RGA

Richard Garcia & Associates, Inc.

Traffic Impact Study

Soleste - Bay Village



18301 South Dixie Highway
Palmetto Bay, Florida

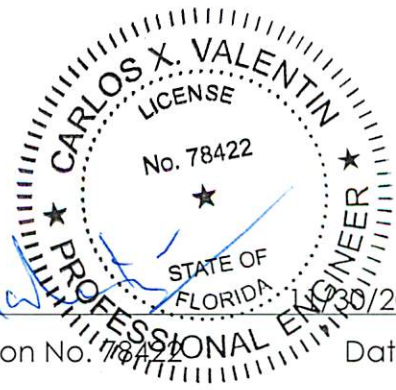
November 30th, 2016

Engineer's Certification

I, Carlos X. Valentin, P.E. # 78422, 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: Soleste - Bay Village - Traffic Impact Study

PROJECT LOCATION: 18301 South Dixie Highway
Palmetto Bay, Florida



Florida Registration No. 78422 7/30/2016 Date

Table of Content

Executive Summary **4**

Introduction **6**

Project Description / Location 6

Existing Condition (2016) **8**

Turning Movement Counts (TMC's) 8

Level of Service (LOS) 8

Project Traffic **11**

Trip Generation 11

Trip Distribution 12

Trip Assignment 14

Future Condition (2019) **17**

Background Traffic Growth 17

Future Traffic Volumes - AM & PM Peak Hour 17

Level of Service (LOS) 17

Conclusion **21**

List of Figures

Figure 1: Location Map 6
Figure 2: Site Plan 7
Figure 3: Existing Seasonally Adjusted TMC's - AM Peak Hour 9
Figure 4: Existing Seasonally Adjusted TMC's - PM Peak Hour 9
Figure 5: Traffic Analysis Zone (TAZ) Map 13
Figure 6: Project Net Trips - AM Peak Hour 15
Figure 7: Project Net Trips - PM Peak Hour 16
Figure 8: Proposed Future Condition with Project - AM Peak Hour 18
Figure 9: Proposed Future Condition with Project - PM Peak Hour 19

List of Tables

Table 1: Intersection Level of Service Summary 5
Table 2: Existing Intersection LOS & Delay - AM & PM Peak Hour 10
Table 3: Trip Generation - AM Peak Hour 12
Table 4: Trip Generation - PM Peak Hour 12
Table 5: Directional Trip Distribution 13
Table 6: Directional Trip Assignment 14
Table 7: Future Intersection LOS & Delay - AM & PM Peak Hour 20

Appendices

Appendix A: Trip Generation
Appendix B: Trip Distribution / Assignment
Appendix C: Growth Rate & Adjustment Factors
Appendix D: Traffic Counts (TMC's)
Appendix E: Level of Service (LOS) - Intersections & Project's Driveways

Executive Summary

This study was prepared to determine the vehicle trips associated with the subject project and to evaluate the traffic impacts to the most impacted intersections. The subject site is located on the southeast corner of South Dixie Highway (SR 5) and SW 183rd Street in the Village of Palmetto Bay, Florida. This site has a church and the proposed redevelopment consists of an apartment building with 297 dwelling units. These units are considered "Live/Work units" and may be used as commercial space. Note, the retail use (2,500 square feet) shown in the parking calculations of the site plan was also included in the analysis as a conservative approach since this project will not have detached retail. The project build-out is slated for 2019.

The trip generation characteristics for the subject project were obtained from **ITE's Trip Generation Manual, 9th Edition**. The trip generation analysis was performed for a typical weekday's AM and PM peak hour. This analysis includes internal capture rates (i.e. project internalization trips for the AM and PM peak hour). The internal capture rates were estimated following the methodology of Multi-Use Development Trip Generation and Internal Capture from the **ITE Trip Generation Handbook, 3rd Edition**. This methodology estimate an internal capture rate between each pair of land uses within a multi-use development. The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the subject project. These land uses (LU) are as follows:

Existing

- LU 560: Church with 11,123 Square Feet

Proposed

- LU 220: Apartment with 297 Dwelling Units
- LU 826: Specialty Retail with 2,500 Square Feet

Based on the trip generation analysis, the subject project will generate **145 net external trips** (27 trips-in & 118 trips-out) during the AM peak hour and **180 net external trips** (117 trips-in & 63 trips-out) in the PM peak hour. The peak hour trips were distributed to the most impacted intersections and assigned to the project's driveways consistent with the trip distribution percentages of the project's Traffic Analysis Zone 1144.

Manual Turning Movement Counts (TMC's) and traffic operational characteristics were gathered at the intersections of *South Dixie Highway (SR 5)/SW 183rd Street, SW 98th Court/SW 183rd Street and SW 98th Avenue Road/SW 183rd Street.* These turning movement counts were performed on Thursday, November 10th, 2016 during the typical weekday'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,

adjusted for seasonal variations by using the Florida Department of Transportation (FDOT) Seasonal Factor and utilized in the operational analysis for the existing condition. The operational analysis revealed that all the intersections are currently operating at LOS A during the AM and PM peak hour.

Based on historical trends regression analysis, a background growth rate of 1.71 percent was utilized to estimate the background traffic within the project's vicinity. As such, the existing seasonally adjusted turning movement counts were augmented with the background traffic and the project net trips. The resulting traffic volumes represent the future condition with project in 2019 and were utilized to evaluate the future traffic operations at each intersection within the study area. As a result, the operational analysis revealed that all the intersections within the study area will maintain the existing LOS A for the AM and PM peak hour. Lastly, the proposed driveways were also evaluated and yielded LOS A. Table 1 summarizes the LOS and delay per approach for the each intersection and project's driveways.

In conclusion, the most impacted intersections are currently operating within the Village's acceptable LOS threshold and will continue to do so with the new traffic generated by the subject project. Therefore, no off-site improvements are required or recommended at this time.

Table 1: Intersection Level of Service Summary

	Location	Intersection Control	Approach	Existing Condition (2016)				Future Condition with Project (2019)			
				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	S Dixie Highway (SR 5) & SW 183 Street	Two-Way Stop	EB	B	10.6	B	14.3	B	10.9	C	15.8
			WB	C	19.8 *	C	19.2 *	D	30.6 *	D	27.7 *
			NB	A	0.1	A	1.4	A	0.1	A	1.7
			SB	A	0.6	A	0.4	A	0.9	A	0.9
			Overall	**A**	**0.6**	**A**	**1.2**	**A**	**1.6**	**A**	**2.0**
	SW 183 Street & SW 98 Court	Two-Way Stop	EB	A	9.0 *	A	9.0 *	A	9.6 *	A	9.7 *
			WB	-	-	-	-	-	-	-	-
			NB	A	4.4	A	5.2	A	6.0	A	6.4
			SB	A	0.0	A	0.0	A	0.0	A	0.0
			Overall	**A**	**5.8**	**A**	**7.1**	**A**	**6.8**	**A**	**8.1**
	SW 183 Street & SW 98 Avenue Road	Two-Way Stop	EB	A	0.1	A	0.2	A	0.1	A	0.2
			WB	A	0.0	A	0.0	A	0.0	A	0.0
			NB	-	-	-	-	-	-	-	-
			SB	A	9.3 *	A	9.4 *	A	9.6 *	A	9.7 *
			Overall	**A**	**1.2**	**A**	**1.8**	**A**	**1.0**	**A**	**1.6**
Driveways	SW 183 Street & Driveway 1 (DW1)	All-Way Stop	EB	-	-	-	-	-	-	-	-
			WB	-	-	-	-	A	0.2	A	1.4
			NB	-	-	-	-	A	8.6 *	A	8.7 *
			SB	-	-	-	-	A	6.3	A	6.0
			Overall	**-**	**-**	**-**	**-**	**A**	**4.0**	**A**	**5.1**
	SW 183 Street & Driveway 2 (DW2)	Two-Way Stop	EB	-	-	-	-	A	0.0	A	0.0
			WB	-	-	-	-	A	0.5	A	1.3
			NB	-	-	-	-	A	9.6 *	A	9.9 *
			SB	-	-	-	-	-	-	-	-
			Overall	**-**	**-**	**-**	**-**	**A**	**2.7**	**A**	**1.5**

* TWSC Critical Approach

Introduction

The main objective of this report is to determine the vehicle trips associated with the subject project and to evaluate the traffic impacts to the most impacted intersections. As such, an operational analysis was performed to determine the capacity and Level of Service at the most impacted intersections during the typical weekday's AM and PM peak hour.

Project Description / Location

The subject site is located on the southeast corner of South Dixie Highway (SR 5) and SW 183rd Street in the Village of Palmetto Bay, Florida. This site has a church and the proposed redevelopment consists of an apartment building with 297 dwelling units. These units are considered "Live/Work units" and may be used as commercial space. Note, the retail use (2,500 square feet) shown in the parking calculations of the site plan was also included in the analysis as a conservative approach since this project will not have detached retail. The project build-out is slated for 2019.

Lastly, the subject project will have two driveways with access to the parking area and one service driveway. Figure 1 depicts the site's location map while Figure 2 is the site plan included for illustrative purpose only.

Figure 1: Location Map

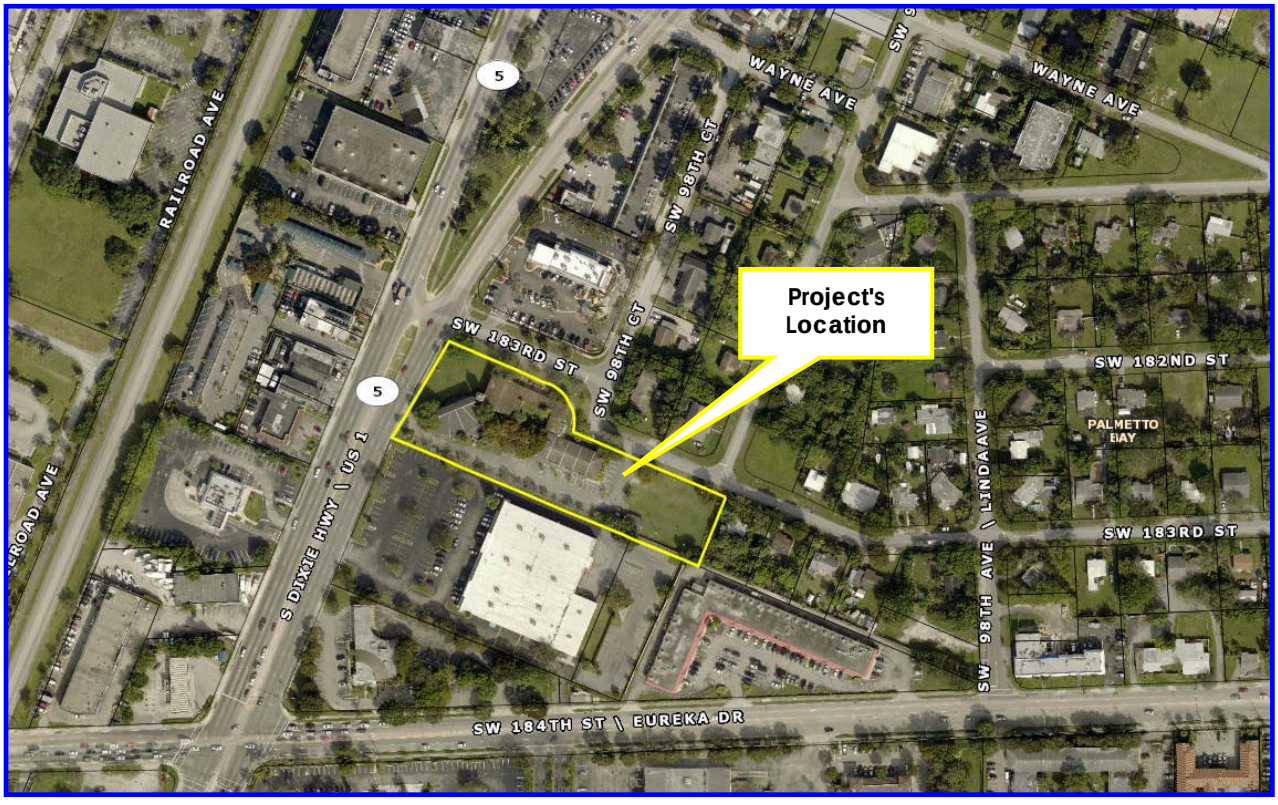
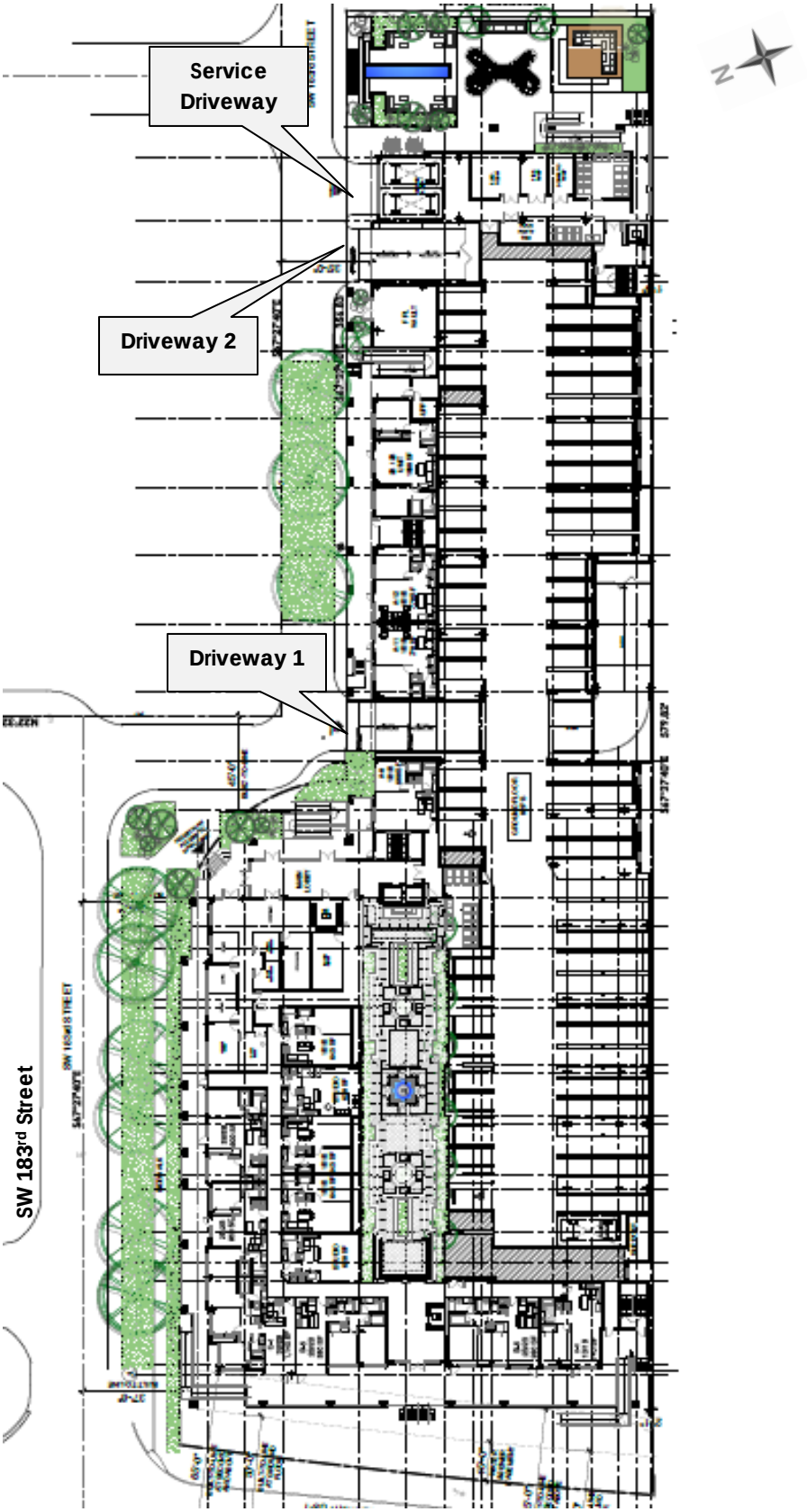


Figure 2: Site Plan



Existing Condition (2016)

The purpose of this section is to identify the current operational and geometric characteristics of the intersections within the study area in order to provide a comparison to future conditions.

Turning Movement Counts (TMC's)

Manual Turning Movement Counts (TMC's) and traffic operational characteristics were gathered at the intersections identified below. These turning movement counts were performed on Thursday, November 10th, 2016 during the typical weekday'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, adjusted for seasonal variations by using the Florida Department of Transportation (FDOT) Seasonal Factor and utilized in the operational analysis for the existing condition. Traffic counts and operational characteristics were gathered at the following intersections:

- South Dixie Highway (SR 5) & & SW 183rd Street
- SW 98th Court & SW 183rd Street
- SW 98th Avenue Road & SW 183rd Street

Figures 3 and 4 are graphical representations of the seasonally adjusted existing AM and PM peak hour TMC's, respectively. Appendix D contains the raw traffic data.

Level of Service (LOS)

The turning movement counts shown in Figures 3 and 4 were utilized to perform an operational analysis for the AM and PM peak hour condition. This analysis was performed consistent with the traffic operational characteristics (i.e. lane geometry, traffic control, etc.) at the time data collection took place and follows the Highway Capacity Manual (HCM) methodology.

The operational analysis revealed that all the intersections are currently operating at LOS A during the AM and PM peak hour. Table 2 summarizes the LOS results and vehicle delay. Appendix E contains other outputs such as volume to capacity ratio (V/C) and 95th Percentile Queue.

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



Figure 4: Existing Seasonally Adjusted TMC's - PM Peak Hour



Table 2: Existing Intersection LOS & Delay - AM & PM Peak Hour

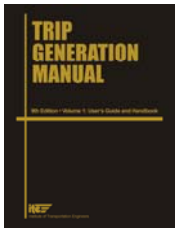
	Location	Intersection Control	Approach	Existing Condition (2016)			
				AM Peak Hour		PM Peak Hour	
				LOS	Delay (s)	LOS	Delay (s)
Intersections	**S Dixie Highway (SR 5) & SW 183 Street**	Two-Way Stop	EB	B	10.6	B	14.3
			WB	C	19.8 *	C	19.2 *
			NB	A	0.1	A	1.4
			SB	A	0.6	A	0.4
			Overall	**A**	**0.6**	**A**	**1.2**
	SW 183 Street & SW 98 Court	Two-Way Stop	EB	A	9.0 *	A	9.0 *
			WB	-	-	-	-
			NB	A	4.4	A	5.2
			SB	A	0.0	A	0.0
			Overall	**A**	**5.8**	**A**	**7.1**
	SW 183 Street & SW 98 Avenue Road	Two-Way Stop	EB	A	0.1	A	0.2
			WB	A	0.0	A	0.0
			NB	-	-	-	-
			SB	A	9.3 *	A	9.4 *
			Overall	**A**	**1.2**	**A**	**1.8**

* TWSC Critical Approach

Project Traffic

This section of the report describes the analysis for estimating the traffic associated with the subject project.

Trip Generation



The trip generation characteristics for the subject project were obtained from **ITE's Trip Generation Manual, 9th Edition**. The trip generation analysis was performed for a typical weekday's AM and PM peak hour. This analysis includes internal capture rates (i.e. project internalization trips for the AM and PM peak hour). The internal capture rates were estimated following the methodology of Multi-Use Development Trip Generation and Internal Capture from the **ITE Trip Generation Handbook, 3rd Edition**. This methodology estimate an internal capture rate between each pair of land uses within a multi-use development. The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the subject project. These land uses (LU) are as follows:

Existing

- LU 560: Church with 11,123 Square Feet

Proposed

- LU 220: Apartment with 297 Dwelling Units
- LU 826: Specialty Retail with 2,500 Square Feet

Based on the trip generation analysis, the subject project will generate **145 net external trips** (27 trips-in & 118 trips-out) during the AM peak hour and **180 net external trips** (117 trips-in & 63 trips-out) in the PM peak hour. These vehicle trips are likely to be reduced based on the rate and extent of the transit and pedestrian usage since neither of these adjustments were utilized in the trip generation analysis. Tables 3 and 4 summarize the trip generation results for the AM and PM peak hour, respectively. Appendix A contains the supporting documentation.

Table 3: Trip Generation - AM Peak Hour

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	AM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
Existing						
Church	11.123 Th.Sq.Ft.	560	0.56	4	2	6
Proposed						
Apartment	297 D.U.	220	0.51	30	121	151
Specialty Retail *	2.500 Th.Sq.Ft.	820/826	0.96	1	1	2
External Trips *(Proposed Trips)*				**31**	**122**	**153**
Internal Trip Capture		*1.4% of External Trips*		*0*	*2*	*2*
Net External Trips *(External Trips - Existing Trips - Internal Trips)*				**27**	**118**	**145**

Notes: Sources: ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 3rd Edition.
* Since ITE does not provide AM data for Specialty Retail (LU 826), ITE's rate for LU 820 (Shopping Center) was used to estimate the AM peak hour trips.

Table 4: Trip Generation - PM Peak Hour

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
Existing						
Church	11.123 Th.Sq.Ft.	560	0.55	3	3	6
Proposed						
Apartment	297 D.U.	220	0.62	120	64	184
Specialty Retail	2.500 Th.Sq.Ft.	826	2.71	3	4	7
External Trips *(Proposed Trips)*				**123**	**68**	**191**
Internal Trip Capture		*2.3% of External Trips*		*3*	*2*	*5*
Net External Trips *(External Trips - Existing Trips - Internal Trips)*				**117**	**63**	**180**

Notes: Sources: ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 3rd Edition.

Trip Distribution

The subject project is located within the Traffic Analysis Zone (TAZ) 1144 as assigned by the Metropolitan Planning Organization's (MPO) on the Miami-Dade Transportation Plan (to the Year 2040) Directional Trips Distribution Report, October 2014. As such, the trip distribution was performed consistent with the trip distribution percentages of TAZ 1144 and by interpolating between the 2010 and 2040 TAZ data for the projected design year of 2019. Figure 5 depicts the TAZ map while the directional trip distribution percentages are outlined in Table 5. Appendix C contains the supporting documentation.

Figure 5: Traffic Analysis Zone (TAZ) Map

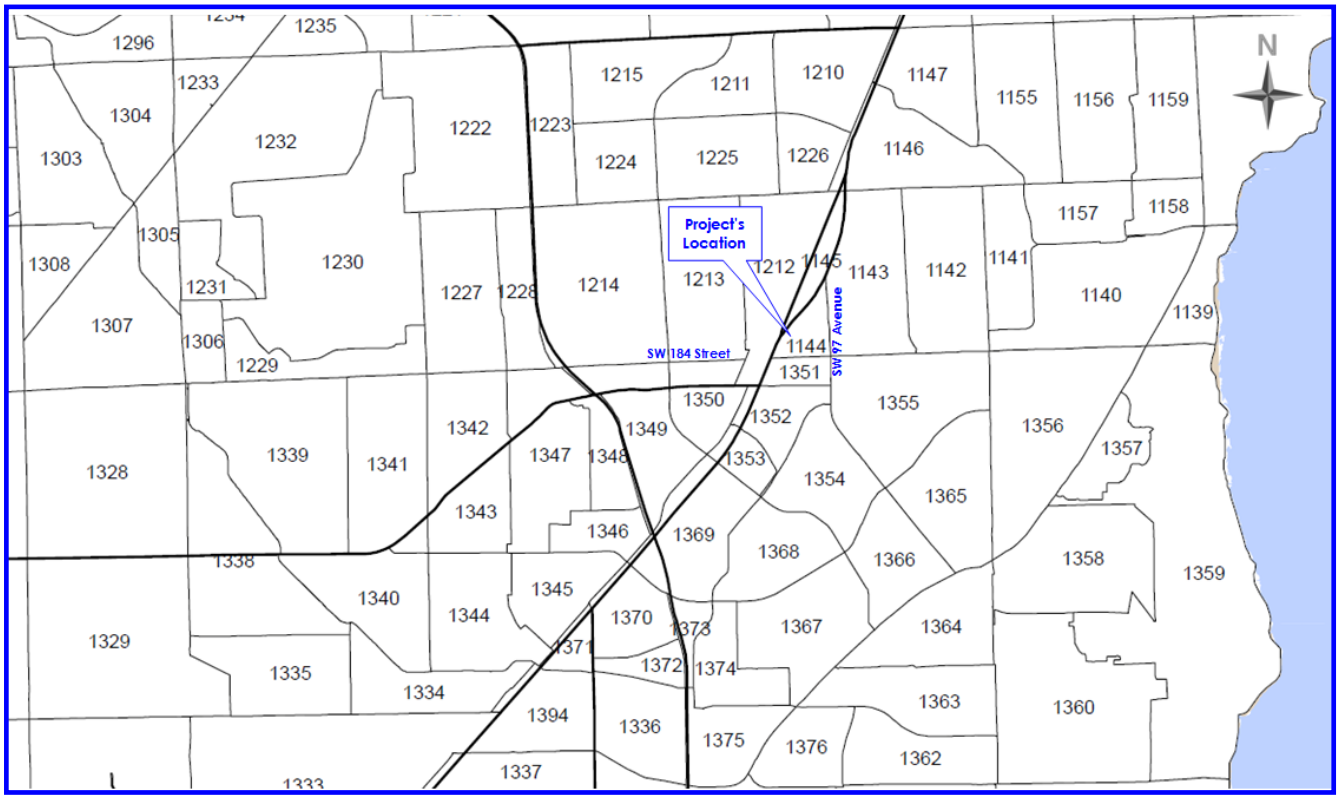


Table 5: Directional Trip Distribution

DIRECTION	DISTRIBUTION PERCENTAGES (%)		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR
	2010	2040	2019
NNE	27.90	27.20	27.69
ENE	0.80	2.00	1.16
ESE	3.70	5.10	4.12
SSE	8.80	8.20	8.62
SSW	22.30	23.40	22.63
WSW	14.20	9.60	12.82
WNW	8.80	10.40	9.28
NNW	13.60	14.10	13.75
TOTAL	100.00	100.00	100.00

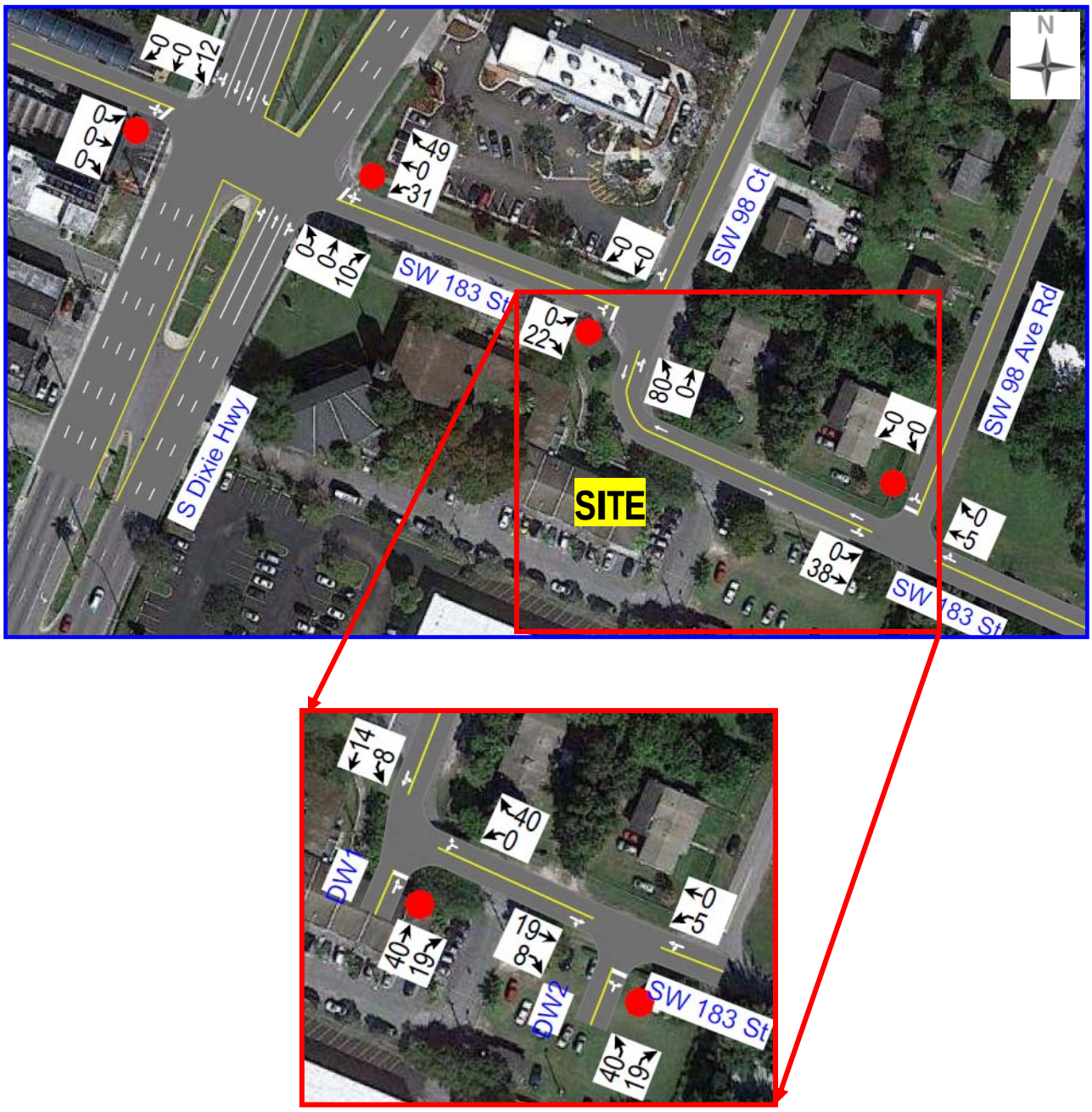
Trip Assignment

The net external trips were distributed into the four quadrants: North, South, East and West. Table 6 includes the trip distribution percentages and the corresponding trip assignments for the AM and PM peak hour. Lastly, Figures 6 and 7 depict the trips assigned to the intersections within the study area and project's driveways for the AM and PM peak hour, respectively.

Table 6: Directional Trip Assignment

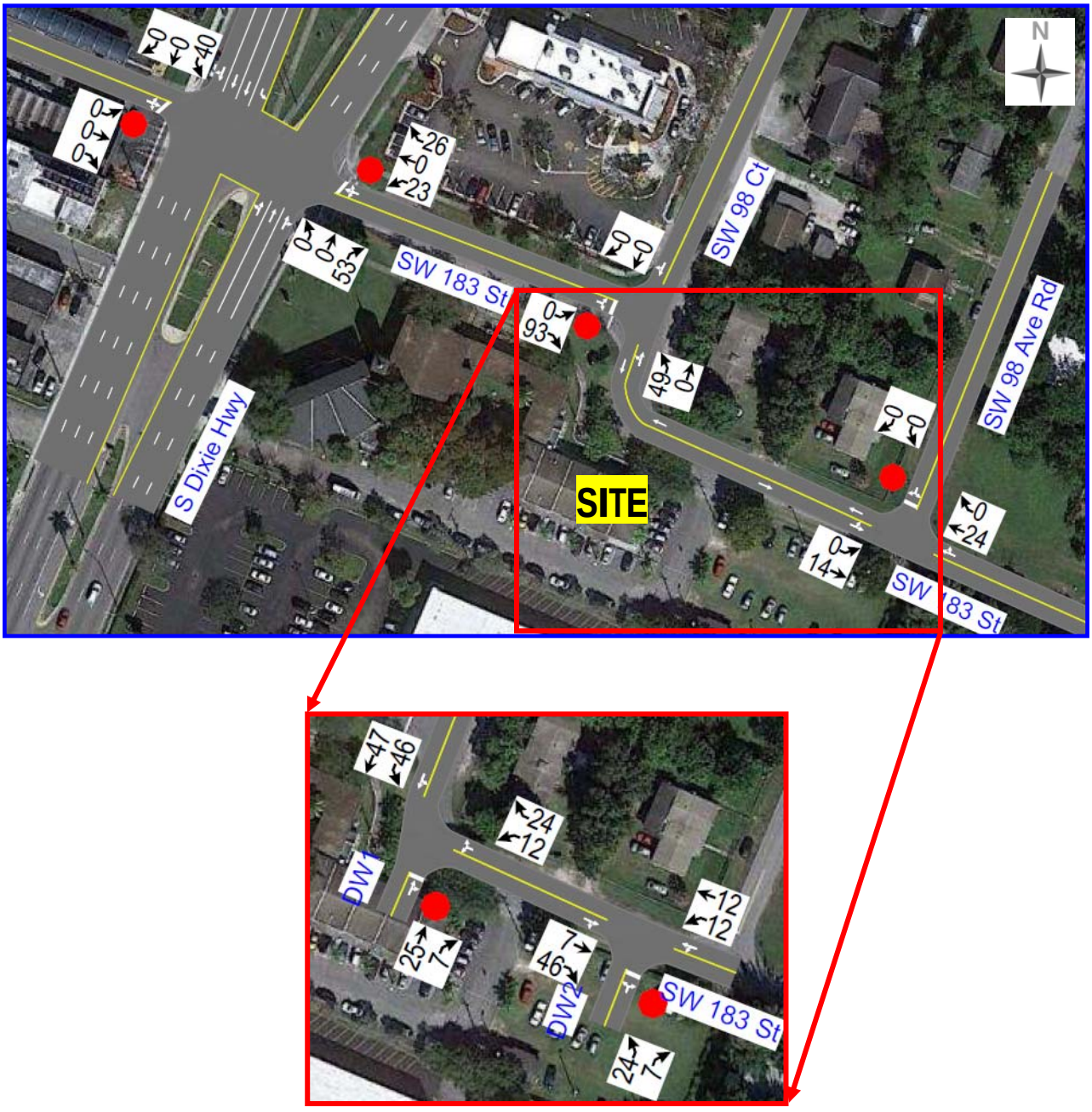
DIRECTION	DISTRIBUTION	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
NORTH	41.44%	12	49	61	48	26	74
EAST	5.28%	1	6	7	6	4	10
SOUTH	31.25%	8	37	45	37	19	56
WEST	22.10%	6	26	32	26	14	40
	100.00%	**27**	**118**	**145**	**117**	**63**	**180**

Figure 6: Project Net Trips - AM Peak Hour



Richard Garcia & Associates, Inc.

Figure 7: Project Net Trips - PM Peak Hour



Future Condition (2019)

This section of the report describes the traffic parameters utilized to develop and to evaluate the future peak hour volumes with project in 2019.

Background Traffic Growth

Using available traffic data from the Florida Department of Transportation (FDOT Count Stations 2562 & 8276), a regression analysis was performed to estimate the background traffic growth within the project's vicinity and resulted in negative growth rate (-0.34 & -0.18). Similarly, a growth rate was calculated using the trips documented in the Miami-Dade County SERPM travel demand traffic model for the subject project TAZ 1144. This calculation yielded a growth rate of 1.71 percent and therefore, was utilized to estimate the background traffic volumes for the project build-out year of 2019. Appendix C contains the supporting documentation.

Future Traffic Volumes - AM & PM Peak Hour

The existing seasonally adjusted turning movement counts were augmented with the background growth rate of 1.71 % and the project net trips. The resulting traffic volumes represent the proposed future condition with project in 2019 and were utilized to evaluate the future traffic operations at each intersection within the study area. The calculations for the specific movements at each intersection are contained in Appendix D. Figures 8 and 9 depict the future traffic volumes for the AM and PM peak hour, respectively.

Level of Service (LOS)

The future traffic volumes with project traffic were evaluated to determine the Level of Service at the most impacted intersections for the project build-out in 2019. The operational analysis for the future conditions revealed that all the intersections within the study area will maintain the existing LOS A during the future AM and PM peak hour condition. Lastly, the project's driveways were also evaluated and resulted in LOS A. Table 7 summarizes the LOS results while Appendix E includes the Synchro software sheets with other outputs such as queue lengths and volume to capacity (v/c) ratio.

Figure 8: Proposed Future Condition with Project - AM Peak Hour

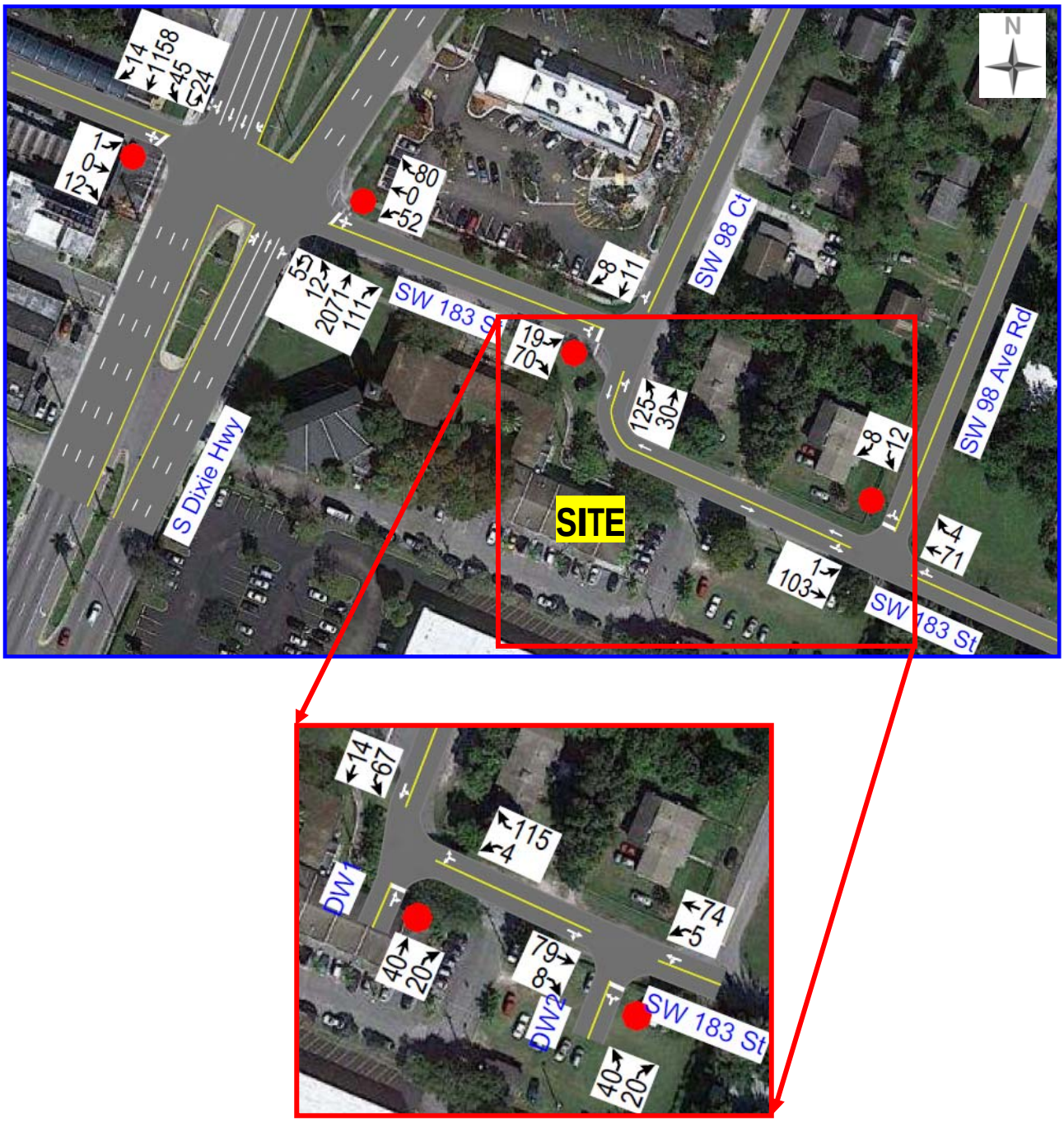


Figure 9: Proposed Future Condition with Project - PM Peak Hour

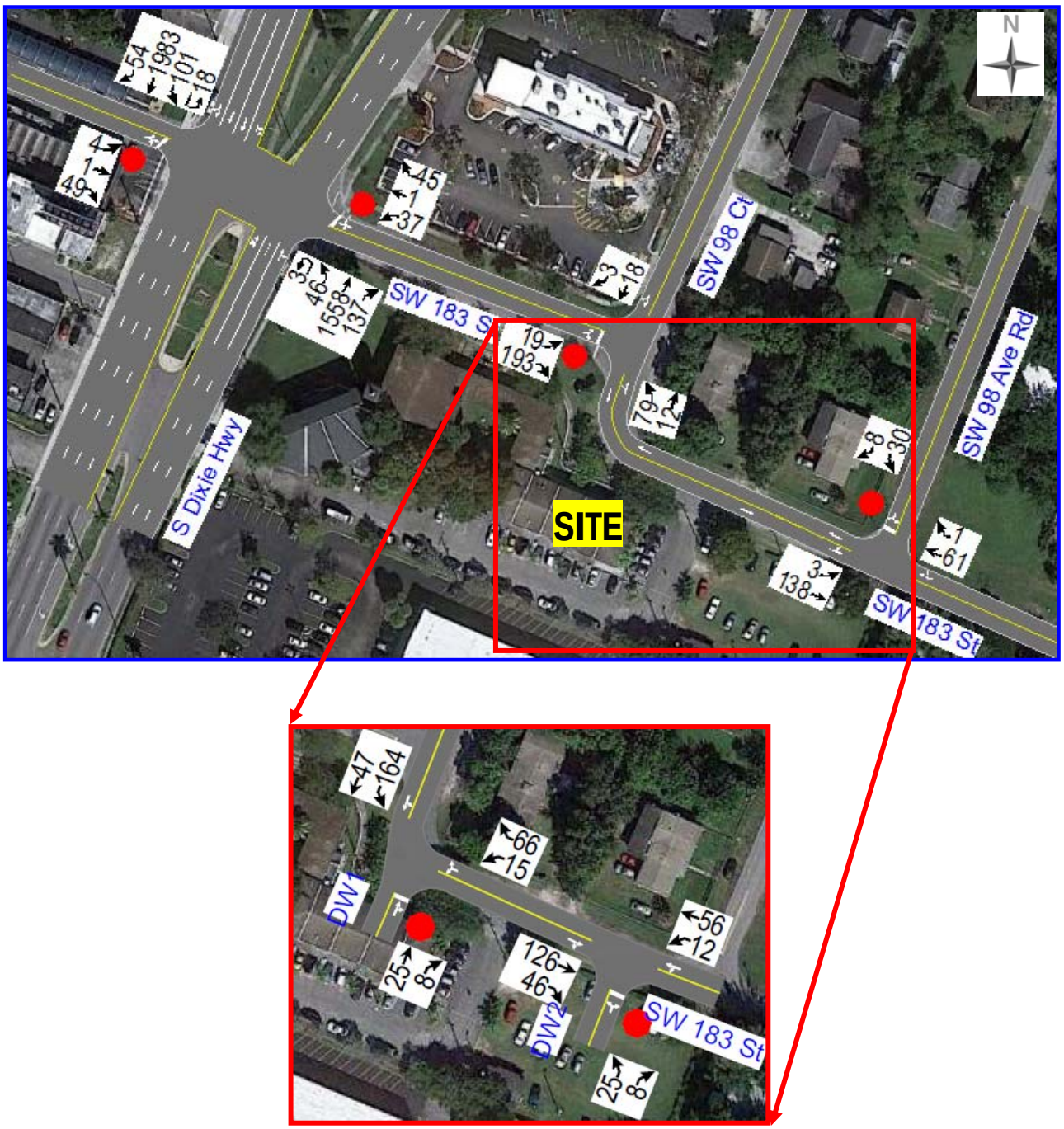


Table 7: Future Intersection LOS & Delay - AM & PM Peak Hour

	Location	Intersection Control	Approach	Future Condition with Project (2019)			
				AM Peak Hour		PM Peak Hour	
				LOS	Delay (s)	LOS	Delay (s)
Intersections	S Dixie Highway (SR 5) & SW 183 Street	Two-Way Stop	EB	B	10.9	C	15.8
			WB	D	30.6 *	D	27.7 *
			NB	A	0.1	A	1.7
			SB	A	0.9	A	0.9
			Overall	**A**	**1.6**	**A**	**2.0**
	SW 183 Street & SW 98 Court	Two-Way Stop	EB	A	9.6 *	A	9.7 *
			WB	-	-	-	-
			NB	A	6.0	A	6.4
			SB	A	0.0	A	0.0
			Overall	**A**	**6.8**	**A**	**8.1**
	SW 183 Street & SW 98 Avenue Road	Two-Way Stop	EB	A	0.1	A	0.2
			WB	A	0.0	A	0.0
			NB	-	-	-	-
			SB	A	9.6 *	A	9.7 *
			Overall	**A**	**1.0**	**A**	**1.6**
Driveways	SW 183 Street & Driveway 1 (DW1)	All-Way Stop	EB	-	-	-	-
			WB	A	0.2	A	1.4
			NB	A	8.6 *	A	8.7 *
			SB	A	6.3	A	6.0
			Overall	**A**	**4.0**	**A**	**5.1**
	SW 183 Street & Driveway 2 (DW2)	Two-Way Stop	EB	A	0.0	A	0.0
			WB	A	0.5	A	1.3
			NB	A	9.6 *	A	9.9 *
			SB	-	-	-	-
			Overall	**A**	**2.7**	**A**	**1.5**

* TWSC Critical Approach

Conclusion

Based on the analysis documented in the this report, the most impacted intersections are currently operating within the Village's acceptable LOS threshold and will continue to do so with the new traffic generated by the subject project. Therefore, no off-site improvements are required or recommended at this time.

Lastly, it is fair to conclude that the subject project will not adversely impact the traffic operations within the study area.

Appendix A: Trip Generation

TABLE: A1

TRIP GENERATION ANALYSIS
AM PEAK HOUR

Project Name: Soleste - Bay Village

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	AM PEAK HOUR TRIPS				
				%	IN	%	OUT	TOTAL
Existing								
Church	11.123 Th.Sq.Ft.	560	0.56	62%	4	38%	2	6
Proposed								
Apartment	297 D.U.	220	0.51	20%	30	80%	121	151
Specialty Retail *	2.500 Th.Sq.Ft.	820/826	0.96	62%	1	38%	1	2
External Trips *(Proposed Trips)*				**20%**	**31**	**80%**	**122**	**153**
Internal Trip Capture			*1.4% of ExternalTrips*	*0%*	*0*	*100%*	*2*	*2*
Net External Trips *(External Trips - Existing Trips - Internal Trips)*				**19%**	**27**	**81%**	**118**	**145**

Notes: Sources: ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 3rd Edition.

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

Results utilized in the analysis.

TABLE: A2

TRIP GENERATION ANALYSIS
PM PEAK HOUR

Project Name: Soleste - Bay Village

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	PM PEAK HOUR TRIPS				
				%	IN	%	OUT	TOTAL
Existing								
Church	11.123 Th.Sq.Ft.	560	0.55	48%	3	52%	3	6
Proposed								
Apartment	297 D.U.	220	0.62	65%	120	35%	64	184
Specialty Retail	2.500 Th.Sq.Ft.	826	2.71	44%	3	56%	4	7
External Trips *(Proposed Trips)*				**64%**	**123**	**36%**	**68**	**191**
Internal Trip Capture			*2.3% of ExternalTrips*	*60%*	*3*	*40%*	*2*	*5*
Net External Trips *(External Trips - Existing Trips - Internal Trips)*				**65%**	**117**	**35%**	**63**	**180**

Notes: Sources: ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 3rd Edition.

Results utilized in the analysis.

TABLE: A3

TRIP GENERATION ANALYSIS
DAILY CONDITION

Project Name: Soleste - Bay Village

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	DAILY TRIPS				
				%	IN	%	OUT	TOTAL
Existing								
Church	11.123 Th.Sq.Ft.	560	9.11	50%	51	50%	50	101
Proposed								
Apartment	297 D.U.	220	6.65	50%	988	50%	987	1,975
Specialty Retail	2.500 Th.Sq.Ft.	826	44.32	50%	55	50%	56	111
Gross External Trips				**50%**	**1,043**	**50%**	**1,043**	**2,086**

Sources: ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 3rd Edition.

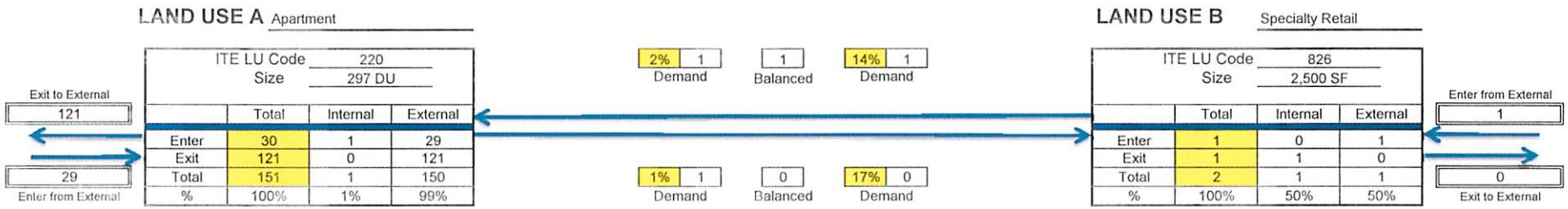
Soleste - Bay Village

INTERNAL TRIP CAPTURE (AM PEAK) - MIXED-USE DEVELOPMENT

Analyst CV

Date November 7, 2016

Time Period AM Peak Hour



Net External Trips for Multi-Use Development					
	LAND USE A	LAND USE B		TOTAL	
Enter	29	1		30	INTERNAL CAPTURE
Exit	121	0		121	
Total	150	1		151	1.4%
Single-Use Trip Gen. Est.	151	2		153	

Sources: Trip Generation Handbook, 3rd Edition.

Input variables.

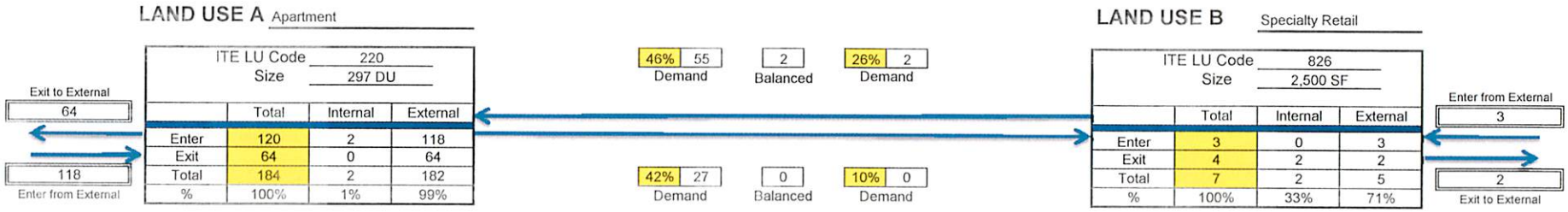
Soleste - Bay Village

INTERNAL TRIP CAPTURE (PM PEAK) - MIXED-USE DEVELOPMENT

Analyst CV

Date November 7, 2016

Time Period PM Peak Hour



Net External Trips for Multi-Use Development				
	LAND USE A	LAND USE B		TOTAL
Enter	118	3		121
Exit	64	2		66
Total	182	5		187
Single-Use Trip Gen. Est.	184	7		191

INTERNAL CAPTURE

2.3%

Sources: Trip Generation Handbook, 3rd Edition.

Input variables.

Apartment
(220)

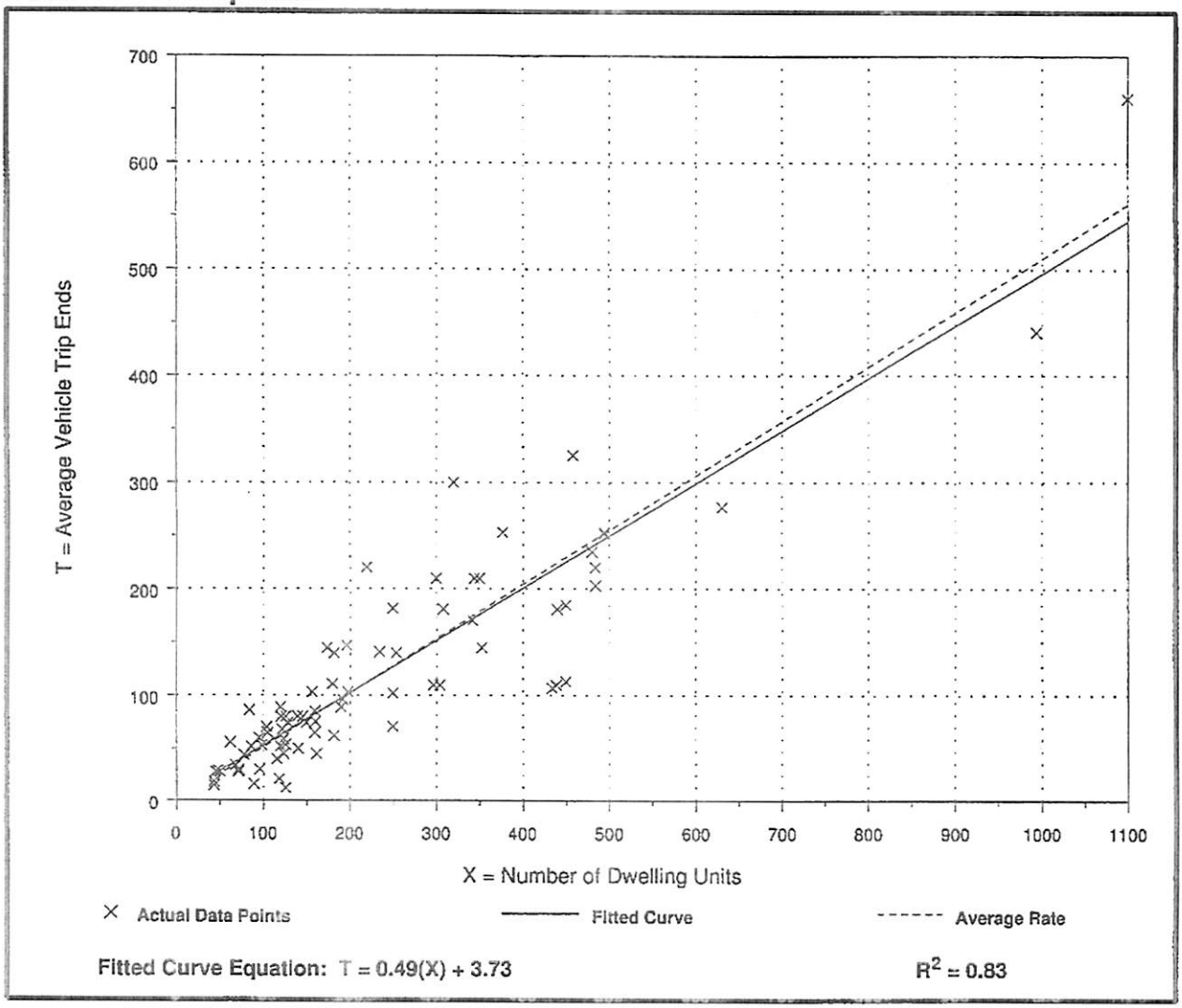
Average Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

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



Fitted Curve Equation: T = 0.49(X) + 3.73

R^2 = 0.83

Apartment
(220)

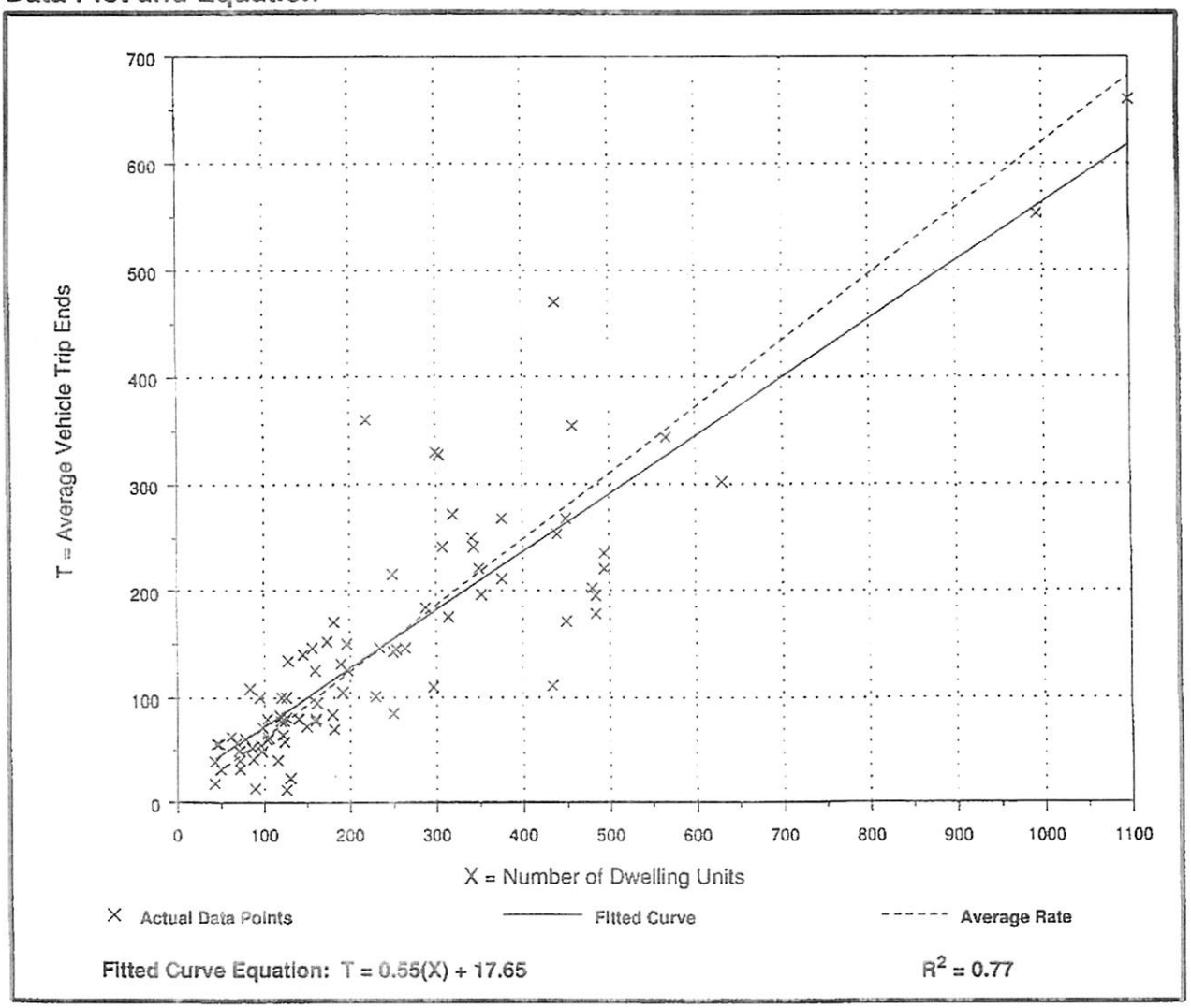
Average Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

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



Fitted Curve Equation: T = 0.55(X) + 17.65

R^2 = 0.77

Apartment
(220)

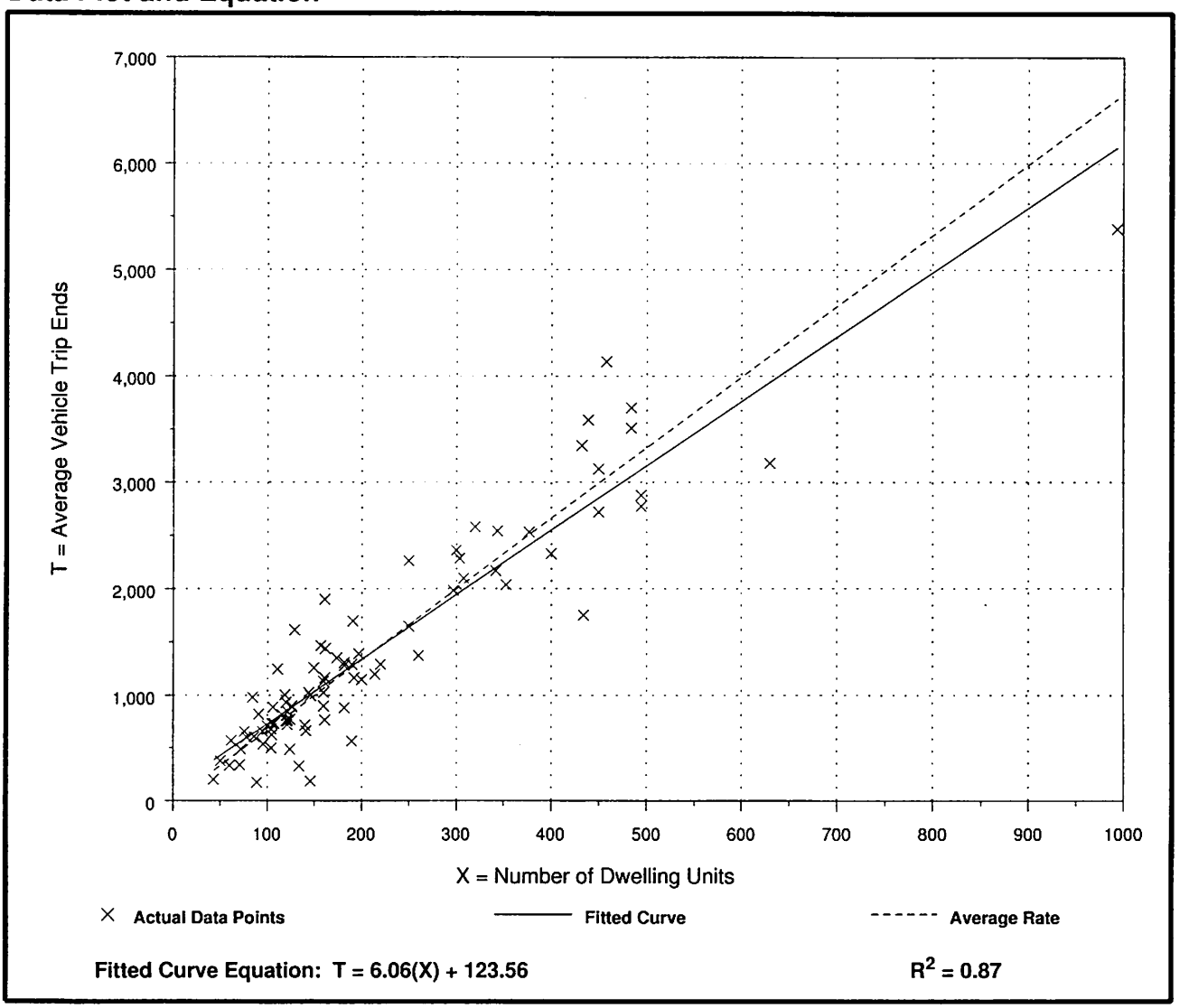
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Number of Studies: 88
Avg. Number of Dwelling Units: 210
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.65	1.27 - 12.50	3.07

Data Plot and Equation



Fitted Curve Equation: T = 6.06(X) + 123.56

R^2 = 0.87

Church
(560)

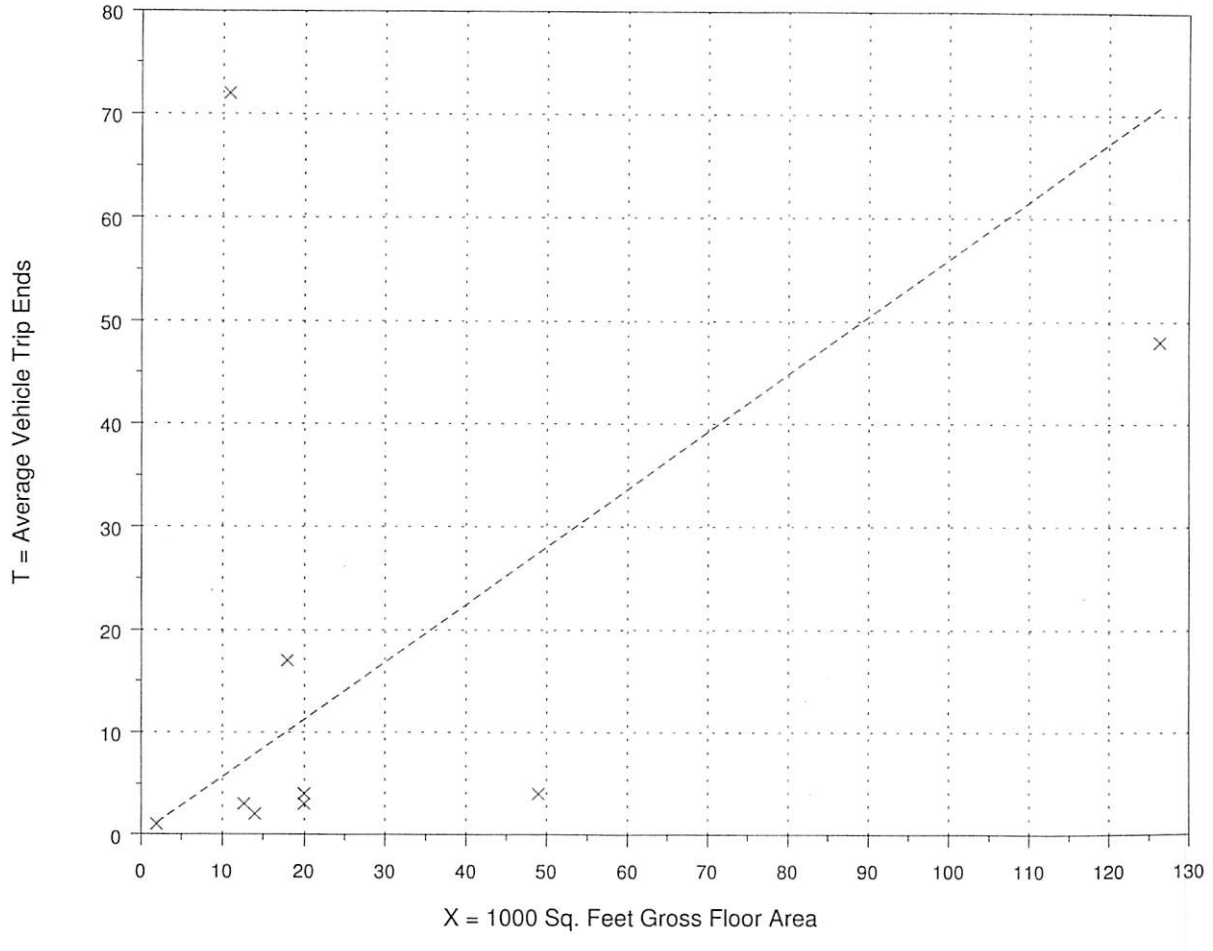
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 9
Average 1000 Sq. Feet GFA: 30
Directional Distribution: 62% entering, 38% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.56	0.08 - 6.61	1.45

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Church
(560)

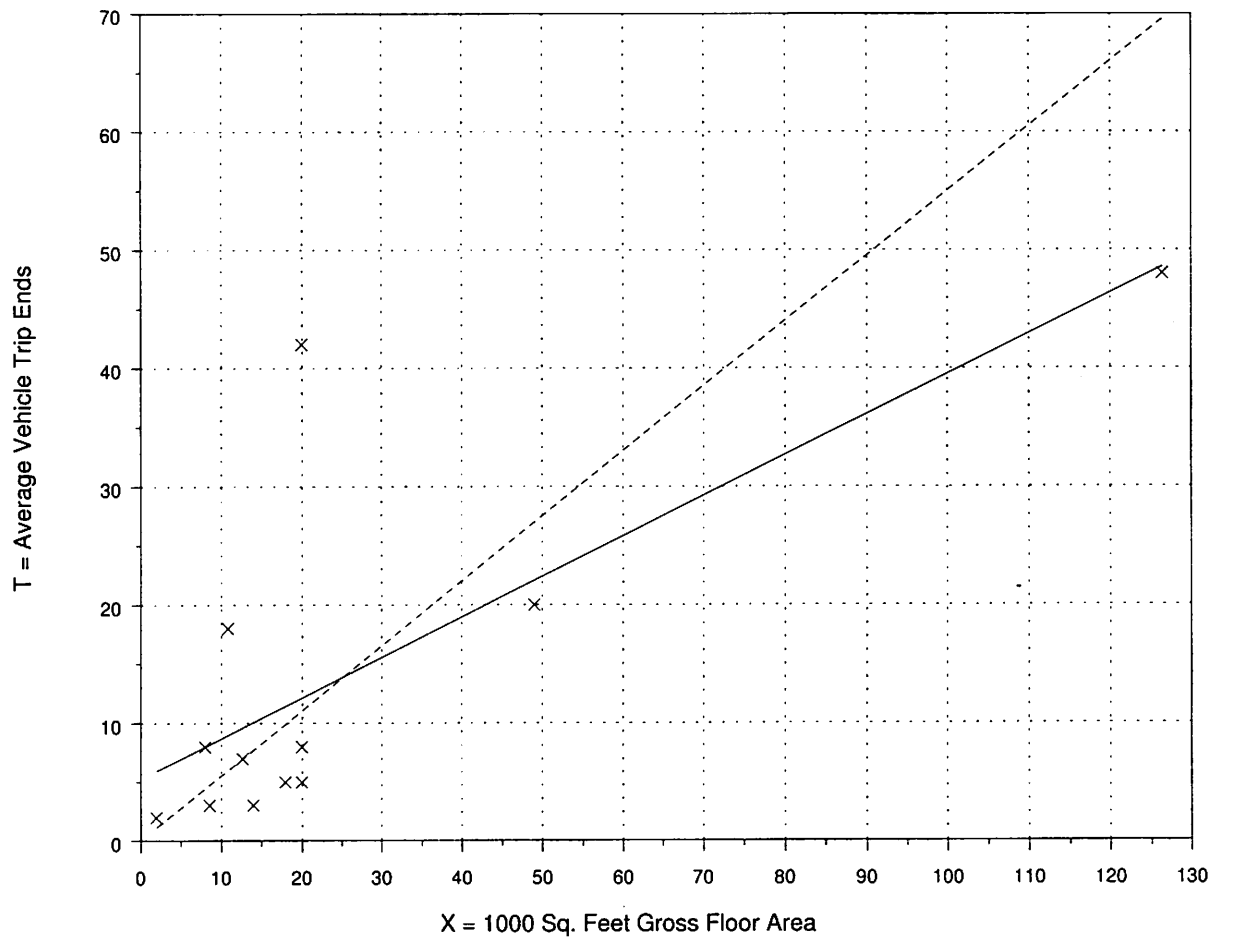
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 12
Average 1000 Sq. Feet GFA: 26
Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.55	0.21 - 2.10	0.87

Data Plot and Equation



Fitted Curve Equation: T = 0.34(X) + 5.24

R^2 = 0.55

Church
(560)

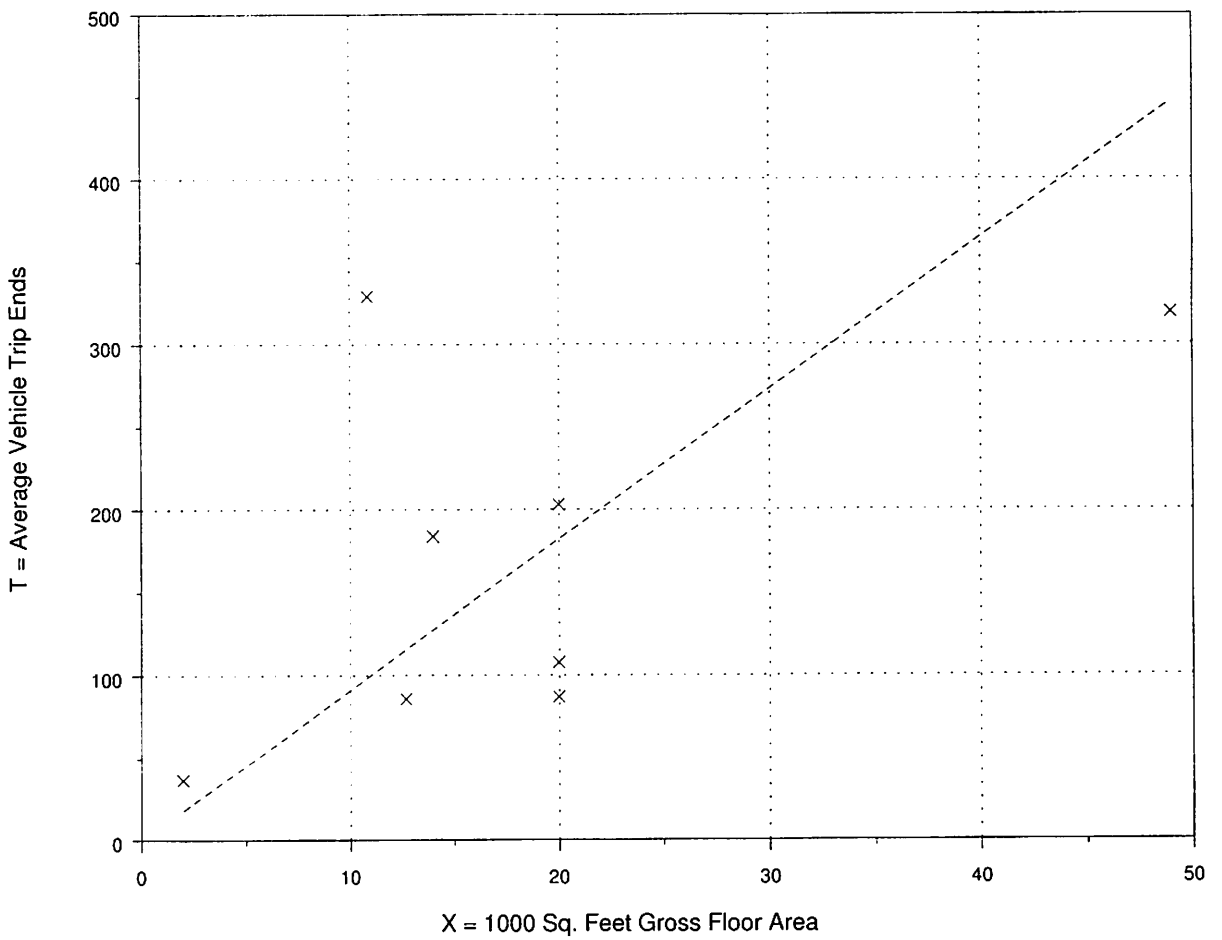
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 8
Average 1000 Sq. Feet GFA: 19
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
9.11	4.35 - 30.20	7.20

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Shopping Center
(820)

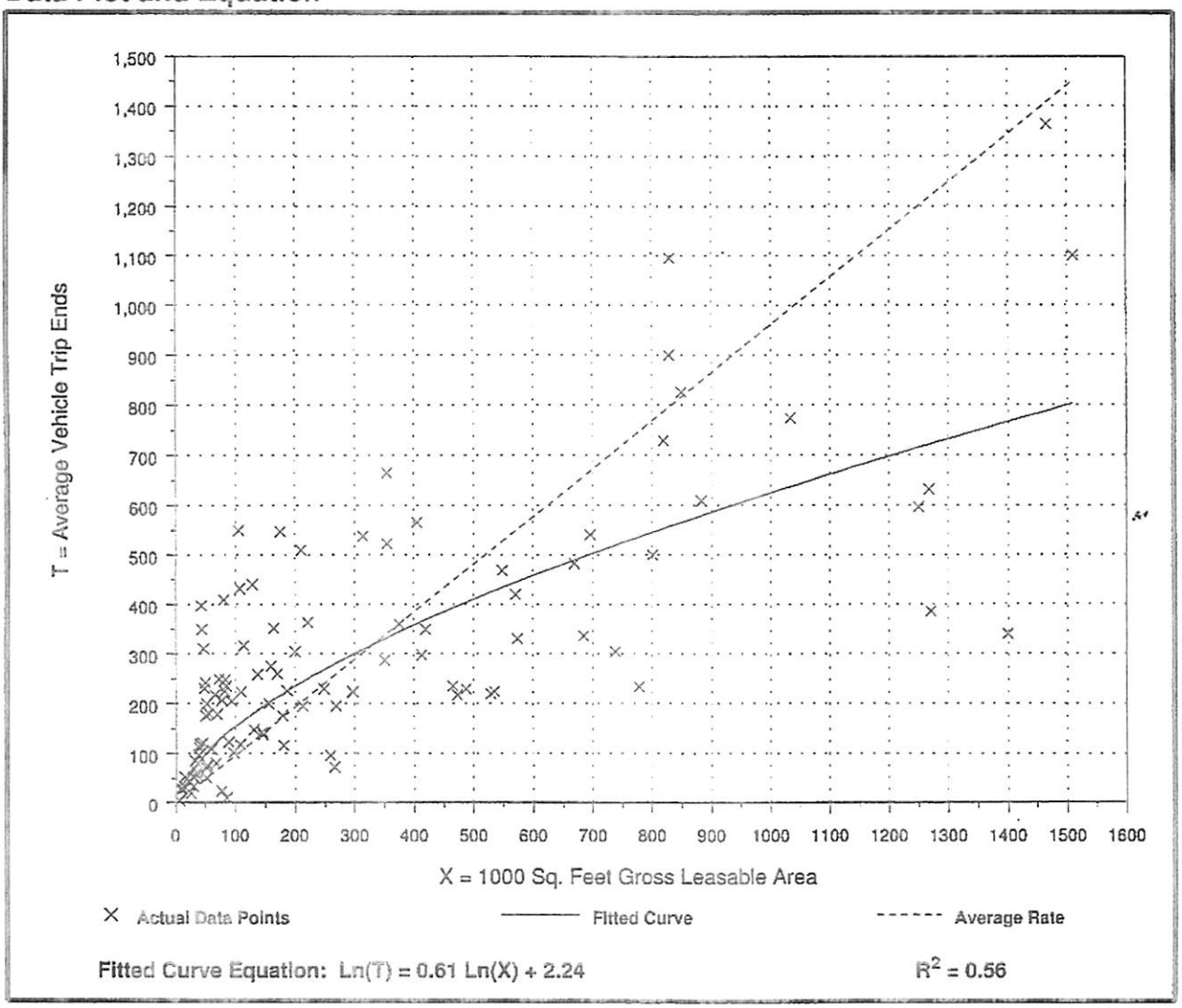
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 104
Average 1000 Sq. Feet GLA: 310
Directional Distribution: 62% entering, 38% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
0.96	0.10 - 9.05	1.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.61 Ln(X) + 2.24 $R^2 = 0.56$

Specialty Retail Center
(826)

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

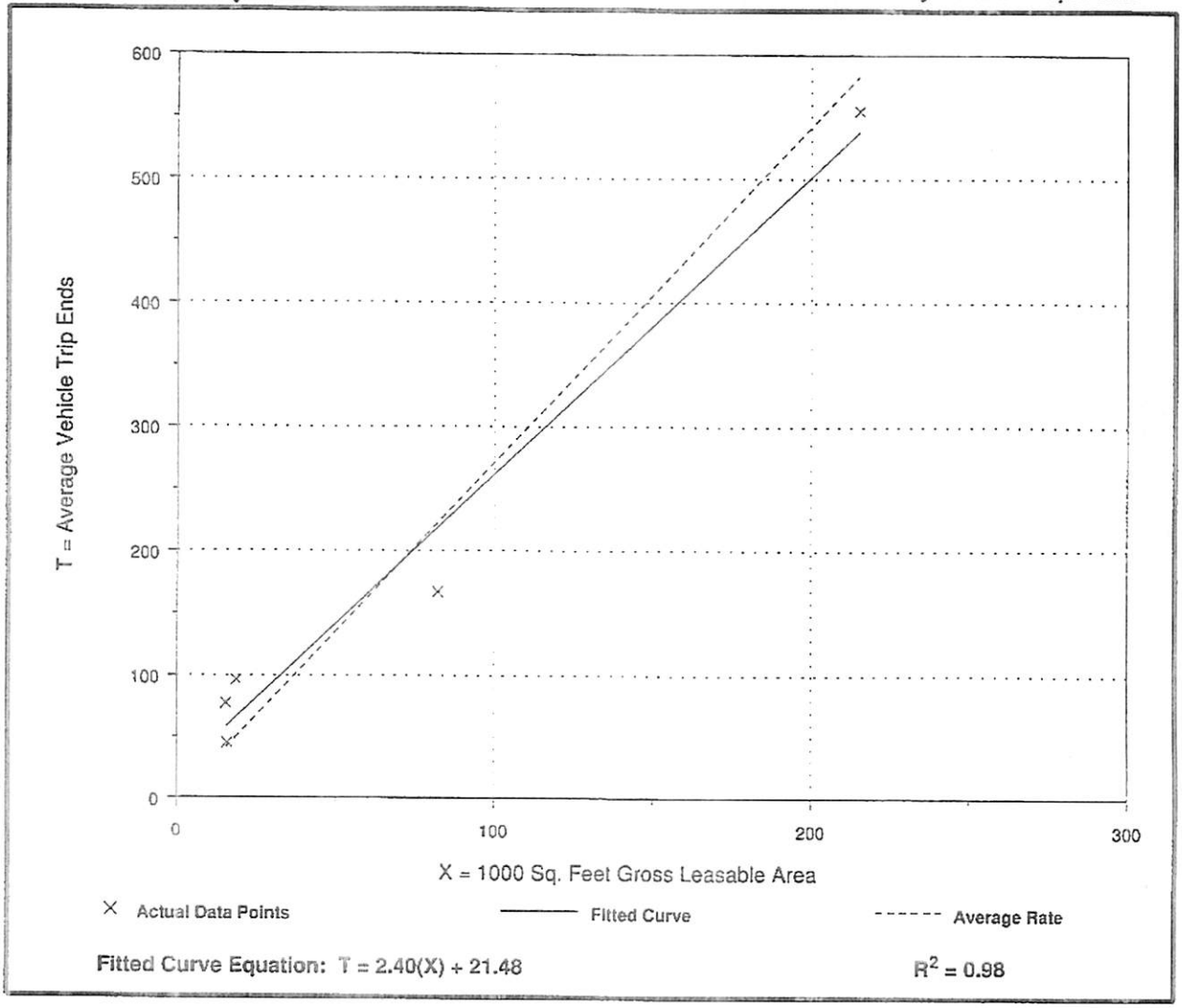
Number of Studies: 5
Average 1000 Sq. Feet GLA: 69
Directional Distribution: 44% entering, 56% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
2.71	2.03 - 5.16	1.83

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: T = 2.40(X) + 21.48

R^2 = 0.98

Specialty Retail Center
(826)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday

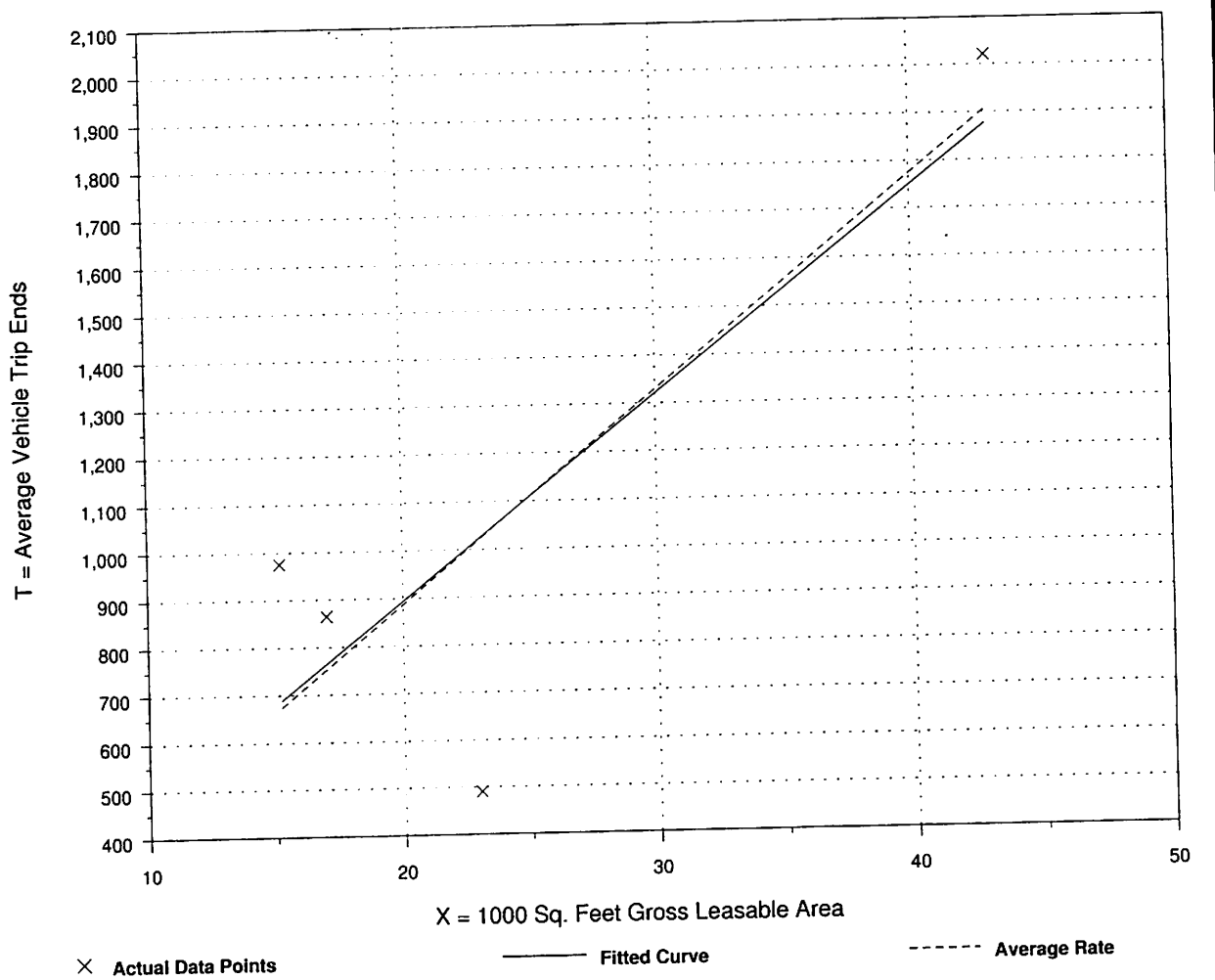
Number of Studies: 4
Average 1000 Sq. Feet GLA: 25
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
44.32	21.30 - 64.21	15.52

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: T = 42.78(X) + 37.66

R^2 = 0.69

Table 6.1 Unconstrained Internal Person Trip Capture Rates for Trip Origins within a Mixed-Use Development

		WEEKDAY	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Retail	28%	20%
	To Restaurant	63%	4%
	To Cinema/Entertainment	0%	0%
	To Residential	1%	2%
	To Hotel	0%	0%
From RETAIL	To Office	29%	2%
	To Restaurant	13%	29%
	To Cinema/Entertainment	0%	4%
	To Residential	14%	26%
	To Hotel	0%	5%
From RESTAURANT	To Office	31%	3%
	To Retail	14%	41%
	To Cinema/Entertainment	0%	8%
	To Residential	4%	18%
	To Hotel	3%	7%
From CINEMA/ENTERTAINMENT	To Office	0%	2%
	To Retail	0%	21%
	To Restaurant	0%	31%
	To Residential	0%	8%
	To Hotel	0%	2%
From RESIDENTIAL	To Office	2%	4%
	To Retail	1%	42%
	To Restaurant	20%	21%
	To Cinema/Entertainment	0%	0%
	To Hotel	0%	3%
From HOTEL	To Office	75%	0%
	To Retail	14%	16%
	To Restaurant	9%	68%
	To Cinema/Entertainment	0%	0%
	To Residential	0%	2%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments.* Washington, DC: Transportation Research Board, Tables 99 and 100, 2011.

Table 6.2 Unconstrained Internal Person Trip Capture Rates for Trip Destinations within a Mixed-Use Development

		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Retail	4%	31%
	From Restaurant	14%	30%
	From Cinema/Entertainment	0%	6%
	From Residential	3%	57%
	From Hotel	3%	0%
To RETAIL	From Office	32%	8%
	From Restaurant	8%	50%
	From Cinema/Entertainment	0%	4%
	From Residential	17%	10%
	From Hotel	4%	2%
To RESTAURANT	From Office	23%	2%
	From Retail	50%	29%
	From Cinema/Entertainment	0%	3%
	From Residential	20%	14%
	From Hotel	6%	5%
To CINEMA/ENTERTAINMENT	From Office	0%	1%
	From Retail	0%	26%
	From Restaurant	0%	32%
	From Residential	0%	0%
	From Hotel	0%	0%
To RESIDENTIAL	From Office	0%	4%
	From Retail	2%	46%
	From Restaurant	5%	16%
	From Cinema/Entertainment	0%	4%
	From Hotel	0%	0%
To HOTEL	From Office	0%	0%
	From Retail	0%	17%
	From Restaurant	4%	71%
	From Cinema/Entertainment	0%	1%
	From Residential	0%	12%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board, Tables 101 and 102, 2011.

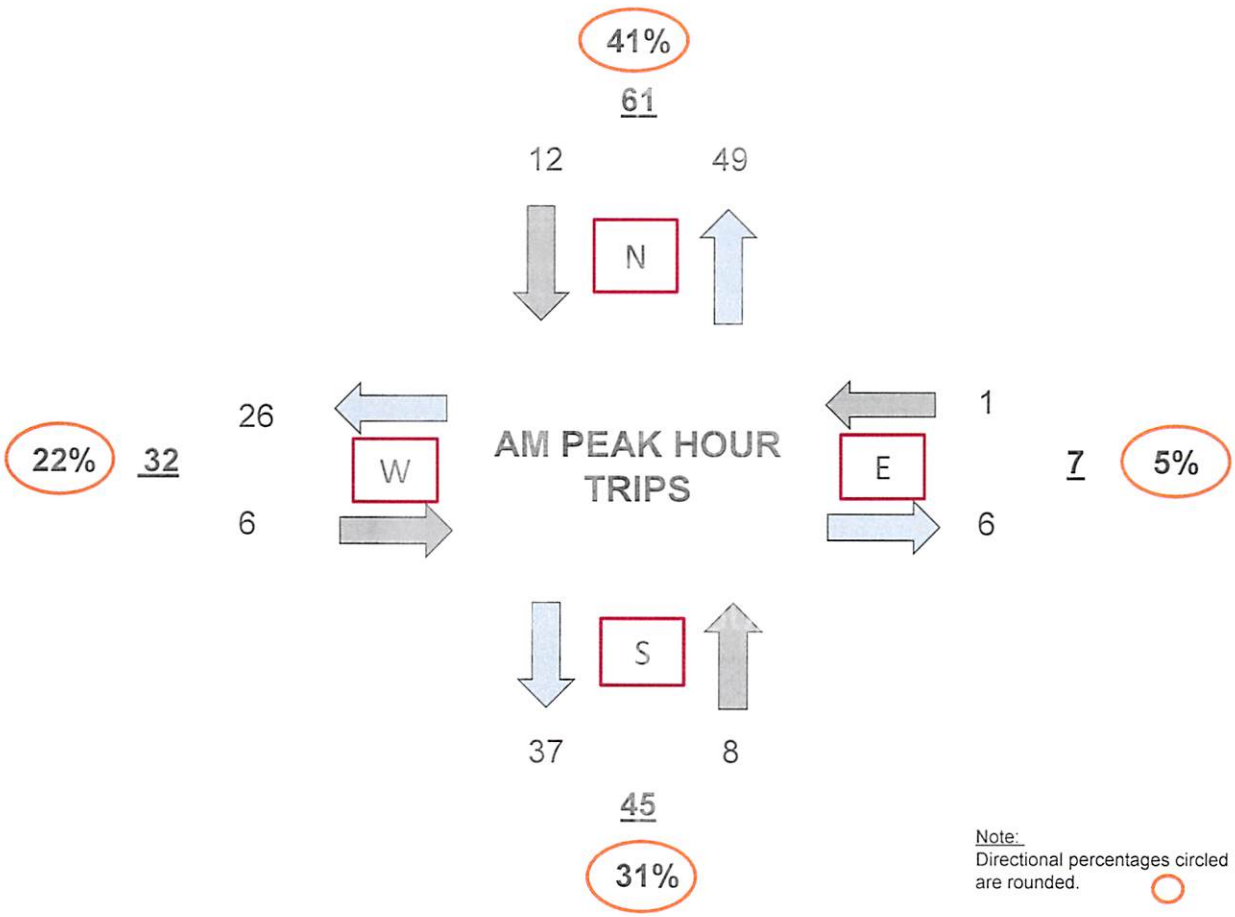
Appendix B: Trip Distribution / Assignment

TABLE: A4

Cardinal Distribution
AM Peak Hour
Traffic Analysis Zone (TAZ) 1144

Project Name: Soleste - Bay Village

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	AM PEAK HOUR		
				IN	OUT	TOTAL
NNE	27.69	NORTH	41.44%	12	49	61
ENE	1.16					
ESE	4.12	EAST	5.28%	1	6	7
SSE	8.62					
SSW	22.63	SOUTH	31.25%	8	37	45
WSW	12.82					
WNW	9.28	WEST	22.10%	6	26	32
NNW	13.75					
TOTAL	100.00		100.00%	27	118	145



Note:
Directional percentages circled are rounded.

TABLE: A4-1

Cardinal Distribution
AM Peak Hour
Traffic Analysis Zone (TAZ) 1144

Project Name: Soleste - Bay Village

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2010	2040	2019			
NNE	27.90	27.20	27.69	8	33	41
ENE	0.80	2.00	1.16	0	1	1
ESE	3.70	5.10	4.12	1	5	6
SSE	8.80	8.20	8.62	2	10	12
SSW	22.30	23.40	22.63	6	27	33
WSW	14.20	9.60	12.82	3	15	18
WNW	8.80	10.40	9.28	3	11	14
NNW	13.60	14.10	13.75	4	16	20
TOTAL	100.00	100.00	100.00	27	118	145

Note:

Based on Miami-Dade Transportation Plan (to the Year 2040) Directional Trip Distribution Report, October 2014. Since the current data is only available for the model years 2010 and 2040, the eight (8) cardinal directions were interpolated to the design year of 2019.

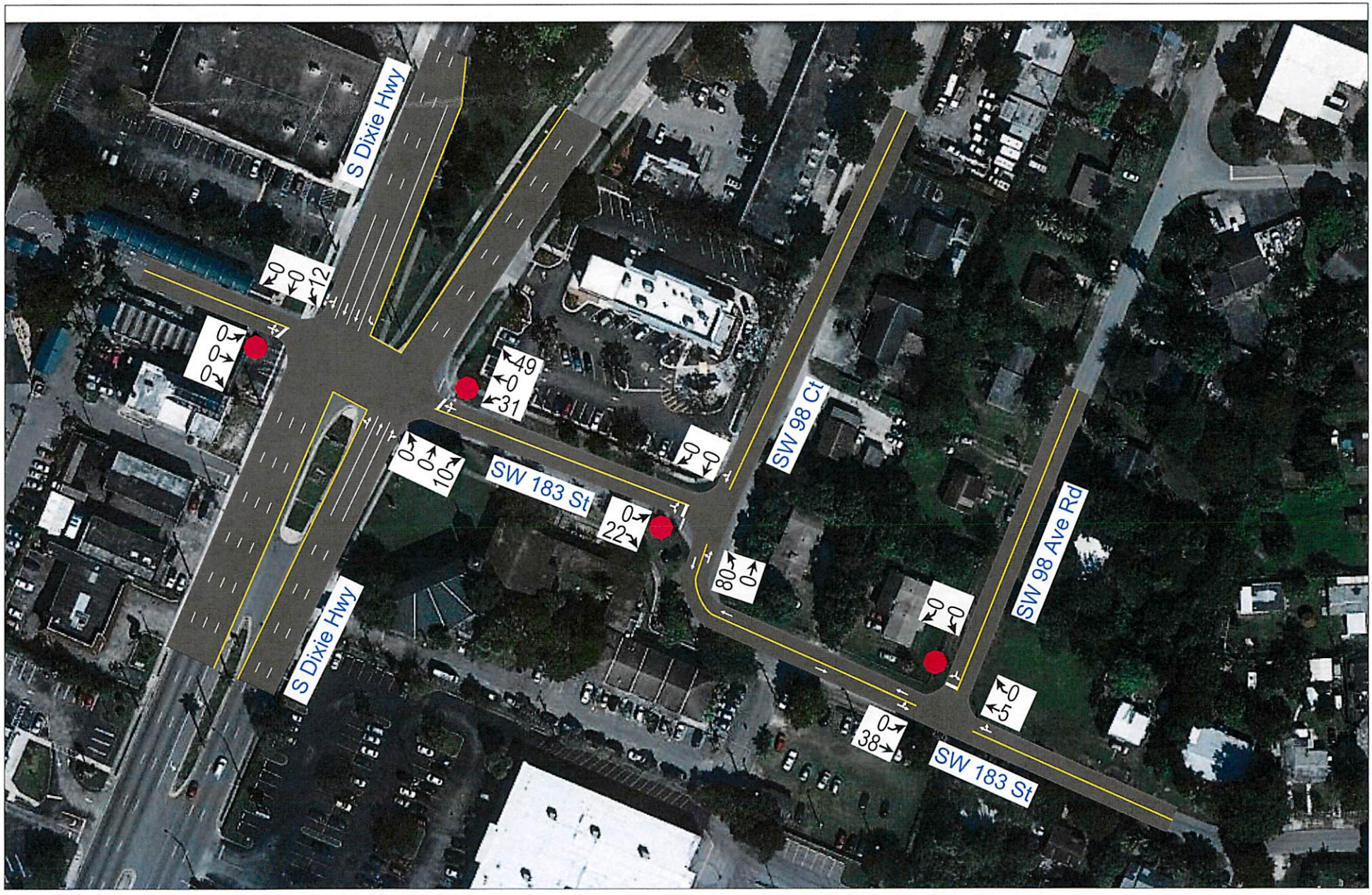
TABLE: A4-2

AM PEAK HOUR	IN	OUT	TOTAL
GROSS TRIPS:	27	118	145
PERCENT:	18.62%	81.38%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	27.69	7.476	8	32.674	33	41
ENE	1.16	0.313	0	1.369	1	1
ESE	4.12	1.112	1	4.862	5	6
SSE	8.62	2.327	2	10.172	10	12
SSW	22.63	6.110	6	26.703	27	33
WSW	12.82	3.461	3	15.128	15	18
WNW	9.28	2.506	3	10.950	11	14
NNW	13.75	3.713	4	16.225	16	20
TOTAL	100.00	27.019	27	118.083	118	145

Soleste - Bay Village

Site Traffic - AM Peak Hour



Soleste - Bay Village

Driveway Net Trips - AM Peak Hour

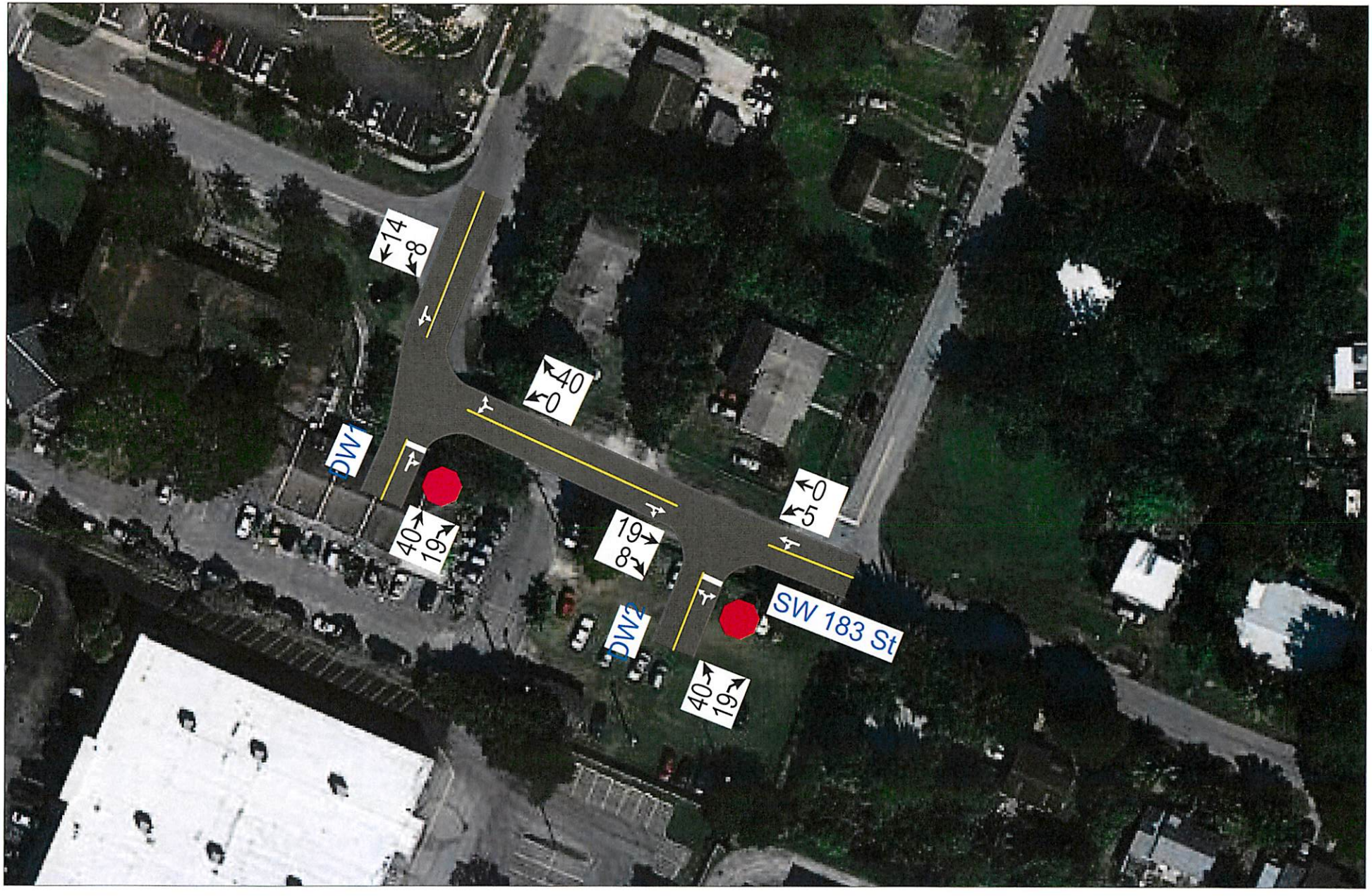
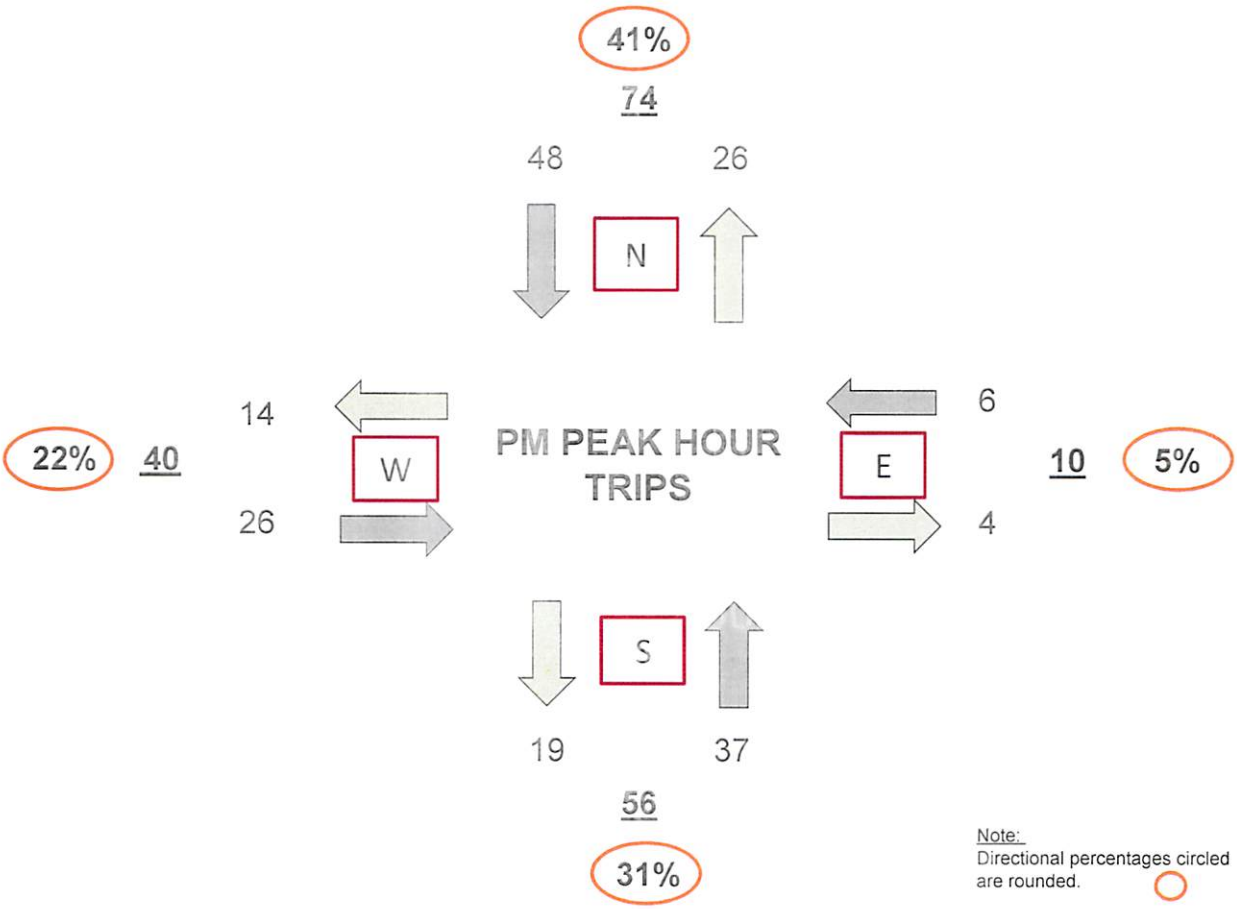


TABLE: A5

Cardinal Distribution
PM Peak Hour
Traffic Analysis Zone (TAZ) 1144

Project Name: Soleste - Bay Village

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	PM PEAK HOUR		
				IN	OUT	TOTAL
NNE	27.69	NORTH	41.44%	48	26	74
ENE	1.16					
ESE	4.12	EAST	5.28%	6	4	10
SSE	8.62					
SSW	22.63	SOUTH	31.25%	37	19	56
WSW	12.82					
WNW	9.28	WEST	22.10%	26	14	40
NNW	13.75					
TOTAL	100.00		100.00%	117	63	180



Note:
Directional percentages circled are rounded.

TABLE: A5-1

Cardinal Distribution
PM Peak Hour
Traffic Analysis Zone (TAZ) 1144

Project Name: Soleste - Bay Village

DIRECTION	DISTRIBUTION PERCENTAGES (%)			PM PEAK HOUR		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2010	2040	2019			
NNE	27.90	27.20	27.69	32	17	49
ENE	0.80	2.00	1.16	1	1	2
ESE	3.70	5.10	4.12	5	3	8
SSE	8.80	8.20	8.62	10	5	15
SSW	22.30	23.40	22.63	27	14	41
WSW	14.20	9.60	12.82	15	8	23
WNW	8.80	10.40	9.28	11	6	17
NNW	13.60	14.10	13.75	16	9	25
TOTAL	100.00	100.00	100.00	117	63	180

Note:

Based on Miami-Dade Transportation Plan (to the Year 2040) Directional Trip Distribution Report, October 2014. Since the current data is only available for the model years 2010 and 2040, the eight (8) cardinal directions were interpolated to the design year of 2019.

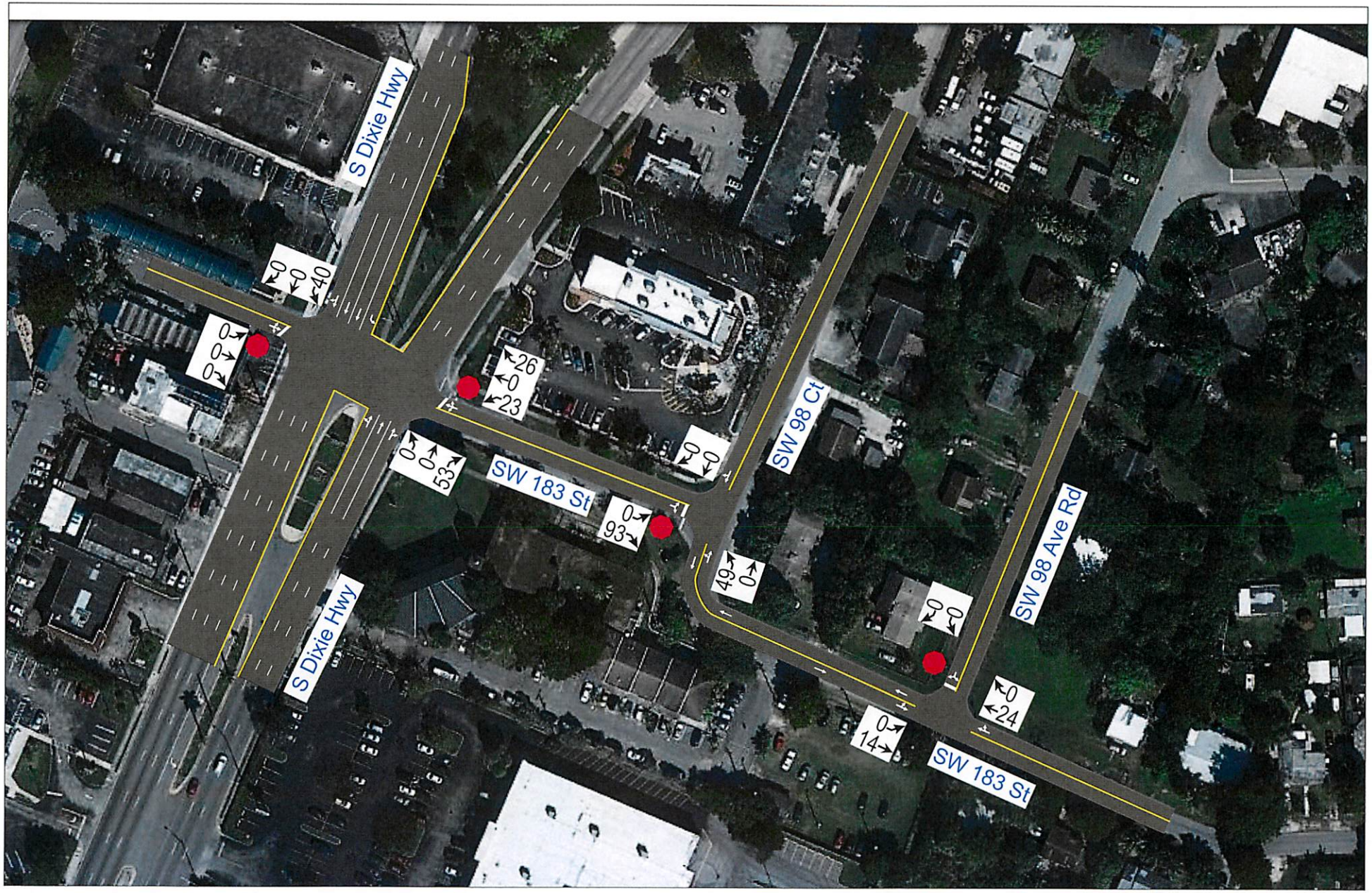
TABLE: A5-2

PM PEAK HOUR	IN	OUT	TOTAL
GROSS TRIPS:	117	63	180
PERCENT:	65.00%	35.00%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	27.69	32.397	32	17.445	17	49
ENE	1.16	1.357	1	0.731	1	2
ESE	4.12	4.820	5	2.596	3	8
SSE	8.62	10.085	10	5.431	5	15
SSW	22.63	26.477	27	14.257	14	41
WSW	12.82	14.999	15	8.077	8	23
WNW	9.28	10.858	11	5.846	6	17
NNW	13.75	16.088	16	8.663	9	25
TOTAL	100.00	117.082	117	63.044	63	180

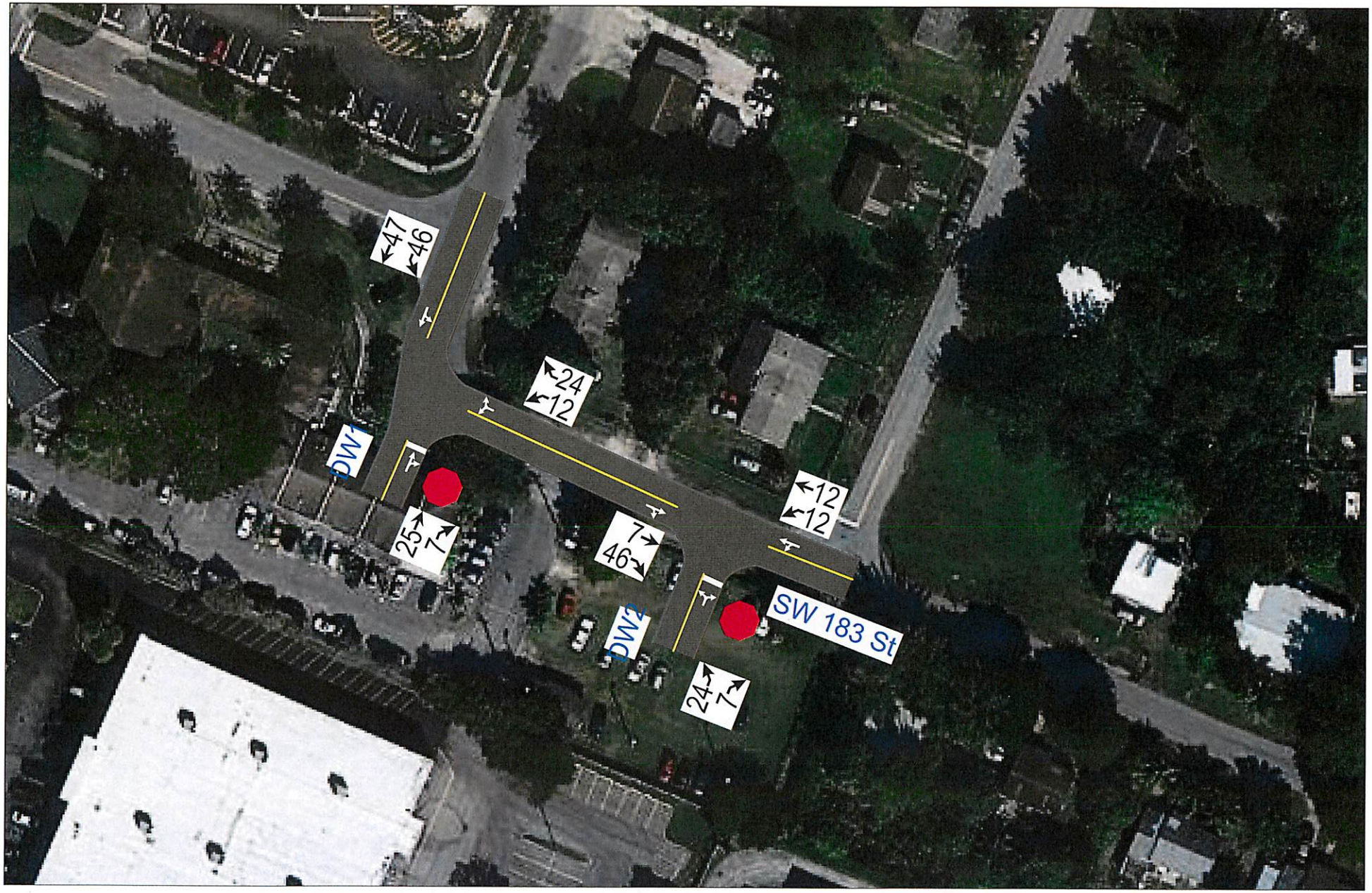
Soleste - Bay Village

Site Traffic - PM Peak Hour

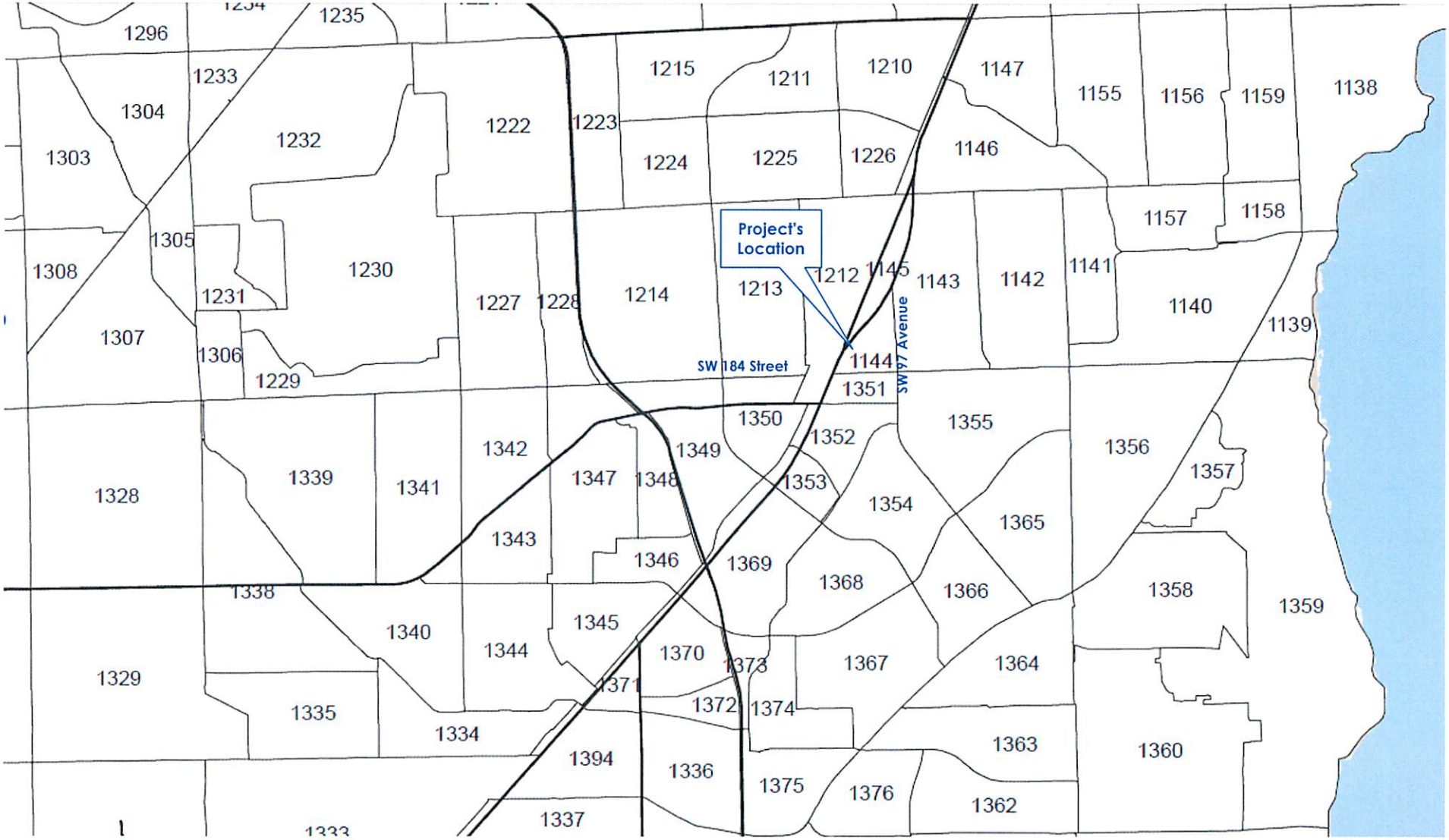


Soleste - Bay Village

Driveway Net Trips - PM Peak Hour



TRAFFIC ANALYSIS ZONE (TAZ)



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

MIAMI-DADE 2040

Long Range Transportation Plan

Directional Trip Distribution Report

October 23, 2014






MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION



Miami-Dade 2010 Directional Distribution Summary

Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1128	4028	PERCENT	26.6	9.1	0.8	0.8	8.4	23.2	13.1	18.0	
1129	4029	TRIPS	642	178	178	13	212	561	313	553	2,650
1129	4029	PERCENT	24.2	6.7	6.7	0.5	8.0	21.2	11.8	20.9	
1130	4030	TRIPS	288	33	0	0	35	222	130	258	966
1130	4030	PERCENT	29.8	3.4	0.0	0.0	3.6	23.0	13.5	26.7	
1131	4031	TRIPS	1,042	43	0	0	204	683	751	901	3,624
1131	4031	PERCENT	28.8	1.2	0.0	0.0	5.6	18.9	20.7	24.9	
1132	4032	TRIPS	216	57	3	28	119	172	207	133	935
1132	4032	PERCENT	23.1	6.1	0.3	3.0	12.7	18.4	22.1	14.2	
1133	4033	TRIPS	293	10	0	0	56	165	264	266	1,054
1133	4033	PERCENT	27.8	1.0	0.0	0.0	5.3	15.7	25.1	25.2	
1134	4034	TRIPS	361	35	0	0	59	299	424	450	1,628
1134	4034	PERCENT	22.2	2.2	0.0	0.0	3.6	18.4	26.0	27.6	
1135	4035	TRIPS	2	0	0	0	0	3	1	3	9
1135	4035	PERCENT	22.2	0.0	0.0	0.0	0.0	33.3	11.1	33.3	
1136	4036	TRIPS	434	20	0	0	72	273	321	664	1,784
1136	4036	PERCENT	24.3	1.1	0.0	0.0	4.0	15.3	18.0	37.2	
1137	4037	TRIPS	151	0	0	0	42	176	118	220	707
1137	4037	PERCENT	21.4	0.0	0.0	0.0	5.9	24.9	16.7	31.1	
1138	4038	TRIPS	295	10	0	0	63	151	315	312	1,146
1138	4038	PERCENT	25.7	0.9	0.0	0.0	5.5	13.2	27.5	27.2	
1139	4039	TRIPS	115	0	0	28	109	231	260	277	1,020
1139	4039	PERCENT	11.3	0.0	0.0	2.8	10.7	22.7	25.5	27.2	
1140	4040	TRIPS	999	43	3	104	152	408	332	502	2,543
1140	4040	PERCENT	39.3	1.7	0.1	4.1	6.0	16.0	13.1	19.7	
1141	4041	TRIPS	470	25	10	36	95	131	208	367	1,342
1141	4041	PERCENT	35.0	1.9	0.8	2.7	7.1	9.8	15.5	27.4	
1142	4042	TRIPS	908	146	0	91	262	363	403	596	2,769
1142	4042	PERCENT	32.8	5.3	0.0	3.3	9.5	13.1	14.6	21.5	
1143	4043	TRIPS	1,255	115	142	254	631	401	427	768	3,993
1143	4043	PERCENT	31.4	2.9	3.6	6.4	15.8	10.0	10.7	19.2	
1144	4044	TRIPS	505	14	67	159	404	257	160	247	1,813
1144	4044	PERCENT	27.9	0.8	3.7	8.8	22.3	14.2	8.8	13.6	
1145	4045	TRIPS	1,446	175	159	550	1,577	637	558	727	5,829
1145	4045	PERCENT	24.8	3.0	2.7	9.4	27.1	10.9	9.6	12.5	
1146	4046	TRIPS	1,318	134	87	523	1,115	852	764	890	5,683
1146	4046	PERCENT	23.2	2.4	1.5	9.2	19.6	15.0	13.4	15.7	
1147	4047	TRIPS	1,202	213	130	89	721	416	506	737	4,014
1147	4047	PERCENT	30.0	5.3	3.2	2.2	18.0	10.4	12.6	18.4	
1148	4048	TRIPS	1,321	298	142	285	1,914	1,048	803	1,516	7,327
1148	4048	PERCENT	18.0	4.1	1.9	3.9	26.1	14.3	11.0	20.7	

Miami-Dade 2040 Directional Distribution Summary											
Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1128	4028	PERCENT	27.9	10.0	1.1	0.5	6.4	21.0	13.0	20.1	
1129	4029	TRIPS	760	141	73	12	145	588	359	578	2,656
1129	4029	PERCENT	28.6	5.3	2.8	0.5	5.5	22.1	13.5	21.8	
1130	4030	TRIPS	307	40	0	15	74	181	151	208	976
1130	4030	PERCENT	31.5	4.1	0.0	1.5	7.6	18.6	15.5	21.3	
1131	4031	TRIPS	1,125	56	4	0	193	794	716	895	3,783
1131	4031	PERCENT	29.7	1.5	0.1	0.0	5.1	21.0	18.9	23.7	
1132	4032	TRIPS	298	110	1	23	136	185	272	246	1,271
1132	4032	PERCENT	23.5	8.7	0.1	1.8	10.7	14.6	21.4	19.4	
1133	4033	TRIPS	289	4	0	0	43	172	237	289	1,034
1133	4033	PERCENT	28.0	0.4	0.0	0.0	4.2	16.6	22.9	28.0	
1134	4034	TRIPS	336	12	0	0	92	242	279	439	1,400
1134	4034	PERCENT	24.0	0.9	0.0	0.0	6.6	17.3	19.9	31.4	
1135	4035	TRIPS	2	0	0	0	0	12	1	7	22
1135	4035	PERCENT	9.1	0.0	0.0	0.0	0.0	54.6	4.6	31.8	
1136	4036	TRIPS	547	12	0	0	144	289	465	681	2,138
1136	4036	PERCENT	25.6	0.6	0.0	0.0	6.7	13.5	21.8	31.9	
1137	4037	TRIPS	96	5	0	0	41	86	155	156	539
1137	4037	PERCENT	17.8	0.9	0.0	0.0	7.6	16.0	28.8	28.9	
1138	4038	TRIPS	291	0	0	0	104	243	357	390	1,385
1138	4038	PERCENT	21.0	0.0	0.0	0.0	7.5	17.6	25.8	28.2	
1139	4039	TRIPS	193	0	0	23	115	304	218	313	1,166
1139	4039	PERCENT	16.6	0.0	0.0	2.0	9.9	26.1	18.7	26.8	
1140	4040	TRIPS	1,002	11	8	145	339	485	449	639	3,078
1140	4040	PERCENT	32.6	0.4	0.3	4.7	11.0	15.8	14.6	20.8	
1141	4041	TRIPS	466	40	4	27	168	255	208	328	1,496
1141	4041	PERCENT	31.2	2.7	0.3	1.8	11.2	17.1	13.9	21.9	
1142	4042	TRIPS	756	107	12	114	569	458	438	694	3,148
1142	4042	PERCENT	24.0	3.4	0.4	3.6	18.1	14.6	13.9	22.1	
1143	4043	TRIPS	1,803	134	100	236	1,263	845	993	888	6,262
1143	4043	PERCENT	28.8	2.1	1.6	3.8	20.2	13.5	15.9	14.2	
1144	4044	TRIPS	821	61	155	247	706	290	313	424	3,017
1144	4044	PERCENT	27.2	2.0	5.1	8.2	23.4	9.6	10.4	14.1	
1145	4045	TRIPS	2,289	326	226	557	2,297	1,095	1,214	1,281	9,285
1145	4045	PERCENT	24.7	3.5	2.4	6.0	24.7	11.8	13.1	13.8	
1146	4046	TRIPS	1,801	216	112	502	1,485	932	927	893	6,868
1146	4046	PERCENT	26.2	3.2	1.6	7.3	21.6	13.6	13.5	13.0	
1147	4047	TRIPS	1,315	112	118	94	1,099	494	556	1,038	4,826
1147	4047	PERCENT	27.3	2.3	2.5	2.0	22.8	10.2	11.5	21.5	
1148	4048	TRIPS	1,883	360	138	326	2,336	1,142	944	1,795	8,924
1148	4048	PERCENT	21.1	4.0	1.6	3.7	26.2	12.8	10.6	20.1	

Appendix C: Growth Rate & Adjustment Factors

TABLE: A6

Growth Rate -
Based on Long Range Transportation Model 2010-2040 Trips

Project Name: Soleste - Bay Village

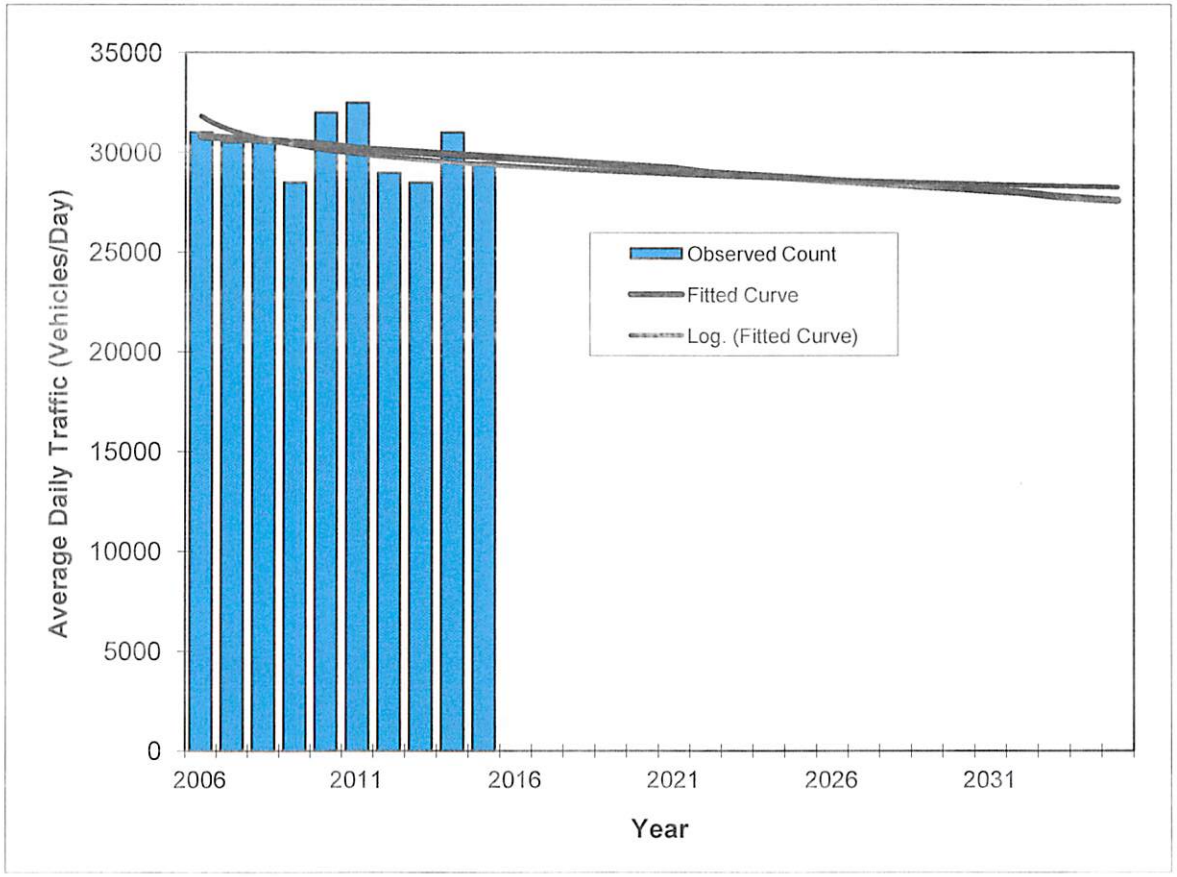
	Year	Trips	Delta Year	Growth
MPO Data (TAZ 1144)	2010	1,813	30	1.71%
	2040	3,017		

Traffic Trends - V2.0

SR 5/US1 -- S DIXIE HWY ONE WAY SB 300' S OF SW 174 ST

PIN#	973215-1
Location	1

County:	Miami (87)
Station #:	2562
Highway:	SR 5/US1



Year	Traffic (ADT/AADT) Count*	Trend**
2006	31000	30800
2007	30500	30700
2008	30500	30600
2009	28500	30500
2010	32000	30400
2011	32500	30200
2012	29000	30100
2013	28500	30000
2014	31000	29900
2015	29500	29800
2016 Opening Year Trend		
2016	N/A	29700
2018 Mid-Year Trend		
2018	N/A	29500
2019 Design Year Trend		
2019	N/A	29400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-109
Trend R-squared:	5.58%
Trend Annual Historic Growth Rate:	-0.36%
Trend Growth Rate (2015 to Design Year):	-0.34%
Printed:	7-Nov-16
Straight Line Growth Option	

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2562 - SR5/US1 S DIXIE HWY ONE WAY SB 300' S OF SW 174 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	29500 C	S 29500	0	9.00	99.90	5.20
2014	31000 C	S 31000		9.00	99.90	5.80
2013	28500 C	S 28500	0	9.00	99.90	5.40
2012	29000 C	S 29000	0	9.00	99.90	5.70
2011	32500 C	S 32500	0	9.00	99.90	6.10
2010	32000 C	S 32000	0	7.87	99.99	6.90
2009	28500 C	S 28500	0	7.98	99.99	6.30
2008	30500 C	S 30500	0	8.07	99.99	7.10
2007	30500 C	S 30500	0	7.90	99.99	8.00
2006	31000 C	S 31000	0	7.39	99.99	6.10
2005	30500 C	S 30500		7.70	99.90	5.50
2004	32500 C	S 32500	0	8.20	99.90	6.20
2003	29500 C	S 29500	0	8.10	99.90	4.80
2002	63500 C	S 32500	31000	9.20	99.90	3.40

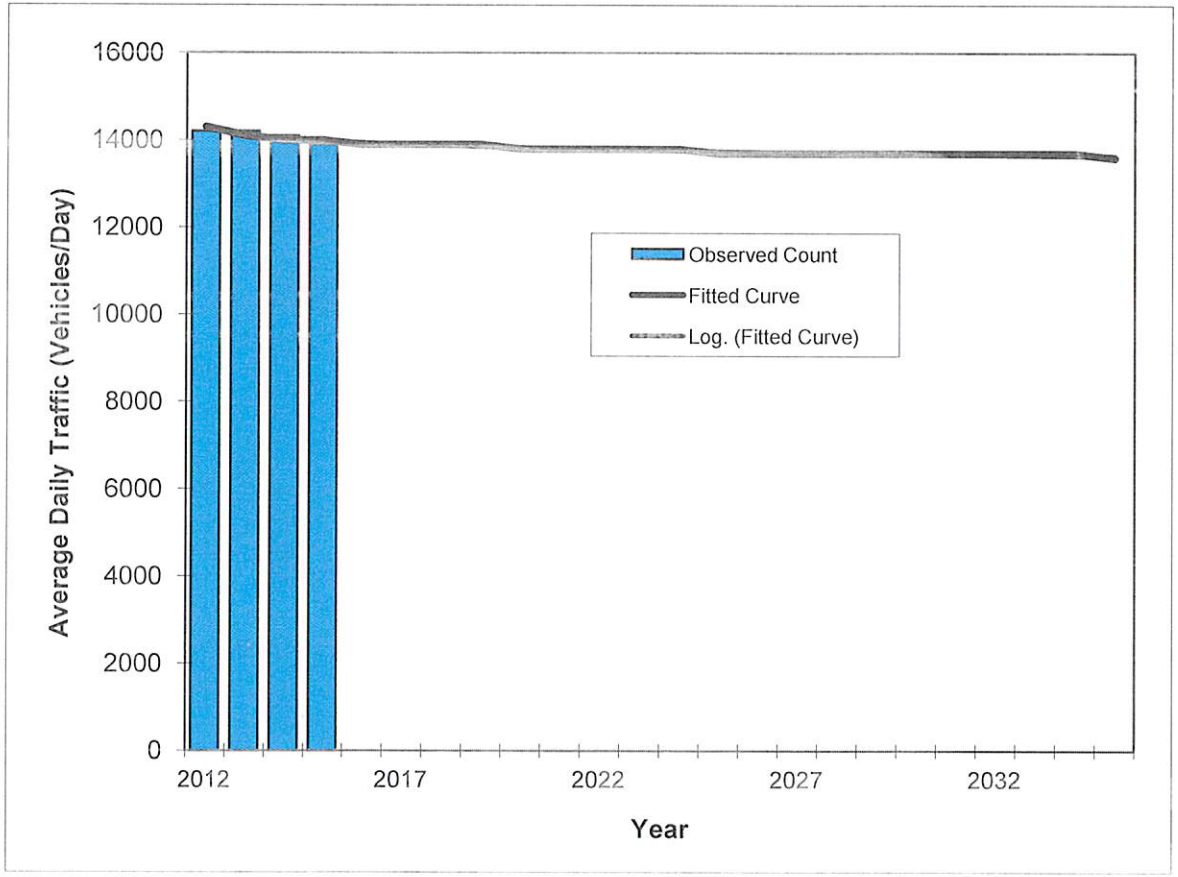
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

SW 184 ST -- 200' WEST OF US1

PIN#	973215-1
Location	1

County:	Miami (87)
Station #:	8276
Highway:	SW 184 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	14200	14300
2013	14200	14100
2014	14100	14000
2015	13900	14000
2016 Opening Year Trend		
2016	N/A	13900
2018 Mid-Year Trend		
2018	N/A	13900
2019 Design Year Trend		
2019	N/A	13900
TRANPLAN Forecasts/Trends		

Trend R-squared:	66.47%
Compounded Annual Historic Growth Rate:	-0.70%
Compounded Growth Rate (2015 to Design Year):	-0.18%
Printed:	7-Nov-16

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8276 - SW 184TH ST, 200' WEST OF US-1

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	13900 T	E 8000	W 5900	9.00	57.40	13.70
2014	14100 S	E 8100	W 6000	9.00	59.30	17.40
2013	14200 F	E 8200	W 6000	9.00	58.90	16.20
2012	14200 C	E 8200	W 6000	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; 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

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2015 - 01/03/2015	1.02	1.04
2	01/04/2015 - 01/10/2015	1.02	1.04
3	01/11/2015 - 01/17/2015	1.02	1.04
4	01/18/2015 - 01/24/2015	1.01	1.03
5	01/25/2015 - 01/31/2015	1.00	1.02
6	02/01/2015 - 02/07/2015	0.99	1.01
* 7	02/08/2015 - 02/14/2015	0.98	1.00
* 8	02/15/2015 - 02/21/2015	0.97	0.99
* 9	02/22/2015 - 02/28/2015	0.97	0.99
*10	03/01/2015 - 03/07/2015	0.97	0.99
*11	03/08/2015 - 03/14/2015	0.97	0.99
*12	03/15/2015 - 03/21/2015	0.98	1.00
*13	03/22/2015 - 03/28/2015	0.98	1.00
*14	03/29/2015 - 04/04/2015	0.99	1.01
*15	04/05/2015 - 04/11/2015	0.99	1.01
*16	04/12/2015 - 04/18/2015	0.99	1.01
*17	04/19/2015 - 04/25/2015	0.99	1.01
*18	04/26/2015 - 05/02/2015	0.99	1.01
*19	05/03/2015 - 05/09/2015	0.99	1.01
20	05/10/2015 - 05/16/2015	1.00	1.02
21	05/17/2015 - 05/23/2015	0.99	1.01
22	05/24/2015 - 05/30/2015	0.99	1.01
23	05/31/2015 - 06/06/2015	0.99	1.01
24	06/07/2015 - 06/13/2015	0.99	1.01
25	06/14/2015 - 06/20/2015	1.00	1.02
26	06/21/2015 - 06/27/2015	1.01	1.03
27	06/28/2015 - 07/04/2015	1.01	1.03
28	07/05/2015 - 07/11/2015	1.02	1.04
29	07/12/2015 - 07/18/2015	1.02	1.04
30	07/19/2015 - 07/25/2015	1.01	1.03
31	07/26/2015 - 08/01/2015	1.01	1.03
32	08/02/2015 - 08/08/2015	1.00	1.02
33	08/09/2015 - 08/15/2015	1.00	1.02
34	08/16/2015 - 08/22/2015	1.00	1.02
35	08/23/2015 - 08/29/2015	1.00	1.02
36	08/30/2015 - 09/05/2015	1.01	1.03
37	09/06/2015 - 09/12/2015	1.01	1.03
38	09/13/2015 - 09/19/2015	1.01	1.03
39	09/20/2015 - 09/26/2015	1.01	1.03
40	09/27/2015 - 10/03/2015	1.01	1.03
41	10/04/2015 - 10/10/2015	1.01	1.03
42	10/11/2015 - 10/17/2015	1.02	1.04
43	10/18/2015 - 10/24/2015	1.02	1.04
44	10/25/2015 - 10/31/2015	1.03	1.05
45	11/01/2015 - 11/07/2015	1.03	1.05
46	11/08/2015 - 11/14/2015	1.04	1.06
47	11/15/2015 - 11/21/2015	1.03	1.05
48	11/22/2015 - 11/28/2015	1.03	1.05
49	11/29/2015 - 12/05/2015	1.02	1.04
50	12/06/2015 - 12/12/2015	1.02	1.04
51	12/13/2015 - 12/19/2015	1.02	1.04
52	12/20/2015 - 12/26/2015	1.02	1.04
53	12/27/2015 - 12/31/2015	1.02	1.04

* PEAK SEASON

Appendix D: Traffic Counts (TMC's)

TABLE: A7

INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

Project Name: Soleste - Bay Village

INTERSECTION NO.	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 AM PEAK HR COUNT	5 DATE OF COUNT	6 PHF	7 SF	8 AM PEAK SEASONALLY ADJUSTED (EXISTING)	9 BACKGROUND GROWTH @ 1.71% FOR PROJECT BUILD-OUT OF 2019 (3 YEAR GROWTH)	10 PROPOSED FUTURE TRAFFIC W/O PROJECT (2019)	11 SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	12 PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2019)
1	S Dixie Highway (SR 5) & SW 183 Street	SOUTHBOUND	SBR	13	Thursday, November 10, 2016	0.974	1.04	14	1	14	0	14
			SBT	1,058			1.04	1,100	57	1,158	0	1,158
			SBL	30			1.04	31	2	33	12	45
			SBU	22			1.04	23	1	24	0	24
			TOTAL	**1,123**				**1,168**	**61**	**1,229**	**12**	**1,241**
		WESTBOUND	WBR	28			1.04	29	2	31	49	80
			WBT	0			1.04	0	0	0	0	0
			WBL	19			1.04	20	1	21	31	52
			TOTAL	**47**				**49**	**3**	**51**	**80**	**131**
		NORTHBOUND	NBR	92			1.04	96	5	101	10	111
			NBT	1,893			1.04	1,969	103	2,071	0	2,071
			NBL	11			1.04	11	1	12	0	12
			NBL	5			1.04	5	0	5	0	5
			TOTAL	**2,001**				**2,081**	**109**	**2,190**	**10**	**2,200**
		EASTBOUND	EBR	11			1.04	11	1	12	0	12
			EBT	0			1.04	0	0	0	0	0
			EBL	1			1.04	1	0	1	0	1
			TOTAL	**12**				**12**	**1**	**13**	**0**	**13**
	TOTAL			***3,183***				***3,310***	***173***	***3,483***	***102***	***3,585***
2	SW 183 Street & SW 98 Court	SOUTHBOUND	SBR	7	Thursday, November 10, 2016	0.793	1.04	7	0	8	0	8
			SBT	10			1.04	10	1	11	0	11
			SBL	0			1.04	0	0	0	0	0
			TOTAL	**17**				**18**	**1**	**19**	**0**	**19**
		WESTBOUND	WBR	0			1.04	0	0	0	0	0
			WBT	0			1.04	0	0	0	0	0
			WBL	0			1.04	0	0	0	0	0
			TOTAL	**0**				**0**	**0**	**0**	**0**	**0**
		NORTHBOUND	NBR	0			1.04	0	0	0	0	0
			NBT	27			1.04	28	1	30	0	30
			NBL	41			1.04	43	2	45	80	125
			TOTAL	**68**				**71**	**4**	**74**	**80**	**154**
		EASTBOUND	EBR	44			1.04	46	2	48	22	70
			EBT	0			1.04	0	0	0	0	0
			EBL	17			1.04	18	1	19	0	19
			TOTAL	**61**				**63**	**3**	**67**	**22**	**89**
	TOTAL			***146***				***152***	***8***	***160***	***102***	***262***

©Richard Garcia and Associates, Inc., 2008

TABLE: A7

INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

Project Name: Soleste - Bay Village

INTERSECTION NO.	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 AM PEAK HR COUNT	5 DATE OF COUNT	6 PHF	7 SF	8 AM PEAK SEASONALLY ADJUSTED (EXISTING)	9 BACKGROUND GROWTH @ 1.71% FOR PROJECT BUILD-OUT OF 2019 (3 YEAR GROWTH)	10 PROPOSED FUTURE TRAFFIC W/O PROJECT (2019)	11 SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	12 PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2019)
3	SW 183 Street & SW 98 Avenue Road	SOUTHBOUND	SBR	7	Thursday, November 10, 2016	0.710	1.04	7	0	8	0	8
			SBT	0			1.04	0	0	0	0	0
			SBL	11			1.04	11	1	12	0	12
			TOTAL	**18**				**19**	**1**	**20**	**0**	**20**
		WESTBOUND	WBR	4			1.04	4	0	4	0	4
			WBT	60			1.04	62	3	66	5	71
			WBL	0			1.04	0	0	0	0	0
			TOTAL	**64**				**67**	**3**	**70**	**5**	**75**
		NORTHBOUND	NBR	0			1.04	0	0	0	0	0
			NBT	0			1.04	0	0	0	0	0
			NBL	0			1.04	0	0	0	0	0
			TOTAL	**0**				**0**	**0**	**0**	**0**	**0**
		EASTBOUND	EBR	0			1.04	0	0	0	0	0
			EBT	59			1.04	61	3	65	38	103
			EBL	1			1.04	1	0	1	0	1
			TOTAL	**60**				**62**	**3**	**66**	**38**	**104**
	TOTAL			***142***				***148***	***8***	***155***	***43***	***198***

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 (SF) obtained from FDOT
8 Seasonally Adjusted TMC = Count * SF (Existing Condition).
9 A 1.71 percent background growth was utilized with a project build-out of 2019.
10 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Backgound
11 Project Trips.
12 Total Traffic = Net Traffic w/o Project + Site Traffic (Proposed Condition with Project)

©Richard Garcia and Associates, Inc., 2008

TABLE: A8

INTERSECTION APPROACH VOLUMES - PM PEAK HOUR

Project Name: Soleste - Bay Village

INTERSECTION NO.	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 PM PEAK HR COUNT	5 DATE OF COUNT	6 PHF	7 SF	8 PM PEAK SEASONALLY ADJUSTED (EXISTING)	9 BACKGROUND GROWTH @ 1.71% FOR PROJECT BUILD-OUT OF 2019 (3 YEAR GROWTH)	10 PROPOSED FUTURE TRAFFIC W/O PROJECT (2019)	11 SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	12 PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2019)
1	S Dixie Highway (SR 5) & SW 183 Street	SOUTHBOUND	SBR	49	Thursday, November 10, 2016	0.976	1.04	51	3	54	0	54
			SBT	1,812			1.04	1,884	98	1,983	0	1,983
			SBL	56			1.04	58	3	61	40	101
			SBL	16			1.04	17	1	18	0	18
			TOTAL	**1,933**				**2,010**	**105**	**2,115**	**40**	**2,155**
		WESTBOUND	WBR	17			1.04	18	1	19	26	45
			WBT	1			1.04	1	0	1	0	1
			WBL	13			1.04	14	1	14	23	37
			TOTAL	**31**				**32**	**2**	**34**	**49**	**83**
		NORTHBOUND	NBR	77			1.04	80	4	84	53	137
			NBT	1,424			1.04	1,481	77	1,558	0	1,558
			NBL	42			1.04	44	2	46	0	46
			NBL	3			1.04	3	0	3	0	3
			TOTAL	**1,546**				**1,608**	**84**	**1,692**	**53**	**1,745**
		EASTBOUND	EBR	45			1.04	47	2	49	0	49
			EBT	1			1.04	1	0	1	0	1
			EBL	4			1.04	4	0	4	0	4
			TOTAL	**50**				**52**	**3**	**55**	**0**	**55**
	TOTAL			***3,560***				***3,702***	***193***	***3,896***	***142***	***4,038***
2	SW 183 Street & SW 98 Court	SOUTHEASTBOUND	SBR	3	Thursday, November 10, 2016	0.859	1.04	3	0	3	0	3
			SBT	16			1.04	17	1	18	0	18
			SBL	0			1.04	0	0	0	0	0
			TOTAL	**19**				**20**	**1**	**21**	**0**	**21**
		WESTBOUND	WBR	0			1.04	0	0	0	0	0
			WBT	0			1.04	0	0	0	0	0
			WBL	0			1.04	0	0	0	0	0
			TOTAL	**0**				**0**	**0**	**0**	**0**	**0**
		NORTHBOUND	NBR	0			1.04	0	0	0	0	0
			NBT	11			1.04	11	1	12	0	12
			NBL	27			1.04	28	1	30	49	79
			TOTAL	**38**				**40**	**2**	**42**	**49**	**91**
		EASTBOUND	EBR	91			1.04	95	5	100	93	193
			EBT	0			1.04	0	0	0	0	0
			EBL	17			1.04	18	1	19	0	19
			TOTAL	**108**				**112**	**6**	**118**	**93**	**211**
	TOTAL			***165***				***172***	***9***	***181***	***142***	***323***

©Richard Garcia and Associates, Inc., 2008

TABLE: A8

INTERSECTION APPROACH VOLUMES - PM PEAK HOUR

Project Name: Soleste - Bay Village

INTERSECTION NO.	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 PM PEAK HR COUNT	5 DATE OF COUNT	6 PHF	7 SF	8 PM PEAK SEASONALLY ADJUSTED (EXISTING)	9 BACKGROUND GROWTH @ 1.71% FOR PROJECT BUILD-OUT OF 2019 (3 YEAR GROWTH)	10 PROPOSED FUTURE TRAFFIC W/O PROJECT (2019)	11 SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	12 PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2019)
3	SW 183 Street & SW 98 Avenue Road	SOUTHBOUND	SBR	7	Thursday, November 10, 2016	0.907	1.04	7	0	8	0	8
			SBT	0			1.04	0	0	0	0	0
			SBL	27			1.04	28	1	30	0	30
			TOTAL	**34**				**35**	**2**	**37**	**0**	**37**
		WESTBOUND	WBR	1			1.04	1	0	1	0	1
			WBT	34			1.04	35	2	37	24	61
			WBL	0			1.04	0	0	0	0	0
			TOTAL	**35**				**36**	**2**	**38**	**24**	**62**
		NORTHBOUND	NBR	0			1.04	0	0	0	0	0
			NBT	0			1.04	0	0	0	0	0
			NBL	0			1.04	0	0	0	0	0
			TOTAL	**0**				**0**	**0**	**0**	**0**	**0**
		EASTBOUND	EBR	0			1.04	0	0	0	0	0
			EBT	113			1.04	118	6	124	14	138
			EBL	3			1.04	3	0	3	0	3
			TOTAL	**116**				**121**	**6**	**127**	**14**	**141**
	TOTAL			***185***				***192***	***10***	***202***	***38***	***240***

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 (SF) obtained from FDOT
8 Seasonally Adjusted TMC = Count * SF (Existing Condition).
9 A 1.71 percent background growth was utilized with a project build-out of 2019.
10 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Backgound
11 Project Trips.
12 Total Traffic = Net Traffic w/o Project + Site Traffic (Proposed Condition with Project)

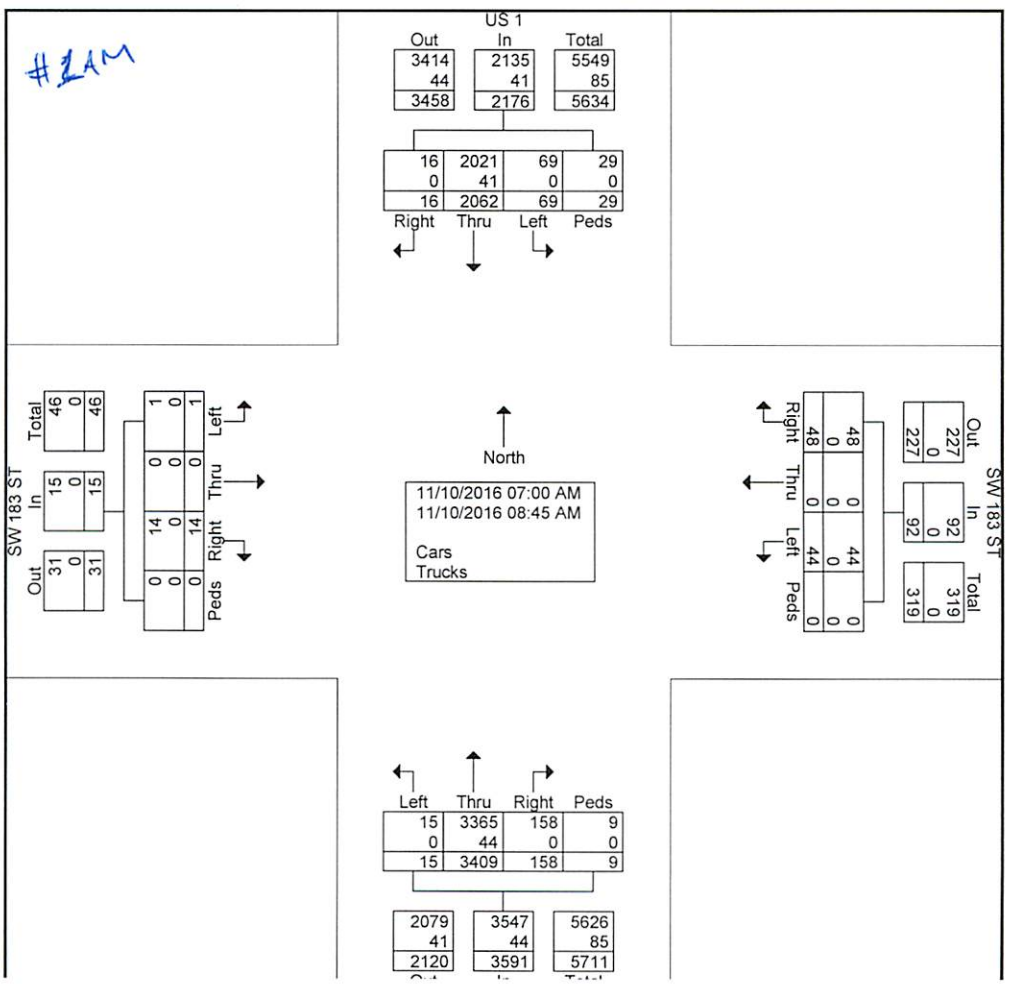
©Richard Garcia and Associates, Inc., 2008

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

File Name : US 1_SW 183 St_AM
Site Code : 00000000
Start Date : 11/10/2016
Page No : 1

Groups Printed- Cars - Trucks

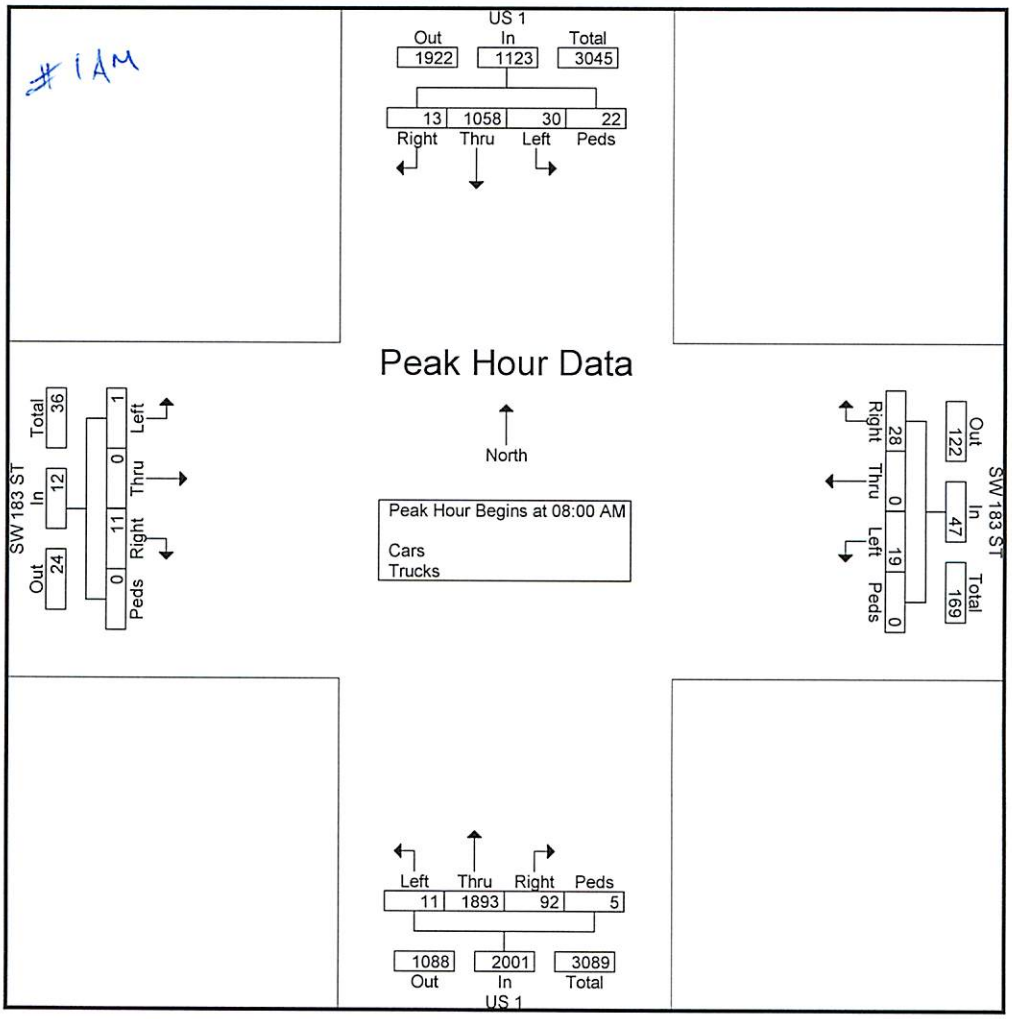
	US 1 Southbound						SW 183 ST Westbound					US 1 Northbound						SW 183 ST Eastbound					
Start Time	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	186	7	1	0	194	2	0	3	0	5	10	376	1	2	0	389	1	0	0	0	1	589
07:15 AM	1	257	10	2	0	270	3	0	4	0	7	15	382	0	0	0	397	1	0	0	0	1	675
07:30 AM	0	276	8	2	0	286	2	0	12	0	14	24	376	1	1	0	402	1	0	0	0	1	703
07:45 AM	2	285	14	2	0	303	13	0	6	0	19	17	382	2	1	0	402	0	0	0	0	0	724
Total	3	1004	39	7	0	1053	20	0	25	0	45	66	1516	4	4	0	1590	3	0	0	0	3	2691
08:00 AM	3	259	8	7	0	277	4	0	10	0	14	29	487	6	1	0	523	3	0	0	0	3	817
08:15 AM	5	265	7	6	0	283	6	0	2	0	8	23	469	1	1	0	494	5	0	1	0	6	791
08:30 AM	2	271	6	4	0	283	7	0	4	0	11	19	475	2	1	0	497	2	0	0	0	2	793
08:45 AM	3	263	9	5	0	280	11	0	3	0	14	21	462	2	2	0	487	1	0	0	0	1	782
Total	13	1058	30	22	0	1123	28	0	19	0	47	92	1893	11	5	0	2001	11	0	1	0	12	3183
Grand Total	16	2062	69	29	0	2176	48	0	44	0	92	158	3409	15	9	0	3591	14	0	1	0	15	5874
Apprch %	0.7	94.8	3.2	1.3	0		52.2	0	47.8	0		4.4	94.9	0.4	0.3	0		93.3	0	6.7	0		
Total %	0.3	35.1	1.2	0.5	0	37	0.8	0	0.7	0	1.6	2.7	58	0.3	0.2	0	61.1	0.2	0	0	0	0.3	
Cars	16	2021	69	29	0	2135	48	0	44	0	92	158	3365	15	9	0	3547	14	0	1	0	15	5789
% Cars	100	98	100	100	0	98.1	100	0	100	0	100	100	98.7	100	100	0	98.8	100	0	100	0	100	98.6
Trucks	0	41	0	0	0	41	0	0	0	0	0	0	44	0	0	0	44	0	0	0	0	0	85
% Trucks	0	2	0	0	0	1.9	0	0	0	0	0	0	1.3	0	0	0	1.2	0	0	0	0	0	1.4



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

File Name : US 1_SW 183 St_AM
Site Code : 00000000
Start Date : 11/10/2016
Page No : 2

	US 1 Southbound						SW 183 ST Westbound					US 1 Northbound						SW 183 ST Eastbound					
Start Time	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 08:00 AM																							
08:00 AM	3	259	8	**7**	0	277	4	0	**10**	0	**14**	**29**	**487**	**6**	1	0	**523**	3	0	0	0	3	**817**
08:15 AM	**5**	265	7	6	0	**283**	6	0	2	0	8	23	469	1	1	0	494	**5**	0	**1**	0	**6**	791
08:30 AM	2	**271**	6	4	0	283	7	0	4	0	11	19	475	2	1	0	497	2	0	0	0	2	793
08:45 AM	3	263	**9**	5	0	280	**11**	0	3	0	14	21	462	2	**2**	0	487	1	0	0	0	1	782
Total Volume	13	1058	30	22	0	1123	28	0	19	0	47	92	1893	11	5	0	2001	11	0	1	0	12	3183
% App. Total	1.2	94.2	2.7	2	0		59.6	0	40.4	0		4.6	94.6	0.5	0.2	0		91.7	0	8.3	0		
PHF	.650	.976	.833	.786	.000	.992	.636	.000	.475	.000	.839	.793	.972	.458	.625	.000	.957	.550	.000	.250	.000	.500	.974

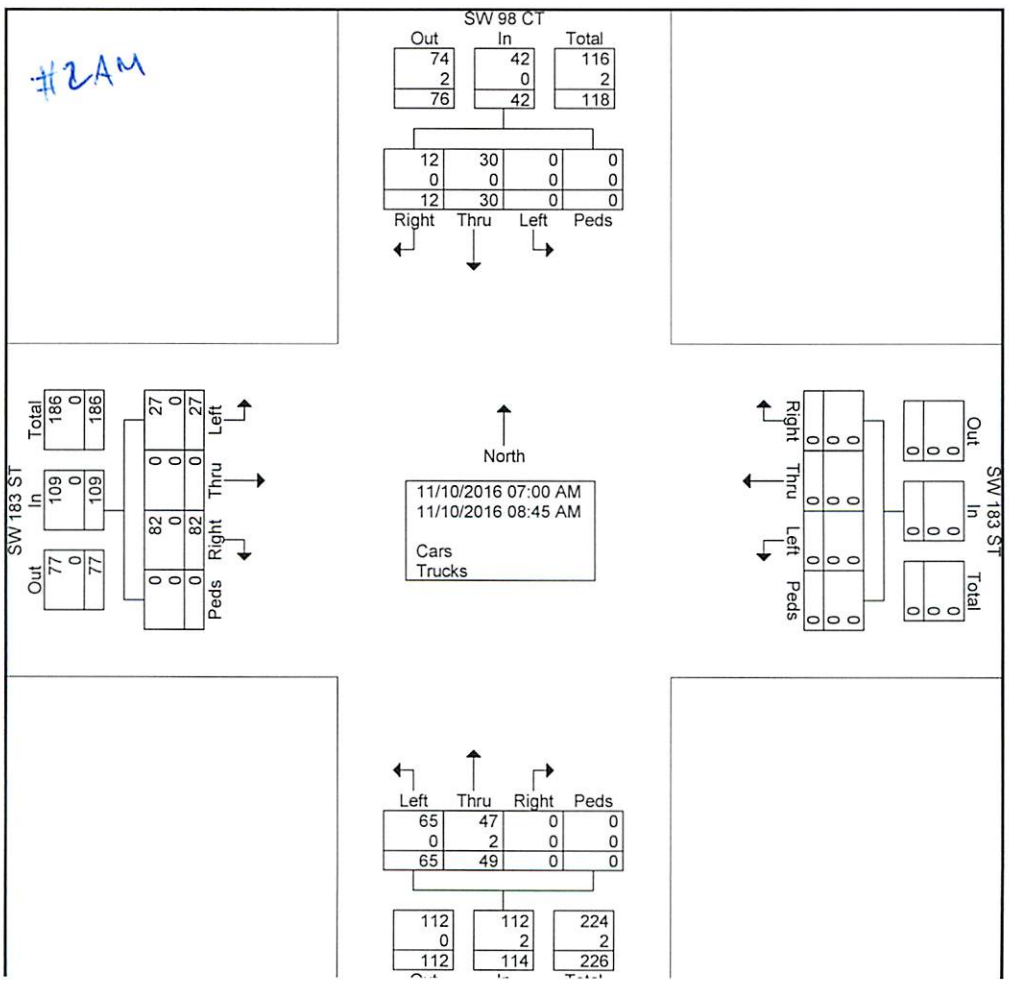


Richard Garcia & Associates, Inc.
8065 NW 98 Street
Hialeah Gardens, FL 33016
Phone: 305-362-0677
Fax: 305-675-6474

File Name : SW 183 St_SW 98 Ct_AM
Site Code : 00000000
Start Date : 11/10/2016
Page No : 1

Groups Printed- Cars - Trucks

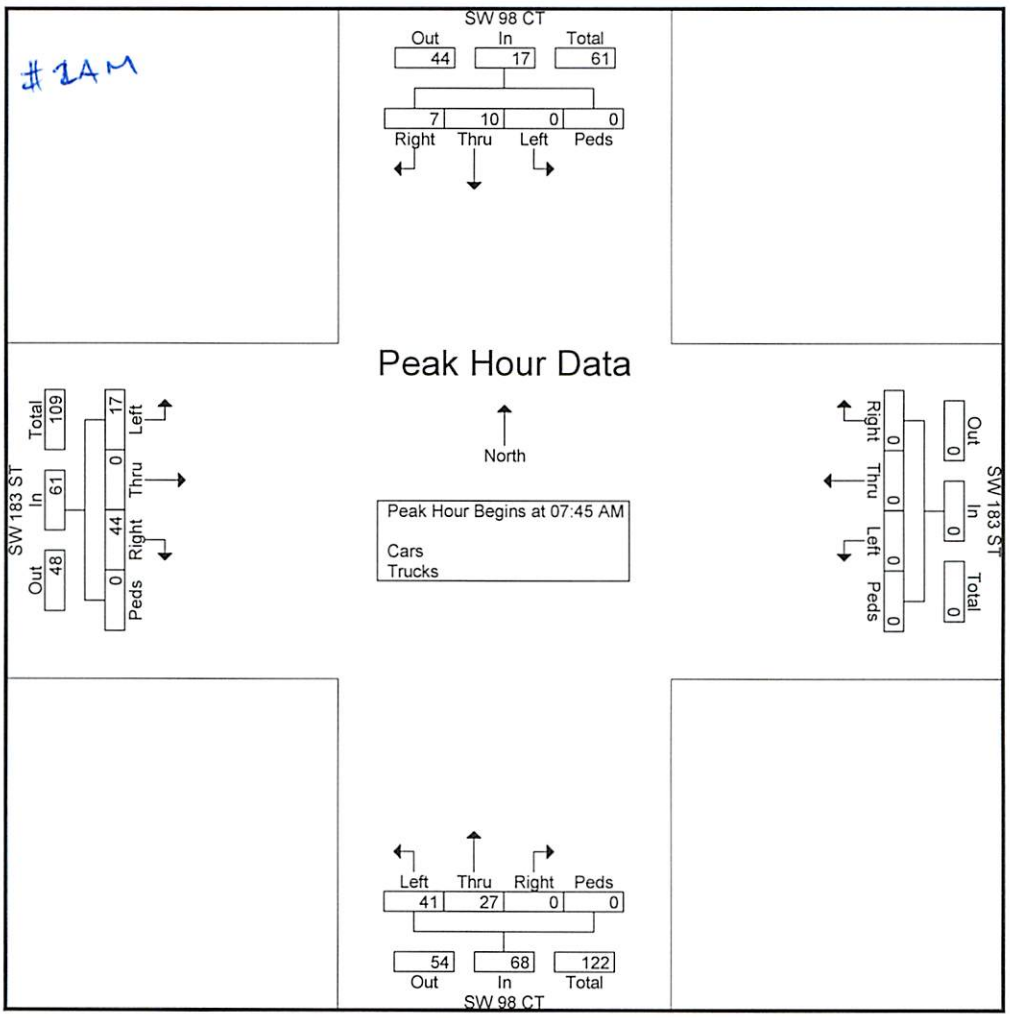
	SW 98 CT Southbound					SW 183 ST Westbound					SW 98 CT Northbound					SW 183 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	4	3	0	7	10	0	1	0	11	21
07:15 AM	0	7	0	0	7	0	0	0	0	0	0	7	5	0	12	11	0	2	0	13	32
07:30 AM	1	1	0	0	2	0	0	0	0	0	0	7	4	0	11	7	0	4	0	11	24
07:45 AM	1	3	0	0	4	0	0	0	0	0	0	8	18	0	26	9	0	7	0	16	46
Total	2	14	0	0	16	0	0	0	0	0	0	26	30	0	56	37	0	14	0	51	123
08:00 AM	3	0	0	0	3	0	0	0	0	0	0	4	4	0	8	11	0	4	0	15	26
08:15 AM	3	3	0	0	6	0	0	0	0	0	0	12	8	0	20	12	0	2	0	14	40
08:30 AM	0	4	0	0	4	0	0	0	0	0	0	3	11	0	14	12	0	4	0	16	34
08:45 AM	4	9	0	0	13	0	0	0	0	0	0	4	12	0	16	10	0	3	0	13	42
Total	10	16	0	0	26	0	0	0	0	0	0	23	35	0	58	45	0	13	0	58	142
Grand Total	12	30	0	0	42	0	0	0	0	0	0	49	65	0	114	82	0	27	0	109	265
Apprch %	28.6	71.4	0	0		0	0	0	0		0	43	57	0		75.2	0	24.8	0		
Total %	4.5	11.3	0	0	15.8	0	0	0	0	0	0	18.5	24.5	0	43	30.9	0	10.2	0	41.1	
Cars	12	30	0	0	42	0	0	0	0	0	0	47	65	0	112	82	0	27	0	109	263
% Cars	100	100	0	0	100	0	0	0	0	0	0	95.9	100	0	98.2	100	0	100	0	100	99.2
Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	4.1	0	0	1.8	0	0	0	0	0	0.8



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

File Name : SW 183 St_SW 98 Ct_AM
Site Code : 00000000
Start Date : 11/10/2016
Page No : 2

	SW 98 CT Southbound					SW 183 ST Westbound					SW 98 CT Northbound					SW 183 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	3	0	0	4	0	0	0	0	0	0	8	**18**	0	**26**	9	0	**7**	0	**16**	**46**
08:00 AM	**3**	0	0	0	3	0	0	0	0	0	0	4	4	0	8	11	0	4	0	15	26
08:15 AM	3	3	0	0	**6**	0	0	0	0	0	0	**12**	8	0	20	**12**	0	2	0	14	40
08:30 AM	0	**4**	0	0	4	0	0	0	0	0	0	3	11	0	14	12	0	4	0	16	34
Total Volume	7	10	0	0	17	0	0	0	0	0	0	27	41	0	68	44	0	17	0	61	146
% App. Total																					
PHF	.583	.625	.000	.000	.708	.000	.000	.000	.000	.000	.000	.563	.569	.000	.654	.917	.000	.607	.000	.953	.793

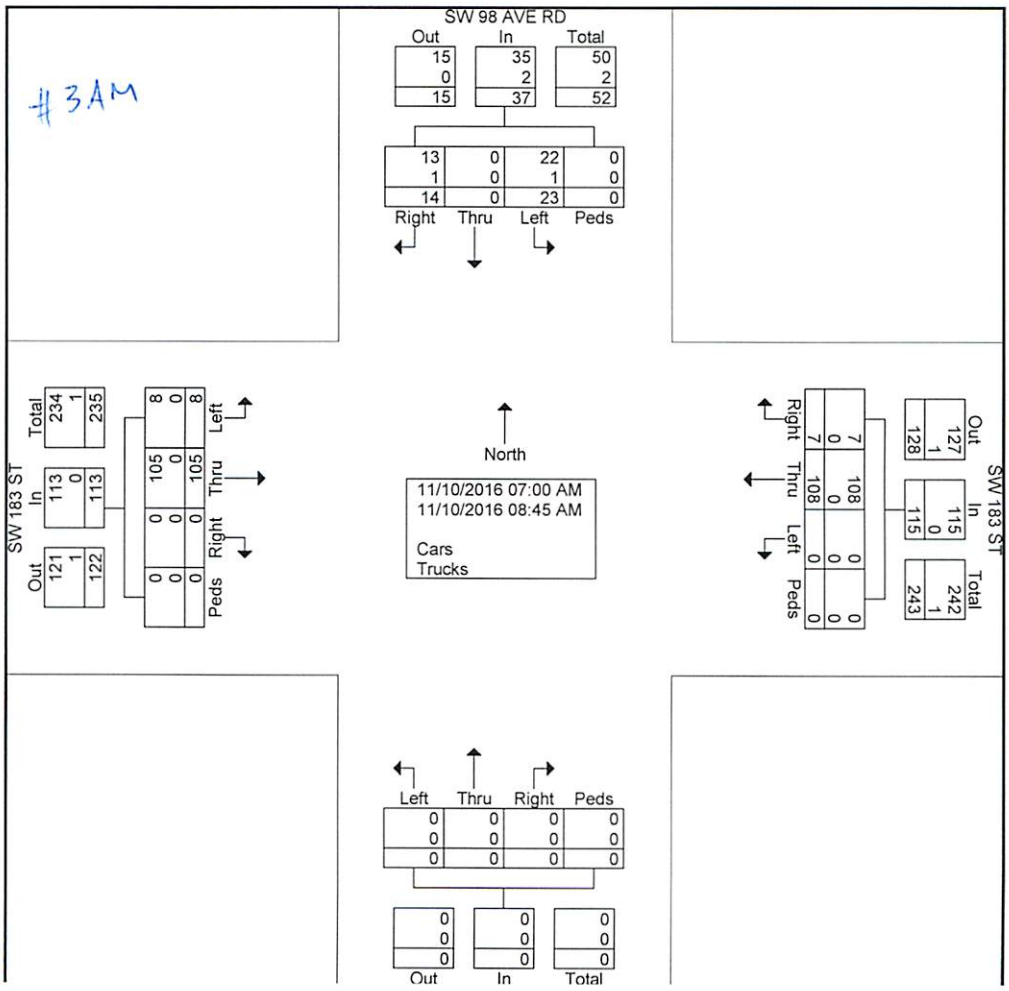


Richard Garcia & Associates, Inc.
8065 NW 98 Street
Hialeah Gardens, FL 33016
Phone: 305-362-0677
Fax: 305-675-6474

File Name : SW 183 St_SW 98 Ave Rd_AM
Site Code : 00000000
Start Date : 11/10/2016
Page No : 1

Groups Printed- Cars - Trucks

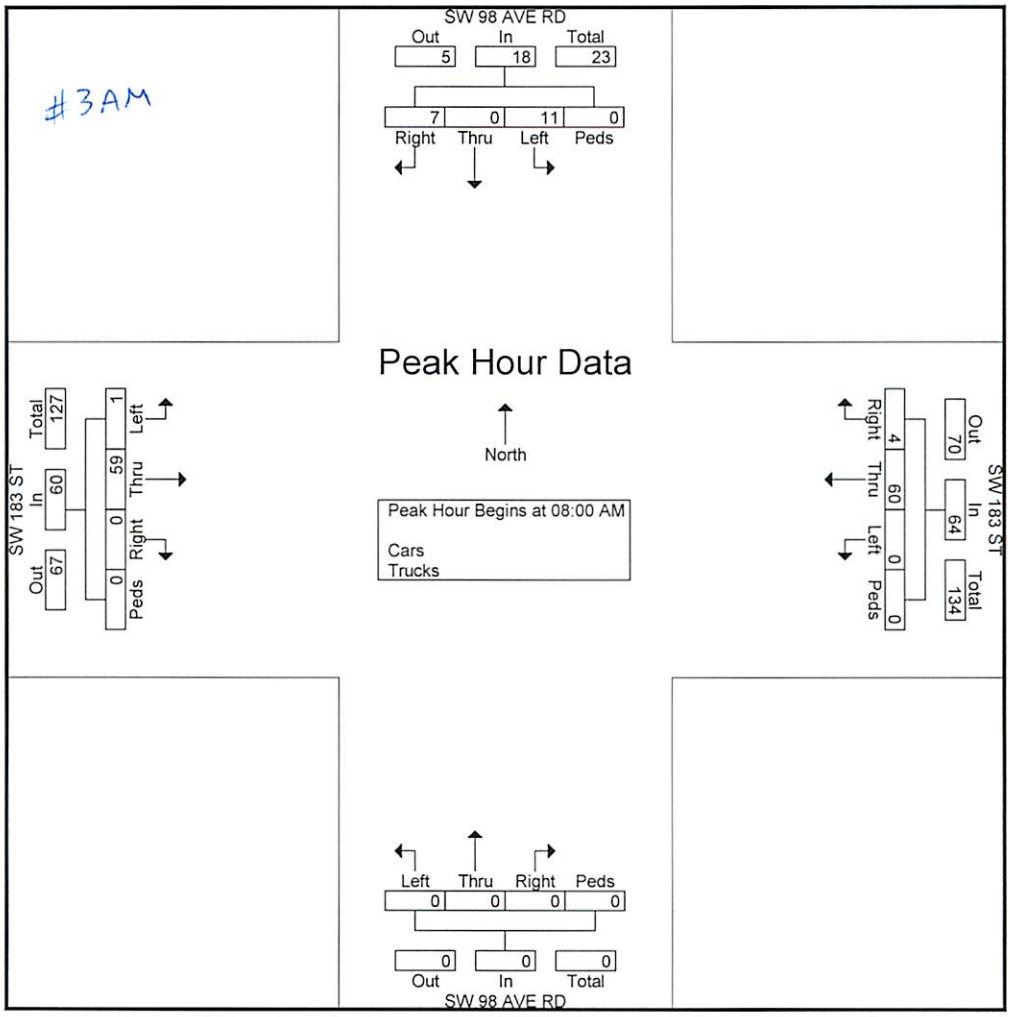
	SW 98 AVE RD Southbound					SW 183 ST Westbound					SW 98 AVE RD Northbound					SW 183 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	2	0	3	0	5	0	0	5	0	0	0	0	0	0	12	1	0	13	21
07:15 AM	2	0	6	0	8	2	10	0	0	12	0	0	0	0	0	0	13	4	0	17	37
07:30 AM	2	0	1	0	3	1	9	0	0	10	0	0	0	0	0	0	11	0	0	11	24
07:45 AM	2	0	3	0	5	0	24	0	0	24	0	0	0	0	0	0	10	2	0	12	41
Total	7	0	12	0	19	3	48	0	0	51	0	0	0	0	0	0	46	7	0	53	123
08:00 AM	0	0	2	0	2	1	6	0	0	7	0	0	0	0	0	0	11	0	0	11	20
08:15 AM	4	0	1	0	5	2	25	0	0	27	0	0	0	0	0	0	12	1	0	13	45
08:30 AM	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	0	15	0	0	15	27
08:45 AM	2	0	8	0	10	1	18	0	0	19	0	0	0	0	0	0	21	0	0	21	50
Total	7	0	11	0	18	4	60	0	0	64	0	0	0	0	0	0	59	1	0	60	142
Grand Total	14	0	23	0	37	7	108	0	0	115	0	0	0	0	0	0	105	8	0	113	265
Apprch %	37.8	0	62.2	0		6.1	93.9	0	0		0	0	0	0		0	92.9	7.1	0		
Total %	5.3	0	8.7	0	14	2.6	40.8	0	0	43.4	0	0	0	0	0	0	39.6	3	0	42.6	
Cars	13	0	22	0	35	7	108	0	0	115	0	0	0	0	0	0	105	8	0	113	263
% Cars	92.9	0	95.7	0	94.6	100	100	0	0	100	0	0	0	0	0	0	100	100	0	100	99.2
Trucks	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks	7.1	0	4.3	0	5.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8



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

File Name : SW 183 St_SW 98 Ave Rd_AM
Site Code : 00000000
Start Date : 11/10/2016
Page No : 2

	SW 98 AVE RD Southbound					SW 183 ST Westbound					SW 98 AVE RD Northbound					SW 183 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	2	0	2	1	6	0	0	7	0	0	0	0	0	0	11	0	0	11	20
08:15 AM	**4**	0	1	0	5	**2**	**25**	0	0	**27**	0	0	0	0	0	0	12	**1**	0	13	45
08:30 AM	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	0	15	0	0	15	27
08:45 AM	2	0	**8**	0	**10**	1	18	0	0	19	0	0	0	0	0	0	**21**	0	0	**21**	**50**
Total Volume	7	0	11	0	18	4	60	0	0	64	0	0	0	0	0	0	59	1	0	60	142
% App. Total	38.9	0	61.1	0		6.2	93.8	0	0		0	0	0	0		0	98.3	1.7	0		
PHF	.438	.000	.344	.000	.450	.500	.600	.000	.000	.593	.000	.000	.000	.000	.000	.000	.702	.250	.000	.714	.710

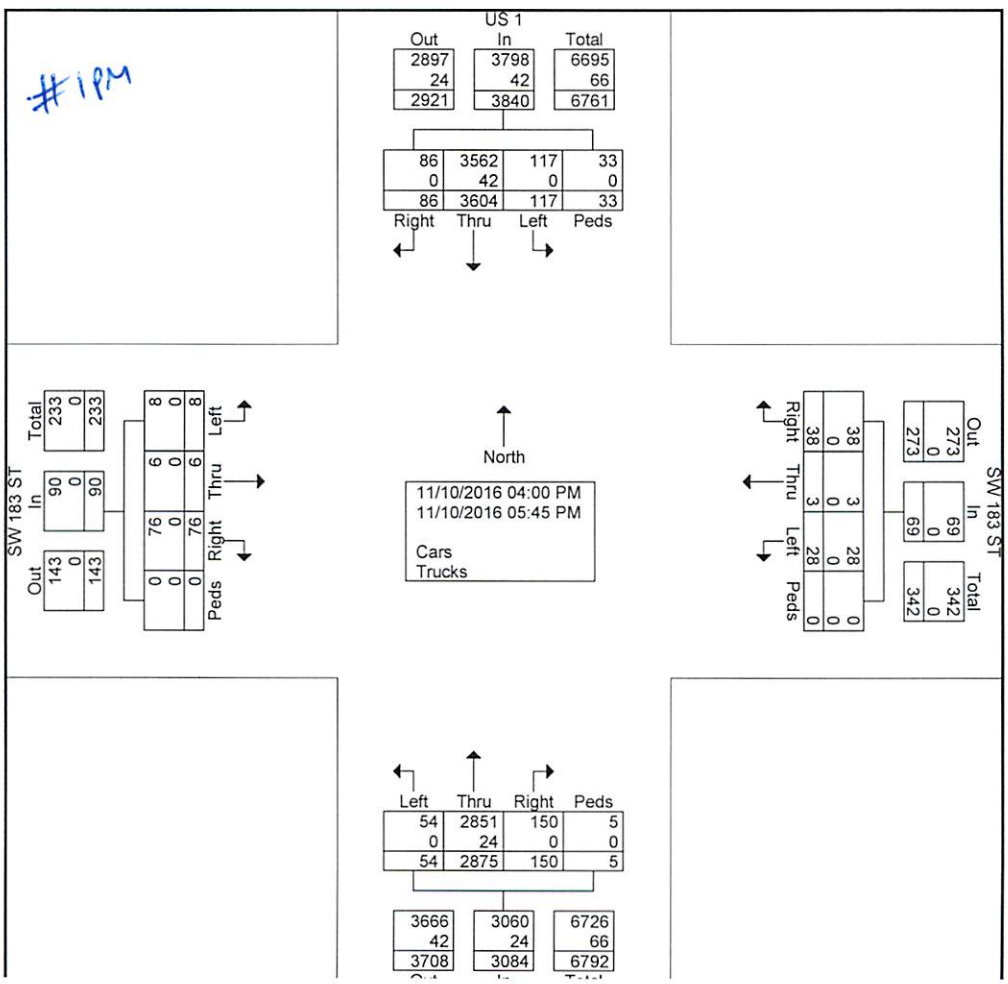


Richard Garcia & Associates, Inc.
8065 NW 98 Street
Hialeah Gardens, FL 33016
Phone: 305-362-0677
Fax: 305-675-6474

File Name : US 1_SW 183 St_PM
Site Code : 00000000
Start Date : 11/10/2016
Page No : 1

Groups Printed- Cars - Trucks

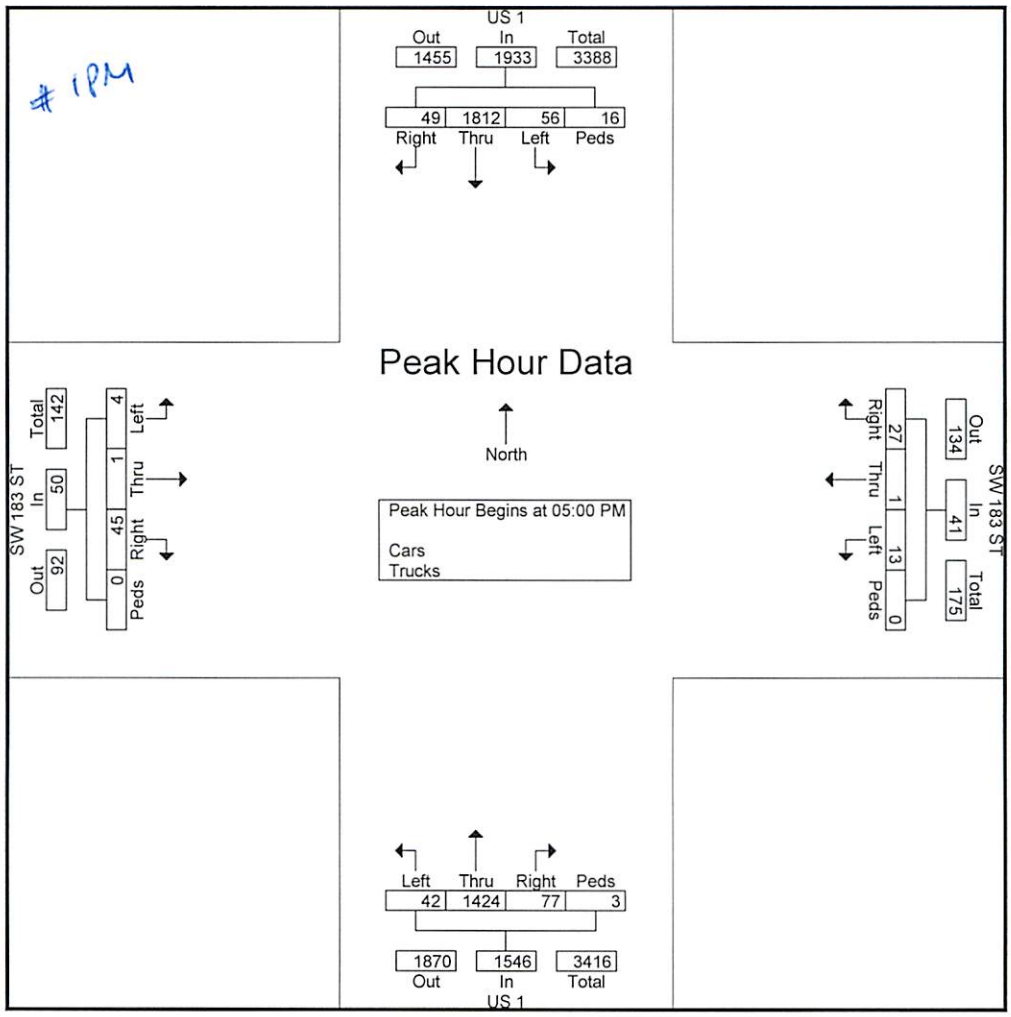
	US 1 Southbound						SW 183 ST Westbound					US 1 Northbound						SW 183 ST Eastbound					
Start Time	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	449	18	3	0	476	2	2	5	0	9	12	372	4	1	0	389	5	2	2	0	9	883
04:15 PM	12	450	15	7	0	484	2	0	3	0	5	21	341	2	1	0	365	8	2	0	0	10	864
04:30 PM	12	481	9	1	0	503	4	0	2	0	6	18	360	3	0	0	381	7	0	0	0	7	897
04:45 PM	7	412	19	6	0	444	3	0	5	0	8	22	378	3	0	0	403	11	1	2	0	14	869
Total	37	1792	61	17	0	1907	11	2	15	0	28	73	1451	12	2	0	1538	31	5	4	0	40	3513
05:00 PM	19	455	18	1	0	493	6	1	5	0	12	21	354	11	1	0	387	7	0	1	0	8	900
05:15 PM	8	438	12	5	0	463	7	0	1	0	8	19	348	10	0	0	377	16	0	0	0	16	864
05:30 PM	10	466	15	4	0	495	8	0	4	0	12	17	365	9	1	0	392	12	1	2	0	15	914
05:45 PM	12	453	11	6	0	482	6	0	3	0	9	20	357	12	1	0	390	10	0	1	0	11	892
Total	49	1812	56	16	0	1933	27	1	13	0	41	77	1424	42	3	0	1546	45	1	4	0	50	3570
Grand Total	86	3604	117	33	0	3840	38	3	28	0	69	150	2875	54	5	0	3084	76	6	8	0	90	7083
Apprch %	2.2	93.9	3	0.9	0		55.1	4.3	40.6	0		4.9	93.2	1.8	0.2	0		84.4	6.7	8.9	0		
Total %	1.2	50.9	1.7	0.5	0	54.2	0.5	0	0.4	0	1	2.1	40.6	0.8	0.1	0	43.5	1.1	0.1	0.1	0	1.3	
Cars	86	3562	117	33	0	3798	38	3	28	0	69	150	2851	54	5	0	3060	76	6	8	0	90	7017
% Cars	100	98.8	100	100	0	98.9	100	100	100	0	100	100	99.2	100	100	0	99.2	100	100	100	0	100	99.1
Trucks	0	42	0	0	0	42	0	0	0	0	0	0	24	0	0	0	24	0	0	0	0	0	66
% Trucks	0	1.2	0	0	0	1.1	0	0	0	0	0	0	0.8	0	0	0	0.8	0	0	0	0	0	0.9



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

File Name : US 1_SW 183 St_PM
Site Code : 00000000
Start Date : 11/10/2016
Page No : 2

	US 1 Southbound						SW 183 ST Westbound					US 1 Northbound						SW 183 ST Eastbound					
Start Time	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	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	**19**	455	**18**	1	0	493	6	**1**	**5**	0	**12**	**21**	354	11	**1**	0	387	7	0	1	0	8	900
05:15 PM	8	438	12	5	0	463	7	0	1	0	8	19	348	10	0	0	377	**16**	0	0	0	**16**	864
05:30 PM	10	**466**	15	4	0	**495**	**8**	0	4	0	12	17	**365**	9	1	0	**392**	12	**1**	**2**	0	15	**914**
05:45 PM	12	453	11	**6**	0	482	6	0	3	0	9	20	357	**12**	1	0	390	10	0	1	0	11	892
Total Volume	49	1812	56	16	0	1933	27	1	13	0	41	77	1424	42	3	0	1546	45	1	4	0	50	3570
% App. Total	2.5	93.7	2.9	0.8	0		65.9	2.4	31.7	0		5	92.1	2.7	0.2	0		90	2	8	0		
PHF	.645	.972	.778	.667	.000	.976	.844	.250	.650	.000	.854	.917	.975	.875	.750	.000	.986	.703	.250	.500	.000	.781	.976

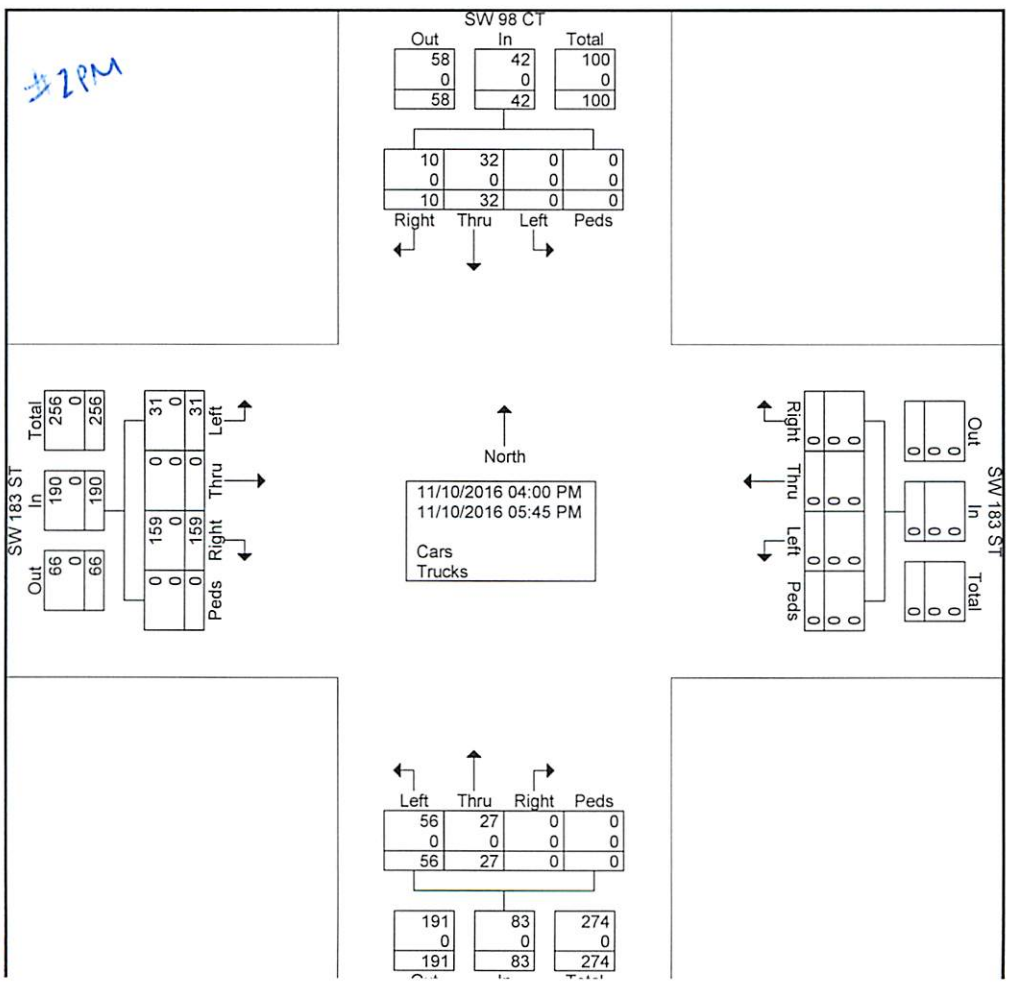


Richard Garcia & Associates, Inc.
8065 NW 98 Street
Hialeah Gardens, FL 33016
Phone: 305-362-0677
Fax: 305-675-6474

File Name : SW 183 St_SW 98 Ct_PM
Site Code : 00000000
Start Date : 11/10/2016
Page No : 1

Groups Printed- Cars - Trucks

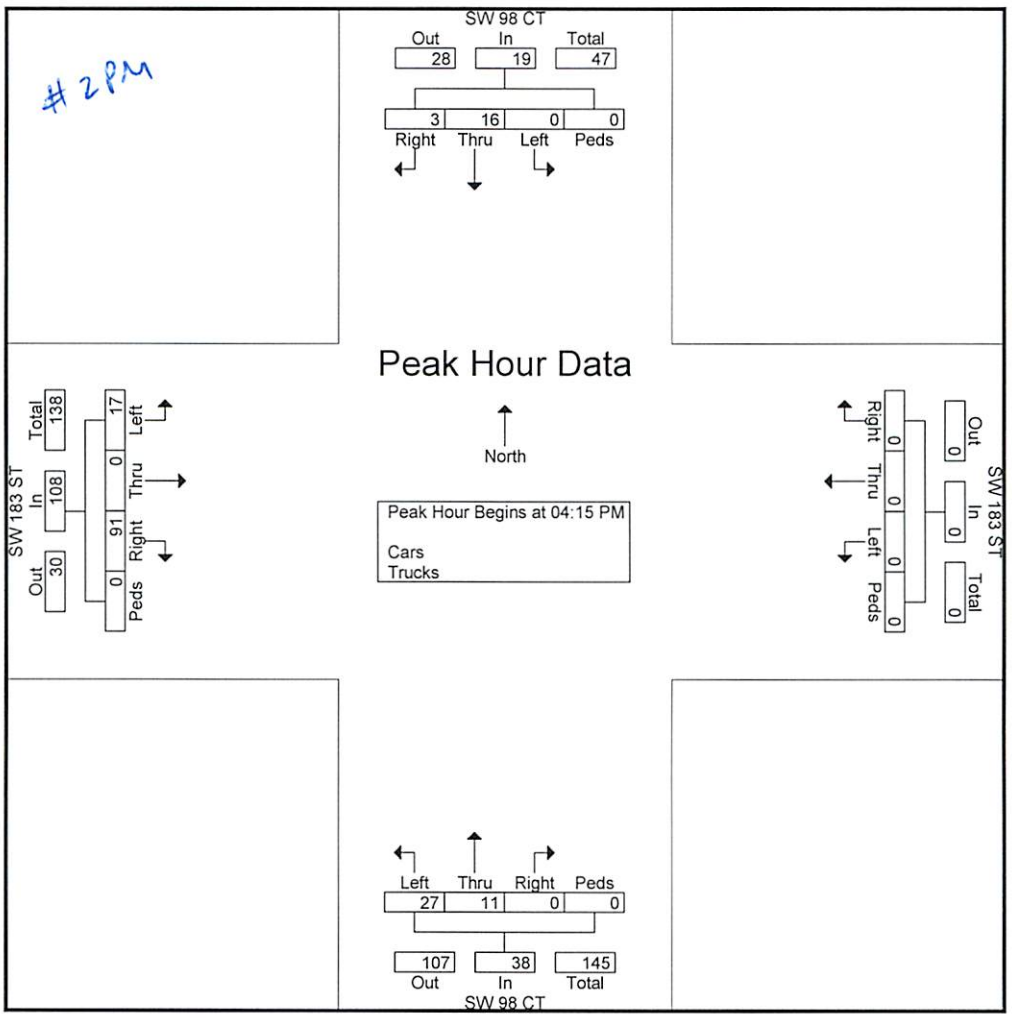
	SW 98 CT Southbound					SW 183 ST Westbound					SW 98 CT Northbound					SW 183 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	4	0	0	5	0	0	0	0	0	0	10	5	0	15	16	0	5	0	21	41
04:15 PM	0	6	0	0	6	0	0	0	0	0	0	2	6	0	8	30	0	4	0	34	48
04:30 PM	1	3	0	0	4	0	0	0	0	0	0	7	7	0	14	15	0	2	0	17	35
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	5	0	6	24	0	6	0	30	38
Total	2	15	0	0	17	0	0	0	0	0	0	20	23	0	43	85	0	17	0	102	162
05:00 PM	2	5	0	0	7	0	0	0	0	0	0	1	9	0	10	22	0	5	0	27	44
05:15 PM	3	3	0	0	6	0	0	0	0	0	0	3	6	0	9	16	0	3	0	19	34
05:30 PM	2	5	0	0	7	0	0	0	0	0	0	2	10	0	12	19	0	2	0	21	40
05:45 PM	1	4	0	0	5	0	0	0	0	0	0	1	8	0	9	17	0	4	0	21	35
Total	8	17	0	0	25	0	0	0	0	0	0	7	33	0	40	74	0	14	0	88	153
Grand Total	10	32	0	0	42	0	0	0	0	0	0	27	56	0	83	159	0	31	0	190	315
Apprch %	23.8	76.2	0	0		0	0	0	0		0	32.5	67.5	0		83.7	0	16.3	0		
Total %	3.2	10.2	0	0	13.3	0	0	0	0	0	0	8.6	17.8	0	26.3	50.5	0	9.8	0	60.3	
Cars	10	32	0	0	42	0	0	0	0	0	0	27	56	0	83	159	0	31	0	190	315
% Cars	100	100	0	0	100	0	0	0	0	0	0	100	100	0	100	100	0	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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

File Name : SW 183 St_SW 98 Ct_PM
Site Code : 00000000
Start Date : 11/10/2016
Page No : 2

	SW 98 CT Southbound					SW 183 ST Westbound					SW 98 CT Northbound					SW 183 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	**6**	0	0	6	0	0	0	0	0	0	2	6	0	8	**30**	0	4	0	**34**	**48**
04:30 PM	1	3	0	0	4	0	0	0	0	0	0	**7**	7	0	**14**	15	0	2	0	17	35
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	5	0	6	24	0	**6**	0	30	38
05:00 PM	**2**	5	0	0	**7**	0	0	0	0	0	0	1	**9**	0	10	22	0	5	0	27	44
Total Volume	3	16	0	0	19	0	0	0	0	0	0	11	27	0	38	91	0	17	0	108	165
% App. Total																					
PHF	.375	.667	.000	.000	.679	.000	.000	.000	.000	.000	.000	.393	.750	.000	.679	.758	.000	.708	.000	.794	.859

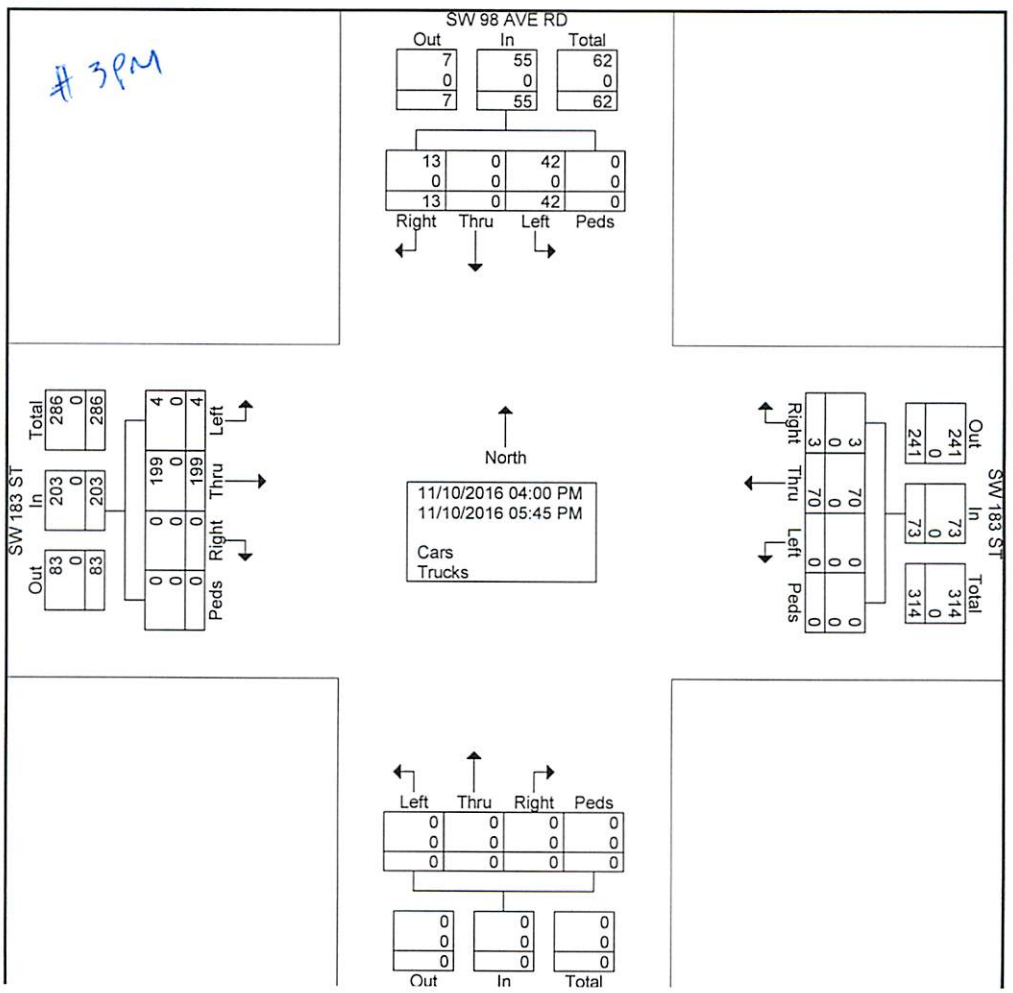


Richard Garcia & Associates, Inc.
8065 NW 98 Street
Hialeah Gardens, FL 33016
Phone: 305-362-0677
Fax: 305-675-6474

File Name : SW 183 St_SW 98 Ave Rd_PM
Site Code : 00000000
Start Date : 11/10/2016
Page No : 1

Groups Printed- Cars - Trucks

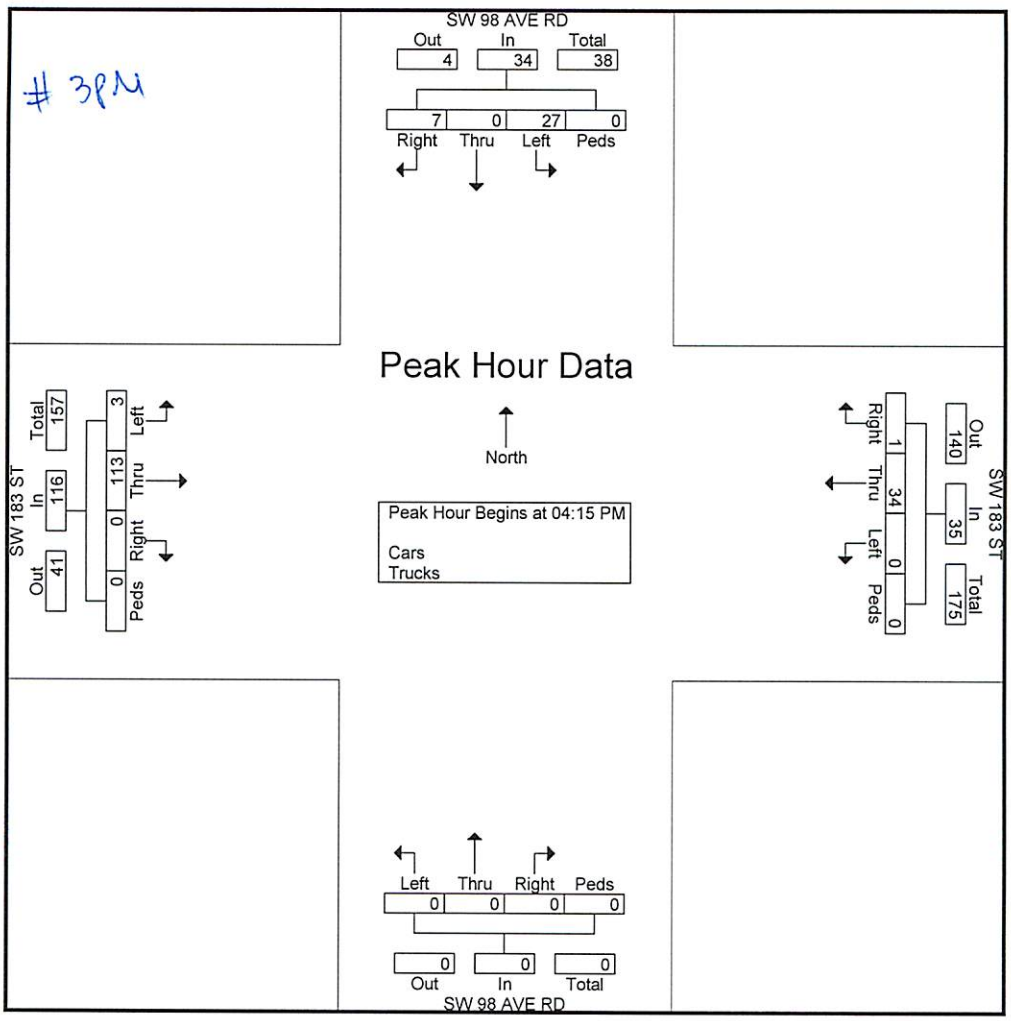
	SW 98 AVE RD Southbound					SW 183 ST Westbound					SW 98 AVE RD Northbound					SW 183 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	3	0	4	0	10	0	0	10	0	0	0	0	0	0	22	0	0	22	36
04:15 PM	1	0	6	0	7	1	6	0	0	7	0	0	0	0	0	0	32	0	0	32	46
04:30 PM	2	0	4	0	6	0	15	0	0	15	0	0	0	0	0	0	27	1	0	28	49
04:45 PM	1	0	5	0	6	0	4	0	0	4	0	0	0	0	0	0	28	1	0	29	39
Total	5	0	18	0	23	1	35	0	0	36	0	0	0	0	0	0	109	2	0	111	170
05:00 PM	3	0	12	0	15	0	9	0	0	9	0	0	0	0	0	0	26	1	0	27	51
05:15 PM	2	0	3	0	5	1	8	0	0	9	0	0	0	0	0	0	20	0	0	20	34
05:30 PM	2	0	5	0	7	0	10	0	0	10	0	0	0	0	0	0	23	1	0	24	41
05:45 PM	1	0	4	0	5	1	8	0	0	9	0	0	0	0	0	0	21	0	0	21	35
Total	8	0	24	0	32	2	35	0	0	37	0	0	0	0	0	0	90	2	0	92	161
Grand Total	13	0	42	0	55	3	70	0	0	73	0	0	0	0	0	0	199	4	0	203	331
Apprch %	23.6	0	76.4	0		4.1	95.9	0	0		0	0	0	0		0	98	2	0		
Total %	3.9	0	12.7	0	16.6	0.9	21.1	0	0	22.1	0	0	0	0	0	0	60.1	1.2	0	61.3	
Cars	13	0	42	0	55	3	70	0	0	73	0	0	0	0	0	0	199	4	0	203	331
% Cars	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	0	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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

File Name : SW 183 St_SW 98 Ave Rd_PM
Site Code : 00000000
Start Date : 11/10/2016
Page No : 2

	SW 98 AVE RD Southbound					SW 183 ST Westbound					SW 98 AVE RD Northbound					SW 183 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	0	6	0	7	**1**	6	0	0	7	0	0	0	0	0	0	**32**	0	0	**32**	46
04:30 PM	2	0	4	0	6	0	**15**	0	0	**15**	0	0	0	0	0	0	27	**1**	0	28	49
04:45 PM	1	0	5	0	6	0	4	0	0	4	0	0	0	0	0	0	28	1	0	29	39
05:00 PM	**3**	0	**12**	0	**15**	0	9	0	0	9	0	0	0	0	0	0	26	1	0	27	**51**
Total Volume	7	0	27	0	34	1	34	0	0	35	0	0	0	0	0	0	113	3	0	116	185
% App. Total	20.6	0	79.4	0		2.9	97.1	0	0		0	0	0	0		0	97.4	2.6	0		
PHF	.583	.000	.563	.000	.567	.250	.567	.000	.000	.583	.000	.000	.000	.000	.000	.000	.883	.750	.000	.906	.907



Appendix E: Level of Service (LOS) - Intersections & Project's Driveways

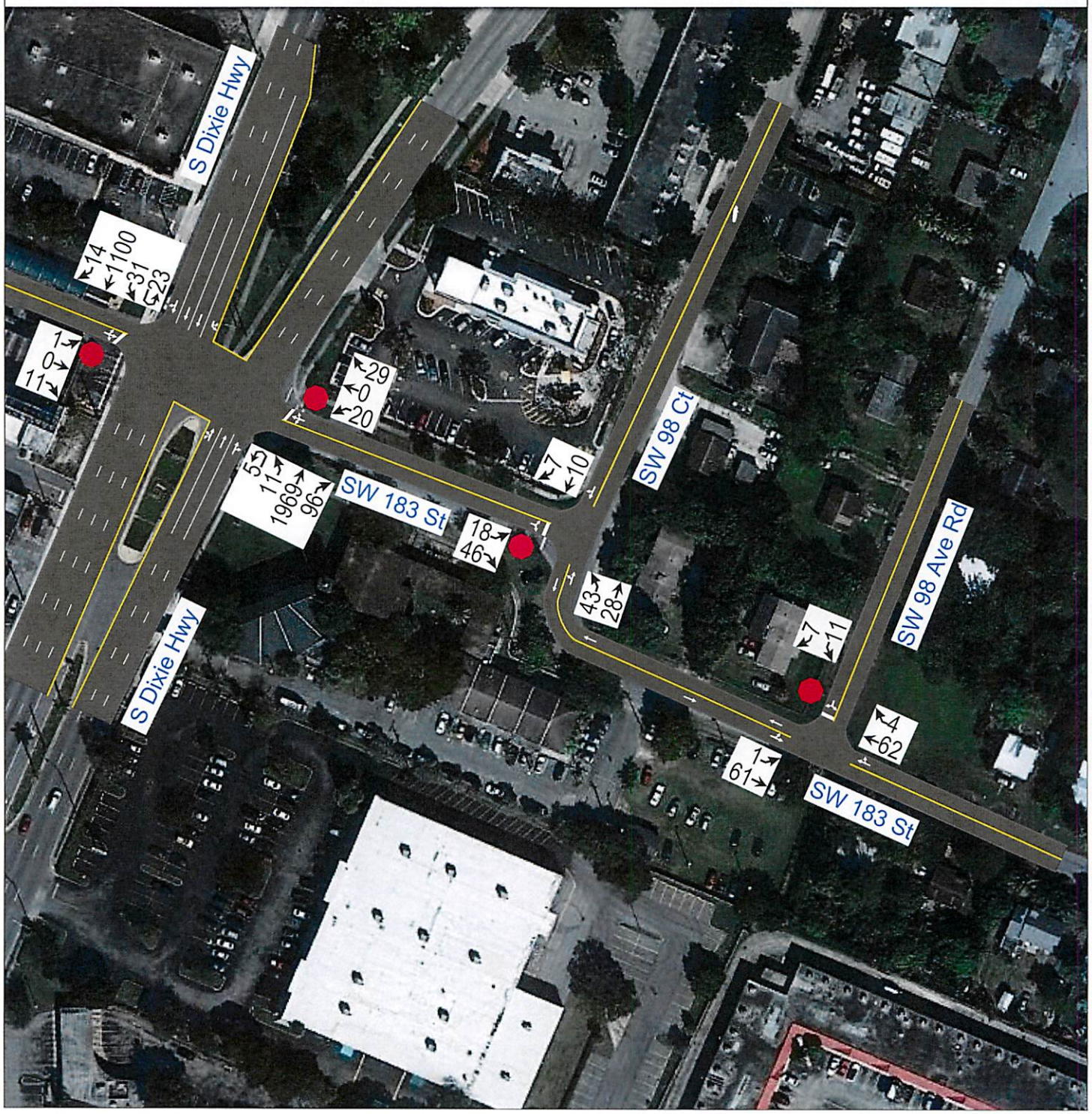
TABLE: A9

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

Project Name: Soleste - Bay Village

	Location	Intersection Control	Approach	Existing Condition (2016)				Future Condition with Project (2019)			
				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	S Dixie Highway (SR 5) & SW 183 Street	Two-Way Stop	EB	B	10.6	B	14.3	B	10.9	C	15.8
			WB	C	19.8 *	C	19.2 *	D	30.6 *	D	27.7 *
			NB	A	0.1	A	1.4	A	0.1	A	1.7
			SB	A	0.6	A	0.4	A	0.9	A	0.9
			Overall	**A**	**0.6**	**A**	**1.2**	**A**	**1.6**	**A**	**2.0**
	SW 183 Street & SW 98 Court	Two-Way Stop	EB	A	9.0 *	A	9.0 *	A	9.6 *	A	9.7 *
			WB	-	-	-	-	-	-	-	-
			NB	A	4.4	A	5.2	A	6.0	A	6.4
			SB	A	0.0	A	0.0	A	0.0	A	0.0
			Overall	**A**	**5.8**	**A**	**7.1**	**A**	**6.8**	**A**	**8.1**
	SW 183 Street & SW 98 Avenue Road	Two-Way Stop	EB	A	0.1	A	0.2	A	0.1	A	0.2
			WB	A	0.0	A	0.0	A	0.0	A	0.0
			NB	-	-	-	-	-	-	-	-
			SB	A	9.3 *	A	9.4 *	A	9.6 *	A	9.7 *
			Overall	**A**	**1.2**	**A**	**1.8**	**A**	**1.0**	**A**	**1.6**
Driveways	SW 183 Street & Driveway 1 (DW1)	All-Way Stop	EB	-	-	-	-	-	-	-	-
			WB	-	-	-	-	A	0.2	A	1.4
			NB	-	-	-	-	A	8.6 *	A	8.7 *
			SB	-	-	-	-	A	6.3	A	6.0
			Overall	**-**	**-**	**-**	**-**	**A**	**4.0**	**A**	**5.1**
	SW 183 Street & Driveway 2 (DW2)	Two-Way Stop	EB	-	-	-	-	A	0.0	A	0.0
			WB	-	-	-	-	A	0.5	A	1.3
			NB	-	-	-	-	A	9.6 *	A	9.9 *
			SB	-	-	-	-	-	-	-	-
			Overall	**-**	**-**	**-**	**-**	**A**	**2.7**	**A**	**1.5**

* TWSC Critical Approach


S Dixie Hwy
14
1100
31
23
1
0
11
29
0
20
SW 183 St
55
11
1969
96
18
46
SW 98 Ct
7
10
43
28
7
11
SW 98 Ave Rd
4
62
1
61
SW 183 St
S Dixie Hwy

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	0	11	20	0	29	5	11	1969	96	23	31
Future Volume (Veh/h)	1	0	11	20	0	29	5	11	1969	96	23	31
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1	0	11	21	0	30	0	11	2030	99	0	32
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	1934	3356	385	2554	3314	726	0	1148			0	2129
vC1, stage 1 conf vol	1205	1205		2102	2102							
vC2, stage 2 conf vol	729	2151		453	1212							
vCu, unblocked vol	1934	3356	385	2554	3314	726	0	1148			0	2129
tC, single (s)	*5.0	*5.0	*5.0	*5.0	*5.0	*5.0	0.0	4.1			0.0	4.1
tC, 2 stage (s)	4.0	4.0		4.0	4.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	100	100	99	88	100	94	0	98			0	87
cM capacity (veh/h)	270	122	755	178	137	543	0	604			0	252

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	12	51	518	1015	606	32	454	454	241
Volume Left	1	21	11	0	0	32	0	0	0
Volume Right	11	30	0	0	99	0	0	0	14
cSH	656	294	604	1700	1700	252	1700	1700	1700
Volume to Capacity	0.02	0.17	0.02	0.60	0.36	0.13	0.27	0.27	0.14
Queue Length 95th (ft)	1	15	1	0	0	11	0	0	0
Control Delay (s)	10.6	19.8	0.5	0.0	0.0	21.4	0.0	0.0	0.0
Lane LOS	B	C	A			C			
Approach Delay (s)	10.6	19.8	0.1			0.6			
Approach LOS	B	C							

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1100	14
Future Volume (Veh/h)	1100	14
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.97	0.97
Hourly flow rate (vph)	1134	14
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	46	43	28	10	7
Future Vol, veh/h	18	46	43	28	10	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	58	54	35	13	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	161	17	22	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	835	1068	1607	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	888	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	807	1068	1607	-	-	-
Mov Cap-2 Maneuver	807	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	858	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	4.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	979	-	-
HCM Lane V/C Ratio	0.034	-	0.083	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

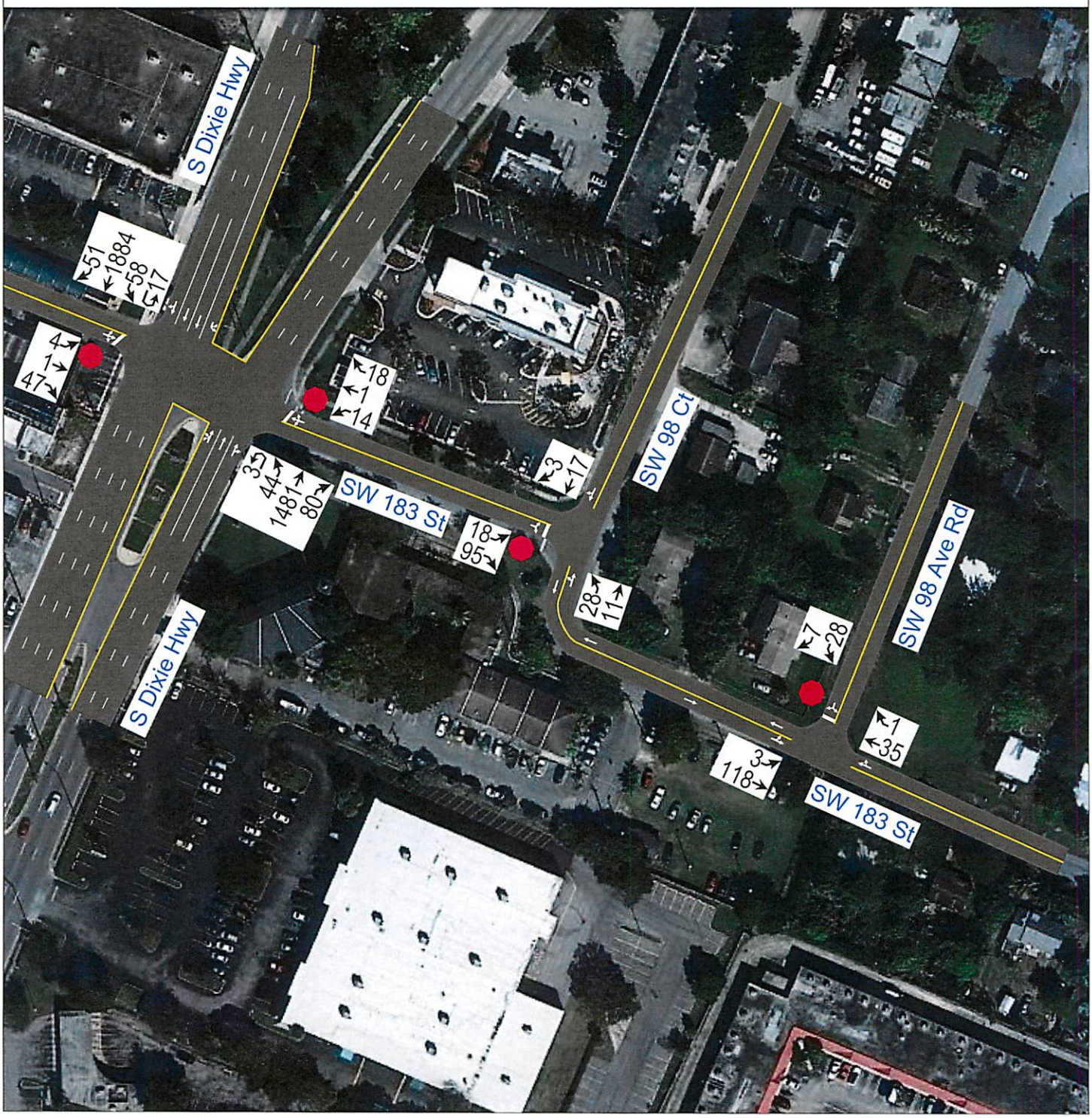
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	61	62	4	11	7
Future Vol, veh/h	1	61	62	4	11	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	86	87	6	15	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	93	0	-	0	179	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1514	-	-	-	815	973
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1514	-	-	-	814	973
Mov Cap-2 Maneuver	-	-	-	-	814	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	939	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1514	-	-	-	869
HCM Lane V/C Ratio	0.001	-	-	-	0.029
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1


S Dixie Hwy
51
1884
58
17
4
1
47
18
1
14
35
44
1481
80
SW 183 St
18
95
3
17
SW 98 Ct
28
11
7
28
SW 98 Ave Rd
1
35
3
118
SW 183 St
S Dixie Hwy

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	4	1	47	14	1	18	3	44	1481	80	17	58
Future Volume (Veh/h)	4	1	47	14	1	18	3	44	1481	80	17	58
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	4	1	48	14	1	18	0	45	1511	82	0	59
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	2678	3749	667	2449	3734	545	0	1974			0	1593
vC1, stage 1 conf vol	2066	2066		1642	1642							
vC2, stage 2 conf vol	612	1683		807	2092							
vCu, unblocked vol	2678	3749	667	2449	3734	545	0	1974			0	1593
tC, single (s)	*5.0	*5.0	*5.0	*5.0	*5.0	*5.0	0.0	4.1			0.0	4.1
tC, 2 stage (s)	4.0	4.0		4.0	4.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	97	99	92	92	99	97	0	84			0	86
cM capacity (veh/h)	152	98	575	182	94	647	0	290			0	408

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	53	33	423	756	460	59	769	769	436
Volume Left	4	14	45	0	0	59	0	0	0
Volume Right	48	18	0	0	82	0	0	0	52
cSH	442	286	290	1700	1700	408	1700	1700	1700
Volume to Capacity	0.12	0.12	0.16	0.44	0.27	0.14	0.45	0.45	0.26
Queue Length 95th (ft)	10	10	14	0	0	13	0	0	0
Control Delay (s)	14.3	19.2	5.6	0.0	0.0	15.3	0.0	0.0	0.0
Lane LOS	B	C	A			C			
Approach Delay (s)	14.3	19.2	1.4			0.4			
Approach LOS	B	C							

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	77.7%	ICU Level of Service		D
Analysis Period (min)	15			

* User Entered Value

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1884	51
Future Volume (Veh/h)	1884	51
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.98	0.98
Hourly flow rate (vph)	1922	52
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	95	28	11	17	3
Future Vol, veh/h	18	95	28	11	17	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	110	33	13	20	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	100	22	23	0	-	0
Stage 1	22	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	904	1061	1605	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	885	1061	1605	-	-	-
Mov Cap-2 Maneuver	885	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	930	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	5.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1605	-	1028	-	-
HCM Lane V/C Ratio	0.02	-	0.128	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		Y	
Traffic Vol, veh/h	3	118	35	1	28	7
Future Vol, veh/h	3	118	35	1	28	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	130	38	1	31	8

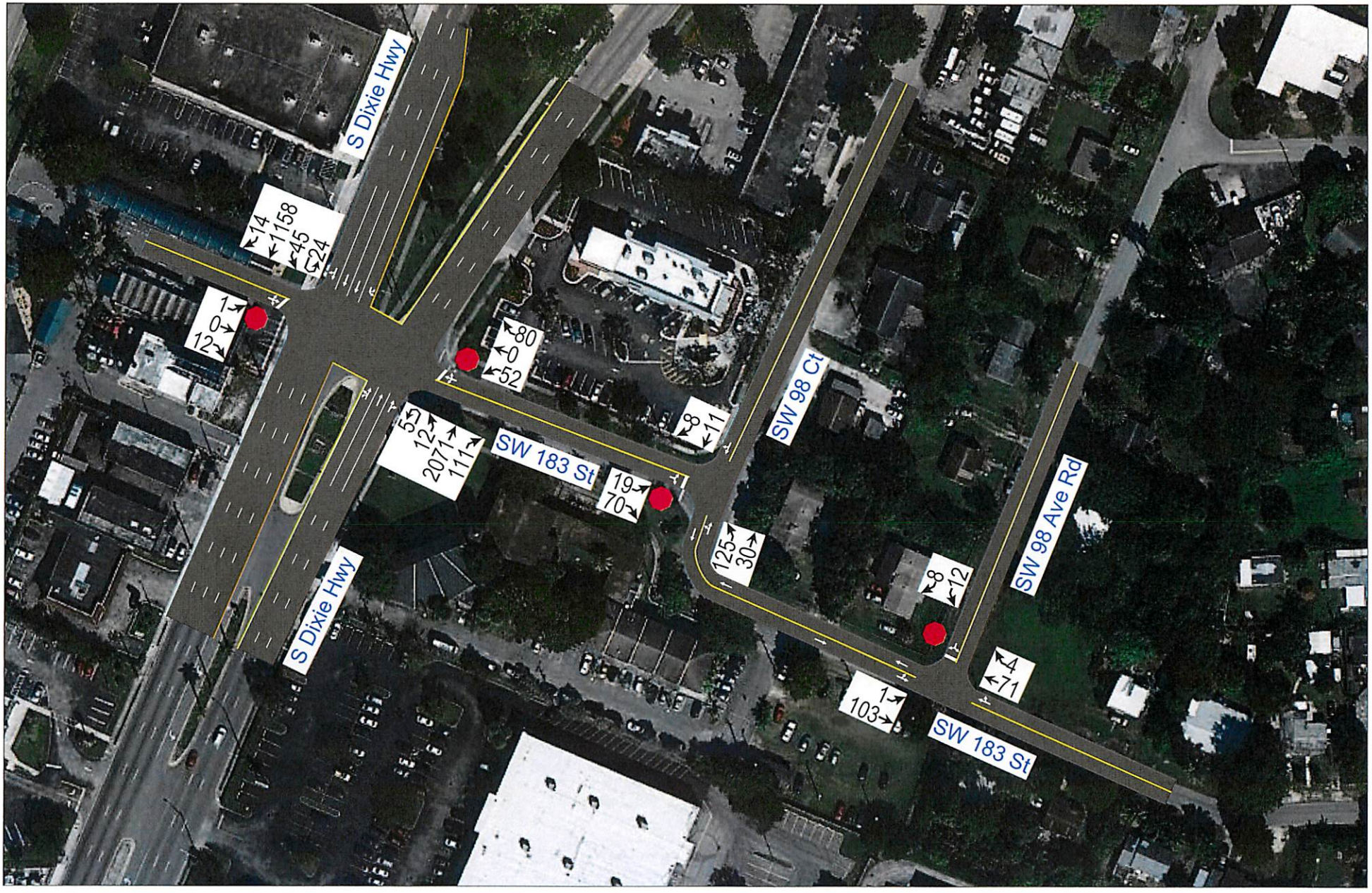
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	40	0	-	0	175	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1583	-	-	-	819	1038
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1583	-	-	-	817	1038
Mov Cap-2 Maneuver	-	-	-	-	817	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	893	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1583	-	-	-	853
HCM Lane V/C Ratio	0.002	-	-	-	0.045
HCM Control Delay (s)	7.3	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Soleste - Bay Village

Proposed Future Condition w/Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	0	12	52	0	80	5	12	2071	111	24	45
Future Volume (Veh/h)	1	0	12	52	0	80	5	12	2071	111	24	45
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1	0	12	54	0	82	0	12	2135	114	0	46
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	2111	3566	405	2718	3516	769	0	1208			0	2249
vC1, stage 1 conf vol	1293	1293		2216	2216							
vC2, stage 2 conf vol	818	2273		502	1300							
vCu, unblocked vol	2111	3566	405	2718	3516	769	0	1208			0	2249
tC, single (s)	*5.0	*5.0	*5.0	*5.0	*5.0	*5.0	0.0	4.1			0.0	4.1
tC, 2 stage (s)	4.0	4.0		4.0	4.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	100	100	98	66	100	84	0	98			0	80
cM capacity (veh/h)	218	100	742	159	121	522	0	579			0	229

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	13	136	546	1068	648	46	478	478	253
Volume Left	1	54	12	0	0	46	0	0	0
Volume Right	12	82	0	0	114	0	0	0	14
cSH	626	273	579	1700	1700	229	1700	1700	1700
Volume to Capacity	0.02	0.50	0.02	0.63	0.38	0.20	0.28	0.28	0.15
Queue Length 95th (ft)	2	65	2	0	0	18	0	0	0
Control Delay (s)	10.9	30.6	0.6	0.0	0.0	24.6	0.0	0.0	0.0
Lane LOS	B	D	A			C			
Approach Delay (s)	10.9	30.6	0.1			0.9			
Approach LOS	B	D							

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	78.5%	ICU Level of Service	D	
Analysis Period (min)	15			

* User Entered Value

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1158	14
Future Volume (Veh/h)	1158	14
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.97	0.97
Hourly flow rate (vph)	1194	14
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	70	125	30	11	8
Future Vol, veh/h	19	70	125	30	11	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	89	158	38	14	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	373	19	24	0	-	0
Stage 1	19	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	632	1065	1604	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	568	1065	1604	-	-	-
Mov Cap-2 Maneuver	568	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	643	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1604	-	897	-	-
HCM Lane V/C Ratio	0.099	-	0.126	-	-
HCM Control Delay (s)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.4	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		Y	
Traffic Vol, veh/h	1	103	71	4	12	8
Future Vol, veh/h	1	103	71	4	12	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	145	100	6	17	11

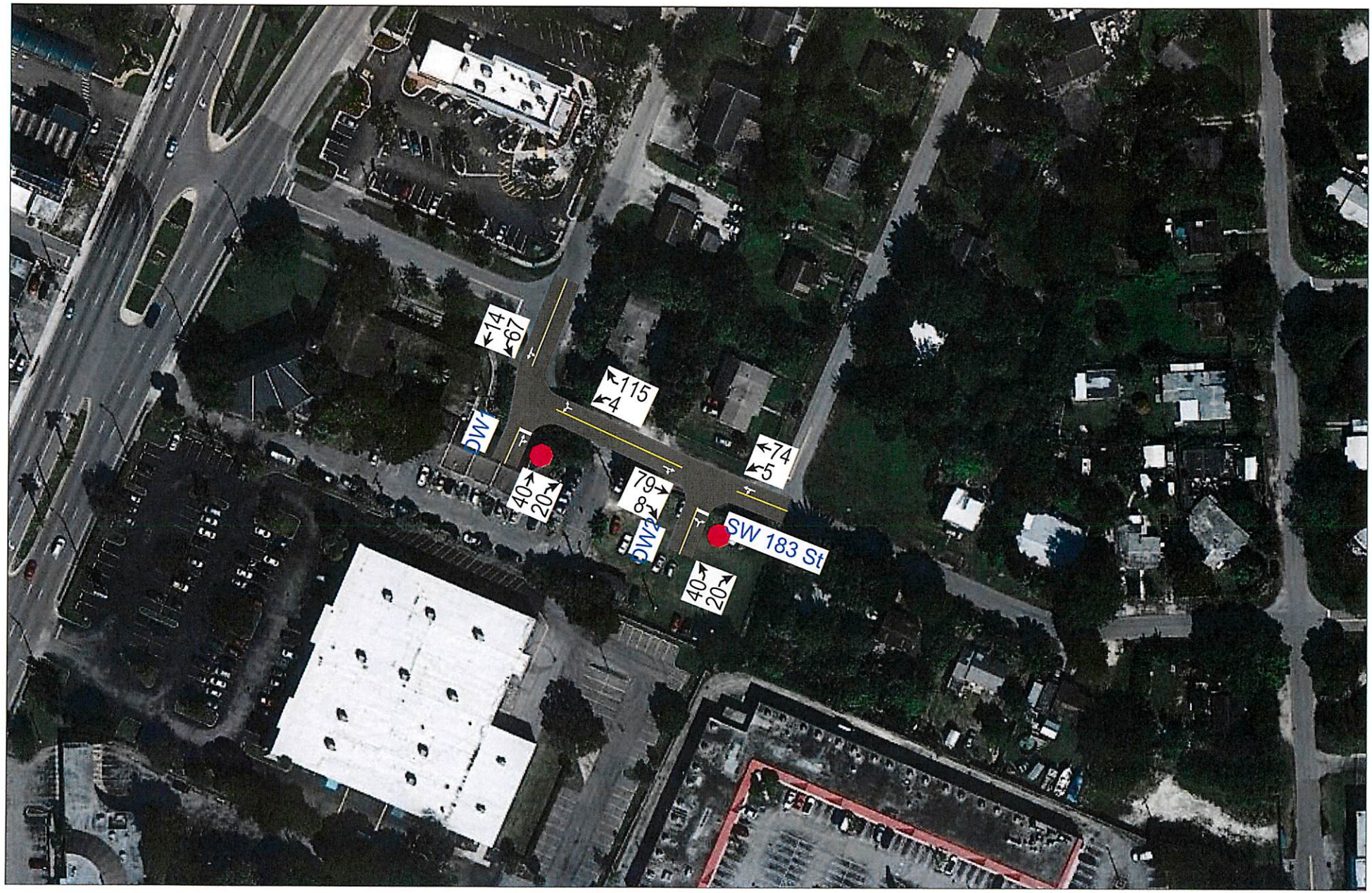
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	106	0	-	0	251	103
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1498	-	-	-	742	957
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1498	-	-	-	741	957
Mov Cap-2 Maneuver	-	-	-	-	741	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	883	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1498	-	-	-	815
HCM Lane V/C Ratio	0.001	-	-	-	0.035
HCM Control Delay (s)	7.4	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Soleste - Bay Village

Proposed Future Driveway LOS - AM Peak Hour



Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	115	40	20	67	14
Future Vol, veh/h	4	115	40	20	67	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	125	43	22	73	15

Major/Minor	Major2		Minor1		Major1	
Conflicting Flow All	15	-	295	15	125	0
Stage 1	-	-	161	-	-	-
Stage 2	-	-	134	-	-	-
Critical Hdwy	4.12	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	1603	-	616	1065	1462	-
Stage 1	-	-	765	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	1603	-	0	1065	1462	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0.2	8.6	6.3
HCM LOS		A	

Minor Lane/Major Mvmt	NBLn1	WBL	WBR	SBL	SBT
Capacity (veh/h)	1065	1603	-	1462	-
HCM Lane V/C Ratio	0.061	0.003	-	0.05	-
HCM Control Delay (s)	8.6	7.3	-	7.6	0
HCM Lane LOS	A	A	-	A	A
HCM 95th %tile Q(veh)	0.2	0	-	0.2	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	79	8	5	74	40	20
Future Vol, veh/h	79	8	5	74	40	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	9	5	80	43	22

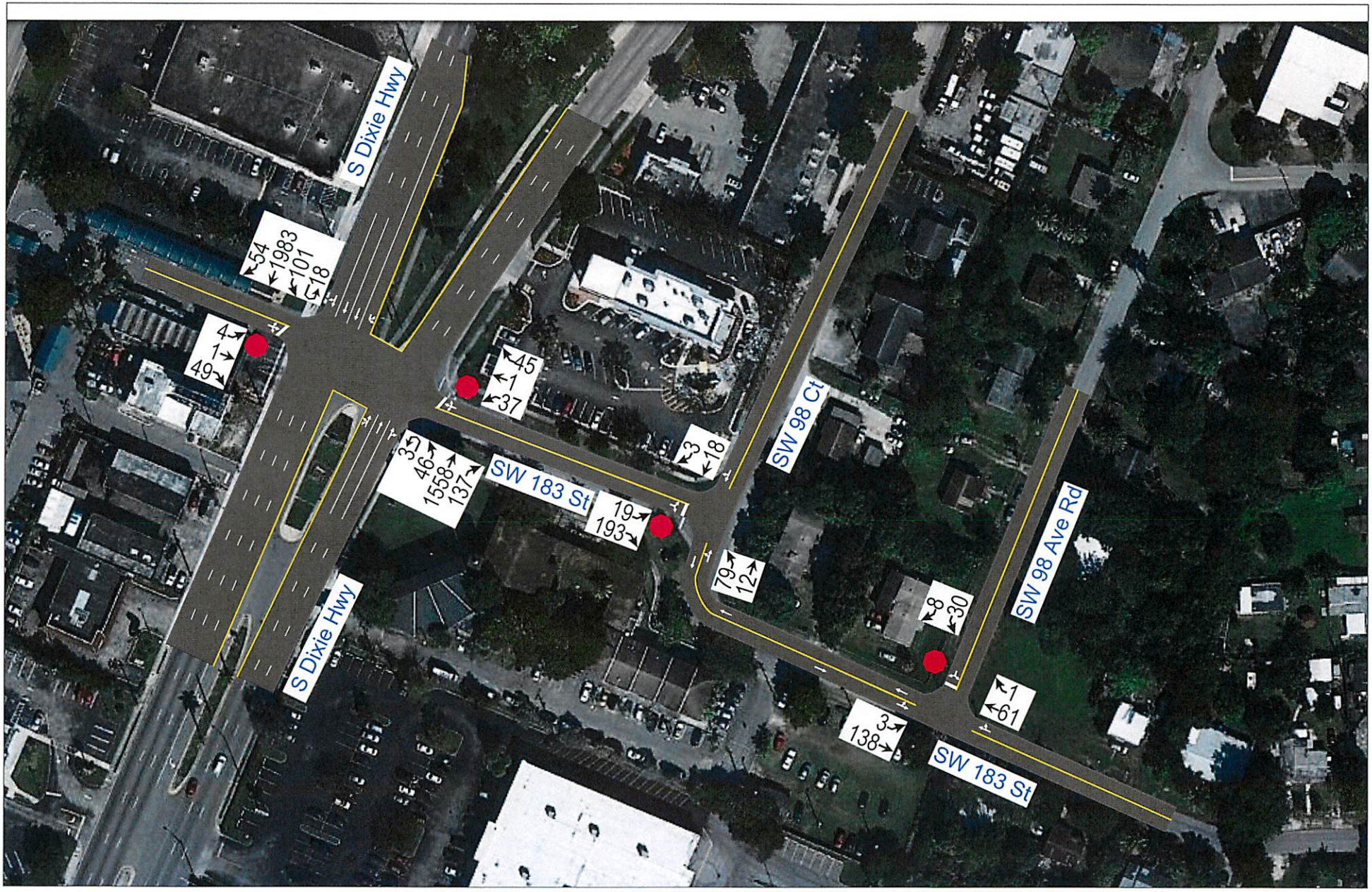
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	181	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1499	-	808	968
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	806	968
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	930	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	854	-	-	1499	-
HCM Lane V/C Ratio	0.076	-	-	0.004	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Soleste - Bay Village

Proposed Future Condition w/Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	4	1	49	37	1	45	3	46	1558	137	18	101
Future Volume (Veh/h)	4	1	49	37	1	45	3	46	1558	137	18	101
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	4	1	50	38	1	46	0	47	1590	140	0	103
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	2927	4080	702	2685	4038	600	0	2078			0	1730
vC1, stage 1 conf vol	2256	2256		1754	1754							
vC2, stage 2 conf vol	670	1824		931	2284							
vCu, unblocked vol	2927	4080	702	2685	4038	600	0	2078			0	1730
tC, single (s)	*5.0	*5.0	*5.0	*5.0	*5.0	*5.0	0.0	4.1			0.0	4.1
tC, 2 stage (s)	4.0	4.0		4.0	4.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	96	98	91	74	98	93	0	82			0	71
cM capacity (veh/h)	110	64	556	146	64	614	0	264			0	361

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	55	85	444	795	538	103	809	809	460
Volume Left	4	38	47	0	0	103	0	0	0
Volume Right	50	46	0	0	140	0	0	0	55
cSH	387	242	264	1700	1700	361	1700	1700	1700
Volume to Capacity	0.14	0.35	0.18	0.47	0.32	0.29	0.48	0.48	0.27
Queue Length 95th (ft)	12	38	16	0	0	29	0	0	0
Control Delay (s)	15.8	27.7	6.8	0.0	0.0	18.9	0.0	0.0	0.0
Lane LOS	C	D	A			C			
Approach Delay (s)	15.8	27.7	1.7			0.9			
Approach LOS	C	D							

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	95.2%	ICU Level of Service		F
Analysis Period (min)	15			

* User Entered Value



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1983	54
Future Volume (Veh/h)	1983	54
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.98	0.98
Hourly flow rate (vph)	2023	55
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	193	79	12	18	3
Future Vol, veh/h	19	193	79	12	18	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	224	92	14	21	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	221	23	24	0	-	0
Stage 1	23	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	772	1060	1604	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	727	1060	1604	-	-	-
Mov Cap-2 Maneuver	727	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	791	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	6.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1604	-	1018	-	-
HCM Lane V/C Ratio	0.057	-	0.242	-	-
HCM Control Delay (s)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	3	138	61	1	30	8
Future Vol, veh/h	3	138	61	1	30	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	152	67	1	33	9

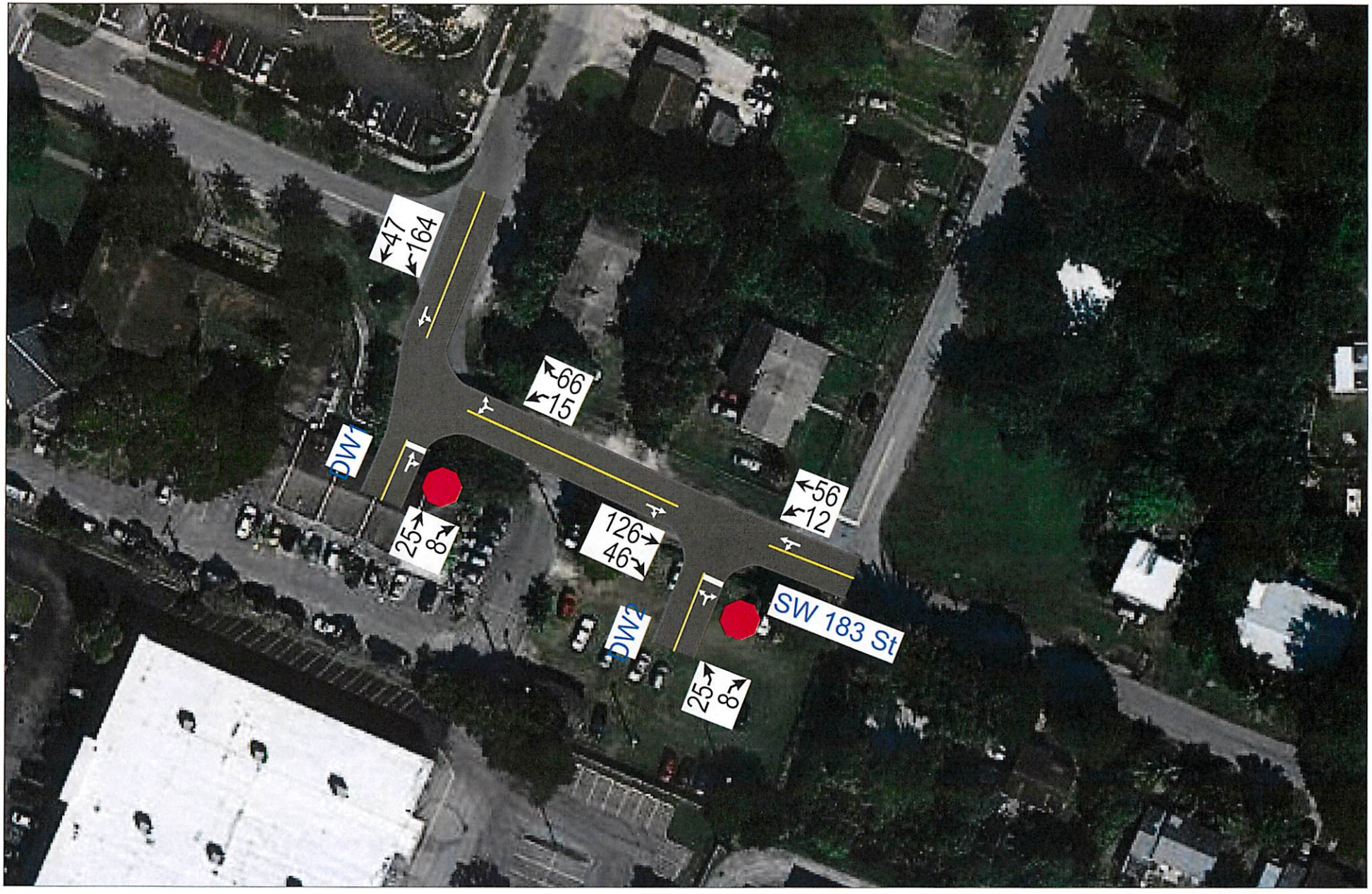
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	68	0	-	0	226	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	158	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1546	-	-	-	767	1001
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	875	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1546	-	-	-	765	1001
Mov Cap-2 Maneuver	-	-	-	-	765	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	873	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1546	-	-	-	805
HCM Lane V/C Ratio	0.002	-	-	-	0.052
HCM Control Delay (s)	7.3	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Soleste - Bay Village

Proposed Future Driveway LOS - PM Peak Hour



Intersection	
Int Delay, s/veh	5.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	66	25	8	164	47
Future Vol, veh/h	15	66	25	8	164	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	72	27	9	178	51

Major/Minor	Major2		Minor1		Major1	
Conflicting Flow All	51	-	512	51	72	0
Stage 1	-	-	408	-	-	-
Stage 2	-	-	104	-	-	-
Critical Hdwy	4.12	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	1555	-	465	1017	1528	-
Stage 1	-	-	597	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	1555	-	0	1017	1528	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	1.4	8.7	6
HCM LOS		A	

Minor Lane/Major Mvmt	NBLn1	WBL	WBR	SBL	SBT
Capacity (veh/h)	1017	1555	-	1528	-
HCM Lane V/C Ratio	0.035	0.01	-	0.117	-
HCM Control Delay (s)	8.7	7.3	-	7.7	0
HCM Lane LOS	A	A	-	A	A
HCM 95th %tile Q(veh)	0.1	0	-	0.4	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	126	46	12	56	25	8
Future Vol, veh/h	126	46	12	56	25	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	137	50	13	61	27	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	187	0	249	162
Stage 1	-	-	-	-	162	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1387	-	739	883
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1387	-	732	883
Mov Cap-2 Maneuver	-	-	-	-	732	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	927	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	764	-	-	1387	-
HCM Lane V/C Ratio	0.047	-	-	0.009	-
HCM Control Delay (s)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-