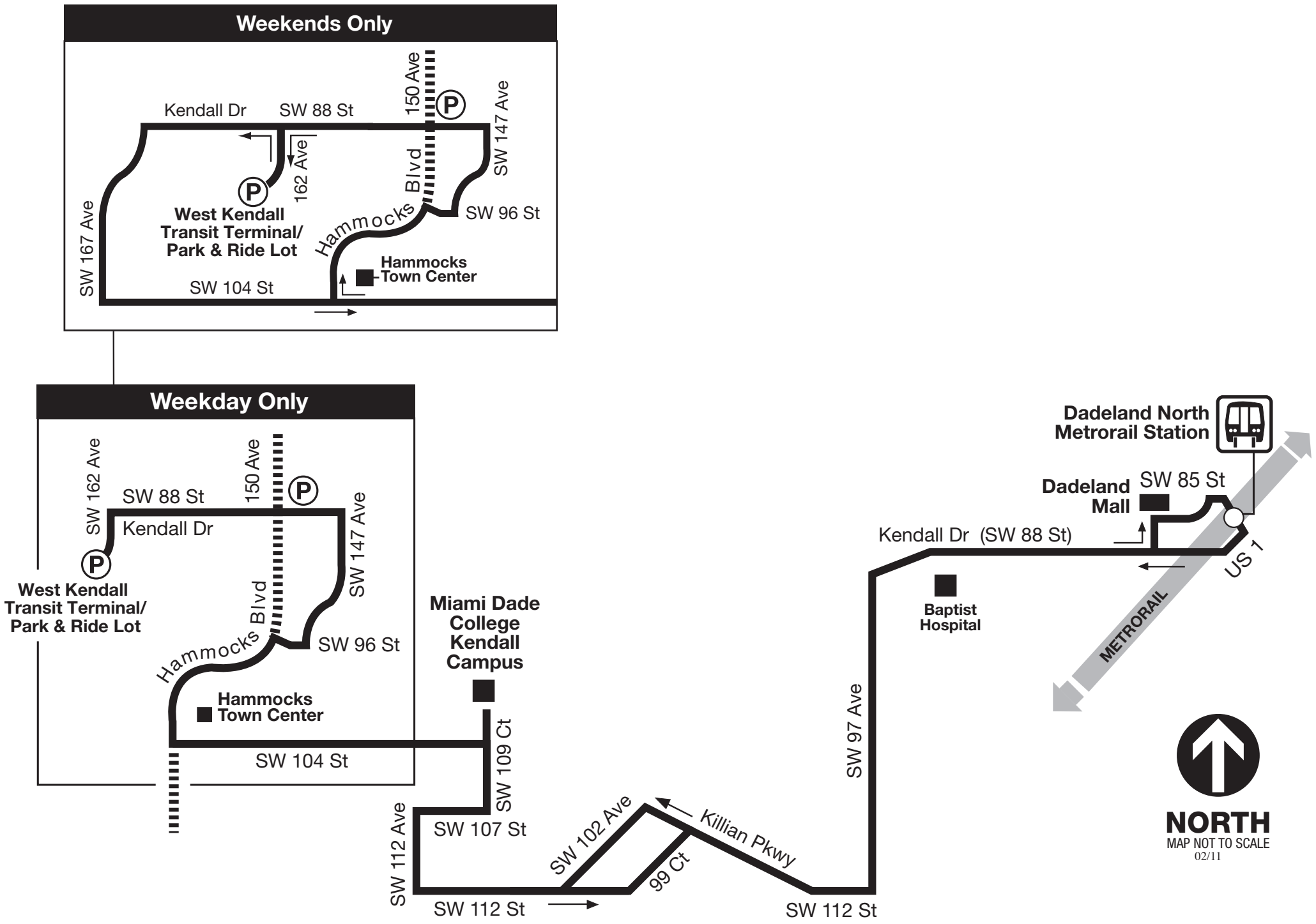
Roadway	From	To	Existing Transit	
			Bus Route	**Intensity**
SW 104 St	SW 167 Av	SW 162 Av	104	45 min
			204	10 min
	SW 162 Av	SW 157 Av	104	45 min
			204	10 min
	SW 157 Av	SW 147 Av	104	45 min
			204	10 min
	SW 147 Av	SW 137 Av	104	45 min
			204	10 min
	SW 137 Av	SW 127 Av	104	45 min
			204	10 min
Krome Av	Okeechobee	SW 8 St		
	SW 8 St	Sunset D		
	Sunset D	Kendall Dr		
	Kendall Dr	SW 104 St		
SW 167 Av	Coral Way	Bird Rd		
	Bird Rd	Miller Dr		
	Miller Dr	Sunset Dr		
	Sunset Dr	Kendall Dr		
	Kendall Dr	SW 96 St		
	SW 96 St	SW 99 St	104	45 min
			204	10 min
	SW 99 St	SW 104 St	104	45 min
			204	10 min
SW 162 Av	Kendall Dr	SW 96 St	204	10 min
	SW 96 St	SW 99 St		
	SW 99 St	SW 104 St		
SW 157 Av	SW 8 St	Coral Way		
	Coral Way	Bird Rd		
	Bird Rd	Miller Dr		
	Miller Dr	Sunset Dr		
	Sunset Dr	Kendall Dr		
	Kendall Dr	SW 104 St		
	SW 104 St	SW 120 St		
	SW 120 St	SW 136 St		

Transit Service

Green City Miami

Roadway	From	To	Existing Transit	
			Bus Route	Intensity
SW 147 Av	SW 8 St	Coral Way		
	Coral Way	Bird Rd		
	Bird Rd	Miller Dr		
	Miller Dr	Sunset Dr		
	Sunset Dr	Kendall Dr		
	Kendall Dr	SW 104 St		
	SW 104 St	SW 120 St		
SW 137 Av	NW 12 St	SW 8 St		
	SW 8 St	Coral Way	51	30 min
			137	35 min
	Coral Way	Bird Rd	137	35 min
	Bird Rd	Miller Dr	137	35 min
			40	30 min
	Miller Dr	Sunset Dr	137	35 min
			72	30 min
	Sunset Dr	Kendall Dr	137	35 min
	Kendall Dr	SW 104 St	137	35 min
	SW 104 St	SW 120 St	137	35 min
	SW 120 St	SW 136 St	137	35 min
SW 127 Av	SW 8 St	Coral Way		
	Coral Way	Bird Rd		
	Bird Rd	Miller Dr		
	Miller Dr	Sunset Dr		
	Sunset Dr	Kendall Dr		
	Kendall Dr	SW 104 St		
	SW 104 St	SW 112 St		
	SW 112 St	SW 136 St		

Route 104


Weekends Only
Kendall Dr
SW 88 St
150 Ave
SW 147 Ave
162 Ave
SW 167 Ave
West Kendall
Transit Terminal/
Park & Ride Lot
Hammocks Blvd
SW 96 St
Hammocks
Town Center
SW 104 St
Weekday Only
SW 162 Ave
SW 88 St
150 Ave
Kendall Dr
SW 147 Ave
West Kendall
Transit Terminal/
Park & Ride Lot
Hammocks Blvd
SW 96 St
Hammocks
Town Center
SW 104 St
Miami Dade
College
Kendall
Campus
SW 109 Ct
SW 107 St
SW 112 Ave
SW 102 Ave
Killian Pkwy
99 Ct
SW 112 St
SW 112 St
SW 97 Ave
Kendall Dr (SW 88 St)
Baptist
Hospital
Dadeland North
Metrorail Station
Dadeland
Mall
SW 85 St
US 1
METRORAIL
NORTH
MAP NOT TO SCALE
02/11

Miami-Dade County Miami-Dade Transit

Routes Schedule

(https://www.facebook.c

)

(https://twitter.com/IRide

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miamidade.gov METROBUS

104 (Eastbound) WEEKDAY						
WEST KENDALL TRANSIT TERMINAL	SW 167 AV & SW 88 ST SOUTH FAR	SW 88 ST & SW 152 AV	SW 104 ST & HAMMOCKS BD	MDCC-S & SW 109 CT ENTRANCE	SW 88 ST & SW 89 CT	DADELAND NORTH STA & BUS STOP AREA
05:17AM	-	05:20AM	05:27AM	05:40AM	05:54AM	06:02AM
06:15AM	-	06:18AM	06:25AM	06:38AM	06:52AM	07:02AM
06:30AM	-	06:33AM	06:40AM	06:53AM	07:13AM	07:23AM
06:54AM	-	06:57AM	07:05AM	07:25AM	07:45AM	07:55AM
07:15AM	-	07:22AM	07:30AM	07:50AM	08:10AM	08:20AM
07:41AM	-	07:48AM	07:56AM	08:16AM	08:36AM	08:45AM
08:17AM	-	08:24AM	08:32AM	08:48AM	09:05AM	09:14AM
08:50AM	-	08:55AM	09:03AM	09:19AM	09:36AM	09:44AM
09:35AM	-	09:40AM	09:48AM	10:04AM	10:21AM	10:29AM
10:20AM	-	10:25AM	10:33AM	10:49AM	11:06AM	11:14AM
11:05AM	-	11:10AM	11:18AM	11:34AM	11:51AM	11:59AM
11:50AM	-	11:55AM	12:03PM	12:19PM	12:36PM	12:44PM
12:35PM	-	12:40PM	12:48PM	01:04PM	01:21PM	01:29PM
01:20PM	-	01:25PM	01:33PM	01:49PM	02:06PM	02:14PM
02:00PM	-	02:05PM	02:13PM	02:29PM	02:46PM	02:54PM
02:45PM	-	02:50PM	02:58PM	03:15PM	03:31PM	03:41PM
03:30PM	-	03:34PM	03:43PM	04:00PM	04:17PM	04:27PM
03:58PM	-	04:02PM	04:11PM	04:28PM	04:45PM	04:55PM
04:28PM	-	04:32PM	04:41PM	04:58PM	05:15PM	05:25PM
04:58PM	-	05:02PM	05:11PM	05:28PM	05:45PM	05:55PM
05:28PM	-	05:32PM	05:41PM	05:58PM	06:15PM	06:25PM
05:58PM	-	06:02PM	06:11PM	06:28PM	06:45PM	06:55PM
06:37PM	-	06:41PM	06:50PM	07:07PM	07:22PM	07:30PM
07:23PM	-	07:26PM	07:33PM	07:47PM	08:02PM	08:10PM
08:23PM	-	08:26PM	08:33PM	08:47PM	09:02PM	09:10PM

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

Miami-Dade County Miami-Dade Transit

Routes Schedule

(https://www.facebook.c

)

(https://twitter.com/IRide

)

miamidade.gov METROBUS

104 (Westbound) WEEKDAY					
DADELAND NORTH STA & BUS STOP AREA	SW 88 ST & SW 89 CT	MDCC-S & SW 109 CT ENTRANCE	SW 104 ST & # 15205	SW 88 ST & SW 152 AV	WEST KENDALL TRANSIT TERMINAL
06:12AM	06:18AM	06:35AM	06:46AM	06:54AM	06:57AM
07:11AM	07:18AM	07:37AM	07:51AM	07:59AM	08:02AM
07:49AM	07:56AM	08:15AM	08:29AM	08:37AM	08:40AM
08:29AM	08:36AM	08:55AM	09:09AM	09:17AM	09:20AM
09:12AM	09:19AM	09:38AM	09:55AM	10:04AM	10:07AM
09:57AM	10:06AM	10:23AM	10:40AM	10:49AM	10:52AM
10:42AM	10:51AM	11:08AM	11:25AM	11:34AM	11:37AM
11:27AM	11:36AM	11:53AM	12:10PM	12:20PM	12:23PM
12:12PM	12:21PM	12:38PM	12:55PM	01:05PM	01:08PM
12:57PM	01:06PM	01:23PM	01:40PM	01:50PM	01:53PM
01:42PM	01:51PM	02:08PM	02:25PM	02:35PM	02:38PM
02:27PM	02:36PM	02:53PM	03:10PM	03:21PM	03:24PM
03:12PM	03:21PM	03:42PM	03:59PM	04:10PM	04:13PM
03:40PM	03:49PM	04:10PM	04:27PM	04:38PM	04:41PM
04:10PM	04:19PM	04:39PM	04:56PM	05:07PM	05:10PM
04:40PM	04:49PM	05:09PM	05:26PM	05:37PM	05:40PM
05:10PM	05:19PM	05:39PM	05:56PM	06:07PM	06:10PM
05:42PM	05:51PM	06:11PM	06:28PM	06:39PM	06:42PM
06:12PM	06:21PM	06:41PM	06:58PM	07:09PM	07:12PM
06:42PM	06:51PM	07:11PM	07:24PM	07:33PM	07:36PM
07:10PM	07:17PM	07:34PM	07:47PM	07:56PM	07:59PM
08:15PM	08:22PM	08:39PM	08:52PM	09:01PM	09:04PM
09:20PM	09:27PM	09:44PM	09:57PM	10:06PM	10:09PM

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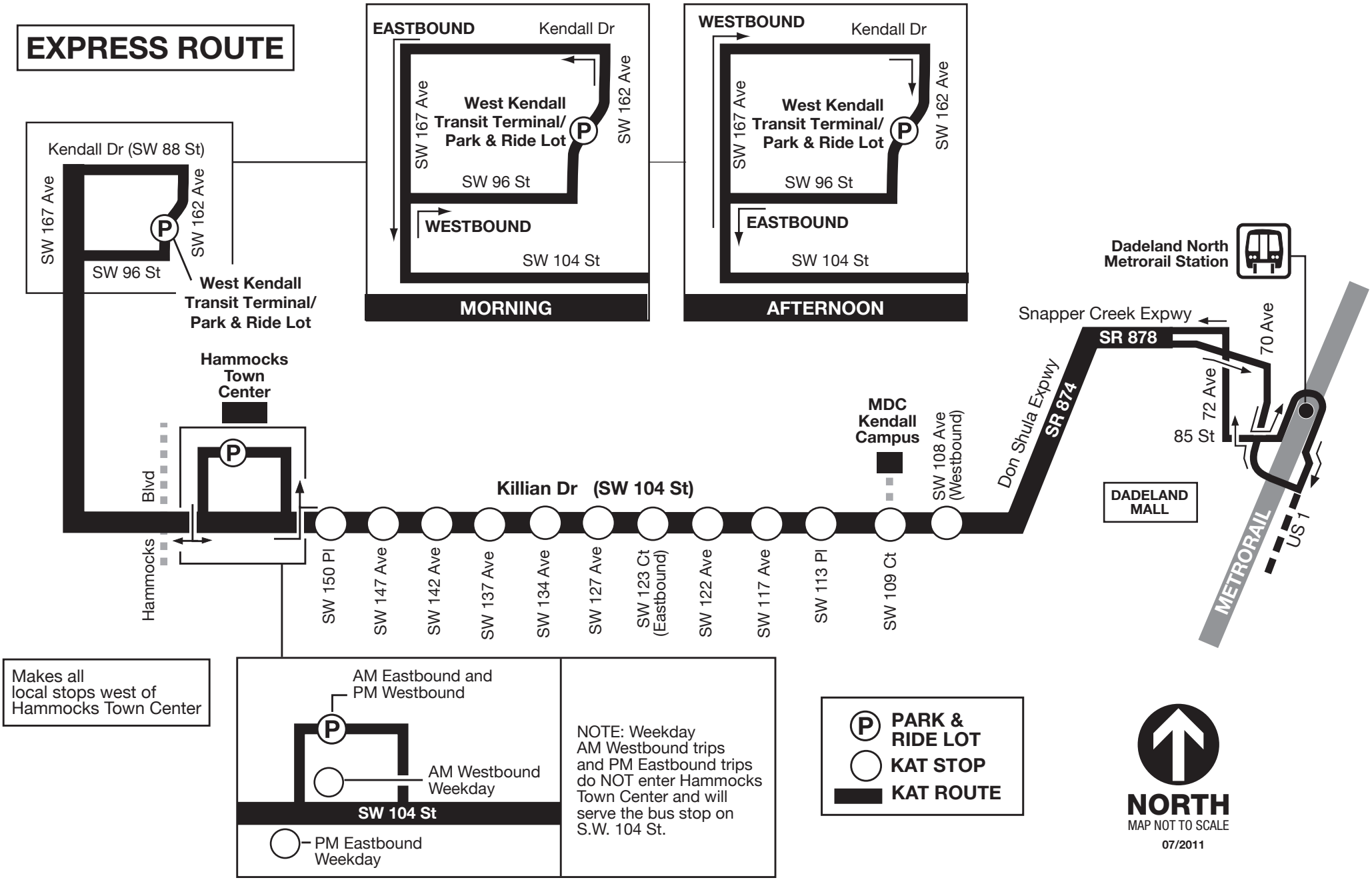
Route 204
Killian KAT



Miami-Dade County Miami-Dade Transit

Routes Schedule

(https://www.facebook.c

)
(https://twitter.com/IRide
)

miamidade.GOV METROBUS

204 Killian KAT (Eastbound) WEEKDAY					
WEST KENDALL TRANSIT TERMINAL	SW 88 ST & SW 167 AV	SW 104 ST & HAMMOCKS BD	HAMMOCKS TOWN CENTER & 15201 SW 104 S	SW 104 ST & SW 113 PL	DADELAND NORTH STA & BUS STOP AREA
05:26AM	05:28AM	-	05:36AM	05:49AM	06:02AM
05:41AM	05:43AM	-	05:51AM	06:04AM	06:17AM
05:50AM	05:52AM	-	06:00AM	06:13AM	06:26AM
06:00AM	06:02AM	-	06:10AM	06:23AM	06:40AM
06:10AM	06:12AM	-	06:20AM	06:35AM	06:52AM
06:18AM	06:20AM	-	06:28AM	06:43AM	07:03AM
06:25AM	06:27AM	-	06:36AM	06:51AM	07:11AM
06:33AM	06:35AM	-	06:44AM	06:59AM	07:19AM
06:40AM	06:42AM	-	06:51AM	07:09AM	07:29AM
06:48AM	06:50AM	-	06:59AM	07:17AM	07:37AM
06:55AM	06:57AM	-	07:06AM	07:24AM	07:44AM
07:03AM	07:05AM	-	07:14AM	07:32AM	07:52AM
07:10AM	07:12AM	-	07:21AM	07:39AM	07:59AM
07:18AM	07:20AM	-	07:29AM	07:47AM	08:07AM
07:25AM	07:27AM	-	07:36AM	07:54AM	08:14AM
07:35AM	07:37AM	-	07:46AM	08:04AM	08:24AM
07:45AM	07:47AM	-	07:56AM	08:14AM	08:34AM
07:55AM	07:57AM	-	08:06AM	08:24AM	08:44AM
08:03AM	08:05AM	-	08:14AM	08:32AM	08:52AM
08:13AM	08:15AM	-	08:24AM	08:42AM	09:02AM
08:23AM	08:25AM	-	08:34AM	08:52AM	09:12AM
08:33AM	08:35AM	-	08:44AM	09:02AM	09:22AM
08:40AM	08:42AM	-	08:51AM	09:09AM	09:29AM
08:55AM	08:57AM	-	09:06AM	09:24AM	09:44AM
09:32AM	09:34AM	-	09:43AM	10:01AM	10:14AM
03:40PM	-	03:47PM	-	03:59PM	04:12PM

03:54PM	-	04:01PM	-	04:12PM	04:25PM
04:09PM	-	04:16PM	-	04:27PM	04:40PM
04:26PM	-	04:33PM	-	04:44PM	04:57PM
04:41PM	-	04:48PM	-	04:59PM	05:12PM
05:04PM	-	05:11PM	-	05:22PM	05:35PM
05:11PM	-	05:18PM	-	05:29PM	05:42PM
05:26PM	-	05:33PM	-	05:44PM	05:57PM
05:34PM	-	05:41PM	-	05:52PM	06:05PM
05:41PM	-	05:48PM	-	05:59PM	06:12PM
05:49PM	-	05:56PM	-	06:07PM	06:20PM
05:56PM	-	06:03PM	-	06:14PM	06:27PM
06:11PM	-	06:18PM	-	06:29PM	06:42PM
06:26PM	-	06:33PM	-	06:44PM	06:57PM
06:42PM	-	06:49PM	-	07:00PM	07:12PM
06:57PM	-	07:04PM	-	07:15PM	07:27PM
07:12PM	-	07:19PM	-	07:30PM	07:42PM
07:42PM	-	07:49PM	-	08:00PM	08:12PM
08:15PM	-	08:22PM	-	08:33PM	08:45PM

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Miami-Dade County Miami-Dade Transit

Routes Schedule

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(https://twitter.com/IRide

)

miamidade.gov METROBUS

204 Killian KAT (Westbound) WEEKDAY					
DADELAND NORTH STA & BUS STOP AREA	SW 104 ST & SW 113 PL	SW 104 ST & # 15205	HAMMOCKS TOWN CENTER & 15201 SW 104 S	SW 88 ST & SW 167 AV	WEST KENDALL TRANSIT TERMINAL
06:10AM	06:21AM	06:33AM	-	-	06:40AM
06:24AM	06:36AM	06:48AM	-	-	06:55AM
06:33AM	06:45AM	06:57AM	-	-	07:04AM
06:51AM	07:03AM	07:15AM	-	-	07:22AM
07:04AM	07:16AM	07:28AM	-	-	07:35AM
07:14AM	07:26AM	07:38AM	-	-	07:45AM
07:23AM	07:35AM	07:47AM	-	-	07:54AM
07:31AM	07:43AM	07:55AM	-	-	08:02AM
07:44AM	07:56AM	08:08AM	-	-	08:15AM
07:54AM	08:06AM	08:18AM	-	-	08:25AM
08:02AM	08:14AM	08:26AM	-	-	08:33AM
08:18AM	08:30AM	08:42AM	-	-	08:49AM
08:49AM	09:01AM	09:13AM	-	-	09:20AM
02:55PM	03:07PM	-	03:19PM	03:28PM	03:29PM
03:10PM	03:22PM	-	03:34PM	03:43PM	03:44PM
03:25PM	03:37PM	-	03:49PM	03:58PM	03:59PM
03:40PM	03:52PM	-	04:04PM	04:13PM	04:14PM
03:52PM	04:07PM	-	04:19PM	04:28PM	04:29PM
04:12PM	04:27PM	-	04:39PM	04:48PM	04:49PM
04:22PM	04:37PM	-	04:49PM	04:58PM	04:59PM
04:32PM	04:47PM	-	04:59PM	05:08PM	05:09PM
04:42PM	04:57PM	-	05:09PM	05:18PM	05:19PM
04:49PM	05:04PM	-	05:16PM	05:25PM	05:26PM
04:57PM	05:12PM	-	05:24PM	05:33PM	05:34PM
05:04PM	05:19PM	-	05:31PM	05:40PM	05:41PM
05:12PM	05:27PM	-	05:39PM	05:48PM	05:49PM

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

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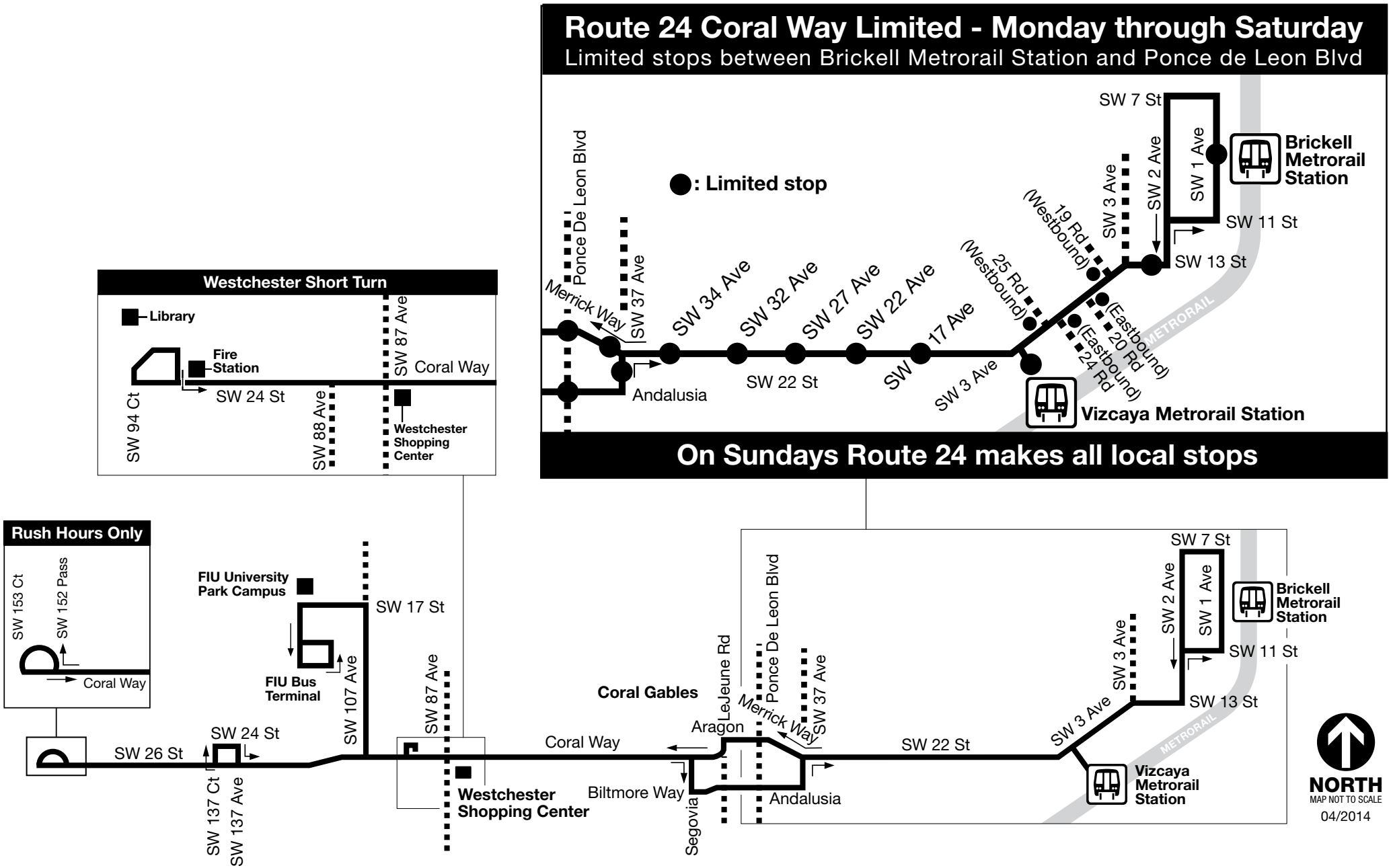
Route 24


Route 24 Coral Way Limited - Monday through Saturday
Limited stops between Brickell Metrorail Station and Ponce de Leon Blvd
: Limited stop
Ponce De Leon Blvd
SW 37 Ave
SW 34 Ave
SW 32 Ave
SW 27 Ave
SW 22 Ave
SW 17 Ave
25 Rd (Westbound)
19 Rd (Westbound)
SW 3 Ave
SW 2 Ave
SW 1 Ave
SW 7 St
SW 11 St
SW 13 St
Brickell Metrorail Station
Merrick Way
Andalusia
SW 22 St
SW 3 Ave
(Eastbound) 20 Rd
(Eastbound) 24 Rd
METRORAIL
Vizcaya Metrorail Station
On Sundays Route 24 makes all local stops
Westchester Short Turn
Library
Fire Station
SW 87 Ave
Coral Way
SW 24 St
SW 94 Ct
SW 88 Ave
Westchester Shopping Center
Rush Hours Only
SW 153 Ct
SW 152 Pass
Coral Way
FIU University Park Campus
SW 17 St
FIU Bus Terminal
SW 107 Ave
SW 87 Ave
SW 24 St
SW 26 St
SW 137 Ct
SW 137 Ave
Westchester Shopping Center
Coral Gables
LeJeune Rd
Ponce De Leon Blvd
SW 37 Ave
Merrick Way
Aragon
Coral Way
Biltmore Way
Segovia
Andalusia
SW 22 St
SW 3 Ave
SW 7 St
SW 2 Ave
SW 1 Ave
SW 11 St
SW 13 St
Brickell Metrorail Station
Vizcaya Metrorail Station
METRORAIL
NORTH
MAP NOT TO SCALE
04/2014

Miami-Dade County Miami-Dade Transit

Routes Schedule

miamidade.gov METROBUS

24 (Eastbound) WEEKDAY										
SW 26 ST & SW 147 AV (E/F)	SW 26 ST & SW 137 AV	SW 122 AV & SW 26 ST	FIU UNIV CAMPUS & SW 107 AV-17 ST	SW 24 St & 88 Ave	SW 24 ST & SW 87 AV	SW 24 ST & SW 74 AV	ANDALUSIA AV & LE JEUNE RD	SW 22 ST & SW 27 AV	VIZCAYA METRORAIL STATION	BRICKELL STA & SW 1 AV (WEST SIDE)
-	-	-	-	-	-	-	05:13AM	05:18AM	05:22AM	05:30AM
-	-	-	-	05:26AM	05:29AM	05:32AM	05:41AM	05:46AM	05:50AM	05:58AM
-	05:32AM	05:36AM	05:42AM	-	05:49AM	05:52AM	06:03AM	06:09AM	06:15AM	06:23AM
05:53AM	05:56AM	06:01AM	06:08AM	-	06:17AM	06:21AM	06:33AM	06:39AM	06:45AM	06:53AM
06:22AM	06:28AM	06:33AM	06:40AM	-	06:49AM	06:53AM	07:07AM	07:16AM	07:24AM	07:33AM
-	-	-	-	06:30AM	06:34AM	06:38AM	06:50AM	06:56AM	07:04AM	07:13AM
06:49AM	06:55AM	07:03AM	07:12AM	-	07:25AM	07:32AM	07:47AM	07:56AM	08:04AM	08:14AM
-	-	-	-	-	07:05AM	07:12AM	07:27AM	07:36AM	07:44AM	07:53AM
07:22AM	07:28AM	07:36AM	07:45AM	-	07:58AM	08:10AM	08:26AM	08:36AM	08:44AM	08:54AM
-	-	-	-	-	07:43AM	07:50AM	08:06AM	08:16AM	08:24AM	08:34AM
07:59AM	08:05AM	08:16AM	08:26AM	-	08:38AM	08:50AM	09:06AM	09:16AM	09:24AM	09:34AM
-	-	-	-	08:10AM	08:18AM	08:30AM	08:46AM	08:56AM	09:04AM	09:14AM
-	08:56AM	09:07AM	09:15AM	-	09:27AM	09:33AM	09:46AM	09:56AM	10:04AM	10:14AM
-	-	-	-	08:59AM	09:07AM	09:13AM	09:26AM	09:36AM	09:44AM	09:54AM
-	09:40AM	09:47AM	09:55AM	-	10:07AM	10:13AM	10:26AM	10:36AM	10:44AM	10:54AM
-	-	-	-	09:41AM	09:47AM	09:53AM	10:06AM	10:16AM	10:24AM	10:34AM
-	10:20AM	10:27AM	10:35AM	-	10:47AM	10:53AM	11:06AM	11:16AM	11:24AM	11:34AM
-	-	-	-	10:21AM	10:27AM	10:33AM	10:46AM	10:56AM	11:04AM	11:14AM
-	11:00AM	11:07AM	11:15AM	-	11:27AM	11:33AM	11:46AM	11:56AM	12:04PM	12:14PM
-	-	-	-	11:01AM	11:07AM	11:13AM	11:26AM	11:36AM	11:44AM	11:54AM
-	11:40AM	11:47AM	11:55AM	-	12:07PM	12:13PM	12:26PM	12:36PM	12:44PM	12:54PM
-	-	-	-	11:41AM	11:47AM	11:53AM	12:06PM	12:16PM	12:24PM	12:34PM
-	12:20PM	12:27PM	12:35PM	-	12:47PM	12:53PM	01:06PM	01:16PM	01:24PM	01:34PM
-	-	-	-	12:21PM	12:27PM	12:33PM	12:46PM	12:56PM	01:04PM	01:14PM
-	01:00PM	01:07PM	01:15PM	-	01:27PM	01:33PM	01:46PM	01:56PM	02:04PM	02:14PM

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

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Miami-Dade County Miami-Dade Transit

Routes Schedule

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miamidade.GOV METROBUS

24 (Westbound) WEEKDAY										
BRICKELL STA & SW 1 AV (WEST SIDE)	VIZCAYA METRORAIL STATION	SW 22 ST & SW 27 AV	SW 24 ST & SW 42 AV	SW 24 ST & SW 74 AV	SW 24 St & 88 Ave	FIU UNIV CAMPUS & SW 107 AV-17 ST	SW 122 AV & SW 26 ST	SW 26 ST & SW 137 AV	SW 26 ST & SW 152 AV (W/F)	SW 26 ST & SW 147 AV (E/F)
-	-	-	-	05:22AM	05:26AM	-	-	-	-	-
05:35AM	05:44AM	05:49AM	05:54AM	06:03AM	06:09AM	06:16AM	06:22AM	06:26AM	06:30AM	06:33AM
-	-	-	-	-	-	-	-	05:48AM	05:51AM	05:53AM
06:03AM	06:13AM	06:20AM	06:27AM	06:36AM	06:42AM	06:49AM	06:55AM	06:59AM	07:03AM	07:06AM
-	-	-	-	-	-	-	-	06:15AM	06:19AM	06:22AM
-	-	-	-	06:24AM	06:30AM	-	-	-	-	-
06:33AM	06:43AM	06:50AM	06:57AM	07:09AM	07:17AM	07:25AM	07:31AM	07:37AM	07:41AM	07:44AM
07:03AM	07:13AM	07:22AM	07:31AM	07:43AM	07:51AM	-	-	-	-	-
07:23AM	07:33AM	07:42AM	07:51AM	08:03AM	08:09AM	08:17AM	08:24AM	08:29AM	-	-
07:43AM	07:53AM	08:03AM	08:12AM	08:24AM	08:30AM	-	-	-	-	-
08:03AM	08:14AM	08:24AM	08:33AM	08:45AM	08:51AM	08:59AM	09:06AM	09:11AM	-	-
08:24AM	08:35AM	08:45AM	08:54AM	09:06AM	09:13AM	-	-	-	-	-
08:44AM	08:55AM	09:05AM	09:14AM	09:25AM	09:32AM	09:40AM	09:46AM	09:51AM	-	-
09:04AM	09:15AM	09:25AM	09:34AM	09:45AM	09:52AM	-	-	-	-	-
09:24AM	09:35AM	09:45AM	09:54AM	10:05AM	10:12AM	10:20AM	10:26AM	10:31AM	-	-
09:44AM	09:55AM	10:05AM	10:14AM	10:25AM	10:32AM	-	-	-	-	-
10:04AM	10:15AM	10:25AM	10:34AM	10:45AM	10:52AM	11:00AM	11:06AM	11:11AM	-	-
10:24AM	10:35AM	10:45AM	10:54AM	11:05AM	11:12AM	-	-	-	-	-
10:44AM	10:55AM	11:05AM	11:14AM	11:25AM	11:32AM	11:40AM	11:46AM	11:51AM	-	-
11:04AM	11:15AM	11:25AM	11:34AM	11:45AM	11:52AM	-	-	-	-	-
11:24AM	11:35AM	11:45AM	11:54AM	12:05PM	12:12PM	12:20PM	12:26PM	12:31PM	-	-
11:44AM	11:55AM	12:05PM	12:14PM	12:25PM	12:32PM	-	-	-	-	-
12:04PM	12:15PM	12:25PM	12:34PM	12:45PM	12:52PM	01:00PM	01:06PM	01:11PM	-	-
12:24PM	12:35PM	12:45PM	12:54PM	01:05PM	01:12PM	-	-	-	-	-
12:44PM	12:55PM	01:05PM	01:14PM	01:25PM	01:32PM	01:40PM	01:46PM	01:51PM	-	-

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

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

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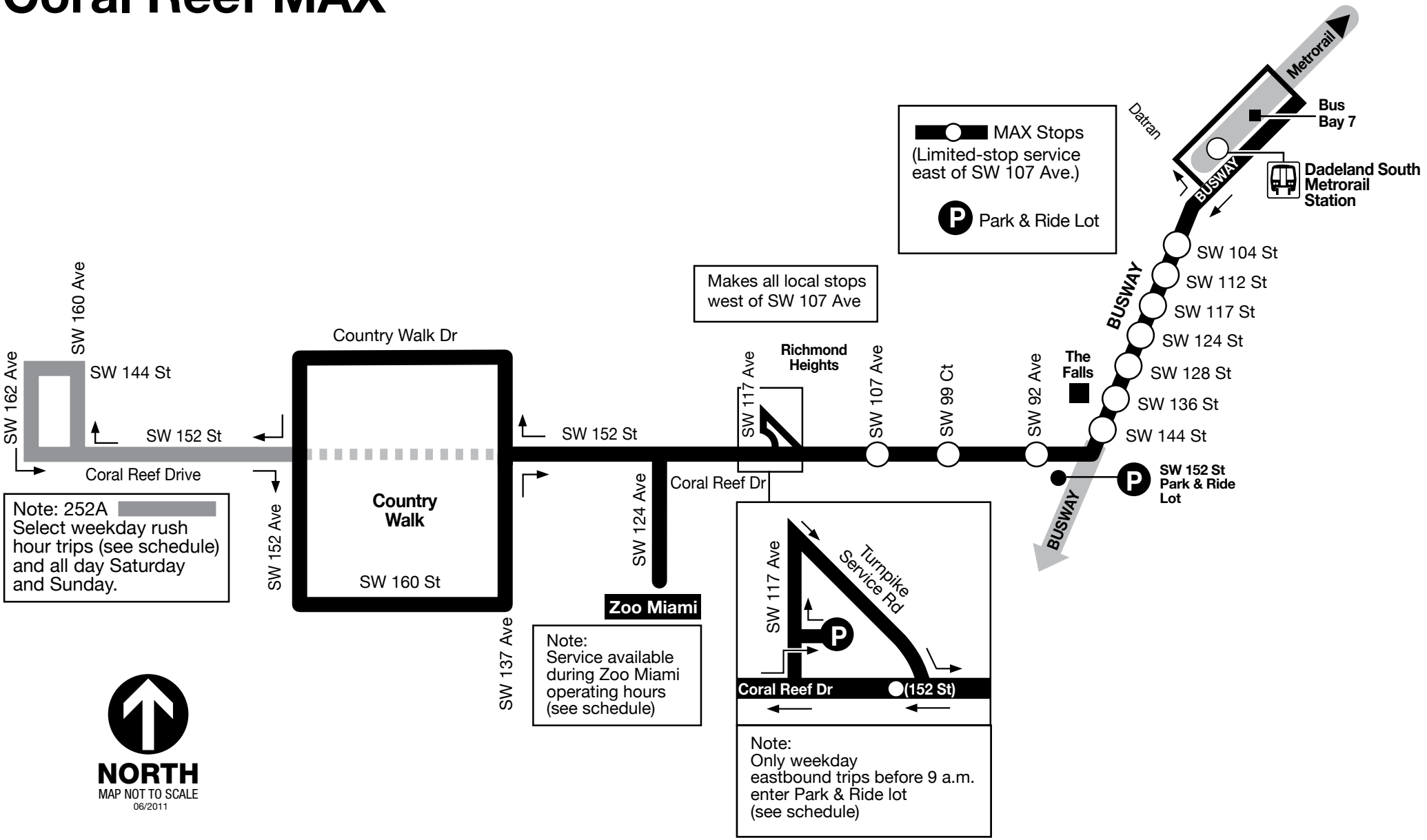
Route 252
Coral Reef MAX



Miami-Dade County Miami-Dade Transit

Routes Schedule

(https://www.facebook.c

)

(https://twitter.com/IRide

)

miamidade.gov

METROBUS

252 Coral Reef MAX (Eastbound) WEEKDAY							
SW 152 ST & SW 162 AV	SW 152 ST & SW 153 AV	SW 137 AV & SW 152 ST	METROZOO & MAIN ENTRANCE	CORAL REEF P-R LOT & SW 117 AV/152 ST	SW 152 ST & SW 117 AV	BUSWAY & SW 136 ST	DADELAND SOUTH STA & 9150 DADELAND BD
05:31AM	05:33AM	05:41AM	-	05:48AM	-	06:03AM	06:12AM
06:02AM	06:04AM	06:13AM	-	06:21AM	-	06:36AM	06:45AM
06:23AM	06:25AM	06:34AM	-	06:42AM	-	07:00AM	07:10AM
-	06:42AM	06:51AM	-	07:00AM	-	07:18AM	07:28AM
06:57AM	06:59AM	07:08AM	-	07:17AM	-	07:35AM	07:45AM
07:22AM	07:24AM	07:33AM	-	07:42AM	-	08:00AM	08:10AM
-	07:42AM	07:51AM	-	08:00AM	-	08:18AM	08:28AM
08:11AM	08:13AM	08:22AM	-	08:31AM	-	08:49AM	09:00AM
08:41AM	08:43AM	08:52AM	-	09:01AM	-	09:14AM	09:25AM
-	09:04AM	09:13AM	09:19AM	-	09:26AM	09:39AM	09:50AM
-	09:24AM	09:33AM	-	-	-	-	-
-	10:01AM	10:10AM	10:16AM	-	10:23AM	10:36AM	10:47AM
-	10:56AM	11:05AM	11:11AM	-	11:18AM	11:31AM	11:42AM
-	11:56AM	12:05PM	12:11PM	-	12:18PM	12:31PM	12:42PM
-	12:56PM	01:05PM	01:11PM	-	01:18PM	01:31PM	01:42PM
-	01:56PM	02:05PM	02:11PM	-	02:18PM	02:31PM	02:42PM
-	02:26PM	02:35PM	02:41PM	-	02:48PM	03:01PM	03:12PM
-	03:06PM	03:15PM	03:21PM	-	03:28PM	03:41PM	03:52PM
-	03:19PM	03:28PM	03:34PM	-	03:41PM	03:54PM	04:05PM
-	03:43PM	03:52PM	03:58PM	-	04:05PM	04:19PM	04:30PM
-	04:02PM	04:10PM	04:17PM	-	04:23PM	04:37PM	04:48PM
-	04:19PM	04:27PM	04:34PM	-	04:40PM	04:54PM	05:05PM
04:37PM	04:39PM	04:47PM	04:54PM	-	05:00PM	05:14PM	05:25PM
-	04:49PM	04:57PM	05:04PM	-	05:10PM	05:24PM	05:35PM
05:12PM	05:14PM	05:22PM	05:29PM	-	05:35PM	05:49PM	06:00PM

05:32PM	05:34PM	05:42PM	05:49PM	-	05:55PM	06:09PM	06:20PM
05:47PM	05:49PM	05:57PM	-	-	-	-	-
06:07PM	06:09PM	06:17PM	-	-	06:23PM	06:37PM	06:48PM
06:17PM	06:19PM	06:27PM	-	-	-	-	-
06:32PM	06:34PM	06:42PM	-	-	-	-	-
06:52PM	06:54PM	07:02PM	-	-	07:07PM	07:18PM	07:27PM
-	07:00PM	07:08PM	-	-	-	-	-
07:27PM	07:29PM	07:37PM	-	-	-	-	-
-	07:50PM	07:58PM	-	-	08:03PM	08:14PM	08:23PM
-	08:13PM	08:21PM	-	-	-	-	-
-	09:03PM	09:11PM	-	-	-	-	-

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Miami-Dade County Miami-Dade Transit

Routes Schedule

(https://www.facebook.c

)

(https://twitter.com/IRide

)

miamidade.gov METROBUS

252 Coral Reef MAX (Westbound) WEEKDAY						
DADELAND SOUTH STA & 9150 DADELAND BD	**BUSWAY & SW 136 ST**	**SW 152 ST & SW 117 AV**	**METROZOO & MAIN ENTRANCE**	**SW 152 ST & SW 137 AV**	**SW 152 ST & SW 153 AV**	**SW 152 ST & SW 162 AV**
-	-	-	-	05:19AM	05:26AM	05:31AM
-	-	-	-	05:50AM	05:57AM	06:02AM
06:00AM	06:11AM	06:23AM	-	06:29AM	06:37AM	-
-	-	-	-	06:10AM	06:18AM	06:23AM
06:27AM	06:38AM	06:50AM	06:55AM	07:01AM	07:10AM	07:17AM
-	-	-	-	06:44AM	06:52AM	06:57AM
06:55AM	07:07AM	07:19AM	-	07:25AM	07:34AM	-
07:20AM	07:32AM	07:44AM	-	07:50AM	07:59AM	08:06AM
07:50AM	08:02AM	08:14AM	-	08:20AM	08:29AM	08:36AM
08:20AM	08:32AM	08:44AM	-	08:50AM	08:59AM	-
08:45AM	08:57AM	09:09AM	-	09:16AM	09:24AM	-
09:12AM	09:23AM	09:35AM	09:43AM	09:49AM	09:57AM	-
10:07AM	10:18AM	10:30AM	10:38AM	10:44AM	10:52AM	-
11:07AM	11:18AM	11:30AM	11:38AM	11:44AM	11:52AM	-
12:07PM	12:18PM	12:30PM	12:38PM	12:44PM	12:52PM	-
01:07PM	01:18PM	01:30PM	01:38PM	01:44PM	01:52PM	-
02:17PM	02:28PM	02:40PM	02:48PM	02:54PM	03:02PM	-
-	-	-	-	02:18PM	02:26PM	-
02:54PM	03:05PM	03:17PM	03:25PM	03:31PM	03:39PM	-
-	-	-	-	03:11PM	03:19PM	-
03:25PM	03:36PM	03:48PM	03:56PM	04:02PM	04:11PM	-
03:40PM	03:51PM	04:03PM	04:11PM	04:17PM	04:26PM	04:33PM
-	-	-	-	03:53PM	04:02PM	-
04:00PM	04:12PM	04:24PM	-	04:31PM	04:40PM	-
04:20PM	04:32PM	04:44PM	-	04:51PM	05:00PM	05:07PM
04:40PM	04:52PM	05:04PM	-	05:11PM	05:20PM	05:27PM

05:00PM	05:12PM	05:24PM	-	05:31PM	05:40PM	05:47PM
05:15PM	05:27PM	05:39PM	-	05:46PM	05:55PM	06:02PM
05:30PM	05:42PM	05:54PM	-	06:01PM	06:10PM	06:17PM
05:45PM	05:57PM	06:09PM	-	06:16PM	06:25PM	06:32PM
06:00PM	06:12PM	06:24PM	-	06:31PM	06:40PM	06:47PM
06:20PM	06:32PM	06:44PM	-	06:51PM	07:00PM	-
06:40PM	06:52PM	07:04PM	-	07:10PM	07:17PM	07:22PM
07:10PM	07:20PM	07:30PM	-	07:36PM	07:43PM	-
07:40PM	07:50PM	08:00PM	-	08:06PM	08:13PM	-
08:30PM	08:40PM	08:50PM	-	08:56PM	09:03PM	-

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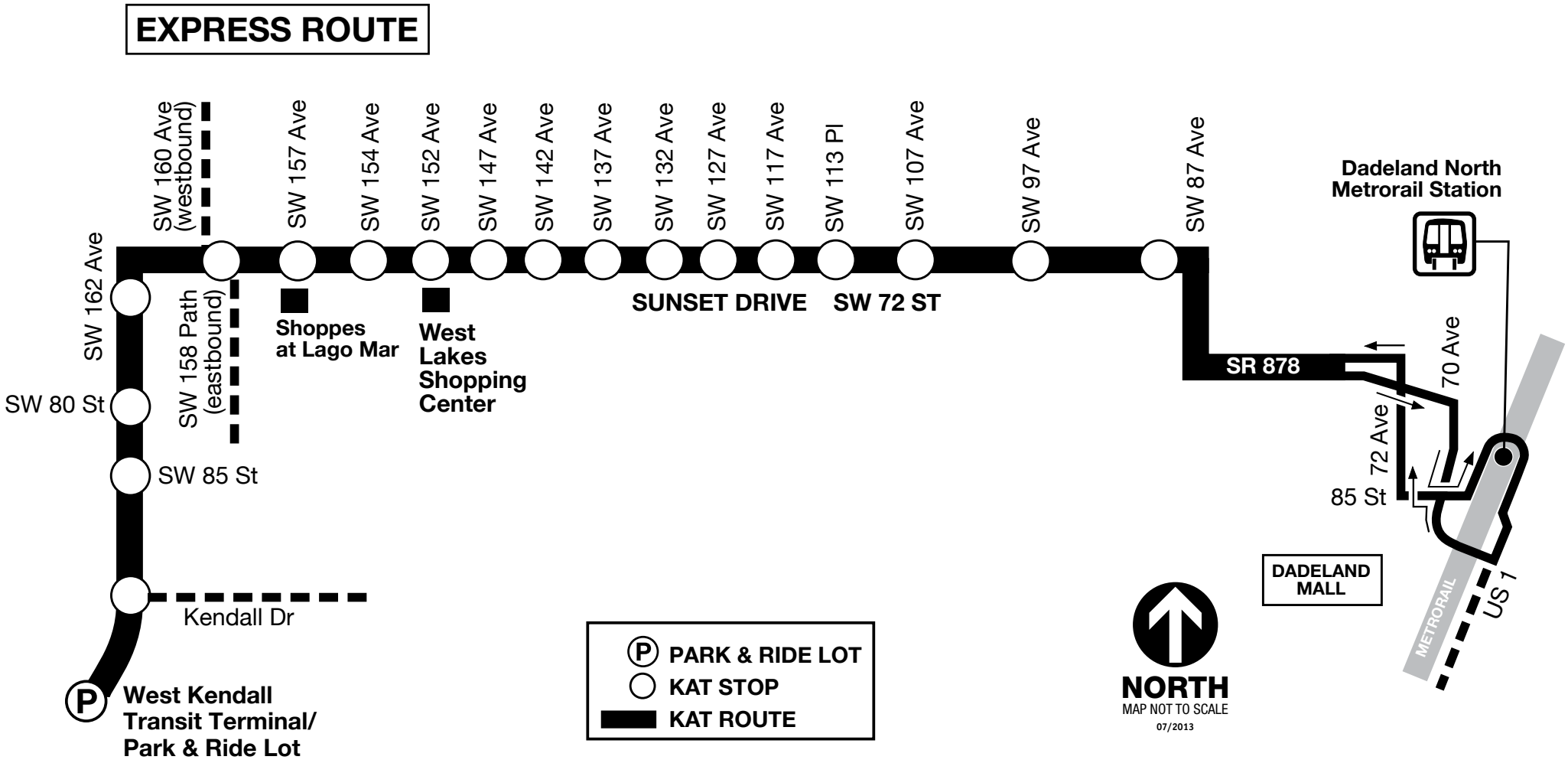
Route 272
Sunset KAT



Miami-Dade County Miami-Dade Transit

Routes Schedule

(https://www.facebook.c

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(https://twitter.com/IRide

)

miamidade.gov METROBUS

272 Sunset KAT (Eastbound) WEEKDAY			
WEST KENDALL TRANSIT TERMINAL	SW 72 ST & SW 157 AV (E/N)	SW 72 ST & SW 107 AV	DADELAND NORTH STA & BUS STOP AREA
05:43AM	05:47AM	05:59AM	06:10AM
05:58AM	06:03AM	06:17AM	06:30AM
06:08AM	06:13AM	06:30AM	06:43AM
06:21AM	06:26AM	06:43AM	06:58AM
06:33AM	06:38AM	06:58AM	07:13AM
06:42AM	06:48AM	07:13AM	07:28AM
06:56AM	07:03AM	07:28AM	07:43AM
07:11AM	07:18AM	07:43AM	07:58AM
07:26AM	07:33AM	07:58AM	08:13AM
07:41AM	07:48AM	08:13AM	08:28AM
07:56AM	08:03AM	08:28AM	08:43AM
08:11AM	08:18AM	08:43AM	08:58AM
08:29AM	08:36AM	08:58AM	09:13AM
08:45AM	08:52AM	09:14AM	09:28AM
09:11AM	09:16AM	09:31AM	09:45AM
03:37PM	03:43PM	03:58PM	04:12PM
03:52PM	03:58PM	04:13PM	04:27PM
04:07PM	04:13PM	04:28PM	04:42PM
04:22PM	04:28PM	04:43PM	04:57PM
04:37PM	04:43PM	04:58PM	05:12PM
04:52PM	04:58PM	05:13PM	05:27PM
05:06PM	05:13PM	05:28PM	05:42PM
05:21PM	05:28PM	05:43PM	05:57PM
05:36PM	05:43PM	05:58PM	06:12PM
05:51PM	05:58PM	06:13PM	06:27PM
06:07PM	06:14PM	06:28PM	06:42PM

Miami-Dade County Miami-Dade Transit

Routes Schedule

(https://www.facebook.c

)
(https://twitter.com/IRide
)

miamidade.gov METROBUS

272 Sunset KAT (Westbound) WEEKDAY			
DADELAND NORTH STA & BUS STOP AREA	SW 72 ST & SW 107 AV	SW 72 ST & SW 157 AV (W/F)	WEST KENDALL TRANSIT TERMINAL
06:21AM	06:33AM	06:45AM	06:49AM
06:38AM	06:50AM	07:05AM	07:10AM
06:53AM	07:07AM	07:22AM	07:27AM
07:08AM	07:22AM	07:37AM	07:42AM
07:23AM	07:37AM	07:52AM	07:57AM
07:38AM	07:52AM	08:07AM	08:12AM
07:58AM	08:12AM	08:27AM	08:32AM
08:23AM	08:37AM	08:52AM	08:57AM
02:50PM	03:06PM	03:24PM	03:28PM
03:05PM	03:21PM	03:39PM	03:43PM
03:20PM	03:36PM	03:54PM	03:58PM
03:35PM	03:51PM	04:12PM	04:17PM
03:50PM	04:08PM	04:29PM	04:34PM
04:05PM	04:23PM	04:44PM	04:49PM
04:20PM	04:38PM	04:59PM	05:05PM
04:35PM	04:53PM	05:14PM	05:20PM
04:50PM	05:09PM	05:30PM	05:36PM
05:05PM	05:24PM	05:45PM	05:51PM
05:20PM	05:39PM	06:00PM	06:06PM
05:35PM	05:54PM	06:15PM	06:21PM
05:50PM	06:09PM	06:28PM	06:34PM
06:05PM	06:22PM	06:41PM	06:47PM
06:20PM	06:37PM	06:56PM	07:02PM
06:35PM	06:52PM	07:11PM	07:17PM
06:50PM	07:07PM	07:22PM	07:28PM
07:20PM	07:33PM	07:48PM	07:54PM

Route 288
Kendall Cruiser

LIMITED STOP

PARK & RIDE LOT

Miami-Dade County Miami-Dade Transit

Routes Schedule

(https://www.facebook.c

)
(https://twitter.com/IRide
)

miamidade.GOV METROBUS

288 Kendall Cruiser (Eastbound) WEEKDAY			
WEST KENDALL TRANSIT TERMINAL	SW 157 AV & SW 80 ST S/F	SW 88 ST & SW 127 AV	DADELAND NORTH STA & BUS STOP AREA
05:28AM	05:31AM	05:45AM	06:00AM
05:40AM	05:43AM	05:57AM	06:12AM
05:51AM	05:54AM	06:09AM	06:24AM
06:01AM	06:04AM	06:19AM	06:34AM
06:11AM	06:14AM	06:29AM	06:44AM
06:26AM	06:29AM	06:44AM	06:59AM
06:34AM	06:37AM	06:52AM	07:12AM
06:43AM	06:46AM	07:04AM	07:24AM
06:55AM	06:58AM	07:16AM	07:36AM
07:07AM	07:10AM	07:28AM	07:48AM
07:19AM	07:22AM	07:40AM	08:00AM
07:31AM	07:34AM	07:52AM	08:12AM
07:43AM	07:46AM	08:04AM	08:24AM
07:55AM	07:58AM	08:16AM	08:36AM
08:07AM	08:10AM	08:28AM	08:48AM
08:19AM	08:22AM	08:40AM	09:00AM
08:31AM	08:34AM	08:52AM	09:12AM
08:50AM	08:53AM	09:11AM	09:27AM
09:06AM	09:09AM	09:26AM	09:42AM
09:21AM	09:24AM	09:41AM	09:57AM
04:04PM	-	04:19PM	04:35PM
04:19PM	-	04:34PM	04:50PM
04:34PM	-	04:49PM	05:05PM
04:49PM	-	05:04PM	05:20PM
05:00PM	-	05:15PM	05:31PM
05:13PM	-	05:28PM	05:44PM

05:25PM	-	05:40PM	05:56PM
05:37PM	-	05:52PM	06:08PM
05:49PM	-	06:04PM	06:20PM
06:01PM	-	06:16PM	06:32PM
06:13PM	-	06:28PM	06:44PM
06:24PM	-	06:39PM	06:55PM
06:36PM	-	06:51PM	07:07PM
06:45PM	-	07:00PM	07:15PM

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Miami-Dade County Miami-Dade Transit

Routes Schedule

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(https://twitter.com/IRide

)

miamidade.gov METROBUS

288 Kendall Cruiser (Westbound) WEEKDAY			
DADELAND NORTH STA & BUS STOP AREA	SW 88 ST & SW 127 AV	SW 80 ST & SW 158 AV	WEST KENDALL TRANSIT TERMINAL
06:05AM	06:21AM	-	06:36AM
06:17AM	06:33AM	-	06:48AM
06:29AM	06:45AM	-	07:00AM
06:39AM	06:55AM	-	07:10AM
06:49AM	07:05AM	-	07:20AM
07:04AM	07:20AM	-	07:35AM
07:17AM	07:33AM	-	07:48AM
07:29AM	07:45AM	-	08:00AM
07:41AM	07:57AM	-	08:12AM
07:53AM	08:09AM	-	08:24AM
08:05AM	08:21AM	-	08:36AM
08:17AM	08:33AM	-	08:48AM
08:29AM	08:45AM	-	09:00AM
08:41AM	08:57AM	-	09:12AM
03:22PM	-	03:59PM	04:02PM
03:37PM	-	04:14PM	04:17PM
03:52PM	-	04:29PM	04:32PM
04:07PM	-	04:44PM	04:47PM
04:18PM	-	04:55PM	04:58PM
04:28PM	-	05:08PM	05:11PM
04:40PM	-	05:20PM	05:23PM
04:52PM	-	05:32PM	05:35PM
05:04PM	-	05:44PM	05:47PM
05:16PM	-	05:56PM	05:59PM
05:28PM	-	06:08PM	06:11PM
05:39PM	-	06:19PM	06:22PM
05:51PM	-	06:31PM	06:34PM

06:02PM	-	06:40PM	06:43PM
06:14PM	-	06:52PM	06:55PM
06:29PM	-	07:04PM	07:07PM
06:39PM	-	07:14PM	07:17PM
06:51PM	-	07:26PM	07:29PM
07:06PM	-	07:39PM	07:42PM
07:21PM	-	07:54PM	07:57PM
07:36PM	-	08:09PM	08:12PM

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

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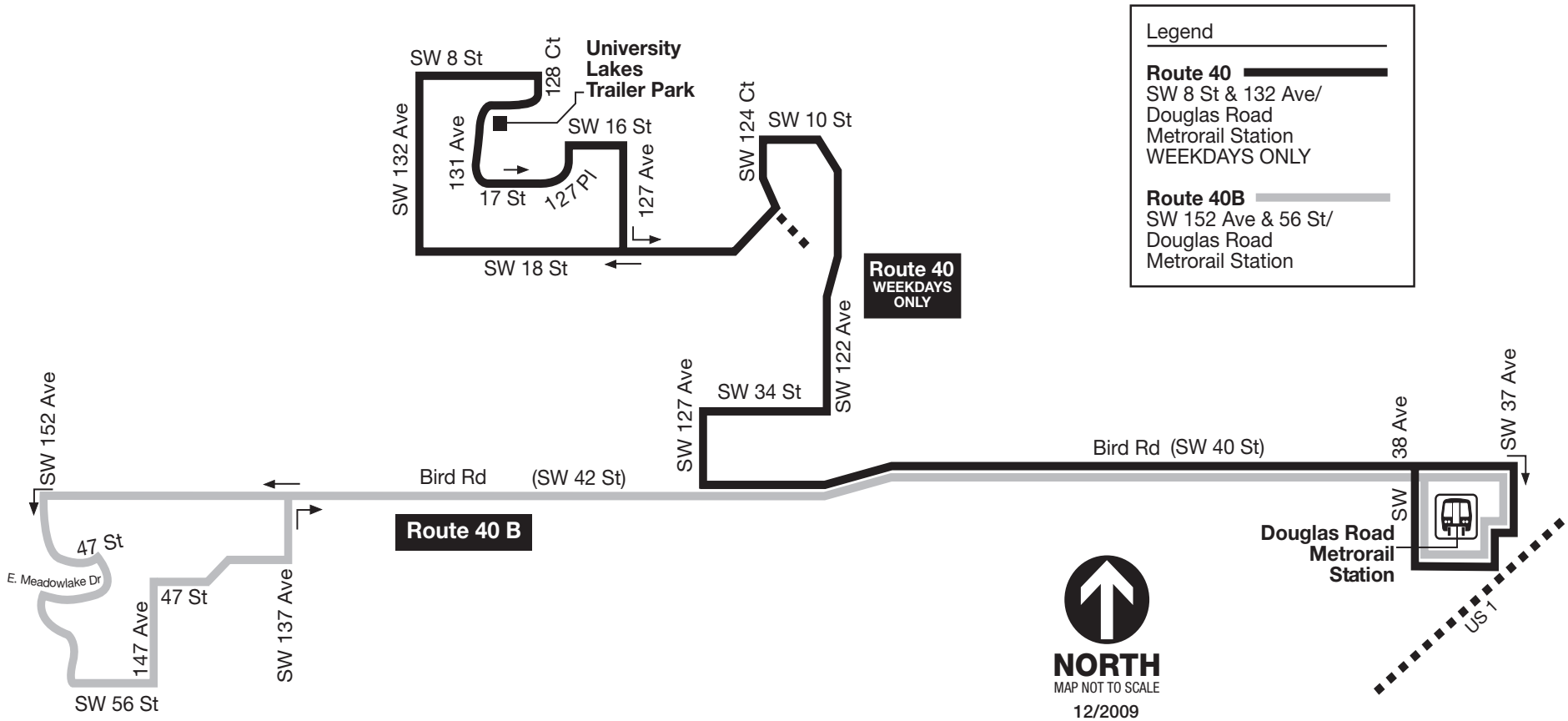
Route 40


Legend
Route 40
SW 8 St & 132 Ave/
Douglas Road
Metrorail Station
WEEKDAYS ONLY
Route 40B
SW 152 Ave & 56 St/
Douglas Road
Metrorail Station
SW 8 St
128 Ct
University
Lakes
Trailer Park
SW 132 Ave
131 Ave
SW 16 St
17 St
127 PI
127 Ave
SW 124 Ct
SW 10 St
SW 18 St
Route 40
WEEKDAYS
ONLY
SW 122 Ave
SW 127 Ave
SW 34 St
SW 152 Ave
Bird Rd (SW 42 St)
Bird Rd (SW 40 St)
38 Ave
SW 37 Ave
Route 40 B
47 St
E. Meadowlake Dr
47 St
147 Ave
SW 137 Ave
SW 56 St
SW
Douglas Road
Metrorail
Station
US 1
NORTH
MAP NOT TO SCALE
12/2009

Miami-Dade County Miami-Dade Transit

Routes Schedule

(https://www.facebook.c

)
(https://twitter.com/IRide
)

miamidade.gov METROBUS

40 (Eastbound) WEEKDAY								
SW 8 ST & SW 129 PL	SW 18 ST & SW 127 AV	SW 122 AV & SW 26 ST	SW 56 ST & SW 152 AV	SW 42 ST & SW 127 AV	SW 40 ST & SW 107 AV	SW 40 ST & SW 87 AV	SW 40 ST & SW 67 AV	DOUGLAS RD STATION & 3100 SW 37 AV
-	-	-	04:54AM	05:03AM	05:10AM	05:16AM	05:24AM	05:33AM
05:12AM	05:17AM	05:22AM	-	05:27AM	05:34AM	05:40AM	05:48AM	06:00AM
-	-	-	05:43AM	05:52AM	06:00AM	06:07AM	06:18AM	06:30AM
05:54AM	05:59AM	06:06AM	-	06:12AM	06:20AM	06:27AM	06:38AM	06:50AM
-	-	-	06:16AM	06:29AM	06:37AM	06:44AM	06:55AM	07:10AM
06:25AM	06:31AM	06:38AM	-	06:44AM	06:52AM	06:59AM	07:11AM	07:26AM
-	-	-	06:36AM	06:49AM	07:02AM	07:13AM	07:25AM	07:40AM
06:44AM	06:50AM	06:57AM	-	07:05AM	07:18AM	07:29AM	07:41AM	07:56AM
-	-	-	07:03AM	07:21AM	07:34AM	07:45AM	07:57AM	08:12AM
07:17AM	07:24AM	07:31AM	-	07:39AM	07:52AM	08:03AM	08:15AM	08:30AM
-	-	-	07:43AM	08:01AM	08:14AM	08:25AM	08:37AM	08:52AM
-	-	-	08:03AM	08:21AM	08:34AM	08:45AM	08:57AM	09:12AM
-	-	-	08:15AM	08:33AM	-	-	-	-
08:20AM	08:27AM	08:34AM	-	08:42AM	08:55AM	09:06AM	09:17AM	09:30AM
08:40AM	08:47AM	-	-	-	-	-	-	-
-	-	-	09:01AM	09:14AM	09:25AM	09:36AM	09:47AM	10:00AM
09:26AM	09:32AM	09:38AM	-	09:45AM	09:56AM	10:07AM	10:18AM	10:31AM
09:36AM	09:42AM	-	-	-	-	-	-	-
-	-	-	10:01AM	10:14AM	10:25AM	10:36AM	10:47AM	11:00AM
10:26AM	10:32AM	10:38AM	-	10:45AM	10:56AM	11:07AM	11:18AM	11:31AM
-	-	-	11:01AM	11:14AM	11:25AM	11:36AM	11:47AM	12:00PM
11:26AM	11:32AM	11:38AM	-	11:45AM	11:56AM	12:07PM	12:18PM	12:31PM
-	-	-	12:01PM	12:14PM	12:25PM	12:36PM	12:47PM	01:00PM
12:26PM	12:32PM	12:38PM	-	12:45PM	12:56PM	01:07PM	01:18PM	01:31PM
-	-	-	01:01PM	01:14PM	01:25PM	01:36PM	01:47PM	02:00PM
01:26PM	01:32PM	01:38PM	-	01:45PM	01:56PM	02:07PM	02:18PM	02:31PM

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

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Miami-Dade County Miami-Dade Transit

Routes Schedule

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)

(https://twitter.com/IRide

)

40 (Westbound) WEEKDAY								
DOUGLAS RD STATION & 3100 SW 37 AV	SW 40 ST & SW 67 AV	SW 40 ST & SW 87 AV	SW 40 ST & SW 107 AV	SW 42 ST & SW 127 AV	SW 56 ST & SW 152 AV	SW 122 AV & SW 26 ST	SW 18 ST & SW 127 AV	SW 8 ST & SW 129 PL
-	-	-	-	04:46AM	04:54AM	-	-	-
-	-	-	-	-	-	-	05:10AM	05:12AM
-	-	-	-	05:35AM	05:43AM	-	-	-
05:50AM	05:58AM	06:06AM	06:12AM	06:19AM	06:29AM	-	-	-
-	-	-	-	-	-	-	05:52AM	05:54AM
-	-	-	-	06:06AM	06:16AM	-	-	-
06:10AM	06:20AM	06:28AM	06:34AM	06:41AM	-	06:46AM	06:51AM	06:55AM
-	-	-	-	-	-	-	06:21AM	06:25AM
06:30AM	06:40AM	06:48AM	06:54AM	07:04AM	07:15AM	-	-	-
-	-	-	-	-	-	-	06:40AM	06:44AM
06:50AM	07:01AM	07:10AM	07:19AM	07:29AM	07:40AM	-	-	-
-	-	-	-	06:52AM	07:03AM	-	-	-
07:10AM	07:21AM	07:30AM	07:39AM	07:49AM	-	07:56AM	08:03AM	08:09AM
07:25AM	07:36AM	07:45AM	07:54AM	08:04AM	08:15AM	-	-	-
07:40AM	07:51AM	08:02AM	08:11AM	08:21AM	-	08:27AM	08:34AM	08:40AM
07:55AM	08:07AM	08:18AM	08:27AM	08:37AM	08:48AM	-	-	-
08:10AM	08:22AM	08:33AM	08:42AM	08:52AM	-	08:58AM	09:05AM	09:10AM
08:30AM	08:42AM	08:53AM	09:03AM	09:14AM	-	09:19AM	09:25AM	09:30AM
08:50AM	09:03AM	09:16AM	09:26AM	09:37AM	09:48AM	-	-	-
09:18AM	09:31AM	09:44AM	09:54AM	10:05AM	-	10:10AM	10:16AM	10:21AM
09:48AM	10:01AM	10:14AM	10:24AM	10:35AM	10:46AM	-	-	-
10:18AM	10:31AM	10:44AM	10:54AM	11:05AM	-	11:10AM	11:16AM	11:21AM
10:48AM	11:01AM	11:14AM	11:24AM	11:35AM	11:46AM	-	-	-
11:18AM	11:31AM	11:44AM	11:54AM	12:05PM	-	12:10PM	12:16PM	12:21PM
11:48AM	12:01PM	12:14PM	12:24PM	12:35PM	12:46PM	-	-	-

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

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Route 51
Flagler MAX

Miami-Dade County Miami-Dade Transit

Routes Schedule

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(https://twitter.com/IRide

)

miamidade.gov

METROBUS

51 Flagler MAX (Eastbound) WEEKDAY						
SW 132 AV & SW 8 ST	SW 137 AV & SW 18 ST	SW 122 AV & SW 26 ST	W FLAGLER ST & SW 107 AV	W FLAGLER ST & SW 72 AV	W FLAGLER ST & SW 27 AV	NW 1 ST & NW 1 AV
05:01AM	05:04AM	05:10AM	05:22AM	05:32AM	05:47AM	05:58AM
05:21AM	05:24AM	05:30AM	05:42AM	05:52AM	06:07AM	06:18AM
05:36AM	05:39AM	05:45AM	05:57AM	06:07AM	06:22AM	06:33AM
05:51AM	05:54AM	06:00AM	06:12AM	06:22AM	06:37AM	06:48AM
06:03AM	06:06AM	06:12AM	06:24AM	06:34AM	06:49AM	07:03AM
06:12AM	06:15AM	06:21AM	06:33AM	06:43AM	07:04AM	07:18AM
06:27AM	06:30AM	06:36AM	06:48AM	06:58AM	07:19AM	07:33AM
06:37AM	06:40AM	06:46AM	06:58AM	07:13AM	07:34AM	07:48AM
06:48AM	06:51AM	06:57AM	07:13AM	07:28AM	07:49AM	08:03AM
06:57AM	07:02AM	07:12AM	07:28AM	07:43AM	08:04AM	08:18AM
07:12AM	07:17AM	07:27AM	07:43AM	07:58AM	08:19AM	08:33AM
07:27AM	07:32AM	07:42AM	07:58AM	08:13AM	08:34AM	08:48AM
07:42AM	07:47AM	07:57AM	08:13AM	08:28AM	08:49AM	09:03AM
07:58AM	08:03AM	08:13AM	08:29AM	08:44AM	09:05AM	09:18AM
08:20AM	08:25AM	08:35AM	08:51AM	09:06AM	09:25AM	09:38AM
08:46AM	08:51AM	09:01AM	09:14AM	09:26AM	09:45AM	09:58AM
09:20AM	09:24AM	09:31AM	09:44AM	09:56AM	10:15AM	10:28AM
09:50AM	09:54AM	10:01AM	10:14AM	10:26AM	10:45AM	10:58AM
10:20AM	10:24AM	10:31AM	10:44AM	10:56AM	11:15AM	11:28AM
10:50AM	10:54AM	11:01AM	11:14AM	11:26AM	11:45AM	11:58AM
11:20AM	11:24AM	11:31AM	11:44AM	11:56AM	12:15PM	12:28PM
11:50AM	11:54AM	12:01PM	12:14PM	12:26PM	12:45PM	12:58PM
12:20PM	12:24PM	12:31PM	12:44PM	12:56PM	01:15PM	01:28PM
12:50PM	12:54PM	01:01PM	01:14PM	01:26PM	01:45PM	01:58PM
01:20PM	01:24PM	01:31PM	01:44PM	01:56PM	02:15PM	02:28PM
01:49PM	01:53PM	02:00PM	02:13PM	02:25PM	02:44PM	02:58PM

02:17PM	02:21PM	02:28PM	02:42PM	02:55PM	03:14PM	03:28PM
02:46PM	02:50PM	02:58PM	03:12PM	03:25PM	03:44PM	03:58PM
03:16PM	03:20PM	03:28PM	03:42PM	03:55PM	04:14PM	04:28PM
03:46PM	03:50PM	03:58PM	04:12PM	04:25PM	04:44PM	04:58PM
04:01PM	04:05PM	04:13PM	04:27PM	04:40PM	04:59PM	05:13PM
04:16PM	04:20PM	04:28PM	04:42PM	04:55PM	05:14PM	05:28PM
04:31PM	04:35PM	04:43PM	04:57PM	05:10PM	05:29PM	05:43PM
04:46PM	04:50PM	04:58PM	05:12PM	05:25PM	05:44PM	05:58PM
05:06PM	05:10PM	05:18PM	05:32PM	05:45PM	06:04PM	06:18PM
05:34PM	05:38PM	05:46PM	06:00PM	06:13PM	06:32PM	06:43PM
06:09PM	06:13PM	06:21PM	06:35PM	06:46PM	07:02PM	07:13PM
06:42PM	06:46PM	06:53PM	07:05PM	07:16PM	07:32PM	07:43PM
07:12PM	07:16PM	07:23PM	07:35PM	07:46PM	08:02PM	08:13PM

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Miami-Dade County Miami-Dade Transit

Routes Schedule

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51 Flagler MAX (Westbound) WEEKDAY						
NW 1 ST & NW 1 AV	W FLAGLER ST & NW 27 AV	W FLAGLER ST & # 7167	W FLAGLER ST & NW 107 AV	SW 122 AV & SW 26 ST	SW 137 AV & SW 18 ST	SW 132 AV & SW 8 ST
06:00AM	06:08AM	06:20AM	06:31AM	06:42AM	06:48AM	06:51AM
06:20AM	06:28AM	06:40AM	06:51AM	07:04AM	07:12AM	07:18AM
06:35AM	06:43AM	06:55AM	07:08AM	07:21AM	07:29AM	07:35AM
06:50AM	06:58AM	07:13AM	07:26AM	07:39AM	07:47AM	07:53AM
07:05AM	07:16AM	07:31AM	07:44AM	07:57AM	08:05AM	08:11AM
07:20AM	07:31AM	07:46AM	07:59AM	08:12AM	08:20AM	08:26AM
07:35AM	07:46AM	08:01AM	08:14AM	08:27AM	08:35AM	08:41AM
07:50AM	08:01AM	08:16AM	08:29AM	08:42AM	08:50AM	08:56AM
08:05AM	08:16AM	08:31AM	08:44AM	08:57AM	09:05AM	09:08AM
08:20AM	08:31AM	08:46AM	08:59AM	09:12AM	09:20AM	09:23AM
08:35AM	08:46AM	09:03AM	09:16AM	09:29AM	09:37AM	09:40AM
08:50AM	09:02AM	09:19AM	09:32AM	09:45AM	09:53AM	09:56AM
09:05AM	09:17AM	09:34AM	09:47AM	10:00AM	10:08AM	10:11AM
09:20AM	09:32AM	09:49AM	10:02AM	10:15AM	10:23AM	10:26AM
09:40AM	09:52AM	10:09AM	10:22AM	10:35AM	10:43AM	10:46AM
10:00AM	10:12AM	10:29AM	10:42AM	10:55AM	11:03AM	11:06AM
10:30AM	10:42AM	10:59AM	11:12AM	11:25AM	11:33AM	11:36AM
11:00AM	11:12AM	11:29AM	11:42AM	11:55AM	12:03PM	12:06PM
11:30AM	11:42AM	11:59AM	12:12PM	12:25PM	12:33PM	12:36PM
12:00PM	12:12PM	12:29PM	12:42PM	12:55PM	01:03PM	01:06PM
12:30PM	12:42PM	12:59PM	01:12PM	01:25PM	01:33PM	01:36PM
01:00PM	01:12PM	01:29PM	01:42PM	01:55PM	02:03PM	02:06PM
01:30PM	01:42PM	01:59PM	02:12PM	02:25PM	02:34PM	02:38PM
02:00PM	02:12PM	02:29PM	02:45PM	02:59PM	03:08PM	03:12PM
02:30PM	02:43PM	03:04PM	03:20PM	03:34PM	03:43PM	03:47PM
03:00PM	03:13PM	03:34PM	03:50PM	04:04PM	04:13PM	04:17PM

03:30PM	03:43PM	04:05PM	04:23PM	04:37PM	04:46PM	04:50PM
03:45PM	03:58PM	04:20PM	04:38PM	04:52PM	05:01PM	05:05PM
04:00PM	04:15PM	04:37PM	04:55PM	05:09PM	05:18PM	05:22PM
04:15PM	04:30PM	04:52PM	05:10PM	05:24PM	05:33PM	05:37PM
04:30PM	04:45PM	05:07PM	05:25PM	05:39PM	05:48PM	05:52PM
04:45PM	05:00PM	05:22PM	05:40PM	05:54PM	06:03PM	06:07PM
05:00PM	05:15PM	05:37PM	05:55PM	06:09PM	06:18PM	06:22PM
05:15PM	05:30PM	05:52PM	06:10PM	06:24PM	06:33PM	06:36PM
05:30PM	05:45PM	06:07PM	06:25PM	06:39PM	06:47PM	06:50PM
05:45PM	06:00PM	06:22PM	06:40PM	06:52PM	07:00PM	07:03PM
06:00PM	06:15PM	06:37PM	06:51PM	07:03PM	07:11PM	07:14PM
06:20PM	06:35PM	06:52PM	07:06PM	07:18PM	07:26PM	07:29PM
06:45PM	06:56PM	07:13PM	07:27PM	07:39PM	07:47PM	07:50PM
07:15PM	07:26PM	07:43PM	07:57PM	08:09PM	08:17PM	08:20PM
07:45PM	07:56PM	08:13PM	08:27PM	08:39PM	08:47PM	08:50PM
08:15PM	08:26PM	08:43PM	08:57PM	09:09PM	09:17PM	09:20PM

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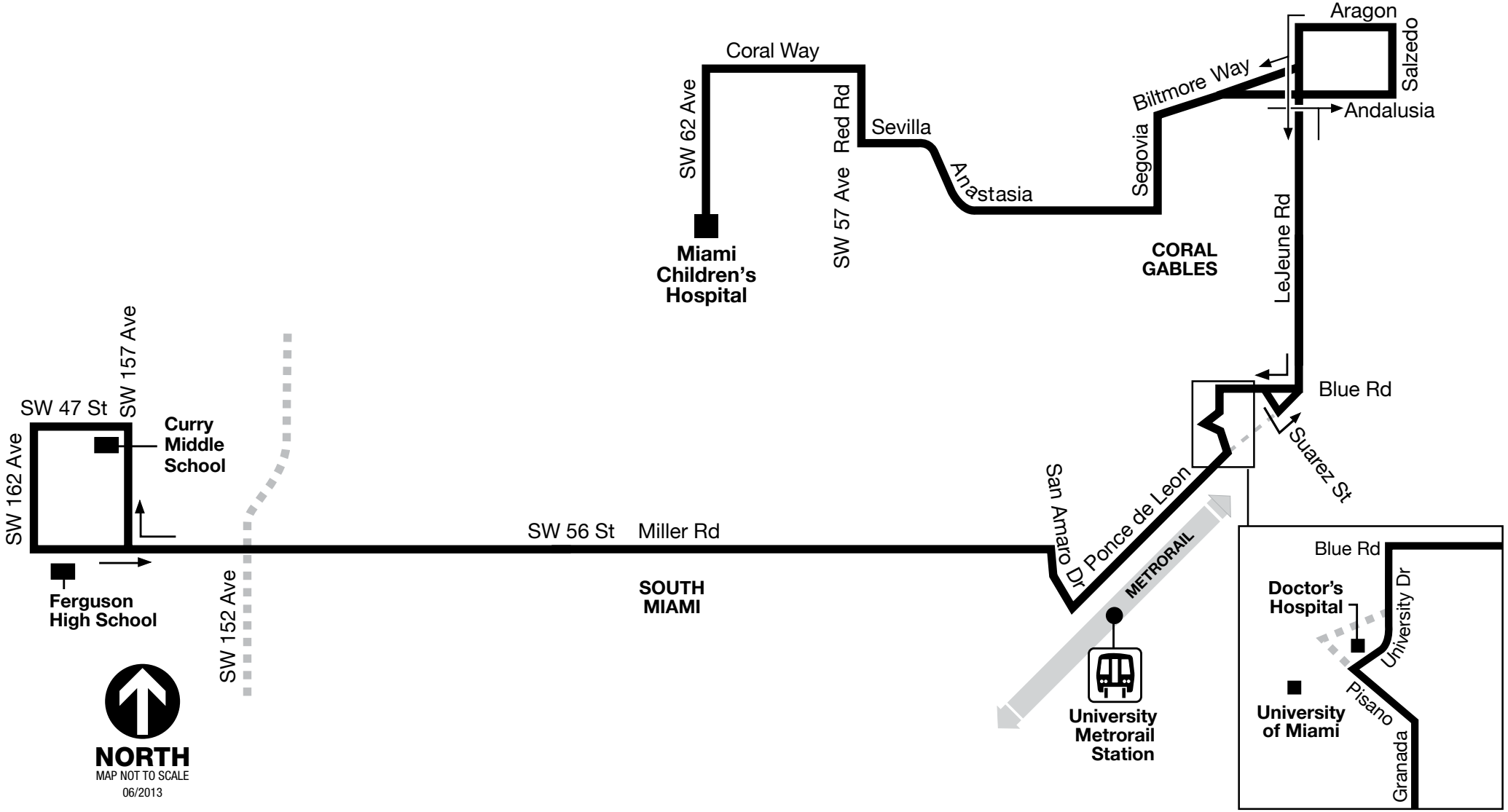
Route 56


Coral Way
SW 62 Ave
Red Rd
SW 57 Ave
Sevilla
Anastasia
Miami Children's Hospital
Biltmore Way
Segovia
Aragon
Salzedo
Andalusia
CORAL GABLES
LeJeune Rd
Blue Rd
Suarez St
San Amaro Dr
Ponce de Leon
METRORAIL
University Metrorail Station
Blue Rd
Doctor's Hospital
University Dr
Pisano
Granada
University of Miami
SW 47 St
SW 157 Ave
SW 162 Ave
Curry Middle School
Ferguson High School
SW 56 St
Miller Rd
SW 152 Ave
SOUTH MIAMI
NORTH
MAP NOT TO SCALE
06/2013

Miami-Dade County Miami-Dade Transit

Routes Schedule

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(https://twitter.com/IRide

)

miamidade.GOV METROBUS

56 (Eastbound) WEEKDAY						
SW 56 ST & SW 152 AV	SW 56 ST & SW 147 AV	SW 56 ST & SW 107 AV	SW 56 ST & SW 72 AV	UNIVERSITY STA & 5000 PONCE DE LEON B	ANDALUSIA AV & LE JEUNE RD	MIAMI CHILDRENS HOSP & PAVILLION ENTR
05:25AM	05:26AM	05:36AM	05:44AM	05:51AM	06:04AM	06:18AM
06:06AM	06:07AM	06:19AM	06:30AM	06:39AM	06:52AM	07:10AM
06:46AM	06:47AM	06:59AM	07:12AM	07:22AM	07:40AM	07:58AM
07:26AM	07:28AM	07:48AM	08:01AM	08:11AM	08:29AM	08:47AM
08:03AM	08:05AM	08:25AM	08:38AM	08:48AM	09:06AM	09:21AM
08:43AM	08:45AM	09:05AM	09:15AM	09:23AM	09:36AM	09:51AM
09:32AM	09:34AM	09:44AM	09:54AM	10:02AM	10:15AM	10:30AM
10:39AM	10:41AM	10:51AM	11:01AM	11:09AM	11:22AM	11:38AM
11:34AM	11:36AM	11:46AM	11:56AM	12:04PM	12:17PM	12:33PM
12:34PM	12:36PM	12:46PM	12:56PM	01:04PM	01:17PM	01:33PM
01:34PM	01:36PM	01:46PM	01:56PM	02:04PM	02:17PM	02:40PM
02:44PM	02:46PM	03:00PM	03:11PM	03:20PM	03:36PM	03:59PM
03:42PM	03:44PM	03:58PM	04:09PM	04:18PM	04:34PM	04:57PM
04:22PM	04:24PM	04:38PM	04:49PM	04:58PM	05:14PM	05:37PM
05:02PM	05:04PM	05:18PM	05:29PM	05:38PM	05:54PM	06:17PM
05:47PM	05:49PM	06:03PM	06:14PM	06:23PM	06:39PM	07:02PM

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MIAMI-DADE COUNTY

Miami-Dade County Miami-Dade Transit

Routes Schedule

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)

miamidade.gov METROBUS

56 (Westbound) WEEKDAY							
MIAMI CHILDRENS HOSP & PAVILLION ENTR	ANDALUSIA AV & LE JEUNE RD	PONCE DE LEON BD & MERRICK ST	SW 56 ST & SW 72 AV	SW 56 ST & SW 107 AV	SW 56 ST & SW 147 AV	SW 56 ST & SW 162 AV	SW 56 ST & SW 152 AV
-	-	-	-	-	05:17AM	05:22AM	05:25AM
-	-	-	-	-	05:57AM	06:03AM	06:06AM
05:58AM	06:12AM	06:26AM	06:36AM	06:49AM	07:02AM	07:13AM	07:19AM
-	-	-	-	-	06:37AM	06:43AM	06:46AM
06:38AM	06:52AM	07:06AM	07:16AM	07:29AM	07:42AM	07:52AM	07:56AM
07:18AM	07:32AM	07:47AM	07:57AM	08:10AM	08:23AM	08:33AM	08:37AM
07:58AM	08:12AM	08:27AM	08:37AM	08:50AM	09:03AM	09:13AM	09:17AM
08:35AM	08:49AM	09:05AM	09:16AM	09:27AM	09:40AM	09:50AM	09:54AM
09:08AM	09:22AM	09:38AM	09:49AM	10:00AM	10:13AM	10:23AM	10:27AM
10:11AM	10:25AM	10:41AM	10:52AM	11:04AM	11:15AM	11:23AM	11:26AM
11:11AM	11:25AM	11:40AM	11:49AM	12:01PM	12:12PM	12:20PM	12:23PM
12:11PM	12:25PM	12:40PM	12:49PM	01:01PM	01:12PM	01:20PM	01:23PM
01:11PM	01:25PM	01:40PM	01:49PM	02:01PM	02:12PM	02:22PM	02:27PM
02:07PM	02:21PM	02:38PM	02:50PM	03:05PM	03:19PM	03:27PM	03:30PM
02:47PM	03:02PM	03:21PM	03:33PM	03:48PM	04:02PM	04:10PM	04:13PM
03:27PM	03:42PM	04:01PM	04:13PM	04:28PM	04:42PM	04:50PM	04:53PM
04:07PM	04:22PM	04:41PM	04:53PM	05:08PM	05:22PM	05:30PM	05:33PM
04:47PM	05:02PM	05:21PM	05:33PM	05:48PM	06:02PM	06:10PM	06:13PM
05:27PM	05:42PM	06:01PM	06:13PM	06:28PM	06:42PM	06:50PM	06:53PM
06:07PM	06:22PM	06:41PM	06:53PM	07:08PM	07:19PM	07:26PM	07:29PM
06:50PM	07:05PM	07:21PM	07:30PM	07:40PM	07:51PM	07:58PM	08:01PM

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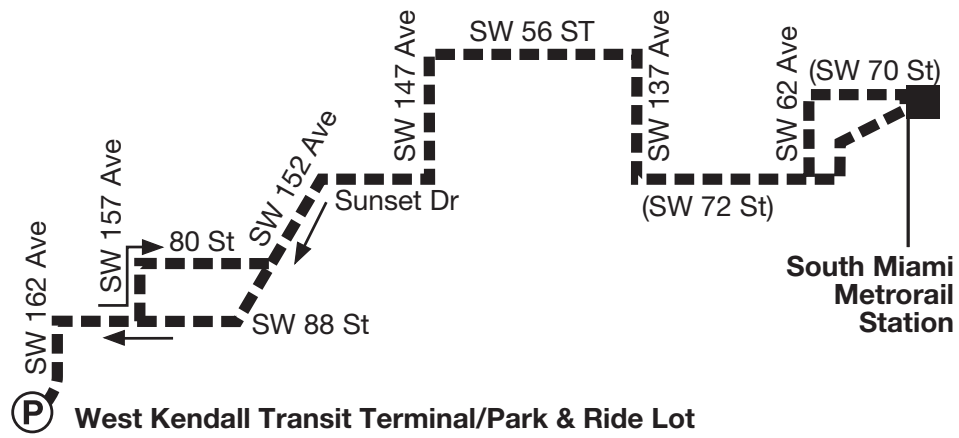
Route 72

ROUTE 72A WEEKENDS ONLY



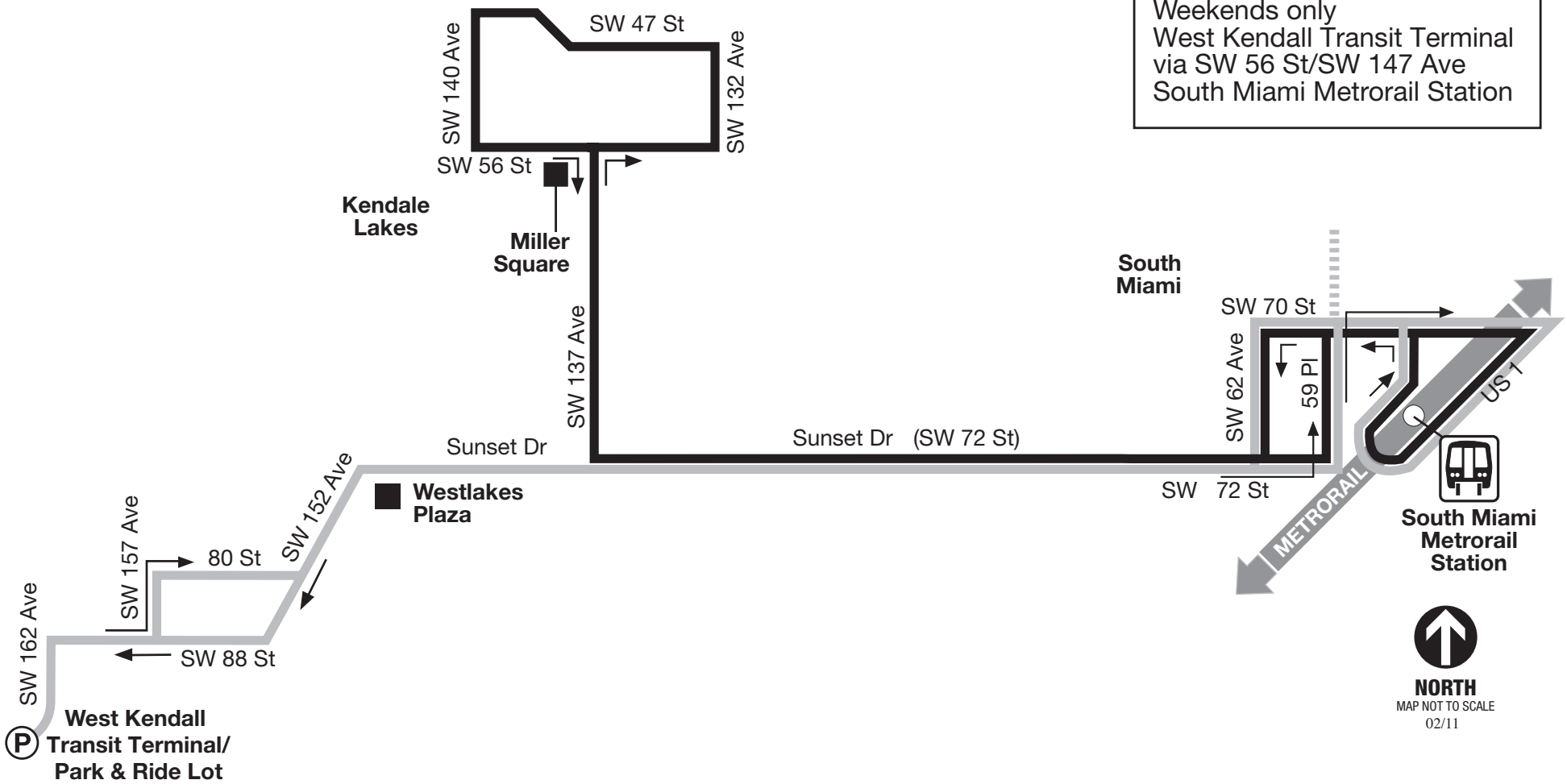
Legend

Park & Ride Lot (P)

Route 72A
West Kendall Transit Terminal
South Miami Metrorail Station

Route 72
SW 56 St/SW 132 Ave
South Miami Metrorail Station

Route 72A
Weekends only
West Kendall Transit Terminal
via SW 56 St/SW 147 Ave
South Miami Metrorail Station



Miami-Dade County Miami-Dade Transit

Routes Schedule

(https://www.facebook.c

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(https://twitter.com/IRide

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miamidade.gov METROBUS

72 (Eastbound) WEEKDAY						
WEST KENDALL TRANSIT TERMINAL	SW 56 ST & SW 147 AV	SW 56 ST & SW 137 AV	SW 72 ST & SW 137 AV	SW 72 ST & SW 107 AV	SW 72 ST & SW 87 CT	SOUTH MIAMI STA & 5949 SW 72 ST
-	-	05:11AM	05:15AM	05:22AM	05:28AM	05:36AM
05:41AM	-	-	05:53AM	06:05AM	06:13AM	06:25AM
-	-	06:32AM	06:37AM	06:49AM	06:57AM	07:15AM
06:46AM	-	-	07:02AM	07:16AM	07:24AM	07:42AM
-	-	07:20AM	07:25AM	07:39AM	07:47AM	08:05AM
07:39AM	-	-	07:55AM	08:09AM	08:17AM	08:35AM
-	-	08:15AM	08:20AM	08:34AM	08:42AM	09:00AM
08:34AM	-	-	08:50AM	09:04AM	09:12AM	09:30AM
-	-	09:26AM	09:31AM	09:40AM	09:48AM	10:00AM
09:47AM	-	-	10:01AM	10:10AM	10:18AM	10:30AM
-	-	10:26AM	10:31AM	10:40AM	10:48AM	11:00AM
10:47AM	-	-	11:01AM	11:10AM	11:18AM	11:30AM
-	-	11:26AM	11:31AM	11:40AM	11:48AM	12:00PM
11:47AM	-	-	12:01PM	12:10PM	12:18PM	12:30PM
-	-	12:26PM	12:31PM	12:40PM	12:48PM	01:00PM
12:47PM	-	-	01:01PM	01:10PM	01:18PM	01:30PM
-	-	01:24PM	01:29PM	01:38PM	01:46PM	02:00PM
01:48PM	-	-	02:04PM	02:13PM	02:21PM	02:35PM
-	-	02:34PM	02:39PM	02:48PM	02:56PM	03:10PM
02:58PM	-	-	03:14PM	03:23PM	03:31PM	03:45PM
-	-	03:39PM	03:44PM	03:53PM	04:01PM	04:15PM
03:58PM	-	-	04:14PM	04:23PM	04:31PM	04:45PM
-	-	04:39PM	04:44PM	04:53PM	05:01PM	05:15PM
04:58PM	-	-	05:14PM	05:23PM	05:31PM	05:45PM
-	-	05:34PM	05:39PM	05:48PM	05:56PM	06:10PM
05:53PM	-	-	06:09PM	06:18PM	06:26PM	06:40PM

-	-	06:34PM	06:39PM	06:48PM	06:56PM	07:10PM
06:53PM	-	-	07:09PM	07:17PM	07:23PM	07:35PM
-	-	07:43PM	07:48PM	07:56PM	08:02PM	08:10PM

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Miami-Dade County Miami-Dade Transit

Routes Schedule

(https://www.facebook.c

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(https://twitter.com/IRide

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72 (Westbound) WEEKDAY							
SOUTH MIAMI STA & 5949 SW 72 ST	SW 72 ST & SW 87 AV	SW 72 ST & SW 107 AV	SW 72 ST & SW 137 AV	SW 56 ST & SW 132 AV	SW 56 ST & SW 137 AV	SW 147 AV & SW 56 ST (S/F)	WEST KENDALL TRANSIT TERMINAL
-	-	-	-	05:03AM	05:11AM	-	-
05:51AM	05:59AM	06:05AM	06:12AM	06:18AM	06:28AM	-	-
06:08AM	06:19AM	06:25AM	06:32AM	-	-	-	06:43AM
06:30AM	06:41AM	06:47AM	06:54AM	07:00AM	07:11AM	-	-
06:52AM	07:05AM	07:11AM	07:21AM	-	-	-	07:33AM
07:25AM	07:38AM	07:44AM	07:54AM	08:00AM	08:11AM	-	-
07:50AM	08:03AM	08:09AM	08:19AM	-	-	-	08:31AM
08:25AM	08:38AM	08:44AM	08:54AM	09:00AM	09:11AM	-	-
09:05AM	09:18AM	09:24AM	09:34AM	-	-	-	09:45AM
09:37AM	09:48AM	09:54AM	10:02AM	10:08AM	10:18AM	-	-
10:07AM	10:18AM	10:24AM	10:32AM	-	-	-	10:43AM
10:37AM	10:48AM	10:54AM	11:02AM	11:08AM	11:18AM	-	-
11:07AM	11:18AM	11:24AM	11:32AM	-	-	-	11:43AM
11:37AM	11:48AM	11:54AM	12:02PM	12:08PM	12:18PM	-	-
12:02PM	12:13PM	12:19PM	12:27PM	-	-	-	12:38PM
12:32PM	12:43PM	12:49PM	12:57PM	01:03PM	01:13PM	-	-
01:02PM	01:13PM	01:19PM	01:27PM	-	-	-	01:38PM
01:40PM	01:51PM	01:57PM	02:08PM	02:14PM	02:24PM	-	-
02:05PM	02:21PM	02:31PM	02:42PM	-	-	-	02:55PM
02:35PM	02:51PM	03:01PM	03:12PM	03:18PM	03:28PM	-	-
03:05PM	03:21PM	03:31PM	03:42PM	-	-	-	03:55PM
03:35PM	03:51PM	04:01PM	04:12PM	04:18PM	04:28PM	-	-
04:05PM	04:21PM	04:31PM	04:42PM	-	-	-	04:55PM
04:35PM	04:51PM	05:01PM	05:12PM	05:18PM	05:28PM	-	-
05:00PM	05:16PM	05:26PM	05:37PM	-	-	-	05:50PM
05:30PM	05:46PM	05:56PM	06:07PM	06:13PM	06:23PM	-	-

06:00PM	06:16PM	06:26PM	06:37PM	-	-	-	06:50PM
06:45PM	07:01PM	07:08PM	07:15PM	07:20PM	07:29PM	-	-
07:15PM	07:25PM	07:32PM	07:39PM	-	-	-	07:50PM
07:50PM	08:00PM	08:06PM	08:12PM	08:17PM	08:25PM	-	-
08:33PM	08:42PM	08:48PM	08:54PM	08:59PM	09:07PM	-	-

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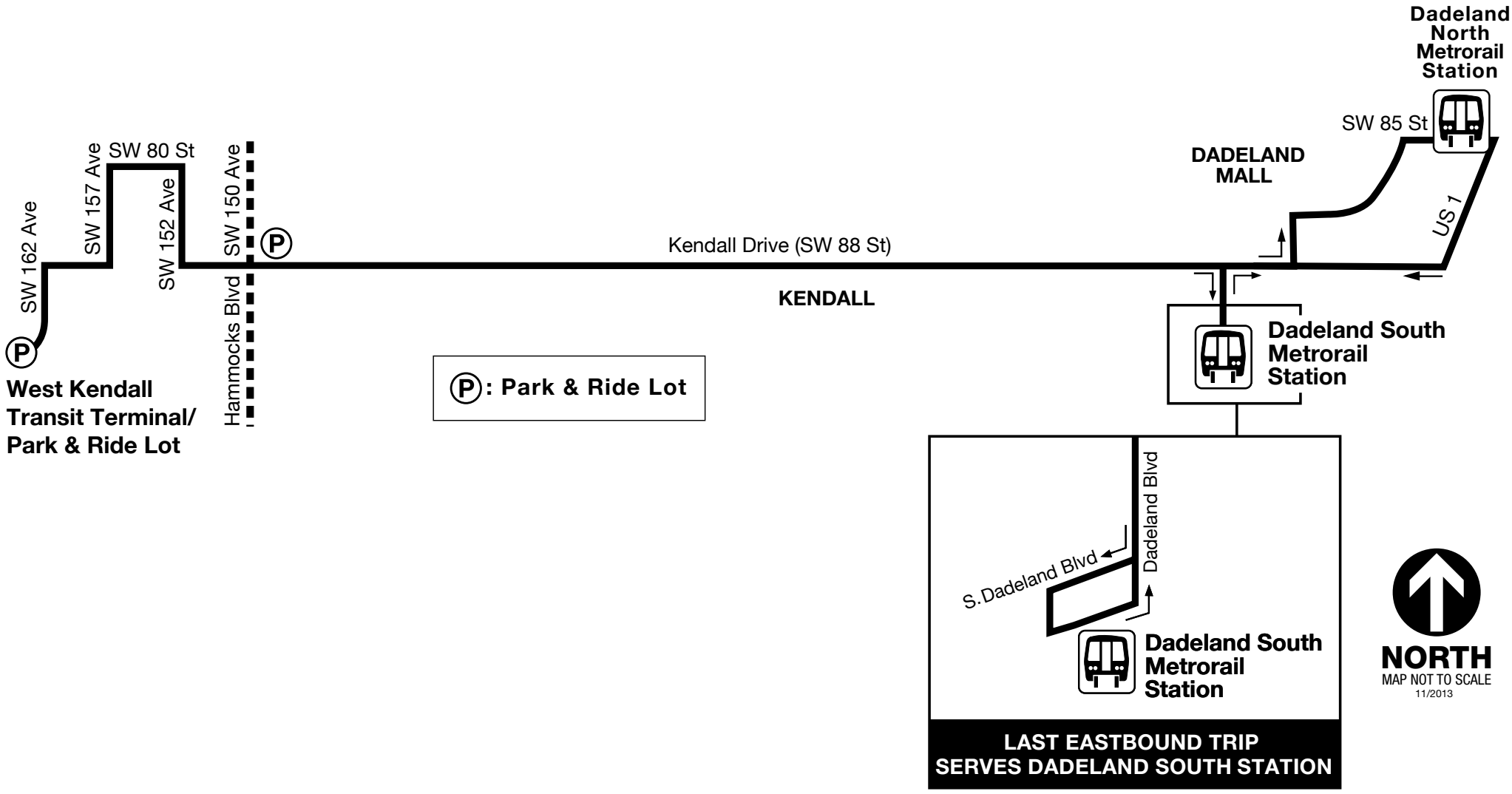
Route 88


Dadeland North Metrorail Station
SW 85 St
DADELAND MALL
US 1
SW 162 Ave
SW 157 Ave
SW 80 St
SW 152 Ave
SW 150 Ave
Hammocks Blvd
Kendall Drive (SW 88 St)
KENDALL
West Kendall Transit Terminal/ Park & Ride Lot
Ⓟ: Park & Ride Lot
Dadeland South Metrorail Station
S. Dadeland Blvd
Dadeland Blvd
Dadeland South Metrorail Station
NORTH
MAP NOT TO SCALE
11/2013
LAST EASTBOUND TRIP
SERVES DADELAND SOUTH STATION

Miami-Dade County Miami-Dade Transit

Routes Schedule

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(https://twitter.com/IRide
)

miamidade.gov METROBUS

88 (Eastbound) WEEKDAY					
WEST KENDALL TRANSIT TERMINAL	SW 88 ST & SW 152 AV	SW 88 ST & SW 132 AV	SW 88 ST & SW 107 AV	DADELAND SOUTH STA & 9150 DADELAND BD	DADELAND NORTH STA & BUS STOP AREA
04:59AM	05:06AM	05:13AM	05:20AM	-	05:32AM
05:31AM	05:38AM	05:45AM	05:52AM	-	06:05AM
05:42AM	05:49AM	06:02AM	06:12AM	-	06:25AM
06:01AM	06:09AM	06:22AM	06:32AM	-	06:45AM
06:18AM	06:26AM	06:39AM	06:49AM	-	07:05AM
06:32AM	06:40AM	06:53AM	07:09AM	-	07:25AM
06:51AM	06:59AM	07:13AM	07:29AM	-	07:45AM
07:09AM	07:19AM	07:33AM	07:49AM	-	08:05AM
07:29AM	07:39AM	07:53AM	08:09AM	-	08:25AM
07:49AM	07:59AM	08:13AM	08:29AM	-	08:45AM
08:09AM	08:19AM	08:33AM	08:49AM	-	09:05AM
08:30AM	08:40AM	08:54AM	09:10AM	-	09:25AM
09:08AM	09:16AM	09:27AM	09:40AM	-	09:55AM
09:38AM	09:46AM	09:57AM	10:10AM	-	10:25AM
10:08AM	10:16AM	10:27AM	10:40AM	-	10:55AM
10:38AM	10:46AM	10:57AM	11:10AM	-	11:25AM
11:08AM	11:16AM	11:27AM	11:40AM	-	11:55AM
11:38AM	11:46AM	11:57AM	12:10PM	-	12:25PM
12:08PM	12:16PM	12:27PM	12:40PM	-	12:55PM
12:38PM	12:46PM	12:57PM	01:10PM	-	01:25PM
01:08PM	01:16PM	01:27PM	01:40PM	-	01:55PM
01:38PM	01:46PM	01:57PM	02:10PM	-	02:25PM
02:08PM	02:16PM	02:27PM	02:40PM	-	02:55PM
02:38PM	02:46PM	02:57PM	03:10PM	-	03:25PM
03:09PM	03:17PM	03:28PM	03:40PM	-	03:55PM
03:29PM	03:37PM	03:48PM	04:00PM	-	04:15PM

03:49PM	03:57PM	04:08PM	04:20PM	-	04:35PM
04:09PM	04:17PM	04:28PM	04:40PM	-	04:55PM
04:29PM	04:37PM	04:48PM	05:00PM	-	05:15PM
04:49PM	04:57PM	05:08PM	05:20PM	-	05:35PM
05:10PM	05:18PM	05:28PM	05:40PM	-	05:55PM
05:30PM	05:38PM	05:48PM	06:00PM	-	06:15PM
05:50PM	05:58PM	06:08PM	06:20PM	-	06:35PM
06:10PM	06:18PM	06:28PM	06:40PM	-	06:55PM
06:32PM	06:40PM	06:50PM	07:02PM	-	07:15PM
06:55PM	07:03PM	07:12PM	07:22PM	-	07:35PM
07:16PM	07:23PM	07:32PM	07:42PM	-	07:55PM
07:46PM	07:53PM	08:02PM	08:12PM	-	08:25PM
08:18PM	08:25PM	08:34PM	08:44PM	-	08:57PM
08:50PM	08:57PM	09:06PM	09:15PM	-	09:28PM
09:18PM	09:25PM	09:33PM	09:42PM	-	09:55PM
10:18PM	10:25PM	10:33PM	10:42PM	-	10:55PM
10:54PM	11:01PM	11:08PM	11:15PM	-	11:27PM
11:55PM	12:02AM	12:09AM	12:16AM	12:27AM	-
-	-	-	-	12:37AM	12:40AM

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Miami-Dade County Miami-Dade Transit

Routes Schedule

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)

(https://twitter.com/IRide

)

miamidade.gov

METROBUS

88 (Westbound) WEEKDAY				
DADELAND NORTH STA & BUS STOP AREA	SW 88 ST & SW 107 AV	SW 88 ST & SW 132 AV	SW 88 ST & SW 152 AV	WEST KENDALL TRANSIT TERMINAL
05:40AM	05:52AM	05:58AM	06:08AM	06:13AM
06:12AM	06:26AM	06:34AM	06:44AM	06:49AM
06:32AM	06:46AM	06:54AM	07:04AM	07:09AM
06:52AM	07:06AM	07:14AM	07:24AM	07:29AM
07:12AM	07:26AM	07:34AM	07:44AM	07:49AM
07:32AM	07:46AM	07:54AM	08:04AM	08:09AM
08:02AM	08:16AM	08:24AM	08:34AM	08:39AM
08:32AM	08:46AM	08:54AM	09:04AM	09:09AM
09:02AM	09:18AM	09:27AM	09:37AM	09:42AM
09:32AM	09:48AM	09:57AM	10:07AM	10:12AM
10:02AM	10:18AM	10:27AM	10:37AM	10:42AM
10:32AM	10:48AM	10:57AM	11:07AM	11:12AM
11:02AM	11:18AM	11:27AM	11:37AM	11:42AM
11:32AM	11:48AM	11:57AM	12:07PM	12:12PM
12:02PM	12:18PM	12:27PM	12:37PM	12:42PM
12:32PM	12:48PM	12:57PM	01:07PM	01:12PM
01:02PM	01:18PM	01:27PM	01:37PM	01:42PM
01:32PM	01:48PM	01:57PM	02:07PM	02:12PM
02:02PM	02:18PM	02:27PM	02:38PM	02:43PM
02:32PM	02:49PM	03:02PM	03:13PM	03:18PM
03:02PM	03:19PM	03:32PM	03:43PM	03:48PM
03:32PM	03:49PM	04:02PM	04:13PM	04:18PM
04:02PM	04:19PM	04:32PM	04:43PM	04:48PM
04:22PM	04:39PM	04:52PM	05:03PM	05:08PM
04:42PM	04:59PM	05:14PM	05:25PM	05:30PM
05:02PM	05:19PM	05:34PM	05:45PM	05:50PM

05:22PM	05:39PM	05:54PM	06:05PM	06:10PM
05:42PM	05:59PM	06:14PM	06:25PM	06:30PM
06:02PM	06:19PM	06:34PM	06:45PM	06:50PM
06:22PM	06:39PM	06:54PM	07:05PM	07:10PM
06:42PM	06:59PM	07:14PM	07:23PM	07:28PM
07:05PM	07:19PM	07:31PM	07:40PM	07:45PM
07:35PM	07:49PM	08:01PM	08:10PM	08:15PM
08:05PM	08:19PM	08:31PM	08:40PM	08:45PM
08:30PM	08:44PM	08:56PM	09:05PM	09:10PM
09:02PM	09:14PM	09:22PM	09:29PM	09:34PM
09:33PM	09:45PM	09:53PM	10:00PM	10:05PM
10:15PM	10:27PM	10:35PM	10:42PM	10:47PM
11:00PM	11:12PM	11:20PM	11:27PM	11:32PM
11:50PM	12:02AM	12:10AM	12:17AM	12:22AM
12:50AM	01:02AM	01:10AM	01:17AM	01:22AM

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Appendix H
Service Volumes

PM Peak Hour g/C Calculations

PM Peak Direction (WB/SB) ArtPlan Calculations						
Segment	**Intersection**	**Heavy Green**	**Yellow**	**All Red**	**Cycle Length**	**g/c (G+Y+R) - 4 / Cycle Length**
Coral Way 157-147 Av	SW 152 Avenue	25	4	1	90	0.29
	Left Turn	12	3	0	90	0.12
	SW 149 Avenue	40	4	1	90	0.46
	Left Turn	12	3	0	90	0.12
Coral Way 147-137 Av	SW 147 Avenue	40	4	1	90	0.46
	Left Turn	17	3	0	90	0.18
	SW 142 Avenue	27	4	1	90	0.31
	Left Turn	15	3	0	90	0.16
	SW 139 Avenue	132	7	1	200	0.68
	Left Turn	20	3	0	200	0.10
Coral Way 137-127 Av	SW 137 Avenue	75	4	2	200	0.39
	Left Turn	20	3	0	200	0.10
	SW 132 Avenue S	54	4	1	100	0.55
	Left Turn	0	3	0	100	0.00
	SW 132 Avenue N	59	4	1	100	0.60
	Left Turn	0	3	0	100	0.00
Coral Way 127-117 Av	SW 127 Avenue	100	4	1	200	0.51
	Left Turn	21	3	0	200	0.10
	SW 122 Avenue	115	4	1	200	0.58
	Left Turn	17	3	0	200	0.08
	11900 Block	54	5	2	100	0.57
	Left Turn	0	3	0	100	0.00
Bird Road 167-157 Av	NO SIGNAL IN THIS SEGMENT - USE GENERALIZED SV					
Bird Road 157-147 Av	SW 157 Avenue	54	7	1	160	0.36
	Left Turn	30	3	0	160	0.18
	SW 152 Avenue	50	4	1	160	0.32
	Left Turn	17	3	0	160	0.10
Bird Road 147-137 Av	SW 147 Avenue	89	4	1	200	0.45
	Left Turn	17	3	0	200	0.08
	SW 144 Avenue	117	4	1	200	0.59
	Left Turn	0	0	0	200	0.00
	SW 142 Avenue	101	4	1	200	0.51
	Left Turn	20	3	0	200	0.10
Bird Road 137-127 Av	SW 137 Avenue	79	4	1	200	0.40
	Left Turn	21	3	0	200	0.10
	SW 132 Avenue	110	4	1	200	0.56
	Left Turn	17	3	0	200	0.08

PM Peak Hour g/C Calculations

PM Peak Direction (WB/SB) ArtPlan Calculations						
Segment	**Intersection**	**Heavy Green**	**Yellow**	**All Red**	**Cycle Length**	**g/c (G+Y+R) - 4 / Cycle Length**
Bird Road 127-117 Av	SW 127 Avenue	119	4	1	200	0.60
	Left Turn	19	3	0	200	0.09
	SW 122 Avenue	115	4	1	160	0.73
	Left Turn	6	3	0	160	0.03
	SW 119 Court	140	4	1	160	0.88
	Left Turn	27	3	0	160	0.16
Miller Drive 167-157 Av	SW 162 Avenue	36	4	1	120	0.31
	Left Turn	14	3	0	120	0.11
Miller Drive 157-147 Av	SW 157 Avenue	34	4	1	120	0.29
	Left Turn	15	3	0	120	0.12
	SW 152 Avenue	71	4	1	160	0.45
	Left Turn	17	3	0	160	0.10
Miller Drive 147-137 Av	SW 147 Avenue	110	4	1	220	0.50
	Left Turn	22	3	0	220	0.10
	SW 142 Avenue	40	4	1	100	0.41
	Left Turn	12	3	0	100	0.11
	SW 140 Avenue	70	4	1	100	0.71
	Left Turn	0	3	0	100	0.00
Miller Drive 157-127 Av	SW 137 Avenue	79	4	1	200	0.40
	Left Turn	20	3	0	200	0.10
	SW 132 Avenue	135	4	1	200	0.68
	Left Turn	12	3	0	200	0.06
Miller Drive 127-117 Av	SW 127 Avenue	113	4	1	200	0.57
	Left Turn	13	3	0	200	0.06
	SW 122 Avenue	115	4	1	200	0.58
	Left Turn	0	3	0	200	0.00
	SW 118 Avenue	171	7	2	200	0.88
	Left Turn	0	3	0	200	0.00
Sunset Drive 167-157 Av	SW 162 Avenue	39	7	2	120	0.37
	Left Turn	9	3	0	120	0.07
Sunset Drive 157-147 Av	SW 157 Avenue	37	4	1	120	0.32
	Left Turn	10	3	0	120	0.08
	SW 152 Avenue	43	4	1	150	0.29
	Left Turn	17	3	0	150	0.11
Sunset Drive 147-137 Av	SW 147 Avenue	65	4	1	180	0.37
	Left Turn	17	3	0	180	0.09
	SW 142 Avenue	82	4	1	180	0.46
	Left Turn	20	3	0	180	0.11
Sunset Drive 137-127 Av	SW 137 Avenue	90	4	1	200	0.46
	Left Turn	12	3	0	200	0.06
	SW 132 Avenue	99	4	2	180	0.56
	Left Turn	16	3	0	180	0.08

PM Peak Hour g/C Calculations

PM Peak Direction (WB/SB) ArtPlan Calculations						
Segment	**Intersection**	**Heavy Green**	**Yellow**	**All Red**	**Cycle Length**	**g/c (G+Y+R) - 4 / Cycle Length**
Sunset Drive 127-117 Av	SW 127 Avenue	94	4	2	180	0.53
	Left Turn	10	3	0	180	0.05
	SW 123 Avenue	154	4	1	180	0.86
	Left Turn	0	3	0	180	0.00
SW 104 St 167-157 Av	NO SIGNAL IN THIS SEGMENT - USE GENERALIZED SV					
SW 104 St 157-147 Av	SW 157 Avenue	37	4	1	140	0.27
	Left Turn	20	3	0	140	0.14
	Hammocks Blvd	74	4	2	180	0.42
	Left Turn	25	3	0	180	0.13
SW 104 St 147-137 Av	SW 147 Avenue	80	4	1	180	0.45
	Left Turn	25	3	0	180	0.13
	SW 142 Avenue	80	4	2	180	0.46
	Left Turn	25	3	0	180	0.13
SW 104 St 137-127 Av	SW 137 Avenue	70	4	2	180	0.40
	Left Turn	30	4	0	180	0.17
	SW 134 Avenue	107	4	1	180	0.60
	Left Turn	20	3	0	180	0.11
	SW 132 Av	107	4	1	180	0.60
	Left Turn	20	3	0	180	0.11
SW 104 St 127-117 Av	SW 127 Avenue	95	4	2	180	0.54
	Left Turn	20	3	0	180	0.11
	SW 122 Avenue	95	4	2	180	0.54
	Left Turn	15	3	0	180	0.08
SW 120 St 157-147 Av	SW 157 Avenue	25	4	1	100	0.26
	Left Turn	0	0	0	100	0.00
SW 120 St 147-137 Av	SW 147 Avenue	40	4	1	80	0.51
	Left Turn	0	0	0	80	0.00
SW 120 St 137-127 Av	SW 137 Avenue	40	4	2	180	0.23
	Left Turn	20	3	0	180	0.11
	SW 131 Avenue	113	4	2	170	0.68
	Left Turn	15	3	0	170	0.08
SW 167 Av Coral Way-Kendall	Kendall Dr	30	4	1	120	0.26
	Left Turn	30	4	1	120	0.26
SW 167 Av Kendall-104 St	NO SIGNAL IN THIS SEGMENT - USE GENERALIZED SV					
SW 162 Av Kendall-104 St	SW 96 St	32	4	2	110	0.31
	Left Turn	15	3	0	110	0.13
SW 157 Av SW 8 St-Bird	Bird Road	65	4	1	160	0.41
	Left Turn	25	3	0	160	0.15

PM Peak Hour g/C Calculations

PM Peak Direction (WB/SB) ArtPlan Calculations						
Segment	**Intersection**	**Heavy Green**	**Yellow**	**All Red**	**Cycle Length**	**g/c** **(G+Y+R) - 4** **Cycle Length**
SW 157 Av Bird-Miller	SW 47 Street	74	4	1	150	0.50
	Left Turn	16	3	0	150	0.10
	Miller Drive	40	4	1	120	0.34
	Left Turn	15	3	0	120	0.12
SW 157 Av Miller-Sunset	SW 64 Street	57	4	1	120	0.48
	Left Turn	15	3	0	120	0.12
	Sunset Drive	42	4	1	120	0.36
	Left Turn	15	3	0	120	0.12
SW 157 Av Sunset-Kendall	SW 80 Street	51	4	1	120	0.43
	Left Turn	10	3	0	120	0.08
	8600 Block	67	4	1	180	0.38
	Left Turn	20	3	0	180	0.11
	Kendall Drive	45	4	1	180	0.26
	Left Turn	22	3	0	180	0.12
SW 157 Av Kendall-104 St	SW 96 Street	50	4	1	140	0.36
	Left Turn	15	3	0	140	0.10
	SW 104 St	46	4	1	140	0.34
	Left Turn	21	3	0	140	0.14
SW 157 Av 104-120 Street	SW 112 Street	49	4	1	110	0.45
	Left Turn	10	3	0	110	0.08
	SW 120 Street	61	7	2	100	0.66
	Left Turn	10	3	0	100	0.09
SW 157 Av 112-136 Street	SW 136 Street	39	4	1	80	0.50
	Left Turn	0	3	0	80	0.00
SW 147 Av SW 8 St-Coral Way	Coral Way	20	4	1	90	0.23
	Left Turn	0	3	0	90	0.00
SW 147 Av Coral Way-Bird	Bird Road	70	4	1	200	0.36
	Left Turn	0	3	0	200	0.00
SW 147 Av Bird-Miller	SW 47 Street	70	4	1	140	0.51
	Left Turn	12	3	0	140	0.08
	Miller Dr	66	4	1	220	0.30
	Left Turn	17	3	0	220	0.07
SW 147 Av Miller-Sunset	SW 67 Lane	37	4	1	90	0.42
	Left Turn	10	3	0	90	0.10
	Sunset	65	4	1	180	0.37
	Left Turn	17	3	0	180	0.09
SW 147 Av Sunset-Kendall	SW 80 Street	50	4	1	110	0.46
	Left Turn	0	3	0	110	0.00
	Kendall Dr	40	4	1	180	0.23
	Left Turn	17	3	0	180	0.09

AM Peak Hour g/C Calculations

AM Peak Direction (EB/NB) ArtPlan Calculations						
Segment	**Intersection**	**Heavy Green**	**Yellow**	**All Red**	**Cycle Length**	**g/c (G+Y+R) - 4 / Cycle Length**
Miller Dr 147-162 Av	162 Av	54	4	1	120	0.46
	Left Turn	10	3	0	120	0.08
	157 Av	32	4	1	110	0.30
	Left Turn	10	3	0	110	0.08
	152 Av	40	4	1	100	0.41
	Left Turn	12	3	0	100	0.11
Sunset Dr 167-157 Av	162 Av	28	4	2	110	0.27
	Left Turn	0	3	0	110	0.00
	157 Av	32	4	1	110	0.30
	Left Turn	10	3	0	110	0.08
Sunset Dr 137-127 Av	132 Av	84	4	2	180	0.48
	Left Turn	20	3	0	180	0.11
	127 Av	84	4	2	200	0.43
	Left Turn	20	3	0	200	0.10
162 Av Kendall-104 St	96 St	32	4	2	110	0.31
	Left Turn	15	3	0	110	0.13
157 Av Miller-Bird	47 St	45	4	1	120	0.38
	Left Turn	12	3	0	120	0.09
	Bird	55	7	1	150	0.39
	Left Turn	25	3	0	150	0.16
157 Av Kendall-Sunset	8600 Block	27	4	1	90	0.31
	Left Turn	7	3	0	90	0.07
	80 St	45	4	1	110	0.42
	Left Turn	12	3	0	110	0.10
	Sunset	42	4	1	110	0.39
	Left Turn	10	3	0	110	0.08
157 Av Kendall-104 St	96 St	50	4	1	140	0.36
	Left Turn	15	3	0	140	0.10
	Kendall	55	4	1	180	0.31
	Left Turn	22	3	0	180	0.12

PM Peak Hour g/C Calculations

PM Peak Direction (WB/SB) ArtPlan Calculations						
Segment	**Intersection**	**Heavy Green**	**Yellow**	**All Red**	**Cycle Length**	**g/c (G+Y+R) - 4 / Cycle Length**
SW 147 Av Kendall-104 St	SW 96 Street	47	4	1	110	0.44
	Left Turn	10	3	0	110	0.08
	SW 104 Street	42	4	1	180	0.24
	Left Turn	17	3	0	180	0.09
SW 147 Av 104 St-120 St	SW 112 Street	40	4	1	80	0.51
	Left Turn	0	3	0	80	0.00
	Hammocks Blvd	22	4	1	80	0.29
	Left Turn	0	3	0	80	0.00
	SW 120 Street	40	4	1	80	0.51
	Left Turn	0	3	0	80	0.00
NW/SW 137 Av SR 836-SW 8 St	NW 6 St	72	10	1	100	0.79
	Left Turn	32	4.5	0	100	0.33
	SW 8 Street	86	4	2	200	0.44
	Left Turn	6	3	0	200	0.03
SW 137 Av SW 8 St-Coral Way	SW 18 St	131	4	1	200	0.66
	Left Turn	20	3	0	200	0.10
	Coral Way	80	4	2	200	0.41
	Left Turn	20	3	0	200	0.10
SW 137 Av Coral Way-Bird	Bird	64	4	1	200	0.33
	Left Turn	20	3	0	200	0.10
SW 137 Av Bird-Miller	SW 47 St	51	4	1	100	0.52
	Left Turn	10	3	0	100	0.09
	Miller Dr	75	4	1	200	0.38
	Left Turn	24	3	0	200	0.12
SW 137 Av Miller-Sunset	Kendale Lakes Dr	125	4	1	200	0.63
	Left Turn	22	3	0	200	0.11
	SW 62 St	126	4	1	200	0.64
	Left Turn	21	3	0	200	0.10
	SW 66 St	114	4	1	200	0.58
	Left Turn	20	3	0	200	0.10
	SW 68 St	126	4	1	200	0.64
	Left Turn	21	3	0	200	0.10
	Sunset Dr	62	4	1	200	0.32
	Left Turn	8	3	0	200	0.04
SW 137 Av Sunset-Kendall	SW 79 St	60	4	1	100	0.61
	Left Turn	0	3	0	100	0.00
	Kendale Lakes Blvd	52	4	1	100	0.53
	Left Turn	0	3	0	100	0.00
	SW 84 St	55	4	1	100	0.56
	Left Turn	0	3	0	100	0.00
	Kendall Dr	45	4	2	200	0.24
	Left Turn	23	3	1	200	0.12

PM Peak Hour g/C Calculations

PM Peak Direction (WB/SB) ArtPlan Calculations						
Segment	**Intersection**	**Heavy Green**	**Yellow**	**All Red**	**Cycle Length**	**g/c** **(G+Y+R) - 4** **Cycle Length**
SW 137 Av Kendall-104 St	SW 96 St	100	4	1	180	0.56
	Left Turn	25	3	1	180	0.14
	SW 104 St	64	4	2	180	0.37
	Left Turn	30	4	0	180	0.17
SW 137 Av 104-120 St	SW 112 St	87	4	1	180	0.49
	Left Turn	31	3	0	180	0.17
	SW 120 St	77	4	2	180	0.44
	Left Turn	25	3	0	180	0.13
SW 137 Av 120-136 St	SW 124 St	135	7	1	180	0.77
	Left Turn	20	3	0	180	0.11
	SW 136 St	95	4	1	180	0.53
	Left Turn	15	4	0	180	0.08
SW 127 Av SW 8 St-Coral Way	SW 18 St	45	4	1	100	0.46
	Left Turn	8	3	0	100	0.07
	Coral Way	45	4	1	200	0.23
	Left Turn	18	3	0	200	0.09
SW 127 Av Coral Way-Bird	Bird	61	4	0	160	0.38
	Left Turn	17	3	0	160	0.10
SW 127 Av Bird-Miller	SW 47 St	50	4	2	110	0.47
	Left Turn	9	4	4	110	0.12
	Miller Dr	45	4	1	200	0.23
	Left Turn	14	3	0	200	0.07
SW 127 Av Miller-Sunset	SW 62 St	60	7	1	100	0.64
	Left Turn	10	3	0	100	0.09
	Sunset Dr	45	4	1	180	0.26
	Left Turn	14	3	0	180	0.07
SW 127 Av Sunset-Kendall	SW 80 St	30	4	1	70	0.44
	Left Turn	0	3	0	70	0.00
	Kendall Dr	39	4	1	160	0.25
	Left Turn	0	3	0	160	0.00
SW 127 Av Kendall-104 St	SW 96 St	45	4	1	110	0.42
	Left Turn	10	3	0	110	0.08
	SW 104 St	38	4	1	180	0.22
	Left Turn	20	3	0	180	0.11
SW 127 Av 104-112 St	SW 108 St	45	4	1	100	0.46
	Left Turn	0	3	0	100	0.00
	SW 112 St	40	4	1	120	0.34
	Left Turn	12	3	0	120	0.09
SW 127 Av 112-136 St	NO SIGNALS USED GENERALIZED SV					

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 120 St, SW 137-127 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 127 Av	**Modal Analysis**	Multimodal
Agency		**To**	137 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to SW 131 Av)	170	0.5	4	4	12	12	Yes	1	235	0.08	No	3170	10000	825	2	45	Restrictive
2 (to 137 Av)	100	0.23	4	4	12	12	Yes	1	235	0.11	No	2110	26980	2226	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 131 Av)	850	6928	0.245	18.74	B	0.71	30.88	B
2 (to 137 Av)	2294	7057	1.413	229.44	F	#	5.39	F

Arterial Length	**1.0000**	**Weighted g/C**	**0.37**	**FFS Delay**	**257.00**	**Threshold Delay**	**125.23**	**Auto Speed**	**###**	**Auto LOS**	**###**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	320	400	440
2	**	**	710	850	900
3	**	70	1110	1300	1360
4	**	100	1520	1750	1820
*	**	80	1460	1720	1820
Lanes	**Hourly Volume In Both Directions**				
2	**	**	590	730	820
4	**	**	1300	1550	1650
6	**	130	2020	2370	2490
8	**	190	2770	3190	3330
*	**	150	2660	3130	3330
Lanes	**Annual Average Daily Traffic**				
2	**	**	3900	4900	5500
4	**	**	8700	10400	11000
6	**	900	13500	15800	16600
8	**	1300	18500	21300	22200
*	**	1000	17700	20900	22200

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 131 Av)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 137 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 131 Av)	100			No			NA			No		
2 (to 137 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to SW 131 Av)	4.29	D				4.81	E	1.70	E
2 (to 137 Av)	4.73	E				5.01	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	> 110	***	***
2	**	220	> 220	***	***
3	**	330	> 330	***	***
4	**	440	> 440	***	***
*	90	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	> 200	***	***
4	**	400	> 400	***	***
6	**	600	> 600	***	***
8	**	800	> 800	***	***
*	160	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	> 1400	***	***
4	**	2700	> 2700	***	***
6	**	4000	> 4000	***	***
8	**	5400	> 5400	***	***
*	1100	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	60	490	910
2	**	**	120	980	1810
3	**	**	180	1470	2720
4	**	**	230	1960	3620
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	110	890	1650
4	**	**	210	1780	3290
6	**	**	320	2670	4940
8	**	**	420	3550	6580
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	700	6000	11000
4	**	**	1400	11900	22000
6	**	**	2100	17800	32900
8	**	**	2800	23700	43900
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.07	>= 4.71	>= 3.53	>= 2.36	>= 1.18

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 120 St, SW 147-137 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 137 Av	**Modal Analysis**	Multimodal
Agency		**To**	SW 147 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to SW 147 Av)	80	0.5	4	4	12	12	Yes	1	235	0.10	No	5280	10000	825	2	50	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 147 Av)	850	7034	0.242	8.88	A	0.31	42.04	A

Arterial Length	**1.0000**	**Weighted g/C**	**0.50**	**FFS Delay**	**13.63**	**Threshold Delay**	**0.00**	**Auto Speed**	**42.04**	**Auto LOS**	**A**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	800	930	1000	1040	***
2	1710	1890	2050	2100	***
3	2640	2860	3090	3180	***
4	3550	3820	4130	4260	***
*	3550	3820	4130	4260	***
Lanes	**Hourly Volume In Both Directions**				
2	1460	1700	1820	1890	***
4	3110	3440	3730	3840	***
6	4800	5200	5620	5780	***
8	6460	6950	7510	7740	***
*	6460	6950	7510	7740	***
Lanes	**Annual Average Daily Traffic**				
2	9700	11300	12200	12600	***
4	20800	23000	24900	25600	***
6	32000	34700	37500	38600	***
8	43100	46400	50100	51600	***
*	43100	46400	50100	51600	***

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 147 Av)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 147 Av)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to SW 147 Av)	4.35	D				4.98	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	> 110	***	***
2	**	210	> 210	***	***
3	**	320	> 320	***	***
4	**	420	> 420	***	***
*	90	210	> 210	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	190	> 190	***	***
4	**	380	> 380	***	***
6	**	570	> 570	***	***
8	**	760	> 760	***	***
*	160	380	> 380	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1300	> 1300	***	***
4	**	2600	> 2600	***	***
6	**	3800	> 3800	***	***
8	**	5100	> 5100	***	***
*	1100	2600	> 2600	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	1820	> 1820	***	***	***
4	3640	> 3640	***	***	***
6	5460	> 5460	***	***	***
8	7280	> 7280	***	***	***
*	3640	> 3640	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	12200	> 12200	***	***	***
4	24300	> 24300	***	***	***
6	36400	> 36400	***	***	***
8	48500	> 48500	***	***	***
*	24300	> 24300	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.07	>= 4.71	>= 3.53	>= 2.36	>= 1.18

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 120 St, SW 157-147 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 147 Av	**Modal Analysis**	Multimodal
Agency		**To**	SW 157 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to SW 157 Av)	100	0.26	4	4	12	12	Yes	1	235	0.14	No	5280	10000	825	2	50	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 157 Av)	850	7059	0.463	32.36	C	0.34	33.00	B

Arterial Length	1.0000	Weighted g/C	0.26	FFS Delay	37.11	Threshold Delay	0.00	Auto Speed	33.00	Auto LOS	B

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	90	440	490	520	***
2	220	910	1000	1060	***
3	350	1390	1510	1600	***
4	480	1860	2010	2140	***
*	350	1820	1990	2140	***
Lanes	**Hourly Volume In Both Directions**				
2	170	800	900	960	***
4	400	1660	1820	1940	***
6	640	2530	2750	2930	***
8	880	3390	3660	3910	***
*	640	3310	3620	3910	***
Lanes	**Annual Average Daily Traffic**				
2	1100	5400	6000	6400	***
4	2700	11100	12200	13000	***
6	4300	16900	18400	19500	***
8	5900	22600	24400	26100	***
*	4300	22100	24200	26100	***

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 157 Av)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 157 Av)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to SW 157 Av)	4.35	D				4.98	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	200	580	> 580
2	**	210	400	1150	> 1150
3	**	320	590	1720	> 1720
4	**	420	790	2290	> 2290
*	90	210	> 210	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	190	360	1040	> 1040
4	**	380	720	2080	> 2080
6	**	570	1070	3120	> 3120
8	**	760	1430	4160	> 4160
*	160	380	> 380	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1300	2400	7000	> 7000
4	**	2600	4800	13900	> 13900
6	**	3800	7200	20800	> 20800
8	**	5100	9600	27800	> 27800
*	1100	2600	> 2600	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	1820	> 1820	***	***	***
4	3640	> 3640	***	***	***
6	5460	> 5460	***	***	***
8	7280	> 7280	***	***	***
*	3640	> 3640	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	12200	> 12200	***	***	***
4	24300	> 24300	***	***	***
6	36400	> 36400	***	***	***
8	48500	> 48500	***	***	***
*	24300	> 24300	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.07	>= 4.71	>= 3.53	>= 2.36	>= 1.18

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Bird Road, SW 127-117 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 117 Av	**Modal Analysis**	Multimodal
Agency		**To**	127 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				
File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml				
User Notes					

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 119 Ct)	160	0.5	4	4	12	12	Yes	1	235	0.16	Yes	1060	10000	825	2	45	Restrictive
2 (to 122 Av)	160	0.5	4	4	12	12	Yes	1	235	0.03	No	1590	10000	825	2	45	Restrictive
3 (to 127 Av)	200	0.5	4	4	12	12	Yes	1	235	0.09	No	2630	34000	2805	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 119 Ct)	734	6418	0.229	17.49	B	0.54	20.12	D
2 (to 122 Av)	850	6915	0.246	17.66	B	#	24.47	C
3 (to 127 Av)	2890	7385	0.783	33.20	C	#	22.56	C

Arterial Length	1.0000	Weighted g/C	0.50	FFS Delay	79.70	Threshold Delay	0.00	Auto Speed	22.54	Auto LOS	C

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	480	840	940
2	**	**	1050	1770	1920
3	**	**	1620	2690	2900
4	**	**	2200	3610	3880
*	**	**	1830	3610	3880
Lanes	**Hourly Volume In Both Directions**				
2	**	**	880	1530	1710
4	**	**	1910	3220	3500
6	**	**	2950	4900	5280
8	**	**	4000	6570	7060
*	**	**	3330	6570	7060
Lanes	**Annual Average Daily Traffic**				
2	**	**	5900	10200	11400
4	**	**	12800	21500	23300
6	**	**	19700	32700	35200
8	**	**	26700	43800	47100
*	**	**	22200	43800	47100

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 119 Ct)	No	Typical	Typical	No	NA	Yes	No	2	15
2 (to 122 Av)	No	Typical	Typical	No	NA	No	No	2	15
3 (to 127 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 119 Ct)	100			No			NA			Yes		
2 (to 122 Av)	100			No			NA			No		
3 (to 127 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 119 Ct)	4.24	D				4.71	E	1.70	E
2 (to 122 Av)	4.27	D				4.76	E	1.70	E
3 (to 127 Av)	4.86	E				5.80	F	1.10	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	690	> 690
2	**	220	410	1380	> 1380
3	**	340	620	2070	> 2070
4	**	450	820	2760	> 2760
*	100	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1260	> 1260
4	**	400	750	2510	> 2510
6	**	610	1120	3760	> 3760
8	**	810	1500	5020	> 5020
*	170	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8400	> 8400
4	**	2700	5000	16700	> 16700
6	**	4100	7500	25100	> 25100
8	**	5400	10000	33500	> 33500
*	1200	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	140	570	980
2	**	**	280	1130	1950
3	**	**	420	1700	2920
4	**	**	560	2260	3900
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	250	1030	1770
4	**	**	510	2060	3540
6	**	**	750	3090	5310
8	**	**	1010	4110	7080
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	1700	6900	11800
4	**	**	3400	13700	23600
6	**	**	5000	20600	35400
8	**	**	6700	27400	47200
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 9	>= 6	>= 5	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 8.57	>= 5.72	>= 4.29	>= 2.86	>= 1.43

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Bird Road, SW 157-147 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 147 Av	**Modal Analysis**	Multimodal
Agency		**To**	SW 157 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to SW 152 A)	160	0.32	4	4	12	12	Yes	1	235	0.10	No	2640	20390	1682	2	45	Restrictive
2 (to SW 157 Av)	160	0.36	4	4	12	12	Yes	1	235	0.18	Yes	2640	20390	1682	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 152 A)	1733	7132	0.759	48.78	D	#	18.92	D
2 (to SW 157 Av)	1497	6590	0.631	40.35	D	#	20.76	D

Arterial Length	**1.0000**	**Weighted g/C**	**0.34**	**FFS Delay**	**101.82**	**Threshold Delay**	**0.00**	**Auto Speed**	**19.80**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	220	570	660
2	**	**	500	1180	1340
3	**	**	780	1780	2000
4	**	**	1070	2390	2680
*	**	**	890	2370	2680
Lanes	**Hourly Volume In Both Directions**				
2	**	**	400	1040	1200
4	**	**	910	2150	2430
6	**	**	1420	3240	3660
8	**	**	1950	4350	4890
*	**	**	1620	4310	4890
Lanes	**Annual Average Daily Traffic**				
2	**	**	2700	7000	8000
4	**	**	6100	14400	16200
6	**	**	9500	21600	24400
8	**	**	13000	29000	32600
*	**	**	10800	28800	32600

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 152 A)	No	Typical	Typical	No	NA	Yes	No	2	15
2 (to SW 157 Av)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 152 A)	100			No			NA			Yes		
2 (to SW 157 Av)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to SW 152 A)	4.60	E				5.84	F	1.10	E
2 (to SW 157 Av)	4.60	E				5.84	F	1.10	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	90	220	410	1330	> 1330
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	160	400	750	2420	> 2420
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	1100	2700	5000	16100	> 16100

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	290	700
2	**	**	**	580	1400
3	**	**	**	870	2110
4	**	**	**	1160	2810
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	530	1280
4	**	**	**	1060	2550
6	**	**	**	1580	3830
8	**	**	**	2110	5100
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	3500	8500
4	**	**	**	7100	17000
6	**	**	**	10600	25600
8	**	**	**	14100	34000
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 11	>= 8	>= 6	>= 4	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 10.92	>= 7.28	>= 5.46	>= 3.64	>= 1.82

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Bird Road, SW 147-137 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 137 Av	**Modal Analysis**	Multimodal
Agency		**To**	SW 147 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to SW 142 A)	200	0.51	4	4	12	12	Yes	1	235	0.10	No	2640	28781	2374	2	45	Restrictive
2 (to SW 144 Av)	200	0.59	4	4	12	12	Yes	1	235	0.10	No	2640	28781	2374	2	45	Restrictive
3 (to SW 147 Av)	200	0.45	4	4	12	12	Yes	1	235	0.08	No	1760	28781	2374	2	50	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 142 A)	2446	7385	0.649	27.61	C	#	24.30	C
2 (to SW 144 Av)	2446	7385	0.561	15.43	B	#	29.09	B
3 (to SW 147 Av)	2446	7621	0.713	38.32	D	#	17.66	D

Arterial Length	**1.3333**	**Weighted g/C**	**0.50**	**FFS Delay**	**99.88**	**Threshold Delay**	**0.00**	**Auto Speed**	**23.54**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	200	680	880	960
2	**	430	1470	1810	1940
3	**	670	2270	2740	2920
4	**	910	3070	3680	3900
*	**	690	3010	3680	3900
Lanes	**Hourly Volume In Both Directions**				
2	**	370	1240	1600	1740
4	**	790	2680	3300	3520
6	**	1220	4130	4990	5300
8	**	1660	5590	6700	7090
*	**	1260	5480	6700	7090
Lanes	**Annual Average Daily Traffic**				
2	**	2500	8300	10700	11600
4	**	5300	17900	22000	23500
6	**	8200	27600	33300	35400
8	**	11100	37300	44700	47300
*	**	8400	36500	44700	47300

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 142 A)	No	Typical	Typical	No	NA	Yes	No	2	15
2 (to SW 144 Av)	No	Typical	Typical	No	NA	No	No	2	15
3 (to SW 147 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 142 A)	100			No			NA			Yes		
2 (to SW 144 Av)	100			No			NA			No		
3 (to SW 147 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to SW 142 A)	4.77	E				6.76	F	1.10	E
2 (to SW 144 Av)	4.77	E				6.76	F	1.10	E
3 (to SW 147 Av)	4.80	E				5.28	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	200	660	> 660
2	**	220	410	1310	> 1310
3	**	330	610	1960	> 1960
4	**	440	820	2610	> 2610
*	**	220	410	1310	> 1310
Lanes	**Hourly Volume In Both Directions**				
2	**	200	370	1190	> 1190
4	**	400	740	2380	> 2380
6	**	590	1110	3560	> 3560
8	**	800	1480	4750	> 4750
*	**	400	740	2380	> 2380
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8000	> 8000
4	**	2700	4900	15900	> 15900
6	**	4000	7400	23800	> 23800
8	**	5300	9900	31700	> 31700
*	**	2700	4900	15900	> 15900

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	400	820
2	**	**	**	810	1650
3	**	**	**	1210	2470
4	**	**	**	1610	3290
*	**	**	**	810	1650
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	730	1500
4	**	**	**	1470	2990
6	**	**	**	2190	4480
8	**	**	**	2930	5980
*	**	**	**	1470	2990
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	4900	10000
4	**	**	**	9800	20000
6	**	**	**	14600	29900
8	**	**	**	19500	39900
*	**	**	**	9800	20000

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 10	>= 7	>= 5	>= 4	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 9.61	>= 6.41	>= 4.80	>= 3.20	>= 1.60

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Bird Road, SW 137-127 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 127 Av	**Modal Analysis**	Multimodal
Agency		**To**	SW 137 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				
File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml				
User Notes					

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to SW 132 A)	200	0.56	4	4	12	12	Yes	1	235	0.08	No	2640	29020	2394	2	45	Restrictive
2 (to SW 137 Av)	200	0.4	4	4	12	12	Yes	1	235	0.10	No	2640	29020	2394	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 132 A)	2467	7385	0.596	19.76	B	#	27.19	C
2 (to SW 137 Av)	2467	7385	0.835	50.67	D	#	18.53	D

Arterial Length	1.0000	Weighted g/C	0.48	FFS Delay	83.34	Threshold Delay	0.00	Auto Speed	22.04	Auto LOS	C

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	60	560	740	820
2	**	140	1210	1530	1660
3	**	210	1880	2320	2520
4	**	290	2560	3110	3360
*	**	220	2400	3100	3360
Lanes	**Hourly Volume In Both Directions**				
2	**	110	1020	1350	1500
4	**	260	2200	2790	3030
6	**	390	3420	4220	4570
8	**	530	4660	5660	6110
*	**	400	4370	5640	6110
Lanes	**Annual Average Daily Traffic**				
2	**	800	6800	9000	10000
4	**	1700	14700	18600	20200
6	**	2600	22800	28200	30500
8	**	3600	31100	37700	40700
*	**	2700	29100	37600	40700

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 132 A)	No	Typical	Typical	No	NA	Yes	No	2	15
2 (to SW 137 Av)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 132 A)	100			No			NA			Yes		
2 (to SW 137 Av)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to SW 132 A)	4.78	E				6.79	F	1.10	E
2 (to SW 137 Av)	4.78	E				6.79	F	1.10	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	**	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	**	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	290	700
2	**	**	**	580	1400
3	**	**	**	870	2110
4	**	**	**	1160	2810
*	**	**	**	580	1400
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	530	1280
4	**	**	**	1060	2550
6	**	**	**	1580	3830
8	**	**	**	2110	5100
*	**	**	**	1060	2550
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	3500	8500
4	**	**	**	7100	17000
6	**	**	**	10600	25600
8	**	**	**	14100	34000
*	**	**	**	7100	17000

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 11	>= 8	>= 6	>= 4	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 10.92	>= 7.28	>= 5.46	>= 3.64	>= 1.82

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Coral Way, SW 157-147 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 157 Av	**Modal Analysis**	Multimodal
Agency		**To**	149 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				
File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml				
User Notes					

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 142 Av)	90	0.29	4	4	12	12	Yes	1	235	0.12	No	2640	10000	825	2	45	Restrictive
2 (to 149 Av)	90	0.46	4	4	12	12	Yes	1	235	0.12	No	2640	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 142 Av)	850	6828	0.429	26.36	C	0.33	25.96	C
2 (to 149 Av)	850	6828	0.271	12.54	B	0.33	32.42	B

Arterial Length	**1.0000**	**Weighted g/C**	**0.38**	**FFS Delay**	**44.88**	**Threshold Delay**	**0.00**	**Auto Speed**	**28.83**	**Auto LOS**	**B**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	260	500	560	***
2	**	620	1030	1140	1160
3	**	990	1560	1720	1740
4	**	1370	2090	2300	2320
*	**	1060	2060	2280	2320
Lanes	**Hourly Volume In Both Directions**				
2	**	480	910	1040	***
4	**	1130	1880	2080	2100
6	**	1800	2840	3130	3160
8	**	2500	3800	4190	4220
*	**	1930	3750	4150	4220
Lanes	**Annual Average Daily Traffic**				
2	**	3200	6100	6900	***
4	**	7600	12500	13900	14000
6	**	12000	19000	20900	21100
8	**	16700	25400	27900	28100
*	**	12900	25000	27700	28100

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 142 Av)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 149 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 142 Av)	100			No			NA			No		
2 (to 149 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 142 Av)	4.29	D				4.80	E	1.70	E
2 (to 149 Av)	4.29	D				3.26	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	90	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	160	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	1100	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	550	960
2	**	**	240	1100	1920
3	**	**	360	1660	2890
4	**	**	490	2210	3850
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	1000	1750
4	**	**	440	2000	3500
6	**	**	660	3010	5250
8	**	**	880	4010	6990
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6700	11700
4	**	**	3000	13400	23300
6	**	**	4400	20100	35000
8	**	**	5900	26800	46600
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.32	>= 4.22	>= 3.16	>= 2.11	>= 1.06

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Coral Way, SW 147-137 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 137 Av	**Modal Analysis**	Multimodal
Agency		**To**	147 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				
File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml				
User Notes					

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 139 Av)	200	0.5	4	4	12	12	Yes	1	235	0.10	No	1060	10000	825	2	45	Restrictive
2 (to 142 Av)	90	0.31	4	4	12	12	Yes	1	235	0.16	No	1580	10000	825	2	45	Restrictive
3 (to 147 Av)	90	0.46	4	4	12	12	Yes	1	235	0.18	No	2640	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 139 Av)	850	6966	0.244	22.00	C	0.75	17.87	D
2 (to 142 Av)	850	6828	0.402	24.49	C	0.30	21.13	D
3 (to 147 Av)	850	6828	0.271	12.54	B	0.29	32.41	B

Arterial Length	1.0000	Weighted g/C	0.40	FFS Delay	66.94	Threshold Delay	0.00	Auto Speed	24.50	Auto LOS	C

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	370	530	600
2	**	**	840	1120	1240
3	**	**	1340	1710	1860
4	**	**	1840	2300	2480
*	**	**	1590	2270	2480
Lanes	**Hourly Volume In Both Directions**				
2	**	**	680	970	1110
4	**	**	1530	2040	2250
6	**	**	2440	3110	3390
8	**	**	3350	4190	4530
*	**	**	2900	4130	4530
Lanes	**Annual Average Daily Traffic**				
2	**	**	4500	6500	7400
4	**	**	10200	13600	15000
6	**	**	16300	20800	22600
8	**	**	22400	27900	30200
*	**	**	19300	27600	30200

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 139 Av)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 142 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15
3 (to 147 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 139 Av)	100			No			NA			No		
2 (to 142 Av)	100			Yes			Typical			No		
3 (to 147 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 139 Av)	4.24	D				4.71	E	1.70	E
2 (to 142 Av)	4.27	D				3.22	C	2.10	D
3 (to 147 Av)	4.29	D				3.26	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	690	> 690
2	**	220	410	1380	> 1380
3	**	340	620	2070	> 2070
4	**	450	820	2760	> 2760
*	100	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1260	> 1260
4	**	400	750	2510	> 2510
6	**	610	1120	3760	> 3760
8	**	810	1500	5020	> 5020
*	170	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8400	> 8400
4	**	2700	5000	16700	> 16700
6	**	4100	7500	25100	> 25100
8	**	5400	10000	33500	> 33500
*	1200	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	360	780	1000
2	**	**	710	1550	2000
3	**	**	1070	2320	3000
4	**	**	1420	3100	4000
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	640	1410	1820
4	**	**	1290	2820	3640
6	**	**	1940	4220	5460
8	**	**	2590	5630	7280
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	4300	9400	12200
4	**	**	8600	18800	24300
6	**	**	12900	28200	36400
8	**	**	17300	37600	48500
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 6	>= 4	>= 3	>= 2	>= 1
Buses in Study Hour in Peak Direction (Daily)				
>= 5.95	>= 3.97	>= 2.98	>= 1.99	>= 1.00

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Coral Way, SW 127-117 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 117 Av	**Modal Analysis**	Multimodal
Agency		**To**	127 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 11900 Block)	100	0.5	4	4	12	12	Yes	1	235	0.10	No	1060	10000	825	2	45	Restrictive
2 (to 122 Av S)	200	0.5	4	4	12	12	Yes	1	235	0.08	Yes	1580	10000	825	2	45	Restrictive
3 (to 127 Av)	200	0.5	4	4	12	12	Yes	1	235	0.10	No	2640	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 11900 Block)	850	6840	0.249	11.12	B	0.39	24.46	C
2 (to 122 Av S)	734	6459	0.227	21.80	C	0.87	22.31	C
3 (to 127 Av)	850	6966	0.244	22.01	C	0.75	27.70	C

Arterial Length	**1.0000**	**Weighted g/C**	**0.50**	**FFS Delay**	**62.82**	**Threshold Delay**	**0.00**	**Auto Speed**	**25.21**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	510	860	940
2	**	**	1120	1780	1920
3	**	**	1740	2700	2900
4	**	**	2360	3620	3880
*	**	**	2050	3620	3880
Lanes	**Hourly Volume In Both Directions**				
2	**	**	930	1570	1710
4	**	**	2040	3240	3500
6	**	**	3170	4910	5280
8	**	**	4300	6590	7060
*	**	**	3730	6590	7060
Lanes	**Annual Average Daily Traffic**				
2	**	**	6200	10500	11400
4	**	**	13600	21600	23300
6	**	**	21100	32800	35200
8	**	**	28700	43900	47100
*	**	**	24900	43900	47100

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 11900 Block)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 122 Av S)	No	Typical	Typical	Yes	Typical	No	No	2	15
3 (to 127 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 11900 Block)	100			No			NA			No		
2 (to 122 Av S)	100			Yes			Typical			No		
3 (to 127 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 11900 Block)	4.24	D				4.71	E	1.70	E
2 (to 122 Av S)	4.27	D				3.22	C	2.10	D
3 (to 127 Av)	4.29	D				3.26	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	690	> 690
2	**	220	410	1380	> 1380
3	**	340	620	2070	> 2070
4	**	450	820	2760	> 2760
*	100	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1260	> 1260
4	**	400	750	2510	> 2510
6	**	610	1120	3760	> 3760
8	**	810	1500	5020	> 5020
*	170	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8400	> 8400
4	**	2700	5000	16700	> 16700
6	**	4100	7500	25100	> 25100
8	**	5400	10000	33500	> 33500
*	1200	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	360	780	1000
2	**	**	710	1550	2000
3	**	**	1070	2320	3000
4	**	**	1420	3100	4000
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	640	1410	1820
4	**	**	1290	2820	3640
6	**	**	1940	4220	5460
8	**	**	2590	5630	7280
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	4300	9400	12200
4	**	**	8600	18800	24300
6	**	**	12900	28200	36400
8	**	**	17300	37600	48500
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 6	>= 4	>= 3	>= 2	>= 1
Buses in Study Hour in Peak Direction (Daily)				
>= 5.95	>= 3.97	>= 2.98	>= 1.99	>= 1.00

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 104 St, SW 147-157 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 147 Av	**Modal Analysis**	Multimodal
Agency		**To**	SW 157 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	pPM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to Hammocks)	180	0.42	4	4	12	12	Yes	2	470	0.13	No	3520	20070	1656	1	45	Restrictive
2 (to SW 157 Av)	140	0.27	4	4	12	12	Yes	2	470	0.14	No	1760	20070	1656	1	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Hammocks)	1706	7180	0.566	35.28	D	0.31	24.87	C
2 (to SW 157 Av)	1706	7072	0.894	55.26	E	0.24	13.80	E

Arterial Length	**1.0000**	**Weighted g/C**	**0.35**	**FFS Delay**	**103.47**	**Threshold Delay**	**0.00**	**Auto Speed**	**19.62**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	230	450	540
2	**	**	540	960	1100
3	**	**	850	1470	1660
4	**	**	1170	1980	2200
*	**	**	730	1950	2200
Lanes	**Hourly Volume In Both Directions**				
2	**	**	420	820	990
4	**	**	990	1750	2000
6	**	**	1550	2680	3010
8	**	**	2130	3600	4020
*	**	**	1330	3550	4020
Lanes	**Annual Average Daily Traffic**				
2	**	**	2800	5500	6600
4	**	**	6600	11700	13300
6	**	**	10400	17900	20100
8	**	**	14200	24000	26800
*	**	**	8900	23700	26800

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to Hammocks)	No	Typical	Typical	No	NA	No	No	2	15
2 (to SW 157 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to Hammocks)	100			No			NA			No		
2 (to SW 157 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to Hammocks)	4.95	E				8.02	F	1.16	E
2 (to SW 157 Av)	4.92	E				6.44	F	1.10	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	**	110	> 110	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	**	200	> 200	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	1400	> 1400	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	450	870
2	**	**	**	900	1740
3	**	**	**	1350	2610
4	**	**	**	1800	3480
*	**	**	**	450	870
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	820	1580
4	**	**	**	1630	3160
6	**	**	**	2450	4740
8	**	**	**	3270	6320
*	**	**	**	820	1580
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	5500	10600
4	**	**	**	10900	21100
6	**	**	**	16300	31600
8	**	**	**	21800	42100
*	**	**	**	5500	10600

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 11	>= 8	>= 6	>= 4	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 10.56	>= 7.04	>= 5.28	>= 3.52	>= 1.76

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 104 St, SW 137-147 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 137 Av	**Modal Analysis**	Multimodal
Agency		**To**	SW 147 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 142 Av)	180	0.46	4	4	12	12	Yes	1	235	0.13	No	2640	7390	610	2	45	Restrictive
2 (to SW 147 Av)	180	0.45	4	4	12	12	Yes	1	235	0.13	No	2640	7390	610	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 142 Av)	629	6882	0.199	23.93	C	0.45	27.21	C
2 (to SW 147 Av)	629	6882	0.203	25.21	C	0.45	26.69	C

Arterial Length	**1.0000**	**Weighted g/C**	**0.46**	**FFS Delay**	**53.59**	**Threshold Delay**	**0.00**	**Auto Speed**	**26.95**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	70	590	820	880
2	**	160	1290	1670	1790
3	**	260	1990	2530	2710
4	**	350	2700	3380	3620
*	**	270	2530	3380	3620
Lanes	**Hourly Volume In Both Directions**				
2	**	130	1080	1500	1600
4	**	300	2350	3040	3260
6	**	480	3620	4600	4930
8	**	640	4910	6150	6590
*	**	500	4600	6150	6590
Lanes	**Annual Average Daily Traffic**				
2	**	900	7200	10000	10700
4	**	2000	15700	20300	21700
6	**	3200	24200	30700	32900
8	**	4300	32800	41000	43900
*	**	3300	30700	41000	43900

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 142 Av)	No	Typical	Typical	No	NA	No	No	2	15
2 (to SW 147 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 142 Av)	100			No			NA			No		
2 (to SW 147 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 142 Av)	4.14	D				4.54	E	1.70	E
2 (to SW 147 Av)	4.14	D				3.00	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	**	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	**	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	550	960
2	**	**	240	1100	1920
3	**	**	360	1660	2890
4	**	**	490	2210	3850
*	**	**	240	1100	1920
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	1000	1750
4	**	**	440	2000	3500
6	**	**	660	3010	5250
8	**	**	880	4010	6990
*	**	**	440	2000	3500
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6700	11700
4	**	**	3000	13400	23300
6	**	**	4400	20100	35000
8	**	**	5900	26800	46600
*	**	**	3000	13400	23300

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.32	>= 4.22	>= 3.16	>= 2.11	>= 1.06

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 104 St, SW 127-137 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 127 Av	**Modal Analysis**	Multimodal
Agency		**To**	137 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				
File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml				
User Notes					

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 132 Av)	180	0.5	4	4	12	12	Yes	1	235	0.11	No	2640	26980	2226	2	45	Restrictive
2 (to SW 134 Av)	180	0.5	4	4	12	12	Yes	1	235	0.11	No	1050	26980	2226	2	45	Restrictive
3 (to 137 Av)	180	0.4	4	4	12	12	Yes	1	235	0.17	Yes	1590	34000	2805	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 132 Av)	2294	7353	0.624	25.68	C	#	24.95	C
2 (to SW 134 Av)	2294	7353	0.624	25.68	C	#	15.72	E
3 (to 137 Av)	2496	6882	0.907	49.78	D	#	13.79	E

Arterial Length	**1.0000**	**Weighted g/C**	**0.45**	**FFS Delay**	**116.32**	**Threshold Delay**	**0.00**	**Auto Speed**	**18.34**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	260	690	860
2	**	**	560	1460	1720
3	**	**	880	2250	2610
4	**	**	1190	3040	3500
*	**	**	970	3020	3500
Lanes	**Hourly Volume In Both Directions**				
2	**	**	480	1260	1570
4	**	**	1020	2660	3130
6	**	**	1600	4100	4750
8	**	**	2170	5530	6370
*	**	**	1770	5500	6370
Lanes	**Annual Average Daily Traffic**				
2	**	**	3200	8400	10500
4	**	**	6800	17700	20900
6	**	**	10700	27300	31700
8	**	**	14500	36900	42500
*	**	**	11800	36700	42500

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 132 Av)	No	Typical	Typical	No	NA	No	No	2	15
2 (to SW 134 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15
3 (to 137 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 132 Av)	100			No			NA			No		
2 (to SW 134 Av)	100			Yes			Typical			No		
3 (to 137 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 132 Av)	4.74	E				6.56	F	1.10	E
2 (to SW 134 Av)	4.69	E				4.94	E	1.70	E
3 (to 137 Av)	4.83	E				5.76	F	1.10	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	690	> 690
2	**	220	410	1380	> 1380
3	**	340	620	2070	> 2070
4	**	450	820	2760	> 2760
*	100	220	410	1380	> 1380
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1260	> 1260
4	**	400	750	2510	> 2510
6	**	610	1120	3760	> 3760
8	**	810	1500	5020	> 5020
*	170	400	750	2510	> 2510
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8400	> 8400
4	**	2700	5000	16700	> 16700
6	**	4100	7500	25100	> 25100
8	**	5400	10000	33500	> 33500
*	1200	2700	5000	16700	> 16700

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	130	560	970
2	**	**	260	1120	1940
3	**	**	380	1680	2910
4	**	**	510	2240	3880
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	230	1020	1760
4	**	**	460	2030	3520
6	**	**	700	3040	5280
8	**	**	930	4060	7040
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	1600	6800	11800
4	**	**	3100	13600	23500
6	**	**	4700	20300	35200
8	**	**	6200	27100	47000
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 10	>= 7	>= 5	>= 4	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 9.85	>= 6.57	>= 4.93	>= 3.29	>= 1.65

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Sunset Dr, SW 127-117 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 117 Av	**Modal Analysis**	Multimodal
Agency		**To**	SW 127 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to SW 122 A)	180	0.5	4	4	12	12	Yes	1	235	0.08	No	2640	10000	825	2	45	Restrictive
2 (to SW 127 Av)	180	0.5	4	4	12	12	Yes	1	235	0.11	No	2640	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 122 A)	850	6941	0.245	19.83	B	0.75	28.65	B
2 (to SW 127 Av)	850	6941	0.245	19.83	B	0.65	28.65	B

Arterial Length	**1.0000**	**Weighted g/C**	**0.50**	**FFS Delay**	**45.64**	**Threshold Delay**	**0.00**	**Auto Speed**	**28.65**	**Auto LOS**	**B**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	290	770	910	980
2	**	650	1660	1870	2000
3	**	1000	2550	2820	3020
4	**	1360	3450	3770	4030
*	**	1020	3450	3770	4030
Lanes	**Hourly Volume In Both Directions**				
2	**	530	1400	1660	1790
4	**	1190	3020	3400	3640
6	**	1820	4640	5130	5500
8	**	2480	6280	6860	7330
*	**	1860	6280	6860	7330
Lanes	**Annual Average Daily Traffic**				
2	**	3600	9400	11100	11900
4	**	7900	20200	22700	24300
6	**	12200	31000	34200	36700
8	**	16500	41900	45700	48900
*	**	12400	41900	45700	48900

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 122 A)	No	Typical	Typical	No	NA	No	No	2	15
2 (to SW 127 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 122 A)	100			No			NA			No		
2 (to SW 127 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to SW 122 A)	4.29	D				4.80	E	1.70	E
2 (to SW 127 Av)	4.29	D				3.26	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	90	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	160	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	1100	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	550	960
2	**	**	240	1100	1920
3	**	**	360	1660	2890
4	**	**	490	2210	3850
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	1000	1750
4	**	**	440	2000	3500
6	**	**	660	3010	5250
8	**	**	880	4010	6990
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6700	11700
4	**	**	3000	13400	23300
6	**	**	4400	20100	35000
8	**	**	5900	26800	46600
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.32	>= 4.22	>= 3.16	>= 2.11	>= 1.06

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Miller Dr, SW 167-157 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 167 Av	**Modal Analysis**	Multimodal
Agency		**To**	152 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Eastbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM Peak

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 152 Av)	120	0.31	4	4	12	12	Yes	1	235	0.11	No	2640	11000	908	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 152 Av)	936	6880	0.439	32.93	C	0.50	23.62	C

Arterial Length	0.5000	Weighted g/C	0.31	FFS Delay	36.22	Threshold Delay	0.00	Auto Speed	23.62	Auto LOS	C

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	330	540	580
2	**	**	770	1100	1190
3	**	**	1220	1670	1800
4	**	**	1680	2230	2400
*	**	**	1420	2220	2390
Lanes	**Hourly Volume In Both Directions**				
2	**	**	600	990	1060
4	**	**	1400	2000	2170
6	**	**	2220	3040	3280
8	**	**	3060	4060	4370
*	**	**	2590	4040	4350
Lanes	**Annual Average Daily Traffic**				
2	**	**	4000	6600	7100
4	**	**	9400	13400	14500
6	**	**	14800	20300	21900
8	**	**	20400	27100	29100
*	**	**	17300	27000	29000

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 152 Av)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 152 Av)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 152 Av)	4.33	D				4.90	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	90	220	410	1330	> 1330
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	160	400	750	2420	> 2420
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	1100	2700	5000	16100	> 16100

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	1820	> 1820	***	***	***
4	3640	> 3640	***	***	***
6	5460	> 5460	***	***	***
8	7280	> 7280	***	***	***
*	3640	> 3640	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	12200	> 12200	***	***	***
4	24300	> 24300	***	***	***
6	36400	> 36400	***	***	***
8	48500	> 48500	***	***	***
*	24300	> 24300	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.07	>= 4.71	>= 3.53	>= 2.36	>= 1.18

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Miller Dr, SW 157-147 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	147 Av	**Modal Analysis**	Multimodal
Agency		**To**	157 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM Peak

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 152 Av)	160	0.45	4	4	12	12	Yes	1	235	0.10	No	2640	24560	2026	2	45	Restrictive
2 (to 157 Av)	120	0.29	4	4	12	12	Yes	1	235	0.12	No	2640	24560	2026	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 152 Av)	2088	7223	0.642	29.19	C	#	23.80	C
2 (to 157 Av)	2088	7090	1.015	63.13	E	#	16.43	E

Arterial Length	**1.0000**	**Weighted g/C**	**0.37**	**FFS Delay**	**105.22**	**Threshold Delay**	**0.00**	**Auto Speed**	**19.44**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	380	510	580
2	**	**	860	1080	1160
3	**	**	1350	1640	1760
4	**	**	1850	2200	2360
*	**	**	1670	2180	2360
Lanes	**Hourly Volume In Both Directions**				
2	**	**	700	930	1050
4	**	**	1570	1970	2130
6	**	**	2460	2990	3210
8	**	**	3370	4000	4290
*	**	**	3040	3970	4290
Lanes	**Annual Average Daily Traffic**				
2	**	**	4700	6200	7000
4	**	**	10500	13100	14200
6	**	**	16400	19900	21400
8	**	**	22500	26700	28600
*	**	**	20300	26500	28600

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 152 Av)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 157 Av)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 152 Av)	100			No			NA			No		
2 (to 157 Av)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 152 Av)	4.69	E				6.30	F	1.10	E
2 (to 157 Av)	4.69	E				6.30	F	1.10	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	**	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	**	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	290	700
2	**	**	**	580	1400
3	**	**	**	870	2110
4	**	**	**	1160	2810
*	**	**	**	580	1400
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	530	1280
4	**	**	**	1060	2550
6	**	**	**	1580	3830
8	**	**	**	2110	5100
*	**	**	**	1060	2550
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	3500	8500
4	**	**	**	7100	17000
6	**	**	**	10600	25600
8	**	**	**	14100	34000
*	**	**	**	7100	17000

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 11	>= 8	>= 6	>= 4	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 10.92	>= 7.28	>= 5.46	>= 3.64	>= 1.82

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
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 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Miller Dr, SW 147-137 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	137 Av	**Modal Analysis**	Multimodal
Agency		**To**	147 AV	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM Peak

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 140 Av)	100	0.5	4	4	12	12	Yes	1	235	0.10	No	2640	29260	2414	2	45	Restrictive
2 (to 142 Av)	100	0.41	4	4	12	12	Yes	1	235	0.11	No	2640	29260	2414	2	45	Restrictive
3 (to 147 AV)	220	0.5	4	4	12	12	Yes	1	235	0.10	No	1760	29260	2414	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 140 Av)	2487	7087	0.702	15.54	B	#	29.03	B
2 (to 142 Av)	2487	7087	0.856	26.01	C	#	24.84	C
3 (to 147 AV)	2487	7385	0.674	32.21	C	#	18.78	D

Arterial Length	**1.3333**	**Weighted g/C**	**0.46**	**FFS Delay**	**91.69**	**Threshold Delay**	**0.00**	**Auto Speed**	**24.20**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	270	660	800	820
2	**	600	1410	1640	1680
3	**	940	2160	2490	2520
4	**	1280	2910	3330	3380
*	**	970	2880	3330	3380
Lanes	**Hourly Volume In Both Directions**				
2	**	500	1200	1460	1500
4	**	1100	2570	2990	3050
6	**	1710	3930	4530	4600
8	**	2330	5300	6060	6140
*	**	1770	5240	6060	6140
Lanes	**Annual Average Daily Traffic**				
2	**	3300	8000	9700	10000
4	**	7300	17100	19900	20400
6	**	11400	26200	30200	30700
8	**	15600	35300	40400	41000
*	**	11800	35000	40400	41000

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 140 Av)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 142 Av)	No	Typical	Typical	No	NA	No	No	2	15
3 (to 147 AV)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 140 Av)	100			No			NA			No		
2 (to 142 Av)	100			No			NA			No		
3 (to 147 AV)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 140 Av)	4.78	E				6.81	F	1.10	E
2 (to 142 Av)	4.78	E				6.81	F	1.10	E
3 (to 147 AV)	4.76	E				5.25	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1340	> 1340
3	**	330	620	2020	> 2020
4	**	440	820	2690	> 2690
*	**	220	410	1340	> 1340
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1220	> 1220
4	**	400	750	2440	> 2440
6	**	600	1120	3660	> 3660
8	**	800	1490	4880	> 4880
*	**	400	750	2440	> 2440
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16300	> 16300
6	**	4000	7500	24400	> 24400
8	**	5400	9900	32600	> 32600
*	**	2700	5000	16300	> 16300

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	410	830
2	**	**	**	820	1660
3	**	**	**	1230	2480
4	**	**	**	1640	3310
*	**	**	**	820	1660
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	750	1500
4	**	**	**	1490	3010
6	**	**	**	2230	4510
8	**	**	**	2970	6020
*	**	**	**	1490	3010
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	5000	10000
4	**	**	**	9900	20100
6	**	**	**	14900	30100
8	**	**	**	19800	40100
*	**	**	**	9900	20100

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 10	>= 7	>= 5	>= 4	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 9.61	>= 6.41	>= 4.80	>= 3.20	>= 1.60

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Miller Dr, SW 137-127 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	127 Av	**Modal Analysis**	Multimodal
Agency		**To**	137 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM Peak

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 132 Av)	200	0.5	4	4	12	12	Yes	1	235	0.06	No	2640	29890	2466	2	45	Restrictive
2 (to 137 Av)	200	0.4	4	4	12	12	Yes	1	235	0.10	Yes	2640	29890	2466	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 132 Av)	2541	7385	0.688	29.95	C	#	23.56	C
2 (to 137 Av)	2195	6882	0.797	48.97	D	#	18.86	D

Arterial Length	**1.0000**	**Weighted g/C**	**0.45**	**FFS Delay**	**91.82**	**Threshold Delay**	**0.00**	**Auto Speed**	**20.95**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	500	800	900
2	**	**	1070	1600	1800
3	**	**	1650	2440	2700
4	**	**	2240	3270	3620
*	**	**	1910	3260	3620
Lanes	**Hourly Volume In Both Directions**				
2	**	**	910	1460	1640
4	**	**	1950	2910	3270
6	**	**	3000	4440	4930
8	**	**	4080	5950	6590
*	**	**	3480	5930	6590
Lanes	**Annual Average Daily Traffic**				
2	**	**	6100	9700	11000
4	**	**	13000	19400	21800
6	**	**	20000	29600	32900
8	**	**	27200	39700	44000
*	**	**	23200	39600	44000

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 132 Av)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 137 Av)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 132 Av)	100			No			NA			No		
2 (to 137 Av)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 132 Av)	4.79	E				6.88	F	1.10	E
2 (to 137 Av)	4.79	E				6.88	F	1.10	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	**	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	**	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	290	700
2	**	**	**	580	1400
3	**	**	**	870	2110
4	**	**	**	1160	2810
*	**	**	**	580	1400
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	530	1280
4	**	**	**	1060	2550
6	**	**	**	1580	3830
8	**	**	**	2110	5100
*	**	**	**	1060	2550
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	3500	8500
4	**	**	**	7100	17000
6	**	**	**	10600	25600
8	**	**	**	14100	34000
*	**	**	**	7100	17000

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 11	>= 8	>= 6	>= 4	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 10.92	>= 7.28	>= 5.46	>= 3.64	>= 1.82

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Miller Dr, SW 127-117 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	117	**Modal Analysis**	Multimodal
Agency		**To**	127 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM Peak

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 118 Av)	200	0.5	4	4	12	12	Yes	1	235	0.10	No	530	10000	825	2	45	Restrictive
2 (to 122 Av)	200	0.5	4	4	12	12	Yes	1	235	0.10	Yes	2110	10000	825	2	45	Restrictive
3 (to 127 Av)	200	0.5	4	4	12	12	Yes	1	235	0.06	No	2640	10000	825	2	50	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 118 Av)	850	6966	0.244	22.00	C	0.75	11.24	F
2 (to 122 Av)	734	6459	0.227	21.80	C	0.76	25.45	C
3 (to 127 Av)	850	7189	0.237	21.90	C	#	29.40	B

Arterial Length	**1.0000**	**Weighted g/C**	**0.50**	**FFS Delay**	**73.91**	**Threshold Delay**	**0.00**	**Auto Speed**	**24.01**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	410	820	940
2	**	**	890	1740	1920
3	**	**	1370	2660	2900
4	**	**	1860	3580	3890
*	**	**	1500	3580	3890
Lanes	**Hourly Volume In Both Directions**				
2	**	**	750	1500	1710
4	**	**	1620	3170	3500
6	**	**	2500	4840	5280
8	**	**	3390	6510	7080
*	**	**	2730	6510	7080
Lanes	**Annual Average Daily Traffic**				
2	**	**	5000	10000	11400
4	**	**	10800	21100	23300
6	**	**	16700	32300	35200
8	**	**	22600	43400	47200
*	**	**	18200	43400	47200

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 118 Av)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 122 Av)	No	Typical	Typical	No	NA	No	No	2	15
3 (to 127 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 118 Av)	100			No			NA			No		
2 (to 122 Av)	100			No			NA			No		
3 (to 127 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 118 Av)	4.18	D				4.60	E	1.70	E
2 (to 122 Av)	4.28	D				4.78	E	1.70	E
3 (to 127 Av)	4.34	D				3.40	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	200	650	> 650
2	**	220	410	1300	> 1300
3	**	330	610	1950	> 1950
4	**	440	810	2600	> 2600
*	90	220	410	1300	> 1300
Lanes	**Hourly Volume In Both Directions**				
2	**	200	370	1180	> 1180
4	**	400	740	2360	> 2360
6	**	590	1100	3550	> 3550
8	**	790	1470	4720	> 4720
*	160	400	740	2360	> 2360
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	7900	> 7900
4	**	2700	4900	15800	> 15800
6	**	4000	7400	23700	> 23700
8	**	5300	9800	31500	> 31500
*	1100	2700	4900	15800	> 15800

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	550	960
2	**	**	240	1100	1920
3	**	**	360	1640	2880
4	**	**	470	2190	3840
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	990	1750
4	**	**	430	1990	3500
6	**	**	640	2990	5240
8	**	**	860	3980	6990
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6600	11700
4	**	**	2900	13300	23300
6	**	**	4300	19900	35000
8	**	**	5700	26600	46600
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.32	>= 4.22	>= 3.16	>= 2.11	>= 1.06

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Sunset Dr, SW 162-157 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 157 Av	**Modal Analysis**	Multimodal
Agency		**To**	SW 162 A	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM PEAK

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to SW 162 A)	120	0.37	4	4	12	12	Yes	1	235	0.07	No	2640	10960	904	2	50	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 162 A)	932	7099	0.355	25.71	C	0.72	27.54	C

Arterial Length	**0.5000**	**Weighted g/C**	**0.37**	**FFS Delay**	**29.36**	**Threshold Delay**	**0.00**	**Auto Speed**	**27.54**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	200	600	690	740
2	**	470	1300	1410	1520
3	**	730	1990	2130	2290
4	**	1000	2670	2850	3060
*	**	770	2640	2840	3060
Lanes	**Hourly Volume In Both Directions**				
2	**	370	1100	1260	1350
4	**	860	2370	2570	2770
6	**	1330	3620	3880	4170
8	**	1820	4860	5190	5570
*	**	1400	4800	5170	5570
Lanes	**Annual Average Daily Traffic**				
2	**	2500	7300	8400	9000
4	**	5700	15800	17100	18500
6	**	8900	24200	25900	27800
8	**	12200	32400	34600	37100
*	**	9400	32000	34500	37100

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 162 A)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 162 A)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to SW 162 A)	4.38	D				5.02	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	> 110	***	***
2	**	210	> 210	***	***
3	**	320	> 320	***	***
4	**	420	> 420	***	***
*	**	210	> 210	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	190	> 190	***	***
4	**	380	> 380	***	***
6	**	580	> 580	***	***
8	**	770	> 770	***	***
*	**	380	> 380	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1300	> 1300	***	***
4	**	2600	> 2600	***	***
6	**	3900	> 3900	***	***
8	**	5100	> 5100	***	***
*	**	2600	> 2600	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	1820	> 1820	***	***	***
4	3640	> 3640	***	***	***
6	5460	> 5460	***	***	***
8	7280	> 7280	***	***	***
*	3640	> 3640	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	12200	> 12200	***	***	***
4	24300	> 24300	***	***	***
6	36400	> 36400	***	***	***
8	48500	> 48500	***	***	***
*	24300	> 24300	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.07	>= 4.71	>= 3.53	>= 2.36	>= 1.18

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
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 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Sunset Dr, SW 162-157 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 167 Av	**Modal Analysis**	Multimodal
Agency		**To**	157 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	AM PEAK

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to SW 162 A)	110	0.27	4	4	12	12	Yes	1	235	0.08	No	2640	11440	944	2	45	Restrictive
2 (to 157 Av)	110	0.3	4	4	12	12	Yes	1	235	0.08	No	2640	11440	944	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 162 A)	973	6873	0.524	35.32	D	0.64	22.86	C
2 (to 157 Av)	973	6873	0.472	31.60	C	0.64	23.99	C

Arterial Length	**1.0000**	**Weighted g/C**	**0.29**	**FFS Delay**	**73.77**	**Threshold Delay**	**0.00**	**Auto Speed**	**23.41**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	310	480	540
2	**	**	740	990	1080
3	**	**	1180	1500	1620
4	**	**	1640	2020	2180
*	**	**	1380	2000	2180
Lanes	**Hourly Volume In Both Directions**				
2	**	**	570	880	970
4	**	**	1350	1800	1960
6	**	**	2150	2730	2960
8	**	**	2990	3680	3960
*	**	**	2510	3640	3960
Lanes	**Annual Average Daily Traffic**				
2	**	**	3800	5900	6500
4	**	**	9000	12000	13100
6	**	**	14400	18200	19800
8	**	**	19900	24500	26400
*	**	**	16800	24300	26400

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 162 A)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 157 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 162 A)	100			No			NA			No		
2 (to 157 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to SW 162 A)	4.35	D				4.94	E	1.70	E
2 (to 157 Av)	4.35	D				3.40	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	90	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	160	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	1100	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	550	960
2	**	**	240	1100	1920
3	**	**	360	1660	2890
4	**	**	490	2210	3850
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	1000	1750
4	**	**	440	2000	3500
6	**	**	660	3010	5250
8	**	**	880	4010	6990
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6700	11700
4	**	**	3000	13400	23300
6	**	**	4400	20100	35000
8	**	**	5900	26800	46600
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.32	>= 4.22	>= 3.16	>= 2.11	>= 1.06

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Sunset Dr, SW 157-147 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 157 Av	**Modal Analysis**	Multimodal
Agency		**To**	SW 162 A	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to SW 162 A)	120	0.38	4	4	12	12	Yes	1	235	0.07	No	5280	24550	2025	2	50	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 162 A)	2087	7316	0.751	30.65	C	#	31.37	B

Arterial Length	**1.0000**	**Weighted g/C**	**0.38**	**FFS Delay**	**42.77**	**Threshold Delay**	**0.00**	**Auto Speed**	**31.37**	**Auto LOS**	**B**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	300	680	740	800	***
2	660	1390	1510	1620	***
3	1030	2110	2290	2440	***
4	1400	2820	3060	3280	***
*	970	2800	3050	3280	***
Lanes	**Hourly Volume In Both Directions**				
2	550	1240	1350	1460	***
4	1200	2530	2750	2960	***
6	1880	3840	4170	4450	***
8	2550	5130	5570	5950	***
*	1770	5100	5550	5950	***
Lanes	**Annual Average Daily Traffic**				
2	3700	8300	9000	9700	***
4	8000	16900	18400	19700	***
6	12500	25600	27800	29700	***
8	17000	34200	37100	39700	***
*	11800	34000	37000	39700	***

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 162 A)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 162 A)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to SW 162 A)	4.75	E				6.43	F	1.10	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	> 110	***	***
2	**	210	> 210	***	***
3	**	320	> 320	***	***
4	**	420	> 420	***	***
*	90	210	> 210	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	190	> 190	***	***
4	**	380	> 380	***	***
6	**	570	> 570	***	***
8	**	760	> 760	***	***
*	160	380	> 380	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1300	> 1300	***	***
4	**	2600	> 2600	***	***
6	**	3800	> 3800	***	***
8	**	5100	> 5100	***	***
*	1100	2600	> 2600	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	1820	> 1820	***	***	***
4	3640	> 3640	***	***	***
6	5460	> 5460	***	***	***
8	7280	> 7280	***	***	***
*	3640	> 3640	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	12200	> 12200	***	***	***
4	24300	> 24300	***	***	***
6	36400	> 36400	***	***	***
8	48500	> 48500	***	***	***
*	24300	> 24300	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 11	>= 8	>= 6	>= 4	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 10.92	>= 7.28	>= 5.46	>= 3.64	>= 1.82

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Sunset Dr, SW 147-137 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 137 Av	**Modal Analysis**	Multimodal
Agency		**To**	SW 147 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to SW 142 A)	180	0.46	4	4	12	12	Yes	1	235	0.11	No	2640	24920	2056	2	45	Restrictive
2 (to SW 147 Av)	180	0.37	4	4	12	12	Yes	1	235	0.09	No	2640	24920	2056	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 142 A)	2119	7300	0.631	31.13	C	#	23.20	C
2 (to SW 147 Av)	2119	7300	0.784	48.31	D	#	19.00	D

Arterial Length	**1.0000**	**Weighted g/C**	**0.42**	**FFS Delay**	**92.34**	**Threshold Delay**	**0.00**	**Auto Speed**	**20.89**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	400	660	760
2	**	**	890	1380	1540
3	**	**	1390	2100	2320
4	**	**	1890	2810	3100
*	**	**	1560	2800	3100
Lanes	**Hourly Volume In Both Directions**				
2	**	**	730	1200	1380
4	**	**	1620	2510	2810
6	**	**	2530	3820	4230
8	**	**	3440	5110	5650
*	**	**	2840	5100	5650
Lanes	**Annual Average Daily Traffic**				
2	**	**	4900	8000	9200
4	**	**	10800	16800	18700
6	**	**	16900	25500	28200
8	**	**	23000	34100	37700
*	**	**	19000	34000	37700

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 142 A)	No	Typical	Typical	No	NA	No	No	2	15
2 (to SW 147 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 142 A)	100			No			NA			No		
2 (to SW 147 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to SW 142 A)	4.70	E				6.34	F	1.10	E
2 (to SW 147 Av)	4.70	E				4.80	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	> 110	***	***
2	**	220	> 220	***	***
3	**	330	> 330	***	***
4	**	440	> 440	***	***
*	90	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	> 200	***	***
4	**	400	> 400	***	***
6	**	600	> 600	***	***
8	**	800	> 800	***	***
*	160	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	> 1400	***	***
4	**	2700	> 2700	***	***
6	**	4000	> 4000	***	***
8	**	5400	> 5400	***	***
*	1100	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	550	960
2	**	**	240	1100	1920
3	**	**	360	1660	2890
4	**	**	490	2210	3850
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	1000	1750
4	**	**	440	2000	3500
6	**	**	660	3010	5250
8	**	**	880	4010	6990
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6700	11700
4	**	**	3000	13400	23300
6	**	**	4400	20100	35000
8	**	**	5900	26800	46600
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 9	>= 6	>= 5	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 8.58	>= 5.72	>= 4.29	>= 2.86	>= 1.43

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Sunset Dr, SW 137-127 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 127 Av	**Modal Analysis**	Multimodal
Agency		**To**	SW 137 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				
File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml				
User Notes					

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to SW 132 A)	180	0.46	4	4	12	12	Yes	1	235	0.06	No	2640	30285	2499	2	45	Restrictive
2 (to SW 137 Av)	200	0.5	4	4	12	12	Yes	1	235	0.08	No	2640	30285	2499	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 132 A)	2575	7385	0.758	34.13	C	#	22.34	C
2 (to SW 137 Av)	2575	7385	0.697	30.08	C	#	23.52	C

Arterial Length	1.0000	Weighted g/C	0.48	FFS Delay	77.11	Threshold Delay	0.00	Auto Speed	22.91	Auto LOS	C

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	150	670	860	930
2	**	330	1440	1760	1900
3	**	520	2220	2660	2860
4	**	700	3000	3560	3830
*	**	540	2900	3560	3830
Lanes	**Hourly Volume In Both Directions**				
2	**	280	1220	1570	1700
4	**	600	2620	3200	3460
6	**	950	4040	4840	5200
8	**	1280	5460	6480	6970
*	**	990	5280	6480	6970
Lanes	**Annual Average Daily Traffic**				
2	**	1900	8200	10500	11300
4	**	4000	17500	21400	23100
6	**	6400	27000	32300	34700
8	**	8500	36400	43200	46500
*	**	6600	35200	43200	46500

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 132 A)	No	Typical	Typical	No	NA	No	No	2	15
2 (to SW 137 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 132 A)	100			No			NA			No		
2 (to SW 137 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to SW 132 A)	4.80	E				6.93	F	1.10	E
2 (to SW 137 Av)	4.80	E				5.39	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	**	220	410	1330	> 1330
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	**	400	750	2420	> 2420
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	2700	5000	16100	> 16100

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	550	960
2	**	**	240	1100	1920
3	**	**	360	1660	2890
4	**	**	490	2210	3850
*	**	**	240	1100	1920
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	1000	1750
4	**	**	440	2000	3500
6	**	**	660	3010	5250
8	**	**	880	4010	6990
*	**	**	440	2000	3500
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6700	11700
4	**	**	3000	13400	23300
6	**	**	4400	20100	35000
8	**	**	5900	26800	46600
*	**	**	3000	13400	23300

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 9	>= 6	>= 5	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 8.58	>= 5.72	>= 4.29	>= 2.86	>= 1.43

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Sunset Dr, SW 137-127 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 137 Av	**Modal Analysis**	Multimodal
Agency		**To**	SW 127 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	AM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to SW 132 A)	180	0.48	4	4	12	12	Yes	1	235	0.11	No	2640	24620	2031	2	30	Restrictive
2 (to SW 127 Av)	200	0.43	4	4	12	12	Yes	1	235	0.10	Yes	2640	24620	2031	2	30	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 132 A)	2093	6868	0.635	28.57	C	#	18.30	D
2 (to SW 127 Av)	1807	6377	0.659	39.97	D	#	16.40	E

Arterial Length	**1.0000**	**Weighted g/C**	**0.46**	**FFS Delay**	**88.07**	**Threshold Delay**	**0.00**	**Auto Speed**	**17.30**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	580	830
2	**	**	**	1230	1660
3	**	**	**	1900	2510
4	**	**	**	2580	3350
*	**	**	**	2280	3350
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	1060	1510
4	**	**	**	2240	3020
6	**	**	**	3460	4570
8	**	**	**	4700	6100
*	**	**	**	4150	6100
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	7100	10100
4	**	**	**	15000	20200
6	**	**	**	23100	30500
8	**	**	**	31300	40700
*	**	**	**	27700	40700

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 132 A)	No	Typical	Typical	No	NA	No	No	2	15
2 (to SW 127 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 132 A)	100			No			NA			No		
2 (to SW 127 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to SW 132 A)	4.31	D				5.97	F	1.10	E
2 (to SW 127 Av)	4.31	D				4.43	D	2.00	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	60	140	240	> 240	***
2	130	270	490	> 490	***
3	190	410	730	> 730	***
4	250	540	970	> 970	***
*	130	270	> 270	***	***
Lanes	**Hourly Volume In Both Directions**				
2	110	240	440	> 440	***
4	230	490	880	> 880	***
6	340	740	1320	> 1320	***
8	460	990	1760	> 1760	***
*	230	490	> 490	***	***
Lanes	**Annual Average Daily Traffic**				
2	800	1600	3000	> 3000	***
4	1600	3300	5900	> 5900	***
6	2300	4900	8800	> 8800	***
8	3100	6600	11800	> 11800	***
*	1600	3300	> 3300	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	290	700	1000
2	**	**	580	1400	2000
3	**	**	870	2090	3000
4	**	**	1160	2790	4000
*	**	**	580	1400	2000
Lanes	**Hourly Volume In Both Directions**				
2	**	**	530	1270	1820
4	**	**	1050	2540	3640
6	**	**	1580	3800	5460
8	**	**	2110	5070	7280
*	**	**	1050	2540	3640
Lanes	**Annual Average Daily Traffic**				
2	**	**	3500	8500	12200
4	**	**	7000	16900	24300
6	**	**	10600	25400	36400
8	**	**	14100	33800	48500
*	**	**	7000	16900	24300

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 6	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.75	>= 5.17	>= 3.88	>= 2.59	>= 1.30

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	Sunset Dr, SW 127-117 Av	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 117 Av	**Modal Analysis**	Multimodal
Agency		**To**	127 Av	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 123 Av)	180	0.5	4	4	12	12	Yes	1	235	0.05	No	2640	10000	825	2	45	Restrictive
2 (to 127 Av)	180	0.5	4	4	12	12	Yes	1	235	0.08	No	2640	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 123 Av)	850	6941	0.245	19.83	B	#	28.65	B
2 (to 127 Av)	850	6941	0.245	19.83	B	0.75	28.65	B

Arterial Length	**1.0000**	**Weighted g/C**	**0.50**	**FFS Delay**	**45.64**	**Threshold Delay**	**0.00**	**Auto Speed**	**28.65**	**Auto LOS**	**B**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	290	770	910	980
2	**	650	1660	1870	2000
3	**	1000	2550	2820	3020
4	**	1360	3450	3770	4030
*	**	1020	3450	3770	4030
Lanes	**Hourly Volume In Both Directions**				
2	**	530	1400	1660	1790
4	**	1190	3020	3400	3640
6	**	1820	4640	5130	5500
8	**	2480	6280	6860	7330
*	**	1860	6280	6860	7330
Lanes	**Annual Average Daily Traffic**				
2	**	3600	9400	11100	11900
4	**	7900	20200	22700	24300
6	**	12200	31000	34200	36700
8	**	16500	41900	45700	48900
*	**	12400	41900	45700	48900

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 123 Av)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 127 Av)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 123 Av)	100			No			NA			No		
2 (to 127 Av)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 123 Av)	4.29	D				4.80	E	1.70	E
2 (to 127 Av)	4.29	D				3.26	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	90	220	410	1330	> 1330
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	160	400	750	2420	> 2420
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	1100	2700	5000	16100	> 16100

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	550	960
2	**	**	240	1100	1920
3	**	**	360	1660	2890
4	**	**	490	2210	3850
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	1000	1750
4	**	**	440	2000	3500
6	**	**	660	3010	5250
8	**	**	880	4010	6990
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6700	11700
4	**	**	3000	13400	23300
6	**	**	4400	20100	35000
8	**	**	5900	26800	46600
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.32	>= 4.22	>= 3.16	>= 2.11	>= 1.06

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 127 Av, SW 8 St to Coral Way	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 8 St	**Modal Analysis**	Multimodal
Agency		**To**	Coral Way	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to SW 18 St)	100	0.46	4	4	12	12	Yes	1	235	0.07	No	2640	10000	825	2	45	Restrictive
2 (to Coral Way)	200	0.23	4	4	12	12	Yes	1	235	0.09	Yes	2640	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 18 St)	850	6840	0.270	13.92	B	0.54	31.63	B
2 (to Coral Way)	734	6459	0.494	70.42	E	0.80	15.87	E

Arterial Length	**1.0000**	**Weighted g/C**	**0.35**	**FFS Delay**	**90.32**	**Threshold Delay**	**0.00**	**Auto Speed**	**21.14**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	410	520
2	**	**	280	850	1020
3	**	**	440	1310	1540
4	**	**	610	1780	2060
*	**	**	510	1740	2060
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	750	950
4	**	**	510	1550	1860
6	**	**	800	2390	2800
8	**	**	1110	3240	3740
*	**	**	930	3170	3740
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	5000	6300
4	**	**	3400	10400	12400
6	**	**	5400	15900	18700
8	**	**	7400	21600	24900
*	**	**	6200	21100	24900

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 18 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to Coral Way)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 18 St)	100			No			NA			No		
2 (to Coral Way)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to SW 18 St)	4.29	D				4.80	E	1.70	E
2 (to Coral Way)	4.29	D				3.26	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	**	220	410	1330	> 1330
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	**	400	750	2420	> 2420
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	2700	5000	16100	> 16100

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	550	960
2	**	**	240	1100	1920
3	**	**	360	1660	2890
4	**	**	490	2210	3850
*	**	**	240	1100	1920
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	1000	1750
4	**	**	440	2000	3500
6	**	**	660	3010	5250
8	**	**	880	4010	6990
*	**	**	440	2000	3500
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6700	11700
4	**	**	3000	13400	23300
6	**	**	4400	20100	35000
8	**	**	5900	26800	46600
*	**	**	3000	13400	23300

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.32	>= 4.22	>= 3.16	>= 2.11	>= 1.06

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 127 Av, Sunset to Kendall	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Sunset	**Modal Analysis**	Multimodal
Agency		**To**	Kendall	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 80 St)	70	0.44	4	4	12	12	Yes	1	235	0.10	No	2640	10000	825	2	45	Restrictive
2 (to Kendall)	200	0.25	4	4	12	12	Yes	1	235	0.10	Yes	2640	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 80 St)	850	6804	0.284	10.88	B	0.28	33.41	B
2 (to Kendall)	734	6459	0.455	65.78	E	0.76	16.55	E

Arterial Length	**1.0000**	**Weighted g/C**	**0.35**	**FFS Delay**	**82.64**	**Threshold Delay**	**0.00**	**Auto Speed**	**22.14**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	210	460	560
2	**	**	470	960	1120
3	**	**	750	1480	1680
4	**	**	1040	1990	2240
*	**	**	870	1960	2240
Lanes	**Hourly Volume In Both Directions**				
2	**	**	390	840	1040
4	**	**	860	1750	2030
6	**	**	1370	2700	3060
8	**	**	1900	3620	4090
*	**	**	1590	3570	4090
Lanes	**Annual Average Daily Traffic**				
2	**	**	2600	5600	6900
4	**	**	5700	11700	13600
6	**	**	9100	18000	20400
8	**	**	12700	24200	27300
*	**	**	10600	23800	27300

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 80 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to Kendall)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 80 St)	100			No			NA			No		
2 (to Kendall)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 80 St)	4.29	D				4.80	E	1.70	E
2 (to Kendall)	4.29	D				3.26	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	**	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	**	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	550	960
2	**	**	240	1100	1920
3	**	**	360	1660	2890
4	**	**	490	2210	3850
*	**	**	240	1100	1920
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	1000	1750
4	**	**	440	2000	3500
6	**	**	660	3010	5250
8	**	**	880	4010	6990
*	**	**	440	2000	3500
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6700	11700
4	**	**	3000	13400	23300
6	**	**	4400	20100	35000
8	**	**	5900	26800	46600
*	**	**	3000	13400	23300

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.32	>= 4.22	>= 3.16	>= 2.11	>= 1.06

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 127 Av, Miller to Sunset	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Miller	**Modal Analysis**	Multimodal
Agency		**To**	Sunset	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 62 St)	100	0.5	4	4	12	12	Yes	1	235	0.09	No	1980	10000	825	2	45	Restrictive
2 (to Sunset)	180	0.26	4	4	12	12	Yes	1	235	0.07	No	3300	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 62 St)	850	6840	0.249	11.12	B	0.41	30.80	B
2 (to Sunset)	850	6941	0.471	57.90	E	0.83	20.24	D

Arterial Length	**1.0000**	**Weighted g/C**	**0.38**	**FFS Delay**	**75.00**	**Threshold Delay**	**0.00**	**Auto Speed**	**23.23**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	280	450	520
2	**	**	640	960	1080
3	**	**	1020	1460	1620
4	**	**	1400	1970	2160
*	**	**	1210	1940	2160
Lanes	**Hourly Volume In Both Directions**				
2	**	**	510	820	970
4	**	**	1170	1750	1960
6	**	**	1860	2660	2950
8	**	**	2550	3590	3940
*	**	**	2200	3530	3940
Lanes	**Annual Average Daily Traffic**				
2	**	**	3400	5500	6500
4	**	**	7800	11700	13100
6	**	**	12400	17700	19700
8	**	**	17000	23900	26300
*	**	**	14700	23600	26300

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 62 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to Sunset)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 62 St)	100			No			NA			No		
2 (to Sunset)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 62 St)	4.28	D				4.78	E	1.70	E
2 (to Sunset)	4.29	D				3.27	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	90	220	410	1330	> 1330
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	160	400	750	2420	> 2420
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	1100	2700	5000	16100	> 16100

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	210	640	1000
2	**	**	420	1270	2000
3	**	**	630	1910	3000
4	**	**	840	2540	4000
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	380	1150	1820
4	**	**	760	2310	3640
6	**	**	1140	3470	5460
8	**	**	1520	4620	7280
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	2600	7700	12200
4	**	**	5100	15400	24300
6	**	**	7600	23100	36400
8	**	**	10100	30800	48500
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.16	>= 4.11	>= 3.08	>= 2.06	>= 1.03

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 127 Av, Kendall to 104 St	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Kendall	**Modal Analysis**	Multimodal
Agency		**To**	104 St	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 96 St)	110	0.42	4	4	12	12	Yes	1	235	0.08	No	2640	16150	1332	2	45	Restrictive
2 (to 104 St)	180	0.22	4	4	12	12	Yes	1	235	0.11	Yes	2640	16150	1332	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 96 St)	1373	6938	0.471	20.61	C	#	27.47	C
2 (to 104 St)	1185	6553	0.822	74.45	E	#	15.08	E

Arterial Length	**1.0000**	**Weighted g/C**	**0.32**	**FFS Delay**	**104.88**	**Threshold Delay**	**0.00**	**Auto Speed**	**19.47**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	390	480
2	**	**	280	810	960
3	**	**	450	1250	1460
4	**	**	610	1690	1940
*	**	**	510	1650	1940
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	710	880
4	**	**	510	1480	1750
6	**	**	820	2280	2640
8	**	**	1110	3080	3530
*	**	**	930	3000	3530
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	4800	5900
4	**	**	3400	9900	11700
6	**	**	5500	15200	17600
8	**	**	7400	20500	23500
*	**	**	6200	20000	23500

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 96 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 104 St)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 96 St)	100			No			NA			No		
2 (to 104 St)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 96 St)	4.50	E				5.41	E	1.70	E
2 (to 104 St)	4.50	E				3.88	D	2.00	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	> 110	***	***
2	**	220	> 220	***	***
3	**	330	> 330	***	***
4	**	440	> 440	***	***
*	**	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	> 200	***	***
4	**	400	> 400	***	***
6	**	600	> 600	***	***
8	**	800	> 800	***	***
*	**	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	> 1400	***	***
4	**	2700	> 2700	***	***
6	**	4000	> 4000	***	***
8	**	5400	> 5400	***	***
*	**	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	550	960
2	**	**	240	1100	1920
3	**	**	360	1660	2890
4	**	**	490	2210	3850
*	**	**	240	1100	1920
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	1000	1750
4	**	**	440	2000	3500
6	**	**	660	3010	5250
8	**	**	880	4010	6990
*	**	**	440	2000	3500
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6700	11700
4	**	**	3000	13400	23300
6	**	**	4400	20100	35000
8	**	**	5900	26800	46600
*	**	**	3000	13400	23300

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.49	>= 4.33	>= 3.25	>= 2.17	>= 1.09

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 127 Av, Coral Way to Bird	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Coral Way	**Modal Analysis**	Multimodal
Agency		**To**	Bird	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to Bird)	160	0.38	4	4	12	12	Yes	1	235	0.10	No	5280	10000	825	2	45	None

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Bird)	850	6570	0.341	32.68	C	0.61	30.80	B

Arterial Length	**1.0000**	**Weighted g/C**	**0.38**	**FFS Delay**	**36.87**	**Threshold Delay**	**0.00**	**Auto Speed**	**30.80**	**Auto LOS**	**B**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	450	660	730	740
2	**	1000	1360	1500	***
3	**	1560	2050	2260	***
4	**	2110	2750	3040	***
*	**	1630	2730	3010	3040
Lanes	**Hourly Volume In Both Directions**				
2	**	820	1200	1330	1350
4	**	1820	2480	2740	***
6	**	2840	3730	4130	***
8	**	3840	5000	5510	***
*	**	2970	4970	5480	5510
Lanes	**Annual Average Daily Traffic**				
2	**	5500	8000	8900	9000
4	**	12200	16500	18300	***
6	**	19000	24900	27500	***
8	**	25600	33400	36800	***
*	**	19800	33100	36500	36800

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to Bird)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to Bird)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to Bird)	4.30	D				4.83	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	200	650	> 650
2	**	220	410	1290	> 1290
3	**	330	610	1940	> 1940
4	**	440	810	2580	> 2580
*	**	220	410	1290	> 1290
Lanes	**Hourly Volume In Both Directions**				
2	**	200	370	1180	> 1180
4	**	400	740	2350	> 2350
6	**	590	1110	3520	> 3520
8	**	800	1470	4690	> 4690
*	**	400	740	2350	> 2350
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	7900	> 7900
4	**	2700	4900	15700	> 15700
6	**	4000	7400	23500	> 23500
8	**	5300	9800	31300	> 31300
*	**	2700	4900	15700	> 15700

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	1820	> 1820	***	***	***
4	3640	> 3640	***	***	***
6	5460	> 5460	***	***	***
8	7280	> 7280	***	***	***
*	3640	> 3640	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	12200	> 12200	***	***	***
4	24300	> 24300	***	***	***
6	36400	> 36400	***	***	***
8	48500	> 48500	***	***	***
*	24300	> 24300	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.07	>= 4.71	>= 3.53	>= 2.36	>= 1.18

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
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***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 127 Av, Bird to Miller	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Bird	**Modal Analysis**	Multimodal
Agency		**To**	Miller	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 47 St)	110	0.47	4	4	12	12	Yes	1	235	0.12	No	2640	10000	825	2	45	Restrictive
2 (to Miller)	200	0.23	4	4	12	12	Yes	1	235	0.07	No	2640	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 47 St)	850	6853	0.264	14.49	B	0.40	31.32	B
2 (to Miller)	850	6966	0.531	71.17	E	0.91	15.77	E

Arterial Length	**1.0000**	**Weighted g/C**	**0.35**	**FFS Delay**	**91.63**	**Threshold Delay**	**0.00**	**Auto Speed**	**20.98**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	110	360	460
2	**	**	250	790	940
3	**	**	400	1230	1440
4	**	**	550	1660	1920
*	**	**	470	1620	1920
Lanes	**Hourly Volume In Both Directions**				
2	**	**	200	660	850
4	**	**	460	1440	1730
6	**	**	730	2240	2610
8	**	**	1000	3020	3490
*	**	**	860	2950	3490
Lanes	**Annual Average Daily Traffic**				
2	**	**	1400	4400	5700
4	**	**	3100	9600	11600
6	**	**	4900	15000	17400
8	**	**	6700	20200	23300
*	**	**	5700	19700	23300

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 47 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to Miller)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 47 St)	100			No			NA			No		
2 (to Miller)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 47 St)	4.29	D				4.80	E	1.70	E
2 (to Miller)	4.29	D				3.26	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	**	220	410	1330	> 1330
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	**	400	750	2420	> 2420
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	2700	5000	16100	> 16100

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	550	960
2	**	**	240	1100	1920
3	**	**	360	1660	2890
4	**	**	490	2210	3850
*	**	**	240	1100	1920
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	1000	1750
4	**	**	440	2000	3500
6	**	**	660	3010	5250
8	**	**	880	4010	6990
*	**	**	440	2000	3500
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6700	11700
4	**	**	3000	13400	23300
6	**	**	4400	20100	35000
8	**	**	5900	26800	46600
*	**	**	3000	13400	23300

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.32	>= 4.22	>= 3.16	>= 2.11	>= 1.06

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 127 Av, 104 St to 136 St	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	104 St	**Modal Analysis**	Multimodal
Agency		**To**	112 St	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 108 St)	100	0.46	4	4	12	12	Yes	1	235	0.10	No	2640	10000	825	2	45	Restrictive
2 (to 112 St)	120	0.34	4	4	12	12	Yes	1	235	0.10	No	2640	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 108 St)	850	6840	0.270	13.92	B	0.39	31.63	B
2 (to 112 St)	850	6865	0.364	28.85	C	0.46	25.06	C

Arterial Length	**1.0000**	**Weighted g/C**	**0.40**	**FFS Delay**	**48.75**	**Threshold Delay**	**0.00**	**Auto Speed**	**27.96**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	210	530	640	680
2	**	480	1150	1330	1380
3	**	770	1770	2010	2100
4	**	1050	2390	2700	2800
*	**	810	2350	2680	2800
Lanes	**Hourly Volume In Both Directions**				
2	**	390	970	1170	1250
4	**	880	2100	2420	2530
6	**	1400	3220	3660	3810
8	**	1910	4350	4910	5090
*	**	1480	4280	4880	5090
Lanes	**Annual Average Daily Traffic**				
2	**	2600	6500	7800	8300
4	**	5900	14000	16200	16900
6	**	9400	21500	24400	25400
8	**	12800	29000	32800	34000
*	**	9900	28500	32500	34000

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 108 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 112 St)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 108 St)	100			No			NA			No		
2 (to 112 St)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 108 St)	4.29	D				4.80	E	1.70	E
2 (to 112 St)	4.29	D				3.26	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	**	220	410	1330	> 1330
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	**	400	750	2420	> 2420
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	2700	5000	16100	> 16100

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	550	960
2	**	**	240	1100	1920
3	**	**	360	1660	2890
4	**	**	490	2210	3850
*	**	**	240	1100	1920
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	1000	1750
4	**	**	440	2000	3500
6	**	**	660	3010	5250
8	**	**	880	4010	6990
*	**	**	440	2000	3500
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6700	11700
4	**	**	3000	13400	23300
6	**	**	4400	20100	35000
8	**	**	5900	26800	46600
*	**	**	3000	13400	23300

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.32	>= 4.22	>= 3.16	>= 2.11	>= 1.06

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 137 Av, Sunset to Kendall	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Susnet	**Modal Analysis**	Multimodal
Agency		**To**	Kendall	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 79 St)	100	0.5	4	4	12	12	Yes	1	235	0.10	No	2310	10000	825	3	45	Restrictive
2 (to Kendale Blvd)	100	0.5	4	4	12	12	Yes	1	235	0.10	Yes	850	10000	825	3	45	Restrictive
3 (to 84 St)	100	0.5	4	4	12	12	Yes	1	235	0.10	No	850	1000	83	3	45	Restrictive
4 (to Kendall)	200	0.24	4	4	12	12	Yes	1	235	0.12	Yes	1270	10000	825	3	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 79 St)	850	6840	0.249	11.12	B	0.39	32.74	B
2 (to Kendale Blvd)	734	6358	0.231	11.01	B	0.40	22.43	C
3 (to 84 St)	86	6731	0.025	9.73	A	0.03	24.23	C
4 (to Kendall)	734	6459	0.474	68.10	E	0.72	9.70	F

Arterial Length	1.0000	Weighted g/C	0.37	FFS Delay	107.11	Threshold Delay	0.00	Auto Speed	19.24	Auto LOS	D

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	330	490
2	**	**	**	740	1000
3	**	**	**	1170	1530
4	**	**	**	1610	2060
*	**	**	**	1570	2050
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	600	900
4	**	**	**	1350	1820
6	**	**	**	2130	2790
8	**	**	**	2930	3750
*	**	**	**	2860	3730
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	4000	6000
4	**	**	**	9000	12200
6	**	**	**	14200	18600
8	**	**	**	19600	25000
*	**	**	**	19100	24900

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 79 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to Kendale Blvd)	No	Typical	Typical	Yes	Typical	No	No	2	15
3 (to 84 St)	No	Typical	Typical	Yes	Typical	No	No	2	15
4 (to Kendall)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to 79 St)	100			No			NA			No		
2 (to Kendale Blvd)	100			Yes			Typical			No		
3 (to 84 St)	100			Yes			Typical			No		
4 (to Kendall)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	Score	Segment	1	2	3	Score	Segment	Adj. Buses	Segment
1 (to 79 St)	4.05	D				4.45	D	2.00	D
2 (to Kendale Blvd)	4.00	D				2.80	C	2.10	D
3 (to 84 St)	1.02	A				2.20	B	2.20	D
4 (to Kendall)	4.03	D				2.86	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	120	210	720	> 720
2	**	230	420	1440	> 1440
3	**	340	620	2150	> 2150
4	**	450	830	2870	> 2870
*	**	340	620	2150	> 2150
Lanes	**Hourly Volume In Both Directions**				
2	**	210	380	1310	> 1310
4	**	410	750	2610	> 2610
6	**	620	1130	3910	> 3910
8	**	820	1510	5220	> 5220
*	**	620	1130	3910	> 3910
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8700	> 8700
4	**	2800	5000	17400	> 17400
6	**	4100	7600	26100	> 26100
8	**	5500	10100	34800	> 34800
*	**	4100	7600	26100	> 26100

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	180	610	1000
2	**	**	360	1220	2000
3	**	**	540	1820	3000
4	**	**	710	2430	4000
*	**	**	540	1820	3000
Lanes	**Hourly Volume In Both Directions**				
2	**	**	320	1100	1820
4	**	**	640	2210	3640
6	**	**	970	3310	5460
8	**	**	1290	4420	7280
*	**	**	970	3310	5460
Lanes	**Annual Average Daily Traffic**				
2	**	**	2200	7400	12200
4	**	**	4300	14700	24300
6	**	**	6500	22100	36400
8	**	**	8600	29500	48500
*	**	**	6500	22100	36400

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 6	>= 4	>= 3	>= 2	>= 1
Buses in Study Hour in Peak Direction (Daily)				
>= 5.80	>= 3.87	>= 2.90	>= 1.94	>= 0.97

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 137 Av, Kendall to 104 St	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Kendall	**Modal Analysis**	Multimodal
Agency		**To**	104 St	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 96 St)	180	0.5	4	4	12	12	Yes	1	235	0.10	No	2640	10000	825	3	45	Restrictive
2 (to 104 St)	180	0.5	4	4	12	12	Yes	1	235	0.10	Yes	2640	10000	825	3	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 96 St)	850	6941	0.245	19.83	B	0.68	29.11	B
2 (to 104 St)	734	6438	0.228	19.64	B	0.69	29.20	B

Arterial Length	**1.0000**	**Weighted g/C**	**0.50**	**FFS Delay**	**43.50**	**Threshold Delay**	**0.00**	**Auto Speed**	**29.15**	**Auto LOS**	**B**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	300	820	950	1020
2	**	660	1730	1930	2070
3	**	1020	2650	2920	3140
4	**	1390	3560	3910	4200
*	**	1250	3560	3910	4200
Lanes	**Hourly Volume In Both Directions**				
2	**	550	1500	1730	1870
4	**	1200	3150	3510	3770
6	**	1860	4820	5310	5710
8	**	2530	6480	7110	7630
*	**	2280	6480	7110	7630
Lanes	**Annual Average Daily Traffic**				
2	**	3700	10000	11600	12500
4	**	8000	21000	23400	25100
6	**	12400	32200	35400	38100
8	**	16900	43200	47400	50900
*	**	15200	43200	47400	50900

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 96 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 104 St)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 96 St)	100			No			NA			No		
2 (to 104 St)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 96 St)	4.06	D				4.46	D	2.00	D
2 (to 104 St)	4.06	D				2.93	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	**	330	620	2000	> 2000
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	**	600	1120	3630	> 3630
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	4000	7500	24200	> 24200

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	550	960
2	**	**	240	1100	1920
3	**	**	360	1660	2890
4	**	**	490	2210	3850
*	**	**	360	1660	2890
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	1000	1750
4	**	**	440	2000	3500
6	**	**	660	3010	5250
8	**	**	880	4010	6990
*	**	**	660	3010	5250
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6700	11700
4	**	**	3000	13400	23300
6	**	**	4400	20100	35000
8	**	**	5900	26800	46600
*	**	**	4400	20100	35000

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 6	>= 4	>= 3	>= 2	>= 1
Buses in Study Hour in Peak Direction (Daily)				
>= 5.86	>= 3.91	>= 2.93	>= 1.96	>= 0.98

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 137 Av, SW 8 St to Coral Way	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SW 8 St	**Modal Analysis**	Multimodal
Agency		**To**	Coral Way	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to SW 18 St)	200	0.5	4	4	12	12	Yes	1	235	0.10	No	3300	10000	825	2	45	Restrictive
2 (to Coral Way)	200	0.41	4	4	12	12	Yes	1	235	0.10	No	1980	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 18 St)	850	6966	0.244	22.00	C	0.75	29.89	B
2 (to Coral Way)	850	6966	0.298	35.31	D	0.75	19.85	D

Arterial Length	**1.0000**	**Weighted g/C**	**0.46**	**FFS Delay**	**63.30**	**Threshold Delay**	**0.00**	**Auto Speed**	**25.12**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	490	740	840
2	**	**	1080	1530	1700
3	**	**	1680	2330	2580
4	**	**	2270	3130	3440
*	**	**	1980	3120	3440
Lanes	**Hourly Volume In Both Directions**				
2	**	**	900	1350	1530
4	**	**	1970	2790	3110
6	**	**	3060	4240	4690
8	**	**	4130	5700	6260
*	**	**	3600	5680	6260
Lanes	**Annual Average Daily Traffic**				
2	**	**	6000	9000	10200
4	**	**	13100	18600	20800
6	**	**	20400	28300	31300
8	**	**	27600	38000	41800
*	**	**	24000	37900	41800

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 18 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to Coral Way)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 18 St)	100			No			NA			No		
2 (to Coral Way)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to SW 18 St)	4.29	D				4.81	E	1.70	E
2 (to Coral Way)	4.28	D				3.24	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	**	220	410	1330	> 1330
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	**	400	750	2420	> 2420
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	2700	5000	16100	> 16100

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	480	890
2	**	**	**	950	1780
3	**	**	**	1420	2680
4	**	**	**	1900	3560
*	**	**	**	950	1780
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	860	1620
4	**	**	**	1720	3240
6	**	**	**	2590	4860
8	**	**	**	3440	6480
*	**	**	**	1720	3240
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	5800	10800
4	**	**	**	11500	21600
6	**	**	**	17300	32400
8	**	**	**	23000	43200
*	**	**	**	11500	21600

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.49	>= 4.33	>= 3.25	>= 2.17	>= 1.09

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 137 Av, SR 836 to SW 8 St	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	SR 836	**Modal Analysis**	Multimodal
Agency		**To**	SW 8 St	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to NW 6 St)	100	0.5	4	4	12	12	Yes	1	235	0.25	No	660	10000	825	2	45	Restrictive
2 (to SW 8 St)	200	0.44	4	4	12	12	Yes	1	235	0.03	Yes	4620	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to NW 6 St)	850	6840	0.249	11.12	B	0.29	19.20	D
2 (to SW 8 St)	734	6459	0.258	30.26	C	#	30.25	B

Arterial Length	**1.0000**	**Weighted g/C**	**0.47**	**FFS Delay**	**47.58**	**Threshold Delay**	**0.00**	**Auto Speed**	**28.22**	**Auto LOS**	**B**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	260	760	900	970
2	**	560	1600	1810	1940
3	**	870	2460	2730	2930
4	**	1180	3320	3660	3920
*	**	890	3320	3660	3920
Lanes	**Hourly Volume In Both Directions**				
2	**	480	1390	1640	1770
4	**	1020	2910	3300	3530
6	**	1590	4480	4970	5330
8	**	2150	6040	6660	7130
*	**	1620	6040	6660	7130
Lanes	**Annual Average Daily Traffic**				
2	**	3200	9300	11000	11800
4	**	6800	19400	22000	23600
6	**	10600	29900	33100	35600
8	**	14400	40300	44400	47600
*	**	10800	40300	44400	47600

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to NW 6 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to SW 8 St)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to NW 6 St)	100			No			NA			No		
2 (to SW 8 St)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to NW 6 St)	4.19	D				4.63	E	1.70	E
2 (to SW 8 St)	4.30	D				3.28	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1340	> 1340
3	**	330	620	2010	> 2010
4	**	440	820	2680	> 2680
*	**	220	410	1340	> 1340
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1220	> 1220
4	**	400	750	2430	> 2430
6	**	600	1120	3650	> 3650
8	**	800	1490	4860	> 4860
*	**	400	750	2430	> 2430
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16200	> 16200
6	**	4000	7500	24300	> 24300
8	**	5400	9900	32400	> 32400
*	**	2700	5000	16200	> 16200

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	410	830	1000
2	**	**	820	1650	2000
3	**	**	1230	2480	3000
4	**	**	1640	3300	4000
*	**	**	820	1650	2000
Lanes	**Hourly Volume In Both Directions**				
2	**	**	750	1500	1820
4	**	**	1490	3000	3640
6	**	**	2230	4500	5460
8	**	**	2970	6000	7280
*	**	**	1490	3000	3640
Lanes	**Annual Average Daily Traffic**				
2	**	**	5000	10000	12200
4	**	**	9900	20000	24300
6	**	**	14900	30000	36400
8	**	**	19800	40000	48500
*	**	**	9900	20000	24300

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 6	>= 4	>= 3	>= 2	>= 1
Buses in Study Hour in Peak Direction (Daily)				
>= 5.86	>= 3.91	>= 2.93	>= 1.96	>= 0.98

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 137 Av, Miller to Sunset	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Miller	**Modal Analysis**	Multimodal
Agency		**To**	Sunset	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to Kendale L Dr)	200	0.5	4	4	12	12	Yes	1	235	0.11	No	2310	10000	825	2	45	Restrictive
2 (to SW 62 St)	200	0.5	4	4	12	12	Yes	1	235	0.10	No	2970	10000	825	2	45	Restrictive
3 (to SW 66 St)	200	0.5	4	4	12	12	Yes	1	235	0.10	No	1320	10000	825	2	45	Restrictive
4 (to SW 68 St)	200	0.5	4	4	12	12	Yes	1	235	0.10	No	1760	34000	1814	2	50	Restrictive
5 (to Sunset)	200	0.32	4	4	12	12	Yes	1	235	0.04	No	1760	34000	1814	2	50	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Kendale L Dr)	850	6966	0.244	22.00	C	0.72	26.32	C
2 (to SW 62 St)	850	6966	0.244	22.00	C	0.75	28.87	B
3 (to SW 66 St)	850	6966	0.244	22.00	C	0.75	20.24	D
4 (to SW 68 St)	1869	7521	0.497	25.98	C	#	21.58	D
5 (to Sunset)	1869	7521	0.777	61.86	E	#	13.12	E

Arterial Length	**1.9167**	**Weighted g/C**	**0.41**	**FFS Delay**	**173.53**	**Threshold Delay**	**0.00**	**Auto Speed**	**21.46**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	290	600	680
2	**	**	650	1260	1380
3	**	**	1010	1930	2080
4	**	**	1370	2590	2780
*	**	**	1130	2550	2780
Lanes	**Hourly Volume In Both Directions**				
2	**	**	530	1100	1240
4	**	**	1190	2300	2500
6	**	**	1840	3510	3780
8	**	**	2500	4710	5040
*	**	**	2060	4640	5040
Lanes	**Annual Average Daily Traffic**				
2	**	**	3600	7300	8300
4	**	**	7900	15300	16700
6	**	**	12300	23400	25200
8	**	**	16700	31400	33600
*	**	**	13700	31000	33600

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to Kendale L Dr)	No	Typical	Typical	No	NA	No	No	2	15
2 (to SW 62 St)	No	Typical	Typical	Yes	Typical	No	No	2	15
3 (to SW 66 St)	No	Typical	Typical	Yes	Typical	No	No	2	15
4 (to SW 68 St)	No	Typical	Typical	Yes	Typical	No	No	2	15
5 (to Sunset)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to Kendale L Dr)	100			No			NA			No		
2 (to SW 62 St)	100			Yes			Typical			No		
3 (to SW 66 St)	100			Yes			Typical			No		
4 (to SW 68 St)	100			Yes			Typical			No		
5 (to Sunset)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to Kendale L Dr)	4.28	D				4.79	E	1.70	E
2 (to SW 62 St)	4.29	D				3.27	C	2.10	D
3 (to SW 66 St)	4.26	D				3.20	C	2.10	D
4 (to SW 68 St)	4.66	E				4.53	E	1.70	E
5 (to Sunset)	4.66	E				4.53	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	> 110	***	***
2	**	220	> 220	***	***
3	**	330	> 330	***	***
4	**	440	> 440	***	***
*	**	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	> 200	***	***
4	**	400	> 400	***	***
6	**	590	> 590	***	***
8	**	800	> 800	***	***
*	**	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	> 1400	***	***
4	**	2700	> 2700	***	***
6	**	4000	> 4000	***	***
8	**	5300	> 5300	***	***
*	**	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	310	740	1000
2	**	**	620	1470	2000
3	**	**	920	2200	3000
4	**	**	1230	2940	4000
*	**	**	620	1470	2000
Lanes	**Hourly Volume In Both Directions**				
2	**	**	560	1340	1820
4	**	**	1120	2670	3640
6	**	**	1680	4000	5460
8	**	**	2240	5340	7280
*	**	**	1120	2670	3640
Lanes	**Annual Average Daily Traffic**				
2	**	**	3700	8900	12200
4	**	**	7500	17800	24300
6	**	**	11200	26700	36400
8	**	**	14900	35600	48500
*	**	**	7500	17800	24300

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.42	>= 4.29	>= 3.21	>= 2.14	>= 1.07

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
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***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 137 Av, Coral Way to Bird	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Coral Way	**Modal Analysis**	Multimodal
Agency		**To**	Bird	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to Bird)	200	0.33	4	4	12	12	Yes	1	235	0.10	No	5280	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Bird)	850	6966	0.370	49.58	D	0.74	26.91	C

Arterial Length	**1.0000**	**Weighted g/C**	**0.33**	**FFS Delay**	**53.77**	**Threshold Delay**	**0.00**	**Auto Speed**	**26.91**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	130	580	650	680
2	**	290	1190	1320	1380
3	**	450	1800	2000	2080
4	**	610	2410	2670	2780
*	**	470	2390	2650	2780
Lanes	**Hourly Volume In Both Directions**				
2	**	240	1060	1190	1240
4	**	530	2170	2400	2500
6	**	820	3280	3640	3770
8	**	1110	4390	4860	5040
*	**	860	4350	4820	5040
Lanes	**Annual Average Daily Traffic**				
2	**	1600	7100	7900	8300
4	**	3600	14500	16000	16700
6	**	5500	21900	24300	25200
8	**	7400	29300	32400	33600
*	**	5700	29000	32200	33600

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to Bird)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to Bird)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to Bird)	4.30	D				4.83	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	200	650	> 650
2	**	220	410	1290	> 1290
3	**	330	610	1940	> 1940
4	**	440	810	2580	> 2580
*	**	220	410	1290	> 1290
Lanes	**Hourly Volume In Both Directions**				
2	**	200	370	1180	> 1180
4	**	400	740	2350	> 2350
6	**	590	1110	3520	> 3520
8	**	800	1470	4690	> 4690
*	**	400	740	2350	> 2350
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	7900	> 7900
4	**	2700	4900	15700	> 15700
6	**	4000	7400	23500	> 23500
8	**	5300	9800	31300	> 31300
*	**	2700	4900	15700	> 15700

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	1820	> 1820	***	***	***
4	3640	> 3640	***	***	***
6	5460	> 5460	***	***	***
8	7280	> 7280	***	***	***
*	3640	> 3640	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	12200	> 12200	***	***	***
4	24300	> 24300	***	***	***
6	36400	> 36400	***	***	***
8	48500	> 48500	***	***	***
*	24300	> 24300	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.07	>= 4.71	>= 3.53	>= 2.36	>= 1.18

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
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 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 137 Av, Bird to Miller	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Bird	**Modal Analysis**	Multimodal
Agency		**To**	Miller	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 47 St)	100	0.5	4	4	12	12	Yes	1	235	0.09	No	2310	10000	825	2	45	Restrictive
2 (to Miller)	200	0.38	4	4	12	12	Yes	1	235	0.12	Yes	2970	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 47 St)	850	6840	0.249	11.12	B	0.41	32.17	B
2 (to Miller)	734	6459	0.299	40.00	D	0.72	22.98	C

Arterial Length	**1.0000**	**Weighted g/C**	**0.44**	**FFS Delay**	**57.10**	**Threshold Delay**	**0.00**	**Auto Speed**	**26.26**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	70	590	790	880
2	**	150	1260	1580	1700
3	**	240	1960	2390	2580
4	**	320	2670	3210	3440
*	**	250	2520	3200	3440
Lanes	**Hourly Volume In Both Directions**				
2	**	130	1080	1440	1590
4	**	280	2300	2880	3110
6	**	440	3570	4350	4680
8	**	590	4860	5840	6260
*	**	460	4590	5820	6260
Lanes	**Annual Average Daily Traffic**				
2	**	900	7200	9600	10600
4	**	1900	15300	19200	20800
6	**	3000	23800	29000	31200
8	**	3900	32400	39000	41800
*	**	3100	30600	38800	41800

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 47 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to Miller)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 47 St)	100			No			NA			No		
2 (to Miller)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 47 St)	4.28	D				4.79	E	1.70	E
2 (to Miller)	4.29	D				3.27	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	**	220	410	1330	> 1330
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	**	400	750	2420	> 2420
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	2700	5000	16100	> 16100

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	160	600	1000
2	**	**	330	1190	2000
3	**	**	490	1780	3000
4	**	**	660	2370	4000
*	**	**	330	1190	2000
Lanes	**Hourly Volume In Both Directions**				
2	**	**	300	1080	1820
4	**	**	590	2160	3640
6	**	**	890	3230	5460
8	**	**	1190	4310	7280
*	**	**	590	2160	3640
Lanes	**Annual Average Daily Traffic**				
2	**	**	2000	7200	12200
4	**	**	4000	14400	24300
6	**	**	6000	21600	36400
8	**	**	8000	28800	48500
*	**	**	4000	14400	24300

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.24	>= 4.16	>= 3.12	>= 2.08	>= 1.04

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
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***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 137 Av, 120-136 St	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	120 St	**Modal Analysis**	Multimodal
Agency		**To**	136 St	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.874	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 124 St)	180	0.5	4	4	12	12	Yes	1	235	0.11	No	2640	10000	825	3	45	Restrictive
2 (to 136 St)	180	0.5	4	4	12	12	Yes	1	235	0.08	Yes	2640	10000	825	3	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 124 St)	831	6936	0.240	19.77	B	0.64	29.16	B
2 (to 136 St)	717	6434	0.223	19.58	B	0.76	29.24	B

Arterial Length	**1.0000**	**Weighted g/C**	**0.50**	**FFS Delay**	**43.29**	**Threshold Delay**	**0.00**	**Auto Speed**	**29.20**	**Auto LOS**	**B**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	310	840	980	1020
2	**	680	1770	1980	2080
3	**	1050	2710	2990	3140
4	**	1420	3640	4000	4200
*	**	1280	3640	4000	4200
Lanes	**Hourly Volume In Both Directions**				
2	**	570	1530	1790	1870
4	**	1240	3220	3600	3790
6	**	1910	4930	5440	5710
8	**	2590	6620	7280	7630
*	**	2330	6620	7280	7630
Lanes	**Annual Average Daily Traffic**				
2	**	3800	10200	11900	12500
4	**	8300	21500	24000	25300
6	**	12800	32900	36300	38100
8	**	17300	44200	48500	50900
*	**	15600	44200	48500	50900

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 124 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 136 St)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 124 St)	100			No			NA			No		
2 (to 136 St)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 124 St)	4.01	D				4.45	D	2.00	D
2 (to 136 St)	4.01	D				2.91	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	120	210	680	> 680
2	**	230	420	1360	> 1360
3	**	340	630	2040	> 2040
4	**	450	840	2730	> 2730
*	**	340	> 340	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	210	380	1240	> 1240
4	**	410	760	2480	> 2480
6	**	620	1140	3710	> 3710
8	**	820	1520	4960	> 4960
*	**	620	> 620	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2600	8300	> 8300
4	**	2800	5100	16500	> 16500
6	**	4100	7600	24800	> 24800
8	**	5500	10200	33100	> 33100
*	**	4100	> 4100	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	570	990
2	**	**	250	1130	1970
3	**	**	370	1700	2960
4	**	**	500	2260	3940
*	**	**	370	1700	2960
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	1030	1790
4	**	**	450	2060	3580
6	**	**	670	3080	5370
8	**	**	900	4110	7160
*	**	**	670	3080	5370
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6900	12000
4	**	**	3000	13700	23900
6	**	**	4500	20600	35800
8	**	**	6000	27400	47800
*	**	**	4500	20600	35800

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 6	>= 4	>= 3	>= 2	>= 1
Buses in Study Hour in Peak Direction (Daily)				
>= 5.86	>= 3.91	>= 2.93	>= 1.96	>= 0.98

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 137 Av, 104-120 St	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	104	**Modal Analysis**	Multimodal
Agency		**To**	120 St	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.874	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 112 St)	180	0.49	4	4	12	12	Yes	1	235	0.17	No	2640	10000	825	3	45	Restrictive
2 (to 120 St)	180	0.44	4	4	12	12	Yes	1	235	0.13	No	2640	10000	825	3	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 112 St)	831	6936	0.244	20.97	C	0.57	28.60	B
2 (to 120 St)	831	6936	0.272	27.44	C	0.61	25.93	C

Arterial Length	**1.0000**	**Weighted g/C**	**0.47**	**FFS Delay**	**52.35**	**Threshold Delay**	**0.00**	**Auto Speed**	**27.20**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	120	630	840	900
2	**	270	1380	1720	1840
3	**	420	2130	2610	2760
4	**	570	2890	3490	3700
*	**	510	2770	3490	3700
Lanes	**Hourly Volume In Both Directions**				
2	**	220	1150	1530	1650
4	**	500	2510	3130	3340
6	**	770	3880	4750	5030
8	**	1040	5260	6350	6720
*	**	930	5040	6350	6720
Lanes	**Annual Average Daily Traffic**				
2	**	1500	7700	10200	11000
4	**	3300	16800	20900	22300
6	**	5100	25900	31700	33500
8	**	7000	35100	42400	44800
*	**	6200	33600	42400	44800

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 112 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 120 St)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 112 St)	100			No			NA			No		
2 (to 120 St)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 112 St)	4.01	D				4.45	D	2.00	D
2 (to 120 St)	4.01	D				2.91	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	120	210	680	> 680
2	**	230	420	1360	> 1360
3	**	340	630	2040	> 2040
4	**	450	840	2730	> 2730
*	140	340	630	2040	> 2040
Lanes	**Hourly Volume In Both Directions**				
2	**	210	380	1240	> 1240
4	**	410	760	2480	> 2480
6	**	620	1140	3710	> 3710
8	**	820	1520	4960	> 4960
*	260	620	1140	3710	> 3710
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2600	8300	> 8300
4	**	2800	5100	16500	> 16500
6	**	4100	7600	24800	> 24800
8	**	5500	10200	33100	> 33100
*	1700	4100	7600	24800	> 24800

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	120	570	990
2	**	**	250	1130	1970
3	**	**	370	1700	2960
4	**	**	500	2260	3940
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	220	1030	1790
4	**	**	450	2060	3580
6	**	**	670	3080	5370
8	**	**	900	4110	7160
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	1500	6900	12000
4	**	**	3000	13700	23900
6	**	**	4500	20600	35800
8	**	**	6000	27400	47800
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 6	>= 4	>= 3	>= 2	>= 1
Buses in Study Hour in Peak Direction (Daily)				
>= 5.86	>= 3.91	>= 2.93	>= 1.96	>= 0.98

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 147 Av, Sunset to Kendall	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Sunset	**Modal Analysis**	Multimodal
Agency		**To**	Kendall	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 80 Street)	110	0.46	4	4	12	12	Yes	1	235	0.10	No	3630	19390	1600	2	45	Restrictive
2 (to Kendall)	180	0.23	4	4	12	12	Yes	1	235	0.09	Yes	1650	19390	1600	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 80 Street)	1649	6984	0.513	17.79	B	#	30.83	B
2 (to Kendall)	1424	6615	0.936	81.11	F	#	10.17	F

Arterial Length	**1.0000**	**Weighted g/C**	**0.35**	**FFS Delay**	**110.93**	**Threshold Delay**	**0.00**	**Auto Speed**	**18.86**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	180	420	520
2	**	**	410	870	1000
3	**	**	660	1330	1520
4	**	**	910	1800	2040
*	**	**	770	1770	2040
Lanes	**Hourly Volume In Both Directions**				
2	**	**	330	770	940
4	**	**	750	1590	1840
6	**	**	1200	2420	2770
8	**	**	1660	3280	3700
*	**	**	1400	3220	3700
Lanes	**Annual Average Daily Traffic**				
2	**	**	2200	5100	6300
4	**	**	5000	10600	12300
6	**	**	8000	16200	18500
8	**	**	11100	21900	24700
*	**	**	9400	21500	24700

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 80 Street)	No	Typical	Typical	No	NA	No	No	2	15
2 (to Kendall)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 80 Street)	100			No			NA			No		
2 (to Kendall)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 80 Street)	4.59	E				5.76	F	1.10	E
2 (to Kendall)	4.56	E				4.17	D	2.00	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1340	> 1340
3	**	330	620	2000	> 2000
4	**	440	820	2670	> 2670
*	**	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2430	> 2430
6	**	600	1120	3630	> 3630
8	**	800	1490	4850	> 4850
*	**	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16200	> 16200
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	440	860
2	**	**	**	880	1720
3	**	**	**	1310	2570
4	**	**	**	1750	3430
*	**	**	**	880	1720
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	800	1560
4	**	**	**	1590	3120
6	**	**	**	2380	4670
8	**	**	**	3180	6240
*	**	**	**	1590	3120
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	5300	10400
4	**	**	**	10600	20800
6	**	**	**	15900	31200
8	**	**	**	21200	41600
*	**	**	**	10600	20800

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 9	>= 6	>= 5	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 8.69	>= 5.80	>= 4.35	>= 2.90	>= 1.45

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
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 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 147 Av, Kendall to 104 St	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Kendall	**Modal Analysis**	Multimodal
Agency		**To**	104 St	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 96 Street)	110	0.44	4	4	12	12	Yes	1	235	0.08	No	3630	10000	825	2	45	Restrictive
2 (to 104 St)	180	0.24	4	4	12	12	Yes	1	235	0.09	No	1650	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 96 Street)	850	6853	0.282	16.95	B	0.49	32.84	B
2 (to 104 St)	850	6941	0.510	62.05	E	0.70	12.55	F

Arterial Length	**1.0000**	**Weighted g/C**	**0.34**	**FFS Delay**	**85.00**	**Threshold Delay**	**0.00**	**Auto Speed**	**21.82**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	170	390	480
2	**	**	410	850	980
3	**	**	650	1310	1480
4	**	**	900	1760	1980
*	**	**	760	1730	1980
Lanes	**Hourly Volume In Both Directions**				
2	**	**	310	710	890
4	**	**	750	1550	1800
6	**	**	1190	2390	2700
8	**	**	1640	3200	3620
*	**	**	1390	3150	3620
Lanes	**Annual Average Daily Traffic**				
2	**	**	2100	4800	5900
4	**	**	5000	10400	12000
6	**	**	7900	15900	18000
8	**	**	11000	21400	24100
*	**	**	9300	21000	24100

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 96 Street)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 104 St)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 96 Street)	100			No			NA			No		
2 (to 104 St)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 96 Street)	4.29	D				4.81	E	1.70	E
2 (to 104 St)	4.27	D				3.22	C	2.10	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	> 110	***	***
2	**	220	> 220	***	***
3	**	330	> 330	***	***
4	**	440	> 440	***	***
*	90	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	> 200	***	***
4	**	400	> 400	***	***
6	**	600	> 600	***	***
8	**	800	> 800	***	***
*	160	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	> 1400	***	***
4	**	2700	> 2700	***	***
6	**	4000	> 4000	***	***
8	**	5400	> 5400	***	***
*	1100	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	440	860
2	**	**	**	880	1720
3	**	**	**	1310	2570
4	**	**	**	1750	3430
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	800	1560
4	**	**	**	1590	3120
6	**	**	**	2380	4670
8	**	**	**	3180	6240
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	5300	10400
4	**	**	**	10600	20800
6	**	**	**	15900	31200
8	**	**	**	21200	41600
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.58	>= 4.39	>= 3.29	>= 2.20	>= 1.10

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 147 Av, Coral Way to Bird	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Coral Way	**Modal Analysis**	Multimodal
Agency		**To**	Bird Rd	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to Bird Rd)	200	0.36	4	4	12	12	Yes	1	235	0.10	No	5280	20740	1711	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Bird Rd)	1763	7253	0.675	51.55	D	#	25.29	C

Arterial Length	**1.0000**	**Weighted g/C**	**0.36**	**FFS Delay**	**62.36**	**Threshold Delay**	**0.00**	**Auto Speed**	**25.29**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	240	640	710	740
2	**	530	1310	1450	1500
3	**	820	1980	2190	2260
4	**	1110	2660	2930	3020
*	**	850	2640	2920	3020
Lanes	**Hourly Volume In Both Directions**				
2	**	440	1170	1300	1350
4	**	970	2390	2640	2730
6	**	1500	3600	3990	4110
8	**	2020	4840	5330	5500
*	**	1550	4800	5310	5500
Lanes	**Annual Average Daily Traffic**				
2	**	3000	7800	8700	9000
4	**	6500	15900	17600	18200
6	**	10000	24000	26600	27400
8	**	13500	32300	35600	36700
*	**	10400	32000	35400	36700

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to Bird Rd)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to Bird Rd)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to Bird Rd)	4.62	E				5.90	F	1.10	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	200	650	> 650
2	**	220	410	1290	> 1290
3	**	330	610	1940	> 1940
4	**	440	810	2580	> 2580
*	90	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	370	1180	> 1180
4	**	400	740	2350	> 2350
6	**	590	1110	3520	> 3520
8	**	800	1470	4690	> 4690
*	160	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	7900	> 7900
4	**	2700	4900	15700	> 15700
6	**	4000	7400	23500	> 23500
8	**	5300	9800	31300	> 31300
*	1100	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	1820	> 1820	***	***	***
4	3640	> 3640	***	***	***
6	5460	> 5460	***	***	***
8	7280	> 7280	***	***	***
*	3640	> 3640	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	12200	> 12200	***	***	***
4	24300	> 24300	***	***	***
6	36400	> 36400	***	***	***
8	48500	> 48500	***	***	***
*	24300	> 24300	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 11	>= 8	>= 6	>= 4	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 10.92	>= 7.28	>= 5.46	>= 3.64	>= 1.82

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 147 Av, 104 St to 120 St	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	104 St	**Modal Analysis**	Multimodal
Agency		**To**	120St	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 112 Street)	80	0.5	4	4	12	12	Yes	1	235	0.10	No	2640	16910	1395	2	45	Restrictive
2 (to Hammocks)	80	0.29	4	4	12	12	Yes	1	235	0.10	No	1320	16910	1395	2	45	Restrictive
3 (to 120St)	80	0.5	4	4	12	12	Yes	1	235	0.10	No	1320	16910	1395	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 112 Street)	1437	6884	0.418	10.04	B	#	32.61	B
2 (to Hammocks)	1437	6884	0.720	27.40	C	#	17.63	D
3 (to 120St)	1437	6884	0.418	9.93	A	0.98	26.81	C

Arterial Length	**1.0000**	**Weighted g/C**	**0.40**	**FFS Delay**	**59.81**	**Threshold Delay**	**0.00**	**Auto Speed**	**25.75**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	190	440	530	560
2	**	450	960	1100	1140
3	**	720	1480	1670	1720
4	**	1000	2000	2250	2300
*	**	770	1950	2220	2300
Lanes	**Hourly Volume In Both Directions**				
2	**	350	800	970	1030
4	**	820	1750	2000	2080
6	**	1310	2700	3040	3140
8	**	1820	3640	4100	4200
*	**	1400	3550	4040	4200
Lanes	**Annual Average Daily Traffic**				
2	**	2400	5400	6500	6900
4	**	5500	11700	13400	13900
6	**	8800	18000	20300	21000
8	**	12200	24300	27300	28000
*	**	9400	23700	27000	28000

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 112 Street)	No	Typical	Typical	No	NA	No	No	2	15
2 (to Hammocks)	No	Typical	Typical	Yes	Typical	No	No	2	15
3 (to 120St)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 112 Street)	100			No			NA			No		
2 (to Hammocks)	100			Yes			Typical			No		
3 (to 120St)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 112 Street)	4.52	E				5.49	E	1.70	E
2 (to Hammocks)	4.49	D				3.90	D	2.00	D
3 (to 120St)	4.49	D				3.90	D	2.00	D

Bicycle LOS **Pedestrian LOS** **Bus LOS**

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	> 110	***	***
2	**	220	> 220	***	***
3	**	340	> 340	***	***
4	**	450	> 450	***	***
*	100	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	> 200	***	***
4	**	400	> 400	***	***
6	**	610	> 610	***	***
8	**	810	> 810	***	***
*	170	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	> 1400	***	***
4	**	2700	> 2700	***	***
6	**	4100	> 4100	***	***
8	**	5400	> 5400	***	***
*	1200	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	130	560	970
2	**	**	260	1120	1940
3	**	**	380	1680	2910
4	**	**	510	2240	3880
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	230	1020	1760
4	**	**	460	2030	3520
6	**	**	700	3040	5280
8	**	**	930	4060	7040
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	1600	6800	11800
4	**	**	3100	13600	23500
6	**	**	4700	20300	35200
8	**	**	6200	27100	47000
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.49	>= 4.33	>= 3.25	>= 2.17	>= 1.09

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 147 Av, Bird to Miler	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Bird	**Modal Analysis**	Multimodal
Agency		**To**	Miller	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 47 St)	140	0.5	4	4	12	12	Yes	1	235	0.08	No	1650	20300	1675	2	45	Restrictive
2 (to Miller)	220	0.3	4	4	12	12	Yes	1	235	0.07	No	3630	20300	1675	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 47 St)	1726	7076	0.488	18.17	B	#	23.47	C
2 (to Miller)	1726	7298	0.788	72.19	E	#	18.32	D

Arterial Length	**1.0000**	**Weighted g/C**	**0.40**	**FFS Delay**	**103.02**	**Threshold Delay**	**0.00**	**Auto Speed**	**19.67**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	220	510	620
2	**	**	490	1080	1260
3	**	**	770	1650	1880
4	**	**	1050	2230	2520
*	**	**	870	2200	2520
Lanes	**Hourly Volume In Both Directions**				
2	**	**	400	930	1120
4	**	**	900	1970	2280
6	**	**	1400	3000	3430
8	**	**	1910	4060	4580
*	**	**	1590	4000	4580
Lanes	**Annual Average Daily Traffic**				
2	**	**	2700	6200	7500
4	**	**	6000	13100	15200
6	**	**	9400	20000	22900
8	**	**	12800	27100	30600
*	**	**	10600	26700	30600

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 47 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to Miller)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 47 St)	100			No			NA			No		
2 (to Miller)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 47 St)	4.58	E				5.80	F	1.10	E
2 (to Miller)	4.60	E				4.31	D	2.00	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1340	> 1340
3	**	330	620	2000	> 2000
4	**	440	820	2670	> 2670
*	90	220	410	1340	> 1340
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2430	> 2430
6	**	600	1120	3630	> 3630
8	**	800	1490	4850	> 4850
*	160	400	750	2430	> 2430
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16200	> 16200
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	1100	2700	5000	16200	> 16200

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	260	680	1000
2	**	**	510	1360	2000
3	**	**	770	2040	3000
4	**	**	1020	2720	4000
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	460	1240	1820
4	**	**	930	2480	3640
6	**	**	1390	3710	5460
8	**	**	1860	4950	7280
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	3100	8300	12200
4	**	**	6200	16500	24300
6	**	**	9300	24800	36400
8	**	**	12400	33000	48500
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.99	>= 4.66	>= 3.50	>= 2.33	>= 1.17

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 147 Av, Miler to Sunset	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Miller	**Modal Analysis**	Multimodal
Agency		**To**	Sunset	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 67 Lane)	90	0.42	4	4	12	12	Yes	1	235	0.10	No	3630	21320	1759	2	45	Restrictive
2 (to Sunset)	180	0.37	4	4	12	12	Yes	1	235	0.09	No	1650	21320	1759	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 67 Lane)	1813	6956	0.620	18.62	B	#	30.30	B
2 (to Sunset)	1813	7210	0.679	45.20	D	#	14.99	E

Arterial Length	**1.0000**	**Weighted g/C**	**0.40**	**FFS Delay**	**76.75**	**Threshold Delay**	**0.00**	**Auto Speed**	**22.97**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	510	690	760
2	**	80	1140	1420	1540
3	**	120	1780	2150	2320
4	**	170	2430	2890	3100
*	**	130	2220	2880	3100
Lanes	**Hourly Volume In Both Directions**				
2	**	**	930	1260	1380
4	**	150	2080	2590	2810
6	**	220	3240	3910	4230
8	**	310	4420	5260	5650
*	**	240	4040	5240	5650
Lanes	**Annual Average Daily Traffic**				
2	**	**	6200	8400	9200
4	**	1000	13900	17300	18700
6	**	1500	21600	26100	28200
8	**	2100	29500	35100	37700
*	**	1600	27000	35000	37700

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 67 Lane)	No	Typical	Typical	No	NA	No	No	2	15
2 (to Sunset)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 67 Lane)	100			No			NA			No		
2 (to Sunset)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 67 Lane)	4.63	E				5.96	F	1.10	E
2 (to Sunset)	4.60	E				4.37	D	2.00	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1340	> 1340
3	**	330	620	2000	> 2000
4	**	440	820	2670	> 2670
*	**	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2430	> 2430
6	**	600	1120	3630	> 3630
8	**	800	1490	4850	> 4850
*	**	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16200	> 16200
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	440	860
2	**	**	**	880	1720
3	**	**	**	1310	2570
4	**	**	**	1750	3430
*	**	**	**	880	1720
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	800	1560
4	**	**	**	1590	3120
6	**	**	**	2380	4670
8	**	**	**	3180	6240
*	**	**	**	1590	3120
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	5300	10400
4	**	**	**	10600	20800
6	**	**	**	15900	31200
8	**	**	**	21200	41600
*	**	**	**	10600	20800

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 9	>= 6	>= 5	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 8.69	>= 5.80	>= 4.35	>= 2.90	>= 1.45

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 157 Av, Sunset to Kendall	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Sunset	**Modal Analysis**	Multimodal
Agency		**To**	Kendall	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 80 Street)	120	0.43	4	4	12	12	Yes	1	235	0.08	No	2640	21050	1737	2	45	Restrictive
2 (to 8600 Block)	180	0.38	4	4	12	12	Yes	1	235	0.11	No	660	21050	1737	2	45	Restrictive
3 (to Kendall)	180	0.26	4	4	12	12	Yes	1	235	0.12	Yes	1980	21050	1737	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 80 Street)	1790	7035	0.592	23.18	C	#	25.85	C
2 (to 8600 Block)	1790	7204	0.654	43.09	D	#	7.96	F
3 (to Kendall)	1546	6647	0.894	70.81	E	#	12.71	F

Arterial Length	**1.0000**	**Weighted g/C**	**0.33**	**FFS Delay**	**152.39**	**Threshold Delay**	**20.63**	**Auto Speed**	**15.49**	**Auto LOS**	**E**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	270	510
2	**	**	**	620	1040
3	**	**	**	980	1600
4	**	**	**	1350	2150
*	**	**	**	1180	2120
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	500	930
4	**	**	**	1130	1900
6	**	**	**	1790	2910
8	**	**	**	2460	3910
*	**	**	**	2150	3860
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	3300	6200
4	**	**	**	7600	12700
6	**	**	**	11900	19400
8	**	**	**	16400	26100
*	**	**	**	14400	25700

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 80 Street)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 8600 Block)	No	Typical	Typical	No	NA	No	No	2	15
3 (to Kendall)	No	Typical	Typical	Yes	Typical	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 80 Street)	100			No			NA			No		
2 (to 8600 Block)	100			No			NA			No		
3 (to Kendall)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 80 Street)	4.61	E				5.91	F	1.10	E
2 (to 8600 Block)	4.50	E				5.76	F	1.10	E
3 (to Kendall)	4.60	E				4.35	D	2.00	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	690	> 690
2	**	220	410	1380	> 1380
3	**	340	620	2080	> 2080
4	**	450	820	2770	> 2770
*	100	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1260	> 1260
4	**	400	750	2510	> 2510
6	**	610	1120	3770	> 3770
8	**	810	1500	5030	> 5030
*	170	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8400	> 8400
4	**	2700	5000	16800	> 16800
6	**	4100	7500	25200	> 25200
8	**	5400	10000	33600	> 33600
*	1200	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	60	490	900
2	**	**	120	980	1810
3	**	**	180	1460	2710
4	**	**	240	1950	3610
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	110	880	1640
4	**	**	220	1770	3280
6	**	**	320	2660	4920
8	**	**	430	3550	6560
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	700	5900	11000
4	**	**	1500	11800	21900
6	**	**	2200	17700	32800
8	**	**	2900	23700	43800
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 9	>= 6	>= 5	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 8.35	>= 5.57	>= 4.18	>= 2.79	>= 1.40

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 157 Av, Kendall to 104 St	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Kendall	**Modal Analysis**	Multimodal
Agency		**To**	104 St	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	AM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 96 Street)	140	0.36	4	4	12	12	Yes	1	235	0.10	Yes	2640	18630	1537	2	45	Restrictive
2 (to 104 St)	140	0.34	4	4	12	12	Yes	1	235	0.14	No	2640	18630	1537	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 96 Street)	1368	6522	0.583	34.75	C	#	22.36	C
2 (to 104 St)	1584	7045	0.661	38.62	D	#	21.34	D

Arterial Length	**1.0000**	**Weighted g/C**	**0.35**	**FFS Delay**	**84.84**	**Threshold Delay**	**0.00**	**Auto Speed**	**21.84**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	360	600	700
2	**	**	820	1260	1400
3	**	**	1300	1920	2120
4	**	**	1780	2570	2840
*	**	**	1480	2550	2840
Lanes	**Hourly Volume In Both Directions**				
2	**	**	660	1100	1260
4	**	**	1500	2300	2560
6	**	**	2370	3500	3870
8	**	**	3240	4680	5170
*	**	**	2700	4640	5170
Lanes	**Annual Average Daily Traffic**				
2	**	**	4400	7300	8400
4	**	**	10000	15300	17100
6	**	**	15800	23300	25800
8	**	**	21600	31200	34500
*	**	**	18000	31000	34500

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 96 Street)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 104 St)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 96 Street)	100			No			NA			No		
2 (to 104 St)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 96 Street)	4.56	E				5.66	F	1.10	E
2 (to 104 St)	4.56	E				5.66	F	1.10	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	90	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	160	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	1100	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	290	700
2	**	**	**	580	1400
3	**	**	**	870	2110
4	**	**	**	1160	2810
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	530	1280
4	**	**	**	1060	2550
6	**	**	**	1580	3830
8	**	**	**	2110	5100
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	3500	8500
4	**	**	**	7100	17000
6	**	**	**	10600	25600
8	**	**	**	14100	34000
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 11	>= 8	>= 6	>= 4	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 10.92	>= 7.28	>= 5.46	>= 3.64	>= 1.82

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 157 Av, Miller to Sunset	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Miller	**Modal Analysis**	Multimodal
Agency		**To**	Sunset	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 64 Street)	120	0.48	4	4	12	12	Yes	1	235	0.12	Yes	2640	20370	1681	2	45	None
2 (to Sunset)	120	0.36	4	4	12	12	Yes	1	235	0.12	No	2640	20370	1681	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 64 Street)	1496	6179	0.504	17.58	B	#	28.16	B
2 (to Sunset)	1732	7024	0.685	31.80	C	#	23.04	C

Arterial Length	**1.0000**	**Weighted g/C**	**0.42**	**FFS Delay**	**62.05**	**Threshold Delay**	**0.00**	**Auto Speed**	**25.34**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	240	570	680	720
2	**	540	1220	1410	1480
3	**	850	1880	2140	2220
4	**	1160	2540	2870	2980
*	**	890	2510	2850	2980
Lanes	**Hourly Volume In Both Directions**				
2	**	440	1040	1240	1330
4	**	990	2220	2570	2690
6	**	1550	3420	3900	4050
8	**	2110	4620	5220	5420
*	**	1620	4570	5190	5420
Lanes	**Annual Average Daily Traffic**				
2	**	3000	7000	8300	8900
4	**	6600	14800	17100	18000
6	**	10400	22800	26000	27000
8	**	14100	30800	34800	36100
*	**	10800	30500	34600	36100

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 64 Street)	No	Typical	Typical	No	NA	No	No	2	15
2 (to Sunset)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 64 Street)	100			No			NA			No		
2 (to Sunset)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 64 Street)	4.60	E				5.84	F	1.10	E
2 (to Sunset)	4.60	E				5.84	F	1.10	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	90	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	160	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	1100	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	290	700
2	**	**	**	580	1400
3	**	**	**	870	2110
4	**	**	**	1160	2810
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	530	1280
4	**	**	**	1060	2550
6	**	**	**	1580	3830
8	**	**	**	2110	5100
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	3500	8500
4	**	**	**	7100	17000
6	**	**	**	10600	25600
8	**	**	**	14100	34000
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 13	>= 9	>= 7	>= 5	>= 3
Buses in Study Hour in Peak Direction (Daily)				
>= 12.13	>= 8.09	>= 6.07	>= 4.05	>= 2.03

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 157 Av, Kendall to 104 St	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Kendall	**Modal Analysis**	Multimodal
Agency		**To**	104 St	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 96 Street)	140	0.36	4	4	12	12	Yes	1	235	0.10	Yes	2640	19620	1619	2	45	Restrictive
2 (to 104 St)	140	0.34	4	4	12	12	Yes	1	235	0.14	No	2640	19620	1619	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 96 Street)	1441	6536	0.612	35.28	D	#	22.12	C
2 (to 104 St)	1668	7064	0.695	39.31	D	#	21.08	D

Arterial Length	**1.0000**	**Weighted g/C**	**0.35**	**FFS Delay**	**86.75**	**Threshold Delay**	**0.00**	**Auto Speed**	**21.59**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	360	600	700
2	**	**	820	1260	1400
3	**	**	1300	1920	2120
4	**	**	1780	2570	2840
*	**	**	1480	2550	2840
Lanes	**Hourly Volume In Both Directions**				
2	**	**	660	1100	1260
4	**	**	1500	2300	2560
6	**	**	2370	3500	3870
8	**	**	3240	4680	5170
*	**	**	2700	4640	5170
Lanes	**Annual Average Daily Traffic**				
2	**	**	4400	7300	8400
4	**	**	10000	15300	17100
6	**	**	15800	23300	25800
8	**	**	21600	31200	34500
*	**	**	18000	31000	34500

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 96 Street)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 104 St)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 96 Street)	100			No			NA			No		
2 (to 104 St)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 96 Street)	4.58	E				5.76	F	1.10	E
2 (to 104 St)	4.58	E				5.76	F	1.10	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	90	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	160	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	1100	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	290	700
2	**	**	**	580	1400
3	**	**	**	870	2110
4	**	**	**	1160	2810
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	530	1280
4	**	**	**	1060	2550
6	**	**	**	1580	3830
8	**	**	**	2110	5100
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	3500	8500
4	**	**	**	7100	17000
6	**	**	**	10600	25600
8	**	**	**	14100	34000
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 11	>= 8	>= 6	>= 4	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 10.92	>= 7.28	>= 5.46	>= 3.64	>= 1.82

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 157 Av, Sunset to Kendall	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	104 St	**Modal Analysis**	Multimodal
Agency		**To**	Kendall	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	AM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 96 St)	140	0.36	4	4	12	12	Yes	1	235	0.10	No	2640	18320	1511	2	30	Restrictive
2 (to Kendall)	150	0.31	4	4	12	12	Yes	1	235	0.12	No	2640	18320	1511	2	30	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 96 St)	1557	6629	0.652	36.02	D	#	17.21	D
2 (to Kendall)	1557	6652	0.755	47.47	D	#	15.51	E

Arterial Length	**1.0000**	**Weighted g/C**	**0.34**	**FFS Delay**	**100.58**	**Threshold Delay**	**8.82**	**Auto Speed**	**16.32**	**Auto LOS**	**E**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	300	540
2	**	**	**	690	1110
3	**	**	**	1090	1690
4	**	**	**	1500	2270
*	**	**	**	1210	2240
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	550	990
4	**	**	**	1260	2020
6	**	**	**	1990	3080
8	**	**	**	2730	4130
*	**	**	**	2200	4080
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	3700	6600
4	**	**	**	8400	13500
6	**	**	**	13300	20500
8	**	**	**	18200	27600
*	**	**	**	14700	27200

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 96 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to Kendall)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 96 St)	100			No			NA			No		
2 (to Kendall)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 96 St)	4.19	D				5.28	E	1.70	E
2 (to Kendall)	4.19	D				5.28	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	60	140	240	> 240	***
2	130	270	490	> 490	***
3	190	410	730	> 730	***
4	250	540	970	> 970	***
*	130	270	490	> 490	***
Lanes	**Hourly Volume In Both Directions**				
2	110	240	440	> 440	***
4	230	490	880	> 880	***
6	340	740	1320	> 1320	***
8	460	990	1760	> 1760	***
*	230	490	880	> 880	***
Lanes	**Annual Average Daily Traffic**				
2	800	1600	3000	> 3000	***
4	1600	3300	5900	> 5900	***
6	2300	4900	8800	> 8800	***
8	3100	6600	11800	> 11800	***
*	1600	3300	5900	> 5900	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	60	450	840
2	**	**	120	900	1680
3	**	**	180	1350	2520
4	**	**	240	1800	3360
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	110	820	1520
4	**	**	220	1630	3050
6	**	**	320	2460	4580
8	**	**	430	3270	6110
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	700	5500	10200
4	**	**	1500	10900	20400
6	**	**	2100	16400	30500
8	**	**	2900	21800	40700
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.07	>= 4.71	>= 3.53	>= 2.36	>= 1.18

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 157 Av, Bird Road to Miller	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Bird	**Modal Analysis**	Multimodal
Agency		**To**	Miller	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 47 Street)	150	0.5	4	4	12	12	Yes	1	235	0.10	No	2310	15940	1315	2	45	None
2 (to Miller)	120	0.34	4	4	12	12	Yes	1	235	0.12	No	2970	15940	1315	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 47 Street)	1355	6666	0.407	18.39	B	#	27.21	C
2 (to Miller)	1355	6955	0.573	31.86	C	0.85	24.68	C

Arterial Length	**1.0000**	**Weighted g/C**	**0.42**	**FFS Delay**	**59.94**	**Threshold Delay**	**0.00**	**Auto Speed**	**25.73**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	170	520	630	680
2	**	380	1130	1310	1380
3	**	600	1740	1990	2100
4	**	810	2350	2670	2800
*	**	630	2300	2660	2800
Lanes	**Hourly Volume In Both Directions**				
2	**	310	950	1150	1250
4	**	700	2060	2390	2530
6	**	1100	3170	3620	3810
8	**	1480	4280	4860	5090
*	**	1150	4190	4840	5090
Lanes	**Annual Average Daily Traffic**				
2	**	2100	6400	7700	8300
4	**	4700	13700	15900	16900
6	**	7300	21100	24200	25400
8	**	9900	28500	32400	34000
*	**	7700	27900	32300	34000

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 47 Street)	No	Typical	Typical	No	NA	No	No	2	15
2 (to Miller)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 47 Street)	100			No			NA			No		
2 (to Miller)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 47 Street)	4.49	D				5.38	E	1.36	E
2 (to Miller)	4.50	D				5.40	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	210	670	> 670
2	**	220	410	1330	> 1330
3	**	330	620	2000	> 2000
4	**	440	820	2660	> 2660
*	**	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	380	1210	> 1210
4	**	400	750	2420	> 2420
6	**	600	1120	3630	> 3630
8	**	800	1490	4840	> 4840
*	**	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	8100	> 8100
4	**	2700	5000	16100	> 16100
6	**	4000	7500	24200	> 24200
8	**	5400	9900	32300	> 32300
*	**	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	290	700
2	**	**	**	580	1400
3	**	**	**	870	2110
4	**	**	**	1160	2810
*	**	**	**	580	1400
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	530	1280
4	**	**	**	1060	2550
6	**	**	**	1580	3830
8	**	**	**	2110	5100
*	**	**	**	1060	2550
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	3500	8500
4	**	**	**	7100	17000
6	**	**	**	10600	25600
8	**	**	**	14100	34000
*	**	**	**	7100	17000

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.07	>= 4.71	>= 3.53	>= 2.36	>= 1.18

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 157 Av, Miller to Bird	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Miller	**Modal Analysis**	Multimodal
Agency		**To**	Bird	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	AM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 47 Street)	120	0.38	4	4	12	12	Yes	1	235	0.09	No	2970	15790	1303	2	30	None
2 (to Bird)	150	0.39	4	4	12	12	Yes	1	235	0.16	Yes	2310	15790	1303	2	30	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 47 Street)	1343	6220	0.568	27.72	C	#	19.58	D
2 (to Bird)	1160	6118	0.486	31.74	C	0.89	17.37	D

Arterial Length	**1.0000**	**Weighted g/C**	**0.39**	**FFS Delay**	**74.06**	**Threshold Delay**	**0.00**	**Auto Speed**	**18.55**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	540	660
2	**	**	**	1150	1340
3	**	**	**	1760	2030
4	**	**	**	2360	2720
*	**	**	**	2180	2700
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	990	1200
4	**	**	**	2100	2440
6	**	**	**	3200	3700
8	**	**	**	4300	4950
*	**	**	**	3970	4910
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	6600	8000
4	**	**	**	14000	16300
6	**	**	**	21400	24700
8	**	**	**	28700	33000
*	**	**	**	26500	32800

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 47 Street)	No	Typical	Typical	No	NA	No	No	2	15
2 (to Bird)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 47 Street)	100			No			NA			No		
2 (to Bird)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 47 Street)	4.14	D				5.02	E	1.36	E
2 (to Bird)	4.13	D				5.02	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	60	140	> 140	***	***
2	130	270	> 270	***	***
3	190	410	> 410	***	***
4	250	540	> 540	***	***
*	130	270	> 270	***	***
Lanes	**Hourly Volume In Both Directions**				
2	110	240	> 240	***	***
4	230	490	> 490	***	***
6	340	740	> 740	***	***
8	460	990	> 990	***	***
*	230	490	> 490	***	***
Lanes	**Annual Average Daily Traffic**				
2	800	1600	> 1600	***	***
4	1600	3300	> 3300	***	***
6	2300	4900	> 4900	***	***
8	3100	6600	> 6600	***	***
*	1600	3300	> 3300	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	60	450	840
2	**	**	120	900	1680
3	**	**	180	1350	2520
4	**	**	240	1800	3360
*	40	> 40	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	**	110	820	1520
4	**	**	220	1630	3050
6	**	**	320	2460	4580
8	**	**	430	3270	6110
*	80	> 80	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	**	700	5500	10200
4	**	**	1500	10900	20400
6	**	**	2100	16400	30500
8	**	**	2900	21800	40700
*	500	> 500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 6	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.96	>= 5.31	>= 3.98	>= 2.66	>= 1.33

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 157 Av, 120-136 Street	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	120 St	**Modal Analysis**	Multimodal
Agency		**To**	136 St	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 136 St)	80	0.5	4	4	12	12	Yes	1	235	0.08	Yes	5280	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 136 St)	734	6338	0.232	8.84	A	0.42	38.70	A

Arterial Length	**1.0000**	**Weighted g/C**	**0.50**	**FFS Delay**	**13.03**	**Threshold Delay**	**0.00**	**Auto Speed**	**38.70**	**Auto LOS**	**A**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	650	980	1060	1120	***
2	1400	1930	2090	2180	***
3	2170	2920	3160	3300	***
4	2940	3910	4220	4400	***
*	2350	3910	4220	4400	***
Lanes	**Hourly Volume In Both Directions**				
2	1190	1790	1930	2030	***
4	2550	3510	3800	3980	***
6	3950	5310	5750	6000	***
8	5350	7110	7680	8020	***
*	4280	7110	7680	8020	***
Lanes	**Annual Average Daily Traffic**				
2	7900	11900	12900	13600	***
4	17000	23400	25400	26600	***
6	26400	35400	38400	40000	***
8	35700	47400	51200	53500	***
*	28500	47400	51200	53500	***

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 136 St)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 136 St)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 136 St)	4.30	D				4.83	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	200	650	> 650
2	**	220	410	1290	> 1290
3	**	330	610	1940	> 1940
4	**	440	810	2580	> 2580
*	90	220	410	1290	> 1290
Lanes	**Hourly Volume In Both Directions**				
2	**	200	370	1180	> 1180
4	**	400	740	2350	> 2350
6	**	590	1110	3520	> 3520
8	**	800	1470	4690	> 4690
*	160	400	740	2350	> 2350
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	7900	> 7900
4	**	2700	4900	15700	> 15700
6	**	4000	7400	23500	> 23500
8	**	5300	9800	31300	> 31300
*	1100	2700	4900	15700	> 15700

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	1820	> 1820	***	***	***
4	3640	> 3640	***	***	***
6	5460	> 5460	***	***	***
8	7280	> 7280	***	***	***
*	3640	> 3640	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	12200	> 12200	***	***	***
4	24300	> 24300	***	***	***
6	36400	> 36400	***	***	***
8	48500	> 48500	***	***	***
*	24300	> 24300	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.07	>= 4.71	>= 3.53	>= 2.36	>= 1.18

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 157 Av, 104-120 Street	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	104 St	**Modal Analysis**	Multimodal
Agency		**To**	120 St	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 112 St)	120	0.45	4	4	12	12	Yes	1	235	0.08	No	2640	10000	825	2	45	Restrictive
2 (to 120 St)	100	0.5	4	4	12	12	Yes	1	235	0.09	Yes	2640	10000	825	2	45	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 112 St)	850	6865	0.275	17.55	B	0.53	29.74	B
2 (to 120 St)	734	6358	0.231	11.00	B	0.44	33.34	B

Arterial Length	**1.0000**	**Weighted g/C**	**0.48**	**FFS Delay**	**34.53**	**Threshold Delay**	**0.00**	**Auto Speed**	**31.43**	**Auto LOS**	**B**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	530	820	900	920
2	**	1160	1670	1840	1880
3	**	1810	2530	2780	2820
4	**	2460	3390	3720	3780
*	**	1970	3380	3720	3780
Lanes	**Hourly Volume In Both Directions**				
2	**	970	1500	1640	1680
4	**	2110	3040	3350	3410
6	**	3300	4600	5060	5140
8	**	4480	6170	6770	6870
*	**	3590	6150	6770	6870
Lanes	**Annual Average Daily Traffic**				
2	**	6500	10000	11000	11200
4	**	14100	20300	22400	22800
6	**	22000	30700	33700	34300
8	**	29900	41100	45100	45800
*	**	23900	41000	45100	45800

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 112 St)	No	Typical	Typical	No	NA	No	No	2	15
2 (to 120 St)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 112 St)	100			No			NA			No		
2 (to 120 St)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 112 St)	4.29	D				4.80	E	1.70	E
2 (to 120 St)	4.29	D				4.80	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	> 110	***	***
2	**	220	> 220	***	***
3	**	330	> 330	***	***
4	**	440	> 440	***	***
*	**	220	> 220	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	200	> 200	***	***
4	**	400	> 400	***	***
6	**	600	> 600	***	***
8	**	800	> 800	***	***
*	**	400	> 400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1400	> 1400	***	***
4	**	2700	> 2700	***	***
6	**	4000	> 4000	***	***
8	**	5400	> 5400	***	***
*	**	2700	> 2700	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	290	700
2	**	**	**	580	1400
3	**	**	**	870	2110
4	**	**	**	1160	2810
*	**	**	**	580	1400
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	530	1280
4	**	**	**	1060	2550
6	**	**	**	1580	3830
8	**	**	**	2110	5100
*	**	**	**	1060	2550
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	3500	8500
4	**	**	**	7100	17000
6	**	**	**	10600	25600
8	**	**	**	14100	34000
*	**	**	**	7100	17000

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.07	>= 4.71	>= 3.53	>= 2.36	>= 1.18

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 157 Av, SW 8 St to Bird Road	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	8 Street	**Modal Analysis**	Multimodal
Agency		**To**	Bird Rd	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	PM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to Bird Rd)	160	0.41	4	4	12	12	Yes	1	235	0.15	No	10560	10000	825	2	45	None

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Bird Rd)	850	6570	0.316	28.57	C	0.54	36.89	A

Arterial Length	**2.0000**	**Weighted g/C**	**0.41**	**FFS Delay**	**35.19**	**Threshold Delay**	**0.00**	**Auto Speed**	**36.89**	**Auto LOS**	**A**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	450	730	800	***	***
2	970	1500	1620	***	***
3	1500	2260	2440	***	***
4	2020	3020	3260	***	***
*	1340	3000	3260	***	***
Lanes	**Hourly Volume In Both Directions**				
2	820	1330	1460	***	***
4	1770	2730	2960	***	***
6	2730	4110	4450	***	***
8	3680	5500	5950	***	***
*	2440	5460	5950	***	***
Lanes	**Annual Average Daily Traffic**				
2	5500	8900	9700	***	***
4	11800	18200	19700	***	***
6	18200	27400	29700	***	***
8	24500	36700	39700	***	***
*	16300	36400	39700	***	***

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to Bird Rd)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to Bird Rd)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to Bird Rd)	4.30	D				4.84	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	110	200	640	> 640
2	**	220	410	1270	> 1270
3	**	330	610	1900	> 1900
4	**	440	810	2540	> 2540
*	90	220	410	1270	> 1270
Lanes	**Hourly Volume In Both Directions**				
2	**	200	370	1150	> 1150
4	**	400	740	2310	> 2310
6	**	590	1100	3460	> 3460
8	**	790	1470	4620	> 4620
*	160	400	740	2310	> 2310
Lanes	**Annual Average Daily Traffic**				
2	**	1400	2500	7700	> 7700
4	**	2700	4900	15400	> 15400
6	**	4000	7400	23100	> 23100
8	**	5300	9800	30800	> 30800
*	1100	2700	4900	15400	> 15400

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	1820	> 1820	***	***	***
4	3640	> 3640	***	***	***
6	5460	> 5460	***	***	***
8	7280	> 7280	***	***	***
*	3640	> 3640	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	12200	> 12200	***	***	***
4	24300	> 24300	***	***	***
6	36400	> 36400	***	***	***
8	48500	> 48500	***	***	***
*	24300	> 24300	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 9	>= 6	>= 5	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 8.83	>= 5.89	>= 4.42	>= 2.95	>= 1.48

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 162 Av,Kendall-104 St	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Kendall	**Modal Analysis**	Multimodal
Agency		**To**	96 St	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				
File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml				
User Notes					

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 96 St)	110	0.31	4	4	12	12	Yes	1	235	0.13	No	2640	10100	833	2	35	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 96 St)	858	6455	0.429	30.15	C	0.40	20.95	D

Arterial Length	0.5000	Weighted g/C	0.31	FFS Delay	34.49	Threshold Delay	0.00	Auto Speed	20.95	Auto LOS	D

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	110	480	530
2	**	**	270	1000	1090
3	**	**	430	1520	1640
4	**	**	590	2040	2200
*	**	**	450	2010	2180
Lanes	**Hourly Volume In Both Directions**				
2	**	**	200	880	970
4	**	**	500	1820	1990
6	**	**	790	2770	2990
8	**	**	1080	3710	4000
*	**	**	820	3660	3970
Lanes	**Annual Average Daily Traffic**				
2	**	**	1400	5900	6500
4	**	**	3300	12200	13300
6	**	**	5300	18500	19900
8	**	**	7200	24800	26700
*	**	**	5500	24400	26500

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 96 St)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 96 St)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 96 St)	4.10	D				4.52	E	1.70	E

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	130	> 130	***	***
2	110	250	> 250	***	***
3	170	380	> 380	***	***
4	220	500	> 500	***	***
*	110	250	> 250	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	230	> 230	***	***
4	200	460	> 460	***	***
6	300	680	> 680	***	***
8	400	910	> 910	***	***
*	200	460	> 460	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1600	> 1600	***	***
4	1400	3100	> 3100	***	***
6	2000	4600	> 4600	***	***
8	2700	6100	> 6100	***	***
*	1400	3100	> 3100	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	1820	> 1820	***	***	***
4	3640	> 3640	***	***	***
6	5460	> 5460	***	***	***
8	7280	> 7280	***	***	***
*	3640	> 3640	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	12200	> 12200	***	***	***
4	24300	> 24300	***	***	***
6	36400	> 36400	***	***	***
8	48500	> 48500	***	***	***
*	24300	> 24300	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.07	>= 4.71	>= 3.53	>= 2.36	>= 1.18

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 162 Av,Kendall-104 St	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Kendall	**Modal Analysis**	Multimodal
Agency		**To**	96 St	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				

File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml
User Notes	AM

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to 96 St)	110	0.31	4	4	12	12	Yes	1	235	0.13	No	2640	8920	736	2	30	Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to 96 St)	758	6439	0.380	29.54	C	0.34	19.22	D

Arterial Length	**0.5000**	**Weighted g/C**	**0.31**	**FFS Delay**	**33.68**	**Threshold Delay**	**0.00**	**Auto Speed**	**19.22**	**Auto LOS**	**D**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	390	520
2	**	**	**	910	1060
3	**	**	**	1420	1610
4	**	**	**	1940	2150
*	**	**	**	1650	2140
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	710	950
4	**	**	**	1660	1930
6	**	**	**	2590	2930
8	**	**	**	3530	3910
*	**	**	**	3000	3900
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	4800	6400
4	**	**	**	11100	12900
6	**	**	**	17300	19600
8	**	**	**	23600	26100
*	**	**	**	20000	26000

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to 96 St)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to 96 St)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to 96 St)	3.90	D				4.29	D	2.00	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	60	140	240	> 240	***
2	130	270	490	> 490	***
3	190	410	730	> 730	***
4	250	540	970	> 970	***
*	130	270	> 270	***	***
Lanes	**Hourly Volume In Both Directions**				
2	110	240	440	> 440	***
4	230	490	880	> 880	***
6	340	740	1320	> 1320	***
8	460	990	1760	> 1760	***
*	230	490	> 490	***	***
Lanes	**Annual Average Daily Traffic**				
2	800	1600	3000	> 3000	***
4	1600	3300	5900	> 5900	***
6	2300	4900	8800	> 8800	***
8	3100	6600	11800	> 11800	***
*	1600	3300	> 3300	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	1820	> 1820	***	***	***
4	3640	> 3640	***	***	***
6	5460	> 5460	***	***	***
8	7280	> 7280	***	***	***
*	3640	> 3640	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	12200	> 12200	***	***	***
4	24300	> 24300	***	***	***
6	36400	> 36400	***	***	***
8	48500	> 48500	***	***	***
*	24300	> 24300	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.01	>= 4.01	>= 3.01	>= 2.00	>= 1.00

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst	dpa	**Arterial Name**	SW 167 Av, Coral Way to Kendall	**Study Period**	K100
Date Prepared	5/20/2015 1:14:31 PM	**From**	Coral Way	**Modal Analysis**	Multimodal
Agency		**To**	Kendall	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/10
Arterial Class	2				
File Name	C:\Users\ednap\AppData\Local\Temp\preview.xml				
User Notes					

Arterial Data

K	0.15	**PHF**	0.854	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to Kendall)	120	0.26	4	4	12	12	Yes	1	235	0.15	No	15840	6840	564	2	35	None

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Kendall)	581	6100	0.366	37.49	D	0.27	29.97	B

Arterial Length	3.0000	Weighted g/C	0.26	FFS Delay	51.79	Threshold Delay	0.00	Auto Speed	29.97	Auto LOS	B

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	370	460	***	***
2	**	780	920	***	***
3	**	1190	1400	***	***
4	**	1600	1860	***	***
*	**	1180	1860	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	680	830	***	***
4	**	1420	1690	***	***
6	**	2170	2540	***	***
8	**	2910	3400	***	***
*	**	2150	3400	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	4500	5600	***	***
4	**	9500	11300	***	***
6	**	14500	17000	***	***
8	**	19400	22700	***	***
*	**	14400	22700	***	***

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to Kendall)	No	Typical	Typical	No	NA	No	No	2	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to Kendall)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	**Score**	**Segment**	**1**	**2**	**3**	**Score**	**Segment**	**Adj. Buses**	**Segment**
1 (to Kendall)	3.93	D				4.20	D	2.00	D

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	120	> 120	***	***
2	110	250	> 250	***	***
3	160	370	> 370	***	***
4	220	500	> 500	***	***
*	110	250	> 250	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	220	> 220	***	***
4	200	450	> 450	***	***
6	300	670	> 670	***	***
8	400	900	> 900	***	***
*	200	450	> 450	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	1500	> 1500	***	***
4	1400	3000	> 3000	***	***
6	2000	4500	> 4500	***	***
8	2700	6000	> 6000	***	***
*	1400	3000	> 3000	***	***

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	1820	> 1820	***	***	***
4	3640	> 3640	***	***	***
6	5460	> 5460	***	***	***
8	7280	> 7280	***	***	***
*	3640	> 3640	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	12200	> 12200	***	***	***
4	24300	> 24300	***	***	***
6	36400	> 36400	***	***	***
8	48500	> 48500	***	***	***
*	24300	> 24300	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 6	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.51	>= 5.01	>= 3.75	>= 2.50	>= 1.25

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

Appendix J
Traffic Counts

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 8 St East of SW 150 Place
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/26/15
Day of Week: Tuesday

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	83	79	74	68	304	12:00 AM	77	81	48	66	272	576
01:00 AM	41	50	36	37	164	01:00 AM	50	44	37	28	159	323
02:00 AM	21	33	30	26	110	02:00 AM	19	22	19	20	80	190
03:00 AM	36	32	37	42	147	03:00 AM	12	10	14	13	49	196
04:00 AM	31	35	61	57	184	04:00 AM	24	21	24	40	109	293
05:00 AM	77	106	131	194	508	05:00 AM	46	51	66	65	228	736
06:00 AM	266	401	462	550	1,679	06:00 AM	62	104	122	142	430	2,109
07:00 AM	484	411	315	259	1,469	07:00 AM	108	143	118	158	527	1,996
08:00 AM	306	342	322	327	1,297	08:00 AM	132	150	155	155	592	1,889
09:00 AM	325	317	301	263	1,206	09:00 AM	115	144	143	135	537	1,743
10:00 AM	237	229	260	235	961	10:00 AM	117	165	167	170	619	1,580
11:00 AM	205	221	211	199	836	11:00 AM	154	166	176	190	686	1,522
12:00 PM	202	233	227	195	857	12:00 PM	175	202	188	215	780	1,637
01:00 PM	207	208	200	233	848	01:00 PM	208	216	224	210	858	1,706
02:00 PM	201	232	249	198	880	02:00 PM	233	209	242	240	924	1,804
03:00 PM	224	208	241	232	905	03:00 PM	257	296	352	378	1,283	2,188
04:00 PM	263	209	188	213	873	04:00 PM	391	413	425	422	1,651	2,524
05:00 PM	254	255	181	191	881	05:00 PM	472	487	495	461	1,915	2,796
06:00 PM	217	227	197	192	833	06:00 PM	479	519	495	482	1,975	2,808
07:00 PM	170	187	163	173	693	07:00 PM	485	412	319	287	1,503	2,196
08:00 PM	154	167	161	136	618	08:00 PM	299	280	251	249	1,079	1,697
09:00 PM	132	122	143	118	515	09:00 PM	218	252	227	224	921	1,436
10:00 PM	100	116	161	100	477	10:00 PM	210	190	131	127	658	1,135
11:00 PM	105	92	91	72	360	11:00 PM	128	122	85	83	418	778
			24-HOUR TOTAL		17,605				24-HOUR TOTAL		18,253	35,858

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 8 St East of SW 150 Place
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/27/15
Day of Week: Wednesday

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	69	70	56	36	231	12:00 AM	91	73	71	58	293	524
01:00 AM	37	17	41	27	122	01:00 AM	51	41	36	23	151	273
02:00 AM	33	46	36	35	150	02:00 AM	22	18	16	20	76	226
03:00 AM	33	39	39	35	146	03:00 AM	21	17	10	15	63	209
04:00 AM	29	42	51	65	187	04:00 AM	20	27	33	26	106	293
05:00 AM	71	106	130	178	485	05:00 AM	38	52	69	61	220	705
06:00 AM	275	403	498	525	1,701	06:00 AM	79	102	139	152	472	2,173
07:00 AM	511	391	325	248	1,475	07:00 AM	116	125	135	149	525	2,000
08:00 AM	286	316	375	350	1,327	08:00 AM	150	149	157	153	609	1,936
09:00 AM	351	347	293	244	1,235	09:00 AM	149	114	155	126	544	1,779
10:00 AM	254	235	189	199	877	10:00 AM	152	150	173	158	633	1,510
11:00 AM	235	229	210	215	889	11:00 AM	149	162	198	175	684	1,573
12:00 PM	220	228	229	192	869	12:00 PM	187	199	205	203	794	1,663
01:00 PM	211	194	218	218	841	01:00 PM	212	238	241	211	902	1,743
02:00 PM	229	213	229	213	884	02:00 PM	229	247	241	266	983	1,867
03:00 PM	235	255	251	217	958	03:00 PM	296	337	319	364	1,316	2,274
04:00 PM	255	236	248	227	966	04:00 PM	354	379	415	448	1,596	2,562
05:00 PM	223	235	212	215	885	05:00 PM	456	476	499	468	1,899	2,784
06:00 PM	180	206	188	195	769	06:00 PM	522	469	487	461	1,939	2,708
07:00 PM	190	151	173	148	662	07:00 PM	466	417	391	312	1,586	2,248
08:00 PM	166	171	173	134	644	08:00 PM	285	287	264	255	1,091	1,735
09:00 PM	145	135	122	130	532	09:00 PM	264	236	206	216	922	1,454
10:00 PM	118	179	137	55	489	10:00 PM	220	186	161	150	717	1,206
11:00 PM	148	76	91	58	373	11:00 PM	156	127	96	101	480	853
			24-HOUR TOTAL		17,697				24-HOUR TOTAL		18,601	36,298

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 8 St East of SW 150 Place | **Count Date:** 5/28/14
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Thursday

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	68	70	51	59	248	12:00 AM	87	83	76	59	305	553
01:00 AM	39	51	46	30	166	01:00 AM	56	44	36	29	165	331
02:00 AM	24	47	31	27	129	02:00 AM	25	30	19	28	102	231
03:00 AM	24	36	26	34	120	03:00 AM	20	18	17	19	74	194
04:00 AM	32	44	54	70	200	04:00 AM	14	20	23	45	102	302
05:00 AM	87	86	148	205	526	05:00 AM	45	47	74	62	228	754
06:00 AM	265	370	506	510	1,651	06:00 AM	72	123	140	137	472	2,123
07:00 AM	526	400	324	283	1,533	07:00 AM	119	151	148	160	578	2,111
08:00 AM	316	284	348	362	1,310	08:00 AM	143	140	150	136	569	1,879
09:00 AM	328	321	309	252	1,210	09:00 AM	139	141	152	156	588	1,798
10:00 AM	269	201	247	192	909	10:00 AM	143	160	78	222	603	1,512
11:00 AM	226	221	198	247	892	11:00 AM	178	195	176	195	744	1,636
12:00 PM	230	219	190	222	861	12:00 PM	172	191	189	193	745	1,606
01:00 PM	187	222	205	200	814	01:00 PM	211	232	219	211	873	1,687
02:00 PM	215	271	276	248	1,010	02:00 PM	228	271	238	260	997	2,007
03:00 PM	228	200	236	264	928	03:00 PM	291	325	337	399	1,352	2,280
04:00 PM	270	220	253	200	943	04:00 PM	402	418	386	450	1,656	2,599
05:00 PM	234	262	213	226	935	05:00 PM	482	491	521	481	1,975	2,910
06:00 PM	232	230	218	217	897	06:00 PM	468	466	465	462	1,861	2,758
07:00 PM	170	195	176	163	704	07:00 PM	467	441	441	318	1,667	2,371
08:00 PM	172	169	178	162	681	08:00 PM	291	281	260	240	1,072	1,753
09:00 PM	149	140	136	114	539	09:00 PM	263	237	241	214	955	1,494
10:00 PM	141	158	129	124	552	10:00 PM	217	225	183	141	766	1,318
11:00 PM	99	84	102	75	360	11:00 PM	183	148	115	109	555	915
			24-HOUR TOTAL		18,118				24-HOUR TOTAL		19,004	37,122

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 8 St East of SW 150 Place | **Count Date:** Average
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Average

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	73	73	60	54	261	12:00 AM	85	79	65	61	290	551
01:00 AM	39	39	41	31	151	01:00 AM	52	43	36	27	158	309
02:00 AM	26	42	32	29	130	02:00 AM	22	23	18	23	86	216
03:00 AM	31	36	34	37	138	03:00 AM	18	15	14	16	62	200
04:00 AM	31	40	55	64	190	04:00 AM	19	23	27	37	106	296
05:00 AM	78	99	136	192	506	05:00 AM	43	50	70	63	225	732
06:00 AM	269	391	489	528	1,677	06:00 AM	71	110	134	144	458	2,135
07:00 AM	507	401	321	263	1,492	07:00 AM	114	140	134	156	543	2,036
08:00 AM	303	314	348	346	1,311	08:00 AM	142	146	154	148	590	1,901
09:00 AM	335	328	301	253	1,217	09:00 AM	134	133	150	139	556	1,773
10:00 AM	253	222	232	209	916	10:00 AM	137	158	139	183	618	1,534
11:00 AM	222	224	206	220	872	11:00 AM	160	174	183	187	705	1,577
12:00 PM	217	227	215	203	862	12:00 PM	178	197	194	204	773	1,635
01:00 PM	202	208	208	217	834	01:00 PM	210	229	228	211	878	1,712
02:00 PM	215	239	251	220	925	02:00 PM	230	242	240	255	968	1,893
03:00 PM	229	221	243	238	930	03:00 PM	281	319	336	380	1,317	2,247
04:00 PM	263	222	230	213	927	04:00 PM	382	403	409	440	1,634	2,562
05:00 PM	237	251	202	211	900	05:00 PM	470	485	505	470	1,930	2,830
06:00 PM	210	221	201	201	833	06:00 PM	490	485	482	468	1,925	2,758
07:00 PM	177	178	171	161	686	07:00 PM	473	423	384	306	1,585	2,272
08:00 PM	164	169	171	144	648	08:00 PM	292	283	258	248	1,081	1,728
09:00 PM	142	132	134	121	529	09:00 PM	248	242	225	218	933	1,461
10:00 PM	120	151	142	93	506	10:00 PM	216	200	158	139	714	1,220
11:00 PM	117	84	95	68	364	11:00 PM	156	132	99	98	484	849
			24-HOUR TOTAL		17,807				24-HOUR TOTAL		18,619	36,426

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 1

		Eastbound	Westbound	Two-Way
AM Peak Hour:	Volume:	1402	567	1969
PM Peak Hour:	Volume:	867	1927	2794

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 8 St East of SW142 Ave
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/26/15
Day of Week: Tuesday

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	108	75	95	71	349	12:00 AM	114	119	75	81	389	738
01:00 AM	54	50	46	44	194	01:00 AM	75	36	54	42	207	401
02:00 AM	28	37	36	34	135	02:00 AM	33	23	29	23	108	243
03:00 AM	41	38	41	45	165	03:00 AM	20	17	18	17	72	237
04:00 AM	37	48	86	77	248	04:00 AM	29	26	32	57	144	392
05:00 AM	102	161	219	279	761	05:00 AM	70	66	96	82	314	1,075
06:00 AM	379	557	639	696	2,271	06:00 AM	92	141	155	206	594	2,865
07:00 AM	625	547	555	514	2,241	07:00 AM	181	180	186	227	774	3,015
08:00 AM	526	555	611	565	2,257	08:00 AM	189	223	215	238	865	3,122
09:00 AM	526	497	478	438	1,939	09:00 AM	188	232	241	247	908	2,847
10:00 AM	427	388	401	374	1,590	10:00 AM	206	277	256	295	1,034	2,624
11:00 AM	332	373	370	339	1,414	11:00 AM	262	313	291	306	1,172	2,586
12:00 PM	339	390	400	351	1,480	12:00 PM	331	352	354	318	1,355	2,835
01:00 PM	342	359	337	329	1,367	01:00 PM	356	357	344	365	1,422	2,789
02:00 PM	345	369	417	334	1,465	02:00 PM	391	381	398	414	1,584	3,049
03:00 PM	362	357	349	376	1,444	03:00 PM	411	519	571	548	2,049	3,493
04:00 PM	402	344	308	337	1,391	04:00 PM	637	639	643	684	2,603	3,994
05:00 PM	364	343	287	285	1,279	05:00 PM	706	718	727	711	2,862	4,141
06:00 PM	319	299	318	321	1,257	06:00 PM	720	766	736	721	2,943	4,200
07:00 PM	277	294	275	302	1,148	07:00 PM	690	625	503	449	2,267	3,415
08:00 PM	271	283	253	255	1,062	08:00 PM	468	448	403	393	1,712	2,774
09:00 PM	252	206	209	203	870	09:00 PM	379	363	346	303	1,391	2,261
10:00 PM	184	187	218	169	758	10:00 PM	292	261	182	205	940	1,698
11:00 PM	178	129	113	87	507	11:00 PM	168	160	132	133	593	1,100
			24-HOUR TOTAL		27,592				24-HOUR TOTAL		28,302	55,894

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 8 St East of SW142 Ave
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/27/15
Day of Week: Wednesday

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	90	83	60	48	281	12:00 AM	118	111	92	76	397	678
01:00 AM	46	27	48	27	148	01:00 AM	74	53	41	30	198	346
02:00 AM	37	58	42	42	179	02:00 AM	30	30	26	29	115	294
03:00 AM	40	46	50	36	172	03:00 AM	24	22	20	18	84	256
04:00 AM	37	66	67	90	260	04:00 AM	27	36	44	50	157	417
05:00 AM	93	149	209	245	696	05:00 AM	64	75	90	91	320	1,016
06:00 AM	379	554	662	648	2,243	06:00 AM	107	149	170	201	627	2,870
07:00 AM	601	596	541	505	2,243	07:00 AM	176	179	206	197	758	3,001
08:00 AM	506	575	578	610	2,269	08:00 AM	222	226	220	227	895	3,164
09:00 AM	555	524	494	445	2,018	09:00 AM	214	208	243	233	898	2,916
10:00 AM	398	421	364	334	1,517	10:00 AM	243	266	264	253	1,026	2,543
11:00 AM	378	368	375	352	1,473	11:00 AM	253	266	309	289	1,117	2,590
12:00 PM	356	365	380	345	1,446	12:00 PM	342	333	376	352	1,403	2,849
01:00 PM	366	349	372	372	1,459	01:00 PM	334	398	384	358	1,474	2,933
02:00 PM	350	339	403	369	1,461	02:00 PM	417	418	436	419	1,690	3,151
03:00 PM	396	382	366	355	1,499	03:00 PM	476	538	525	579	2,118	3,617
04:00 PM	391	371	396	330	1,488	04:00 PM	600	609	628	673	2,510	3,998
05:00 PM	351	352	329	327	1,359	05:00 PM	681	712	724	730	2,847	4,206
06:00 PM	292	286	290	292	1,160	06:00 PM	748	753	693	718	2,912	4,072
07:00 PM	301	259	304	260	1,124	07:00 PM	694	667	570	500	2,431	3,555
08:00 PM	327	300	277	248	1,152	08:00 PM	470	463	406	361	1,700	2,852
09:00 PM	268	237	211	215	931	09:00 PM	401	380	281	276	1,338	2,269
10:00 PM	218	272	200	142	832	10:00 PM	289	289	217	225	1,020	1,852
11:00 PM	211	119	110	71	511	11:00 PM	212	164	139	147	662	1,173
			24-HOUR TOTAL		27,921				24-HOUR TOTAL		28,697	56,618

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 8 St East of SW142 Ave | **Count Date:** 5/28/14
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Thursday

BEGIN TIME	EASTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	WESTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	84	83	55	66	288	12:00 AM	137	117	111	92	457	745
01:00 AM	47	58	48	40	193	01:00 AM	76	59	53	49	237	430
02:00 AM	30	53	35	37	155	02:00 AM	42	37	33	40	152	307
03:00 AM	30	47	36	49	162	03:00 AM	26	31	27	26	110	272
04:00 AM	38	68	80	92	278	04:00 AM	26	34	49	70	179	457
05:00 AM	111	130	221	278	740	05:00 AM	72	83	105	108	368	1,108
06:00 AM	358	508	656	628	2,150	06:00 AM	100	174	205	215	694	2,844
07:00 AM	593	574	558	510	2,235	07:00 AM	208	212	190	236	846	3,081
08:00 AM	533	607	594	603	2,337	08:00 AM	236	236	228	238	938	3,275
09:00 AM	528	498	500	405	1,931	09:00 AM	227	237	234	268	966	2,897
10:00 AM	411	348	378	359	1,496	10:00 AM	238	221	158	407	1,024	2,520
11:00 AM	357	376	331	393	1,457	11:00 AM	296	320	288	311	1,215	2,672
12:00 PM	356	364	352	371	1,443	12:00 PM	326	332	355	365	1,378	2,821
01:00 PM	325	360	367	344	1,396	01:00 PM	364	396	364	394	1,518	2,914
02:00 PM	348	382	430	412	1,572	02:00 PM	432	429	459	426	1,746	3,318
03:00 PM	360	356	346	399	1,461	03:00 PM	444	506	552	601	2,103	3,564
04:00 PM	392	359	365	328	1,444	04:00 PM	632	614	637	684	2,567	4,011
05:00 PM	346	367	316	342	1,371	05:00 PM	730	722	720	693	2,865	4,236
06:00 PM	322	329	334	324	1,309	06:00 PM	666	674	668	674	2,682	3,991
07:00 PM	319	294	284	282	1,179	07:00 PM	673	708	604	527	2,512	3,691
08:00 PM	316	298	276	250	1,140	08:00 PM	480	453	402	354	1,689	2,829
09:00 PM	229	246	232	203	910	09:00 PM	435	378	350	352	1,515	2,425
10:00 PM	229	235	198	192	854	10:00 PM	334	280	285	205	1,104	1,958
11:00 PM	164	130	132	106	532	11:00 PM	219	187	177	163	746	1,278
			24-HOUR TOTAL		28,033				24-HOUR TOTAL		29,611	57,644

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 8 St East of SW142 Ave | **Count Date:** Average
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Average

BEGIN TIME	EASTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	WESTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	94	80	70	62	306	12:00 AM	123	116	93	83	414	720
01:00 AM	49	45	47	37	178	01:00 AM	75	49	49	40	214	392
02:00 AM	32	49	38	38	156	02:00 AM	35	30	29	31	125	281
03:00 AM	37	44	42	43	166	03:00 AM	23	23	22	20	89	255
04:00 AM	37	61	78	86	262	04:00 AM	27	32	42	59	160	422
05:00 AM	102	147	216	267	732	05:00 AM	69	75	97	94	334	1,066
06:00 AM	372	540	652	657	2,221	06:00 AM	100	155	177	207	638	2,860
07:00 AM	606	572	551	510	2,240	07:00 AM	188	190	194	220	793	3,032
08:00 AM	522	579	594	593	2,288	08:00 AM	216	228	221	234	899	3,187
09:00 AM	536	506	491	429	1,963	09:00 AM	210	226	239	249	924	2,887
10:00 AM	412	386	381	356	1,534	10:00 AM	229	255	226	318	1,028	2,562
11:00 AM	356	372	359	361	1,448	11:00 AM	270	300	296	302	1,168	2,616
12:00 PM	350	373	377	356	1,456	12:00 PM	333	339	362	345	1,379	2,835
01:00 PM	344	356	359	348	1,407	01:00 PM	351	384	364	372	1,471	2,879
02:00 PM	348	363	417	372	1,499	02:00 PM	413	409	431	420	1,673	3,173
03:00 PM	373	365	354	377	1,468	03:00 PM	444	521	549	576	2,090	3,558
04:00 PM	395	358	356	332	1,441	04:00 PM	623	621	636	680	2,560	4,001
05:00 PM	354	354	311	318	1,336	05:00 PM	706	717	724	711	2,858	4,194
06:00 PM	311	305	314	312	1,242	06:00 PM	711	731	699	704	2,846	4,088
07:00 PM	299	282	288	281	1,150	07:00 PM	686	667	559	492	2,403	3,554
08:00 PM	305	294	269	251	1,118	08:00 PM	473	455	404	369	1,700	2,818
09:00 PM	250	230	217	207	904	09:00 PM	405	374	326	310	1,415	2,318
10:00 PM	210	231	205	168	815	10:00 PM	305	277	228	212	1,021	1,836
11:00 PM	184	126	118	88	517	11:00 PM	200	170	149	148	667	1,184
			24-HOUR TOTAL		27,849				24-HOUR TOTAL		28,870	56,719

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 1.00

		Eastbound	Westbound	Two-Way
AM Peak Hour:	Volume:	2264	846	3110
PM Peak Hour:	Volume:	1289	2852	4141

* Seasonal Factor has been applied to the Eastbound/Westbound Average hourly counts

Station 0088 - SW 8 St E of SW 137 Ave

Existing Count Summary

Time of Day	Day 1 2/11/2015	Day 2 2/12/2015	Day 3 2/13/2015	Total	Average	SF	2015 Seasonally Adjusted
			AM Peak Period				**AM Volume**
7-8 AM	2,682	2,736	2,728	8,146	2,826	1.00	**2,849**
8-9 AM	2,961	2,871	2,978	8,810			
			PM Peak Period				**PM Volume**
5-6 PM	3,907	4,038	3,663	11,608	3,873	1.00	**3,904**
6-7 PM	4,042	3,935	3,651	11,628			

Source: FDOT

Station 9112 -Bird Rd SW 147 Av to SW 157 Av

Existing Count Summary

Time of Day		Day 1 3/19/14	Day 2 3/20/14	Total	Average		SF	2015 Seasonally Adjusted
			AM Peak Period					**AM Volume**
7-8 AM	NB	1,276	1,250	2,526				
	SB	660	665	1,325	NB	1,210	0.99	**1,208**
8-9 AM	NB	1,180	1,135	2,315	SB	617		**616**
	SB	578	565	1,143	Two-Way	1,827		**1,823**
			PM Peak Period					**PM Volume**
5-6 PM	NB	724	750	1,474				
	SB	897	954	1,851	NB	723	0.99	**721**
6-7 PM	NB	688	728	1,416	SB	963		**961**
	SB	1,005	996	2,001	Two-Way	1,686		**1,682**

Source: mdc

Station 9722 - SW 104 St, SW 137 Ave To SW 147 Ave

Existing Count Summary

Time of Day		Day 1 3/6/2014	Day 2 3/7/14	Day 3 3/8/14	Total	Average		SF	2015 Seasonally Adjusted
AM Peak Period									**AM Volume**
7-8 AM	EB	330	321	404	1,055				
	WB	88	70	77	235	EB	528	0.99	**527**
8-9 AM	EB	358	333	366	1,057	WB	138		**137**
	WB	113	100	102	315	Two-Way	666		**664**
PM Peak Period									**PM Volume**
5-6 PM	EB	211	208	192	611				
	WB	200	224	198	622	NB	297	0.99	**296**
6-7 PM	EB	206	198	173	577	SB	315		**314**
	WB	213	200	224	637	Two-Way	612		**610**

Source: mdc

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 104 St West of SW 158 Ave
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/19/15
Day of Week: Tuesday

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	14	5	10	5	34	12:00 AM	10	10	14	14	48	82
01:00 AM	5	11	3	5	24	01:00 AM	7	6	8	3	24	48
02:00 AM	2	1	1	3	7	02:00 AM	5	4	2	4	15	22
03:00 AM	3	5	4	7	19	03:00 AM	2	7	6	2	17	36
04:00 AM	9	2	7	4	22	04:00 AM	4	1	2	5	12	34
05:00 AM	13	9	21	27	70	05:00 AM	7	5	9	12	33	103
06:00 AM	34	61	82	109	286	06:00 AM	14	22	42	57	135	421
07:00 AM	117	122	115	136	490	07:00 AM	55	64	90	94	303	793
08:00 AM	132	161	106	89	488	08:00 AM	100	74	71	75	320	808
09:00 AM	71	64	72	66	273	09:00 AM	51	43	41	50	185	458
10:00 AM	65	59	53	62	239	10:00 AM	44	48	47	44	183	422
11:00 AM	52	61	68	49	230	11:00 AM	51	46	57	75	229	459
12:00 PM	80	39	51	59	229	12:00 PM	71	45	53	51	220	449
01:00 PM	53	54	62	81	250	01:00 PM	57	66	80	74	277	527
02:00 PM	86	66	108	105	365	02:00 PM	93	76	85	100	354	719
03:00 PM	110	121	70	85	386	03:00 PM	101	94	84	93	372	758
04:00 PM	79	62	78	67	286	04:00 PM	96	94	104	98	392	678
05:00 PM	66	80	90	80	316	05:00 PM	86	91	104	107	388	704
06:00 PM	101	95	75	75	346	06:00 PM	103	96	115	101	415	761
07:00 PM	75	51	68	53	247	07:00 PM	78	95	88	83	344	591
08:00 PM	68	68	46	47	229	08:00 PM	69	88	66	73	296	525
09:00 PM	58	48	38	19	163	09:00 PM	81	69	55	64	269	432
10:00 PM	47	31	22	18	118	10:00 PM	60	36	32	35	163	281
11:00 PM	16	13	15	16	60	11:00 PM	28	22	22	25	97	157
			24-HOUR TOTAL		5,177				24-HOUR TOTAL		5,091	10,268

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 104 St West of SW 158 Ave
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/20/15
Day of Week: Wednesday

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	7	11	10	8	36	12:00 AM	17	15	11	7	50	86
01:00 AM	5	7	7	2	21	01:00 AM	15	7	6	5	33	54
02:00 AM	3	4	2	2	11	02:00 AM	6	7	1	1	15	26
03:00 AM	3	0	7	2	12	03:00 AM	5	3	1	1	10	22
04:00 AM	5	3	3	8	19	04:00 AM	1	3	3	6	13	32
05:00 AM	9	11	22	25	67	05:00 AM	6	6	7	10	29	96
06:00 AM	41	67	85	110	303	06:00 AM	15	18	44	56	133	436
07:00 AM	110	119	112	117	458	07:00 AM	56	71	92	98	317	775
08:00 AM	145	142	122	79	488	08:00 AM	103	83	61	67	314	802
09:00 AM	71	66	61	60	258	09:00 AM	71	54	51	51	227	485
10:00 AM	48	53	62	50	213	10:00 AM	46	45	59	53	203	416
11:00 AM	56	47	49	46	198	11:00 AM	50	31	59	51	191	389
12:00 PM	37	62	57	58	214	12:00 PM	61	59	56	71	247	461
01:00 PM	64	58	74	86	282	01:00 PM	58	66	85	77	286	568
02:00 PM	130	107	110	110	457	02:00 PM	78	102	78	86	344	801
03:00 PM	86	61	78	68	293	03:00 PM	86	87	77	89	339	632
04:00 PM	72	73	84	73	302	04:00 PM	100	106	99	90	395	697
05:00 PM	80	70	93	85	328	05:00 PM	93	104	106	92	395	723
06:00 PM	78	106	94	82	360	06:00 PM	102	108	115	109	434	794
07:00 PM	75	84	69	79	307	07:00 PM	79	110	81	102	372	679
08:00 PM	71	60	72	52	255	08:00 PM	88	86	74	76	324	579
09:00 PM	48	47	39	33	167	09:00 PM	65	75	58	62	260	427
10:00 PM	53	23	21	25	122	10:00 PM	41	36	56	51	184	306
11:00 PM	26	19	10	15	70	11:00 PM	33	28	24	19	104	174
			24-HOUR TOTAL		5,241				24-HOUR TOTAL		5,219	10,460

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 104 St West of SW 158 Ave
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/21/15
Day of Week: Thursday

BEGIN TIME	EASTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	WESTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	6	12	7	5	30	12:00 AM	21	21	6	7	55	85
01:00 AM	9	5	7	5	26	01:00 AM	5	9	9	7	30	56
02:00 AM	0	3	2	5	10	02:00 AM	4	3	3	3	13	23
03:00 AM	2	1	4	4	11	03:00 AM	4	3	3	0	10	21
04:00 AM	3	0	2	10	15	04:00 AM	3	0	0	7	10	25
05:00 AM	9	10	27	22	68	05:00 AM	6	7	9	6	28	96
06:00 AM	57	53	82	107	299	06:00 AM	15	28	29	59	131	430
07:00 AM	104	114	116	128	462	07:00 AM	54	79	73	113	319	781
08:00 AM	127	131	117	96	471	08:00 AM	86	93	75	67	321	792
09:00 AM	57	74	73	64	268	09:00 AM	63	58	44	54	219	487
10:00 AM	52	63	66	65	246	10:00 AM	47	46	42	55	190	436
11:00 AM	65	67	60	57	249	11:00 AM	54	52	54	47	207	456
12:00 PM	42	40	44	64	190	12:00 PM	61	44	64	68	237	427
01:00 PM	59	64	79	87	289	01:00 PM	65	67	80	71	283	572
02:00 PM	65	69	102	84	320	02:00 PM	81	83	72	110	346	666
03:00 PM	111	122	85	76	394	03:00 PM	86	93	73	91	343	737
04:00 PM	69	76	76	60	281	04:00 PM	103	85	96	90	374	655
05:00 PM	89	91	88	80	348	05:00 PM	94	103	99	100	396	744
06:00 PM	85	75	101	74	335	06:00 PM	87	86	81	82	336	671
07:00 PM	62	84	60	75	281	07:00 PM	89	75	83	90	337	618
08:00 PM	72	45	41	42	200	08:00 PM	85	89	79	48	301	501
09:00 PM	71	56	43	33	203	09:00 PM	87	76	79	55	297	500
10:00 PM	38	30	30	24	122	10:00 PM	47	39	44	36	166	288
11:00 PM	21	13	18	15	67	11:00 PM	35	27	19	18	99	166
			24-HOUR TOTAL		5,185				24-HOUR TOTAL		5,048	10,233

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami
Location: SW 104 St West of SW 158 Ave
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: Average
Day of Week: Average

BEGIN TIME	EASTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	WESTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	9	9	9	6	33	12:00 AM	16	15	10	9	50	83
01:00 AM	6	8	6	4	23	01:00 AM	9	7	8	5	29	52
02:00 AM	2	3	2	3	9	02:00 AM	5	5	2	3	14	23
03:00 AM	3	2	5	4	14	03:00 AM	4	4	3	1	12	26
04:00 AM	6	2	4	7	18	04:00 AM	3	1	2	6	12	30
05:00 AM	10	10	23	24	68	05:00 AM	6	6	8	9	30	97
06:00 AM	44	60	82	108	293	06:00 AM	15	22	38	57	132	425
07:00 AM	109	117	113	126	465	07:00 AM	54	71	84	101	310	775
08:00 AM	133	143	114	87	478	08:00 AM	95	83	68	69	315	793
09:00 AM	66	67	68	63	264	09:00 AM	61	51	45	51	208	472
10:00 AM	54	58	60	58	230	10:00 AM	45	46	49	50	190	420
11:00 AM	57	58	58	50	223	11:00 AM	51	43	56	57	207	430
12:00 PM	52	47	50	60	209	12:00 PM	64	49	57	63	232	441
01:00 PM	58	58	71	84	271	01:00 PM	59	66	81	73	279	550
02:00 PM	93	80	106	99	377	02:00 PM	83	86	78	98	345	721
03:00 PM	101	100	77	76	354	03:00 PM	90	90	77	90	348	702
04:00 PM	73	70	79	66	287	04:00 PM	99	94	99	92	383	670
05:00 PM	78	80	89	81	327	05:00 PM	90	98	102	99	389	716
06:00 PM	87	91	89	76	344	06:00 PM	96	96	103	96	391	735
07:00 PM	70	72	65	68	276	07:00 PM	81	92	83	91	347	623
08:00 PM	70	57	52	47	226	08:00 PM	80	87	72	65	304	530
09:00 PM	58	50	40	28	176	09:00 PM	77	73	63	60	273	448
10:00 PM	46	28	24	22	119	10:00 PM	49	37	44	40	169	289
11:00 PM	21	15	14	15	65	11:00 PM	32	25	21	20	99	164
			24-HOUR TOTAL		5,149				24-HOUR TOTAL		5,068	10,217

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 0.99

		Eastbound	Westbound	Two-Way
AM Peak Hour:	Volume:	471	313	784
PM Peak Hour:	Volume:	335	390	726

* Seasonal Factor has been applied to the Eastbound/Westbound Average hourly counts

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 104 Street East of Hammocks Boulevard
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 6/9/15
Day of Week: Tuesday

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	43	38	30	21	132	12:00 AM	59	56	32	32	179	311
01:00 AM	10	21	21	18	70	01:00 AM	25	36	18	12	91	161
02:00 AM	7	13	9	15	44	02:00 AM	18	12	11	11	52	96
03:00 AM	10	10	10	9	39	03:00 AM	8	9	10	8	35	74
04:00 AM	10	19	24	35	88	04:00 AM	3	5	12	18	38	126
05:00 AM	27	36	51	81	195	05:00 AM	16	16	20	21	73	268
06:00 AM	122	151	172	165	610	06:00 AM	35	33	54	73	195	805
07:00 AM	213	219	247	193	872	07:00 AM	61	75	91	112	339	1,211
08:00 AM	232	219	190	234	875	08:00 AM	94	110	109	123	436	1,311
09:00 AM	204	226	180	183	793	09:00 AM	122	136	112	123	493	1,286
10:00 AM	183	194	168	160	705	10:00 AM	153	125	131	130	539	1,244
11:00 AM	152	153	184	165	654	11:00 AM	126	150	152	168	596	1,250
12:00 PM	174	183	188	162	707	12:00 PM	163	188	200	186	737	1,444
01:00 PM	209	157	120	159	645	01:00 PM	217	175	148	146	686	1,331
02:00 PM	132	124	149	168	573	02:00 PM	174	169	178	148	669	1,242
03:00 PM	141	154	165	136	596	03:00 PM	169	169	180	175	693	1,289
04:00 PM	152	140	152	164	608	04:00 PM	172	182	181	212	747	1,355
05:00 PM	154	190	186	202	732	05:00 PM	206	214	211	220	851	1,583
06:00 PM	176	196	164	173	709	06:00 PM	209	249	225	209	892	1,601
07:00 PM	171	187	162	164	684	07:00 PM	238	232	211	234	915	1,599
08:00 PM	155	142	165	124	586	08:00 PM	219	184	185	178	766	1,352
09:00 PM	141	123	107	105	476	09:00 PM	176	144	162	140	622	1,098
10:00 PM	116	87	82	68	353	10:00 PM	123	122	110	80	435	788
11:00 PM	74	57	49	49	229	11:00 PM	64	66	47	68	245	474
			24-HOUR TOTAL		11,975				24-HOUR TOTAL		11,324	23,299

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 104 Street East of Hammocks Boulevard
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 6/10/15
Day of Week: Wednesday

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	51	40	34	13	138	12:00 AM	75	59	32	44	210	348
01:00 AM	14	19	19	15	67	01:00 AM	40	21	31	15	107	174
02:00 AM	13	12	13	14	52	02:00 AM	15	13	18	10	56	108
03:00 AM	6	6	9	9	30	03:00 AM	8	11	10	11	40	70
04:00 AM	15	16	17	29	77	04:00 AM	13	11	3	17	44	121
05:00 AM	32	41	64	72	209	05:00 AM	12	11	17	34	74	283
06:00 AM	130	165	182	177	654	06:00 AM	20	39	63	72	194	848
07:00 AM	194	218	215	228	855	07:00 AM	72	85	96	115	368	1,223
08:00 AM	214	234	221	218	887	08:00 AM	94	105	121	131	451	1,338
09:00 AM	170	207	203	193	773	09:00 AM	142	131	125	115	513	1,286
10:00 AM	202	156	175	161	694	10:00 AM	147	138	159	148	592	1,286
11:00 AM	164	196	168	159	687	11:00 AM	132	175	149	171	627	1,314
12:00 PM	160	170	162	182	674	12:00 PM	158	190	161	192	701	1,375
01:00 PM	170	170	187	157	684	01:00 PM	196	157	170	175	698	1,382
02:00 PM	145	155	144	173	617	02:00 PM	164	194	188	156	702	1,319
03:00 PM	164	183	151	148	646	03:00 PM	200	191	203	189	783	1,429
04:00 PM	150	167	175	195	687	04:00 PM	200	198	233	216	847	1,534
05:00 PM	155	205	212	197	769	05:00 PM	203	235	252	225	915	1,684
06:00 PM	189	197	179	188	753	06:00 PM	232	228	244	230	934	1,687
07:00 PM	178	216	170	197	761	07:00 PM	211	221	226	218	876	1,637
08:00 PM	174	139	144	111	568	08:00 PM	214	208	202	189	813	1,381
09:00 PM	162	142	124	96	524	09:00 PM	176	181	165	148	670	1,194
10:00 PM	129	111	100	66	406	10:00 PM	160	142	117	109	528	934
11:00 PM	57	75	72	48	252	11:00 PM	87	78	85	67	317	569
			24-HOUR TOTAL		12,464				24-HOUR TOTAL		12,060	24,524

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 104 Street East of Hammocks Boulevard
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 6/11/15
Day of Week: Thursday

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	49	40	27	20	136	12:00 AM	63	48	42	33	186	322
01:00 AM	29	21	14	12	76	01:00 AM	36	26	19	18	99	175
02:00 AM	4	14	12	14	44	02:00 AM	10	12	13	14	49	93
03:00 AM	13	6	10	10	39	03:00 AM	7	11	11	8	37	76
04:00 AM	16	19	28	31	94	04:00 AM	9	9	12	19	49	143
05:00 AM	32	36	56	79	203	05:00 AM	17	15	19	19	70	273
06:00 AM	101	138	172	173	584	06:00 AM	33	37	47	69	186	770
07:00 AM	175	195	213	209	792	07:00 AM	68	62	92	100	322	1,114
08:00 AM	228	210	236	193	867	08:00 AM	98	93	106	155	452	1,319
09:00 AM	181	220	189	174	764	09:00 AM	123	124	120	137	504	1,268
10:00 AM	179	185	154	150	668	10:00 AM	151	118	118	136	523	1,191
11:00 AM	146	185	187	188	706	11:00 AM	135	156	158	132	581	1,287
12:00 PM	174	177	170	178	699	12:00 PM	185	194	178	134	691	1,390
01:00 PM	173	189	153	174	689	01:00 PM	179	171	194	183	727	1,416
02:00 PM	184	151	166	174	675	02:00 PM	181	180	199	155	715	1,390
03:00 PM	153	147	158	185	643	03:00 PM	179	176	195	159	709	1,352
04:00 PM	156	161	167	188	672	04:00 PM	161	206	206	208	781	1,453
05:00 PM	153	195	176	194	718	05:00 PM	216	218	227	226	887	1,605
06:00 PM	171	184	183	201	739	06:00 PM	236	236	244	224	940	1,679
07:00 PM	182	187	159	157	685	07:00 PM	217	219	236	210	882	1,567
08:00 PM	185	144	162	136	627	08:00 PM	195	182	195	208	780	1,407
09:00 PM	149	145	111	118	523	09:00 PM	168	183	156	143	650	1,173
10:00 PM	126	109	114	61	410	10:00 PM	141	149	139	126	555	965
11:00 PM	79	67	46	55	247	11:00 PM	94	91	77	61	323	570
			24-HOUR TOTAL		12,300				24-HOUR TOTAL		11,698	23,998

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami
Location: SW 104 Street East of Hammocks Boulevard
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: Average
Day of Week: Average

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	48	40	31	18	137	12:00 AM	66	55	36	37	194	330
01:00 AM	18	21	18	15	72	01:00 AM	34	28	23	15	100	172
02:00 AM	8	13	11	14	47	02:00 AM	14	12	14	12	53	100
03:00 AM	10	7	10	9	36	03:00 AM	8	10	10	9	38	74
04:00 AM	14	18	23	32	87	04:00 AM	8	8	9	18	44	131
05:00 AM	31	38	58	78	204	05:00 AM	15	14	19	25	73	277
06:00 AM	119	153	177	173	622	06:00 AM	30	37	55	72	194	816
07:00 AM	196	213	227	212	848	07:00 AM	68	75	94	110	346	1,194
08:00 AM	227	223	218	217	885	08:00 AM	96	104	113	138	451	1,336
09:00 AM	187	220	193	185	784	09:00 AM	130	132	120	126	508	1,293
10:00 AM	190	180	167	159	696	10:00 AM	152	128	137	139	557	1,253
11:00 AM	156	180	181	172	689	11:00 AM	132	162	155	159	607	1,297
12:00 PM	171	178	175	176	700	12:00 PM	170	193	181	172	717	1,417
01:00 PM	186	174	155	165	679	01:00 PM	199	169	172	170	711	1,390
02:00 PM	155	145	155	173	628	02:00 PM	175	183	190	155	702	1,330
03:00 PM	154	163	160	158	635	03:00 PM	184	180	195	176	736	1,370
04:00 PM	154	158	166	184	662	04:00 PM	179	197	209	214	800	1,462
05:00 PM	156	199	193	200	747	05:00 PM	210	225	232	226	893	1,640
06:00 PM	180	194	177	189	741	06:00 PM	228	240	240	223	931	1,672
07:00 PM	179	199	165	174	717	07:00 PM	224	226	227	223	900	1,617
08:00 PM	173	143	159	125	600	08:00 PM	211	193	196	194	794	1,394
09:00 PM	152	138	115	107	513	09:00 PM	175	171	163	145	654	1,167
10:00 PM	125	103	100	66	394	10:00 PM	143	139	123	106	511	905
11:00 PM	71	67	56	51	245	11:00 PM	82	79	70	66	298	543
			24-HOUR TOTAL		12,369				24-HOUR TOTAL		11,811	24,180

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 1.01

		Eastbound	Westbound	Two-Way
AM Peak Hour:	Volume:	867	399	1265
PM Peak Hour:	Volume:	744	912	1656

* Seasonal Factor has been applied to the Eastbound/Westbound Average hourly counts

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: Bird Road West of SW 140 Ave
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/19/15
Day of Week: Tuesday

BEGIN	EASTBOUND					WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	43	38	18	15	114	67	65	49	29	210	324
01:00 AM	16	15	15	9	55	28	43	24	19	114	169
02:00 AM	12	12	8	6	38	11	12	12	10	45	83
03:00 AM	10	12	13	16	51	16	8	8	8	40	91
04:00 AM	16	24	31	37	108	6	9	9	8	32	140
05:00 AM	42	58	100	147	347	18	25	28	33	104	451
06:00 AM	184	278	389	400	1,251	39	69	114	215	437	1,688
07:00 AM	436	491	392	348	1,667	213	148	162	200	723	2,390
08:00 AM	385	385	450	308	1,528	162	219	172	170	723	2,251
09:00 AM	300	261	273	239	1,073	156	153	137	154	600	1,673
10:00 AM	253	202	218	208	881	152	155	173	169	649	1,530
11:00 AM	179	176	207	193	755	180	196	195	176	747	1,502
12:00 PM	171	208	202	179	760	214	204	202	271	891	1,651
01:00 PM	197	207	195	206	805	195	199	222	223	839	1,644
02:00 PM	209	218	280	242	949	258	271	238	228	995	1,944
03:00 PM	216	213	241	204	874	299	258	310	332	1,199	2,073
04:00 PM	189	231	216	191	827	332	358	343	366	1,399	2,226
05:00 PM	189	212	182	182	765	387	424	392	397	1,600	2,365
06:00 PM	186	211	188	189	774	359	441	383	426	1,609	2,383
07:00 PM	164	214	194	161	733	352	369	327	306	1,354	2,087
08:00 PM	168	171	147	141	627	290	275	272	247	1,084	1,711
09:00 PM	160	134	114	125	533	240	266	206	199	911	1,444
10:00 PM	111	107	92	75	385	174	170	153	138	635	1,020
11:00 PM	68	53	41	50	212	118	97	98	85	398	610
			24-HOUR TOTAL		16,112			24-HOUR TOTAL		17,338	33,450

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: Bird Road West of SW 140 Ave
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/20/15
Day of Week: Wednesday

BEGIN	EASTBOUND					WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	42	33	21	15	111	59	57	40	44	200	311
01:00 AM	26	19	16	15	76	37	31	17	24	109	185
02:00 AM	16	18	8	11	53	21	14	18	15	68	121
03:00 AM	7	6	18	15	46	15	16	10	12	53	99
04:00 AM	10	23	31	36	100	10	9	7	12	38	138
05:00 AM	51	59	120	130	360	13	21	25	38	97	457
06:00 AM	179	279	391	433	1,282	44	77	116	183	420	1,702
07:00 AM	485	412	391	361	1,649	211	154	175	204	744	2,393
08:00 AM	409	382	453	350	1,594	170	219	159	172	720	2,314
09:00 AM	291	274	272	268	1,105	140	150	160	172	622	1,727
10:00 AM	223	186	221	216	846	167	159	179	212	717	1,563
11:00 AM	182	176	179	191	728	178	182	174	206	740	1,468
12:00 PM	205	199	178	202	784	197	221	204	224	846	1,630
01:00 PM	211	211	214	231	867	213	230	232	237	912	1,779
02:00 PM	225	209	310	265	1,009	262	270	219	239	990	1,999
03:00 PM	234	229	238	235	936	314	280	323	354	1,271	2,207
04:00 PM	214	256	199	210	879	343	359	286	348	1,336	2,215
05:00 PM	181	220	192	231	824	373	441	414	404	1,632	2,456
06:00 PM	197	225	186	187	795	400	393	374	393	1,560	2,355
07:00 PM	190	189	202	185	766	352	372	316	326	1,366	2,132
08:00 PM	157	168	143	156	624	290	258	257	259	1,064	1,688
09:00 PM	126	153	130	126	535	247	282	238	221	988	1,523
10:00 PM	106	113	108	69	396	199	194	163	138	694	1,090
11:00 PM	87	67	43	56	253	112	92	108	86	398	651
			24-HOUR TOTAL		16,618			24-HOUR TOTAL		17,585	34,203

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: Bird Road West of SW 140 Ave
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/21/15
Day of Week: Thursday

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	30	26	32	17	105	12:00 AM	75	65	68	53	261	366
01:00 AM	18	21	12	14	65	01:00 AM	51	39	32	28	150	215
02:00 AM	14	12	14	10	50	02:00 AM	16	24	10	13	63	113
03:00 AM	9	13	20	12	54	03:00 AM	15	13	15	12	55	109
04:00 AM	14	24	27	34	99	04:00 AM	18	9	6	13	46	145
05:00 AM	55	65	100	141	361	05:00 AM	12	11	28	33	84	445
06:00 AM	170	288	409	430	1,297	06:00 AM	37	74	111	194	416	1,713
07:00 AM	480	466	383	348	1,677	07:00 AM	220	143	147	213	723	2,400
08:00 AM	382	376	432	307	1,497	08:00 AM	173	224	186	208	791	2,288
09:00 AM	342	278	269	255	1,144	09:00 AM	177	138	156	131	602	1,746
10:00 AM	239	244	233	215	931	10:00 AM	174	173	184	176	707	1,638
11:00 AM	236	199	183	189	807	11:00 AM	175	183	167	206	731	1,538
12:00 PM	195	187	200	196	778	12:00 PM	211	198	216	249	874	1,652
01:00 PM	194	228	216	181	819	01:00 PM	200	208	219	247	874	1,693
02:00 PM	217	196	343	266	1,022	02:00 PM	274	263	254	255	1,046	2,068
03:00 PM	248	223	210	220	901	03:00 PM	294	299	302	339	1,234	2,135
04:00 PM	235	199	176	218	828	04:00 PM	335	389	350	387	1,461	2,289
05:00 PM	190	242	197	217	846	05:00 PM	372	413	373	448	1,606	2,452
06:00 PM	181	208	198	177	764	06:00 PM	405	409	380	419	1,613	2,377
07:00 PM	200	177	188	196	761	07:00 PM	312	370	340	326	1,348	2,109
08:00 PM	189	147	160	152	648	08:00 PM	288	256	265	247	1,056	1,704
09:00 PM	147	131	151	143	572	09:00 PM	226	256	229	204	915	1,487
10:00 PM	118	120	118	62	418	10:00 PM	213	180	148	133	674	1,092
11:00 PM	54	64	59	55	232	11:00 PM	115	113	103	101	432	664
			24-HOUR TOTAL		16,676				24-HOUR TOTAL		17,762	34,438

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami
Location: Bird Road West of SW 140 Ave
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: Average
Day of Week: Average

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	38	32	23	16	109	12:00 AM	66	62	52	42	221	330
01:00 AM	20	18	14	13	65	01:00 AM	38	37	24	23	123	188
02:00 AM	14	14	10	9	47	02:00 AM	16	17	13	13	58	105
03:00 AM	9	10	17	14	50	03:00 AM	15	12	11	11	49	99
04:00 AM	13	23	29	35	101	04:00 AM	11	9	7	11	38	140
05:00 AM	49	60	106	138	352	05:00 AM	14	19	27	34	94	446
06:00 AM	176	279	392	417	1,264	06:00 AM	40	73	113	195	420	1,684
07:00 AM	462	452	385	349	1,648	07:00 AM	213	147	160	204	723	2,370
08:00 AM	388	377	441	318	1,524	08:00 AM	167	218	171	182	737	2,261
09:00 AM	308	268	269	251	1,096	09:00 AM	156	146	149	151	602	1,698
10:00 AM	236	209	222	211	877	10:00 AM	163	161	177	184	684	1,561
11:00 AM	197	182	188	189	756	11:00 AM	176	185	177	194	732	1,488
12:00 PM	188	196	191	190	766	12:00 PM	205	206	205	246	862	1,628
01:00 PM	199	213	206	204	822	01:00 PM	201	210	222	233	866	1,688
02:00 PM	215	206	308	255	983	02:00 PM	262	265	235	238	1,000	1,984
03:00 PM	230	219	227	217	895	03:00 PM	299	276	309	338	1,222	2,117
04:00 PM	211	226	195	204	836	04:00 PM	333	365	323	363	1,385	2,221
05:00 PM	185	222	188	208	804	05:00 PM	374	422	389	412	1,597	2,400
06:00 PM	186	213	189	182	770	06:00 PM	384	410	375	409	1,578	2,348
07:00 PM	183	191	193	179	746	07:00 PM	335	367	324	316	1,342	2,088
08:00 PM	170	160	149	148	627	08:00 PM	286	260	262	248	1,057	1,684
09:00 PM	143	138	130	130	541	09:00 PM	235	265	222	206	929	1,470
10:00 PM	111	112	105	68	396	10:00 PM	193	180	153	135	661	1,057
11:00 PM	69	61	47	53	230	11:00 PM	114	100	102	90	405	635
			24-HOUR TOTAL		16,304				24-HOUR TOTAL		17,386	33,690

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 0.99

		Eastbound	Westbound	Two-Way
AM Peak Hour:	Volume:	1586	730	2316
PM Peak Hour:	Volume:	787	1587	2374

* Seasonal Factor has been applied to the Eastbound/Westbound Average hourly counts

Station 9110 -Bird Rd SW 137 Av to SW 147 Av

Existing Count Summary

Time of Day		Day 1 3/19/14	Day 2 3/20/14	Total	Average		SF	2015 Seasonally Adjusted
			AM Peak Period					**AM Volume**
7-8 AM	NB	1,709	1,717	3,426				
	SB	768	777	1,545	NB	1,628	0.99	**1,625**
8-9 AM	NB	1,568	1,518	3,086	SB	605		**603**
	SB	166	708	874	Two-Way	2,233		**2,228**
			PM Peak Period					**PM Volume**
5-6 PM	NB	883	883	1,766				
	SB	1,528	1,479	3,007	NB	862	0.99	**860**
6-7 PM	NB	867	813	1,680	SB	1,538		**1,535**
	SB	1,607	1,537	3,144	Two-Way	2,399		**2,394**

Source: mdc

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 56 Street West of SW 158 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/26/15
Day of Week: Tuesday

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	15	12	6	6	39	12:00 AM	34	18	16	11	79	118
01:00 AM	13	0	3	7	23	01:00 AM	7	10	7	11	35	58
02:00 AM	1	7	7	3	18	02:00 AM	5	7	2	4	18	36
03:00 AM	7	8	3	2	20	03:00 AM	2	3	4	2	11	31
04:00 AM	8	6	7	10	31	04:00 AM	6	1	0	2	9	40
05:00 AM	15	31	30	42	118	05:00 AM	1	8	11	13	33	151
06:00 AM	61	70	125	178	434	06:00 AM	9	23	81	127	240	674
07:00 AM	154	147	111	126	538	07:00 AM	169	104	40	52	365	903
08:00 AM	165	160	123	82	530	08:00 AM	68	85	88	97	338	868
09:00 AM	106	88	69	73	336	09:00 AM	77	64	63	58	262	598
10:00 AM	66	66	105	74	311	10:00 AM	51	51	67	45	214	525
11:00 AM	74	65	75	81	295	11:00 AM	60	65	69	73	267	562
12:00 PM	67	66	70	55	258	12:00 PM	58	63	85	67	273	531
01:00 PM	73	65	63	69	270	01:00 PM	67	75	82	82	306	576
02:00 PM	96	96	132	110	434	02:00 PM	110	108	128	114	460	894
03:00 PM	89	105	84	99	377	03:00 PM	115	112	108	106	441	818
04:00 PM	99	92	71	93	355	04:00 PM	127	132	118	119	496	851
05:00 PM	81	87	93	92	353	05:00 PM	132	141	125	162	560	913
06:00 PM	100	94	88	88	370	06:00 PM	154	160	141	148	603	973
07:00 PM	94	77	88	86	345	07:00 PM	136	139	151	120	546	891
08:00 PM	74	87	71	72	304	08:00 PM	117	111	127	109	464	768
09:00 PM	65	59	54	59	237	09:00 PM	93	116	104	66	379	616
10:00 PM	50	32	30	29	141	10:00 PM	60	65	46	33	204	345
11:00 PM	24	22	17	14	77	11:00 PM	35	20	30	14	99	176
			24-HOUR TOTAL		6,214				24-HOUR TOTAL		6,702	12,916

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 56 Street West of SW 158 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/27/15
Day of Week: Wednesday

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	10	8	7	4	29	12:00 AM	22	20	9	15	66	95
01:00 AM	6	6	7	3	22	01:00 AM	13	7	5	12	37	59
02:00 AM	2	0	2	5	9	02:00 AM	5	7	0	4	16	25
03:00 AM	4	2	4	4	14	03:00 AM	4	0	5	1	10	24
04:00 AM	7	7	7	11	32	04:00 AM	2	3	3	1	9	41
05:00 AM	15	19	40	41	115	05:00 AM	4	8	15	8	35	150
06:00 AM	59	100	148	163	470	06:00 AM	17	25	67	119	228	698
07:00 AM	163	160	95	142	560	07:00 AM	188	74	45	54	361	921
08:00 AM	162	152	116	110	540	08:00 AM	79	71	108	82	340	880
09:00 AM	98	91	108	67	364	09:00 AM	90	63	58	50	261	625
10:00 AM	77	78	75	86	316	10:00 AM	49	58	65	48	220	536
11:00 AM	74	84	65	71	294	11:00 AM	56	63	57	75	251	545
12:00 PM	87	90	80	80	337	12:00 PM	64	71	74	56	265	602
01:00 PM	76	71	87	77	311	01:00 PM	68	72	74	103	317	628
02:00 PM	101	85	191	98	475	02:00 PM	114	108	137	105	464	939
03:00 PM	94	97	76	87	354	03:00 PM	101	112	78	123	414	768
04:00 PM	97	89	88	71	345	04:00 PM	134	115	129	107	485	830
05:00 PM	81	110	88	83	362	05:00 PM	104	154	115	127	500	862
06:00 PM	97	89	83	71	340	06:00 PM	130	124	134	140	528	868
07:00 PM	78	91	97	87	353	07:00 PM	145	134	130	155	564	917
08:00 PM	77	82	66	65	290	08:00 PM	135	115	106	101	457	747
09:00 PM	70	62	71	77	280	09:00 PM	93	98	101	92	384	664
10:00 PM	46	41	40	30	157	10:00 PM	80	66	62	54	262	419
11:00 PM	29	12	19	18	78	11:00 PM	35	41	31	21	128	206
			24-HOUR TOTAL		6,447				24-HOUR TOTAL		6,602	13,049

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 56 Street West of SW 158 Street | **Count Date:** 5/28/15
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Thursday

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	18	12	10	6	46	12:00 AM	26	29	15	14	84	130
01:00 AM	9	2	7	2	20	01:00 AM	11	11	9	7	38	58
02:00 AM	3	3	5	2	13	02:00 AM	7	2	1	5	15	28
03:00 AM	3	3	1	5	12	03:00 AM	1	4	2	4	11	23
04:00 AM	5	2	11	10	28	04:00 AM	0	3	3	4	10	38
05:00 AM	18	27	32	33	110	05:00 AM	7	8	17	15	47	157
06:00 AM	77	92	133	164	466	06:00 AM	16	29	75	141	261	727
07:00 AM	150	167	133	144	594	07:00 AM	165	88	50	62	365	959
08:00 AM	148	159	124	121	552	08:00 AM	70	81	92	84	327	879
09:00 AM	90	90	90	83	353	09:00 AM	82	61	62	33	238	591
10:00 AM	74	81	72	75	302	10:00 AM	48	41	45	65	199	501
11:00 AM	80	67	72	76	295	11:00 AM	50	56	65	65	236	531
12:00 PM	62	70	78	55	265	12:00 PM	64	47	69	54	234	499
01:00 PM	65	66	69	75	275	01:00 PM	55	66	81	63	265	540
02:00 PM	80	92	156	142	470	02:00 PM	108	115	129	117	469	939
03:00 PM	99	102	110	92	403	03:00 PM	118	118	135	115	486	889
04:00 PM	121	90	61	110	382	04:00 PM	145	109	106	119	479	861
05:00 PM	94	82	93	101	370	05:00 PM	114	137	130	124	505	875
06:00 PM	92	112	105	70	379	06:00 PM	140	156	136	147	579	958
07:00 PM	96	86	64	79	325	07:00 PM	132	140	118	133	523	848
08:00 PM	85	68	75	102	330	08:00 PM	125	119	116	119	479	809
09:00 PM	65	64	64	72	265	09:00 PM	90	105	84	97	376	641
10:00 PM	57	42	36	30	165	10:00 PM	70	73	54	59	256	421
11:00 PM	37	25	20	19	101	11:00 PM	40	47	33	22	142	243
			24-HOUR TOTAL		6,521				24-HOUR TOTAL		6,624	13,145

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 56 Street West of SW 158 Street | **Count Date:** Average
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Average

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	14	11	8	5	38	12:00 AM	27	22	13	13	76	114
01:00 AM	9	3	6	4	22	01:00 AM	10	9	7	10	37	58
02:00 AM	2	3	5	3	13	02:00 AM	6	5	1	4	16	30
03:00 AM	5	4	3	4	15	03:00 AM	2	2	4	2	11	26
04:00 AM	7	5	8	10	30	04:00 AM	3	2	2	2	9	40
05:00 AM	16	26	34	39	114	05:00 AM	4	8	14	12	38	153
06:00 AM	66	87	135	168	457	06:00 AM	14	26	74	129	243	700
07:00 AM	156	158	113	137	564	07:00 AM	174	89	45	56	364	928
08:00 AM	158	157	121	104	541	08:00 AM	72	79	96	88	335	876
09:00 AM	98	90	89	74	351	09:00 AM	83	63	61	47	254	605
10:00 AM	72	75	84	78	310	10:00 AM	49	50	59	53	211	521
11:00 AM	76	72	71	76	295	11:00 AM	55	61	64	71	251	546
12:00 PM	72	75	76	63	287	12:00 PM	62	60	76	59	257	544
01:00 PM	71	67	73	74	285	01:00 PM	63	71	79	83	296	581
02:00 PM	92	91	160	117	460	02:00 PM	111	110	131	112	464	924
03:00 PM	94	101	90	93	378	03:00 PM	111	114	107	115	447	825
04:00 PM	106	90	73	91	361	04:00 PM	135	119	118	115	487	847
05:00 PM	85	93	91	92	362	05:00 PM	117	144	123	138	522	883
06:00 PM	96	98	92	76	363	06:00 PM	141	147	137	145	570	933
07:00 PM	89	85	83	84	341	07:00 PM	138	138	133	136	544	885
08:00 PM	79	79	71	80	308	08:00 PM	126	115	116	110	467	775
09:00 PM	67	62	63	69	261	09:00 PM	92	106	96	85	380	640
10:00 PM	51	38	35	30	154	10:00 PM	70	68	54	49	241	395
11:00 PM	30	20	19	17	85	11:00 PM	37	36	31	19	123	208
			24-HOUR TOTAL		6,394				24-HOUR TOTAL		6,643	13,037

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 1.00

		Eastbound	Westbound	Two-Way
AM Peak Hour:	Volume:	552	349	902
PM Peak Hour:	Volume:	362	546	908

* Seasonal Factor has been applied to the Eastbound/Westbound Average hourly counts

Station 9275 - Miller Drive, SW 147 Av to 152 Av

Existing Count Summary

Time of Day		Day 1 3/19/14	Day 2 3/20/14	Average		SF	2015 Seasonally Adjusted
AM Peak Period							**AM Volume**
7-8 AM	NB	1,465	1,429				
	SB	530	537	NB	1,400	0.99	**1,397**
8-9 AM	NB	1,340	1,364	SB	563		**562**
	SB	582	604	Two-Way	1,963		**1,959**
PM Peak Period							**PM Volume**
5-6 PM	NB	801	767				
	SB	1,146	1,184	NB	790	0.99	**788**
6-7 PM	NB	777	815	SB	1,240		**1,237**
	SB	1,315	1,315	Two-Way	2,030		**2,026**

Source: mdc

Station 9274 - Miller Drive, SW 137 Av to 147 Av

Existing Count Summary

Time of Day		Day 1 3/18/14	Day 2 3/19/14	Day 3 3/20/14	Average		SF	2015 Seasonally Adjusted
AM Peak Period								**AM Volume**
7-8 AM	NB	1,771	1,852	1,799				
	SB	576	546	594	NB	1,657	0.99	**1,653**
8-9 AM	NB	1,434	1,528	1,555	SB	645		**643**
	SB	669	717	766	Two-Way	2,301		**2,296**
PM Peak Period								**PM Volume**
5-6 PM	NB	948	951	971				
	SB	1,473	1,307	1,499	NB	942	0.99	**940**
6-7 PM	NB	939	925	918	SB	1,477		**1,474**
	SB	1,567	1,474	1,544	Two-Way	2,419		**2,414**

Source: mdc

Station 9272 - Miller Drive, SW 127 Av to 137 Av

Existing Count Summary

Time of Day		Day 1 3/18/14	Day 2 3/19/14	Day 3 3/20/14	Average		SF	2015 Seasonally Adjusted
AM Peak Period								**AM Volume**
7-8 AM	NB	1,890	1,942	1,926				
	SB	547	548	590	NB	1,662	0.99	**1,659**
8-9 AM	NB	1,319	1,459	1,436	SB	659		**658**
	SB	710	774	785	Two-Way	2,321		**2,316**
PM Peak Period								**PM Volume**
5-6 PM	NB	914	913	855				
	SB	1,606	1,552	1,588	NB	871	0.99	**869**
6-7 PM	NB	844	905	794	SB	1,601		**1,597**
	SB	1,636	1,612	1,610	Two-Way	2,472		**2,466**

Source: mdc

Station 9665 - Sunset Drive, SW 157 Av to 162 Av

Existing Count Summary

Time of Day		Day 1 3/5/14	Day 2 3/6/14	Average		SF	2015 Seasonally Adjusted
AM Peak Period							**AM Volume**
7-8 AM	NB	626	586				
	SB	360	326	NB	572	0.99	**570**
8-9 AM	NB	534	540	SB	375		**374**
	SB	405	407	Two-Way	946		**944**
PM Peak Period							**PM Volume**
5-6 PM	NB	410	374				
	SB	493	486	NB	412	0.99	**411**
6-7 PM	NB	482	381	SB	495		**494**
	SB	518	483	Two-Way	907		**905**

Source: mdc

Station 9664 - Sunset Drive, SW 147 Av to 152 Av

Existing Count Summary

Time of Day		Day 1 3/4/14	Day 2 3/5/14	Day 3 3/6/14	Average		SF	2015 Seasonally Adjusted
			AM Peak Period					**AM Volume**
7-8 AM	NB	1,308	1,292	1,297				
	SB	499	517	508	NB	1,207	0.99	**1,205**
8-9 AM	NB	1,116	1,118	1,112	SB	576		**574**
	SB	628	652	649	Two-Way	1,783		**1,779**
			PM Peak Period					**PM Volume**
5-6 PM	NB	858	796	753				
	SB	1,239	1,114	1,162	NB	859	0.99	**857**
6-7 PM	NB	944	1,048	753	SB	1,170		**1,168**
	SB	1,204	1,208	1,095	Two-Way	2,029		**2,025**

Source: mdc

Station 9662 - Sunset Drive, SW 137 Av to 147 Av

Existing Count Summary

Time of Day		Day 1 3/4/14	Day 2 3/5/14	Day 3 3/6/14	Average		SF	2015 Seasonally Adjusted
AM Peak Period								**AM Volume**
7-8 AM	NB	1,236	1,223	1,184				
	SB	501	490	519	NB	1,155	0.99	**1,153**
8-9 AM	NB	1,114	1,087	1,086	SB	551		**550**
	SB	619	602	577	Two-Way	1,706		**1,703**
PM Peak Period								**PM Volume**
5-6 PM	NB	841	765	710				
	SB	1,329	1,238	1,257	NB	786	0.99	**784**
6-7 PM	NB	838	846	714	SB	1,275		**1,272**
	SB	1,268	1,369	1,188	Two-Way	2,061		**2,056**

Source: mdc

Station 9660 - Sunset Drive, SW 127 Av to 137 Av

Existing Count Summary

Time of Day		Day 1 3/18/14	Day 2 3/19/14	Day 3 3/20/14	Average		SF	2015 Seasonally Adjusted
AM Peak Period								**AM Volume**
7-8 AM	NB	1,460	1,439	1,458				
	SB	627	624	605	NB	1,359	0.99	**1,356**
8-9 AM	NB	1,182	1,270	1,343	SB	676		**675**
	SB	698	734	769	Two-Way	2,035		**2,031**
PM Peak Period								**PM Volume**
5-6 PM	NB	1,004	982	927				
	SB	1,590	1,528	1,490	NB	954	0.99	**952**
6-7 PM	NB	947	933	928	SB	1,551		**1,548**
	SB	1,569	1,595	1,534	Two-Way	2,505		**2,499**

Source: mdc

Station 0010 - KENDALL E of Krome

Existing Count Summary

Time of Day	Day 1 1/21/14	Day 2 1/22/14	Day 3 1/23/14	Total	Average	SF	2015 Seasonally Adjusted
			AM Peak Period				**AM Volume**
7-8 AM	1,371	1,300	1,322	3,993	1,229	1.02	**1,264**
8-9 AM	1,133	1,098	1,152	3,383			
			PM Peak Period				**PM Volume**
5-6 PM	1,149	1,334	1,093	3,576	1,116	1.02	**1,148**
6-7 PM	1,045	1,102	974	3,121			

Source: FDOT

Station 2529 - KENDALL W of 157 Av

Existing Count Summary

Time of Day	Day 1 1/21/14	Day 2 1/22/14	Day 3 1/23/14	Total	Average	SF	2015 Seasonally Adjusted
AM Peak Period							**AM Volume**
7-8 AM	1,842	1,725	1,494	5,061	1,753	1.02	**1,802**
8-9 AM	2,118	1,690	1,649	5,457			
PM Peak Period							**PM Volume**
4-5 PM	1,861	2,845	3,154	7,860	2,631	1.02	**2,705**
5-6 PM	2,118	2,550	3,260	7,928			

Source: FDOT

Station 1080 - KENDALL W of 147 Ave

Existing Count Summary

Time of Day	Day 1 1/21/14	Day 2 1/22/14	Day 3 1/23/14	Total	Average	SF	2015 Seasonally Adjusted
AM Peak Period							**AM Volume**
7-8 AM	2,767	2,523	2,363	7,653	2,605	1.02	**2,678**
8-9 AM	2,929	2,643	2,402	7,974			
PM Peak Period							**PM Volume**
4-5 PM	3,196	3,549	3,693	10,438	3,552	1.02	**3,652**
5-6 PM	3,369	3,728	3,779	10,876			

Source: FDOT

Station 0060- KENDALL E of 137 Ave

Existing Count Summary

Time of Day	Day 1 1/07/14	Day 2 1/8/2014	Day 3 1/9/2014	Total	Average	SF	2015 Seasonally Adjusted
		AM Peak Period					**AM Volume**
7-8 AM	3,311	3,343	3,090	9,744	3,363	1.02	**3,457**
8-9 AM	3,092	3,810	3,529	10,431			
		PM Peak Period					**PM Volume**
4-5 PM	4,595	4,349	4,099	13,043	4,341	1.02	**4,463**
5-6 PM	4,490	4,296	4,217	13,003			

Source: FDOT

Station 0004 - Krome Avenue south of 8 Street

Existing Count Summary

Time of Day	Day 1 8/5/14	Day 2 8/6/14	Day 3 8/7/14	Total	Average	SF	2015 Seasonally Adjusted
			AM Peak Period				**AM Volume**
7-8 AM	1,279	1,372	1,321	3,972	1,211	1.02	**1,245**
8-9 AM	1,069	1,105	1,117	3,291			
			PM Peak Period				**PM Volume**
5-6 PM	1,275	1,371	1,351	3,997	1,242	1.02	**1,276**
5-7 PM	1,116	1,093	1,243	3,452			

Source: FDOT

Station 0682 - Krome Avenue south of Kendall Dr

Existing Count Summary

Time of Day	Day 1 1/7/14	Day 2 1/8/14	Day 3 1/9/14	Total	Average	SF	2015 Seasonally Adjusted
AM Peak Period							**AM Volume**
7-8 AM	1,491	1,438	1,544	4,473	1,406	1.01	**1,431**
8-9 AM	1,320	1,344	1,297	3,961			
PM Peak Period							**PM Volume**
4-5 PM	1,281	1,377	1,403	4,061	1,426	1.01	**1,452**
5-6 PM	1,477	1,481	1,538	4,496			

Source: FDOT

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 167 Avenue North of SW 47 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/19/15
Day of Week: Tuesday

BEGIN TIME	NORTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	SOUTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	2	2	0	1	5	12:00 AM	3	0	0	0	3	8
01:00 AM	0	1	0	0	1	01:00 AM	0	0	0	0	0	1
02:00 AM	0	1	2	0	3	02:00 AM	0	0	1	0	1	4
03:00 AM	0	0	0	0	0	03:00 AM	0	0	0	0	0	0
04:00 AM	1	0	0	1	2	04:00 AM	0	0	0	0	0	2
05:00 AM	2	5	4	4	15	05:00 AM	1	0	2	2	5	20
06:00 AM	11	12	15	26	64	06:00 AM	3	5	2	9	19	83
07:00 AM	38	38	30	21	127	07:00 AM	3	11	3	9	26	153
08:00 AM	47	33	33	29	142	08:00 AM	10	5	8	3	26	168
09:00 AM	17	11	10	10	48	09:00 AM	8	2	2	5	17	65
10:00 AM	8	11	13	6	38	10:00 AM	3	0	6	0	9	47
11:00 AM	12	10	9	11	42	11:00 AM	5	1	3	1	10	52
12:00 PM	6	11	10	7	34	12:00 PM	0	5	3	10	18	52
01:00 PM	7	8	12	8	35	01:00 PM	6	6	4	5	21	56
02:00 PM	11	20	12	10	53	02:00 PM	1	1	5	7	14	67
03:00 PM	10	19	13	20	62	03:00 PM	4	8	6	4	22	84
04:00 PM	12	12	13	18	55	04:00 PM	8	7	5	5	25	80
05:00 PM	14	8	9	16	47	05:00 PM	9	8	3	5	25	72
06:00 PM	15	17	15	6	53	06:00 PM	4	14	8	7	33	86
07:00 PM	10	10	7	12	39	07:00 PM	6	3	11	3	23	62
08:00 PM	13	5	14	10	42	08:00 PM	3	6	3	8	20	62
09:00 PM	17	7	5	5	34	09:00 PM	1	5	1	3	10	44
10:00 PM	8	4	6	4	22	10:00 PM	1	0	3	0	4	26
11:00 PM	5	2	0	1	8	11:00 PM	0	2	0	1	3	11
			24-HOUR TOTAL		971				24-HOUR TOTAL		334	1,305

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 167 Avenue North of SW 47 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/20/15
Day of Week: Wednesday

BEGIN TIME	NORTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	SOUTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	3	2	1	2	8	12:00 AM	0	0	1	0	1	9
01:00 AM	2	0	1	2	5	01:00 AM	1	0	1	0	2	7
02:00 AM	2	2	0	0	4	02:00 AM	1	1	0	0	2	6
03:00 AM	0	0	0	0	0	03:00 AM	0	0	0	0	0	0
04:00 AM	2	3	1	0	6	04:00 AM	0	1	0	1	2	8
05:00 AM	1	3	4	5	13	05:00 AM	1	0	2	0	3	16
06:00 AM	12	7	9	25	53	06:00 AM	1	2	5	8	16	69
07:00 AM	42	33	30	27	132	07:00 AM	7	3	4	6	20	152
08:00 AM	37	43	24	8	112	08:00 AM	9	8	12	23	52	164
09:00 AM	3	17	12	11	43	09:00 AM	19	4	2	3	28	71
10:00 AM	15	8	9	13	45	10:00 AM	4	3	6	3	16	61
11:00 AM	14	4	10	6	34	11:00 AM	3	6	3	3	15	49
12:00 PM	7	10	17	7	41	12:00 PM	3	4	0	4	11	52
01:00 PM	12	10	12	11	45	01:00 PM	6	3	4	4	17	62
02:00 PM	19	9	17	9	54	02:00 PM	6	5	9	5	25	79
03:00 PM	14	16	12	17	59	03:00 PM	3	8	4	5	20	79
04:00 PM	10	7	6	15	38	04:00 PM	5	7	6	2	20	58
05:00 PM	21	10	12	15	58	05:00 PM	8	5	4	9	26	84
06:00 PM	12	10	19	14	55	06:00 PM	11	10	5	1	27	82
07:00 PM	11	10	12	12	45	07:00 PM	2	5	3	6	16	61
08:00 PM	12	9	10	9	40	08:00 PM	3	2	5	4	14	54
09:00 PM	6	11	13	4	34	09:00 PM	5	3	2	3	13	47
10:00 PM	2	3	5	3	13	10:00 PM	5	1	1	2	9	22
11:00 PM	1	1	1	1	4	11:00 PM	0	3	2	1	6	10
			24-HOUR TOTAL		941				24-HOUR TOTAL		361	1,302

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 167 Avenue North of SW 47 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/21/15
Day of Week: Thursday

BEGIN TIME	NORTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	SOUTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	2	3	2	2	9	12:00 AM	0	1	0	2	3	12
01:00 AM	0	0	1	0	1	01:00 AM	0	0	0	0	0	1
02:00 AM	0	0	0	0	0	02:00 AM	0	0	0	0	0	0
03:00 AM	1	0	0	0	1	03:00 AM	0	0	0	0	0	1
04:00 AM	0	2	2	2	6	04:00 AM	0	0	0	2	2	8
05:00 AM	2	3	3	4	12	05:00 AM	0	0	3	1	4	16
06:00 AM	8	11	17	28	64	06:00 AM	2	2	5	7	16	80
07:00 AM	39	30	37	33	139	07:00 AM	12	1	6	5	24	163
08:00 AM	37	38	28	26	129	08:00 AM	9	4	6	2	21	150
09:00 AM	15	16	9	9	49	09:00 AM	3	1	4	3	11	60
10:00 AM	9	8	6	12	35	10:00 AM	5	2	4	1	12	47
11:00 AM	6	7	11	7	31	11:00 AM	0	1	4	4	9	40
12:00 PM	10	13	15	9	47	12:00 PM	2	0	2	6	10	57
01:00 PM	7	11	11	12	41	01:00 PM	4	3	2	3	12	53
02:00 PM	13	10	17	13	53	02:00 PM	5	3	4	6	18	71
03:00 PM	11	19	14	25	69	03:00 PM	4	5	3	6	18	87
04:00 PM	14	15	13	2	44	04:00 PM	8	5	6	8	27	71
05:00 PM	13	13	10	12	48	05:00 PM	2	7	0	3	12	60
06:00 PM	13	11	7	21	52	06:00 PM	6	8	6	7	27	79
07:00 PM	12	6	8	12	38	07:00 PM	3	3	5	4	15	53
08:00 PM	9	14	7	13	43	08:00 PM	4	3	3	3	13	56
09:00 PM	8	7	12	6	33	09:00 PM	2	3	1	3	9	42
10:00 PM	12	5	7	2	26	10:00 PM	1	2	3	2	8	34
11:00 PM	3	5	2	6	16	11:00 PM	0	0	0	3		#VALUE!
			24-HOUR TOTAL		986				24-HOUR TOTAL		271	#VALUE!

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami
Location: SW 167 Avenue North of SW 47 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: Average
Day of Week: Average

BEGIN TIME	NORTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	SOUTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	2	2	1	2	7	12:00 AM	1	0	0	1	2	10
01:00 AM	1	0	1	1	2	01:00 AM	0	0	0	0	1	3
02:00 AM	1	1	1	0	2	02:00 AM	0	0	0	0	1	3
03:00 AM	0	0	0	0	0	03:00 AM	0	0	0	0	0	0
04:00 AM	1	2	1	1	5	04:00 AM	0	0	0	1	1	6
05:00 AM	2	4	4	4	13	05:00 AM	1	0	2	1	4	17
06:00 AM	10	10	14	26	60	06:00 AM	2	3	4	8	17	77
07:00 AM	39	33	32	27	131	07:00 AM	7	5	4	7	23	154
08:00 AM	40	38	28	21	126	08:00 AM	9	6	9	9	33	159
09:00 AM	12	15	10	10	46	09:00 AM	10	2	3	4	18	65
10:00 AM	11	9	9	10	39	10:00 AM	4	2	5	1	12	51
11:00 AM	11	7	10	8	35	11:00 AM	3	3	3	3	11	47
12:00 PM	8	11	14	8	40	12:00 PM	2	3	2	7	13	53
01:00 PM	9	10	12	10	40	01:00 PM	5	4	3	4	17	56
02:00 PM	14	13	15	11	53	02:00 PM	4	3	6	6	19	72
03:00 PM	12	18	13	20	63	03:00 PM	4	7	4	5	20	83
04:00 PM	12	11	11	12	45	04:00 PM	7	6	6	5	24	69
05:00 PM	16	10	10	14	50	05:00 PM	6	7	2	6	21	71
06:00 PM	13	13	14	14	53	06:00 PM	7	11	6	5	29	82
07:00 PM	11	9	9	12	40	07:00 PM	4	4	6	4	18	58
08:00 PM	11	9	10	11	41	08:00 PM	3	4	4	5	16	57
09:00 PM	10	8	10	5	33	09:00 PM	3	4	1	3	11	44
10:00 PM	7	4	6	3	20	10:00 PM	2	1	2	1	7	27
11:00 PM	3	3	1	3	9	11:00 PM	0	2	1	2	4	13
			24-HOUR TOTAL		956				24-HOUR TOTAL		320	1,276

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 0.99

		Northbound	Southbound	Two-Way
AM Peak Hour:	Volume:	129	28	157
PM Peak Hour:	Volume:	52	25	76

* Seasonal Factor has been applied to the Northbound/Southbound Average hourly counts

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 167 Avenue North of SW 64 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/19/15
Day of Week: Tuesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	3	5	1	5	14	12:00 AM	5	5	3	4	17	31
01:00 AM	1	4	2	1	8	01:00 AM	0	2	3	0	5	13
02:00 AM	0	2	2	2	6	02:00 AM	0	1	0	0	1	7
03:00 AM	0	1	1	1	3	03:00 AM	2	2	1	1	6	9
04:00 AM	1	1	3	2	7	04:00 AM	0	4	1	2	7	14
05:00 AM	2	5	12	17	36	05:00 AM	3	5	3	9	20	56
06:00 AM	22	30	40	119	211	06:00 AM	11	15	22	34	82	293
07:00 AM	150	68	69	63	350	07:00 AM	70	67	45	32	214	564
08:00 AM	124	80	73	66	343	08:00 AM	44	51	46	21	162	505
09:00 AM	39	32	28	34	133	09:00 AM	31	26	17	32	106	239
10:00 AM	30	22	36	29	117	10:00 AM	21	16	27	22	86	203
11:00 AM	26	21	21	20	88	11:00 AM	18	18	22	21	79	167
12:00 PM	19	37	32	20	108	12:00 PM	15	26	17	24	82	190
01:00 PM	25	21	28	37	111	01:00 PM	24	34	29	28	115	226
02:00 PM	44	49	42	34	169	02:00 PM	32	40	84	41	197	366
03:00 PM	41	44	44	56	185	03:00 PM	38	41	43	34	156	341
04:00 PM	42	33	39	40	154	04:00 PM	54	52	45	42	193	347
05:00 PM	48	41	58	50	197	05:00 PM	50	46	47	32	175	372
06:00 PM	42	54	36	41	173	06:00 PM	48	55	49	28	180	353
07:00 PM	36	38	27	28	129	07:00 PM	43	28	37	37	145	274
08:00 PM	27	29	40	28	124	08:00 PM	21	33	23	28	105	229
09:00 PM	44	23	24	20	111	09:00 PM	22	21	18	22	83	194
10:00 PM	24	21	5	11	61	10:00 PM	11	15	5	8	39	100
11:00 PM	13	9	4	2	28	11:00 PM	12	7	11	7	37	65
			24-HOUR TOTAL		2,866				24-HOUR TOTAL		2,292	5,158

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 167 Avenue North of SW 64 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/20/15
Day of Week: Wednesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	5	6	1	4	16	12:00 AM	4	4	3	1	12	28
01:00 AM	3	2	0	3	8	01:00 AM	1	2	4	0	7	15
02:00 AM	1	1	2	2	6	02:00 AM	2	0	2	3	7	13
03:00 AM	1	0	1	0	2	03:00 AM	2	0	1	1	4	6
04:00 AM	0	1	1	3	5	04:00 AM	1	2	3	3	9	14
05:00 AM	2	5	11	16	34	05:00 AM	3	5	4	9	21	55
06:00 AM	20	38	47	97	202	06:00 AM	8	18	27	41	94	296
07:00 AM	168	66	69	81	384	07:00 AM	59	73	41	42	215	599
08:00 AM	103	97	73	53	326	08:00 AM	37	48	53	27	165	491
09:00 AM	47	34	29	23	133	09:00 AM	25	23	23	23	94	227
10:00 AM	33	28	26	20	107	10:00 AM	23	23	24	18	88	195
11:00 AM	21	23	37	22	103	11:00 AM	23	16	21	25	85	188
12:00 PM	22	36	41	29	128	12:00 PM	17	24	20	23	84	212
01:00 PM	34	33	32	46	145	01:00 PM	24	30	35	31	120	265
02:00 PM	46	33	49	45	173	02:00 PM	50	50	81	50	231	404
03:00 PM	47	50	45	56	198	03:00 PM	48	47	24	29	148	346
04:00 PM	48	38	40	49	175	04:00 PM	54	53	46	40	193	368
05:00 PM	42	53	53	46	194	05:00 PM	47	45	38	54	184	378
06:00 PM	38	41	50	43	172	06:00 PM	47	33	48	40	168	340
07:00 PM	30	36	43	34	143	07:00 PM	45	49	32	38	164	307
08:00 PM	44	25	32	28	129	08:00 PM	30	25	26	16	97	226
09:00 PM	30	34	34	23	121	09:00 PM	32	19	18	22	91	212
10:00 PM	19	13	8	11	51	10:00 PM	17	19	15	14	65	116
11:00 PM	14	6	12	5	37	11:00 PM	14	11	6	10	41	78
			24-HOUR TOTAL		2,992				24-HOUR TOTAL		2,387	5,379

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 167 Avenue North of SW 64 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/21/15
Day of Week: Thursday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	10	3	4	4	21	12:00 AM	7	6	3	2	18	39
01:00 AM	2	5	0	2	9	01:00 AM	1	4	2	2	9	18
02:00 AM	1	3	2	0	6	02:00 AM	1	1	1	1	4	10
03:00 AM	2	2	3	0	7	03:00 AM	0	1	3	1	5	12
04:00 AM	0	3	2	4	9	04:00 AM	0	3	2	4	9	18
05:00 AM	0	4	10	16	30	05:00 AM	6	2	7	8	23	53
06:00 AM	23	35	49	96	203	06:00 AM	10	18	20	41	89	292
07:00 AM	161	67	88	86	402	07:00 AM	60	73	43	38	214	616
08:00 AM	90	79	75	60	304	08:00 AM	40	43	43	33	159	463
09:00 AM	54	22	26	34	136	09:00 AM	33	25	24	20	102	238
10:00 AM	28	27	25	23	103	10:00 AM	15	19	26	16	76	179
11:00 AM	21	23	30	29	103	11:00 AM	21	15	22	23	81	184
12:00 PM	29	30	26	17	102	12:00 PM	29	18	15	25	87	189
01:00 PM	36	29	33	41	139	01:00 PM	23	26	16	39	104	243
02:00 PM	41	38	55	36	170	02:00 PM	28	60	78	40	206	376
03:00 PM	56	46	47	50	199	03:00 PM	37	48	29	33	147	346
04:00 PM	51	50	43	39	183	04:00 PM	65	39	41	50	195	378
05:00 PM	40	47	52	32	171	05:00 PM	40	47	41	37	165	336
06:00 PM	40	46	45	49	180	06:00 PM	52	52	46	41	191	371
07:00 PM	40	38	32	34	144	07:00 PM	30	31	47	30	138	282
08:00 PM	41	28	33	33	135	08:00 PM	28	25	26	35	114	249
09:00 PM	28	29	33	21	111	09:00 PM	16	24	21	21	82	193
10:00 PM	21	19	18	13	71	10:00 PM	17	15	11	11	54	125
11:00 PM	6	8	2	6	22	11:00 PM	18	5	12	13	48	70
			24-HOUR TOTAL		2,960				24-HOUR TOTAL		2,320	5,280

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami
Location: SW 167 Avenue North of SW 64 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: Average
Day of Week: Average

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	6	5	2	4	17	12:00 AM	5	5	3	2	16	32
01:00 AM	2	4	1	2	8	01:00 AM	1	3	3	1	7	15
02:00 AM	1	2	2	1	6	02:00 AM	1	1	1	1	4	10
03:00 AM	1	1	2	0	4	03:00 AM	1	1	2	1	5	9
04:00 AM	0	2	2	3	7	04:00 AM	0	3	2	3	8	15
05:00 AM	1	5	11	16	33	05:00 AM	4	4	5	9	21	54
06:00 AM	21	34	45	103	203	06:00 AM	10	17	23	38	87	291
07:00 AM	158	66	75	76	375	07:00 AM	62	70	43	37	212	587
08:00 AM	105	84	73	59	321	08:00 AM	40	47	47	27	160	481
09:00 AM	46	29	27	30	133	09:00 AM	29	24	21	25	100	232
10:00 AM	30	25	29	24	108	10:00 AM	19	19	25	18	83	190
11:00 AM	22	22	29	23	97	11:00 AM	20	16	21	23	81	178
12:00 PM	23	34	33	22	112	12:00 PM	20	22	17	24	83	195
01:00 PM	31	27	31	41	130	01:00 PM	23	30	26	32	112	242
02:00 PM	43	40	48	38	169	02:00 PM	36	50	80	43	209	378
03:00 PM	48	46	45	53	192	03:00 PM	41	45	32	32	149	341
04:00 PM	47	40	40	42	169	04:00 PM	57	48	44	44	192	361
05:00 PM	43	47	54	42	185	05:00 PM	45	46	42	41	173	358
06:00 PM	40	47	43	44	173	06:00 PM	49	46	47	36	178	351
07:00 PM	35	37	34	32	137	07:00 PM	39	36	38	35	148	285
08:00 PM	37	27	35	29	128	08:00 PM	26	27	25	26	104	232
09:00 PM	34	28	30	21	113	09:00 PM	23	21	19	21	84	198
10:00 PM	21	17	10	12	60	10:00 PM	15	16	10	11	52	113
11:00 PM	11	8	6	4	29	11:00 PM	15	8	10	10	42	70
			24-HOUR TOTAL		2,910				24-HOUR TOTAL		2,310	5,220

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 0.99

		Northbound	Southbound	Two-Way
AM Peak Hour:	Volume:	348	186	534
PM Peak Hour:	Volume:	179	175	355

* Seasonal Factor has been applied to the Northbound/Southbound Average hourly counts

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 167 Avenue North of SW 80 Terrace
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/19/15
Day of Week: Tuesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	7	8	5	7	27	12:00 AM	5	4	6	6	21	48
01:00 AM	2	2	8	2	14	01:00 AM	1	0	2	1	4	18
02:00 AM	1	5	1	2	9	02:00 AM	0	1	0	0	1	10
03:00 AM	1	1	2	0	4	03:00 AM	1	2	0	2	5	9
04:00 AM	1	1	2	3	7	04:00 AM	0	1	6	2	9	16
05:00 AM	4	9	9	12	34	05:00 AM	6	8	9	10	33	67
06:00 AM	24	37	42	87	190	06:00 AM	12	19	35	52	118	308
07:00 AM	85	48	79	72	284	07:00 AM	67	66	66	67	266	550
08:00 AM	99	79	54	61	293	08:00 AM	57	64	52	46	219	512
09:00 AM	53	37	33	47	170	09:00 AM	46	43	38	41	168	338
10:00 AM	35	28	42	39	144	10:00 AM	38	32	40	28	138	282
11:00 AM	33	36	36	20	125	11:00 AM	32	26	32	29	119	244
12:00 PM	43	43	44	42	172	12:00 PM	27	37	27	29	120	292
01:00 PM	44	48	32	50	174	01:00 PM	38	40	36	33	147	321
02:00 PM	60	59	61	53	233	02:00 PM	42	43	79	59	223	456
03:00 PM	65	59	75	70	269	03:00 PM	52	48	54	53	207	476
04:00 PM	57	67	69	65	258	04:00 PM	55	63	65	67	250	508
05:00 PM	78	59	87	98	322	05:00 PM	62	69	70	56	257	579
06:00 PM	82	70	81	66	299	06:00 PM	70	64	52	51	237	536
07:00 PM	71	55	57	67	250	07:00 PM	49	51	49	40	189	439
08:00 PM	58	54	57	42	211	08:00 PM	32	41	36	35	144	355
09:00 PM	61	34	37	40	172	09:00 PM	23	30	22	24	99	271
10:00 PM	35	21	17	13	86	10:00 PM	13	14	20	12	59	145
11:00 PM	12	17	5	10	44	11:00 PM	12	16	10	5	43	87
			24-HOUR TOTAL		3,791				24-HOUR TOTAL		3,076	6,867

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 167 Avenue North of SW 80 Terrace
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/20/15
Day of Week: Wednesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	10	12	4	8	34	12:00 AM	8	7	9	1	25	59
01:00 AM	5	3	3	2	13	01:00 AM	2	4	3	2	11	24
02:00 AM	0	2	0	2	4	02:00 AM	1	2	2	3	8	12
03:00 AM	4	1	0	0	5	03:00 AM	2	0	1	3	6	11
04:00 AM	0	1	5	3	9	04:00 AM	2	1	7	7	17	26
05:00 AM	2	7	10	16	35	05:00 AM	8	13	7	13	41	76
06:00 AM	23	35	50	88	196	06:00 AM	13	21	32	51	117	313
07:00 AM	89	52	76	85	302	07:00 AM	57	79	67	64	267	569
08:00 AM	92	84	58	57	291	08:00 AM	59	45	73	53	230	521
09:00 AM	32	47	31	45	155	09:00 AM	47	38	36	34	155	310
10:00 AM	42	36	35	39	152	10:00 AM	33	32	43	37	145	297
11:00 AM	37	44	32	38	151	11:00 AM	31	39	22	45	137	288
12:00 PM	46	45	42	37	170	12:00 PM	21	28	28	48	125	295
01:00 PM	34	46	46	67	193	01:00 PM	34	38	49	43	164	357
02:00 PM	51	48	61	82	242	02:00 PM	47	49	78	67	241	483
03:00 PM	68	62	65	77	272	03:00 PM	57	63	43	53	216	488
04:00 PM	67	82	63	76	288	04:00 PM	50	60	78	52	240	528
05:00 PM	70	73	100	85	328	05:00 PM	69	61	70	81	281	609
06:00 PM	71	85	72	75	303	06:00 PM	69	43	64	62	238	541
07:00 PM	75	71	74	58	278	07:00 PM	57	85	58	52	252	530
08:00 PM	71	64	51	40	226	08:00 PM	36	31	25	44	136	362
09:00 PM	41	36	38	31	146	09:00 PM	40	25	31	22	118	264
10:00 PM	21	21	17	23	82	10:00 PM	26	24	12	19	81	163
11:00 PM	23	13	10	11	57	11:00 PM	9	14	9	10	42	99
			24-HOUR TOTAL		3,932				24-HOUR TOTAL		3,293	7,225

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 167 Avenue North of SW 80 Terrace | **Count Date:** 5/21/15
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Thursday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	9	5	7	7	28	12:00 AM	3	8	1	5	17	45
01:00 AM	5	5	0	4	14	01:00 AM	1	3	2	1	7	21
02:00 AM	1	5	4	1	11	02:00 AM	1	0	3	3	7	18
03:00 AM	2	0	2	0	4	03:00 AM	0	0	4	1	5	9
04:00 AM	0	2	4	3	9	04:00 AM	1	1	3	5	10	19
05:00 AM	1	6	10	12	29	05:00 AM	5	5	10	15	35	64
06:00 AM	21	39	45	84	189	06:00 AM	11	26	37	53	127	316
07:00 AM	83	66	90	79	318	07:00 AM	68	73	65	69	275	593
08:00 AM	79	68	64	70	281	08:00 AM	54	54	62	55	225	506
09:00 AM	48	43	38	37	166	09:00 AM	34	54	43	43	174	340
10:00 AM	33	48	34	36	151	10:00 AM	31	31	34	34	130	281
11:00 AM	37	31	40	46	154	11:00 AM	23	24	35	38	120	274
12:00 PM	49	35	34	32	150	12:00 PM	35	28	37	40	140	290
01:00 PM	47	65	44	63	219	01:00 PM	36	49	26	48	159	378
02:00 PM	60	54	68	61	243	02:00 PM	49	55	92	60	256	499
03:00 PM	64	80	65	63	272	03:00 PM	44	65	45	49	203	475
04:00 PM	74	81	69	72	296	04:00 PM	58	62	58	72	250	546
05:00 PM	75	87	87	70	319	05:00 PM	53	68	76	62	259	578
06:00 PM	78	83	76	78	315	06:00 PM	63	72	66	57	258	573
07:00 PM	66	64	60	60	250	07:00 PM	45	53	48	45	191	441
08:00 PM	55	41	60	56	212	08:00 PM	50	42	35	43	170	382
09:00 PM	45	44	49	38	176	09:00 PM	28	23	25	26	102	278
10:00 PM	23	24	26	25	98	10:00 PM	22	21	19	17	79	177
11:00 PM	19	15	13	11	58	11:00 PM	16	11	14	16	57	115
			24-HOUR TOTAL		3,962				24-HOUR TOTAL		3,256	7,218

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 167 Avenue North of SW 80 Terrace | **Count Date:** Average
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Average

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	9	8	5	7	29	12:00 AM	5	6	5	4	21	50
01:00 AM	4	3	4	3	14	01:00 AM	1	2	2	1	7	21
02:00 AM	1	4	2	2	8	02:00 AM	1	1	2	2	5	13
03:00 AM	2	1	1	0	4	03:00 AM	1	1	2	2	5	10
04:00 AM	0	1	4	3	8	04:00 AM	1	1	5	5	12	20
05:00 AM	2	7	10	13	32	05:00 AM	6	9	9	13	36	68
06:00 AM	22	37	45	85	190	06:00 AM	12	22	34	51	119	309
07:00 AM	85	55	81	78	298	07:00 AM	63	72	65	66	267	565
08:00 AM	89	76	58	62	285	08:00 AM	56	54	62	51	222	508
09:00 AM	44	42	34	43	162	09:00 AM	42	45	39	39	164	326
10:00 AM	36	37	37	38	148	10:00 AM	34	31	39	33	136	284
11:00 AM	35	37	36	34	142	11:00 AM	28	29	29	37	124	266
12:00 PM	46	41	40	37	162	12:00 PM	27	31	30	39	127	289
01:00 PM	41	52	40	59	193	01:00 PM	36	42	37	41	155	348
02:00 PM	56	53	63	65	237	02:00 PM	46	49	82	61	238	475
03:00 PM	65	66	68	69	268	03:00 PM	50	58	47	51	207	475
04:00 PM	65	76	66	70	278	04:00 PM	54	61	66	63	244	522
05:00 PM	74	72	90	83	320	05:00 PM	61	65	71	66	263	583
06:00 PM	76	79	76	72	303	06:00 PM	67	59	60	56	242	545
07:00 PM	70	63	63	61	257	07:00 PM	50	62	51	45	209	465
08:00 PM	61	52	55	46	214	08:00 PM	39	38	32	40	149	363
09:00 PM	49	38	41	36	163	09:00 PM	30	26	26	24	105	268
10:00 PM	26	22	20	20	88	10:00 PM	20	19	17	16	72	160
11:00 PM	18	15	9	11	52	11:00 PM	12	14	11	10	47	99
			24-HOUR TOTAL		3,856				24-HOUR TOTAL		3,176	7,032

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 0.99

		Northbound	Southbound	Two-Way
AM Peak Hour:	Volume:	292	245	536
PM Peak Hour:	Volume:	311	252	564

* Seasonal Factor has been applied to the Northbound/Southbound Average hourly counts

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 167 Avenue South of SW 96 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/19/15
Day of Week: Tuesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	5	1	6	3	15	12:00 AM	3	3	6	6	18	33
01:00 AM	0	1	6	1	8	01:00 AM	1	5	3	2	11	19
02:00 AM	0	3	1	1	5	02:00 AM	1	3	2	2	8	13
03:00 AM	1	0	0	3	4	03:00 AM	3	2	2	1	8	12
04:00 AM	0	1	3	3	7	04:00 AM	0	0	2	0	2	9
05:00 AM	4	14	13	7	38	05:00 AM	5	1	4	6	16	54
06:00 AM	16	28	38	52	134	06:00 AM	9	10	24	30	73	207
07:00 AM	59	67	64	104	294	07:00 AM	34	58	61	91	244	538
08:00 AM	68	91	59	48	266	08:00 AM	56	48	44	46	194	460
09:00 AM	32	34	28	31	125	09:00 AM	37	34	38	35	144	269
10:00 AM	28	28	29	33	118	10:00 AM	26	26	21	25	98	216
11:00 AM	34	37	22	44	137	11:00 AM	19	38	30	28	115	252
12:00 PM	28	23	29	40	120	12:00 PM	32	30	37	34	133	253
01:00 PM	30	37	41	50	158	01:00 PM	37	37	30	24	128	286
02:00 PM	62	32	74	51	219	02:00 PM	36	49	47	73	205	424
03:00 PM	59	89	43	44	235	03:00 PM	57	40	39	43	179	414
04:00 PM	36	49	52	55	192	04:00 PM	47	40	48	55	190	382
05:00 PM	49	58	58	59	224	05:00 PM	59	60	66	54	239	463
06:00 PM	47	54	54	60	215	06:00 PM	63	74	66	72	275	490
07:00 PM	55	55	35	41	186	07:00 PM	47	51	54	35	187	373
08:00 PM	35	45	39	38	157	08:00 PM	36	37	29	36	138	295
09:00 PM	48	33	15	25	121	09:00 PM	35	39	32	26	132	253
10:00 PM	25	14	13	14	66	10:00 PM	13	6	12	14	45	111
11:00 PM	8	5	6	3	22	11:00 PM	11	19	4	8	42	64
			24-HOUR TOTAL		3,066				24-HOUR TOTAL		2,824	5,890

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 167 Avenue South of SW 96 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/20/15
Day of Week: Wednesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	7	1	3	4	15	12:00 AM	5	4	7	1	17	32
01:00 AM	5	2	3	1	11	01:00 AM	3	8	4	2	17	28
02:00 AM	2	2	1	1	6	02:00 AM	0	1	4	2	7	13
03:00 AM	3	0	4	2	9	03:00 AM	2	0	2	1	5	14
04:00 AM	0	0	7	5	12	04:00 AM	2	1	1	0	4	16
05:00 AM	2	11	16	6	35	05:00 AM	2	1	7	5	15	50
06:00 AM	18	32	44	52	146	06:00 AM	14	11	24	29	78	224
07:00 AM	48	59	69	105	281	07:00 AM	34	66	61	84	245	526
08:00 AM	95	76	57	46	274	08:00 AM	58	44	53	47	202	476
09:00 AM	37	38	26	34	135	09:00 AM	40	31	21	34	126	261
10:00 AM	33	34	40	27	134	10:00 AM	32	26	30	31	119	253
11:00 AM	27	30	28	30	115	11:00 AM	32	18	23	26	99	214
12:00 PM	30	31	30	39	130	12:00 PM	28	36	28	32	124	254
01:00 PM	30	44	44	42	160	01:00 PM	33	30	36	49	148	308
02:00 PM	86	44	90	52	272	02:00 PM	35	59	58	55	207	479
03:00 PM	49	45	60	55	209	03:00 PM	63	44	58	42	207	416
04:00 PM	52	52	58	46	208	04:00 PM	62	48	45	53	208	416
05:00 PM	55	64	70	52	241	05:00 PM	73	65	74	67	279	520
06:00 PM	51	63	47	81	242	06:00 PM	69	69	58	55	251	493
07:00 PM	46	45	46	46	183	07:00 PM	67	50	49	54	220	403
08:00 PM	36	33	50	32	151	08:00 PM	50	30	37	30	147	298
09:00 PM	30	37	23	24	114	09:00 PM	36	28	29	12	105	219
10:00 PM	18	16	19	26	79	10:00 PM	19	16	10	16	61	140
11:00 PM	9	12	10	11	42	11:00 PM	15	16	9	13	53	95
			24-HOUR TOTAL		3,204				24-HOUR TOTAL		2,944	6,148

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 167 Avenue South of SW 96 Street | **Count Date:** 5/21/15
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Thursday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	5	7	4	2	18	12:00 AM	8	6	6	2	22	40
01:00 AM	2	0	3	4	9	01:00 AM	1	4	5	3	13	22
02:00 AM	2	2	0	2	6	02:00 AM	1	1	5	3	10	16
03:00 AM	5	2	0	1	8	03:00 AM	4	1	1	1	7	15
04:00 AM	2	1	1	3	7	04:00 AM	1	1	0	0	2	9
05:00 AM	7	13	13	10	43	05:00 AM	2	1	7	7	17	60
06:00 AM	15	25	48	49	137	06:00 AM	15	15	22	30	82	219
07:00 AM	70	72	52	93	287	07:00 AM	48	58	69	85	260	547
08:00 AM	88	92	57	49	286	08:00 AM	47	48	51	42	188	474
09:00 AM	39	55	27	36	157	09:00 AM	33	30	37	30	130	287
10:00 AM	36	33	23	35	127	10:00 AM	25	29	38	31	123	250
11:00 AM	27	34	37	26	124	11:00 AM	25	34	29	26	114	238
12:00 PM	32	33	25	23	113	12:00 PM	21	24	41	35	121	234
01:00 PM	48	47	41	51	187	01:00 PM	28	30	49	35	142	329
02:00 PM	51	35	62	44	192	02:00 PM	36	50	64	62	212	404
03:00 PM	65	88	54	48	255	03:00 PM	50	46	47	49	192	447
04:00 PM	49	64	61	58	232	04:00 PM	35	53	54	67	209	441
05:00 PM	59	70	63	53	245	05:00 PM	59	68	57	56	240	485
06:00 PM	60	45	51	48	204	06:00 PM	62	66	92	65	285	489
07:00 PM	38	43	42	51	174	07:00 PM	58	51	38	48	195	369
08:00 PM	39	42	43	34	158	08:00 PM	43	22	35	30	130	288
09:00 PM	29	35	36	25	125	09:00 PM	33	29	15	21	98	223
10:00 PM	17	22	14	11	64	10:00 PM	27	17	20	15	79	143
11:00 PM	17	12	5	9	43	11:00 PM	13	12	8	5	38	81
			24-HOUR TOTAL		3,201				24-HOUR TOTAL		2,909	6,110

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 167 Avenue South of SW 96 Street | **Count Date:** Average
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Average

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	6	3	4	3	16	12:00 AM	5	4	6	3	19	35
01:00 AM	2	1	4	2	9	01:00 AM	2	6	4	2	14	23
02:00 AM	1	2	1	1	6	02:00 AM	1	2	4	2	8	14
03:00 AM	3	1	1	2	7	03:00 AM	3	1	2	1	7	14
04:00 AM	1	1	4	4	9	04:00 AM	1	1	1	0	3	11
05:00 AM	4	13	14	8	38	05:00 AM	3	1	6	6	16	54
06:00 AM	16	28	43	50	138	06:00 AM	13	12	23	29	77	215
07:00 AM	58	65	61	100	284	07:00 AM	38	60	63	86	247	532
08:00 AM	83	85	57	47	273	08:00 AM	53	46	49	45	193	465
09:00 AM	36	42	27	33	138	09:00 AM	36	31	32	33	132	270
10:00 AM	32	31	30	31	125	10:00 AM	27	27	29	29	112	237
11:00 AM	29	33	29	33	124	11:00 AM	25	30	27	26	108	232
12:00 PM	30	29	28	34	120	12:00 PM	27	30	35	33	125	245
01:00 PM	36	42	42	47	167	01:00 PM	32	32	38	36	138	305
02:00 PM	66	37	75	49	225	02:00 PM	35	52	56	63	206	431
03:00 PM	57	73	52	49	231	03:00 PM	56	43	48	44	191	421
04:00 PM	45	54	56	52	209	04:00 PM	48	47	49	58	200	409
05:00 PM	54	63	63	54	234	05:00 PM	63	64	65	58	250	484
06:00 PM	52	53	50	62	218	06:00 PM	64	69	71	63	268	486
07:00 PM	46	47	41	46	179	07:00 PM	57	50	47	45	199	378
08:00 PM	36	40	44	34	154	08:00 PM	43	29	33	32	137	291
09:00 PM	35	35	24	24	119	09:00 PM	34	32	25	19	111	229
10:00 PM	20	17	15	17	69	10:00 PM	19	13	14	15	61	130
11:00 PM	11	10	7	8	35	11:00 PM	13	16	7	9	44	79
			24-HOUR TOTAL		3,125				24-HOUR TOTAL		2,863	5,989

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 0.99

		Northbound	Southbound	Two-Way
AM Peak Hour:	Volume:	279	220	498
PM Peak Hour:	Volume:	226	259	485

* Seasonal Factor has been applied to the Northbound/Southbound Average hourly counts

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 162 Avenue North of SW 94 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/19/15
Day of Week: Tuesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	12	11	8	8	39	12:00 AM	23	11	12	19	65	104
01:00 AM	5	6	4	1	16	01:00 AM	10	15	9	8	42	58
02:00 AM	2	5	3	2	12	02:00 AM	5	6	3	1	15	27
03:00 AM	4	5	4	3	16	03:00 AM	2	6	3	3	14	30
04:00 AM	2	7	7	7	23	04:00 AM	4	2	3	3	12	35
05:00 AM	14	20	22	28	84	05:00 AM	3	4	9	12	28	112
06:00 AM	36	65	106	161	368	06:00 AM	20	14	34	60	128	496
07:00 AM	131	89	106	97	423	07:00 AM	73	92	81	62	308	731
08:00 AM	118	129	111	85	443	08:00 AM	93	79	71	54	297	740
09:00 AM	60	37	61	65	223	09:00 AM	44	46	51	45	186	409
10:00 AM	54	50	55	58	217	10:00 AM	46	44	46	52	188	405
11:00 AM	44	52	55	53	204	11:00 AM	59	39	50	57	205	409
12:00 PM	52	44	52	62	210	12:00 PM	70	49	61	70	250	460
01:00 PM	52	59	52	102	265	01:00 PM	43	66	86	67	262	527
02:00 PM	85	78	94	66	323	02:00 PM	69	78	119	113	379	702
03:00 PM	81	115	77	84	357	03:00 PM	115	101	97	85	398	755
04:00 PM	88	80	91	93	352	04:00 PM	106	117	124	97	444	796
05:00 PM	82	86	105	106	379	05:00 PM	96	139	125	104	464	843
06:00 PM	93	87	91	81	352	06:00 PM	124	114	120	131	489	841
07:00 PM	64	84	85	61	294	07:00 PM	124	94	119	99	436	730
08:00 PM	64	63	62	65	254	08:00 PM	97	94	96	78	365	619
09:00 PM	63	58	33	46	200	09:00 PM	92	65	62	59	278	478
10:00 PM	34	27	23	20	104	10:00 PM	72	59	42	37	210	314
11:00 PM	13	11	12	17	53	11:00 PM	38	33	18	24	113	166
			24-HOUR TOTAL		5,211				24-HOUR TOTAL		5,576	10,787

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 162 Avenue North of SW 94 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/20/15
Day of Week: Wednesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	7	11	9	3	30	12:00 AM	12	16	10	6	44	74
01:00 AM	7	5	3	3	18	01:00 AM	15	12	12	8	47	65
02:00 AM	2	6	1	7	16	02:00 AM	8	8	4	9	29	45
03:00 AM	3	2	2	2	9	03:00 AM	1	2	5	3	11	20
04:00 AM	7	6	4	14	31	04:00 AM	5	4	1	7	17	48
05:00 AM	13	21	21	20	75	05:00 AM	4	1	9	10	24	99
06:00 AM	52	54	116	149	371	06:00 AM	12	20	32	62	126	497
07:00 AM	138	103	85	101	427	07:00 AM	71	92	75	99	337	764
08:00 AM	113	163	97	69	442	08:00 AM	98	93	52	75	318	760
09:00 AM	83	67	61	50	261	09:00 AM	44	47	47	38	176	437
10:00 AM	56	61	47	63	227	10:00 AM	44	48	51	46	189	416
11:00 AM	61	45	62	49	217	11:00 AM	46	61	39	59	205	422
12:00 PM	53	49	61	60	223	12:00 PM	50	59	71	84	264	487
01:00 PM	50	57	73	67	247	01:00 PM	69	62	86	93	310	557
02:00 PM	123	77	85	74	359	02:00 PM	79	83	94	90	346	705
03:00 PM	67	63	50	79	259	03:00 PM	95	94	110	93	392	651
04:00 PM	70	98	80	92	340	04:00 PM	94	102	98	116	410	750
05:00 PM	84	102	87	107	380	05:00 PM	125	115	109	134	483	863
06:00 PM	101	81	90	96	368	06:00 PM	114	128	129	112	483	851
07:00 PM	89	92	69	77	327	07:00 PM	109	144	127	108	488	815
08:00 PM	63	67	67	51	248	08:00 PM	112	103	93	87	395	643
09:00 PM	53	55	45	24	177	09:00 PM	83	68	61	75	287	464
10:00 PM	37	39	28	22	126	10:00 PM	72	53	41	46	212	338
11:00 PM	34	22	21	13	90	11:00 PM	31	35	25	16	107	197
			24-HOUR TOTAL		5,268				24-HOUR TOTAL		5,700	10,968

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 162 Avenue North of SW 94 Street | **Count Date:** 5/21/15
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Thursday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	9	7	3	5	24	12:00 AM	15	11	15	6	47	71
01:00 AM	4	5	3	5	17	01:00 AM	10	11	11	13	45	62
02:00 AM	7	6	0	6	19	02:00 AM	6	9	5	0	20	39
03:00 AM	3	2	2	4	11	03:00 AM	4	3	3	0	10	21
04:00 AM	3	5	8	18	34	04:00 AM	1	2	1	5	9	43
05:00 AM	13	18	18	21	70	05:00 AM	2	5	8	12	27	97
06:00 AM	41	59	102	161	363	06:00 AM	18	29	32	58	137	500
07:00 AM	128	80	90	104	402	07:00 AM	54	86	88	76	304	706
08:00 AM	120	155	99	80	454	08:00 AM	84	88	65	67	304	758
09:00 AM	92	76	70	65	303	09:00 AM	53	54	47	55	209	512
10:00 AM	64	60	58	51	233	10:00 AM	51	60	46	50	207	440
11:00 AM	68	67	43	68	246	11:00 AM	60	63	57	63	243	489
12:00 PM	54	57	66	71	248	12:00 PM	55	66	61	70	252	500
01:00 PM	66	48	55	73	242	01:00 PM	66	72	70	76	284	526
02:00 PM	90	67	89	80	326	02:00 PM	67	92	133	128	420	746
03:00 PM	80	118	68	75	341	03:00 PM	102	93	104	99	398	739
04:00 PM	75	74	92	83	324	04:00 PM	97	109	103	95	404	728
05:00 PM	100	81	92	90	363	05:00 PM	132	106	115	125	478	841
06:00 PM	80	77	73	80	310	06:00 PM	137	115	129	116	497	807
07:00 PM	79	89	77	80	325	07:00 PM	98	147	104	115	464	789
08:00 PM	58	77	71	58	264	08:00 PM	121	96	100	70	387	651
09:00 PM	51	50	44	33	178	09:00 PM	92	66	67	68	293	471
10:00 PM	47	37	21	15	120	10:00 PM	62	62	40	29	193	313
11:00 PM	20	28	12	10	70	11:00 PM	41	31	28	23	123	193
			24-HOUR TOTAL		5,287				24-HOUR TOTAL		5,755	11,042

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 162 Avenue North of SW 94 Street | **Count Date:** Average
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Average

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	9	10	7	5	31	12:00 AM	17	13	12	10	51	82
01:00 AM	5	5	3	3	17	01:00 AM	12	13	11	10	44	61
02:00 AM	4	6	1	5	16	02:00 AM	6	8	4	3	21	37
03:00 AM	3	3	3	3	12	03:00 AM	2	4	4	2	12	23
04:00 AM	4	6	6	13	29	04:00 AM	3	3	2	5	13	42
05:00 AM	13	19	20	23	76	05:00 AM	3	3	9	11	26	102
06:00 AM	43	59	107	155	364	06:00 AM	17	21	32	59	129	493
07:00 AM	131	90	93	100	413	07:00 AM	65	89	81	78	313	726
08:00 AM	116	148	101	77	442	08:00 AM	91	86	62	65	303	745
09:00 AM	78	59	63	59	260	09:00 AM	47	49	48	46	188	448
10:00 AM	57	56	53	57	223	10:00 AM	47	50	47	49	193	416
11:00 AM	57	54	53	56	220	11:00 AM	54	54	48	59	215	436
12:00 PM	52	50	59	64	225	12:00 PM	58	57	64	74	253	478
01:00 PM	55	54	59	80	249	01:00 PM	59	66	80	78	282	531
02:00 PM	98	73	88	73	333	02:00 PM	71	83	114	109	378	710
03:00 PM	75	98	64	79	316	03:00 PM	103	95	103	91	392	708
04:00 PM	77	83	87	88	335	04:00 PM	98	108	107	102	415	750
05:00 PM	88	89	94	100	370	05:00 PM	116	119	115	120	470	841
06:00 PM	90	81	84	85	340	06:00 PM	124	118	125	118	485	825
07:00 PM	77	87	76	72	312	07:00 PM	109	127	116	106	458	770
08:00 PM	61	68	66	57	253	08:00 PM	109	97	95	78	379	631
09:00 PM	55	54	40	34	183	09:00 PM	88	66	63	67	283	466
10:00 PM	39	34	24	19	116	10:00 PM	68	57	41	37	203	318
11:00 PM	22	20	15	13	70	11:00 PM	36	33	23	21	113	183
			24-HOUR TOTAL		5,203				24-HOUR TOTAL		5,620	10,823

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 0.99

		Northbound	Southbound	Two-Way
AM Peak Hour:	Volume:	428	308	736
PM Peak Hour:	Volume:	355	478	833

* Seasonal Factor has been applied to the Northbound/Southbound Average hourly counts

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 162 Avenue North of SW 94 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/19/15
Day of Week: Tuesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	12	11	8	8	39	12:00 AM	23	11	12	19	65	104
01:00 AM	5	6	4	1	16	01:00 AM	10	15	9	8	42	58
02:00 AM	2	5	3	2	12	02:00 AM	5	6	3	1	15	27
03:00 AM	4	5	4	3	16	03:00 AM	2	6	3	3	14	30
04:00 AM	2	7	7	7	23	04:00 AM	4	2	3	3	12	35
05:00 AM	14	20	22	28	84	05:00 AM	3	4	9	12	28	112
06:00 AM	36	65	106	161	368	06:00 AM	20	14	34	60	128	496
07:00 AM	131	89	106	97	423	07:00 AM	73	92	81	62	308	731
08:00 AM	118	129	111	85	443	08:00 AM	93	79	71	54	297	740
09:00 AM	60	37	61	65	223	09:00 AM	44	46	51	45	186	409
10:00 AM	54	50	55	58	217	10:00 AM	46	44	46	52	188	405
11:00 AM	44	52	55	53	204	11:00 AM	59	39	50	57	205	409
12:00 PM	52	44	52	62	210	12:00 PM	70	49	61	70	250	460
01:00 PM	52	59	52	102	265	01:00 PM	43	66	86	67	262	527
02:00 PM	85	78	94	66	323	02:00 PM	69	78	119	113	379	702
03:00 PM	81	115	77	84	357	03:00 PM	115	101	97	85	398	755
04:00 PM	88	80	91	93	352	04:00 PM	106	117	124	97	444	796
05:00 PM	82	86	105	106	379	05:00 PM	96	139	125	104	464	843
06:00 PM	93	87	91	81	352	06:00 PM	124	114	120	131	489	841
07:00 PM	64	84	85	61	294	07:00 PM	124	94	119	99	436	730
08:00 PM	64	63	62	65	254	08:00 PM	97	94	96	78	365	619
09:00 PM	63	58	33	46	200	09:00 PM	92	65	62	59	278	478
10:00 PM	34	27	23	20	104	10:00 PM	72	59	42	37	210	314
11:00 PM	13	11	12	17	53	11:00 PM	38	33	18	24	113	166
			24-HOUR TOTAL		5,211				24-HOUR TOTAL		5,576	10,787

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 162 Avenue North of SW 94 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/20/15
Day of Week: Wednesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	7	11	9	3	30	12:00 AM	12	16	10	6	44	74
01:00 AM	7	5	3	3	18	01:00 AM	15	12	12	8	47	65
02:00 AM	2	6	1	7	16	02:00 AM	8	8	4	9	29	45
03:00 AM	3	2	2	2	9	03:00 AM	1	2	5	3	11	20
04:00 AM	7	6	4	14	31	04:00 AM	5	4	1	7	17	48
05:00 AM	13	21	21	20	75	05:00 AM	4	1	9	10	24	99
06:00 AM	52	54	116	149	371	06:00 AM	12	20	32	62	126	497
07:00 AM	138	103	85	101	427	07:00 AM	71	92	75	99	337	764
08:00 AM	113	163	97	69	442	08:00 AM	98	93	52	75	318	760
09:00 AM	83	67	61	50	261	09:00 AM	44	47	47	38	176	437
10:00 AM	56	61	47	63	227	10:00 AM	44	48	51	46	189	416
11:00 AM	61	45	62	49	217	11:00 AM	46	61	39	59	205	422
12:00 PM	53	49	61	60	223	12:00 PM	50	59	71	84	264	487
01:00 PM	50	57	73	67	247	01:00 PM	69	62	86	93	310	557
02:00 PM	123	77	85	74	359	02:00 PM	79	83	94	90	346	705
03:00 PM	67	63	50	79	259	03:00 PM	95	94	110	93	392	651
04:00 PM	70	98	80	92	340	04:00 PM	94	102	98	116	410	750
05:00 PM	84	102	87	107	380	05:00 PM	125	115	109	134	483	863
06:00 PM	101	81	90	96	368	06:00 PM	114	128	129	112	483	851
07:00 PM	89	92	69	77	327	07:00 PM	109	144	127	108	488	815
08:00 PM	63	67	67	51	248	08:00 PM	112	103	93	87	395	643
09:00 PM	53	55	45	24	177	09:00 PM	83	68	61	75	287	464
10:00 PM	37	39	28	22	126	10:00 PM	72	53	41	46	212	338
11:00 PM	34	22	21	13	90	11:00 PM	31	35	25	16	107	197
			24-HOUR TOTAL		5,268				24-HOUR TOTAL		5,700	10,968

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 162 Avenue North of SW 94 Street | **Count Date:** 5/21/15
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Thursday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	9	7	3	5	24	12:00 AM	15	11	15	6	47	71
01:00 AM	4	5	3	5	17	01:00 AM	10	11	11	13	45	62
02:00 AM	7	6	0	6	19	02:00 AM	6	9	5	0	20	39
03:00 AM	3	2	2	4	11	03:00 AM	4	3	3	0	10	21
04:00 AM	3	5	8	18	34	04:00 AM	1	2	1	5	9	43
05:00 AM	13	18	18	21	70	05:00 AM	2	5	8	12	27	97
06:00 AM	41	59	102	161	363	06:00 AM	18	29	32	58	137	500
07:00 AM	128	80	90	104	402	07:00 AM	54	86	88	76	304	706
08:00 AM	120	155	99	80	454	08:00 AM	84	88	65	67	304	758
09:00 AM	92	76	70	65	303	09:00 AM	53	54	47	55	209	512
10:00 AM	64	60	58	51	233	10:00 AM	51	60	46	50	207	440
11:00 AM	68	67	43	68	246	11:00 AM	60	63	57	63	243	489
12:00 PM	54	57	66	71	248	12:00 PM	55	66	61	70	252	500
01:00 PM	66	48	55	73	242	01:00 PM	66	72	70	76	284	526
02:00 PM	90	67	89	80	326	02:00 PM	67	92	133	128	420	746
03:00 PM	80	118	68	75	341	03:00 PM	102	93	104	99	398	739
04:00 PM	75	74	92	83	324	04:00 PM	97	109	103	95	404	728
05:00 PM	100	81	92	90	363	05:00 PM	132	106	115	125	478	841
06:00 PM	80	77	73	80	310	06:00 PM	137	115	129	116	497	807
07:00 PM	79	89	77	80	325	07:00 PM	98	147	104	115	464	789
08:00 PM	58	77	71	58	264	08:00 PM	121	96	100	70	387	651
09:00 PM	51	50	44	33	178	09:00 PM	92	66	67	68	293	471
10:00 PM	47	37	21	15	120	10:00 PM	62	62	40	29	193	313
11:00 PM	20	28	12	10	70	11:00 PM	41	31	28	23	123	193
			24-HOUR TOTAL		5,287				24-HOUR TOTAL		5,755	11,042

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 162 Avenue North of SW 94 Street | **Count Date:** Average
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Average

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	9	10	7	5	31	12:00 AM	17	13	12	10	51	82
01:00 AM	5	5	3	3	17	01:00 AM	12	13	11	10	44	61
02:00 AM	4	6	1	5	16	02:00 AM	6	8	4	3	21	37
03:00 AM	3	3	3	3	12	03:00 AM	2	4	4	2	12	23
04:00 AM	4	6	6	13	29	04:00 AM	3	3	2	5	13	42
05:00 AM	13	19	20	23	76	05:00 AM	3	3	9	11	26	102
06:00 AM	43	59	107	155	364	06:00 AM	17	21	32	59	129	493
07:00 AM	131	90	93	100	413	07:00 AM	65	89	81	78	313	726
08:00 AM	116	148	101	77	442	08:00 AM	91	86	62	65	303	745
09:00 AM	78	59	63	59	260	09:00 AM	47	49	48	46	188	448
10:00 AM	57	56	53	57	223	10:00 AM	47	50	47	49	193	416
11:00 AM	57	54	53	56	220	11:00 AM	54	54	48	59	215	436
12:00 PM	52	50	59	64	225	12:00 PM	58	57	64	74	253	478
01:00 PM	55	54	59	80	249	01:00 PM	59	66	80	78	282	531
02:00 PM	98	73	88	73	333	02:00 PM	71	83	114	109	378	710
03:00 PM	75	98	64	79	316	03:00 PM	103	95	103	91	392	708
04:00 PM	77	83	87	88	335	04:00 PM	98	108	107	102	415	750
05:00 PM	88	89	94	100	370	05:00 PM	116	119	115	120	470	841
06:00 PM	90	81	84	85	340	06:00 PM	124	118	125	118	485	825
07:00 PM	77	87	76	72	312	07:00 PM	109	127	116	106	458	770
08:00 PM	61	68	66	57	253	08:00 PM	109	97	95	78	379	631
09:00 PM	55	54	40	34	183	09:00 PM	88	66	63	67	283	466
10:00 PM	39	34	24	19	116	10:00 PM	68	57	41	37	203	318
11:00 PM	22	20	15	13	70	11:00 PM	36	33	23	21	113	183
			24-HOUR TOTAL		5,203				24-HOUR TOTAL		5,620	10,823

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 0.99

		Northbound	Southbound	Two-Way
AM Peak Hour:	Volume:	428	308	736
PM Peak Hour:	Volume:	355	478	833

* Seasonal Factor has been applied to the Northbound/Southbound Average hourly counts

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 157 Avenue North of SW 46 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/19/15
Day of Week: Tuesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	30	20	15	5	70	12:00 AM	36	31	20	22	109	179
01:00 AM	12	17	16	7	52	01:00 AM	25	13	9	5	52	104
02:00 AM	8	9	5	6	28	02:00 AM	7	6	11	10	34	62
03:00 AM	10	4	10	7	31	03:00 AM	9	8	3	4	24	55
04:00 AM	6	16	18	18	58	04:00 AM	7	8	4	7	26	84
05:00 AM	24	25	56	54	159	05:00 AM	9	14	14	19	56	215
06:00 AM	101	143	212	251	707	06:00 AM	32	33	95	112	272	979
07:00 AM	244	286	190	217	937	07:00 AM	120	96	108	121	445	1,382
08:00 AM	217	226	174	172	789	08:00 AM	137	112	120	101	470	1,259
09:00 AM	174	112	110	98	494	09:00 AM	96	66	92	67	321	815
10:00 AM	101	112	99	78	390	10:00 AM	69	71	76	77	293	683
11:00 AM	88	72	89	87	336	11:00 AM	76	74	85	76	311	647
12:00 PM	101	77	109	67	354	12:00 PM	78	72	93	97	340	694
01:00 PM	77	90	73	72	312	01:00 PM	98	106	117	100	421	733
02:00 PM	100	118	178	139	535	02:00 PM	138	136	131	157	562	1,097
03:00 PM	142	139	112	131	524	03:00 PM	125	129	142	174	570	1,094
04:00 PM	108	101	99	98	406	04:00 PM	161	161	204	206	732	1,138
05:00 PM	126	118	107	106	457	05:00 PM	192	215	229	230	866	1,323
06:00 PM	110	117	95	101	423	06:00 PM	203	220	242	228	893	1,316
07:00 PM	100	107	100	106	413	07:00 PM	204	209	181	180	774	1,187
08:00 PM	105	104	75	80	364	08:00 PM	167	126	171	111	575	939
09:00 PM	92	79	83	57	311	09:00 PM	115	119	131	91	456	767
10:00 PM	67	67	45	46	225	10:00 PM	82	97	84	62	325	550
11:00 PM	38	34	32	27	131	11:00 PM	59	45	45	51	200	331
			24-HOUR TOTAL		8,506				24-HOUR TOTAL		9,127	17,633

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 157 Avenue North of SW 46 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/20/15
Day of Week: Wednesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	25	21	13	21	80	12:00 AM	40	31	25	13	109	189
01:00 AM	8	12	6	6	32	01:00 AM	21	18	13	13	65	97
02:00 AM	10	5	10	7	32	02:00 AM	12	11	8	11	42	74
03:00 AM	8	12	2	6	28	03:00 AM	4	3	3	8	18	46
04:00 AM	10	14	12	13	49	04:00 AM	6	6	6	6	24	73
05:00 AM	24	29	57	54	164	05:00 AM	15	8	14	19	56	220
06:00 AM	93	152	221	232	698	06:00 AM	26	55	71	113	265	963
07:00 AM	251	253	230	204	938	07:00 AM	129	93	84	134	440	1,378
08:00 AM	211	211	202	172	796	08:00 AM	114	127	129	115	485	1,281
09:00 AM	158	146	105	120	529	09:00 AM	79	84	80	93	336	865
10:00 AM	99	99	93	81	372	10:00 AM	65	87	66	85	303	675
11:00 AM	99	88	99	85	371	11:00 AM	74	88	67	93	322	693
12:00 PM	86	81	95	92	354	12:00 PM	75	95	80	87	337	691
01:00 PM	93	80	91	90	354	01:00 PM	92	96	116	130	434	788
02:00 PM	115	142	162	173	592	02:00 PM	120	118	164	140	542	1,134
03:00 PM	126	100	106	148	480	03:00 PM	132	140	120	180	572	1,052
04:00 PM	133	104	93	114	444	04:00 PM	187	212	172	198	769	1,213
05:00 PM	95	115	129	137	476	05:00 PM	209	217	223	226	875	1,351
06:00 PM	104	117	117	106	444	06:00 PM	202	239	219	210	870	1,314
07:00 PM	89	112	94	93	388	07:00 PM	200	200	180	190	770	1,158
08:00 PM	108	88	101	104	401	08:00 PM	149	149	148	128	574	975
09:00 PM	72	84	67	67	290	09:00 PM	115	129	126	108	478	768
10:00 PM	81	44	61	51	237	10:00 PM	84	79	93	81	337	574
11:00 PM	31	42	37	33	143	11:00 PM	58	56	43	39	196	339
			24-HOUR TOTAL		8,692				24-HOUR TOTAL		9,219	17,911

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 157 Avenue North of SW 46 Street | **Count Date:** 5/21/15
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Thursday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	23	20	7	12	62	12:00 AM	45	31	35	21	132	194
01:00 AM	8	9	17	8	42	01:00 AM	27	23	13	15	78	120
02:00 AM	6	11	5	12	34	02:00 AM	6	10	7	8	31	65
03:00 AM	11	6	12	10	39	03:00 AM	7	4	8	9	28	67
04:00 AM	9	16	18	22	65	04:00 AM	10	13	9	5	37	102
05:00 AM	16	31	50	53	150	05:00 AM	8	9	14	17	48	198
06:00 AM	118	145	237	242	742	06:00 AM	35	42	79	106	262	1,004
07:00 AM	237	263	193	208	901	07:00 AM	133	89	92	106	420	1,321
08:00 AM	227	199	211	166	803	08:00 AM	113	119	126	117	475	1,278
09:00 AM	150	127	110	123	510	09:00 AM	106	85	71	71	333	843
10:00 AM	102	99	100	101	402	10:00 AM	76	73	69	73	291	693
11:00 AM	73	83	109	82	347	11:00 AM	76	83	80	85	324	671
12:00 PM	81	77	114	79	351	12:00 PM	97	96	70	96	359	710
01:00 PM	83	88	112	100	383	01:00 PM	89	104	123	109	425	808
02:00 PM	88	115	164	142	509	02:00 PM	135	135	135	169	574	1,083
03:00 PM	120	132	125	122	499	03:00 PM	171	157	155	181	664	1,163
04:00 PM	130	101	104	111	446	04:00 PM	198	200	207	201	806	1,252
05:00 PM	113	125	102	108	448	05:00 PM	213	223	219	199	854	1,302
06:00 PM	129	134	109	121	493	06:00 PM	223	225	220	205	873	1,366
07:00 PM	101	97	97	88	383	07:00 PM	203	210	200	191	804	1,187
08:00 PM	81	87	104	88	360	08:00 PM	127	136	151	114	528	888
09:00 PM	93	69	74	69	305	09:00 PM	127	128	109	104	468	773
10:00 PM	56	66	55	48	225	10:00 PM	109	122	78	78	387	612
11:00 PM	50	37	32	32	151	11:00 PM	61	55	62	39	217	368
			24-HOUR TOTAL		8,650				24-HOUR TOTAL		9,418	18,068

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami | **Project No.:** 15135
Location: SW 157 Avenue North of SW 46 Street | **Count Date:** Average
Observer: Traffic Survey Specialists, Inc. | **Day of Week:** Average

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	26	20	12	13	70	12:00 AM	40	31	26	18	116	185
01:00 AM	9	13	13	7	42	01:00 AM	24	18	12	11	64	106
02:00 AM	8	8	7	8	31	02:00 AM	8	9	9	10	35	66
03:00 AM	10	7	8	8	32	03:00 AM	7	5	5	7	23	55
04:00 AM	8	15	16	17	57	04:00 AM	8	9	6	6	29	85
05:00 AM	21	28	54	53	156	05:00 AM	11	10	14	18	53	209
06:00 AM	103	145	221	239	709	06:00 AM	31	43	81	109	264	972
07:00 AM	242	265	202	208	916	07:00 AM	126	92	94	119	431	1,347
08:00 AM	216	210	194	168	788	08:00 AM	120	118	124	110	472	1,260
09:00 AM	159	127	107	113	506	09:00 AM	93	78	80	76	327	833
10:00 AM	100	102	96	86	384	10:00 AM	69	76	70	78	293	677
11:00 AM	86	80	98	84	348	11:00 AM	75	81	77	84	316	664
12:00 PM	88	78	105	79	349	12:00 PM	83	87	80	92	342	691
01:00 PM	83	85	91	86	346	01:00 PM	92	101	117	112	422	769
02:00 PM	100	124	166	150	540	02:00 PM	130	128	142	154	554	1,094
03:00 PM	128	122	113	132	496	03:00 PM	141	141	138	177	596	1,092
04:00 PM	122	101	98	107	428	04:00 PM	180	189	192	200	761	1,189
05:00 PM	110	118	112	116	456	05:00 PM	203	216	221	216	856	1,312
06:00 PM	113	121	106	108	449	06:00 PM	207	226	225	212	870	1,319
07:00 PM	96	104	96	95	391	07:00 PM	200	204	185	185	775	1,166
08:00 PM	97	92	92	90	371	08:00 PM	146	136	155	116	553	925
09:00 PM	85	77	74	64	299	09:00 PM	118	124	121	100	463	762
10:00 PM	67	58	53	48	227	10:00 PM	91	98	84	73	346	573
11:00 PM	39	37	33	30	140	11:00 PM	59	51	50	43	202	343
			24-HOUR TOTAL		8,530				24-HOUR TOTAL		9,162	17,692

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 0.99

		Northbound	Southbound	Two-Way
AM Peak Hour:	Volume:	852	451	1303
PM Peak Hour:	Volume:	452	863	1315

* Seasonal Factor has been applied to the Northbound/Southbound Average hourly counts

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 157 Avenue North of SW 61 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/19/15
Day of Week: Tuesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	32	27	24	9	92	12:00 AM	46	38	32	30	146	238
01:00 AM	19	23	19	6	67	01:00 AM	23	17	17	7	64	131
02:00 AM	13	10	4	10	37	02:00 AM	11	10	12	10	43	80
03:00 AM	10	6	10	11	37	03:00 AM	8	7	5	5	25	62
04:00 AM	6	15	24	26	71	04:00 AM	8	8	7	11	34	105
05:00 AM	20	25	62	59	166	05:00 AM	8	20	16	26	70	236
06:00 AM	115	168	296	407	986	06:00 AM	33	44	111	172	360	1,346
07:00 AM	392	269	236	260	1,157	07:00 AM	223	212	137	155	727	1,884
08:00 AM	275	275	240	226	1,016	08:00 AM	169	165	209	204	747	1,763
09:00 AM	175	130	136	130	571	09:00 AM	177	140	120	91	528	1,099
10:00 AM	138	122	130	116	506	10:00 AM	105	95	102	122	424	930
11:00 AM	139	131	122	135	527	11:00 AM	107	114	117	120	458	985
12:00 PM	147	116	137	114	514	12:00 PM	130	126	113	118	487	1,001
01:00 PM	131	124	121	142	518	01:00 PM	130	144	135	146	555	1,073
02:00 PM	195	256	223	193	867	02:00 PM	156	197	370	240	963	1,830
03:00 PM	197	186	196	214	793	03:00 PM	216	213	215	203	847	1,640
04:00 PM	167	159	158	159	643	04:00 PM	289	258	222	242	1,011	1,654
05:00 PM	181	149	154	158	642	05:00 PM	250	245	264	278	1,037	1,679
06:00 PM	177	181	165	141	664	06:00 PM	266	254	289	248	1,057	1,721
07:00 PM	172	148	148	148	616	07:00 PM	284	239	215	195	933	1,549
08:00 PM	149	145	150	119	563	08:00 PM	198	154	198	161	711	1,274
09:00 PM	144	136	117	99	496	09:00 PM	164	141	175	114	594	1,090
10:00 PM	86	87	82	74	329	10:00 PM	90	126	105	89	410	739
11:00 PM	61	52	51	43	207	11:00 PM	76	58	40	57	231	438
			24-HOUR TOTAL		12,085				24-HOUR TOTAL		12,462	24,547

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 157 Avenue North of SW 61 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/20/15
Day of Week: Wednesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	36	34	20	27	117	12:00 AM	51	37	33	25	146	263
01:00 AM	16	18	13	7	54	01:00 AM	23	16	15	13	67	121
02:00 AM	12	11	17	7	47	02:00 AM	8	12	8	11	39	86
03:00 AM	9	13	6	8	36	03:00 AM	6	5	3	8	22	58
04:00 AM	13	12	13	23	61	04:00 AM	10	6	11	14	41	102
05:00 AM	16	32	51	63	162	05:00 AM	11	22	12	24	69	231
06:00 AM	107	185	290	389	971	06:00 AM	39	50	112	194	395	1,366
07:00 AM	395	233	269	248	1,145	07:00 AM	221	222	126	149	718	1,863
08:00 AM	281	277	261	215	1,034	08:00 AM	175	178	198	202	753	1,787
09:00 AM	193	159	147	154	653	09:00 AM	187	116	117	108	528	1,181
10:00 AM	142	118	131	114	505	10:00 AM	105	120	93	115	433	938
11:00 AM	134	127	119	152	532	11:00 AM	127	130	109	129	495	1,027
12:00 PM	129	122	141	142	534	12:00 PM	110	131	113	119	473	1,007
01:00 PM	130	119	145	185	579	01:00 PM	126	135	137	144	542	1,121
02:00 PM	202	269	248	175	894	02:00 PM	165	211	396	259	1,031	1,925
03:00 PM	186	153	184	185	708	03:00 PM	178	186	174	181	719	1,427
04:00 PM	169	155	145	166	635	04:00 PM	290	273	228	228	1,019	1,654
05:00 PM	144	163	177	168	652	05:00 PM	232	246	287	244	1,009	1,661
06:00 PM	169	172	161	165	667	06:00 PM	263	279	275	262	1,079	1,746
07:00 PM	142	139	156	132	569	07:00 PM	244	255	217	234	950	1,519
08:00 PM	150	141	164	127	582	08:00 PM	205	194	172	182	753	1,335
09:00 PM	118	111	124	104	457	09:00 PM	131	157	158	128	574	1,031
10:00 PM	106	80	107	74	367	10:00 PM	112	101	105	88	406	773
11:00 PM	41	58	45	43	187	11:00 PM	71	70	58	53	252	439
			24-HOUR TOTAL		12,148				24-HOUR TOTAL		12,513	24,661

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 157 Avenue North of SW 61 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/21/15
Day of Week: Thursday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	29	35	13	21	98	12:00 AM	59	42	30	23	154	252
01:00 AM	17	19	16	13	65	01:00 AM	35	22	17	11	85	150
02:00 AM	5	12	7	11	35	02:00 AM	11	14	6	11	42	77
03:00 AM	13	9	12	13	47	03:00 AM	11	7	6	12	36	83
04:00 AM	6	18	20	25	69	04:00 AM	7	19	11	11	48	117
05:00 AM	18	29	56	59	162	05:00 AM	12	13	19	34	78	240
06:00 AM	125	191	275	380	971	06:00 AM	31	49	102	177	359	1,330
07:00 AM	437	242	240	256	1,175	07:00 AM	228	210	148	138	724	1,899
08:00 AM	298	266	261	193	1,018	08:00 AM	162	168	188	208	726	1,744
09:00 AM	189	160	144	128	621	09:00 AM	190	145	115	108	558	1,179
10:00 AM	134	131	141	124	530	10:00 AM	104	104	107	109	424	954
11:00 AM	123	120	142	133	518	11:00 AM	102	119	118	111	450	968
12:00 PM	110	138	128	126	502	12:00 PM	133	130	120	123	506	1,008
01:00 PM	139	137	153	152	581	01:00 PM	136	138	159	148	581	1,162
02:00 PM	201	233	215	182	831	02:00 PM	161	208	348	248	965	1,796
03:00 PM	201	184	191	194	770	03:00 PM	225	253	223	204	905	1,675
04:00 PM	164	150	151	152	617	04:00 PM	283	322	237	206	1,048	1,665
05:00 PM	167	149	176	149	641	05:00 PM	273	256	262	264	1,055	1,696
06:00 PM	164	164	162	156	646	06:00 PM	268	283	252	235	1,038	1,684
07:00 PM	157	149	156	135	597	07:00 PM	243	253	222	191	909	1,506
08:00 PM	124	121	141	143	529	08:00 PM	177	150	190	149	666	1,195
09:00 PM	124	120	109	100	453	09:00 PM	160	137	124	125	546	999
10:00 PM	102	82	70	79	333	10:00 PM	126	121	107	92	446	779
11:00 PM	71	52	52	41	216	11:00 PM	94	72	65	38	269	485
			24-HOUR TOTAL		12,025				24-HOUR TOTAL		12,618	24,643

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami
Location: SW 157 Avenue North of SW 61 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: Average
Day of Week: Average

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	32	32	19	19	101	12:00 AM	51	39	31	26	147	248
01:00 AM	17	20	16	9	61	01:00 AM	27	18	16	10	71	133
02:00 AM	10	11	9	9	39	02:00 AM	10	12	9	11	41	80
03:00 AM	11	9	9	11	40	03:00 AM	8	6	5	8	27	67
04:00 AM	8	15	19	24	66	04:00 AM	8	11	10	12	41	107
05:00 AM	18	28	56	60	162	05:00 AM	10	18	16	28	72	233
06:00 AM	115	180	284	388	966	06:00 AM	34	47	107	179	368	1,334
07:00 AM	404	246	246	252	1,147	07:00 AM	222	213	136	146	716	1,863
08:00 AM	282	270	251	209	1,012	08:00 AM	167	169	196	203	735	1,747
09:00 AM	184	148	141	136	609	09:00 AM	183	132	116	101	533	1,141
10:00 AM	137	122	133	117	509	10:00 AM	104	105	100	114	423	931
11:00 AM	131	125	126	139	520	11:00 AM	111	120	114	119	463	983
12:00 PM	127	124	134	126	512	12:00 PM	123	128	114	119	484	995
01:00 PM	132	125	138	158	554	01:00 PM	129	138	142	145	554	1,107
02:00 PM	197	250	226	182	855	02:00 PM	159	203	368	247	976	1,832
03:00 PM	193	173	188	196	749	03:00 PM	204	215	202	194	815	1,565
04:00 PM	165	153	150	157	625	04:00 PM	284	281	227	223	1,016	1,641
05:00 PM	162	152	167	157	639	05:00 PM	249	247	268	259	1,023	1,662
06:00 PM	168	171	161	152	652	06:00 PM	263	269	269	246	1,047	1,700
07:00 PM	155	144	152	137	588	07:00 PM	254	247	216	205	921	1,509
08:00 PM	140	134	150	128	552	08:00 PM	191	164	185	162	703	1,255
09:00 PM	127	121	116	100	464	09:00 PM	150	144	151	121	566	1,030
10:00 PM	97	82	85	75	340	10:00 PM	108	115	105	89	416	756
11:00 PM	57	53	49	42	201	11:00 PM	80	66	54	49	248	449
			24-HOUR TOTAL		11,965				24-HOUR TOTAL		12,406	24,371

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 0.99

		Northbound	Southbound	Two-Way
AM Peak Hour:	Volume:	1080	725	1805
PM Peak Hour:	Volume:	645	1035	1681

* Seasonal Factor has been applied to the Northbound/Southbound Average hourly counts

Station 9856 - SW 157 Av, Kendall to Sunset

Existing Count Summary

Time of Day		Day 1 3/5/14	Day 2 3/6/14	Average		SF	2015 Seasonally Adjusted
AM Peak Period							**AM Volume**
7-8 AM	NB	816	805				
	SB	768	757	NB	791	0.99	**789**
8-9 AM	NB	789	753	SB	749		**748**
	SB	721	751	Two-Way	1,540		**1,537**
PM Peak Period							**PM Volume**
5-6 PM	NB	943	921				
	SB	816	834	NB	935	0.99	**933**
6-7 PM	NB	970	905	SB	834		**832**
	SB	884	802	Two-Way	1,769		**1,765**

Source: mdc

Station 9857 - SW 157 Av, Kendall to 112 Street

Existing Count Summary

Time of Day		Day 1 3/5/14	Day 2 3/6/14	Average		SF	2015 Seasonally Adjusted
AM Peak Period							**AM Volume**
7-8 AM	NB	905	872				
	SB	737	714	NB	835	0.99	**833**
8-9 AM	NB	760	803	SB	680		**678**
	SB	629	638	Two-Way	1,515		**1,511**
PM Peak Period							**PM Volume**
5-6 PM	NB	819	771				
	SB	887	801	NB	775	0.99	**773**
6-7 PM	NB	816	694	SB	848		**846**
	SB	908	794	Two-Way	1,623		**1,619**

Source: mdc

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 147 Avenue North of SW 15 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/19/15
Day of Week: Tuesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	12	6	10	15	43	12:00 AM	28	27	23	11	89	132
01:00 AM	4	5	4	4	17	01:00 AM	10	8	8	8	34	51
02:00 AM	1	3	4	3	11	02:00 AM	4	5	5	4	18	29
03:00 AM	6	9	8	6	29	03:00 AM	5	5	2	3	15	44
04:00 AM	4	4	19	15	42	04:00 AM	1	4	5	4	14	56
05:00 AM	25	31	21	53	130	05:00 AM	7	7	5	11	30	160
06:00 AM	67	90	113	107	377	06:00 AM	15	19	37	66	137	514
07:00 AM	151	217	194	207	769	07:00 AM	116	40	40	48	244	1,013
08:00 AM	170	163	194	146	673	08:00 AM	66	52	68	53	239	912
09:00 AM	124	124	109	111	468	09:00 AM	47	35	55	45	182	650
10:00 AM	82	96	77	83	338	10:00 AM	45	48	55	57	205	543
11:00 AM	75	78	91	62	306	11:00 AM	46	53	60	63	222	528
12:00 PM	77	103	64	88	332	12:00 PM	63	58	63	64	248	580
01:00 PM	70	76	53	74	273	01:00 PM	69	66	90	86	311	584
02:00 PM	57	85	118	122	382	02:00 PM	101	110	91	102	404	786
03:00 PM	85	82	96	78	341	03:00 PM	114	100	111	117	442	783
04:00 PM	97	81	85	72	335	04:00 PM	158	143	143	169	613	948
05:00 PM	92	86	102	83	363	05:00 PM	150	179	187	171	687	1,050
06:00 PM	80	87	87	70	324	06:00 PM	185	183	182	155	705	1,029
07:00 PM	90	73	86	80	329	07:00 PM	150	163	135	130	578	907
08:00 PM	81	58	70	74	283	08:00 PM	105	110	107	78	400	683
09:00 PM	60	46	47	58	211	09:00 PM	89	85	71	78	323	534
10:00 PM	34	45	32	26	137	10:00 PM	67	82	68	45	262	399
11:00 PM	29	22	18	19	88	11:00 PM	41	36	31	33	141	229
			24-HOUR TOTAL		6,601				24-HOUR TOTAL		6,543	13,144

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 147 Avenue North of SW 15 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/20/15
Day of Week: Wednesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	10	11	8	5	34	12:00 AM	30	24	27	14	95	129
01:00 AM	6	6	4	4	20	01:00 AM	13	14	5	12	44	64
02:00 AM	4	3	3	4	14	02:00 AM	8	3	9	10	30	44
03:00 AM	7	7	7	4	25	03:00 AM	4	1	2	5	12	37
04:00 AM	3	13	11	13	40	04:00 AM	1	6	5	2	14	54
05:00 AM	21	33	33	60	147	05:00 AM	5	6	7	14	32	179
06:00 AM	70	81	120	126	397	06:00 AM	16	18	35	67	136	533
07:00 AM	171	195	198	190	754	07:00 AM	125	43	47	49	264	1,018
08:00 AM	177	168	177	149	671	08:00 AM	58	64	43	50	215	886
09:00 AM	138	113	99	94	444	09:00 AM	46	42	55	60	203	647
10:00 AM	115	96	85	94	390	10:00 AM	45	43	49	50	187	577
11:00 AM	73	81	79	86	319	11:00 AM	52	54	58	64	228	547
12:00 PM	73	76	86	68	303	12:00 PM	57	62	62	67	248	551
01:00 PM	70	77	73	71	291	01:00 PM	63	80	87	85	315	606
02:00 PM	92	79	151	94	416	02:00 PM	86	134	115	102	437	853
03:00 PM	87	79	75	79	320	03:00 PM	95	115	126	122	458	778
04:00 PM	79	71	77	84	311	04:00 PM	151	138	146	166	601	912
05:00 PM	87	84	80	65	316	05:00 PM	175	184	184	172	715	1,031
06:00 PM	102	87	82	74	345	06:00 PM	181	192	186	159	718	1,063
07:00 PM	80	69	77	69	295	07:00 PM	158	147	121	147	573	868
08:00 PM	83	72	63	76	294	08:00 PM	115	122	101	81	419	713
09:00 PM	51	53	65	50	219	09:00 PM	78	91	76	65	310	529
10:00 PM	61	42	40	18	161	10:00 PM	72	80	70	63	285	446
11:00 PM	26	20	20	21	87	11:00 PM	43	43	37	37	160	247
			24-HOUR TOTAL		6,613				24-HOUR TOTAL		6,699	13,312

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 147 Avenue North of SW 15 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/21/15
Day of Week: Thursday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	8	16	7	10	41	12:00 AM	23	25	23	23	94	135
01:00 AM	7	6	7	9	29	01:00 AM	13	14	10	13	50	79
02:00 AM	4	4	4	4	16	02:00 AM	7	7	11	12	37	53
03:00 AM	7	11	7	10	35	03:00 AM	5	7	8	3	23	58
04:00 AM	7	11	21	10	49	04:00 AM	7	4	6	3	20	69
05:00 AM	18	28	37	43	126	05:00 AM	10	7	13	10	40	166
06:00 AM	63	85	131	116	395	06:00 AM	14	24	38	59	135	530
07:00 AM	139	218	196	184	737	07:00 AM	116	55	47	49	267	1,004
08:00 AM	191	159	192	145	687	08:00 AM	61	60	54	48	223	910
09:00 AM	151	118	118	90	477	09:00 AM	59	57	56	50	222	699
10:00 AM	82	81	84	72	319	10:00 AM	42	40	59	69	210	529
11:00 AM	76	71	85	79	311	11:00 AM	43	60	58	59	220	531
12:00 PM	74	89	82	72	317	12:00 PM	74	58	64	73	269	586
01:00 PM	52	78	81	63	274	01:00 PM	47	68	91	82	288	562
02:00 PM	67	69	147	94	377	02:00 PM	95	127	91	103	416	793
03:00 PM	97	85	90	96	368	03:00 PM	105	99	116	115	435	803
04:00 PM	109	100	85	79	373	04:00 PM	126	168	164	172	630	1,003
05:00 PM	85	90	105	88	368	05:00 PM	166	187	201	166	720	1,088
06:00 PM	82	79	94	86	341	06:00 PM	163	189	181	165	698	1,039
07:00 PM	82	90	73	57	302	07:00 PM	159	158	150	114	581	883
08:00 PM	70	68	53	63	254	08:00 PM	97	100	99	86	382	636
09:00 PM	53	52	62	74	241	09:00 PM	63	101	76	72	312	553
10:00 PM	45	54	31	21	151	10:00 PM	65	75	50	53	243	394
11:00 PM	32	23	20	17	92	11:00 PM	43	38	32	32	145	237
			24-HOUR TOTAL		6,680				24-HOUR TOTAL		6,660	13,340

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami
Location: SW 147 Avenue North of SW 15 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: Average
Day of Week: Average

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	10	11	8	10	39	12:00 AM	27	25	24	16	92	131
01:00 AM	6	6	5	6	22	01:00 AM	12	12	8	11	42	64
02:00 AM	3	3	4	4	14	02:00 AM	6	5	8	9	28	42
03:00 AM	7	9	7	7	29	03:00 AM	5	4	4	4	17	46
04:00 AM	5	9	17	13	43	04:00 AM	3	5	5	3	16	59
05:00 AM	21	30	30	51	133	05:00 AM	7	7	8	12	34	167
06:00 AM	66	84	120	115	386	06:00 AM	15	20	36	63	135	520
07:00 AM	152	208	194	192	746	07:00 AM	118	46	44	48	256	1,002
08:00 AM	178	162	186	145	670	08:00 AM	61	58	54	50	223	894
09:00 AM	136	117	108	97	458	09:00 AM	50	44	55	51	200	659
10:00 AM	92	90	81	82	346	10:00 AM	44	43	54	58	199	544
11:00 AM	74	76	84	75	309	11:00 AM	47	55	58	61	221	530
12:00 PM	74	88	77	75	314	12:00 PM	64	59	62	67	252	567
01:00 PM	63	76	68	69	277	01:00 PM	59	71	88	83	302	578
02:00 PM	71	77	137	102	388	02:00 PM	93	122	98	101	415	803
03:00 PM	89	81	86	83	340	03:00 PM	104	104	116	117	441	780
04:00 PM	94	83	82	78	336	04:00 PM	144	148	149	167	609	945
05:00 PM	87	86	95	78	346	05:00 PM	162	182	189	168	700	1,046
06:00 PM	87	83	87	76	333	06:00 PM	175	186	181	158	700	1,033
07:00 PM	83	77	78	68	306	07:00 PM	154	154	134	129	572	877
08:00 PM	77	65	61	70	274	08:00 PM	105	110	101	81	396	671
09:00 PM	54	50	57	60	221	09:00 PM	76	91	74	71	312	533
10:00 PM	46	47	34	21	148	10:00 PM	67	78	62	53	261	409
11:00 PM	29	21	19	19	88	11:00 PM	42	39	33	34	147	235
			24-HOUR TOTAL		6,565				24-HOUR TOTAL		6,568	13,133

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 0.99

		Northbound	Southbound	Two-Way
AM Peak Hour:	Volume:	708	240	948
PM Peak Hour:	Volume:	339	700	1040

* Seasonal Factor has been applied to the Northbound/Southbound Average hourly counts

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 147 Avenue North of SW 34 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/19/15
Day of Week: Tuesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	22	21	22	18	83	12:00 AM	36	33	26	8	103	186
01:00 AM	7	13	8	2	30	01:00 AM	16	11	7	11	45	75
02:00 AM	5	4	5	7	21	02:00 AM	5	8	5	4	22	43
03:00 AM	7	11	8	6	32	03:00 AM	3	5	6	8	22	54
04:00 AM	4	5	18	20	47	04:00 AM	1	4	7	7	19	66
05:00 AM	25	29	29	57	140	05:00 AM	10	8	16	18	52	192
06:00 AM	81	133	156	219	589	06:00 AM	21	43	60	124	248	837
07:00 AM	254	283	167	213	917	07:00 AM	190	109	66	107	472	1,389
08:00 AM	208	249	260	228	945	08:00 AM	119	117	141	107	484	1,429
09:00 AM	183	173	146	136	638	09:00 AM	111	92	87	91	381	1,019
10:00 AM	132	139	130	116	517	10:00 AM	82	108	118	104	412	929
11:00 AM	120	113	128	112	473	11:00 AM	109	105	104	104	422	895
12:00 PM	130	135	114	154	533	12:00 PM	129	114	124	110	477	1,010
01:00 PM	112	97	107	91	407	01:00 PM	118	111	151	140	520	927
02:00 PM	102	167	238	143	650	02:00 PM	159	208	172	158	697	1,347
03:00 PM	158	139	163	186	646	03:00 PM	148	172	189	198	707	1,353
04:00 PM	132	156	125	145	558	04:00 PM	251	245	220	255	971	1,529
05:00 PM	130	154	146	145	575	05:00 PM	243	274	267	262	1,046	1,621
06:00 PM	148	162	155	137	602	06:00 PM	279	292	260	258	1,089	1,691
07:00 PM	132	124	146	120	522	07:00 PM	255	263	203	193	914	1,436
08:00 PM	112	110	132	149	503	08:00 PM	171	186	147	149	653	1,156
09:00 PM	110	106	80	83	379	09:00 PM	138	141	133	108	520	899
10:00 PM	65	72	54	51	242	10:00 PM	107	124	90	78	399	641
11:00 PM	35	35	35	25	130	11:00 PM	59	59	50	54	222	352
			24-HOUR TOTAL		10,179				24-HOUR TOTAL		10,897	21,076

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 147 Avenue North of SW 34 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/20/15
Day of Week: Wednesday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	17	20	13	16	66	12:00 AM	46	27	28	19	120	186
01:00 AM	7	8	4	9	28	01:00 AM	20	17	12	12	61	89
02:00 AM	7	8	5	5	25	02:00 AM	9	9	11	6	35	60
03:00 AM	8	4	8	1	21	03:00 AM	5	2	4	6	17	38
04:00 AM	7	10	12	13	42	04:00 AM	1	6	8	2	17	59
05:00 AM	20	25	45	59	149	05:00 AM	7	11	7	25	50	199
06:00 AM	80	133	156	219	588	06:00 AM	23	48	67	116	254	842
07:00 AM	274	277	146	216	913	07:00 AM	188	125	82	105	500	1,413
08:00 AM	206	257	267	227	957	08:00 AM	121	104	126	121	472	1,429
09:00 AM	155	175	170	147	647	09:00 AM	104	97	92	101	394	1,041
10:00 AM	148	137	125	119	529	10:00 AM	82	99	112	94	387	916
11:00 AM	119	126	117	134	496	11:00 AM	103	112	102	114	431	927
12:00 PM	125	122	121	105	473	12:00 PM	119	119	122	130	490	963
01:00 PM	130	124	99	110	463	01:00 PM	121	129	146	139	535	998
02:00 PM	134	173	239	176	722	02:00 PM	136	207	187	176	706	1,428
03:00 PM	147	164	179	136	626	03:00 PM	172	178	176	196	722	1,348
04:00 PM	140	130	143	150	563	04:00 PM	238	206	231	262	937	1,500
05:00 PM	146	176	162	154	638	05:00 PM	274	287	273	280	1,114	1,752
06:00 PM	184	161	130	144	619	06:00 PM	292	272	290	259	1,113	1,732
07:00 PM	122	127	123	140	512	07:00 PM	234	252	190	224	900	1,412
08:00 PM	163	146	114	115	538	08:00 PM	189	177	169	149	684	1,222
09:00 PM	84	93	86	78	341	09:00 PM	143	143	124	113	523	864
10:00 PM	92	54	53	36	235	10:00 PM	120	147	100	83	450	685
11:00 PM	44	30	37	27	138	11:00 PM	60	62	48	48	218	356
			24-HOUR TOTAL		10,329				24-HOUR TOTAL		11,130	21,459

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNT

Project Name: Green City Miami
Location: SW 147 Avenue North of SW 34 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: 5/21/15
Day of Week: Thursday

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	25	25	16	15	81	12:00 AM	48	39	33	28	148	229
01:00 AM	13	13	10	13	49	01:00 AM	14	16	12	11	53	102
02:00 AM	8	7	4	3	22	02:00 AM	6	9	9	13	37	59
03:00 AM	6	13	5	10	34	03:00 AM	3	11	12	5	31	65
04:00 AM	9	7	21	16	53	04:00 AM	8	9	6	5	28	81
05:00 AM	13	31	34	56	134	05:00 AM	12	7	14	17	50	184
06:00 AM	76	126	179	193	574	06:00 AM	27	41	75	111	254	828
07:00 AM	267	271	163	223	924	07:00 AM	173	131	78	96	478	1,402
08:00 AM	218	247	267	243	975	08:00 AM	132	130	113	125	500	1,475
09:00 AM	168	168	175	132	643	09:00 AM	123	92	112	99	426	1,069
10:00 AM	113	131	145	134	523	10:00 AM	108	87	114	106	415	938
11:00 AM	104	118	115	126	463	11:00 AM	94	97	98	118	407	870
12:00 PM	127	125	129	118	499	12:00 PM	139	111	125	131	506	1,005
01:00 PM	105	117	113	85	420	01:00 PM	97	129	143	122	491	911
02:00 PM	111	155	251	140	657	02:00 PM	128	197	190	162	677	1,334
03:00 PM	148	149	184	163	644	03:00 PM	164	173	178	206	721	1,365
04:00 PM	167	170	160	150	647	04:00 PM	223	254	235	261	973	1,620
05:00 PM	155	152	148	166	621	05:00 PM	260	280	269	291	1,100	1,721
06:00 PM	177	170	165	158	670	06:00 PM	290	293	311	286	1,180	1,850
07:00 PM	142	145	137	150	574	07:00 PM	265	231	243	178	917	1,491
08:00 PM	130	120	115	110	475	08:00 PM	156	159	171	159	645	1,120
09:00 PM	106	104	165	135	510	09:00 PM	128	157	141	114	540	1,050
10:00 PM	82	67	63	51	263	10:00 PM	112	128	97	69	406	669
11:00 PM	54	35	39	21	149	11:00 PM	73	61	68	54	256	405
			24-HOUR TOTAL		10,604				24-HOUR TOTAL		11,239	21,843

DAVID PLUMMER & ASSOCIATES, INC.

72-HOUR COUNT AVERAGE

Project Name: Green City Miami
Location: SW 147 Avenue North of SW 34 Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 15135
Count Date: Average
Day of Week: Average

BEGIN	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	21	22	17	16	76	12:00 AM	43	33	29	18	122	198
01:00 AM	9	11	7	8	35	01:00 AM	17	15	10	11	52	88
02:00 AM	7	6	5	5	22	02:00 AM	7	9	8	8	31	53
03:00 AM	7	9	7	6	29	03:00 AM	4	6	7	6	23	52
04:00 AM	7	7	17	16	47	04:00 AM	3	6	7	5	21	68
05:00 AM	19	28	36	57	140	05:00 AM	10	9	12	20	50	190
06:00 AM	78	129	162	208	578	06:00 AM	23	44	67	116	249	827
07:00 AM	262	274	157	215	909	07:00 AM	182	120	75	102	479	1,387
08:00 AM	209	248	262	230	949	08:00 AM	123	116	125	116	480	1,430
09:00 AM	167	170	162	137	636	09:00 AM	112	93	96	96	396	1,033
10:00 AM	130	134	132	122	518	10:00 AM	90	97	114	100	401	918
11:00 AM	113	118	119	123	473	11:00 AM	101	104	100	111	416	888
12:00 PM	126	126	120	124	497	12:00 PM	128	114	122	122	486	983
01:00 PM	115	112	105	94	426	01:00 PM	111	122	145	132	510	936
02:00 PM	115	163	240	151	670	02:00 PM	140	202	181	164	686	1,356
03:00 PM	149	149	174	160	632	03:00 PM	160	173	179	198	710	1,342
04:00 PM	145	150	141	147	583	04:00 PM	235	233	226	257	951	1,534
05:00 PM	142	159	150	153	605	05:00 PM	256	278	267	275	1,076	1,681
06:00 PM	168	163	149	145	624	06:00 PM	284	283	284	265	1,116	1,740
07:00 PM	131	131	134	135	531	07:00 PM	249	246	210	196	901	1,432
08:00 PM	134	124	119	123	500	08:00 PM	170	172	161	151	654	1,154
09:00 PM	99	100	109	98	406	09:00 PM	135	146	131	111	522	928
10:00 PM	79	64	56	46	244	10:00 PM	112	132	95	76	414	658
11:00 PM	44	33	37	24	138	11:00 PM	63	60	55	51	230	367
			24-HOUR TOTAL		10,267				24-HOUR TOTAL		10,978	21,245

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

2014 Seasonal Factor: 0.99

		Eastbound	Westbound	Two-Way
AM Peak Hour:	Volume:	929	479	1409
PM Peak Hour:	Volume:	615	1096	1711

Station 9826 - SW 147 Avenue, Bird Rd to Miller Dr

Existing Count Summary

Time of Day		Day 1 3/18/14	Day 2 3/19/14	Day 3 3/20/14	Total	Average		SF	2015 Seasonally Adjusted
				AM Peak Period					**AM Volume**
7-8 AM	NB	1,159	1,159	1,195	3,513				
	SB	483	499	519	1,501	NB	1,109	0.99	**1,106**
8-9 AM	NB	1,017	1,063	1,059	3,139	SB	502		**501**
	SB	487	519	506	1,512	Two-Way	1,611		**1,607**
				PM Peak Period					**PM Volume**
5-6 PM	NB	709	736	710	2,155				
	SB	946	908	997	2,851	NB	704	0.99	**703**
6-7 PM	NB	655	692	723	2,070	SB	974		**972**
	SB	1,012	992	991	2,995	Two-Way	1,679		**1,675**

Source: mdc

Station 9827 - SW 147 Avenue, Miller Drive to Sunset Drive

Existing Count Summary

Time of Day		Day 1 3/18/14	Day 2 3/19/14	Day 3 3/20/14	Average		SF	2015 Seasonally Adjusted
			AM Peak Period					**AM Volume**
7-8 AM	NB	1,002	982	968				
	SB	666	655	661	NB	896	0.99	**894**
8-9 AM	NB	791	796	835	SB	683		**682**
	SB	660	746	710	Two-Way	1,579		**1,575**
			PM Peak Period					**PM Volume**
5-6 PM	NB	805	853	772				
	SB	946	958	961	NB	776	0.99	**774**
6-7 PM	NB	746	736	743	SB	987		**985**
	SB	1,035	1,008	1,016	Two-Way	1,763		**1,759**

Source: mdc

Station 9828 - SW 147 Av, Kendall to Sunset

Existing Count Summary

Time of Day		Day 1 3/5/14	Day 2 3/6/14	Average		SF	2015 Seasonally Adjusted
AM Peak Period							**AM Volume**
7-8 AM	NB	954	904				
	SB	897	896	NB	875	0.99	**873**
8-9 AM	NB	796	844	SB	941		**939**
	SB	1,001	971	Two-Way	1,816		**1,812**
PM Peak Period							**PM Volume**
5-6 PM	NB	820	735				
	SB	903	854	NB	739	0.99	**737**
6-7 PM	NB	740	660	SB	865		**863**
	SB	893	810	Two-Way	1,604		**1,600**

Source: mdc

Station 9798 - SW 137 Avenue, Tamiami Trail to NW 6 Street

Existing Count Summary

Time of Day		Day 1 3/18/14	Day 2 3/19/14	Day 3 3/20/14	Average		SF	2015 Seasonally Adjusted
			AM Peak Period					**AM Volume**
7-8 AM	NB	1,615	1,692	1,654				
	SB	522	514	490	NB	1,475	0.99	**1,472**
8-9 AM	NB	1,259	1,267	1,362	SB	538		**537**
	SB	492	622	587	Two-Way	2,013		**2,008**
			PM Peak Period					**PM Volume**
5-6 PM	NB	807	844	854				
	SB	2,056	2,850	1,943	NB	813	0.99	**811**
6-7 PM	NB	746	827	797	SB	2,290		**2,285**
	SB	2,029	2,868	1,992	Two-Way	3,102		**3,096**

Source: mdc

Station 9782 - SW 127 Avenue, Kendall Dr to 104 St

Existing Count Summary

Time of Day		Day 1 3/4/14	Day 2 3/5/14	Day 3 3/6/14	Average		SF	2015 Seasonally Adjusted
			AM Peak Period					**AM Volume**
7-8 AM	NB	518	732	807				
	SB	291	324	376	NB	676	0.99	**674**
8-9 AM	NB	722	585	690	SB	446		**445**
	SB	568	513	603	Two-Way	1,122		**1,119**
			PM Peak Period					**PM Volume**
5-6 PM	NB	713	661	617				
	SB	694	758	692	NB	640	0.99	**639**
6-7 PM	NB	663	618	570	SB	694		**693**
	SB	650	691	679	Two-Way	1,334		**1,332**

Source: mdc