

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2020 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5219 - SR 5/US-1, 300' S NE 163 ST/SUNNY ISLES CSWY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	49500 C	N 24500	S 25000	9.00	54.20	2.50
2019	61000 C	N 30000	S 31000	9.00	54.60	2.20
2018	59500 C	N 29500	S 30000	9.00	54.30	2.40
2017	63500 C	N 31500	S 32000	9.00	55.00	2.30
2016	63500 C	N 31000	S 32500	9.00	54.50	2.00
2015	60000 C	N 29500	S 30500	9.00	54.70	2.00
2014	55000 C	N 25500	S 29500	9.00	54.50	4.90
2013	54000 C	N 25000	S 29000	9.00	52.40	3.50
2012	64000 C	N 31000	S 33000	9.00	55.70	4.80
2011	61500 C	N 30500	S 31000	9.00	55.10	3.90
2010	60000 C	N 30000	S 30000	8.98	54.08	3.90
2009	60500 C	N 29500	S 31000	8.99	53.24	3.40
2008	55000 C	N 27000	S 28000	9.09	55.75	4.70
2007	60500 C	N 29000	S 31500	8.01	54.34	5.90
2006	58000 C	N 29000	S 29000	7.97	54.22	4.20
2005	57500 C	N 28500	S 29000	8.80	53.80	7.70

x Not used due to Covid19

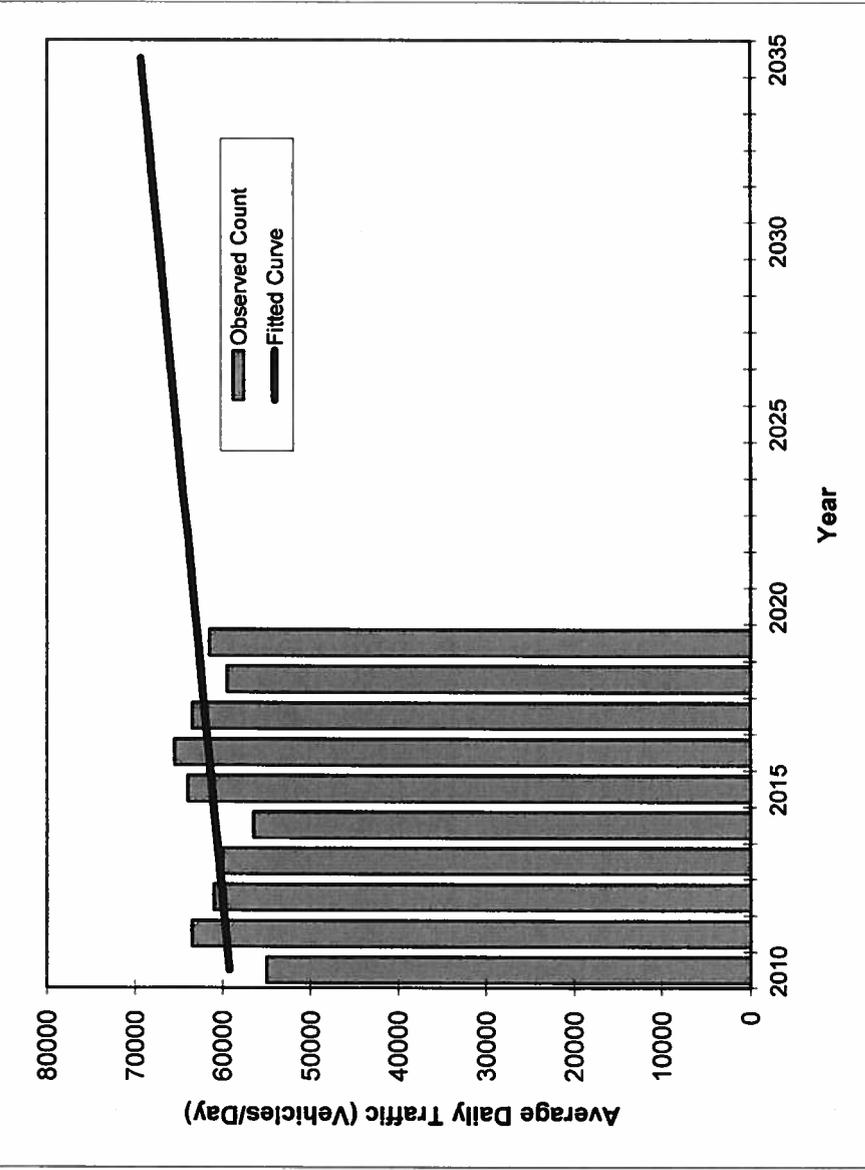
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V03.a

## SR 826/NE 163 ST -- 1700' E SR 5/US 1

FIN#	0
Location	1

County: Miami-Dade (87)  
 Station #: 0556  
 Highway: SR 826/NE 163 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	55000	59200
2011	63500	59600
2012	61000	60000
2013	60000	60400
2014	56500	60800
2015	64000	61200
2016	65500	61600
2017	63500	62000
2018	59500	62400
2019	61500	62800
2022 Opening Year Trend		
2022	N/A	64000
2023 Mid-Year Trend		
2023	N/A	64500
2024 Design Year Trend		
2024	N/A	64900
TRANPLAN Forecasts/Trends		

\*\* Annual Trend Increase: 406  
 Trend R-squared: 13.40%  
 Trend Annual Historic Growth Rate: 0.68%  
 Trend Growth Rate (2019 to Design Year): 0.67%  
 Printed: 13-Jan-22

**Straight Line Growth Option**

\*Axle-Adjusted

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 2020 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0556 - SR 826/NE 163 ST, 1700' E SR 5/US-1

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	53500 C X	E 27000	W 26500	9.00	54.20	4.50
2019	61500 C	E 30000	W 31500	9.00	54.60	3.60
2018	59500 C	E 29500	W 30000	9.00	54.30	5.10
2017	63500 C	E 31000	W 32500	9.00	55.00	3.30
2016	65500 C	E 32000	W 33500	9.00	54.50	3.10
2015	64000 C	E 31500	W 32500	9.00	54.70	6.00
2014	56500 C	E 27500	W 29000	9.00	54.50	6.00
2013	60000 C	E 29000	W 31000	9.00	52.40	6.00
2012	61000 C	E 29500	W 31500	9.00	55.70	3.40
2011	63500 C	E 34000	W 29500	9.00	55.10	4.90
2010	55000 C	E 26500	W 28500	8.98	54.08	4.90
2009	57000 C	E 28500	W 28500	8.99	53.24	2.70
2008	53000 C	E 26500	W 26500	9.09	55.75	2.70
2007	42500 C	E 21000	W 21500	8.01	54.34	3.40
2006	66500 C	E 35500	W 31000	7.97	54.22	2.10
2005	61500 C	E 29000	W 32500	8.80	53.80	14.70

x Not used due to Covid19

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

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.03	1.06
2	01/06/2019 - 01/12/2019	1.02	1.05
3	01/13/2019 - 01/19/2019	1.01	1.04
4	01/20/2019 - 01/26/2019	1.00	1.03
* 5	01/27/2019 - 02/02/2019	0.98	1.01
* 6	02/03/2019 - 02/09/2019	0.97	1.00
* 7	02/10/2019 - 02/16/2019	0.96	0.99
* 8	02/17/2019 - 02/23/2019	0.96	0.99
* 9	02/24/2019 - 03/02/2019	0.96	0.99
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.97	1.00
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.98	1.01
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.98	1.01
18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.02	1.05
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.03	1.06
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.02	1.05
34	08/18/2019 - 08/24/2019	1.02	1.05
35	08/25/2019 - 08/31/2019	1.02	1.05
36	09/01/2019 - 09/07/2019	1.03	1.06
37	09/08/2019 - 09/14/2019	1.03	1.06
38	09/15/2019 - 09/21/2019	1.03	1.06
39	09/22/2019 - 09/28/2019	1.02	1.05
40	09/29/2019 - 10/05/2019	1.01	1.04
41	10/06/2019 - 10/12/2019	1.00	1.03
42	10/13/2019 - 10/19/2019	0.99	1.02
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.01	1.04
46	11/10/2019 - 11/16/2019	1.01	1.04
47	11/17/2019 - 11/23/2019	1.02	1.05
48	11/24/2019 - 11/30/2019	1.02	1.05
49	12/01/2019 - 12/07/2019	1.02	1.05
50	12/08/2019 - 12/14/2019	1.03	1.06
51	12/15/2019 - 12/21/2019	1.03	1.06
52	12/22/2019 - 12/28/2019	1.02	1.05
53	12/29/2019 - 12/31/2019	1.01	1.04

\* PEAK SEASON

14-FEB-2020 15:39:30

830UPD

6\_8700\_PKSEASON.TXT

**Appendix 4: Traffic Counts (TMC's), Committed Developments & Project's Site Plan**

TABLE: A5

**INTERSECTION APPROACH VOLUMES - AM PEAK HOUR**

Project Name: The Riverwalk South

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12	13				
INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	PSCF	AM PEAK SEASONALLY ADJUSTED (EXISTING)	BACKGROUND GROWTH @ 1% FOR PROJECT BUILD-OUT OF 2024	COMMITTED TRIPS	PROPOSED FUTURE TRAFFIC PROJECT (2024)	SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	EXISTING USE DRIVEWAY TRIPS & FUTURE PASS BY TRIPS	PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2024)				
1	Biscayne Boulevard (SR 5 / US 1) & NE 163 Street (SR 826)	SOUTHBOUND	SBR	315	Tuesday, January 11, 2022	0.916	1.05	331	7	170	507	0	0	507			
			SBT	1,128			1.05	1,184	24	18	1,226	17	0	1,243			
			SBL	373			1.05	392	8	18	418	4	0	422			
		SBU	3	1.05			3	0	0	3	0	0	3				
		TOTAL	1,819	1.05			1,910	38	208	2,156	21	0	2,176				
		WESTBOUND	WBR	413			1.05	434	9	17	459	0	0	459			
			WBT	839			1.05	881	18	186	1,085	22	0	1,117			
			WBL	346			1.05	363	7	44	415	0	0	415			
		TOTAL	1,688	1.05			1,678	34	257	1,959	22	0	1,981				
		NORTHBOUND	NBR	337			1.05	354	7	25	386	0	0	386			
			NBT	886			1.05	930	19	46	985	11	0	1,006			
			NBL	250			1.05	263	5	16	284	0	0	284			
		TOTAL	1,473	1.05			1,547	31	87	1,664	11	0	1,676				
EASTBOUND	EBR	290	1.05	305	6	0	311	0	0	311							
	EBT	1,062	1.05	1,115	22	145	1,282	0	0	1,282							
	EBL	237	1.05	249	5	147	401	13	0	414							
TOTAL	1,688	1.05	1,688	34	292	1,994	13	0	2,007								
TOTAL			6,479				6,903	137	842	7,782	67	0	7,849				
2	Biscayne Boulevard (SR 5 / US 1) & NE 165 Terrace	SOUTHBOUND	SBR	0	Tuesday, January 11, 2022	0.924	1.05	0	0	0	0	0	0	0			
			SBT	1,968			1.05	2,066	42	283	2,391	37	0	2,428			
			SBL	0			1.05	0	0	0	0	0	0	0			
		TOTAL	1,968	1.05			2,066	42	283	2,391	37	0	2,428				
		WESTBOUND	WBR	0			1.05	0	0	0	0	0	0	0	0	0	0
			WBT	0			1.05	0	0	0	0	0	0	0	0	0	0
			WBL	0			1.05	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	1.05			0	0	0	0	0	0	0	0	0	0	
		NORTHBOUND	NBR	7			1.05	7	0	31	31	0	31	31	46	3	80
			NBT	1,813			1.05	1,894	34	25	32	4	24	32	24	4	60
			NBL	0			1.05	0	0	0	0	0	0	0	0	0	0
		TOTAL	1,820	1.05			1,701	34	181	1,916	24	4	1,944				
		EASTBOUND	EBR	0			1.05	0	0	0	0	0	0	0	0	0	0
EBT	0		1.05	0	0	0	0	0	0	0	0	0	0				
EBL	0		1.05	0	0	0	0	0	0	0	0	0	0				
TOTAL	0	1.05	0	0	0	0	0	0	0	0	0	0	0				
TOTAL			3,588				3,767	76	495	4,338	107	7	4,452				

TABLE: A5

**INTERSECTION APPROACH VOLUMES - AM PEAK HOUR**

Project Name: The Riverwalk South

INTERSECTION NO	1	2	3	4	5	6	7	8	9	10	11	12	13				
INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	PSCF	AM PEAK SEASONALLY ADJUSTED (EXISTING)	BACKGROUND GROWTH @ 1% FOR PROJECT BUILD-OUT OF 2024	COMMITTED TRIPS	PROPOSED FUTURE TRAFFIC W/O PROJECT (2024)	SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	EXISTING USE DRIVEWAY TRIPS & FUTURE PASS-BY TRIPS	PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2024)				
3	Biscayne Boulevard (SR 5 / US 1) & Median Opening (E Greynolds Park DMV)	SOUTHBOUND	SBR	0	Tuesday, January 11, 2022	0.929	1.05	0	0	0	0	0	0	0			
			SBT	1,922			1.05	2,018	41	258	2,317	16	2,333				
			SBL	3			1.05	3	0	0	3	0	3				
		WESTBOUND	SBU	2			1.05	2	0	0	0	0	0	0	0	0	0
			TOTAL	1,927			1.05	2,023	41	258	2,322	16	2,338				
			WBR	10			1.05	11	0	0	11	0	0	0	0	0	11
		NORTHBOUND	WBT	0			1.05	0	0	0	0	0	0	0	0	0	0
			WBL	0			1.05	0	0	0	0	0	0	0	0	0	0
			TOTAL	10			1.05	11	0	0	11	0	0	0	0	0	11
		EASTBOUND	NBR	2			1.05	2	0	0	2	0	0	2	0	0	2
			NBT	1,569			1.05	1,647	33	162	1,842	25	1,867				
			NBL	0			1.05	0	0	0	0	0	0	0	0	0	0
		TOTAL	NBU	42			1.05	44	1	25	70	21	91				
TOTAL	1,613		1.05	1,694	34	187	1,914	46	1,960								
EBR	0		1.05	0	0	0	0	0	0	0	0	0	0				
TOTAL	EBT	0	1.05	0	0	0	0	0	0	0	0	0	0				
	EBL	0	1.05	0	0	0	0	0	0	0	0	0	0				
	TOTAL	0	1.05	0	0	0	0	0	0	0	0	0	0				
		<b>TOTAL</b>	<b>3,560</b>				<b>3,728</b>	<b>75</b>	<b>445</b>	<b>4,247</b>	<b>62</b>	<b>0</b>	<b>4,309</b>				
4	NE 163 Street (SR 826) & NE 22 Avenue / West Dixie Highway (SR 909)	SOUTHBOUND	SBR	66	Tuesday, January 11, 2022	0.937	1.05	69	1	0	71	0	0	71			
			SBT	287			1.05	301	6	184	471	0	471				
			SBL	141			1.05	148	3	28	180	0	180				
		WESTBOUND	TOTAL	494			1.05	519	10	193	722	0	722				
			WBR	93			1.05	98	2	0	100	0	100				
			WBT	1,097			1.05	1,152	23	102	1,277	22	1,299				
		NORTHBOUND	WBL	191			1.05	201	4	280	485	0	485				
			WBU	3			1.05	3	0	0	3	0	3				
			TOTAL	1,394			1.05	1,453	29	362	1,865	22	1,887				
		EASTBOUND	NBR	113			1.05	119	2	162	283	0	283				
			NBT	249			1.05	261	5	92	359	0	359				
			NBL	70			1.05	74	1	68	143	0	143				
		TOTAL	TOTAL	432			1.05	454	9	322	785	0	785				
EBR	71		1.05	75	1	75	151	0	151								
EBT	1,341		1.05	1,406	28	101	1,537	13	1,550								
TOTAL	EBL	100	1.05	105	2	0	107	0	107								
	EBU	4	1.05	4	0	0	4	0	4								
	TOTAL	1,516	1.05	1,592	32	176	1,800	13	1,813								
		<b>TOTAL</b>	<b>3,826</b>				<b>4,017</b>	<b>81</b>	<b>1,073</b>	<b>5,171</b>	<b>35</b>	<b>0</b>	<b>5,206</b>				

TABLE: A5

**INTERSECTION APPROACH VOLUMES - AM PEAK HOUR**

Project Name: The Riverwalk South

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12	13					
	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	PSCF	AM PEAK SEASONALLY ADJUSTED (EXISTING)	BACKGROUND GROWTH @ 1% FOR PROJECT BUILD-OUT OF 2024	COMMITTED TRIPS	PROPOSED FUTURE TRAFFIC W/O PROJECT (2024)	SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	EXISTING USE DRIVEWAY TRIPS & FUTURE PASS BY TRIPS	PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH)				
5	Biscayne Boulevard (SR 5 / US 1) & NE 16400 Block	SOUTHBOUND	SBR	0	Tuesday, January 11, 2022	0.923	1.05	0	0	0	0	0	0	0	0			
			SBT	1,947			1.05	2,044	41	228	2,313	21	0	2,334				
			SBL	21			1.05	22	0	80	102	18	0	118				
		SBU	1	1.05			1	0	0	0	0	0	0	0	0	0	0	
		TOTAL	1,969	2,067			42	308	2,417	37	0	0	2,454					
		WESTBOUND	WBR	49			1.05	51	1	26	0	0	0	0	0	0	0	0
			WBT	0			1.05	0	0	0	0	0	0	0	0	0	0	0
			WBL	0			1.05	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	49	51			1	26	78	0	0	0	0	0	0	0	0	
		NORTHBOUND	NBR	18			1.05	19	0	66	0	0	0	0	88	0	0	88
			NBT	1,570			1.05	1,649	33	161	1,843	24	0	1,867	0	0	0	1,867
			NBL	0			1.05	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	1,588	1,667			34	230	1,931	24	0	0	0	1,955	0	0	0	1,955
EASTBOUND	EBR	0	1.05	0	0	0	0	0	0	0	0	0	0	0				
	EBT	0	1.05	0	0	0	0	0	0	0	0	0	0	0				
	EBL	0	1.05	0	0	0	0	0	0	0	0	0	0	0				
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0					
		<b>TOTAL</b>		<b>3,606</b>				<b>3,786</b>	<b>76</b>	<b>584</b>	<b>4,426</b>	<b>61</b>	<b>0</b>	<b>4,487</b>				
6	NE 163 Street (SR 826) & Existing Driveway	SOUTHBOUND	SBR	23	Tuesday, January 11, 2022	0.914	1.05	24	0	0	82	107	22	0	129			
			SBT	0			1.05	0	0	0	0	0	0	0				
			SBL	0			1.05	0	0	0	0	0	0	0	0	0		
		TOTAL	23	24			0	82	107	22	0	0	129					
		WESTBOUND	WBR	10			1.05	11	0	33	44	2	0	44	2	0	46	
			WBT	1,685			1.05	1,769	36	183	1,998	0	0	1,998	0	0	1,998	
			WBL	0			1.05	0	0	0	0	0	0	0	0	0	0	
		TOTAL	1,685	1,780			36	226	2,042	2	0	0	2,044					
		NORTHBOUND	NBR	0			1.05	0	0	0	0	0	0	0	0	0	0	
			NBT	0			1.05	0	0	0	0	0	0	0	0	0	0	
			NBL	0			1.05	0	0	0	0	0	0	0	0	0	0	
		TOTAL	0	0			0	0	0	0	0	0	0	0	0	0	0	
		EASTBOUND	EBR	0			1.05	0	0	0	0	0	0	0	0	0	0	
EBT	0		1.05	0	0	0	0	0	0	0	0	0	0					
EBL	0		1.05	0	0	0	0	0	0	0	0	0	0					
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0					
		<b>TOTAL</b>		<b>3,578</b>				<b>3,755</b>	<b>75</b>	<b>500</b>	<b>4,330</b>	<b>28</b>	<b>0</b>	<b>4,358</b>				

- Notes:
- 1 Intersection Name
  - 2 Intersection Approach
  - 3 Intersection Approach Movement
  - 4 TMC data provided by RGA, Inc.
  - 5 Date of Count
  - 6 Peak Hour Factor
  - 7 Peak Season Conversion Factor (PSCF) obtained from FDOT
  - 8 Seasonally Adjusted TMC = Count \* PSCF (Existing Condition).
  - 9 A 1% background growth was utilized with a project build-out of 2024.
  - 10 Committed Development Trips
  - 11 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Background + Committed
  - 12 Project Trips.
  - 13 Proposed Traffic w/ Project = Seasonally Adjusted TMC + Background + Committed + Project Trips

TABLE: A6

**INTERSECTION APPROACH VOLUMES - PM PEAK HOUR**

Project Name: The Riverwalk South

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	
INTERSECTION NAME	APPROACH	MOVEMENT	PM PEAK HR COUNT	DATE OF COUNT	PHF	PSCF	PM PEAK SEASONALLY ADJUSTED (EXISTING)	BACKGROUND GROWTH @ 1% FOR PROJECT BUILD-OUT OF 2024	COMMITTED TRIPS	PROPOSED FUTURE TRAFFIC PROJECT (2024)	SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	EXISTING USE DRIVEWAY TRIPS & FUTURE PASS-BY TRIPS	PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2024)	
1	Biscayne Boulevard (SR 5 / US 1) & NE 163 Street (SR 826)	SOUTHBOUND	SBR	450	Tuesday, January 11, 2022	0.948	1.05	473	9	76	558	0	0	558
			SBT	1,088			1.05	1,142	23	25	1,180	11	1,201	
			SBL	411			1.05	432	9	35	476	2	478	
			SBU	1			1.05	1	0	0	1	0	1	
		TOTAL	1,960	2,048			41	136	2,226	13	0	2,238		
		WESTBOUND	WBR	829			1.05	860	13	23	886	0	886	
			WBT	1,066			1.05	1,119	22	211	1,353	13	1,366	
			WBL	431			1.05	453	9	97	558	0	558	
			TOTAL	2,126			2,232	45	331	2,608	13	0	2,621	
		NORTHBOUND	NBR	445			1.05	467	9	31	508	0	508	
			NBT	1,277			1.05	1,341	27	1,443	13	0	1,456	
			NBL	454			1.05	477	10	4	490	0	490	
			TOTAL	2,176			2,285	46	110	2,441	13	0	2,454	
EASTBOUND	EBR	282	1.05	296	6	0	302	0	302					
	EBT	865	1.05	908	18	124	1,051	0	1,051					
	EBL	260	1.05	273	5	148	428	15	441					
	TOTAL	1,407	1,477	30	272	1,778	16	0	1,794					
TOTAL	7,659	8,042	162	850	9,053	54	0	9,107						
2	Biscayne Boulevard (SR 5 / US 1) & NE 165 Terrace	SOUTHBOUND	SBR	0	Tuesday, January 11, 2022	0.930	1.05	0	0	0	0	0	0	0
			SBT	2,146			1.05	2,253	45	251	2,550	30	2,580	
			SBL	0			1.05	0	0	0	0	0	0	
			TOTAL	2,146			2,253	45	251	2,550	30	0	2,580	
		WESTBOUND	WBR	1			1.05	1	0	70	71	29	127	
			WBT	0			1.05	0	0	0	0	0	0	
			WBL	0			1.05	0	0	0	0	0	0	
			TOTAL	1			1	0	0	71	29	27	127	
		NORTHBOUND	NBR	7			1.05	7	0	31	38	28	63	
			NBT	2,162			1.05	2,270	46	226	2,541	0	2,541	
			NBL	0			1.05	0	0	0	0	0	0	
			TOTAL	2,169			2,277	46	257	2,580	28	63	2,671	
		EASTBOUND	EBR	0			1.05	0	0	0	0	0	0	
EBT	0		1.05	0	0	0	0	0	0					
EBL	0		1.05	0	0	0	0	0	0					
TOTAL	0		0	0	0	0	0	0	0					
TOTAL	4,316	4,532	91	578	5,201	87	90	5,378						

TABLE: A8

**INTERSECTION APPROACH VOLUMES - PM PEAK HOUR**

Project Name: The Riverwalk South

INTERSECTION NO	1	2	3	4	5	6	7	8	9	10	11	12	13		
	INTERSECTION NAME	APPROACH	MOVEMENT	PM PEAK HR COUNT	DATE OF COUNT	PHF	PSCF	PM PEAK SEASONALLY ADJUSTED (EXISTING)	BACKGROUND GROWTH @ 1% FOR PROJECT BUILD-OUT OF 2024	COMMITTED TRIPS	PROPOSED FUTURE TRAFFIC W/O PROJECT (2024)	SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	EXISTING USE DRIVEWAY TRIPS & FUTURE PASS BY TRIPS	PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2024)	
3	Biscayne Boulevard (SR 826) & NE 22 Avenue / West Dixie Highway (SR 909)	SOUTHBOUND	SBR	0	Tuesday, January 11, 2022	0.924	1.05	0	0	0	0	0	0	0	0
			SBT	2,058			1.05	2,161	43	190	2,395	17	0	2,412	
			SBL	1			1.05	1	0	0	1	0	0	1	
			SBU	2			1.05	2	0	0	2	0	0	2	
			TOTAL	2,061			1.05	2,164	43	190	2,398	17	0	2,415	
			WBR	5			1.05	5	0	0	5	0	0	5	
			WBT	0			1.05	0	0	0	0	0	0	0	
			WBL	0			1.05	0	0	0	0	0	0	0	
			TOTAL	5			1.05	5	0	0	5	0	0	5	
			NBR	0			1.05	0	0	0	0	0	0	0	
			NBT	2,056			1.05	2,159	43	235	2,437	18	0	2,453	
			NBL	0			1.05	0	0	0	0	0	0	0	
			NBU	107			1.05	112	2	61	176	13	0	189	
TOTAL	2,163	1.05	2,271	46	296	2,613	29	0	2,642						
EBR	0	1.05	0	0	0	0	0	0	0						
EBT	0	1.05	0	0	0	0	0	0	0						
EBL	0	1.05	0	0	0	0	0	0	0						
TOTAL	0	1.05	0	0	0	0	0	0	0						
	<b>TOTAL</b>			<b>4,229</b>				<b>4,440</b>	<b>89</b>	<b>486</b>	<b>5,016</b>	<b>46</b>	<b>0</b>	<b>5,062</b>	
4	NE 163 Street (SR 826) & NE 22 Avenue / West Dixie Highway (SR 909)	SOUTHBOUND	SBR	64	Tuesday, January 11, 2022	0.938	1.05	67	1	0	0	69	0	0	69
			SBT	311			1.05	327	7	78	411	0	0	411	
			SBL	172			1.05	181	4	18	202	0	0	202	
			TOTAL	647			1.05	674	12	96	682	0	0	682	
			WBR	115			1.05	121	2	0	123	0	0	123	
			WBT	1,664			1.05	1,747	35	177	1,980	13	0	1,973	
			WBL	168			1.05	195	4	114	313	0	0	313	
			WBU	17			1.05	18	0	0	18	0	0	18	
			TOTAL	1,982			1.05	2,081	42	281	2,414	13	0	2,427	
			NBR	171			1.05	180	4	128	311	0	0	311	
			NBT	311			1.05	327	7	101	434	0	0	434	
			NBL	132			1.05	139	3	61	202	0	0	202	
			TOTAL	614			1.05	645	13	290	948	0	0	948	
EBR	69	1.05	72	1	33	107	0	0	107						
EBT	1,051	1.05	1,104	22	126	1,252	15	0	1,267						
EBL	93	1.05	98	2	0	100	0	0	100						
EBU	7	1.05	7	0	0	7	0	0	7						
TOTAL	1,220	1.05	1,281	26	159	1,466	15	0	1,481						
	<b>TOTAL</b>			<b>4,363</b>				<b>4,581</b>	<b>92</b>	<b>837</b>	<b>5,510</b>	<b>28</b>	<b>0</b>	<b>5,638</b>	

TABLE: A6

**INTERSECTION APPROACH VOLUMES - PM PEAK HOUR**

Project Name: The Riverwalk South

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12	13		
INTERSECTION NAME	APPROACH	MOVEMENT	PM PEAK HR COUNT	DATE OF COUNT	PHF	PSCF	PM PEAK SEASONALLY ADJUSTED (EXISTING)	BACKGROUND GROWTH @ 1% FOR PROJECT BUILD-OUT OF 2024	COMMITTED TRIPS	PROPOSED FUTURE TRAFFIC W/O PROJECT (2024)	SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	EXISTING USE DRIVEWAY TRIPS & FUTURE PASS BY TRIPS	PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2024)		
5	Biscayne Boulevard (SR 5 / US 1) & NE 16400 Block	SOUTHBOUND	SBR	0	Tuesday, January 11, 2022	0.927	1.05	0	0	0	0	0	0	0	
			SBT	2,103			1.05	2,208	44	108	2,381	13	0	2,374	
			SBL	36			1.05	38	1	112	151	17	0	188	
			SBU	7			1.05	7	0	0	7	0	0	7	
		TOTAL	2,146					2,263	46	220	2,619	30	0	2,649	
		WESTBOUND	WBR	71	1.05	75	1	75	151	0	0	0	0	0	151
			WBT	0	1.05	0	0	0	0	0	0	0	0	0	0
			WBL	0	1.05	0	0	0	0	0	0	0	0	0	0
			TOTAL	71					76	1	76	161	0	0	161
		NORTHBOUND	NBR	29	1.05	30	1	108	139	0	0	0	0	0	139
			NBT	2,084	1.05	2,188	44	189	2,401	0	0	0	0	0	2,429
			NBL	0	1.05	0	0	0	0	0	0	0	0	0	0
			TOTAL	2,113					2,219	45	277	2,640	28	0	2,668
EASTBOUND	EBR	0	1.05	0	0	0	0	0	0	0	0	0	0		
	EBT	0	1.05	0	0	0	0	0	0	0	0	0	0		
	EBL	0	1.05	0	0	0	0	0	0	0	0	0	0		
	TOTAL	0					0	0	0	0	0	0	0		
		<b>TOTAL</b>	<b>4,330</b>				<b>4,647</b>	<b>91</b>	<b>572</b>	<b>5,210</b>	<b>58</b>	<b>0</b>	<b>5,268</b>		
6	NE 163 Street (SR 828) & Existing Driveway	SOUTHBOUND	SBR	27	Tuesday, January 11, 2022	0.933	1.05	28	1	180	219	13	0	232	
			SBT	0			1.05	0	0	0	0	0	0	0	
			SBL	0			1.05	0	0	0	0	0	0	0	0
			TOTAL	27							28	1	180	219	13
		WESTBOUND	WBR	16	1.05	17	0	48	65	0	0	0	0	0	68
			WBT	2,089	1.05	2,204	44	137	2,385	0	0	0	0	0	2,385
			WBL	0	1.05	0	0	0	0	0	0	0	0	0	0
			TOTAL	2,115					2,221	45	185	2,460	3	0	2,463
		NORTHBOUND	NBR	0	1.05	0	0	0	0	0	0	0	0	0	0
			NBT	0	1.05	0	0	0	0	0	0	0	0	0	0
			NBL	0	1.05	0	0	0	0	0	0	0	0	0	0
			TOTAL	0					0	0	0	0	0	0	0
		EASTBOUND	EBR	1,712	1.05	1,798	36	155	1,989	0	0	0	0	0	1,991
EBT	0		1.05	0	0	0	0	0	0	0	0	0	0		
EBL	0		1.05	0	0	0	0	0	0	0	0	0	0		
TOTAL	1,712						1,798	36	155	1,989	2	0	1,991		
		<b>TOTAL</b>	<b>3,854</b>				<b>4,047</b>	<b>81</b>	<b>530</b>	<b>4,658</b>	<b>18</b>	<b>0</b>	<b>4,676</b>		

- Notes:
- 1 Intersection Name
  - 2 Intersection Approach
  - 3 Intersection Approach Movement
  - 4 TMC data provided by RGA, Inc.
  - 5 Date of Count
  - 6 Peak Hour Factor
  - 7 Peak Season Conversion Factor (PSCF) obtained from FDOT
  - 8 Seasonally Adjusted TMC = Count \* PSCF (Existing Condition).
  - 9 A 1% background growth was utilized with a project build-out of 2024.
  - 10 Committed Development Trips
  - 11 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Background + Committed
  - 12 Project Trips
  - 13 Proposed Traffic w/ Project = Seasonally Adjusted TMC + Background + Committed + Project Trips

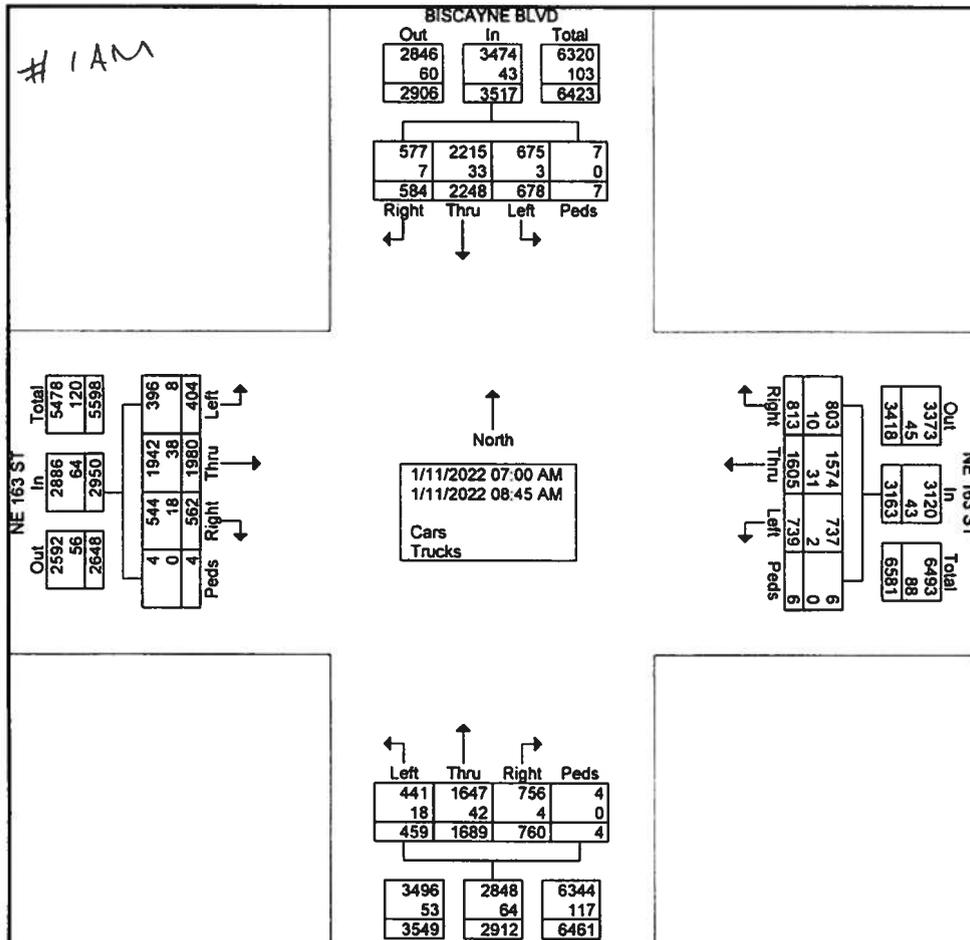


**Richard Garcia & Associates, Inc.**  
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File Name : Biscayne Blvd\_NE 163 St\_AM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 1

**Groups Printed- Cars - Trucks**

Start Time	BISCAYNE BLVD Southbound					NE 163 ST Westbound					BISCAYNE BLVD Northbound					NE 163 ST Eastbound					Int. Total	
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds		App. Total
07:00 AM	55	257	44	0	0	356	72	192	139	0	403	58	137	32	0	227	77	230	39	1	347	1333
07:15 AM	62	216	80	0	0	358	74	155	60	1	290	103	201	50	0	354	73	213	20	1	307	1309
07:30 AM	67	251	72	0	2	392	87	162	80	1	330	77	238	52	2	369	84	249	62	0	395	1486
07:45 AM	92	276	95	1	1	465	113	219	96	0	428	89	199	59	0	347	64	247	65	0	376	1616
<b>Total</b>	<b>276</b>	<b>1000</b>	<b>291</b>	<b>1</b>	<b>3</b>	<b>1571</b>	<b>346</b>	<b>728</b>	<b>375</b>	<b>2</b>	<b>1451</b>	<b>327</b>	<b>775</b>	<b>193</b>	<b>2</b>	<b>1297</b>	<b>298</b>	<b>939</b>	<b>186</b>	<b>2</b>	<b>1425</b>	<b>5744</b>
08:00 AM	81	287	87	0	1	456	108	217	78	2	405	83	176	59	1	319	69	307	61	0	437	1617
08:15 AM	75	314	119	2	0	510	105	241	92	1	439	88	273	80	0	441	73	259	49	1	382	1772
08:30 AM	81	293	79	0	0	453	140	178	77	0	395	124	213	60	1	398	66	213	48	1	328	1574
08:45 AM	71	354	102	0	0	527	114	241	117	1	473	138	252	67	0	457	56	262	60	0	378	1835
<b>Total</b>	<b>308</b>	<b>1248</b>	<b>387</b>	<b>2</b>	<b>1</b>	<b>1946</b>	<b>467</b>	<b>877</b>	<b>364</b>	<b>4</b>	<b>1712</b>	<b>433</b>	<b>914</b>	<b>266</b>	<b>2</b>	<b>1615</b>	<b>264</b>	<b>1041</b>	<b>218</b>	<b>2</b>	<b>1525</b>	<b>6798</b>
Grand Total	584	2248	678	3	4	3517	813	1605	739	6	3163	760	1689	459	4	2912	562	1980	404	4	2950	12542
Apprch %	16.6	83.9	19.3	0.1	0.1		25.7	50.7	23.4	0.2		28.1	58	15.8	0.1		19.1	67.1	13.7	0.1		
Total %	4.7	17.9	5.4	0	0	28	6.5	12.8	5.9	0	25.2	6.1	13.5	3.7	0	23.2	4.5	15.8	3.2	0	23.5	
Cars	577	2215	675	3	4	3474	803	1574	737	6	3120	756	1647	441	4	2848	544	1942	396	4	2886	12328
% Cars	98.8	98.5	99.6	100	100	98.8	98.8	98.1	99.7	100	98.6	99.5	97.5	96.1	100	97.8	96.8	98.1	98	100	97.8	98.3
Trucks	7	33	3	0	0	43	10	31	2	0	43	4	42	18	0	64	18	38	8	0	64	214
% Trucks	1.2	1.5	0.4	0	0	1.2	1.2	1.9	0.3	0	1.4	0.5	2.5	3.9	0	2.2	3.2	1.9	2	0	2.2	1.7

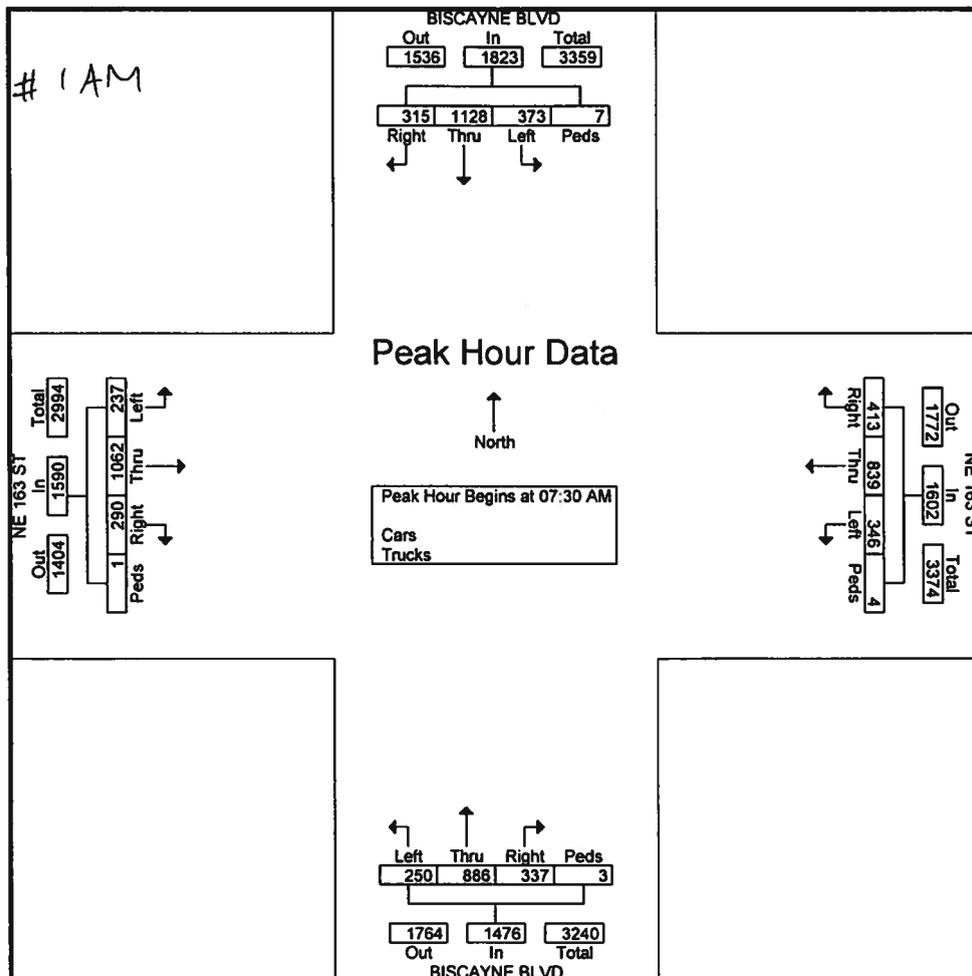




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File Name : Biscayne Blvd\_NE 163 St\_AM  
 Site Code : 0000000  
 Start Date : 1/11/2022  
 Page No : 2

Start Time	BISCAYNE BLVD Southbound						NE 163 ST Westbound					BISCAYNE BLVD Northbound					NE 163 ST Eastbound					
	Right	Thru	Left	U-Turns	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:15 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:30 AM																						
07:30 AM	67	251	72	0	2	392	87	162	80	1	330	77	238	52	2	369	84	249	62	0	395	1486
07:45 AM	92	276	95	1	1	465	113	219	98	0	428	89	199	59	0	347	64	247	65	0	376	1616
08:00 AM	81	287	87	0	1	456	108	217	78	2	405	83	176	59	1	319	69	307	61	0	437	1617
08:15 AM	75	314	119	2	0	510	105	241	92	1	439	88	273	80	0	441	73	259	49	1	382	1772
Total Volume	315	1128	373	3	4	1823	413	839	346	4	1602	337	886	250	3	1476	290	1062	237	1	1590	6491
% App Total	17.3	61.9	20.5	0.2	0.2		25.8	52.4	21.6	0.2		22.8	60	16.9	0.2		18.2	66.8	14.9	0.1		
PHF	.856	.898	.784	.375	.500	.894	.914	.870	.901	.500	.912	.947	.811	.781	.375	.837	.863	.865	.912	.250	.910	.916



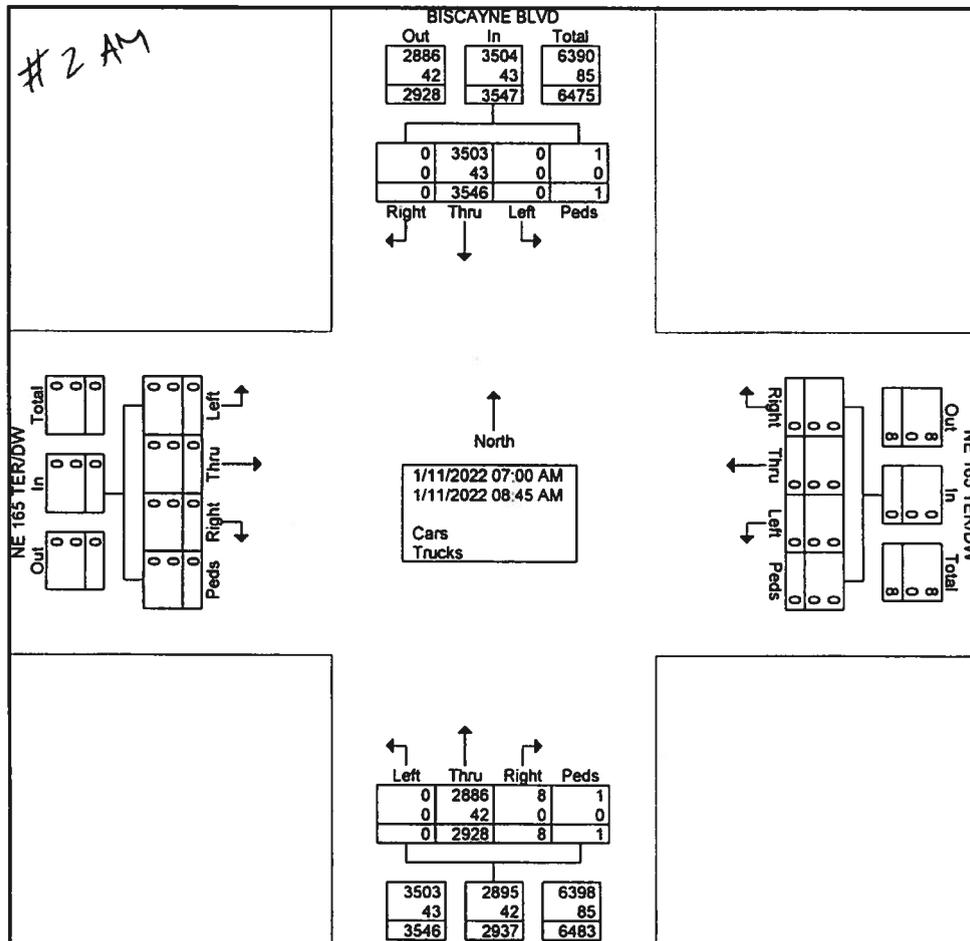


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File Name : Biscayne Blvd\_NE 165 Ter\_AM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	BISCAYNE BLVD Southbound					NE 165 TER/DW Westbound					BISCAYNE BLVD Northbound					NE 165 TER/DW Eastbound					Int. Total
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	
07:00 AM	0	359	0	0	359	0	0	0	0	0	1	242	0	0	243	0	0	0	0	0	0
07:15 AM	0	360	0	0	360	0	0	0	0	0	0	292	0	0	292	0	0	0	0	0	0
07:30 AM	0	395	0	0	395	0	0	0	0	0	0	399	0	0	399	0	0	0	0	0	0
07:45 AM	0	464	0	0	464	0	0	0	0	0	0	382	0	0	382	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1578</b>	<b>0</b>	<b>0</b>	<b>1578</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1315</b>	<b>0</b>	<b>0</b>	<b>1316</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 AM	0	459	0	0	459	0	0	0	0	0	1	347	0	0	348	0	0	0	0	0	0
08:15 AM	0	513	0	1	514	0	0	0	0	0	1	428	0	0	429	0	0	0	0	0	0
08:30 AM	0	459	0	0	459	0	0	0	0	0	1	408	0	1	410	0	0	0	0	0	0
08:45 AM	0	537	0	0	537	0	0	0	0	0	4	430	0	0	434	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1968</b>	<b>0</b>	<b>1</b>	<b>1969</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1613</b>	<b>0</b>	<b>1</b>	<b>1621</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Grand Total	0	3546	0	1	3547	0	0	0	0	0	8	2928	0	1	2937	0	0	0	0	0	0
Apprch %	0	100	0	0		0	0	0	0		0.3	99.7	0	0		0	0	0	0		
Total %	0	54.7	0	0	54.7	0	0	0	0	0	0.1	45.2	0	0	45.3	0	0	0	0	0	0
Cars	0	3503	0	1	3504	0	0	0	0	0	8	2886	0	1	2895	0	0	0	0	0	0
% Cars	0	98.8	0	100	98.8	0	0	0	0	0	100	98.6	0	100	98.6	0	0	0	0	0	0
Trucks	0	43	0	0	43	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	0
% Trucks	0	1.2	0	0	1.2	0	0	0	0	0	0	1.4	0	0	1.4	0	0	0	0	0	0



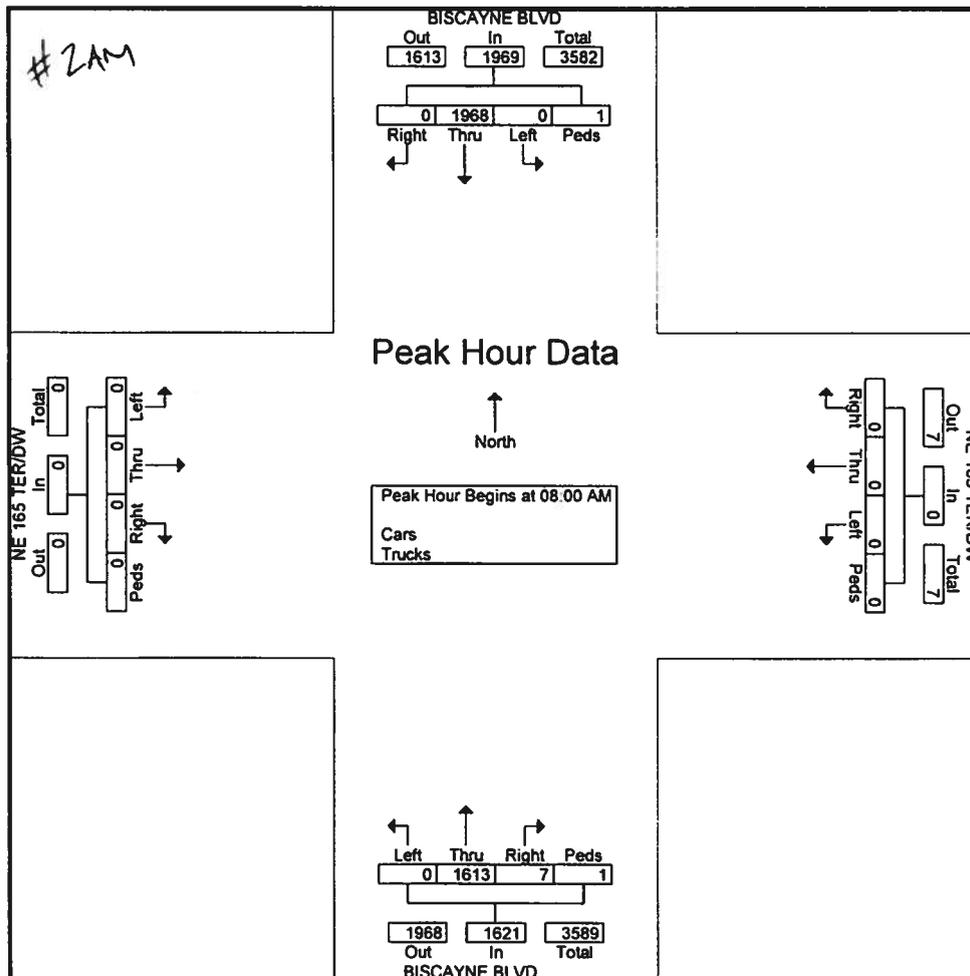


**Richard Garcia & Associates, Inc.**

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File Name : Biscayne Blvd\_NE 165 Ter\_AM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 2

Start Time	BISCAYNE BLVD Southbound					NE 165 TER/DW Westbound					BISCAYNE BLVD Northbound					NE 165 TER/DW Eastbound					Int Total
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	459	0	0	459	0	0	0	0	0	1	347	0	0	348	0	0	0	0	0	807
08:15 AM	0	513	0	1	514	0	0	0	0	0	1	428	0	0	429	0	0	0	0	0	943
08:30 AM	0	459	0	0	459	0	0	0	0	0	1	408	0	1	410	0	0	0	0	0	869
08:45 AM	0	537	0	0	537	0	0	0	0	0	4	430	0	0	434	0	0	0	0	0	971
Total Volume	0	1968	0	1	1969	0	0	0	0	0	7	1613	0	1	1621	0	0	0	0	0	3590
% App. Total	0	99.9	0	0.1		0	0	0	0	0	0.4	99.5	0	0.1		0	0	0	0	0	
PHF	.000	.916	.000	.250	.917	.000	.000	.000	.000	.000	.438	.938	.000	.250	.934	.000	.000	.000	.000	.000	.924



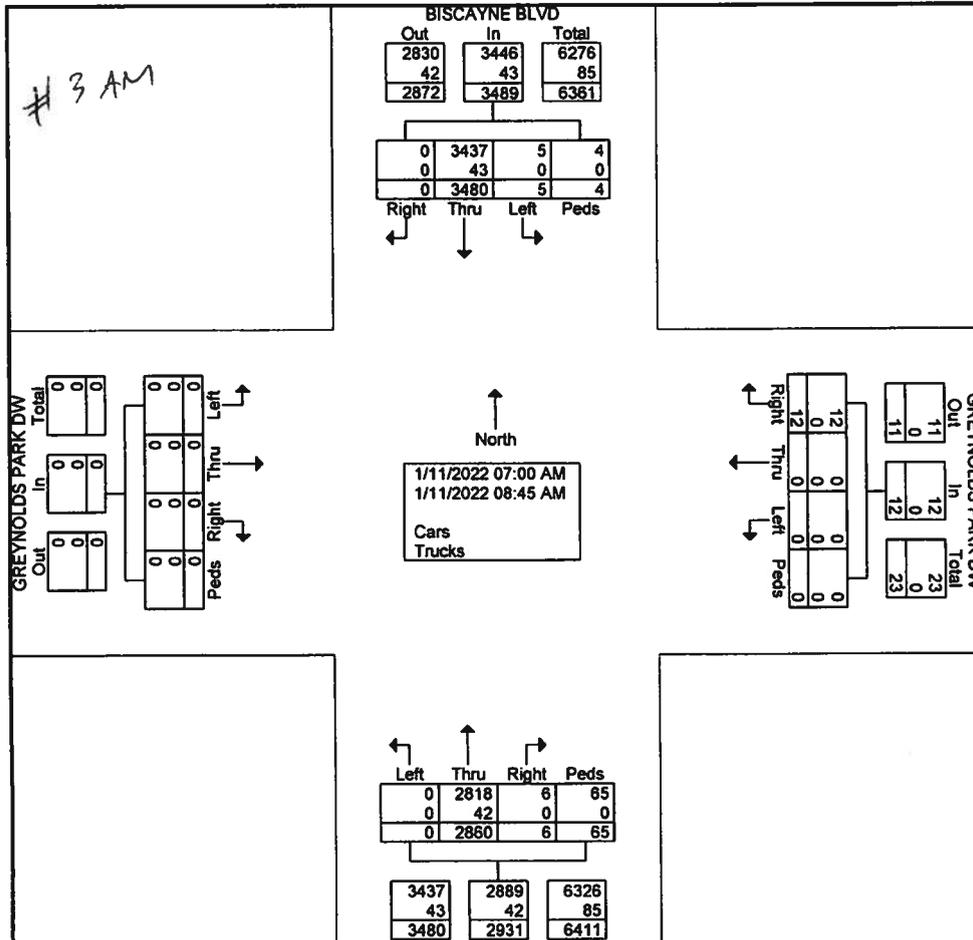


**Richard Garcia & Associates, Inc.**  
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File Name : Biscayne Blvd\_Greynolds Pk DW\_AM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	BISCAYNE BLVD Southbound					GREYNOLDS PARK DW Westbound					BISCAYNE BLVD Northbound					GREYNOLDS PARK DW Eastbound					Int. Total		
	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left		Peds	App. Total
07:00 AM	0	350	0	0	0	350	0	0	0	0	0	0	233	0	9	0	242	0	0	0	0	0	592
07:15 AM	0	357	1	0	0	358	0	0	0	0	0	0	289	0	3	0	292	0	0	0	0	0	650
07:30 AM	0	390	1	0	1	392	0	0	0	0	0	2	392	0	5	0	399	0	0	0	0	0	791
07:45 AM	0	461	0	1	0	462	2	0	0	0	2	2	377	0	3	2	384	0	0	0	0	0	848
<b>Total</b>	0	1558	2	1	1	1562	2	0	0	0	2	4	1291	0	20	2	1317	0	0	0	0	0	2881
08:00 AM	0	448	0	1	0	449	5	0	0	0	5	1	336	0	10	0	347	0	0	0	0	0	801
08:15 AM	0	503	1	0	0	504	0	0	0	0	0	1	417	0	10	0	428	0	0	0	0	0	932
08:30 AM	0	447	1	1	0	449	4	0	0	0	4	0	398	0	10	1	409	0	0	0	0	0	862
08:45 AM	0	524	1	0	0	525	1	0	0	0	1	0	418	0	12	0	430	0	0	0	0	0	956
<b>Total</b>	0	1922	3	2	0	1927	10	0	0	0	10	2	1569	0	42	1	1614	0	0	0	0	0	3551
<b>Grand Total</b>	0	3480	5	3	1	3489	12	0	0	0	12	6	2860	0	62	3	2931	0	0	0	0	0	6432
Apprch %	0	99.7	0.1	0.1	0		100	0	0	0		0.2	97.6	0	2.1	0.1		0	0	0	0		
Total %	0	54.1	0.1	0	0	54.2	0.2	0	0	0	0.2	0.1	44.5	0	1	0	45.6	0	0	0	0	0	
Cars	0	3437	5	3	1	3446	12	0	0	0	12	6	2818	0	62	3	2889	0	0	0	0	0	6347
% Cars	0	98.8	100	100	100	98.8	100	0	0	0	100	100	98.5	0	100	100	98.6	0	0	0	0	0	98.7
Trucks	0	43	0	0	0	43	0	0	0	0	0	0	42	0	0	0	42	0	0	0	0	0	85
% Trucks	0	1.2	0	0	0	1.2	0	0	0	0	0	0	1.5	0	0	0	1.4	0	0	0	0	0	1.3



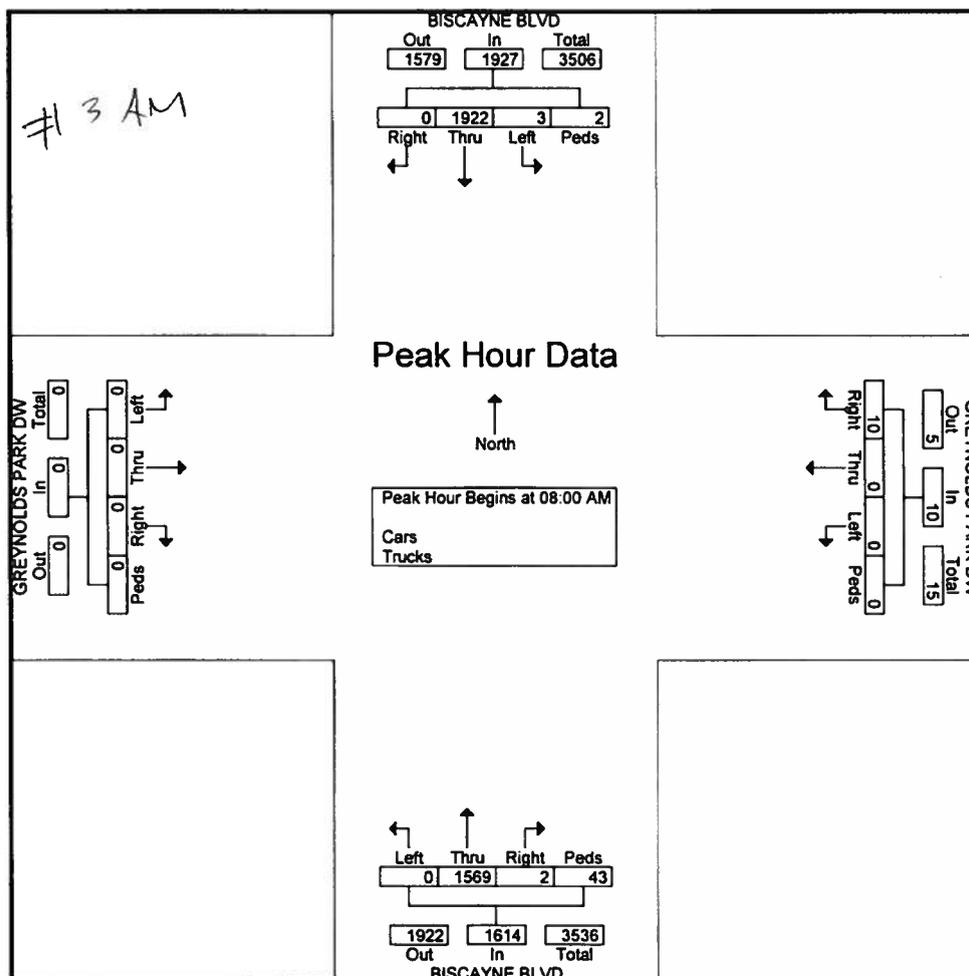


# Richard Garcia & Associates, Inc.

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File Name : Biscayne Blvd\_Greynolds Pk DW\_AM  
 Site Code : 0000000  
 Start Date : 1/11/2022  
 Page No : 2

Start Time	BISCAYNE BLVD Southbound						GREYNOLDS PARK DW Westbound					BISCAYNE BLVD Northbound						GREYNOLDS PARK DW Eastbound					Int Total
	Right	Thru	Left	U-Turns	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns	Peds	App Total	Right	Thru	Left	Peds	App Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 08:00 AM																							
08:00 AM	0	448	0	1	0	449	5	0	0	0	5	1	336	0	10	0	347	0	0	0	0	0	801
08:15 AM	0	503	1	0	0	504	0	0	0	0	0	1	417	0	10	0	428	0	0	0	0	0	932
08:30 AM	0	447	1	1	0	449	4	0	0	0	4	0	398	0	10	1	409	0	0	0	0	0	862
08:45 AM	0	524	1	0	0	525	1	0	0	0	1	0	418	0	12	0	430	0	0	0	0	0	956
Total Volume	0	1922	3	2	0	1927	10	0	0	0	10	2	1569	0	42	1	1614	0	0	0	0	0	3551
% App Total	0	99.7	0.2	0.1	0		100	0	0	0		0.1	97.2	0	2.6	0.1		0	0	0	0		
PHF	.000	.917	.750	.500	.000	.918	.500	.000	.000	.000	.500	.500	.938	.000	.875	.250	.938	.000	.000	.000	.000	.000	.929



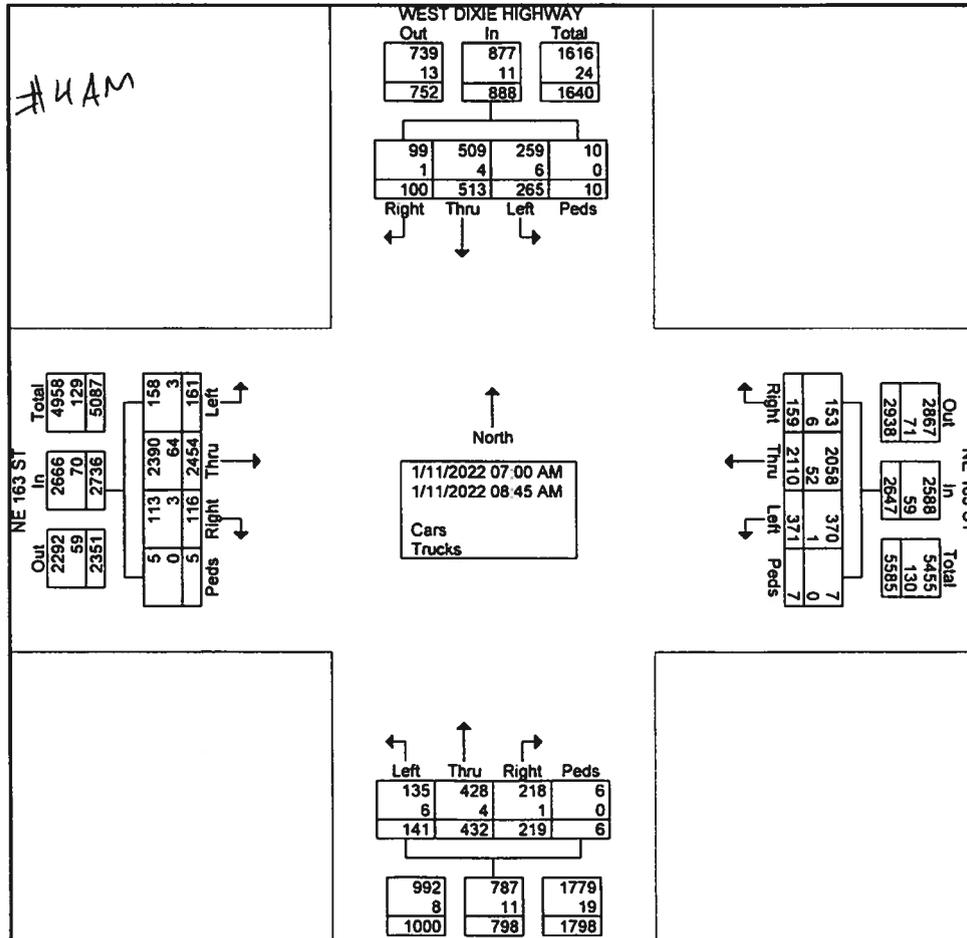


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File Name : W Dixie Hwy\_NE 163 St\_AM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 1

**Groups Printed- Cars - Trucks**

Start Time	WEST DIXIE HIGHWAY Southbound					NE 163 ST Westbound					WEST DIXIE HIGHWAY Northbound					NE 163 ST Eastbound					Int. Total		
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turn	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turn		Peds	App Total
07:00 AM	9	43	21	1	74	17	212	39	1	0	269	24	39	17	1	81	10	289	19	0	0	318	742
07:15 AM	4	51	25	0	80	20	223	42	0	0	285	21	43	18	2	84	9	272	17	0	0	298	747
07:30 AM	20	60	38	1	119	17	204	48	0	0	269	34	72	20	1	127	21	322	25	0	0	368	883
07:45 AM	12	66	30	3	111	29	301	62	0	0	392	26	56	14	0	96	17	329	20	0	0	366	965
<b>Total</b>	<b>45</b>	<b>220</b>	<b>114</b>	<b>5</b>	<b>384</b>	<b>83</b>	<b>940</b>	<b>191</b>	<b>1</b>	<b>0</b>	<b>1215</b>	<b>105</b>	<b>210</b>	<b>69</b>	<b>4</b>	<b>388</b>	<b>57</b>	<b>1212</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>1350</b>	<b>3337</b>
08:00 AM	18	79	27	2	126	25	267	50	1	0	343	25	73	19	1	118	22	388	24	1	1	436	1023
08:15 AM	16	82	46	0	144	22	325	31	2	0	380	28	48	17	0	93	11	302	31	3	0	347	964
08:30 AM	11	71	35	3	120	14	275	46	1	0	336	29	53	15	1	98	18	256	15	0	0	289	843
08:45 AM	10	61	43	0	114	15	303	53	2	0	373	32	48	21	0	101	8	296	10	0	0	314	902
<b>Total</b>	<b>55</b>	<b>293</b>	<b>151</b>	<b>5</b>	<b>504</b>	<b>76</b>	<b>1170</b>	<b>180</b>	<b>6</b>	<b>0</b>	<b>1432</b>	<b>114</b>	<b>222</b>	<b>72</b>	<b>2</b>	<b>410</b>	<b>59</b>	<b>1242</b>	<b>80</b>	<b>4</b>	<b>1</b>	<b>1386</b>	<b>3732</b>
<b>Grand Total</b>	<b>100</b>	<b>513</b>	<b>265</b>	<b>10</b>	<b>888</b>	<b>159</b>	<b>2110</b>	<b>371</b>	<b>7</b>	<b>0</b>	<b>2647</b>	<b>219</b>	<b>432</b>	<b>141</b>	<b>6</b>	<b>798</b>	<b>116</b>	<b>2454</b>	<b>161</b>	<b>4</b>	<b>1</b>	<b>2736</b>	<b>7069</b>
Apprch %	11.3	57.8	28.8	1.1		6	79.7	14	0.3	0		27.4	54.1	17.7	0.8		4.2	89.7	5.9	0.1	0		
Total %	1.4	7.3	3.7	0.1	12.6	2.2	29.8	5.2	0.1	0	37.4	3.1	6.1	2	0.1	11.3	1.6	34.7	2.3	0.1	0	38.7	
Cars	99	509	259	10	877	153	2058	370	7	0	2588	218	428	135	6	787	113	2390	158	4	1	2666	6918
% Cars	99	99.2	97.7	100	98.8	96.2	97.5	99.7	100	0	97.8	99.5	99.1	95.7	100	98.6	97.4	97.4	98.1	100	100	97.4	97.9
Trucks	1	4	6	0	11	6	52	1	0	0	59	1	4	6	0	11	3	64	3	0	0	70	151
% Trucks	1	0.8	2.3	0	1.2	3.8	2.5	0.3	0	0	2.2	0.5	0.9	4.3	0	1.4	2.6	2.6	1.9	0	0	2.6	2.1

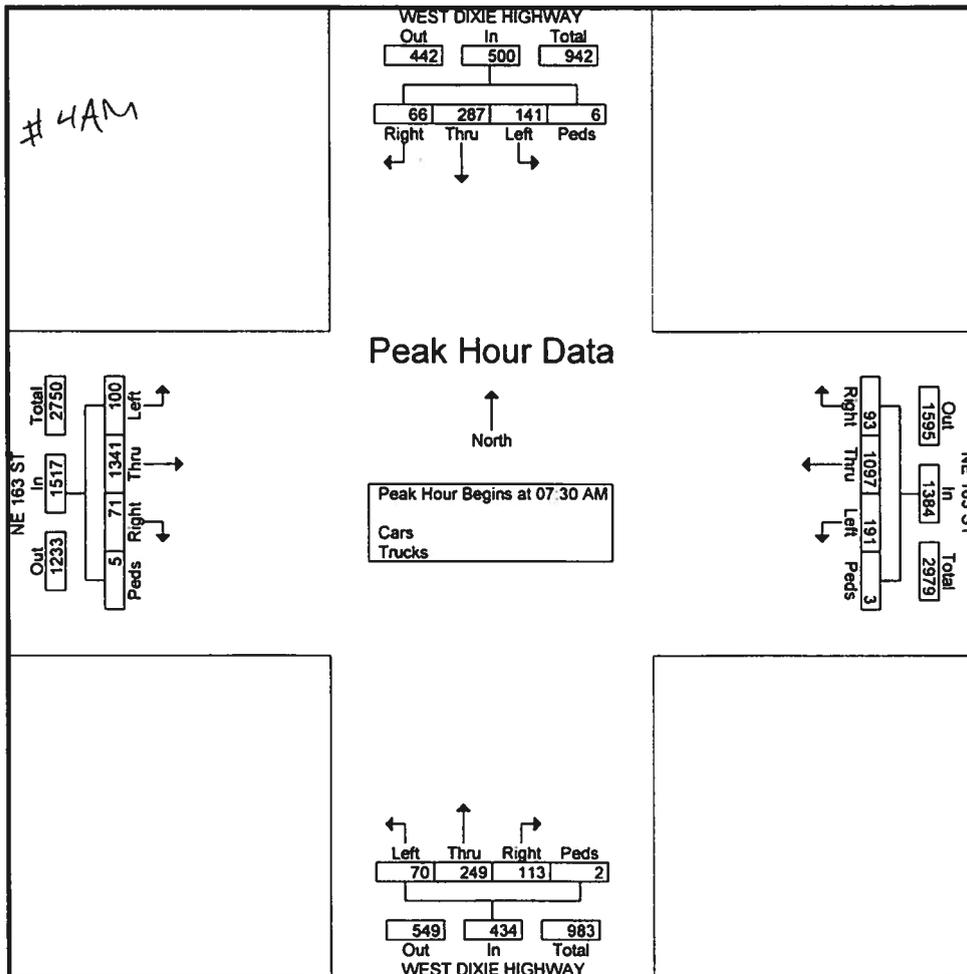




**Richard Garcia & Associates, Inc.**  
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File Name : W Dixie Hwy\_NE 163 St\_AM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 2

Start Time	WEST DIXIE HIGHWAY Southbound					NE 163 ST Westbound					WEST DIXIE HIGHWAY Northbound					NE 163 ST Eastbound					Int Total		
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns		Peds	App Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:30 AM																							
07:30 AM	20	60	38	1	119	17	204	48	0	0	269	34	72	20	1	127	21	322	25	0	0	368	883
07:45 AM	12	66	30	3	111	29	301	62	0	0	392	26	56	14	0	96	17	329	20	0	0	366	965
08:00 AM	18	79	27	2	126	25	267	50	1	0	343	25	73	19	1	118	22	388	24	1	1	436	1023
08:15 AM	16	82	46	0	144	22	325	31	2	0	380	28	48	17	0	93	11	302	31	3	0	347	964
Total Volume	66	287	141	6	500	93	1097	191	3	0	1384	113	249	70	2	434	71	1341	100	4	1	1517	3835
% App Total	13.2	57.4	28.2	1.2		6.7	79.3	13.8	0.2	0		26	57.4	16.1	0.5		4.7	88.4	6.6	0.3	0.1		
PHF	.825	.875	.766	.500	.868	.802	.844	.770	.375	.000	.883	.831	.853	.875	.500	.854	.807	.864	.806	.333	.250	.870	.937



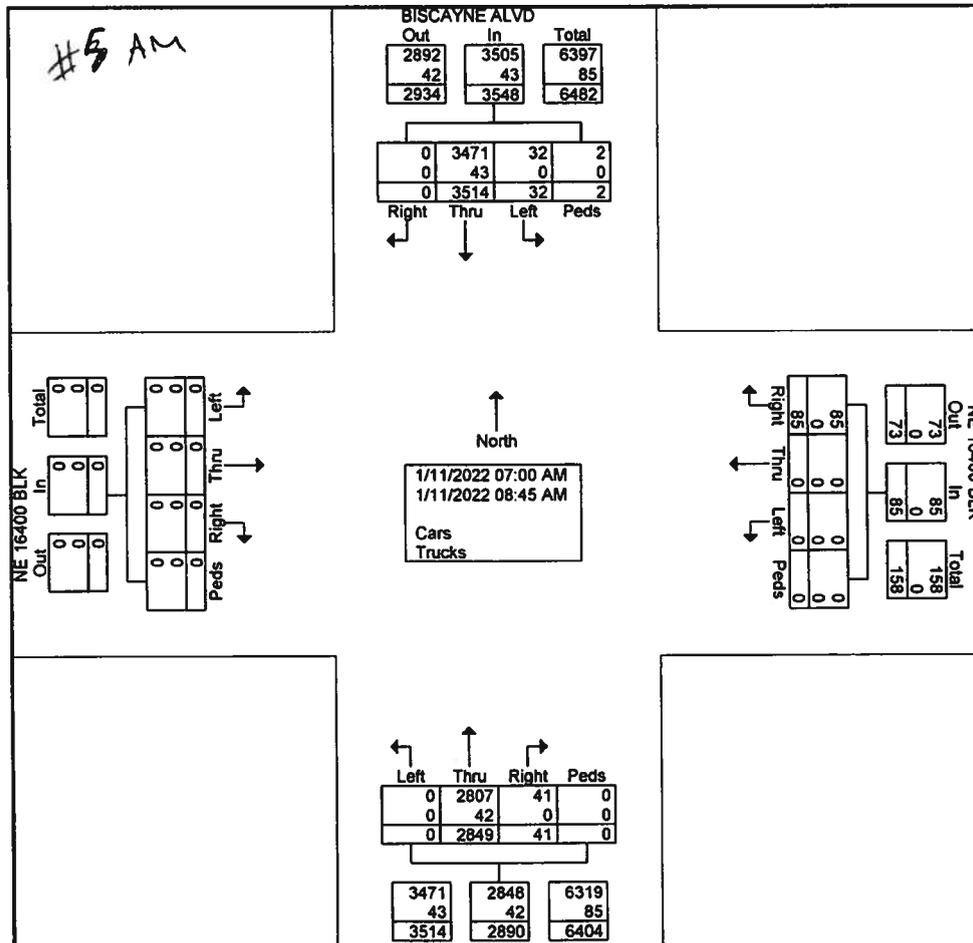


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File Name : Biscayne Blvd\_NE 16400 Blk\_AM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	BISCAYNE ALVD Southbound					NE 16400 BLK Westbound					BISCAYNE ALVD Northbound					NE 16400 BLK Eastbound					Int. Total		
	Right	Thru	Left	U-Turns	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds		App Total	
07:00 AM	0	356	3	0	0	359	8	0	0	0	8	11	235	0	0	246	0	0	0	0	0	0	613
07:15 AM	0	358	2	0	0	360	4	0	0	0	4	5	288	0	0	293	0	0	0	0	0	0	657
07:30 AM	0	390	5	0	0	395	12	0	0	0	12	2	387	0	0	389	0	0	0	0	0	0	796
07:45 AM	0	463	1	1	0	465	12	0	0	0	12	5	369	0	0	374	0	0	0	0	0	0	851
<b>Total</b>	<b>0</b>	<b>1567</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>1579</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>23</b>	<b>1279</b>	<b>0</b>	<b>0</b>	<b>1302</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2917</b>
08:00 AM	0	455	4	0	0	459	10	0	0	0	10	4	338	0	0	342	0	0	0	0	0	0	811
08:15 AM	0	509	4	1	0	514	14	0	0	0	14	6	414	0	0	420	0	0	0	0	0	0	948
08:30 AM	0	453	6	0	0	459	12	0	0	0	12	4	397	0	0	401	0	0	0	0	0	0	872
08:45 AM	0	530	7	0	0	537	13	0	0	0	13	4	421	0	0	425	0	0	0	0	0	0	975
<b>Total</b>	<b>0</b>	<b>1947</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>1969</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>18</b>	<b>1570</b>	<b>0</b>	<b>0</b>	<b>1588</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3606</b>
Grand Total	0	3514	32	2	0	3548	85	0	0	0	85	41	2849	0	0	2890	0	0	0	0	0	0	6523
Apprch %	0	99	0.9	0.1	0		100	0	0	0		1.4	98.6	0	0		0	0	0	0	0		
Total %	0	53.9	0.5	0	0	54.4	1.3	0	0	0	1.3	0.6	43.7	0	0	44.3	0	0	0	0	0	0	
Cars	0	3471	32	2	0	3505	85	0	0	0	85	41	2807	0	0	2848	0	0	0	0	0	0	6438
% Cars	0	98.8	100	100	0	98.8	100	0	0	0	100	100	98.5	0	0	98.5	0	0	0	0	0	0	98.7
Trucks	0	43	0	0	0	43	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	0	85
% Trucks	0	1.2	0	0	0	1.2	0	0	0	0	0	0	1.5	0	0	1.5	0	0	0	0	0	0	1.3

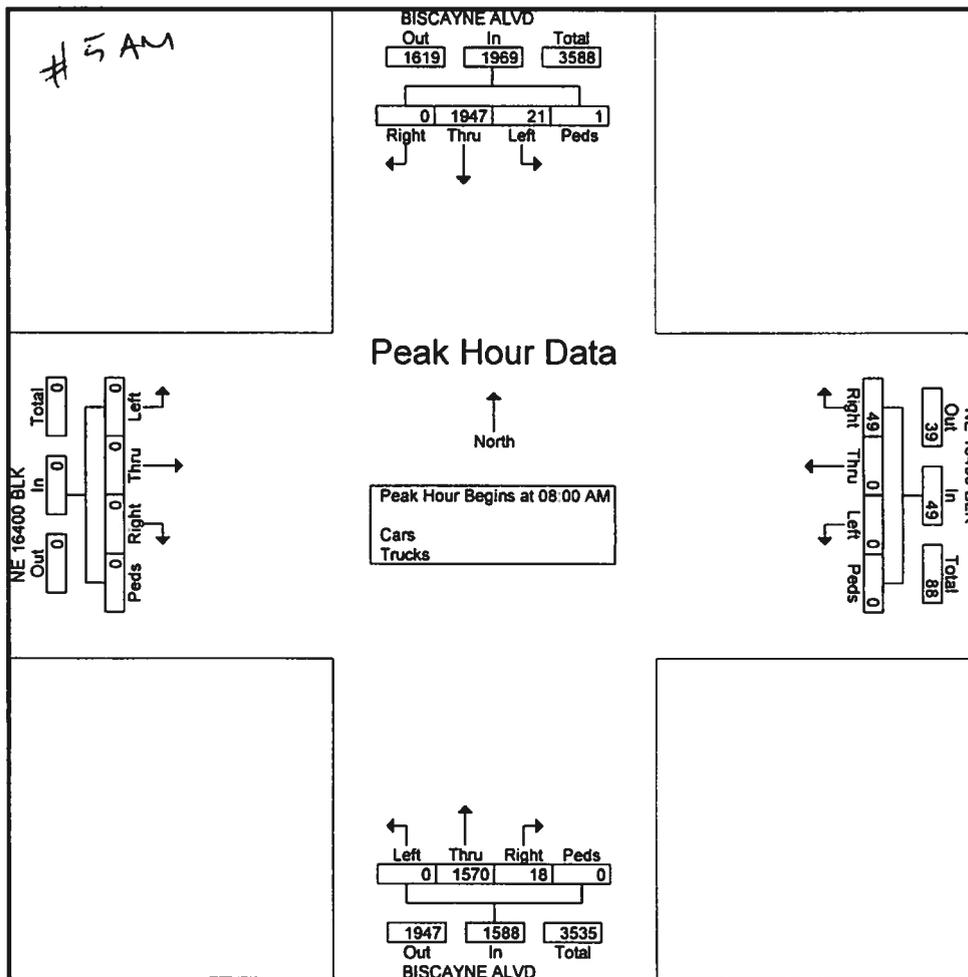




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File Name : Biscayne Blvd\_NE 16400 Blk\_AM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 2

Start Time	BISCAYNE ALVD Southbound					NE 16400 BLK Westbound					BISCAYNE ALVD Northbound					NE 16400 BLK Eastbound					Int. Total	
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds		App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	455	4	0	0	459	10	0	0	0	10	4	338	0	0	342	0	0	0	0	0	811
08:15 AM	0	509	4	1	0	514	14	0	0	0	14	6	414	0	0	420	0	0	0	0	0	948
08:30 AM	0	453	6	0	0	459	12	0	0	0	12	4	397	0	0	401	0	0	0	0	0	872
08:45 AM	0	530	7	0	0	537	13	0	0	0	13	4	421	0	0	425	0	0	0	0	0	975
Total Volume	0	1947	21	1	0	1969	49	0	0	0	49	18	1570	0	0	1588	0	0	0	0	0	3606
% App. Total	0	98.9	1.1	0.1	0		100	0	0	0		1.1	98.9	0	0		0	0	0	0	0	
PHF	.000	.918	.750	.250	.000	.917	.875	.000	.000	.000	.875	.750	.932	.000	.000	.934	.000	.000	.000	.000	.000	.925



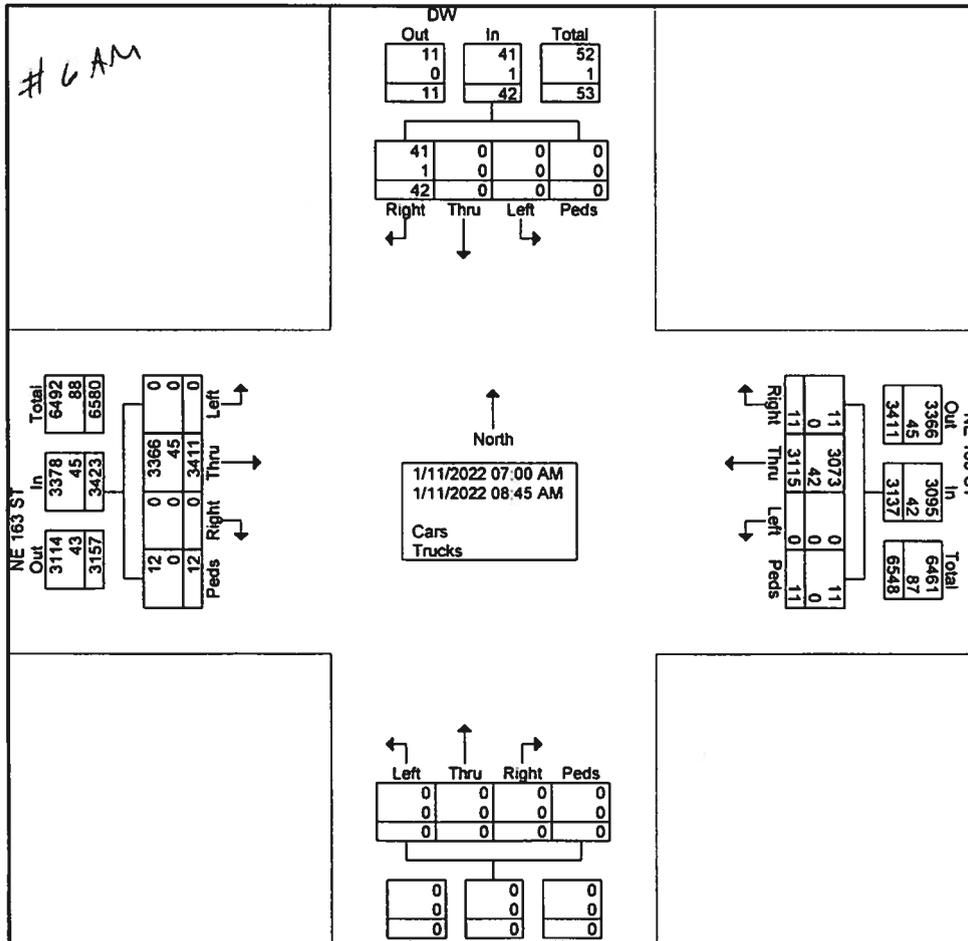


**Richard Garcia & Associates, Inc.**  
 8065 NW 98 Street  
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 Phone: 305-362-0677  
 Fax: 305-675-6474

File Name : NE 163 St\_DW\_AM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 1

**Groups Printed- Cars - Trucks**

Start Time	DW Southbound					NE 163 ST Westbound					DW Northbound					NE 163 ST Eastbound					Int Total
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	
07:00 AM	5	0	0	0	5	0	398	0	0	398	0	0	0	0	0	0	332	0	4	336	739
07:15 AM	6	0	0	0	6	0	283	0	0	283	0	0	0	0	0	0	394	0	1	395	684
07:30 AM	3	0	0	0	3	1	326	0	1	328	0	0	0	0	0	0	398	0	3	401	732
07:45 AM	5	0	0	0	5	0	423	0	4	427	0	0	0	0	0	0	429	0	0	429	861
<b>Total</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>1430</b>	<b>0</b>	<b>5</b>	<b>1436</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1553</b>	<b>0</b>	<b>8</b>	<b>1561</b>	<b>3016</b>
08:00 AM	4	0	0	0	4	1	399	0	1	401	0	0	0	0	0	0	477	0	1	478	883
08:15 AM	7	0	0	0	7	0	431	0	3	434	0	0	0	0	0	0	466	0	0	466	907
08:30 AM	6	0	0	0	6	4	389	0	1	394	0	0	0	0	0	0	415	0	0	415	815
08:45 AM	6	0	0	0	6	5	466	0	1	472	0	0	0	0	0	0	500	0	3	503	981
<b>Total</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>10</b>	<b>1685</b>	<b>0</b>	<b>6</b>	<b>1701</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1858</b>	<b>0</b>	<b>4</b>	<b>1862</b>	<b>3586</b>
<b>Grand Total</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>11</b>	<b>3115</b>	<b>0</b>	<b>11</b>	<b>3137</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3411</b>	<b>0</b>	<b>12</b>	<b>3423</b>	<b>6602</b>
<b>Apprch %</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>99.3</b>	<b>0</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>99.6</b>	<b>0</b>	<b>0.4</b>	<b>0</b>	
<b>Total %</b>	<b>0.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>0.2</b>	<b>47.2</b>	<b>0</b>	<b>0.2</b>	<b>47.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51.7</b>	<b>0</b>	<b>0.2</b>	<b>51.8</b>	
<b>Cars</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>11</b>	<b>3073</b>	<b>0</b>	<b>11</b>	<b>3095</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3366</b>	<b>0</b>	<b>12</b>	<b>3378</b>	<b>6514</b>
<b>% Cars</b>	<b>97.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97.6</b>	<b>100</b>	<b>98.7</b>	<b>0</b>	<b>100</b>	<b>98.7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98.7</b>	<b>0</b>	<b>100</b>	<b>98.7</b>	<b>98.7</b>
<b>Trucks</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>88</b>
<b>% Trucks</b>	<b>2.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>0</b>	<b>1.3</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>1.3</b>



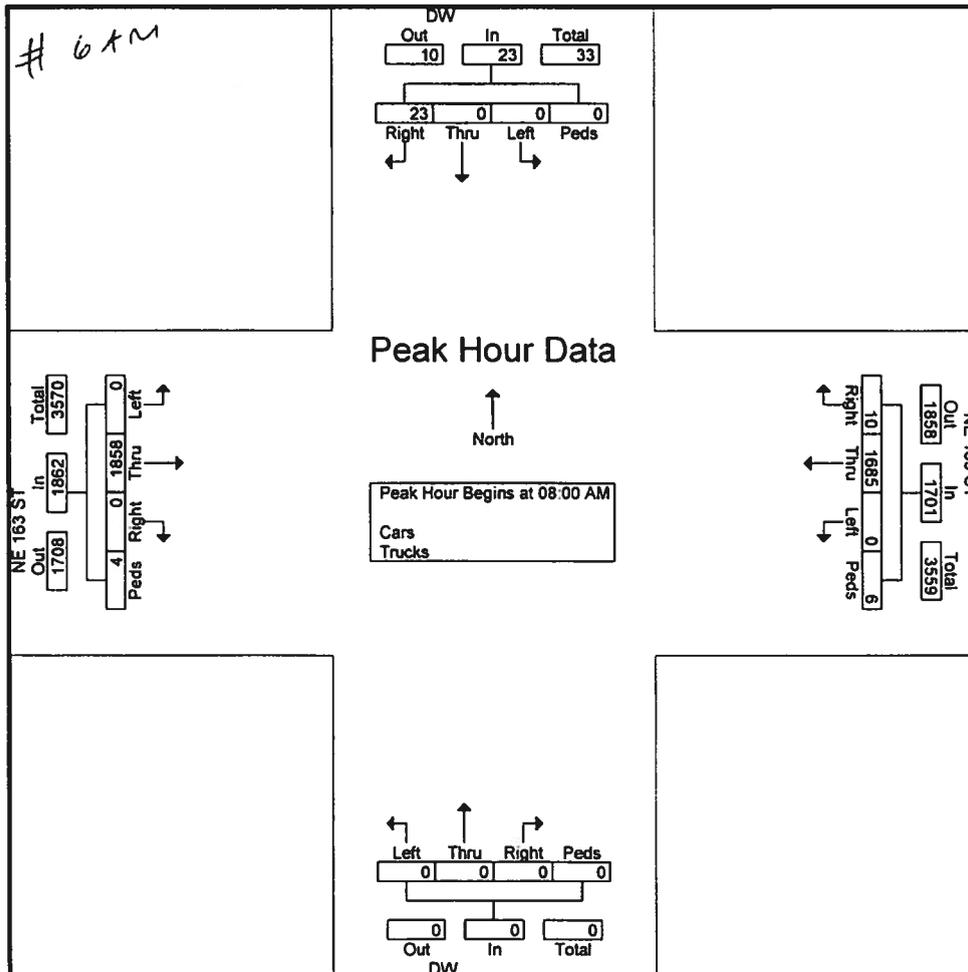


**Richard Garcia & Associates, Inc.**

8065 NW 98 Street  
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 Fax: 305-675-6474

File Name : NE 163 St\_DW\_AM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 2

Start Time	DW Southbound					NE 163 ST Westbound					DW Northbound					NE 163 ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	4	0	0	0	4	1	399	0	1	401	0	0	0	0	0	0	477	0	1	478	883
08:15 AM	7	0	0	0	7	0	431	0	3	434	0	0	0	0	0	0	466	0	0	466	907
08:30 AM	6	0	0	0	6	4	389	0	1	394	0	0	0	0	0	0	415	0	0	415	815
08:45 AM	6	0	0	0	6	5	466	0	1	472	0	0	0	0	0	0	500	0	3	503	981
Total Volume	23	0	0	0	23	10	1685	0	6	1701	0	0	0	0	0	0	1858	0	4	1862	3586
% App. Total	100	0	0	0		0.6	99.1	0	0.4		0	0	0	0	0	0	99.8	0	0.2		
PHF	.821	.000	.000	.000	.821	.500	.904	.000	.500	.901	.000	.000	.000	.000	.000	.000	.929	.000	.333	.925	.914



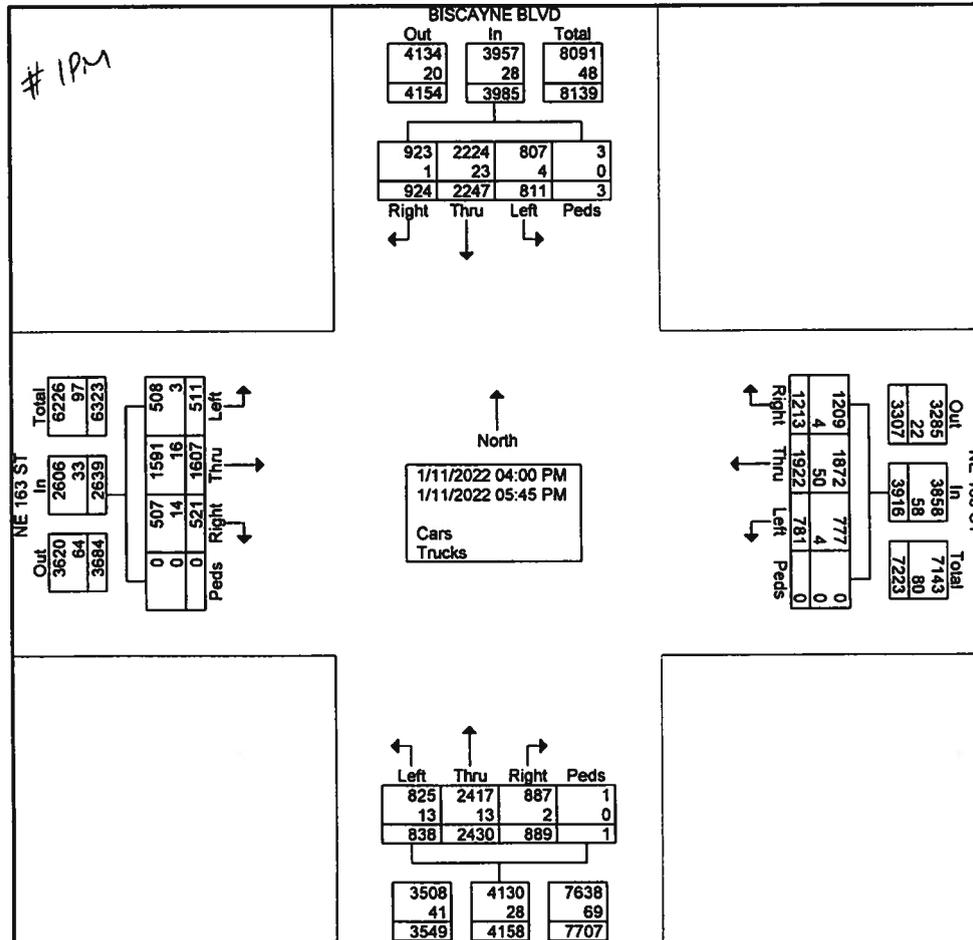


**Richard Garcia & Associates, Inc.**  
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File Name : Biscayne Blvd\_NE 163 St\_PM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	BISCAYNE BLVD Southbound					NE 163 ST Westbound					BISCAYNE BLVD Northbound					NE 163 ST Eastbound					Int. Total	
	Right	Thru	Left	U-Turns	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds		App Total
04:00 PM	131	271	119	0	0	521	155	209	89	0	453	136	338	108	0	582	65	191	59	0	315	1871
04:15 PM	121	363	100	1	0	585	161	275	106	0	542	99	288	98	0	485	72	214	97	0	383	1995
04:30 PM	114	312	73	1	0	500	110	138	56	0	304	105	323	74	0	502	52	131	33	0	216	1522
04:45 PM	139	244	111	0	0	494	150	240	94	0	484	102	355	140	0	597	71	218	42	0	331	1906
<b>Total</b>	<b>505</b>	<b>1190</b>	<b>403</b>	<b>2</b>	<b>0</b>	<b>2100</b>	<b>576</b>	<b>862</b>	<b>345</b>	<b>0</b>	<b>1783</b>	<b>442</b>	<b>1304</b>	<b>420</b>	<b>0</b>	<b>2166</b>	<b>260</b>	<b>754</b>	<b>231</b>	<b>0</b>	<b>1245</b>	<b>7294</b>
05:00 PM	100	252	74	1	0	427	165	258	108	0	531	127	329	93	0	549	67	207	66	0	340	1847
05:15 PM	117	304	114	0	0	535	150	272	140	0	562	120	307	113	0	540	77	218	87	0	382	2019
05:30 PM	94	288	112	0	0	494	164	296	89	0	549	96	286	108	0	490	67	222	65	0	354	1887
05:45 PM	108	213	108	0	0	429	158	234	99	0	491	104	204	104	1	413	50	206	62	0	318	1651
<b>Total</b>	<b>419</b>	<b>1057</b>	<b>408</b>	<b>1</b>	<b>0</b>	<b>1885</b>	<b>637</b>	<b>1060</b>	<b>436</b>	<b>0</b>	<b>2133</b>	<b>447</b>	<b>1126</b>	<b>418</b>	<b>1</b>	<b>1992</b>	<b>261</b>	<b>853</b>	<b>280</b>	<b>0</b>	<b>1394</b>	<b>7404</b>
<b>Grand Total</b>	<b>924</b>	<b>2247</b>	<b>811</b>	<b>3</b>	<b>0</b>	<b>3985</b>	<b>1213</b>	<b>1922</b>	<b>781</b>	<b>0</b>	<b>3916</b>	<b>889</b>	<b>2430</b>	<b>838</b>	<b>1</b>	<b>4158</b>	<b>521</b>	<b>1607</b>	<b>511</b>	<b>0</b>	<b>2639</b>	<b>14698</b>
<b>Apprch %</b>	<b>23.2</b>	<b>58.4</b>	<b>20.4</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>49.1</b>	<b>19.9</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>58.4</b>	<b>20.2</b>	<b>0</b>	<b>0</b>	<b>19.7</b>	<b>60.9</b>	<b>19.4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total %</b>	<b>6.3</b>	<b>15.3</b>	<b>5.5</b>	<b>0</b>	<b>0</b>	<b>27.1</b>	<b>8.3</b>	<b>13.1</b>	<b>5.3</b>	<b>0</b>	<b>26.6</b>	<b>6</b>	<b>16.5</b>	<b>5.7</b>	<b>0</b>	<b>28.3</b>	<b>3.5</b>	<b>10.9</b>	<b>3.5</b>	<b>0</b>	<b>18</b>	<b>0</b>
<b>Cars</b>	<b>923</b>	<b>2224</b>	<b>807</b>	<b>3</b>	<b>0</b>	<b>3957</b>	<b>1209</b>	<b>1872</b>	<b>777</b>	<b>0</b>	<b>3858</b>	<b>887</b>	<b>2417</b>	<b>825</b>	<b>1</b>	<b>4130</b>	<b>507</b>	<b>1591</b>	<b>508</b>	<b>0</b>	<b>2606</b>	<b>14551</b>
<b>% Cars</b>	<b>99.9</b>	<b>99</b>	<b>99.5</b>	<b>100</b>	<b>0</b>	<b>99.3</b>	<b>99.7</b>	<b>97.4</b>	<b>99.5</b>	<b>0</b>	<b>98.5</b>	<b>99.8</b>	<b>99.5</b>	<b>98.4</b>	<b>100</b>	<b>99.3</b>	<b>97.3</b>	<b>99</b>	<b>99.4</b>	<b>0</b>	<b>98.7</b>	<b>99</b>
<b>Trucks</b>	<b>1</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>4</b>	<b>50</b>	<b>4</b>	<b>0</b>	<b>58</b>	<b>2</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>28</b>	<b>14</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>147</b>
<b>% Trucks</b>	<b>0.1</b>	<b>1</b>	<b>0.5</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>0.3</b>	<b>2.6</b>	<b>0.5</b>	<b>0</b>	<b>1.5</b>	<b>0.2</b>	<b>0.5</b>	<b>1.6</b>	<b>0</b>	<b>0.7</b>	<b>2.7</b>	<b>1</b>	<b>0.6</b>	<b>0</b>	<b>1.3</b>	<b>1</b>



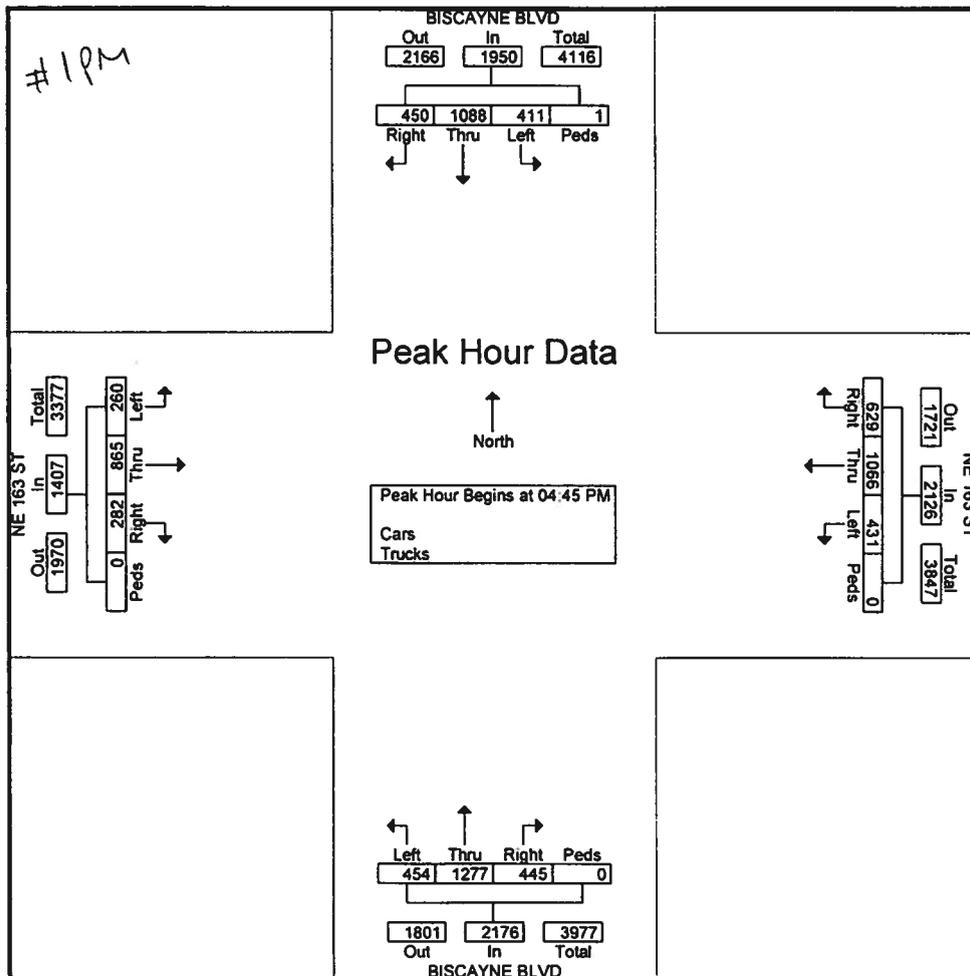


**Richard Garcia & Associates, Inc.**

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File Name : Biscayne Blvd\_NE 163 St\_PM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 2

Start Time	BISCAYNE BLVD Southbound					NE 163 ST Westbound					BISCAYNE BLVD Northbound					NE 163 ST Eastbound						
	Right	Thru	Left	U-Turn	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:45 PM																						
04:45 PM	139	244	111	0	0	494	150	240	94	0	484	102	355	140	0	597	71	218	42	0	331	1906
05:00 PM	100	252	74	1	0	427	165	258	108	0	531	127	329	93	0	549	67	207	66	0	340	1847
05:15 PM	117	304	114	0	0	535	150	272	140	0	562	120	307	113	0	540	77	218	87	0	382	2019
05:30 PM	94	288	112	0	0	494	164	296	89	0	549	96	286	108	0	490	67	222	65	0	354	1887
Total Volume	450	1088	411	1	0	1950	629	1066	431	0	2126	445	1277	454	0	2176	282	865	260	0	1407	7659
% App. Total	23.1	55.8	21.1	0.1	0		29.6	50.1	20.3	0		20.5	58.7	20.9	0		20	61.5	18.5	0		
PHF	.809	.895	.901	.250	.000	.911	.953	.900	.770	.000	.946	.876	.899	.811	.000	.911	.916	.974	.747	.000	.921	.948



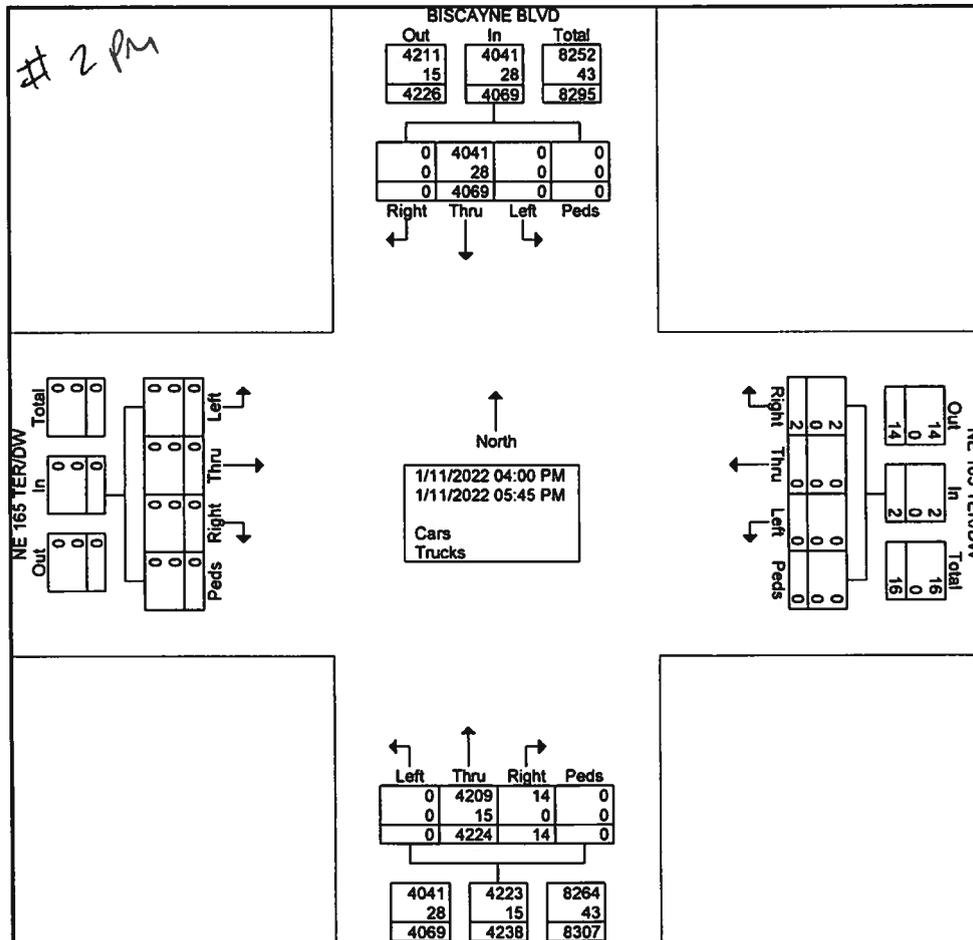


**Richard Garcia & Associates, Inc.**  
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File Name : Biscayne Blvd\_NE 165 Ter\_PM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	BISCAYNE BLVD Southbound					NE 165 TER/DW Westbound					BISCAYNE BLVD Northbound					NE 165 TER/DW Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	530	0	0	530	0	0	0	0	0	4	561	0	0	565	0	0	0	0	0	0	1095
04:15 PM	0	601	0	0	601	1	0	0	0	1	2	556	0	0	558	0	0	0	0	0	0	1160
04:30 PM	0	506	0	0	506	0	0	0	0	0	1	494	0	0	495	0	0	0	0	0	0	1001
04:45 PM	0	509	0	0	509	0	0	0	0	0	0	551	0	0	551	0	0	0	0	0	0	1060
<b>Total</b>	<b>0</b>	<b>2146</b>	<b>0</b>	<b>0</b>	<b>2146</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>2162</b>	<b>0</b>	<b>0</b>	<b>2169</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4316</b>
05:00 PM	0	437	0	0	437	0	0	0	0	0	2	556	0	0	558	0	0	0	0	0	0	995
05:15 PM	0	544	0	0	544	0	0	0	0	0	1	557	0	0	558	0	0	0	0	0	0	1102
05:30 PM	0	506	0	0	506	0	0	0	0	0	2	520	0	0	522	0	0	0	0	0	0	1028
05:45 PM	0	436	0	0	436	1	0	0	0	1	2	429	0	0	431	0	0	0	0	0	0	868
<b>Total</b>	<b>0</b>	<b>1923</b>	<b>0</b>	<b>0</b>	<b>1923</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>2062</b>	<b>0</b>	<b>0</b>	<b>2069</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3993</b>
<b>Grand Total</b>	<b>0</b>	<b>4069</b>	<b>0</b>	<b>0</b>	<b>4069</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>4224</b>	<b>0</b>	<b>0</b>	<b>4238</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8309</b>
Apprch %	0	100	0	0		100	0	0	0		0.3	99.7	0	0		0	0	0	0			
Total %	0	49	0	0	49	0	0	0	0	0	0.2	50.8	0	0	51	0	0	0	0	0		
Cars	0	4041	0	0	4041	2	0	0	0	2	14	4209	0	0	4223	0	0	0	0	0	0	8266
% Cars	0	99.3	0	0	99.3	100	0	0	0	100	100	99.6	0	0	99.6	0	0	0	0	0	0	99.5
Trucks	0	28	0	0	28	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	43
% Trucks	0	0.7	0	0	0.7	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.5



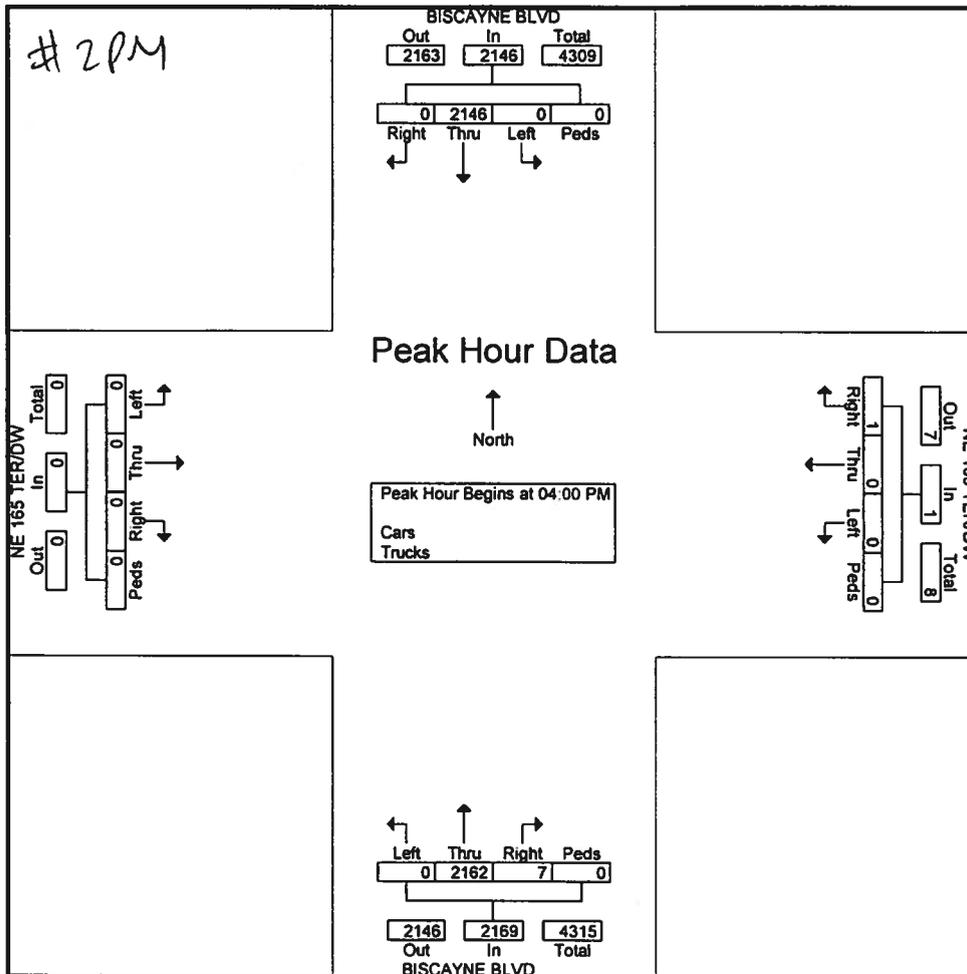


**Richard Garcia & Associates, Inc.**

8065 NW 98 Street  
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File Name : Biscayne Blvd\_NE 165 Ter\_PM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 2

Start Time	BISCAYNE BLVD Southbound					NE 165 TER/DW Westbound					BISCAYNE BLVD Northbound					NE 165 TER/DW Eastbound					Int. Total
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	530	0	0	530	0	0	0	0	0	4	561	0	0	565	0	0	0	0	0	1095
04:15 PM	0	601	0	0	601	1	0	0	0	1	2	556	0	0	558	0	0	0	0	0	1160
04:30 PM	0	506	0	0	506	0	0	0	0	0	1	494	0	0	495	0	0	0	0	0	1001
04:45 PM	0	509	0	0	509	0	0	0	0	0	0	551	0	0	551	0	0	0	0	0	1060
Total Volume	0	2146	0	0	2146	1	0	0	0	1	7	2162	0	0	2169	0	0	0	0	0	4316
% App. Total	0	100	0	0		100	0	0	0		0.3	99.7	0	0		0	0	0	0		
PHF	.000	.893	.000	.000	.893	.250	.000	.000	.000	.250	.438	.963	.000	.000	.960	.000	.000	.000	.000	.000	.930



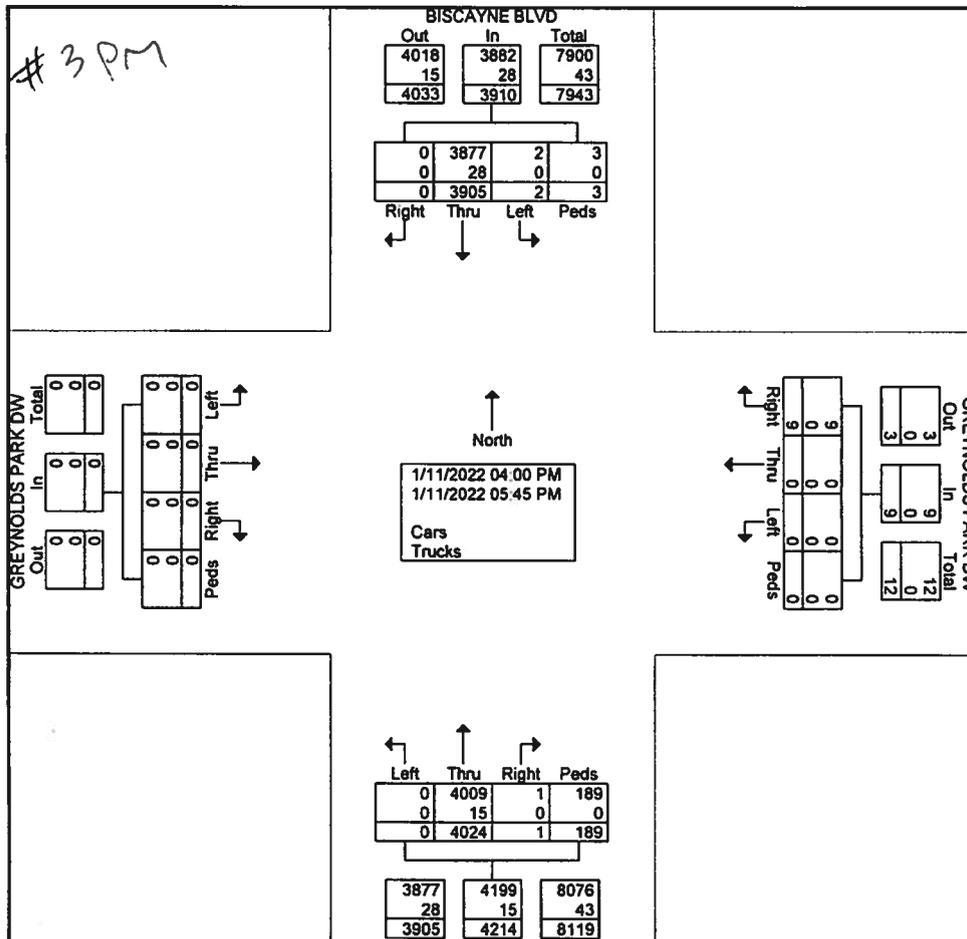


**Richard Garcia & Associates, Inc.**  
 8065 NW 98 Street  
 Hialeah Gardens, FL 33016  
 Phone: 305-362-0677  
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File Name : Biscayne Blvd\_Greynolds Pk DW\_PM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	BISCAYNE BLVD Southbound						GREYNOLDS PARK DW Westbound					BISCAYNE BLVD Northbound						GREYNOLDS PARK DW Eastbound						
	Right	Thru	Left	U-Turn	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turn	Peds	App Total	Right	Thru	Left	Peds	App Total	In Total	
04:00 PM	0	511	1	0	1	513	4	0	0	0	4	0	539	0	22	0	561	0	0	0	0	0	0	1078
04:15 PM	0	586	0	1	0	587	1	0	0	0	1	0	533	0	24	0	557	0	0	0	0	0	0	1145
04:30 PM	0	483	0	1	0	484	0	0	0	0	0	0	466	0	28	0	494	0	0	0	0	0	0	978
04:45 PM	0	478	0	0	0	478	0	0	0	0	0	0	518	0	33	0	551	0	0	0	0	0	0	1029
<b>Total</b>	<b>0</b>	<b>2058</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2062</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2058</b>	<b>0</b>	<b>107</b>	<b>0</b>	<b>2163</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4230</b>
05:00 PM	0	416	0	0	0	416	2	0	0	0	2	0	530	0	26	0	556	0	0	0	0	0	0	974
05:15 PM	0	526	0	0	0	526	1	0	0	0	1	1	537	0	19	0	557	0	0	0	0	0	0	1084
05:30 PM	0	487	1	0	0	488	1	0	0	0	1	0	495	0	19	0	514	0	0	0	0	0	0	1003
05:45 PM	0	418	0	0	0	418	0	0	0	0	0	0	406	0	18	0	424	0	0	0	0	0	0	842
<b>Total</b>	<b>0</b>	<b>1847</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1848</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1968</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>2051</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3903</b>
Grand Total	0	3905	2	2	1	3910	9	0	0	0	9	1	4024	0	189	0	4214	0	0	0	0	0	0	8133
Approch %	0	99.9	0.1	0.1	0		100	0	0	0		0	95.5	0	4.5	0		0	0	0	0	0	0	
Total %	0	48	0	0	0	48.1	0.1	0	0	0	0.1	0	49.5	0	2.3	0	51.8	0	0	0	0	0	0	
Cars	0	3877	2	2	1	3882	9	0	0	0	9	1	4009	0	189	0	4199	0	0	0	0	0	0	8090
% Cars	0	99.3	100	100	100	99.3	100	0	0	0	100	100	99.6	0	100	0	99.6	0	0	0	0	0	0	99.5
Trucks	0	28	0	0	0	28	0	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	0	43
% Trucks	0	0.7	0	0	0	0.7	0	0	0	0	0	0	0.4	0	0	0	0.4	0	0	0	0	0	0	0.5

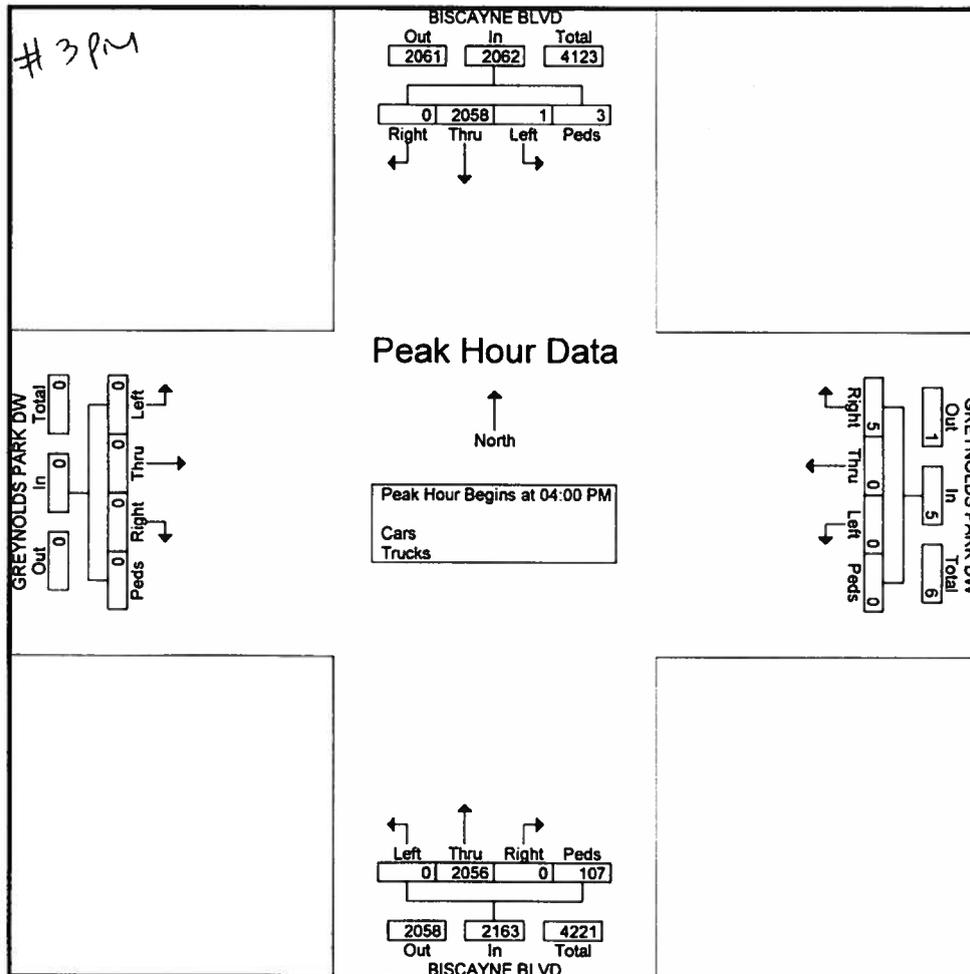




**Richard Garcia & Associates, Inc.**  
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File Name : Biscayne Blvd\_Greynolds Pk DW\_PM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 2

Start Time	BISCAYNE BLVD Southbound						GREYNOLDS PARK DW Westbound					BISCAYNE BLVD Northbound						GREYNOLDS PARK DW Eastbound					Int Total	
	Right	Thru	Left	U-Turn	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turn	Peds	App Total	Right	Thru	Left	Peds	App Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 04:00 PM																								
04:00 PM	0	511	1	0	1	513	4	0	0	0	4	0	539	0	22	0	561	0	0	0	0	0	0	1078
04:15 PM	0	586	0	1	0	587	1	0	0	0	1	0	533	0	24	0	557	0	0	0	0	0	0	1145
04:30 PM	0	483	0	1	0	484	0	0	0	0	0	0	466	0	28	0	494	0	0	0	0	0	0	978
04:45 PM	0	478	0	0	0	478	0	0	0	0	0	0	518	0	33	0	551	0	0	0	0	0	0	1029
Total Volume	0	2058	1	2	1	2062	5	0	0	0	5	0	2056	0	107	0	2163	0	0	0	0	0	0	4230
% App Total	0	99.8	0	0.1	0		100	0	0	0		0	95.1	0	4.9	0		0	0	0	0	0		
PHF	.000	.878	.250	.500	.250	.878	.313	.000	.000	.000	.313	.000	.954	.000	.811	.000	.964	.000	.000	.000	.000	.000	.000	.924



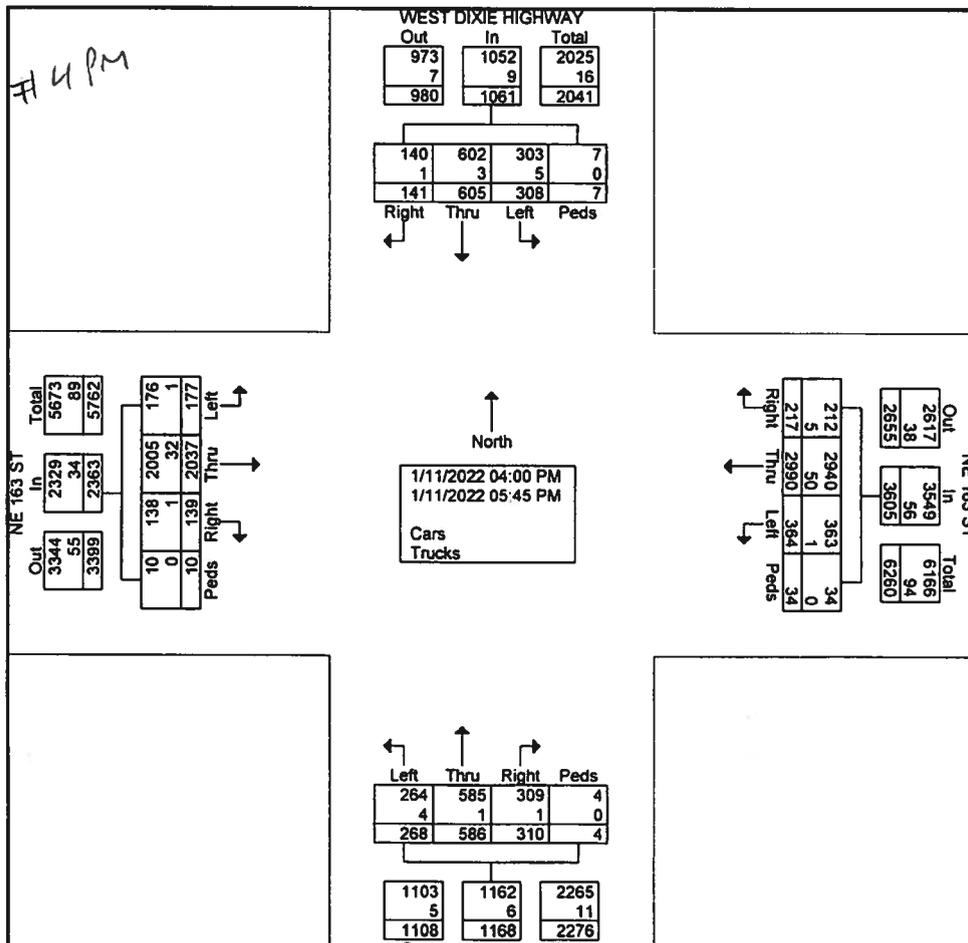


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File Name : W Dixie Hwy\_NE 163 St\_PM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 1

**Groups Printed- Cars - Trucks**

Start Time	WEST DIXIE HIGHWAY Southbound					NE 163 ST Westbound					WEST DIXIE HIGHWAY Northbound					NE 163 ST Eastbound					Int. Total		
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns		Peds	App. Total
04:00 PM	26	82	40	1	149	29	307	47	2	0	385	48	85	41	0	174	18	245	24	0	0	287	995
04:15 PM	22	74	39	0	135	31	429	60	7	1	528	38	66	30	1	135	19	318	21	1	0	359	1157
04:30 PM	15	62	28	1	106	19	237	23	2	0	281	16	52	36	0	104	13	180	17	0	0	210	701
04:45 PM	18	86	50	1	155	34	396	49	4	0	483	37	94	37	0	168	11	255	20	1	0	287	1093
<b>Total</b>	<b>81</b>	<b>304</b>	<b>157</b>	<b>3</b>	<b>545</b>	<b>113</b>	<b>1369</b>	<b>179</b>	<b>15</b>	<b>1</b>	<b>1677</b>	<b>139</b>	<b>297</b>	<b>144</b>	<b>1</b>	<b>581</b>	<b>61</b>	<b>998</b>	<b>82</b>	<b>2</b>	<b>0</b>	<b>1143</b>	<b>3946</b>
05:00 PM	14	78	52	1	145	27	472	44	7	0	550	50	75	47	2	174	19	250	29	1	0	299	1168
05:15 PM	15	75	34	2	126	26	395	50	3	1	475	39	73	22	0	134	21	262	24	4	0	311	1046
05:30 PM	17	72	36	1	126	28	401	43	3	0	475	45	69	26	0	140	18	284	20	1	0	323	1064
05:45 PM	14	76	29	0	119	23	353	48	4	0	428	37	72	29	1	139	20	243	22	2	0	287	973
<b>Total</b>	<b>60</b>	<b>301</b>	<b>151</b>	<b>4</b>	<b>516</b>	<b>104</b>	<b>1621</b>	<b>185</b>	<b>17</b>	<b>1</b>	<b>1928</b>	<b>171</b>	<b>289</b>	<b>124</b>	<b>3</b>	<b>587</b>	<b>78</b>	<b>1039</b>	<b>95</b>	<b>8</b>	<b>0</b>	<b>1220</b>	<b>4251</b>
<b>Grand Total</b>	<b>141</b>	<b>605</b>	<b>308</b>	<b>7</b>	<b>1061</b>	<b>217</b>	<b>2990</b>	<b>364</b>	<b>32</b>	<b>2</b>	<b>3605</b>	<b>310</b>	<b>586</b>	<b>268</b>	<b>4</b>	<b>1168</b>	<b>139</b>	<b>2037</b>	<b>177</b>	<b>10</b>	<b>0</b>	<b>2363</b>	<b>8197</b>
<b>Apprch %</b>	<b>13.3</b>	<b>57</b>	<b>29</b>	<b>0.7</b>		<b>6</b>	<b>82.9</b>	<b>10.1</b>	<b>0.9</b>	<b>0.1</b>		<b>26.5</b>	<b>50.2</b>	<b>22.9</b>	<b>0.3</b>		<b>5.9</b>	<b>88.2</b>	<b>7.5</b>	<b>0.4</b>	<b>0</b>		
<b>Total %</b>	<b>1.7</b>	<b>7.4</b>	<b>3.8</b>	<b>0.1</b>	<b>12.9</b>	<b>2.6</b>	<b>36.5</b>	<b>4.4</b>	<b>0.4</b>	<b>0</b>	<b>44</b>	<b>3.8</b>	<b>7.1</b>	<b>3.3</b>	<b>0</b>	<b>14.2</b>	<b>1.7</b>	<b>24.9</b>	<b>2.2</b>	<b>0.1</b>	<b>0</b>	<b>28.8</b>	
<b>Cars</b>	<b>140</b>	<b>602</b>	<b>303</b>	<b>7</b>	<b>1052</b>	<b>212</b>	<b>2940</b>	<b>363</b>	<b>32</b>	<b>2</b>	<b>3549</b>	<b>309</b>	<b>585</b>	<b>264</b>	<b>4</b>	<b>1162</b>	<b>138</b>	<b>2005</b>	<b>176</b>	<b>10</b>	<b>0</b>	<b>2329</b>	<b>8092</b>
<b>% Cars</b>	<b>99.3</b>	<b>99.5</b>	<b>98.4</b>	<b>100</b>	<b>99.2</b>	<b>97.7</b>	<b>98.3</b>	<b>99.7</b>	<b>100</b>	<b>100</b>	<b>98.4</b>	<b>99.7</b>	<b>99.8</b>	<b>98.5</b>	<b>100</b>	<b>99.5</b>	<b>99.3</b>	<b>98.4</b>	<b>99.4</b>	<b>100</b>	<b>0</b>	<b>98.6</b>	<b>98.7</b>
<b>Trucks</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>50</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>105</b>
<b>% Trucks</b>	<b>0.7</b>	<b>0.5</b>	<b>1.6</b>	<b>0</b>	<b>0.8</b>	<b>2.3</b>	<b>1.7</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>0.3</b>	<b>0.2</b>	<b>1.5</b>	<b>0</b>	<b>0.5</b>	<b>0.7</b>	<b>1.6</b>	<b>0.6</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>1.3</b>

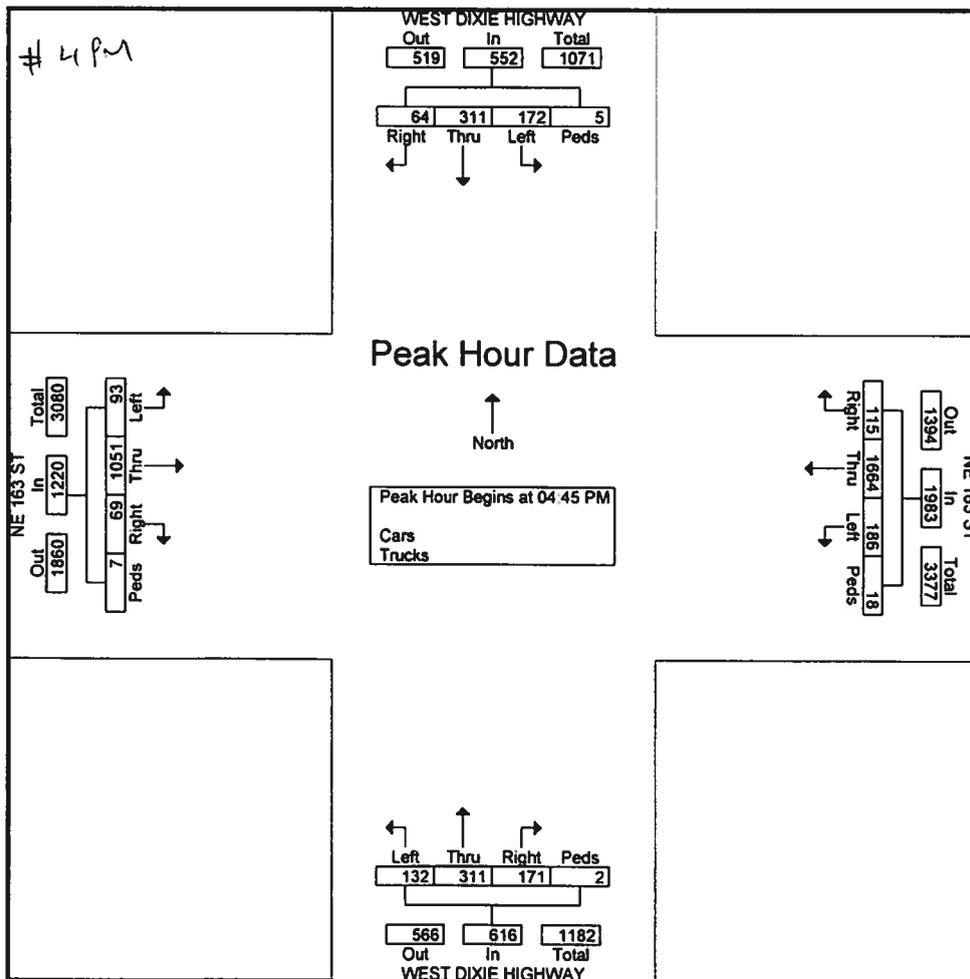




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File Name : W Dixie Hwy\_NE 163 St\_PM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 2

Start Time	WEST DIXIE HIGHWAY Southbound					NE 163 ST Westbound					WEST DIXIE HIGHWAY Northbound					NE 163 ST Eastbound					Int Total		
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turn	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turn		Peds	App Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:45 PM																							
04:45 PM	18	86	50	1	155	34	396	49	4	0	483	37	94	37	0	168	11	255	20	1	0	287	1093
05:00 PM	14	78	52	1	145	27	472	44	7	0	550	50	75	47	2	174	19	250	29	1	0	299	1168
05:15 PM	15	75	34	2	126	26	395	50	3	1	475	39	73	22	0	134	21	262	24	4	0	311	1046
05:30 PM	17	72	36	1	126	28	401	43	3	0	475	45	69	26	0	140	18	284	20	1	0	323	1064
Total Volume	64	311	172	5	552	115	1664	186	17	1	1983	171	311	132	2	616	69	1051	93	7	0	1220	4371
% App Total	11.6	56.3	31.2	0.9		5.8	83.9	9.4	0.9	0.1		27.8	50.5	21.4	0.3		5.7	86.1	7.6	0.6	0		
PHF	.889	.904	.827	.625	.890	.846	.881	.930	.607	.250	.901	.855	.827	.702	.250	.885	.821	.925	.802	.438	.000	.944	.936



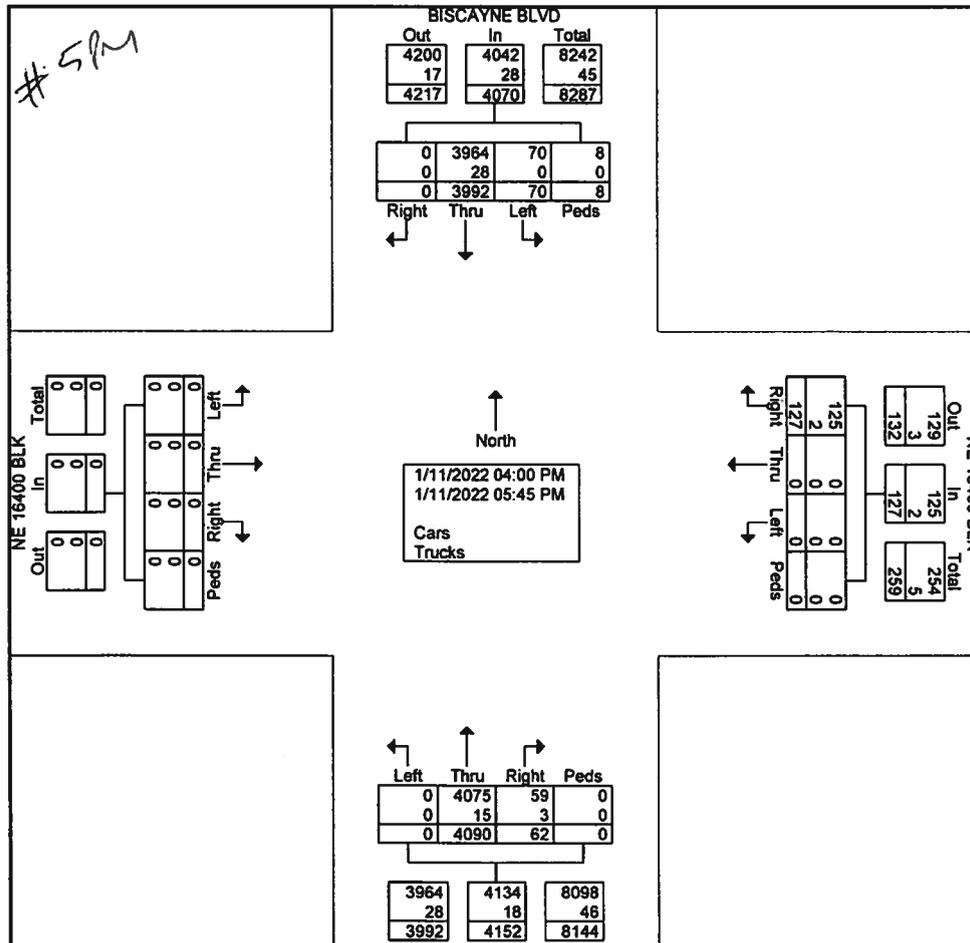


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File Name : Biscayne Blvd\_NE 16400 Blk\_PM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 1

Groups Printed-Cars - Trucks

Start Time	BISCAYNE BLVD Southbound					NE 16400 BLK Westbound					BISCAYNE BLVD Northbound					NE 16400 BLK Eastbound					Int. Total		
	Right	Thru	Left	u-Turns	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds		App Total	
04:00 PM	0	521	8	1	1	531	14	0	0	0	14	6	546	0	0	552	0	0	0	0	0	0	1097
04:15 PM	0	588	11	2	0	601	20	0	0	0	20	13	534	0	0	547	0	0	0	0	0	0	1168
04:30 PM	0	500	2	4	0	506	27	0	0	0	27	4	463	0	0	467	0	0	0	0	0	0	1000
04:45 PM	0	494	15	0	0	509	10	0	0	0	10	6	541	0	0	547	0	0	0	0	0	0	1066
<b>Total</b>	0	2103	36	7	1	2147	71	0	0	0	71	29	2084	0	0	2113	0	0	0	0	0	0	4331
05:00 PM	0	428	9	0	0	437	11	0	0	0	11	13	545	0	0	558	0	0	0	0	0	0	1006
05:15 PM	0	538	6	0	0	544	21	0	0	0	21	7	536	0	0	543	0	0	0	0	0	0	1108
05:30 PM	0	494	12	0	0	506	14	0	0	0	14	8	506	0	0	514	0	0	0	0	0	0	1034
05:45 PM	0	429	7	0	0	436	10	0	0	0	10	5	419	0	0	424	0	0	0	0	0	0	870
<b>Total</b>	0	1889	34	0	0	1923	56	0	0	0	56	33	2006	0	0	2039	0	0	0	0	0	0	4018
<b>Grand Total</b>	0	3992	70	7	1	4070	127	0	0	0	127	62	4090	0	0	4152	0	0	0	0	0	0	8349
<b>Apprch %</b>	0	98.1	1.7	0.2	0		100	0	0	0		1.5	98.5	0	0		0	0	0	0	0		
<b>Total %</b>	0	47.8	0.8	0.1	0	48.7	1.5	0	0	0	1.5	0.7	49	0	0	49.7	0	0	0	0	0	0	
<b>Cars</b>	0	3964	70	7	1	4042	125	0	0	0	125	59	4075	0	0	4134	0	0	0	0	0	0	8301
<b>% Cars</b>	0	99.3	100	100	100	99.3	98.4	0	0	0	98.4	95.2	99.6	0	0	99.6	0	0	0	0	0	0	99.4
<b>Trucks</b>	0	28	0	0	0	28	2	0	0	0	2	3	15	0	0	18	0	0	0	0	0	0	48
<b>% Trucks</b>	0	0.7	0	0	0	0.7	1.6	0	0	0	1.6	4.8	0.4	0	0	0.4	0	0	0	0	0	0	0.6

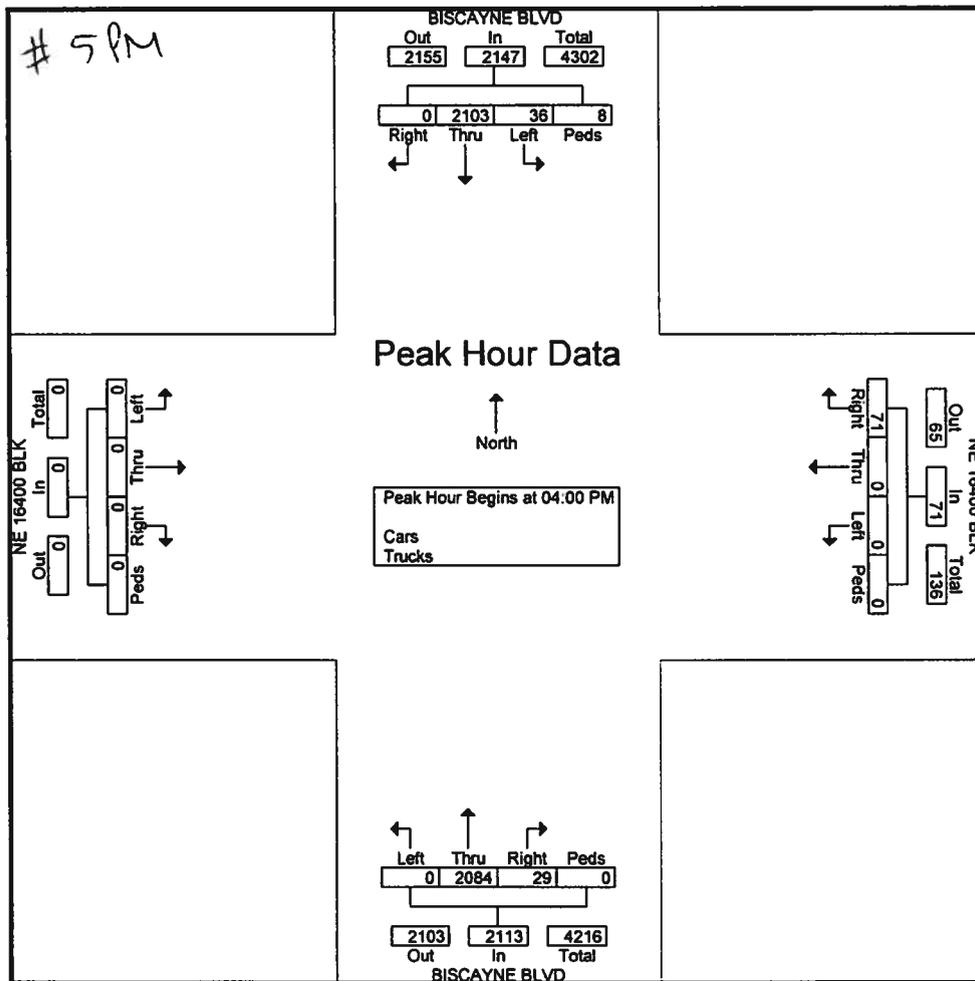




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File Name : Biscayne Blvd\_NE 16400 Blk\_PM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 2

Start Time	BISCAYNE BLVD Southbound					NE 16400 BLK Westbound					BISCAYNE BLVD Northbound					NE 16400 BLK Eastbound					Int. Total	
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds		App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:00 PM																						
04:00 PM	0	521	8	1	1	531	14	0	0	0	14	6	546	0	0	552	0	0	0	0	0	1097
04:15 PM	0	588	11	2	0	601	20	0	0	0	20	13	534	0	0	547	0	0	0	0	0	1168
04:30 PM	0	500	2	4	0	506	27	0	0	0	27	4	463	0	0	467	0	0	0	0	0	1000
04:45 PM	0	494	15	0	0	509	10	0	0	0	10	6	541	0	0	547	0	0	0	0	0	1066
Total Volume	0	2103	36	7	1	2147	71	0	0	0	71	29	2084	0	0	2113	0	0	0	0	0	4331
% App. Total	0	98	1.7	0.3	0		100	0	0	0		1.4	98.6	0	0		0	0	0	0		
PHF	.000	.894	.600	.438	.250	.893	.657	.000	.000	.000	.657	.558	.954	.000	.000	.957	.000	.000	.000	.000	.000	.927



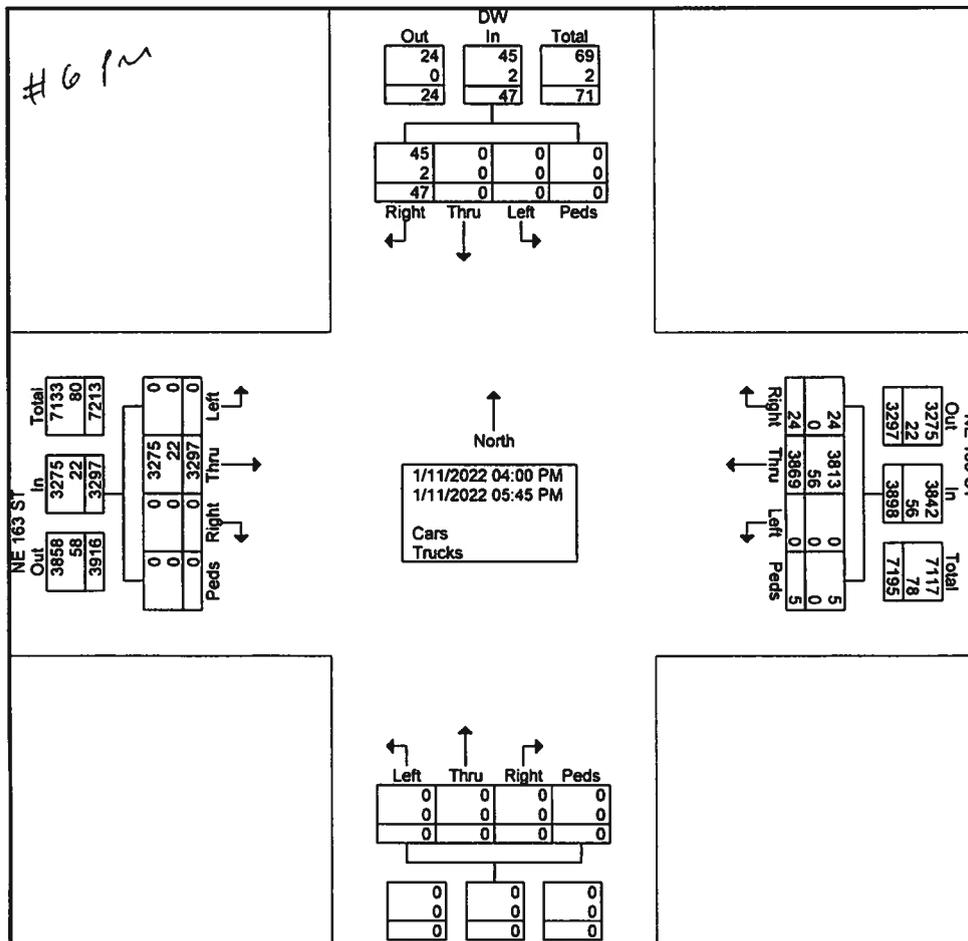


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File Name : NE 163 St\_DW\_PM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 1

**Groups Printed- Cars - Trucks**

Start Time	DW Southbound					NE 163 ST Westbound					DW Northbound					NE 163 ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	4	0	0	0	4	2	449	0	0	451	0	0	0	0	0	0	444	0	0	444	899
04:15 PM	3	0	0	0	3	2	539	0	3	544	0	0	0	0	0	0	413	0	0	413	960
04:30 PM	11	0	0	0	11	3	293	0	0	296	0	0	0	0	0	0	311	0	0	311	618
04:45 PM	12	0	0	0	12	2	472	0	0	474	0	0	0	0	0	0	431	0	0	431	917
<b>Total</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>9</b>	<b>1753</b>	<b>0</b>	<b>3</b>	<b>1765</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1599</b>	<b>0</b>	<b>0</b>	<b>1599</b>	<b>3394</b>
05:00 PM	7	0	0	0	7	6	524	0	1	531	0	0	0	0	0	0	404	0	0	404	942
05:15 PM	2	0	0	0	2	1	560	0	0	561	0	0	0	0	0	0	449	0	0	449	1012
05:30 PM	6	0	0	0	6	7	543	0	1	551	0	0	0	0	0	0	428	0	0	428	985
05:45 PM	2	0	0	0	2	1	489	0	0	490	0	0	0	0	0	0	417	0	0	417	909
<b>Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>15</b>	<b>2116</b>	<b>0</b>	<b>2</b>	<b>2133</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1698</b>	<b>0</b>	<b>0</b>	<b>1698</b>	<b>3848</b>
Grand Total	47	0	0	0	47	24	3869	0	5	3898	0	0	0	0	0	0	3297	0	0	3297	7242
Apprch %	100	0	0	0		0.6	99.3	0	0.1		0	0	0	0		0	100	0	0		
Total %	0.6	0	0	0	0.6	0.3	53.4	0	0.1	53.8	0	0	0	0	0	0	45.5	0	0	45.5	
Cars	45	0	0	0	45	24	3813	0	5	3842	0	0	0	0	0	0	3275	0	0	3275	7162
% Cars	95.7	0	0	0	95.7	100	98.6	0	100	98.6	0	0	0	0	0	0	99.3	0	0	99.3	98.9
Trucks	2	0	0	0	2	0	56	0	0	56	0	0	0	0	0	0	22	0	0	22	80
% Trucks	4.3	0	0	0	4.3	0	1.4	0	0	1.4	0	0	0	0	0	0	0.7	0	0	0.7	1.1

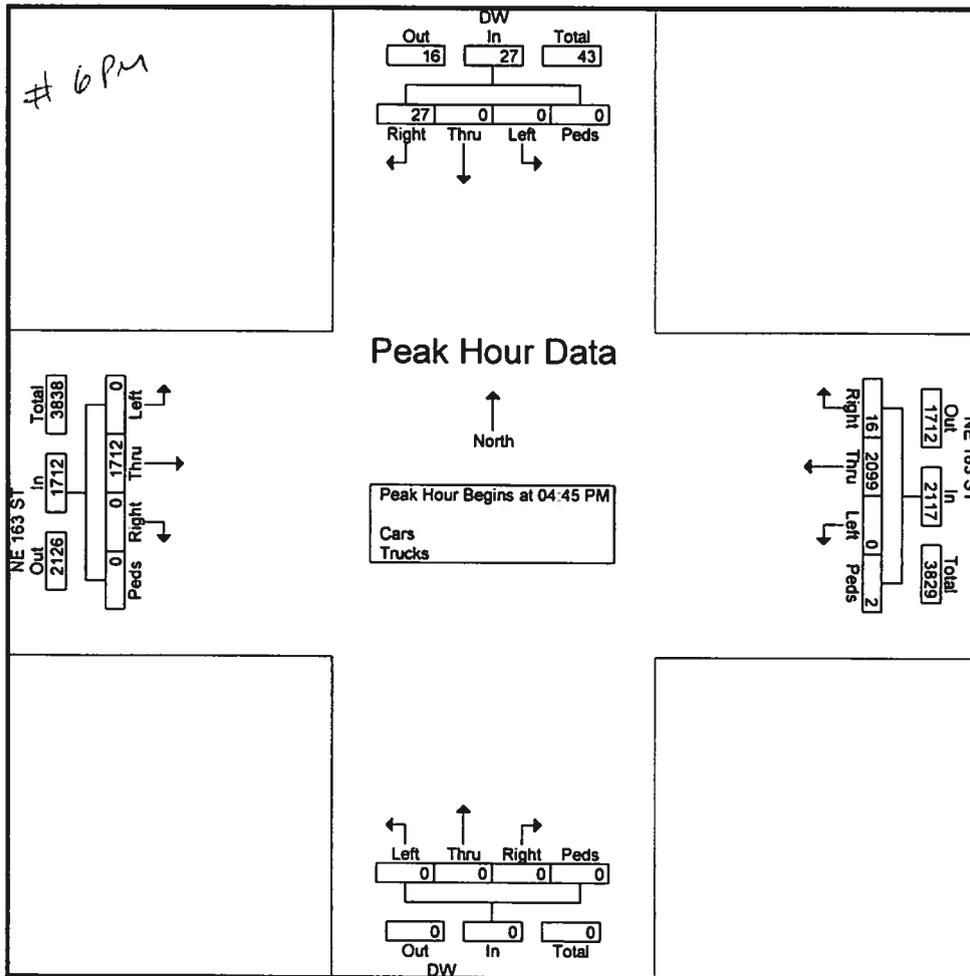




**Richard Garcia & Associates, Inc.**  
 8065 NW 98 Street  
 Hialeah Gardens, FL 33016  
 Phone: 305-362-0677  
 Fax: 305-675-6474

File Name : NE 163 St\_DW\_PM  
 Site Code : 00000000  
 Start Date : 1/11/2022  
 Page No : 2

Start Time	DW Southbound					NE 163 ST Westbound					DW Northbound					NE 163 ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	12	0	0	0	12	2	472	0	0	474	0	0	0	0	0	0	431	0	0	431	917
05:00 PM	7	0	0	0	7	6	524	0	1	531	0	0	0	0	0	0	404	0	0	404	942
05:15 PM	2	0	0	0	2	1	560	0	0	561	0	0	0	0	0	0	449	0	0	449	1012
05:30 PM	6	0	0	0	6	7	543	0	1	551	0	0	0	0	0	0	428	0	0	428	985
Total Volume	27	0	0	0	27	16	2099	0	2	2117	0	0	0	0	0	0	1712	0	0	1712	3856
% App. Total	100	0	0	0		0.8	99.1	0	0.1		0	0	0	0		0	100	0	0		
PHF	.563	.000	.000	.000	.563	.571	.937	.000	.500	.943	.000	.000	.000	.000	.000	.000	.953	.000	.000	.953	.953



September 2019



Traffic Impact Statement

# 15699 West Dixie Highway

PREPARED FOR A PROJECT WITHIN



PREPARED BY

MARLIN Engineering, Inc.

1700 NW 66<sup>th</sup> Avenue, Suite 106

Plantation, FL 33313

954.870.5070 | [www.marlinengineering.com](http://www.marlinengineering.com)

# MARLIN

Figure 3 - Distribution Percentages and AM Trip Assignments

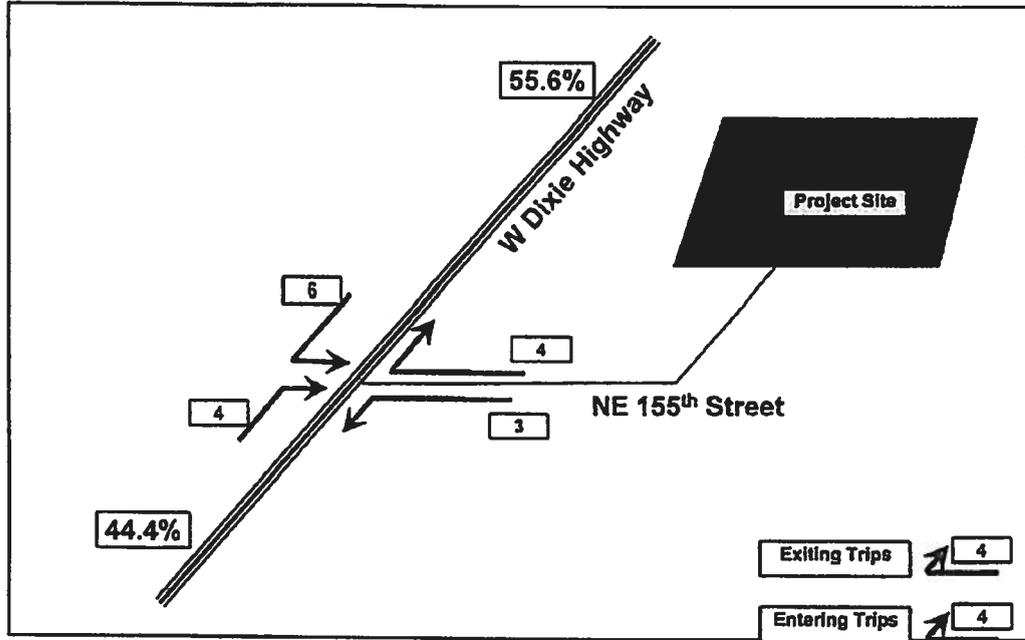
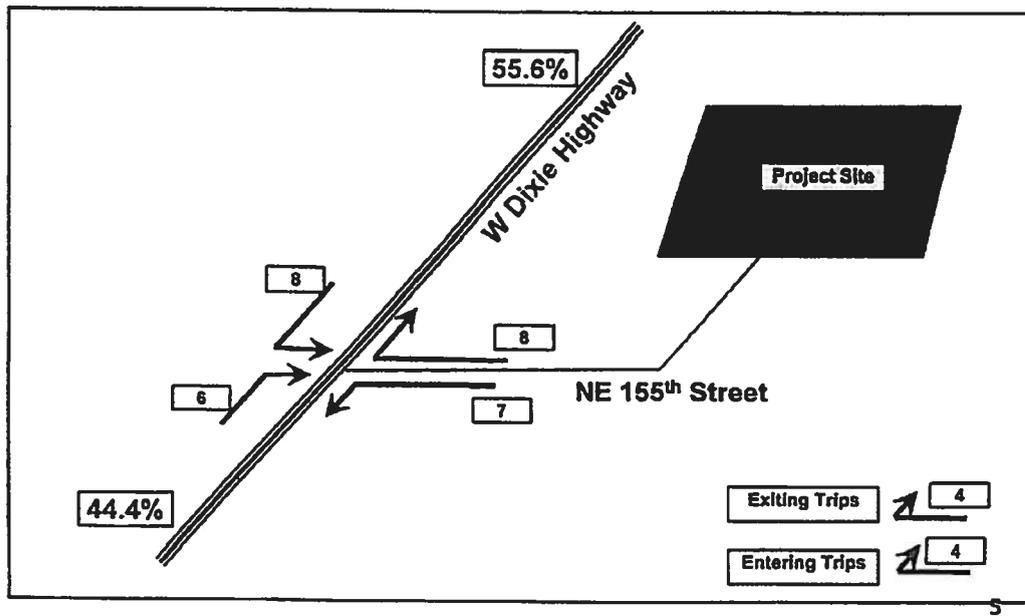
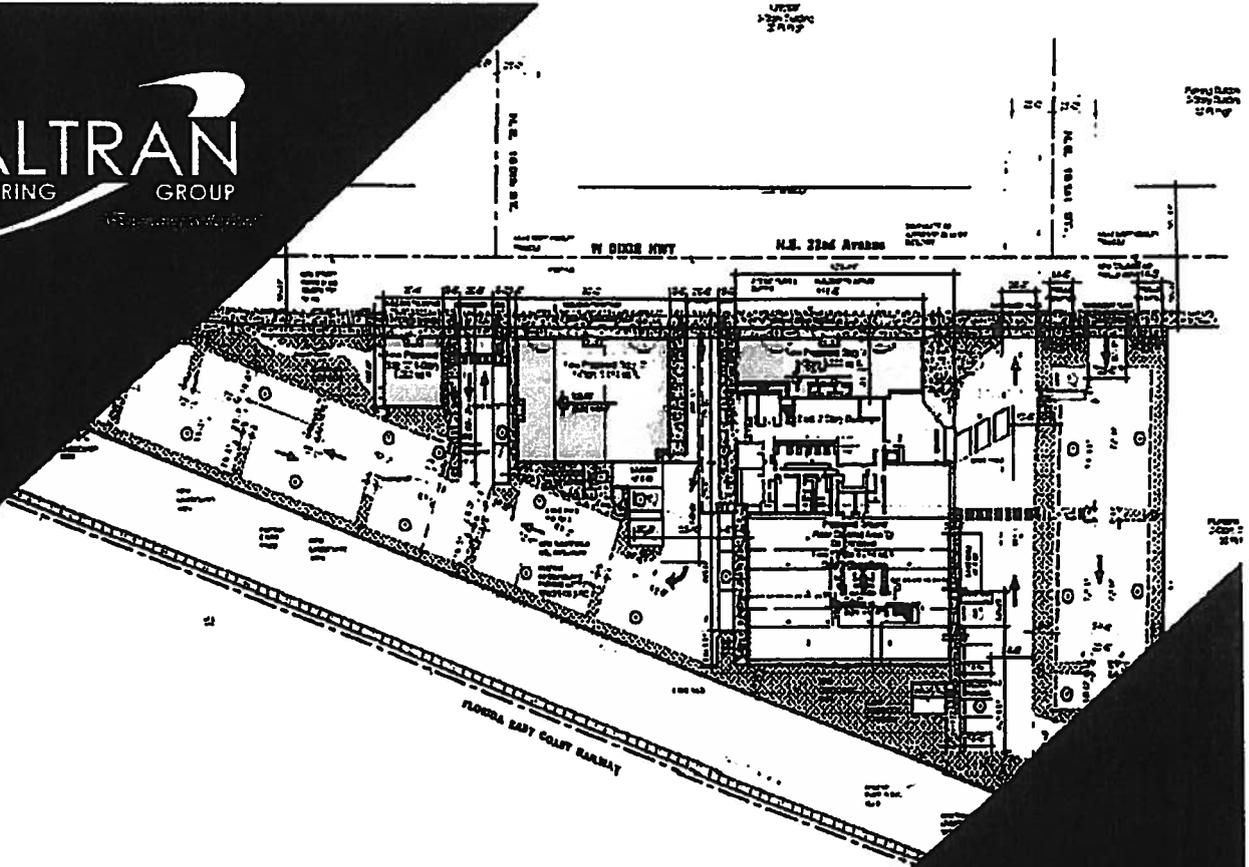


Figure 4 - Distribution Percentages and PM Trip Assignments





16051 West Dixie Highway  
*Trip Generation Memorandum*

March 2020

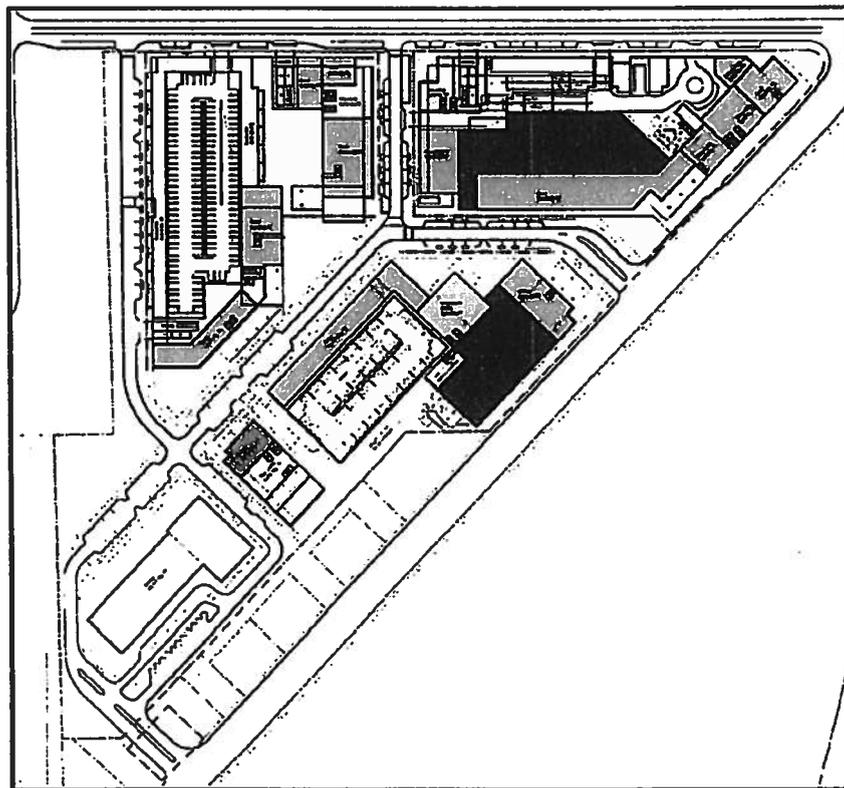
Caltran Engineering Group, Inc.  
790 NW 107 Avenue, Suite 200  
Miami, FL 33172  
Phone: 786-456-7700  
Fax: 786-513-0711





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

**15780 West Dixie Highway**  
North Miami Beach, Florida



**Kimley»Horn**

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Revised May 2018  
March 2018  
043932000



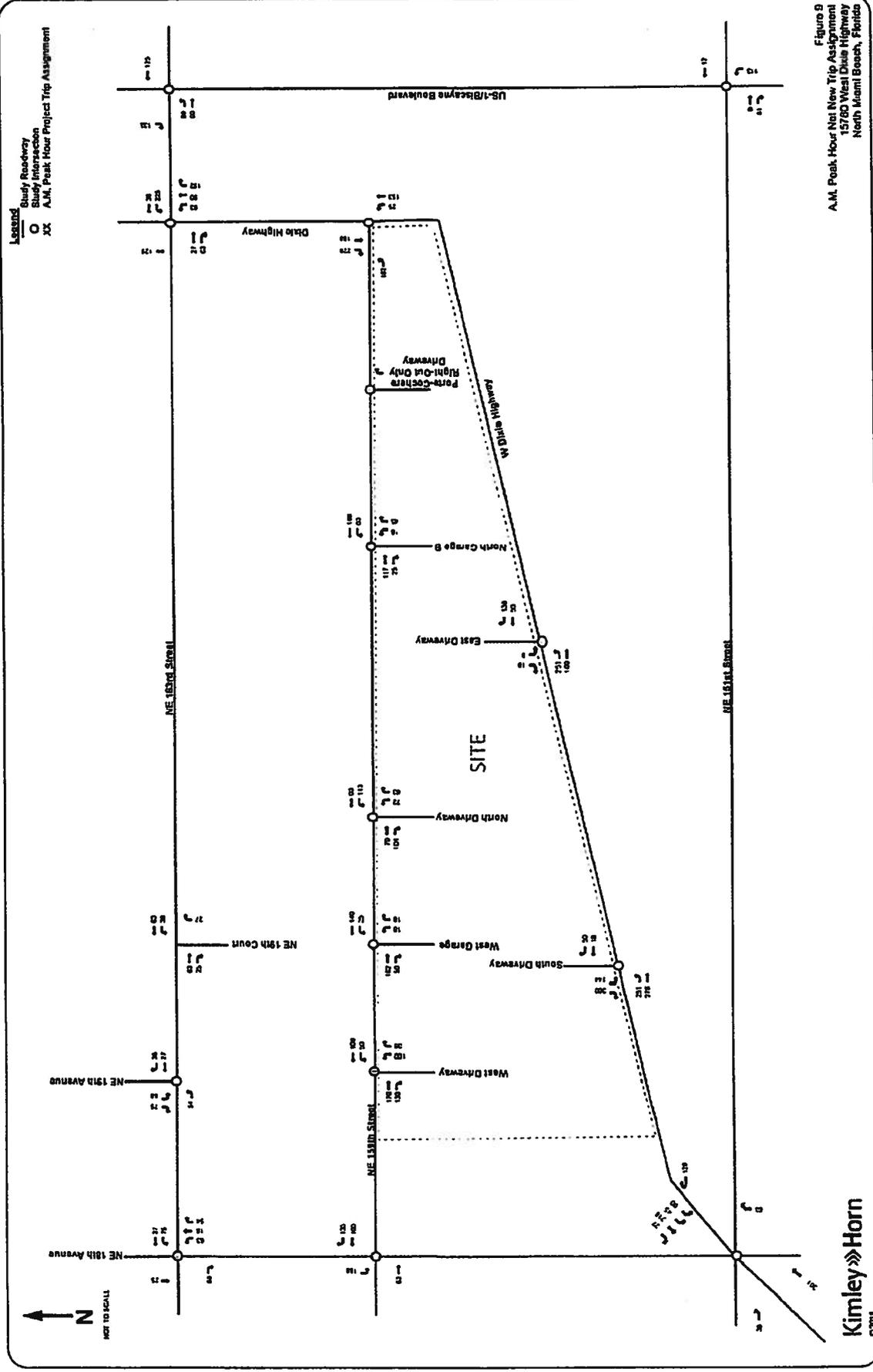
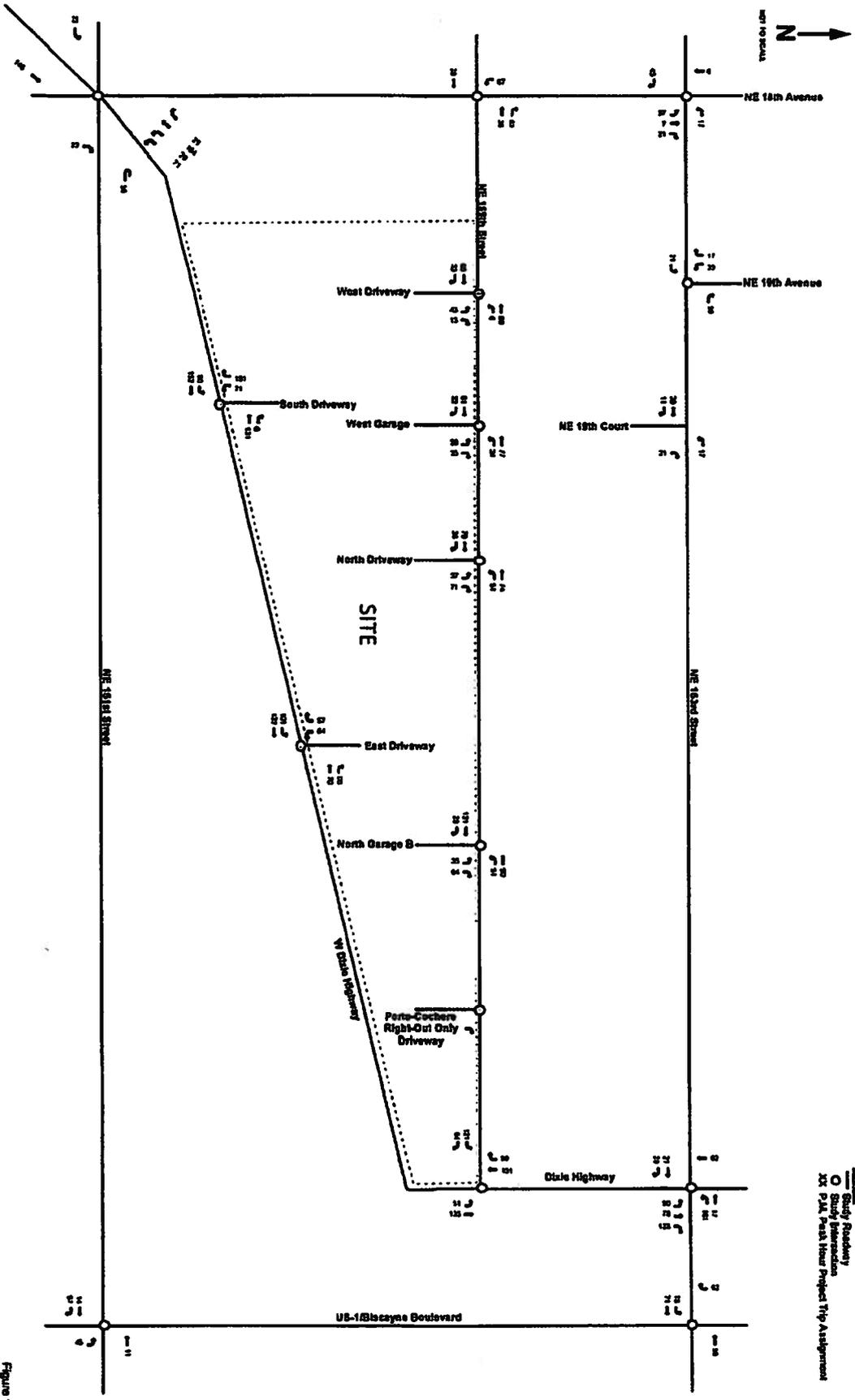


Figure 9  
 A.M. Peak Hour New Trip Assignment  
 13780 West Dixie Highway  
 North Miami Beach, Florida



**Legend**  
 Study Boundary  
 Study Intersections  
 P.M. Peak Hour Project Trip Assignment

Figure 11  
 P.M. Peak Hour West New Trip Assignment  
 12700 West Dale Highway  
 North Miami Beach, Florida



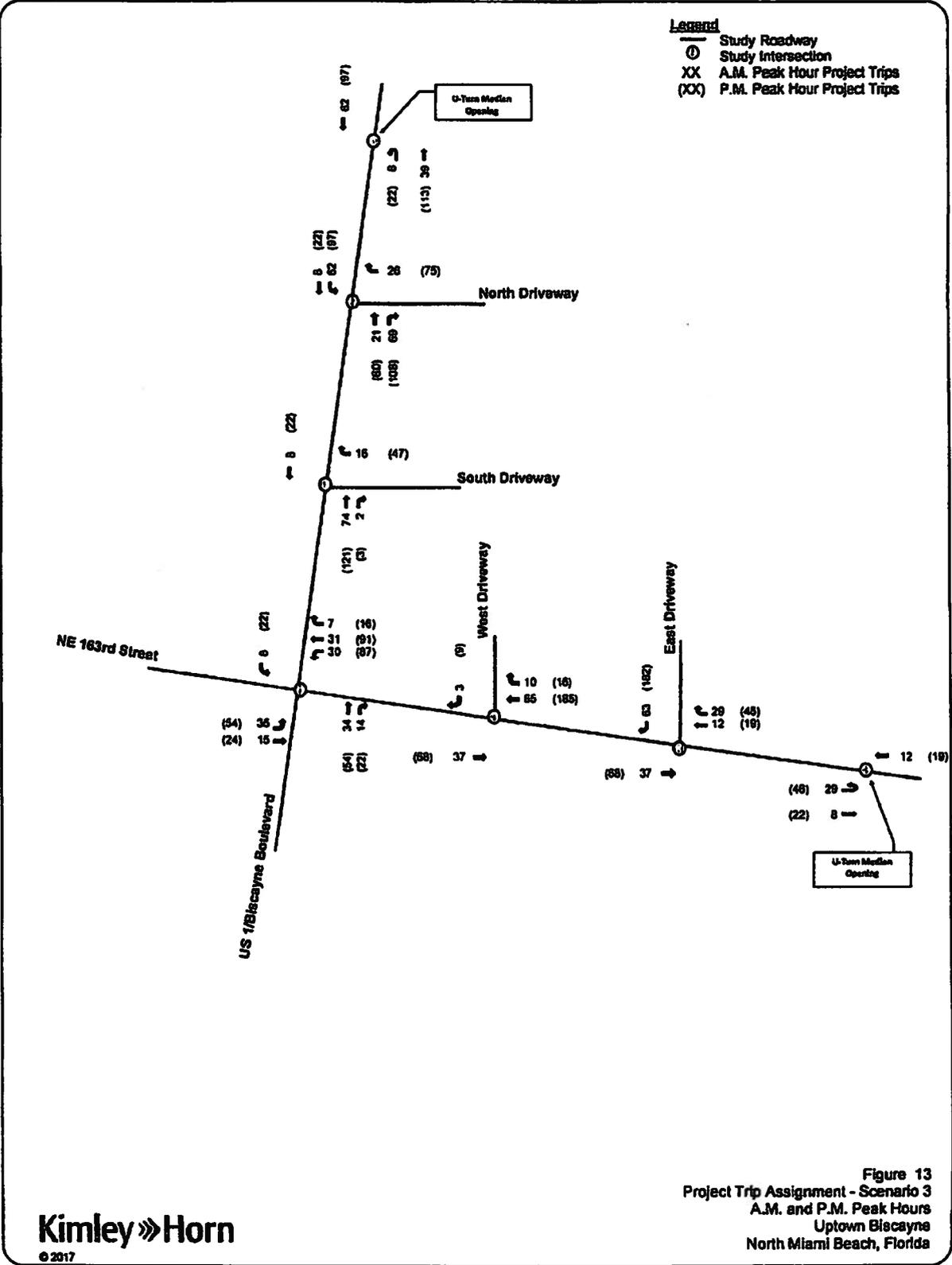
## ***Traffic Impact Analysis***

# **Uptown Biscayne North Miami Beach, Florida**



**Kimley»Horn**

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Updated October 2017  
043745000



**Figure 13**  
Project Trip Assignment - Scenario 3  
A.M. and P.M. Peak Hours  
Uptown Biscayne  
North Miami Beach, Florida

# Traffic Impact Study

## 5 Park North Miami Beach



17071 West Dixie Highway  
North Miami Beach, Florida



**Richard Garcia & Associates, Inc.**

January 4<sup>th</sup>, 2017

Update: July 29<sup>th</sup>, 2020





# Traffic Impact Study

## Soleste NoMi Beach



16395 Biscayne Boulevard  
North Miami Beach, Florida

March 31, 2020  
May 26<sup>th</sup>, 2020  
August 31, 2020 (Update)



**Richard Garcia & Associates, Inc.**

Figure 6: Site Traffic (Project Net Trips) - AM Peak Hour

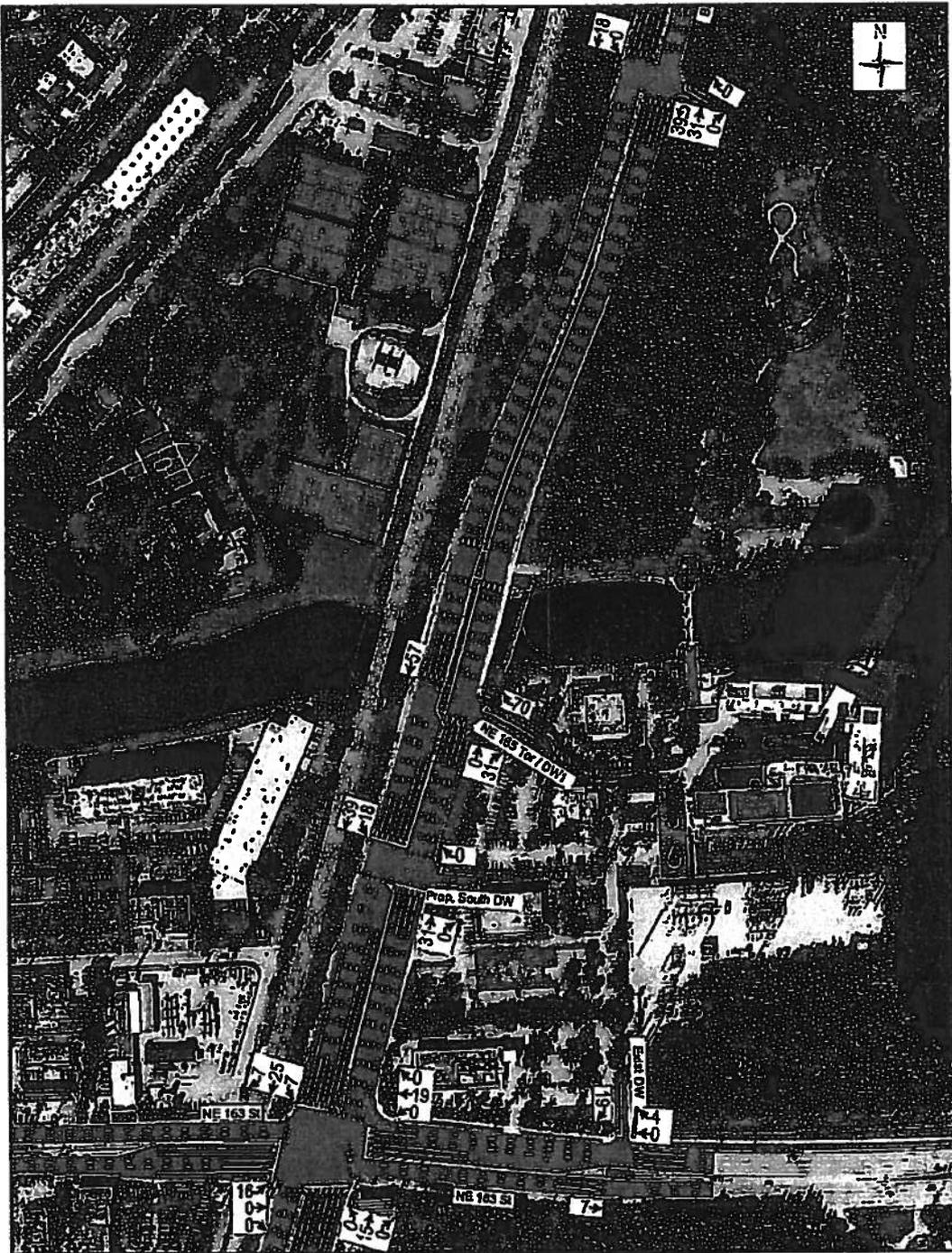


Figure 7: Site Traffic (Project Net Trips) - PM Peak Hour

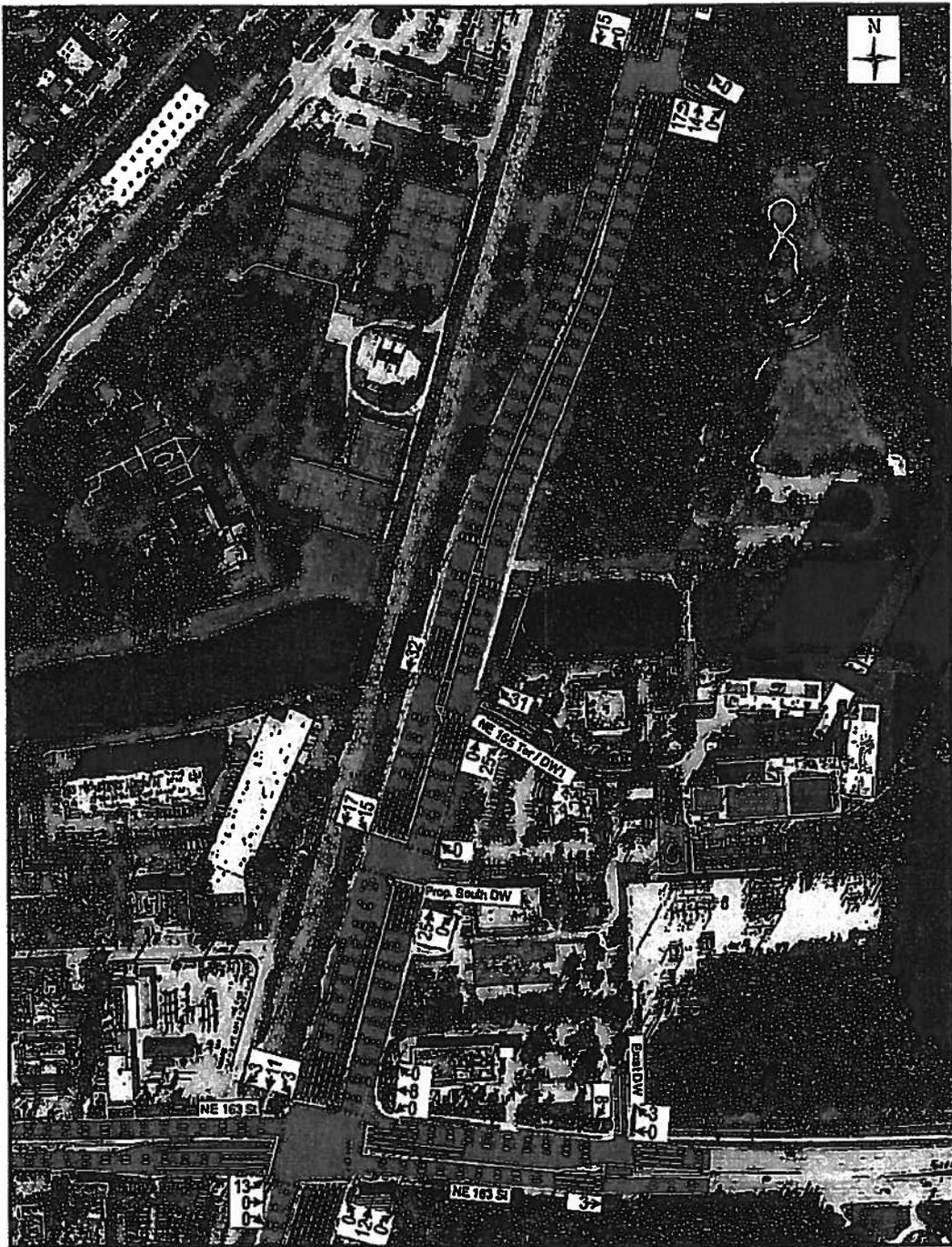


TABLE: A1  
**TRIP GENERATION ANALYSIS**  
**AM PEAK HOUR**

Project Name: Cambria Hotels & Suites

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	AM PEAK HOUR TRIPS				Previous Development Proposed Trips	Percent Change (%)	
				%	IN	%	OUT			TOTAL
Existing General Office	27,000 Th.Sq.Ft.	710	1.16	86%	27	14%	4	31		
Proposed Hotel	129 Rooms	310	0.47	59%	36	41%	25	61		
Shopping Center (Retail)	8,427 Th.Sq.Ft.	820	0.94	62%	5	38%	3	8		
Quality Restaurant	4,300 Th.Sq.Ft.	931	0.73	50%	2	50%	2	4		
<b>Gross External Trips</b>				<b>59%</b>	<b>43</b>	<b>41%</b>	<b>30</b>	<b>73</b>	<b>103</b>	
<b>Internal Capture 2.9%</b>				<b>50%</b>	<b>1</b>	<b>50%</b>	<b>1</b>	<b>2</b>	<b>-</b>	
<b>Net External Trips (Gross External - Internal Trips - Existing Trips)</b>				<b>37%</b>	<b>15</b>	<b>63%</b>	<b>25</b>	<b>40</b>	<b>-34%</b>	

Notes: [IE Trip Generation, 10th Edition & [IE Trip Generation Handbook, 3rd Edition.  
1 = 1,000 Square Feet (Th.Sq.Ft.)

TABLE: A2  
**TRIP GENERATION ANALYSIS**  
**PM PEAK HOUR**

Project Name: Cambria Hotels & Suites

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	PM PEAK HOUR TRIPS			Previous Development Proposed Trips	Percent Change (%)
				%	IN	OUT		
Existing General Office	27,000 Th.Sq.Ft.	710	1.15	16%	5	26	31	
Proposed Hotel	129 Rooms	310	0.60	51%	39	38	77	
Shopping Center (Retail)	8,427 Th.Sq.Ft.	820	3.81	48%	15	17	32	
Quality Restaurant	4,300 Th.Sq.Ft.	931	7.80	67%	23	11	34	
<b>Gross External Trips</b>				<b>54%</b>	<b>77</b>	<b>66</b>	<b>143</b>	<b>-16%</b>
<b>Internal Capture 17.5%</b>				<b>52%</b>	<b>13</b>	<b>12</b>	<b>25</b>	<b>-</b>
<b>Net External Trips (Gross External - Internal Trips - Existing Trips)</b>				<b>68%</b>	<b>59</b>	<b>28</b>	<b>87</b>	<b>-19%</b>

Notes: ITE Trip Generation, 10th Edition & ITE Trip Generation Handbook, 3rd Edition.  
1 = 1,000 Square Feet (Th.Sq.Ft.)



Richard Garcia & Associates, Inc.

## Traffic Impact Study

### Cambria Hotel & Retail



16300 NE 19<sup>th</sup> Avenue  
North Miami Beach, Florida

September 23<sup>rd</sup>, 2015

Table 3: Trip Generation - AM Peak Hour

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	AM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
<b>Existing</b>						
General Office	27,000 Th.Sq.Ft.	710	1.56	37	5	42
<b>Proposed</b>						
Hotel	165 Rooms	310	0.53	51	36	87
Specialty Retail -	12,776 Th.Sq.Ft.	820/826	0.96	7	5	12
Quality Restaurant	5,000 Th.Sq.Ft.	931	0.81	2	2	4
<b>Internal Capture 0.4%</b>				0	0	0
<b>External Trips (Proposed - Internal Trips)</b>				60	43	103
<b>Net External Trips (External - Existing Trips)</b>				23	38	61

Notes: Sources: ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 2nd Edition.

\* Since ITE does not provide AM data for Specialty Retail (LU 826), the ITE rate for LU 820 (Shopping Center) was used to estimate the AM peak hour trips for LU 826.

Table 4: Trip Generation - PM Peak Hour

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
<b>Existing</b>						
General Office	27,000 Th.Sq.Ft.	710	1.49	7	33	40
<b>Proposed</b>						
Hotel	165 Rooms	310	0.60	50	49	99
Specialty Retail	12,776 Th.Sq.Ft.	826	2.71	15	20	35
Quality Restaurant	5,000 Th.Sq.Ft.	931	7.49	25	12	37
<b>Internal Capture 13.4%</b>				12	11	23
<b>External Trips (Proposed - Internal Trips)</b>				78	70	148
<b>Net External Trips (External - Existing Trips)</b>				71	37	108

Notes: Sources: ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 2nd Edition.

1 = 1,000 Square Feet (Th.Sq.Ft.)

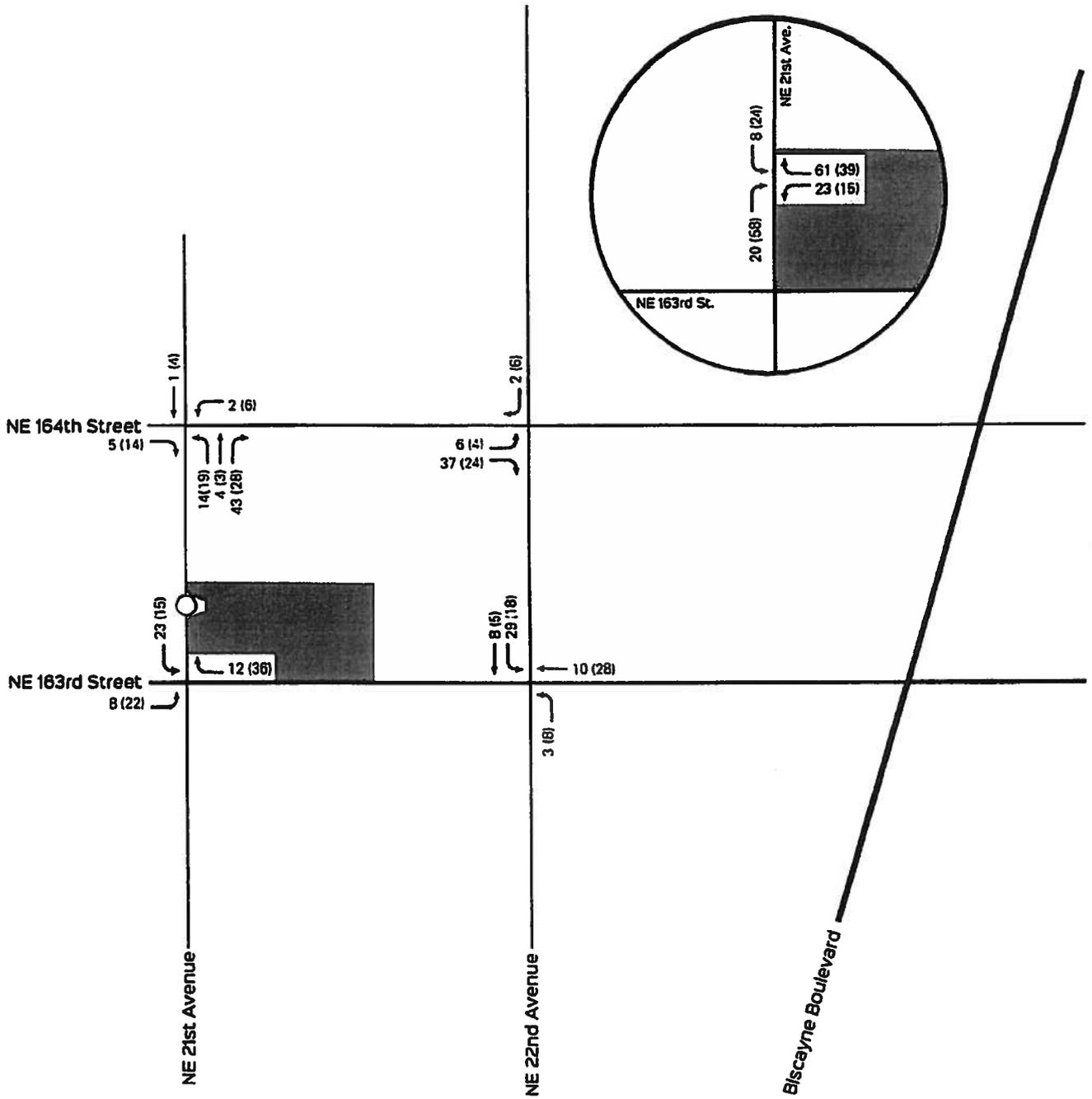


**BIZZI**

*TRAFFIC STUDY*



Since 1978



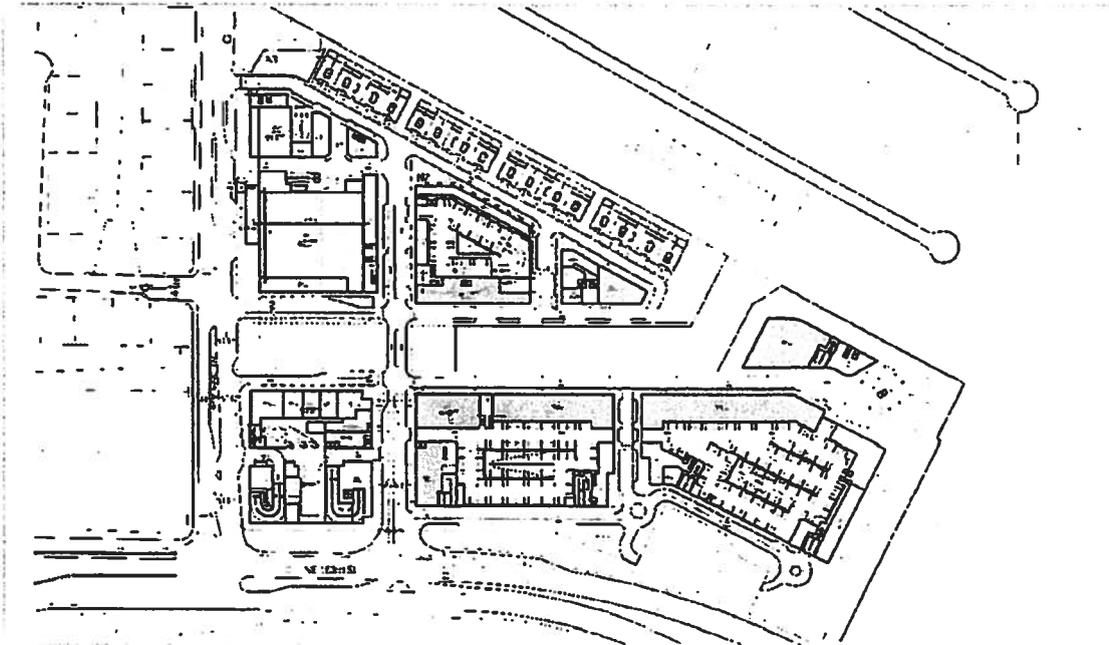
# Exhibit 10

## Project Trip Assignment



***Traffic Impact Analysis for  
Submittal to the  
Florida Department of Transportation***

**Intracoastal Mall Redevelopment  
North Miami Beach, Florida**

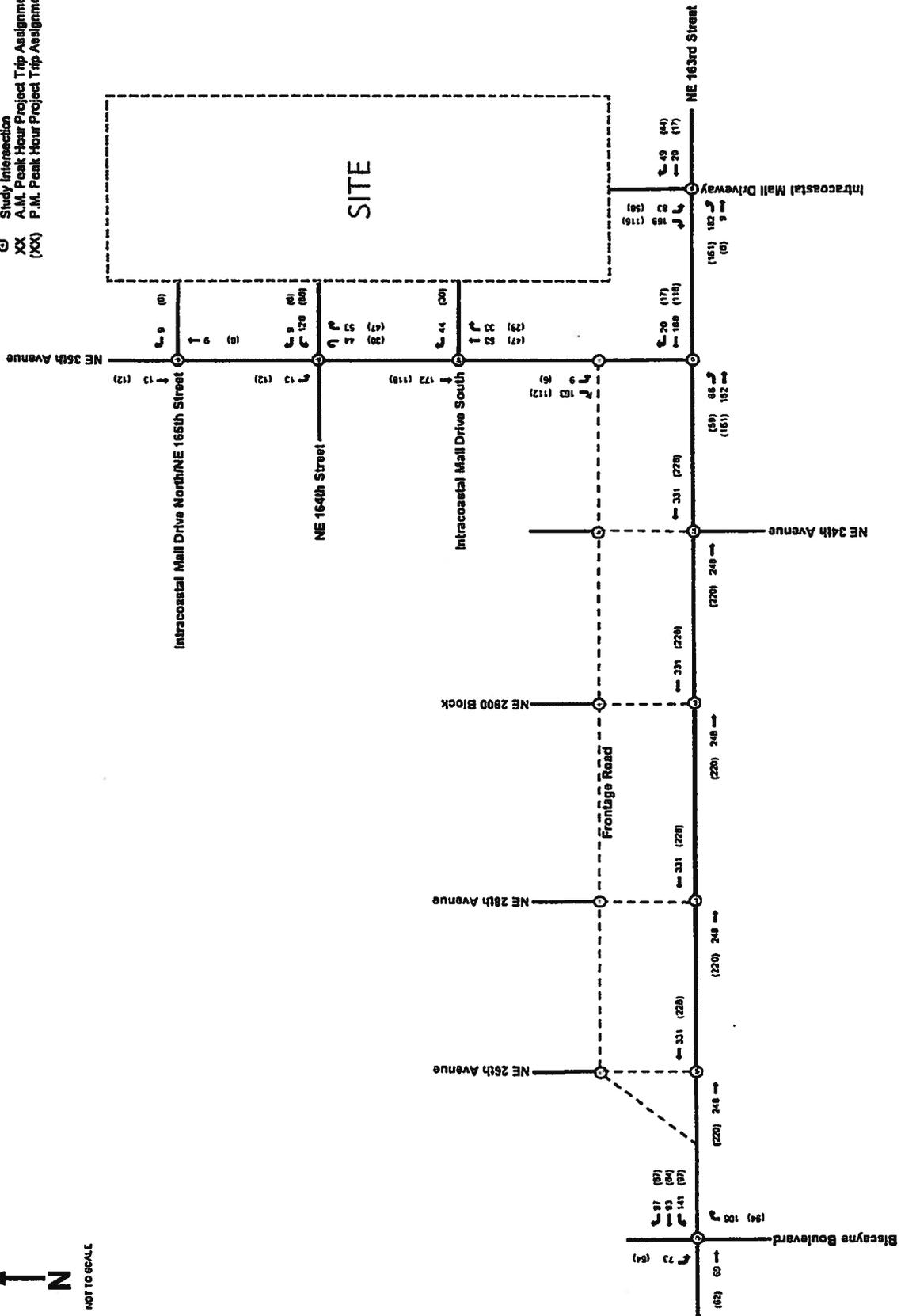


**Kimley»Horn**

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Updated March 2020  
February 2020  
043796003

**Legend**

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Project Trip Assignment
- (XX) P.M. Peak Hour Project Trip Assignment



**Figure 7**  
 Peak Hour Project Trip Assignment with Improvements  
 Intracoastal Mall Redevelopment  
 North Miami Beach, Florida



**Appendix 5: Intersection Capacity / LOS Analysis**



TABLE: A7

Level of Service (LOS) Summary - AM & PM Peak Hour

Project Name: The Riverwalk South

Existing Condition	Location	Intersection Control	AM Peak Hour						PM Peak Hour						
			Overall		Critical Approach		TWSC		Overall		Critical Approach		TWSC		
			LOS	Delay (sec)	Approach	LOS	Delay (sec)	Approach	LOS	Delay (sec)	Approach	LOS	Delay (sec)	Approach	LOS
1	Biscayne Boulevard (SR 5 / US 1) & NE 163 Street (SR 826)	Traffic Signal	D	54.0	-	-	-	E	56.5	-	-	-	-	-	-
2	Biscayne Boulevard (SR 5 / US 1) & NE 165 Terrace (Project's Main Driveway)	Two-Way Stop	A	0.0	WB	A	0.0	A	0.0	WB	A	0.0	WB	A	9.5
3	Biscayne Boulevard (SR 5 / US 1) & Median Opening (E Greynolds Park DM)	Two-Way Stop	A	0.4	WB	C	20.3	A	1.6	WB	D	28.4	WB	D	28.4
4	NE 163 Street (SR 826) & NE 22 Avenue / West Dixie Highway (SR 909)	Traffic Signal	D	39.6	-	-	-	D	44.7	-	-	-	-	-	-
5	Biscayne Boulevard (SR 5 / US 1) & NE 16400 Block	Traffic Signal	A	2.4	-	-	-	A	3.7	-	-	-	-	-	-
6	NE 163 Street (SR 826) & Existing Driveway	Two-Way Stop	A	0.1	SB	B	12.3	A	0.1	SB	B	13.5	SB	B	13.5
<b>Proposed Future Condition without Project</b>															
	Location	Intersection Control	AM Peak Hour						PM Peak Hour						
			Overall		Critical Approach		TWSC		Overall		Critical Approach		TWSC		
			LOS	Delay (sec)	Approach	LOS	Delay (sec)	Approach	LOS	Delay (sec)	Approach	LOS	Delay (sec)	Approach	LOS
1	Biscayne Boulevard (SR 5 / US 1) & NE 163 Street (SR 826)	Traffic Signal	E	60.0	-	-	-	E	69.9	-	-	-	-	-	-
2	Biscayne Boulevard (SR 5 / US 1) & NE 165 Terrace (Project's Main Driveway)	Two-Way Stop	A	0.1	WB	B	10.8	A	0.2	WB	B	11.0	WB	B	11.0
3	Biscayne Boulevard (SR 5 / US 1) & Median Opening (E Greynolds Park DM)	Two-Way Stop	A	0.9	WB	C	23.2	A	9.8	WB	E	35.1	WB	E	35.1
4	NE 163 Street (SR 826) & NE 22 Avenue / West Dixie Highway (SR 909)	Traffic Signal	F	105.2	-	-	-	E	75.7	-	-	-	-	-	-
5	Biscayne Boulevard (SR 5 / US 1) & NE 16400 Block	Traffic Signal	A	4.5	-	-	-	A	7.6	-	-	-	-	-	-
6	NE 163 Street (SR 826) & Existing Driveway	Traffic Signal	A	0.4	SB	C	15.4	A	1.2	SB	D	25.1	SB	D	25.1
<b>Proposed Future Condition with Project</b>															
	Location	Intersection Control	AM Peak Hour						PM Peak Hour						
			Overall		Critical Approach		TWSC		Overall		Critical Approach		TWSC		
			LOS	Delay (sec)	Approach	LOS	Delay (sec)	Approach	LOS	Delay (sec)	Approach	LOS	Delay (sec)	Approach	LOS
1	Biscayne Boulevard (SR 5 / US 1) & NE 163 Street (SR 826)	Traffic Signal	E	60.4	-	-	-	E	71.0	-	-	-	-	-	-
2	Biscayne Boulevard (SR 5 / US 1) & NE 165 Terrace (Project's Main Driveway)	Two-Way Stop	A	0.2	WB	B	10.4	A	0.2	WB	A	9.6	WB	A	9.6
3	Biscayne Boulevard (SR 5 / US 1) & Median Opening (E Greynolds Park DM)	Two-Way Stop	A	1.5	WB	C	23.5	B	12.3	WB	E	35.4	WB	E	35.4
4	NE 163 Street (SR 826) & NE 22 Avenue / West Dixie Highway (SR 909)	Traffic Signal	F	104.9	-	-	-	E	76.2	-	-	-	-	-	-
5	Biscayne Boulevard (SR 5 / US 1) & NE 16400 Block	Traffic Signal	A	4.8	-	-	-	A	7.8	-	-	-	-	-	-
6	NE 163 Street (SR 826) & Existing Driveway	Two-Way Stop	A	0.5	SB	C	16.2	A	1.3	SB	D	26.7	SB	D	26.7

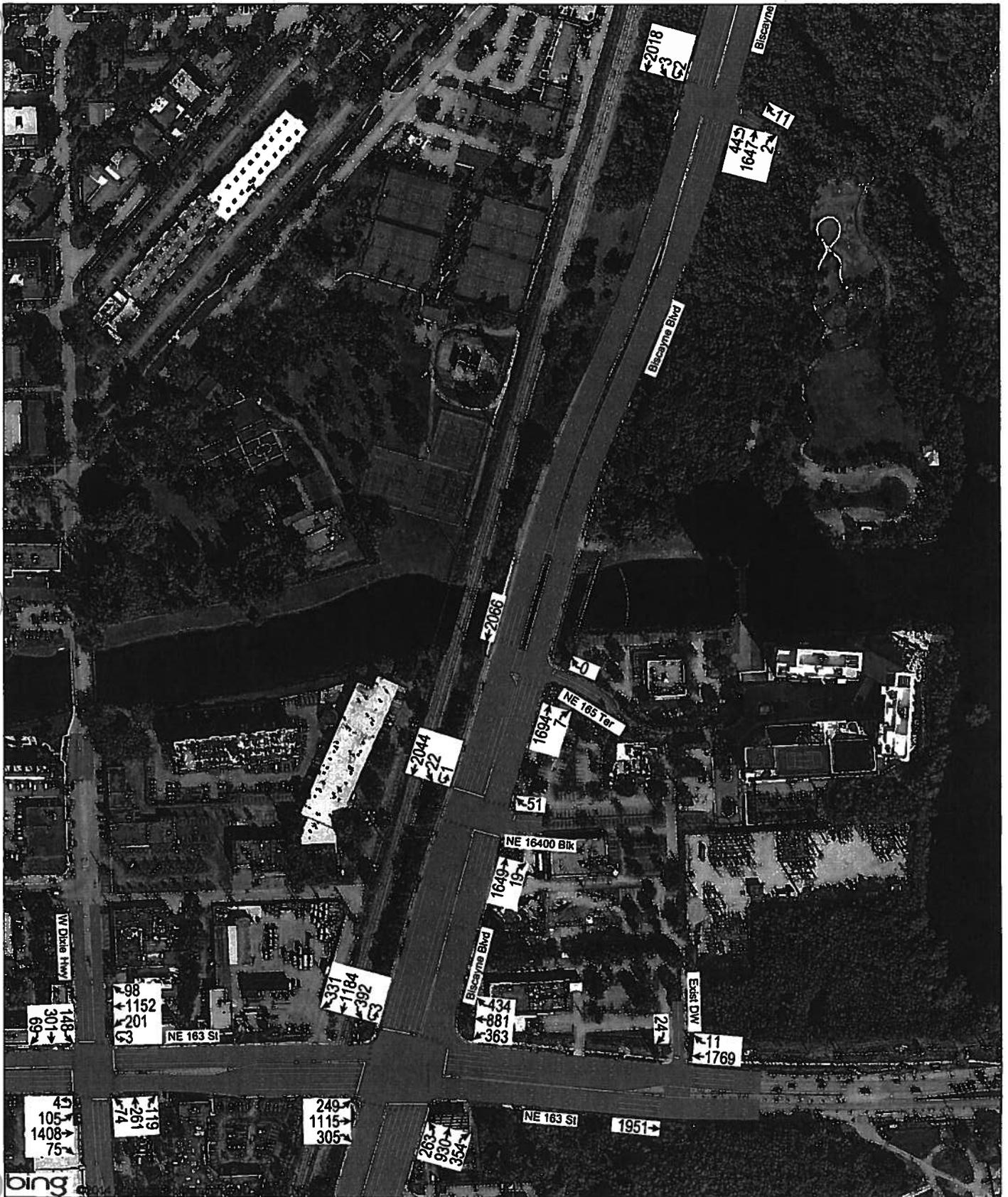
TABLE A7-1

Turn Lane Queue Lengths Summary - AM & PM Peak Hour

Project Name: The Riverwalk South

Existing Condition	Location	Queue Length 95th Percentile (ft.)														
		AM Peak Hour						PM Peak Hour								
		EBL	WBL	NBL	SBL	EBR	WBR	EBL	WBL	NBL	SBL	EBR	WBR			
1	Biscayne Boulevard (SR 5 / US 1) & NE 163 Street (SR 826)	197	281	211	360	346	324	282	-	206	374	417	358	502	511	256
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	* 330	* 665	* 585	* 720	560	550	410	-	* 330	* 665	* 585	* 720	560	550	410
2	Biscayne Boulevard (SR 5 / US 1) & NE 165 Terrace (Project's Main Driveway)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Biscayne Boulevard (SR 5 / US 1) & Median Opening (E Greynolds Park DMV)	-	-	23	3	-	-	-	-	-	-	105	3	-	-	-
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	-	-	350	375	-	-	-	-	-	350	375	-	-	-	-
4	NE 163 Street (SR 826) & NE 22 Avenue / West Dixie Highway (SR 909)	89	249	104	192	-	-	-	138	195	192	306	-	-	-	-
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	340	315	200	180	-	-	-	340	315	200	180	-	-	-	-
5	Biscayne Boulevard (SR 5 / US 1) & NE 16400 Block	-	-	-	31	-	-	-	-	-	-	49	-	-	-	-
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	-	-	-	350	-	-	-	-	-	-	350	-	-	-	-
6	NE 163 Street (SR 826) & Existing Driveway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposed Future Condition w/ Project	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Location	Queue Length 95th Percentile (ft.)														
		AM Peak Hour						PM Peak Hour								
		EBL	WBL	NBL	SBL	EBR	WBR	EBL	WBL	NBL	SBL	EBR	WBR			
1	Biscayne Boulevard (SR 5 / US 1) & NE 163 Street (SR 826)	322	341	227	395	393	593	288	-	336	510	433	417	572	667	263
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	* 330	* 665	* 585	* 535	560	550	410	-	* 330	* 665	* 585	* 535	560	550	410
2	Biscayne Boulevard (SR 5 / US 1) & NE 165 Terrace (Project's Main Driveway)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Biscayne Boulevard (SR 5 / US 1) & Median Opening (E Greynolds Park DMV)	-	-	60	3	-	-	-	-	-	313	3	-	-	-	-
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	-	-	350	375	-	-	-	-	-	350	375	-	-	-	-
4	NE 163 Street (SR 826) & NE 22 Avenue / West Dixie Highway (SR 909)	86	1,124	192	264	-	-	-	135	622	332	379	-	-	-	-
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	340	315	200	180	-	-	-	340	315	200	180	-	-	-	-
5	Biscayne Boulevard (SR 5 / US 1) & NE 16400 Block	-	-	-	95	-	-	-	-	-	-	175	-	-	-	-
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	-	-	-	350	-	-	-	-	-	-	350	-	-	-	-
6	NE 163 Street (SR 826) & Existing Driveway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposed Future Condition w/ Project	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Location	Queue Length 95th Percentile (ft.)														
		AM Peak Hour						PM Peak Hour								
		EBL	WBL	NBL	SBL	EBR	WBR	EBL	WBL	NBL	SBL	EBR	WBR			
1	Biscayne Boulevard (SR 5 / US 1) & NE 163 Street (SR 826)	339	341	227	403	393	593	288	-	356	510	433	419	572	667	263
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	* 330	* 665	* 585	* 535	560	550	410	-	* 330	* 665	* 585	* 535	560	550	410
2	Biscayne Boulevard (SR 5 / US 1) & NE 165 Terrace (Project's Main Driveway)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Biscayne Boulevard (SR 5 / US 1) & Median Opening (E Greynolds Park DMV)	-	-	90	3	-	-	-	-	-	355	3	-	-	-	-
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	-	-	350	375	-	-	-	-	-	350	375	-	-	-	-
4	NE 163 Street (SR 826) & NE 22 Avenue / West Dixie Highway (SR 909)	90	1,124	193	272	-	-	-	135	626	334	379	-	-	-	-
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	340	315	200	180	-	-	-	340	315	200	180	-	-	-	-
5	Biscayne Boulevard (SR 5 / US 1) & NE 16400 Block	-	-	-	107	-	-	-	-	-	-	138	-	-	-	-
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	-	-	-	350	-	-	-	-	-	-	350	-	-	-	-
6	NE 163 Street (SR 826) & Existing Driveway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Turn Lane Total Deceleration Distance (ft.) (Approx.)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Dual left turn lanes



# HCM Signalized Intersection Capacity Analysis

## 1: Biscayne Blvd & NE 163 St

The Riverwalk South  
Existing Condition - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEU	SBL	SBT
Lane Configurations	 	  		 	 		 	  				
Traffic Volume (vph)	249	1115	305	363	881	434	263	930	354	3	392	1184
Future Volume (vph)	249	1115	305	363	881	434	263	930	354	3	392	1184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	7.7	7.7	6.8	7.7	4.0	6.8	7.2	7.2		6.8	7.2
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.86	1.00		0.97	0.86
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	6408	1583		3433	6408
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	6408	1583		3433	6408
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	271	1212	332	395	958	472	286	1011	385	3	426	1287
RTOR Reduction (vph)	0	0	41	0	0	0	0	0	40	0	0	0
Lane Group Flow (vph)	271	1212	291	395	958	472	286	1011	345	0	429	1287
Turn Type	Prot	NA	pt+ov	Prot	NA	Free	Prot	NA	pt+ov	Prot	Prot	NA
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	1	6
Permitted Phases						Free						
Actuated Green, G (s)	19.0	46.0	72.8	24.4	51.4	169.5	19.1	45.8	77.4		24.8	51.5
Effective Green, g (s)	19.0	46.0	72.8	24.4	51.4	169.5	19.1	45.8	77.4		24.8	51.5
Actuated g/C Ratio	0.11	0.27	0.43	0.14	0.30	1.00	0.11	0.27	0.46		0.15	0.30
Clearance Time (s)	6.8	7.7		6.8	7.7		6.8	7.2			6.8	7.2
Vehicle Extension (s)	3.0	2.5		3.0	2.5		3.0	1.0			3.0	1.0
Lane Grp Cap (vph)	384	1380	679	494	1542	1583	386	1731	722		502	1946
v/s Ratio Prot	0.08	c0.24	0.18	c0.12	c0.19		0.08	0.16	0.22		c0.12	c0.20
v/s Ratio Perm						0.30						
v/c Ratio	0.71	0.88	0.43	0.80	0.62	0.30	0.74	0.58	0.48		0.85	0.66
Uniform Delay, d1	72.6	59.1	33.8	70.2	50.7	0.0	72.8	53.6	32.0		70.6	51.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.8	6.6	0.3	8.8	0.7	0.5	7.5	1.4	0.5		13.3	1.8
Delay (s)	78.4	65.7	34.1	79.0	51.4	0.5	80.3	55.0	32.5		83.9	53.2
Level of Service	E	E	C	E	D	A	F	E	C		F	D
Approach Delay (s)		61.8			44.2			54.2				55.8
Approach LOS		E			D			D				E

### Intersection Summary

HCM 2000 Control Delay	54.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	169.5	Sum of lost time (s)	28.5
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 1: Biscayne Blvd & NE 163 St

The Riverwalk South  
 Existing Condition - AM Peak Hour

Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	331
Future Volume (vph)	331
Ideal Flow (vphpl)	1900
Total Lost time (s)	7.2
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	360
RTOR Reduction (vph)	40
Lane Group Flow (vph)	320
Turn Type	pt+ov
Protected Phases	6 7
Permitted Phases	
Actuated Green, G (s)	77.7
Effective Green, g (s)	77.7
Actuated g/C Ratio	0.46
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	725
v/s Ratio Prot	0.20
v/s Ratio Perm	
v/c Ratio	0.44
Uniform Delay, d1	31.2
Progression Factor	1.00
Incremental Delay, d2	0.4
Delay (s)	31.6
Level of Service	C
Approach Delay (s)	
Approach LOS	

Intersection Summary

**Timings**  
**1: Biscayne Blvd & NE 163 St**

**The Riverwalk South**  
**Existing Condition - AM Peak Hour**

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑	↗	↖↖	↑↑↑	↗	↖↖	↑↑↑	↗
Traffic Volume (vph)	249	1115	305	363	881	434	263	930	354	392	1184	331
Future Volume (vph)	249	1115	305	363	881	434	263	930	354	392	1184	331
Turn Type	Prot	NA	pt+ov	Prot	NA	Free	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Permitted Phases						Free						
Detector Phase	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.8	56.7		11.8	56.7		12.0	49.2		12.0	49.2	
Total Split (s)	32.8	56.7		32.8	56.7		28.8	51.2		28.8	51.2	
Total Split (%)	19.4%	33.5%		19.4%	33.5%		17.0%	30.2%		17.0%	30.2%	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.0	2.9		2.0	2.9		2.0	2.4		2.0	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	7.7		6.8	7.7		6.8	7.2		6.8	7.2	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?	Yes	Yes										
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	19.0	46.0	71.9	24.4	51.4	169.5	19.1	45.8	77.0	24.8	51.5	77.3
Actuated g/C Ratio	0.11	0.27	0.42	0.14	0.30	1.00	0.11	0.27	0.45	0.15	0.30	0.46
v/c Ratio	0.71	0.88	0.47	0.80	0.62	0.30	0.74	0.58	0.51	0.86	0.66	0.47
Control Delay	82.5	67.0	28.4	83.0	52.5	0.5	84.6	56.0	29.1	86.8	54.7	28.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Total Delay	82.5	67.0	28.4	83.0	52.5	0.5	84.6	56.0	29.1	86.8	54.7	28.9
LOS	F	E	C	F	D	A	F	E	C	F	D	C
Approach Delay		62.3			45.7			54.7			56.9	
Approach LOS		E			D			D			E	

**Intersection Summary**

Cycle Length: 169.5  
 Actuated Cycle Length: 169.5  
 Offset: 77 (45%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 54.9  
 Intersection Capacity Utilization 80.4%  
 Analysis Period (min) 15

Intersection LOS: D  
 ICU Level of Service D

**Splits and Phases: 1: Biscayne Blvd & NE 163 St**

Ø1 28.8 s	Ø2 (R) 51.2 s	Ø3 32.8 s	Ø4 56.7 s
Ø5 28.8 s	Ø6 (R) 51.2 s	Ø7 32.8 s	Ø8 56.7 s

Queues  
1: Biscayne Blvd & NE 163 St

The Riverwalk South  
Existing Condition - AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEL	SBT	SBR
Lane Group Flow (vph)	271	1212	332	395	958	472	286	1011	385	429	1287	360
v/c Ratio	0.71	0.88	0.47	0.80	0.62	0.30	0.74	0.58	0.51	0.86	0.66	0.47
Control Delay	82.5	67.0	28.4	83.0	52.5	0.5	84.6	56.0	29.1	86.8	54.7	28.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Total Delay	82.5	67.0	28.4	83.0	52.5	0.5	84.6	56.0	29.1	86.8	54.7	28.9
Queue Length 50th (ft)	152	470	203	220	328	0	161	299	257	237	372	225
Queue Length 95th (ft)	197	523	282	281	389	0	211	330	348	#360	434	324
Internal Link Dist (ft)		623			547			546			513	
Turn Bay Length (ft)	230		235	400			440		410	465		410
Base Capacity (vph)	526	1474	723	535	1565	1583	446	1794	753	501	1970	804
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	202
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.82	0.46	0.74	0.61	0.30	0.64	0.56	0.51	0.86	0.65	0.60

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis  
 2: Biscayne Blvd & NE 165 Ter

The Riverwalk South  
 Existing Condition - AM Peak Hour

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑↑↑			↑↑↑
Traffic Volume (veh/h)	0	0	1694	7	0	2066
Future Volume (Veh/h)	0	0	1694	7	0	2066
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1841	8	0	2246
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			370			
pX, platoon unblocked	0.87	0.87			0.87	
vC, conflicting volume	2406	464			1841	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1867	0			1217	
IC, single (s)	6.8	6.9			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	56	943			495	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	0	526	526	526	271	562	562	562	562
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	8	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.31	0.31	0.31	0.16	0.33	0.33	0.33	0.33
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A								
Approach Delay (s)	0.0	0.0				0.0			
Approach LOS	A								

Intersection Summary									
Average Delay			0.0						
Intersection Capacity Utilization			33.3%		ICU Level of Service				A
Analysis Period (min)			15						

HCM 6th TWSC  
3: Biscayne Blvd & Greynolds Park D/W

The Riverwalk South  
Existing Condition - AM Peak Hour

**Intersection**

Int Delay, s/veh 0.4

**Movement**

	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↔	↔	↑↑↑			↔	↑↑↑
Traffic Vol, veh/h	0	11	44	1647	2	2	3	2018
Future Vol, veh/h	0	11	44	1647	2	2	3	2018
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	205	-	-	-	205	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	47	1771	2	2	3	2170

**Major/Minor**

	Minor1	Major1	Major2	Major2
Conflicting Flow All	-	887	1584	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	7.14	5.64	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.92	2.32	-
Pot Cap-1 Maneuver	0	247	207	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	247	207	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

**Approach**

	WB	NB	SB
HCM Control Delay, s	20.3	0.7	0.1
HCM LOS	C		

**Minor Lane/Major Mvmt**

	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	207	-	-	247	197	-
HCM Lane V/C Ratio	0.229	-	-	0.048	0.027	-
HCM Control Delay (s)	27.5	-	-	20.3	23.8	-
HCM Lane LOS	D	-	-	C	C	-
HCM 95th %tile Q(veh)	0.9	-	-	0.1	0.1	-

HCM Signalized Intersection Capacity Analysis  
4: W Dixie Hwy & NE 163 St

The Riverwalk South  
Existing Condition - AM Peak Hour

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↑↑↑			↔	↑↑↑		↔	↑↑		↔
Traffic Volume (vph)	4	105	1408	75	3	201	1152	98	74	261	119	148
Future Volume (vph)	4	105	1408	75	3	201	1152	98	74	261	119	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			6.0	6.0		6.4	6.4		6.4
Lane Util. Factor		1.00	0.91			1.00	0.91		1.00	0.95		1.00
Frt		1.00	0.99			1.00	0.99		1.00	0.95		1.00
Flt Protected		0.95	1.00			0.95	1.00		0.95	1.00		0.95
Satd. Flow (prot)		1770	5047			1770	5026		1770	3373		1770
Flt Permitted		0.18	1.00			0.08	1.00		0.41	1.00		0.18
Satd. Flow (perm)		329	5047			146	5026		757	3373		326
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	4	112	1498	80	3	214	1226	104	79	278	127	157
RTOR Reduction (vph)	0	0	4	0	0	0	5	0	0	32	0	0
Lane Group Flow (vph)	0	116	1574	0	0	217	1325	0	79	373	0	157
Turn Type		pm+pt	NA			pm+pt	NA		pm+pt	NA		pm+pt
Protected Phases		5	2			1	6		3	8		7
Permitted Phases		2				6			8			4
Actuated Green, G (s)		91.2	82.3			111.3	96.4		34.0	23.6		47.1
Effective Green, g (s)		91.2	82.3			111.3	96.4		34.0	23.6		47.1
Actuated g/C Ratio		0.53	0.48			0.65	0.56		0.20	0.14		0.28
Clearance Time (s)		6.0	6.0			6.0	6.0		6.4	6.4		6.4
Vehicle Extension (s)		2.0	1.0			3.0	1.0		2.0	2.5		2.0
Lane Grp Cap (vph)		250	2431			313	2836		212	466		234
v/s Ratio Prot		0.02	0.31			c0.09	0.26		0.02	c0.11		c0.07
v/s Ratio Perm		0.22				c0.36			0.05			0.12
v/c Ratio		0.46	0.65			0.69	0.47		0.37	0.80		0.67
Uniform Delay, d1		20.1	33.3			38.3	22.0		57.4	71.3		50.5
Progression Factor		1.00	1.00			1.00	1.00		1.00	1.00		1.00
Incremental Delay, d2		0.5	1.3			6.5	0.6		0.4	9.3		5.8
Delay (s)		20.6	34.7			44.8	22.6		57.8	80.6		56.3
Level of Service		C	C			D	C		E	F		E
Approach Delay (s)			33.7				25.7			76.9		
Approach LOS			C				C			E		
<b>Intersection Summary</b>												
HCM 2000 Control Delay			39.6			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			170.8			Sum of lost time (s)				24.8		
Intersection Capacity Utilization			80.1%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis  
 4: W Dixie Hwy & NE 163 St

The Riverwalk South  
 Existing Condition - AM Peak Hour



Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	301	69
Future Volume (vph)	301	69
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.4	
Lane Util. Factor	0.95	
Frt	0.97	
Flt Protected	1.00	
Satd. Flow (prot)	3441	
Flt Permitted	1.00	
Satd. Flow (perm)	3441	
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	320	73
RTOR Reduction (vph)	12	0
Lane Group Flow (vph)	381	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Actuated Green, G (s)	30.3	
Effective Green, g (s)	30.3	
Actuated g/C Ratio	0.18	
Clearance Time (s)	6.4	
Vehicle Extension (s)	2.5	
Lane Grp Cap (vph)	610	
v/s Ratio Prot	c0.11	
v/s Ratio Perm		
v/c Ratio	0.63	
Uniform Delay, d1	65.0	
Progression Factor	1.00	
Incremental Delay, d2	1.7	
Delay (s)	66.7	
Level of Service	E	
Approach Delay (s)	63.8	
Approach LOS	E	

Intersection Summary

Timings  
4: W Dixie Hwy & NE 163 St

The Riverwalk South  
Existing Condition - AM Peak Hour

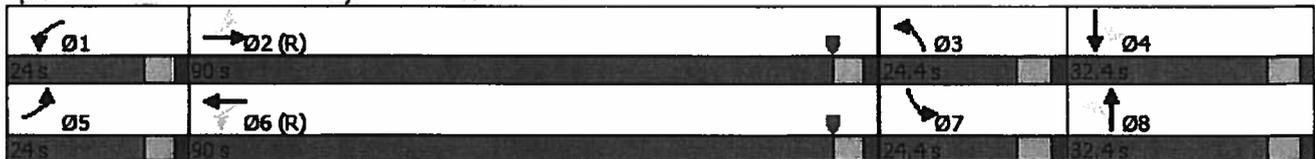
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	105	1408	201	1152	74	261	148	301
Future Volume (vph)	105	1408	201	1152	74	261	148	301
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases	2		6		8		4	
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.0	32.0	11.0	32.0	11.4	30.4	11.4	30.4
Total Split (s)	24.0	90.0	24.0	90.0	24.4	32.4	24.4	32.4
Total Split (%)	14.1%	52.7%	14.1%	52.7%	14.3%	19.0%	14.3%	19.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.4	6.4	6.4	6.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Act Effect Green (s)	91.2	82.3	111.3	96.4	33.9	23.5	46.7	30.3
Actuated g/C Ratio	0.53	0.48	0.65	0.56	0.20	0.14	0.27	0.18
v/c Ratio	0.46	0.65	0.69	0.47	0.37	0.82	0.67	0.63
Control Delay	20.9	36.7	44.3	23.8	50.4	78.2	62.1	66.8
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	20.9	36.7	44.3	24.2	50.4	78.2	62.1	66.8
LOS	C	D	D	C	D	E	E	E
Approach Delay		35.6		27.0		73.7		65.5
Approach LOS		D		C		E		E

Intersection Summary

Cycle Length: 170.8  
 Actuated Cycle Length: 170.8  
 Offset: 27 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 40.6  
 Intersection Capacity Utilization 80.1%  
 Analysis Period (min) 15

Intersection LOS: D  
 ICU Level of Service D

Splits and Phases: 4: W Dixie Hwy & NE 163 St



**Queues**  
**4: W Dixie Hwy & NE 163 St**

**The Riverwalk South**  
 Existing Condition - AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	1578	217	1330	79	405	157	393
v/c Ratio	0.46	0.65	0.69	0.47	0.37	0.82	0.67	0.63
Control Delay	20.9	36.7	44.3	23.8	50.4	78.2	62.1	66.8
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	20.9	36.7	44.3	24.2	50.4	78.2	62.1	66.8
Queue Length 50th (ft)	46	483	142	310	68	214	141	209
Queue Length 95th (ft)	89	639	249	427	104	268	192	256
Internal Link Dist (ft)		573		623		563		296
Turn Bay Length (ft)	290		270		140		130	
Base Capacity (vph)	344	2613	316	2856	290	557	252	636
Starvation Cap Reductn	0	0	0	849	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.60	0.69	0.66	0.27	0.73	0.62	0.62

**Intersection Summary**

HCM Signalized Intersection Capacity Analysis  
 5: Biscayne Blvd & NE 16400 Blk

The Riverwalk South  
 Existing Condition - AM Peak Hour

							
Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			   			 	  
Traffic Volume (vph)	0	51	1649	19	1	22	2044
Future Volume (vph)	0	51	1649	19	1	22	2044
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.1	6.8			7.1	4.0
Lane Util. Factor		1.00	0.81			0.97	0.86
Frt		0.86	1.00			1.00	1.00
Flt Protected		1.00	1.00			0.95	1.00
Satd. Flow (prot)		1611	7531			3433	6408
Flt Permitted		1.00	1.00			0.95	1.00
Satd. Flow (perm)		1611	7531			3433	6408
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	55	1773	20	1	24	2198
RTOR Reduction (vph)	0	48	0	0	0	0	0
Lane Group Flow (vph)	0	7	1793	0	0	25	2198
Turn Type		Perm	NA		Prot	Prot	NA
Protected Phases			2		1	1	Free
Permitted Phases		1					
Actuated Green, G (s)		6.3	149.7			6.3	169.9
Effective Green, g (s)		6.3	149.7			6.3	169.9
Actuated g/C Ratio		0.04	0.88			0.04	1.00
Clearance Time (s)		7.1	6.8			7.1	
Vehicle Extension (s)		3.0	1.0			3.0	
Lane Grp Cap (vph)		59	6635			127	6408
v/s Ratio Prot			0.24			0.01	0.34
v/s Ratio Perm		0.00					
v/c Ratio		0.12	0.27			0.20	0.34
Uniform Delay, d1		79.1	1.6			79.3	0.0
Progression Factor		1.00	1.00			1.01	1.00
Incremental Delay, d2		0.9	0.1			0.8	0.1
Delay (s)		80.0	1.7			81.2	0.1
Level of Service		E	A			F	A
Approach Delay (s)	80.0		1.7				1.1
Approach LOS	E		A				A

Intersection Summary			
HCM 2000 Control Delay	2.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	169.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

**Timings**  
**5: Biscayne Blvd & NE 16400 Blk**

**The Riverwalk South**  
**Existing Condition - AM Peak Hour**



Lane Group	WBR	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑↑	↘	↑↑↑
Traffic Volume (vph)	51	1649	22	2044
Future Volume (vph)	51	1649	22	2044
Turn Type	Perm	NA	Prot	NA
Protected Phases		2	1	Free
Permitted Phases	1			
Detector Phase	1	2	1	
Switch Phase				
Minimum Initial (s)	5.0	7.0	5.0	
Minimum Split (s)	12.1	36.8	12.1	
Total Split (s)	32.1	137.8	32.1	
Total Split (%)	18.9%	81.1%	18.9%	
Yellow Time (s)	4.8	4.8	4.8	
All-Red Time (s)	2.3	2.0	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	7.1	6.8	7.1	
Lead/Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	
Act Effect Green (s)	7.4	152.5	7.4	169.9
Actuated g/C Ratio	0.04	0.90	0.04	1.00
v/c Ratio	0.47	0.27	0.17	0.34
Control Delay	34.5	1.7	80.9	0.1
Queue Delay	0.0	0.1	0.0	0.0
Total Delay	34.5	1.8	80.9	0.1
LOS	C	A	F	A
Approach Delay		1.8		1.1
Approach LOS		A		A

**Intersection Summary**

Cycle Length: 169.9  
 Actuated Cycle Length: 169.9  
 Offset: 127 (75%), Referenced to phase 2:NBT and 6:, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.47  
 Intersection Signal Delay: 1.8  
 Intersection Capacity Utilization 43.0%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 5: Biscayne Blvd & NE 16400 Blk

↖ Ø1	↑ Ø2 (R)	↘	↓
32.1 s	137.8 s		

Queues  
5: Biscayne Blvd & NE 16400 Blk

The Riverwalk South  
Existing Condition - AM Peak Hour



Lane Group	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	55	1793	25	2198
v/c Ratio	0.47	0.27	0.17	0.34
Control Delay	34.5	1.7	80.9	0.1
Queue Delay	0.0	0.1	0.0	0.0
Total Delay	34.5	1.8	80.9	0.1
Queue Length 50th (ft)	6	58	13	0
Queue Length 95th (ft)	55	81	31	0
Internal Link Dist (ft)		513		290
Turn Bay Length (ft)			300	
Base Capacity (vph)	279	6758	505	6408
Starvation Cap Reductn	0	3334	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.52	0.05	0.34

Intersection Summary





HCM Signalized Intersection Capacity Analysis  
1: Biscayne Blvd & NE 163 St

The Riverwalk South  
Existing Condition - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	273	908	296	453	1119	660	477	1341	467	1	432	1142
Future Volume (vph)	273	908	296	453	1119	660	477	1341	467	1	432	1142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	7.7	7.7	6.8	7.7	4.0	6.8	7.2	7.2		6.8	7.2
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.86	1.00		0.97	0.86
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	6408	1583		3433	6408
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	6408	1583		3433	6408
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	287	956	312	477	1178	695	502	1412	492	1	455	1202
RTOR Reduction (vph)	0	0	39	0	0	0	0	0	38	0	0	0
Lane Group Flow (vph)	287	956	273	477	1178	695	502	1412	454	0	456	1202
Turn Type	Prot	NA	pt+ov	Prot	NA	Free	Prot	NA	pt+ov	Prot	Prot	NA
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	1	6
Permitted Phases						Free						
Actuated Green, G (s)	20.3	39.6	76.6	26.2	45.5	169.5	29.3	49.0	82.4		26.2	45.9
Effective Green, g (s)	20.3	39.6	76.6	26.2	45.5	169.5	29.3	49.0	82.4		26.2	45.9
Actuated g/C Ratio	0.12	0.23	0.45	0.15	0.27	1.00	0.17	0.29	0.49		0.15	0.27
Clearance Time (s)	6.8	7.7		6.8	7.7		6.8	7.2			6.8	7.2
Vehicle Extension (s)	3.0	2.5		3.0	2.5		3.0	1.0			3.0	1.0
Lane Grp Cap (vph)	411	1188	715	530	1365	1583	593	1852	769		530	1735
v/s Ratio Prot	0.08	0.19	0.17	c0.14	c0.23		c0.15	c0.22	0.29		0.13	0.19
v/s Ratio Perm						c0.44						
v/c Ratio	0.70	0.80	0.38	0.90	0.86	0.44	0.85	0.76	0.59		0.86	0.69
Uniform Delay, d1	71.7	61.3	30.8	70.4	59.0	0.0	67.9	54.9	31.4		69.9	55.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.1	3.9	0.2	18.3	5.8	0.9	10.8	3.0	1.2		13.4	2.3
Delay (s)	76.8	65.2	31.0	88.6	64.9	0.9	78.7	58.0	32.6		83.3	57.8
Level of Service	E	E	C	F	E	A	E	E	C		F	E
Approach Delay (s)		60.5			50.8			57.1				59.2
Approach LOS		E			D			E				E

Intersection Summary		
HCM 2000 Control Delay	56.5	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.88	
Actuated Cycle Length (s)	169.5	Sum of lost time (s)
Intersection Capacity Utilization	86.0%	ICU Level of Service
Analysis Period (min)	15	
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis  
 1: Biscayne Blvd & NE 163 St

The Riverwalk South  
 Existing Condition - PM Peak Hour

Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	473
Future Volume (vph)	473
Ideal Flow (vphpl)	1900
Total Lost time (s)	7.2
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	498
RTOR Reduction (vph)	42
Lane Group Flow (vph)	456
Turn Type	pt+ov
Protected Phases	6 7
Permitted Phases	
Actuated Green, G (s)	73.4
Effective Green, g (s)	73.4
Actuated g/C Ratio	0.43
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	685
v/s Ratio Prot	0.29
v/s Ratio Perm	
v/c Ratio	0.67
Uniform Delay, d1	38.3
Progression Factor	1.00
Incremental Delay, d2	2.5
Delay (s)	40.7
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary

Timings  
1: Biscayne Blvd & NE 163 St

The Riverwalk South  
Existing Condition - PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	273	908	296	453	1119	660	477	1341	467	432	1142	473
Future Volume (vph)	273	908	296	453	1119	660	477	1341	467	432	1142	473
Turn Type	Prot	NA	pt+ov	Prot	NA	Free	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Permitted Phases						Free						
Detector Phase	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.8	54.7		11.8	54.7		12.0	49.2		12.0	49.2	
Total Split (s)	32.8	54.7		32.8	54.7		31.8	50.2		31.8	50.2	
Total Split (%)	19.4%	32.3%		19.4%	32.3%		18.8%	29.6%		18.8%	29.6%	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.0	2.9		2.0	2.9		2.0	2.4		2.0	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	7.7		6.8	7.7		6.8	7.2		6.8	7.2	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?	Yes	Yes										
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	20.3	39.6	75.7	26.2	45.4	169.5	29.3	49.1	82.1	26.2	46.0	73.1
Actuated g/C Ratio	0.12	0.23	0.45	0.15	0.27	1.00	0.17	0.29	0.48	0.15	0.27	0.43
v/c Ratio	0.70	0.81	0.42	0.90	0.86	0.44	0.85	0.76	0.61	0.86	0.69	0.69
Control Delay	80.6	66.8	25.4	90.9	66.7	0.9	81.2	59.0	31.9	85.9	58.5	38.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
Total Delay	80.6	66.8	25.4	90.9	66.7	0.9	81.2	59.0	31.9	85.9	58.5	41.0
LOS	F	E	C	F	E	A	F	E	C	F	E	D
Approach Delay		61.0			52.1			58.1			60.2	
Approach LOS		E			D			E			E	

Intersection Summary

Cycle Length: 169.5  
 Actuated Cycle Length: 169.5  
 Offset: 77 (45%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 57.5  
 Intersection Capacity Utilization 86.0%  
 Analysis Period (min) 15

Intersection LOS: E  
 ICU Level of Service E

Splits and Phases: 1: Biscayne Blvd & NE 163 St

Ø1 11.8 s	Ø2 (R) 54.7 s		Ø3 11.8 s	Ø4 54.7 s
Ø5 11.8 s	Ø6 (R) 54.7 s		Ø7 11.8 s	Ø8 54.7 s

**Queues**  
**1: Biscayne Blvd & NE 163 St**

**The Riverwalk South**  
 Existing Condition - PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	287	956	312	477	1178	695	502	1412	492	456	1202	498
v/c Ratio	0.70	0.81	0.42	0.90	0.86	0.44	0.85	0.76	0.61	0.86	0.69	0.69
Control Delay	80.6	66.8	25.4	90.9	66.7	0.9	81.2	59.0	31.9	85.9	58.5	38.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
Total Delay	80.6	66.8	25.4	90.9	66.7	0.9	81.2	59.0	31.9	85.9	58.5	41.0
Queue Length 50th (ft)	160	370	173	272	460	0	276	427	350	253	359	397
Queue Length 95th (ft)	206	401	256	#374	514	0	#417	487	502	#358	404	511
Internal Link Dist (ft)		623			547			546			513	
Turn Bay Length (ft)	230		235	400			440		410	465		410
Base Capacity (vph)	526	1410	736	535	1415	1583	593	1856	807	538	1738	775
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	162
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.68	0.42	0.89	0.83	0.44	0.85	0.76	0.61	0.85	0.69	0.81

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis  
 2: Biscayne Blvd & NE 165 Ter

The Riverwalk South  
 Existing Condition - PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑↑↑	↖		↓↓↓
Traffic Volume (veh/h)	0	1	2270	7	0	2253
Future Volume (Veh/h)	0	1	2270	7	0	2253
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	1	2441	8	0	2423
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			370			
pX, platoon unblocked	0.74	0.74			0.74	
vC, conflicting volume	3051	614			2441	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1989	0			1160	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	39	797			440	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	1	697	697	697	357	606	606	606	606
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	1	0	0	0	8	0	0	0	0
cSH	797	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.41	0.41	0.41	0.21	0.36	0.36	0.36	0.36
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	0
Control Delay (s)	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A								
Approach Delay (s)	9.5	0.0				0.0			
Approach LOS	A								

Intersection Summary	
Average Delay	0.0
Intersection Capacity Utilization	43.0%
Analysis Period (min)	15
ICU Level of Service	A

HCM 6th TWSC  
3: Biscayne Blvd & Greynolds Park D/W

The Riverwalk South  
Existing Condition - PM Peak Hour

**Intersection**

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↖	↗	↑↑↑			↘	↑↑↑
Traffic Vol, veh/h	0	5	112	2159	0	2	1	2161
Future Vol, veh/h	0	5	112	2159	0	2	1	2161
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	205	-	-	-	205	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	122	2347	0	2	1	2349

Major/Minor	Minor1	Major1	Major2	Major2	Major2	Major2	Major2	Major2
Conflicting Flow All	-	1174	1715	0	0	1713	2347	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	7.14	5.64	-	-	5.64	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	2.32	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	0	159	175	-	-	175	83	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	159	175	-	-	126	126	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.4	3.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	175	-	-	159	126	-
HCM Lane V/C Ratio	0.696	-	-	0.034	0.026	-
HCM Control Delay (s)	62.6	-	-	28.4	34.4	-
HCM Lane LOS	F	-	-	D	D	-
HCM 95th %tile Q(veh)	4.2	-	-	0.1	0.1	-

HCM Signalized Intersection Capacity Analysis  
4: W Dixie Hwy & NE 163 St

The Riverwalk South  
Existing Condition - PM Peak Hour



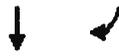
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations			↑↑↑				↑↑↑			↑↑		↑
Traffic Volume (vph)	7	98	1104	72	18	195	1747	121	139	327	180	181
Future Volume (vph)	7	98	1104	72	18	195	1747	121	139	327	180	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			6.0	6.0		6.4	6.4		6.4
Lane Util. Factor		1.00	0.91			1.00	0.91		1.00	0.95		1.00
Fr <sub>t</sub>		1.00	0.99			1.00	0.99		1.00	0.95		1.00
Fl <sub>t</sub> Protected		0.95	1.00			0.95	1.00		0.95	1.00		0.95
Satd. Flow (prot)		1770	5038			1770	5036		1770	3351		1770
Fl <sub>t</sub> Permitted		0.05	1.00			0.14	1.00		0.37	1.00		0.12
Satd. Flow (perm)		91	5038			260	5036		689	3351		220
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	104	1174	77	19	207	1859	129	148	348	191	193
RTOR Reduction (vph)	0	0	4	0	0	0	4	0	0	42	0	0
Lane Group Flow (vph)	0	111	1247	0	0	226	1984	0	148	497	0	193
Turn Type		pm+pt	NA			pm+pt	NA		pm+pt	NA		pm+pt
Protected Phases		5	2			1	6		3	8		7
Permitted Phases		2				6			8			4
Actuated Green, G (s)		92.8	81.5			102.0	86.1		43.7	28.9		53.5
Effective Green, g (s)		92.8	81.5			102.0	86.1		43.7	28.9		53.5
Actuated g/C Ratio		0.54	0.48			0.60	0.50		0.26	0.17		0.31
Clearance Time (s)		6.0	6.0			6.0	6.0		6.4	6.4		6.4
Vehicle Extension (s)		2.0	1.0			3.0	1.0		2.0	2.5		2.0
Lane Grp Cap (vph)		160	2403			295	2538		269	567		247
v/s Ratio Prot		0.05	0.25			c0.07	c0.39		0.05	c0.15		c0.09
v/s Ratio Perm		0.33				0.38			0.09			0.15
v/c Ratio		0.69	0.52			0.77	0.78		0.55	0.88		0.78
Uniform Delay, d <sub>1</sub>		38.7	31.0			21.7	34.7		51.8	69.2		47.6
Progression Factor		1.00	1.00			1.00	1.00		1.00	1.00		1.00
Incremental Delay, d <sub>2</sub>		10.0	0.8			11.3	2.5		1.4	14.1		13.7
Delay (s)		48.7	31.8			33.0	37.1		53.2	83.3		61.3
Level of Service		D	C			C	D		D	F		E
Approach Delay (s)			33.2				36.7			76.8		
Approach LOS			C				D			E		

Intersection Summary

HCM 2000 Control Delay	44.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	170.8	Sum of lost time (s)	24.8
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 4: W Dixie Hwy & NE 163 St

The Riverwalk South  
 Existing Condition - PM Peak Hour



Movement	SBT	SBR
Lane Configurations	↑↓	
Traffic Volume (vph)	327	67
Future Volume (vph)	327	67
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.4	
Lane Util. Factor	0.95	
Frt	0.97	
Flt Protected	1.00	
Satd. Flow (prot)	3449	
Flt Permitted	1.00	
Satd. Flow (perm)	3449	
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	348	71
RTOR Reduction (vph)	10	0
Lane Group Flow (vph)	409	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Actuated Green, G (s)	33.8	
Effective Green, g (s)	33.8	
Actuated g/C Ratio	0.20	
Clearance Time (s)	6.4	
Vehicle Extension (s)	2.5	
Lane Grp Cap (vph)	682	
v/s Ratio Prot	0.12	
v/s Ratio Perm		
v/c Ratio	0.60	
Uniform Delay, d1	62.4	
Progression Factor	1.00	
Incremental Delay, d2	1.3	
Delay (s)	63.6	
Level of Service	E	
Approach Delay (s)	62.9	
Approach LOS	E	

Intersection Summary

Timings  
4: W Dixie Hwy & NE 163 St

The Riverwalk South  
Existing Condition - PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	98	1104	195	1747	139	327	181	327
Future Volume (vph)	98	1104	195	1747	139	327	181	327
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases	2		6		8		4	
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.0	32.0	11.0	32.0	11.4	30.4	11.4	30.4
Total Split (s)	24.0	90.0	24.0	90.0	24.4	32.4	24.4	32.4
Total Split (%)	14.1%	52.7%	14.1%	52.7%	14.3%	19.0%	14.3%	19.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.4	6.4	6.4	6.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	92.8	81.5	101.9	86.1	43.6	28.8	53.5	33.8
Actuated g/C Ratio	0.54	0.48	0.60	0.50	0.26	0.17	0.31	0.20
v/c Ratio	0.69	0.52	0.76	0.78	0.55	0.89	0.78	0.61
Control Delay	58.8	32.2	37.1	38.0	51.4	79.2	67.9	65.3
Queue Delay	0.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
Total Delay	58.8	32.2	37.1	42.7	51.4	79.2	67.9	65.3
LOS	E	C	D	D	D	E	E	E
Approach Delay		34.4		42.1		73.2		66.1
Approach LOS		C		D		E		E

Intersection Summary

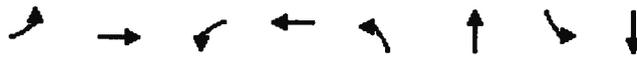
Cycle Length: 170.8  
 Actuated Cycle Length: 170.8  
 Offset: 27 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 47.3  
 Intersection Capacity Utilization 87.8%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 4: W Dixie Hwy & NE 163 St

Ø1 24 s	Ø2 (R) 90 s		
Ø5 24 s	Ø6 (R) 90 s	Ø7 24.4 s	Ø8 32.4 s

Queues  
4: W Dixie Hwy & NE 163 St

The Riverwalk South  
Existing Condition - PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	111	1251	226	1988	148	539	193	419
v/c Ratio	0.69	0.52	0.76	0.78	0.55	0.89	0.78	0.61
Control Delay	58.8	32.2	37.1	38.0	51.4	79.2	67.9	65.3
Queue Delay	0.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
Total Delay	58.8	32.2	37.1	42.7	51.4	79.2	67.9	65.3
Queue Length 50th (ft)	75	375	120	698	117	280	157	212
Queue Length 95th (ft)	138	391	195	738	192	#421	#306	301
Internal Link Dist (ft)		573		623		563		296
Turn Bay Length (ft)	290		270		140		130	
Base Capacity (vph)	229	2530	315	2583	306	608	253	692
Starvation Cap Reductn	0	0	0	522	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.49	0.72	0.96	0.48	0.89	0.76	0.61

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis  
 5: Biscayne Blvd & NE 16400 Blk

The Riverwalk South  
 Existing Condition - PM Peak Hour

							
Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			   			 	  
Traffic Volume (vph)	0	75	2188	30	7	38	2208
Future Volume (vph)	0	75	2188	30	7	38	2208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.1	6.8			7.1	4.0
Lane Util. Factor		1.00	0.81			0.97	0.86
Frt		0.86	1.00			1.00	1.00
Flt Protected		1.00	1.00			0.95	1.00
Satd. Flow (prot)		1611	7529			3433	6408
Flt Permitted		1.00	1.00			0.95	1.00
Satd. Flow (perm)		1611	7529			3433	6408
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	81	2353	32	8	41	2374
RTOR Reduction (vph)	0	16	1	0	0	0	0
Lane Group Flow (vph)	0	65	2384	0	0	49	2374
Turn Type		Perm	NA		Prot	Prot	NA
Protected Phases			2		1	1	Free
Permitted Phases		1					
Actuated Green, G (s)		12.2	143.8			12.2	169.9
Effective Green, g (s)		12.2	143.8			12.2	169.9
Actuated g/C Ratio		0.07	0.85			0.07	1.00
Clearance Time (s)		7.1	6.8			7.1	
Vehicle Extension (s)		3.0	1.0			3.0	
Lane Grp Cap (vph)		115	6372			246	6408
v/s Ratio Prot			0.32			0.01	0.37
v/s Ratio Perm		0.04					
v/c Ratio		0.57	0.37			0.20	0.37
Uniform Delay, d1		76.3	2.9			74.3	0.0
Progression Factor		1.00	1.00			1.01	1.00
Incremental Delay, d2		6.3	0.2			0.4	0.2
Delay (s)		82.6	3.1			75.1	0.2
Level of Service		F	A			E	A
Approach Delay (s)	82.6		3.1				1.7
Approach LOS	F		A				A

Intersection Summary				
HCM 2000 Control Delay		3.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio		0.40		
Actuated Cycle Length (s)		169.9	Sum of lost time (s)	13.9
Intersection Capacity Utilization		45.9%	ICU Level of Service	A
Analysis Period (min)		15		
c Critical Lane Group				

Timings  
5: Biscayne Blvd & NE 16400 Bk

The Riverwalk South  
Existing Condition - PM Peak Hour



Lane Group	WBR	NBT	SBL	SBT
Lane Configurations	↗	↑↑↑↑	↘	↑↑↑
Traffic Volume (vph)	75	2188	38	2208
Future Volume (vph)	75	2188	38	2208
Turn Type	Perm	NA	Prot	NA
Protected Phases		2	1	Free
Permitted Phases	1			
Detector Phase	1	2	1	
Switch Phase				
Minimum Initial (s)	5.0	7.0	5.0	
Minimum Split (s)	12.1	36.8	12.1	
Total Split (s)	32.1	137.8	32.1	
Total Split (%)	18.9%	81.1%	18.9%	
Yellow Time (s)	4.8	4.8	4.8	
All-Red Time (s)	2.3	2.0	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	7.1	6.8	7.1	
Lead/Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	
Act Effect Green (s)	12.2	143.8	12.2	169.9
Actuated g/C Ratio	0.07	0.85	0.07	1.00
v/c Ratio	0.62	0.37	0.20	0.37
Control Delay	79.4	3.3	74.8	0.2
Queue Delay	0.0	0.3	0.0	0.0
Total Delay	79.4	3.5	74.8	0.2
LOS	E	A	E	A
Approach Delay		3.5		1.7
Approach LOS		A		A

Intersection Summary

Cycle Length: 169.9  
 Actuated Cycle Length: 169.9  
 Offset: 127 (75%), Referenced to phase 2:NBT and 6:, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 3.9  
 Intersection Capacity Utilization 45.9%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 5: Biscayne Blvd & NE 16400 Bk

↙ ø1	↑ ø2 (R)	↓
32.1 s	137.8 s	

**Queues**  
**5: Biscayne Blvd & NE 16400 Blk**

**The Riverwalk South**  
**Existing Condition - PM Peak Hour**



Lane Group	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	81	2385	49	2374
v/c Ratio	0.62	0.37	0.20	0.37
Control Delay	79.4	3.3	74.8	0.2
Queue Delay	0.0	0.3	0.0	0.0
Total Delay	79.4	3.5	74.8	0.2
Queue Length 50th (ft)	70	119	26	0
Queue Length 95th (ft)	129	162	49	0
Internal Link Dist (ft)		513		290
Turn Bay Length (ft)			300	
Base Capacity (vph)	251	6373	505	6408
Starvation Cap Reductn	0	2798	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.67	0.10	0.37

**Intersection Summary**

HCM Unsignalized Intersection Capacity Analysis  
6: NE 163 St & Exist DW

The Riverwalk South  
Existing Condition - PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑			↗
Traffic Volume (veh/h)	0	1798	2204	17	0	28
Future Volume (Veh/h)	0	1798	2204	17	0	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1893	2320	18	0	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		627				
pX, platoon unblocked					0.85	
vC, conflicting volume	2338				2802	589
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2338				2255	589
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	94
cM capacity (veh/h)	208				30	452

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	473	473	473	473	663	663	663	349	29
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	18	29
cSH	1700	1700	1700	1700	1700	1700	1700	1700	452
Volume to Capacity	0.28	0.28	0.28	0.28	0.39	0.39	0.39	0.21	0.06
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.5
Lane LOS									B
Approach Delay (s)	0.0				0.0				13.5
Approach LOS									B

Intersection Summary									
Average Delay			0.1						
Intersection Capacity Utilization			42.2%		ICU Level of Service				A
Analysis Period (min)			15						



HCM Signalized Intersection Capacity Analysis  
1: Biscayne Blvd & NE 163 St

The Riverwalk South  
Future Condition w/o Project - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	401	1282	311	415	1095	459	284	995	386	3	418	1226
Future Volume (vph)	401	1282	311	415	1095	459	284	995	386	3	418	1226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	7.7	7.7	6.8	7.7	4.0	6.8	7.2	7.2		6.8	7.2
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.86	1.00		0.97	0.86
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	6408	1583		3433	6408
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	6408	1583		3433	6408
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	436	1393	338	451	1190	499	309	1082	420	3	454	1333
RTOR Reduction (vph)	0	0	39	0	0	0	0	0	41	0	0	0
Lane Group Flow (vph)	436	1393	299	451	1190	499	309	1082	379	0	457	1333
Turn Type	Prot	NA	pt+ov	Prot	NA	Free	Prot	NA	pt+ov	Prot	Prot	NA
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	1	6
Permitted Phases						Free						
Actuated Green, G (s)	25.1	48.9	76.3	25.3	49.1	169.5	19.7	43.2	75.7		23.6	47.1
Effective Green, g (s)	25.1	48.9	76.3	25.3	49.1	169.5	19.7	43.2	75.7		23.6	47.1
Actuated g/C Ratio	0.15	0.29	0.45	0.15	0.29	1.00	0.12	0.25	0.45		0.14	0.28
Clearance Time (s)	6.8	7.7		6.8	7.7		6.8	7.2			6.8	7.2
Vehicle Extension (s)	3.0	2.5		3.0	2.5		3.0	1.0			3.0	1.0
Lane Grp Cap (vph)	508	1467	712	512	1473	1583	398	1633	706		477	1780
v/s Ratio Prot	0.13	c0.27	0.19	c0.13	0.23		0.09	0.17	0.24		c0.13	0.21
v/s Ratio Perm						c0.32						
v/c Ratio	0.86	0.95	0.42	0.88	0.81	0.32	0.78	0.66	0.54		0.96	0.75
Uniform Delay, d1	70.5	59.1	31.6	70.6	55.8	0.0	72.8	56.6	34.1		72.5	55.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	13.5	13.2	0.3	16.1	3.3	0.5	9.2	2.1	0.8		30.4	2.9
Delay (s)	83.9	72.3	31.9	86.8	59.1	0.5	81.9	58.8	34.9		102.8	58.7
Level of Service	F	E	C	F	E	A	F	E	C		F	E
Approach Delay (s)		68.3			51.3			57.2				62.5
Approach LOS		E			D			E				E

Intersection Summary

HCM 2000 Control Delay	60.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	169.5	Sum of lost time (s)	28.5
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 1: Biscayne Blvd & NE 163 St

The Riverwalk South  
 Future Condition w/o Project - AM Peak Hour

Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	507
Future Volume (vph)	507
Ideal Flow (vphpl)	1900
Total Lost time (s)	7.2
Lane Util. Factor	1.00
Fr <sub>t</sub>	0.85
Fl <sub>t</sub> Protected	1.00
Satd. Flow (prot)	1583
Fl <sub>t</sub> Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	551
RTOR Reduction (vph)	39
Lane Group Flow (vph)	512
Turn Type	pt+ov
Protected Phases	6.7
Permitted Phases	
Actuated Green, G (s)	79.4
Effective Green, g (s)	79.4
Actuated g/C Ratio	0.47
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	741
v/s Ratio Prot	0.32
v/s Ratio Perm	
v/c Ratio	0.69
Uniform Delay, d <sub>1</sub>	35.4
Progression Factor	1.00
Incremental Delay, d <sub>2</sub>	2.8
Delay (s)	38.2
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary

Timings  
1: Biscayne Blvd & NE 163 St

The Riverwalk South  
Future Condition w/o Project - AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	401	1282	311	415	1095	459	284	995	386	418	1226	507
Future Volume (vph)	401	1282	311	415	1095	459	284	995	386	418	1226	507
Turn Type	Prot	NA	pt+ov	Prot	NA	Free	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Permitted Phases						Free						
Detector Phase	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.8	56.7		11.8	56.7		12.0	49.2		12.0	49.2	
Total Split (s)	32.8	56.7		32.8	56.7		28.8	51.2		28.8	51.2	
Total Split (%)	19.4%	33.5%		19.4%	33.5%		17.0%	30.2%		17.0%	30.2%	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.0	2.9		2.0	2.9		2.0	2.4		2.0	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	7.7		6.8	7.7		6.8	7.2		6.8	7.2	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?	Yes	Yes										
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	25.1	48.9	75.4	25.3	49.1	169.5	19.7	43.2	75.3	23.6	47.2	79.0
Actuated g/C Ratio	0.15	0.29	0.44	0.15	0.29	1.00	0.12	0.25	0.44	0.14	0.28	0.47
v/c Ratio	0.86	0.95	0.45	0.88	0.81	0.32	0.78	0.66	0.56	0.96	0.75	0.71
Control Delay	87.3	72.9	27.1	89.6	61.0	0.5	86.5	58.8	31.4	102.6	59.4	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1
Total Delay	87.3	72.9	27.1	89.6	61.0	0.5	86.5	58.8	31.4	102.6	59.4	44.4
LOS	F	E	C	F	E	A	F	E	C	F	E	D
Approach Delay		68.7			52.9			57.2			64.3	
Approach LOS		E			D			E			E	

Intersection Summary

Cycle Length: 169.5  
 Actuated Cycle Length: 169.5  
 Offset: 77 (45%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay: 61.0  
 Intersection Capacity Utilization 86.8%  
 Analysis Period (min) 15

Intersection LOS: E  
 ICU Level of Service E

Splits and Phases: 1: Biscayne Blvd & NE 163 St

Ø1 28.8 s	Ø2 (R) 51.2 s	Ø3 32.8 s	Ø4 56.7 s
Ø5 28.8 s	Ø6 (R) 51.2 s	Ø7 32.8 s	Ø8 56.7 s

Queues  
1: Biscayne Blvd & NE 163 St

The Riverwalk South  
Future Condition w/o Project - AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	436	1393	338	451	1190	499	309	1082	420	457	1333	551
v/c Ratio	0.86	0.95	0.45	0.88	0.81	0.32	0.78	0.66	0.56	0.96	0.75	0.71
Control Delay	87.3	72.9	27.1	89.6	61.0	0.5	86.5	58.8	31.4	102.6	59.4	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1
Total Delay	87.3	72.9	27.1	89.6	61.0	0.5	86.5	58.8	31.4	102.6	59.4	44.4
Queue Length 50th (ft)	245	558	202	255	452	0	173	313	279	~277	400	428
Queue Length 95th (ft)	#322	#650	288	#341	512	0	227	355	393	#395	451	593
Internal Link Dist (ft)		623			547			546			513	
Turn Bay Length (ft)	230		235	400			440		410	465		410
Base Capacity (vph)	526	1480	754	528	1486	1583	445	1663	732	477	1783	785
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	188
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.94	0.45	0.85	0.80	0.32	0.69	0.65	0.57	0.96	0.75	0.92

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis  
 2: Biscayne Blvd & NE 165 Ter

The Riverwalk South  
 Future Condition w/o Project - AM Peak Hour

												
Movement	WBL	WBR	NBT	NBR	SBL	SBT						
Lane Configurations												
Traffic Volume (veh/h)	0	31	1883	32	0	2391						
Future Volume (Veh/h)	0	31	1883	32	0	2391						
Sign Control	Stop		Free		Free							
Grade	0%		0%		0%							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92						
Hourly flow rate (vph)	0	34	2047	35	0	2599						
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type					None				None			
Median storage (veh)												
Upstream signal (ft)					370							
pX, platoon unblocked	0.96	0.96					0.96					
vC, conflicting volume	2714	529					2047					
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2583	311					1889					
tC, single (s)	6.8	6.9					4.1					
tC, 2 stage (s)												
tF (s)	3.5	3.3					2.2					
p0 queue free %	100	95					100					
cM capacity (veh/h)	20	659					301					

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4	
Volume Total	34	585	585	585	327	650	650	650	650	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	34	0	0	0	35	0	0	0	0	
cSH	659	1700	1700	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.05	0.34	0.34	0.34	0.19	0.38	0.38	0.38	0.38	
Queue Length 95th (ft)	4	0	0	0	0	0	0	0	0	
Control Delay (s)	10.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	B									
Approach Delay (s)	10.8	0.0					0.0			
Approach LOS	B									

Intersection Summary										
Average Delay			0.1							
Intersection Capacity Utilization			38.0%		ICU Level of Service				A	
Analysis Period (min)			15							