Kimley»Horn

MEMORANDUM

To: Destiny Ferguson
City of North Miami Beach

Cc: Eric Czerniejewski, P.E., The Corradino Group, Inc.

From: Cory D. Dorman, P.E., PTOE

Date: February 10, 2025

Subject: Raising Cane's
Response to City of North Miami Beach
Traffic Study Comments

We have received additional comments provided by City of North Miami Beach received on February 5, 2025. We offer the following responses to the provided comments:

1. A traffic impact study per the approved traffic statement methodology needs to be submitted for review and approval.

   KH Response (11/04/2024): Comment noted.

   CNMB Follow-Up Comment (11/12/2024): Addressed. Please provide the traffic impact study.

   CNMB 2nd Follow-Up Comment (02/04/2025): Addressed.

2. Please provide an update to the FDOT District 6 Access Management Review Committee (AMRC) approval for the Target Commercial Plaza driveway connection was required by the City. Please confirm if the access management connection to the US-1/Biscayne Boulevard is still approved and no access modifications are required based on the proposed land uses.

   KH Response (11/04/2024): Response: Please note that FDOT AMRC review and approval is not required as no variances are being requested as part of the project. Coordination with FDOT is ongoing and a pre-application meeting was held on June 19, 2024 via conference call. Please refer to the pre-application meeting minutes contained in Attachment A-1.

   CNMB Follow-Up Comment (11/12/2024): Addressed. A condition of approval will be developed which requires the applicant to address all FDOT requirements as outlined in the 06/19/2 meeting minutes.

3. The trip generation should include a midday peak hour analysis and an afternoon peak hour analysis. An AM peak hour trip generation rate for adjacent street for a similar fast-food restaurant with drive through should be used for the proposed land use midday calculation. Please also include a weekday trip generation calculation for both the existing and future land uses.

   KH Response (11/04/2024): Please refer to the updated trip generation calculations contained in Attachment B of the updated traffic study methodology included in Attachment B-1. As discussed, note that as the existing and proposed developments are closed during the A.M. peak hour of adjacent street traffic (7:00 A.M. to 9:00 A.M.), the A.M. peak hour of generator was used to represent the midday peak hour analysis.

   CNMB Follow-Up Comment (11/12/2024): Addressed.

4. A multimodal reduction and pass-by capture rate should not be used in the trip generation rate as there is overlap in the trip reduction. Please eliminate the 11.2% multimodal reduction to be conservative.

   KH Response (11/04/2024): Please refer to the updated trip generation calculations contained in Attachment B of the updated traffic assessment methodology included in Attachment B-1. A multimodal reduction of 10.0% was used consistent with previous applications reviewed by the City.

   CNMB Follow-Up Comment (11/12/2024): Addressed.

5. Please use or collect new/current queueing analysis at another Raising Canes location in South Florida with a similar urban context. The location to be used should be provided to the City of North Miami Beach prior to collecting/using this data.

   KH Response (11/04/2024): Please refer to the queuing data collected at the Raising Cane's located at 2301 NE 8th Street in Homestead, Florida included in Attachment C-1. The data was collected on August 24 ,2023 (Thursday), August 25, 2023 (Friday), and August 26, 2023 (Saturday) during the mid-day peak period and evening peak period. The maximum queue observed during the peak periods will be used for the analysis.

   CNMB Follow-Up Comment (11/12/2024): Addressed.

6. Please include the following intersections to analyze in the Study Area section. Please include these intersections in the list of locations to collect the new AM and PM manual turning movement counts. Please collect midday and afternoon manual turning movement counts during a normal weekday while school is in session at the following intersections:

   - NE 143rd Street and US-1/Biscayne Boulevard intersection (signalized)
   - Target Commercial Plaza entrance and US-1/Biscayne Boulevard Intersection (unsignalized)
   - NE 143rd Street and Target Commercial Plaza entrance (unsignalized)

KH Response (11/04/2024): Please refer to the updated traffic study methodology included in Attachment B-1 reflecting the updated study area. Turning movement counts will be collected during the midday (11:00 A.M. to 1:00 P.M.) peak period. Note that as the project is expected to represent a decrease in traffic as compared to the existing use during the P.M. peak hour, only a midday peak period analysis is proposed.

CNMB Follow-Up Comment (11/12/2024): This item is still pending. Please collect manual turning movement counts during the midday (11:00 A.M. to 1:00 P.M.) and PM peak hour (4:00 P.M. to 6:00 P.M). It is important to evaluate the southbound left turn lane queueing at the unsignalized intersection at the Target Commercial Plaza entrance and US-1/Biscayne Boulevard as noted by FDOT during 06/19/2024 FDOT AMRC meeting. Please update the Data Collection section of the TIS methodology memo.

KH Follow-Up Response (01/17/2025): Comment noted. Please refer to the updated traffic study methodology included in Attachment A-1.

CNMB 2nd Follow-Up Comment (02/04/2025): Addressed.

7. Please include an Intersection Capacity Analysis section to the traffic impact study methodology memo. The traffic operational analysis should include existing conditions, future conditions without project and future conditions with project.

   KH Response (11/04/2024): Comment noted. Please refer to the updated traffic study methodology included in Attachment B-1.

   CNMB Follow-Up Comment (11/12/2024): Addressed. Intersection Capacity Analysis should be evaluated during the midday and PM peak hours at the three identified intersections and road segments (please reference comment #6).

   KH Follow-Up Response (01/17/2025): Comment noted. Please refer to the updated traffic study methodology included in Attachment A-1.

8. Please include committed trips for any approved but unbuilt development projects as directed by the City of North Miami Beach in the future without project traffic analysis scenario.

   KH Response (11/04/2024): Comment noted. Committed developments will be included as part of the analysis. It is expected that the City of North Miami Beach will identify the committed developments to be included as part of the analysis and will provide the approved traffic studies for those projects. Please refer to the updated traffic study methodology contained in Attachment B-1.

   CNMB Follow-Up Comment (11/12/2024): Addressed.

9. Please provide a road segment link analysis for US-1/Biscayne Boulevard between NE 135th Street and NE 143rd Street. This should include an evaluation of Policy 1.1.2 and 1.1.3 of the Transportation Element of the North Miami Beach Comprehensive Plan.

   KH Response (11/04/2024): Comment noted. Based on the updated study area, please refer to the updated traffic study methodology included in Attachment B-1.

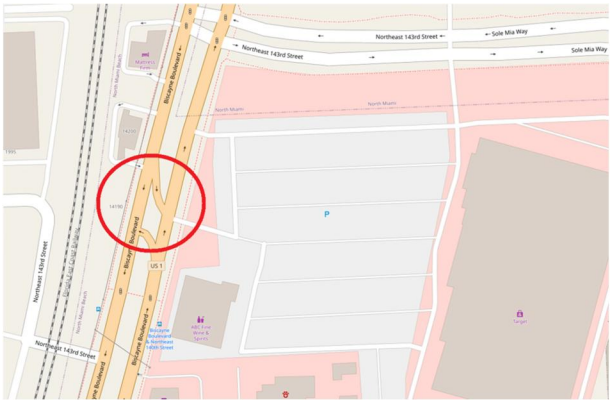
   CNMB Follow-Up Comment (11/12/2024): Addressed.

10. Please provide a narrative section in the traffic study that describes the roadway characteristics of the adjacent roadway network. This should include the roadway ownership, number of lanes, speed limit multimodal facilities and other pertinent information.

    KH Response (11/04/2024): Comment noted. Please refer to the updated traffic study methodology contained in Attachment B-1.

    CNMB Follow-Up Comment (11/12/2024): Addressed.

11. Please provide a section in the methodology memo requiring a turn lane analysis for the existing US-1/Biscayne Boulevard and Target Commercial Plaza ingress/egress driveway connection. Please confirm if there will need to be a dedicated northbound right turn lane into this driveway connection. There is an existing turn lane for the southbound left turn-in.



   KH Response (11/04/2024): Please note that based on the FDOT Multimodal Access Management Guidebook, October 2023, exclusive right-turn lanes should not be considered on context class roadways C2T, C4, C5, or C6. Furthermore, FDOT did not request an exclusive right-turn lane analysis at the northbound approach at the intersection of US-1/Biscayne Boulevard and Target Commercial Plaza Driveway. As US-1/Biscayne Boulevard is a state-maintained roadway with a context classification of C4, a right-turn lane analysis at this intersection is not proposed.

   CNMB Follow-Up Comment (11/12/2024): Addressed.

12. Please add a 95th Percentile Vehicle Queueing Analysis Section to the traffic study methodology memo. Please include a table the summarizes the 95th percentile vehicle queues for the key turn lanes at the signalized intersections. The table should include the existing turn lane storage and the 95th percentile vehicle queues at all key turn lanes at signalized intersections for each scenario. Please provide a narrative and report out any turn lanes where the 95th percentile vehicle queue extends past the available storage length.

    KH Response (11/04/2024): Comment noted. Please refer to the updated traffic study methodology included in Attachment B-1.

    CNMB Follow-Up Comment (11/12/2024): This item is still pending. Please update the 95th Percentile Vehicle Queueing Analysis Section to include midday and PM peak hour queuing analysis (reference comment #7 and comment #8).

    KH Follow-Up Response (01/17/2025): Comment noted. Please refer to the updated traffic study methodology included in Attachment A-1.

    CNMB 2nd Follow-Up Comment (02/04/2025): Addressed.

13. Please provide a copy of any cross-access agreement with the owner of the overall shopping center. There should be concurrence from the overall owner of the shopping plaza to ensure appropriate internal traffic circulation.

    KH Response (11/04/2024): Please refer to subsection 7.3 of the Declaration of Restrictive Covenants and Easements contained in Attachment D-1.

    CNMB Follow-Up Comment (11/12/2024): Addressed. A condition of approval will be developed which requires the applicant to comply with all conditions outlined in the Declaration of Restrictive Covenants and Easements dated 02/23/2026 and as amended.

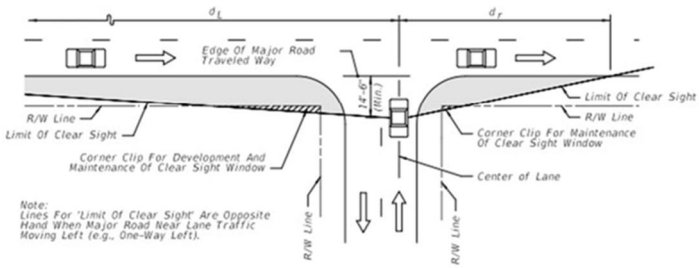
14. Please provide a copy of the Fire approval from Miami-Dade Fire Rescue for the proposed emergency vehicle access plan and route for the proposed developmental parcel.

    KH Response (11/04/2024): Please refer to approval correspondence from Miami-Dade Fire Rescue included in Attachment E-1.

    CNMB Follow-Up Comment (11/12/2024): Addressed.

15. Please include the sight visibility triangles on the site plan at each of the driveway connections to internal and external roadways. The sight triangles should be depicted on the site plan, pavement marking and signage plans, and landscape plans. The sight visibility triangles should be depicted consistently across all plan sheets. The sight visibility triangles at the existing US-1/Biscayne Boulevard and Target Commercial plaza driveway connection should meet FDOT criteria as outlined in the FDOT Design Manual (Section 212.11).

Figure 212.11.1 Clear Sight Triangles



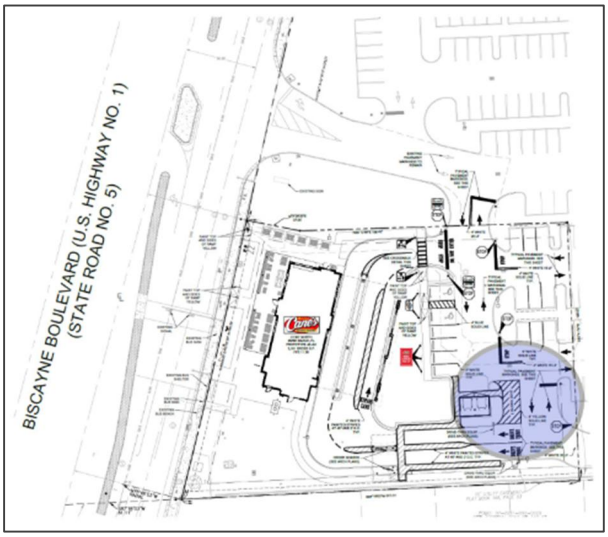
KH Response (11/04/2024): Comment noted. The applicable sight triangles will be included as part of the submitted civil site plan.

CNMB Follow-Up Comment (11/12/2024): This item is still pending. Please include sign triangles on the pavement, marking and signage plans, site plan and landscape plans.

KH Follow-Up Response (01/17/2025): Comment noted. The updated civil site plan will be included in the traffic study.

CNMB 2nd Follow-Up Comment (02/04/2025): Addressed.

16. Please provide a vehicle maneuverability analysis for the proposed site loading zone/areas using Transoft Solutions' AutoTURN software. A technical memorandum needs to be document deficiencies related to maneuverability, traffic flow, and vehicular conflicts. This should include the loading zone movements, interaction with the drive-through queueing, and internal shopping center traffic circulation.



KH Response (01/17/2025): Comment noted. A maneuverability analysis is forthcoming.

CNMB 2nd Follow-Up Comment (02/04/2025): This item is still pending.

KH 2nd Follow-Up Response (02/10/2025): Please refer to the maneuverability analysis included in Attachment A-1.

Traffic Impact Study Submittal Comments

17. Please add the committed trips from the following approved but unbuilt development projects:
    - Nexo fka Capri Towers- 13899 Biscayne Boulevard, North Miami Beach, Florida
    - SoLe Mia Miami and related outparcels- North Miami, Florida

    KH Response (02/10/2025): The traffic impact analysis was updated to include the Nexo (fka Capri Towers) and the unbuilt SoLe Mia Miami projects (as provided by the City of North Miami) as committed developments. Please refer to the updated traffic impact analysis included in Attachment B-1.

18. Please add a column for the volume/capacity (v/c) ratio to road segment capacity analysis tables 7, 8, and 9. This should be for the proposed LOS standard (E+20).

    KH Response (02/10/2025): Tables 7, 8, and 9 were updated to include the requested v/c ratios. Please refer to the updated traffic impact analysis included in Attachment B-1.

19. Please provide a copy of the approved site plan for the existing Raising Canes located at 2301 NE 8th Street, Homestead, Florida in the Appendix of the updated traffic study. The drive-through lane queuing analysis narrative should be updated to provide more details regarding the existing Raising Canes site (i.e., the building square footage comparison, number of drive thru lanes and ordering procedures) in Homestead, Florida.

KH Response (02/10/2025): The approved site plan for the Raising Cane's Homestead site is included in Appendix L of the updated traffic impact analysis. Additionally, the traffic impact analysis was updated to include details related to the existing Raising Cane's Homestead site. Please refer to the updated traffic impact analysis included in Attachment B-1.

20. A condition of approval will be issued that requires the applicant to submit a supplemental traffic memorandum, including an evaluation of the proposed drive-through queuing operations by no later than six months from the date the Raising Canes development is fully operational. A field queuing study of the drive through queuing operations should include field data collection between 11:00 a.m. and 11:00 p.m. during one weekday and one weekend day. This field review should also include a review and observations of southbound left-turn traffic operations at the primary Target driveway at US-1/Biscayne Boulevard and the northbound U-turn movements at the US-1/Biscayne Boulevard and NE 143rd Street signalized intersection.

    KH Response (02/10/2025): Comment noted. Please note that the condition of approval should indicate that the supplemental traffic memorandum evaluating on-site vehicle queues, southbound left-turn movement at SR 5/US 1/Biscayne Boulevard at the primary Target driveway, and northbound U-turn movement at SR 5/US 1/Biscayne Boulevard at NE 143rd Street will be focused on impacts specific to traffic generated by the Raising Cane's project. The applicant will not be responsible for potential existing/background traffic operational deficiencies, including vehicular delays and queues.

21. A condition of approval will require the applicant to update the cross-access agreement with additional declarations of use restrictions related to the proposed Raising Canes development. The conditions for this outparcel in the cross-access agreement should be updated to clarify the vehicle stacking operations at the proposed drive-through and site circulation, including access to the Target plaza driveway at US-1/Biscayne Boulevard.

    KH Response (02/10/2025): Comment noted.

Attachment A-1

Maneuverability Analysis Memorandum

Kimley»Horn

MEMORANDUM

To: Destiny Ferguson
City of North Miami Beach

Cc: Eric Czerniejewski, P.E., The Corradino Group, Inc.

From: Cory D. Dorman, P.E., PTOE

Date: February 10, 2025

Subject: Raising Cane's
Maneuverability Analysis

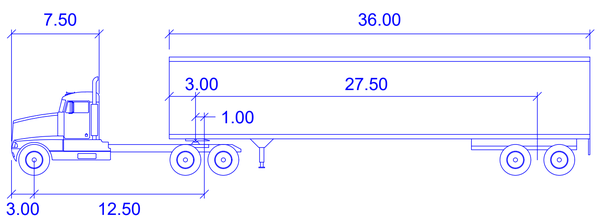
Kimley-Horn and Associates, Inc. has prepared a maneuverability analysis for the site loading zone for the proposed Raising Cane's redevelopment located at 14025 Biscayne Boulevard in North Miami Beach, Florida. The analysis was performed using Transoft Solutions Inc.'s *AutoTurn* software which applies vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 7th Edition. The analysis was prepared using a custom Raising Cane's delivery truck for the site's proposed loading zone to be used for deliveries and loading activities.

Access to the loading area will be provided via the existing limited access (right-in/right-out/left-in) driveway located along the east side of SR 5/US 1/Biscayne Boulevard just north of NE 141st Street and the existing full access driveway located along the south side of NE 143rd Street east of SR 5/US 1/Biscayne Boulevard. Loading vehicles will utilize the proposed on-site loading zone and will be able to maneuver through the site as illustrated in Attachment A. Please note that based on input from the applicant, loading activities/deliveries typically occur within one (1) hour after closing which is between 1:30 A.M. to 2:30 A.M. on Sundays through Thursdays and between 3:30 A.M. to 4:30 A.M. on Friday/Saturday.

K:\FTL_TPTO\147793039-Raising Cane's (North Miami Beach)\correspondence\memo\02 2025 Raising Cane's NMB Maneuverability Analysis.docx

Attachment A

Maneuverability Analysis



Cane's Delivery Truck (36')

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.00		

N

0 10 20 30 40

SCALE: 1" = 20'

LEGEND

- PROPERTY LINE
- EASEMENT LINE
- ADJACENT LOT LINE
- BUILD TO LINE
- PROPOSED "F" TYPE CONCRETE CURB
- EXISTING CURB
- PROPOSED CONFLICT
- PROPOSED ROUTE

BENCHMARKS

ELEVATIONS ARE BASED ON NORTH GEODETIC VERTICAL DATUM OF 1929.
MIAMI-DADE COUNTY BENCHMARK: S-35; ELEVATION: 11.33 FEET.

DEWATERING NOTE
THE GENERAL CONTRACTOR IS TO DEWATER THE SITE BASED ON THEIR MEANS AND METHODS FOR INSTALLATION OF UTILITIES AND UNDERGROUND WORK. ALL COSTS ASSOCIATED WITH DEWATERING SHALL BE INCLUDED IN THE BID.

811 Know what's below. Call before you dig.

CAUTION!!
CONTRACTOR IS TO VERIFY PRESENCE AND EXACT LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.

zebra
ZEBRA ARCHITECTURE, PLLC
14614 N KIERLAND BLVD. SUITE N300
SCOTTSDALE, ARIZONA 85254
PHONE: 480.912.1169 zbr.global

PRELIMINARY:
Preliminary Documents are for design review only and not intended for bidding, negotiating, permitting, or construction purposes. They were prepared by or under the supervision of Zebra Architecture PLLC, Inc.

SEAL:

CHRISTOPHER BURKE LICENSE No. 89433 DATE: 2/10/2025 STATE OF FLORIDA REGISTERED ARCHITECT

FIELD VERIFICATION:
The Contractor shall verify all figured dimensions and conditions at the project site and notify Zebra Architecture. PLLC of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

CONSULTANT:

Designer's Information:

Kimley»Horn
445 24TH STREET, SUITE 200, VERO BEACH, FL 32960
PHONE: 772-794-4100
WWW.KIMLEY-HORN.COM

KIMLEY HORN Project Manager: KB

PROTOTYPE P4E-AV
SCHEME A or B
VERSION 2024-1.0

RAISING CANE'S
RESTAURANT NO.: #1307
14025 BISCAYNE BLVD.
(BISCAYNE BLVD & 143RD ST)
MIAMI, FLORIDA 33154

REV	DATE	DESCRIPTION
0	10.03.24	PRELIMINARY PROTO DEVELOPMENT

DRAWN BY: BPT
CHECKED BY: KEB
ARCH. PROJECT NO.: 147793039
SHEET NAME: BOX TRUCK
SHEET NUMBER: C5.4

SITE PLAN REVIEW

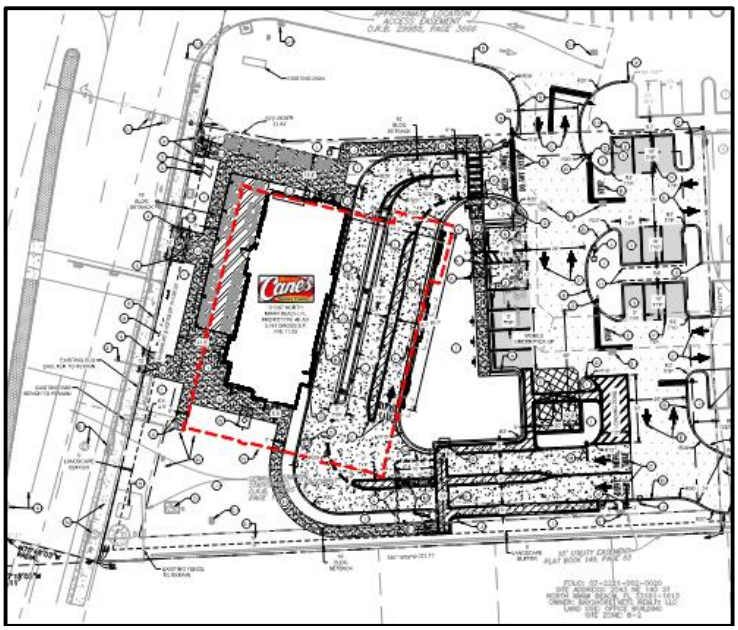
Plotted By:Tuggle, Benji Sheet Set:PUT NAME HERE Layout:Delivery Truck 36' February 10, 2025 05:26:46pm K:\VRB_LDEV\Raising Canes\C1307 – Biscayne & NE 140th – North Miami Beach, FL\CAD\PlanSheets\C–VEHC.dwg

Attachment B-1

Updated Traffic Impact Analysis

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

Raising Cane's
North Miami Beach, Florida



Kimley»Horn

Updated February 2025
January 2025
147793039

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

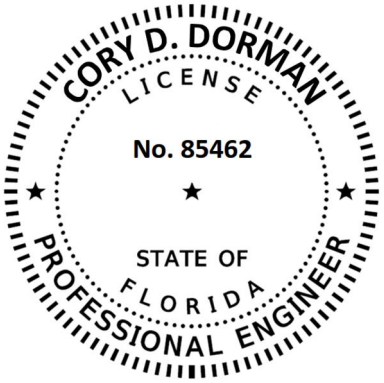
RAISING CANE'S NORTH MIAMI BEACH, FLORIDA

Prepared for:

Raising Cane's Restaurants, LLC

Prepared by:

Kimley-Horn and Associates, Inc.



This document has been digitally signed and sealed by Cory D. Dorman, P.E., PTOE on the date adjacent to the seal.

Cory Dorman

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Cory D. Dorman, P.E., PTOE
Florida Registration Number 85462
Kimley-Horn and Associates, Inc.
2 Alhambra Plaza, Suite 500
Coral Gables, Florida 33134

Kimley»Horn

Updated February 2025
January 2025
147793039

EXECUTIVE SUMMARY

Raising Cane's Restaurants, LLC is proposing to redevelop the property located at 14025 Biscayne Boulevard in North Miami Beach, Florida. Currently, the site proposed for redevelopment is occupied by a 9,930 square-foot liquor store. The proposed redevelopment includes a 3,181 square-foot Raising Cane's fast-food restaurant with two (2) drive-through lanes. The project is expected to be completed by year 2026.

Access to the proposed redevelopment will be provided via three (3) existing shared access points with the adjacent commercial property to the east including one (1) left-in/right-in/right-out driveway located along the east side of SR 5/US 1/Biscayne Boulevard just north of NE 141st Street, one (1) right-in/right-out driveway located along the east side of SR 5/US-1/Biscayne Boulevard just south of NE 143rd Street, and one (1) full-access driveway located along the south side of NE 143rd Street east of SR 5/US-1/Biscayne Boulevard.

Trip generation for the existing development and proposed redevelopment was calculated using rates and/or equations contained in ITE's *Trip Generation Manual*, 11th Edition. Please note that both the existing liquor store and the proposed fast-food restaurant are closed during the A.M. peak period. The project is expected to generate 27 net new weekday midday peak hour trips and a reduction of 107 net new weekday P.M. peak hour trips as comparted to the existing liquor store.

The results of the intersection capacity analysis of the proposed redevelopment demonstrate that the intersections in the vicinity of the project site are expected to operate at LOS E or better during the midday and P.M. peak hours under all analysis conditions.

The results of the 95th percentile queue analysis indicate that all identified existing turn lanes are expected to accommodate the 95th percentile vehicle queues under all analysis conditions with the exception of the southbound left-turn lane at the intersection of SR 5/US-1/Biscayne Boulevard and Target South Driveway under future total conditions during the midday peak hour.

The results of the drive-through lane queueing analysis indicate that all anticipated queues are expected to be accommodated on-site without extending past the dedicated drive-through lanes.

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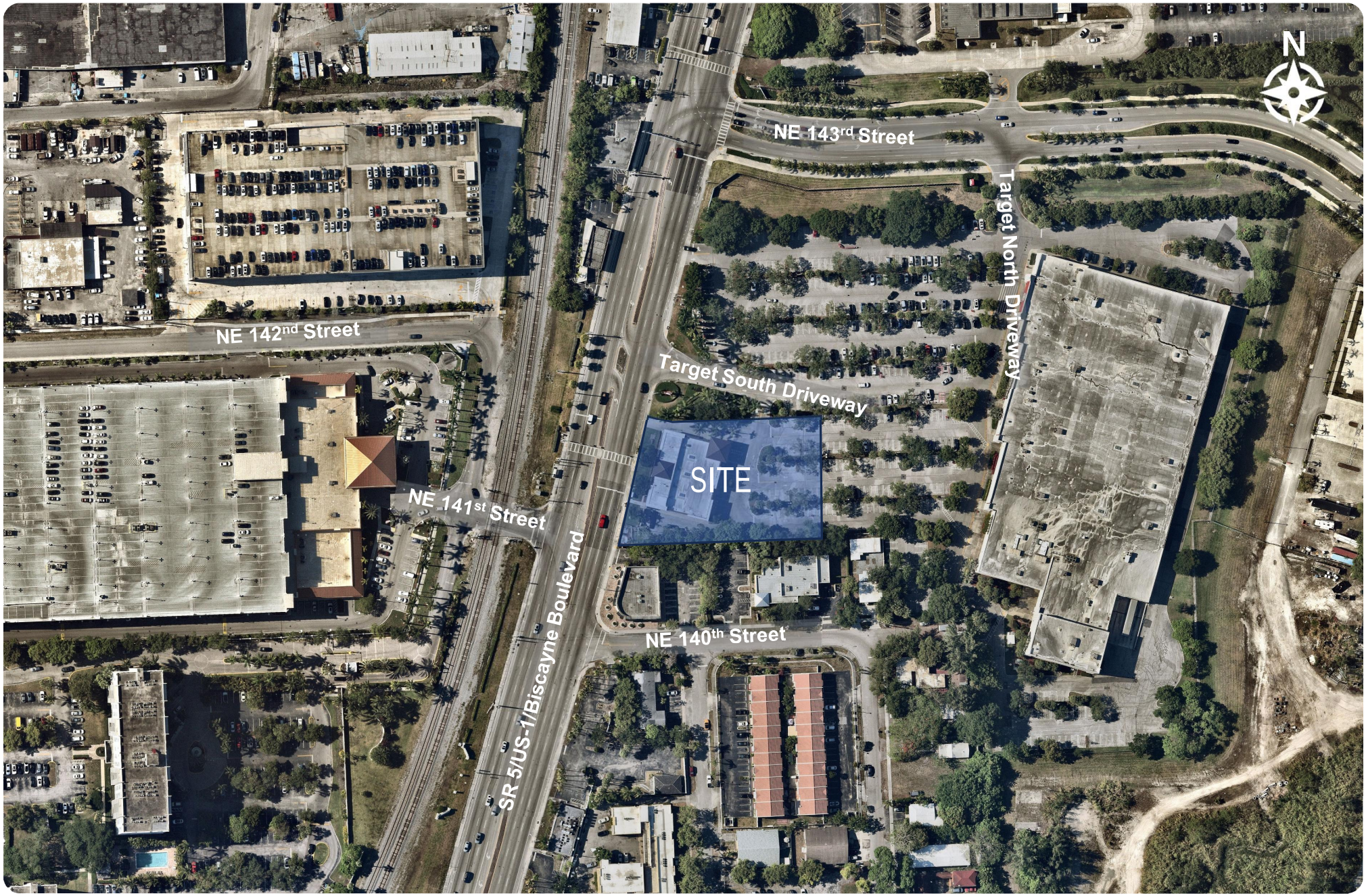
INTRODUCTION

Raising Cane's Restaurants, LLC is proposing to redevelop the property located 14025 Biscayne Boulevard in North Miami Beach, Florida. Currently, the site proposed for redevelopment is occupied by a 9,930 square-foot liquor store. The proposed redevelopment includes a 3,181 square-foot Raising Cane's fast-food restaurant with two (2) drive-through lanes. The project is expected to be completed by year 2026. A project location map is provided as Figure 1. A site plan is included in Appendix A.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis consistent with the City of North Miami Beach requirements. Methodology correspondence detailing the traffic study requirements is included in Appendix B. The purpose of the study is to assess the proposed redevelopment's impact on the surrounding transportation network. This report summarizes the data collection, project trip generation, trip distribution and assignment, intersection capacity analysis, turn lane queueing analysis, roadway segment capacity analysis, and drive through queueing analysis.



Kimley»Horn

Figure 1
Location Map
Raising Cane's
North Miami Beach, Florida

EXISTING ROADWAY CHARACTERISTICS

The existing roadway characteristics within the vicinity of the study area were evaluated based on a review of high-resolution aerial imagery. The following describes the roadway characteristics of the study intersections:

- SR 5/US-1/Biscayne Boulevard is a state-maintained, six-lane divided (raised median) principal arterial roadway oriented in the north-south direction with a posted speed limit of 40 miles per hour (mph) within the vicinity of the proposed redevelopment. Sidewalks and dedicated bicycle lanes are provided along the east and west sides of the roadway within the vicinity of the proposed redevelopment. Note that a signalized mid-block crosswalk is provided along SR 5/US-1/Biscayne Boulevard just north of NE 141st Street on the western frontage of the property. Furthermore, transit stops/shelters are provided along the east and west sides of the roadway, just south of the signalized mid-block crosswalk.
- NE 143rd Street is a city-maintained, four-lane divided (raised median) local roadway oriented in the east-west direction with a posted speed limit of 30 mph within the vicinity of the proposed redevelopment. Sidewalks are provided along the north and south sides of the roadway within the vicinity of the proposed redevelopment. Note that speed feedback signs are provided along the south side of the roadway just east of the shared full access driveway and along the north side of the roadway just west of the shared full access driveway.

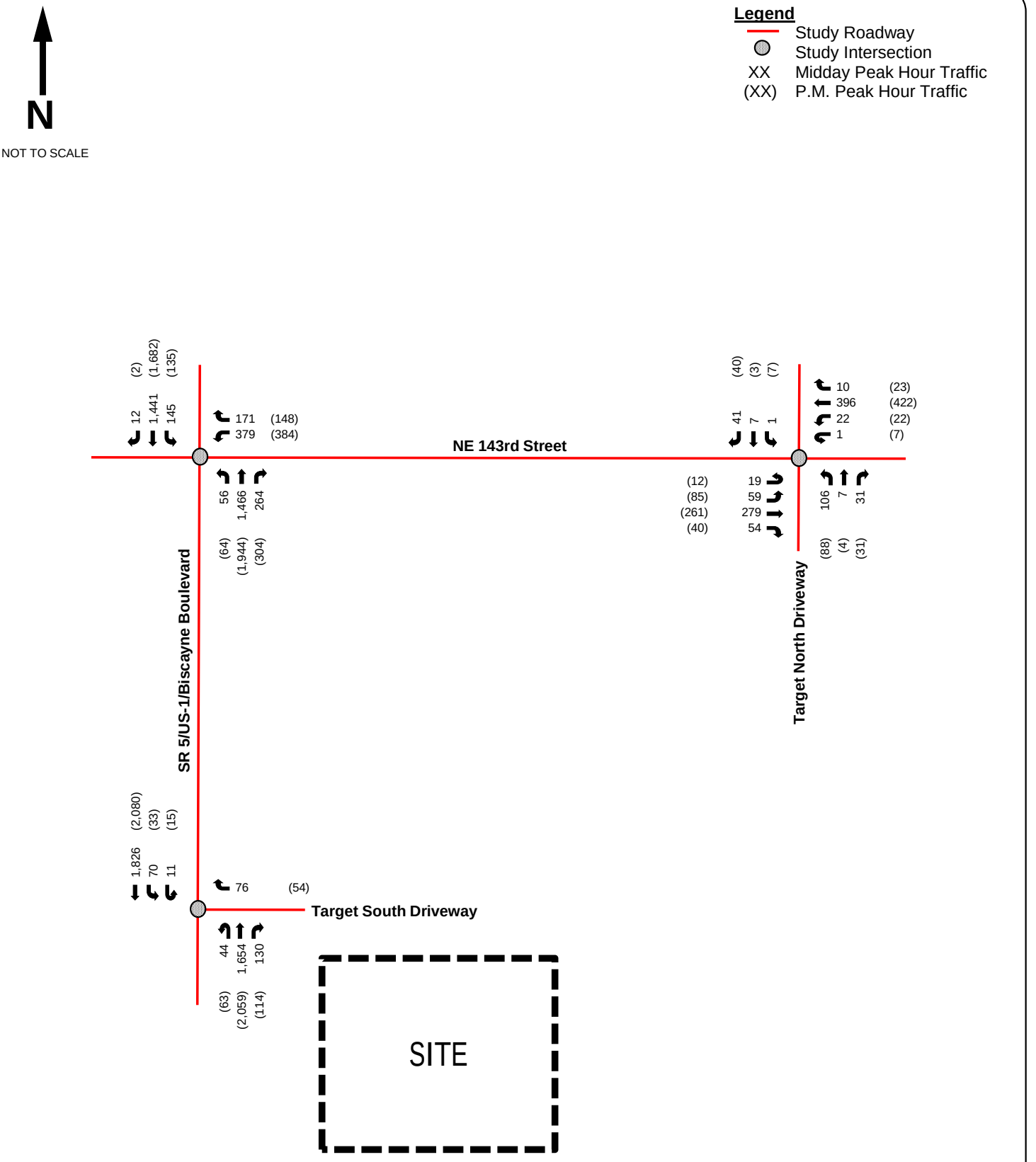
EXISTING TRAFFIC

Midday peak period (11:00 A.M. to 1:00 P.M.) turning movement counts were collected on December 11, 2024 (Wednesday) at the intersection of SR 5/US-1/Biscayne Boulevard and NE 143rd Street, the intersection of NE 143rd Street and the Target North Driveway, and the intersection of SR 5/US-1/Biscayne Boulevard and the Target South Driveway. P.M. peak period (4:00 P.M. to 6:00 P.M.) turning movement counts were collected on September 11, 2024 (Wednesday) at the intersection of SR 5/US-1/Biscayne Boulevard and the Target South Driveway and on December 11, 2024 (Wednesday) at the intersection of SR 5/US-1/Biscayne Boulevard and NE 143rd Street, the and the intersection of NE 143rd Street and the Target North Driveway.

All traffic volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Turning movement counts also included pedestrian and bicycle data. Additionally, the appropriate FDOT peak season correction factors (PSCF) of 1.01 and 1.02 based on the dates of the data collection were applied to the turning movement counts to reflect peak season conditions.

Existing signal phasing and timing patterns were obtained from the Miami-Dade County Department of Transportation and Public Works – Traffic Signals and Signs Division for the signalized intersection required to be evaluated in this analysis.

The turning movement counts, FDOT peak season factor category reports, and signal timing data are included in Appendix C. Figure 2 presents the existing turning movement volumes at the study intersections during the midday and P.M. peak hours.



Kimley»Horn

Figure 2
Existing Peak Hour Traffic
Raising Cane's
North Miami Beach, Florida

FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2026 without the opening of the proposed redevelopment. Future background traffic volumes used in the analysis are the sum of the existing traffic and additional traffic generated by growth in the study area. Refer to Figure 3 for the future background peak hour traffic volumes.

BACKGROUND AREA GROWTH

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

FDOT count stations referenced in this analysis include:

- Count station no. 0531 located on SR 909/West Dixie Highway, 200 feet north of NE 151st Street
- Count station no. 1026 located on SR 916/Opa-Locka Boulevard/NW 135th-138th Street, 200 feet west of SR 5/US-1
- Count station no. 5213 located on SR 5/US-1, 1,250 feet south of NE 163rd Street/Sunny Isles Causeway

The historic growth rate analysis, based on FDOT count stations, examined linear, exponential, and decaying exponential growth rates for the most recent five (5) and ten (10) year periods. Note that as a results of atypical traffic conditions due to the Covid-19 pandemic, the historic traffic data for the years 2020 and 2021 was interpolated between the years 2019 and 2022. The linear growth trend yielded a growth rate of 0.91 percent (0.91%) annually over the most recent five (5) years and 0.26 percent (0.26%) annually over the most recent ten (10) years. The exponential growth trend yielded an average growth rate of 0.80 percent (0.80%) annually over the most recent five (5) years and 0.25 percent (0.25%) annually over the most recent ten (10) years. The decaying exponential growth trend yielded an average growth rate of 0.97 percent (0.97%) annually over the most recent five (5) years and 0.18 percent (0.18%) annually over the most recent ten (10) years.

Based on the volume information obtained from the years 2015 and 2045 FSUTMS SERPM, an annual growth rate of 0.79 percent (0.79%) in the vicinity of the redevelopment was calculated.

To provide a conservative analysis, the highest growth rate of 0.80 percent (0.80%) was applied annually to the existing traffic volumes for future 2026 background conditions. Detailed growth calculations are contained in Appendix D.

COMMITTED DEVELOPMENTS

The following developments were identified as committed developments to be included as part of future traffic conditions:

- Nexo (fka Capri Towers)
- UHealth Medical Center at SoLe Mia
- One Park Tower
- Highrise Rental at SoLe Mia (Shoreline)

Note that the following developments part of the SoLe Mia mixed-use development masterplan have already opened and therefore were not included as committed developments:

- Villa Laguna (SoLe Mia Parcel B)
- Costco at SoLe Mia
- Padel
- Villa SoLe (SoLe Mia Parcel A)
- Warren Henry Car Dealership at SoLe Mia

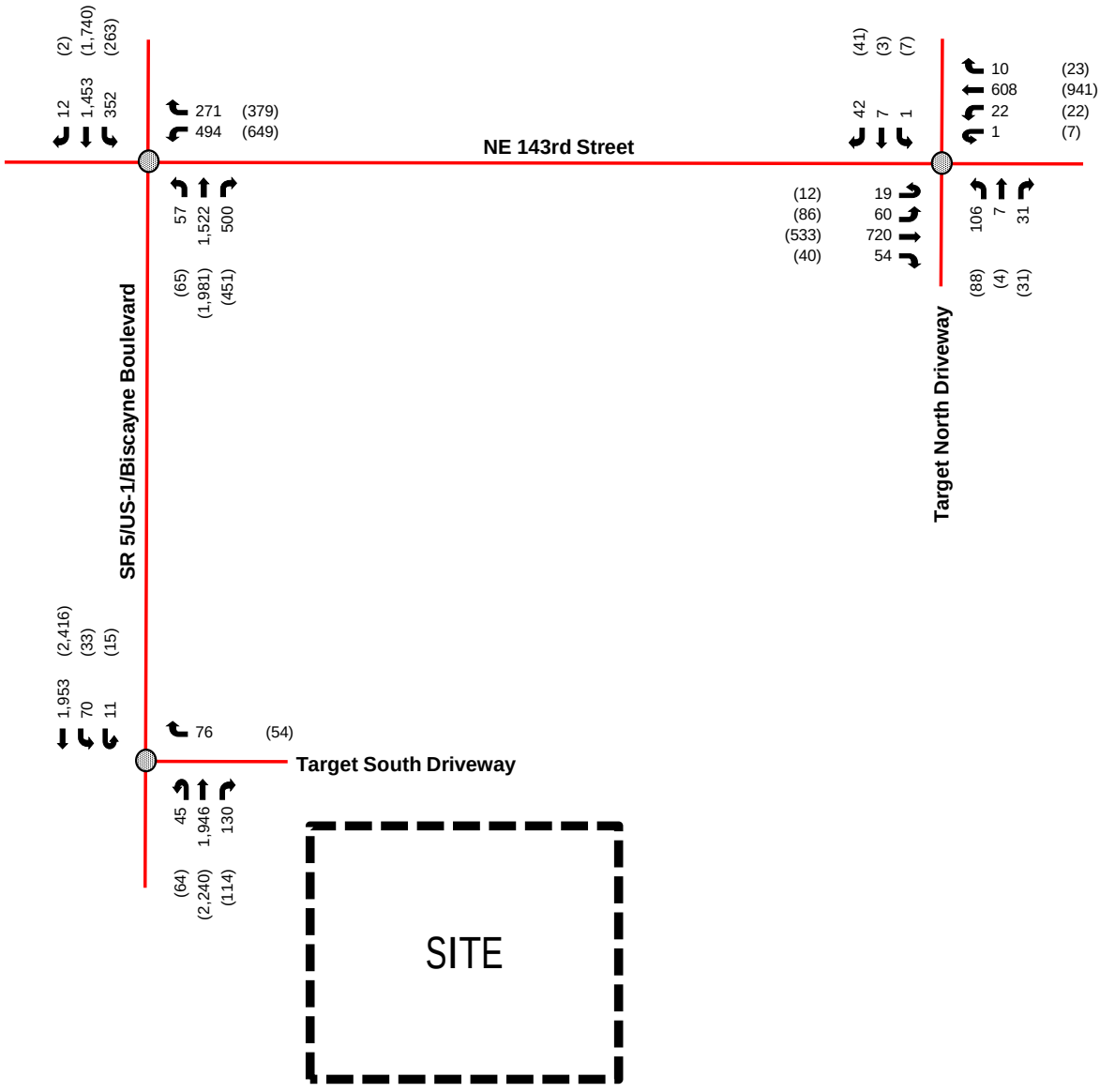
Committed development information is included in Appendix E.

N

NOT TO SCALE

Legend

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



Kimley»Horn

Figure 3
Future Background Peak Hour Traffic
Raising Cane's
North Miami Beach, Florida

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

EXISTING AND PROPOSED LAND USE

The property proposed for redevelopment is currently occupied by an approximately 9,930 square-foot liquor store. The proposed redevelopment consists of an approximately 3,181 square-foot Raising Cane's fast-food restaurant with two (2) drive-through lanes. The project is expected to be completed by year 2026.

PROJECT ACCESS

Access to the proposed redevelopment will be provided via three (3) existing shared access points with the adjacent commercial property to the east including one (1) left-in/right-in/right-out driveway located along the east side of SR 5/US 1/Biscayne Boulevard just north of NE 141st Street, one (1) right-in/right-out driveway located along the east side of SR 5/US-1/Biscayne Boulevard just south of NE 143rd Street, and one (1) full-access driveway located along the south side of NE 143rd Street east of SR 5/US-1/Biscayne Boulevard.

TRIP GENERATION

Trip generation calculations for the existing and proposed redevelopment were performed using rates and/or equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 899 (Liquor Store). The trip generation for the proposed redevelopment was determined using ITE LUC 934 (Fast-Food Restaurant with Drive-Through Window). Please note that as both the existing liquor store and the proposed fast-food restaurant are closed during the A.M. peak period, an analysis was not conducted for the A.M. peak period. However, as requested by the City of North Miami Beach, a midday peak period analysis was conducted. Midday peak hour trip generation calculations were prepared using the A.M. peak hour of generator trip generation rates/equations in order to provide a conservative analysis.

MULTIMODAL REDUCTION

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the proposed redevelopment is located. A multimodal factor of 11.2 percent (11.2 %) was calculated to account for the urban environment in which the project site is located. It is expected that a portion of employees and patrons will choose to walk, bike, or use public transit to and from the site. However, note that based on input from the City of North Miami Beach, a multimodal factor of 10.0 percent (10.0%) was applied to the trip generation calculations to provide a conservative analysis.

One (1) Miami-Dade County Department of Transit and Mobility (DTM) route, one (1) Bay Harbor Island Trolley route, one (1) City of North Miami Beach Trolley route, and two (2) City of North Miami express buses operate in close proximity (within ½ mile) of the site during the midday and P.M. peak hours.

- DTM Route 3 operates along SR 5/US-1/Biscayne Boulevard in the vicinity of the study area with 15-minute headways in the northbound and southbound directions during the midday and P.M. peak hours.
- The Bay Harbor Islands shuttle operates along SR 5/US-1/Biscayne Boulevard in the vicinity of the study area with approximately 90-minute headways in the northbound and southbound directions during the midday and P.M. peak hours.
- City of North Miami Beach Trolley Route C operates along SR 5/US-1/Biscayne Boulevard in the vicinity of the study area with approximately 60-minute headways in the northbound and southbound directions during the midday and P.M. peak hours.
- NoMi Express Blue Route operates along SR 5/US-1/Biscayne Boulevard within the vicinity of the study area with approximately 60-minute headways in the northbound and southbound directions during the midday and P.M. peak hours.
- NoMi Express Red Route operates along SR 5/US-1/Biscayne Boulevard within the vicinity of the study area with approximately 60-minute headways in the northbound and south1bound directions during the midday and P.M. peak hours.

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

PASS-BY CAPTURE

Pass-by capture trips were determined based on average rates provided in the *Trip Generation Handbook*, 3rd Edition. The pass-by capture rate for the LUC 934 is 50.0 percent (50.0%) during the A.M. peak hour and 55.0 percent (55.0%) during the P.M. peak hour. As the midday peak period analysis was based on the A.M. peak hour of generator, the A.M. peak period pass-by rate of 50.0 percent (50.0%) was utilized for the midday peak period analysis.

NET NEW PROJECT TRIPS

As shown in Table 1, the proposed redevelopment is expected to generate 27 net new weekday midday peak hour trips and a reduction of 107 net new weekday P.M. peak hour trips. Detailed trip generation information is included in Appendix G.

Table 1: Trip Generation

Midday Peak Hour (1) (P.M. Peak Hour)

Future Land Use (ITE Code)	Scale	Entering Trips	Exiting Trips	Net New External Trips
Existing Development				
Liquor Store (899)	9,930 square feet	23 (75)	22 (74)	45 (149)
Proposed Redevelopment				
Fast-Food Restaurant with Drive-Through Window (934)	3,181 square feet	38 (22)	34 (20)	72 (42)
Net New Redevelopment				
Net New Vehicle Trips		**15 (-53)**	**12 (-54)**	**27 (-107)**

Note: (1) A.M. peak hour of generator utilized to estimate midday peak hour trip generation.

TRIP DISTRIBUTION AND ASSIGNMENT

The likely distribution of project traffic was forecast for the trips expected to be generated by the proposed redevelopment. The trip distribution was based on an interpolated cardinal trip distribution for the project site's traffic analysis zone (TAZ) obtained from the Miami-Dade Transportation Planning Organization's (TPO's) *2045 Long Range Transportation Plan Directional Trip Distribution Report*. The trip distribution for the anticipated build-out year of 2026 was interpolated from the 2015 and 2045 data. The project is located within TAZ 190. The cardinal trip distribution for TAZ 190 provided in Table 2.

Table 2: Cardinal Trip Distribution	
Cardinal Direction	Percentage of Trips
North-Northeast	23.0%
East-Northeast	1.0%
East-Southeast	1.0%
South-Southeast	4.0%
South-Southwest	23.0%
West-Southwest	18.0%
West-Northwest	13.0%
North-Northwest	17.0%
Total	100.0%

Figure 4 presents the peak hour net new trip distribution and Figure 5 presents peak hour net new trip assignment for the proposed redevelopment. Figure 6 presents the project's midday peak hour pass-by trip distribution, Figure 7 presents the project's P.M. peak hour pass-by trip distribution, and Figure 8 presents the peak hour pass-by trip assignment. Detailed cardinal distribution calculations are contained in Appendix H.

N

NOT TO SCALE

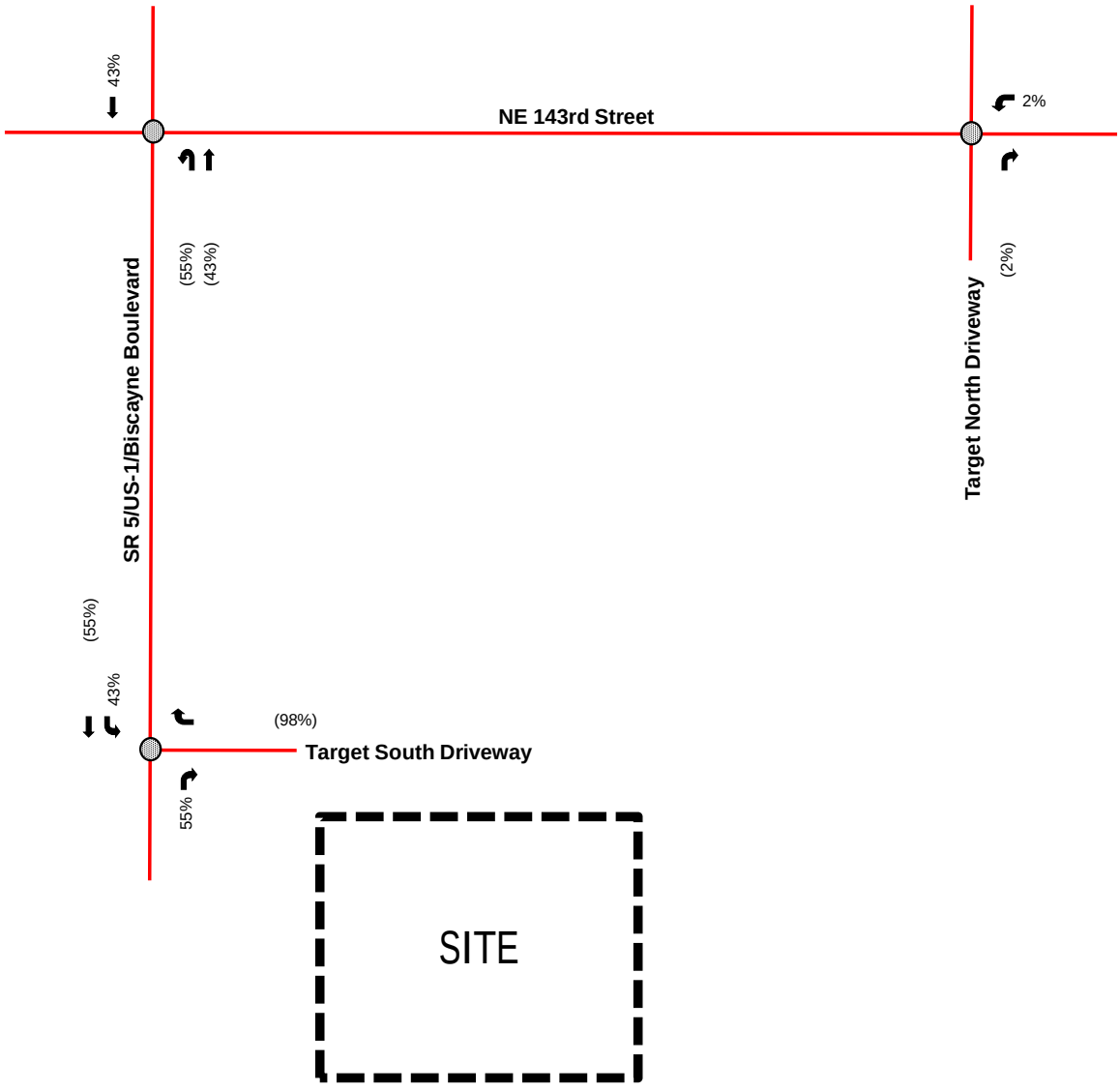
Legend

Study Roadway

Study Intersection

XX% Entering Net New Trip Distribution

(XX%) Exiting Net New Trip Distribution



Kimley»Horn

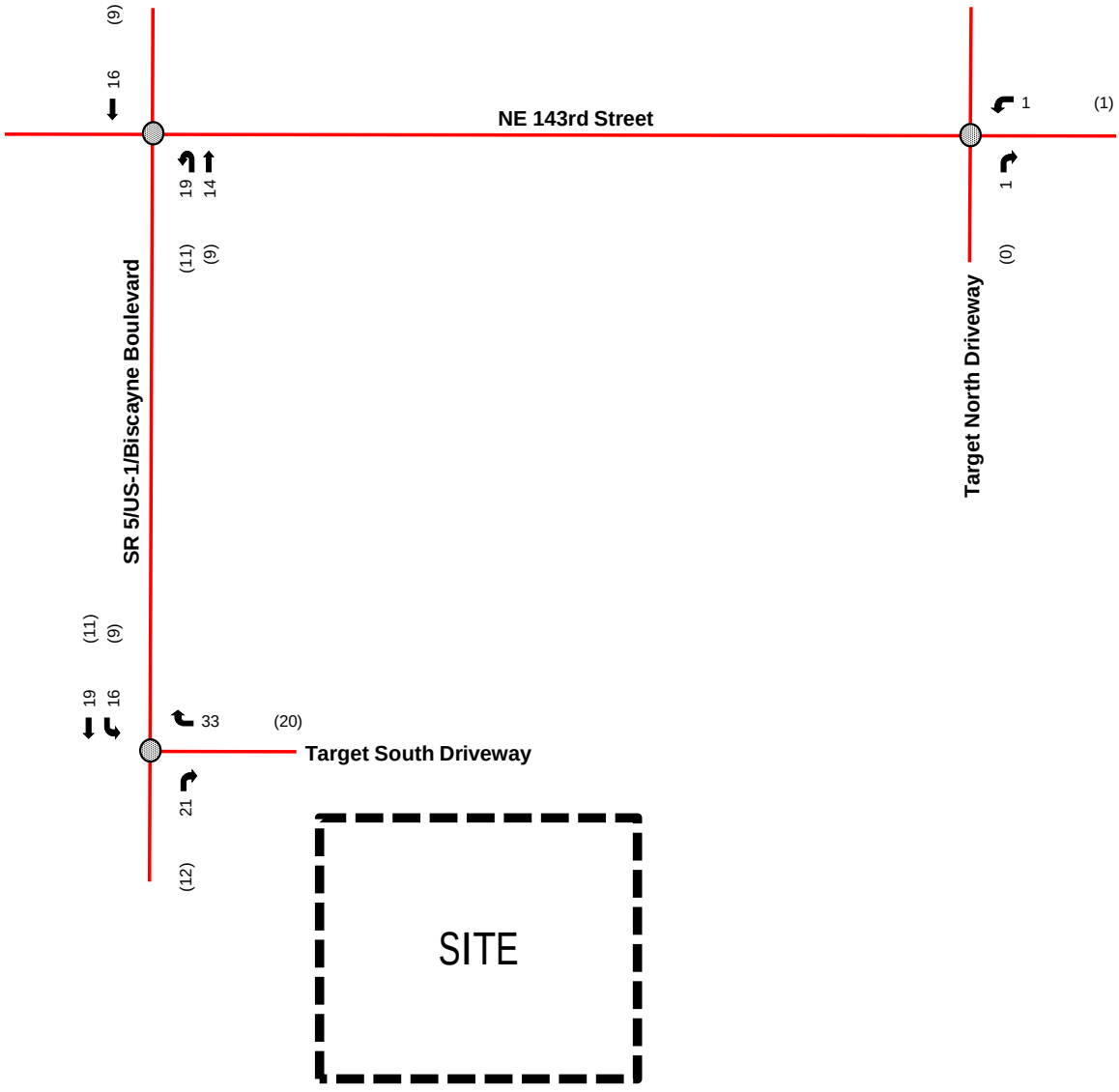
Figure 4
Peak Hour Net New Trip Distribution
Raising Cane's
North Miami Beach, Florida

N

NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX Midday Peak Hour Net New Trip Assignment
- (XX) P.M. Peak Hour Net New Trip Assignment



Kimley»Horn

Figure 5
Peak Hour Net New Trip Assignment
Raising Cane's
North Miami Beach, Florida

N

NOT TO SCALE

Legend

Study Roadway

Study Intersection

XX% Entering Pass-By Trip Distribution

(XX%) Exiting Pass-By Trip Distribution

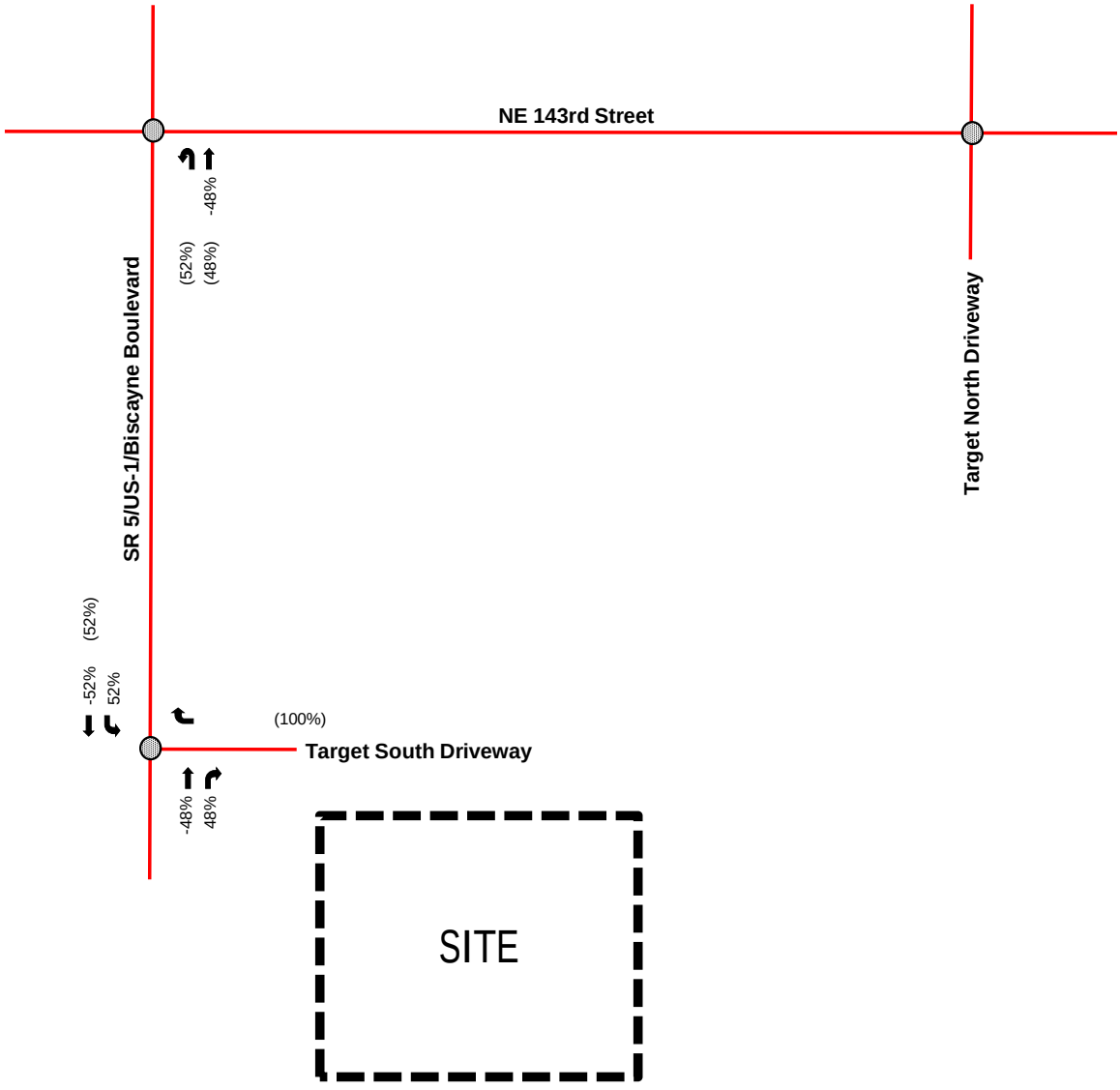


Figure 6
Midday Peak Hour Pass-By Trip Distribution
Raising Cane's
North Miami Beach, Florida

Kimley»Horn

N

NOT TO SCALE

Legend

Study Roadway

Study Intersection

XX% Entering Pass-By Trip Distribution

(XX%) Exiting Pass-By Trip Distribution

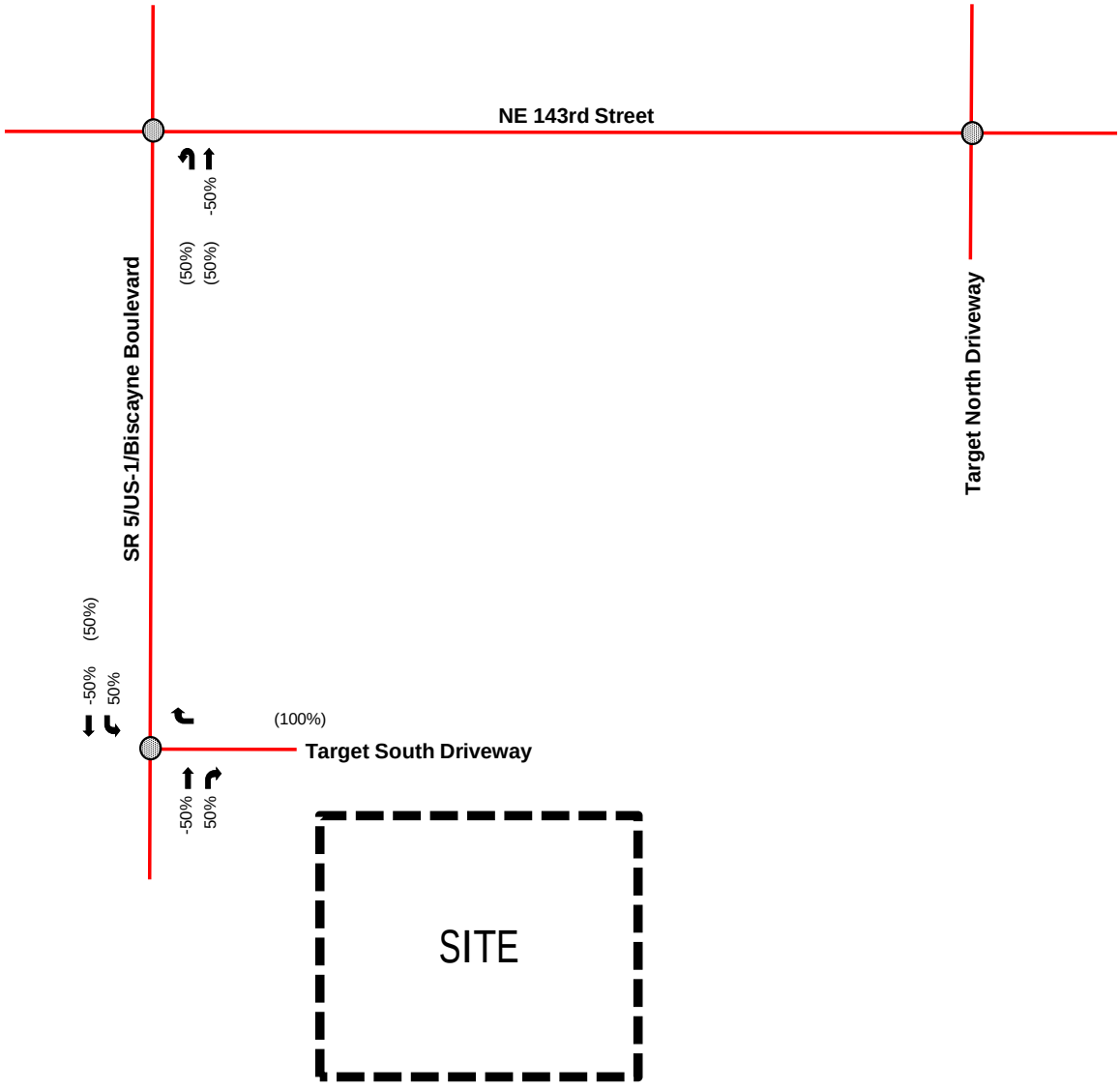


Figure 7
P.M. Peak Hour Pass-By Trip Distribution
Raising Cane's
North Miami Beach, Florida

Kimley»Horn

N

NOT TO SCALE

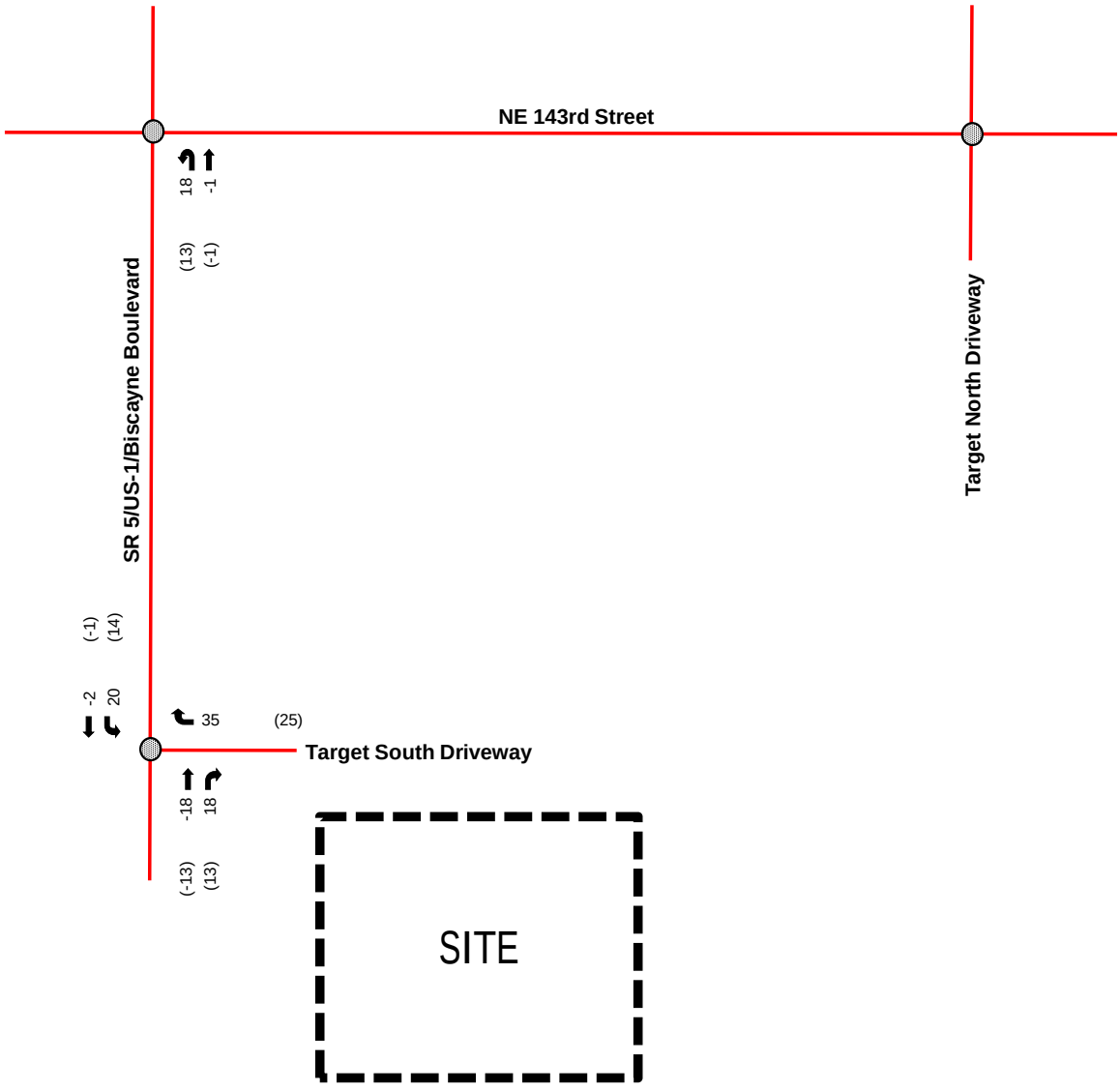
Legend

Study Roadway

Study Intersection

XX Midday Peak Hour Pass-By Trip Assignment

(XX) P.M. Peak Hour Pass-By Trip Assignment



Kimley»Horn

Figure 8
Peak Hour Pass-By Trip Assignment
Raising Cane's
North Miami Beach, Florida

FUTURE TOTAL TRAFFIC

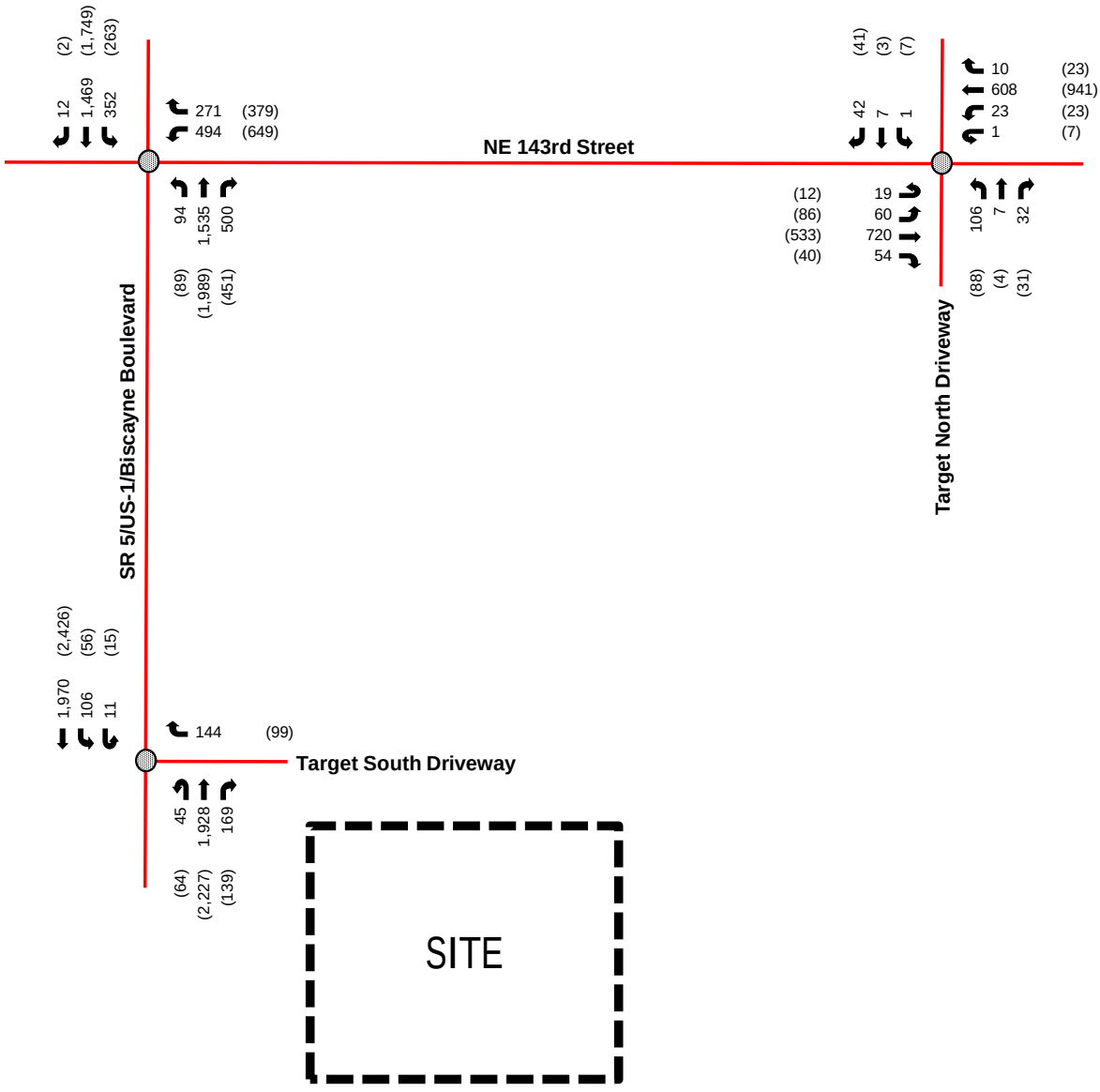
Future total traffic conditions are defined as the expected traffic conditions after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and the expected project traffic volumes. Figure 9 presents the future total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

N

NOT TO SCALE

Legend

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



Kimley»Horn

Figure 9
Future Total Peak Hour Traffic
Raising Cane's
North Miami Beach, Florida

INTERSECTION CAPACITY ANALYSIS

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

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

Table 3: Midday Peak Hour Intersection Capacity Analysis

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS/Delay			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
SR 5/US-1/Biscayne Boulevard and NE 143rd Street	Signalized	B/14.0 sec (C/23.5 sec) [C/23.5 sec]	(2)	E (E) [E]	A (B) [B]	A (B) [B]
Target North Driveway and NE 143rd Street	Two-Way Stop Control	(1)	(3)	(3)	B (C) [C]	B (B) [B]
SR 5/US-1/Biscayne Boulevard and Target South Driveway	One-Way Stop Control	(1)	(4)	C (C) [C]	(3)	(3)

Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach does not operate under signalized control.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.

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

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS/Delay			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
SR 5/US-1/Biscayne Boulevard and NE 143rd Street	Signalized	B/19.1 sec (E/77.6 sec) [E/77.1 sec]	(2)	F (F) [F]	A (A) [A]	A (B) [B]
Target North Driveway and NE 143rd Street	Two-Way Stop Control	(1)	(3)	(3)	B (C) [C]	B (B) [B]
SR 5/US-1/Biscayne Boulevard and Target South Driveway	One-Way Stop Control	(1)	(4)	C (C) [C]	(3)	(3)

Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach does not operate under signalized control.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.

TURN LANE QUEUE LENGTH ANALYSIS

A 95th percentile queue analysis was performed to determine if the identified existing exclusive turn lanes at which project traffic is assigned could accommodate the expected vehicle queue lengths under existing, future background, future total conditions. The 95th percentile queue lengths were calculated using Trafficware's *SYNCHRO* software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM) 7th Edition. The results of the queue length analysis are summarized in Table 5 and Table 6. Synchro worksheets for the study intersections are included in Appendix J. The results of the analysis indicate that all identified existing turn lanes are expected to accommodate the 95th percentile vehicle queues under all analysis conditions with the exception of the southbound left-turn lane at the intersection of SR 5/US-1/Biscayne Boulevard and Target South Driveway under future total conditions during the midday peak hour. Note that the future total 95th percentile vehicle queue is expected to exceed the provided storage by less than one (1) vehicle. Further note that 265 vehicles are assigned to the northbound through movement at this intersection as a result of committed development traffic. Additionally, the project assigns net new traffic equivalent to approximately 3.3 percent (3.3%) of the overall traffic volume at this intersection during the midday peak hour. As the project contributes less than 5.0 percent (5.0%) of traffic volumes at this intersection, the project is not considered to significantly impact this intersection.

Note that the existing southbound left-turn lane at the intersection of SR 5/US-1/Biscayne Boulevard and Target South Driveway is constrained and extending this turn lane would impact the storage length of the northbound left-turn/U-turn lane at the intersection of SR 5/US-1/Biscayne Boulevard and NE 143rd Street. Furthermore, consistent with the condition of approval to be issued, a supplemental traffic memorandum, including an evaluation of the southbound left-turn movement at the intersection of SR 5/US-1/Biscayne Boulevard at Target South Driveway, will be prepared and submitted to the City of North Miami Beach within 6 months of the site becoming fully operational.

Table 5: Midday Peak Hour Turn Lane Queuing Analysis				
Existing Conditions (Future Background Conditions) [Future Total Conditions]				
Intersection	Movement	95th Percentile Queue (ft) (1)	Existing Storage Length (ft)	Turn Lane Sufficient?
SR 5/US-1/Biscayne Boulevard and NE 143rd Street	Northbound Left-Turn	<25 (33) [60]	115	Yes (Yes) [Yes]
Target North Driveway and NE 143rd Street	Westbound Left-Turn	<25 (<25) [<25]	200	Yes (Yes) [Yes]
SR 5/US-1/Biscayne Boulevard and Target South Driveway	Southbound Left-Turn	73 (113) [213]	200	Yes (Yes) [No]

Notes: (1) Assumes 25 feet per vehicle.

Table 6: P.M. Peak Hour Turn Lane Queuing Analysis				
Existing Conditions (Future Background Conditions) [Future Total Conditions]				
Intersection	Movement	95th Percentile Queue (ft) (1)	Existing Storage Length (ft)	Turn Lane Sufficient?
SR 5/US-1/Biscayne Boulevard and NE 143rd Street	Northbound Left-Turn	<25 (<25) [30]	115	Yes (Yes) [Yes]
Target North Driveway and NE 143rd Street	Westbound Left-Turn	<25 (<25) [<25]	200	Yes (Yes) [Yes]
SR 5/US-1/Biscayne Boulevard and Target South Driveway	Southbound Left-Turn	55 (70) [133]	200	Yes (Yes) [Yes]

Notes: (1) Assumes 25 feet per vehicle.

ROADWAY SEGMENT CAPACITY ANALYSIS

In addition to the intersection capacity analysis, a roadway segment capacity analysis was conducted for the identified roadways segments within the immediate vicinity of the proposed redevelopment using FDOT's 2023 *Quality/Level of Service Handbook*. To provide a conservative analysis, the highest two-way peak hour traffic volumes determined from the turning movement count data collected at the intersections of SR 5/US-1/Biscayne Boulevard at NE 143rd Street and SR 5/US-1/Biscayne Boulevard at the Target South Driveway were utilized in the analysis.

Tables 7 through 9 provide a summary of the midday and P.M. peak hour roadway segment analysis for existing, future background, and future total conditions. The results of the roadway segment capacity analysis indicate that the study roadways segments are expected to operate at LOS D or better under all analysis conditions. Excerpts from the FDOT's 2023 *Multimodal Quality Level of Service Handbook* are included in Appendix K.

Table 7: Existing Peak Hour Roadway Segment Capacity Analysis

Roadway	Segment	Facility Type (1)	Direction	Adopted LOS Standard	Existing (2024) Raw Volumes		Peak Season Correction Factor		Existing (2024) Peak Season Volumes		LOS C Standard Volume (3)	LOS D Standard Volume (3)	LOS E Standard Volume (3)	Adopted LOS Standard Volume (3)	Existing LOS		Existing v/c Ratio	
					Midday Peak Hour	P.M. Peak Hour	Midday Peak Hour	P.M. Peak Hour	Midday Peak Hour	P.M. Peak Hour					Midday Peak Hour	P.M. Peak Hour	Midday Peak Hour	P.M. Peak Hour
SR 5/US-1/Biscayne Boulevard	South of Target South Driveway	6LD (2)	NB/SB	E+20%	3,663	4,294	1.01	1.02	3,700	4,380	4,221	5,366	5,712	6,854	C	D	0.54	0.64
	Between Target South Driveway and NE 143rd Street	6LD (2)	NB/SB	E+20%	3,622	4,395	1.01	1.01	3,658	4,439	4,221	5,366	5,712	6,854	C	D	0.53	0.65
	North of NE 143rd Street	6LD (2)	NB/SB	E+20%	3,210	3,884	1.01	1.01	3,242	3,923	4,221	5,366	5,712	6,854	C	C	0.47	0.57

Notes: (1) 6LD - Six-lane divided
(2) Based on FDOT C4 six-lane, divided, roadway with exclusive left turn lanes (5% increase)
(3) Based on FDOT's 2023 *Multimodal Quality Level of Service Handbook*

Table 8: Future Background Peak Hour Roadway Segment Capacity Analysis

Roadway	Segment	Facility Type (1)	Direction	Adopted LOS Standard	Existing (2024) Peak Season Volumes		Growth Rate	Committed Developments (3)		Future (2026) Background Volumes		LOS C Standard Volume (4)	LOS D Standard Volume (4)	LOS E Standard Volume (4)	Adopted LOS Standard Volume (4)	Future Background LOS		Future Background v/c Ratio	
					Midday Peak Hour	P.M. Peak Hour		Midday Peak Hour	P.M. Peak Hour	Midday Peak Hour	P.M. Peak Hour					Midday Peak Hour	P.M. Peak Hour	Midday Peak Hour	P.M. Peak Hour
SR 5/US-1/Biscayne Boulevard	South of Target South Driveway	6LD (2)	NB/SB	E+20%	3,700	4,380	0.80%	363	451	4,122	4,901	4,221	5,366	5,712	6,854	C	D	0.60	0.72
	Between Target South Driveway and NE 143rd Street	6LD (2)	NB/SB	E+20%	3,658	4,439		363	451	4,080	4,961	4,221	5,366	5,712	6,854	C	D	0.60	0.72
	North of NE 143rd Street	6LD (2)	NB/SB	E+20%	3,242	3,923		323	392	3,617	4,378	4,221	5,366	5,712	6,854	C	D	0.53	0.64

Notes: (1) 6LD - Six-lane divided or 4LD - Four-lane divided
(2) Based on FDOT C3C six-lane, divided, roadway with exclusive left turn lanes (5% increase)
(3) Committed developments include the Nexo (fka Capri Towers), UHealth Medical Center at SoLe Mia, One Park Tower, and Highrise Rental at SoLe Mia (Shoreline) developments
(4) Based on FDOT's 2023 *Multimodal Quality Level of Service Handbook*

Table 9: Future Total Peak Hour Roadway Segment Capacity Analysis

Roadway	Segment	Facility Type (1)	Direction	Adopted LOS Standard	Future (2026) Background Volumes		Total Project Traffic (3)		Future Total Volumes		LOS C Standard Volume (4)	LOS D Standard Volume (4)	LOS E Standard Volume (4)	Adopted LOS Standard Volume (4)	Future Total LOS		Future Total v/c Ratio	
					Midday Peak Hour	P.M. Peak Hour	Midday Peak Hour	P.M. Peak Hour	Midday Peak Hour	P.M. Peak Hour					Midday Peak Hour	P.M. Peak Hour	Midday Peak Hour	P.M. Peak Hour
SR 5/US-1/Biscayne Boulevard	South of Target South Driveway	6LD (2)	NB/SB	E+20%	4,122	4,901	38	22	4,160	4,923	4,221	5,366	5,712	6,854	C	D	0.61	0.72
	Between Target South Driveway and NE 143rd Street	6LD (2)	NB/SB	E+20%	4,080	4,961	103	65	4,183	5,026	4,221	5,366	5,712	6,854	C	D	0.61	0.73
	North of NE 143rd Street	6LD (2)	NB/SB	E+20%	3,617	4,378	29	17	3,646	4,395	4,221	5,366	5,712	6,854	C	D	0.53	0.64

Notes: (1) 6LD - Six-lane divided or 4LD - Four-lane divided
(2) Based on FDOT C3C six-lane, divided, roadway with exclusive left turn lanes (5% increase)
(3) Project traffic includes sum of net new trip assignment and pass-by trip assignment
(4) Based on FDOT's 2023 *Multimodal Quality Level of Service Handbook*

DRIVE-THROUGH LANE QUEUEING ANALYSIS

A drive-through queuing analysis was conducted to determine if the anticipated vehicle queues are expected to extend beyond the designated drive-through lanes. The proposed drive-through provides two (2) drive-through lanes and two (2) order boards with storage for approximately 22 vehicles including the service positions and one (1) bypass lane. The anticipated drive-through queue length at the proposed drive-through window was determined based on vehicle queuing data collected at an existing Raising Cane's site located in Homestead, Florida. The existing Raising Cane's site is 3,810 square feet in size and has two (2) drive-through lanes and two (2) order boards with storage for approximately 18 vehicles.

QUEUEING DATA COLLECTION AND OBSERVATIONS

Drive-through queuing observations and counts were collected at the existing Raising Cane's site located at 2301 NE 8th Street in Homestead, Florida. The drive-through activity was observed from 10:00 A.M. to 12:00 A.M. on a typical Thursday, Friday, and Saturday.

Weekday and weekend peak vehicle queues are summarized in Table 10. A site plan, supplemental data collection summary tables, as well as the data collection worksheet for the existing site, are provided in Appendix L. The maximum observed vehicle queue during the peak periods was 22 vehicles.

Table 10: Homestead Site Peak Drive-Through Queuing Summary

Day	Mid-Day Peak			Evening Peak		
	Peak Period	Average Queue (Vehicle)	Maximum Queue (Vehicle)	Peak Period	Average Queue (Vehicle)	Maximum Queue (Vehicle)
Thursday	1:15 PM-1:30 PM	13	15	9:30 PM-9:45 PM	17	18
Friday	12:15 PM-12:30 PM	9	12	9:45 PM-10:00 PM	21	**22**
Saturday	12:30 PM-12:45 PM	12	18	10:30 PM-10:45 PM	17	20

As the proposed drive-through lanes provide storage for 22 vehicles including the service positions, vehicle queues are expected to be accommodated on-site without extending past the designated drive-through lanes.

CONCLUSION

Raising Cane's Restaurants, LLC is proposing to redevelop the property located at 14025 Biscayne Boulevard in North Miami Beach, Florida. Currently, the site proposed for redevelopment is occupied by a 9,930 square-foot liquor store. The proposed redevelopment includes a 3,181 square-foot Raising Cane's fast-food restaurant with two (2) drive-through lanes. The project is expected to be completed by year 2026.

Access to the proposed redevelopment will be provided via three (3) existing shared access points with the adjacent commercial property to the east including one (1) left-in/right-in/right-out driveway located along the east side of SR 5/US 1/Biscayne Boulevard just north of NE 141st Street, one (1) right-in/right-out driveway located along the east side of SR 5/US-1/Biscayne Boulevard just south of NE 143rd Street, and one (1) full-access driveway located along the south side of NE 143rd Street east of SR 5/US-1/Biscayne Boulevard.

Trip generation for the existing development and proposed redevelopment was calculated using rates and/or equations contained in ITE's *Trip Generation Manual*, 11th Edition. Please note that both the existing liquor store and the proposed fast-food restaurant are closed during the A.M. peak period. The project is expected to generate 27 net new weekday midday peak hour trips and a reduction of 107 net new weekday P.M. peak hour trips as comparted to the existing liquor store.

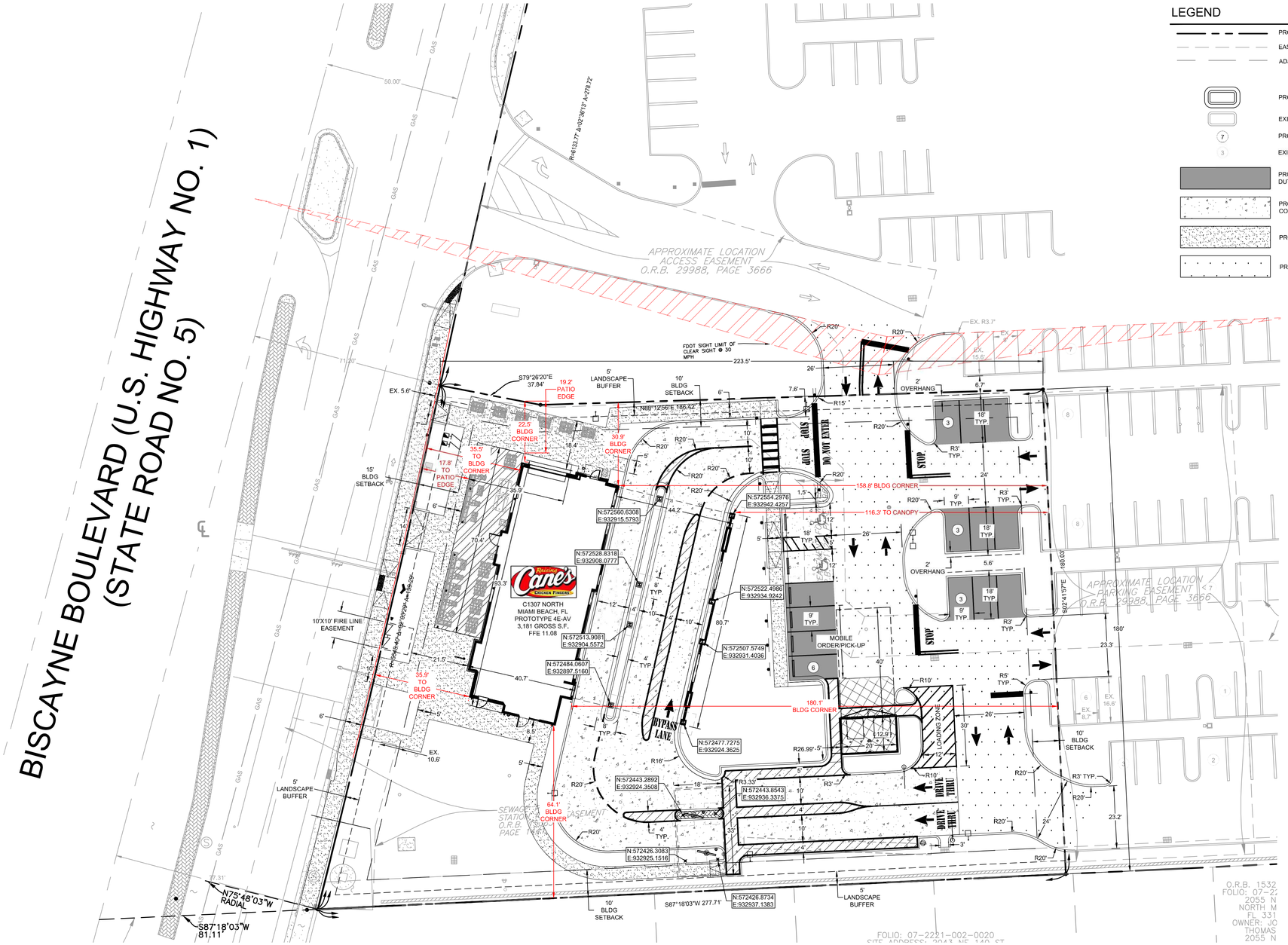
The results of the intersection capacity analysis of the proposed redevelopment demonstrate that the intersections in the vicinity of the project site are expected to operate at LOS E or better during the midday and P.M. peak hours under all analysis conditions.

The results of the 95th percentile queue analysis indicate that all identified existing turn lanes are expected to accommodate the 95th percentile vehicle queues under all analysis conditions with the exception of the southbound left-turn lane at the intersection of SR 5/US-1/Biscayne Boulevard and Target South Driveway under future total conditions during the midday peak hour.

The results of the drive-through lane queueing analysis indicate that all anticipated queues are expected to be accommodated on-site without extending past the dedicated drive-through lanes.

Appendix A

Site Plan



LEGEND

- PROPERTY LINE
- EASEMENT LINE
- ADJACENT LOT LINE
- PROPOSED "F" TYPE CONCRETE CURB
- EXISTING CURB
- (7) PROPOSED PARKING COUNT
- 3 EXISTING PARKING COUNT
- PROPOSED STANDARD DUTY ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED SIDEWALK PAVEMENT
- PROPOSED HEAVY DUTY ASPHALT

N

GRAPHIC SCALE IN FEET
0 10 20 40

DIMENSION NOTES

1. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURBS SHALL BE 6" STANDARD EXCEPT WHERE OTHERWISE NOTED ON PLANS.
3. REFERENCE LANDSCAPE PLANS FOR PROPOSED BUFFERS, SCREENING, AND PLANTING.

BENCHMARKS

ELEVATIONS ARE BASED ON NORTH GEODETIC VERTICAL DATUM OF 1929.
MIAMI-DADE COUNTY BENCHMARK: S-35; ELEVATION: 11.33 FEET.

DEWATERING NOTE
THE GENERAL CONTRACTOR IS TO DEWATER THE SITE BASED ON THEIR MEANS AND METHODS FOR INSTALLATION OF UTILITIES AND UNDERGROUND WORK. ALL COSTS ASSOCIATED WITH DEWATERING SHALL BE INCLUDED IN THE BID.

811 Know what's below. Call before you dig.

CAUTION!!
CONTRACTOR IS TO VERIFY PRESENCE AND EXACT LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.

zebra
ZEBRA ARCHITECTURE, PLLC
14614 N KIERLAND BLVD. SUITE N300
SCOTTSDALE, ARIZONA 85254
PHONE: 480.912.1169 zbr.global

PRELIMINARY:
Preliminary Documents are for design review only and not intended for bidding, negotiating, permitting, or construction purposes. They were prepared by or under the supervision of Zebra Architecture PLLC, Inc.

SEAL:

FIELD VERIFICATION:
The Contractor shall verify all figured dimensions and conditions at the project site and notify Zebra Architecture, PLLC of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

CONSULTANT:

Designer's Information:

Kimley»Horn
445 24TH STREET, SUITE 200, VERO BEACH, FL 32960
PHONE: 772-794-4100
WWW.KIMLEY-HORN.COM

KIMLEY HORN Project Manager: KB

PROTOTYPE P4E-AV
SCHEME A or B
VERSION 2024-1.0

RAISING CANE'S
RESTAURANT NO.: #1307
14025 BISCAYNE BLVD.
(BISCAYNE BLVD & 143RD ST)
MIAMI, FLORIDA 33154

REV	DATE	DESCRIPTION
2	10.03.24	PRELIMINARY PROTO DEVELOPMENT
1	12/13/2024	CITY OF MIAMI BEACH COMMENTS

DRAWN BY: BPT
CHECKED BY: KEB
ARCH. PROJECT NO.: 147793039
SHEET NAME: DIMENSION CONTROL PLAN
SHEET NUMBER: C5.1

SITE PLAN REVIEW

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY KRISTINA BELT P.E. ON THE DATE ADJACENT TO THE SEAL.
PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

Appendix B

Methodology Correspondence

Kimley»Horn

MEMORANDUM

To: Destiny Ferguson
City of North Miami Beach

Cc: Eric Czerniejewski, P.E., The Corradino Group, Inc.

From: Cory D. Dorman, P.E., PTOE

Date: January 17, 2025

Subject: Raising Cane's
Response to City of North Miami Beach
Traffic Study Methodology Comments

We have received additional comments provided by City of North Miami Beach received on November 12, 2024. We offer the following responses to the provided comments:

1. A traffic impact study per the approved traffic statement methodology needs to be submitted for review and approval.

   KH Response (11/04/2024): Comment noted.

   CNMB Follow-Up Comment (11/12/2024): Addressed. Please provide the traffic impact study.

2. Please provide an update to the FDOT District 6 Access Management Review Committee (AMRC) approval for the Target Commercial Plaza driveway connection was required by the City. Please confirm if the access management connection to the US-1/Biscayne Boulevard is still approved and no access modifications are required based on the proposed land uses.

   KH Response (11/04/2024): Response: Please note that FDOT AMRC review and approval is not required as no variances are being requested as part of the project. Coordination with FDOT is ongoing and a pre-application meeting was held on June 19, 2024 via conference call. Please refer to the pre-application meeting minutes contained in Attachment A-1.

   CNMB Follow-Up Comment (11/12/2024): Addressed. A condition of approval will be developed which requires the applicant to address all FDOT requirements as outlined in the 06/19/2 meeting minutes.

3. The trip generation should include a midday peak hour analysis and an afternoon peak hour analysis. An AM peak hour trip generation rate for adjacent street for a similar fast-food restaurant with drive through should be used for the proposed land use midday calculation. Please also include a weekday trip generation calculation for both the existing and future land uses.

KH Response (11/04/2024): Please refer to the updated trip generation calculations contained in Attachment B of the updated traffic study methodology included in Attachment B-1. As discussed, note that as the existing and proposed developments are closed during the A.M. peak hour of adjacent street traffic (7:00 A.M. to 9:00 A.M.), the A.M. peak hour of generator was used to represent the midday peak hour analysis.

CNMB Follow-Up Comment (11/12/2024): Addressed.

4. A multimodal reduction and pass-by capture rate should not be used in the trip generation rate as there is overlap in the trip reduction. Please eliminate the 11.2% multimodal reduction to be conservative.

   KH Response (11/04/2024): Please refer to the updated trip generation calculations contained in Attachment B of the updated traffic assessment methodology included in Attachment B-1. A multimodal reduction of 10.0% was used consistent with previous applications reviewed by the City.

   CNMB Follow-Up Comment (11/12/2024): Addressed.

5. Please use or collect new/current queueing analysis at another Raising Canes location in South Florida with a similar urban context. The location to be used should be provided to the City of North Miami Beach prior to collecting/using this data.

   KH Response (11/04/2024): Please refer to the queuing data collected at the Raising Cane's located at 2301 NE 8th Street in Homestead, Florida included in Attachment C-1. The data was collected on August 24 ,2023 (Thursday), August 25, 2023 (Friday), and August 26, 2023 (Saturday) during the mid-day peak period and evening peak period. The maximum queue observed during the peak periods will be used for the analysis.

   CNMB Follow-Up Comment (11/12/2024): Addressed.

6. Please include the following intersections to analyze in the Study Area section. Please include these intersections in the list of locations to collect the new AM and PM manual turning movement counts. Please collect midday and afternoon manual turning movement counts during a normal weekday while school is in session at the following intersections:

   - NE 143rd Street and US-1/Biscayne Boulevard intersection (signalized)
   - Target Commercial Plaza entrance and US-1/Biscayne Boulevard Intersection (unsignalized)
   - NE 143rd Street and Target Commercial Plaza entrance (unsignalized)

   KH Response (11/04/2024): Please refer to the updated traffic study methodology included in Attachment B-1 reflecting the updated study area. Turning movement counts will be collected during the midday (11:00 A.M. to 1:00 P.M.) peak period. Note that as the project

is expected to represent a decrease in traffic as compared to the existing use during the P.M. peak hour, only a midday peak period analysis is proposed.

CNMB Follow-Up Comment (11/12/2024): This item is still pending. Please collect manual turning movement counts during the midday (11:00 A.M. to 1:00 P.M.) and PM peak hour (4:00 P.M. to 6:00 P.M). It is important to evaluate the southbound left turn lane queueing at the unsignalized intersection at the Target Commercial Plaza entrance and US-1/Biscayne Boulevard as noted by FDOT during 06/19/2024 FDOT AMRC meeting. Please update the Data Collection section of the TIS methodology memo.

KH Follow-Up Response (01/17/2025): Comment noted. Please refer to the updated traffic study methodology included in Attachment A-1.

7. Please include an Intersection Capacity Analysis section to the traffic impact study methodology memo. The traffic operational analysis should include existing conditions, future conditions without project and future conditions with project.

   KH Response (11/04/2024): Comment noted. Please refer to the updated traffic study methodology included in Attachment B-1.

   CNMB Follow-Up Comment (11/12/2024): Addressed. Intersection Capacity Analysis should be evaluated during the midday and PM peak hours at the three identified intersections and road segments (please reference comment #6).

   KH Follow-Up Response (01/17/2025): Comment noted. Please refer to the updated traffic study methodology included in Attachment A-1.

8. Please include committed trips for any approved but unbuilt development projects as directed by the City of North Miami Beach in the future without project traffic analysis scenario.

   KH Response (11/04/2024): Comment noted. Committed developments will be included as part of the analysis. It is expected that the City of North Miami Beach will identify the committed developments to be included as part of the analysis and will provide the approved traffic studies for those projects. Please refer to the updated traffic study methodology contained in Attachment B-1.

   CNMB Follow-Up Comment (11/12/2024): Addressed.

9. Please provide a road segment link analysis for US-1/Biscayne Boulevard between NE 135th Street and NE 143rd Street. This should include an evaluation of Policy 1.1.2 and 1.1.3 of the Transportation Element of the North Miami Beach Comprehensive Plan.

   KH Response (11/04/2024): Comment noted. Based on the updated study area, please refer to the updated traffic study methodology included in Attachment B-1.

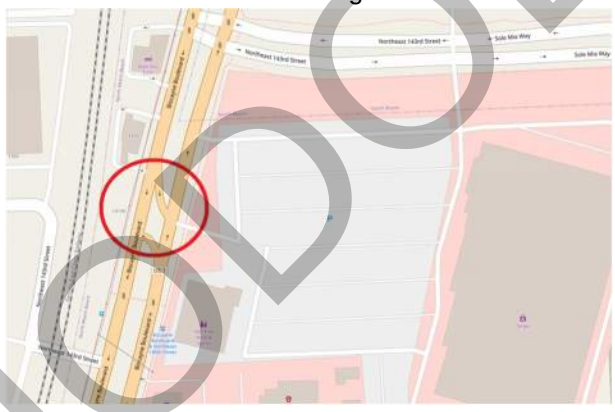
CNMB Follow-Up Comment (11/12/2024): Addressed.

10. Please provide a narrative section in the traffic study that describes the roadway characteristics of the adjacent roadway network. This should include the roadway ownership, number of lanes, speed limit multimodal facilities and other pertinent information.

    KH Response (11/04/2024): Comment noted. Please refer to the updated traffic study methodology contained in Attachment B-1.

    CNMB Follow-Up Comment (11/12/2024): Addressed.

11. Please provide a section in the methodology memo requiring a turn lane analysis for the existing US-1/Biscayne Boulevard and Target Commercial Plaza ingress/egress driveway connection. Please confirm if there will need to be a dedicated northbound right turn lane into this driveway connection. There is an existing turn lane for the southbound left turn-in.



    KH Response (11/04/2024): Please note that based on the FDOT Multimodal Access Management Guidebook, October 2023, exclusive right-turn lanes should not be considered on context class roadways C2T, C4, C5, or C6. Furthermore, FDOT did not request an exclusive right-turn lane analysis at the northbound approach at the intersection of US-1/Biscayne Boulevard and Target Commercial Plaza Driveway. As US-1/Biscayne Boulevard is a state-maintained roadway with a context classification of C4, a right-turn lane analysis at this intersection is not proposed.

    CNMB Follow-Up Comment (11/12/2024): Addressed.

12. Please add a 95th Percentile Vehicle Queueing Analysis Section to the traffic study methodology memo. Please include a table the summarizes the 95th percentile vehicle queues for the key turn lanes at the signalized intersections. The table should include the existing turn lane storage and the 95th percentile vehicle queues at all key turn lanes at signalized intersections for each scenario. Please provide a narrative and report out any turn lanes where the 95th percentile vehicle queue extends past the available storage length.

KH Response (11/04/2024): Comment noted. Please refer to the updated traffic study methodology included in Attachment B-1.

CNMB Follow-Up Comment (11/12/2024): This item is still pending. Please update the 95th Percentile Vehicle Queueing Analysis Section to include midday and PM peak hour queuing analysis (reference comment #7 and comment #8).

KH Follow-Up Response (01/17/2025): Comment noted. Please refer to the updated traffic study methodology included in Attachment A-1.

13. Please provide a copy of any cross-access agreement with the owner of the overall shopping center. There should be concurrence from the overall owner of the shopping plaza to ensure appropriate internal traffic circulation.

KH Response (11/04/2024): Please refer to subsection 7.3 of the Declaration of Restrictive Covenants and Easements contained in Attachment D-1.

CNMB Follow-Up Comment (11/12/2024): Addressed. A condition of approval will be developed which requires the applicant to comply with all conditions outlined in the Declaration of Restrictive Covenants and Easements dated 02/23/2026 and as amended.

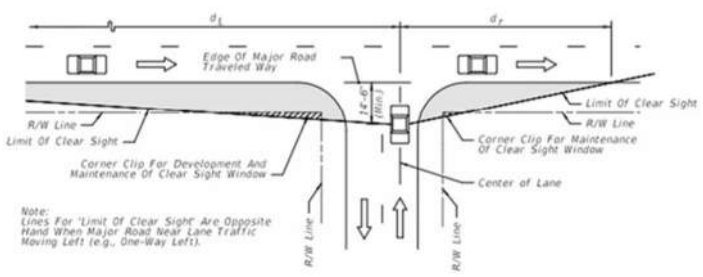
14. Please provide a copy of the Fire approval from Miami-Dade Fire Rescue for the proposed emergency vehicle access plan and route for the proposed developmental parcel.

KH Response (11/04/2024): Please refer to approval correspondence from Miami-Dade Fire Rescue included in Attachment E-1.

CNMB Follow-Up Comment (11/12/2024): Addressed.

15. Please include the sight visibility triangles on the site plan at each of the driveway connections to internal and external roadways. The sight triangles should be depicted on the site plan, pavement marking and signage plans, and landscape plans. The sight visibility triangles should be depicted consistently across all plan sheets. The sight visibility triangles at the existing US-1/Biscayne Boulevard and Target Commercial plaza driveway connection should meet FDOT criteria as outlined in the FDOT Design Manual (Section 212.11).

Figure 212.11.1 Clear Sight Triangles

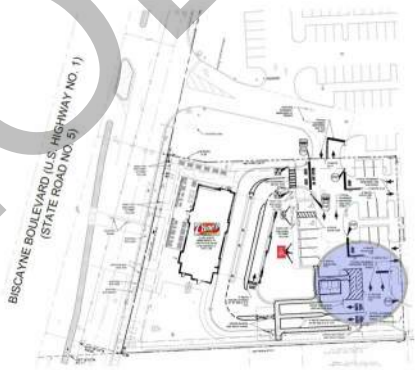


KH Response (11/04/2024): Comment noted. The applicable sight triangles will be included as part of the submitted civil site plan.

CNMB Follow-Up Comment (11/12/2024): This item is still pending. Please include sign triangles on the pavement, marking and signage plans, site plan and landscape plans.

KH Follow-Up Response (01/17/2025): Comment noted. An updated civil site plan is forthcoming.

16. Please provide a vehicle maneuverability analysis for the proposed site loading zone/areas using Transoft Solutions' AutoTURN software. A technical memorandum needs to be document deficiencies related to maneuverability, traffic flow, and vehicular conflicts. This should include the loading zone movements, interaction with the drive-through queueing, and internal shopping center traffic circulation.



KH Response (01/17/2025): Comment noted. A maneuverability analysis is forthcoming.

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Attachment A-1

Updated Traffic Study Methodology

Kimley»Horn

MEMORANDUM

To: Destiny Ferguson
City of North Miami Beach

From: Cory D. Dorman, P.E., PTOE

Date: January 17, 2025

Subject: Raising Cane's North Miami Beach
Traffic Study Methodology

The purpose of this memorandum is to summarize the traffic assessment methodology for the proposed Raising Cane's redevelopment located at 14025 Biscayne Boulevard in North Miami Beach, Florida. The property proposed for redevelopment is currently occupied by an approximately 9,930 square-foot liquor store. The proposed redevelopment consists of an approximately 3,181 square-foot fast food restaurant. Please note that the existing liquor store will be demolished as part of the proposed redevelopment. A project location map and conceptual site plan are provided in Attachment A. The following sections summarize our proposed methodology.

TRIP GENERATION

Trip generation calculations for the existing development and proposed redevelopment were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the existing land uses was determined using ITE land use code (LUC) 899 (Liquor Store). The trip generation for the proposed land uses was determined using ITE LUC 934 (Fast-Food Restaurant with Drive-Through Window). Please note that both the existing liquor store and the proposed fast-food restaurant are closed during the A.M. peak period, therefore trip generation calculations were prepared for the midday peak hour using the A.M. Peak Hour of Generator in order to provide a conservative analysis.

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the redevelopment is located. A multimodal factor of 11.2 percent (11.2%) was determined for the proposed redevelopment. It is expected that a portion of employees and patrons will choose to walk, bike, or use public transit to and from the proposed redevelopment. Transit route information will be documented in the report. Consistent with previous City of North Miami Beach Application, a multimodal factor of 10.0 percent (10.0%) was utilized to provide a conservative analysis.

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Handbook*, 3rd Edition. The pass-by rate for the proposed fast-food restaurant is 50.0 percent (50.0%) during the A.M. peak hour and 55.0 percent (55.0%) during the P.M. peak hour.

As shown in Table 1, the project is expected to result in 27 net new trips during the midday peak hour and a reduction of 107 net new weekday P.M. peak hour trips. Trip generation calculations may be revised based on revisions to the development program or site plan modifications. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment B.

Table 1: Proposed Net New Trip Generation				
Midday Peak Hour [(1)] (P.M. Peak Hour)				
Land Use (ITE Code)	**Scale**	**Entering Trips**	**Exiting Trips**	**Net New External Trips**
Existing Development				
Liquor Store (899)	9,930 square feet	23 (75)	22 (74)	45 (149)
Proposed Redevelopment				
Fast-Food Restaurant with Drive-Through Window (934)	3,181 square feet	38 (22)	34 (20)	72 (42)
Net New Redevelopment				
Net New Vehicle Trips (vph)		15 (-53)	12 (-54)	27 (-107)

Note: [(1)] A.M. peak hour of trip generator utilized to estimate midday peak hour trip generation

STUDY AREA

The following intersections will be examined as part of the study area:

- SR 5/US-1/Biscayne Boulevard and NE 143rd Street
- NE 143rd Street and Target North Driveway
- SR 5/US-1/Biscayne Boulevard and Target South Driveway

Additionally, the following roadway segments will be examined as part of the study area:

- SR 5/US-1/Biscayne Boulevard south of the Target South Driveway
- SR 5/US-1/Biscayne Boulevard between the Target South Driveway and NE 143rd Street
- SR 5/US-1/Biscayne Boulevard north of NE 143rd Street

STUDY ROADWAY CHARACTERISTICS

The existing roadway characteristics within the vicinity of the study area will be evaluated based on a review of high-resolution aerial imagery. The review will include roadway ownership, number of lanes, speed limits, and multimodal facilities.

DATA COLLECTION

The peak periods selected for this study based on the trip generation calculations are the typical weekday (Tuesday, Wednesday, or Thursday) midday peak period (11:00 A.M. to 1:00 P.M.) and P.M. peak period (4:00 P.M. to 6:00 P.M.). Turning movement counts will be collected at the study area intersections in 15-minute intervals during the peak periods. Turning movement counts will also include pedestrian, bicycle, and truck data. Furthermore, all traffic counts will be adjusted to peak season conditions using the appropriate a Florida Department of Transportation (FDOT) peak season category factors. Traffic signal timing information will be obtained from Miami-Dade County Department of Transportation and Public Works (DTPW) – Traffic Signals and Signs Division. All traffic data collected will be provided in the Appendix of the traffic impact study.

TRIP DISTRIBUTION

The likely distribution of project traffic was forecast for the trips expected to be generated by the proposed development. The trip distribution was based on an interpolated cardinal trip distribution for the project site's traffic analysis zone (TAZ) obtained from the Miami-Dade Transportation Planning Organization's (TPO) *2045 LRTP Directional Trip Distribution Report* travel demand model 2015 and 2045 data. The trip distribution for the anticipated build-out year of 2026 was interpolated from the 2015 and 2045 data. The project is located within TAZ 190. Detailed distribution calculations are contained in Attachment C.

BACKGROUND GROWTH RATE

A background growth rate will be calculated based on historic growth trends at nearby FDOT traffic count stations that will examine linear, exponential, and decaying growth rates for the most recent five (5) and 10-year periods. Note that as a result of atypical traffic conditions due to the Covid-19 pandemic, the historic traffic data for the years of 2020 and 2021 will be interpolated between the years of 2019 and 2022. Additionally, growth rates based on the Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Regional Planning Model (SERPM) projected 2015 and 2045 model network volumes will be examined. The higher of the two (2) growth rates will be used in the analysis.

Additionally, committed developments to be utilized in the analysis will be identified by the City of North Miami Beach and will be included as part of future traffic conditions.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the midday and P.M. peak hours at the study intersections and roadway segments. Intersection analyses will be performed using Trafficware's *Synchro* traffic engineering analysis software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM), 2000/2010/6th/7th Editions. Roadway segment capacity analyses will be conducted utilizing FDOT's 2023 *Multimodal Quality/Level of Service Handbook*. Capacity analyses will be conducted for three (3) scenarios: existing, future build-out year without project (future background conditions), future build-out year with project (future total conditions). A build-out year of 2026 will be used in the analysis.

The following graphics will be included for the study intersections:

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

95TH PERCENTILE QUEUEING ANALYSIS

A 95th percentile queue analysis utilizing *Synchro* traffic engineering analysis software, which applies methodologies outlined in the TRB's *Highway Capacity Manual*, will be performed at the intersection of US-1/Biscayne boulevard at NE 143rd Street at the exclusive turn lanes where project traffic is assigned. The analysis will be conducted utilizing turning movement counts collected on a typical weekday (Tuesday, Wednesday, or Thursday) during the midday peak period (11:00 A.M. to 1:00 P.M.) and P.M. peak period (4:00 P.M. to 6:00 P.M.). The analysis will examine expected vehicle queuing lengths under

existing, background, future total traffic conditions (with project), and future total traffic conditions (with project). If queuing deficiencies are identified, strategies and improvements may be developed to attain acceptable queuing lengths.

DRIVE-THROUGH QUEUING ANALYSIS

A drive-through queuing analysis will be prepared for the proposed redevelopment utilizing readily available queuing data collected at the Raising Cane's located at 2301 NE 8th Street in Homestead, Florida from August 24, 2024 (Thursday) through August 26, 2023 (Saturday). The purpose of the analysis is to ensure that expected drive-through queues can be accommodated on-site within the proposed drive-through lanes.

DOCUMENTATION

The results of the traffic study will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis.

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Attachment A

Conceptual Site Plan and Location Map

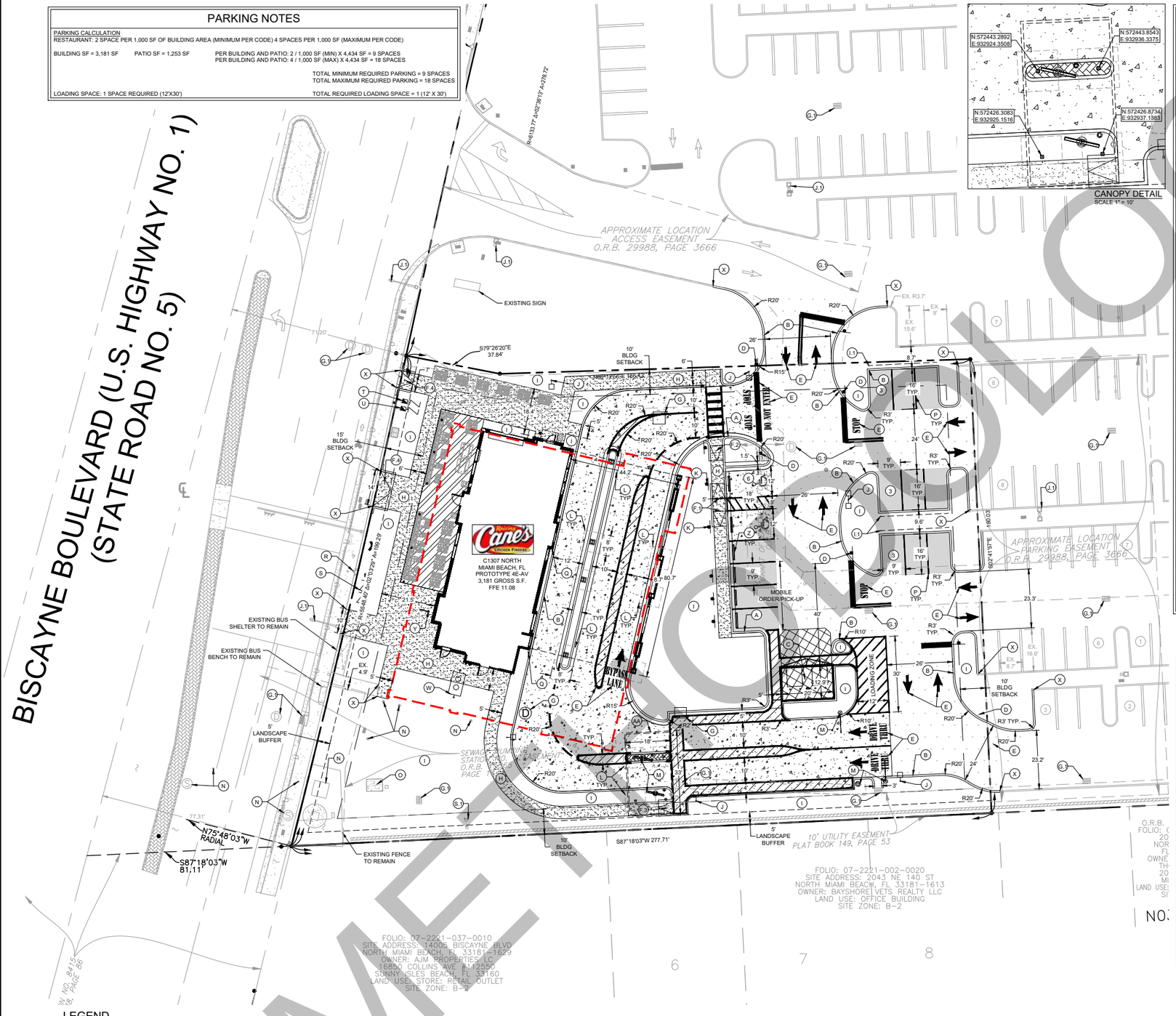
PARKING NOTES

PARKING CALCULATION
RESTAURANT: 2 SPACE PER 1,000 SF OF BUILDING AREA (MINIMUM PER CODE) 4 SPACES PER 1,000 SF (MAXIMUM PER CODE)

BUILDING SF = 3,181 SF PATIO SF = 1,253 SF PER BUILDING AND PATIO: 2 / 1,000 SF (MIN) X 4,434 SF = 9 SPACES
PER BUILDING AND PATIO: 4 / 1,000 SF (MAX) X 4,434 SF = 18 SPACES

TOTAL MINIMUM REQUIRED PARKING = 9 SPACES
TOTAL MAXIMUM REQUIRED PARKING = 18 SPACES

LOADING SPACE: 1 SPACE REQUIRED (12'X30') TOTAL REQUIRED LOADING SPACE = 1 (12' X 30')



KEYNOTE LEGEND

A	TYPE 'F' CURB AND GUTTER. REFERENCE DETAIL SHEET C8.0.
B	PROPOSED 'D' CURB. REFERENCE DETAIL SHEET C8.0.
C	RECYCLING/TRASH DUMPSTER LOCATION. REFER TO ARCHITECTURAL PLANSHEET A0.20 FOR DETAILS OF SCREENING, GATES, BOLLARDS, CONCRETE AND MASONRY.
D	SITE DIRECTIONAL SIGN. REFERENCE SHEET C5.2 - STRIPING AND SIGNAGE PLAN FOR TYPE.
E	DIRECTIONAL PAVEMENT MARKING. REFERENCE SHEET C5.2 - STRIPING AND SIGNAGE PLAN.
F-1	FDOT TYPE 'CR-C' CURB RAMP. PER STD. INDEX 522-002. PAINT TOP AND SIDES OF RAMP YELLOW.
F-2	FDOT TYPE 'CR-E' CURB RAMP. PER STD. INDEX 522-002. PAINT TOP AND SIDES OF RAMP YELLOW.
F-3	FDOT TYPE 'CR-G' CURB RAMP. PER STD. INDEX 522-002. PAINT TOP AND SIDES OF RAMP YELLOW.
F-4	ADA ACCESSIBLE RAMP
G	PROPOSED STORM INLET
G-1	EXISTING STORM STRUCTURE
H	CONCRETE SIDEWALK. REFERENCE DETAIL SHEET C8.0.
I	LANDSCAPE AREA. REFERENCE LANDSCAPE PLANS.
I-1	2' LANDSCAPE OVERHANG
J	SITE LIGHTING. REFER TO LIGHTING PLANS FOR DETAILS.
J-1	EXISTING SITE LIGHTING TO REMAIN. REFER TO LIGHTING PLANS FOR DETAILS.
K	ACCESSIBLE PARKING SIGN REFERENCE SHEET C5.2 - STRIPING AND SIGNAGE PLAN.
L	DRIVE THRU CANOPY COLUMN FOUNDATION (BY OTHERS)
M	DRIVE THRU ORDER BOARD, PRE-ORDER BOARD OR HEIGHT DETECTOR. REFER TO ARCHITECTURAL PLANSHEET A0.21 FOR DETAILS. ORDER BOARD AND PRE- ORDER BOARD TO BE REVIEWED AND PERMITTED SEPARATELY.
N	EXISTING SANITARY SEWER MANHOLE.
N-1	PROPOSED SANITARY SEWER MANHOLE.
O	EXISTING TRANSFORMER
O-1	PROPOSED TRANSFORMER
P	PAVEMENT STRIPING. REFERENCE SHEET C5.2 - STRIPING AND SIGNAGE PLAN.
Q	PROPOSED BOLLARD
R	EXISTING FIRE HYDRANT
R-1	PROPOSED FIRE HYDRANT
S	PROPOSED REMOTE FDC
S-1	EXISTING REMOTE FDC
T	PROPOSED IRRIGATION METER AND RPZ. REFERENCE SHEET C7.0 - UTILITY PLAN.
U	PROPOSED METER AND RPZ REFERENCE SHEET C7.0 - UTILITY PLAN.
W	GREASE TRAP. REFER TO ARCHITECTURAL/MEP PLANS FOR DETAILS.
X	TIE PROPOSED CURB TO EXISTING CURB WITH SMOOTH, CONTINUOUS TRANSITION.
Y	PROPOSED BIKE RACK, SEE ARCHITECTURAL PLANS FOR DETAILS
Z	PROPOSED WHEEL STOP
AA	DRIVE-THRU CANOPY. SEE ARCHITECTURAL PLANS FOR DETAILS

SITE DATA

EXISTING ZONING	MU/C MIXED USE CORRIDOR	
FUTURE LAND MAP USE (FLUM)	MU/C MIXED USE CORRIDOR	
EXISTING USE	RETAIL	
PROPOSED USE	FAST FOOD RESTAURANT W/ DRIVE-THRU	
WATER/WASTEWATER SERVICE PROVIDER: CITY OF NORTH MIAMI BEACH		
BUILDING HEIGHT	19' 11"	
STRUCTURE LENGTH	±94'	
NUMBER OF STORIES	1	
SETBACKS	REQUIRED	PROVIDED
WEST (BISCAYNE BLVD)	15' MIN / 30' MAX	±17'
NORTH (INTERNAL ACCESS ROAD)	10' MIN	±22'
SOUTH (NEIGHBORING LANDSCAPING)	10' MIN	±64'
EAST (REAR PARKING)	10' MIN	±116'
VEHICULAR USE AREA	27,495 SF	
OPEN SPACE AREA	14,097 SF	
LAND USE AREAS	EXISTING	PROPOSED
PROJECT AREA	45,841 SF	45,841 SF
BUILDING AREA	9,930 SF (21.7%)	3,181 SF (6.9%)
IMPERVIOUS	26,157 SF (57.0%)	28,563 SF (62.3%)
PERVIOUS	9,754 SF (21.3%)	14,097 SF (30.8%)
REQUIRED PARKING	REQUIRED	PROVIDED
TOTAL MINIMUM PARKING	9 SPACES (MIN)	15 SPACES
TOTAL MAXIMUM PARKING	18 SPACES (MAX)	15 SPACES
ACCESSIBLE	2 SPACES	2 SPACES
STANDARD	13 SPACES	13 SPACES
LOADING SPACE	1 SPACES	1 SPACES
BICYCLE	N/A	3 SPACES

LEGEND

- PROPERTY LINE
- EASEMENT LINE
- ADJACENT LOT LINE
- EXISTING BUILDING OUTLINE
- PROPOSED PARKING COUNT
- EXISTING PARKING COUNT
- FDOT TYPE F CURB
- FDOT TYPE D CURB
- PROPOSED MEDIUM DUTY CONCRETE PAVEMENT
- PROPOSED SIDEWALK PAVEMENT
- PROPOSED HEAVY DUTY ASPHALT
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED STANDARD DUTY ASPHALT PAVEMENT

GRAPHIC SCALE IN FEET
0 10 20 40

811 Know what's below. Call before you dig.

CAUTION!! CONTRACTOR IS TO VERIFY PRESENCE AND EXACT LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.

zebra
ZEBRA ARCHITECTURE, PLLC.
14614 N KIERLAND BLVD. SUITE N300
SCOTTSDALE, ARIZONA 85254
PHONE: 480.912.1169 zbr.global

PRELIMINARY:
Preliminary Documents are for design review only and not intended for bidding, negotiating, permitting, or construction purposes. They were prepared by or under the supervision of Zebra Architecture PLLC Inc.

SEAL:

FIELD VERIFICATION:
The Contractor shall verify all figured dimensions and conditions at the project site and notify Zebra Architecture, PLLC. of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

CONSULTANT:

Designer's Information:

Kimley»Horn
445 24TH STREET, SUITE 200, VERO BEACH, FL 32960
PHONE: 772-794-4100
WWW.KIMLEY-HORN.COM

KIMLEY HORN Project Manager: KB

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY KRISTINA BELT P.E. ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

PROTOTYPE P4E-AV
SCHEME A or B
VERSION 2024-1.0

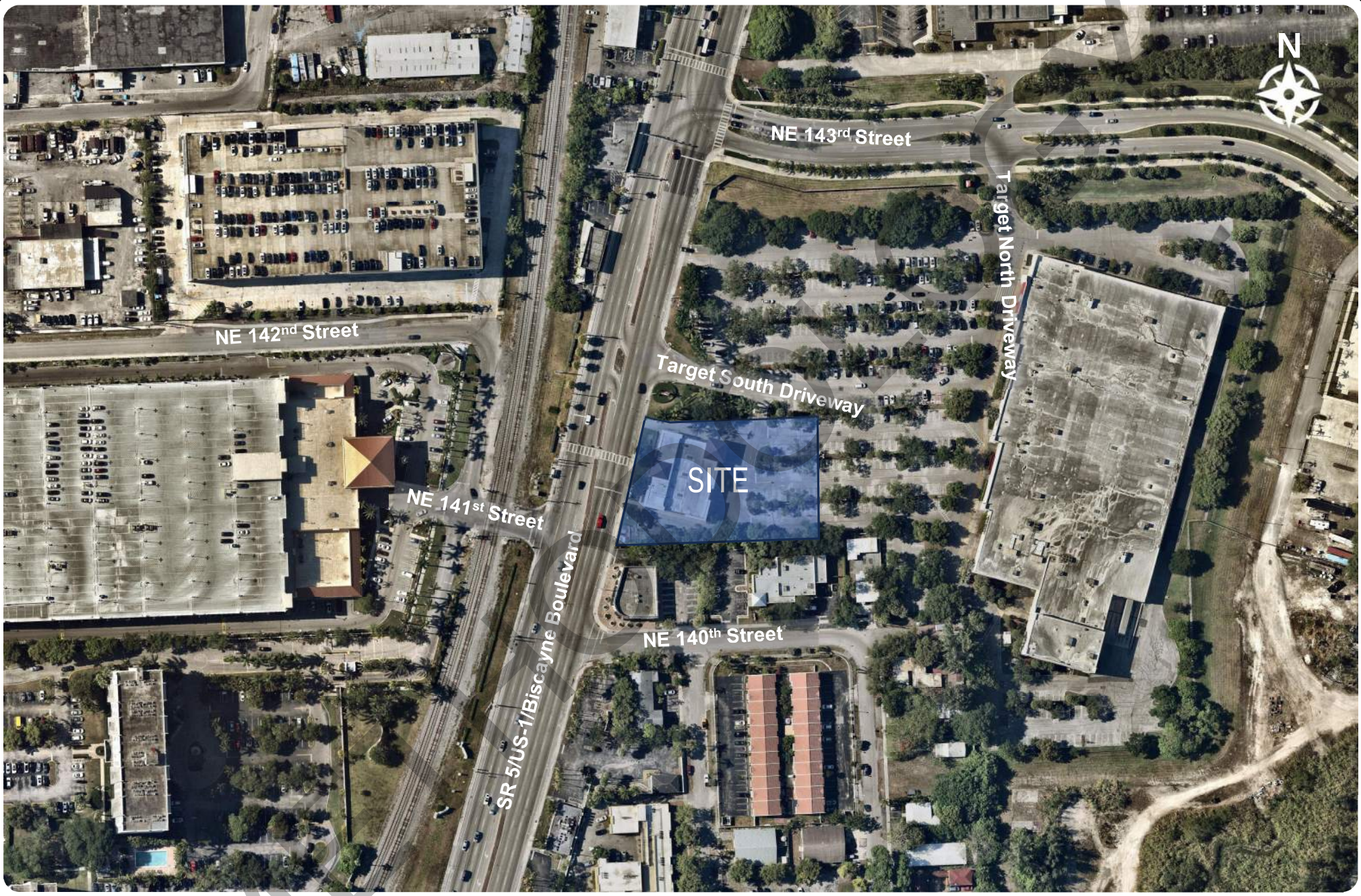
RAISING CANE'S
RESTAURANT NO.: #1307
14025 BISCAYNE BLVD.
(BISCAYNE BLVD & 143RD ST)
MIAMI, FLORIDA 33154

REV	DATE	DESCRIPTION
1	10.03.24	PRELIMINARY PROTO DEVELOPMENT
2	XX	XX

DRAWN BY: BPT
CHECKED BY: KEB
ARCH. PROJECT NO.:
147793039
SHEET NAME:
SITE KEYNOTE PLAN
SHEET NUMBER:
C5.0

SITE PLAN REVIEW

Plotted By: Tyndle Bonl Sheet Set: c1307 BISCAYNE & NE 140TH Layout: SITE KEYNOTE PLAN October 22, 2024 01:58:09pm K:\VBB_LIB\Raising Canes\C1307 Biscayne & NE 140th – North Miami Beach, FL\CAD\PlanSheets\C-SITE.dwg



Kimley»Horn

Figure 1
Location Map
Raising Cane's
North Miami Beach, Florida

Attachment B

Trip Generation Calculations

Weekday Midday and P.M Trip Generation Calculations

AM PEAK HOUR OF GENERATOR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR OF GENERATOR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Liquor Store	11	899	9.930	ksf	51%	49%	26	24	50	10.0%	5	23	22	45	0.0%	0	23	22	45	0.0%	0	23	22	45
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	26	24	50	10.0%	5	23	22	45	0.0%	0	23	22	45	0.0%	0	23	22	45
		899		Y=5.08(X)																						

PROPOSED WEEKDAY AM PEAK HOUR OF GENERATOR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Fast-Food Resturant with Drive-Throu	11	934	3.181	ksf	52%	48%	84	77	161	10.0%	16	76	69	145	0.0%	0	76	69	145	50.0%	73	38	34	72
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	84	77	161	10.0%	16	76	69	145	0.0%	0	76	69	145	50.0%	73	38	34	72
		934		Y=50.57(X)																						

	IN	OUT	TOTAL
NET NEW TRIPS	**15**	**12**	**27**

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Liquor Store	11	899	9.930	ksf	50%	50%	83	83	166	10.0%	17	75	74	149	0.0%	0	75	74	149	0.0%	0	75	74	149
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	83	83	166	10.0%	17	75	74	149	0.0%	0	75	74	149	0.0%	0	75	74	149
		899		Y=16.62(X)																						

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Fast-Food Resturant with Drive-Throu	11	934	3.181	ksf	52%	48%	55	50	105	10.0%	11	49	45	94	0.0%	0	49	45	94	55.0%	52	22	20	42
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	55	50	105	10.0%	11	49	45	94	0.0%	0	49	45	94	55.0%	52	22	20	42
		934		Y=33.03(X)																						

	IN	OUT	TOTAL
NET NEW TRIPS	**-53**	**-54**	**-107**

US Census Data

METHODOLOGY

MEANS OF TRANSPORTATION TO WORK

United States Census Bureau

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

(165)/(1,485-16)=11.2%

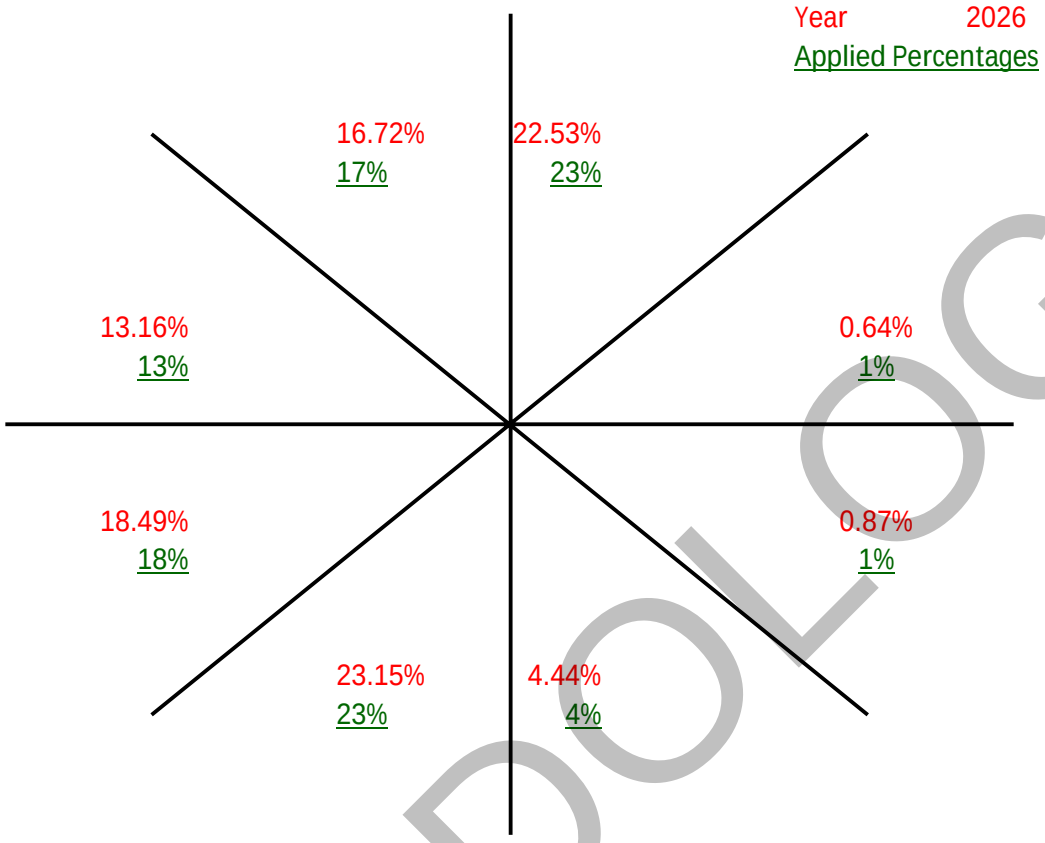
Census Tract 1.09, Miami-Dade County, Florida

Label	Estimate	Margin of Error
Total:	1,485	±325
Car, truck, or van:	1,293	±291
Drove alone	1,164	±287
Carpooled:	129	±96
In 2-person carpool	123	±95
In 3-person carpool	0	±14
In 4-person carpool	0	±14
In 5- or 6-person carpool	6	±10
In 7-or-more-person carpool	0	±14
Public transportation (excluding taxicab):	165	±129
Bus	165	±129
Subway or elevated rail	0	±14
Long-distance train or commuter rail	0	±14
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14
Ferryboat	0	±14
Taxicab	0	±14
Motorcycle	11	±15
Bicycle	0	±14
Walked	0	±14
Other means	0	±14
Worked from home	16	±16

Attachment C

Trip Distribution

Cardinal Distribution for TAZ 190



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2026	2026
	2015	2045	Interpolated	Rounded
North-Northeast	21.8%	23.8%	22.53%	23.00%
East-Northeast	0.6%	0.7%	0.64%	1.00%
East-Southeast	0.8%	1.0%	0.87%	1.00%
South-Southeast	4.7%	4.0%	4.44%	4.00%
South-Southwest	23.0%	23.4%	23.15%	23.00%
West-Southwest	19.0%	17.6%	18.49%	18.00%
West-Northwest	13.6%	12.4%	13.16%	13.00%
North-Northwest	16.5%	17.1%	16.72%	17.00%
Total	100.0%	100.0%	100.00%	100.00%

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045 LRTP

SUPPORTING DOCUMENTS

DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
183	3083	Trips	585	648	1,059	1,164	586	71	49	129	4,489
183	3083	Percent	13.6	15.1	24.7	27.1	13.7	1.7	1.1	3.0	
184	3084	Trips	321	367	91	188	484	262	279	360	2,366
184	3084	Percent	13.7	15.6	3.9	8.0	20.6	11.1	11.9	15.3	
185	3085	Trips	1,447	436	4	409	1,233	988	1,002	913	6,542
185	3085	Percent	22.5	6.8	0.1	6.4	19.2	15.4	15.6	14.2	
186	3086	Trips	52	-	-	15	32	41	56	97	292
186	3086	Percent	17.7	-	-	5.0	11.0	14.1	19.1	33.2	
187	3087	Trips	443	4	0	89	241	520	508	1,139	2,981
187	3087	Percent	15.0	0.1	-	3.0	8.2	17.7	17.3	38.7	
188	3088	Trips	292	30	18	43	547	440	304	375	2,112
188	3088	Percent	14.2	1.5	0.9	2.1	26.7	21.5	14.8	18.3	
189	3089	Trips	959	135	131	203	879	688	517	806	4,360
189	3089	Percent	22.2	3.1	3.0	4.7	20.4	16.0	12.0	18.7	
190	3090	Trips	1,130	33	43	244	1,194	984	704	853	5,315
190	3090	Percent	21.8	0.6	0.8	4.7	23.0	19.0	13.6	16.5	
191	3091	Trips	594	35	32	160	650	566	323	494	2,984
191	3091	Percent	20.8	1.2	1.1	5.6	22.8	19.8	11.3	17.3	
192	3092	Trips	81	19	26	48	143	90	95	114	617
192	3092	Percent	13.2	3.0	4.3	7.8	23.2	14.6	15.4	18.5	
193	3093	Trips	676	5	28	175	774	937	535	919	4,159
193	3093	Percent	16.7	0.1	0.7	4.3	19.1	23.2	13.2	22.7	
194	3094	Trips	760	37	132	132	682	629	527	746	3,757
194	3094	Percent	20.8	1.0	3.6	3.6	18.7	17.2	14.5	20.5	
195	3095	Trips	999	28	52	260	1,095	1,019	935	1,144	5,787
195	3095	Percent	18.1	0.5	0.9	4.7	19.8	18.4	16.9	20.7	
196	3096	Trips	554	27	26	107	445	504	258	385	2,372
196	3096	Percent	24.0	1.2	1.1	4.6	19.3	21.9	11.2	16.7	
197	3097	Trips	868	139	104	205	788	609	336	733	3,805
197	3097	Percent	23.0	3.7	2.8	5.4	20.8	16.1	8.9	19.4	
198	3098	Trips	880	206	31	141	743	712	490	690	3,977
198	3098	Percent	22.6	5.3	0.8	3.6	19.1	18.3	12.6	17.7	
199	3099	Trips	606	58	135	119	516	511	385	505	2,895
199	3099	Percent	21.4	2.0	4.8	4.2	18.2	18.0	13.6	17.8	
200	3100	Trips	1,550	208	65	517	1,413	1,094	990	1,319	7,533
200	3100	Percent	21.7	2.9	0.9	7.2	19.8	15.3	13.8	18.4	
201	3101	Trips	117	19	5	50	126	123	120	92	651
201	3101	Percent	17.9	2.9	0.8	7.7	19.3	18.9	18.4	14.1	
202	3102	Trips	441	99	139	142	569	497	357	400	2,699
202	3102	Percent	16.7	3.7	5.3	5.4	21.5	18.8	13.5	15.1	
203	3103	Trips	948	191	90	387	927	758	629	745	4,722
203	3103	Percent	20.3	4.1	1.9	8.3	19.8	16.2	13.5	15.9	
204	3104	Trips	645	100	75	199	549	527	333	464	2,981
204	3104	Percent	22.3	3.5	2.6	6.9	19.0	18.2	11.5	16.1	
205	3105	Trips	869	201	158	331	802	551	386	544	3,932
205	3105	Percent	22.6	5.2	4.1	8.6	20.9	14.3	10.1	14.2	
206	3106	Trips	856	228	132	437	850	700	387	704	4,518
206	3106	Percent	19.9	5.3	3.1	10.2	19.8	16.3	9.0	16.4	
207	3107	Trips	799	166	306	284	816	769	517	782	4,636
207	3107	Percent	18.0	3.7	6.9	6.4	18.4	17.3	11.7	17.6	
208	3108	Trips	918	335	170	354	776	609	452	900	4,728
208	3108	Percent	20.3	7.4	3.8	7.9	17.2	13.5	10.0	19.9	

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
183	3083	Trips	581	556	1,089	1,102	677	48	65	413	4,738
183	3083	Percent	12.8	12.3	24.0	24.3	14.9	1.1	1.4	9.1	
184	3084	Trips	398	445	183	241	670	373	374	469	3,215
184	3084	Percent	12.6	14.1	5.8	7.6	21.3	11.8	11.9	14.9	
185	3085	Trips	1,806	367	4	520	1,532	1,125	1,136	1,098	7,673
185	3085	Percent	23.8	4.8	0.1	6.9	20.2	14.8	15.0	14.5	
186	3086	Trips	50	-	-	17	78	110	108	123	486
186	3086	Percent	10.2	-	-	3.4	16.1	22.6	22.3	25.3	
187	3087	Trips	586	8	0	161	423	676	623	1,374	3,936
187	3087	Percent	15.2	0.2	-	4.2	11.0	17.6	16.2	35.7	
188	3088	Trips	2,270	167	51	472	3,407	2,590	1,887	2,174	14,335
188	3088	Percent	17.4	1.3	0.4	3.6	26.2	19.9	14.5	16.7	
189	3089	Trips	694	55	110	121	878	535	345	531	3,350
189	3089	Percent	21.2	1.7	3.4	3.7	26.9	16.4	10.5	16.3	
190	3090	Trips	1,433	44	61	242	1,411	1,057	744	1,030	6,244
190	3090	Percent	23.8	0.7	1.0	4.0	23.4	17.6	12.4	17.1	
191	3091	Trips	577	21	56	141	842	670	397	512	3,384
191	3091	Percent	18.0	0.6	1.8	4.4	26.2	20.8	12.3	15.9	
192	3092	Trips	266	29	17	57	276	149	161	179	1,137
192	3092	Percent	23.5	2.6	1.5	5.1	24.3	13.1	14.2	15.8	
193	3093	Trips	776	23	27	157	1,019	923	632	763	4,449
193	3093	Percent	18.0	0.5	0.6	3.6	23.6	21.4	14.6	17.7	
194	3094	Trips	1,028	46	163	188	984	770	726	773	4,826
194	3094	Percent	22.0	1.0	3.5	4.0	21.0	16.5	15.5	16.5	
195	3095	Trips	1,168	66	73	228	1,566	1,181	1,051	1,200	6,774
195	3095	Percent	17.9	1.0	1.1	3.5	24.0	18.1	16.1	18.4	
196	3096	Trips	589	52	17	102	723	548	356	461	2,921
196	3096	Percent	20.7	1.8	0.6	3.6	25.4	19.3	12.5	16.2	
197	3097	Trips	916	112	88	208	1,140	812	494	713	4,682
197	3097	Percent	20.4	2.5	2.0	4.6	25.4	18.1	11.0	15.9	
198	3098	Trips	811	140	56	175	987	832	601	617	4,312
198	3098	Percent	19.2	3.3	1.3	4.2	23.4	19.7	14.3	14.6	
199	3099	Trips	924	55	159	173	851	663	561	499	3,906
199	3099	Percent	23.8	1.4	4.1	4.4	21.9	17.1	14.4	12.8	
200	3100	Trips	1,774	149	75	498	1,941	1,428	997	1,177	8,682
200	3100	Percent	22.1	1.9	0.9	6.2	24.1	17.8	12.4	14.6	
201	3101	Trips	222	17	25	41	244	160	158	182	1,049
201	3101	Percent	21.2	1.6	2.4	3.9	23.3	15.3	15.1	17.3	
202	3102	Trips	504	107	108	176	705	528	425	324	2,934
202	3102	Percent	17.5	3.7	3.8	6.1	24.5	18.4	14.8	11.2	
203	3103	Trips	932	202	157	250	1,314	851	551	812	5,166
203	3103	Percent	18.4	4.0	3.1	4.9	25.9	16.8	10.9	16.0	
204	3104	Trips	682	118	48	223	922	683	359	554	3,662
204	3104	Percent	19.0	3.3	1.4	6.2	25.7	19.0	10.0	15.4	
205	3105	Trips	800	135	153	315	1,124	585	475	656	4,394
205	3105	Percent	18.9	3.2	3.6	7.4	26.5	13.8	11.2	15.5	
206	3106	Trips	845	201	114	379	1,003	831	430	622	4,717
206	3106	Percent	19.1	4.6	2.6	8.6	22.7	18.8	9.7	14.1	
207	3107	Trips	873	166	234	269	1,184	950	714	797	5,408
207	3107	Percent	16.8	3.2	4.5	5.2	22.8	18.3	13.8	15.4	
208	3108	Trips	1,144	392	177	418	1,413	926	726	1,124	6,597
208	3108	Percent	18.1	6.2	2.8	6.6	22.4	14.7	11.5	17.8	

Appendix C

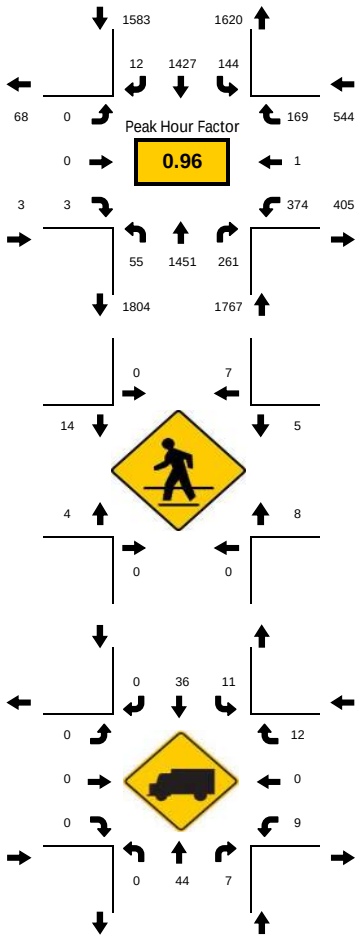
Traffic Data

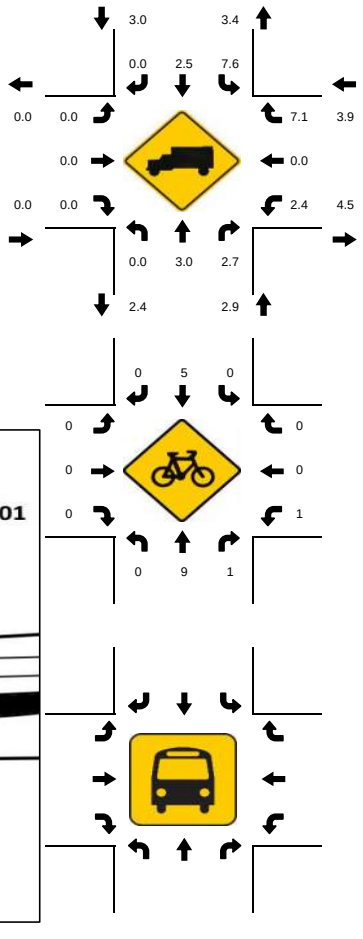
Turning Movement Counts

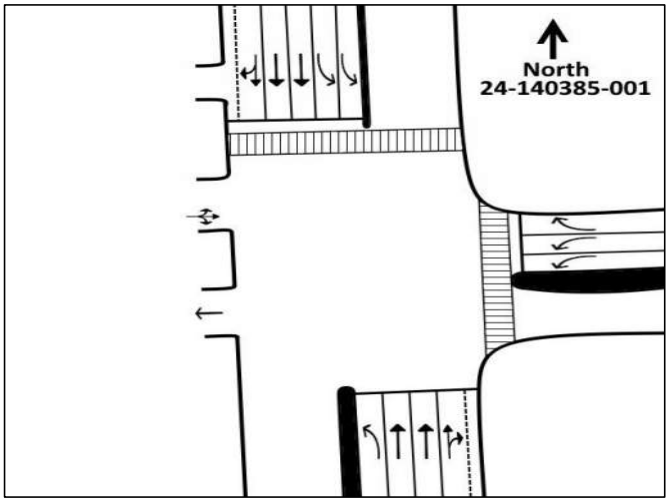
LOCATION: US 1/Biscayne Blvd & NE 143rd St/Flowers and Services Dwy/Holy Avocado Dwy
CITY/STATE: North Miami Beach, FL

PROJECT ID: 24-140385-001
DATE: Wed, Dec 11, 2024

Peak-Hour: 12:00 PM - 01:00 PM
Peak 15-Minute: 12:30 PM - 12:45 PM





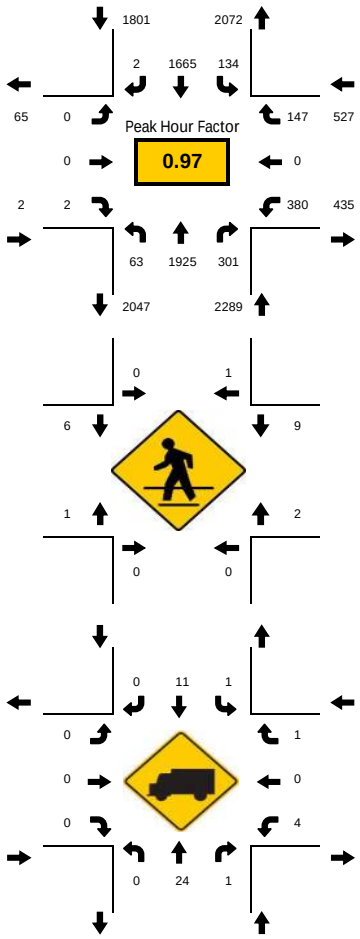


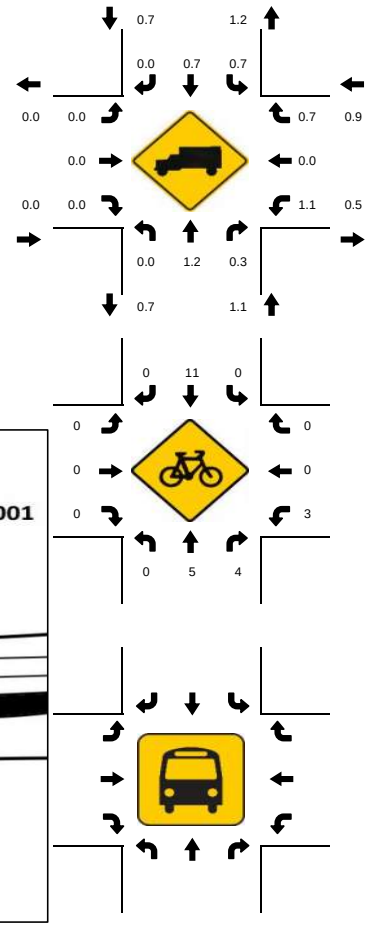
15-Min Count Period Beginning At	US 1/Biscayne Blvd Northbound					US 1/Biscayne Blvd Southbound					Flowers and Services Dwy/Holy A Eastbound					Flowers and Services Dwy/Holy A Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
11:00 AM	0	306	66	6	3	34	319	3	2		0	0	0	0		96	0	38	0	15	870	3585
11:15 AM	1	305	59	13	10	37	391	4	1		0	0	0	0		90	0	41	1	14	943	3668
11:30 AM	0	331	55	13	8	29	342	1	3		0	0	0	0		71	1	37	0	9	883	3703
11:45 AM	0	325	53	13	6	42	312	1	1		0	0	0	0		96	0	46	0	17	889	3839
12:00 PM	0	369	54	8	5	40	362	3	3		0	0	1	0		79	0	34	0	11	953	3897
12:15 PM	2	384	80	12	6	37	334	2	1		0	0	0	0		87	0	39	0	17	978	2944
12:30 PM	1	319	69	16	6	36	411	3	3		0	0	1	0		111	0	49	0	17	1019	1966
12:45 PM	0	379	58	16	4	24	320	4	0		0	0	1	0		96	1	47	1	18	947	947
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	8	1536	320	64		160	1644	16	12		0	0	4	0		444	4	196	4		**4412**	
Heavy Trucks	0	64	12	0		16	60	0	0		0	0	0	0		16	0	16	0		**184**	
Pedestrians		0					8					28					20				**56**	
Bicycles	0	16	4	0		0	16	0	0		0	0	0	0		4	0	0	0		**40**	
Buses																						
Stopped Buses																						

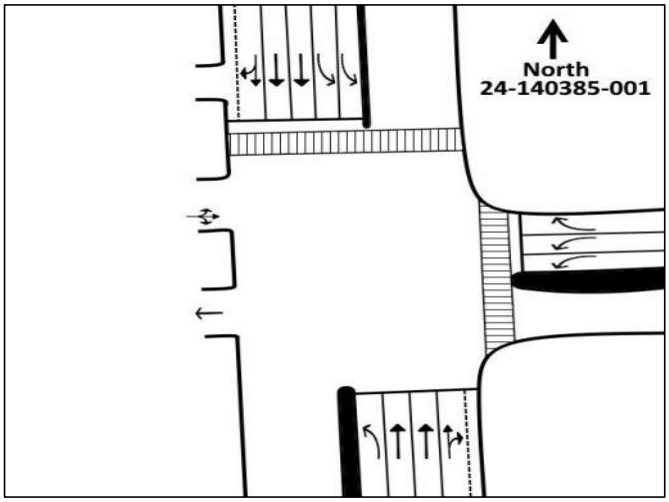
LOCATION: US 1/Biscayne Blvd & NE 143rd St/Flowers and Services Dwy/Holy Avocado Dwy
CITY/STATE: North Miami Beach, FL

PROJECT ID: 24-140385-001
DATE: Wed, Dec 11, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





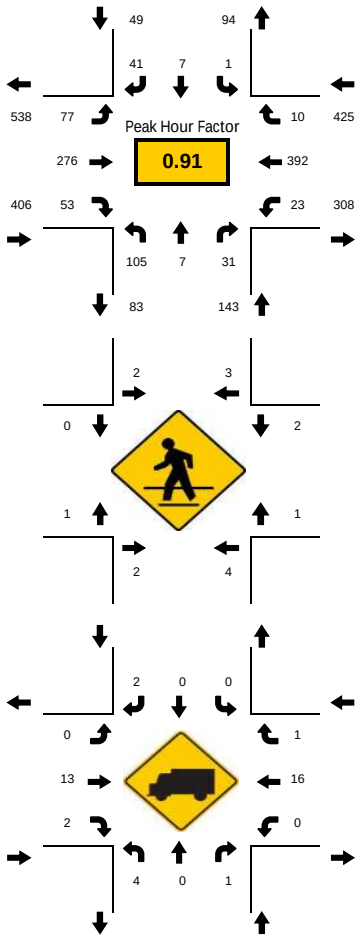


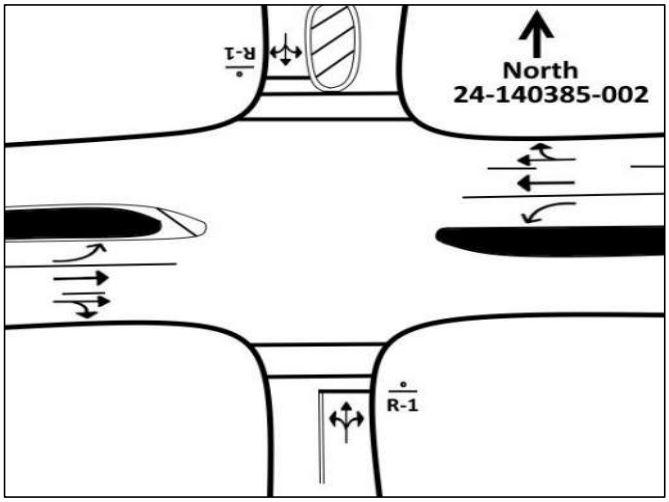
15-Min Count Period Beginning At	US 1/Biscayne Blvd Northbound					US 1/Biscayne Blvd Southbound					Flowers and Services Dwy/Holy A Eastbound					Flowers and Services Dwy/Holy A Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	1	434	53	9	1	27	339	1	1		1	0	0	0		76	0	36	0	12	978	4268
4:15 PM	1	496	69	17	1	23	458	1	3		0	0	0	0		69	3	24	0	6	1164	4434
4:30 PM	1	447	67	19	4	28	361	1	1		0	0	1	0		83	0	36	0	7	1045	4461
4:45 PM	2	453	65	18	5	24	379	2	0		0	0	1	0		90	0	47	0	14	1081	4591
5:00 PM	0	489	74	15	2	22	380	0	2		0	0	1	0		106	0	54	1	25	1144	4619
5:15 PM	2	476	68	15	1	31	462	0	5		0	0	0	0		98	0	34	0	8	1191	3475
5:30 PM	1	494	81	18	4	26	427	0	1		0	0	0	0		98	0	29	0	3	1175	2284
5:45 PM	0	466	78	12	6	44	396	2	3		0	0	1	0		77	0	30	0	7	1109	1109
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	8	1976	324	72		176	1848	8	20		0	0	4	0		424	0	216	4		**5080**	
Heavy Trucks	0	28	4	0		4	16	0	0		0	0	0	0		16	0	4	0		**72**	
Pedestrians		0					4					12					24				**40**	
Bicycles	0	8	12	0		0	16	0	0		0	0	0	0		8	0	0	0		**44**	
Buses																						
Stopped Buses																						

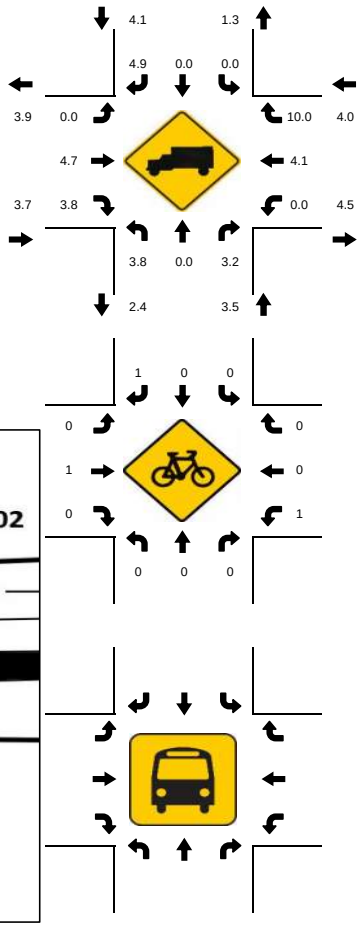
LOCATION: United States Postal Service Dwy/Target Dwy & NE 143rd St
CITY/STATE: North Miami Beach, FL

PROJECT ID: 24-140385-002
DATE: Wed, Dec 11, 2024

Peak-Hour: 11:45 AM - 12:45 PM
Peak 15-Minute: 12:30 PM - 12:45 PM





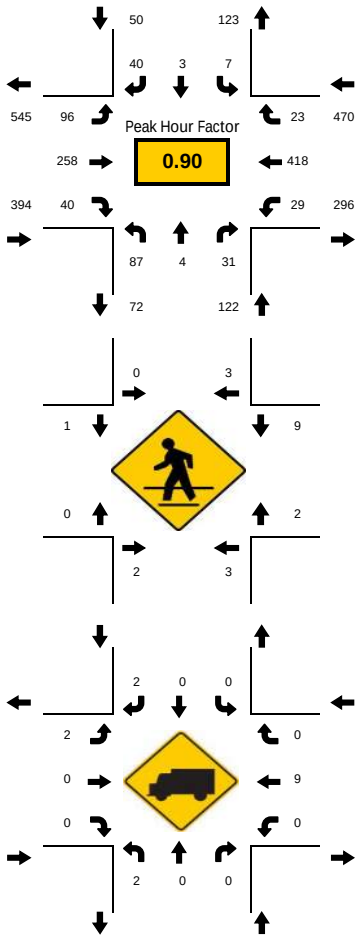


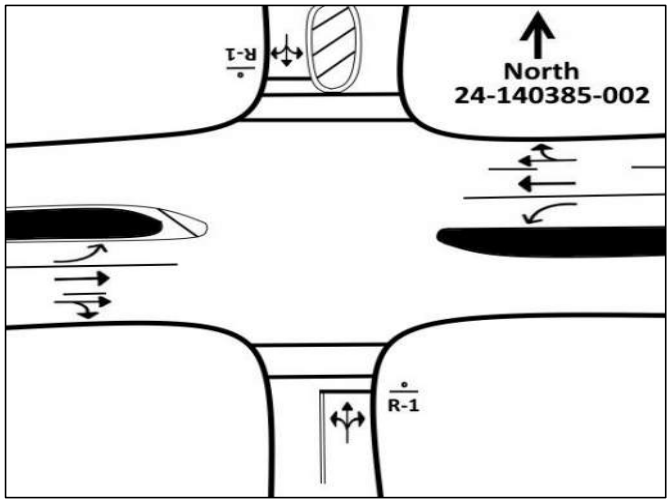
15-Min Count Period Beginning At	States Postal Service Dwy/Targe Northbound					States Postal Service Dwy/Targe Southbound					NE 143rd St Eastbound					NE 143rd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
11:00 AM	19	3	3	0		0	3	23	0		20	56	12	4		9	85	2	0		239	960
11:15 AM	19	1	5	0		2	2	14	0		23	60	15	3		7	97	5	0		253	939
11:30 AM	26	1	10	0		0	0	14	0		22	49	14	0		4	77	1	2		220	961
11:45 AM	25	3	9	0		0	0	16	0		13	65	14	4		6	92	1	0		248	1023
12:00 PM	27	2	7	0		0	4	9	0		12	57	14	3		5	73	5	0		218	999
12:15 PM	25	1	7	0		0	1	10	0		22	77	15	9		4	101	3	0		275	781
12:30 PM	28	1	8	0		1	2	6	0		11	77	10	3		7	126	1	1		282	506
12:45 PM	19	2	8	0		0	2	7	0		15	51	16	1		4	96	2	1		224	224
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	112	12	36	0		4	16	64	0		88	308	60	36		28	504	20	4		**1292**	
Heavy Trucks	12	0	4	0		0	0	8	0		0	20	4	0		0	24	4	0		**76**	
Pedestrians		12					8					4					8				**32**	
Bicycles	0	0	0	0		0	0	4	0		0	4	0	0		4	0	0	0		**12**	
Buses																						
Stopped Buses																						

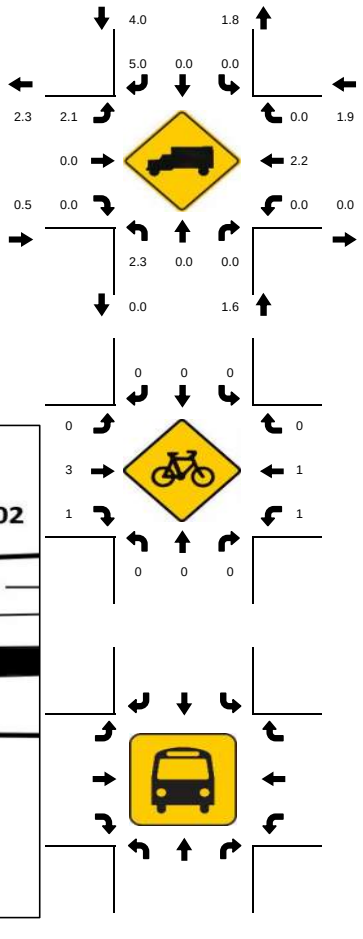
LOCATION: United States Postal Service Dwy/Target Dwy & NE 143rd St
CITY/STATE: North Miami Beach, FL

PROJECT ID: 24-140385-002
DATE: Wed, Dec 11, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM





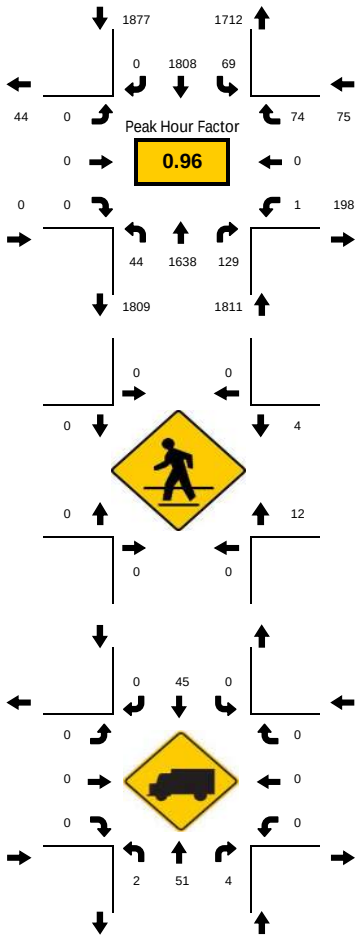


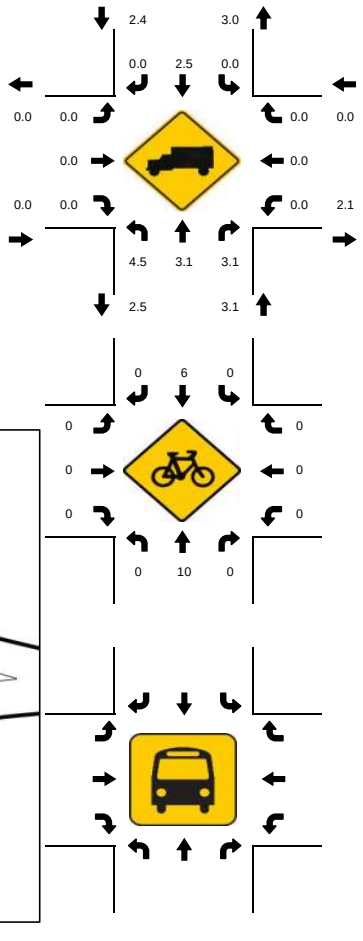
15-Min Count Period Beginning At	States Postal Service Dwy/Targe Northbound					States Postal Service Dwy/Targe Southbound					NE 143rd St Eastbound					NE 143rd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	20	0	7	0		0	0	7	0		12	48	19	1		9	68	1	1		193	890
4:15 PM	27	1	3	0		0	1	6	0		20	60	10	2		4	66	1	0		201	985
4:30 PM	21	0	4	0		3	2	7	0		20	58	12	2		9	88	4	1		231	1023
4:45 PM	25	1	7	0		0	1	18	0		22	56	8	5		4	110	6	2		265	1036
5:00 PM	20	1	11	0		1	1	8	0		20	62	12	3		10	129	8	2		288	1014
5:15 PM	21	1	9	0		3	0	7	0		19	66	12	2		4	89	6	0		239	726
5:30 PM	21	1	4	0		3	1	7	0		23	74	8	2		4	90	3	3		244	487
5:45 PM	18	0	7	0		0	2	16	0		26	71	23	0		7	71	2	0		243	243
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	100	4	44	0		12	4	72	0		92	296	48	20		40	516	32	12		**1292**	
Heavy Trucks	4	0	0	0		0	0	8	0		4	0	0	0		0	32	0	0		**48**	
Pedestrians		12					8					4					16				**40**	
Bicycles	0	0	0	0		0	0	0	0		0	12	4	0		4	4	0	0		**24**	
Buses																						
Stopped Buses																						

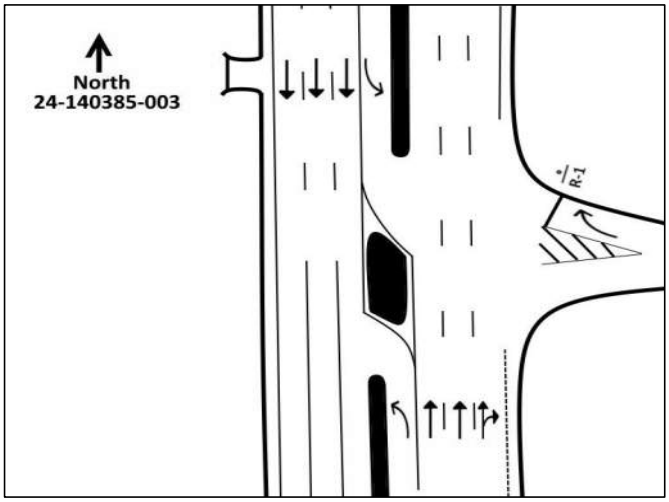
LOCATION: US 1/Biscayne Blvd & Target South Dwy
CITY/STATE: North Miami Beach, FL

PROJECT ID: 24-140385-003
DATE: Wed, Dec 11, 2024

Peak-Hour: 12:00 PM - 01:00 PM
Peak 15-Minute: 12:30 PM - 12:45 PM





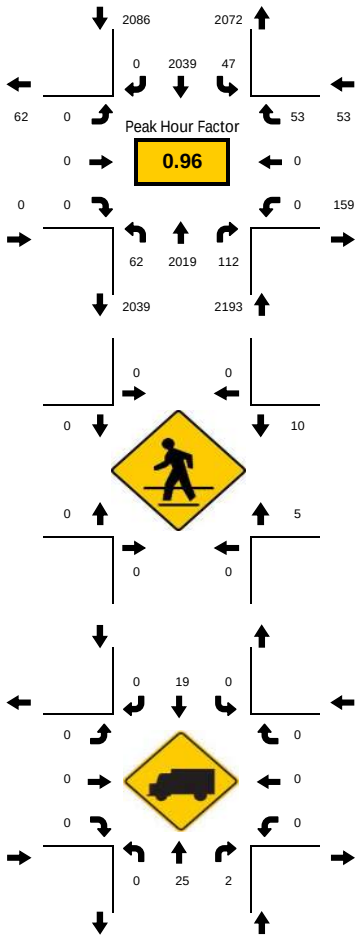


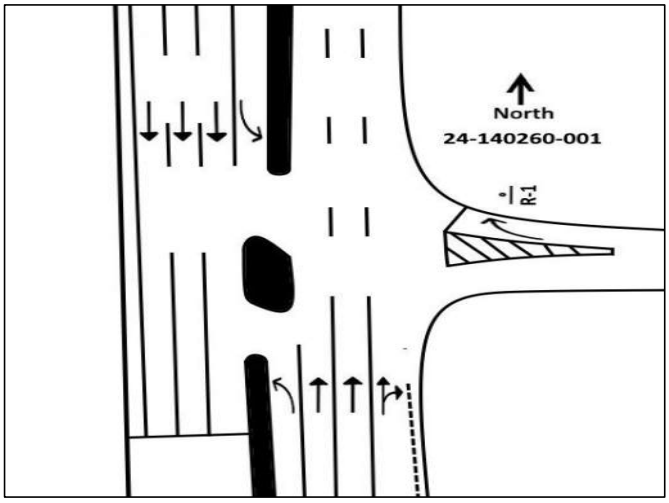
15-Min Count Period Beginning At	US 1/Biscayne Blvd Northbound					US 1/Biscayne Blvd Southbound					Target South Dwy Eastbound					Target South Dwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
11:00 AM	0	350	23	9		15	408	0	3		0	0	0	0		0	0	14	0		822	3389
11:15 AM	0	338	34	10		12	484	0	4		0	0	0	0		0	0	17	0		899	3505
11:30 AM	0	355	31	5		14	410	0	6		0	0	0	0		0	0	17	0		838	3536
11:45 AM	0	355	32	14		13	397	0	2		0	0	0	0		1	0	16	0		830	3676
12:00 PM	0	418	32	17		11	446	0	1		0	0	0	0		0	0	13	0		938	3763
12:15 PM	0	429	35	8		13	422	0	2		0	0	0	0		1	0	20	0		930	2825
12:30 PM	0	370	33	9		17	525	0	4		0	0	0	0		0	0	20	0		978	1895
12:45 PM	0	421	29	10		17	415	0	4		0	0	0	0		0	0	21	0		917	917
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	1716	140	68		68	2100	0	16		0	0	0	0		4	0	84	0		**4196**	
Heavy Trucks	0	76	12	4		0	76	0	0		0	0	0	0		0	0	0	0		**164**	
Pedestrians		0					0					0					32				**32**	
Bicycles	0	16	0	0		0	16	0	0		0	0	0	0		0	0	0	0		**32**	
Buses																						
Stopped Buses																						

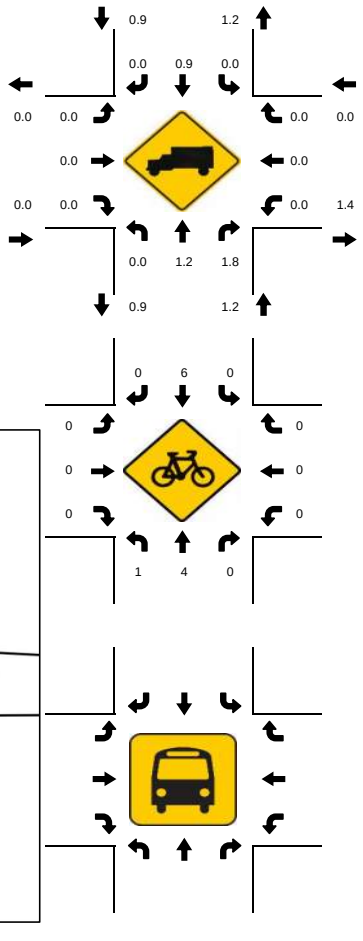
LOCATION: US 1/Biscayne Blvd & Target Department Store Pkg Dwy
CITY/STATE: North Miami Beach, FL

PROJECT ID: 24-140260-001
DATE: Wed, Sep 11, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM







15-Min Count Period Beginning At	US 1/Biscayne Blvd Northbound					US 1/Biscayne Blvd Southbound					Target Department Store Pkg Dwy Eastbound					Target Department Store Pkg Dwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	427	30	18		9	469	0	3		0	0	0	0		0	0	12	0		968	3998
4:15 PM	0	403	28	12		7	498	0	5		0	0	0	0		0	0	9	0		962	4043
4:30 PM	0	479	35	16		9	515	0	11		0	0	0	0		0	0	20	0		1085	4215
4:45 PM	0	449	28	11		12	473	0	3		0	0	0	0		0	0	7	0		983	4239
5:00 PM	0	481	26	15		11	468	0	5		0	0	0	0		0	0	7	0		1013	4332
5:15 PM	0	502	31	12		7	558	0	3		0	0	0	0		0	0	21	0		1134	3319
5:30 PM	0	490	29	14		8	552	0	4		0	0	0	0		0	0	12	0		1109	2185
5:45 PM	0	546	26	21		6	461	0	3		0	0	0	0		0	0	13	0		1076	1076
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	2184	124	84		44	2232	0	20		0	0	0	0		0	0	84	0		**4772**	
Heavy Trucks	0	32	8	0		0	28	0	0		0	0	0	0		0	0	0	0		**68**	
Pedestrians		0					0					0					32				**32**	
Bicycles	0	12	0	4		0	12	0	0		0	0	0	0		0	0	0	0		**24**	
Buses																						
Stopped Buses																						

Peak Season Category Report

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.99

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.00	1.01
2	01/08/2023 - 01/14/2023	1.03	1.04
3	01/15/2023 - 01/21/2023	1.05	1.06
4	01/22/2023 - 01/28/2023	1.04	1.05
5	01/29/2023 - 02/04/2023	1.03	1.04
6	02/05/2023 - 02/11/2023	1.01	1.02
7	02/12/2023 - 02/18/2023	1.00	1.01
8	02/19/2023 - 02/25/2023	1.00	1.01
9	02/26/2023 - 03/04/2023	0.99	1.00
10	03/05/2023 - 03/11/2023	0.99	1.00
11	03/12/2023 - 03/18/2023	0.99	1.00
12	03/19/2023 - 03/25/2023	0.99	1.00
13	03/26/2023 - 04/01/2023	0.99	1.00
14	04/02/2023 - 04/08/2023	0.99	1.00
15	04/09/2023 - 04/15/2023	1.00	1.01
16	04/16/2023 - 04/22/2023	0.99	1.00
17	04/23/2023 - 04/29/2023	0.99	1.00
18	04/30/2023 - 05/06/2023	0.99	1.00
19	05/07/2023 - 05/13/2023	0.99	1.00
20	05/14/2023 - 05/20/2023	0.99	1.00
21	05/21/2023 - 05/27/2023	0.99	1.00
22	05/28/2023 - 06/03/2023	1.00	1.01
23	06/04/2023 - 06/10/2023	1.01	1.02
24	06/11/2023 - 06/17/2023	1.02	1.03
25	06/18/2023 - 06/24/2023	1.02	1.03
26	06/25/2023 - 07/01/2023	1.02	1.03
27	07/02/2023 - 07/08/2023	1.02	1.03
28	07/09/2023 - 07/15/2023	1.02	1.03
29	07/16/2023 - 07/22/2023	1.01	1.02
30	07/23/2023 - 07/29/2023	1.00	1.01
31	07/30/2023 - 08/05/2023	0.99	1.00
*32	08/06/2023 - 08/12/2023	0.98	0.99
*33	08/13/2023 - 08/19/2023	0.98	0.99
*34	08/20/2023 - 08/26/2023	0.98	0.99
*35	08/27/2023 - 09/02/2023	0.99	1.00
*36	09/03/2023 - 09/09/2023	1.00	1.01
*37	09/10/2023 - 09/16/2023	1.01	1.02
*38	09/17/2023 - 09/23/2023	1.00	1.01
*39	09/24/2023 - 09/30/2023	0.99	1.00
*40	10/01/2023 - 10/07/2023	0.99	1.00
*41	10/08/2023 - 10/14/2023	0.98	0.99
*42	10/15/2023 - 10/21/2023	0.98	0.99
*43	10/22/2023 - 10/28/2023	0.98	0.99
*44	10/29/2023 - 11/04/2023	0.99	1.00
45	11/05/2023 - 11/11/2023	0.99	1.00
46	11/12/2023 - 11/18/2023	1.00	1.01
47	11/19/2023 - 11/25/2023	1.00	1.01
48	11/26/2023 - 12/02/2023	1.00	1.01
49	12/03/2023 - 12/09/2023	1.00	1.01
50	12/10/2023 - 12/16/2023	1.00	1.01
51	12/17/2023 - 12/23/2023	1.02	1.03
52	12/24/2023 - 12/30/2023	1.04	1.05
53	12/31/2023 - 12/31/2023	1.05	1.06

* PEAK SEASON

Signal Timing Data

TOD Schedule Report
for 5441: US 1&NE 143 St

Print Date: 10/4/2021

Print Time: 8:21 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5441	US 1&NE 143 St	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	SBL	NBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	40 - 40 - 40	4.4	2.2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	21 - 21 - 21	7 - 7 - 7	2.5 - 2.5 - 2.5	18 - 18 - 18	26 - 22 - 22	4	3
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	26 - 10 - 10	4.4	2.2
6 NBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	40 - 40 - 40	4.4	2.2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-456--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 5441: US 1&NE 143 St

Print Date: 10/4/2021

Print Time: 8:21 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 SBL	6 NBT	7 -	8 -	Ring Offset	Offset
	3	160	0	127	0	19	21	99	0	0	0	142
	4	180	0	147	0	19	20	120	0	0	0	75
	8	150	0	107	0	29	19	81	0	0	0	51
	9	150	0	117	0	19	20	90	0	0	0	92
	19	180	0	147	0	19	20	120	0	0	0	121

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	Free	Su S
0100	Flash	Su S
0600	19	M T W Th F
0600	8	Su S
0900	9	Su S
1000	8	M T W Th F
1100	4	Su S
1300	3	M T W Th F
1500	4	M T W Th F
1700	9	Su S
2000	8	M T W Th F
2300	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	M T W ThF
0600	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

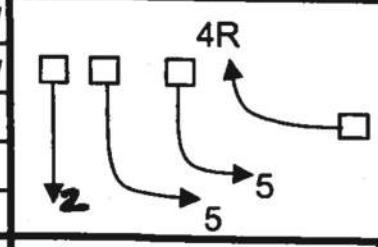
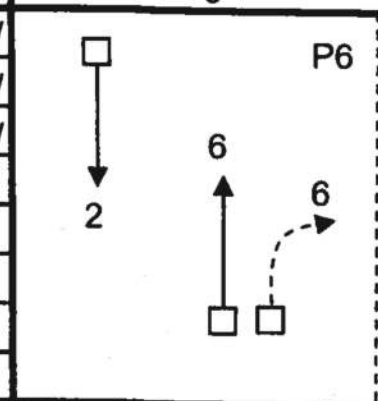
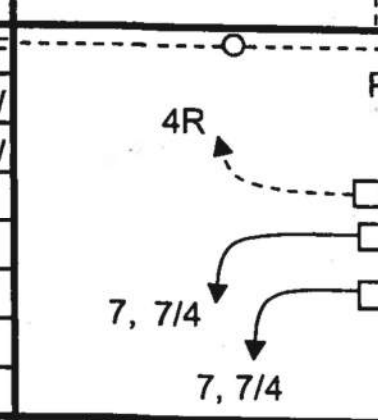
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	M T W ThF
0000	TOD OUTPUTS	--------	Su S
0100	TOD OUTPUTS	-------1	Su S
0600	TOD OUTPUTS	--------	SuM T W ThF S

* Settings

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

	Direction		NB	SB		WB	Ped Heads			
Timing Phases	Head No.		6	5 2		7 7/4 4R	P6		P4	Movements/Display/Actuation
(2+5) SBT + SBLT BISCAYNE BLVD (Actuated)	Dwell		R	<G G		R R R/G>	DW		DW	
	Clear	(2+6)	R	<Y G		R R R/Y>	DW		DW	
(2+6) SBT + NBT BISCAYNE BLVD (Recall)	Dwell		G	<R G		R R R	W/F		DW	
	Clear to	(4)	Y	<R Y		R R R	DW		DW	
		(2+5)	Y	<R Y		R R R	DW		DW	
(4) WB NE 143 ST (Actuated)	Dwell		R	<R R		<G <G/G G	DW		W/F	
	Clear to	(2+5)	R	<R R		Y Y Y	DW		DW	
		(2+6)	R	<R R		Y Y Y	DW		DW	
	Dwell									
	Clear to									
	Dwell									
	Clear to									
	Dwell									
	Clear									
Flashing Operation			FY	F<R FY		FR FR FR	Page 1 of 1			

Miami-Dade County Public Works Department

Drawn	Date	US-1 & NE 143 ST			
Erick Zapata	2/5/2019				
Checked	Date	Placed in Service		Phasing No.	Asset Number
	2/12/19	Date		3	5441

Appendix D

Growth Rate Calculations

FDOT Historical Growth Trends

FDOT Growth Rate Summary

Station Number	Location	Historical Growth- Linear				Historical Growth- Exponential				Historical Growth- Decaying Exponential			
		5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared
0531	SR 909/West Dixie Highway -- 200 feet north of NE 151st Street	-2.00%	99.76%	-1.00%	24.06%	-2.06%	99.68%	-0.91%	23.48%	-1.90%	93.37%	-0.96%	21.41%
1026	SR 916/Opa-Locka Boulevard/NW 135th-138th Street -- 200 feet west of SR 5/US-	5.39%	88.32%	1.40%	24.25%	5.11%	88.15%	1.28%	22.85%	5.23%	94.12%	0.77%	7.77%
5219	SR 5/US-1 -- 1,250 feet south of NE 163rd Street/Sunny Isles Causeway	-0.65%	16.49%	0.37%	6.85%	-0.65%	17.14%	0.39%	7.46%	-0.41%	6.10%	0.72%	23.10%
Total		**0.91%**	**68.19%**	**0.26%**	**18.39%**	**0.80%**	**68.32%**	**0.25%**	**17.93%**	**0.97%**	**64.53%**	**0.18%**	**17.43%**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0531 - SR 909/W DIXIE HWY, 200' N NE 151 ST

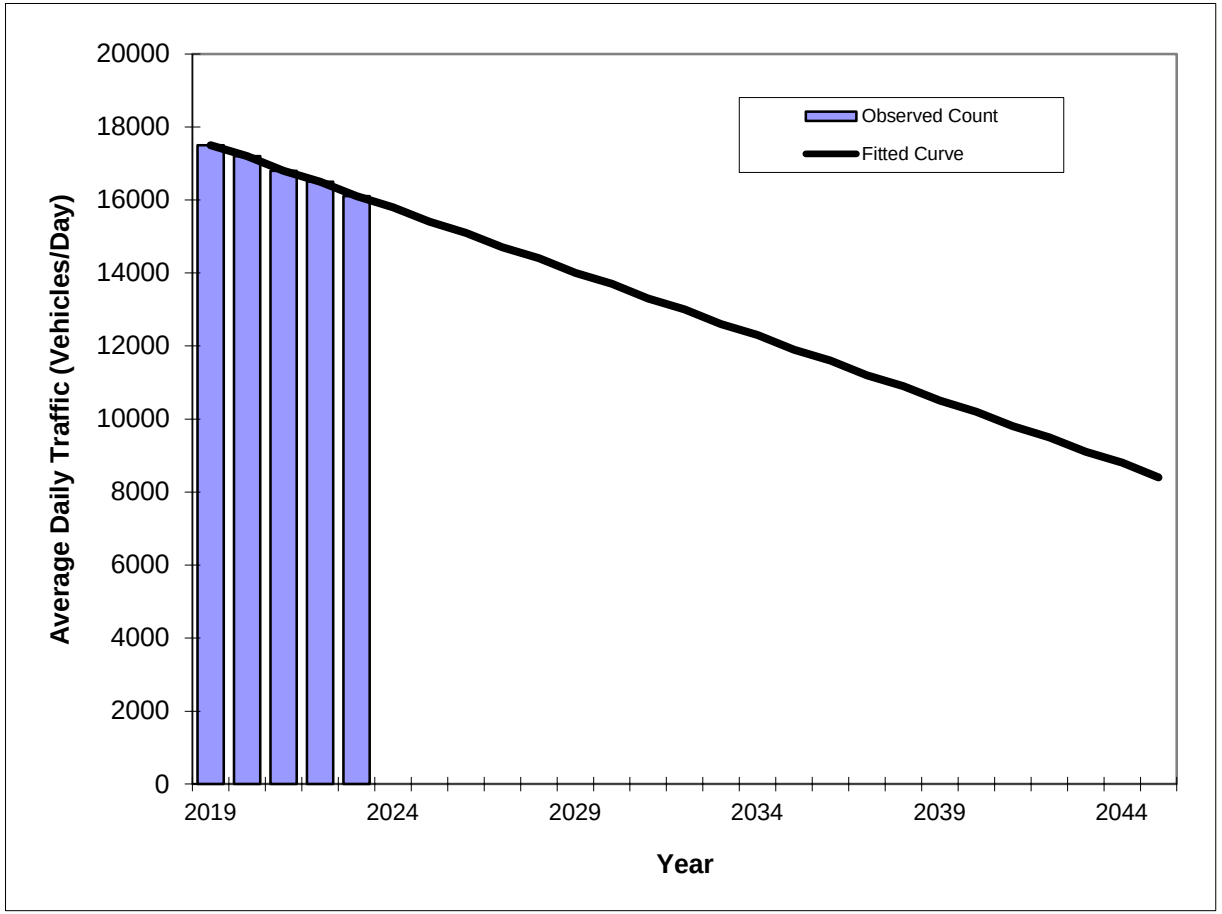
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	16100 C	N 7400	S 8700	9.00	55.10	1.90
2022	16500 C	N 7800	S 8700	9.00	54.70	2.40
2021	15800 C	N 7200	S 8600	9.00	54.30	2.80
2020	12200 C	N 5900	S 6300	9.00	54.20	1.20
2019	17500 C	N 7800	S 9700	9.00	54.60	2.80
2018	15600 C	N 7300	S 8300	9.00	54.30	2.10
2017	16200 C	N 7500	S 8700	9.00	55.00	3.00
2016	17900 C	N 8800	S 9100	9.00	54.50	3.20
2015	19300 C	N 9700	S 9600	9.00	54.70	2.60
2014	17000 C	N 8700	S 8300	9.00	54.50	3.70
2013	15600 C	N 7600	S 8000	9.00	52.40	4.20
2012	14700 C	N 7400	S 7300	9.00	55.70	6.30
2011	15200 C	N 7500	S 7700	9.00	55.10	3.10
2010	17100 C	N 8900	S 8200	8.98	54.08	3.10
2009	18500 C	N 9300	S 9200	8.99	53.24	5.20
2008	18900 C	N 10000	S 8900	9.09	55.75	6.40

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

Traffic Trends

SR 909/W DIXIE HIGHWAY -- 200 FEET NORTH OF NE 151 ST

County:	Miami-Dade (87)
Station #:	0531
Highway:	SR 909/W DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	17500	17500
2020	17200	17200
2021	16800	16800
2022	16500	16500
2023	16100	16100

Trend R-squared:	99.76%
Trend Annual Historic Growth Rate:	-2.00%
Printed:	17-Sep-24

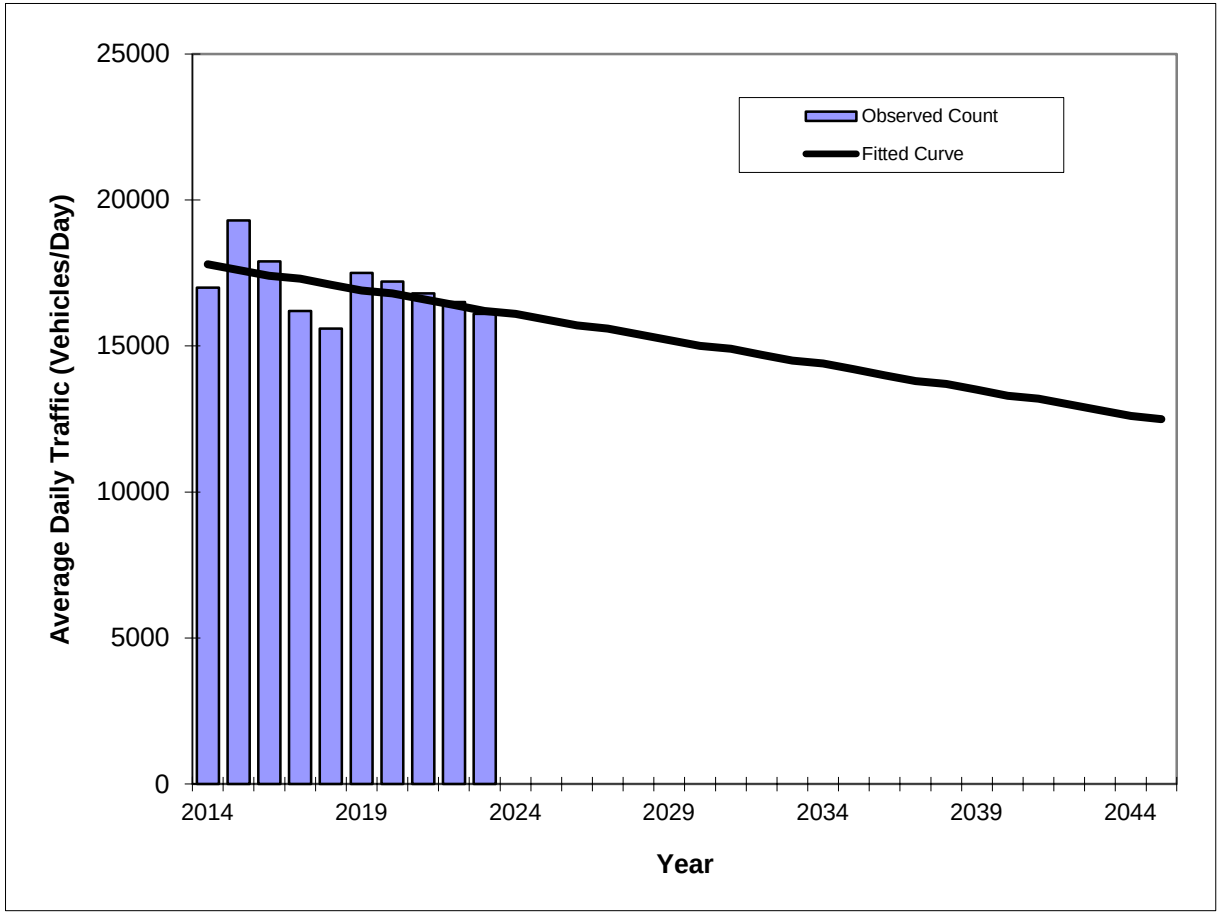
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR 909/W DIXIE HIGHWAY -- 200 FEET NORTH OF NE 151 ST

County:	Miami-Dade (87)
Station #:	0531
Highway:	SR 909/W DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	17000	17800
2015	19300	17600
2016	17900	17400
2017	16200	17300
2018	15600	17100
2019	17500	16900
2020	17200	16800
2021	16800	16600
2022	16500	16400
2023	16100	16200

Trend R-squared:	24.06%
Trend Annual Historic Growth Rate:	-1.00%
Printed:	17-Sep-24

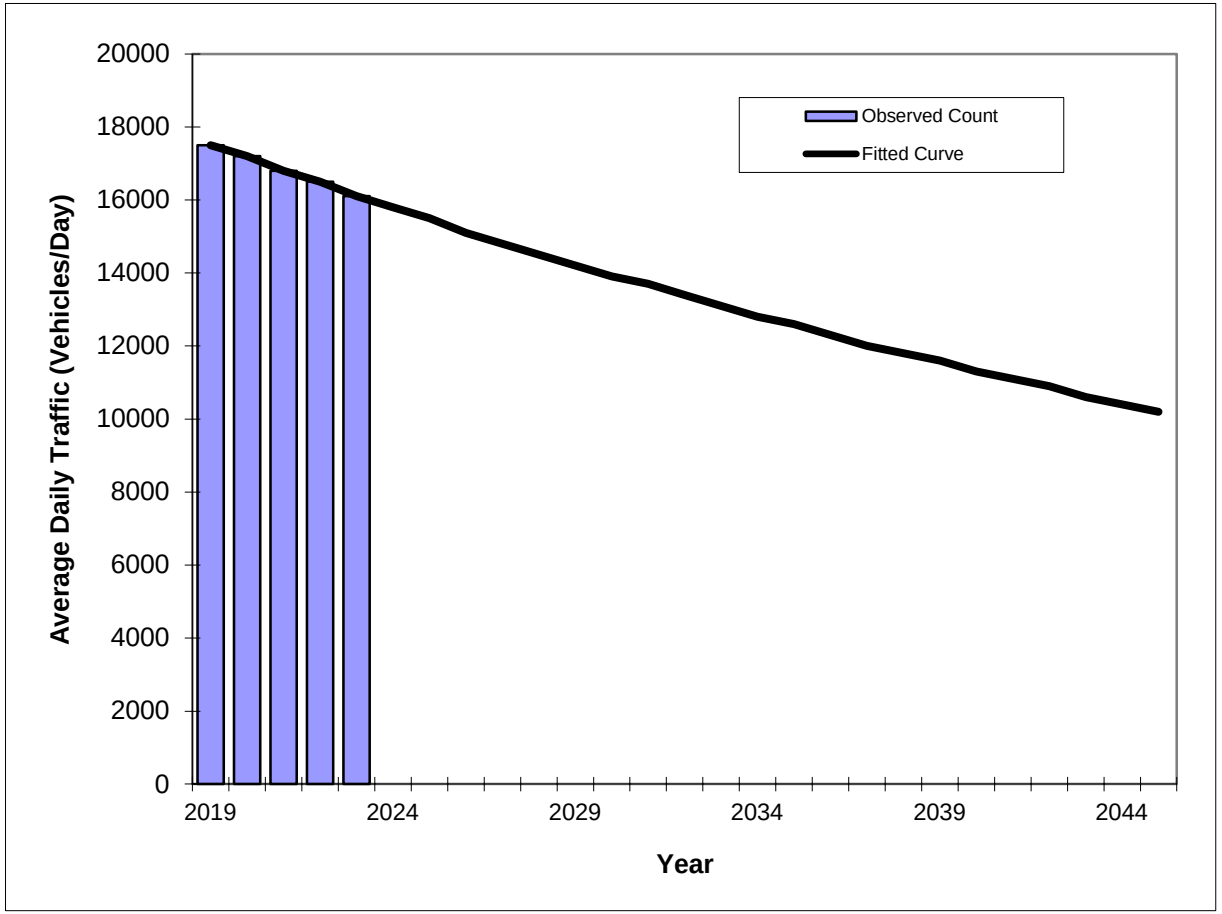
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR 909/W DIXIE HIGHWAY -- 200 FEET NORTH OF NE 151 ST

County:	Miami-Dade (87)
Station #:	0531
Highway:	SR 909/W DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	17500	17500
2020	17200	17200
2021	16800	16800
2022	16500	16500
2023	16100	16100

*Axle-Adjusted

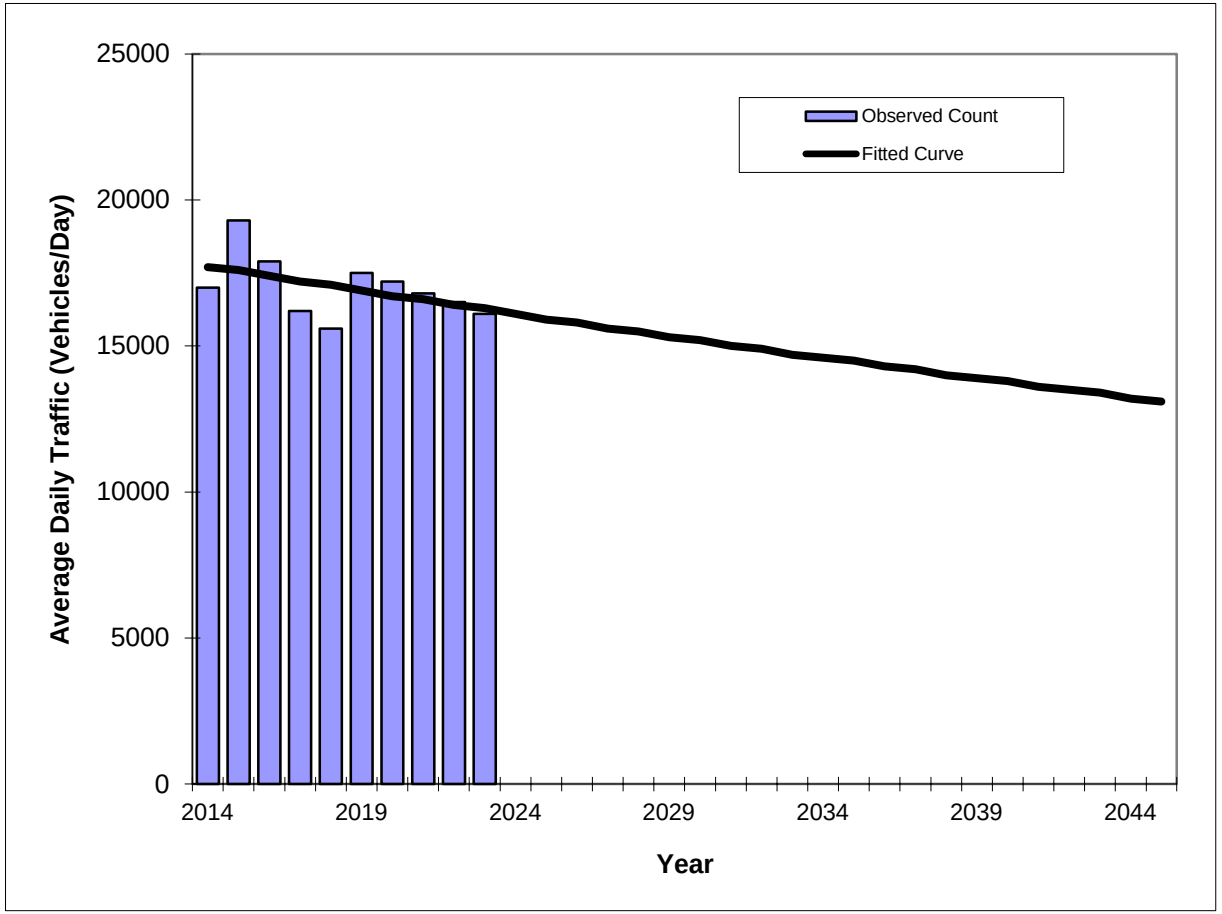
Trend R-squared:	99.68%
Compounded Annual Historic Growth Rate:	-2.06%
Printed:	17-Sep-24

Exponential Growth Option

Traffic Trends

SR 909/W DIXIE HIGHWAY -- 200 FEET NORTH OF NE 151 ST

County:	Miami-Dade (87)
Station #:	0531
Highway:	SR 909/W DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	17000	17700
2015	19300	17600
2016	17900	17400
2017	16200	17200
2018	15600	17100
2019	17500	16900
2020	17200	16700
2021	16800	16600
2022	16500	16400
2023	16100	16300

*Axle-Adjusted

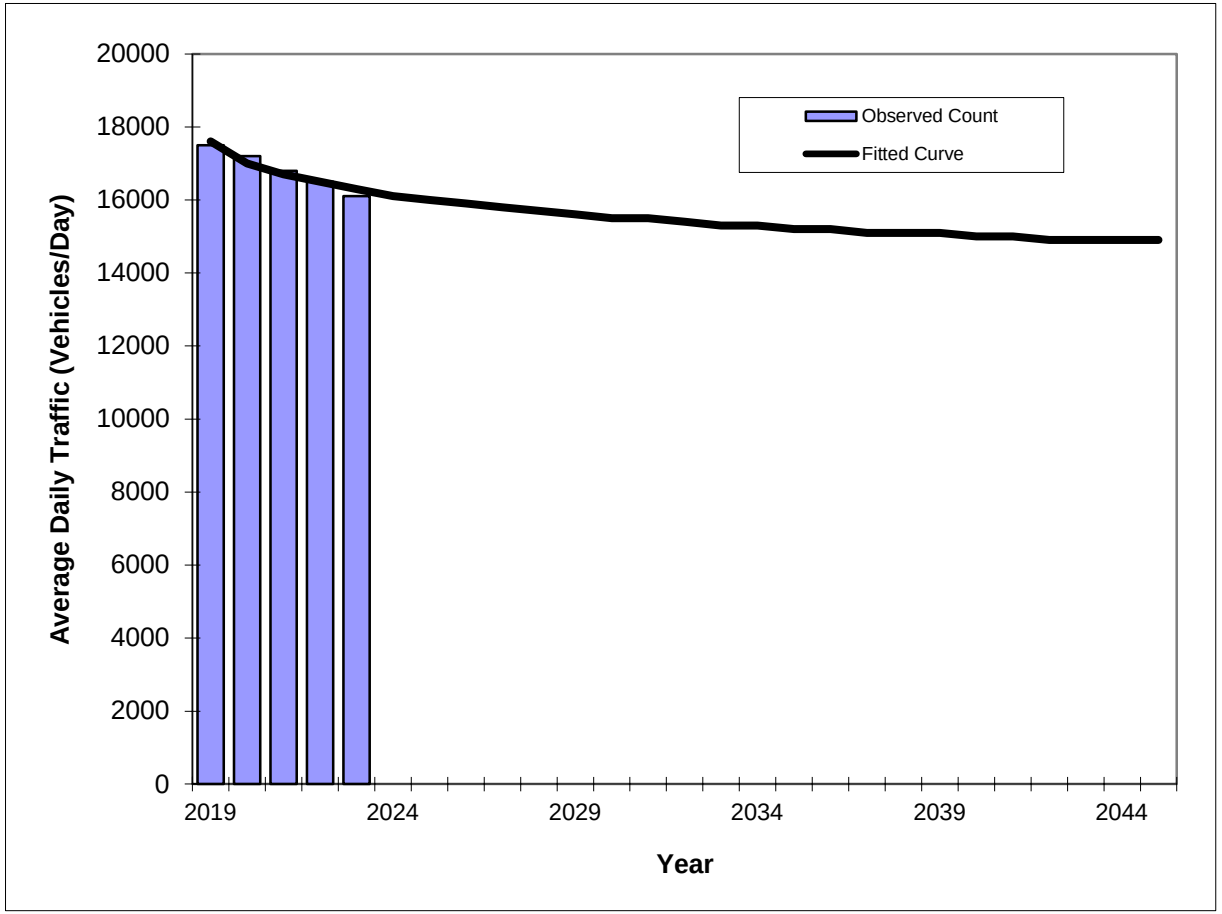
Trend R-squared:	23.48%
Compounded Annual Historic Growth Rate:	-0.91%
Printed:	17-Sep-24

Exponential Growth Option

Traffic Trends

SR 909/W DIXIE HIGHWAY -- 200 FEET NORTH OF NE 151 ST

County:	Miami-Dade (87)
Station #:	0531
Highway:	SR 909/W DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	17500	17600
2020	17200	17000
2021	16800	16700
2022	16500	16500
2023	16100	16300

Trend R-squared:	93.37%
Compounded Annual Historic Growth Rate:	-1.90%
Printed:	17-Sep-24

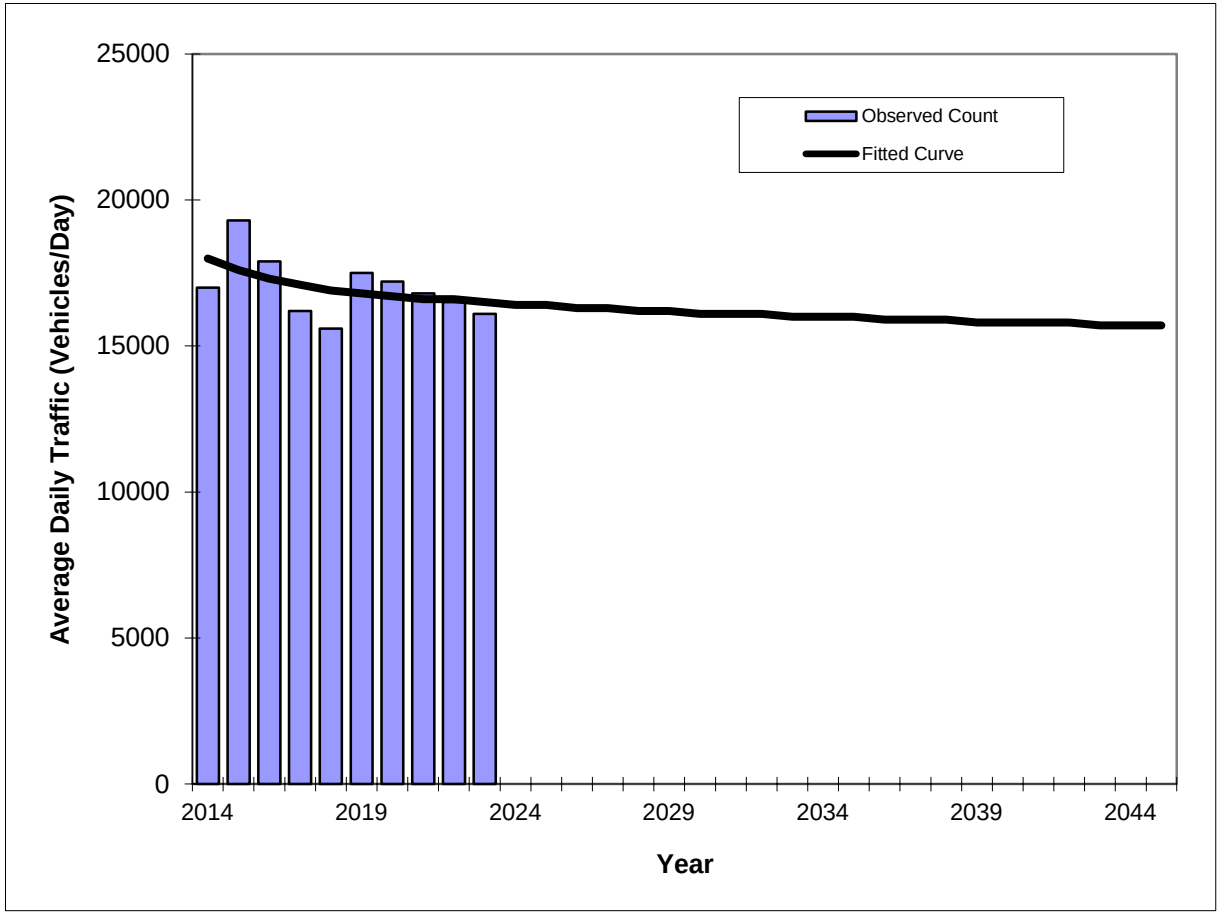
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR 909/W DIXIE HIGHWAY -- 200 FEET NORTH OF NE 151 ST

County:	Miami-Dade (87)
Station #:	0531
Highway:	SR 909/W DIXIE HIGHWAY



Year	Traffic (ADT/AADT) Count*	Trend**
2014	17000	18000
2015	19300	17600
2016	17900	17300
2017	16200	17100
2018	15600	16900
2019	17500	16800
2020	17200	16700
2021	16800	16600
2022	16500	16600
2023	16100	16500

Trend R-squared:	21.41%
Compounded Annual Historic Growth Rate:	-0.96%
Printed:	17-Sep-24

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1026 - SR 916/OPA-LOCKA BLVD/NW 135-138ST,200'W SR 5/US-1

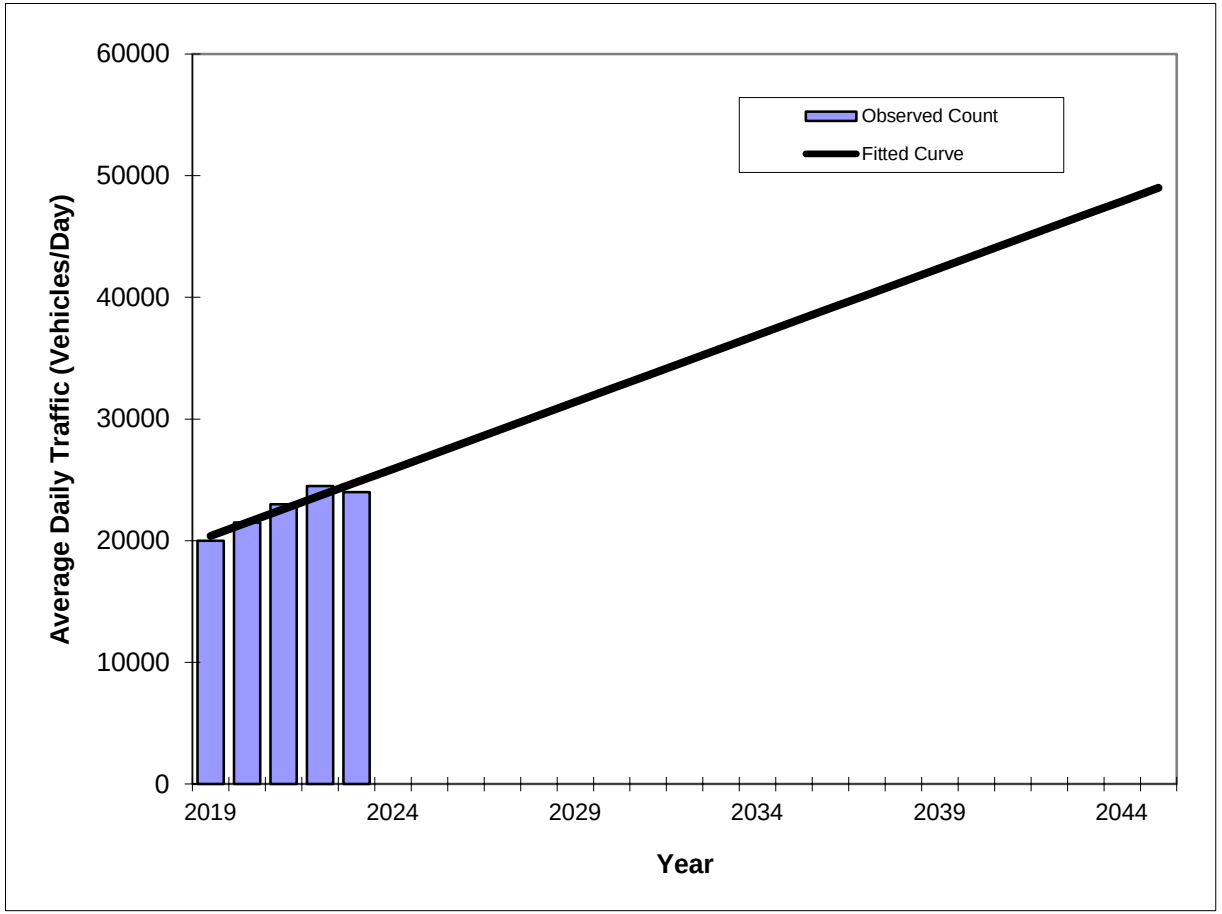
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	24000 C	E 12000	W 12000	9.00	55.10	4.00
2022	24500 C	E 13000	W 11500	9.00	54.70	1.90
2021	17200 C	E 8300	W 8900	9.00	54.30	1.80
2020	21000 C	E 10500	W 10500	9.00	54.20	1.60
2019	20000 C	E 10000	W 10000	9.00	54.60	2.60
2018	21500 C	E 11000	W 10500	9.00	54.30	2.30
2017	19000 C	E 9900	W 9100	9.00	55.00	2.40
2016	20400 C	E 10500	W 9900	9.00	54.50	2.60
2015	23000 C	E 11000	W 12000	9.00	54.70	6.40
2014	22000 C	E 11000	W 11000	9.00	54.50	3.80
2013	21200 C	E 11500	W 9700	9.00	52.40	6.90
2012	18700 C	E 9400	W 9300	9.00	55.70	2.20
2011	19200 C	E 10000	W 9200	9.00	55.10	3.00
2010	24500 C	E 12000	W 12500	8.98	54.08	3.00
2009	25500 C	E 13500	W 12000	8.99	53.24	1.80
2008	20500 C	E 10500	W 10000	9.09	55.75	1.90

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

Traffic Trends

SR 916/OPA-LOCKA BLVD/NW 135-138 ST -- 200 FT W OF SR 5/US-1

County:	Miami-Dade (87)
Station #:	1026
Highway:	SR 916/OPA-LOCKA BLVD/NW 135-138 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	20000	20400
2020	21500	21500
2021	23000	22600
2022	24500	23700
2023	24000	24800

Trend R-squared:	88.32%
Trend Annual Historic Growth Rate:	5.39%
Printed:	17-Sep-24

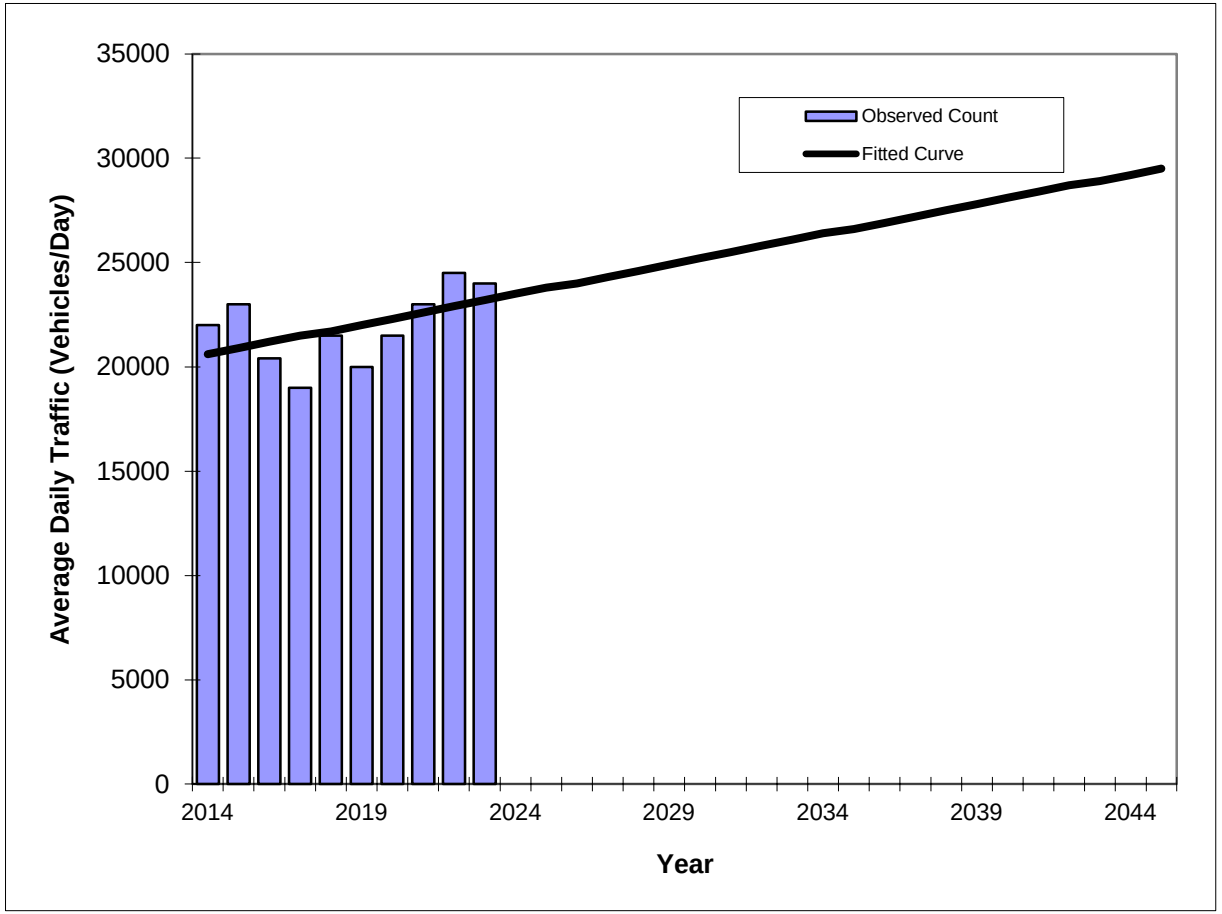
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR 916/OPA-LOCKA BLVD/NW 135-138 ST -- 200 FT W OF SR 5/US-1

County:	Miami-Dade (87)
Station #:	1026
Highway:	SR 916/OPA-LOCKA BLVD/NW 135-138 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	22000	20600
2015	23000	20900
2016	20400	21200
2017	19000	21500
2018	21500	21700
2019	20000	22000
2020	21500	22300
2021	23000	22600
2022	24500	22900
2023	24000	23200

*Axle-Adjusted

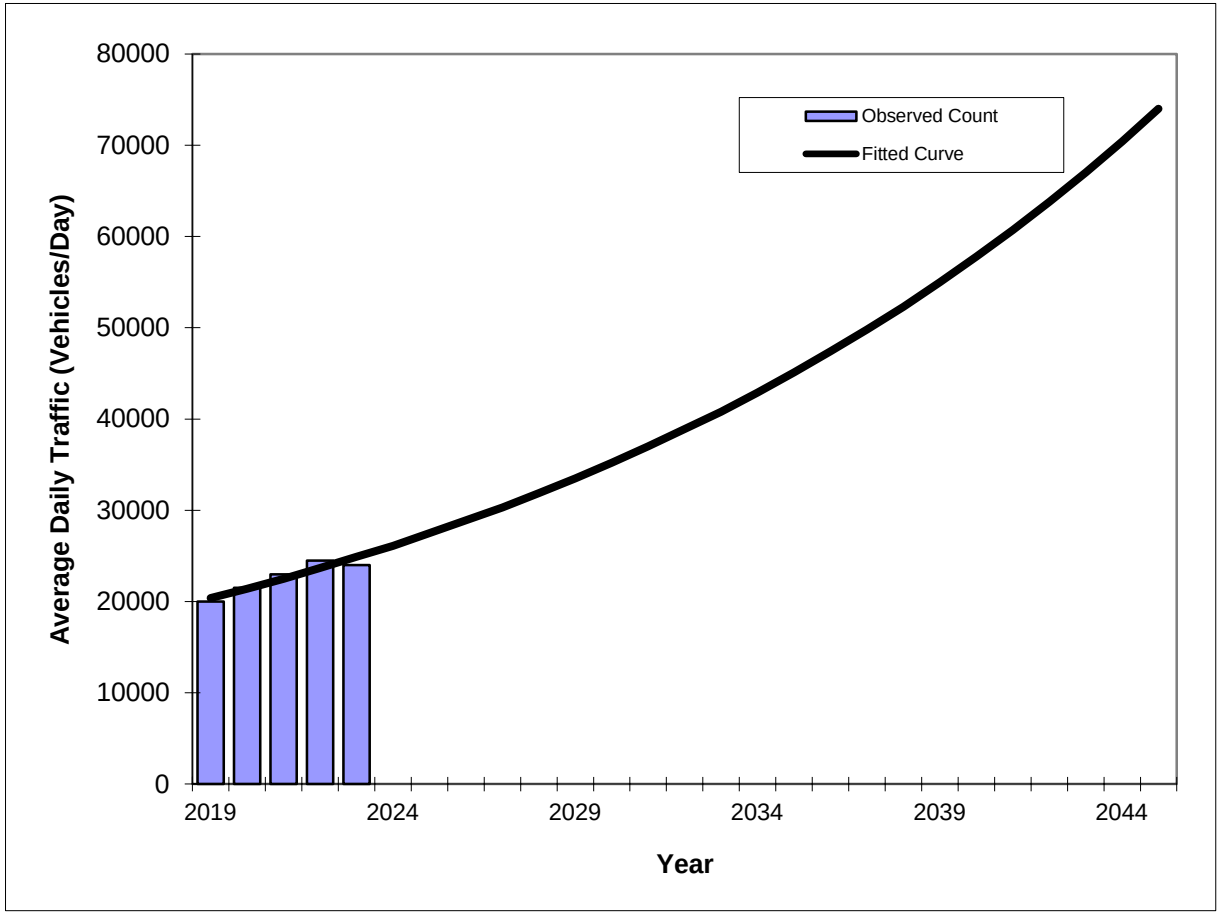
Trend R-squared:	24.25%
Trend Annual Historic Growth Rate:	1.40%
Printed:	17-Sep-24

Straight Line Growth Option

Traffic Trends

SR 916/OPA-LOCKA BLVD/NW 135-138 ST -- 200 FT W OF SR 5/US-1

County:	Miami-Dade (87)
Station #:	1026
Highway:	SR 916/OPA-LOCKA BLVD/NW 135-138 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	20000	20400
2020	21500	21400
2021	23000	22500
2022	24500	23700
2023	24000	24900

Trend R-squared:	88.15%
Compounded Annual Historic Growth Rate:	5.11%
Printed:	17-Sep-24

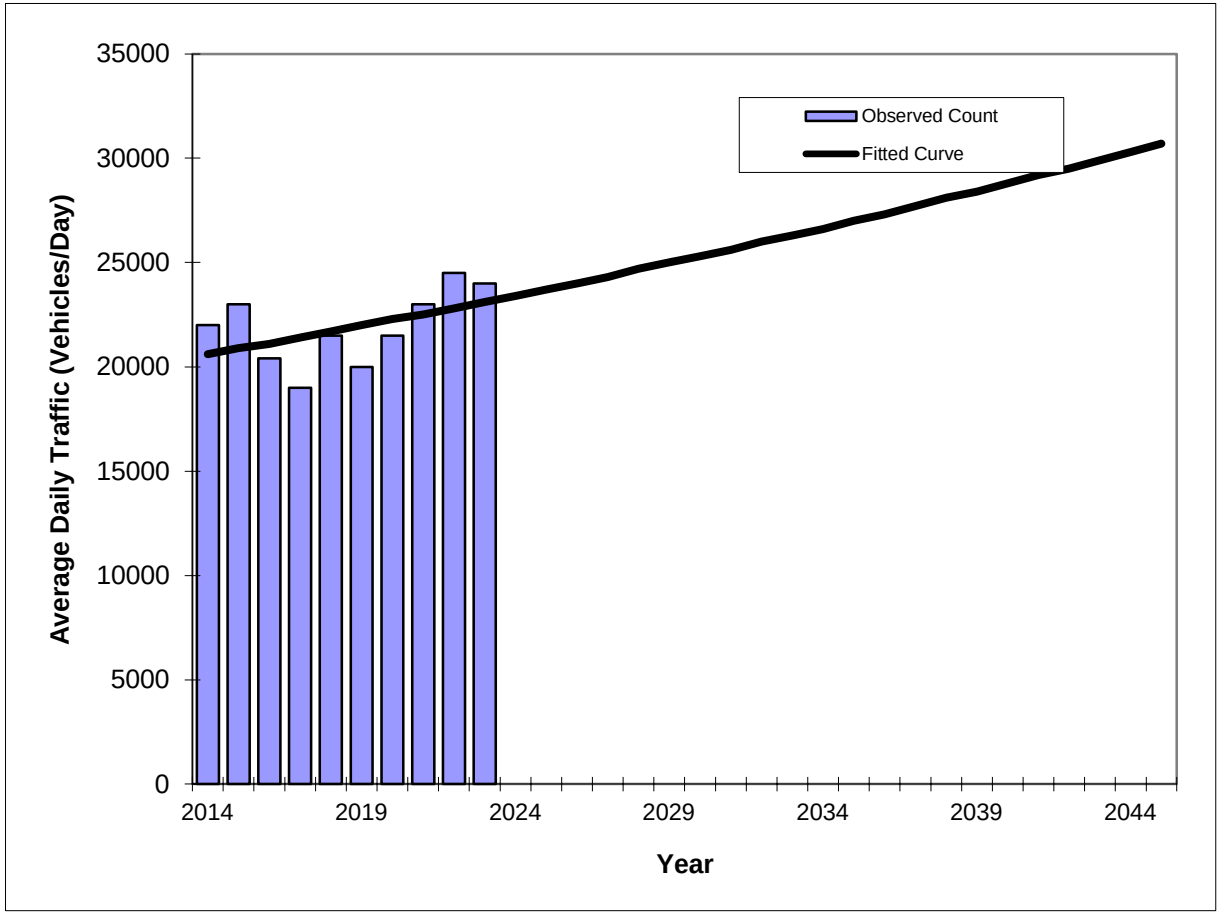
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR 916/OPA-LOCKA BLVD/NW 135-138 ST -- 200 FT W OF SR 5/US-1

County:	Miami-Dade (87)
Station #:	1026
Highway:	SR 916/OPA-LOCKA BLVD/NW 135-138 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2014	22000	20600
2015	23000	20900
2016	20400	21100
2017	19000	21400
2018	21500	21700
2019	20000	22000
2020	21500	22300
2021	23000	22500
2022	24500	22800
2023	24000	23100

*Axle-Adjusted

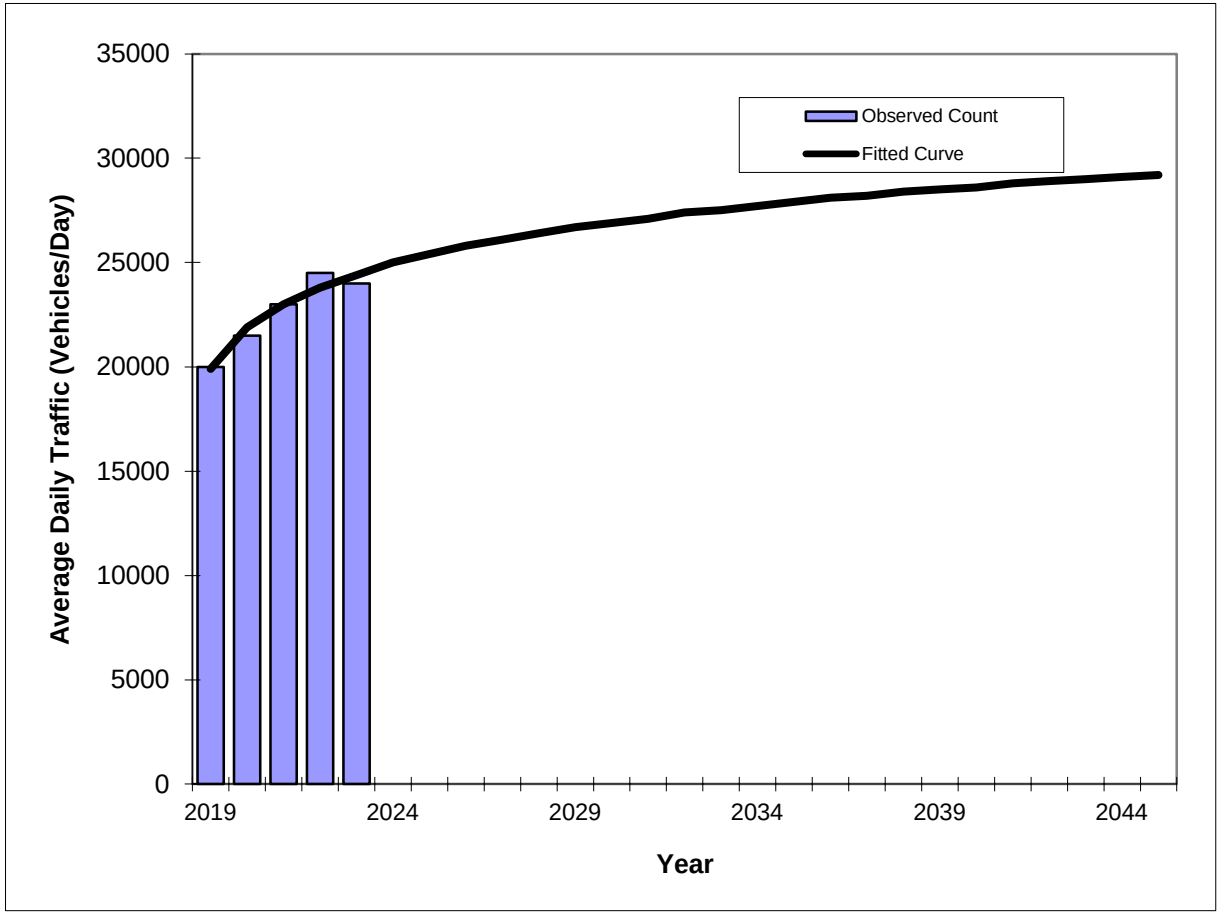
Trend R-squared:	22.85%
Compounded Annual Historic Growth Rate:	1.28%
Printed:	17-Sep-24

Exponential Growth Option

Traffic Trends

SR 916/OPA-LOCKA BLVD/NW 135-138 ST -- 200 FT W OF SR 5/US-1

County:	Miami-Dade (87)
Station #:	1026
Highway:	SR 916/OPA-LOCKA BLVD/NW 135-138 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	20000	19900
2020	21500	21900
2021	23000	23000
2022	24500	23800
2023	24000	24400

Trend R-squared:	94.12%
Compounded Annual Historic Growth Rate:	5.23%
Printed:	17-Sep-24

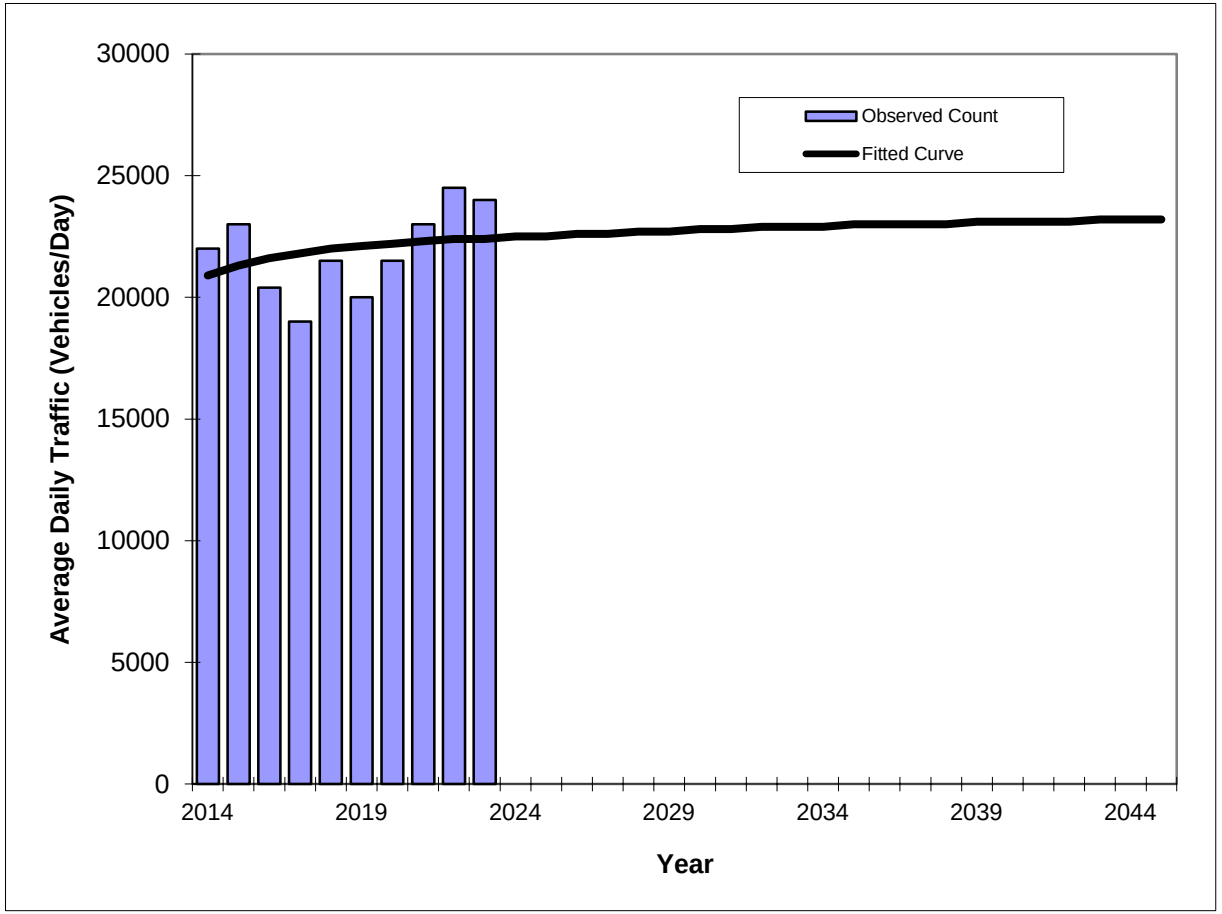
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR 916/OPA-LOCKA BLVD/NW 135-138 ST -- 200 FT W OF SR 5/US-1

County:	Miami-Dade (87)
Station #:	1026
Highway:	SR 916/OPA-LOCKA BLVD/NW 135-138 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	22000	20900
2015	23000	21300
2016	20400	21600
2017	19000	21800
2018	21500	22000
2019	20000	22100
2020	21500	22200
2021	23000	22300
2022	24500	22400
2023	24000	22400

Trend R-squared:	7.77%
Compounded Annual Historic Growth Rate:	0.77%
Printed:	17-Sep-24

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5219 - SR 5/US-1, 1250' S NE 163 ST/SUNNY ISLES CSWY

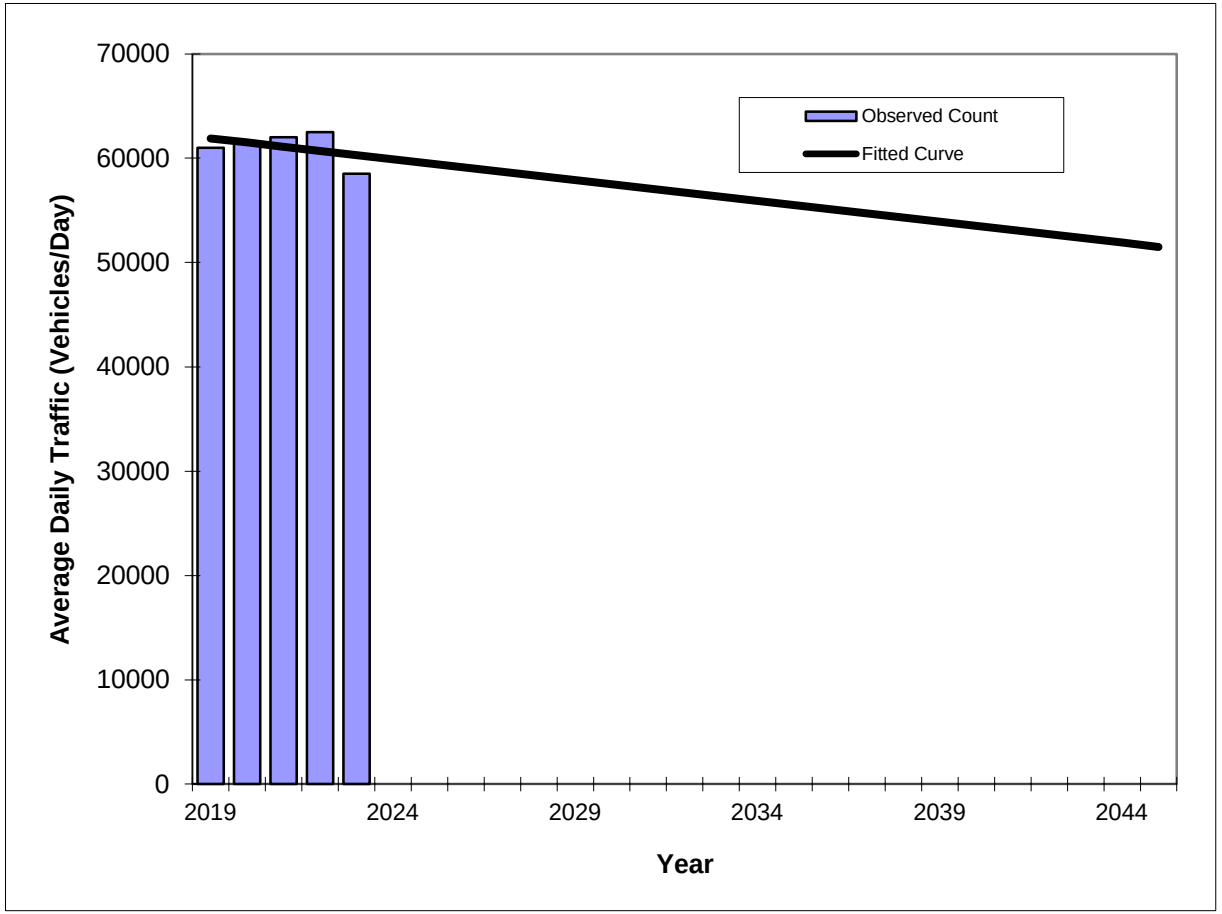
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	58500 C	N 29500	S 29000	9.00	55.10	2.40
2022	62500 C	N 31500	S 31000	9.00	54.70	2.30
2021	57000 C	N 28500	S 28500	9.00	54.30	2.40
2020	49500 C	N 24500	S 25000	9.00	54.20	2.50
2019	61000 C	N 30000	S 31000	9.00	54.60	2.20
2018	59500 C	N 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

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

Traffic Trends

SR 5/US-1 -- 1250 FT S OF NE 163 ST/SUNNY ISLES CSWY

County:	Miami-Dade (87)
Station #:	5219
Highway:	SR 5/US-1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	61000	61900
2020	61500	61500
2021	62000	61100
2022	62500	60700
2023	58500	60300

Trend R-squared:	16.49%
Trend Annual Historic Growth Rate:	-0.65%
Printed:	21-Nov-24

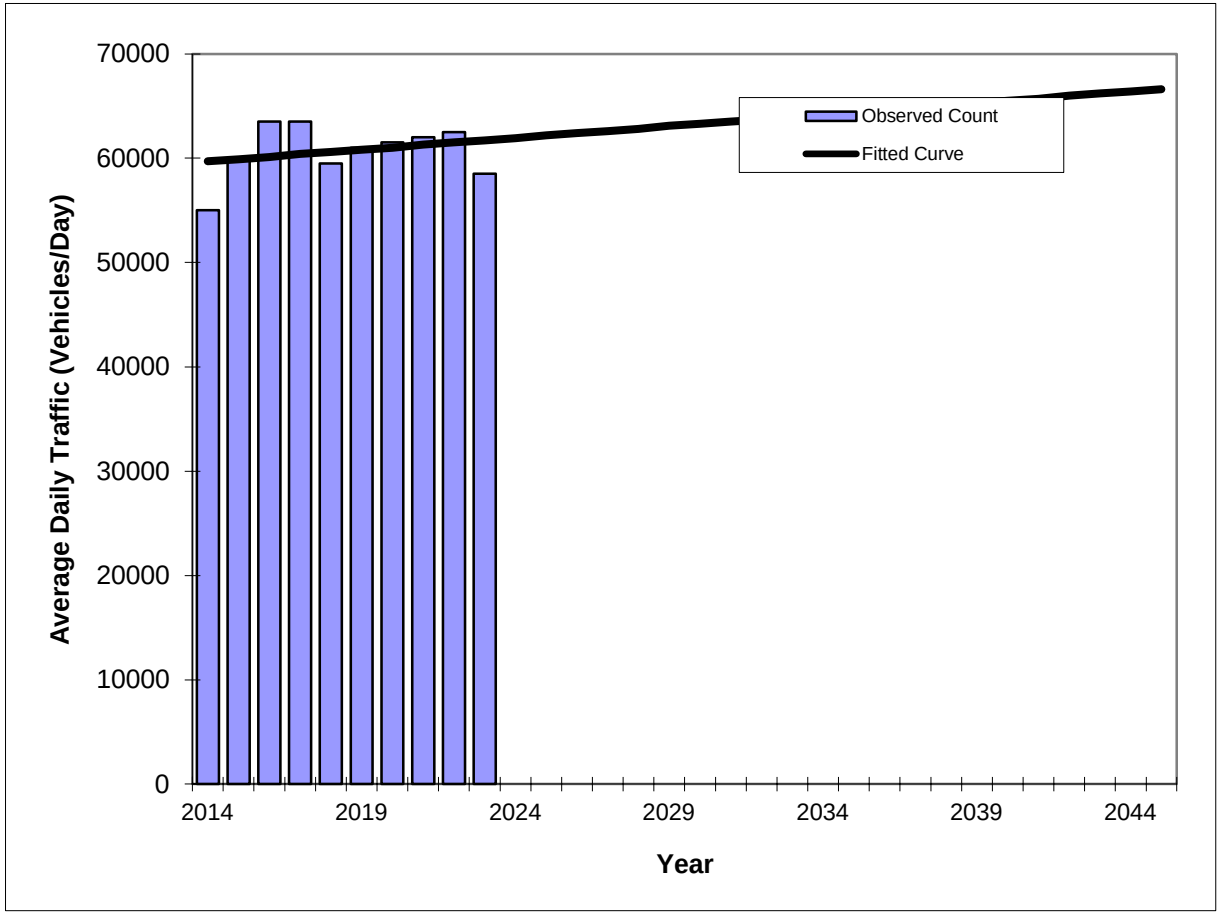
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR 5/US-1 -- 1250 FT S OF NE 163 ST/SUNNY ISLES CSWY

County:	Miami-Dade (87)
Station #:	5219
Highway:	SR 5/US-1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	55000	59700
2015	60000	59900
2016	63500	60100
2017	63500	60400
2018	59500	60600
2019	61000	60800
2020	61500	61000
2021	62000	61300
2022	62500	61500
2023	58500	61700

Trend R-squared:	6.85%
Trend Annual Historic Growth Rate:	0.37%
Printed:	21-Nov-24

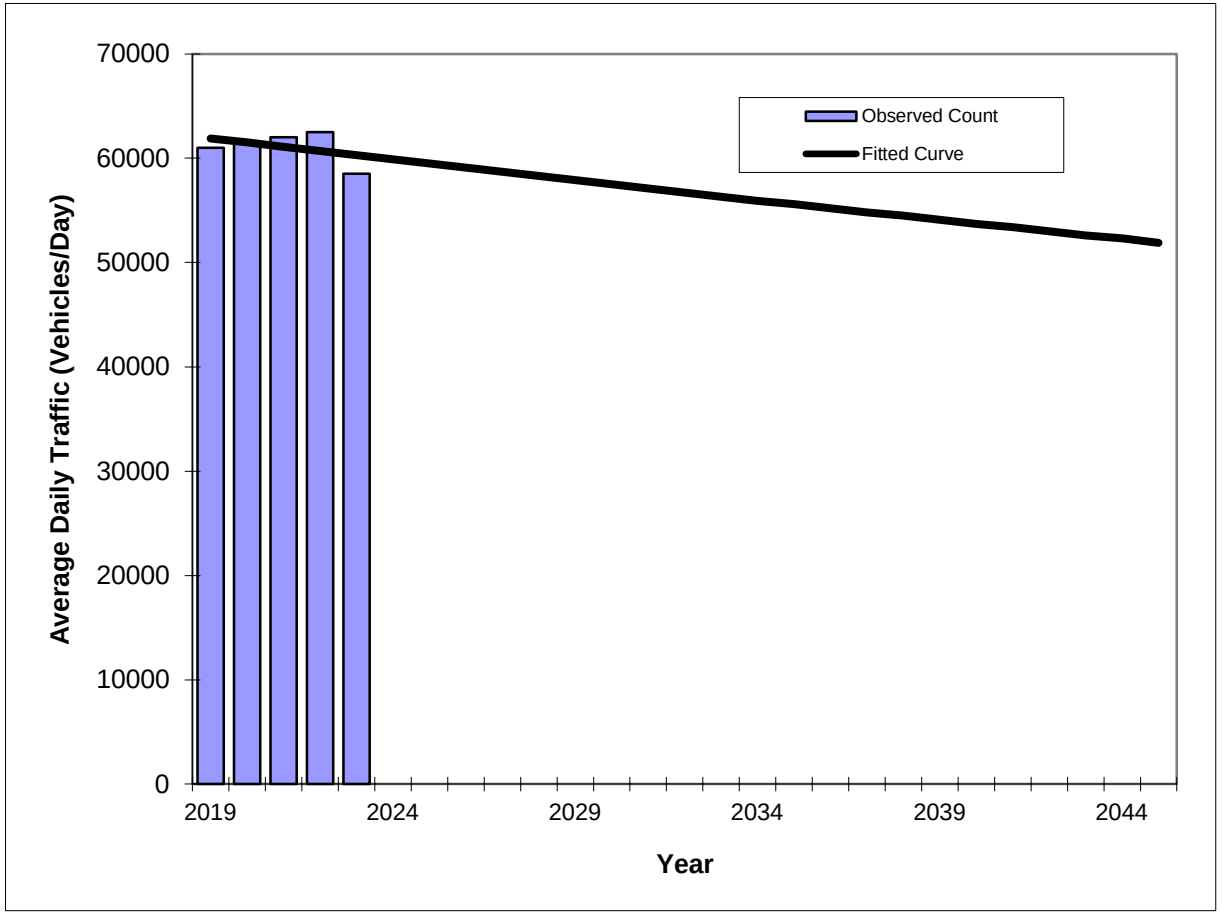
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR 5/US-1 -- 1250 FT S OF NE 163 ST/SUNNY ISLES CSWY

County:	Miami-Dade (87)
Station #:	5219
Highway:	SR 5/US-1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	61000	61900
2020	61500	61500
2021	62000	61100
2022	62500	60700
2023	58500	60300

Trend R-squared:	17.14%
Compounded Annual Historic Growth Rate:	-0.65%
Printed:	21-Nov-24

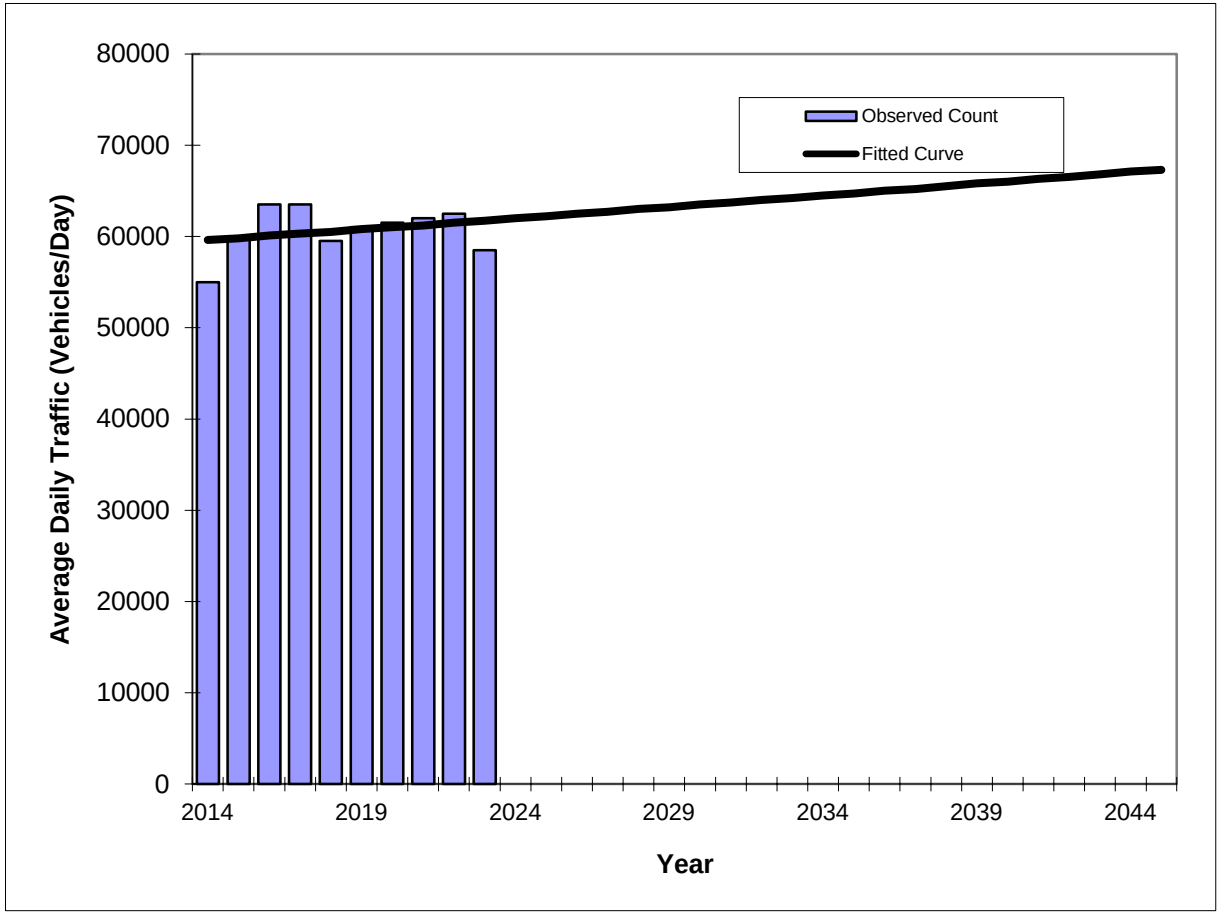
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR 5/US-1 -- 1250 FT S OF NE 163 ST/SUNNY ISLES CSWY

County:	Miami-Dade (87)
Station #:	5219
Highway:	SR 5/US-1



Year	Traffic (ADT/AADT) Count*	Trend**
2014	55000	59600
2015	60000	59800
2016	63500	60100
2017	63500	60300
2018	59500	60500
2019	61000	60800
2020	61500	61000
2021	62000	61200
2022	62500	61500
2023	58500	61700

Trend R-squared:	7.46%
Compounded Annual Historic Growth Rate:	0.39%
Printed:	21-Nov-24

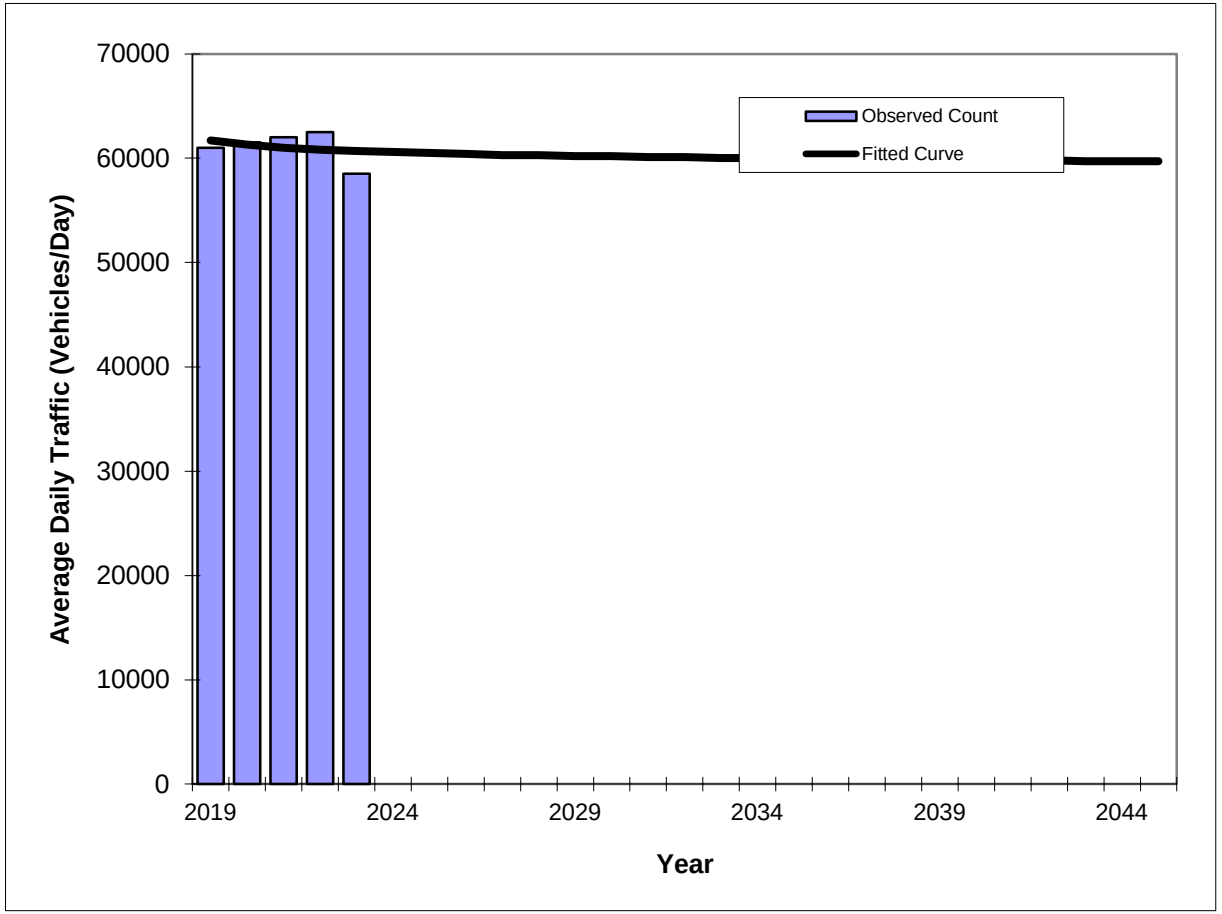
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR 5/US-1 -- 1250 FT S OF NE 163 ST/SUNNY ISLES CSWY

County:	Miami-Dade (87)
Station #:	5219
Highway:	SR 5/US-1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	61000	61700
2020	61500	61300
2021	62000	61000
2022	62500	60800
2023	58500	60700

Trend R-squared:	6.10%
Compounded Annual Historic Growth Rate:	-0.41%
Printed:	21-Nov-24

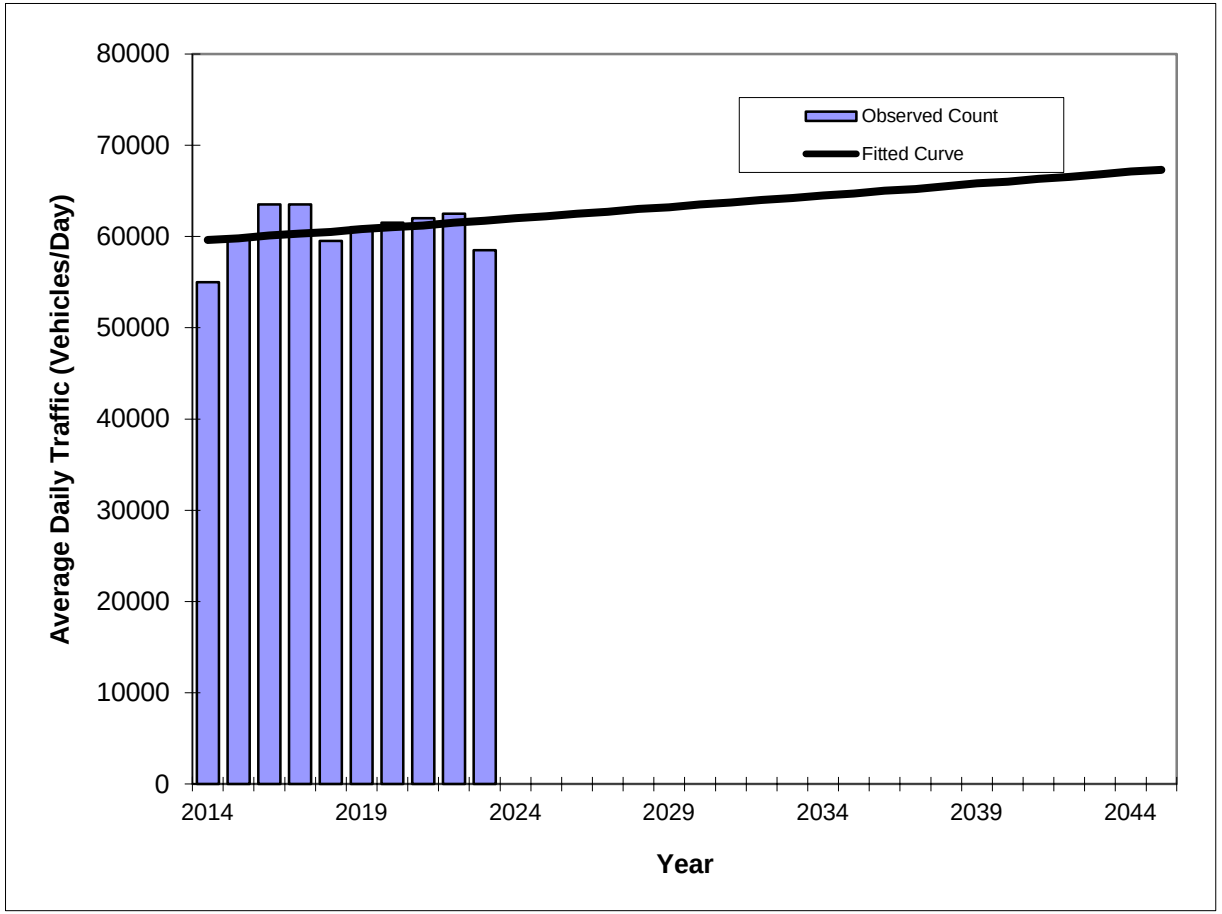
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR 5/US-1 -- 1250 FT S OF NE 163 ST/SUNNY ISLES CSWY

County:	Miami-Dade (87)
Station #:	5219
Highway:	SR 5/US-1



Year	Traffic (ADT/AADT) Count*	Trend**
2014	55000	59600
2015	60000	59800
2016	63500	60100
2017	63500	60300
2018	59500	60500
2019	61000	60800
2020	61500	61000
2021	62000	61200
2022	62500	61500
2023	58500	61700

Trend R-squared:	7.46%
Compounded Annual Historic Growth Rate:	0.39%
Printed:	21-Nov-24

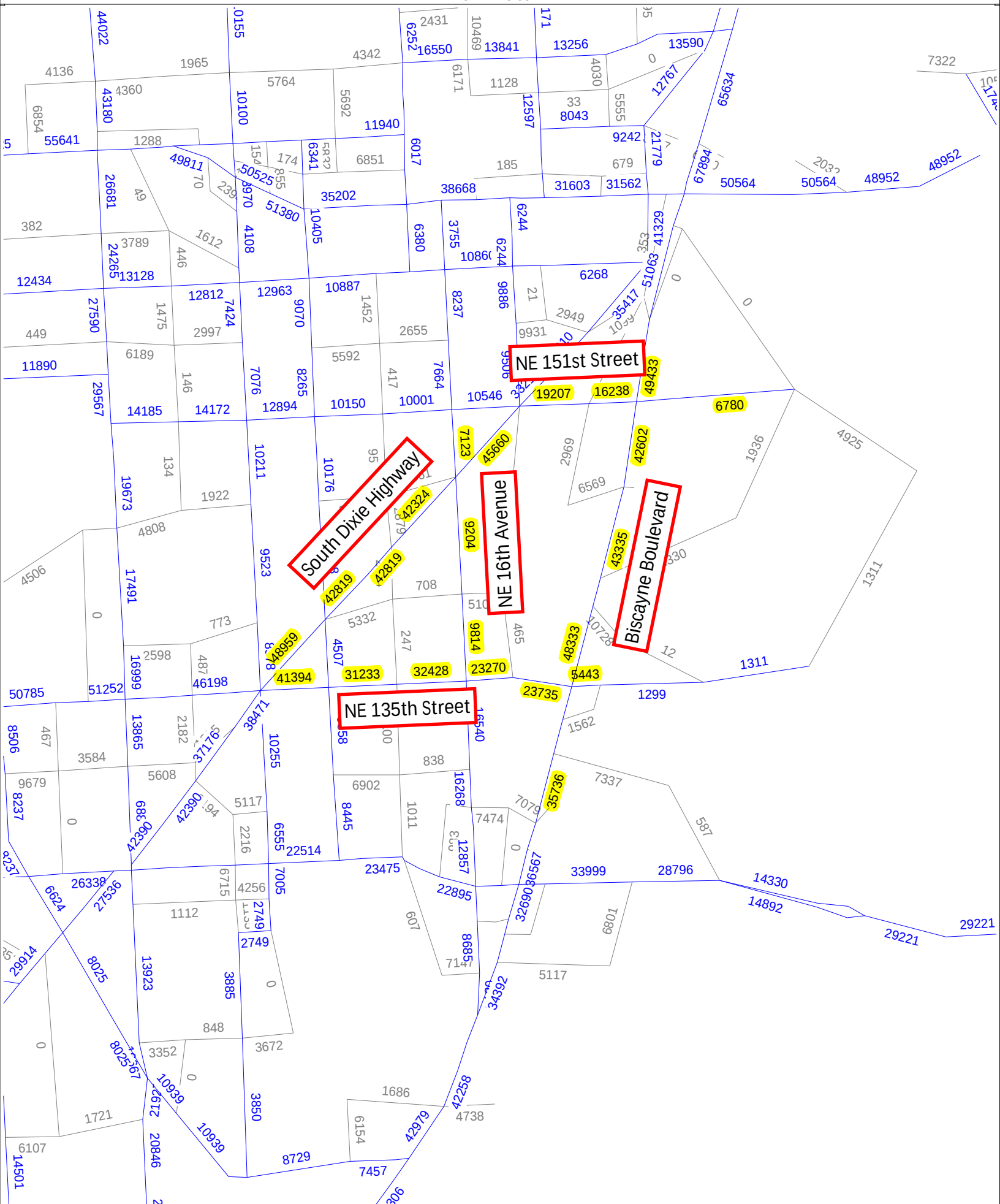
Exponential Growth Option

*Axle-Adjusted

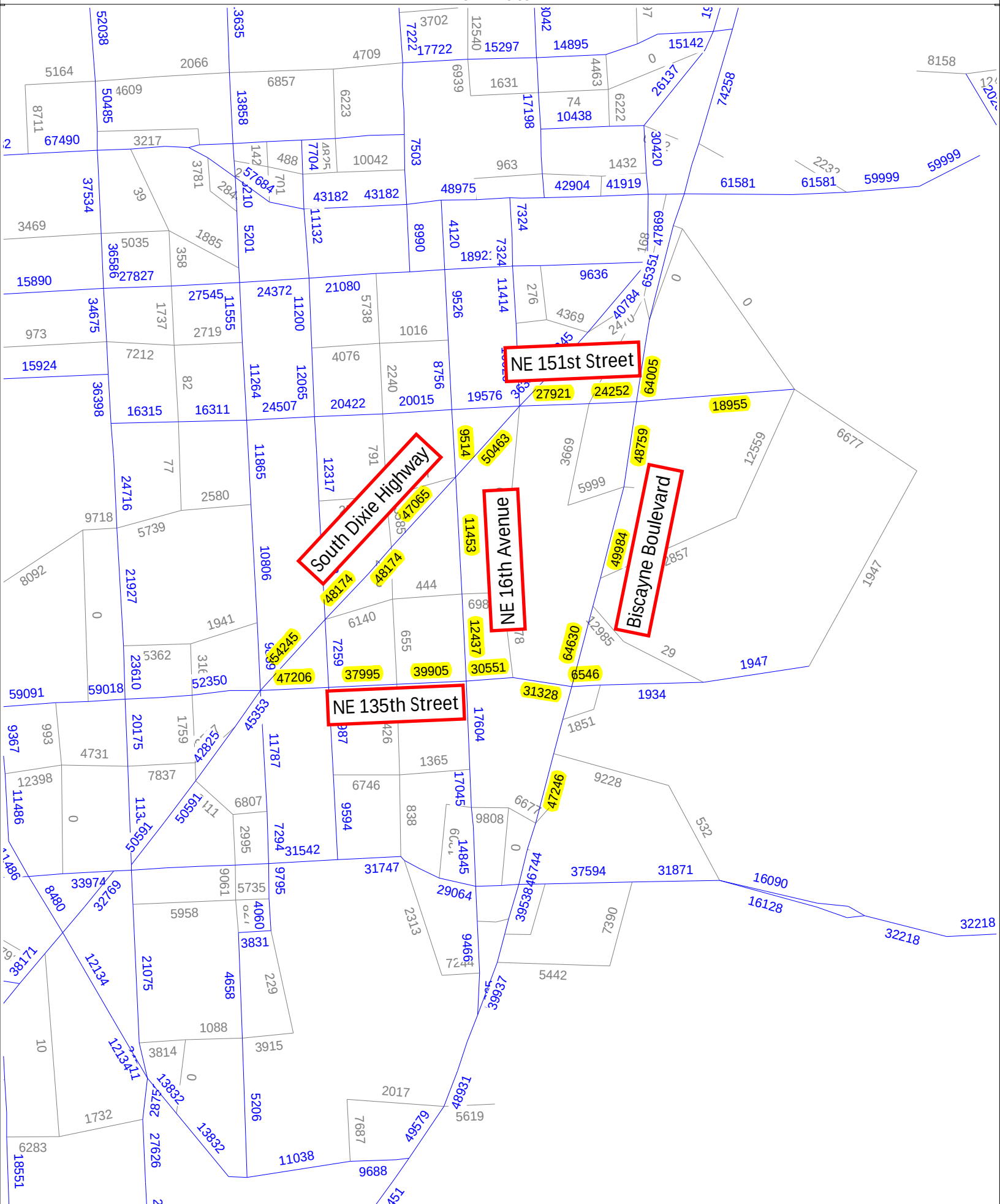
SERPM Analysis

SERPM Growth Rate Summary					
Street Name	**2015**	**2045**	**Difference**	**Growth Rate**	**Annual Growth Rate**
South Dixie Highway	45,660	50,463	4,803	10.52%	0.35%
	42,324	47,065	4,741	11.20%	0.37%
	42,819	48,174	5,355	12.51%	0.42%
	48,959	54,245	5,286	10.80%	0.36%
NE 16th Avenue	7,123	9,514	2,391	33.57%	1.12%
	9,204	11,453	2,249	24.44%	0.81%
	9,814	12,437	2,623	26.73%	0.89%
Biscayne Boulevard	49,433	64,005	14,572	29.48%	0.98%
	42,602	48,759	6,157	14.45%	0.48%
	43,335	49,984	6,649	15.34%	0.51%
	48,333	64,630	16,297	33.72%	1.12%
	35,736	47,246	11,510	32.21%	1.07%
NE 151st Street	19,207	27,921	8,714	45.37%	1.51%
	16,238	24,252	8,014	49.35%	1.65%
	6,780	18,955	12,175	179.57%	5.99%
NE 135th Street	41,394	47,206	5,812	14.04%	0.47%
	31,233	37,995	6,762	21.65%	0.72%
	32,428	39,905	7,477	23.06%	0.77%
	23,270	30,551	7,281	31.29%	1.04%
	23,735	31,328	7,593	31.99%	1.07%
	5,443	6,546	1,103	20.26%	0.68%
Total	**625,070**	**772,634**	**147,564**	**23.61%**	**0.79%**

14025 Biscayne Boulevard
2015 Volumes
SERPM 8.531



14025 Biscayne Boulevard
2045 Volumes
SERPM 8.531



Appendix E

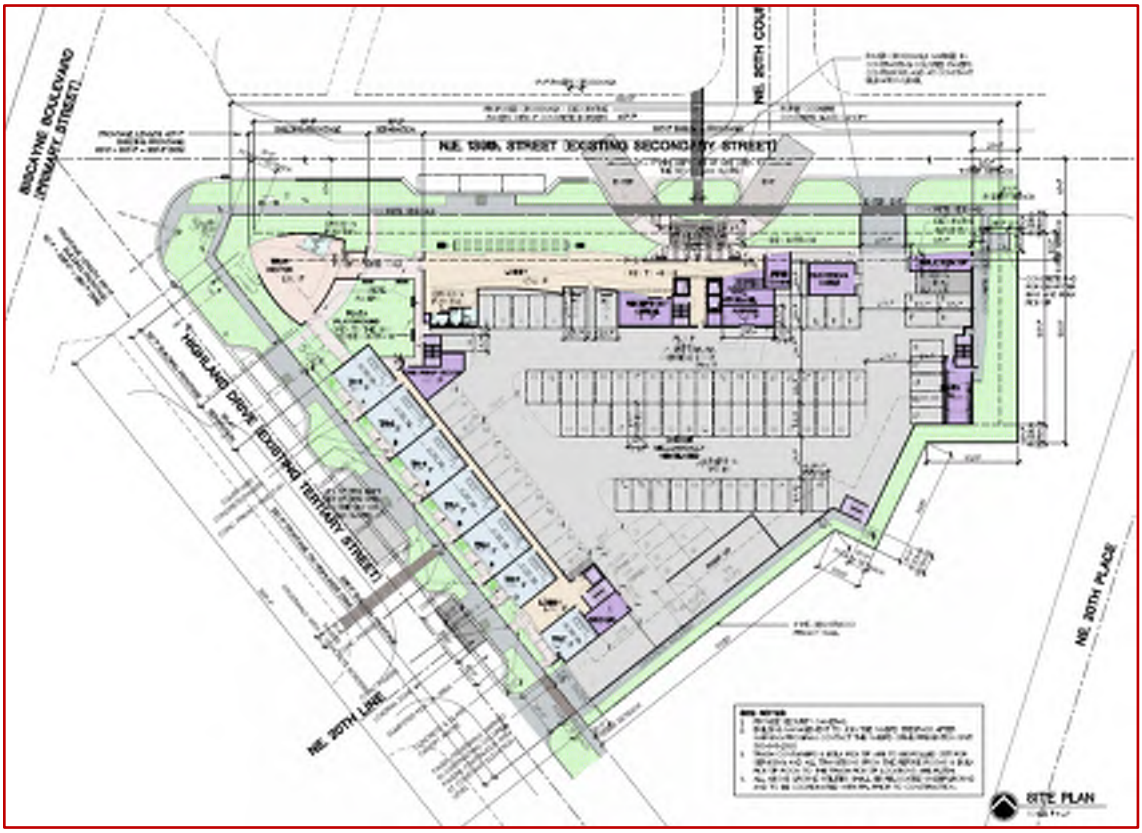
Committed Development Information

Nexo (fka Capri Towers)

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

Capri – 13899 Biscayne Boulevard

North Miami Beach, Florida



Kimley»Horn

December 2018

143005000

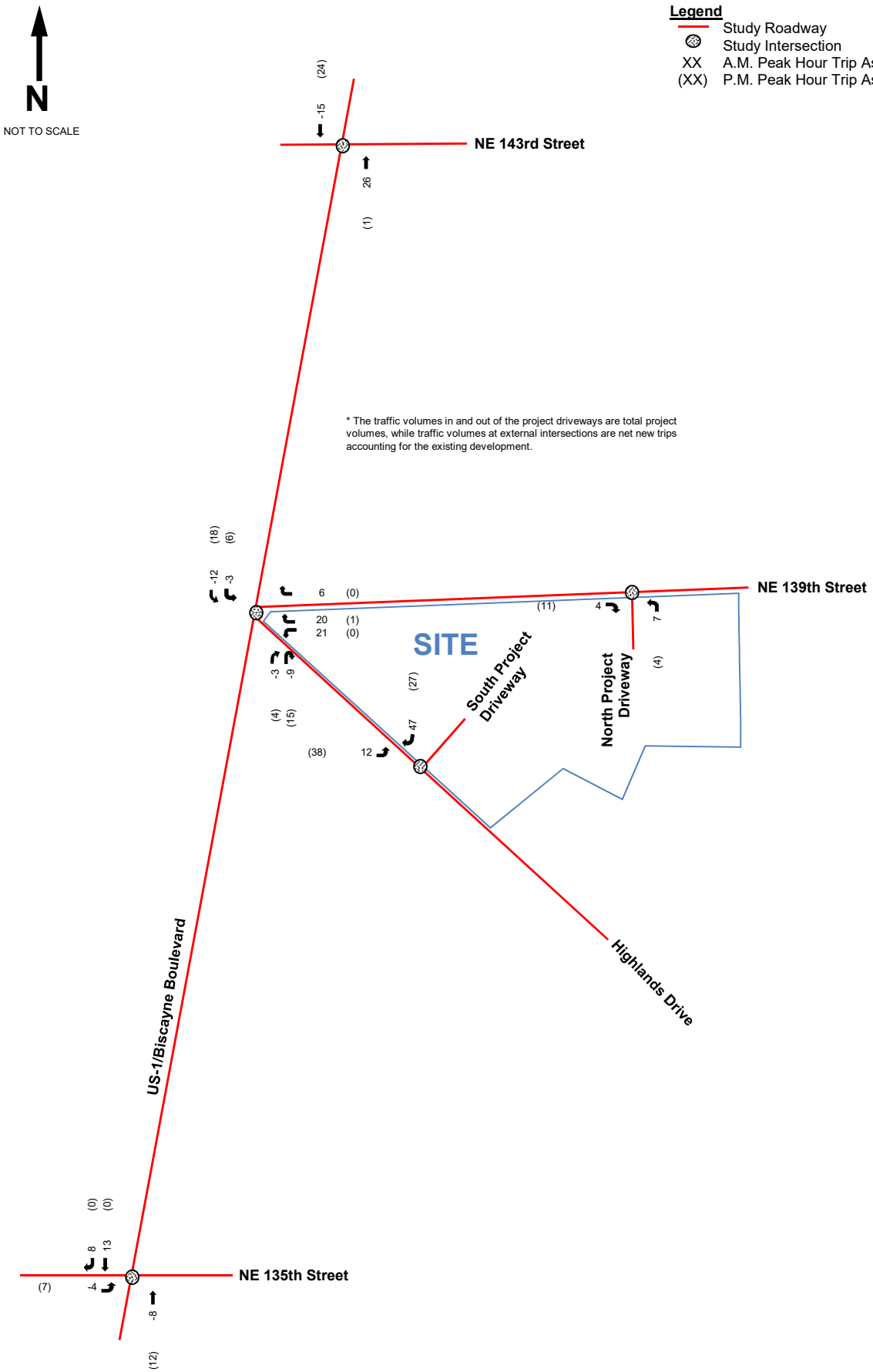


Figure 5
Peak Hour Project Trip Assignment
Capri - 13899 Biscayne Boulevard
North Miami Beach, Florida

Kimley»Horn

Biscayne Landing Master Plan Trip Distribution

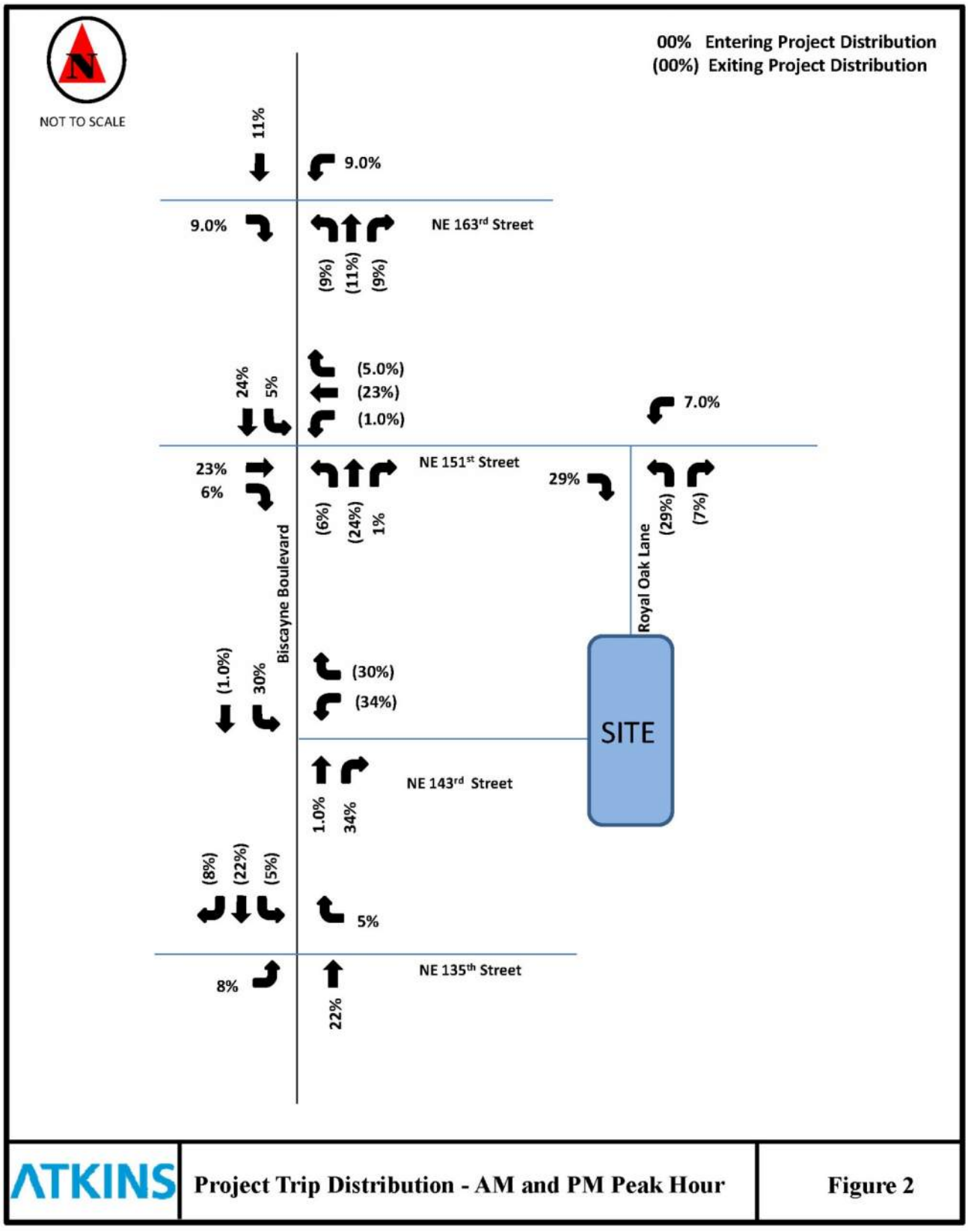
Traffic Due Diligence Assessment Update for Submittal to the City of North Miami

BISCAYNE LANDING
North Miami, Florida

Prepared By

ATKINS

April 12, 2013



ATKINS	Project Trip Distribution - AM and PM Peak Hour	Figure 2

UHealth Medical Center at SoLe Mia

DAVID PLUMMER & ASSOCIATES
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING

1750 PONCE DE LEON BOULEVARD | CORAL GABLES, FLORIDA 33134
305•447•0900 | DPA@DPLUMMER.COM

July 12, 2019

Mr. Nick Seierup, FAIA, NCARB, LEED AP BD+C
Design Principal
Perkins+Will
617 West 7th Street, Suite 200
Los Angeles, CA 90017
213.270.8474 (O) 310.801.8313 (M)
Nick.Seierup@perkinswill.com

RE: UHealth Medical Center at SoLe Mia Trip Generation Analysis - #18171

Dear Nick,

The proposed Uhealth Medical Center will be located within the SoLe Mia development in North Miami, Florida. The SoLe Mia project is a mixed-use development consisting of retail, office, hotel and residential uses. The project development order requires that a trip generation analysis be conducted for each phase of development. The project is proposing a new development phase consisting of a new 342,327 SF medical center.

A trip generation analysis was conducted for the proposed phase of development. The project trip generation was based on the rates/equations published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Land Use 630, Clinic, and Land Use 720, Medical Office, were used.

Trip generation calculations were performed for typical weekday am and pm peak hour of the adjacent street for the proposed development. For the trip generation calculations, the square footage of the building dedicated to mechanical uses (28,861 SF) was removed. Based on the *Lennar Foundation Medical Center Monitoring Program Report* (dated May 17, 2019), a 40%

clinic and 60% medical office split was assumed between the clinic and medical office land uses. Trip generation calculations are summarized in Exhibit 1. Support documentation is provided as Attachment 1.

Exhibit 1
Proposed UHealth Medical Center SoLe Mia Peak Hour Trip Generation

Proposed ITE Land Use Designation[1]	Number of Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Medical Office *Land Use Code: 720*	188,080 SF	306	86	392	179	461	640
Clinic *Land Use Code: 630*	125,386 SF	361	102	463	119	292	411
Gross Vehicle Trips		**667**	**188**	**855**	**298**	**753**	**1,051**
Other Modes of Transportation[2]	5.0%	-33	-9	-42	-15	-38	-53
Net New Vehicle Trips		**634**	**179**	**813**	**283**	**715**	**998**

[1] Based on ITE Trip Generation Manual, 10th Ed.
[2] Based on the SoLe Mia Traffic Study (dated May 2019)

The results of the analysis show that the medical center will generate 813 and 998 vehicle trips during the morning and afternoon peak hours respectively.

We stand ready to provide any support needed for this project. Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,

Juan Espinosa, PE
Vice-President – Transportation
Attachment

w:\18\18171\trip generation 7_12_2019\uhealth solemia trip gen letter_july 2019.docx

One Park Tower

LANGAN

Technical Excellence
Practical Experience
Client Responsiveness

16 August 2023

Mohammed Zaid
Transportation Manager
City of North Miami
1855 NE 142 Street
North Miami, FL 33181

Re: Traffic Statement
One Park Tower
North Miami, Florida
Langan Project No.: 300176630

Dear Mr. Zaid:

Langan Engineering & Environmental Services, Inc. prepared this traffic statement for the proposed 299-units high-rise residential development that will be built in North Miami, Florida. The vacant site is east of Sole Mia Way and south of the proposed extension of Laguna Circle. This letter report includes trip-generation calculations for the proposed development. We determined that the proposed development would generate no more than 101 peak-hour trips. This letter report includes daily and peak-hour trip-generation calculations for the development. **Figure 1** below shows an aerial photograph of the site location.

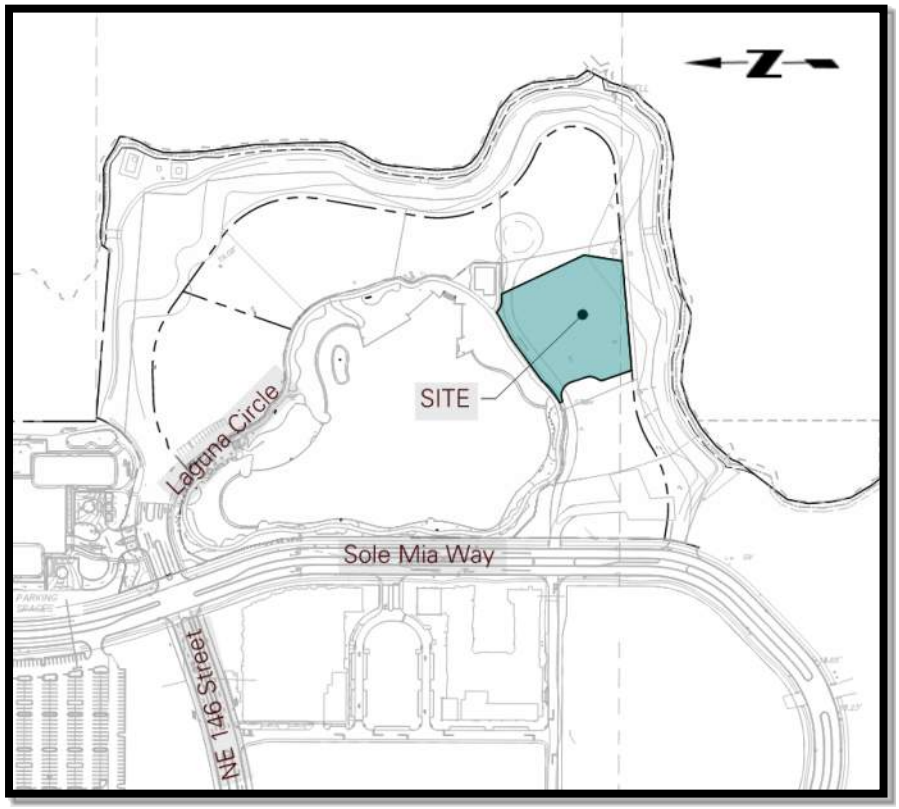


Figure 1: Site Aerial Photograph

Project Description

The One Park Tower residential development is a proposed high-rise residential development that will comprise of the construction of a 33-story building with approximately 553 parking spaces. The 1.90-acre vacant site is located within a portion of one land parcel (Folio No.: 06-2221-034-0010) and is located east of Sole Mia Way and south of the proposed extension of Laguna Circle. The development will have two full-access driveway connections to the theoretical Laguna Circle extension. The north driveway will mainly serve residents and visitors with access to the proposed parking garage and the proposed drop-off area. The south driveway will serve mainly for loading. Attachment A contains the site plan showing the proposed building and driveway connections.

Trip Generation Analysis

The proposed development is expected to generate 1,501 daily, 85 morning peak-hour, and 101 afternoon peak-hour trips. **Table 1** summarizes the trip-generation estimates for the proposed development. We estimated the number of trips generated by the proposed development using trip-generation equations from the Institute of Transportation Engineers *Trip Generation Manual*, 11th *Edition*. Attachment C contains excerpts from the ITE manual.

Table 1 - Trip Generation Estimates

Daily

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Multifamily Housing (High-Rise)	222	299 DU	T = 3.76 (X) + 377.04	50%	50%	751	750	1,501

Morning Peak Hour

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Multifamily Housing (High-Rise)	222	299 DU	T = 0.22 (X) + 18.85	26%	74%	22	63	85

Afternoon Peak Hour

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Multifamily Housing (High-Rise)	222	299 DU	T = 0.26 (X) + 23.12	62%	38%	63	38	101

Highrise Rental at SoLe Mia (Shoreline)

15 December 2021

Darryl Lee, PE
Development Project Manager
Oleta Partners LLC
15055 Biscayne Boulevard
North Miami, Florida 33081

Re: Traffic Generation Statement
Highrise Rental at Sole Mia
City of North Miami, Florida
Langan Project No.: 300176628

Dear Mr. Lee:

Oleta Partners LLC retained Langan Engineering & Environmental Services, Inc. to prepare this trip-generation statement for the Highrise Rental at Sole Mia residential development in North Miami, Florida. The site is east of Sole Mia Way and south of Laguna Circle. Attachment A contains an aerial photograph of the site and relative location to the Sole Mia Master Plan. This letter report includes trip-generation calculations for the proposed development.

Project Description

The proposed development is part of the Sole Mia mixed-use development master plan and will comprise a 30-story building with 328 multifamily residential units. The 2.49-acre vacant site (portion of folio 06-2221-034-0025) will have two driveway connections to Laguna Circle (private road). The proposed driveways will operate as full access stop sign controlled connections. The westernmost driveway will operate as the main entrance for the project with direct access to the proposed parking garage. The east driveway on Laguna Circle will serve as the access for service and loading for the proposed development. The development is proposing the realignment of Laguna Circle as stipulated in the development master plan to provide access to the multiple residential developments planned in this area. Attachment B contains a copy of the site plan with the proposed development program and driveway connections.

Trip Generation Analysis

The proposed development is expected to generate 1,504 daily, 105 morning peak-hour, and 120 afternoon net-new peak-hour trips. **Table 1** summarizes the trip-generation estimates for the proposed development. We estimated the number of trips generated by the proposed development using trip-generation equations from the Institute of Transportation Engineers *Trip Generation Manual*, 10th *Edition*. Attachment C contains excerpts from the ITE manual.

Table 1 - Trip Generation Estimates

DAILY

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Multifamily Housing (High-Rise)	222	328 DU	T = 3.94 (X) + 211.81	50%	50%	752	752	1,504

MORNING PEAK HOUR

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Multifamily Housing (High-Rise)	222	328 DU	T = 0.28 (X) + 12.86	24%	76%	25	80	105

AFTERNOON PEAK HOUR

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Multifamily Housing (High-Rise)	222	328 DU	T = 0.34 (X) + 8.56	61%	39%	73	47	120

Appendix F

Transit Route Information

SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	12:00 a.m.	4:00 a.m.	60 min
	4:00 a.m.	6:00 a.m.	30 min
	6:00 a.m.	10:00 p.m.	15 min
	10:00 p.m.	12:00 a.m.	30 min
SATURDAY SÁBADO SAMDI	12:00 a.m.	5:00 a.m.	60 min
	5:00 a.m.	7:00 a.m.	30 min
	7:00 a.m.	10:00 p.m.	15 min
	10:00 p.m.	12:00 a.m.	30 min
SUNDAY DOMINGO DIMANCH	12:00 a.m.	5:00 a.m.	60 min
	5:00 a.m.	7:00 a.m.	30 min
	7:00 a.m.	10:00 p.m.	15 min
	10:00 p.m.	12:00 a.m.	30 min

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

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

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

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

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

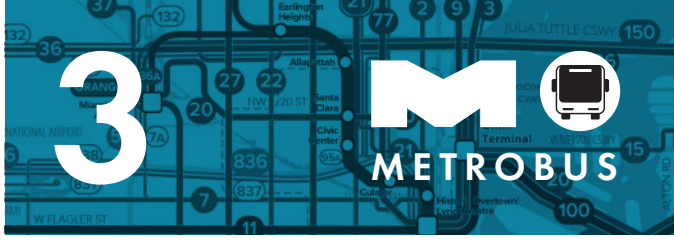
Kreyòl Ayisyen: Miami-Dade Transit (MDT) angaje li a bay pasaje ak konesans limite an Anglè yo tout enfòmasyon sou sèvis transpò piblik nan lang pa yo. MDT pibliye enfòmasyon sou trajè otobis yo an Espanyòl ak an Kreyòl Ayisyen epi li bay asistans nan toude lang yo nan Sant Repons nou an 3-1-1 oswa 305-468-5900.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

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

miamidade.gov/transportation

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

@GoMiamiDade **GO Miami-Dade Transit**



APRIL 2024 ABRIL 2024 | AVRIL 2024

- Local service seven days a week
- Travels from Aventua Bus Terminal to Downtown Miami along Biscayne Blvd
- Downtown Metrobus Terminal

- Servicio local los siete días de la semana.
- Va desde la terminal de autobuses de Aventura hasta el downtown de Miami por Biscayne Blvd.
- Con paradas en la terminal del Metrobús en el downtown.

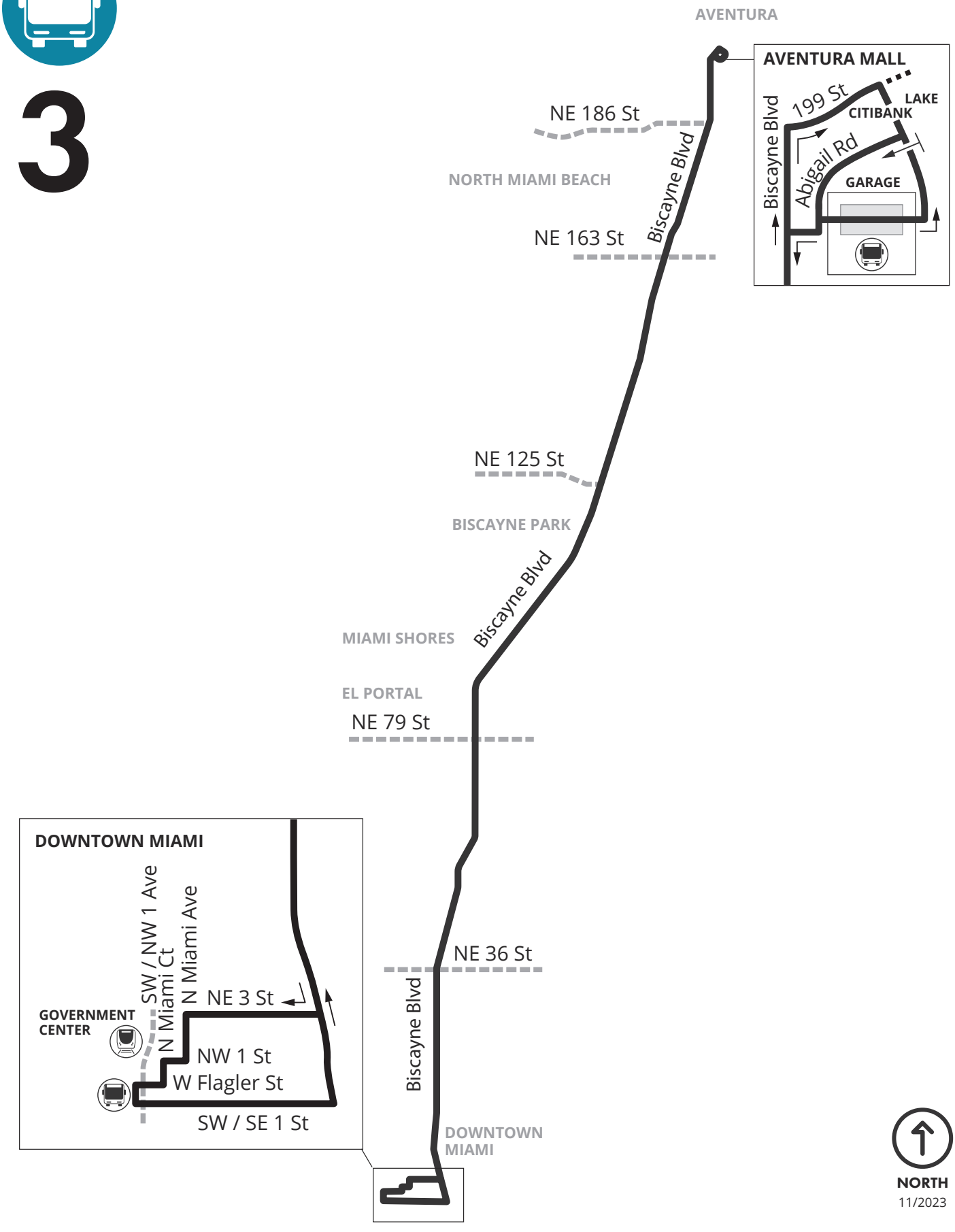
- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan Tèminal Otobis Aventura pou rive nan Anba lavial Miami atravè Biscayne Blvd.
- Arè yo gen ladan tèminal Metrobus anba lavil la

MORE INFORMATION
MÁS INFORMACIÓN | PLIS ENFÒMASYON

MIAMI-DADE COUNTY

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

3


AVENTURA
AVENTURA MALL
Biscayne Blvd
199 St
LAKE
CITIBANK
Abigail Rd
GARAGE
NE 186 St
NORTH MIAMI BEACH
Biscayne Blvd
NE 163 St
NE 125 St
BISCAYNE PARK
Biscayne Blvd
MIAMI SHORES
EL PORTAL
NE 79 St
DOWNTOWN MIAMI
SW / NW 1 Ave
N Miami Ct
N Miami Ave
NE 3 St
GOVERNMENT CENTER
NW 1 St
W Flagler St
SW / SE 1 St
NE 36 St
Biscayne Blvd
DOWNTOWN MIAMI
NORTH

11/2023

SURFSIDE — Monday - Friday

Surfside Publix (shops & services)	7:30 am	8 :00 am	8:30 am	9:11 am	9:52 am	10:33 am	11:14 am	11:55 am	12:36 pm	1:17 pm	1:58 pm	2:39 pm	3:20 pm	4:00 pm	4:42 pm
Bay Dr. & 95th St.	7:33 am	8:03 am	8:33 am	9:14 am	9:55 am	10:36 am	11:17 am	11:58 am	12:39 pm	1:20 pm	2:00 pm	2:42 pm	3:23 pm	4:04 pm	4:45 pm
Bay Dr. & Dickens	7:39 am	8:09 am	8:39 am	9:20 am	10:00 am	10:42 am	11:23 am	12:04 pm	12:45 pm	1:26 pm	2:07 pm	2:48 pm	3:29 pm	4:10 pm	4:41 pm
Bay Dr. & 92nd St.	7:41 am	8:11 am	8:41 am	9:21 am	10:03 am	10:44 am	11:25 am	12:06 pm	12:47 pm	1:28 pm	2:09 pm	2:50 pm	3:31 pm	4:12 pm	4:53 pm
Byron & 92nd St.	7:42 am	8:12 am	8:42 am	9:23 am	10:04 am	10:46 am	11:26 am	12:07 pm	12:48 pm	1:29 pm	2:10 pm	2:51 pm	3:32 pm	4:13 pm	4:54 pm
Dickens & 90th St	7:44 am	8:14 am	8:44 am	9:25 am	10:06 am	10:47 am	11:28 am	12:09 pm	12:50 pm	1:31 pm	2:12 pm	2:53 pm	3:34 pm	4:15 pm	4:56 pm
Hawthorne & 90th St.	7:45 am	8:15 am	8:46 am	9:27 am	10:07 am	10:48 am	11:29 am	12:10 pm	12:51 pm	1:32 pm	2:13 pm	2:54 pm	3:35 pm	4:16 pm	4:57 pm
Byron & 88th St.	7:48 am	8:18 am	8:48 am	9:29 am	10:10 am	10:51 am	11:32 am	12:13 pm	12:54 pm	1:35 pm	2:16 pm	2:57 pm	3:38 pm	4:19 pm	4:59 pm
Byron & 87th St./8638	7:49 am	8:19 am	8:49 am	9:30 am	10:11 am	10:52 am	11:33 am	12:14 pm	12:55 pm	1:36 pm	2:17 pm	2:58 pm	3:39 pm	4:20 pm	5:00 pm
North Shore Library	no stop	no stop	8:50 am	9:31 am	10:12 am	10:53 am	11:34 am	12:15 pm	12:56 pm	1:37 pm	2:18 pm	3:00 pm	3:40 pm	4:21 pm	5:01 pm
90th St. & Collins	7:51 am	8:21 am	8:51 am	9:32 am	10:13 am	10:54 am	11:35 am	12:16 pm	12:57 pm	1:38 pm	2:19 pm	3:00 pm	3:41 pm	4:22 pm	5:02 pm
Community Center	7:52 am	8:22 am	8:58 am	9:39 am	10:20 am	11:01am	11:42 am	12:23 pm	1:04 pm	1:45 pm	2:26 pm	3:07 pm	3:48 pm	4:29 pm	5:09 pm
Post Office	7:53 am	8:23 am	9:05 am	9:40 am	10:27 am	11:08 am	11:49 am	12:30 pm	1:11 pm	1:52 pm	2:33 pm	3:14 pm	3:55 pm	4:36 pm	5:16 pm

*The Surfside Shuttle provides a limited shuttle schedule on **Saturdays from 8 am–1:30 pm.** The same stops are serviced at the same times listed above during this time period.*

BAL HARBOUR — Monday - Thursday & Sunday — Friday & Saturday

96th St. & The Majestic , 9601 Collins Avenue	9:00 am	10:20 am	11:40 am	1:45 pm	3:15 pm	5:00 pm	6:50 pm	8:10 pm
St. Regis, 9703 Collins Avenue	9:01 am	10:22 am	11:41 am	1:46 pm	3:16 pm	5:05 pm	6:52 pm	8:12 pm
The Balmoral, 9801 Collins Avenue	9:02 am	10:22 am	11:42 am	1:47 pm	3:17 pm	5:08 pm	7:00 pm	8:13 pm
The Sea View Hotel, 9909 Collins Avenue	9:03 am	10:23 am	11:43 am	1:48 pm	3:18 pm	5:10 pm	7:02 pm	8:15 pm
The Bal Harbor Tower, 9999 Collins Avenue	9:05 am	10:25 am	11:45 am	1:50 pm	3:20 pm	5:12 pm	7:04 pm	8:16 pm
The Palace, 10101 Collins Avenue	9:06 am	10:26 am	11:46 am	1:51 pm	3:21 pm	5:14 pm	7:06 pm	8:17 pm
Bal Harbour 101 (curbside), 10155 Collins Avenue	9:07 am	10:27 am	11:47 am	1:52 pm	3:22 pm	5:16 pm	7:07 pm	8:18 pm
The Tiffany, 10175 Collins Avenue	9:09 am	10:29 am	11:49 am	1:54 pm	3:24 pm	5:18 pm	7:08 pm	8:20 pm
The Plaza/Beach Club Access,10185 Collins Avenue	9:11 am	10:31 am	11:51 am	1:56 pm	3:26 pm	5:20 pm	7:09 pm	8:22 pm
The Carlton Terrace,10245 Collins Avenue	9:13 am	10:33 am	11:53 am	1:58 pm	3:28 pm	5:22 pm	7:11 pm	8:24 pm
The Harbour House, 10275 Collins Avenue	9:14 am	10:34 am	11:54 am	1:59 pm	3:29 pm	5:23 pm	7:12 pm	8:25 pm
Ritz-Carlton Bal Harbour, 10295 Collins Avenue	9:15 am	10:35 am	11:55 am	2:00 pm	3:30 pm	5:25 pm	7:13 pm	8:26 pm
Haulover Bridge underpass, Frontage Road southbound	9:17 am	10:37 am	11:57 am	2:02 pm	3:32 pm	5:27 pm	7:15 pm	8:28 pm
Bal Bridge North, 10240 Collins Avenue	9:18 am	10:38 am	11:58 am	2:03 pm	3:33 pm	5:28 pm	7:16 pm	8:29 pm
Harbour Way, 10200 Collins Avenue	9:19 am	10:39 am	11:59 pm	2:04 pm	3:34 pm	5:30 pm	7:18 pm	8:31 pm
Bal Harbour Collins Apts, 9930 Collins Avenue	9:20 am	10:40 am	12:00 pm	2:05 pm	3:35 pm	5:32 pm	7:19 pm	8:32 pm
Bal Harbour Shops, 9700 Collins Avenue	9:21 am	10:41 am	12:01 pm	2:06 pm	3:36 pm	5:35 pm	7:20 pm	8:34 pm
Bal Harbour Village Hall/Park, 655 96th Street	9:22 am	10:42 am	12:02 pm	2:07 pm	3:37 pm	No stop	No stop	No stop
Bay Harbor/96th St. Town Hall, 9665 Bay Harbor Ter.	**9:25 am**	**10:43 am**	**12:03 pm**	**2:08 pm**	**3:39 pm**	No stop	No stop	No stop
Bay Harbor Terrace, corner of 95th St & Bay Harbor Ter.	**9:27 am**	**10:43 am**	**12:03 pm**	**2:08 pm**	**3:39 pm**	No stop	No stop	No stop
Surfside Publix, (shops & services)	**9:31 am**	**10:49 am**	**12:09 pm**	**2:14 pm**	**3:45 pm**	**5:39 pm**	**7:25 pm**	**8:39 pm**
169th St. & Collins (northbound)	9:41 am	11:05 am	12:25 pm	2:30 pm	4:00 pm	5:54 pm	7:35 pm	8:49 pm
Aventura Mall, 19535 Biscayne Blvd.	9:51 am	11:15 am	12:35 pm	2:45 pm	4:15 pm	6:10 pm	7:45 pm	8:59 pm
Sunny Isles Library, 18070 Collins Avenue	9:59 am	11:22 am	12:43 pm	2:53 pm	4:23 pm	6:23 pm	7:53 pm	No stop
170th St. & Collins (southbound)	10:01 am	11:25 am	12:45 pm	2:55 pm	4:30 pm	6:25 pm	7:55 pm	No stop
Haulover Beach	10:11 am	11:35 am	12:55 pm	3:10 pm	4:45 pm	6:35 pm	8:05 pm	No stop
Bal Harbour Collins Apts, 9930 Collins Avenue	10:13 am	11:36 am	12:57 pm	3:12 pm	4:47 pm	6:40 pm	8:07 pm	No stop

BAY HARBOR ISLANDS — Monday - Friday

Town Hall, 9665 Bay Harbor Ter	**9:00 am**	**10:15 am**	**11:45 am**	**1:45 pm**	**3:15 pm**	**4:45 pm**
Island Point, 10350 W. Bay Harbor Dr	9:05 am	10:20 am	11:50 am	1:50 pm	3:20 pm	4:50 pm
Blair House, 9100 W. Bay Harbor Dr	9:10 am	10:25 am	11:55 am	1:55 pm	3:25 pm	4:55 pm
1077 95 Street (Open Kitchen, Orlando's Pizza, Unico Cafe)	9:15 am	10:30 am	12:00 pm	2:00 pm	3:30 pm	No stop
North Park, 103 St./E. Broadview	No stop	10:37 am	12:07 pm	2:07 pm	3:37 pm	No stop
South Park, 94 St./E. Broadview	No stop	10:42 am	12:12 pm	2:12 pm	3:42 pm	No stop
Surfside Publix (shops & services)	**9:20 am**	**10:49 am**	**12:19 pm**	**2:19 pm**	**3:49 pm**	No stop
Saks (Bal Harbour Shops)	**9:25 am**	**10:54 am**	**12:24 pm**	**2:24 pm**	**3:54 pm**	No stop
Island Point, 10350 W. Bay Harbor Dr	9:30 am	10:59 am	12:29 pm	2:29 pm	3:59 pm	No stop
Blair House, 9100 W. Bay Harbor Dr	9:35 am	11:04 am	12:34 pm	2:34 pm	4:04 pm	No stop
Starbucks, 135th St & Biscayne Blvd	9:43 am	11:12 am	12:42 pm	2:42 pm	4:12 pm	No stop
Costco/Publix,146th St & Biscayne Blvd	9:50 am	11:19 am	12:49 pm	2:49 pm	4:19 pm	No stop
Walgreens, 123rd St & Biscayne Blvd	10:00 am	11:30 am	1:30 pm	3:00 pm	4:30 pm	No stop

- Red schedules indicate when all three shuttles stop at the Surfside Publix, allowing riders to change routes.
- Brown schedules indicate when Bay Harbor Islands and Bal Harbour shuttles stop at the Bay Harbor Islands Town Hall, allowing riders to change routes.

Together We Will Get You There!

Get to where you need to go by making the connection among our three free shuttle routes.

Residents of Surfside, Bal Harbour and Bay Harbor Islands can take advantage of three complementary shuttle routes to enhance transportation opportunities within our three communities and to various locations in neighboring communities.

This map and corresponding schedules show how to connect from one shuttle to another and to access neighboring municipalities and destinations throughout the region, including Aventura, Miami Beach and North Miami. Use this interlocal shuttle system to also access the Miami-Dade County bus stops at various locations.

TOWN OF SURFSIDE FLORIDA MIAMI-DADE COUNTY

9293 Harding Avenue
Surfside, Florida 33154
(305) 861-4863
townofsurfsidefl.org

BAL HARBOUR - VILLAGE -

655 96th Street
Bal Harbour, Florida 33154
(305) 866-4633
balharbourgov.com

BAY HARBOR ISLANDS

9665 Bay Harbor Terrace
Bay Harbor Islands, FL 33154
(305) 866-6241
bayharborislands.org

Make Your Connection with the Interlocal Shuttle System

SURF
BAL
BAY

ROUTE A

1	**Intracoastal Mall / Arrive**	7:30 AM	8:59 AM	10:28 AM	11:57 AM	1:27 PM	2:56 PM	4:25 PM	5:55 PM
1	**Intracoastal Mall / Leave**	7:40 AM	9:09 AM	10:38 AM	12:07 PM	1:37 PM	3:06 PM	4:35 PM	6:05 PM
2	**NE 35th Ave 166th ST**	7:43 AM	9:12 AM	10:42 AM	12:11 PM	1:40 PM	3:10 PM	4:39 PM	6:08 PM
3	**NE 35th Ave 169th ST**	7:49 AM	9:19 AM	10:48 AM	12:17 PM	1:46 PM	3:16 PM	4:45 PM	6:14 PM
4	**NE 35th Ave 170th ST**	7:53 AM	9:22 AM	10:51 AM	12:21 PM	1:50 PM	3:19 PM	4:49 PM	6:18 PM
5	**NE 35th Ave 171st ST**	7:56 AM	9:25 AM	10:55 AM	12:24 PM	1:53 PM	3:23 PM	4:52 PM	6:21 PM
1	**Intracoastal Mall**	7:59 AM	9:28 AM	10:57 AM	12:27 PM	1:56 PM	3:25 PM	4:55 PM	6:24 PM
6	**Stratford**	8:03 AM	9:33 AM	11:02 AM	12:31PM	2:01 PM	3:30 PM	4:59 PM	6:28 PM
7	**Post Office/ Laurenzo's**	8:11 AM	9:41 AM	11:10 AM	12:39 PM	2:08 PM	3:38 PM	5:07 PM	6:36 PM
8	**Inland Towers**	8:13 AM	9:42 AM	11:12 AM	12:41 PM	2:10 PM	3:40 PM	5:09 PM	6:38 PM
9	**NMB Library**	8:20 AM	9:49 AM	11:18 AM	12:47 PM	2:17 PM	3:46 PM	5:15 PM	6:45 PM
10	**Walmart**	8:24 AM	9:53 AM	11:23 AM	12:52 PM	2:21 PM	3:51 PM	5:20 PM	6:49 PM
11	**NE 171st ST 16th Ave**	8:27 AM	9:56 AM	11:26 AM	12:55 PM	2:24 PM	3:54 PM	5:23 PM	6:52 PM
12	**Victory Pool/ City Hall**	8:34 AM	10:03 AM	11:32 AM	1:02 PM	2:31 PM	4:00 PM	5:30 PM	6:59 PM
13	**NE 20th Ave 168th ST**	8:36 AM	10:05 AM	11:34 AM	1:04 PM	2:33 PM	4:02 PM	5:32 PM	7:01 PM
14	**NE 19th Ave 167th ST**	8:38 AM	10:07 AM	11:36 AM	1:06 PM	2:35 PM	4:04 PM	5:34 PM	7:03 PM
15	**Inland Towers**	8:41 AM	10:11 AM	11:40 AM	1:09 PM	2:38 PM	4:08 PM	5:37 PM	7:06 PM
16	**Post Office/ Laurenzo's**	8:43 AM	10:13 AM	11:42 AM	1:11 PM	2:40 PM	4:10 PM	5:39 PM	7:08 PM
6	**Stratford**	8:53 AM	10:22 AM	11:51 AM	1:21 PM	2:50 PM	4:19 PM	5:49 PM	7:18 PM

EAST

NMB-Line will not be providing service on the following holidays:

- New Year's Day
- MLK- Birthday
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day

Special Rules to Remember:

- Shop for only as much as you can carry yourself.
- No more than four(4) plastic or two(2) bags allowed per person
- The driver cannot carry your packages or leave vehicle unattended
- Please no tipping

ROUTE B

1	**Walmart / Arrive**		8:10 AM	8:56 AM	9:45 AM	10:30 AM	11:16 AM	12:02 PM	12:47 PM	1:33 PM	2:19 PM	3:05 PM	3:52 PM	4:37 PM	5:23 PM	6:08 PM	6:54 PM
1	**Walmart / Leave**	7:30 AM	8:16 AM	9:02 AM	9:51 AM	10:36 AM	11:22 AM	12:08 PM	12:53 PM	1:39 PM	2:25 PM	3:11 PM	3:58 PM	4:43 PM	5:29 PM	6:14 PM	7:00 PM
2	**NE 170th ST 15th Ave**	7:31 AM	8:17 AM	9:04 AM	9:52 AM	10:38 AM	11:23 AM	12:09 PM	12:55 PM	1:40 PM	2:26 PM	3:13 PM	3:59 PM	4:45 PM	5:30 PM	6:16 PM	7:01 PM
3	**NE 175th ST 15th Ave**	7:34 AM	8:20 AM	9:06 AM	9:55 AM	10:40 AM	11:26 AM	12:12 PM	12:57 PM	1:43 PM	2:29 PM	3:15 PM	4:02 PM	4:47 PM	5:33 PM	6:18 PM	7:04 PM
4	**Greynolds P. Elem**	7:35 AM	8:21 AM	9:07 AM	9:56 AM	10:41 AM	11:27 AM	12:13 PM	12:58 PM	1:44 PM	2:30 PM	3:16 PM	4:03 PM	4:48 PM	5:34 PM	6:19 PM	7:05 PM
5	**NE 181st ST 12th Ave**	7:37 AM	8:23 AM	9:09 AM	9:58 AM	10:43 AM	11:29 AM	12:14 PM	1:00 PM	1:46 PM	2:32 PM	3:18 PM	4:04 PM	4:50 PM	5:35 PM	6:21 PM	7:07 PM
6	**Shops at Skylake**	7:42 AM	8:28 AM	9:16 AM	10:03 AM	10:48 AM	11:34 AM	12:19 PM	1:05 PM	1:50 PM	2:37 PM	3:23 PM	4:09 PM	4:55 PM	5:40 PM	6:26 PM	7:12 PM
7	**NE 183rd ST 19th Ave**	7:45 AM	8:31 AM	9:20 AM	10:06 AM	10:51 AM	11:37 AM	12:23 PM	1:08 PM	1:54 PM	2:40 PM	3:27 PM	4:12 PM	4:58 PM	5:44 PM	6:29 PM	7:15 PM
8	**NE 177st ST 19th Ave**	7:46 AM	8:33 AM	9:21 AM	10:07 AM	10:53 AM	11:38 AM	12:24 PM	1:09 PM	1:55 PM	2:41 PM	3:28 PM	4:16 PM	4:59 PM	5:45 PM	6:30 PM	7:16 PM
9	**Vitory Pool/City Hall**	7:48 AM	8:35 AM	9:24 AM	10:09 AM	10:55 AM	11:40 AM	12:26 PM	1:11 PM	1:57 PM	2:43 PM	3:30 PM	4:16 PM	5:01 PM	5:47 PM	6:33 PM	7:18 PM
10	**NE 171st ST 23rd Ave**	7:50 AM	8:36 AM	9:25 AM	10:11 AM	10:56 AM	11:42 AM	12:28 PM	1:13 PM	1:59 PM	2:45 PM	3:32 PM	4:18 PM	5:03 PM	5:49 PM	6:34 PM	7:20 PM
11	**W. Dixie Hwy NE 22nd Ave**	7:51 AM	8:38 AM	9:27 AM	10:12 AM	10:58 AM	11:43 AM	12:29 PM	1:14 PM	2:00 PM	2:47 PM	3:33 PM	4:19 PM	5:04 PM	5:50 PM	6:36 PM	7:21 PM
12	**NE 167th ST 22nd Ave**	7:52 AM	8:39 AM	9:28 AM	10:13 AM	10:59 AM	11:44 AM	12:30 PM	1:16 PM	2:01 PM	2:48 PM	3:34 PM	4:20 PM	5:06 PM	5:51 PM	6:37 PM	7:22 PM
13	**Nova South Univ.**	7:55 AM	8:41 AM	9:30 AM	10:16 AM	11:01 AM	11:47 AM	12:32 PM	1:18 PM	2:04 PM	2:50 PM	3:37 PM	4:22 PM	5:08 PM	5:54 PM	6:39 PM	7:25 PM
14	**NE 167th ST 19th Ave**	7:57 AM	8:44 AM	9:32 AM	10:18 AM	11:04 AM	11:49 AM	12:35 PM	1:20 PM	2:06 PM	2:52 PM	3:39 PM	4:25 PM	5:10 PM	5:56 PM	6:41 PM	7:27 PM
15	**NE 164th ST 19th Ave**	7:59 AM	8:46 AM	9:34 AM	10:20 AM	11:06 AM	11:51 AM	12:37 PM	1:22 PM	2:08 PM	2:54 PM	3:41 PM	4:27 PM	5:12 PM	5:58 PM	6:43 PM	7:29 PM
16	**NMB Library**	8:01 AM	8:47 AM	9:36 AM	10:21 AM	11:07 AM	11:53 AM	12:38 PM	1:24 PM	2:09 PM	2:56 PM	3:42 PM	4:28 PM	5:14 PM	5:59 PM	6:45 PM	7:30 PM
17	**NE 164th ST 15th Ave**	8:02 AM	8:48 AM	9:37 AM	10:23 AM	11:08 AM	11:54 AM	12:40 PM	1:25 PM	2:11 PM	2:57 PM	3:44 PM	4:30 PM	5:15 PM	6:01 PM	6:46 PM	7:32 PM
18	**163rd Mall Main Ent**	8:04 AM	8:51 AM	9:40 AM	10:25 AM	11:11 AM	11:56 AM	12:42 PM	1:28 PM	2:13 PM	3:00 PM	3:46 PM	4:32 PM	5:18 PM	6:03 PM	6:49 PM	7:34 PM
19	**NMB High, JFK Middle**	8:08 AM	8:54 AM	9:43 AM	10:28 AM	11:14 AM	12:00 PM	12:45 PM	1:31 PM	2:17 PM	3:03 PM	3:49 PM	4:35 PM	5:21 PM	6:06 PM	6:52 PM	7:37 PM

NORTH

ROUTE C

1	**Walmart / Arrive**		7:56 AM	8:59 AM	10:03 AM	11:06 AM	12:09 PM	1:12 PM	2:17 PM	3:21 PM	4:25 PM	5:28 PM	6:34 PM
1	**Walmart / Leave**		8:04 AM	9:07 AM	10:11 AM	11:14 AM	12:17 PM	1:20 PM	2:25 PM	3:29 PM	4:33 PM	5:36 PM	6:39 PM
2	**NMB Library**		8:06 AM	9:10 AM	10:13 AM	11:16 AM	12:19 PM	1:22 PM	2:27 PM	3:32 PM	4:35 PM	5:38 PM	6:41 PM
3	**Fulford Elem.**		8:09 AM	9:13 AM	10:16 AM	11:19 AM	12:22 PM	1:25 PM	2:30 PM	3:35 PM	4:38 PM	5:41 PM	6:44 PM
4	**NE 18th Ave 157th Ter**		8:11 AM	9:14 AM	10:17 AM	11:21 AM	12:24 PM	1:27 PM	2:32 PM	3:37 PM	4:40 PM	5:43 PM	6:46 PM
5	**NE 16th Ave 153rd Ter**		8:13 AM	9:17 AM	10:20 AM	11:23 AM	12:26 PM	1:30 PM	2:35 PM	3:39 PM	4:42 PM	5:46 PM	6:49 PM
6	**NE 151st ST W. Dixie Hwy**		8:15 AM	9:19 AM	10:22 AM	11:25 AM	12:28 PM	1:32 PM	2:37 PM	3:41 PM	4:44 PM	5:47 PM	6:50 PM
7	**NE 151st ST & US1**		8:17 AM	9:21 AM	10:24 AM	11:27 AM	12:30 PM	1:34 PM	2:38 PM	3:43 PM	4:46 PM	5:49 PM	6:52 PM
8	**David Lawrence Jr.**		8:20 AM	9:24 AM	10:27 AM	11:30 AM	12:33 PM	1:37 PM	2:42 PM	3:46 PM	4:49 PM	5:52 PM	6:55 PM
9	**FIU North Campus**		8:23 AM	9:26 AM	10:29 AM	11:32 AM	12:35 PM	1:39 PM	2:44 PM	3:48 PM	4:51 PM	5:54 PM	6:57 PM
10	**ATM High School**		8:26 AM	9:29 AM	10:32 AM	11:35 AM	12:28 PM	1:43 PM	2:47 PM	3:51 PM	4:54 PM	5:58 PM	7:01 PM
11	**US1 & 151st ST**		8:28 AM	9:32 AM	10:35 AM	11:38 AM	12:41 PM	1:45 PM	2:50 PM	3:54 PM	4:57 PM	6:00 PM	7:03 PM
12	**US1 & 146th ST**		8:30 AM	9:33 AM	10:36 AM	11:40 AM	12:43 PM	1:47 PM	2:52 PM	3:56 PM	4:59 PM	6:02 PM	7:05 PM
13	**Highland Park**	7:30 AM	8:34 AM	9:37 AM	10:40 AM	11:43 AM	12:46 PM	1:51 PM	2:55 PM	3:59 PM	5:02 PM	6:05 PM	7:09 PM
14	**US1 & 141st ST**	7:32 AM	8:36 AM	9:39 AM	10:42 AM	11:45 AM	12:48 PM	1:53 PM	2:57 PM	4:01 PM	5:04 PM	6:07 PM	7:11 PM
15	**US1 & 146th ST**	7:33 AM	8:37 AM	9:41 AM	10:44 AM	11:47 AM	12:50 PM	1:54 PM	2:59 PM	4:03 PM	5:06 PM	6:09 PM	7:12 PM
16	**NE 151st ST /W. Dixie Hwy**	7:39 AM	8:43 AM	9:46 AM	10:49 AM	11:52 AM	12:55 PM	2:00 PM	3:04 PM	4:08 PM	5:11 PM	6:15 PM	7:18 PM
17	**NE 152nd Ter. & 14th CT**	7:44 AM	8:47 AM	9:51 AM	10:54 AM	11:57 AM	1:00 PM	2:05 PM	3:09 PM	4:13 PM	5:16 PM	6:19 PM	7:22 PM
18	**NE 154th ST & 13th Ave**	7:46 AM	8:50 AM	9:53 AM	10:56 AM	12:00 PM	1:03 PM	2:07 PM	3:12 PM	4:16 PM	5:19 PM	6:22 PM	7:25 PM
19	**NE 12th Ave & 158th ST**	7:49 AM	8:53 AM	9:56 AM	10:59 AM	12:03 PM	1:06 PM	2:10 PM	3:15 PM	4:19 PM	5:22 PM	6:25 PM	7:18 PM
20	**NMB High & JFK Middle**	7:53 AM	8:56 AM	10:00 AM	11:03 AM	12:06 PM	1:09 PM	2:14 PM	3:18 PM	4:22 PM	5:25 PM	6:28 PM	7:30 PM

SOUTH

Look for our stops!

NMB LINE is operated by:

The City of
North Miami Beach
Public Works Department

For more Information call :

(786) 785-4875
(855) RIDENMB
743 3662

or visit us online at:

www.citynmb.com

ROUTE D

		D1	D2	D1	D2	D1	D2	D1	D2	D1	D2	D1	D2	D1	D2	D1	D2	D1	D2
1	**Walmart / Arrive**	7:30 AM	8:06 AM	8:45 AM	9:21 AM	10:00 AM	10:36 AM	11:16 AM	11:52 AM	12:31 PM	1:07 PM	1:47 PM	2:23 PM	3:02 PM	3:38 PM	4:18 PM	4:54 PM	5:33 PM	6:09 PM
1	**Walmart / Leave**	7:38 AM	8:14 AM	8:53 AM	9:29 AM	10:08 AM	10:44 AM	11:24 AM	12:00 PM	12:39 PM	1:15 PM	1:55 PM	2:31 PM	3:10 PM	3:46 PM	4:26 PM	5:02 PM	5:41 PM	6:17 PM
2	**Allen Park**	7:46 AM	8:22 AM	9:02 AM	9:38 AM	10:17 AM	10:53 AM	11:32 AM	12:08 PM	12:48 PM	1:24 PM	2:03 PM	2:39 PM	3:19 PM	3:55 PM	4:34 PM	5:10 PM	5:50 PM	6:26 PM
3	**Hazel Fazzino Park**	7:51 AM	8:27 AM	9:06 AM	9:42 AM	10:22 AM	10:58 AM	11:37 AM	12:13 PM	12:53 PM	1:29 PM	2:08 PM	2:44 PM	3:24 PM	4:00 PM	4:39 PM	5:15 PM	5:55 PM	6:31 PM
4	**Sauls Park**	7:55 AM	8:31 AM	9:11 AM	9:47 AM	10:26 AM	11:02 AM	11:42 AM	12:18 PM	12:57 PM	1:33 PM	2:13 PM	2:49 PM	3:28 PM	4:04 PM	4:44 PM	5:20 PM	5:59 PM	6:35 PM
5	**Oak Grove Park**	8:01 AM	8:37 AM	9:16 AM	9:52 AM	10:32 AM	11:08 AM	11:47 AM	12:23 PM	1:03 PM	1:39 PM	2:18 PM	2:54 PM	3:34 PM	4:10 PM	4:49 PM	5:25 PM	6:05 PM	6:41 PM
6	**Jefferson Plaza**	8:03 AM	8:39 AM	9:19 AM	9:55 AM	10:34 AM	11:10 AM	11:50 AM	12:26 PM	1:05 PM	1:41 PM	2:21 PM	2:57 PM	3:36 PM	4:12 PM	4:52 PM	5:28 PM	6:07 PM	6:43 PM
7	**NE 167th ST 7th Ave**	8:08 AM	8:44 AM	9:23 AM	9:59 AM	10:39 AM	11:15 AM	11:54 AM	12:30 PM	1:10 PM	1:46 PM	2:25 PM	3:01 PM	3:41 PM	4:17 PM	4:56 PM	5:32 PM	6:12 PM	6:48 PM
8	**Uleta Park Community Ctr**	8:10 AM	8:46 AM	9:26 AM	10:02 AM	10:41 AM	11:17 AM	11:57 AM	12:33 PM	1:12 PM	1:48 PM	2:28 PM	3:04 PM	3:43 PM	4:19 PM	4:59 PM	5:35 PM	6:14 PM	6:50 PM
9	**NE 2nd Ave 172nd ST**	8:14 AM	8:50 AM	9:30 AM	10:06 AM	10:45 AM	11:21 AM	12:00 PM	12:36 PM	1:16 PM	1:52 PM	2:31 PM	3:07 PM	3:47 PM	4:23 PM	5:02 PM	5:38 PM	6:18 PM	6:54 PM
10	**Jackson North Medical Ctr**	8:17 AM	8:53 AM	9:32 AM	10:08 AM	10:48 AM	11:24 AM	12:03 PM	12:39 PM	1:19 PM	1:55 PM	2:34 PM	3:10 PM	3:50 PM	4:26 PM	5:05 PM	5:41 PM	6:21 PM	6:57 PM
11	**US 441 NW 177th ST**	8:18 AM	8:54 AM	9:34 AM	10:10 AM	10:49 AM	11:25 AM	12:05 PM	12:41 PM	1:20 PM	1:56 PM	2:36 PM	3:12 PM	3:51 PM	4:27 PM	5:07 PM	5:43 PM	6:22 PM	6:58 PM
12	**US 441 NW 183rd ST**	8:20 AM	8:56 AM	9:35 AM	10:11 AM	10:51 AM	11:27 AM	12:06 PM	12:42 PM	1:22 PM	1:58 PM	2:37 PM	3:13 PM	3:53 PM	4:29 PM	5:08 PM	5:44 PM	6:24 PM	7:00 PM
13	**NE 6th Ave & NE 179th Dr.**	8:26 AM	9:02 AM	9:41 AM	10:17 AM	10:57 AM	11:33 AM	12:12 PM	12:48 PM	1:28 PM	2:04 PM	2:43 PM	3:19 PM	3:59 PM	4:35 PM	5:14 PM	5:50 PM	6:30 PM	7:06 PM
14	**NE 6th Ave & NE 175th ST**	8:26 AM	9:02 AM	9:41 AM	10:17 AM	10:57 AM	11:33 AM	12:12 PM	12:48 PM	1:28 PM	2:04 PM	2:43 PM	3:19 PM	3:59 PM	4:35 PM	5:14 PM	5:50 PM	6:30 PM	7:06 PM
15	**Sabal Palm Elem. School**	8:29 AM	9:05 AM	9:44 AM	10:20 AM	10:59 AM	11:35 AM	12:15 PM	12:51 PM	1:30 PM	2:06 PM	2:46 PM	3:22 PM	4:01 PM	4:37 PM	5:17 PM	5:53 PM	6:32 PM	7:08 PM
16	**NE 10th Ave & NE 169th ST**	8:32 AM	9:08 AM	9:48 AM	10:24 AM	11:03 AM	11:39 AM	12:19 PM	12:55 PM	1:34 PM	2:10 PM	2:50 PM	3:26 PM	4:05 PM	4:41 PM	5:21 PM	5:57 PM	6:36 PM	7:12 PM
17	**NMB High & JFK Middle**	8:40 AM	9:16 AM	9:56 AM	10:32 AM	11:11 AM	11:47 AM	12:27 PM	1:03 PM	1:42 PM	2:18 PM	2:58 PM	3:34 PM	4:13 PM	4:49 PM	5:29 PM	6:05 PM	6:44 PM	7:20 PM

WEST

ROUTE E

1	**Golden Glades**	7:30 AM	9:16 AM	11:02 AM	12:48 PM	2:34 PM	4:20 PM	6:05 PM
2	**Jackson North**	7:40 AM	9:26 AM	11:12 AM	12:58 PM	2:44 PM	4:30 PM	6:15 PM
3	**Jefferson Plaza**	7:46 AM	9:32 AM	11:18 AM	1:04 PM	2:50 PM	4:36 PM	6:21 PM
4	**Walmart**	7:54 AM	9:40 AM	11:26 AM	1:12 PM	2:58 PM	4:44 PM	6:29 PM
5	**NMB City Hall**	8:00 AM	9:46 AM	11:32 AM	1:18 PM	3:04 PM	4:50 PM	6:35 PM
6	**Ancient Spanish Monastery**	8:04 AM	9:50 AM	11:36 AM	1:22 PM	3:08 PM	4:54 PM	6:39 PM
7	**Aventura Mall / Arrive**	8:19 AM	10:05 AM	11:51 AM	1:37 PM	3:23 PM	5:09 PM	6:54 PM
7	***Aventura Mall / Leave***	*8:24 AM*	*10:10 AM*	*11:56 AM*	1:42 PM	*3:28 PM*	*5:14 PM*	*6:59 PM*
8	**Ancient Spanish Monastery**	8:39 AM	10:25 AM	12:11 PM	1:57 PM	3:43 PM	5:29 PM	7:14 PM
9	**NMB City Hall**	8:43 AM	10:29 AM	12:15 PM	2:01 PM	3:47 PM	5:33 PM	7:18 PM
11	**Walmart**	8:49 AM	10:35 AM	12:21 PM	2:07 PM	3:53 PM	5:39 PM	7:24 PM
12	**Jefferson Plaza**	8:56 AM	10:42 AM	12:28 PM	2:14 PM	4:00 PM	5:46 PM	*7:31 PM*
13	**Jackson North**	9:03 AM	10:49 AM	12:35 PM	2:21 PM	4:07 PM	5:53 PM	*7:38 PM*
14	**Golden Glades**	9:11 AM	10:57 AM	12:43 PM	2:29 PM	4:15 PM	6:01 PM	*7:46 PM*

CONNECTOR

TROLLEY SCHEDULES

MONDAY - SATURDAY

7:30 A.M. TO 7:30 P.M.

Includes a map with major locations in NMB

One Vision • One Mission
One City

ROUTE A

ROUTE B

ROUTE C

ROUTE D

ROUTE E

CITY OF NORTH MIAMI BEACH FL
NMB-LINE

Major Locations in North Miami Beach

ROUTE A

1. Intracoastal Mall Transfer SIB Shuttle
6. Stratford House
7. U.S. Postal Office
9. NMB Public Library
10. Walmart
12. City Hall / Victory Pool

ROUTE B

1. Walmart
4. Greynolds Park Elementary
6. Shops at Skylake
9. City Hall / Victory Pool
11. Spanish Monastery
16. NMB Public Library

ROUTE C

1. Walmart
3. Fulford Elementary/ Allen Park
9. FIU Transfer NOMI
15. Biscayne Commons
13. Highland Village
17. Washington Park

ROUTE D

1. Walmart
2. Fulford Elementary/ Allen Park
6. Jefferson Plaza
8. Uleta Park
9. Jackson North Medical Center
12. Transfer Miami Gardens Express
19. Sabal Palms Elem.

ROUTE E

1. Golden Glades Interchange
2. Jackson North
3. Jefferson Plaza
4. Walmart
5. NMB City Hall
6. Spanish Monastery
7. Aventura Mall

NMB Line trolley stop only

NMB Line & MIAMI-DADE Transit bus stop

Transfer to Sunny Isles' SIB Shuttle, North Miami's NOMI Express, Miami Garden's Express & Aventura Express Shuttle.

@CityNMB
#IamNMB

NMB TRANSIT APP

Keep tabs on your trolleys and access real time ETAs and schedules through your mobile device

Use the Freebee app for on-demand rides

ROUTE E TO AVENTURA MALL

TO/FROM NMB

TO/FROM AVENTURA MALL

AVENTURA MALL

MIAMI GARDENS SQUARE

JACKSON NORTH MEDICAL

ULETA PARK

SABAL PALM ELEMENTARY

JFK MIDDLE SCHOOL

NMB HIGH SCHOOL

JEFFERSON PLAZA

163RD ST MALL

SHOPS AT SKYLAKE

GREYNOLDS PARK ELEMENTARY

GREYNOLDS PARK

CITY HALL VICTORY POOL

ANCIENT SPANISH MONASTERY

USPS

INTRACOASTAL MALL

STRATFORD HOUSE

ALLEN PARK

FULFORD ELEMENTARY

OAK GROVE PARK

WASHINGTON PARK

AQUA BOWL TAYLOR PARK

OLETA RIVER STATE PARK

ATM HIGHSCHOOL

PUBLIX BISCAYNE COMMONS

DAVID LAWRENCE JR K-8 CENTER

F.I.U. NORTH

HIGHLAND VILLAGE

MAULE LAKE

NW 2 AVENUE US441

MIAMI GARDENS DR.

NE 183 ST

NE 181 ST

NE 179 ST

NE 177 ST

NE 175 ST

NE 174 ST

NE 172 ST

NE 171 STREET

NE 169 ST

NE 168 ST

NE 167 ST

NE 167 STREET

NE 164 STREET

NE 163 STREET

NE 159 STREET

NE 158 STREET

NE 153 STREET

NE 151 STREET

NE 149 STREET

NE 143 STREET

NE 142 STREET

NE 135 STREET

NE 199 ST

NE 171 STREET

NE 170 STREET

NE 169 STREET

NE 166 STREET

NE 163 STREET

BISCAYNE BLVD US1

WEST DIXIE HWY

SUNNY ISLES CANAL

brightline

NW 2 AVENUE

NE 2 AVENUE

NE 3 COURT

NE 6 AVENUE

NE 7 AVENUE

NE 8 AVENUE

NE 10 AVENUE

NE 12 AVENUE

NE 14 AVENUE

NE 15 AVENUE

NE 16 AVENUE

NE 18 AVENUE

NE 19 AVENUE

NE 20 AVENUE

NE 22 AVENUE

NE 33 AVENUE

Together We Will Get You There!

Get to where you need to go by making the connection among our three free shuttle routes

The Bal Harbour shuttle continues north to stops at Haulover Beach Sunny Isles Beach and the Aventura Mall

The Bay Harbor Islands shuttle continues west to stops at Starbucks, Costco, Publix and Walgreens in North Miami

SURFSIDE shuttle stops

BAL HARBOUR shuttle stops

BAY HARBOR ISLANDS shuttle stops

SHOPS, SERVICES, and DINING AREAS

Miami-Dade Transit stops
For bus routes, updated schedules and the live bus tracker, visit www.miamidade.gov/transit

The Surfside shuttle continues south to the North Shore Library, where riders can connect to the North Beach Trolley ◆ and the Miami Beach Trolley system.

DISCLAIMER

Note that each municipality provided the accompanying routes, times and stops in this guide. Each municipality is responsible for the operation of their shuttle bus. Schedules may change based on ridership levels, special events, traffic or other variables. Riders should check with each municipality for details and more information.

Weekday Routes Monday - Friday 7:00 a.m. - 7:00 p.m. * Drop-off only, no passanger pick-up

BLUE ROUTE #3

STOP	LOCATION	MINUTES AFTER HOUR
1	Griffing Community Center	:05
2	125 ST & NE 4 CT (Presidente)	:07
3	Publix (NE 6 AVE & 127 ST)	:11
4	NE 6 AVE & 135 ST	:12
5	NE 135 ST & 7 AVE	:13
6	NoMi Public Library (NE 8 Ave & 133 ST)	:15
7	W. Dixie HWY & NE 132 ST	:16
8	W. Dixie HWY & NE 135 ST	:18
9	W. Dixie HWY & NE 139 ST	:19
10	NE 135 ST & 12 AVE	:21
11	NE 135 ST & 134 Rd	:22
12	NE 135 ST & 16 AVE	:23
13	NE 135 ST & Arch Creek Rd	:24
14	Biscayne Blvd & NE 135 ST	:26
15	Target/Post Office (Biscayne & NE 140 ST)	:30
16	Biscayne Blvd & 137 ST	:32
17	Biscayne Blvd & NE 135 ST	:34
18	Biscayne Blvd & NE 130 ST	:35
19	Biscayne Blvd & 128 ST (Publix)	:37
20	Johnson & Wales (NE 127 ST)	:40
21	NE 16 AVE & 125 ST	:44
22	NE 123 ST & 16 AVE	:45
23	NE 123 ST & 14 AVE	:46
24	125 ST & NE 13 AVE	:48
25	NE 125 ST & 12 AVE	:49
26	NE 125 ST & 10 AVE	:50
27	NE 8 AVE & 125 ST (NoMi City Hall)	:52

NOMI express

LEGEND

City Park, Community Center or Public School/University

For exact locations and cross streets of NoMi Express Bus stops please reference the bus route infomation lists for each route.

Weekday Routes Monday - Friday 7:00 a.m. - 7:00 p.m. * Drop-off only, no passanger pick-up

RED ROUTE #4

STOP	LOCATION	MINUTES AFTER HOUR
1	Biscayne Blvd & NE 128 ST (Publix)	:05
2	NE 127 ST & 17 AVE (Johnson & Wales)	:06
3	NE 16 AVE & 125 ST	:07
4	NE 123 ST & 16 AVE (Whole Foods)	:09
5	NE 123 ST & 18 AVE (Walgreens)	:12
6	1795 Sans Souci Blvd (Tennis Center)	:14
7	Sans Souci Blvd & NE 121 ST	:16
8	NE 123 ST & 18 AVE (LA Fitness)	:18
9	Biscayne Blvd & NE 128 ST	:19
10	Biscayne Blvd & NE 131 ST	:20
11	Biscayne Blvd & NE 135 ST	:20
12	NE 135 ST & NE 20 AVE	:22
13	NE 135 ST & NE 25 AVE	:24
14	NE 135 ST & 24 CT	.24
15	Biscayne Blvd & NE 135 ST (Starbucks)	:25
16	Target - Post Office	:27
17	Biscayne Blvd & 145 ST (Publix)	:28
18	NE 151 ST & Biscayne Blvd	:30
19	*Alonzo Mourning HS (Drop off only)	:38
20	FIU North Library	:33
21	*Alonzo Mourning HS (Drop off only)	:38
22	Biscayne Blvd & NE 147 ST	:43
23	146 ST & NE 18 AVE	:45
24	NE 16 AVE & 143 ST	:46
25	NE 16 AVE & 139 ST	:49
26	135 ST & NE 16 AVE	:51
27	Biscayne Blvd & NE 135 ST	:54
28	Biscayne Blvd & NE 130 ST	:55

NOMI express

LEGEND

City Park, Community Center or Public School/University

For exact locations and cross streets of NoMi Express Bus stops please reference the bus route infomation lists for each route.

Appendix G

Trip Generation

AM PEAK HOUR OF GENERATOR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR OF GENERATOR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Liquor Store	11	899	9.930	ksf	51%	49%	26	24	50	10.0%	5	23	22	45	0.0%	0	23	22	45	0.0%	0	23	22	45
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	26	24	50	10.0%	5	23	22	45	0.0%	0	23	22	45	0.0%	0	23	22	45
		899		Y=5.08(X)																						

PROPOSED WEEKDAY AM PEAK HOUR OF GENERATOR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Fast-Food Resturant with Drive-Throu	11	934	3.181	ksf	52%	48%	84	77	161	10.0%	16	76	69	145	0.0%	0	76	69	145	50.0%	73	38	34	72
	2																									
	3																									
	4																									
	5																									
	6																									
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	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	84	77	161	10.0%	16	76	69	145	0.0%	0	76	69	145	50.0%	73	38	34	72
		934		Y=50.57(X)																						

	IN	OUT	TOTAL
NET NEW TRIPS	**15**	**12**	**27**

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Liquor Store	11	899	9.930	ksf	50%	50%	83	83	166	10.0%	17	75	74	149	0.0%	0	75	74	149	0.0%	0	75	74	149
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	83	83	166	10.0%	17	75	74	149	0.0%	0	75	74	149	0.0%	0	75	74	149
		899		Y=16.62(X)																						

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Fast-Food Resturant with Drive-Throu	11	934	3.181	ksf	52%	48%	55	50	105	10.0%	11	49	45	94	0.0%	0	49	45	94	55.0%	52	22	20	42
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	55	50	105	10.0%	11	49	45	94	0.0%	0	49	45	94	55.0%	52	22	20	42
		934		Y=33.03(X)																						

	IN	OUT	TOTAL
NET NEW TRIPS	**-53**	**-54**	**-107**

MEANS OF TRANSPORTATION TO WORK

United States® Census Bureau

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

(165)/(1,485-16)=11.2%

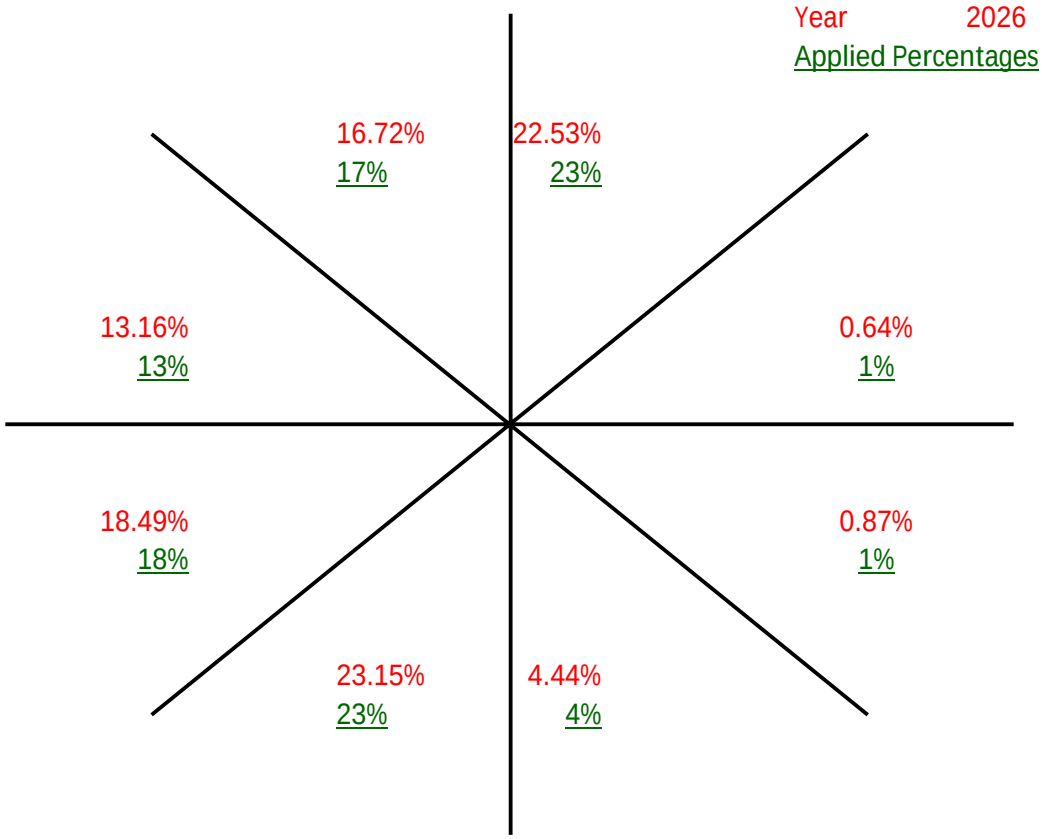
Census Tract 1.09, Miami-Dade County, Florida

Label	Estimate	Margin of Error
Total:	1,485	±325
Car, truck, or van:	1,293	±291
Drove alone	1,164	±287
Carpooled:	129	±96
In 2-person carpool	123	±95
In 3-person carpool	0	±14
In 4-person carpool	0	±14
In 5- or 6-person carpool	6	±10
In 7-or-more-person carpool	0	±14
Public transportation (excluding taxicab):	165	±129
Bus	165	±129
Subway or elevated rail	0	±14
Long-distance train or commuter rail	0	±14
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14
Ferryboat	0	±14
Taxicab	0	±14
Motorcycle	11	±15
Bicycle	0	±14
Walked	0	±14
Other means	0	±14
Worked from home	16	±16

Appendix H

Cardinal Trip Distribution

Cardinal Distribution for TAZ 190



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2026	2026
	2015	2045	Interpolated	Rounded
North-Northeast	21.8%	23.8%	22.53%	23.00%
East-Northeast	0.6%	0.7%	0.64%	1.00%
East-Southeast	0.8%	1.0%	0.87%	1.00%
South-Southeast	4.7%	4.0%	4.44%	4.00%
South-Southwest	23.0%	23.4%	23.15%	23.00%
West-Southwest	19.0%	17.6%	18.49%	18.00%
West-Northwest	13.6%	12.4%	13.16%	13.00%
North-Northwest	16.5%	17.1%	16.72%	17.00%
Total	100.0%	100.0%	100.00%	100.00%

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045 LRTP SUPPORTING DOCUMENTS

DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
183	3083	Trips	585	648	1,059	1,164	586	71	49	129	4,489
183	3083	Percent	13.6	15.1	24.7	27.1	13.7	1.7	1.1	3.0	
184	3084	Trips	321	367	91	188	484	262	279	360	2,366
184	3084	Percent	13.7	15.6	3.9	8.0	20.6	11.1	11.9	15.3	
185	3085	Trips	1,447	436	4	409	1,233	988	1,002	913	6,542
185	3085	Percent	22.5	6.8	0.1	6.4	19.2	15.4	15.6	14.2	
186	3086	Trips	52	-	-	15	32	41	56	97	292
186	3086	Percent	17.7	-	-	5.0	11.0	14.1	19.1	33.2	
187	3087	Trips	443	4	0	89	241	520	508	1,139	2,981
187	3087	Percent	15.0	0.1	-	3.0	8.2	17.7	17.3	38.7	
188	3088	Trips	292	30	18	43	547	440	304	375	2,112
188	3088	Percent	14.2	1.5	0.9	2.1	26.7	21.5	14.8	18.3	
189	3089	Trips	959	135	131	203	879	688	517	806	4,360
189	3089	Percent	22.2	3.1	3.0	4.7	20.4	16.0	12.0	18.7	
190	3090	Trips	1,130	33	43	244	1,194	984	704	853	5,315
190	3090	Percent	21.8	0.6	0.8	4.7	23.0	19.0	13.6	16.5	
191	3091	Trips	594	35	32	160	650	566	323	494	2,984
191	3091	Percent	20.8	1.2	1.1	5.6	22.8	19.8	11.3	17.3	
192	3092	Trips	81	19	26	48	143	90	95	114	617
192	3092	Percent	13.2	3.0	4.3	7.8	23.2	14.6	15.4	18.5	
193	3093	Trips	676	5	28	175	774	937	535	919	4,159
193	3093	Percent	16.7	0.1	0.7	4.3	19.1	23.2	13.2	22.7	
194	3094	Trips	760	37	132	132	682	629	527	746	3,757
194	3094	Percent	20.8	1.0	3.6	3.6	18.7	17.2	14.5	20.5	
195	3095	Trips	999	28	52	260	1,095	1,019	935	1,144	5,787
195	3095	Percent	18.1	0.5	0.9	4.7	19.8	18.4	16.9	20.7	
196	3096	Trips	554	27	26	107	445	504	258	385	2,372
196	3096	Percent	24.0	1.2	1.1	4.6	19.3	21.9	11.2	16.7	
197	3097	Trips	868	139	104	205	788	609	336	733	3,805
197	3097	Percent	23.0	3.7	2.8	5.4	20.8	16.1	8.9	19.4	
198	3098	Trips	880	206	31	141	743	712	490	690	3,977
198	3098	Percent	22.6	5.3	0.8	3.6	19.1	18.3	12.6	17.7	
199	3099	Trips	606	58	135	119	516	511	385	505	2,895
199	3099	Percent	21.4	2.0	4.8	4.2	18.2	18.0	13.6	17.8	
200	3100	Trips	1,550	208	65	517	1,413	1,094	990	1,319	7,533
200	3100	Percent	21.7	2.9	0.9	7.2	19.8	15.3	13.8	18.4	
201	3101	Trips	117	19	5	50	126	123	120	92	651
201	3101	Percent	17.9	2.9	0.8	7.7	19.3	18.9	18.4	14.1	
202	3102	Trips	441	99	139	142	569	497	357	400	2,699
202	3102	Percent	16.7	3.7	5.3	5.4	21.5	18.8	13.5	15.1	
203	3103	Trips	948	191	90	387	927	758	629	745	4,722
203	3103	Percent	20.3	4.1	1.9	8.3	19.8	16.2	13.5	15.9	
204	3104	Trips	645	100	75	199	549	527	333	464	2,981
204	3104	Percent	22.3	3.5	2.6	6.9	19.0	18.2	11.5	16.1	
205	3105	Trips	869	201	158	331	802	551	386	544	3,932
205	3105	Percent	22.6	5.2	4.1	8.6	20.9	14.3	10.1	14.2	
206	3106	Trips	856	228	132	437	850	700	387	704	4,518
206	3106	Percent	19.9	5.3	3.1	10.2	19.8	16.3	9.0	16.4	
207	3107	Trips	799	166	306	284	816	769	517	782	4,636
207	3107	Percent	18.0	3.7	6.9	6.4	18.4	17.3	11.7	17.6	
208	3108	Trips	918	335	170	354	776	609	452	900	4,728
208	3108	Percent	20.3	7.4	3.8	7.9	17.2	13.5	10.0	19.9	

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
183	3083	Trips	581	556	1,089	1,102	677	48	65	413	4,738
183	3083	Percent	12.8	12.3	24.0	24.3	14.9	1.1	1.4	9.1	
184	3084	Trips	398	445	183	241	670	373	374	469	3,215
184	3084	Percent	12.6	14.1	5.8	7.6	21.3	11.8	11.9	14.9	
185	3085	Trips	1,806	367	4	520	1,532	1,125	1,136	1,098	7,673
185	3085	Percent	23.8	4.8	0.1	6.9	20.2	14.8	15.0	14.5	
186	3086	Trips	50	-	-	17	78	110	108	123	486
186	3086	Percent	10.2	-	-	3.4	16.1	22.6	22.3	25.3	
187	3087	Trips	586	8	0	161	423	676	623	1,374	3,936
187	3087	Percent	15.2	0.2	-	4.2	11.0	17.6	16.2	35.7	
188	3088	Trips	2,270	167	51	472	3,407	2,590	1,887	2,174	14,335
188	3088	Percent	17.4	1.3	0.4	3.6	26.2	19.9	14.5	16.7	
189	3089	Trips	694	55	110	121	878	535	345	531	3,350
189	3089	Percent	21.2	1.7	3.4	3.7	26.9	16.4	10.5	16.3	
190	3090	Trips	1,433	44	61	242	1,411	1,057	744	1,030	6,244
190	3090	Percent	23.8	0.7	1.0	4.0	23.4	17.6	12.4	17.1	
191	3091	Trips	577	21	56	141	842	670	397	512	3,384
191	3091	Percent	18.0	0.6	1.8	4.4	26.2	20.8	12.3	15.9	
192	3092	Trips	266	29	17	57	276	149	161	179	1,137
192	3092	Percent	23.5	2.6	1.5	5.1	24.3	13.1	14.2	15.8	
193	3093	Trips	776	23	27	157	1,019	923	632	763	4,449
193	3093	Percent	18.0	0.5	0.6	3.6	23.6	21.4	14.6	17.7	
194	3094	Trips	1,028	46	163	188	984	770	726	773	4,826
194	3094	Percent	22.0	1.0	3.5	4.0	21.0	16.5	15.5	16.5	
195	3095	Trips	1,168	66	73	228	1,566	1,181	1,051	1,200	6,774
195	3095	Percent	17.9	1.0	1.1	3.5	24.0	18.1	16.1	18.4	
196	3096	Trips	589	52	17	102	723	548	356	461	2,921
196	3096	Percent	20.7	1.8	0.6	3.6	25.4	19.3	12.5	16.2	
197	3097	Trips	916	112	88	208	1,140	812	494	713	4,682
197	3097	Percent	20.4	2.5	2.0	4.6	25.4	18.1	11.0	15.9	
198	3098	Trips	811	140	56	175	987	832	601	617	4,312
198	3098	Percent	19.2	3.3	1.3	4.2	23.4	19.7	14.3	14.6	
199	3099	Trips	924	55	159	173	851	663	561	499	3,906
199	3099	Percent	23.8	1.4	4.1	4.4	21.9	17.1	14.4	12.8	
200	3100	Trips	1,774	149	75	498	1,941	1,428	997	1,177	8,682
200	3100	Percent	22.1	1.9	0.9	6.2	24.1	17.8	12.4	14.6	
201	3101	Trips	222	17	25	41	244	160	158	182	1,049
201	3101	Percent	21.2	1.6	2.4	3.9	23.3	15.3	15.1	17.3	
202	3102	Trips	504	107	108	176	705	528	425	324	2,934
202	3102	Percent	17.5	3.7	3.8	6.1	24.5	18.4	14.8	11.2	
203	3103	Trips	932	202	157	250	1,314	851	551	812	5,166
203	3103	Percent	18.4	4.0	3.1	4.9	25.9	16.8	10.9	16.0	
204	3104	Trips	682	118	48	223	922	683	359	554	3,662
204	3104	Percent	19.0	3.3	1.4	6.2	25.7	19.0	10.0	15.4	
205	3105	Trips	800	135	153	315	1,124	585	475	656	4,394
205	3105	Percent	18.9	3.2	3.6	7.4	26.5	13.8	11.2	15.5	
206	3106	Trips	845	201	114	379	1,003	831	430	622	4,717
206	3106	Percent	19.1	4.6	2.6	8.6	22.7	18.8	9.7	14.1	
207	3107	Trips	873	166	234	269	1,184	950	714	797	5,408
207	3107	Percent	16.8	3.2	4.5	5.2	22.8	18.3	13.8	15.4	
208	3108	Trips	1,144	392	177	418	1,413	926	726	1,124	6,597
208	3108	Percent	18.1	6.2	2.8	6.6	22.4	14.7	11.5	17.8	

Appendix I

Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 5/US-1/Biscayne Boulevard and NE 143rd Street
COUNT DATE: December 11, 2024
MIDDAY PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.97

"MIDDAY EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Midday Raw Turning Movements		0	0	0		375	0	169		55	1,451	261		144	1,427	12
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
MIDDAY EXISTING CONDITIONS		**0**	**0**	**0**		**379**	**0**	**171**		**56**	**1,466**	**264**		**145**	**1,441**	**12**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		380	0	147		63	1,925	301		134	1,665	2
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM EXISTING CONDITIONS		**0**	**0**	**0**		**384**	**0**	**148**		**64**	**1,944**	**304**		**135**	**1,682**	**2**

"MIDDAY BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Nexo (fka Capri Towers)											26				-15	
UHealth Medical Center at SoLe Mia						61		54			6	216		190	2	
One Park Tower						21		19			0	7		7	1	
Highrise Rental at SoLe Mia (Shoreline)						27		24			0	9		8	1	
TOTAL "VESTED" TRAFFIC		0	0	0		109	0	97		0	32	232		205	-11	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%
MIDDAY BACKGROUND TRAFFIC GROWTH		0	0	0		6	0	3		1	24	4		2	23	0
MIDDAY NON-PROJECT TRAFFIC		**0**	**0**	**0**		**494**	**0**	**271**		**57**	**1,522**	**500**		**352**	**1,453**	**12**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Nexo (fka Capri Towers)											1				24	
UHealth Medical Center at SoLe Mia						243		215			3	96		85	7	
One Park Tower		13		11							1	21		19	0	
Highrise Rental at SoLe Mia (Shoreline)						16		14			1	25		22	0	
TOTAL "VESTED" TRAFFIC		13	0	11		259	0	229		0	6	142		126	31	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		6	0	2		1	31	5		2	27	0
PM NON-PROJECT TRAFFIC		**13**	**0**	**11**		**649**	**0**	**379**		**65**	**1,981**	**451**		**263**	**1,740**	**2**

"MIDDAY PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering											-48.0%					
Distribution	Exiting									52.0%		48.0%					
Valet	Entering																
Distribution	Exiting																
Net New	Entering															43.0%	
Distribution	Exiting									55.0%		43.0%					

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering											-50.0%					
Distribution	Exiting									50.0%		50.0%					
Valet	Entering																
Distribution	Exiting																
Net New	Entering															43.0%	
Distribution	Exiting									55.0%		43.0%					

"MIDDAY PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
MIDDAY TRAFFIC DIVERSIONS																	
Project Trips	Pass - By									18		-1					
	Valet																
	Net New									19		14				16	
MIDDAY TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**	**37**	**0**	**13**	**0**		**0**	**16**	**0**
MIDDAY TOTAL TRAFFIC			**0**	**0**	**0**		**494**	**0**	**271**	**0**	**94**	**1,535**	**500**		**352**	**1,469**	**12**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By									13		-1					
	Valet																
	Net New									11		9				9	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**	**24**	**0**	**8**	**0**		**0**	**9**	**0**
PM TOTAL TRAFFIC			**13**	**0**	**11**		**649**	**0**	**379**	**0**	**89**	**1,989**	**451**		**263**	**1,749**	**2**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 143rd Street and Target North Driveway
COUNT DATE: December 11, 2024
MIDDAY PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.90

"MIDDAY EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Midday Raw Turning Movements	19	58	276	53	1	22	392	10		105	7	31		1	7	41
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
MIDDAY EXISTING CONDITIONS	**19**	**59**	**279**	**54**	**1**	**22**	**396**	**10**		**106**	**7**	**31**		**1**	**7**	**41**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	12	84	258	40	7	22	418	23		87	4	31		7	3	40
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM EXISTING CONDITIONS	**12**	**85**	**261**	**40**	**7**	**22**	**422**	**23**		**88**	**4**	**31**		**7**	**3**	**40**

"MIDDAY BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Nexo (fka Capri Towers)																
UHealth Medical Center at SoLe Mia			406				115									
One Park Tower			14				40									
Highrise Rental at SoLe Mia (Shoreline)			17				51									
TOTAL "VESTED" TRAFFIC	0	0	437	0	0	0	206	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.80%	0.80%	0.80%	0.00%	0.80%	0.00%	0.80%	0.80%	0.80%	0.00%	0.00%	0.00%	0.80%	0.80%	0.80%	0.80%
MIDDAY BACKGROUND TRAFFIC GROWTH	0	1	4	0	0	0	6	0		0	0	0		0	0	1
MIDDAY NON-PROJECT TRAFFIC	**19**	**60**	**720**	**54**	**1**	**22**	**608**	**10**		**106**	**7**	**31**		**1**	**7**	**42**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Nexo (fka Capri Towers)																
UHealth Medical Center at SoLe Mia			181				458									
One Park Tower			40				24									
Highrise Rental at SoLe Mia (Shoreline)			47				30									
TOTAL "VESTED" TRAFFIC	0	0	268	0	0	0	512	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.80%	0.80%	0.80%	0.00%	0.80%	0.00%	0.80%	0.80%	0.80%	0.00%	0.00%	0.00%	0.80%	0.80%	0.80%	0.80%
PM BACKGROUND TRAFFIC GROWTH	0	1	4	0	0	0	7	0		0	0	0		0	0	1
PM NON-PROJECT TRAFFIC	**12**	**86**	**533**	**40**	**7**	**22**	**941**	**23**		**88**	**4**	**31**		**7**	**3**	**41**

"MIDDAY PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering						2.0%										
	Exiting												2.0%				

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering						2.0%										
	Exiting												2.0%				

"MIDDAY PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
MIDDAY TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New						1						1				
MIDDAY TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**		**0**	**0**	**1**		**0**	**0**	**0**
MIDDAY TOTAL TRAFFIC		**19**	**60**	**720**	**54**	**1**	**23**	**608**	**10**		**106**	**7**	**32**		**1**	**7**	**42**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New						1						0				
PM TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC		**12**	**86**	**533**	**40**	**7**	**23**	**941**	**23**		**88**	**4**	**31**		**7**	**3**	**41**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 5/US-1/Biscayne Boulevard and Target South Driveway
COUNT DATE: December 11, 2024
MIDDAY PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.96

"MIDDAY EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Midday Raw Turning Movements		0	0	0		0	0	75	44	0	1,638	129	11	69	1,808	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
MIDDAY EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**76**	**44**	**0**	**1,654**	**130**	**11**	**70**	**1,826**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	53	62	0	2,019	112	15	32	2,039	0
Peak Season Correction Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**54**	**63**	**0**	**2,059**	**114**	**15**	**33**	**2,080**	**0**

"MIDDAY BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Nexo (fka Capri Towers)											26				-15	
UHealth Medical Center at SoLe Mia											222				63	
One Park Tower											8				22	
Highrise Rental at SoLe Mia (Shoreline)											9				28	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	265	0	0	0	98	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.00%	0.80%	0.80%	0.80%	0.00%	0.80%	0.00%	0.80%	0.80%
MIDDAY BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0	1	0	27	0	0	0	29	0
MIDDAY NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**76**	**45**	**0**	**1,946**	**130**	**11**	**70**	**1,953**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Nexo (fka Capri Towers)											1				24	
UHealth Medical Center at SoLe Mia											99				250	
One Park Tower											22				13	
Highrise Rental at SoLe Mia (Shoreline)											26				16	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	148	0	0	0	303	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.00%	0.80%	0.80%	0.80%	0.00%	0.80%	0.00%	0.80%	0.80%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0	1	0	33	0	0	0	33	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**54**	**64**	**0**	**2,240**	**114**	**15**	**33**	**2,416**	**0**

"MIDDAY PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering											-48.0%	48.0%		52.0%	-52.0%	
Distribution	Exiting								100.0%							52.0%	
Valet	Entering																
Distribution	Exiting																
Net New	Entering												55.0%		43.0%		
Distribution	Exiting								98.0%							55.0%	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering											-50.0%	50.0%		50.0%	-50.0%	
Distribution	Exiting								100.0%							50.0%	
Valet	Entering																
Distribution	Exiting																
Net New	Entering												55.0%		43.0%		
Distribution	Exiting								98.0%							55.0%	

"MIDDAY PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
MIDDAY TRAFFIC DIVERSIONS																	
Project Trips	Pass - By								35			-18	18		20	-2	
	Valet																
	Net New								33				21		16	19	
MIDDAY TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**68**	**0**	**0**	**-18**	**39**	**0**	**36**	**17**	**0**
MIDDAY TOTAL TRAFFIC			**0**	**0**	**0**		**0**	**0**	**144**	**45**	**0**	**1,928**	**169**	**11**	**106**	**1,970**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By								25			-13	13		14	-1	
	Valet																
	Net New								20				12		9	11	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**45**	**0**	**0**	**-13**	**25**	**0**	**23**	**10**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**0**		**0**	**0**	**99**	**64**	**0**	**2,227**	**139**	**15**	**56**	**2,426**	**0**

Appendix J

Intersection Capacity Analysis Worksheets

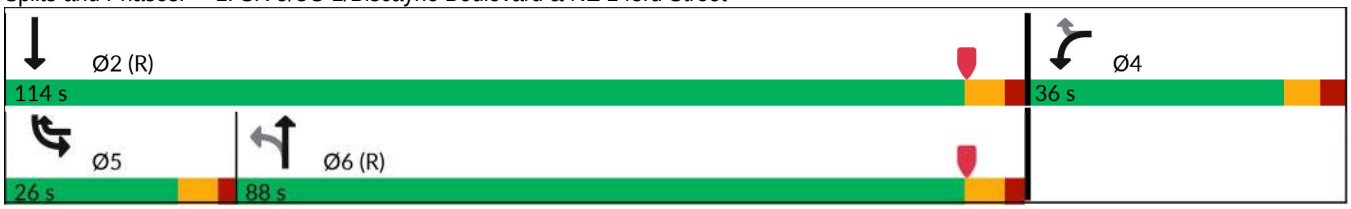
Existing Midday Peak Hour

Lane Group	WBL	WBR	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	379	171	56	1466	145	1441
Future Volume (vph)	379	171	56	1466	145	1441
Turn Type	Prot	pm+ov	Perm	NA	Prot	NA
Protected Phases	4	5		6	5	2
Permitted Phases		4	6			
Detector Phase	4	5	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	35.0	11.6	29.6	29.6	11.6	29.6
Total Split (s)	36.0	26.0	88.0	88.0	26.0	114.0
Total Split (%)	24.0%	17.3%	58.7%	58.7%	17.3%	76.0%
Yellow Time (s)	4.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.0	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.6	6.6	6.6	6.6	6.6
Lead/Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 51 (34%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: SR 5/US-1/Biscayne Boulevard & NE 143rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	379	0	171	56	1466	264	145	1441	12
Future Volume (veh/h)	0	0	0	379	0	171	56	1466	264	145	1441	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.96	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	0	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h				395	0	178	58	1527	275	151	1501	12
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				3	0	3	3	3	3	3	3	3
Cap, veh/h				460	0	302	279	2889	518	198	4017	32
Arrive On Green				0.13	0.00	0.13	0.90	0.90	0.90	0.08	1.00	1.00
Sat Flow, veh/h				3428	0	1572	342	4289	769	3428	5182	41
Grp Volume(v), veh/h				395	0	178	58	1201	601	151	978	535
Grp Sat Flow(s),veh/h/ln				1714	0	1572	342	1689	1681	1714	1689	1846
Q Serve(g_s), s				16.9	0.0	15.5	3.4	10.6	10.7	6.5	0.0	0.0
Cycle Q Clear(g_c), s				16.9	0.0	15.5	3.4	10.6	10.7	6.5	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.46	1.00		0.02
Lane Grp Cap(c), veh/h				460	0	302	279	2274	1132	198	2618	1431
V/C Ratio(X)				0.86	0.00	0.59	0.21	0.53	0.53	0.76	0.37	0.37
Avail Cap(c_a), veh/h				663	0	395	279	2274	1132	443	2618	1431
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				63.5	0.0	55.2	2.7	3.1	3.1	68.3	0.0	0.0
Incr Delay (d2), s/veh				6.9	0.0	1.4	1.7	0.9	1.8	2.3	0.4	0.7
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				12.4	0.0	19.6	0.6	4.7	5.2	5.2	0.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				70.4	0.0	56.6	4.4	4.0	4.9	70.6	0.4	0.7
LnGrp LOS				E		E	A	A	A	E	A	A
Approach Vol, veh/h					573			1860			1664	
Approach Delay, s/veh					66.1			4.3			6.9	
Approach LOS					E			A			A	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		122.9		27.1	15.2	107.6						
Change Period (Y+Rc), s		* 6.6		7.0	* 6.6	* 6.6						
Max Green Setting (Gmax), s		* 1.1E+02		29.0	* 19	* 81						
Max Q Clear Time (g_c+I1), s		2.0		18.9	8.5	12.7						
Green Ext Time (p_c), s		4.6		1.2	0.2	7.8						

Intersection Summary												
HCM 7th Control Delay, s/veh			14.0									
HCM 7th LOS			B									

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection														
Int Delay, s/veh	3.5													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	19	59	279	54	1	22	396	10	106	7	31	1	7	41
Future Vol, veh/h	19	59	279	54	1	22	396	10	106	7	31	1	7	41
Conflicting Peds, #/hr	0	5	0	6	0	6	0	5	1	0	3	3	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	65	307	59	1	24	435	11	116	8	34	1	8	45

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	446	451	0	0	366	372	0	0	787	1015	192	828	1040	229
Stage 1	-	-	-	-	-	-	-	-	514	514	-	496	496	-
Stage 2	-	-	-	-	-	-	-	-	273	502	-	332	543	-
Critical Hdwy	6.46	4.16	-	-	6.46	4.16	-	-	4.4	4.4	4.9	4.4	4.4	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Follow-up Hdwy	2.53	2.23	-	-	2.53	2.23	-	-	3.8	3.8	3.9	3.8	3.8	3.9
Pot Cap-1 Maneuver	744	1099	-	-	837	1176	-	-	533	446	787	517	438	763
Stage 1	-	-	-	-	-	-	-	-	655	655	-	664	664	-
Stage 2	-	-	-	-	-	-	-	-	781	661	-	749	641	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	962	962	-	-	1146	1146	-	-	437	393	781	430	386	759
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	476	441	-	484	446	-
Stage 1	-	-	-	-	-	-	-	-	593	593	-	646	646	-
Stage 2	-	-	-	-	-	-	-	-	709	643	-	642	580	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.73	0.44	14.98	10.73
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	518	962	-	-	1146	-	-	682
HCM Lane V/C Ratio	0.306	0.089	-	-	0.022	-	-	0.079
HCM Control Delay (s/veh)	15	9.1	-	-	8.2	-	-	10.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.3	0.3	-	-	0.1	-	-	0.3

Intersection

Int Delay, s/veh	1.8							
Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	0	76	44	1654	130	11	70	1826
Future Vol, veh/h	0	76	44	1654	130	11	70	1826
Conflicting Peds, #/hr	0	0	0	0	16	0	16	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	55	-	-	-	120	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3
Mvmt Flow	0	79	46	1723	135	11	73	1902

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	-	945	1389	0	0	1357	1874	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	4.9	5.66	-	-	5.66	5.36	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	2.33	-	-	2.33	3.13	-
Pot Cap-1 Maneuver	0	407	264	-	-	275	143	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	-	401	264	-	-	148	148	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.16	0.52	2.44
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	264	-	-	401	148	-
HCM Lane V/C Ratio	0.174	-	-	0.197	0.569	-
HCM Control Delay (s/veh)	21.5	-	-	16.2	57.3	-
HCM Lane LOS	C	-	-	C	F	-
HCM 95th %tile Q(veh)	0.6	-	-	0.7	2.9	-

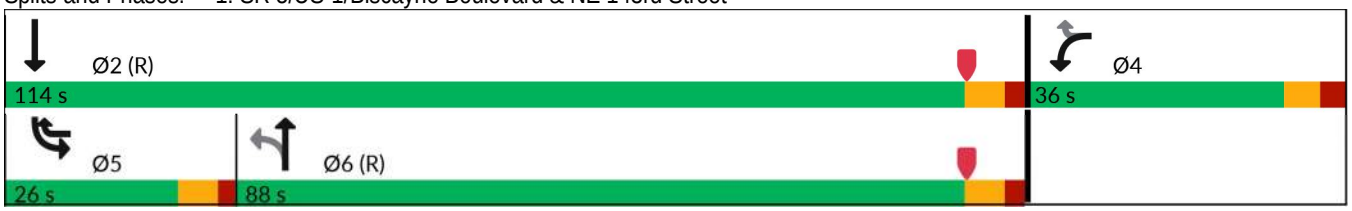
Future Background Midday Peak Hour

Lane Group	WBL	WBR	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	494	271	57	1522	352	1453
Future Volume (vph)	494	271	57	1522	352	1453
Turn Type	Prot	pm+ov	Perm	NA	Prot	NA
Protected Phases	4	5		6	5	2
Permitted Phases		4	6			
Detector Phase	4	5	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	35.0	11.6	29.6	29.6	11.6	29.6
Total Split (s)	36.0	26.0	88.0	88.0	26.0	114.0
Total Split (%)	24.0%	17.3%	58.7%	58.7%	17.3%	76.0%
Yellow Time (s)	4.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.0	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.6	6.6	6.6	6.6	6.6
Lead/Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 51 (34%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: SR 5/US-1/Biscayne Boulevard & NE 143rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	494	0	271	57	1522	500	352	1453	12
Future Volume (veh/h)	0	0	0	494	0	271	57	1522	500	352	1453	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.96	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	0	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h				515	0	282	59	1585	521	367	1514	12
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				3	0	3	3	3	3	3	3	3
Cap, veh/h				598	0	462	241	2146	687	409	3809	30
Arrive On Green				0.17	0.00	0.17	0.76	0.76	0.76	0.16	0.98	0.98
Sat Flow, veh/h				3428	0	1572	338	3754	1201	3428	5182	41
Grp Volume(v), veh/h				515	0	282	59	1422	684	367	987	539
Grp Sat Flow(s),veh/h/ln				1714	0	1572	338	1689	1578	1714	1689	1846
Q Serve(g_s), s				21.9	0.0	23.1	8.2	34.4	36.9	15.8	1.6	1.6
Cycle Q Clear(g_c), s				21.9	0.0	23.1	8.2	34.4	36.9	15.8	1.6	1.6
Prop In Lane				1.00		1.00	1.00		0.76	1.00		0.02
Lane Grp Cap(c), veh/h				598	0	462	241	1930	902	409	2482	1357
V/C Ratio(X)				0.86	0.00	0.61	0.24	0.74	0.76	0.90	0.40	0.40
Avail Cap(c_a), veh/h				663	0	492	241	1930	902	443	2482	1357
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				60.2	0.0	45.6	8.7	11.8	12.1	62.2	0.5	0.5
Incr Delay (d2), s/veh				10.1	0.0	1.7	2.4	2.6	5.9	18.6	0.5	0.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				15.7	0.0	27.6	1.3	15.9	17.0	12.3	0.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				70.2	0.0	47.3	11.1	14.4	18.1	80.8	0.9	1.3
LnGrp LOS				E		D	B	B	B	F	A	A
Approach Vol, veh/h					797			2165			1893	
Approach Delay, s/veh					62.1			15.5			16.5	
Approach LOS					E			B			B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		116.8		33.2	24.5	92.3						
Change Period (Y+Rc), s		* 6.6		7.0	* 6.6	* 6.6						
Max Green Setting (Gmax), s		* 1.1E+02		29.0	* 19	* 81						
Max Q Clear Time (g_c+I1), s		3.6		25.1	17.8	38.9						
Green Ext Time (p_c), s		4.7		1.0	0.2	10.2						

Intersection Summary	
HCM 7th Control Delay, s/veh	23.5
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection														
Int Delay, s/veh	2.9													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	19	60	720	54	1	22	608	10	106	7	31	1	7	42
Future Vol, veh/h	19	60	720	54	1	22	608	10	106	7	31	1	7	42
Conflicting Peds, #/hr	0	5	0	6	0	6	0	5	1	0	3	3	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	66	791	59	1	24	668	11	116	8	34	1	8	46

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	679	684	0	0	851	857	0	0	1390	1735	434	1305	1759	346
Stage 1	-	-	-	-	-	-	-	-	1001	1001	-	729	729	-
Stage 2	-	-	-	-	-	-	-	-	389	735	-	576	1030	-
Critical Hdwy	6.46	4.16	-	-	6.46	4.16	-	-	4.4	4.4	4.9	4.4	4.4	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Follow-up Hdwy	2.53	2.23	-	-	2.53	2.23	-	-	3.8	3.8	3.9	3.8	3.8	3.9
Pot Cap-1 Maneuver	529	898	-	-	411	773	-	-	330	248	641	354	243	691
Stage 1	-	-	-	-	-	-	-	-	452	452	-	557	557	-
Stage 2	-	-	-	-	-	-	-	-	718	555	-	625	441	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	748	748	-	-	737	737	-	-	255	209	635	277	205	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	320	287	-	359	285	-
Stage 1	-	-	-	-	-	-	-	-	397	397	-	535	535	-
Stage 2	-	-	-	-	-	-	-	-	637	533	-	512	388	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.97	0.36	22.93	12.06
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	356	748	-	-	737	-	-	565
HCM Lane V/C Ratio	0.444	0.116	-	-	0.034	-	-	0.097
HCM Control Delay (s/veh)	22.9	10.4	-	-	10.1	-	-	12.1
HCM Lane LOS	C	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	2.2	0.4	-	-	0.1	-	-	0.3

Intersection

Int Delay, s/veh	2.8							
Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	0	76	45	1946	130	11	70	1953
Future Vol, veh/h	0	76	45	1946	130	11	70	1953
Conflicting Peds, #/hr	0	0	0	0	16	0	16	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	55	-	-	-	120	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3
Mvmt Flow	0	79	47	2027	135	11	73	2034

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	-	1097	1485	0	0	1579	2179	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	4.9	5.66	-	-	5.66	5.36	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	2.33	-	-	2.33	3.13	-
Pot Cap-1 Maneuver	0	354	233	-	-	206	100	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	-	349	233	-	-	104	104	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	18.32	0.52	4.68
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	233	-	-	349	104	-
HCM Lane V/C Ratio	0.201	-	-	0.227	0.812	-
HCM Control Delay (s/veh)	24.3	-	-	18.3	117.5	-
HCM Lane LOS	C	-	-	C	F	-
HCM 95th %tile Q(veh)	0.7	-	-	0.9	4.5	-

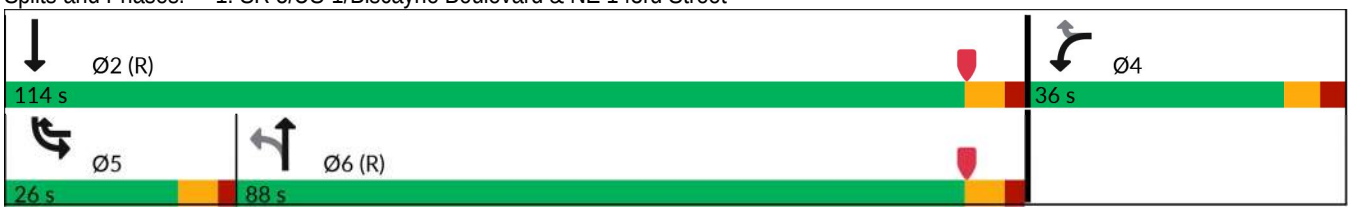
Future Total Midday Peak Hour

Lane Group	WBL	WBR	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	494	271	94	1535	352	1469
Future Volume (vph)	494	271	94	1535	352	1469
Turn Type	Prot	pm+ov	Perm	NA	Prot	NA
Protected Phases	4	5		6	5	2
Permitted Phases		4	6			
Detector Phase	4	5	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	35.0	11.6	29.6	29.6	11.6	29.6
Total Split (s)	36.0	26.0	88.0	88.0	26.0	114.0
Total Split (%)	24.0%	17.3%	58.7%	58.7%	17.3%	76.0%
Yellow Time (s)	4.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.0	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.6	6.6	6.6	6.6	6.6
Lead/Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 51 (34%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: SR 5/US-1/Biscayne Boulevard & NE 143rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	494	0	271	94	1535	500	352	1469	12
Future Volume (veh/h)	0	0	0	494	0	271	94	1535	500	352	1469	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.96	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	0	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h				515	0	282	98	1599	521	367	1530	12
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				3	0	3	3	3	3	3	3	3
Cap, veh/h				598	0	462	238	2152	682	409	3809	30
Arrive On Green				0.17	0.00	0.17	0.76	0.76	0.76	0.16	0.98	0.98
Sat Flow, veh/h				3428	0	1572	333	3764	1193	3428	5183	41
Grp Volume(v), veh/h				515	0	282	98	1430	690	367	997	545
Grp Sat Flow(s),veh/h/ln				1714	0	1572	333	1689	1580	1714	1689	1847
Q Serve(g_s), s				21.9	0.0	23.1	17.4	34.9	37.5	15.8	1.6	1.6
Cycle Q Clear(g_c), s				21.9	0.0	23.1	17.4	34.9	37.5	15.8	1.6	1.6
Prop In Lane				1.00		1.00	1.00		0.75	1.00		0.02
Lane Grp Cap(c), veh/h				598	0	462	238	1930	903	409	2482	1357
V/C Ratio(X)				0.86	0.00	0.61	0.41	0.74	0.76	0.90	0.40	0.40
Avail Cap(c_a), veh/h				663	0	492	238	1930	903	443	2482	1357
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				60.2	0.0	45.6	9.8	11.9	12.2	62.2	0.5	0.5
Incr Delay (d2), s/veh				10.1	0.0	1.7	5.2	2.6	6.1	18.6	0.5	0.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				15.7	0.0	27.6	2.4	16.1	17.2	12.3	0.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				70.2	0.0	47.3	15.0	14.5	18.3	80.8	1.0	1.4
LnGrp LOS				E		D	B	B	B	F	A	A
Approach Vol, veh/h					797			2218			1909	
Approach Delay, s/veh					62.1			15.7			16.4	
Approach LOS					E			B			B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		116.8		33.2	24.5	92.3						
Change Period (Y+Rc), s		* 6.6		7.0	* 6.6	* 6.6						
Max Green Setting (Gmax), s		* 1.1E+02		29.0	* 19	* 81						
Max Q Clear Time (g_c+I1), s		3.6		25.1	17.8	39.5						
Green Ext Time (p_c), s		4.8		1.0	0.2	11.4						

Intersection Summary												
HCM 7th Control Delay, s/veh			23.5									
HCM 7th LOS			C									

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection														
Int Delay, s/veh	3													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	19	60	720	54	1	23	608	10	106	7	32	1	7	42
Future Vol, veh/h	19	60	720	54	1	23	608	10	106	7	32	1	7	42
Conflicting Peds, #/hr	0	5	0	6	0	6	0	5	1	0	3	3	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	66	791	59	1	25	668	11	116	8	35	1	8	46

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	679	684	0	0	851	857	0	0	1392	1737	434	1307	1762	346
Stage 1	-	-	-	-	-	-	-	-	1001	1001	-	731	731	-
Stage 2	-	-	-	-	-	-	-	-	392	737	-	576	1030	-
Critical Hdwy	6.46	4.16	-	-	6.46	4.16	-	-	4.4	4.4	4.9	4.4	4.4	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Follow-up Hdwy	2.53	2.23	-	-	2.53	2.23	-	-	3.8	3.8	3.9	3.8	3.8	3.9
Pot Cap-1 Maneuver	529	898	-	-	411	773	-	-	330	247	641	353	242	691
Stage 1	-	-	-	-	-	-	-	-	452	452	-	556	556	-
Stage 2	-	-	-	-	-	-	-	-	717	554	-	625	441	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	748	748	-	-	739	739	-	-	254	209	635	276	204	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	320	286	-	357	284	-
Stage 1	-	-	-	-	-	-	-	-	397	397	-	534	534	-
Stage 2	-	-	-	-	-	-	-	-	635	532	-	511	388	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.97	0.38	22.97	12.06
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	357	748	-	-	739	-	-	564
HCM Lane V/C Ratio	0.446	0.116	-	-	0.036	-	-	0.097
HCM Control Delay (s/veh)	23	10.4	-	-	10.1	-	-	12.1
HCM Lane LOS	C	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	2.2	0.4	-	-	0.1	-	-	0.3

Intersection								
Int Delay, s/veh	7.8							
Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	0	144	45	1928	169	11	106	1970
Future Vol, veh/h	0	144	45	1928	169	11	106	1970
Conflicting Peds, #/hr	0	0	0	0	16	0	16	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	55	-	-	-	120	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3
Mvmt Flow	0	150	47	2008	176	11	110	2052

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	-	1108	1498	0	0	1595	2200	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	4.9	5.66	-	-	5.66	5.36	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	2.33	-	-	2.33	3.13	-
Pot Cap-1 Maneuver	0	351	229	-	-	202	~ 98	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	-	345	229	-	-	97	~ 97	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	23.18	0.52	14.18
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	229	-	-	345	~ 97	-
HCM Lane V/C Ratio	0.205	-	-	0.434	1.25	-
HCM Control Delay (s/veh)	24.7	-	-	23.2	252.9	-
HCM Lane LOS	C	-	-	C	F	-
HCM 95th %tile Q(veh)	0.7	-	-	2.1	8.5	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

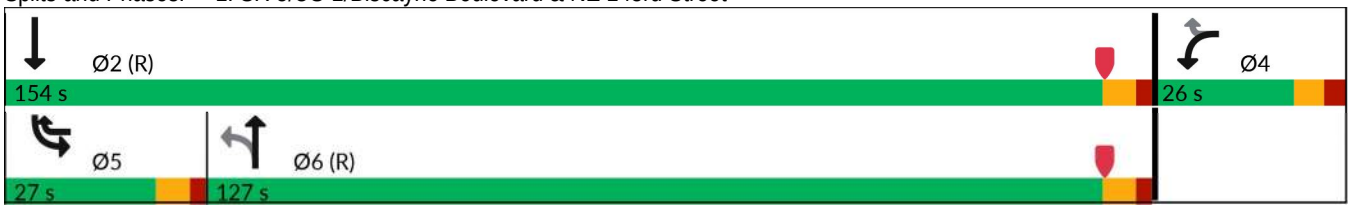
Existing P.M. Peak Hour

Lane Group	WBL	WBR	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	384	148	64	1944	135	1682
Future Volume (vph)	384	148	64	1944	135	1682
Turn Type	Prot	pm+ov	Perm	NA	Prot	NA
Protected Phases	4	5		6	5	2
Permitted Phases		4	6			
Detector Phase	4	5	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	35.0	11.6	29.6	29.6	11.6	29.6
Total Split (s)	26.0	27.0	127.0	127.0	27.0	154.0
Total Split (%)	14.4%	15.0%	70.6%	70.6%	15.0%	85.6%
Yellow Time (s)	4.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.0	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.6	6.6	6.6	6.6	6.6
Lead/Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 75 (42%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: SR 5/US-1/Biscayne Boulevard & NE 143rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	384	0	148	64	1944	304	135	1682	2
Future Volume (veh/h)	0	0	0	384	0	148	64	1944	304	135	1682	2
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	0	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h				396	0	153	66	2004	313	139	1734	2
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				3	0	3	3	3	3	3	3	3
Cap, veh/h				362	0	248	242	3222	493	178	4279	5
Arrive On Green				0.11	0.00	0.11	0.97	0.97	0.97	0.07	1.00	1.00
Sat Flow, veh/h				3428	0	1572	276	4412	675	3428	5225	6
Grp Volume(v), veh/h				396	0	153	66	1524	793	139	1121	615
Grp Sat Flow(s),veh/h/ln				1714	0	1572	276	1689	1710	1714	1689	1854
Q Serve(g_s), s				19.0	0.0	16.3	1.8	5.8	6.2	7.2	0.0	0.0
Cycle Q Clear(g_c), s				19.0	0.0	16.3	1.8	5.8	6.2	7.2	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.39	1.00		0.00
Lane Grp Cap(c), veh/h				362	0	248	242	2466	1249	178	2765	1518
V/C Ratio(X)				1.09	0.00	0.62	0.27	0.62	0.64	0.78	0.41	0.41
Avail Cap(c_a), veh/h				362	0	248	242	2466	1249	389	2765	1518
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				80.5	0.0	70.8	0.7	0.8	0.8	82.8	0.0	0.0
Incr Delay (d2), s/veh				75.1	0.0	4.1	2.8	1.2	2.5	2.8	0.4	0.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				18.6	0.0	20.6	0.5	2.3	3.2	5.8	0.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				155.6	0.0	74.9	3.5	2.0	3.3	85.6	0.4	0.8
LnGrp LOS				F		E	A	A	A	F	A	A
Approach Vol, veh/h					549			2383			1875	
Approach Delay, s/veh					133.1			2.4			6.9	
Approach LOS					F			A			A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		154.0		26.0	15.9	138.1
Change Period (Y+Rc), s		* 6.6		7.0	* 6.6	* 6.6
Max Green Setting (Gmax), s		* 1.5E+02		19.0	* 20	* 1.2E+02
Max Q Clear Time (g_c+I1), s		2.0		21.0	9.2	8.2
Green Ext Time (p_c), s		5.7		0.0	0.2	13.1

Intersection Summary		
HCM 7th Control Delay, s/veh	19.1	
HCM 7th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection														
Int Delay, s/veh	3.3													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	12	85	261	40	7	22	422	23	88	4	31	7	3	40
Future Vol, veh/h	12	85	261	40	7	22	422	23	88	4	31	7	3	40
Conflicting Peds, #/hr	0	3	0	5	0	5	0	3	1	0	11	11	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	13	94	290	44	8	24	469	26	98	4	34	8	3	44

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	494	497	0	0	334	339	0	0	834	1095	183	923	1104	251
Stage 1	-	-	-	-	-	-	-	-	533	533	-	549	549	-
Stage 2	-	-	-	-	-	-	-	-	302	562	-	374	555	-
Critical Hdwy	6.46	4.16	-	-	6.46	4.16	-	-	4.4	4.4	4.9	4.4	4.4	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Follow-up Hdwy	2.53	2.23	-	-	2.53	2.23	-	-	3.8	3.8	3.9	3.8	3.8	3.9
Pot Cap-1 Maneuver	694	1056	-	-	876	1209	-	-	514	419	793	480	416	749
Stage 1	-	-	-	-	-	-	-	-	646	646	-	638	638	-
Stage 2	-	-	-	-	-	-	-	-	765	632	-	726	635	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	978	978	-	-	1089	1089	-	-	412	359	781	387	357	746
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	452	406	-	448	421	-
Stage 1	-	-	-	-	-	-	-	-	572	572	-	617	617	-
Stage 2	-	-	-	-	-	-	-	-	694	612	-	606	563	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.23	0.51	14.78	11.01
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	504	978	-	-	1089	-	-	655
HCM Lane V/C Ratio	0.271	0.11	-	-	0.03	-	-	0.085
HCM Control Delay (s/veh)	14.8	9.1	-	-	8.4	-	-	11
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.1	0.4	-	-	0.1	-	-	0.3

Intersection

Int Delay, s/veh	1.4							
Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	0	54	63	2059	114	15	33	2080
Future Vol, veh/h	0	54	63	2059	114	15	33	2080
Conflicting Peds, #/hr	0	0	0	0	15	0	15	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	55	-	-	-	120	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3
Mvmt Flow	0	56	66	2145	119	16	34	2167

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	-	1147	1582	0	0	1652	2279	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	4.9	5.66	-	-	5.66	5.36	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	2.33	-	-	2.33	3.13	-
Pot Cap-1 Maneuver	0	338	205	-	-	187	89	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	-	334	205	-	-	101	101	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.96	0.86	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	205	-	-	334	101	-
HCM Lane V/C Ratio	0.32	-	-	0.169	0.493	-
HCM Control Delay (s/veh)	30.6	-	-	18	70.9	-
HCM Lane LOS	D	-	-	C	F	-
HCM 95th %tile Q(veh)	1.3	-	-	0.6	2.2	-

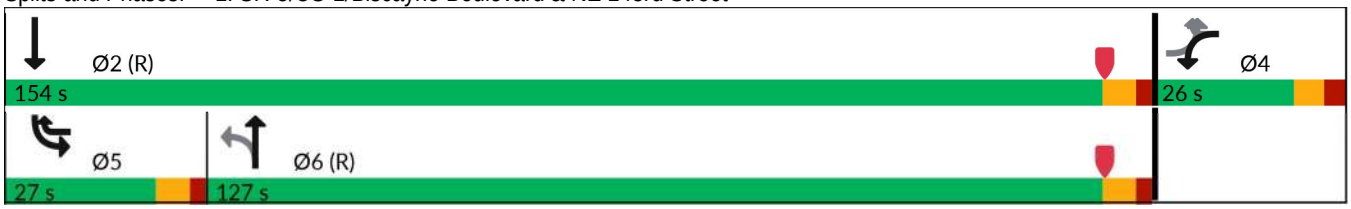
Future Background P.M. Peak Hour

Lane Group	EBT	WBL	WBR	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	649	379	65	1981	263	1740
Future Volume (vph)	0	649	379	65	1981	263	1740
Turn Type		Prot	pm+ov	Perm	NA	Prot	NA
Protected Phases		4	5		6	5	2
Permitted Phases			4	6			
Detector Phase		4	5	6	6	5	2
Switch Phase							
Minimum Initial (s)		7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)		35.0	11.6	29.6	29.6	11.6	29.6
Total Split (s)		26.0	27.0	127.0	127.0	27.0	154.0
Total Split (%)		14.4%	15.0%	70.6%	70.6%	15.0%	85.6%
Yellow Time (s)		4.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)		3.0	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	6.6	6.6	6.6	6.6	6.6
Lead/Lag			Lead	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Recall Mode		None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 75 (42%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 1: SR-5/US-1/Biscayne Boulevard & NE 143rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	11	649	0	379	65	1981	451	263	1740	2
Future Volume (veh/h)	13	0	11	649	0	379	65	1981	451	263	1740	2
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	0	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h				669	0	391	67	2042	465	271	1794	2
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				3	0	3	3	3	3	3	3	3
Cap, veh/h				362	0	308	220	2863	623	309	4279	5
Arrive On Green				0.11	0.00	0.11	0.92	0.92	0.92	0.12	1.00	1.00
Sat Flow, veh/h				3428	0	1572	261	4137	900	3428	5226	6
Grp Volume(v), veh/h				669	0	391	67	1650	857	271	1159	637
Grp Sat Flow(s),veh/h/ln				1714	0	1572	261	1689	1660	1714	1689	1854
Q Serve(g_s), s				19.0	0.0	19.0	5.6	19.9	23.6	14.0	0.0	0.0
Cycle Q Clear(g_c), s				19.0	0.0	19.0	5.6	19.9	23.6	14.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.54	1.00		0.00
Lane Grp Cap(c), veh/h				362	0	308	220	2337	1149	309	2765	1518
V/C Ratio(X)				1.85	0.00	1.27	0.30	0.71	0.75	0.88	0.42	0.42
Avail Cap(c_a), veh/h				362	0	308	220	2337	1149	389	2765	1518
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				80.5	0.0	72.4	2.4	3.0	3.1	78.2	0.0	0.0
Incr Delay (d2), s/veh				392.5	0.0	145.0	3.5	1.8	4.4	14.6	0.5	0.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				44.3	0.0	55.9	0.8	6.6	8.1	11.0	0.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				473.0	0.0	217.3	6.0	4.8	7.6	92.8	0.5	0.9
LnGrp LOS				F		F	A	A	A	F	A	A
Approach Vol, veh/h					1060			2574			2067	
Approach Delay, s/veh					378.7			5.8			12.7	
Approach LOS					F			A			B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		154.0		26.0	22.8	131.2
Change Period (Y+Rc), s		* 6.6		7.0	* 6.6	* 6.6
Max Green Setting (Gmax), s		* 1.5E+02		19.0	* 20	* 1.2E+02
Max Q Clear Time (g_c+I1), s		2.0		21.0	16.0	25.6
Green Ext Time (p_c), s		6.0		0.0	0.2	16.2

Intersection Summary		
HCM 7th Control Delay, s/veh	77.6	
HCM 7th LOS	E	

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection														
Int Delay, s/veh	2.8													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	12	86	533	40	7	22	941	23	88	4	31	7	3	41
Future Vol, veh/h	12	86	533	40	7	22	941	23	88	4	31	7	3	41
Conflicting Peds, #/hr	0	3	0	5	0	5	0	3	1	0	11	11	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	13	96	592	44	8	24	1046	26	98	4	34	8	3	46

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	1071	1074	0	0	637	642	0	0	1427	1976	334	1653	1985	540
Stage 1	-	-	-	-	-	-	-	-	837	837	-	1126	1126	-
Stage 2	-	-	-	-	-	-	-	-	590	1139	-	527	859	-
Critical Hdwy	6.46	4.16	-	-	6.46	4.16	-	-	4.4	4.4	4.9	4.4	4.4	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Follow-up Hdwy	2.53	2.23	-	-	2.53	2.23	-	-	3.8	3.8	3.9	3.8	3.8	3.9
Pot Cap-1 Maneuver	296	639	-	-	563	932	-	-	320	202	698	266	200	585
Stage 1	-	-	-	-	-	-	-	-	513	513	-	409	409	-
Stage 2	-	-	-	-	-	-	-	-	619	405	-	649	504	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	548	548	-	-	788	788	-	-	223	154	687	188	153	583
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	294	217	-	276	243	-
Stage 1	-	-	-	-	-	-	-	-	409	409	-	391	391	-
Stage 2	-	-	-	-	-	-	-	-	542	387	-	483	402	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.93	0.29	22.63	13.66
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	339	548	-	-	788	-	-	472
HCM Lane V/C Ratio	0.403	0.199	-	-	0.041	-	-	0.12
HCM Control Delay (s/veh)	22.6	13.2	-	-	9.8	-	-	13.7
HCM Lane LOS	C	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.9	0.7	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	0	54	64	2240	114	15	33	2416
Future Vol, veh/h	0	54	64	2240	114	15	33	2416
Conflicting Peds, #/hr	0	0	0	0	15	0	15	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	55	-	-	-	120	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3
Mvmt Flow	0	56	67	2333	119	16	34	2517

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	-	1241	1837	0	0	1790	2467	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	4.9	5.66	-	-	5.66	5.36	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	2.33	-	-	2.33	3.13	-
Pot Cap-1 Maneuver	0	310	147	-	-	156	71	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	-	306	147	-	-	81	81	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	19.42	1.28	2
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	147	-	-	306	81	-
HCM Lane V/C Ratio	0.453	-	-	0.184	0.614	-
HCM Control Delay (s/veh)	48.3	-	-	19.4	102.9	-
HCM Lane LOS	E	-	-	C	F	-
HCM 95th %tile Q(veh)	2.1	-	-	0.7	2.8	-

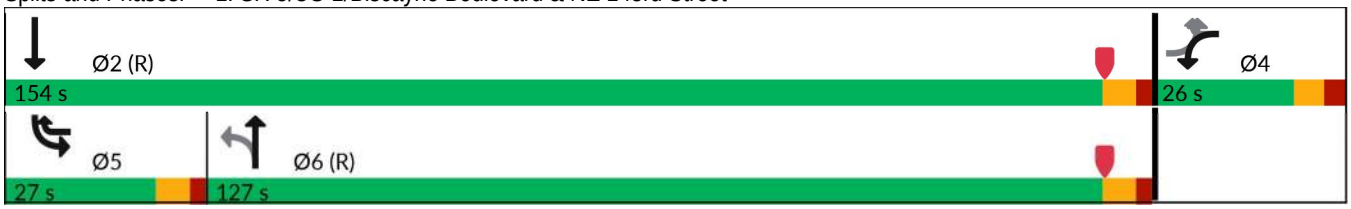
Future Total P.M. Peak Hour

Lane Group	EBT	WBL	WBR	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	649	379	89	1989	263	1749
Future Volume (vph)	0	649	379	89	1989	263	1749
Turn Type		Prot	pm+ov	Perm	NA	Prot	NA
Protected Phases		4	5		6	5	2
Permitted Phases			4	6			
Detector Phase		4	5	6	6	5	2
Switch Phase							
Minimum Initial (s)		7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)		35.0	11.6	29.6	29.6	11.6	29.6
Total Split (s)		26.0	27.0	127.0	127.0	27.0	154.0
Total Split (%)		14.4%	15.0%	70.6%	70.6%	15.0%	85.6%
Yellow Time (s)		4.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)		3.0	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	6.6	6.6	6.6	6.6	6.6
Lead/Lag			Lead	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Recall Mode		None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 75 (42%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 1: SR 5/US-1/Biscayne Boulevard & NE 143rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	11	649	0	379	89	1989	451	263	1749	2
Future Volume (veh/h)	13	0	11	649	0	379	89	1989	451	263	1749	2
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	0	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h				669	0	391	92	2051	465	271	1803	2
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				3	0	3	3	3	3	3	3	3
Cap, veh/h				362	0	308	219	2866	621	309	4279	5
Arrive On Green				0.11	0.00	0.11	0.92	0.92	0.92	0.12	1.00	1.00
Sat Flow, veh/h				3428	0	1572	258	4141	897	3428	5226	6
Grp Volume(v), veh/h				669	0	391	92	1655	861	271	1165	640
Grp Sat Flow(s),veh/h/ln				1714	0	1572	258	1689	1661	1714	1689	1854
Q Serve(g_s), s				19.0	0.0	19.0	9.7	20.1	23.9	14.0	0.0	0.0
Cycle Q Clear(g_c), s				19.0	0.0	19.0	9.7	20.1	23.9	14.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.54	1.00		0.00
Lane Grp Cap(c), veh/h				362	0	308	219	2337	1150	309	2765	1518
V/C Ratio(X)				1.85	0.00	1.27	0.42	0.71	0.75	0.88	0.42	0.42
Avail Cap(c_a), veh/h				362	0	308	219	2337	1150	389	2765	1518
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				80.5	0.0	72.4	2.6	3.0	3.2	78.2	0.0	0.0
Incr Delay (d2), s/veh				392.5	0.0	145.0	5.8	1.8	4.5	14.6	0.5	0.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				44.3	0.0	55.9	1.2	6.6	8.2	11.0	0.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				473.0	0.0	217.3	8.4	4.8	7.6	92.8	0.5	0.9
LnGrp LOS				F		F	A	A	A	F	A	A
Approach Vol, veh/h					1060			2608			2076	
Approach Delay, s/veh					378.7			5.9			12.7	
Approach LOS					F			A			B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		154.0		26.0	22.8	131.2
Change Period (Y+Rc), s		* 6.6		7.0	* 6.6	* 6.6
Max Green Setting (Gmax), s		* 1.5E+02		19.0	* 20	* 1.2E+02
Max Q Clear Time (g_c+I1), s		2.0		21.0	16.0	25.9
Green Ext Time (p_c), s		6.1		0.0	0.2	17.9

Intersection Summary		
HCM 7th Control Delay, s/veh	77.1	
HCM 7th LOS	E	

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection														
Int Delay, s/veh	2.8													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	12	86	533	40	7	23	941	23	88	4	31	7	3	41
Future Vol, veh/h	12	86	533	40	7	23	941	23	88	4	31	7	3	41
Conflicting Peds, #/hr	0	3	0	5	0	5	0	3	1	0	11	11	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	13	96	592	44	8	26	1046	26	98	4	34	8	3	46

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	1071	1074	0	0	637	642	0	0	1429	1978	334	1655	1987	540
Stage 1	-	-	-	-	-	-	-	-	837	837	-	1128	1128	-
Stage 2	-	-	-	-	-	-	-	-	592	1141	-	527	859	-
Critical Hdwy	6.46	4.16	-	-	6.46	4.16	-	-	4.4	4.4	4.9	4.4	4.4	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Follow-up Hdwy	2.53	2.23	-	-	2.53	2.23	-	-	3.8	3.8	3.9	3.8	3.8	3.9
Pot Cap-1 Maneuver	296	639	-	-	563	932	-	-	320	201	698	265	200	585
Stage 1	-	-	-	-	-	-	-	-	513	513	-	408	408	-
Stage 2	-	-	-	-	-	-	-	-	618	404	-	649	504	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	548	548	-	-	792	792	-	-	223	153	687	188	152	583
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	293	216	-	276	242	-
Stage 1	-	-	-	-	-	-	-	-	409	409	-	390	390	-
Stage 2	-	-	-	-	-	-	-	-	540	386	-	483	402	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.93	0.29	22.69	13.67
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	338	548	-	-	792	-	-	472
HCM Lane V/C Ratio	0.404	0.199	-	-	0.042	-	-	0.12
HCM Control Delay (s/veh)	22.7	13.2	-	-	9.7	-	-	13.7
HCM Lane LOS	C	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.9	0.7	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	0	99	64	2227	139	15	56	2426
Future Vol, veh/h	0	99	64	2227	139	15	56	2426
Conflicting Peds, #/hr	0	0	0	0	15	0	15	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	55	-	-	-	120	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3
Mvmt Flow	0	103	67	2320	145	16	58	2527

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	-	1247	1845	0	0	1799	2480	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	4.9	5.66	-	-	5.66	5.36	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	2.33	-	-	2.33	3.13	-
Pot Cap-1 Maneuver	0	308	146	-	-	155	70	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	-	304	146	-	-	74	74	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

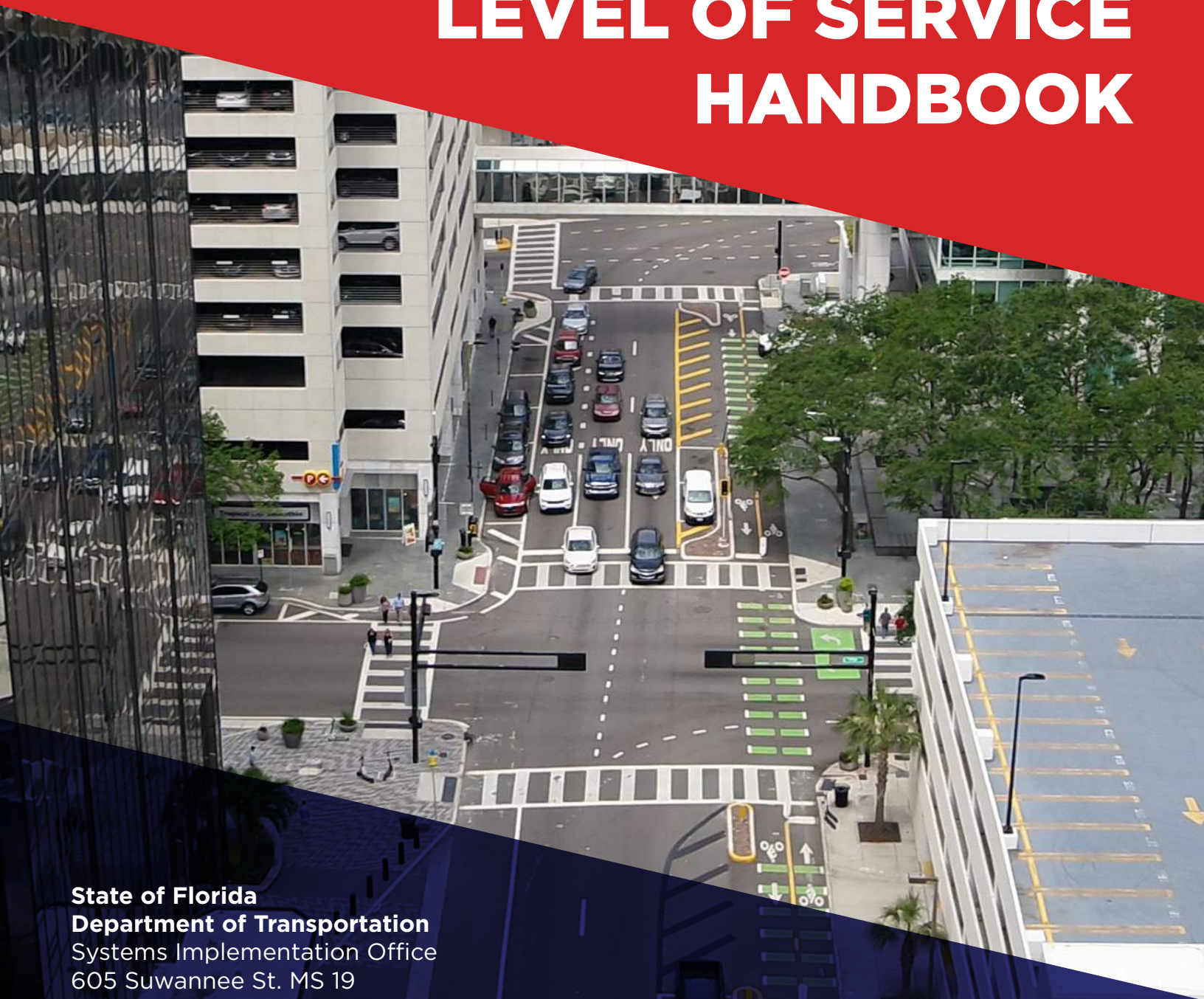
Approach	WB	NB	SB
HCM Control Delay, s/v	22.82	1.29	5.73
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	146	-	-	304	74	-
HCM Lane V/C Ratio	0.458	-	-	0.339	1	-
HCM Control Delay (s/veh)	49.1	-	-	22.8	201.5	-
HCM Lane LOS	E	-	-	C	F	-
HCM 95th %tile Q(veh)	2.1	-	-	1.5	5.3	-

Appendix K

FDOT's 2023 *Multimodal Quality Level of Service Handbook* Tables

2023 MULTIMODAL QUALITY/ LEVEL OF SERVICE HANDBOOK

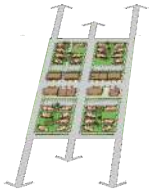


State of Florida
Department of Transportation
Systems Implementation Office
605 Suwannee St. MS 19
Tallahassee, FL 32399

www.fdot.gov/planning
January 2023

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**

(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

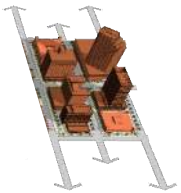
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

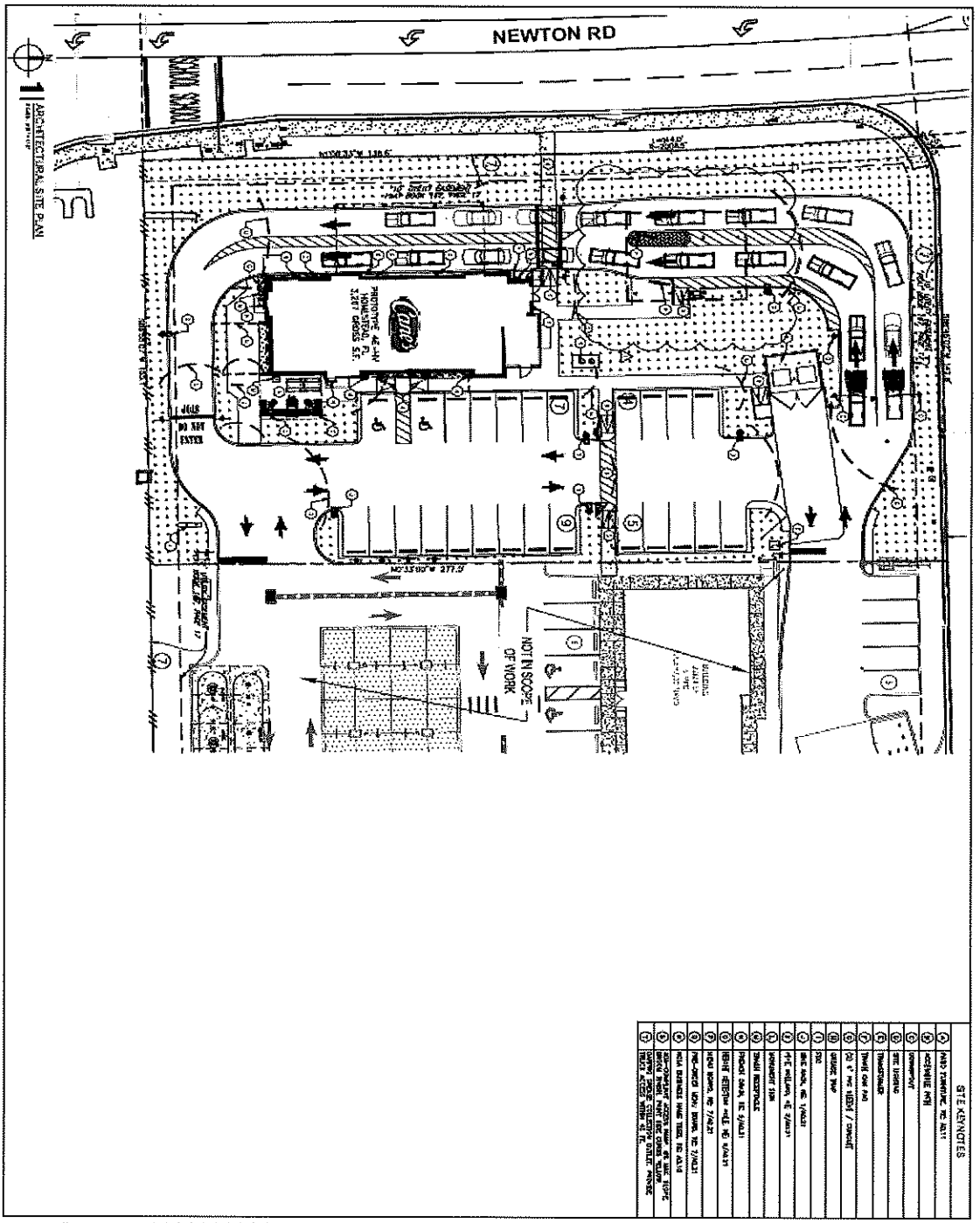
The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

Appendix L

Drive-Through Queue Data

Exhibit B


NEWTON RD
NOT IN SCOPE OF WORK
SITE KEYNOTES
Raising Cane's
Restaurant #0877
(Campbell Dr & Newton Rd)
Homestead, FL 33035
PRE-API Submittal
CSRS
CRC SUBMITTAL
A0.10

Queue Length Study || All vehicles

Raising Cane's 0677 Homestead, FL

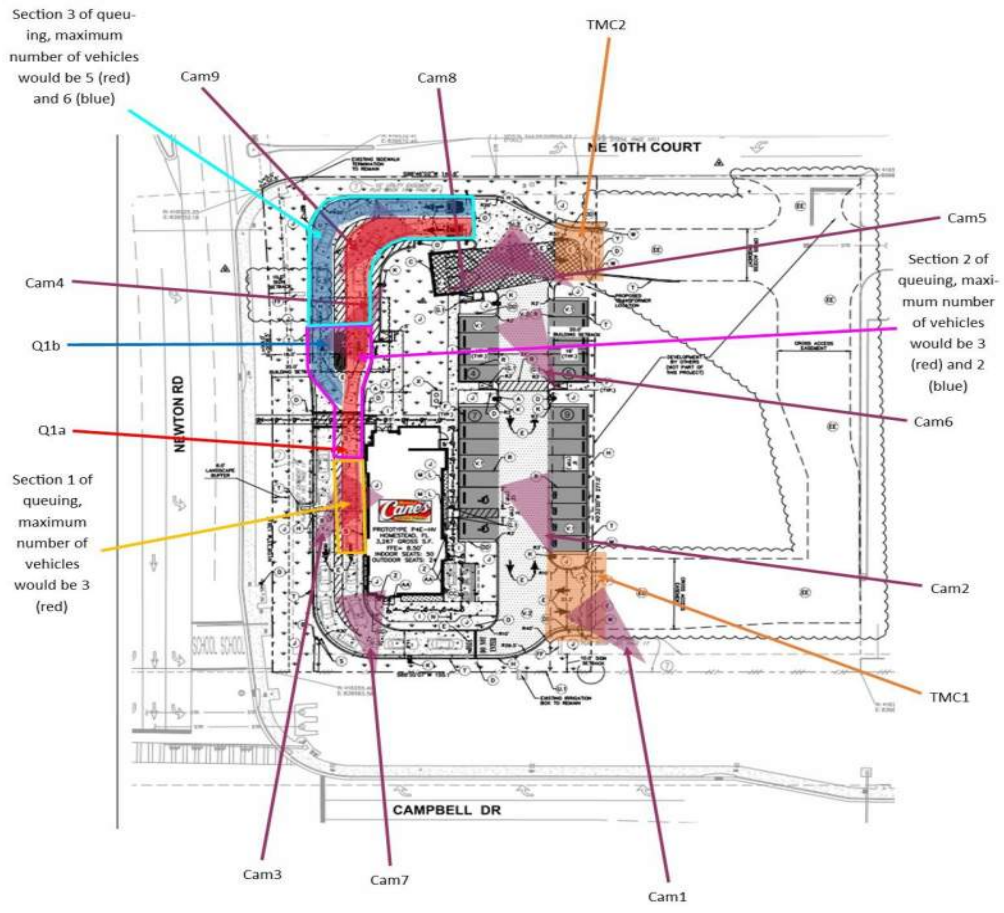
Marr Traffic DATA COLLECTION

www.marrtraffic.com

Drive Thru Queue Length Study

Lat/Long
25.478121, -80.443893

Click here for Map



Queue Length Study | | All vehicles

Raising Cane's 0677 Homestead, FL

Marr Traffic DATA COLLECTION
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Drive Thru Queue Length Study

Date
Thursday, August 24, 2023

Lat/Long
25.477852, -80.443444
Click here for Map

Weather
Fair
86°F
Click here for Detailed Weather

1000 - 2400 (Weekday 14h Session)
All vehicles

	Orange Section (Pick Up)		Pink Section (Payment)		Cyan Section (Order)		Outside Ordering	
	1a	1b	1a	1b	1a	1b	1a	1b
TIME								
1000 - 1005	2	0	0	0	1	0	0	0
1005 - 1010	2	0	1	0	1	0	0	0
1010 - 1015	0	0	0	0	0	0	0	0
1015 - 1020	0	0	0	0	0	0	0	0
1020 - 1025	1	0	0	0	1	0	0	0
1025 - 1030	1	0	0	0	1	0	0	0
1030 - 1035	0	0	0	0	0	0	0	0
1035 - 1040	1	0	0	0	1	0	0	0
1040 - 1045	2	0	0	0	1	1	0	0
1045 - 1050	2	0	0	0	1	0	0	0
1050 - 1055	1	0	0	0	1	0	0	0
1055 - 1100	2	0	1	0	1	1	0	0
Hourly Average	1.17	0.00	0.17	0.00	0.75	0.17	0.00	0.00
1100 - 1105	2	0	1	0	1	0	0	0
1105 - 1110	1	0	0	0	0	0	0	0
1110 - 1115	1	0	0	0	1	0	0	0
1115 - 1120	1	0	0	0	1	0	0	0
1120 - 1125	1	0	0	0	2	1	0	0
1125 - 1130	2	0	3	0	2	1	0	0
1130 - 1135	2	0	3	0	1	0	0	0
1135 - 1140	2	0	2	0	1	0	0	0
1140 - 1145	2	0	3	0	3	2	0	0
1145 - 1150	2	0	3	0	2	0	0	0
1150 - 1155	2	0	3	0	2	2	0	0
1155 - 1200	2	0	3	1	2	1	0	0
Hourly Average	1.67	0.00	1.75	0.08	1.50	0.58	0.00	0.00
1200 - 1205	2	0	2	0	1	1	0	0
1205 - 1210	2	0	2	0	3	1	0	0
1210 - 1215	2	0	2	0	2	1	0	0
1215 - 1220	2	0	3	1	3	1	0	0
1220 - 1225	2	0	2	1	1	1	0	0
1225 - 1230	2	0	1	0	1	0	0	0
1230 - 1235	2	0	1	0	2	0	0	0
1235 - 1240	2	0	3	0	3	1	0	0
1240 - 1245	2	0	2	1	4	3	0	0
1245 - 1250	2	0	3	1	4	5	0	0
1250 - 1255	2	0	3	1	4	3	0	0
1255 - 1300	2	0	3	1	2	2	0	0
Hourly Average	2.00	0.00	2.25	0.50	2.50	1.58	0.00	0.00
1300 - 1305	2	0	3	1	1	0	0	0
1305 - 1310	1	0	1	0	1	1	0	0
1310 - 1315	2	0	2	0	3	3	0	0
1315 - 1320	2	0	3	1	5	4	0	0
1320 - 1325	2	0	3	1	5	4	0	0
1325 - 1330	2	0	3	1	3	1	0	0
1330 - 1335	2	0	3	1	1	1	0	0
1335 - 1340	1	0	1	0	1	1	0	0
1340 - 1345	1	0	2	0	2	1	0	0
1345 - 1350	2	0	3	0	1	1	0	0
1350 - 1355	1	0	1	0	2	1	0	0
1355 - 1400	2	0	3	1	2	1	0	0
Hourly Average	1.67	0.00	2.33	0.58	2.25	1.58	0.00	0.00
1400 - 1405	1	0	1	0	1	0	0	0
1405 - 1410	1	0	1	0	2	0	0	0
1410 - 1415	2	0	3	0	2	1	0	0
1415 - 1420	2	0	3	0	3	0	0	0
1420 - 1425	2	0	3	1	3	2	0	0
1425 - 1430	2	0	3	1	2	0	0	0
1430 - 1435	0	0	1	0	3	1	0	0
1435 - 1440	2	0	2	0	3	1	0	0
1440 - 1445	1	0	2	0	2	0	0	0
1445 - 1450	1	0	1	0	3	0	0	0
1450 - 1455	1	0	2	0	2	1	0	0
1455 - 1500	2	0	3	0	3	1	0	0
Hourly Average	1.42	0.00	2.08	0.17	2.42	0.58	0.00	0.00
1500 - 1505	2	0	2	0	1	0	0	0
1505 - 1510	2	0	3	1	2	1	0	0
1510 - 1515	2	0	3	0	3	0	0	0
1515 - 1520	2	0	3	0	2	1	0	0
1520 - 1525	2	0	3	1	2	1	0	0
1525 - 1530	2	0	3	0	2	2	0	0
1530 - 1535	2	0	3	1	3	2	0	0
1535 - 1540	2	0	3	1	5	4	0	0
1540 - 1545	2	0	3	1	4	3	0	0
1545 - 1550	2	0	3	1	4	3	0	0
1550 - 1555	2	0	3	1	5	3	0	0
1555 - 1600	2	0	3	1	5	5	0	0
Hourly Average	2.00	0.00	2.92	0.67	3.17	2.08	0.00	0.00
1600 - 1605	2	0	3	1	5	5	0	0
1605 - 1610	2	0	3	1	5	4	0	0
1610 - 1615	2	0	3	1	4	4	0	0
1615 - 1620	2	0	2	1	5	5	0	0
1620 - 1625	2	0	3	1	5	3	0	0
1625 - 1630	2	0	3	1	4	3	0	0
1630 - 1635	2	0	3	1	3	1	0	0
1635 - 1640	2	0	3	1	2	1	0	0
1640 - 1645	2	0	3	1	2	1	0	0
1645 - 1650	2	0	1	0	1	1	0	0
1650 - 1655	2	0	1	0	2	1	0	0
1655 - 1700	2	0	1	0	2	1	0	0
Hourly Average	2.00	0.00	2.42	0.75	3.33	2.50	0.00	0.00
1700 - 1705	2	0	0	0	1	1	0	0
1705 - 1710	2	0	1	0	4	1	0	0
1710 - 1715	2	0	3	0	2	0	0	0
1715 - 1720	2	0	3	0	4	2	0	0
1720 - 1725	2	0	3	1	2	2	0	0
1725 - 1730	2	0	3	0	2	2	0	0
1730 - 1735	2	0	2	1	3	2	0	0
1735 - 1740	2	0	3	1	3	1	0	0
1740 - 1745	2	0	1	0	2	1	0	0
1745 - 1750	2	0	3	0	2	1	0	0
1750 - 1755	2	0	1	0	2	1	0	0
1755 - 1800	2	0	2	0	1	1	0	0
Hourly Average	2.00	0.00	2.08	0.25	2.33	1.25	0.00	0.00
1800 - 1805	2	0	2	0	1	1	0	0
1805 - 1810	2	0	2	0	2	1	0	0
1810 - 1815	2	0	1	0	1	1	0	0
1815 - 1820	2	0	3	1	3	2	0	0
1820 - 1825	2	0	3	1	3	4	0	0
1825 - 1830	2	0	3	1	3	2	0	0
1830 - 1835	2	0	3	1	4	2	0	0
1835 - 1840	2	0	3	1	1	2	0	0
1840 - 1845	2	0	2	0	2	1	0	0
1845 - 1850	2	0	1	0	2	1	0	0
1850 - 1855	2	0	2	0	3	2	0	0
1855 - 1900	2	0	2	1	3	2	0	0
Hourly Average	2.00	0.00	2.25	0.50	2.33	1.75	0.00	0.00
1900 - 1905	2	0	3	0	1	1	0	0
1905 - 1910	2	0	1	0	1	1	0	0
1910 - 1915	2	0	0	0	2	1	0	0
1915 - 1920	2	0	3	1	4	1	0	0
1920 - 1925	2	0	3	1	3	2	0	0
1925 - 1930	2	0	2	1	1	1	0	0
1930 - 1935	2	0	1	0	2	1	0	0
1935 - 1940	2	0	2	0	2	2	0	0
1940 - 1945	2	0	3	1	3	2	0	0
1945 - 1950	2	0	3	1	3	2	0	0
1950 - 1955	2	0	3	1	3	2	0	0
1955 - 2000	2	0	3	1	4	1	0	0
Hourly Average	2.00	0.00	2.25	0.58	2.42	1.42	0.00	0.00
2000 - 2005	2	0	3	1	5	4	0	0
2005 - 2010	2	0	3	1	4	4	0	0
2010 - 2015	2	0	3	1	4	3	0	0
2015 - 2020	2	0	3	1	3	2	0	0
2020 - 2025	2	0	3	1	2	1	0	0
2025 - 2030	2	0	3	1	2	2	0	0
2030 - 2035	2	0	2	1	4	5	0	0
2035 - 2040	2	0	3	1	4	3	0	0
2040 - 2045	2	0	3	1	3	2	0	0
2045 - 2050	2	0	2	0	2	0	0	0
2050 - 2055	2	0	3	1	2	1	0	0
2055 - 2100	2	0	3	1	2	1	0	0
Hourly Average	2.00	0.00	2.83	0.92	3.08	2.33	0.00	0.00
2100 - 2105	2	0	2	0	1	1	0	0
2105 - 2110	2	0	3	1	1	2	0	0
2110 - 2115	2	0	3	1	3	2	0	0
2115 - 2120	2	0	2	1	4	3	0	0
2120 - 2125	2	0	3	1	5	6	0	0
2125 - 2130	2	2	3	1	5	4	0	0
2130 - 2135	2	2	3	2	5	4	0	0
2135 - 2140	2	2	3	2	4	3	0	0
2140 - 2145	2	2	3	2	5	4	0	0
2145 - 2150	2	2	3	2	5	2	0	0
2150 - 2155	2	2	3	2	4	4	0	0
2155 - 2200	2	2	3	2	6	3	0	0
Hourly Average	2.00	1.17	2.83	1.42	4.00	3.17	0.00	0.00
2200 - 2205	2	2	1	1	2	1	0	0
2205 - 2210	2	2	2	1	3	1	0	0
2210 - 2215	2	1	2	0	2	1	0	0
2215 - 2220	2	0	2	1	1	1	0	0
2220 - 2225	2	0	1	0	1	1	0	0
2225 - 2230	2	0	1	0	2	0	0	0
2230 - 2235	2	0	1	0	2	1	0	0
2235 - 2240	2	0	3	0	1	1	0	0
2240 - 2245	2	0	3	0	2	1	0	0
2245 - 2250	2	0	3	1	2	0	0	0
2250 - 2255	2	0	1	0	2	1	0	0
2255 - 2300	1	0	1	0	1	0	0	0
Hourly Average	1.92	0.42	1.75	0.33	1.75	0.75	0.00	0.00
2300 - 2305	2	0	1	0	1	1	0	0
2305 - 2310	2	0	1	1	1	1	0	0
2310 - 2315	2	0	2	0	1	0	0	0
2315 - 2320	2	0	1	0	1	0	0	0
2320 - 2325	2	0	1	0	2	0	0	0
2325 - 2330	1	0	0	0	1	0	0	0
2330 - 2335	1	0	0	0	1	0	0	0
2335 - 2340	1	0	0	0	1	0	0	0
2340 - 2345	2	0	0	0	2	0	0	0
2345 - 2350	2	0	2	0	2	1	0	0
2350 - 2355	2	0	2	1	1	1	0	0
2355 - 0000	2	0	1	0	1	0	0	0
Hourly Average	1.75	0.00	0.92	0.17	1.25	0.33	0.00	0.00

vehicles queue outside marked drive thru queuing area
temporary barriers removed, allowing two queues at order pick up section

Queue Length Study | | All vehicles

Raising Cane's 0677 Homestead, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Drive Thru Queue Length Study

Date
Friday, August 25, 2023

Weather
Partly Cloudy
86°F

Lat/Long
25.477852, -80.443444
Click here for Map

Click here for Detailed Weather

1000 - 2400 (Weekday 14h Session)
All vehicles

	Orange Section (Pick Up)		Pink Section (Payment)		Cyan Section (Order)		Outside Ordering	
	1a	1b	1a	1b	1a	1b	1a	1b
TIME								
1000 - 1005	2	0	0	0	2	0	0	0
1005 - 1010	1	0	0	0	1	0	0	0
1010 - 1015	1	0	0	0	1	0	0	0
1015 - 1020	1	0	0	0	1	0	0	0
1020 - 1025	0	0	0	0	0	0	0	0
1025 - 1030	1	0	0	0	1	0	0	0
1030 - 1035	1	0	0	0	1	0	0	0
1035 - 1040	2	0	1	0	1	0	0	0
1040 - 1045	2	0	2	0	1	0	0	0
1045 - 1050	2	0	0	0	0	0	0	0
1050 - 1055	1	0	0	0	1	0	0	0
1055 - 1100	1	0	1	0	1	1	0	0
Hourly Average	1.25	0.00	0.33	0.00	0.92	0.08	0.00	0.00
1100 - 1105	2	0	0	0	2	0	0	0
1105 - 1110	2	0	0	0	1	0	0	0
1110 - 1115	2	0	0	0	2	1	0	0
1115 - 1120	2	0	2	0	2	1	0	0
1120 - 1125	2	0	3	0	2	1	0	0
1125 - 1130	2	0	3	0	1	1	0	0
1130 - 1135	2	0	1	0	2	0	0	0
1135 - 1140	2	0	0	0	2	0	0	0
1140 - 1145	2	0	1	0	1	0	0	0
1145 - 1150	2	0	1	0	1	1	0	0
1150 - 1155	2	0	3	1	3	1	0	0
1155 - 1200	2	0	3	1	3	1	0	0
Hourly Average	2.00	0.00	1.42	0.17	1.83	0.58	0.00	0.00
1200 - 1205	2	0	3	0	3	1	0	0
1205 - 1210	2	0	3	0	4	0	0	0
1210 - 1215	2	0	3	0	4	1	0	0
1215 - 1220	2	0	2	1	2	1	0	0
1220 - 1225	2	0	2	0	3	0	0	0
1225 - 1230	2	0	3	1	4	2	0	0
1230 - 1235	2	0	3	1	3	1	0	0
1235 - 1240	2	0	3	1	4	1	0	0
1240 - 1245	2	0	3	0	1	0	0	0
1245 - 1250	2	0	2	0	1	1	0	0
1250 - 1255	2	0	2	0	3	2	0	0
1255 - 1300	2	0	3	1	2	2	0	0
Hourly Average	2.00	0.00	2.67	0.42	2.83	1.00	0.00	0.00
1300 - 1305	2	0	3	1	1	1	0	0
1305 - 1310	2	0	3	0	1	1	0	0
1310 - 1315	2	0	2	1	3	2	0	0
1315 - 1320	2	0	3	1	2	2	0	0
1320 - 1325	2	0	2	1	1	0	0	0
1325 - 1330	2	0	2	0	1	0	0	0
1330 - 1335	2	0	2	0	2	1	0	0
1335 - 1340	2	0	2	0	2	1	0	0
1340 - 1345	2	0	3	1	2	1	0	0
1345 - 1350	2	0	3	1	3	2	0	0
1350 - 1355	2	0	3	1	3	1	0	0
1355 - 1400	2	0	3	0	2	1	0	0
Hourly Average	2.00	0.00	2.58	0.58	1.92	1.08	0.00	0.00
1400 - 1405	2	0	2	0	2	0	0	0
1405 - 1410	2	0	2	0	2	0	0	0
1410 - 1415	2	0	2	0	1	0	0	0
1415 - 1420	2	0	3	0	2	1	0	0
1420 - 1425	2	0	3	1	1	1	0	0
1425 - 1430	2	0	3	0	1	1	0	0
1430 - 1435	2	0	2	0	2	0	0	0
1435 - 1440	2	0	3	0	3	1	0	0
1440 - 1445	2	0	3	0	3	1	0	0
1445 - 1450	2	0	3	0	4	1	0	0
1450 - 1455	2	0	3	1	4	2	0	0
1455 - 1500	2	0	3	0	1	1	0	0
Hourly Average	2.00	0.00	2.67	0.17	2.17	0.75	0.00	0.00
1500 - 1505	2	0	3	0	2	2	0	0
1505 - 1510	2	0	3	0	3	2	0	0
1510 - 1515	2	0	3	1	2	1	0	0
1515 - 1520	2	0	3	1	3	2	0	0
1520 - 1525	2	0	3	1	2	2	0	0
1525 - 1530	2	0	3	1	2	1	0	0
1530 - 1535	2	0	3	1	4	2	0	0
1535 - 1540	2	0	3	1	4	2	0	0
1540 - 1545	2	0	3	1	6	2	0	0
1545 - 1550	2	0	3	1	7	5	0	0
1550 - 1555	2	0	3	1	6	5	0	0
1555 - 1600	2	0	3	1	5	4	0	0
Hourly Average	2.00	0.00	3.00	0.83	4.83	2.50	0.00	0.00
1600 - 1605	2	0	3	1	6	3	0	0
1605 - 1610	2	0	3	0	6	4	0	0
1610 - 1615	2	2	1	1	6	4	0	0
1615 - 1620	2	2	1	1	5	3	0	0
1620 - 1625	2	2	2	2	3	2	0	0
1625 - 1630	2	2	3	2	1	1	0	0
1630 - 1635	2	2	1	0	1	0	0	0
1635 - 1640	2	0	0	0	1	2	0	0
1640 - 1645	2	0	3	1	2	2	0	0
1645 - 1650	2	0	2	0	2	1	0	0
1650 - 1655	2	0	2	0	2	2	0	0
1655 - 1700	2	0	3	1	2	2	0	0
Hourly Average	2.00	0.83	2.00	0.75	3.08	2.17	0.00	0.00
1700 - 1705	2	0	3	1	1	1	0	0
1705 - 1710	2	0	2	0	3	1	0	0
1710 - 1715	2	0	3	1	2	1	0	0
1715 - 1720	2	0	3	1	2	1	0	0
1720 - 1725	2	0	2	0	2	1	0	0
1725 - 1730	2	0	3	0	2	1	0	0
1730 - 1735	2	0	2	0	1	1	0	0
1735 - 1740	2	0	0	0	1	0	0	0
1740 - 1745	2	0	1	0	2	1	0	0
1745 - 1750	2	0	2	0	1	1	0	0
1750 - 1755	2	0	3	0	1	1	0	0
1755 - 1800	2	0	3	0	2	2	0	0
Hourly Average	2.00	0.00	2.25	0.25	1.67	1.00	0.00	0.00
1800 - 1805	2	0	3	0	2	1	0	0
1805 - 1810	2	0	3	1	2	2	0	0
1810 - 1815	2	0	3	1	3	2	0	0
1815 - 1820	2	0	3	1	3	3	0	0
1820 - 1825	2	0	3	1	4	4	0	0
1825 - 1830	2	0	3	1	5	3	0	0
1830 - 1835	2	0	3	1	3	2	0	0
1835 - 1840	2	0	3	1	2	2	0	0
1840 - 1845	2	0	3	1	5	2	0	0
1845 - 1850	2	0	3	1	5	4	0	0
1850 - 1855	2	0	3	1	4	4	0	0
1855 - 1900	2	0	3	1	5	6	0	0
Hourly Average	2.00	0.00	3.00	0.92	3.58	2.92	0.00	0.00
1900 - 1905	2	0	3	1	3	2	0	0
1905 - 1910	2	0	3	1	4	2	0	0
1910 - 1915	2	0	3	1	6	3	0	0
1915 - 1920	2	0	3	1	6	3	0	0
1920 - 1925	2	0	3	1	6	5	0	0
1925 - 1930	2	0	3	1	3	2	0	0
1930 - 1935	2	0	3	0	3	2	0	0
1935 - 1940	2	0	3	0	3	2	0	0
1940 - 1945	2	0	3	1	3	2	0	0
1945 - 1950	2	0	3	0	3	2	0	0
1950 - 1955	2	0	3	0	3	2	0	0
1955 - 2000	2	0	3	1	3	3	0	0
Hourly Average	2.00	0.00	3.00	0.67	4.83	2.50	0.00	0.00
2000 - 2005	2	0	3	1	2	2	0	0
2005 - 2010	1	0	1	0	1	1	0	0
2010 - 2015	2	0	3	0	1	1	0	0
2015 - 2020	2	0	3	1	3	2	0	0
2020 - 2025	2	0	3	1	1	1	0	0
2025 - 2030	2	0	3	1	2	3	0	0
2030 - 2035	2	0	3	1	3	2	0	0
2035 - 2040	2	0	3	1	2	2	0	0
2040 - 2045	2	0	3	1	4	3	0	0
2045 - 2050	2	0	3	1	5	3	0	0
2050 - 2055	2	0	3	1	4	3	0	0
2055 - 2100	2	0	3	1	5	5	0	0
Hourly Average	1.92	0.00	2.83	0.83	2.75	2.33	0.00	0.00
2100 - 2105	2	0	3	1	6	5	0	0
2105 - 2110	2	2	3	2	5	4	0	0
2110 - 2115	2	2	3	2	4	4	0	0
2115 - 2120	2	2	2	2	4	5	0	0
2120 - 2125	2	2	1	2	6	3	0	0
2125 - 2130	2	2	3	2	6	6	0	0
2130 - 2135	2	2	3	2	6	6	0	0
2135 - 2140	2	2	3	1	7	6	0	0
2140 - 2145	2	2	2	2	7	7	0	0
2145 - 2150	2	2	3	2	5	6	0	0
2150 - 2155	2	2	3	2	7	6	0	0
2155 - 2200	2	2	3	2	6	5	0	0
Hourly Average	2.00	1.83	2.67	1.83	5.75	5.25	0.00	0.00
2200 - 2205	2	2	3	1	6	4	0	0
2205 - 2210	2	2	3	2	5	4	0	0
2210 - 2215	2	2	2	2	4	2	0	0
2215 - 2220	2	2	3	0	4	2	0	0
2220 - 2225	2	1	3	1	5	2	0	0
2225 - 2230	2	0	2	1	2	1	0	0
2230 - 2235	2	0	2	0	1	1	0	0
2235 - 2240	2	0	1	0	2	1	0	0
2240 - 2245	2	0	2	1	2	2	0	0
2245 - 2250	2	0	2	1	3	3	0	0
2250 - 2255	2	0	3	1	6	2	0	0
2255 - 2300	2	0	3	1	6	3	0	0
Hourly Average	2.00	0.75	2.42	0.92	3.83	2.25	0.00	0.00
2300 - 2305	2	2	3	1	7	5	0	0
2305 - 2310	2	2	3	2	6	5	0	0
2310 - 2315	2	2	3	2	6	6	0	0
2315 - 2320	2	2	3	2	5	5	0	0
2320 - 2325	2	2	3	2	6	3	0	0
2325 - 2330	2	2	3	2	4	2	0	0
2330 - 2335	2	2	1	2	3	2	0	0
2335 - 2340	2	0	3	1	3	2	0	0
2340 - 2345	2	0	3	0	2	1	0	0
2345 - 2350	1	0	0	0	1	0	0	0
2350 - 2355	1	0	0	0	1	1	0	0
2355 - 0000	2	0	1	0	2	0	0	0
Hourly Average	1.83	1.17	2.17	1.17	3.75	2.67	0.00	0.00

vehicles queue outside marked drive thru queuing area
temporary barriers removed, allowing two queues at order pick up section

Queue Length Study | | All vehicles

Raising Cane's 0677 Homestead, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Drive Thru Queue Length Study

Date
Saturday, August 26, 2023

Weather
Fair
86°F

Lat/Long
25.477852, -80.443444
Click here for Map

Click here for Detailed Weather

1000 - 2400 (Weekday 14h Session)
All vehicles

	Orange Section (Pick Up)		Pink Section (Payment)		Cyan Section (Order)		Outside Ordering	
	1a	1b	1a	1b	1a	1b	1a	1b
TIME								
1000 - 1005	1	0	0	0	1	0	0	0
1005 - 1010	1	0	0	0	1	0	0	0
1010 - 1015	0	0	0	0	0	0	0	0
1015 - 1020	1	0	0	0	1	0	0	0
1020 - 1025	0	0	0	0	0	0	0	0
1025 - 1030	0	0	0	0	0	0	0	0
1030 - 1035	0	0	0	0	0	0	0	0
1035 - 1040	2	0	0	0	1	0	0	0
1040 - 1045	0	0	0	0	0	0	0	0
1045 - 1050	0	0	0	0	0	0	0	0
1050 - 1055	1	0	1	0	1	1	0	0
1055 - 1100	2	0	2	0	2	0	0	0
Hourly Average	0.67	0.00	0.25	0.00	0.58	0.08	0.00	0.00
1100 - 1105	2	0	0	0	0	0	0	0
1105 - 1110	2	0	2	0	2	1	0	0
1110 - 1115	2	0	2	0	1	0	0	0
1115 - 1120	1	0	0	0	1	0	0	0
1120 - 1125	1	0	0	0	2	0	0	0
1125 - 1130	2	0	1	0	2	1	0	0
1130 - 1135	2	0	2	0	3	1	0	0
1135 - 1140	2	0	2	0	2	0	0	0
1140 - 1145	1	0	0	0	1	0	0	0
1145 - 1150	2	0	1	0	1	0	0	0
1150 - 1155	2	0	1	0	0	0	0	0
1155 - 1200	2	0	2	0	4	2	0	0
Hourly Average	1.75	0.00	1.08	0.00	1.58	0.42	0.00	0.00
1200 - 1205	2	0	3	1	2	1	0	0
1205 - 1210	2	0	3	1	6	2	0	0
1210 - 1215	2	0	3	1	4	3	0	0
1215 - 1220	2	0	3	1	4	3	0	0
1220 - 1225	2	0	3	1	5	3	0	0
1225 - 1230	2	0	3	1	6	4	0	0
1230 - 1235	2	0	3	1	6	6	0	0
1235 - 1240	2	0	3	1	3	3	0	0
1240 - 1245	2	0	2	0	1	2	0	0
1245 - 1250	2	0	1	0	2	1	0	0
1250 - 1255	2	0	2	0	4	1	0	0
1255 - 1300	2	0	3	1	3	3	0	0
Hourly Average	2.00	0.00	2.67	0.75	3.83	2.67	0.00	0.00
1300 - 1305	2	0	3	1	3	3	0	0
1305 - 1310	2	0	3	1	3	1	0	0
1310 - 1315	2	0	3	0	2	1	0	0
1315 - 1320	2	0	2	0	3	1	0	0
1320 - 1325	2	0	3	0	3	0	0	0
1325 - 1330	2	0	3	1	3	1	0	0
1330 - 1335	2	0	3	1	3	2	0	0
1335 - 1340	2	0	3	1	2	2	0	0
1340 - 1345	2	0	3	1	3	2	0	0
1345 - 1350	2	0	3	1	3	2	0	0
1350 - 1355	2	0	3	0	3	2	0	0
1355 - 1400	2	0	3	1	4	2	0	0
Hourly Average	2.00	0.00	2.92	0.67	2.92	1.58	0.00	0.00
1400 - 1405	2	0	3	1	5	3	0	0
1405 - 1410	2	0	3	1	5	6	0	0
1410 - 1415	2	0	3	1	6	5	0	0
1415 - 1420	2	0	3	1	4	5	0	0
1420 - 1425	2	0	3	1	4	4	0	0
1425 - 1430	2	0	3	1	4	2	0	0
1430 - 1435	2	0	3	1	4	3	0	0
1435 - 1440	2	0	3	1	4	3	0	0
1440 - 1445	2	0	3	1	4	3	0	0
1445 - 1450	2	0	3	1	5	3	0	0
1450 - 1455	2	0	3	1	6	3	0	0
1455 - 1500	2	0	3	1	6	0	0	0
Hourly Average	2.00	0.00	3.00	1.00	4.75	3.33	0.00	0.00
1500 - 1505	2	0	3	1	6	3	0	0
1505 - 1510	2	0	3	1	5	5	0	0
1510 - 1515	2	0	3	1	5	5	0	0
1515 - 1520	2	0	3	1	5	4	0	0
1520 - 1525	2	0	3	1	4	4	0	0
1525 - 1530	2	0	3	1	4	3	0	0
1530 - 1535	2	0	3	1	4	4	0	0
1535 - 1540	2	0	3	1	2	3	0	0
1540 - 1545	2	0	3	1	3	2	0	0
1545 - 1550	2	0	3	1	4	2	0	0
1550 - 1555	2	0	3	1	2	2	0	0
1555 - 1600	2	0	3	1	1	0	0	0
Hourly Average	2.00	0.00	3.00	1.00	4.75	3.08	0.00	0.00
1600 - 1605	2	0	2	0	3	1	0	0
1605 - 1610	2	0	3	0	2	1	0	0
1610 - 1615	1	0	3	1	2	1	0	0
1615 - 1620	2	0	3	1	2	1	0	0
1620 - 1625	2	0	2	1	3	2	0	0
1625 - 1630	2	0	3	1	5	0	0	0
1630 - 1635	2	0	3	1	6	2	0	0
1635 - 1640	2	0	3	1	6	2	0	0
1640 - 1645	2	0	3	1	3	2	0	0
1645 - 1650	2	0	3	1	3	1	0	0
1650 - 1655	2	0	3	1	2	3	0	0
1655 - 1700	1	0	2	1	2	0	0	0
Hourly Average	1.83	0.00	2.75	0.83	3.25	1.33	0.00	0.00
1700 - 1705	2	0	1	0	2	0	0	0
1705 - 1710	1	0	1	0	1	1	0	0
1710 - 1715	2	0	2	0	2	1	0	0
1715 - 1720	2	0	2	0	1	1	0	0
1720 - 1725	2	0	2	0	3	1	0	0
1725 - 1730	2	0	3	1	2	2	0	0
1730 - 1735	2	0	3	1	3	3	0	0
1735 - 1740	2	0	3	1	3	3	0	0
1740 - 1745	2	0	3	1	3	0	0	0
1745 - 1750	2	0	2	1	3	1	0	0
1750 - 1755	2	0	2	0	2	1	0	0
1755 - 1800	2	0	2	0	1	1	0	0
Hourly Average	1.92	0.00	2.17	0.42	2.17	1.25	0.00	0.00
1800 - 1805	2	1	2	1	2	1	0	0
1805 - 1810	2	1	2	1	2	1	0	0
1810 - 1815	2	1	2	1	3	1	0	0
1815 - 1820	2	1	0	1	1	0	0	0
1820 - 1825	2	0	1	0	1	1	0	0
1825 - 1830	2	0	1	0	2	2	0	0
1830 - 1835	2	0	3	0	6	2	0	0
1835 - 1840	2	0	3	1	3	2	0	0
1840 - 1845	2	0	3	1	3	3	0	0
1845 - 1850	2	0	3	1	5	3	0	0
1850 - 1855	2	0	3	1	6	3	0	0
1855 - 1900	2	0	3	1	3	3	0	0
Hourly Average	2.00	0.33	2.17	0.75	3.08	1.83	0.00	0.00
1900 - 1905	2	0	3	1	2	2	0	0
1905 - 1910	2	0	3	1	3	3	0	0
1910 - 1915	2	0	3	0	2	1	0	0
1915 - 1920	2	0	3	1	2	2	0	0
1920 - 1925	2	0	3	1	2	1	0	0
1925 - 1930	2	0	1	0	1	1	0	0
1930 - 1935	1	0	0	0	3	1	0	0
1935 - 1940	2	0	1	0	1	1	0	0
1940 - 1945	2	0	2	0	2	1	0	0
1945 - 1950	2	0	2	1	3	2	0	0
1950 - 1955	2	0	3	1	3	3	0	0
1955 - 2000	2	0	3	1	4	3	0	0
Hourly Average	1.92	0.00	2.25	0.58	2.33	1.75	0.00	0.00
2000 - 2005	2	2	3	2	5	6	0	0
2005 - 2010	2	2	2	2	2	4	0	0
2010 - 2015	2	1	2	0	3	3	0	0
2015 - 2020	2	0	3	1	4	3	0	0
2020 - 2025	2	0	3	1	3	3	0	0
2025 - 2030	2	0	3	1	6	3	0	0
2030 - 2035	2	0	3	1	6	4	0	0
2035 - 2040	2	2	1	0	4	3	0	0
2040 - 2045	2	2	3	1	2	3	0	0
2045 - 2050	2	0	3	0	3	2	0	0
2050 - 2055	2	0	2	1	3	3	0	0
2055 - 2100	2	0	3	1	3	3	0	0
Hourly Average	2.00	0.75	2.58	0.92	3.67	3.33	0.00	0.00
2100 - 2105	2	0	3	1	6	3	0	0
2105 - 2110	2	2	3	1	6	5	0	0
2110 - 2115	2	2	3	2	5	5	0	0
2115 - 2120	2	2	3	2	5	5	0	0
2120 - 2125	2	2	2	1	2	1	0	0
2125 - 2130	2	0	2	1	3	1	0	0
2130 - 2135	2	0	2	1	1	1	0	0
2135 - 2140	2	0	2	0	2	0	0	0
2140 - 2145	2	0	1	0	1	0	0	0
2145 - 2150	2	0	2	0	2	1	0	0
2150 - 2155	2	0	3	0	2	2	0	0
2155 - 2200	2	0	3	0	2	2	0	0
Hourly Average	2.00	0.67	2.42	0.75	3.08	2.17	0.00	0.00
2200 - 2205	2	0	3	1	3	1	0	0
2205 - 2210	2	0	2	1	5	3	0	0
2210 - 2215	2	0	3	1	4	2	0	0
2215 - 2220	2	0	3	1	2	3	0	0
2220 - 2225	2	0	2	1	3	2	0	0
2225 - 2230	2	0	3	1	5	4	0	0
2230 - 2235	2	0	3	1	4	5	0	0
2235 - 2240	2	2	3	2	5	6	0	0
2240 - 2245	2	2	3	2	3	5	0	0
2245 - 2250	2	2	3	2	2	5	0	0
2250 - 2255	2	2	2	0	3	1	0	0
2255 - 2300	2	0	2	0	2	0	0	0
Hourly Average	2.00	0.67	2.67	1.08	3.42	3.08	0.00	0.00
2300 - 2305	2	0	1	0	3	0	0	0
2305 - 2310	2	0	1	0	1	0	0	0
2310 - 2315	2	0	2	0	2	1	0	0
2315 - 2320	2	0	2	1	2	1	0	0
2320 - 2325	2	0	3	1	2	1	0	0
2325 - 2330	2	0	3	1	2	1	0	0
2330 - 2335	2	0	3	1	2	1	0	0
2335 - 2340	2	0	2	0	2	1	0	0
2340 - 2345	2	0	3	0	6	0	0	0
2345 - 2350	2	0	3	0	5	0	0	0
2350 - 2355	2	0	2	0	5	1	0	0
2355 - 0000	2	0	3	0	1	0	0	0
Hourly Average	2.00	0.00	2.33	0.33	2.75	0.58	0.00	0.00

vehicles queue outside marked drive thru queuing area
temporary barriers removed, allowing two queues at order pick up section