

Traffic Impact Study

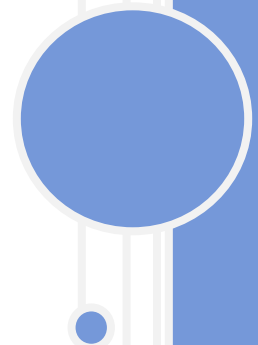
Keep the Bleau Green

*Fontainebleau Boulevard,
west of Park Boulevard
Unincorporated Miami-Dade, Florida*

December 23th, 2014



Richard Garcia & Associates, Inc.




Engineer's Certification

I, Richard Garcia, P.E. # 54886, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. In addition, the firm Richard Garcia & Associates, Inc. holds a Certificate of Authorization # 9592 in the State of Florida. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Project Description: Keep the Bleau Green - Traffic Impact Study

Project Location: Fontainebleau Boulevard,
west of Park Boulevard
Unincorporated Miami-Dade, Florida



Florida Registration No. 54886

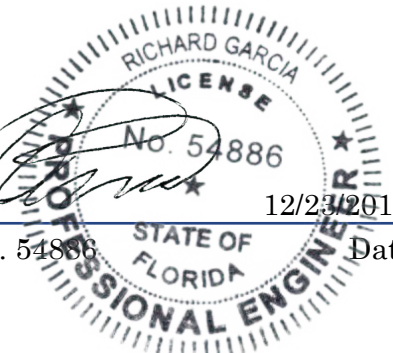
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Date

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Executive Summary

This report was prepared to determine and evaluate the traffic impacts associated with the subject project. The subject property consists of approximately 5 acres of land located east of theoretical NW 92nd Avenue, north of Fontainebleau Boulevard, south of theoretical NW 7th Street and west of NW 87th Avenue in Unincorporated Miami-Dade County, Florida. The subject site currently has a park and is intended to be developed as a mixed-use project to include a **charter school** and a **recreational community center** with 3,500 square feet. The charter school will have 1,200 students in grades Kindergarten through Twelfth. The project build-out year is slated for 2017.

The trip generation analysis for the subject project was prepared using published data from **ITE's Trip Generation Manual, 9th Edition** as per the Miami-Dade County requirements. This analysis was performed for the AM and PM peak hour. Moreover, the trip generation calculations were performed using the existing and proposed land uses as well as the maximum allowed density under the requested land use redesignation. The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the subject project. Since ITE does not have data for charter schools, trip generation calculations were performed using ITE data for private school K-12 and public school (i.e. elementary, middle and high school). The resulting trips were compared and the most conservative trip generation result was utilized in subsequent analyses. The land uses (LU) are as follows:

Existing

- LU 412: County Park with 5.2 Acres

Proposed

- LU 495: Recreational Community Center with 3,500 Square Feet
- LU 536: Private School K-12 with 1,200 Students

OR

- LU 520: Elementary School with 400 Students
- LU 522: Middle School / Junior High School with 400 Students
- LU 530: High School with 400 Students

Maximum Allowed (under land use redesignation)

- LU 220: Apartment with 130 Dwelling Units

OR

- LU 230: Residential Townhouse with 130 Dwelling Units

The trip generation calculations for the **AM peak hour** yielded **979 vehicle trips (598 trips-in & 381 trips-out)** and the **PM peak hour** resulted in **213 vehicle trips (90 trips-in & 123 trips-out)**. These vehicle trips are likely to be reduced based on the rate and extent of internalization, transit and pedestrian usage, since neither of these reductions were utilized in the analysis as a conservative approach. Also, it is noteworthy to indicate that a trip is defined as a one-direction vehicle movement crossing a driveway. Therefore, one vehicle may generate two trips by entering and exiting the site.

The subject project is located within the Traffic Analysis Zone (TAZ) 808 as assigned by the Metropolitan Planning Organization's (MPO) on the Miami-Dade Transportation Plan (to the Year 2035) Directional Trips Distribution Report, October 2009. The traffic distribution percentages between the 2005 TAZ and 2035 TAZ data were utilized to determine the distribution percentages for the project build-out year in 2017. As such, the AM and PM peak hour trips were distributed consistent with the resulting distribution percentages.

Manual Turning Movement Counts (TMC's) were taken at the intersection of **Fontainebleau Boulevard and Park Boulevard**. These counts were performed on Thursday, December 18th, 2014 during the roadway's AM peak period of 7:00 AM to 9:00 AM and PM peak period of 4:00 PM to 6:00 PM. Subsequently, the AM and PM peak hour volumes were determined, adjusted for seasonal variations by using the applicable Florida Department of Transportation Seasonal Factor and utilized in the operational analysis for the **existing condition**. As a result, the intersection of **Fontainebleau Boulevard and Park Boulevard** is operating at **LOS B** during the **AM and PM peak hour**.

Moreover, the existing turning movement counts for the AM and PM peak hour were augmented with a compounded background growth rate and project traffic to develop the volumes for the proposed condition with project in 2017. The proposed intersection volumes were utilized to perform an operational analysis and to determine the future Level of Service at the most impacted intersection. As a result, the intersection of **Fontainebleau Boulevard and Park Boulevard** yielded **LOS B** for the **AM and PM peak hour**. In fact, the subject intersection will maintain the existing LOS B for the proposed future condition with project traffic in 2017. Lastly, the project's driveways were also evaluated and resulted in overall LOS A. The following table summarizes the intersection LOS results for the AM and PM peak hour.

	Location	Intersection Control	Approach	Existing Condition				Proposed Condition with Project			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Intersections	Fontainebleau Boulevard & Park Boulevard	Traffic Signal	EB	-	-	-	-	-	-	-	-
			WB	A	7.6	B	11.8	A	7.8	B	11.5
			NB	C	23.7	B	19.4	C	31.1	C	21.4
			SB	B	11.2	B	17.1	B	15.7	B	18.6
			Overall	B	13.9	B	15.5	B	18.1	B	16.5
Driveways	Fontainebleau Boulevard & Driveway 1 (DW1)	Two-Way Stop	EB	-	-	-	-	A	0.0	A	0.0
			WB	-	-	-	-	A	0.0	A	0.0
			NB	-	-	-	-	-	-	-	-
			SB	-	-	-	-	D	27.1 *	B	14.4 *
			Overall	-	-	-	-	A	3.2	A	0.7
	Fontainebleau Boulevard & Driveway 2 (DW2)	Two-Way Stop	EB	-	-	-	-	A	0.0	A	0.0
			WB	-	-	-	-	A	0.0	A	0.0
			NB	-	-	-	-	-	-	-	-
			SB	-	-	-	-	B	10.7 *	B	12.3 *
			Overall	-	-	-	-	A	0.0	A	0.0

* TWSC Critical Approach

In addition, a traffic concurrency evaluation was performed consistent with the Miami-Dade County requirements. As such, four (4) count stations were identified and evaluated to determine whether sufficient roadway capacity exists to support the project traffic. The information for each count station was obtained from the Miami-Dade County Concurrency Traffic Count lists.

Moreover, the concurrency tables contain traffic counts for the peak hour period (PHP) which is the average two-way roadway volume of the two highest consecutive hours during the day (i.e. roadway's PM peak). As such, the PM peak hour trips (i.e. 213 vehicle trips) for the subject project were assigned to the closest count stations. It is important to note that some of the project trips may not reach the concurrency count stations due to the trip length and large number of residential development nearby the subject project. Therefore, our evaluation has applied some trip attenuation to account for project trips that may not reach the studied count stations.

Based on our concurrency evaluation, the four (4) count stations will have available trips to support the subject project. Therefore, the subject project **meets traffic concurrency**.

Consistent with the Miami-Dade County requirements, the traffic impacts on the roadway network adjacent to and in the vicinity of the subject project were evaluated for Level of Service (LOS). The LOS analysis was performed for the existing condition, future condition in 2018 (i.e. short-term) and future condition in 2030 (i.e. long-term).

Fontainebleau Boulevard and Park Boulevard were identified as the roadways most impacted by the subject project. As such, these roadways were evaluated to determine the available capacity and Level of Service (LOS).

Automatic Traffic Recorder (ATR's) counts were collected for 48 consecutive hours from December 17th through December 18th, 2014 at Fontainebleau Boulevard, west of Park Boulevard and Park Boulevard, east of Fontainebleau Boulevard. The traffic data was utilized to identify the Peak-period (PHP) which means the average of the two highest consecutive hours of traffic volume during a weekday. Using the PHP traffic volumes, each roadway was analyzed utilizing the generalized Table 4 of the 2013 FDOT Quality / Level of Service Handbook. Based on our analysis, both **Fontainebleau Boulevard** and **Park Boulevard** operate at **LOS D**.

Additionally, a short-term traffic analysis was performed to evaluate the roadway Level of Service with and without project traffic in 2018. The future volumes were developed by augmenting the existing peak-period volumes with a compounded background traffic growth rate of 1.00 percent and project traffic. Our analysis revealed that both **Fontainebleau Boulevard** and **Park Boulevard** will have **LOS D** for the future condition with and without the project traffic in 2018.

Similarly, a long-term traffic analysis was performed to evaluate the roadway Level of Service with and without project traffic in 2030. Based on our analysis, both **Fontainebleau Boulevard** and **Park Boulevard** will operate at **LOS D** for the future condition with and without project traffic in 2030. The resulting LOS is considered acceptable and within the County's LOS standard.

In conclusion, the intersection most impacted by the subject project will operate at LOS B for the proposed future condition with project traffic in 2017. In fact, the intersection will maintain the existing LOS. Also, our concurrency evaluation revealed the subject project **meets traffic concurrency**. Therefore, the vehicle trips generated by this project will not adversely affect the traffic operations within the study area.

Lastly, our roadway analysis revealed that Fontainebleau Boulevard and Park Boulevard will have available roadway capacity in the year 2018 (i.e. short-term) and 2030 (i.e. long-term).

Introduction

The objective of this study is to determine and evaluate the traffic impacts associated with the subject project. The analysis documented in this report evaluates the existing traffic condition and future condition with project traffic during the roadway's AM and PM peak hour. Lastly, this report was prepared consistent with the Miami-Dade County Traffic Study requirements.

Project Location / Description

The subject property consists of approximately 5 acres of land located east of theoretical NW 92nd Avenue, north of Fontainebleau Boulevard, south of theoretical NW 7th Street and west of NW 87th Avenue in Unincorporated Miami-Dade County, Florida. The subject site currently has a park and is intended to be developed as a mixed-use project to include a **charter school** and a **recreational community center** with 3,500 square feet. The charter school will have 1,200 students in grades Kindergarten through Twelfth. The project build-out year is slated for 2017. The subject project will provide vehicular access via two (2) driveways on Fontainebleau Boulevard and both driveways will operate as right-in and right-out only. Figure 1 is an aerial illustration of the project's location.

Figure 1: Aerial with Project's Location



Existing Condition (2014)

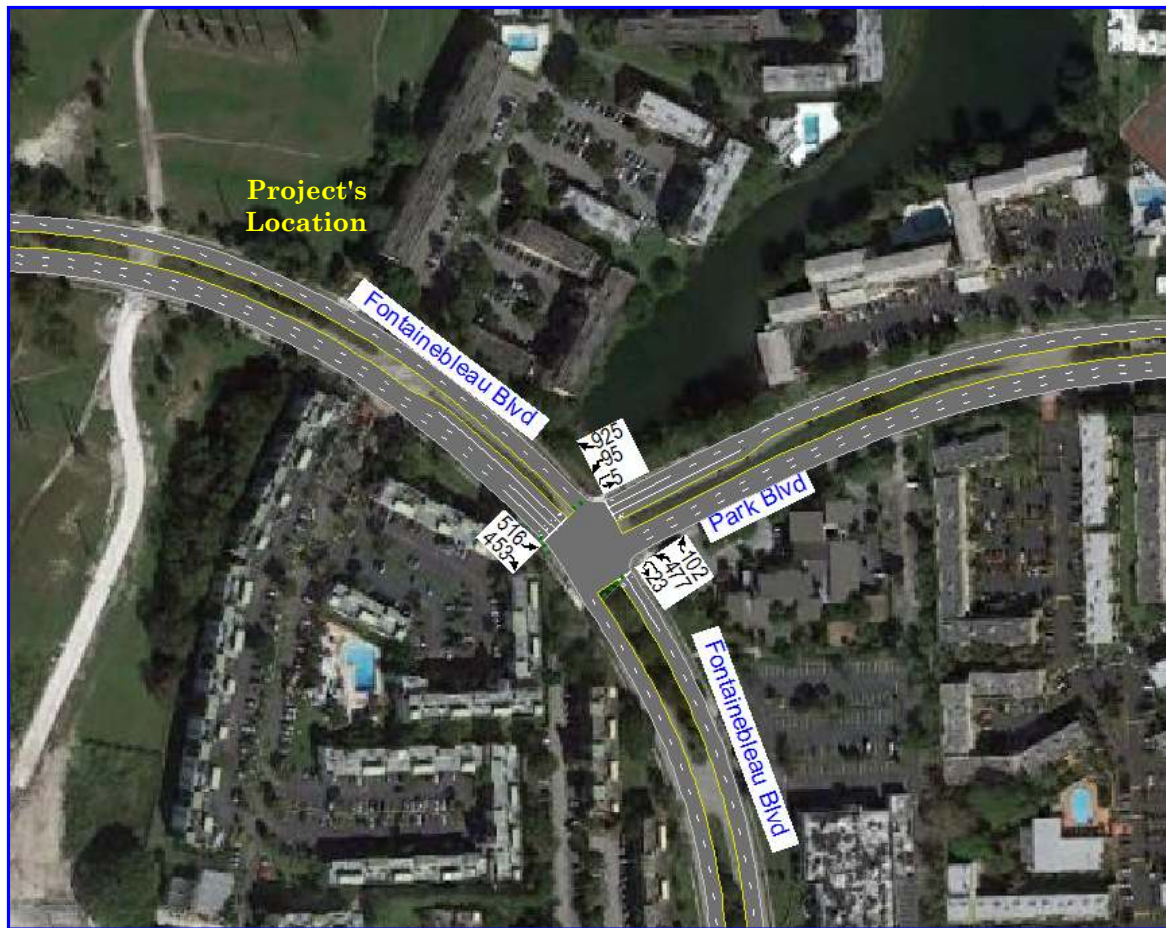
This section of the report identifies operational and geometric characteristics of the most impacted intersection within the study area. The purpose of this section is to provide a basis of comparison to future conditions.

Intersection Turning Movement Counts (TMC's)

Manual Turning Movement Counts (TMC's) were taken at the intersection of **Fontainebleau Boulevard and Park Boulevard**. These counts were performed on Thursday, December 18th, 2014 during the roadway's AM peak period of 7:00 AM to 9:00 AM and PM peak period of 4:00 PM to 6:00 PM. Subsequently, the AM and PM peak hour traffic volumes were determined and adjusted for seasonal variations utilizing the Florida Department of Transportation (FDOT) Seasonal Factor of 1.03. The seasonally adjusted traffic volumes were utilized in the operational analysis for the subject intersection. Figures 2 and 3 are graphical representations of the existing seasonally adjusted AM and PM peak hour turning movement counts (TMC's), respectively.

Figure 2: Existing Seasonally Adjusted TMC's - AM Peak Hour



Figure 3: Existing Seasonally Adjusted TMC's - PM Peak Hour

Level of Service (LOS)

As previously mentioned, an operational analysis was performed for the intersection of Fontainebleau Boulevard and Park Boulevard using the seasonally adjusted turning movement counts for the AM and PM peak hour. This analysis evaluates the traffic operations at the intersection and provides outputs such Level of Service (LOS), vehicular delay and queue lengths. Moreover, the operational analysis was performed consistent with the current operational traffic characteristics (i.e. lane geometry, traffic control, etc.) and following the Highway Capacity Manual (HCM) methodology by using the Synchro 8 software.

Based on our analysis, the intersection of **Fontainebleau Boulevard and Park Boulevard** is operating at **LOS B** during the **AM and PM peak hour**. Table 1 summarizes the LOS results and vehicular delay while Appendix E contains the supporting documentation.

Table 1: Existing Level of Service

Location		Intersection Control	Approach	Existing Condition			
				AM Peak Hour		PM Peak Hour	
				LOS	Delay (s)	LOS	Delay (s)
Intersections	Fontainebleau Boulevard & Park Boulevard	Traffic Signal	EB	-	-	-	-
			WB	A	7.6	B	11.8
			NB	C	23.7	B	19.4
			SB	B	11.2	B	17.1
			Overall	B	13.9	B	15.5

Project Traffic

This section describes the analysis for estimating the traffic associated with the subject project. The trip generation analysis summarized below was performed consistent with the methodology described in the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 2nd Edition.

Trip Generation

The trip generation analysis for the subject project was prepared using published data from ITE's Trip Generation Manual, 9th Edition as per the Miami-Dade County requirements. This analysis was performed for the AM and PM peak hour. Moreover, the trip generation calculations were performed for the existing and proposed uses as well as the maximum allowed density under the requested land use redesignation.

The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the subject project. Since ITE does not have data for charter schools, trip generation calculations were performed using ITE data for private school K-12 and public school (i.e. elementary, middle and high school). The resulting trips were compared and the most conservative trip generation result was utilized in subsequent analyses. The land uses (LU) are as follows:

Existing

- LU 412: County Park with 5.2 Acres

Proposed

- LU 495: Recreational Community Center with 3,500 Square Feet
- LU 536: Private School K-12 with 1,200 Students

OR

- LU 520: Elementary School with 400 Students
- LU 522: Middle School / Junior High School with 400 Students
- LU 530: High School with 400 Students

Maximum Allowed (under land use redesignation)

- LU 220: Apartment with 130 Dwelling Units

OR

- LU 230: Residential Townhouse with 130 Dwelling Units

The trip generation calculations for the **AM peak hour** yielded **979 vehicle trips (598 trips-in & 381 trips-out)** and the **PM peak hour** resulted in **213 vehicle trips (90 trips-in & 123 trips-out)**. These vehicle trips are likely to be reduced based on the rate and extent of internalization, transit and pedestrian usage, since neither of these reductions were utilized in the analysis as a conservative approach. Also, it is noteworthy to indicate that a trip is defined as a one-direction vehicle movement crossing a driveway. Therefore, one vehicle may generate two trips by entering and exiting the site.

Table 2 below summarizes the Trip Generation results for the AM and PM peak hour. Appendix A contains the ITE's published data and trip generation calculations.

Table 2: Trip Generation - AM & PM Peak Hour


LAND USE (LU)	UNITS	ITE LU CODE	PEAK HOUR	ITE TRIP GENERATION RATE / EQUATION	AM / PM PEAK HOUR TRIPS		
					IN	OUT	TOTAL
Existing							
County Park	5.2 Acres	412	AM	0.02	0	0	0
			PM	0.09	1	0	1
Max Allowed							
Apartment	130 D.U.	220	AM	$T=0.49(X)+3.73$	13	54	67
			PM	$T=0.55(X)+17.65$	58	31	89
OR							
Residential Townhouse	130 D.U.	230	AM	$\ln(T)=0.80\ln(X)+0.26$	11	53	64
			PM	$\ln(T)=0.82\ln(X)+0.32$	50	25	75
Proposed							
Elementary School	400 Students	520	AM	0.45	99	81	180
			PM	0.15	29	31	60
Middle School / Junior High School	400 Students	522	AM	0.54	119	97	216
			PM	0.16	31	33	64
High School	400 Students	530	AM	0.43	117	55	172
			PM	0.13	24	28	52
<i>Total (ES / MS / HS)</i>	<i>1,200 Students</i>	-	AM	-	335	233	568
			PM	-	85	91	176
OR							
Private School K-12	1,200 Students	536	AM	0.81	593	379	972
			PM	0.17	86	118	204
AND							
Recreational Community Center	3,500 Th.Sq.Ft.	495	AM	2.05	5	2	7
			PM	2.74	5	5	10
Net External Vehicle Trips (w/ Max Allowed)					13	54	67
					57	31	88
Net External Vehicle Trips (w/ Proposed Development)					598	381	979
					90	123	213


Notes:

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

Although the proposed school is expected to be a charter school, trips were estimated using private and public school since ITE does not have data for charter school.

D.U. = Dwelling Units; Th.Sq.Ft. = Thousand Square Feet or 1 = 1,000 Square Feet

 AM Peak Hour Trips utilized in the analysis.

 PM Peak Hour Trips utilized in the analysis.

Trip Distribution

The subject project is located within the Traffic Analysis Zone (TAZ) 808 as assigned by the Metropolitan Planning Organization's (MPO) on the Miami-Dade Transportation Plan (to the Year 2035) Directional Trips Distribution Report, October 2009. The traffic distribution percentages between the 2005 TAZ and 2035 TAZ data were utilized to determine the distribution percentages for the project build-out year in 2017. As such, the AM and PM peak hour trips were distributed consistent with the resulting distribution percentages. Figure 4 below depicts the TAZ map for the study area.

Lastly, the traffic distribution percentages being assigned to the eight (8) cardinal directions are outlined in Table 3 below. This TAZ distribution was based on interpolation of the 2005 and 2035 Directional Trip Distribution Report from the Miami-Dade 2035 Long Range Transportation Plan for the design year of 2017. Appendix B includes the supporting documentation.

Figure 4: Traffic Analysis Zone Map

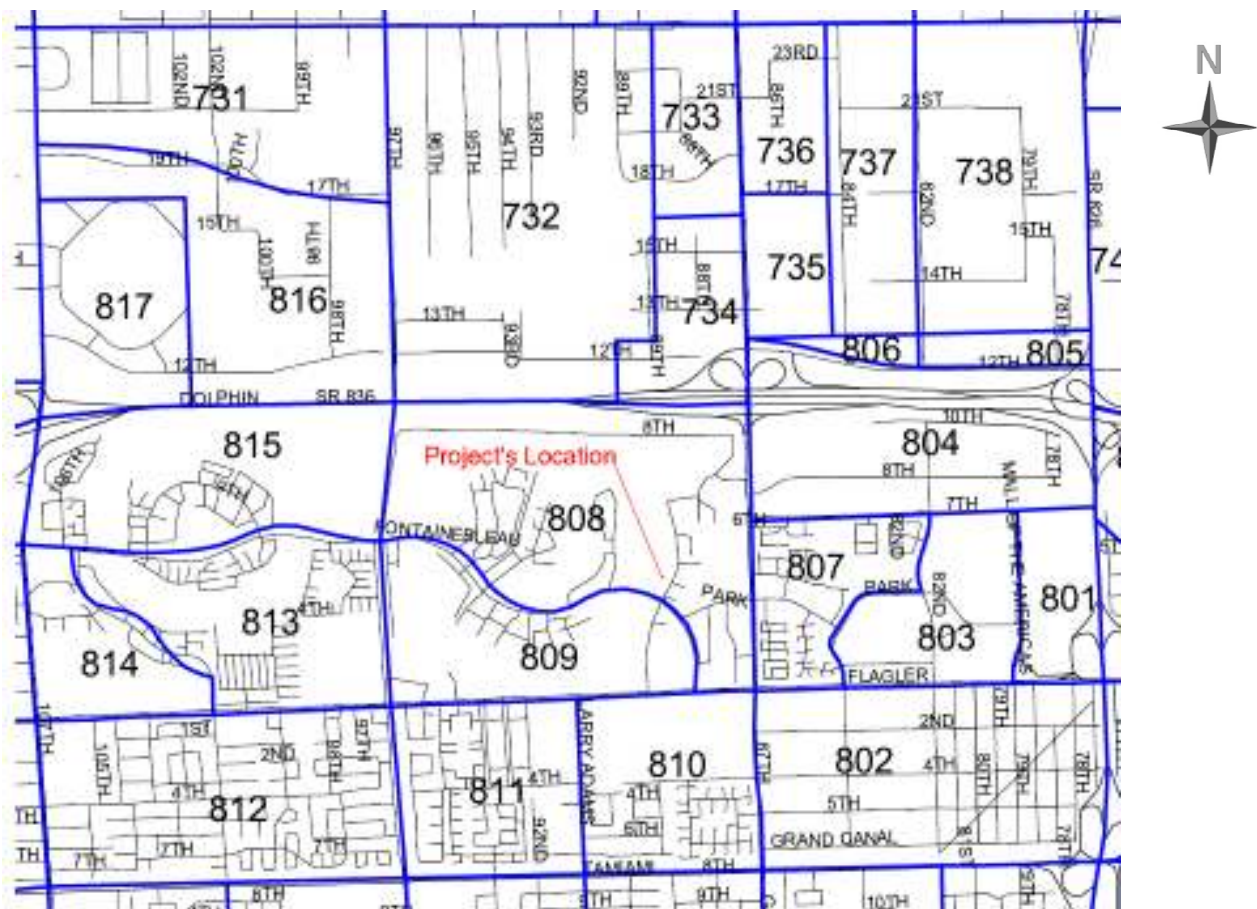


Table 3: Directional Trip Distribution Percentages

DIRECTION	DISTRIBUTION PERCENTAGES (%)		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR
	2005	2035	2017
NNE	19.48	33.28	25.00
ENE	20.94	22.35	21.50
ESE	17.22	8.50	13.73
SSE	9.87	4.76	7.83
SSW	9.21	4.88	7.48
WSW	12.36	10.10	11.46
WNW	4.77	6.24	5.36
NNW	6.15	9.89	7.65
TOTAL	100.00	100.00	100.00

Trip Assignment

The peak hour trips generated by the subject project have been further distributed into the four quadrants. Table 4 includes the traffic distribution with the corresponding assignments to the North, South, East and West. Lastly, Figures 5 and 6 depict the vehicle trips distributed to the most impacted intersection and assigned to the project's driveways for the AM and PM peak hour, respectively.

Table 4: Directional Trip Assignment

DIRECTION	DISTRIBUTION	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
NORTH	32.65%	195	124	319	30	40	70
EAST	35.24%	211	134	345	31	43	74
SOUTH	15.30%	92	59	151	14	19	33
WEST	16.81%	100	64	164	15	21	36
	100.00%	598	381	979	90	123	213

Figure 5: Project Traffic - AM Peak Hour

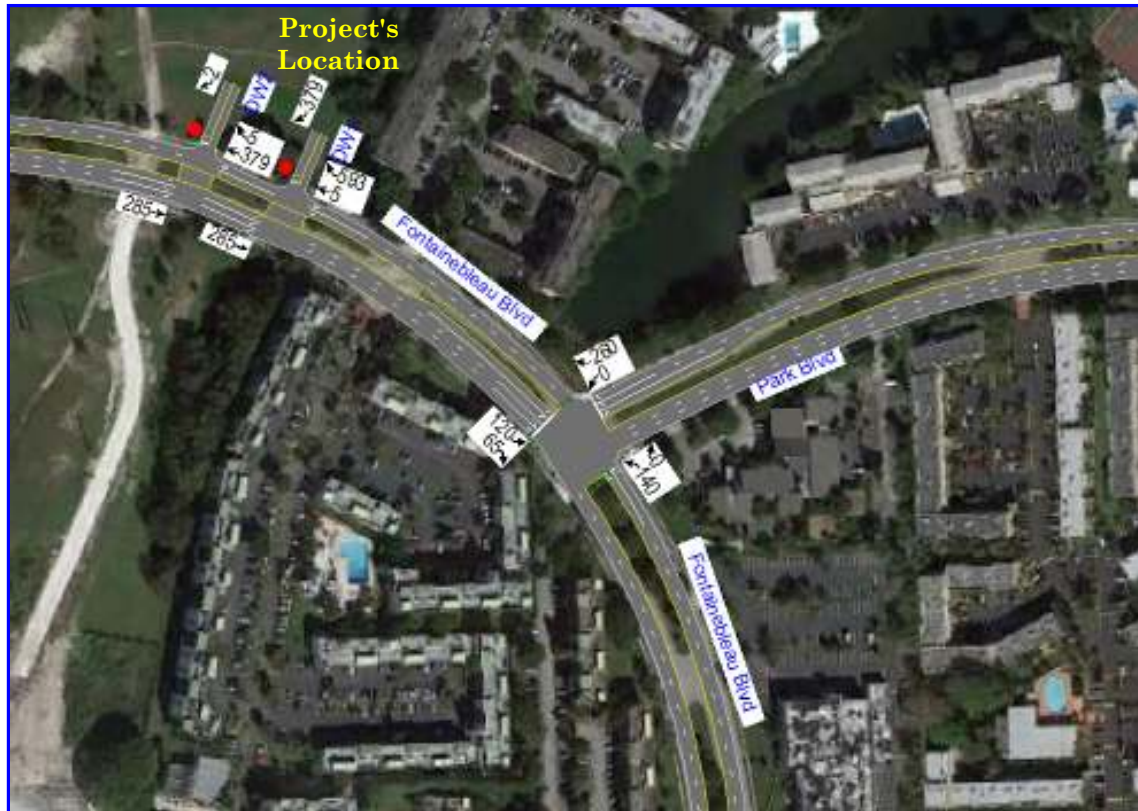
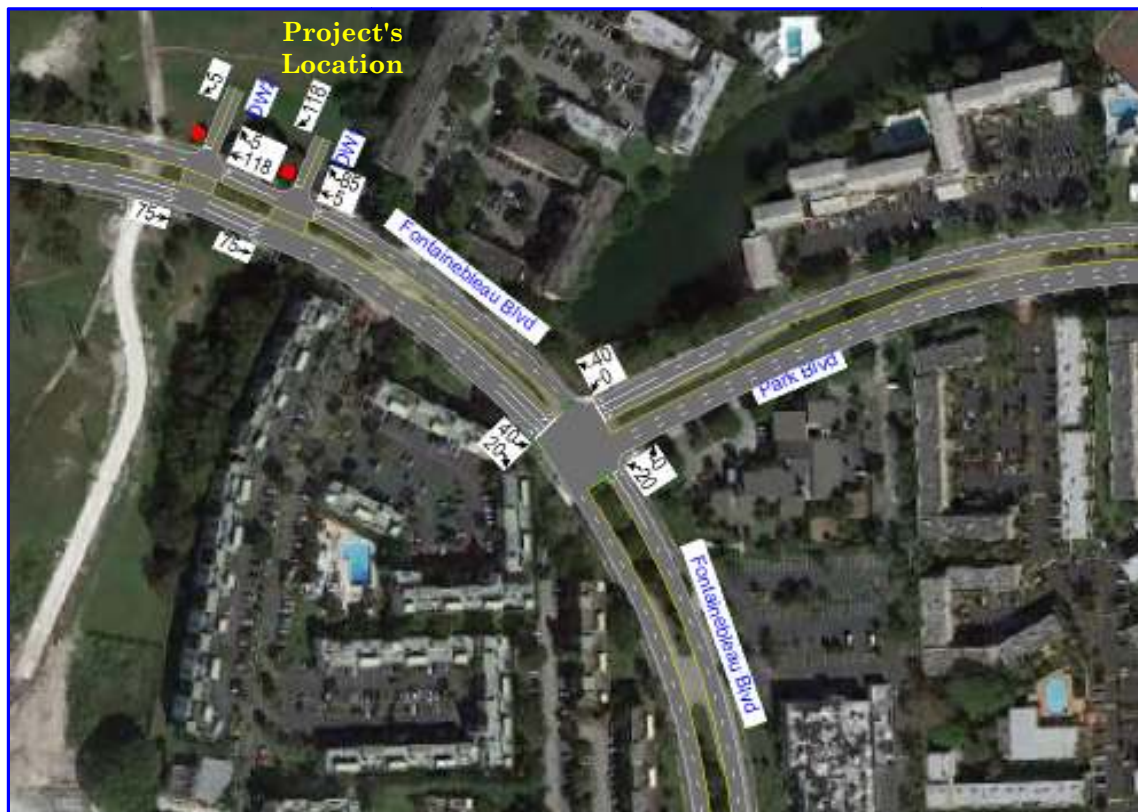


Figure 6: Project Traffic - PM Peak Hour



Future Condition with Project Traffic (2017)

The following sections describe the parameters utilized to evaluate the proposed future condition with project traffic. The future condition analysis includes background traffic growth trends and the project traffic. The project build-out year is slated for 2017.

Background Traffic Growth

Using the 2013 Historical AADT Report data from the Florida Department of Transportation's Count Station 1142 (SR 986), a regression analysis was performed using the last ten years of the available historical data and resulted in negative growth rate (-0.39 percent). Additionally, a growth rate was calculated using published data from two (2) of the closest Miami-Dade County count stations and resulted in negative growth rate. However, a conservative 1.00 percent growth rate was compounded and applied to the existing counts to account for any background traffic growth that may or may not materialize within the project's vicinity. Appendix C contains the growth rate calculations.

Future Intersection Volumes

The existing turning movement counts for the AM and PM peak hour were augmented with a compounded background growth rate and project traffic to develop the volumes for the proposed condition with project. The calculations for the specific movements at each intersection are contained in Appendix D. Figures 7 and 8 depict the future intersection volumes and driveway volumes for the AM and PM peak hour, respectively.

Figure 7: Future Intersection Volumes - AM Peak Hour

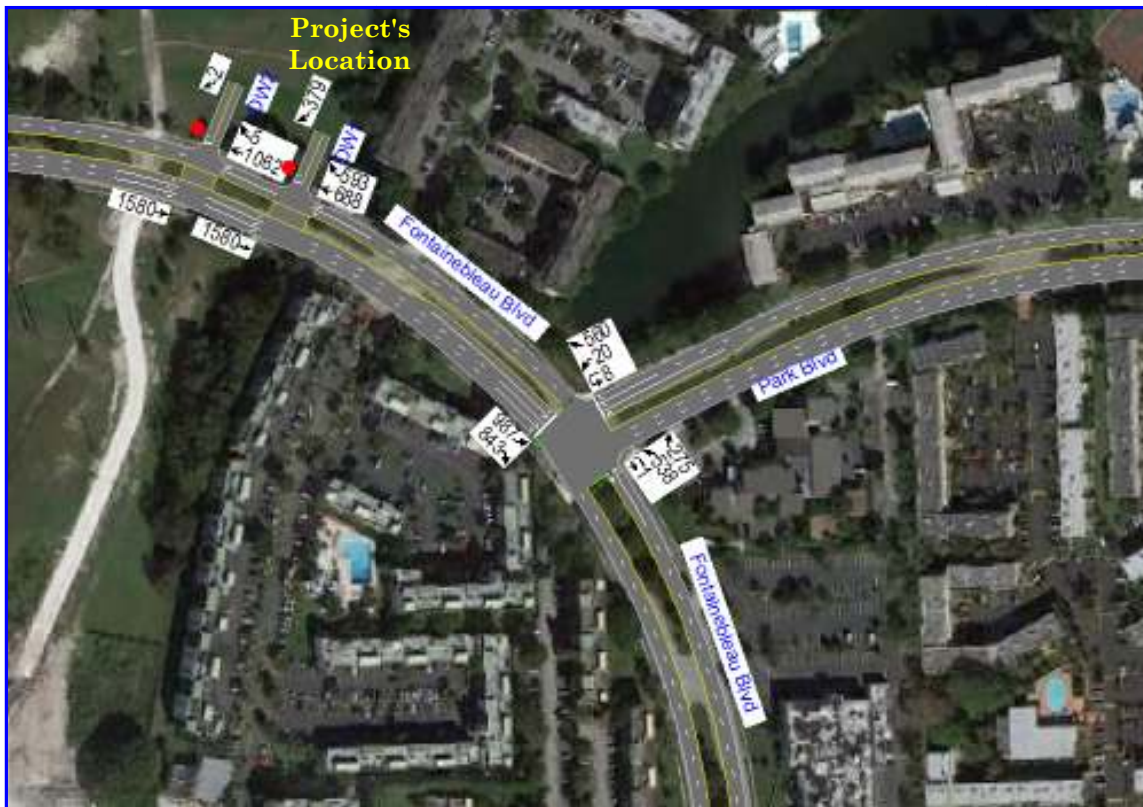
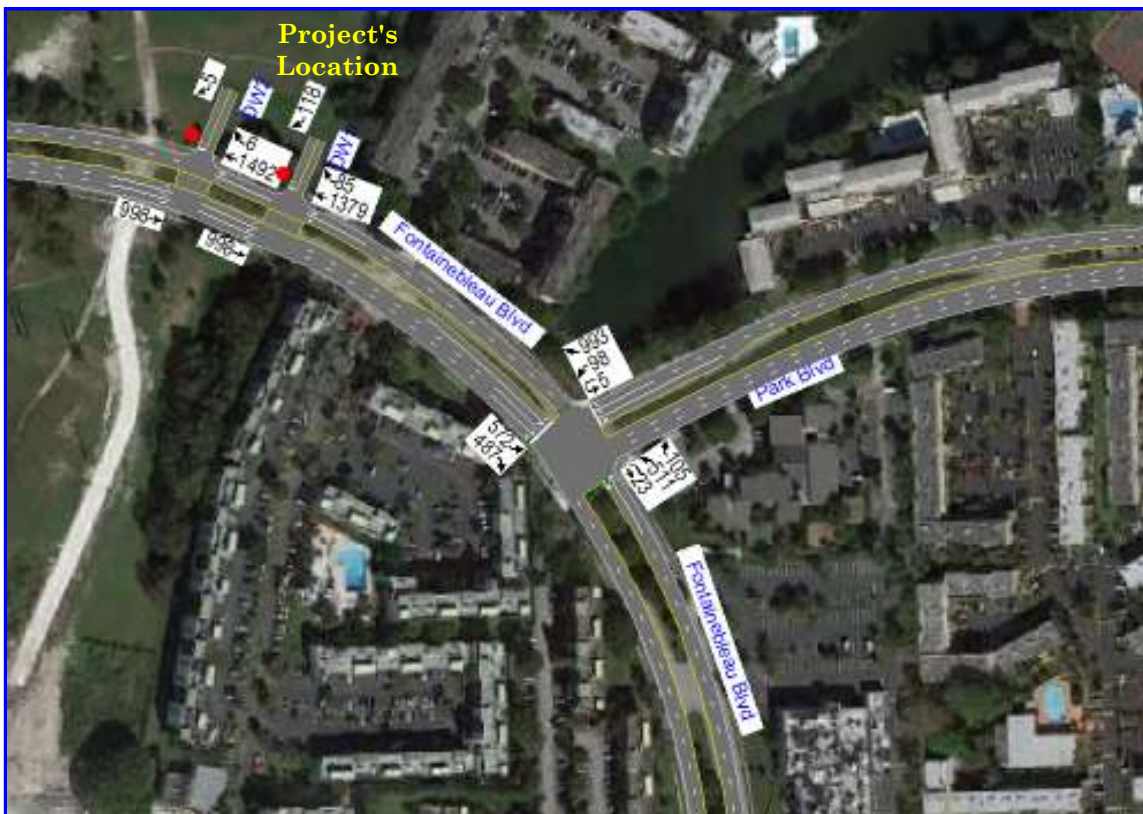


Figure 8: Future Intersection Volumes - PM Peak Hour



Level of Service (LOS)

Using the future intersection volumes from the figures above, an operational analysis was performed to evaluate the future condition with project traffic. As a result, the intersection of **Fontainebleau Boulevard and Park Boulevard** yielded **LOS B** for the **AM** and **PM peak hour**. Based on our analysis, the subject intersection will maintain the existing LOS B for the proposed future condition with project traffic in 2017.

Lastly, the project's driveways were also evaluated and resulted in overall LOS A. Table 5 summarizes the LOS results for the AM and PM peak hour while Appendix E includes the Synchro software sheets with other outputs such as queue lengths and volume to capacity (v/c) ratio.

Table 5: Future Level of Service

Location		Intersection Control	Approach	Proposed Condition with Project			
				AM Peak Hour		PM Peak Hour	
				LOS	Delay (s)	LOS	Delay (s)
Intersections	Fontainebleau Boulevard & Park Boulevard	Traffic Signal	EB	-	-	-	-
			WB	A	7.8	B	11.5
			NB	C	31.1	C	21.4
			SB	B	15.7	B	18.6
			Overall	B	18.1	B	16.5
Driveways	Fontainebleau Boulevard & Driveway 1 (DW1)	Two-Way Stop	EB	A	0.0	A	0.0
			WB	A	0.0	A	0.0
			NB	-	-	-	-
			SB	D	27.1 *	B	14.4 *
			Overall	A	3.2	A	0.7
	Fontainebleau Boulevard & Driveway 2 (DW2)	Two-Way Stop	EB	A	0.0	A	0.0
			WB	A	0.0	A	0.0
			NB	-	-	-	-
			SB	B	10.7 *	B	12.3 *
			Overall	A	0.0	A	0.0

* TWSC Critical Approach

Traffic Concurrency

A traffic concurrency evaluation was performed consistent with the Miami-Dade County requirements. As such, four (4) count stations were identified and evaluated to determine whether sufficient roadway capacity exists to support the project traffic. The information for each count station was obtained from the Miami-Dade County Concurrency Traffic Count lists.

Moreover, the concurrency tables contain traffic counts for the peak hour period (PHP) which is the average two-way roadway volume of the two highest consecutive hours during the day (i.e. roadway's PM peak). As such, the PM peak hour trips (i.e. 213 vehicle trips) for the subject project were assigned to the closest count stations. It is important to note that some of the project trips may not reach the concurrency count stations due to the trip length and large number of residential development nearby the subject project. Therefore, our evaluation has applied some trip attenuation to account for project trips that may not reach the studied count stations.

Based on our concurrency evaluation, the four (4) count stations will have available trips to support the subject project. Therefore, the subject project **meets traffic concurrency**. Table 6 below summarizes the traffic concurrency evaluation while Appendix E contains the supporting documentation.

Table 6: Traffic Concurrency Summary

	COUNT STATION	AVAILABLE TRIPS	DIR %	PROJECT TRIPS	ATTENUATION		ASSIGNED TO STATION		TRIPS LEFT AT COUNT STATION
					%	TRIPS	%	TRIPS	
NORTH	9494	975	33%	69	25%	53	8%	17	958
EAST	1141	760	35%	75	18%	31	20%	43	717
SOUTH	9154	2,803	15%	33	5%	11	10%	22	2,781
WEST	9156	3,676	17%	36	10%	21	7%	15	3,661

Notes: Peak hour trips for the subject project were obtained utilizing ITE data.

Trip Attenuation was applied based on trip length and large number of residential development nearby the subject project.
(Not all the trips will reach the count stations)

Count station information was obtained from the available published data (source: Miami-Dade County).



Roadway Level of Service (LOS) Analysis

Consistent with the Miami-Dade County requirements, the traffic impacts on the roadway network adjacent to and in the vicinity of the subject project were evaluated for Level of Service (LOS). The LOS analysis was performed for the existing condition, future condition in 2018 (i.e. short-term) and future condition in 2030 (i.e. long-term).

Existing Condition (2014)

Fontainebleau Boulevard and Park Boulevard were identified as the roadways most impacted by the subject project. As such, these roadways were evaluated to determine the available capacity and Level of Service (LOS).

Automatic Traffic Recorder (ATR's) counts were collected for 48 consecutive hours from December 17th through December 18th, 2014 at Fontainebleau Boulevard, west of Park Boulevard and Park Boulevard, east of Fontainebleau Boulevard. The traffic data was utilized to identify the Peak-period (PHP) which means the average of the two highest consecutive hours of traffic volume during a weekday. Using the PHP traffic volumes, each roadway was analyzed utilizing the generalized Table 4 of the 2013 FDOT Quality / Level of Service Handbook.

Based on our analysis, both **Fontainebleau Boulevard** and **Park Boulevard** operate at **LOS D**. The resulting LOS is considered acceptable and within the County's LOS standard. Table 7 summarizes the roadway volumes and LOS results. Appendix E contains the supporting documentation.

Future Short-Term LOS (2018)

Additionally, a short-term traffic analysis was performed to evaluate the roadway Level of Service with and without project traffic in 2018. The future volumes were developed by augmenting the existing peak-period volumes with a compounded background traffic growth rate of 1.00 percent and project traffic. Our analysis revealed that both **Fontainebleau Boulevard** and **Park Boulevard** will have **LOS D** for the future condition with and without the project traffic in 2018. Table 7 summarizes the LOS results.

Table 7: Roadway LOS - 2014 & 2018

ROADWAY	DIR	EXISTING PHP VOLUME	AVAILABLE CAPACITY	LOS	BACKGROUND GROWTH @ 1.00% FOR 4 YRS (2018)	FUTURE PHP VOLUME (2018) W/O PROJECT	AVAILABLE CAPACITY	LOS	PROJECT TRIPS	FUTURE PHP VOLUME (2018) W/ PROJECT	AVAILABLE CAPACITY	LOS
Fontainebleau Boulevard	TWO- WAY	2,335	705	D	95	2,430	610	D	80	2,510	530	D
Park Boulevard	TWO- WAY	1,576	1,465	D	64	1,639	1,401	D	198	1,837	1,203	D

Future Long-Term LOS (2030)

Similarly, a long-term traffic analysis was performed to evaluate the roadway Level of Service with and without project traffic in 2030. The future volumes were developed by augmenting the existing peak-period volumes with a compounded background traffic growth rate of 1.00 percent and project traffic. Based on our analysis, both **Fontainebleau Boulevard** and **Park Boulevard** will operate at **LOS D** for the future condition with and without project traffic in 2030. Table 8 summarizes the LOS results.

Table 8: Roadway LOS - 2030

ROADWAY	DIR	EXISTING PHP VOLUME	AVAILABLE CAPACITY	LOS	BACKGROUND GROWTH @ 1.00% FOR 16 YRS (2030)	FUTURE PHP VOLUME (2030) W/O PROJECT	AVAILABLE CAPACITY	LOS	PROJECT TRIPS	FUTURE PHP VOLUME (2030) W/ PROJECT	AVAILABLE CAPACITY	LOS
Fontainebleau Boulevard	TWO- WAY	2,335	705	D	403	2,738	302	D	80	2,818	222	D
Park Boulevard	TWO- WAY	1,576	1,465	D	272	1,847	1,193	D	198	2,045	995	D

Conclusion

In conclusion, the most impacted intersection by the subject project is operating at LOS B during the AM and PM peak hour and will maintain the existing for the future condition with project traffic in 2017 (i.e. opening year). Also, our concurrency evaluation revealed the subject project **meets traffic concurrency**. Therefore, the trips generated by the subject project will not pose a negative traffic impact within the study area.

Lastly, our roadway analysis revealed that Fontainebleau Boulevard and Park Boulevard will have available roadway capacity in the year 2018 (i.e. short-term) and 2030 (i.e. long-term).

Appendix A: Trip Generation

TABLE A1

Keep the Bleau Green Development

TRIP GENERATION ANALYSIS - AM & PM PEAK HOUR

LAND USE (LU)	UNITS	ITE LU CODE	PEAK HOUR	ITE TRIP GENERATION RATE / EQUATION	AM / PM PEAK HOUR TRIPS				
					%	IN	%	OUT	TOTAL
Existing									
County Park	5.2 Acres	412	AM PM	0.02 0.09	61% 0	39% 1	39% 39%	0 0	0 1
Max Allowed									
Apartment	130 D.U.	220	AM PM	T=0.49(X)+3.73 T=0.55(X)+17.65	20% 65%	13 58	80% 35%	54 31	67 89
OR									
Residential Townhouse	130 D.U.	230	AM PM	Ln(T)=0.80Ln(X)+0.26 Ln(T)=0.82Ln(X)+0.32	17% 67%	11 50	83% 33%	53 25	64 75
Proposed									
Elementary School	400 Students	520	AM PM	0.45 0.15	55% 49%	99 29	45% 51%	81 31	180 60
Middle School / Junior High School	400 Students	522	AM PM	0.54 0.16	55% 49%	119 31	45% 51%	97 33	216 64
High School	400 Students	530	AM PM	0.43 0.13	68% 47%	117 24	32% 53%	55 28	172 52
Total (ES / MS / HS)	1,200 Students	-	AM PM	- -	59% 48%	335 85	41% 52%	233 91	568 176
OR									
Private School K-12	1,200 Students	536	AM PM	0.81 0.17	61% 42%	593 86	39% 58%	379 118	972 204
AND									
Recreational Community Center	3,500 Th.Sq.Ft.	495	AM PM	2.05 2.74	66% 49%	5 5	34% 51%	2 5	7 10
Net External Vehicle Trips (w/ Max Allowed)					20%	13	80%	54	67
					65%	57	35%	31	88
Net External Vehicle Trips (w/ Proposed Development)					61%	598	39%	381	979
					42%	90	58%	123	213

Notes:

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

Sources:

Although the proposed school is expected to be a charter school, trips were estimated using private and public school since ITE does not have data for charter school.

D.U. = Dwelling Units, Th.Sq.Ft. = Thousand Square Feet or 1 = 1,000 Square Feet

AM Peak Hour Trips utilized in the analysis

PM Peak Hour Trips utilized in the analysis



Apartment (220)

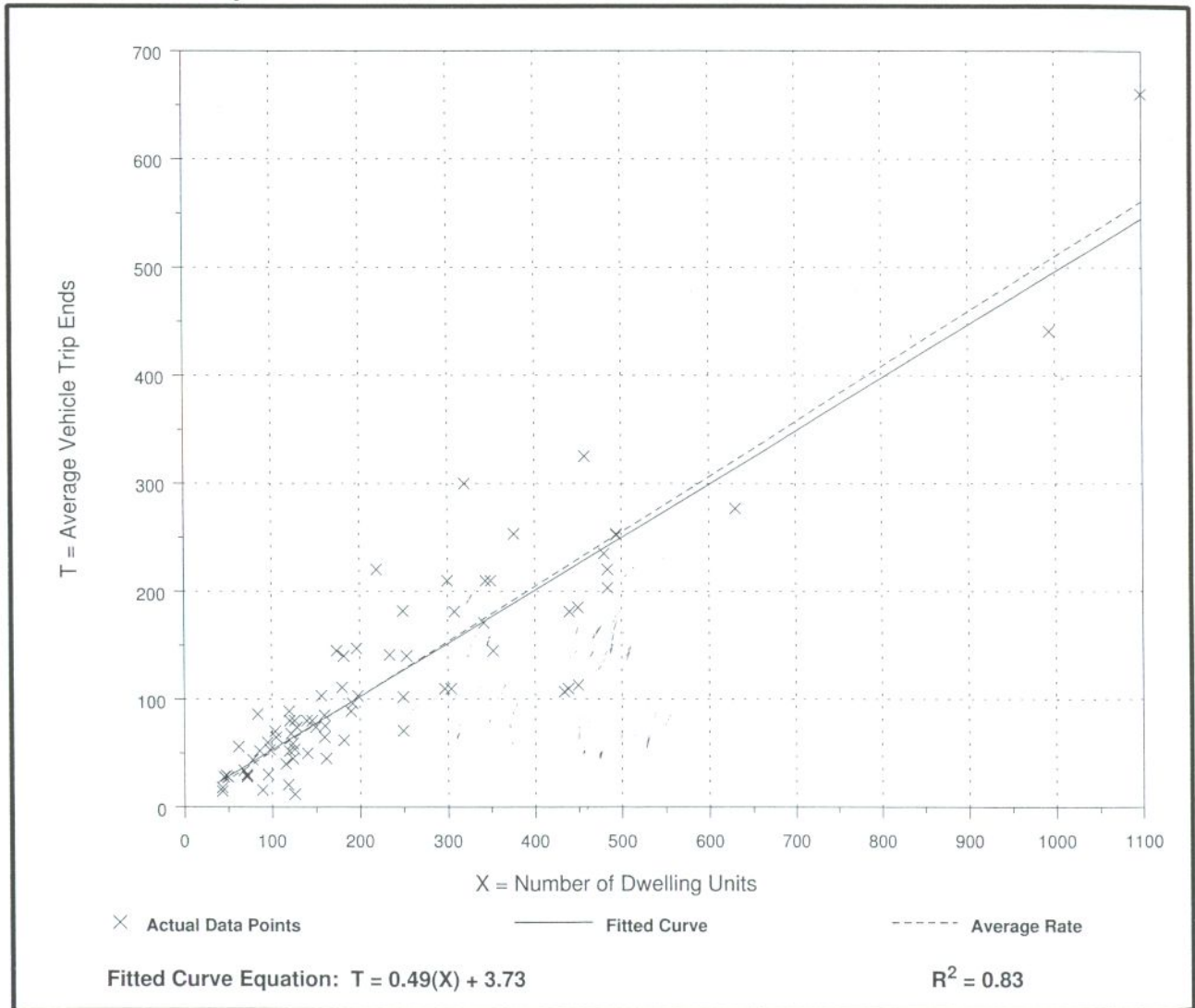
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 78
Avg. Number of Dwelling Units: 235
Directional Distribution: 20% entering, 80% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.10 - 1.02	0.73

Data Plot and Equation



Apartment (220)

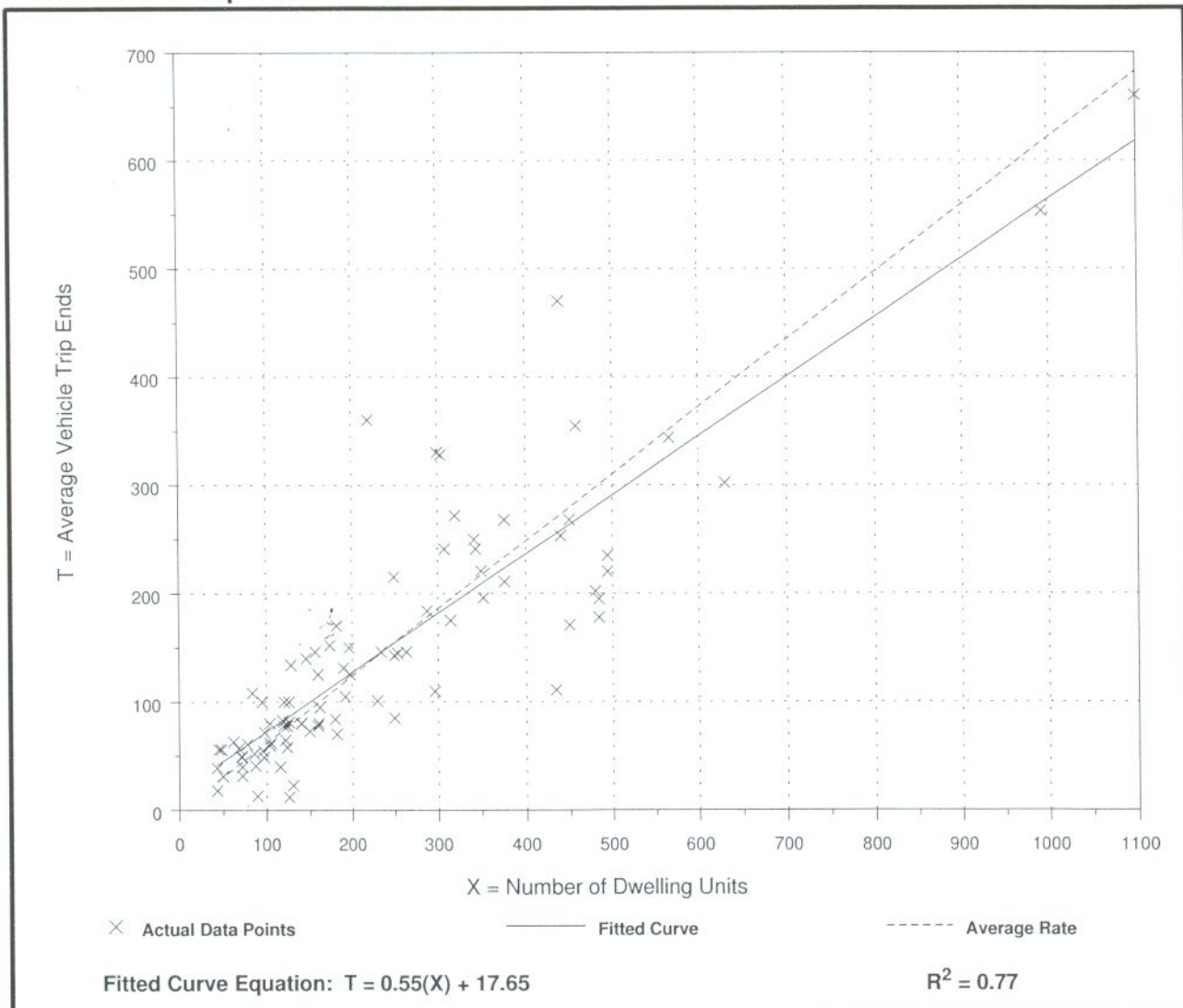
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 90
Avg. Number of Dwelling Units: 233
Directional Distribution: 65% entering, 35% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.62	0.10 - 1.64	0.82

Data Plot and Equation



Residential Condominium/Townhouse (230)

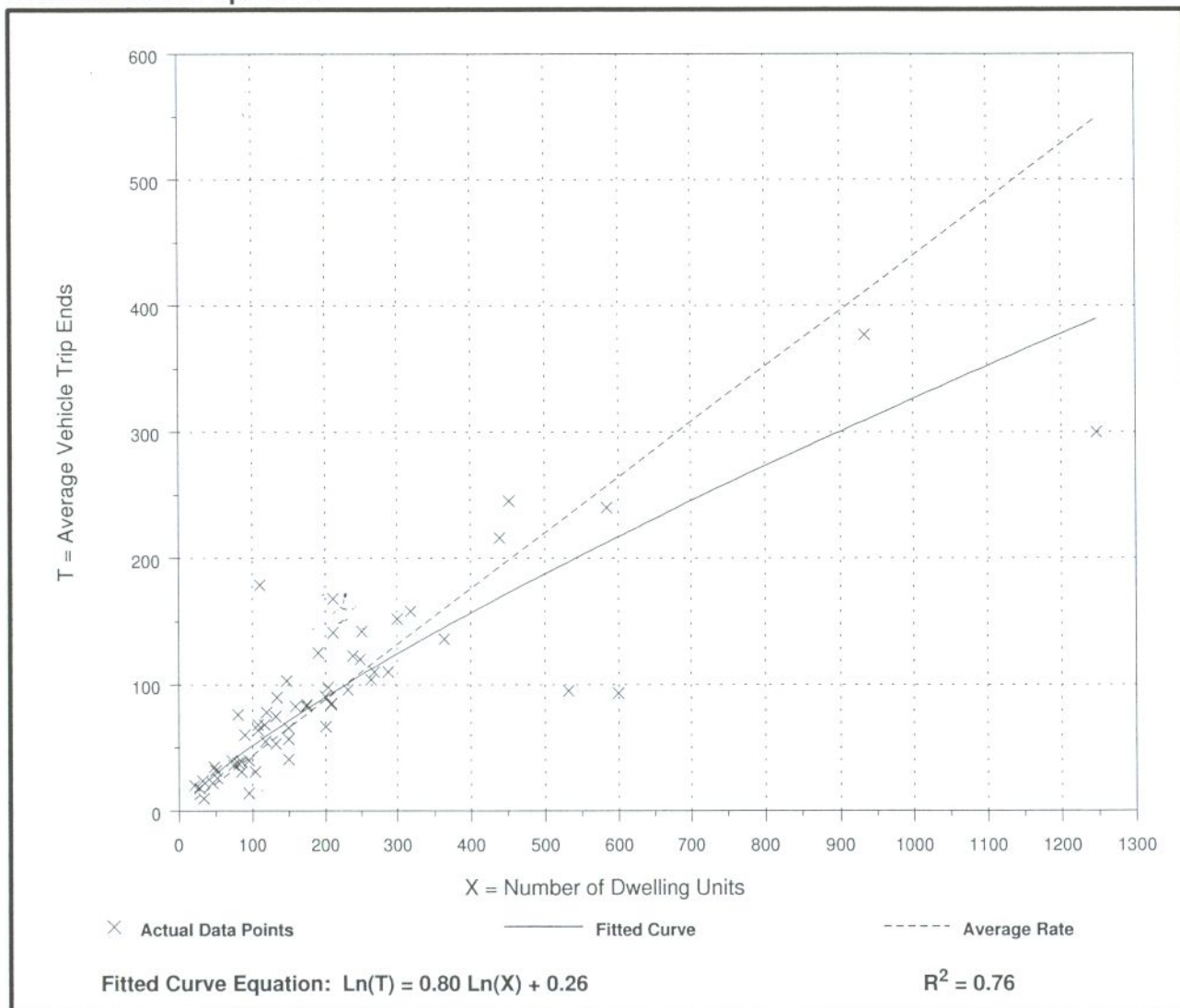
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 59
Avg. Number of Dwelling Units: 213
Directional Distribution: 17% entering, 83% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.61	0.69

Data Plot and Equation



Residential Condominium/Townhouse (230)

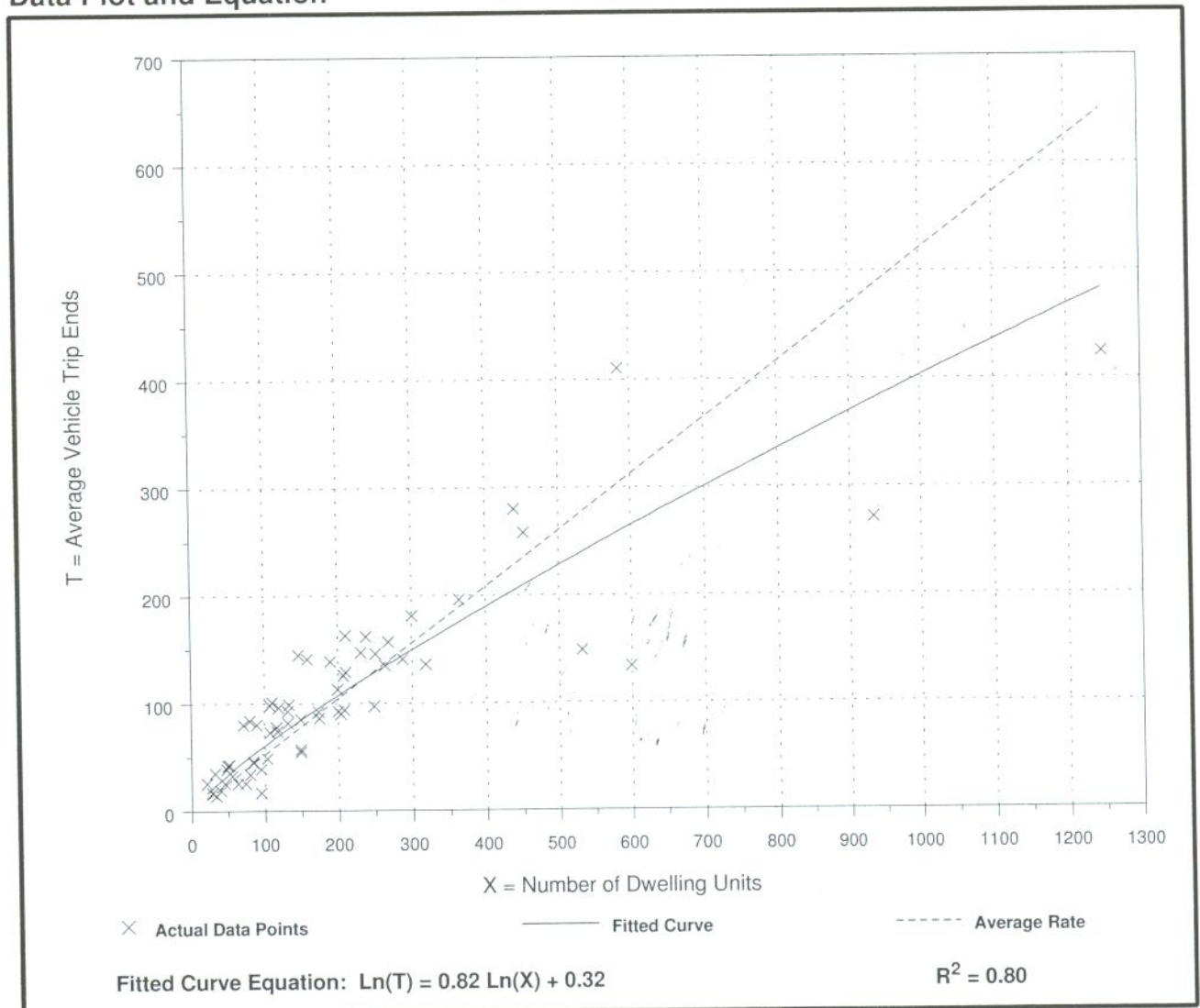
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 62
Avg. Number of Dwelling Units: 205
Directional Distribution: 67% entering, 33% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.18 - 1.24	0.75

Data Plot and Equation



County Park (412)

Average Vehicle Trip Ends vs: Acres
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

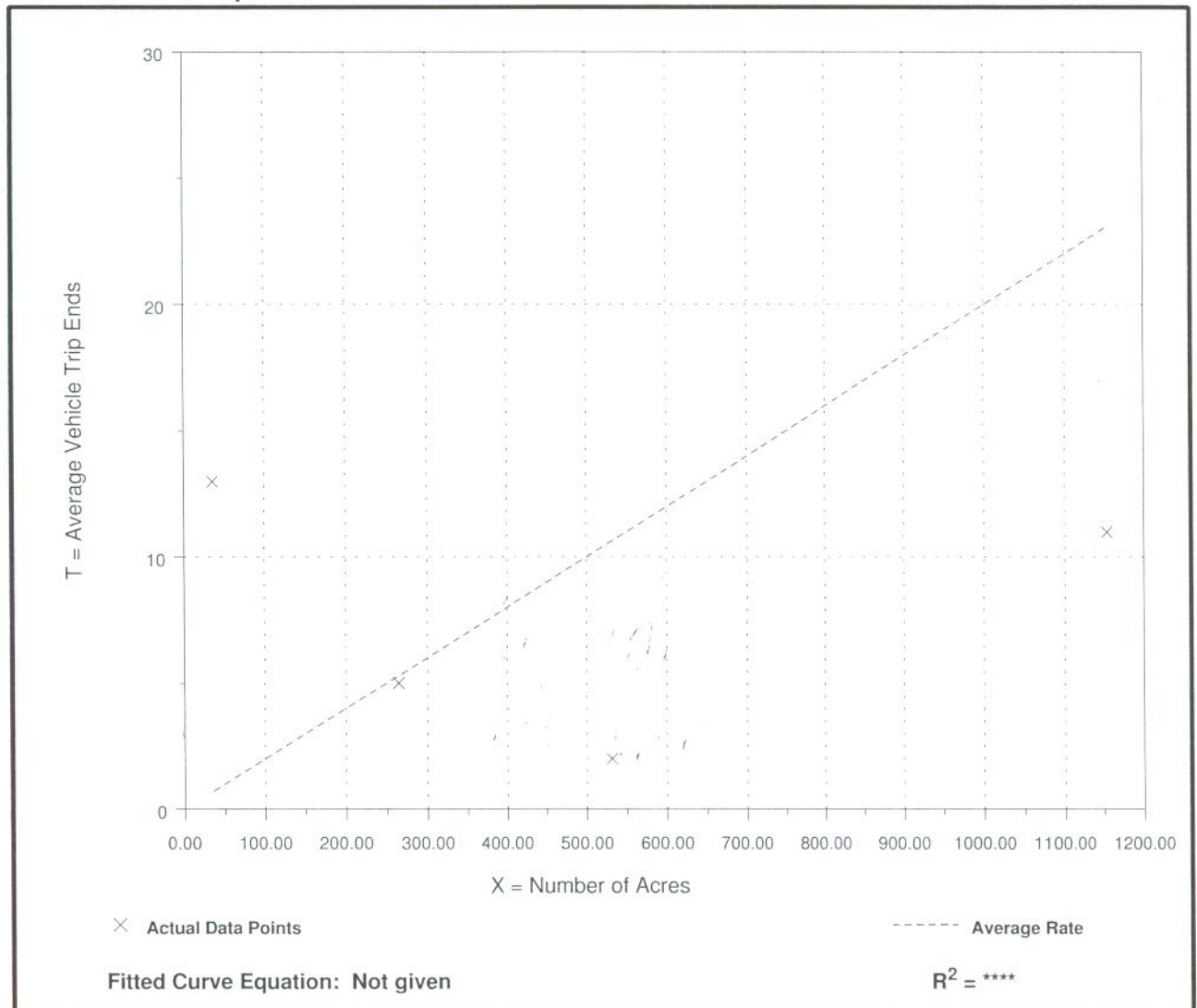
Number of Studies: 4
Average Number of Acres: 497
Directional Distribution: 61% entering, 39% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.36	0.13

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



County Park (412)

Average Vehicle Trip Ends vs: Acres
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

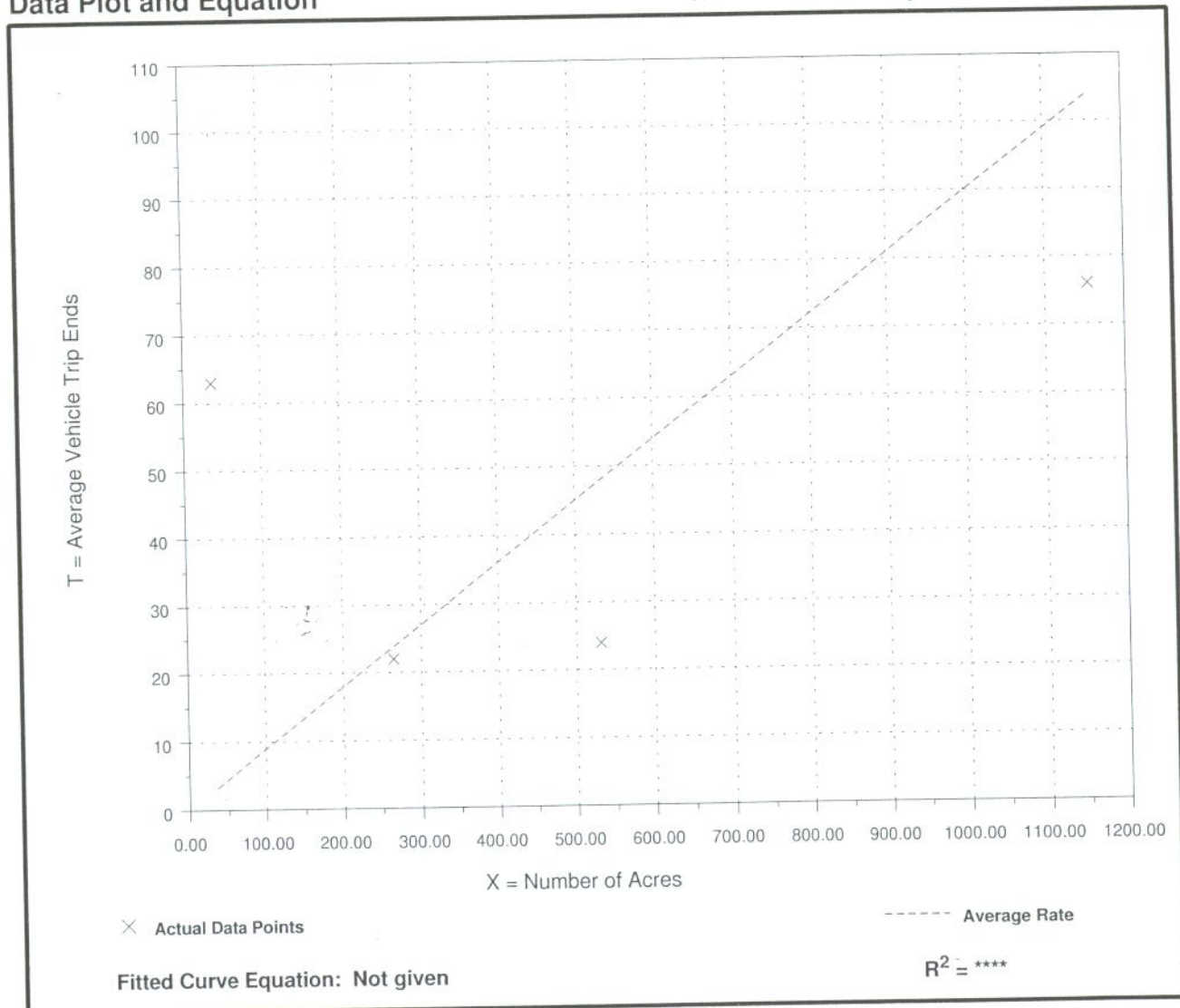
Number of Studies: 4
Average Number of Acres: 497
Directional Distribution: 61% entering, 39% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.09	0.05 - 1.75	0.38

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Recreational Community Center (495)

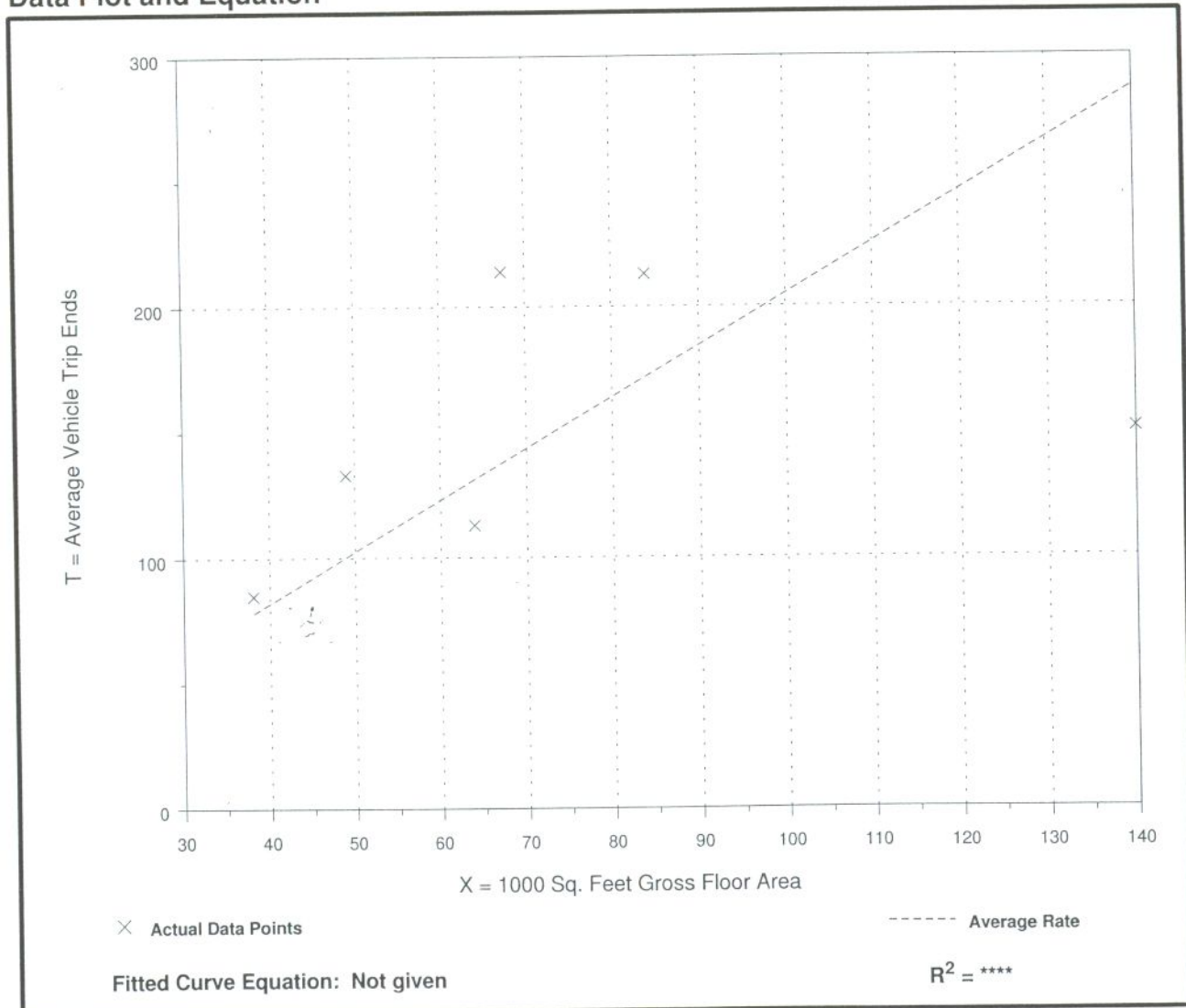
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 6
Average 1000 Sq. Feet GFA: 74
Directional Distribution: 66% entering, 34% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.05	1.08 - 3.18	1.62

Data Plot and Equation



Recreational Community Center (495)

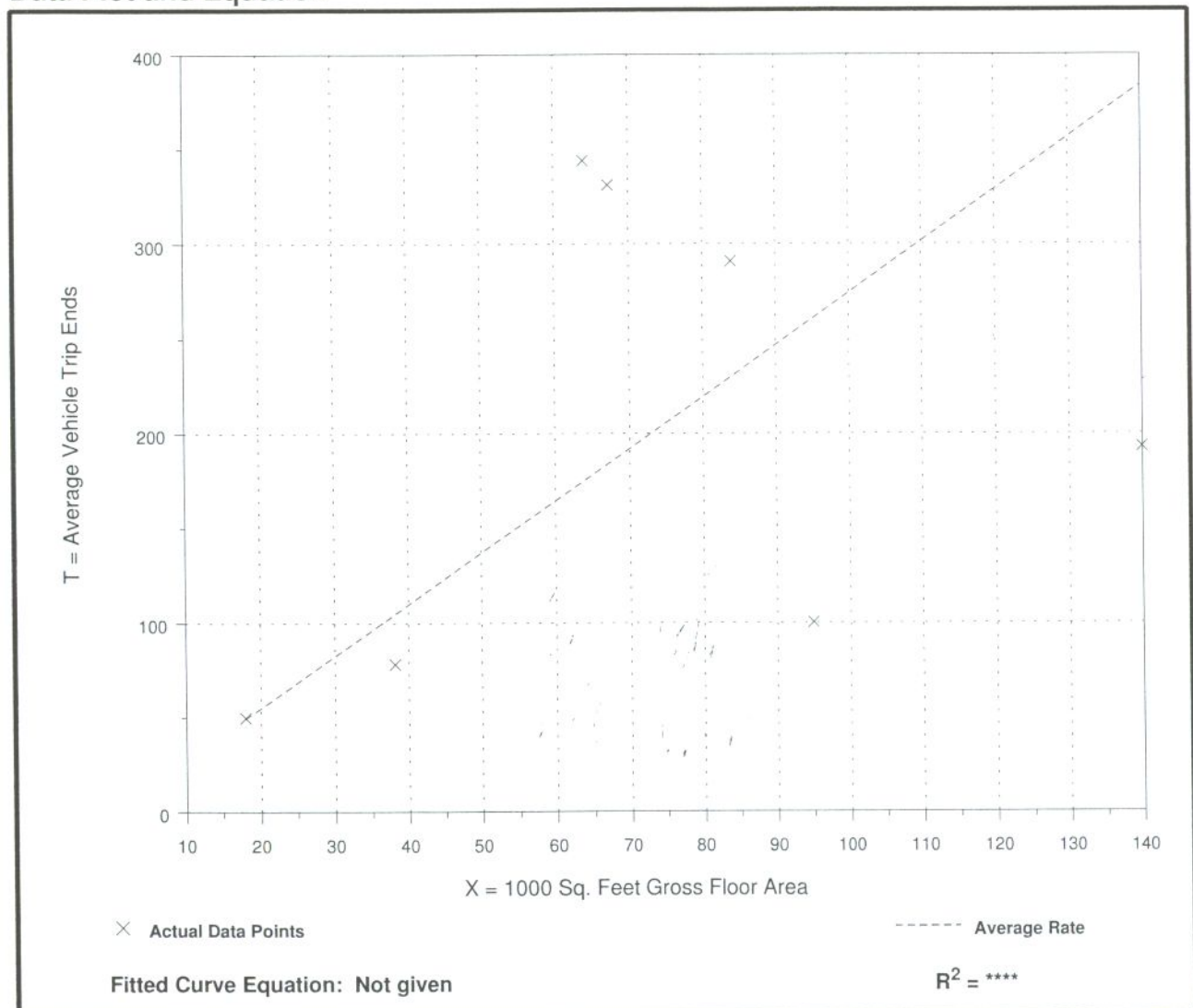
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 7
Average 1000 Sq. Feet GFA: 72
Directional Distribution: 49% entering, 51% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.74	1.05 - 5.37	2.32

Data Plot and Equation



Elementary School (520)

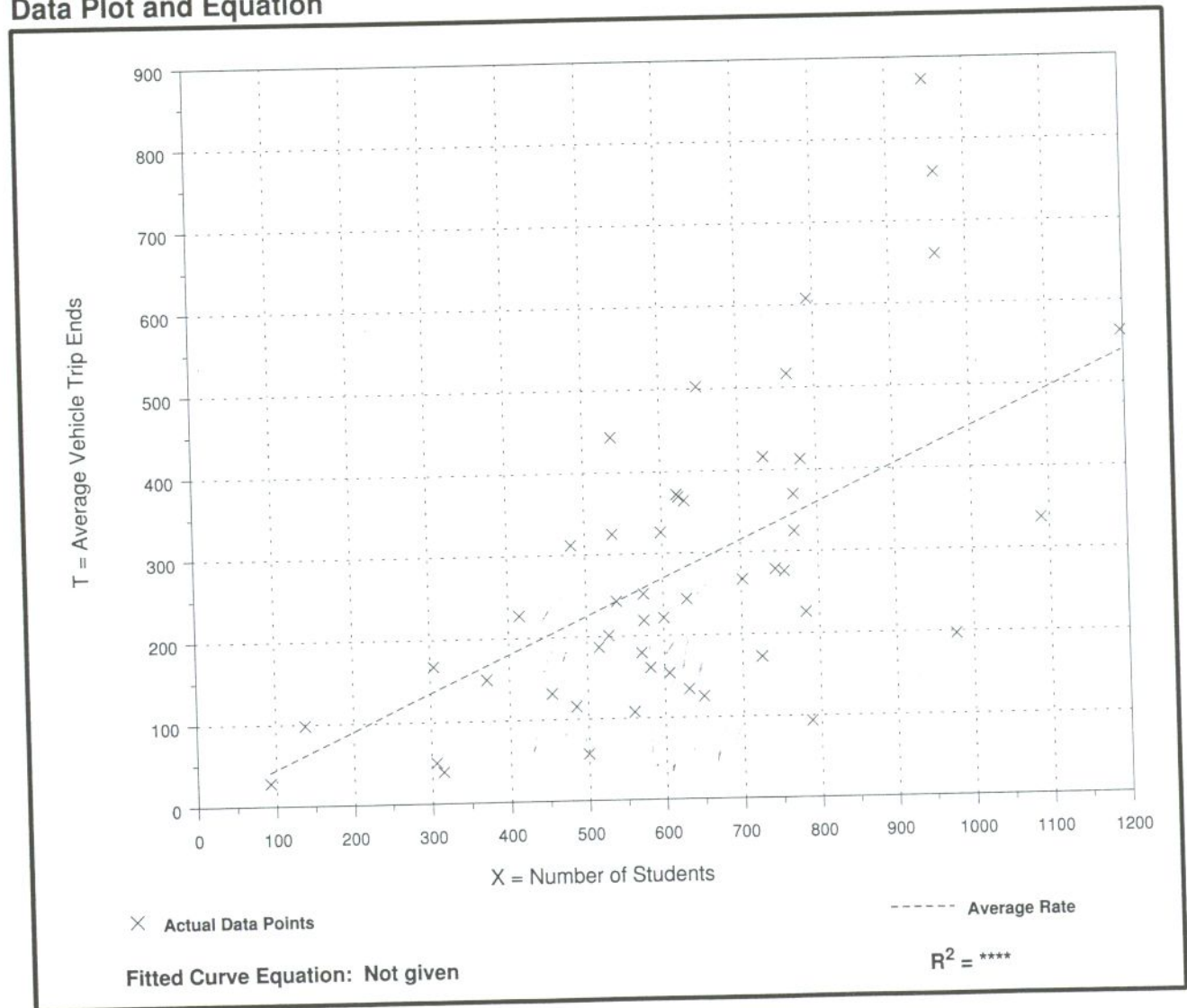
Average Vehicle Trip Ends vs: Students
On a: Weekday,
A.M. Peak Hour

Number of Studies: 49
 Average Number of Students: 630
 Directional Distribution: 55% entering, 45% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.45	0.11 - 0.92	0.70

Data Plot and Equation



Elementary School (520)

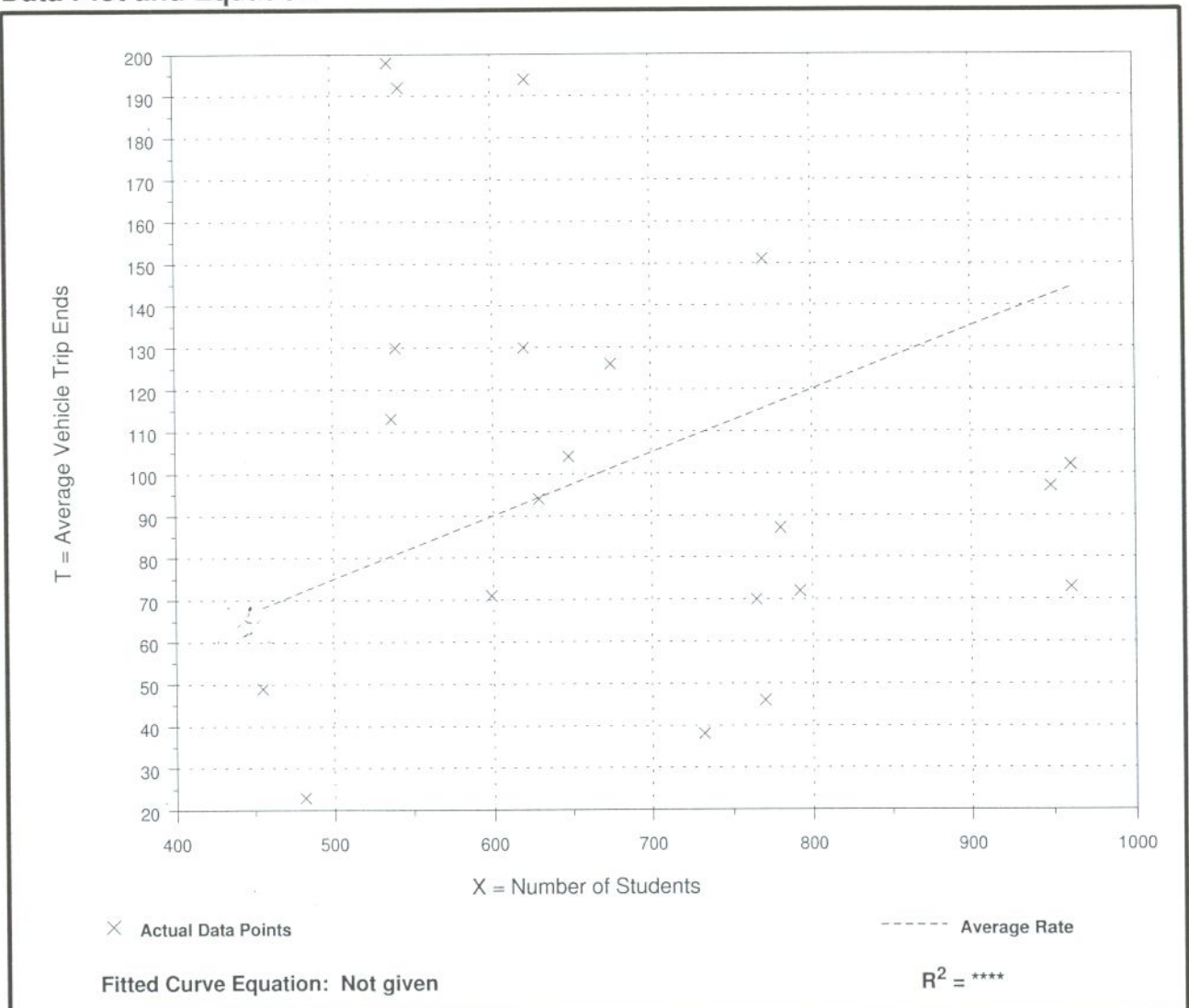
Average Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 21
Average Number of Students: 684
Directional Distribution: 49% entering, 51% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.15	0.05 - 0.37	0.40

Data Plot and Equation



Middle School/Junior High School (522)

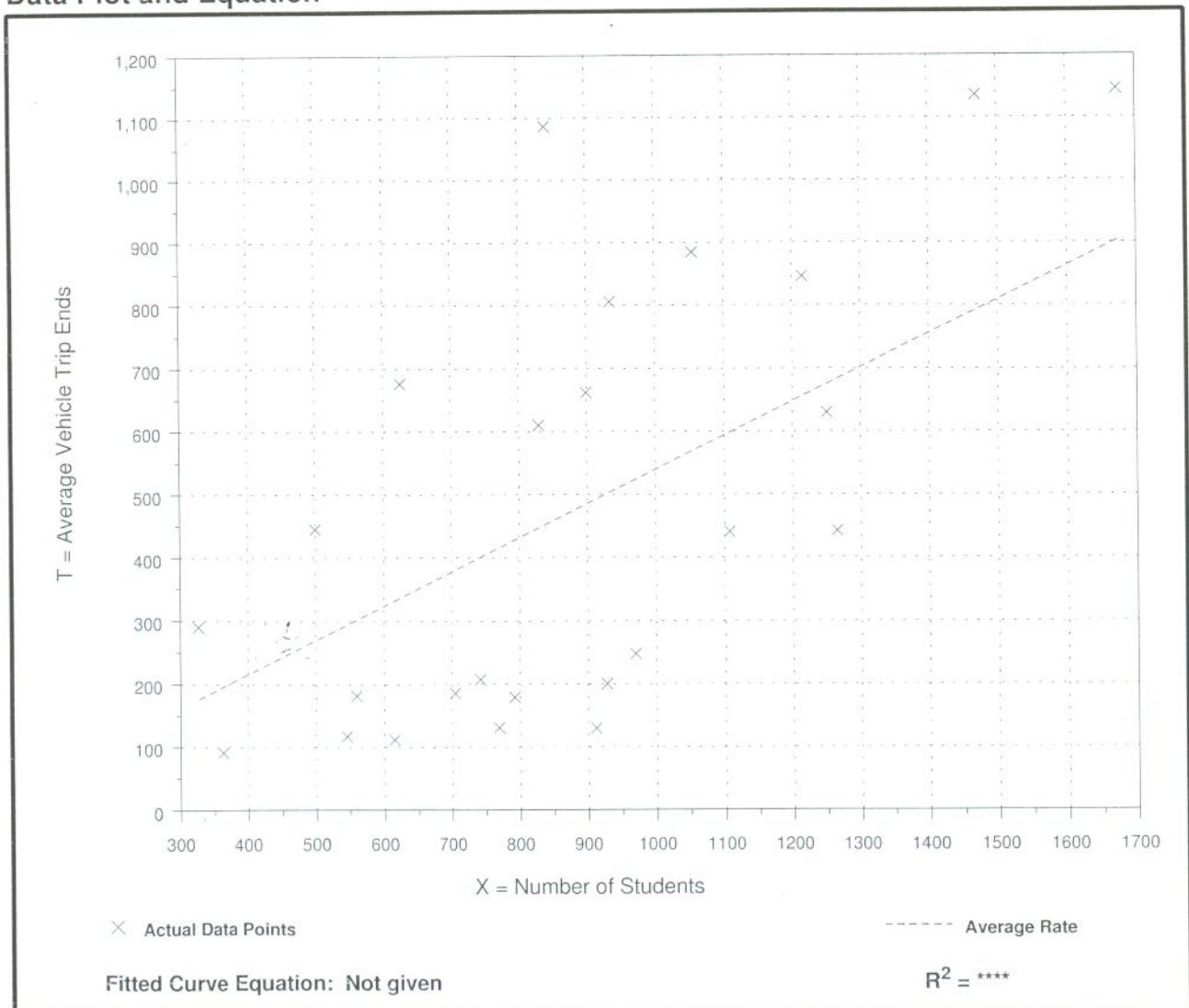
Average Vehicle Trip Ends vs: Students
On a: Weekday,
A.M. Peak Hour

Number of Studies: 25
 Average Number of Students: 876
 Directional Distribution: 55% entering, 45% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.54	0.14 - 1.29	0.80

Data Plot and Equation



Middle School/Junior High School (522)

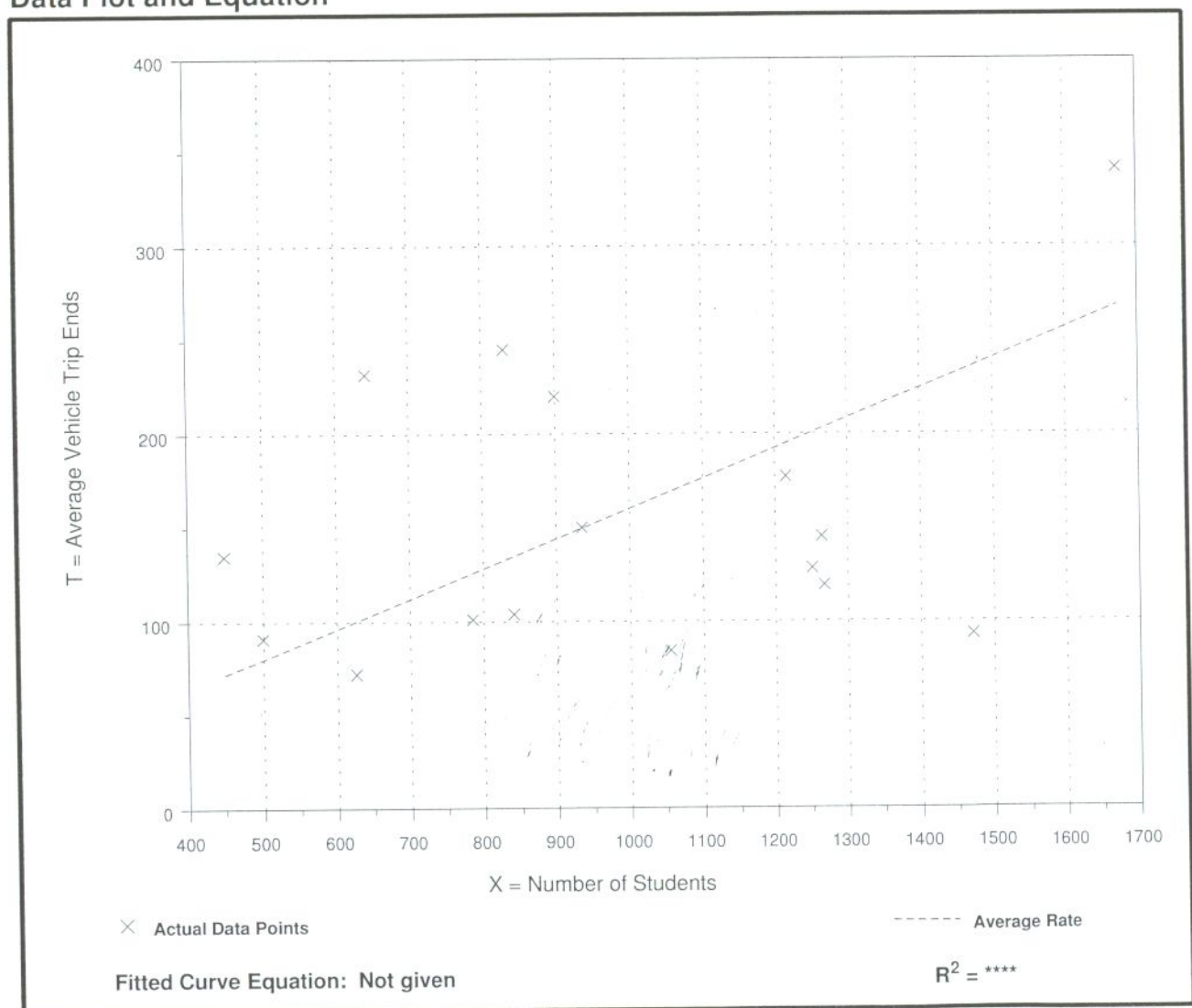
Average Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 16
Average Number of Students: 982
Directional Distribution: 49% entering, 51% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.16	0.06 - 0.36	0.40

Data Plot and Equation



High School (530)

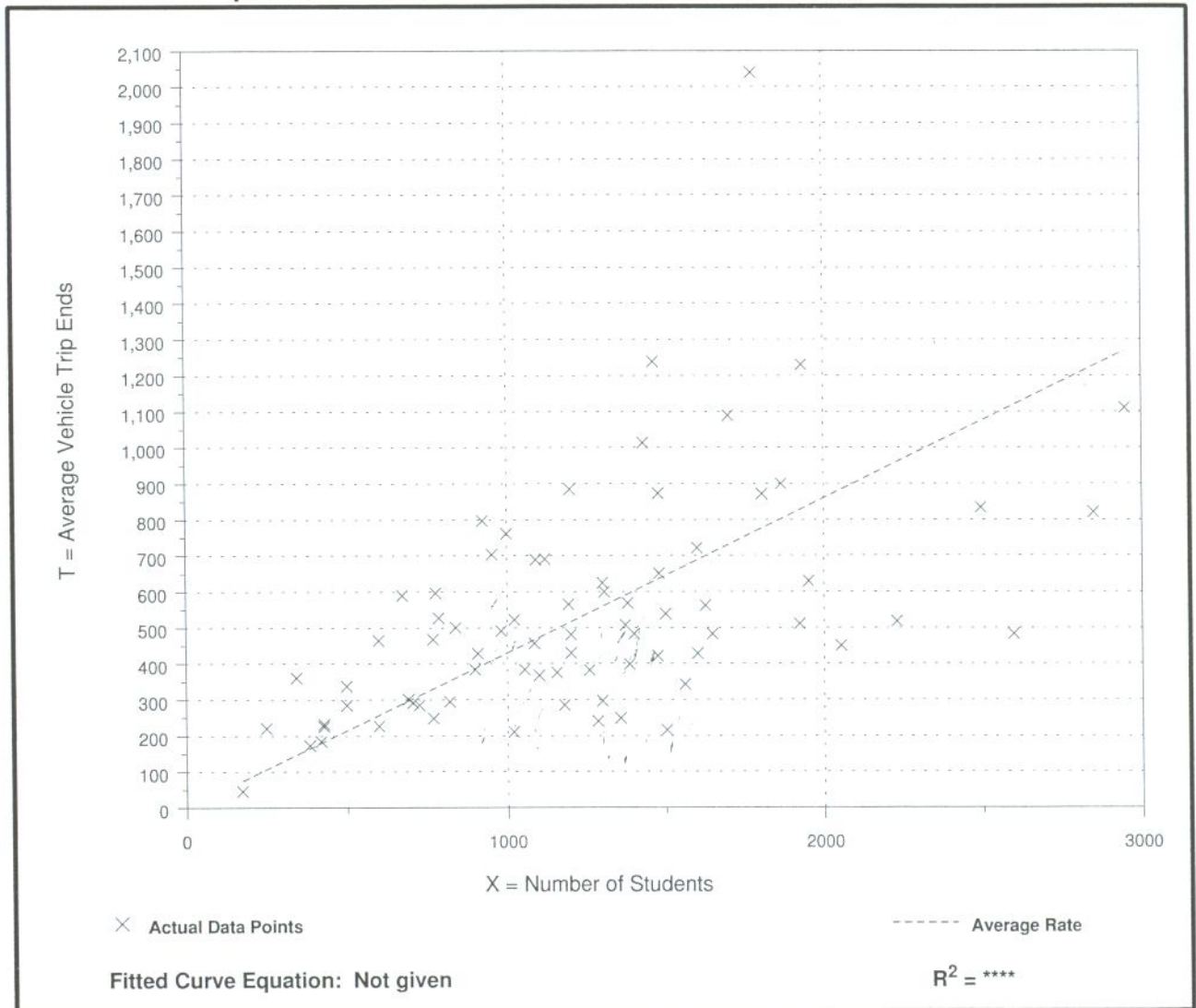
Average Vehicle Trip Ends vs: Students
On a: Weekday,
A.M. Peak Hour

Number of Studies: 75
Average Number of Students: 1,231
Directional Distribution: 68% entering, 32% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.43	0.14 - 1.15	0.69

Data Plot and Equation



High School (530)

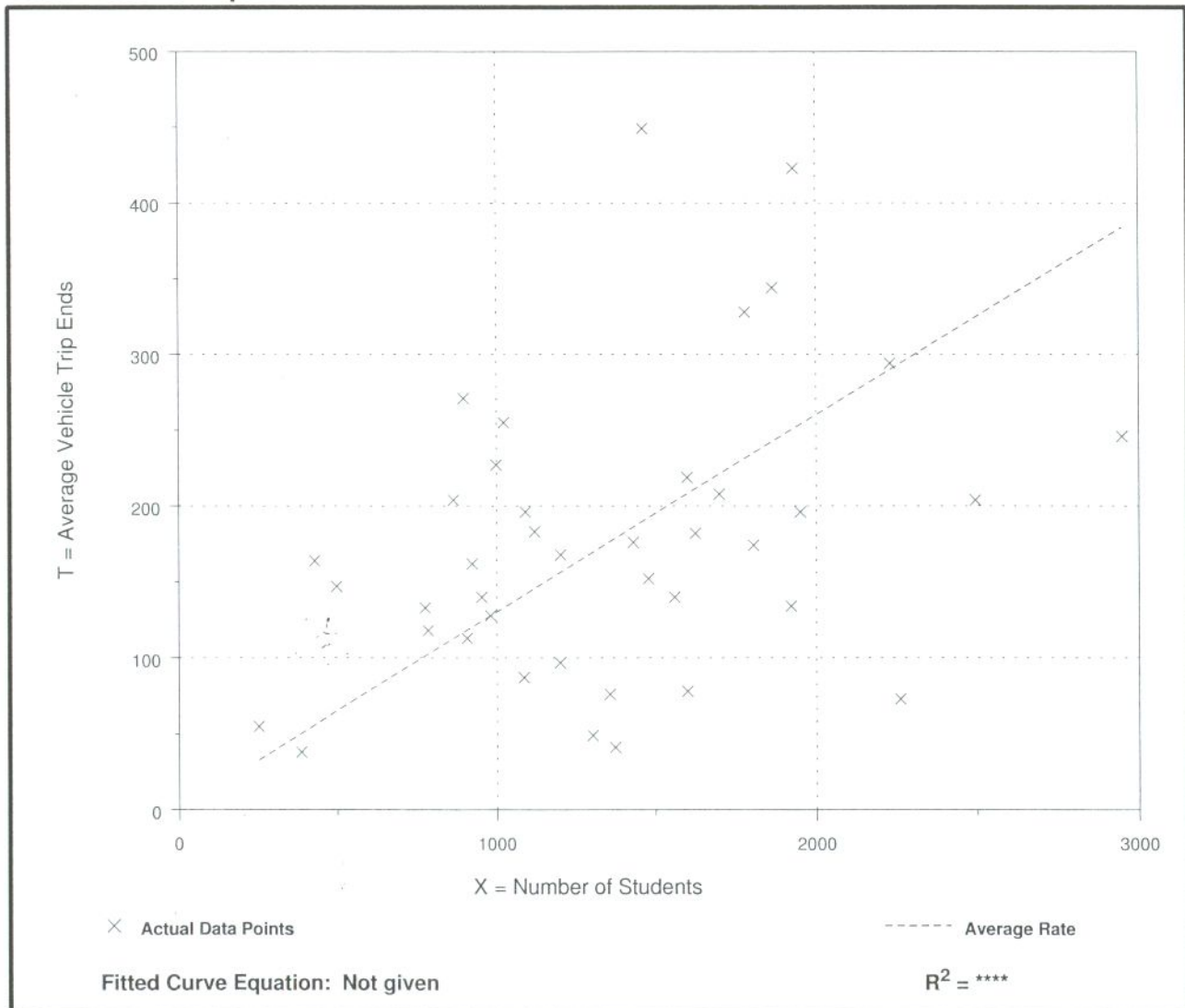
Average Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 40
 Average Number of Students: 1,352
 Directional Distribution: 47% entering, 53% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.13	0.03 - 0.38	0.37

Data Plot and Equation



Private School (K-12) (536)

Average Vehicle Trip Ends vs: Students
On a: Weekday,
A.M. Peak Hour

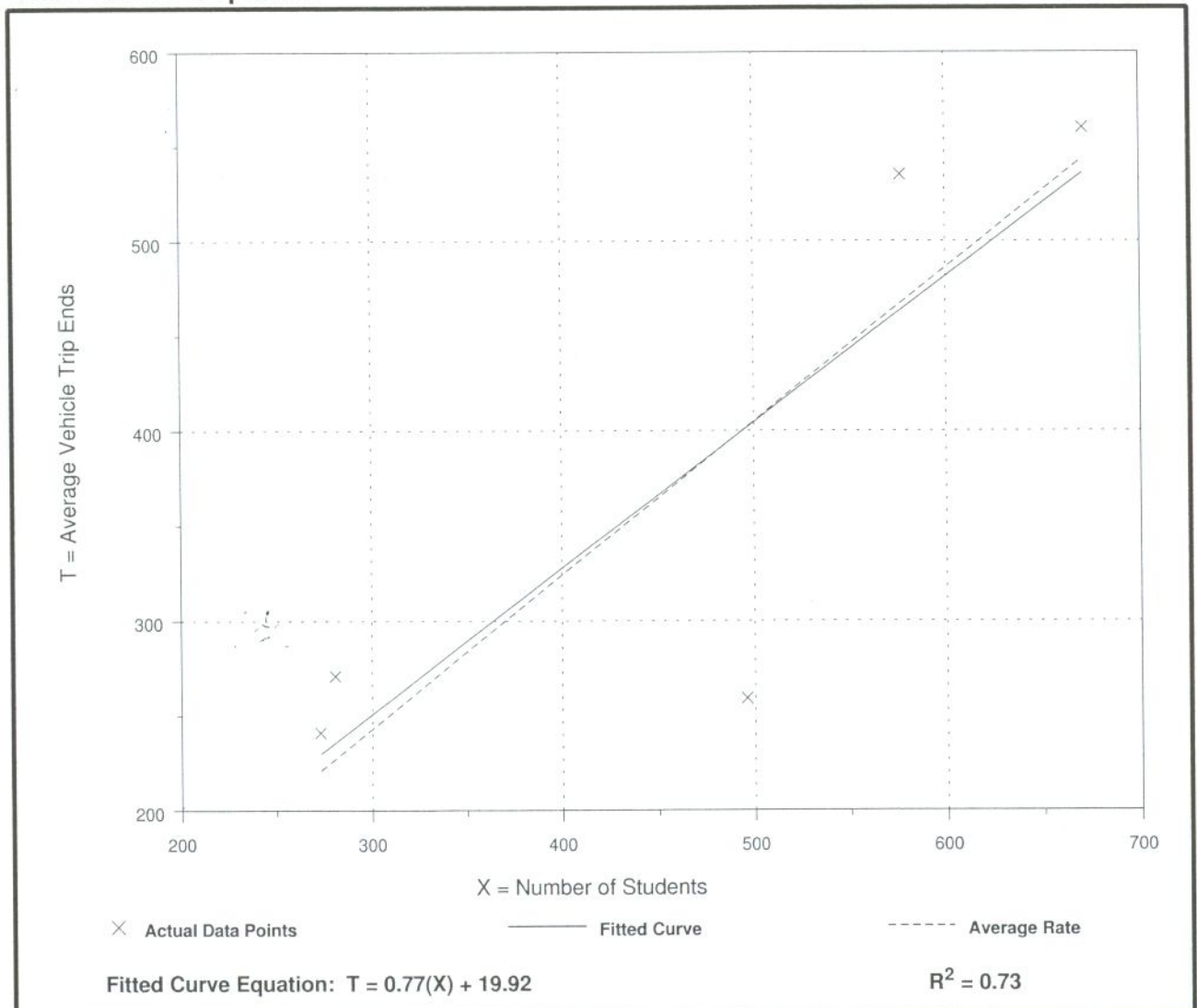
Number of Studies: 5
Average Number of Students: 460
Directional Distribution: 61% entering, 39% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.81	0.52 - 0.96	0.91

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Private School (K-12) (536)

Average Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

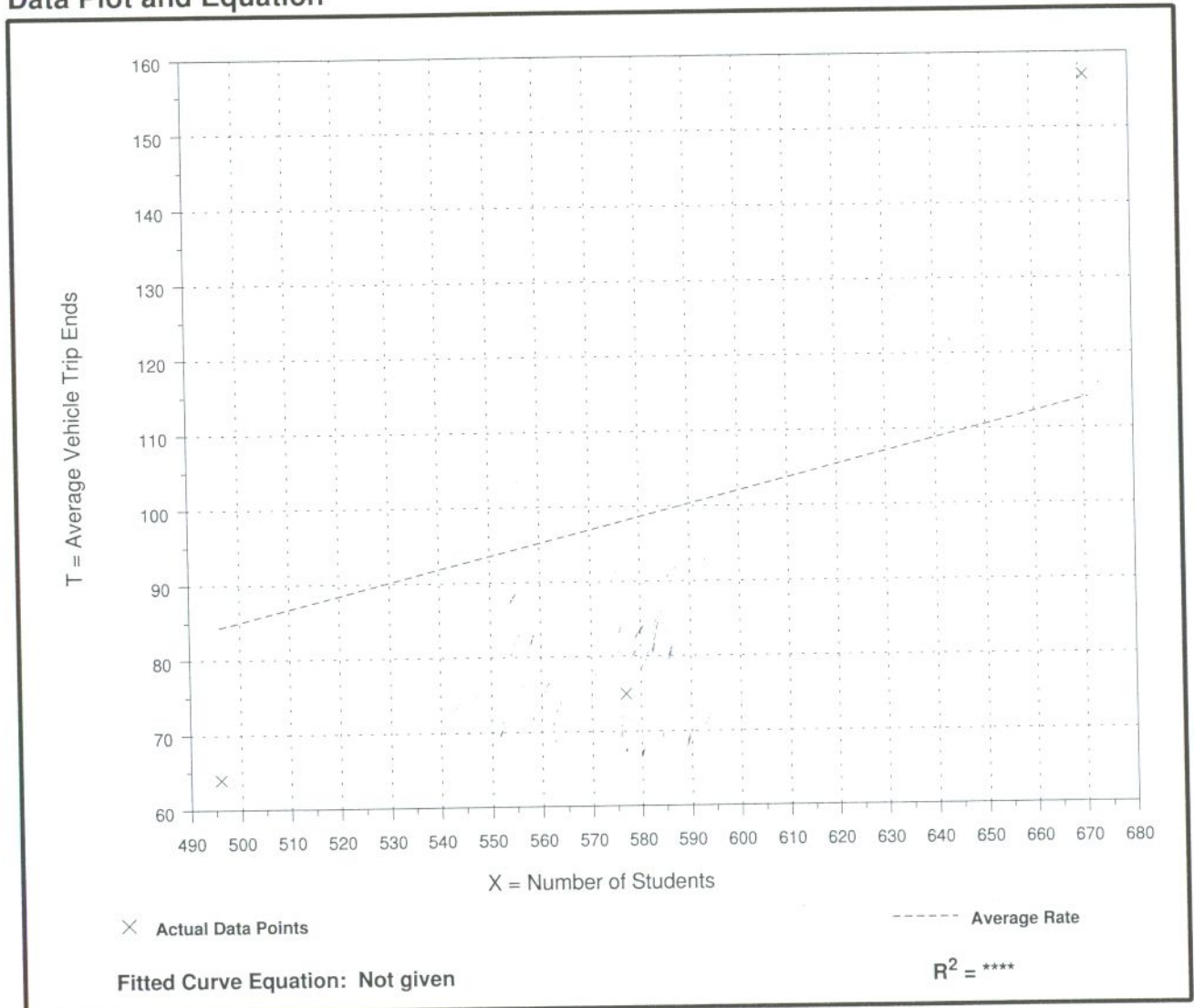
Number of Studies: 3
Average Number of Students: 581
Directional Distribution: 43% entering, 57% exiting

Trip Generation per Student

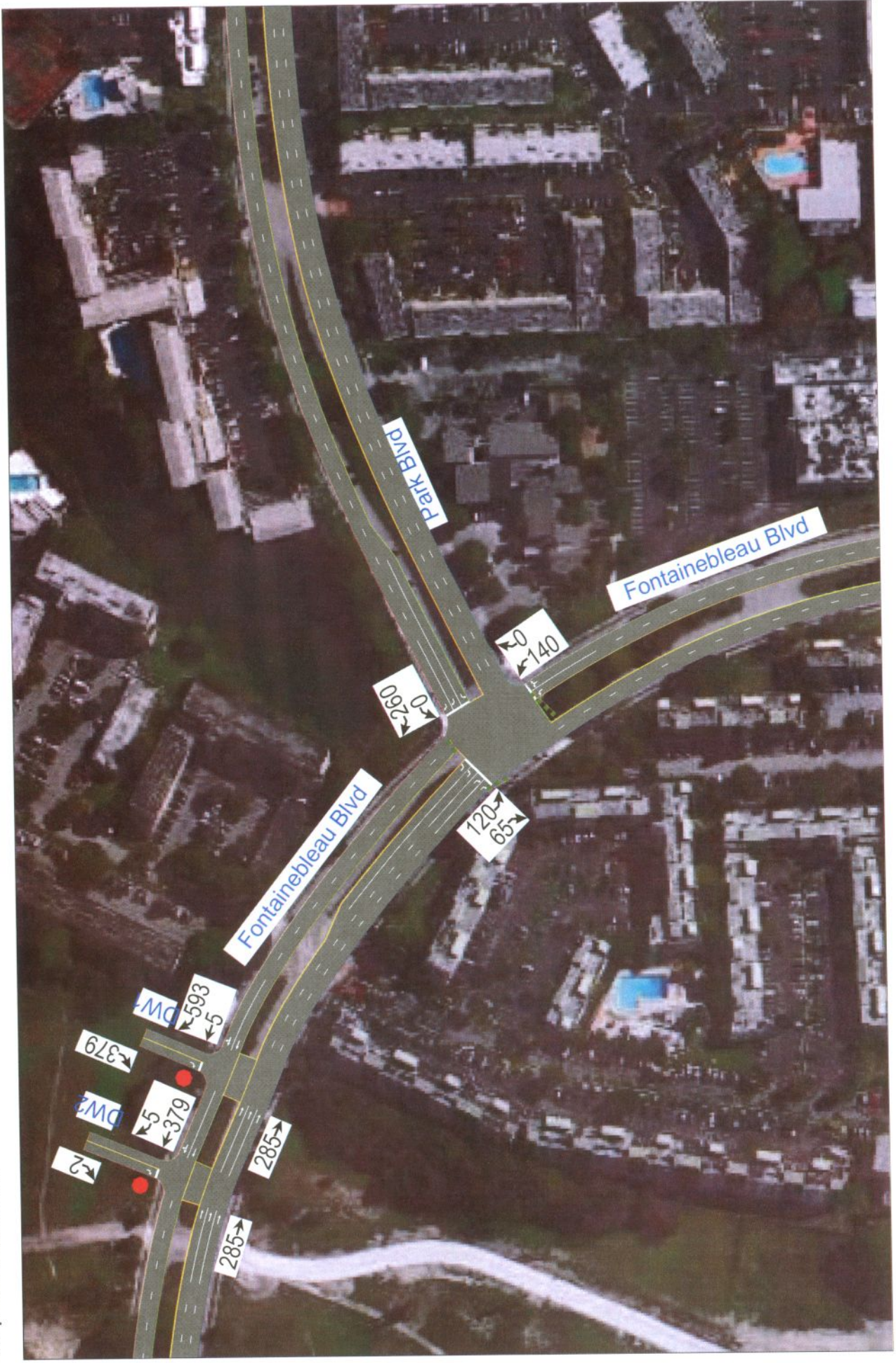
Average Rate	Range of Rates	Standard Deviation
0.17	0.13 - 0.23	0.41

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Appendix B: Trip Distribution / Assignment



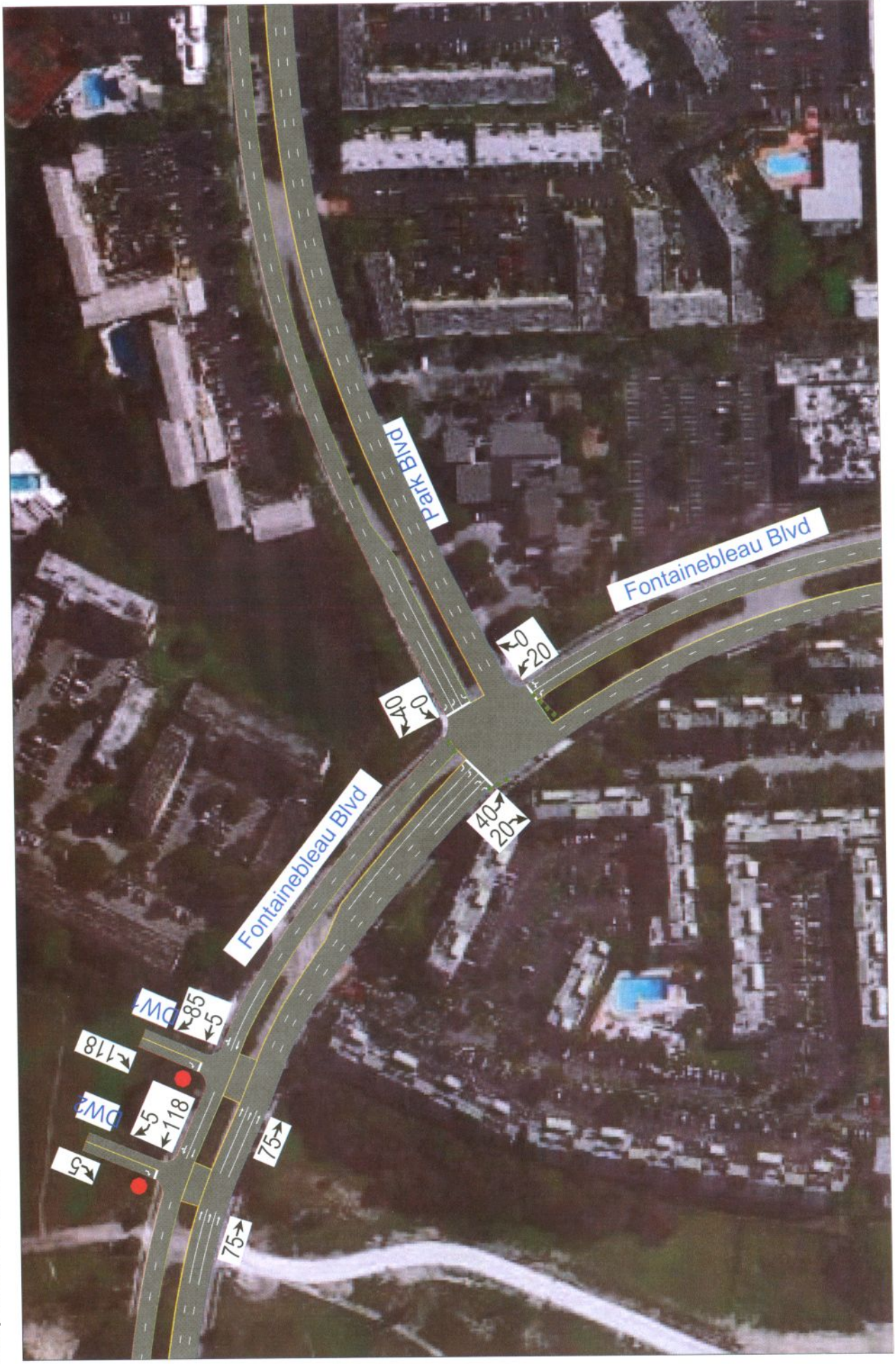


TABLE: A2

Keep the Bleau Green Development

Project Quadrant Distribution (AM Peak Hour)
(TAZ 808)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	AM PEAK HOUR		
				IN	OUT	TOTAL
NNE	25.00	NORTH	32.65%	195	124	319
ENE	21.50					
ESE	13.73	EAST	35.24%	211	134	345
SSE	7.83					
SSW	7.48	SOUTH	15.30%	92	59	151
WSW	11.46					
WNW	5.36	WEST	16.81%	100	64	164
NNW	7.65					
TOTAL	100.00		100.00%	598	381	979

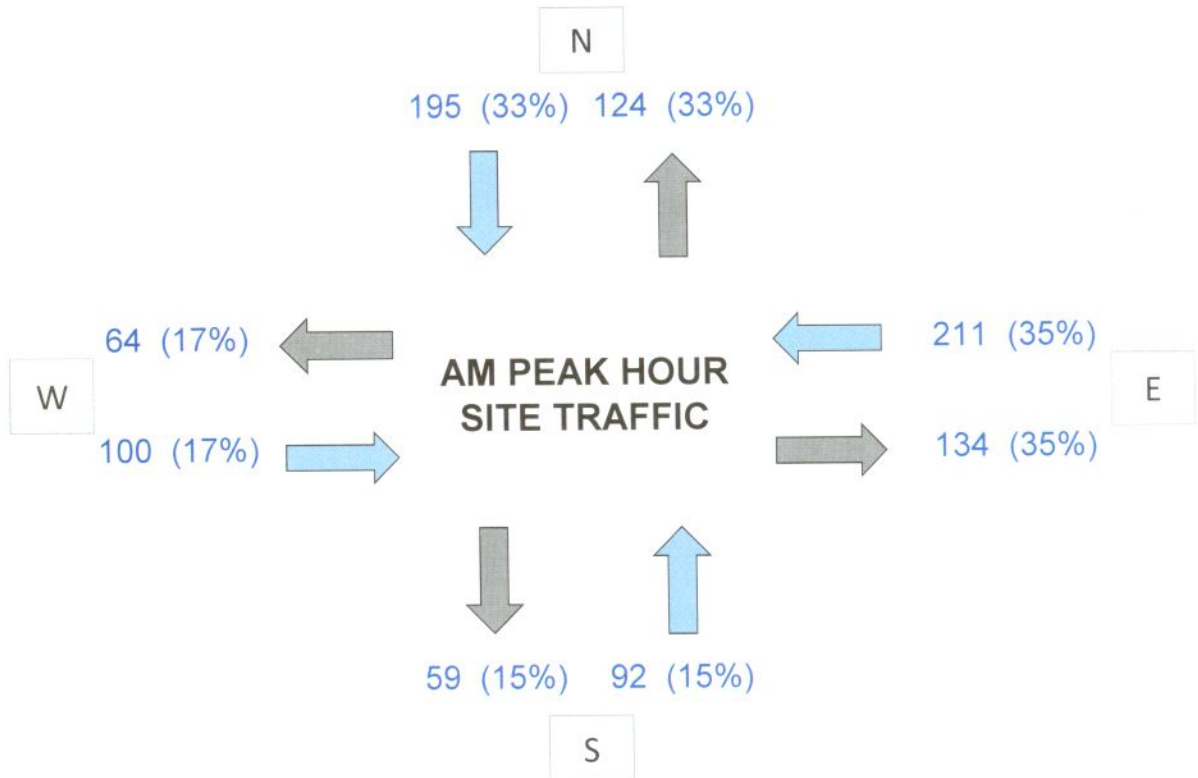


TABLE: A2-1

Keep the Bleau Green Development

Project Cardinal Distribution (AM Peak Hour)
(TAZ 808)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2017			
NNE	19.48	33.28	25.00	149	95	244
ENE	20.94	22.35	21.50	129	82	211
ESE	17.22	8.50	13.73	82	52	134
SSE	9.87	4.76	7.83	47	30	77
SSW	9.21	4.88	7.48	45	29	74
WSW	12.36	10.10	11.46	68	44	112
WNW	4.77	6.24	5.36	32	20	52
NNW	6.15	9.89	7.65	46	29	75
TOTAL	100.00	100.00	100.00	598	381	979

Note:

Based on Miami-Dade Transportation Plan (to the Year 2035) Directional Trip Distribution Report, October 2009. Since the current data is only available for the model years 2005 and 2035, the eight (8) cardinal directions were interpolated to the design year of 2017.

TABLE: A2-2

AM PEAK HOUR	IN	OUT	TOTAL
VOLUME:	598	381	979
PERCENT:	61.04%	38.96%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	25.00	149.398	149	95.370	95	244
ENE	21.50	128.506	129	82.033	82	211
ESE	13.73	82.061	82	52.385	52	134
SSE	7.83	46.768	47	29.855	30	77
SSW	7.48	44.688	45	28.527	29	74
WSW	11.46	68.460	68	43.702	44	112
WNW	5.36	32.019	32	20.440	20	52
NNW	7.65	45.692	46	29.168	29	75
TOTAL	100.00	597.592	598	381.479	381	979

TABLE A3

Keep the Bleau Green Development

Project Quadrant Distribution (PM Peak Hour)
(TAZ 808)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	PM PEAK HOUR		
				IN	OUT	TOTAL
NNE	25.00	NORTH	32.65%	30	40	70
ENE	21.50					
ESE	13.73	EAST	35.24%	31	43	74
SSE	7.83					
SSW	7.48	SOUTH	15.30%	14	19	33
WSW	11.46					
WNW	5.36	WEST	16.81%	15	21	36
NNW	7.65					
TOTAL	100.00		100.00%	90	123	213

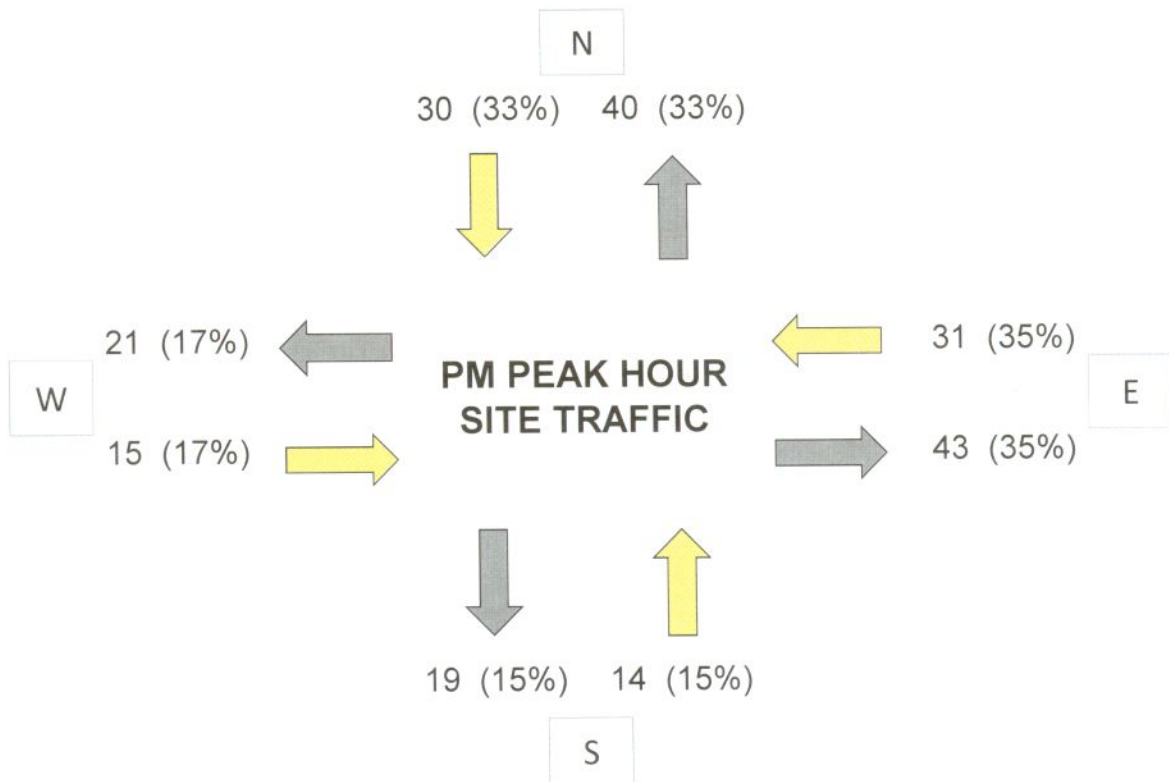


TABLE: A3-1

Keep the Bleau Green Development

Project Cardinal Distribution (PM Peak Hour)

(TAZ 808)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			PM PEAK HOUR		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2017			
NNE	19.48	33.28	25.00	23	31	54
ENE	20.94	22.35	21.50	19	26	45
ESE	17.22	8.50	13.73	12	17	29
SSE	9.87	4.76	7.83	7	10	17
SSW	9.21	4.88	7.48	7	9	16
WSW	12.36	10.10	11.46	10	14	24
WNW	4.77	6.24	5.36	5	7	12
NNW	6.15	9.89	7.65	7	9	16
TOTAL	100.00	100.00	100.00	90	123	213

Note:

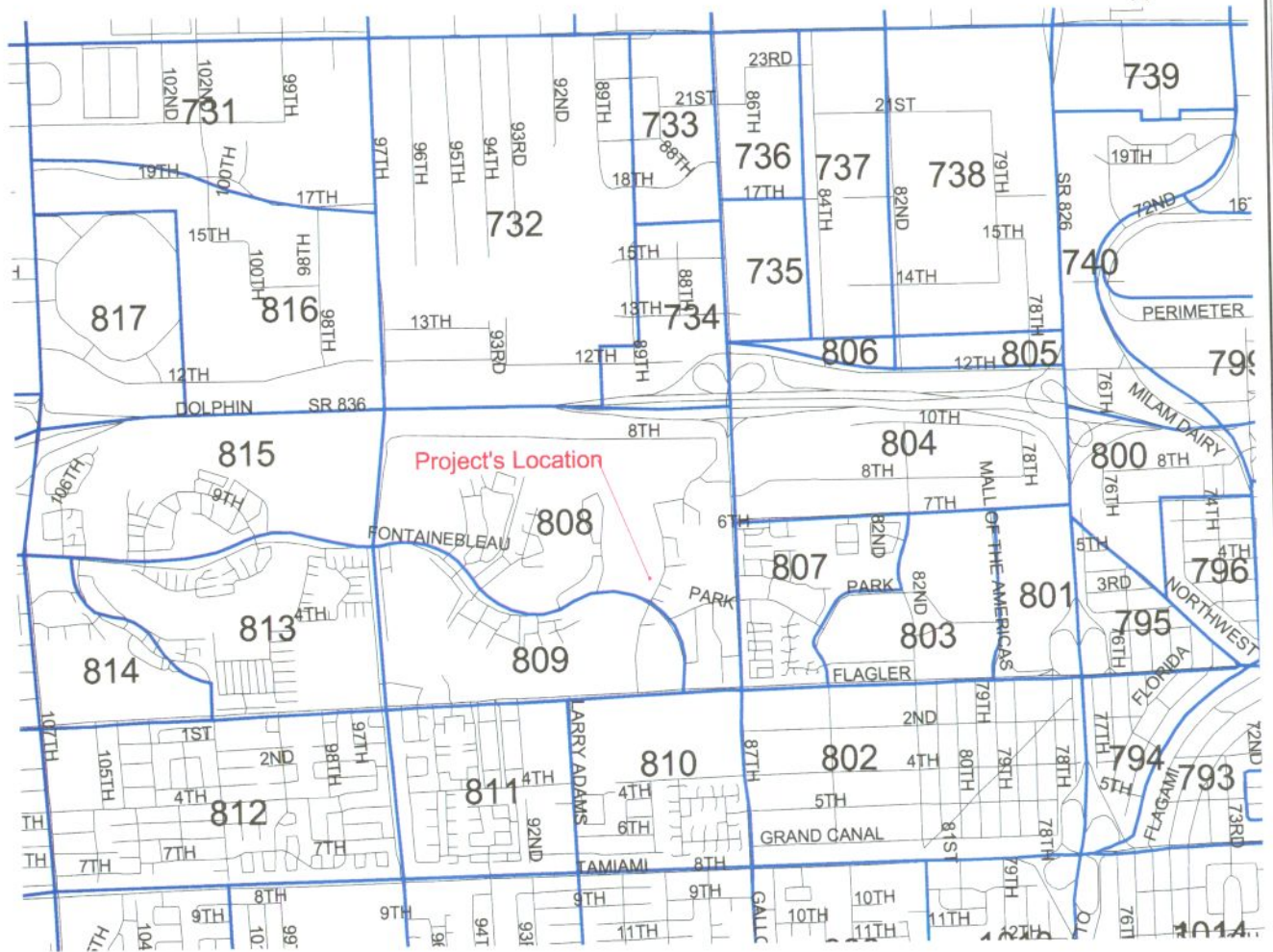
Based on Miami-Dade Transportation Plan (to the Year 2035) Directional Trip Distribution Report, October 2009. Since the current data is only available for the model years 2005 and 2035, the eight (8) cardinal directions were interpolated to the design year of 2017.

TABLE: A3-2

PM PEAK HOUR	IN	OUT	TOTAL
VOLUME:	90	123	213
PERCENT:	42.19%	57.62%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	25.00	22.425	23	30.625	31	54
ENE	21.50	19.289	19	26.343	26	45
ESE	13.73	12.317	12	16.822	17	29
SSE	7.83	7.020	7	9.587	10	17
SSW	7.48	6.708	7	9.161	9	16
WSW	11.46	10.276	10	14.034	14	24
WNW	5.36	4.806	5	6.564	7	12
NNW	7.65	6.858	7	9.366	9	16
TOTAL	100.00	89.699	90	122.501	123	213

Traffic Analysis Zone (TAZ)





Miami-Dade 2035 Long Range Transportation Plan

Directional Trip Distribution Report

October 29, 2009

2035



Miami-Dade



Transportation Plan



Prepared by:



In association with:

Advanced Transportation Engineering Consultants

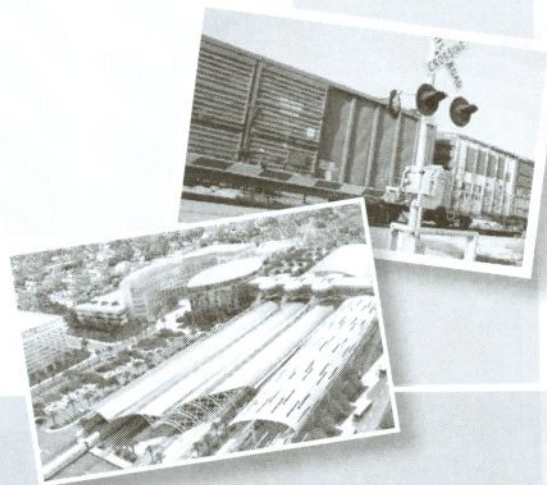
AECOM Consult

Charesse Chester and Associates

Citilabs

Metropolitan Center at Florida International University

Strategy Solutions



MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE		CARDINAL DIRECTIONS									TOTAL
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
781	3481	TRIPS	366	687	331	501	305	322	411	546	3,469
		PERCENT	10.55	19.8	9.54	14.44	8.79	9.28	11.85	15.74	
782	3482	TRIPS	1120	1190	1056	1036	879	1277	1216	968	8,742
		PERCENT	12.81	13.61	12.08	11.85	10.05	14.61	13.91	11.07	
783	3483	TRIPS	1396	1583	1508	1251	1091	1147	1371	1078	10,425
		PERCENT	13.39	15.18	14.47	12	10.47	11	13.15	10.34	
784	3484	TRIPS	454	711	443	363	405	424	453	460	3,713
		PERCENT	12.23	19.15	11.93	9.78	10.91	11.42	12.2	12.39	
785	3485	TRIPS	688	902	574	364	594	613	582	582	4,899
		PERCENT	14.04	18.41	11.72	7.43	12.12	12.51	11.88	11.88	
786	3486	TRIPS	324	576	337	258	340	453	431	463	3,182
		PERCENT	10.18	18.1	10.59	8.11	10.69	14.24	13.54	14.55	
787	3487	TRIPS	1056	1510	1254	846	1325	1434	1048	1135	9,608
		PERCENT	10.99	15.72	13.05	8.81	13.79	14.93	10.91	11.81	
788	3488	TRIPS	1137	1670	1909	1045	2193	2192	867	1345	12,358
		PERCENT	9.2	13.51	15.45	8.46	17.75	17.74	7.02	10.88	
789	3489	TRIPS	337	571	629	431	750	800	369	533	4,420
		PERCENT	7.62	12.92	14.23	9.75	16.97	18.1	8.35	12.06	
790	3490	TRIPS	278	661	551	305	281	345	335	416	3,172
		PERCENT	8.76	20.84	17.37	9.62	8.86	10.88	10.56	13.11	
791	3491	TRIPS	314	632	343	243	238	259	276	435	2,740
		PERCENT	11.46	23.07	12.52	8.87	8.69	9.45	10.07	15.88	
792	3492	TRIPS	388	892	471	351	691	602	447	710	4,552
		PERCENT	8.52	19.6	10.35	7.71	15.18	13.22	9.82	15.6	
793	3493	TRIPS	166	327	166	166	172	193	136	302	1,628
		PERCENT	10.2	20.09	10.2	10.2	10.57	11.86	8.35	18.55	
794	3494	TRIPS	196	276	164	103	170	232	130	225	1,496
		PERCENT	13.1	18.45	10.96	6.89	11.36	15.51	8.69	15.04	
795	3495	TRIPS	158	278	198	128	167	200	154	276	1,559
		PERCENT	10.13	17.83	12.7	8.21	10.71	12.83	9.88	17.7	
796	3496	TRIPS	60	101	84	30	40	62	61	116	554
		PERCENT	10.83	18.23	15.16	5.42	7.22	11.19	11.01	20.94	
797	3497	TRIPS	220	466	431	190	197	278	292	553	2,627
		PERCENT	8.37	17.74	16.41	7.23	7.5	10.58	11.12	21.05	
798	3498	TRIPS	300	520	495	245	661	619	297	529	3,666
		PERCENT	8.18	14.18	13.5	6.68	18.03	16.88	8.1	14.43	
799	3499	TRIPS	531	595	677	381	886	817	350	678	4,915
		PERCENT	10.8	12.11	13.77	7.75	18.03	16.62	7.12	13.79	
800	3500	TRIPS	500	541	529	380	715	690	249	597	4,201
		PERCENT	11.9	12.88	12.59	9.05	17.02	16.42	5.93	14.21	
801	3501	TRIPS	441	507	360	332	770	703	410	407	3,930
		PERCENT	11.22	12.9	9.16	8.45	19.59	17.89	10.43	10.36	
802	3502	TRIPS	996	1114	535	417	929	884	700	778	6,353
		PERCENT	15.68	17.54	8.42	6.56	14.62	13.91	11.02	12.25	
803	3503	TRIPS	938	1194	896	712	1587	1368	592	1050	8,337
		PERCENT	11.25	14.32	10.75	8.54	19.04	16.41	7.1	12.59	
804	3504	TRIPS	2486	1935	1778	1136	1392	1351	599	1518	12,195
		PERCENT	20.39	15.87	14.58	9.32	11.41	11.08	4.91	12.45	
805	3505	TRIPS	886	616	913	526	1204	992	388	622	6,147
		PERCENT	14.41	10.02	14.85	8.56	19.59	16.14	6.31	10.12	
806	3506	TRIPS	383	296	382	220	513	367	168	252	2,581
		PERCENT	14.84	11.47	14.8	8.52	19.88	14.22	6.51	9.76	
807	3507	TRIPS	1206	910	648	403	479	575	474	522	5,217
		PERCENT	23.12	17.44	12.42	7.72	9.18	11.02	9.09	10.01	
808	3508	TRIPS	2693	2895	2381	1364	1273	1709	659	850	13,824
		PERCENT	19.48	20.94	17.22	9.87	9.21	12.36	4.77	6.15	
809	3509	TRIPS	1591	1723	908	655	638	744	423	517	7,199
		PERCENT	22.1	23.93	12.61	9.1	8.86	10.33	5.88	7.18	
810	3510	TRIPS	991	932	754	390	485	510	222	386	4,670
		PERCENT	21.22	19.96	16.15	8.35	10.39	10.92	4.75	8.27	
811	3511	TRIPS	1715	1569	940	834	1094	1355	368	497	8,372
		PERCENT	20.48	18.74	11.23	9.96	13.07	16.18	4.4	5.94	
812	3512	TRIPS	1108	1682	717	459	702	589	157	576	5,990
		PERCENT	18.5	28.08	11.97	7.66	11.72	9.83	2.62	9.62	
813	3513	TRIPS	645	1051	604	344	573	333	617	390	4,557

MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY

			CARDINAL DIRECTIONS								TOTAL
ORIGIN ZONE			NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
		PERCENT	13.62	20.03	17.81	13.52	9.13	10.23	8.7	6.96	
783	3483	TRIPS	2224	1905	1280	1326	976	1394	2383	1726	13,214
		PERCENT	16.83	14.42	9.69	10.03	7.39	10.55	18.03	13.06	
784	3484	TRIPS	761	1194	754	505	493	459	500	551	5,217
		PERCENT	14.59	22.89	14.45	9.68	9.45	8.8	9.58	10.56	
785	3485	TRIPS	793	1392	764	590	671	588	564	835	6,197
		PERCENT	12.8	22.46	12.33	9.52	10.83	9.49	9.1	13.47	
786	3486	TRIPS	357	672	533	436	608	560	387	405	3,958
		PERCENT	9.02	16.98	13.47	11.02	15.36	14.15	9.78	10.23	
787	3487	TRIPS	679	1506	2080	1269	2646	2435	1173	1071	12,859
		PERCENT	5.28	11.71	16.18	9.87	20.58	18.94	9.12	8.33	
788	3488	TRIPS	1417	2656	3050	2027	2474	2771	1336	1317	17,048
		PERCENT	8.31	15.58	17.89	11.89	14.51	16.25	7.84	7.73	
789	3489	TRIPS	471	925	565	419	782	1081	757	790	5,790
		PERCENT	8.13	15.98	9.76	7.24	13.51	18.67	13.07	13.64	
790	3490	TRIPS	502	994	423	311	328	382	448	893	4,281
		PERCENT	11.73	23.22	9.88	7.26	7.66	8.92	10.46	20.86	
791	3491	TRIPS	359	971	484	264	282	266	277	679	3,582
		PERCENT	10.02	27.11	13.51	7.37	7.87	7.43	7.73	18.96	
792	3492	TRIPS	603	1197	710	520	761	646	413	953	5,803
		PERCENT	10.39	20.63	12.24	8.96	13.11	11.13	7.12	16.42	
793	3493	TRIPS	328	395	270	158	228	242	152	427	2,200
		PERCENT	14.91	17.95	12.27	7.18	10.36	11	6.91	19.41	
794	3494	TRIPS	361	439	260	188	307	348	324	602	2,829
		PERCENT	12.76	15.52	9.19	6.65	10.85	12.3	11.45	21.28	
795	3495	TRIPS	308	383	307	136	291	363	284	564	2,636
		PERCENT	11.68	14.53	11.65	5.16	11.04	13.77	10.77	21.4	
796	3496	TRIPS	65	157	104	33	43	84	128	252	866
		PERCENT	7.51	18.13	12.01	3.81	4.97	9.7	14.78	29.1	
797	3497	TRIPS	377	896	676	305	316	584	569	1200	4,923
		PERCENT	7.66	18.2	13.73	6.2	6.42	11.86	11.56	24.38	
798	3498	TRIPS	518	739	824	398	1135	977	496	709	5,796
		PERCENT	8.94	12.75	14.22	6.87	19.58	16.86	8.56	12.23	
799	3499	TRIPS	716	966	676	515	1089	1291	578	840	6,671
		PERCENT	10.73	14.48	10.13	7.72	16.32	19.35	8.66	12.59	
800	3500	TRIPS	835	981	536	417	925	894	415	815	5,818
		PERCENT	14.35	16.86	9.21	7.17	15.9	15.37	7.13	14.01	
801	3501	TRIPS	1136	872	368	401	1054	987	821	972	6,611
		PERCENT	17.18	13.19	5.57	6.07	15.94	14.93	12.42	14.7	
802	3502	TRIPS	1245	1254	855	612	1809	2651	423	1967	10,816
		PERCENT	11.51	11.59	7.9	5.66	16.73	24.51	3.91	18.19	
803	3503	TRIPS	2573	1657	1582	1704	2968	3316	577	1304	15,681
		PERCENT	16.41	10.57	10.09	10.87	18.93	21.15	3.68	8.32	
804	3504	TRIPS	2736	2221	2296	1093	1833	2299	1633	3626	17,737
		PERCENT	15.43	12.52	12.94	6.16	10.33	12.96	9.21	20.44	
805	3505	TRIPS	1023	1091	1083	741	1689	1613	453	715	8,408
		PERCENT	12.17	12.98	12.88	8.81	20.09	19.18	5.39	8.5	
806	3506	TRIPS	695	432	262	211	468	615	195	370	3,248
		PERCENT	21.4	13.3	8.07	6.5	14.41	18.93	6	11.39	
807	3507	TRIPS	2126	2070	919	595	656	685	195	397	7,643
		PERCENT	27.82	27.08	12.02	7.78	8.58	8.96	2.55	5.19	
808	3508	TRIPS	7894	5302	2016	1128	1157	2397	1481	2346	23,721
		PERCENT	33.28	22.35	8.5	4.76	4.88	10.1	6.24	9.89	
809	3509	TRIPS	3645	1712	711	453	672	1486	1081	1608	11,368
		PERCENT	32.06	15.06	6.25	3.98	5.91	13.07	9.51	14.14	
810	3510	TRIPS	1982	1508	638	454	430	797	158	336	6,303
		PERCENT	31.45	23.93	10.12	7.2	6.82	12.64	2.51	5.33	
811	3511	TRIPS	3645	3039	1353	1043	2207	1591	284	888	14,050
		PERCENT	25.94	21.63	9.63	7.42	15.71	11.32	2.02	6.32	
812	3512	TRIPS	2316	2169	832	660	1801	1106	402	702	9,988
		PERCENT	23.19	21.72	8.33	6.61	18.03	11.07	4.02	7.03	
813	3513	TRIPS	1670	1964	1157	753	798	960	80	299	7,681
		PERCENT	21.74	25.57	15.06	9.8	10.39	12.5	1.04	3.89	
814	3514	TRIPS	1336	1298	899	636	1447	1170	116	508	7,410
		PERCENT	18.03	17.52	12.13	8.58	19.53	15.79	1.57	6.86	
815	3515	TRIPS	1368	2002	1365	536	1298	596	233	440	7,838
		PERCENT	17.45	25.54	17.42	6.84	16.56	7.6	2.97	5.61	
816	3516	TRIPS	1260	1727	1369	1016	1660	640	69	382	8,123




Appendix C: Signal Timing, Background Growth & Adjustment Factor

MIAMI-DADE ATMS SIGNAL DATA SHEET

Signal Asset ID: 5258
 Signal Location: Fontainebleau Blvd & Park Blvd
 Analysis Period: (AM) / (PM) (Circle One) SAME FOR BOTH PERIODS.
 Local Time of Day Schedule: Free Plan
 Local Time of Day Function: - Setting (Blank or Number#)

Signal Settings: Free Phase Bank 1, Max 1
 (i.e. Blank, Plan #1 - Phase Bank 1, Max 1)

Cycle Length: 68 seconds
 Offset: - seconds

PHASE:	Φ1	Φ2	Φ3		
					
WALK	0	7	7		
DON'TWALK	0	19	17		
MIN INITIAL	5	7	7		
VEH EXT	2	1	2.5		
GREEN	15	25	15		
YELLOW	3	4	4		
RED	0	1	1		
SPLIT	18	30	20		

TOD Schedule Report

for 5258: Fontainebleau Blvd&Park Blvd

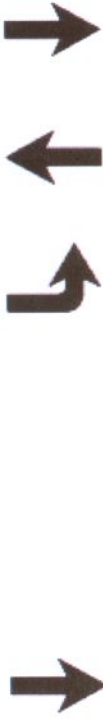
Print Date:
8/17/2013

Print Time:
6:00 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5258	Fontainebleau Blvd&Park Blvd	DOW-7	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
-	SET	-	-	SBL	NWT	SWT	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank								
1	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	7 - 6 - 6	19 - 19 - 19	7 - 6 - 6	1 - 2.5 - 2.5	25 - 0 - 0	0 - 0 - 0	4	1
3	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	15 - 15 - 15	18 - 0 - 0	3	0
6	7 - 6 - 6	19 - 19 - 19	7 - 6 - 6	1 - 2.5 - 2.5	25 - 0 - 0	0 - 0 - 0	4	1
7	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 9 - 9	12 - 0 - 0	4	1
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

Default	12345678
External Permit 0	-2--567-
External Permit 1	-----
External Permit 2	-----

Current TOD Schedule	Plan	Cycle	1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SET	-	-	SBL	NWT	SWT	-		

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0530	Free	Su M T W Th F S

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

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

* Settings

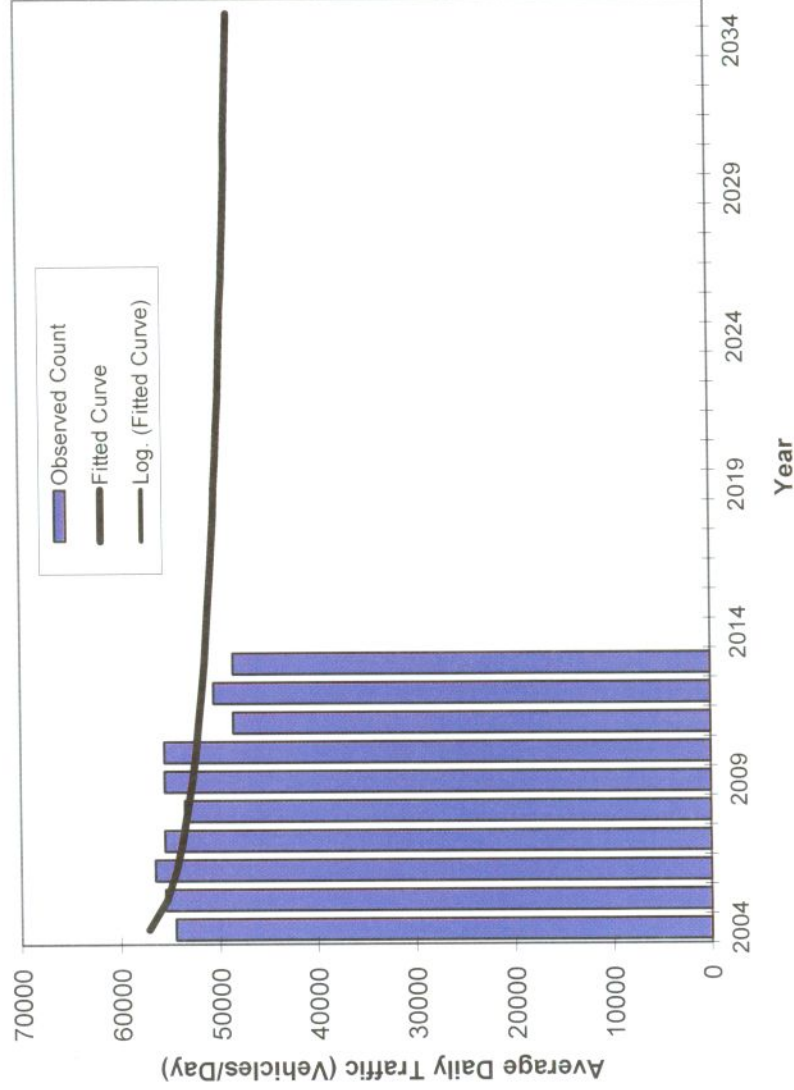
- Blank - FREE - Phase Bank 1, Max 1
- Blank - Plan - Phase Bank 1, Max 2
- 1 - Phase Bank 2, Max 1
- 2 - Phase Bank 2, Max 2
- 3 - Phase Bank 3, Max 1
- 4 - Phase Bank 3, Max 2
- 5 - EXTERNAL PERMIT 1
- 6 - EXTERNAL PERMIT 2
- 7 - X-PED OMIT
- 8 - TBA

No Calendar Defined/Enabled

Traffic Trends - V2.0 SR 968/FLAGLER ST -- 200' E NW 87 AVE

PIN#	973215-1
Location	1

County:	Miami (87)
Station #:	1142
Highway:	SR 968/FLAGLER ST



Trend R-squared: 35.43%

Compounded Annual Historic Growth Rate: -1.18%

Compounded Growth Rate (2013 to Design Year): -0.39%

Printed: 22-Dec-14

Decaying Exponential Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2004	54500	57200
2005	55500	55400
2006	56500	54400
2007	55500	53700
2008	53500	53200
2009	55500	52700
2010	55500	52300
2011	48500	52000
2012	50500	51700
2013	48500	51400
2014 Opening Year Trend		
2014	N/A	51200
2016 Mid-Year Trend		
2016	N/A	50800
2017 Design Year Trend		
2017	N/A	50600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1142 - SR 968/FLAGLER ST, 200' E NW 87 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	48500 C	E 25500	W 23000	9.00	58.90	4.00
2012	50500 C	E 26000	W 24500	9.00	59.70	3.50
2011	48500 C	E 24500	W 24000	9.00	58.20	4.10
2010	55500 C	E 28500	W 27000	7.87	58.27	4.10
2009	55500 C	E 27000	W 28500	7.98	59.96	4.10
2008	53500 C	E 27500	W 26000	8.07	66.31	6.60
2007	55500 C	E 27500	W 28000	7.90	63.12	5.50
2006	56500 C	E 29000	W 27500	7.39	58.66	12.30
2005	55500 C	E 28500	W 27000	7.70	65.70	7.10
2004	54500 C	E 28000	W 26500	8.20	67.10	7.10
2003	54000 C	E 28500	W 25500	8.10	72.30	3.10
2002	50500 C	E 25500	W 25000	9.20	68.00	3.40
2001	52500 C	E 24500	W 28000	8.20	53.50	5.20
2000	47000 C	E 25000	W 22000	8.20	53.10	2.40
1999	50500 C	E 26500	W 24000	9.10	52.70	3.60
1998	53500 C	E 28000	W 25500	9.30	52.70	2.70

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

Keep the Bleau Green Development

Growth Rate Calculations

Based on published data from Miami-Dade County

Count Station	Roadway	Location	Year	Peak Hour Period (PHP) Volumes	Total Growth	Number of Years	Growth / Yr	Growth Rate
9154	W Flagler St	w/o NW/SW 87 Avenue to NW/SW 97 Avenue	2008	4,447	-1,476	5	-295.2	-7.75%
			2013	2,971				
9156	W Flagler St	w/o NW/SW 97 Avenue to NW/SW 107 Avenue	2008	3,109	-579	5	-115.8	-4.04%
			2013	2,530				

MIAMI - DADE COUNTY TRAFFIC COUNT STATIONS

*BASED ON 2007 TRAFFIC COUNTS

STA #	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAIL TRIPS	5%	ADOPTED LOS	CONCURRENCY LOS	UPDATED
9144	NW 47 AVE/E 4 AVE HLH.	S/O 21 ST BET OKEECHOBEE RD-E 25 ST	4	2820	2007	813	0	813	N	E+20	D	8/6/2008 £
9148	EAST DR	S/O OKEECHOBEE RD TO POINCIANA BLVD	4	2190	1578	612	0	612	N	E	C	8/6/2008 £
9154	W FLAGLER ST	W/O NW/SW 87 AVE TO NW 97 AVE	A 6	5748	4447	1301	107	1194	N	EE	D	8/6/2008 £
9156	W FLAGLER ST	W/O NW/SW 97 AVE TO NW 107 AVE	A 6	6672	3109	3563	46	3517	N	EE	C	8/6/2008 £
9158	FLAGLER ST	W/O 107 AVE FROM NW 107 AVE TO NW 114 AVE	6	5820	2938	2882	120	2762	N	EE	D	8/6/2008 £
9160	FLAGLER ST	W/O HEFT FROM NW 114 AVE TO NW 118 AVE	6	5256	2157	3099	463	2636	N	EE	D	8/6/2008 £
9162	NW 87 AVE/GALLOWAY RD	N/O NW 12 ST TO NW 25 ST	A 6	4620	4169	451	275	176	Y	D	D	8/6/2008 £
9164	NW 87 AVE/GALLOWAY RD	N/O NW 25 ST TO NW 36 ST EXT	A 6	6300	3554	2746	114	2632	N	EE	D	8/6/2008 £
9166	NW 87 AVE/GALLOWAY RD	N/O NW 36 ST TO NW 58 ST	A 6	3270	2917	353	72	281	N	D	C	8/6/2008 £
9172	GALLOWAY RD/SW 87 AVE	S/O KENDALL DR/SW 88 ST TO SW 112 ST	A 2	1850	1838	12	26	-14	Y	SUMA	F	8/6/2008 £
9174	GALLOWAY RD/SW 87 AVE	S/O SW 184 ST FROM SW 184 ST TO SW 232 ST	2	1128	846	282	87	195	N	EE	E	8/6/2008 £
9178	HAMMOCKS BLVD	S/O SW 88 ST TO SW 104 ST	4	1880	897	983	82	901	N	D	D	8/6/2008 £
9184	HIGHLAND LAKES BLVD	S/O NE 203 ST TO NE 186 ST	2	1620	1737	-117	58	-175	Y	E	F	8/6/2008 £
9194	INGRAHAM HWY (SR 936)	E/O LE JEUNE RD BET MCFARLAND-SW 42 AVE	A 2	1150	1559	-409	2	-411	Y	E	F	8/6/2008 £
9196	IVES DAIRY RD/NE 203 ST	W/O NE 22 AVE FROM I-95 TO BISCAYNE BLVD	A 6	8685	4540	4145	222	3923	N	E+50	D	8/6/2008 £
9200	IVES DAIRY RD/NE 203 ST	E/O N MIAMI AVE/NW 2 AVE TO SAN SIMEON WAY	A 6	5830	3151	2679	257	2422	N	D	C	8/6/2008 £
9202	KENDALL DR/SW 88 ST	W/O OLD CUTLER RD TO SW 57 AVE	2	1110	646	464	4	460	N	E	C	8/6/2008 £

2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2013 - 01/05/2013	1.03	1.06
2	01/06/2013 - 01/12/2013	1.03	1.06
3	01/13/2013 - 01/19/2013	1.03	1.06
4	01/20/2013 - 01/26/2013	1.01	1.04
5	01/27/2013 - 02/02/2013	1.00	1.03
6	02/03/2013 - 02/09/2013	0.99	1.02
* 7	02/10/2013 - 02/16/2013	0.97	1.00
* 8	02/17/2013 - 02/23/2013	0.96	0.99
* 9	02/24/2013 - 03/02/2013	0.96	0.99
*10	03/03/2013 - 03/09/2013	0.96	0.99
*11	03/10/2013 - 03/16/2013	0.96	0.99
*12	03/17/2013 - 03/23/2013	0.97	1.00
*13	03/24/2013 - 03/30/2013	0.97	1.00
*14	03/31/2013 - 04/06/2013	0.97	1.00
*15	04/07/2013 - 04/13/2013	0.98	1.01
*16	04/14/2013 - 04/20/2013	0.98	1.01
*17	04/21/2013 - 04/27/2013	0.98	1.01
*18	04/28/2013 - 05/04/2013	0.99	1.02
*19	05/05/2013 - 05/11/2013	0.99	1.02
20	05/12/2013 - 05/18/2013	1.00	1.03
21	05/19/2013 - 05/25/2013	1.00	1.03
22	05/26/2013 - 06/01/2013	1.00	1.03
23	06/02/2013 - 06/08/2013	1.01	1.04
24	06/09/2013 - 06/15/2013	1.01	1.04
25	06/16/2013 - 06/22/2013	1.02	1.05
26	06/23/2013 - 06/29/2013	1.02	1.05
27	06/30/2013 - 07/06/2013	1.03	1.06
28	07/07/2013 - 07/13/2013	1.04	1.07
29	07/14/2013 - 07/20/2013	1.05	1.08
30	07/21/2013 - 07/27/2013	1.04	1.07
31	07/28/2013 - 08/03/2013	1.03	1.06
32	08/04/2013 - 08/10/2013	1.03	1.06
33	08/11/2013 - 08/17/2013	1.02	1.05
34	08/18/2013 - 08/24/2013	1.02	1.05
35	08/25/2013 - 08/31/2013	1.02	1.05
36	09/01/2013 - 09/07/2013	1.02	1.05
37	09/08/2013 - 09/14/2013	1.02	1.05
38	09/15/2013 - 09/21/2013	1.02	1.05
39	09/22/2013 - 09/28/2013	1.02	1.05
40	09/29/2013 - 10/05/2013	1.01	1.04
41	10/06/2013 - 10/12/2013	1.01	1.04
42	10/13/2013 - 10/19/2013	1.01	1.04
43	10/20/2013 - 10/26/2013	1.01	1.04
44	10/27/2013 - 11/02/2013	1.01	1.04
45	11/03/2013 - 11/09/2013	1.01	1.04
46	11/10/2013 - 11/16/2013	1.01	1.04
47	11/17/2013 - 11/23/2013	1.02	1.05
48	11/24/2013 - 11/30/2013	1.02	1.05
49	12/01/2013 - 12/07/2013	1.02	1.05
50	12/08/2013 - 12/14/2013	1.02	1.05
51	12/15/2013 - 12/21/2013	1.03	1.06
52	12/22/2013 - 12/28/2013	1.03	1.06
53	12/29/2013 - 12/31/2013	1.03	1.06

* PEAK SEASON

18-FEB-2014 08:46:31

830UPD

6_8700_PKSEASON.TXT

Appendix D: Traffic Counts (TMC's & ATR's)

TABLE: A4

Keep the Bleau Green Development

INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12
	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	SF	AM PEAK SEASONALLY ADJUSTED (EXISTING)	BACKGROUND GROWTH @ 1.00% FOR PROJECT BUILD-OUT OF 2017 (3 YEAR GROWTH)	NET TRAFFIC W/O PROJECT	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED) (2017)
1	Fontainebleau Boulevard & Park Boulevard	SOUTHBOUND	SBR	0	Thursday, December 18, 2014	0.911	1.03	0	0	0	0	0
			SBT	733			1.03	755	23	778	65	843
			SBL	817			1.03	842	25	867	120	987
			TOTAL	1,550				1,597	48	1,645	185	1,830
			WBR	283			1.03	291	9	300	260	560
		WESTBOUND	WBT	0			1.03	0	0	0	0	0
			WBL	19			1.03	20	1	20	0	20
			WBU	8			1.03	8	0	8	0	8
			TOTAL	310				319	10	329	260	589
		NORTHBOUND	NBR	259			1.03	267	8	275	0	275
			NBT	375			1.03	386	12	398	140	538
			NBL	0			1.03	0	0	0	0	0
			NBU	1			1.03	1	0	1	0	1
			TOTAL	635				654	20	674	140	814
		EASTBOUND	EBR	0			1.03	0	0	0	0	0
			EBT	0			1.03	0	0	0	0	0
			EBL	0			1.03	0	0	0	0	0
			TOTAL	0				0	0	0	0	0
		TOTAL		2,495				2,570	78	2,648	585	3,233

Notes:

- 1 Intersection Name
- 2 Intersection Approach
- 3 Intersection Approach Movement
- 4 TMC data provided by RGA, Inc.
- 5 Date of Count
- 6 Peak Hour Factor
- 7 Seasonal Factor obtained from FDOT
- 8 Seasonally Adjusted TMC = Count * SF (Existing Condition).
- 9 A 1.00 percent background growth was utilized with a project build-out of 2017.
- 10 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Background
- 11 Site traffic assignment
- 12 Total Traffic = Net Traffic w/o Project + Site Traffic (Proposed Condition with Project)

TABLE: A5

Keep the Bleau Green Development

INTERSECTION APPROACH VOLUMES - PM PEAK HOUR

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12
	INTERSECTION NAME	APPROACH	MOVEMENT	PM PEAK HR COUNT	DATE OF COUNT	PHF	SF	PM PEAK SEASONALLY ADJUSTED (EXISTING)	BACKGROUND GROWTH @ 1.00% FOR PROJECT BUILD-OUT OF 2017 (3 YEAR GROWTH)	NET TRAFFIC W/O PROJECT	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED) (2017)
1	Fontainebleau Boulevard & Park Boulevard	SOUTHBOUND	SBR	0	Thursday, December 18, 2014	0.970	1.03	0	0	0	0	0
			SBT	440			1.03	453	14	467	20	487
			SBL	501			1.03	516	16	532	40	572
			TOTAL	941				969	29	999	60	1,059
			WBR	898			1.03	925	28	953	40	993
		WESTBOUND	WBT	0			1.03	0	0	0	0	0
			WBL	92			1.03	95	3	98	0	98
			WBU	5			1.03	5	0	5	0	5
			TOTAL	995				1,025	31	1,056	40	1,096
		NORTHBOUND	NBR	99			1.03	102	3	105	0	105
			NBT	463			1.03	477	14	491	20	511
			NBL	0			1.03	0	0	0	0	0
			NBU	22			1.03	23	1	23	0	23
			TOTAL	584				602	18	620	20	640
		EASTBOUND	EBR	0			1.03	0	0	0	0	0
			EBT	0			1.03	0	0	0	0	0
			EBL	0			1.03	0	0	0	0	0
			TOTAL	0				0	0	0	0	0
		TOTAL		2,520				2,596	79	2,674	120	2,794

Notes:

- 1 Intersection Name
- 2 Intersection Approach
- 3 Intersection Approach Movement
- 4 TMC data provided by RGA, Inc.
- 5 Date of Count
- 6 Peak Hour Factor
- 7 Seasonal Factor obtained from FDOT
- 8 Seasonally Adjusted TMC = Count * SF (Existing Condition).
- 9 A 1.00 percent background growth was utilized with a project build-out of 2017.
- 10 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Background
- 11 Site traffic assignment.
- 12 Total Traffic = Net Traffic w/o Project + Site Traffic (Proposed Condition with Project)



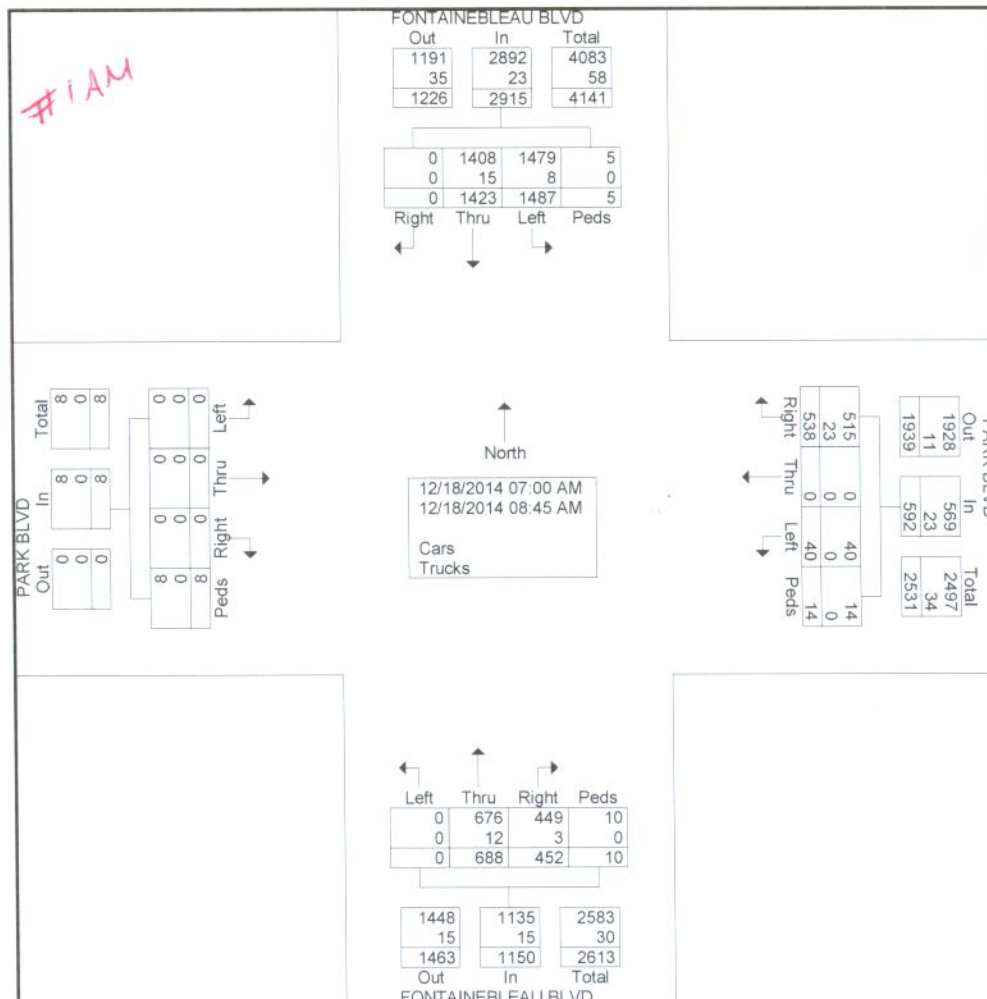
Richard Garcia & Associates, Inc.

8065 NW 98th Street
Hialeah Gardens, FL 33016
Phone: 305-362-0677
Fax: 305-675-6474

File Name : Fontainebleau Blvd_Park Blvd_AM
Site Code : 00000000
Start Date : 12/18/2014
Page No : 1

Groups Printed- Cars - Trucks

	FONTAINEBLEAU BLVD					PARK BLVD						FONTAINEBLEAU BLVD						PARK BLVD						
	Southbound					Westbound						Northbound						Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	Peds	App. Total	Right	Thru	Left	U-turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
07:00 AM	0	171	142	0	313	41	0	2	2	0	45	31	60	0	0	0	91	0	0	0	1	1	450	
07:15 AM	0	172	172	0	344	60	0	4	1	0	65	41	78	0	1	0	120	0	0	0	0	0	529	
07:30 AM	0	186	181	0	367	74	0	8	1	0	83	67	75	0	1	0	143	0	0	0	2	2	595	
07:45 AM	0	209	224	0	433	72	0	4	2	0	78	72	100	0	0	4	176	0	0	0	1	1	688	
Total	0	738	719	0	1457	247	0	18	6	0	271	211	313	0	2	4	530	0	0	0	4	4	2262	
08:00 AM	0	190	179	3	372	78	0	6	3	0	87	61	100	0	1	0	162	0	0	0	3	3	624	
08:15 AM	0	161	198	1	360	69	0	4	1	0	74	59	80	0	0	0	139	0	0	0	0	0	573	
08:30 AM	0	173	216	0	389	64	0	5	2	0	71	67	95	0	0	1	163	0	0	0	0	0	623	
08:45 AM	0	161	175	1	337	80	0	7	2	0	89	54	100	0	2	0	156	0	0	0	1	1	583	
Total	0	685	768	5	1458	291	0	22	8	0	321	241	375	0	3	1	620	0	0	0	4	4	2403	
Grand Total	0	1423	1487	5	2915	538	0	40	14	0	592	452	688	0	5	5	1150	0	0	0	8	8	4665	
Apprch %	0	48.8	51	0.2		90.9	0	6.8	2.4	0		39.3	59.8	0	0.4	0.4		0	0	0	100			
Total %	0	30.5	31.9	0.1	62.5	11.5	0	0.9	0.3	0	12.7	9.7	14.7	0	0.1	0.1	24.7	0	0	0	0.2	0.2		
Cars	0	1408	1479	5	2892	515	0	40	14	0	569	449	676	0	5	5	1135	0	0	0	8	8	4604	
% Cars	0	98.9	99.5	100	99.2	95.7	0	100	100	0	96.1	99.3	98.3	0	100	100	98.7	0	0	0	100	100	98.7	
Trucks	0	15	8	0	23	23	0	0	0	0	23	3	12	0	0	0	15	0	0	0	0	0	61	
% Trucks	0	1.1	0.5	0	0.8	4.3	0	0	0	0	3.9	0.7	1.7	0	0	0	1.3	0	0	0	0	0	1.3	



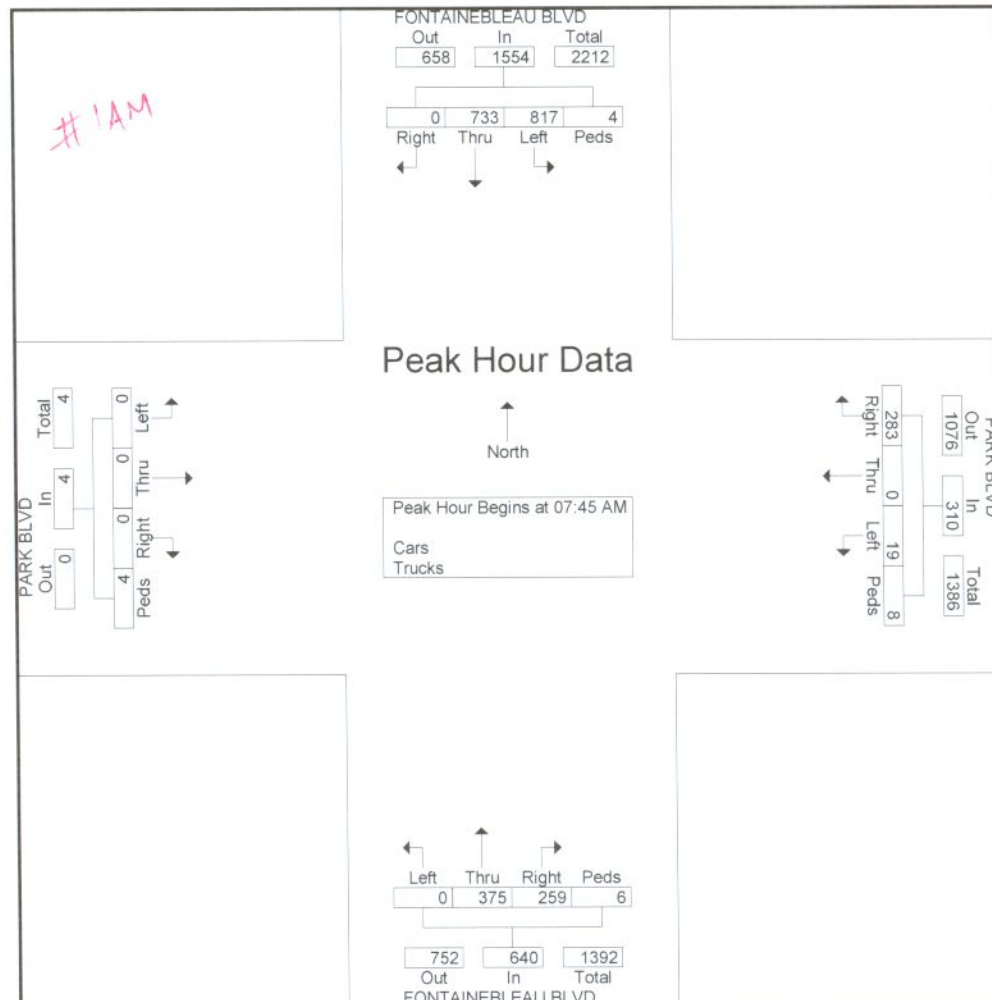


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File Name : Fontainebleau Blvd_Park Blvd_AM
Site Code : 00000000
Start Date : 12/18/2014
Page No : 2

	FONTAINEBLEAU BLVD					PARK BLVD						FONTAINEBLEAU BLVD						PARK BLVD						
	Southbound					Westbound						Northbound						Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:45 AM																								
07:45 AM	0	209	224	0	433	72	0	4	2	0	78	72	100	0	0	4	176	0	0	0	1	1	688	
08:00 AM	0	190	179	3	372	78	0	6	3	0	87	61	100	0	1	0	162	0	0	0	3	3	624	
08:15 AM	0	161	198	1	360	69	0	4	1	0	74	59	80	0	0	0	139	0	0	0	0	0	573	
08:30 AM	0	173	216	0	389	64	0	5	2	0	71	67	95	0	0	1	163	0	0	0	0	0	623	
Total Volume	0	733	817	4	1554	283	0	19	8	0	310	259	375	0	1	5	640	0	0	0	4	4	2508	
% App. Total	0	47.2	52.6	0.3		91.3	0	6.1	2.6	0		40.5	58.6	0	0.2	0.8		0	0	0	100			
PHF	.000	.877	.912	.333	.897	.907	.000	.792	.667	.000	.891	.899	.938	.000	.250	.313	.909	.000	.000	.000	.333	.333	.911	





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File Name : Fontainebleau Blvd_Park Blvd_PM

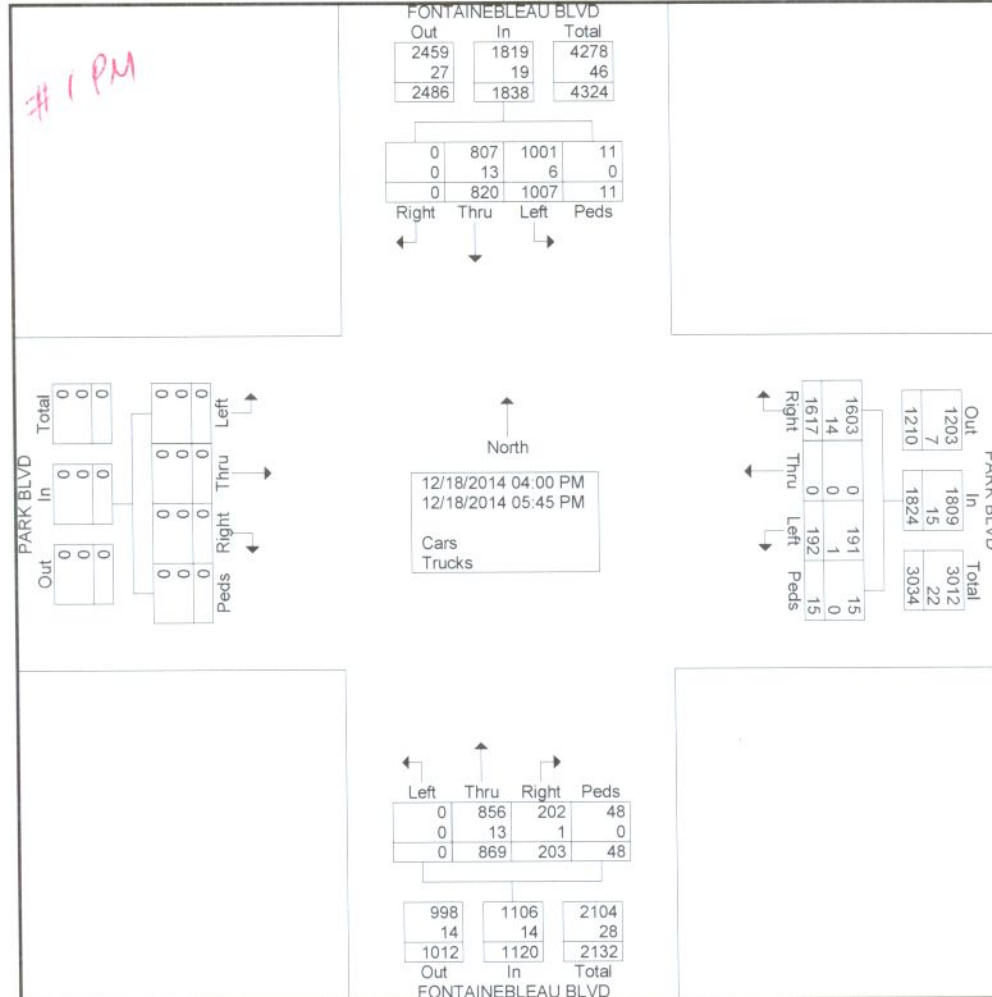
Site Code : 00000000

Start Date : 12/18/2014

Page No : 1

Groups Printed- Cars - Trucks

FONTAINEBLEAU BLVD Southbound						PARK BLVD Westbound						FONTAINEBLEAU BLVD Northbound						PARK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	Peds	App. Total	Right	Thru	Left	U-turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	99	133	0	232	180	0	30	2	0	212	29	95	0	2	0	126	0	0	0	0	0	570
04:15 PM	0	93	129	0	222	162	0	22	0	0	184	25	110	0	5	1	141	0	0	0	0	0	547
04:30 PM	0	100	143	1	244	171	0	21	6	0	198	27	111	0	6	2	146	0	0	0	0	0	588
04:45 PM	0	88	101	2	191	206	0	27	1	0	234	23	90	0	1	0	114	0	0	0	0	0	539
Total	0	380	506	3	889	719	0	100	9	0	828	104	406	0	14	3	527	0	0	0	0	0	2244
05:00 PM	0	109	123	3	235	198	0	19	0	1	218	36	120	0	11	3	170	0	0	0	0	0	623
05:15 PM	0	97	131	1	229	239	0	28	0	0	267	20	112	0	2	5	139	0	0	0	0	0	635
05:30 PM	0	116	125	4	245	240	0	17	2	0	259	29	115	0	5	1	150	0	0	0	0	0	654
05:45 PM	0	118	122	0	240	221	0	28	3	0	252	14	116	0	4	0	134	0	0	0	0	0	626
Total	0	440	501	8	949	898	0	92	5	1	996	99	463	0	22	9	593	0	0	0	0	0	2538
Grand Total	0	820	1007	11	1838	1617	0	192	14	1	1824	203	869	0	36	12	1120	0	0	0	0	0	4782
Apprch %	0	44.6	54.8	0.6		88.7	0	10.5	0.8	0.1		18.1	77.6	0	3.2	1.1		0	0	0	0		
Total %	0	17.1	21.1	0.2	38.4	33.8	0	4	0.3	0	38.1	4.2	18.2	0	0.8	0.3	23.4	0	0	0	0	0	
Cars	0	807	1001	11	1819	1603	0	191	14	1	1809	202	856	0	36	12	1106	0	0	0	0	0	4734
% Cars	0	98.4	99.4	100	99	99.1	0	99.5	100	100	99.2	99.5	98.5	0	100	100	98.8	0	0	0	0	0	99
Trucks	0	13	6	0	19	14	0	1	0	0	15	1	13	0	0	0	14	0	0	0	0	0	48
% Trucks	0	1.6	0.6	0	1	0.9	0	0.5	0	0	0.8	0.5	1.5	0	0	0	1.2	0	0	0	0	0	1





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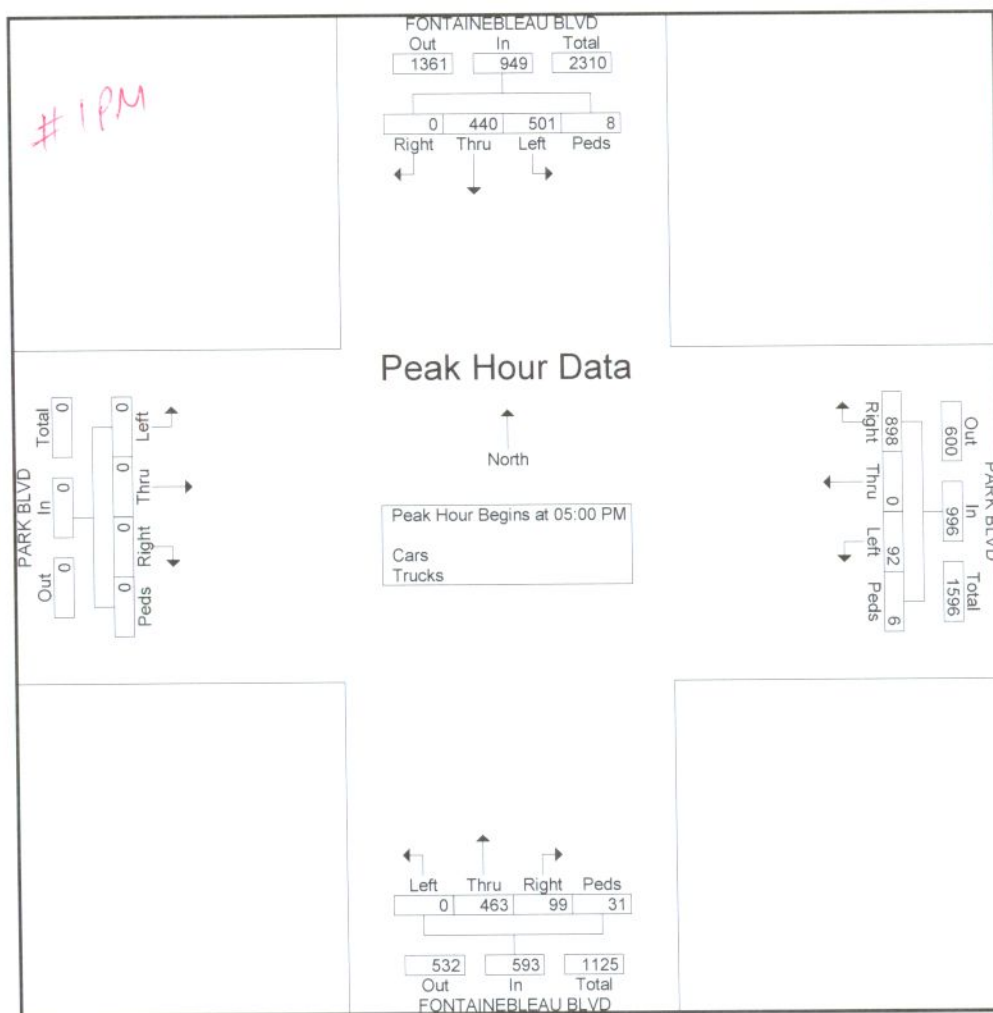
File Name : Fontainebleau Blvd_Park Blvd_PM

Site Code : 00000000

Start Date : 12/18/2014

Page No : 2

	FONTAINEBLEAU BLVD Southbound					PARK BLVD Westbound					FONTAINEBLEAU BLVD Northbound						PARK BLVD Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	Peds	App. Total	Right	Thru	Left	U-turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 05:00 PM																							
05:00 PM	0	109	123	3	235	198	0	19	0	1	218	36	120	0	11	3	170	0	0	0	0	0	623
05:15 PM	0	97	131	1	229	239	0	28	0	0	267	20	112	0	2	5	139	0	0	0	0	0	635
05:30 PM	0	116	125	4	245	240	0	17	2	0	259	29	115	0	5	1	150	0	0	0	0	0	654
05:45 PM	0	118	122	0	240	221	0	28	3	0	252	14	116	0	4	0	134	0	0	0	0	0	626
Total Volume	0	440	501	8	949	898	0	92	5	1	996	99	463	0	22	9	593	0	0	0	0	0	2538
% App. Total	0	46.4	52.8	0.8		90.2	0	9.2	0.5	0.1		16.7	78.1	0	3.7	1.5		0	0	0	0		
PHF	.000	.932	.956	.500	.968	.935	.000	.821	.417	.250	.933	.688	.965	.000	.500	.450	.872	.000	.000	.000	.000	.000	.970



8065 NW 98th Street
Hialeah Gardens, FL 33016
PH: 305-362-0677
FAX: 305-675-6474

Site Code: 000000000000
Station ID: 13919
FONTAINEBLEAU BOULEVARD
WEST OF PARK BOULEVARD
Latitude: 0' 0.0000 Undefined

Start Time	17-Dec-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		38	213			95	171				
12:15		46	228			62	207				
12:30		37	239			67	196				
12:45		24	210	145	890	50	172	274	746	419	1636
01:00		28	229			59	216				
01:15		17	238			39	188				
01:30		15	228			30	184				
01:45		15	206	75	901	21	174	149	762	224	1663
02:00		24	215			21	211				
02:15		14	232			30	215				
02:30		19	243			21	239				
02:45		17	179	74	869	16	242	88	907	162	1776
03:00		12	228			15	228				
03:15		15	200			20	248				
03:30		15	271			16	230				
03:45		18	226	60	925	17	237	68	943	128	1868
04:00		14	209			11	229				
04:15		34	251			11	267				
04:30		35	205			20	296				
04:45		34	232	117	897	28	276	70	1068	187	1965
05:00		45	237			22	307				
05:15		65	255			27	360				
05:30		91	229			29	358				
05:45		103	230	304	951	42	326	120	1351	424	2302
06:00		128	273			55	331				
06:15		175	257			63	333				
06:30		265	263			100	344				
06:45		240	230	808	1023	94	332	312	1340	1120	2363
07:00		296	221			127	307				
07:15		305	209			141	267				
07:30		334	199			131	267				
07:45		396	190	1331	819	174	262	573	1103	1904	1922
08:00		394	181			144	198				
08:15		408	164			165	216				
08:30		333	165			192	212				
08:45		322	152	1457	662	170	182	671	808	2128	1470
09:00		267	140			139	194				
09:15		234	146			146	194				
09:30		264	147			124	187				
09:45		234	114	999	547	142	159	551	734	1550	1281
10:00		238	111			136	162				
10:15		208	108			144	155				
10:30		210	109			122	142				
10:45		197	89	853	417	173	123	575	582	1428	999
11:00		204	73			155	116				
11:15		224	73			147	94				
11:30		233	54			190	101				
11:45		218	47	879	247	198	99	690	410	1569	657
Total		7102	9148			4141	10754			11243	19902
Percent		43.7%	56.3%			27.8%	72.2%			36.1%	63.9%
AM Peak	-	07:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	1532	-	-	-	690	-	-	-	-	-
P.H.F.		0.939				0.871					
PM Peak	-	-	05:45	-	-	-	05:15	-	-	-	-
Vol.	-	-	1023	-	-	-	1375	-	-	-	-
P.H.F.			0.937				0.955				
Total										11243	19902



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Page 2

8065 NW 98th Street
Hialeah Gardens, FL 33016
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FAX: 305-675-6474

Site Code: 000000000000
Station ID: 13919
FONTAINEBLEAU BOULEVARD
WEST OF PARK BOULEVARD
Latitude: 0' 0.0000 Undefined

Start Time	18-Dec-14 Thu	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		51	201			73	176				
12:15		38	236			60	173				
12:30		25	197			50	164				
12:45		24	191	138	825	40	213	223	726	361	1551
01:00		18	226			34	191				
01:15		18	234			39	202				
01:30		14	216			26	174				
01:45		6	205	56	881	32	196	131	763	187	1644
02:00		15	233			24	228				
02:15		12	218			20	221				
02:30		11	221			20	221				
02:45		20	224	58	896	17	263	81	933	139	1829
03:00		9	252			15	242				
03:15		16	216			13	244				
03:30		17	245			12	260				
03:45		20	231	62	944	9	277	49	1023	111	1967
04:00		15	251			12	287				
04:15		30	220			12	280				
04:30		32	250			17	273				
04:45		29	199	106	920	26	281	67	1121	173	2041
05:00		37	229			17	306				
05:15		60	238			33	337				
05:30		88	261			30	355				
05:45		102	259	287	987	47	328	127	1326	414	2313
06:00		146	262			58	365				
06:15		182	254			59	345				
06:30		239	232			83	368				
06:45		259	228	826	976	116	307	316	1385	1142	2361
07:00		306	251			119	308				
07:15		333	216			150	275				
07:30		377	219			158	287				
07:45		414	231	1430	917	180	262	607	1132	2037	2049
08:00		375	192			179	248				
08:15		377	221			142	232				
08:30		371	169			159	194				
08:45		354	151	1477	733	191	190	671	864	2148	1597
09:00		291	146			156	188				
09:15		228	140			135	171				
09:30		274	138			125	166				
09:45		212	107	1005	531	125	164	541	689	1546	1220
10:00		207	132			141	184				
10:15		212	121			137	156				
10:30		215	112			143	130				
10:45		195	96	829	461	145	125	566	595	1395	1056
11:00		210	92			157	121				
11:15		182	71			141	96				
11:30		188	62			172	99				
11:45		180	63	760	288	160	93	630	409	1390	697
Total		7034	9359			4009	10966			11043	20325
Percent		42.9%	57.1%			26.8%	73.2%			35.2%	64.8%
AM Peak	-	07:30	-	-	-	08:00	-	-	-	-	-
Vol.	-	1543	-	-	-	671	-	-	-	-	-
P.H.F.		0.932				0.878					
PM Peak	-	-	05:30	-	-	-	05:45	-	-	-	-
Vol.	-	-	1036	-	-	-	1406	-	-	-	-
P.H.F.			0.989				0.955				
Total										11043	20325
Total		14136	18507			8150	21720			22286	40227
Percent		43.3%	56.7%			27.3%	72.7%			35.7%	64.3%

ADT

ADT 31,256

AADT 31,256

8065 NW 98th Street
Hialeah Gardens, FL 33016
PH: 305-362-0677
FAX: 305-675-6474

Site Code:
Station ID: 20813
PARK BOULEVARD
EAST OF FONTAINEBLEAU BOULEVARD
Latitude: 0' 0.0000 Undefined

Start Time	17-Dec-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		35	135			66	122				
12:15		25	184			50	150				
12:30		19	160			43	144				
12:45		12	166	91	645	35	122	194	538	285	1183
01:00		19	156			42	157				
01:15		16	163			28	136				
01:30		11	173			19	131				
01:45		8	150	54	642	18	122	107	546	161	1188
02:00		17	139			16	166				
02:15		14	163			25	153				
02:30		12	152			15	137				
02:45		15	129	58	583	10	159	66	615	124	1198
03:00		9	156			9	162				
03:15		11	127			11	172				
03:30		10	153			9	145				
03:45		12	155	42	591	11	188	40	667	82	1258
04:00		12	135			8	176				
04:15		21	140			7	182				
04:30		27	131			13	229				
04:45		28	147	88	553	14	211	42	798	130	1351
05:00		37	133			15	237				
05:15		40	149			9	262				
05:30		64	143			18	275				
05:45		72	128	213	553	17	232	59	1006	272	1559
06:00		79	157			19	260				
06:15		103	162			33	244				
06:30		171	148			49	244				
06:45		164	141	517	608	45	245	146	993	663	1601
07:00		160	102			60	230				
07:15		206	141			66	188				
07:30		229	130			58	184				
07:45		269	126	864	499	86	206	270	808	1134	1307
08:00		216	87			84	139				
08:15		213	90			87	145				
08:30		197	88			86	146				
08:45		192	87	818	352	92	128	349	558	1167	910
09:00		180	74			61	132				
09:15		151	88			87	121				
09:30		153	72			62	125				
09:45		174	70	658	304	90	99	300	477	958	781
10:00		160	73			84	106				
10:15		151	56			91	99				
10:30		145	63			97	78				
10:45		150	52	606	244	128	83	400	366	1006	610
11:00		138	34			88	77				
11:15		161	39			117	64				
11:30		156	20			129	46				
11:45		164	24	619	117	131	60	465	247	1084	364
Total		4628	5691			2438	7619			7066	13310
Percent		44.8%	55.2%			24.2%	75.8%			34.7%	65.3%
AM Peak	-	07:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	927	-	-	-	465	-	-	-	-	-
P.H.F.		0.862				0.887					
PM Peak	-	-	00:15	-	-	-	05:15	-	-	-	-
Vol.	-	-	666	-	-	-	1029	-	-	-	-
P.H.F.			0.905				0.935				
Total										7066	13310



Richard Garcia & Associates, Inc.

8065 NW 98th Street
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Page 2

Site Code:
Station ID: 20813
PARK BOULEVARD
EAST OF FONTAINEBLEAU BOULEVARD
Latitude: 0' 0.0000 Undefined

Start Time	18-Dec-14 Thu	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		31	144			49	125				
12:15		30	166			34	118				
12:30		15	142			33	113				
12:45		14	116	90	568	26	145	142	501	232	1069
01:00		13	168			23	145				
01:15		10	149			37	135				
01:30		13	138			18	133				
01:45		3	136	39	591	22	147	100	560	139	1151
02:00		5	158			14	160				
02:15		8	157			21	145				
02:30		6	141			14	150				
02:45		9	144	28	600	8	178	57	633	85	1233
03:00		7	144			12	166				
03:15		11	152			11	160				
03:30		19	148			10	167				
03:45		21	153	58	597	6	218	39	711	97	1308
04:00		8	162			9	218				
04:15		14	142			9	186				
04:30		33	156			9	202				
04:45		20	126	75	586	10	226	37	832	112	1418
05:00		34	154			12	213				
05:15		42	150			14	256				
05:30		70	154			11	273				
05:45		69	131	215	589	16	250	53	992	268	1581
06:00		92	158			26	259				
06:15		115	137			21	270				
06:30		133	130			42	260				
06:45		186	133	526	558	42	214	131	1003	657	1561
07:00		164	139			49	199				
07:15		205	129			65	204				
07:30		237	117			81	220				
07:45		270	153	876	538	79	180	274	803	1150	1341
08:00		227	117			90	167				
08:15		247	125			77	157				
08:30		245	93			74	143				
08:45		208	84	927	419	91	139	332	606	1259	1025
09:00		187	61			92	121				
09:15		173	87			67	107				
09:30		159	85			67	123				
09:45		155	70	674	303	71	93	297	444	971	747
10:00		148	79			91	128				
10:15		141	77			78	96				
10:30		143	57			82	79				
10:45		132	51	564	264	88	77	339	380	903	644
11:00		147	51			91	86				
11:15		113	44			95	48				
11:30		117	23			107	62				
11:45		145	32	522	150	120	50	413	246	935	396
Total		4594	5763			2214	7711			6808	13474
Percent		44.4%	55.6%			22.3%	77.7%			33.6%	66.4%
AM Peak	-	07:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	989	-	-	-	413	-	-	-	-	-
P.H.F.		0.916				0.860					
PM Peak	-	-	03:15	-	-	-	05:30	-	-	-	-
Vol.	-	-	615	-	-	-	1052	-	-	-	-
P.H.F.			0.949				0.963				
Total										6808	13474
Total		9222	11454			4652	15330			13874	26784
Percent		44.6%	55.4%			23.3%	76.7%			34.1%	65.9%

ADT

ADT 20,329

AADT 20,329

Appendix E: Level of Service (LOS) & Traffic Concurrency

TABLE: A6

Keep the Bleau Green Development

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

Location	Intersection Control	Approach	Existing Condition				Proposed Condition with Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Intersections	Traffic Signal	EB	-	-	-	-	-	-	-	-
		WB	A	7.6	B	11.8	A	7.8	B	11.5
		NB	C	23.7	B	19.4	C	31.1	C	21.4
		SB	B	11.2	B	17.1	B	15.7	B	18.6
		Overall	B	13.9	B	15.5	B	18.1	B	16.5
Driveways	Two-Way Stop	EB	-	-	-	-	A	0.0	A	0.0
		WB	-	-	-	-	A	0.0	A	0.0
		NB	-	-	-	-	-	-	-	-
		SB	-	-	-	-	D	27.1 *	B	14.4 *
		Overall	-	-	-	-	A	3.2	A	0.7
Driveways	Two-Way Stop	EB	-	-	-	-	A	0.0	A	0.0
		WB	-	-	-	-	A	0.0	A	0.0
		NB	-	-	-	-	-	-	-	-
		SB	-	-	-	-	B	10.7 *	B	12.3 *
		Overall	-	-	-	-	A	0.0	A	0.0

* TWSC Critical Approach



Keep the Bleau Green
Existing Condition - AM Peak Hour

c Critical Lane Group

Timings

1: Fontainebleau Blvd & Park Blvd

Keep the Bleau Green
Existing Condition - AM Peak Hour

Lane Group	WBU	WBL	WBR	NBU	NBL	SEL	SER	ø8
Lane Configurations								
Volume (vph)	8	20	291	1	386	842	755	
Turn Type	Perm	Prot	pt+ov	Perm	Prot	Prot	Prot	
Protected Phases		3	8 1		2	1	6	8
Permitted Phases	3			2				
Detector Phase	3	3	8 1	2	2	1	6	
Switch Phase								
Minimum Initial (s)	7.0	7.0		7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	20.0	20.0		30.0	30.0	8.0	31.0	20.0
Total Split (s)	20.0	20.0		30.0	30.0	18.0	48.0	20.0
Total Split (%)	29.4%	29.4%		44.1%	44.1%	26.5%	70.6%	29%
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	3.0	5.0	
Lead/Lag				Lag	Lag	Lead		
Lead-Lag Optimize?				Yes	Yes	Yes		
Recall Mode	None	None		C-Min	C-Min	None	C-Min	None
Act Effct Green (s)		9.4	39.3		18.7	27.1	48.8	
Actuated g/C Ratio		0.14	0.58		0.28	0.40	0.72	
v/c Ratio		0.27	0.18		0.65	0.67	0.37	
Control Delay		31.0	1.2		15.5	21.3	0.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	
Total Delay		31.0	1.2		15.5	21.3	0.9	
LOS		C	A		B	C	A	
Approach Delay		3.8			15.5	11.6		
Approach LOS		A			B	B		

Intersection Summary

Cycle Length: 68

Actuated Cycle Length: 68

Offset: 0 (0%), Referenced to phase 2:NBL and 6:SER, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 11.7

Intersection LOS: B

Intersection Capacity Utilization 61.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Fontainebleau Blvd & Park Blvd

ø1	ø2 (R)	ø3
18 s	30 s	20 s
ø6 (R)		ø8
48 s		20 s

Queues

1: Fontainebleau Blvd & Park Blvd

Keep the Bleau Green
Existing Condition - AM Peak Hour



Lane Group	WBL	WBR	NBL	SEL	SER
Lane Group Flow (vph)	31	320	718	925	830
v/c Ratio	0.27	0.18	0.65	0.67	0.37
Control Delay	31.0	1.2	15.5	21.3	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	1.2	15.5	21.3	0.9
Queue Length 50th (ft)	12	0	70	163	0
Queue Length 95th (ft)	33	15	129	#279	17
Internal Link Dist (ft)	1046		568	477	
Turn Bay Length (ft)	210			250	
Base Capacity (vph)	181	1725	1384	1382	2255
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.19	0.52	0.67	0.37

Intersection Summary














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



HCM Signalized Intersection Capacity Analysis

1: Fontainebleau Blvd & Park Blvd

Keep the Bleau Green
Existing Condition - PM Peak Hour

								
Movement	WBU	WBL	WBR	NBU	NBL	NBR	SEL	SER
Lane Configurations								
Volume (vph)	5	95	925	23	477	102	516	453
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		3.0	5.0
Lane Util. Factor		1.00	0.88		0.97		0.97	0.88
Frt		1.00	0.85		0.97		1.00	0.85
Flt Protected		0.95	1.00		0.96		0.95	1.00
Satd. Flow (prot)		1788	2814		3416		3467	2814
Flt Permitted		0.46	1.00		0.92		0.95	1.00
Satd. Flow (perm)		864	2814		3286		3467	2814
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	5	98	954	24	492	105	532	467
RTOR Reduction (vph)	0	0	155	0	27	0	0	182
Lane Group Flow (vph)	0	103	799	0	594	0	532	285
Heavy Vehicles (%)	0%	1%	1%	0%	1%	1%	1%	1%
Turn Type	Perm	Prot	pt+ov	Perm	Prot		Prot	Prot
Protected Phases		3	8 1		2		1	6
Permitted Phases	3			2				
Actuated Green, G (s)		16.5	36.4		23.6		14.9	41.5
Effective Green, g (s)		16.5	36.4		23.6		14.9	41.5
Actuated g/C Ratio		0.24	0.54		0.35		0.22	0.61
Clearance Time (s)		5.0			5.0		3.0	5.0
Vehicle Extension (s)		2.5			1.0		2.0	1.0
Lane Grp Cap (vph)		209	1506		1140		759	1717
v/s Ratio Prot			c0.28				c0.15	0.10
v/s Ratio Perm		0.12			c0.18			
v/c Ratio		0.49	0.53		0.52		0.70	0.17
Uniform Delay, d1		22.2	10.3		17.7		24.5	5.7
Progression Factor		1.00	1.00		1.00		1.00	1.00
Incremental Delay, d2		1.3	0.3		1.7		2.4	0.2
Delay (s)		23.5	10.5		19.4		26.9	6.0
Level of Service		C	B		B		C	A
Approach Delay (s)		11.8			19.4		17.1	
Approach LOS		B			B		B	
Intersection Summary								
HCM 2000 Control Delay			15.5		HCM 2000 Level of Service			B
HCM 2000 Volume to Capacity ratio			0.60					
Actuated Cycle Length (s)			68.0		Sum of lost time (s)		13.0	
Intersection Capacity Utilization			49.7%		ICU Level of Service		A	
Analysis Period (min)			15					

c Critical Lane Group

Timings

1: Fontainebleau Blvd & Park Blvd

Keep the Bleau Green
Existing Condition - PM Peak Hour

Lane Group	WBU	WBL	WBR	NBU	NBL	SEL	SER	ø8
Lane Configurations								
Volume (vph)	5	95	925	23	477	516	453	
Turn Type	Perm	Prot	pt+ov	Perm	Prot	Prot	Prot	
Protected Phases		3	8 1		2	1	6	8
Permitted Phases	3			2				
Detector Phase	3	3	8 1	2	2	1	6	
Switch Phase								
Minimum Initial (s)	7.0	7.0		7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	20.0	20.0		30.0	30.0	8.0	31.0	20.0
Total Split (s)	20.0	20.0		30.0	30.0	18.0	48.0	20.0
Total Split (%)	29.4%	29.4%		44.1%	44.1%	26.5%	70.6%	29%
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	3.0	5.0	
Lead/Lag				Lag	Lag	Lead		
Lead-Lag Optimize?				Yes	Yes	Yes		
Recall Mode	None	None		C-Min	C-Min	None	C-Min	None
Act Effct Green (s)		15.6	34.4		23.6	14.9	41.5	
Actuated g/C Ratio		0.23	0.51		0.35	0.22	0.61	
v/c Ratio		0.52	0.60		0.53	0.70	0.25	
Control Delay		31.6	8.6		19.7	29.8	1.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	
Total Delay		31.6	8.6		19.7	29.8	1.1	
LOS		C	A		B	C	A	
Approach Delay		10.8			19.7	16.4		
Approach LOS		B			B	B		

Intersection Summary

Cycle Length: 68

Actuated Cycle Length: 68

Offset: 0 (0%), Referenced to phase 2:NBL and 6:SER, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 15.0

Intersection LOS: B

Intersection Capacity Utilization 49.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Fontainebleau Blvd & Park Blvd

ø1	ø2 (R)	ø3
18 s	30 s	20 s
ø6 (R)		ø8
48 s		20 s

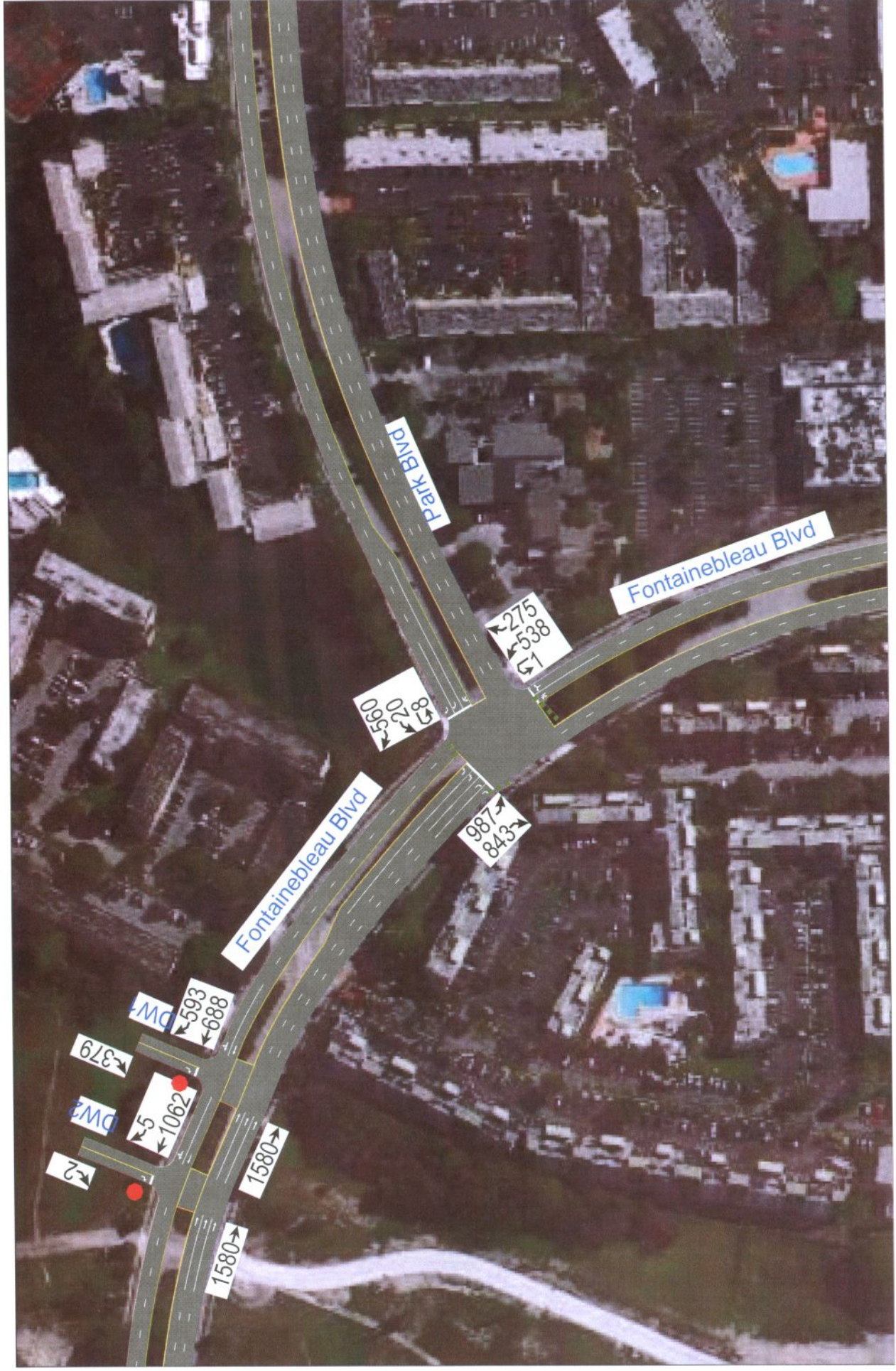
Queues

1: Fontainebleau Blvd & Park Blvd

Keep the Bleau Green
Existing Condition - PM Peak Hour



Lane Group	WBL	WBR	NBL	SEL	SER
Lane Group Flow (vph)	103	954	621	532	467
v/c Ratio	0.52	0.60	0.53	0.70	0.25
Control Delay	31.6	8.6	19.7	29.8	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	8.6	19.7	29.8	1.1
Queue Length 50th (ft)	36	81	103	103	0
Queue Length 95th (ft)	79	134	152	154	18
Internal Link Dist (ft)	1046		568	477	
Turn Bay Length (ft)	210			250	
Base Capacity (vph)	218	1615	1312	813	1974
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	0.59	0.47	0.65	0.24
Intersection Summary					



1: Fontainebleau Blvd & Park Blvd

Proposed Condition w/ Project - AM Peak Hour



Intersection Summary

HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		






c Critical Lane Group

Timings

1: Fontainebleau Blvd & Park Blvd

Keep the Bleau Green

Proposed Condition w/ Project - AM Peak Hour

Lane Group	WBU	WBL	WBR	NBU	NBL	SEL	SER	ø8
Lane Configurations								
Volume (vph)	8	20	560	1	538	987	843	
Turn Type	Perm	Prot	pt+ov	Perm	Prot	Prot	Prot	
Protected Phases		3	8 1		2	1	6	8
Permitted Phases	3			2				
Detector Phase	3	3	8 1	2	2	1	6	
Switch Phase								
Minimum Initial (s)	7.0	7.0		7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	20.0	20.0		30.0	30.0	8.0	31.0	20.0
Total Split (s)	20.0	20.0		30.0	30.0	18.0	48.0	20.0
Total Split (%)	29.4%	29.4%		44.1%	44.1%	26.5%	70.6%	29%
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	3.0	5.0	
Lead/Lag				Lag	Lag	Lead		
Lead-Lag Optimize?				Yes	Yes	Yes		
Recall Mode	None	None		C-Min	C-Min	None	C-Min	None
Act Effct Green (s)		10.1	38.5		19.5	25.0	47.4	
Actuated g/C Ratio		0.15	0.57		0.29	0.37	0.70	
v/c Ratio		0.30	0.36		0.84	0.85	0.41	
Control Delay		31.6	6.2		26.4	32.5	1.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	
Total Delay		31.6	6.2		26.4	32.5	1.0	
LOS		C	A		C	C	A	
Approach Delay		7.4			26.4	18.0		
Approach LOS		A			C	B		

Intersection Summary

Cycle Length: 68

Actuated Cycle Length: 68

Offset: 0 (0%), Referenced to phase 2:NBL and 6:SER, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 18.2






Intersection LOS: B

Intersection Capacity Utilization 69.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Fontainebleau Blvd & Park Blvd

 ø1	 ø2 (R)	 ø3
18 s	30 s	20 s
 ø6 (R)		 ø8
48 s		20 s

Queues

1: Fontainebleau Blvd & Park Blvd

Keep the Bleau Green

Proposed Condition w/ Project - AM Peak Hour



Lane Group	WBL	WBR	NBL	SEL	SER
Lane Group Flow (vph)	31	615	894	1085	926
v/c Ratio	0.30	0.36	0.84	0.85	0.41
Control Delay	31.6	6.2	26.4	32.5	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	6.2	26.4	32.5	1.0
Queue Length 50th (ft)	12	41	147	208	0
Queue Length 95th (ft)	33	88	189	#435	19
Internal Link Dist (ft)	1046		568	477	
Turn Bay Length (ft)	210			250	
Base Capacity (vph)	156	1675	1315	1272	2243
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.37	0.68	0.85	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis

2: Fontainebleau Blvd & DW1

Keep the Bleau Green
Proposed Condition w/ Project - AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↑
Volume (veh/h)	0	1580	688	593	0	379
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1717	748	645	0	412
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			557			
pX, platoon unblocked						
vC, conflicting volume	1392				1643	696
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1392				1643	696
tC, single (s)	4.1				6.8	*5.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	27
cM capacity (veh/h)	492				93	561
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	572	572	572	499	894	412
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	645	412
cSH	1700	1700	1700	1700	1700	561
Volume to Capacity	0.34	0.34	0.34	0.29	0.53	0.73
Queue Length 95th (ft)	0	0	0	0	0	155
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	27.1
Lane LOS						D
Approach Delay (s)	0.0			0.0		27.1
Approach LOS						D
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			68.2%		ICU Level of Service	C
Analysis Period (min)			15			

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis

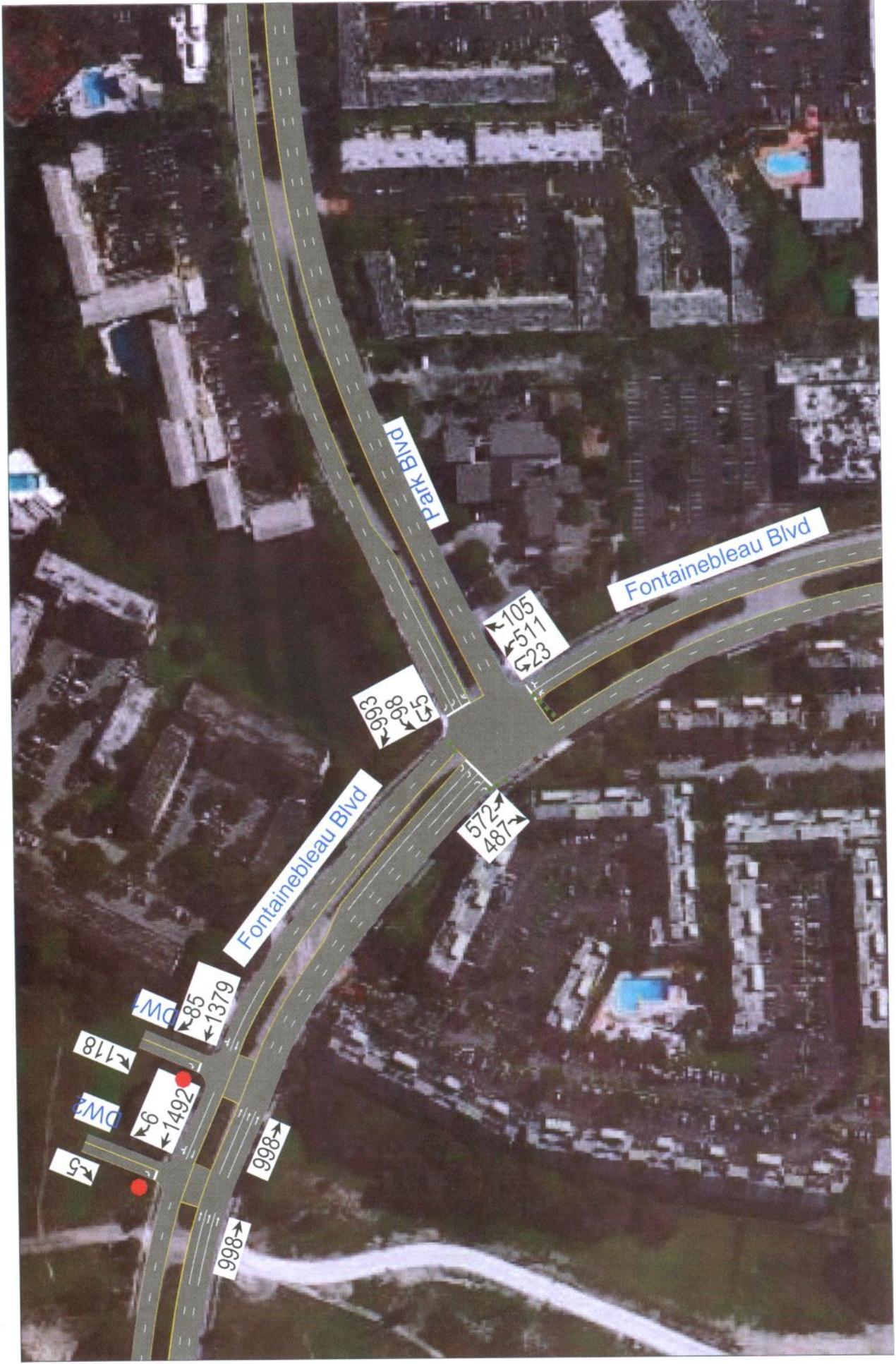
3: Fontainebleau Blvd & DW2

Keep the Bleau Green
Proposed Condition w/ Project - AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↑
Volume (veh/h)	0	1580	1062	5	0	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1717	1154	5	0	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			707			
pX, platoon unblocked						
vC, conflicting volume	1160				1730	580
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1160				1730	580
tC, single (s)	4.1				6.8	*5.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	610				81	629
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	572	572	572	770	390	2
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	5	2
cSH	1700	1700	1700	1700	1700	629
Volume to Capacity	0.34	0.34	0.34	0.45	0.23	0.00
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.7
Lane LOS						B
Approach Delay (s)	0.0			0.0		10.7
Approach LOS						B
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			39.5%		ICU Level of Service	A
Analysis Period (min)			15			

* User Entered Value



1: Fontainebleau Blvd & Park Blvd






Proposed Condition w/ Project - PM Peak Hour

c Critical Lane Group

Timings

1: Fontainebleau Blvd & Park Blvd

Keep the Bleau Green
Proposed Condition w/ Project - PM Peak Hour

Lane Group	WBU	WBL	WBR	NBU	NBL	SEL	SER	ø8
Lane Configurations								
Volume (vph)	5	98	993	23	511	572	487	
Turn Type	Perm	Prot	pt+ov	Perm	Prot	Prot	Prot	
Protected Phases		3	8 1		2	1	6	8
Permitted Phases	3			2				
Detector Phase	3	3	8 1	2	2	1	6	
Switch Phase								
Minimum Initial (s)	7.0	7.0		7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	20.0	20.0		30.0	30.0	8.0	31.0	20.0
Total Split (s)	20.0	20.0		30.0	30.0	18.0	48.0	20.0
Total Split (%)	29.4%	29.4%		44.1%	44.1%	26.5%	70.6%	29%
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	3.0	5.0	
Lead/Lag				Lag	Lag	Lead		
Lead-Lag Optimize?				Yes	Yes	Yes		
Recall Mode	None	None		C-Min	C-Min	None	C-Min	None
Act Effct Green (s)		16.4	35.6		22.4	15.1	40.4	
Actuated g/C Ratio		0.24	0.52		0.33	0.22	0.59	
v/c Ratio		0.54	0.63		0.60	0.77	0.27	
Control Delay		32.3	9.7		21.3	32.8	1.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	
Total Delay		32.3	9.7		21.3	32.8	1.1	
LOS		C	A		C	C	A	
Approach Delay		11.8			21.3	18.2		
Approach LOS		B			C	B		

Intersection Summary

Cycle Length: 68

Actuated Cycle Length: 68

Offset: 0 (0%), Referenced to phase 2:NBL and 6:SER, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 16.4






Intersection LOS: B

Intersection Capacity Utilization 52.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Fontainebleau Blvd & Park Blvd

 ø1	 ø2 (R)	 ø3
18 s	30 s	20 s
 ø6 (R)		 ø8
48 s		20 s

Queues

1: Fontainebleau Blvd & Park Blvd

Keep the Bleau Green

Proposed Condition w/ Project - PM Peak Hour



Lane Group	WBL	WBR	NBL	SEL	SER
Lane Group Flow (vph)	106	1024	659	590	502
v/c Ratio	0.54	0.63	0.60	0.77	0.27
Control Delay	32.3	9.7	21.3	32.8	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	9.7	21.3	32.8	1.1
Queue Length 50th (ft)	36	91	120	113	0
Queue Length 95th (ft)	84	169	160	#188	17
Internal Link Dist (ft)	1046		568	477	
Turn Bay Length (ft)	210			250	
Base Capacity (vph)	215	1612	1277	797	1977
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.64	0.52	0.74	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis

2: Fontainebleau Blvd & DW1

Keep the Bleau Green
Proposed Condition w/ Project - PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↑
Volume (veh/h)	0	998	1379	85	0	118
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1085	1499	92	0	128
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			557			
pX, platoon unblocked						
vC, conflicting volume	1591				1907	796
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1591				1907	796
tC, single (s)	4.1				6.8	*5.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	75
cM capacity (veh/h)	413				62	509
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	362	362	362	999	592	128
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	92	128
cSH	1700	1700	1700	1700	1700	509
Volume to Capacity	0.21	0.21	0.21	0.59	0.35	0.25
Queue Length 95th (ft)	0	0	0	0	0	25
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	14.4
Lane LOS						B
Approach Delay (s)	0.0			0.0		14.4
Approach LOS						B
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			54.8%		ICU Level of Service	A
Analysis Period (min)			15			

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis 3: Fontainebleau Blvd & DW2

Keep the Bleau Green
Proposed Condition w/ Project - PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↑
Volume (veh/h)	0	998	1492	6	0	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1085	1622	7	0	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			707			
pX, platoon unblocked						
vC, conflicting volume	1628				1987	814
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1628				1987	814
tC, single (s)	4.1				6.8	*5.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	404				55	500
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	362	362	362	1081	547	5
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	7	5
cSH	1700	1700	1700	1700	1700	500
Volume to Capacity	0.21	0.21	0.21	0.64	0.32	0.01
Queue Length 95th (ft)	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	12.3
Lane LOS						B
Approach Delay (s)	0.0			0.0		12.3
Approach LOS						B
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			51.4%		ICU Level of Service	A
Analysis Period (min)			15			

* User Entered Value

TABLE A7

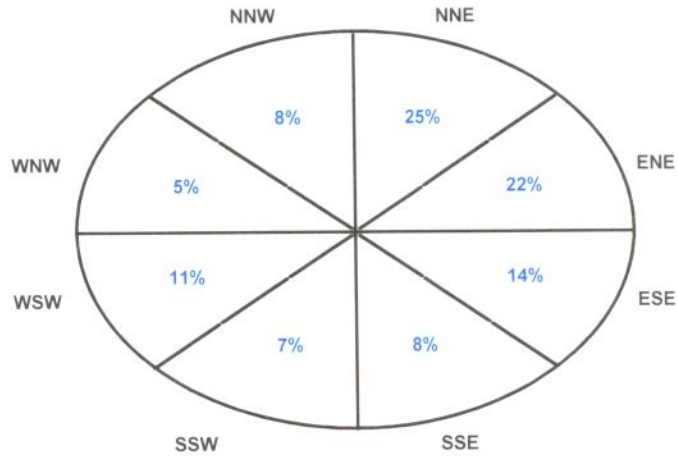
Traffic Concurrency Evaluation

Project Name: **Keep the Bleu Green**
 Project Location: **Fontainebleau Boulevard, west of Park Boulevard**

Meet traffic concurrency criteria: Yes X No

Trips generated (Based on ITE data) = 213 PM Peak Hour
 Total trips distributed = 213 PM Peak Hour

TAZ #	808
DIR	%
NNE	25.00%
ENE	21.50%
ESE	13.73%
SSE	7.83%
SSW	7.48%
WSW	11.46%
WNW	5.36%
NNW	7.65%



	COUNT STATION	AVAILABLE TRIPS	DIR %	PROJECT TRIPS	ATTENUATION		ASSIGNED TO STATION		TRIPS LEFT AT COUNT STATION
					%	TRIPS	%	TRIPS	
NORTH	9494	975	33%	69	25%	53	8%	17	958
EAST	1141	760	35%	75	15%	31	20%	43	717
SOUTH	9154	2,803	15%	33	5%	11	10%	22	2,781
WEST	9156	3,676	17%	36	10%	21	7%	15	3,661

Notes: Peak hour trips for the subject project were obtained utilizing ITE data.

Trip Attenuation was applied based on trip length and large number of residential development nearby the subject project.
 (Not all the trips will reach the count stations)

Count station information was obtained from the available published data (source: Miami-Dade County).



STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
9458 NW 67 AVE		S/O NW 74 ST CONNECTOR TO OKEECHOBEE RD	4	1890	1406	484	0	484 F	E+50	E+50	E+12%	7/2/2013 11:23
9460 NW 62 AVE		S/O NW 138 ST TO NW 122 ST	2	2550	999	1551	0	1551 C	E+50	E+50	C	7/2/2013 11:23
9462 NW 62 ST		W/O I-95 FROM NW 2 AVE TO NW 7 AVE	4	2520	1166	1354	0	1354 D	E+20	E+20	D	7/2/2013 11:23
9464 NW 62 ST		W/O NW 12 AVE FROM NW 7 AVE TO NW 17 AVE	4	4476	1287	3169	74	3115 C	E+20	E+20	C	7/2/2013 11:23
9466 NW 62 ST		E/O NW 27 AVE TO NW 17 AVE	4	3696	822	2874	21	2853 C	E+20	E+20	C	7/2/2013 11:23
9468 NW 62 ST		W/O NW 27 AVE TO NW 37 AVE	4	4212	840	3372	10	3362 C	E+20	E+20	C	7/2/2013 11:23
9470 NW 71 ST		W/O I-95 FROM N MIAMI AVE TO NW 12 AVE	2	984	593	391	0	391 E	E+20	E+20	E	7/2/2013 11:23
9472 NW 71 ST		W/O NW 27 AVE TO NW 42 AVE	2	924	249	675	8	667 D	E+20	E+20	D	7/2/2013 11:23
9474 NW 72 AVE/W 16 AVE		S/O NW 103 ST TO OKEECHOBEE RD	4	5430	2090	3340	0	3340 D	E+50	E+50	D	7/2/2013 11:23
9476 NW 72 AVE		S/O NW 138 ST TO NW 114 ST	2	1740	665	1075	0	1075 E	E+50	E+50	E	7/2/2013 11:23
9478 NW 74 ST CONNECTOR		W/O NW 67 AVE FROM NW 62 AVE TO SR 826	6	5970	3278	2692	8	2684 E	E+50	E+50	E	7/2/2013 11:23
9481 NW 74 ST		W/O NW 77 CT PALMETTO EXPWY TO NW 87 AVE	4	4470	2366	2104	5	2099 B	D	D	B	7/2/2013 11:23
9482 NW 79 AVE		N/O NW 36 ST EXT TO NW 58 ST	4	2170	1105	1065	0	1065 D	D	D	D	7/2/2013 11:23
9484 NW 79 AVE		S/O NW 36 ST EXT TO NW 25 ST	4	2860	956	1904	0	1904 C	D	D	C	7/2/2013 11:23
9486 NW 79 ST		W/O I-95 NW 7 AVE TO NW 13 CT	4	2544	1371	1173	12	1161 D	E+20	E+20	D	7/2/2013 11:23
9488 NW 81 ST (ONE-WAY WB)		W/O I-95 FROM NW 7 AVE TO NW 13 CT	4	1920	680	1240	0	1240 C	E+20	E+20	C	7/2/2013 11:23
9492 NW 95 ST		W/O 27 AVE TO NW 36 AVE	2	610	315	295	168	127 D	E	E	D	7/2/2013 11:23
9494 NW 97 AVE		S/O NW 25 ST TO NW 12 ST	4	3080	1986	1094	119	975 B	D	D	B	7/2/2013 11:23
9495 NW 97 AVE		S/O NW 41 ST TO NW 25 ST	4	4090	1784	2220	0	2220 NULL	D	D	C	9/3/2009 11:35
9500 W 49 ST/SR 932		W/O W 4 AVE TO SR 826	6	3200	2767	433	0	433 E	E	E	E	7/2/2013 11:23
9502 NW 103 ST		W/O SR 826 TO NW 87 AVE	4	2060	3148	-1088	0	-1088 F	HE	HE	F	7/2/2013 11:23
9506 NW 106 ST		E/O HEFT TO NW 107 AVE	6	3640	1952	1688	3	1685 B	D	D	B	7/2/2013 11:23
9510 NW 107 AVE		N/O NW 12 ST TO NW 25 ST	6	4880	2855	2025	0	2025 C	D	D	C	7/2/2013 11:23
9512 NW 107 AVE		N/O NW 25 ST TO NW 41 ST	4	3380	2424	956	0	956 D	D	D	D	7/2/2013 11:23
9513 NW 107 AVE		N/O NW 41 ST TO NW 58 ST	4	3000	1972	1028	0	1028 C	D	D	C	7/2/2013 11:23
9517 NW 119 ST/GRATIGNY RD		N/O NW 27 AVE NW 27 AVE TO NW 37 AVE	8	7120	3286	3834	69	3785 C	E	E	C	7/2/2013 11:23
9518 NW 119 ST		W/O NW 57 AVE TO NW 67 AVE	2	4680	609	4071	0	4071 B	E	E	B	7/2/2013 11:23
9520 NW 122 ST		W/O NW 57 AVE TO SR 826	4	2400	1756	644	0	644 D	E	E	D	7/2/2013 11:23
9526 NW 135 ST (ONE-WAY EB)		W/O I-95 TO NW 17 AVE	3	5120	662	4458	5	4453 A	E	E	A	7/2/2013 11:23
9528 NW 138 ST (SR 916)		E/O NW 57 AVE TO NW 42 AVE	4	3680	290	3390	0	3390 B	E	E	B	7/2/2013 11:23
9532 NW 138 ST		W/O SR 826 TO NW 87 AVE	2	1820	1429	391	0	391 C	D	D	C	7/2/2013 11:23
9534 NW 138 ST		SW OF OKEECHOBEE RD TO NW 107 AVE	4	3620	477	3143	0	3143 B	D	D	B	7/2/2013 11:23
9542 NW 151 ST		W/O NW 27 AVE TO NW 37 AVE	4	1500	774	726	2	724 C	E	E	C	7/2/2013 11:23
9544 NW 154 ST		E/O NW 79 AVE SR 826 TO NW 84 AVE	4	2540	3824	-1284	0	-1284 F	D	D	F	7/2/2013 11:23
9546 NW 154 ST		W/O NW 87 AVE TO NW 92 AVE	2	710	210	500	0	500 C	D	D	C	7/2/2013 11:23
9550 NW 169 ST		E/O NW 77 CT TO NW 67 AVE	4	2510	1472	1038	0	1038 C	D	D	C	7/2/2013 11:23
9552 NW 170 ST		E/O NW 87 AVE TO NW 77 AVE	2	1130	788	342	0	342 D	D	D	D	7/2/2013 11:23
9554 NW 199 ST/HONEY HILL DR		E/O HEFT FROM FLA TURNPIKE TO NW 2 AVE	4	4780	1944	2836	0	2836 B	D	D	B	7/2/2013 11:23
9556 NW 199 ST/HONEY HILL DR		E/O NW 27 AVE TO FLA TURNPIKE	6	1680	1187	493	0	493 D	D	D	D	7/2/2013 11:23
9558 NW 199 ST/HONEY HILL DR		W/O NW 27 AVE TO NW 37 AVE	4	5088	1576	3512	0	3512 B	EE	EE	B	7/2/2013 11:23
9560 NW 199 ST/HONEY HILL DR		W/O NW 37 AVE TO NW 57 AVE	4	2640	1518	1122	0	1122 D	D	D	D	7/2/2013 11:23
9562 NW 202 ST		W/O NW 57 AVE TO 67 AVE	2	1350	1052	268	0	268 C	D	D	C	7/2/2013 11:23
9576 OKEECHOBEE RD (US 27)		SE/O NW 74 ST FROM NW 62 AVE TO NW 67 AVE	0	4450	4444	6	0	6 E	E	E	E	7/2/2013 11:23
9582 OLD CUTLER RD		SW/O SW 72 ST TO SW 88 ST	2	950	1486	-536	2	-536 F	E	E	F	7/2/2013 11:23
9584 OLD CUTLER RD		SW/O SW 88 ST TO SW 57 AVE	2	1190	1304	-114	0	-114 F	E	E	F	7/2/2013 11:23

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS
1141 W FLAGLER ST (SR 968)		W/O NW/SW 72 AVE TO NW/SW 87 AVE	A 6	5508	4664	844	84	760 F	EE	EE
1167 NW 27 AVE (SR 817)		S/O DADE/BROWARD CO. LINE TO NW 183 ST	A 6	5508	3896	1612	15	1597 D	EE	EE
1172 NW 36 ST (SR 948)		E/O NW 72 AVE TO NW 57 AVE	A 6	6885	4979	1906	0	1906 F	E+50	E+50
1173 NW 36 ST (SR 948)		E/O PALMETTO EXPWY TO NW 72 AVE	A 6	8085	4814	3271	0	3271 C	E+50	E+50
1179 NW 42 AVE/LEJEUNE RD		S/O E. 11 PL(HIALEAH) BET NW 36 ST-NW 79 S	A 6	4560	2564	1996	25	1971 D	E+50	E+50
1180 NW 42 AVE/LEJEUNE RD		S/O E 23 ST(HIALEAH) BET NW 36 ST-NW 79 ST	A 6	4560	2395	2165	13	2152 D	E+50	E+50
1181 NW 42 AVE/LEJEUNE RD		N/O NW 119 ST BET NW 103 ST-NW 135 ST	A 6	7020	1732	5288	37	5251 C	E+50	E+50
1189 NW 57 AVE/RED RD (SR 959)		N/O NW 7 ST TO SR 836	A 6	7020	2683	4337	190	4147 D	E+50	E+50
1190 NW 57 AVE/RED RD (SR 823)		S/O NW 173 DR BET SR 826-MIAMI GARDENS DR	A 6	5508	4730	778	36	742 F	EE	EE
1201 NW 72 AVE/MILAM DAIRY RD		N/O W FLAGLER ST TO NW 12 ST	A 6	4590	2583	2007	15	1992 D	E	E
1202 NW 72 AVE/MILAM DAIRY RD		N/O NW 12 ST TO NW 25 ST	A 6	4590	3069	1521	19	1502 D	E	E
1204 NW 72 AVE/MILAM DAIRY RD		S/O NW 36 ST TO NW 25 ST	A 6	4590	3101	1489	0	1489 D	E	E
1205 NW 72 AVE/MILAM DAIRY RD		S/O NW 41 ST FROM NW 39 ST TO NW 58 ST	A 6	5390	2833	2557	11	2546 C	E	E
1211 SW 87 AVE/GALLOWAY RD		N/O NW 8 ST BET FLAGLER-SR 836	A 6	4680	4546	134	273	-139 E	SUMA	SUMA
1214 NW 103 ST (SR 932)		E/O NW 27 AVE TO I-95	A 6	4590	2094	2496	274	2222 D	E	E
1215 NW 103 ST (SR 932)		E/O NW 42 AVE TO NW 27 AVE	A 6	5390	2966	2424	0	2424 C	E	E
1216 NW 103 ST (SR 932)		W/O W 16 AVE (HIALEAH) BET SR 826-W 4 AVE	A 6	5616	3282	2334	0	2334 D	E+20	E+20
1217 NW 103 ST (SR 932)		E/O NW 87 AVE BET OKEECHOBEE RD-SR 826	A 4	3100	1280	1820	0	1820 D	SUMA	SUMA
1218 NW 107 AVE (SR 885)		N/O NW 7 ST FROM FLAGLER ST TO SR 836	A 6	4590	4254	336	74	262 D	SUMA	SUMA
1219 NW 119 ST/GRATIGNY DR		W/O NW 1 AVE FROM I-95 TO W DIXIE HWY	A 4	3100	1286	1814	0	1814 D	E	E
1220 NW 119 ST/GRATIGNY DR		E/O NW 27 AVE TO NW 17 AVE	A 6	5390	3382	2008	64	1944 C	E	E
1221 NW 136 ST/OPALOCKA BLVD		E/O NW 27 AVE TO NW 17 AVE (ONE WAY WEST)	A 3	1610	1067	543	4	539 A	E	E
1222 NW 135 ST (SR 916)		E/O NW 27 AVE TO NW 17 AVE (ONE WAY EAST)	A 3	1610	1157	453	62	391 A	E	E
1223 NW 135 ST (SR 916)		W/O NW 27 AVE TO NW 42 AVE	A 4	3040	1947	1093	43	1050 D	E	E
1229 NW 183 ST/MIAMI GARDENS DR		E/O NE 8 AVE BET NE 6 AVE-NE 10 AVE	A 4	3648	3948	-300	4	-304 F	EE	EE
1230 NW 183 ST/MIAMI GARDENS DR		W/O NE 2 AVE TO NE 6 AVE	A 4	5508	3357	2151	0	2151 D	EE	EE
1232 NW 183 ST/MIAMI GARDENS DR		W/O NW 27 AVE FROM NW 27 AVE TO NW 37 AVE	A 6	6096	2665	3910	0	3263	EE	EE
1233 NW 183 ST/MIAMI GARDENS DR		E/O NW 57 AVE/RED RD TO NW 37 AVE	A 6	6468	2398	4070	14	4056 C	EE	EE
2002 SNAPPER CREEK EXPWY/SR 878		W/O US-1 TO DON SHULA EXPWY/SR 874	4	4296	2345	1951	0	1951 C	EE	EE
2023 AIRPORT EXPWY (SR 112)		E/O NW 17 AVE BET NW 27 AVE-NW 11 AVE	6	10815	7307	3508	0	3508 F	E+50	E+50
2036 I-95 (NORTH/SOUTH EXPWY)		S/O NW 79 ST BET NW 62 ST-NW 103 ST	10	10815	16135	-5320	6	-5326 F	E+50	E+50
2041 I-95 (NORTH/SOUTH EXPWY)		S/O NW 95 ST BET NW 62 ST-NW 103 ST	10	10815	17450	-6635	0	-6635 F	E+50	E+50
2050 AIRPORT EXPWY (SR 112)		W/O NW 17 AVE	6	8085	6190	1895	6	1889 F	E+50	E+50
2060 AIRPORT EXPWY (SR 112)		W/O NW 27 AVE TO LEJEUNE RD	6	8085	6759	1326	1	1325 F	E+50	E+50
2065 AIRPORT EXPWY (SR 112)		W/O NW 32 AVE BET LEJEUNE RD-NW 27 AVE	6	8085	6986	1099	18	1081 F	E+50	E+50
2080 NW 103 ST (SR 932)		E/O I-95 TO NE 6 AVE	A 4	3040	1884	1156	1	1155 D	E	E
2085 I-95 (NORTH/SOUTH EXPWY)		N/O NW 103 ST TO NW 119 ST	10	10815	17052	-6237	2	-6239 F	E+50	E+50
2095 I-95 (NORTH/SOUTH EXPWY)		S/O SR 112 TO SR 836	10	8085	14606	-6521	0	-6521 F	E+50	E+50
2100 I-95 (NORTH/SOUTH EXPWY)		N/O NW 125 ST BET NW 119 ST-NW 135 ST	10	10815	15755	-4940	2	-4942 F	E+50	E+50
2113 PALMETTO EXPWY (SR 826)		W/O FLA TPK ENTRANCE BET NW 12 AVE-US 441	4	4296	3954	342	0	342 F	EE	EE
2114 PALMETTO EXPWY (SR 826)		E/O NW 12 AVE BET NW 12 AVE-US 441	8	8652	11082	-2430	0	-2430 F	EE	EE
2134 I-95 (NORTH/SOUTH EXPWY)		S/O NW 151 ST BET NW 135 ST-SR 826	8	10815	16760	-5945	0	-5945 F	E+50	E+50
2137 I-95 (NORTH/SOUTH EXPWY)		N/O GOLDEN GLADES BET SR 826-NW 183 ST	8	8652	10322	-1670	0	-1670 F	EE	EE
2162 I-95 (NORTH/SOUTH EXPWY)		N/O US-1 TO RICKENBACKER CSWY	4	5370	5613	-243	0	-243 F	E+50	E+50
2188 DOLPHIN EXPWY (SR 836)		E/O PALMETTO EXPWY TO NW 72 AVE	8	5390	12799	-7409	2	-7411 F	D	D

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
9103 SW 232 ST / SILVER PALM DR		E/O US 1 BET US 1 - SW 117 AVE	2	2780	151	2629	111	2518 C	D	D	C	7/2/2013 11:23
9106 SW 40 ST/BIRD RD		W/O HEFT/SR 821 TO SW 127 AVE	4	4270	3627	643	4	639 C	HE	HE	C	7/2/2013 11:23
9108 BIRD DR EXT/SW 42 ST		W/O SW 127 AVE TO SW 137 AVE	4	4020	2665	1355	500	855 C	D	D	C	7/2/2013 11:23
9110 BIRD DR EXT/SW 42 ST		W/O SW 137 AVE TO SW 147 AVE	4	2340	2012	328	28	300 D	D	D	D	7/2/2013 11:23
9112 BIRD DR EXT/SW 42 ST		W/O SW 147 AVE TO SW 157 AVE	4	3130	1719	1411	27	1384 B	D	D	B	7/2/2013 11:23
9114 CARIBBEAN BLVD		E/O HEFT TO FRANJO ROAD	2	1370	1392	-22	0	-22 F	HE	HE	F	7/2/2013 11:23
9120 SW 24 ST/CORAL WAY		E/O SW 67 AVE BET SW 57 AVE-SR 826	4	5100	2397	2703	6	2697 C	E+50	E+50	C	7/2/2013 11:23
9122 SW 24 ST/CORAL WAY		W/O SR 826 TO SW 87 AVE	6	7416	7415	1	0	1 F	EE	EE	E+20%	7/2/2013 11:23
9124 CORAL WAY/SW 24 ST		W/O SW 87 AVE FROM SW 87 AVE TO SW 97 AVE	4	4344	3111	1233	0	1233 D	EE	EE	D	7/2/2013 11:23
9126 CORAL WAY/SW 24 ST		W/O SW 97 AVE TO SW 107 AVE	4	6372	2720	3652	49	3603 B	EE	EE	B	7/2/2013 11:23
9128 CORAL WAY/SW 24 ST		W/O SW 107 AVE BET SW 107 SW 117 AVE	4	4356	2803	1553	11	1542 D	EE	EE	D	7/2/2013 11:23
9130 SW 26 ST/CORAL WAY		W/O HEFT/SR 821 BET SW 117 AVE-SW 127 AVE	4	3672	3185	487	0	487 F	EE	EE	E+4%	7/2/2013 11:23
9132 SW 26 ST/CORAL WAY		W/O SW 127 AVE TO SW 137 AVE	4	4080	2557	1523	2	1521 D	EE	EE	D	7/2/2013 11:23
9134 CORAL WAY/SW 26 ST		W/O SW 137 AVE TO SW 147 AVE	4	2388	2088	300	81	219 F	EE	EE	E+9%	7/2/2013 11:23
9136 CRANDON BLVD-KEY BISCAINE		N/O HARBOR DR TO BEAR CUT	4	7764	4378	3386	0	3386 C	E+20	E+20	C	7/2/2013 11:23
9137 CURTISS PKWY		SW/O OKEECHOBEE RD 1 WAY SW FROM OKEE RD TO NW 36 ST	2	3912	910	3002	0	3002 D	E+20	E+20	D	7/2/2013 11:23
9138 SOUTH DADELAND BLVD		S/O SW 88 ST TO US-1	4	3285	788	2497	25	2472 E	E+50	E+50	E	7/2/2013 11:23
9140 E 1 AVE		S/O 21 ST/HIALEAH TO OKEECHOBEE RD	2	1190	251	939	0	939 C	E	E	C	7/2/2013 11:23
9144 NW 47 AVE/E 4 AVE HLH.		S/O 21 ST BET OKEECHOBEE RD E 25 ST	4	2904	1478	1426	0	1426 C	E+20	E+20	C	7/2/2013 11:23
9148 EAST DR		S/O OKEECHOBEE RD TO POINCIANA BLVD	4	3090	701	2389	0	2389 C	E	E	C	7/2/2013 11:23
9154 W FLAGLER ST		W/O NW/SW 87 AVE TO NW 97 AVE	6	5916	2971	2945	142	2803 D	EE	EE	D	7/2/2013 11:23
9156 W FLAGLER ST		W/O NW/SW 97 AVE TO NW 107 AVE	6	6300	2530	3770	94	3676 D	EE	EE	D	7/2/2013 11:23
9158 FLAGLER ST		W/O 107 AVE FROM NW 107 AVE TO NW 114 AVE	6	6300	1842	4458	69	4389 C	EE	EE	C	7/2/2013 11:23
9160 FLAGLER ST		W/O HEFT FROM NW 114 AVE TO NW 118 AVE	6	3156	1878	1278	13	1265 D	EE	EE	D	7/2/2013 11:23
9162 NW 87 AVE/GALLOWAY RD		N/O NW 12 ST TO NW 25 ST	6	4100	3113	987	0	987 D	D	D	D	7/2/2013 11:23
9164 NW 87 AVE/GALLOWAY RD		N/O NW 25 ST TO NW 36 ST EXT	6	3520	2885	635	0	635 D	E	E	D	7/2/2013 11:23
9166 NW 87 AVE/GALLOWAY RD		N/O NW 36 ST TO NW 58 ST	4	1230	1447	-217	0	-217 E	D	D	F	7/2/2013 11:23
9172 GALLOWAY RD/SW 87 AVE		S/O KENDALL DR/SW 88 ST TO SW 112 ST	2	1670	1432	238	2	236 D	SUMA	SUMA	D	7/2/2013 11:23
9174 GALLOWAY RD/SW 87 AVE		S/O SW 184 ST FROM SW 184 ST TO SW 232 ST	2	1176	717	459	0	459 C	EE	EE	C	7/2/2013 11:23
9178 HAMMOCKS BLVD		S/O SW 88 ST TO SW 104 ST	4	2250	581	1669	325	1344 D	D	D	D	7/2/2013 11:23
9194 INGRAHAM HWY (SR 936)		E/O LE JEUNE RD BET MCFARLAND-SW 42 AVE	2	1220	1127	93	200	-107 E	E	E	F	7/2/2013 11:23
9196 IVES DAIRY RD/NE 203 ST		W/O NE 22 AVE FROM I-95 TO BISCAINE BLVD	6	7170	4259	2911	25	2896 C	E+50	E+50	C	7/2/2013 11:23
9200 IVES DAIRY RD/NE 203 ST		E/O N MIAMI AVE/NW 2 AVE TO SAN SIMEON WAY	6	5530	2904	2626	24	2602 B	D	D	B	7/2/2013 11:23
9202 KENDALL DR/SW 88 ST		W/O OLD CUTLER RD TO SW 57 AVE	2	3310	554	2756	4	2752 D	E	E	D	7/2/2013 11:23
9206 SW 88 ST / KENDALL DR		W/O SW 137 AVE TO SW 147 AVE	6	4990	4079	911	0	911 D	D	D	D	7/2/2013 11:23
9208 KROME AVE/SW 177 AVE		S/O SW 184 ST FROM SW 184 ST TO SW 216 ST	2	1930	1471	459	0	459 B	C	C	B	7/2/2013 11:23
9212 KROME AVE/SW 177 AVE		N/O SW 288 ST TO SW 248 ST	2	1450	1247	203	0	203 C	C	C	C	7/2/2013 11:23
9220 NW 74 ST (UNDER CONSTRUCTION)		SW/O OKEECHOBEE RD TO NW 72 AVE (UNDER CONSTRUCTION)	4	1685	717	948	0	948 E	E+50	E+50	E	7/2/2013 11:23
9222 NW 67 AVE/LUDLAM RD		S/O NW 103 ST TO NW 122 ST	4	4200	1644	2556	0	2556 C	E+50	E+50	C	7/2/2013 11:23
9224 LUDLAM RD/NW 67 AVE		S/O NW 122 ST FROM NW 103 ST TO NW 122 ST	4	4890	1871	3019	0	3019 D	E+50	E+50	D	7/2/2013 11:23

TABLE: A8

Keep the Bleau Green Development

ROADWAY LINK ANALYSIS; EXISTING (2014) & SHORT-TERM (2018)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ROADWAY LINK ANALYSIS		ROADWAY CLASSIFICATION	DIR	EXISTING PHP VOLUME	AVAILABLE CAPACITY	LOS	BACKGROUND GROWTH @ 1.00% FOR 4 YRS (2018)	FUTURE PHP VOLUME (2018) W/O PROJECT	AVAILABLE CAPACITY	LOS	PROJECT TRIPS	FUTURE PHP VOLUME (2018) W/ PROJECT	AVAILABLE CAPACITY	LOS
ROADWAY	LIMITS													
Fontainebleau Boulevard	west of Park Boulevard	4-Lane Divided County Road Class II - 35 MPH	TWO-WAY	2,335	705	D	95	2,430	610	D	80	2,510	530	D
Park Boulevard	east of Fontainebleau Boulevard	4-Lane Divided County Road Class II - 30 MPH	TWO-WAY	1,576	1,465	D	64	1,639	1,401	D	198	1,837	1,203	D

Notes:

- 1 Roadway Name
- 2 Limits
- 3 Roadway Classification
- 4 Direction
- 5 Existing Peak Hour Period (PHP) Volume obtained from ATR counts.
PHP = average of the two highest consecutive hours.
- 6 Available Capacity (Existing)
- 7 Existing Level of Service
- 8 Background Growth Calculation for short-term analysis 2018
- 9 Future PHP Volume w/o Project Traffic (Exist + Background)
- 10 Available Capacity (Future w/o Project)
- 11 Future LOS w/o Project
- 12 Project Trips
- 13 Future PHP Volume w/ Project Traffic (Exist + Background + Project)
- 14 Available Capacity (Future w/ Project)
- 15 Future LOS w/ Project Trips

LOS Standard for 4LD Class II - Two-Way Volumes				
-	C	D	E	
-	1,310	2,920	3,040	

TABLE: A9

Keep the Bleau Green Development

ROADWAY LINK ANALYSIS; EXISTING (2014) & LONG-TERM (2030)

1		2		3		4		5		6		7		8		9		10		11		12		13		14		15			
ROADWAY LINK ANALYSIS				ROADWAY CLASSIFICATION		DIR		EXISTING PHP VOLUME		AVAILABLE CAPACITY		LOS		BACKGROUND GROWTH @ 1.00% FOR 16 YRS (2030)		FUTURE PHP VOLUME (2030) W/O PROJECT		AVAILABLE CAPACITY		LOS		PROJECT TRIPS		FUTURE PHP VOLUME (2030) W/ PROJECT		AVAILABLE CAPACITY		LOS			
ROADWAY		LIMITS																													
Fontainebleau Boulevard				west of Park Boulevard		4-Lane Divided County Road Class II - 35 MPH		TWO-WAY		2,335		705		D		403		2,738		302		D		80		2,818		222		D	
Park Boulevard				east of Fontainebleau Boulevard		4-Lane Divided County Road Class II - 30 MPH		TWO-WAY		1,576		1,465		D		272		1,847		1,193		D		198		2,045		995		D	

Notes:

- 1 Roadway Name
- 2 Limits
- 3 Roadway Classification
- 4 Direction
- 5 Existing Peak Hour Period (PHP) Volume obtained from ATR counts.
PHP = average of the two highest consecutive hours.
- 6 Available Capacity (Existing)
- 7 Existing Level of Service
- 8 Background Growth Calculation for long-term analysis 2030
- 9 Future PHP Volume w/o Project Traffic (Exist + Background)
- 10 Available Capacity (Future w/o Project)
- 11 Future LOS w/o Project
- 12 Project Trips
- 13 Future PHP Volume w/ Project Traffic (Exist + Background + Project)
- 14 Available Capacity (Future w/ Project)
- 15 Future LOS w/ Project Trips

LOS Standard for 4LD Class II - Two-Way Volumes			
-	C	D	E
-	1,310	2,920	3,040

2013 QUALITY/ LEVEL OF SERVICE HANDBOOK



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
2013

Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas¹

TABLE 4

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
-	-	-	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE²

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle

Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE²

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)³

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes

Present in Both Directions

+ 1,800

Ramp Metering

+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

¹Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* 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. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:

Florida Department of Transportation

Systems Planning Office

www.dot.state.fl.us/planning/systems/sm/los/default.shtm

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