IMPACT ASSESSMENT STUDY

January 2015

Bahia Tower
7922 East Drive
North Bay Village, FL

Engineers
Architects
Planners
Landscape Architects
Surveyors
Environmental Scientists
Construction Management
Design/Build

Certificate of Authorization No. 00003215

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BAHIA TOWER AT NORTH BAY VILLAGE

PROJECT INTRODUCTION AND OVERVIEW

Bahia Tower is a proposed multifamily residential development located at 7922 East Drive on Harbor Island, in North Bay Village, Florida. This development consists of 16 apartment units, amenities and an on-site parking facility (See location map/Aerial photo - Exhibit 1A and 1B).

The site is approximately 0.26 acres and is contained within Lot 83 of the Harbor Island plat (P.B. 44, Pg. 72, M.D.C.R., refer to Exhibit 2). The site borders Biscayne Bay on it western boundary, where its frontage is approximately eighty eight linear feet (88 LF) along the Bay. Currently, this site is vacant and currently zoned RM 70 / PRD (Single undersized lot development), which allows for the proposed use (See Zoning Map- Exhibit 3).

In accordance with Ch. 4 - Consistency and Concurrency Determinations of the North Bay Village Consolidated Land Development Regulations, all new development are required to prepare an impact assessment report demonstrating that the proposed development does not degrade adopted levels of service in North Bay Village. This report will analyze the impact of the proposed Bahia Tower development on the existing NBV's infrastructure. Also, this report will provide assurance that the level of service remains consistent with NBV's requirements.

PROJECT POPULATION

Our proposed development, Bahia Tower, contains 16 residential units. Based on a recommended rate of 2.25 people per unit, the net population increase due to this project is 36 people. Please see below Table 1 - Population.

Table 1- Population

Description	Units	No. of people/unit	Population
Bahia Tower	16	2.25	36

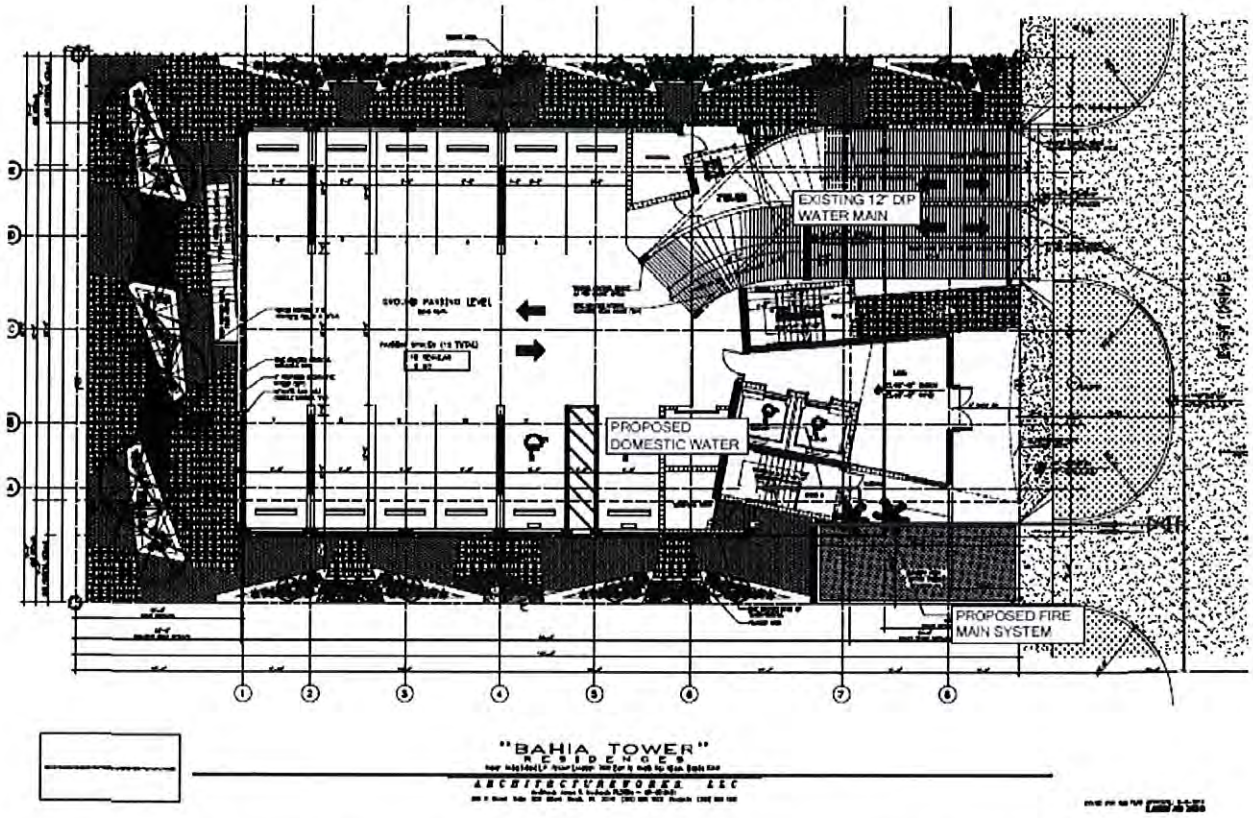
Based on the latest available data from the United States Census Bureau (2013 US Census), the population of North Bay Village is approximately 7,401 people. Bahia Tower proposes a population of 36 people, representing a net increase of 0.49% of the total population of North Bay Village.

POTABLE WATER DISTRIBUTION SYSTEM

The City of North Bay Ville obtains its potable water from a wholesale service agreement with Miami-Dade Water and Sewer Department (MDWASD). Potable water is conveyed to North Bay Village via an existing 30 inch diameter water main, owned and serviced by the City of North Miami Beach Public Utilities.

Bahia Tower on Harbor Island, in North Bay Village, Florida will be service via an existing 12-inch water main running north-south along the right-of-way of East Drive and connected to an existing water main running along Kennedy Causeway (NE 79th Street). The proposed system, refer to Figure 1- Schematic Water Distribution Plan below, will be designed in accordance with local, county and state criteria and will serve the potable and fire demand of the proposed development.

Figure 1 – Schematic Water Distribution System



Potable water consumption is calculated based in an estimated 66.67gpd / capita or 150 gpd / unit per the Miami-Dade County's Schedule of Daily Gallonage for Various Occupancy Regulations below.

Table 2: Schedule of Daily Rated Gallonage for Various Occupancy

TYPES OF LAND USES	GALLONS PER DAY (GPD)
RESIDENTIAL LAND USES	
Single Family Residence	220 gpd/unit (under 3001 sq. ft)
	320 gpd/unit (3001-5000 sq. ft.)
	550 gpd/unit (over 5,000 sq. ft.)
Townhouse Residence	180 gpd/unit
Apartment	150 gpd/unit
Mobile Home Residence/Park	180 gpd/unit
Duplex or Twin Home Residence	180 gpd/unit

Based on preliminary analysis of the water demand for Bahia Tower, the proposed project would require an estimated water consumption of 2,400 GPD (16 units x 2.25 x 66.67 gpd/capita); representing a net increase of 0.49% of the total population of North Bay Village of North Bay Village's total potable water consumption. See Table 3 - Water Consumption below.

Table 3 – Water Consumption

Description	Unit Type	Residential Units	Average capita per unit	Population	GPD/Capita	Demand (GPD)
Existing Population (2013 US Census)				7,401	66.67	493,425
Bahia Tower	Apartments	16	2.25	36	66.67	2,400

In summary, the net increase in potable water demand due to the proposed Bahia Tower development is negligible on the overall City's existing water supply and distribution network.

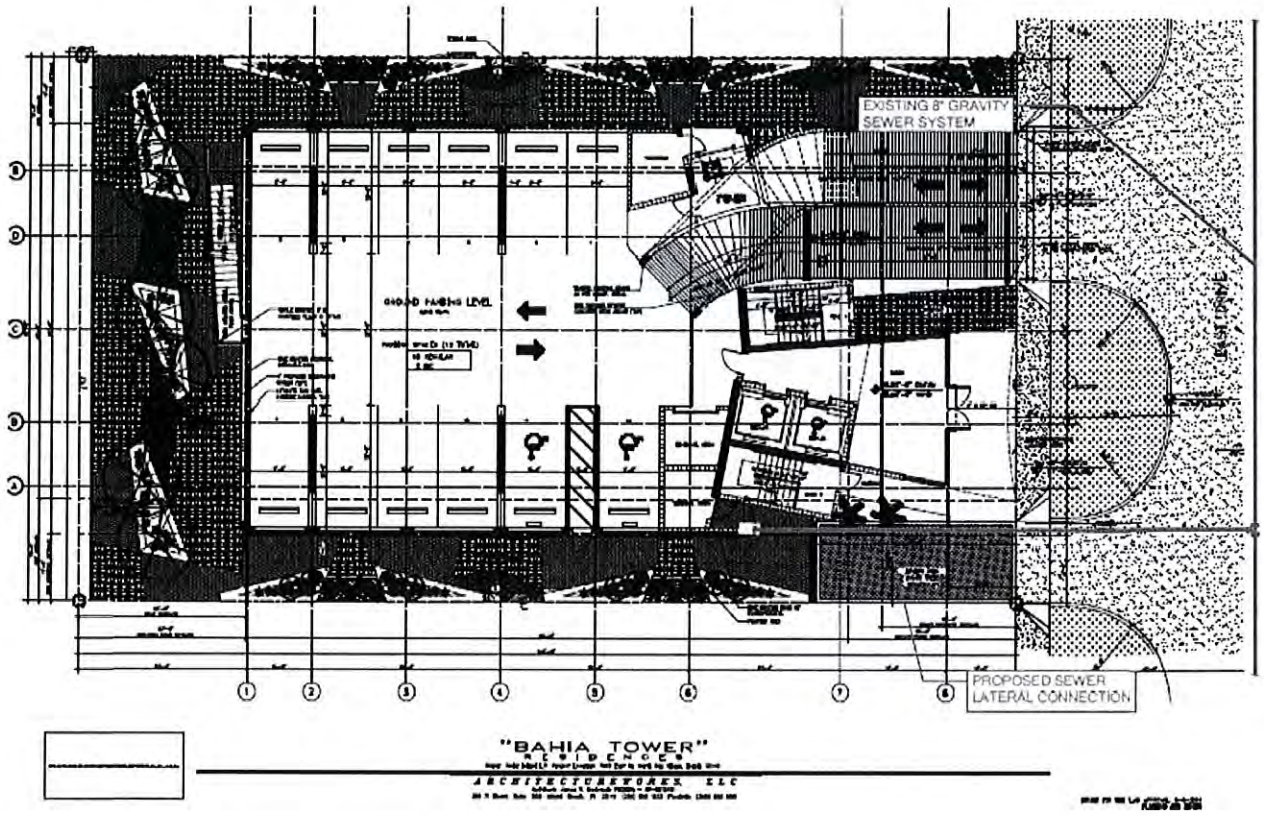
WASTEWATER COLLECTION AND TRANSMISSION SYSTEM

The proposed development will be served via an 8-inch existing sewer line located on East Drive. Flow from the proposed development will have a direct connection to the existing 8-inch system via a proposed sewer lateral(s).This gravity main system, owned, operated and maintained by the City of North Bay Village, runs north-south along East Drive and conveys all flows to an existing Lift Station called "City Hall Pump Station" located at 7903 East Drive. The City Hall Pump station is the main collector for Harbor Island. Flow from this station is pumped west, via the existing 16-inch diameter forcemain to Pelican Island along NE 79th Street and then sub-aqueous, beneath Biscayne Bay, to a Miami-Dade Water and Sewer Department forcemain connection of NE 80th Street and NE 7th Ave. (Refer to Figure 2 - North Bay Village Wastewater System below).

Figure 2 – North Bay Village Wastewater System

There are no known capacity issues at the North Bay Village pumping station. Bahia Tower proposes a lateral sewer connection to the existing gravity sewer system on East Drive. Below, please refer to Figure 3 - Schematic Sanitary Sewer Connection.

Figure 3- Schematic Sanitary Sewer Collection System



Using a recommended average rate of 2.25 people per unit and 66.7 gpd per person for sewage flows, the total decrease from the proposed Bahia Tower development at North Bay Village will be 1,200 GPD, refer to Table 4 - Wastewater Flow.

Table 4 – Wastewater Flow

Description	Unit Type	Residential Units	Average capita per unit	Population	GPD/Capita	Demand (GPD)
Existing Population (2013 US Census)				7,401	66.67	493,425
Bahia Tower	Apartments	16	2.25	36	66.67	2,400

In summary, the proposed Bahia Tower development will have a minimal increase in the demand to the existing sanitary sewer system and receiving pump stations.

SOLID WASTE

Solid waste generated from the proposed Bahia Tower development has been calculated at 7lbs per capita per day based on the City's Consolidate Land Development Regulations, Ch. 4 - Consistency and Concurrency Determination, Sec. 4.5 - Solid Waste. Please refer below to Table 5 - Solid Waste Demand.

Table 5 – Solid Waste

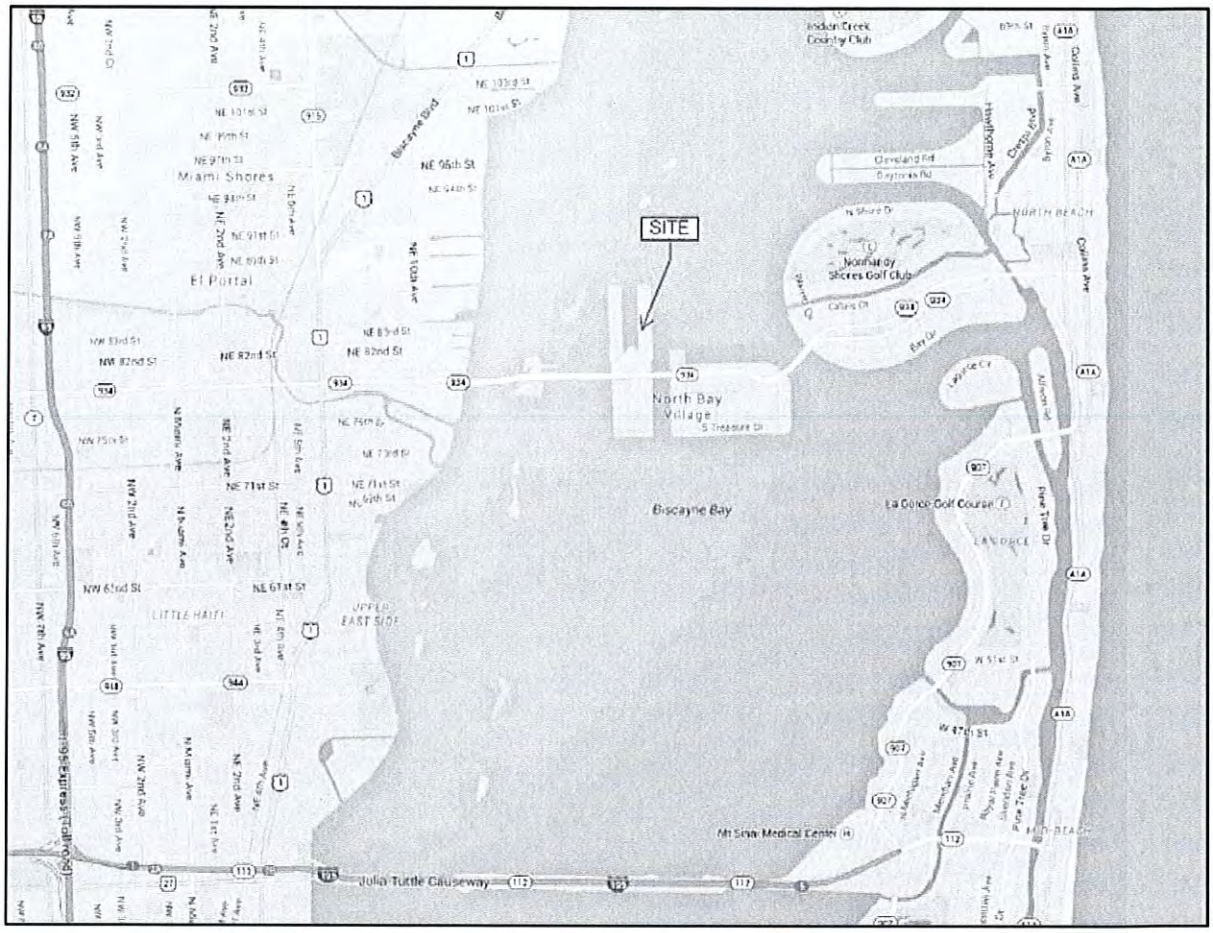
Description	Unit Type	Residential Units	Average capita per unit	Population	Lbs./Capita	Demand (lbs.)
Bahia Tower	Apartments	16	2.25	36	7	252

Based on the 2013 US census (7,401 people) and the above solid waste generation rate, an additional increase of 0.49% is projected. The solid waste increase for the proposed development has a minimal enlargement on the overall capacity of the existing system.

SUMMARY

In conclusion, the additional demand from the proposed Bahia Tower development on the potable water distribution, wastewater collection transmission, and solid waste systems will have a negligible increase on the demand of the existing infrastructure of North Bay Village. Therefore, CPH recommends the approval of the proposed development based on the minimal impact to the overall system.

EXHIBIT 1A – LOCATION MAP



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North Bay Village

EXHIBIT 1B – AERIAL PHOTO

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Bahia Tower
North Bay Village

EXHIBIT 2 – HARBOR ISLAND PLAT

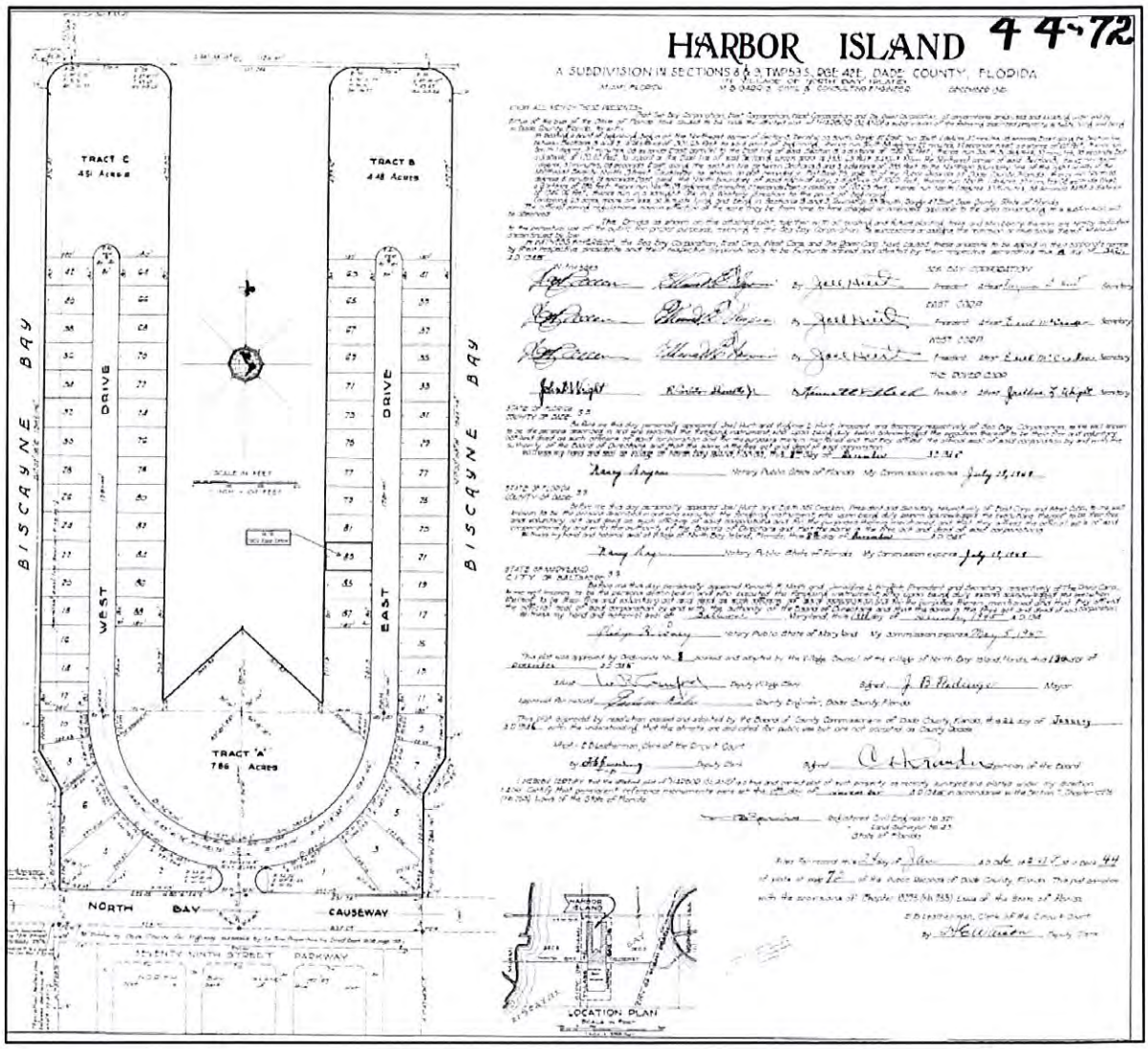
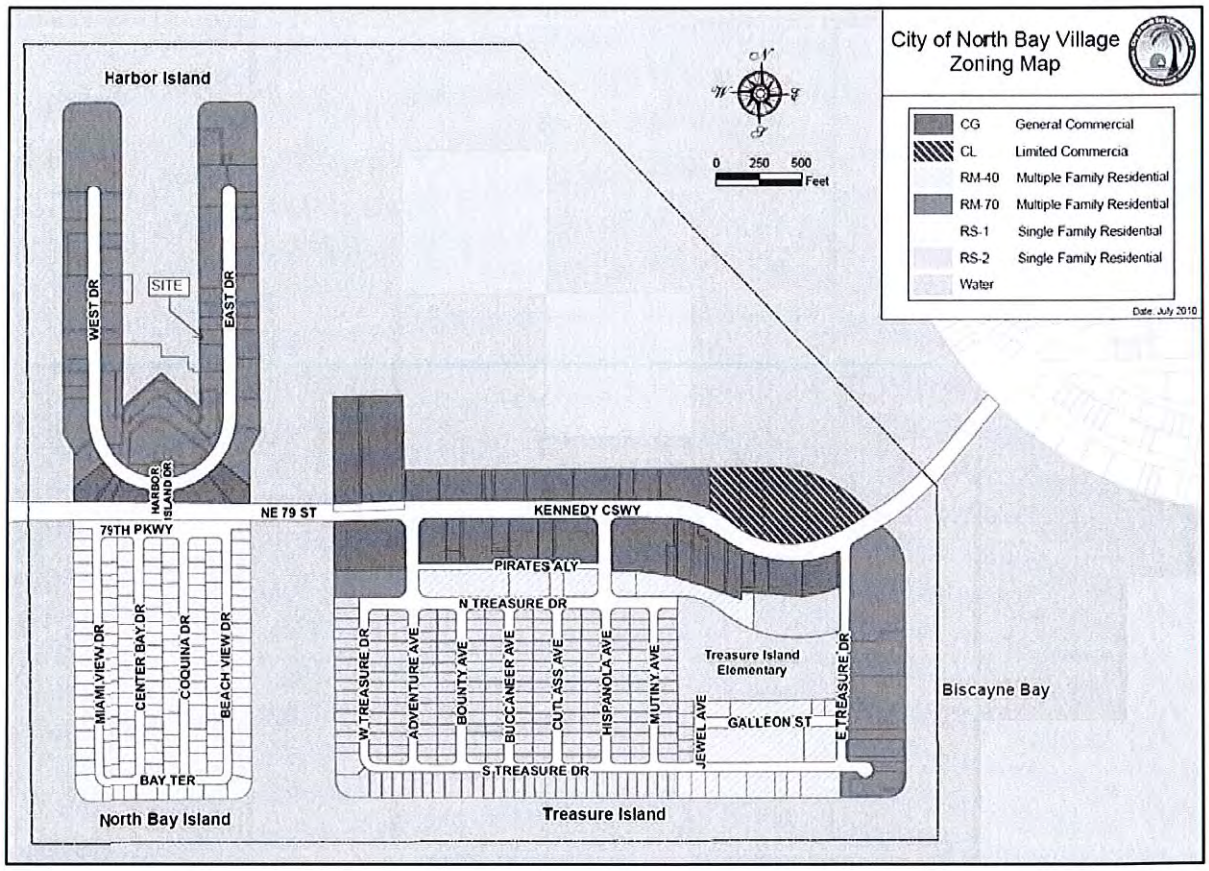


EXHIBIT 3 – CITY OF NORTH BAY VILLAGE ZONING MAP



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North Bay Village

EXHIBIT 4 – BOUNDARY AND TOPOGRAPHIC SURVEY (2014)

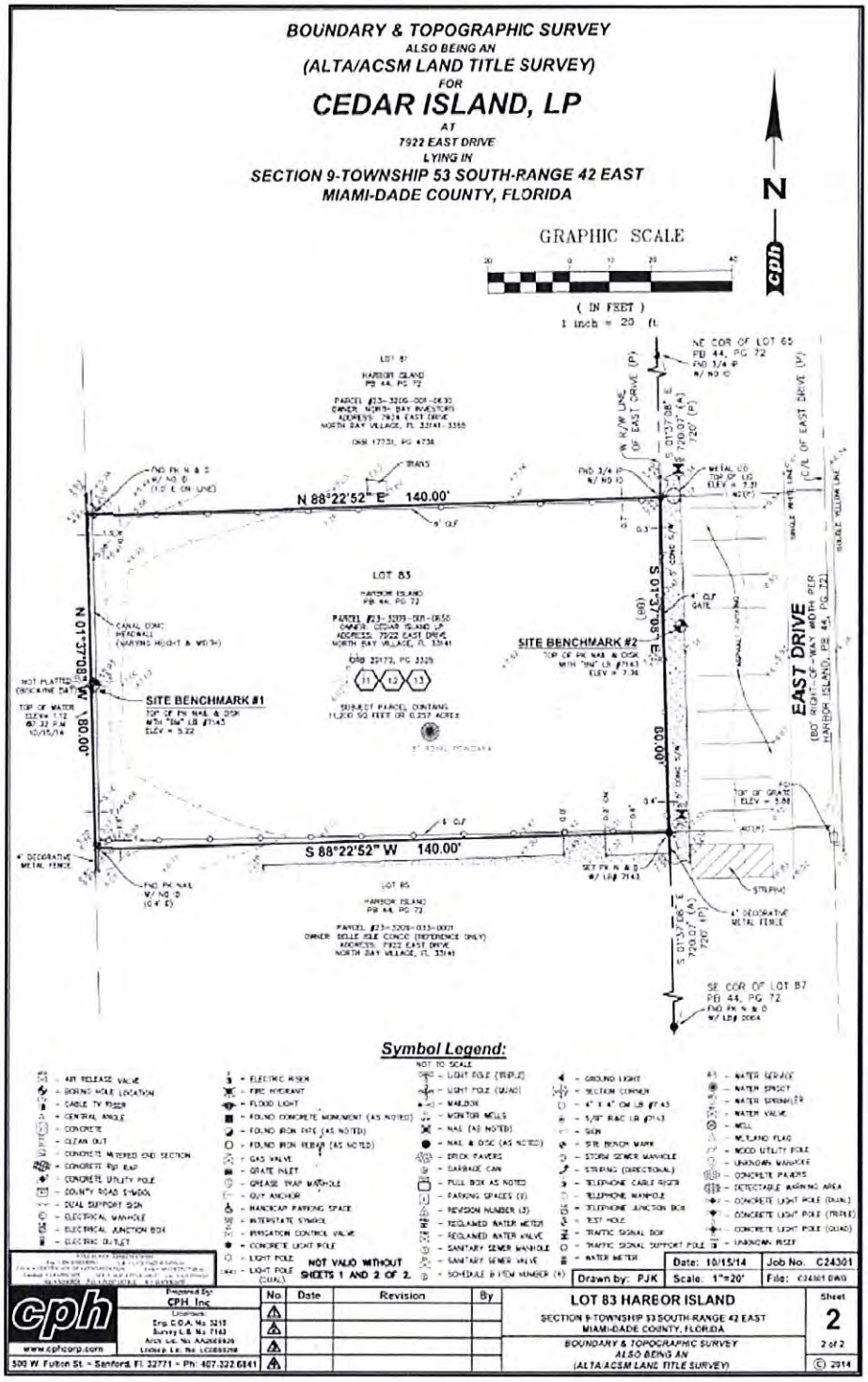

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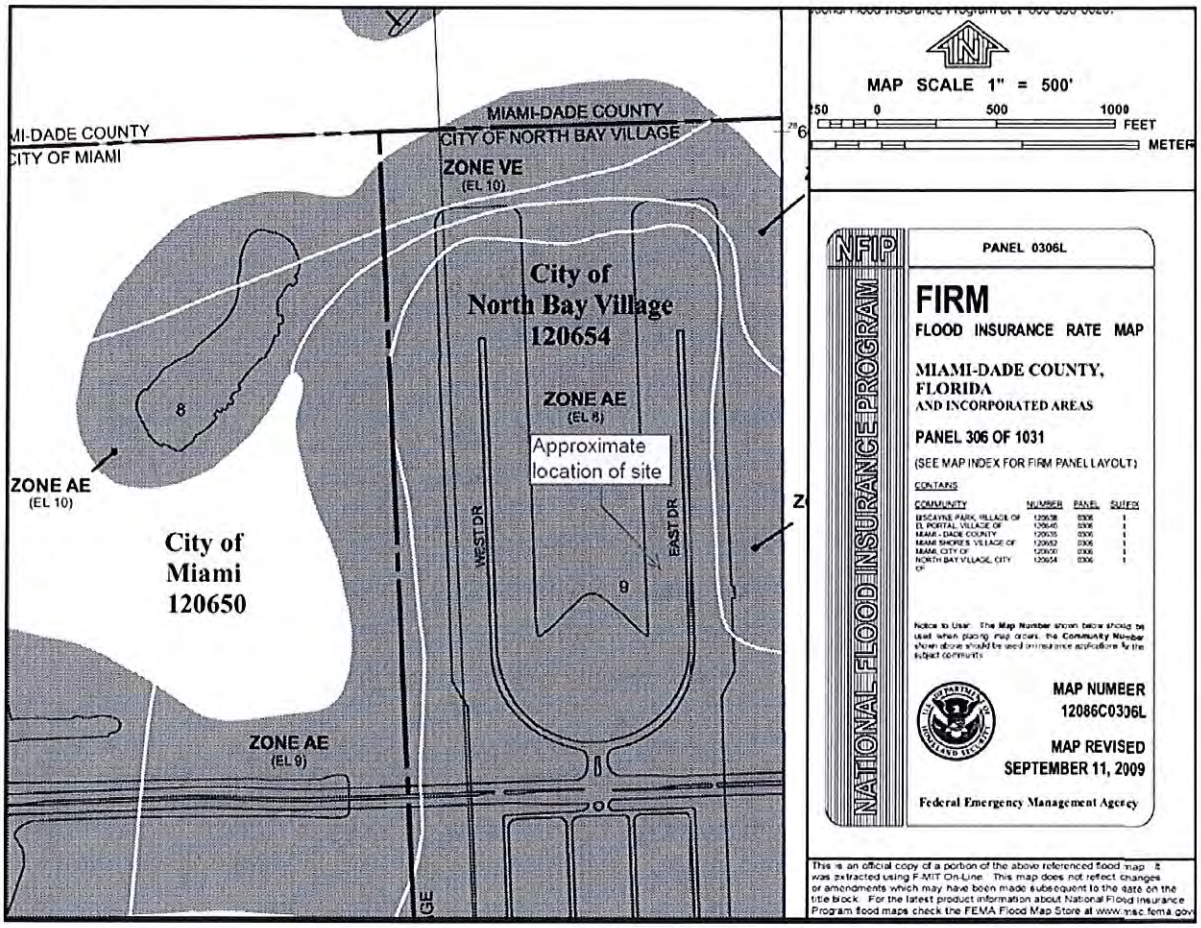
EXHIBIT 5 – FEMA MAP



Traffic Impact Statement

For Submittal to North Bay Village, Florida

Bahia Tower

7992 East Drive

North Bay Village, Florida

Prepared for:

Cedar Island LP

301 71st Street

Miami, Florida 33141

November 2014

Engineers
Planners
Landscape Architects
Surveyors
Construction Management
Design/Build

Certificate of Authorization No. 00003215

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Sandra Gorman
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Date

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Executive Summary

A new 16 unit apartment building is proposed at 7992 East Drive in North Bay Village, Florida. **Figure 1** illustrates the project location and **Figure 2** is a site plan of the proposed development. The project is anticipated to be completed in 2015. CPH has prepared a Traffic Impact Study for submittal to North Bay Village to address the impacts of the project.

Access to the site is proposed through a full driveway onto East Drive. The project is anticipated to generate approximately 8 trips during the AM Peak Hour and 10 trips during the PM Peak Hour.

Per the approved methodology, the intersections of SR 934 & Larry Paskow Way and SR 934 and Pelican Harbor Drive were evaluated to determine the impacts of the proposed project. Both study intersections, and the adjacent segment of SR 934 are currently operating at acceptable levels of service for both peak periods.

Based upon the analysis, the roadway segments in the study are anticipated to continue to operate at acceptable levels of service with the addition of the project. Based upon the intersection analysis conducted at the project driveway, no left or right turn lanes are warranted to accommodate project traffic at the access point.

Introduction

A new 16 unit apartment building is proposed at 7992 East Drive in North Bay Village, Florida. **Figure 1** illustrates the project location and **Figure 2** is a site plan of the proposed development. The project is anticipated to be completed in 2015. CPH has prepared a Traffic Impact Study for submittal to North Bay Village to address the impacts of the project.

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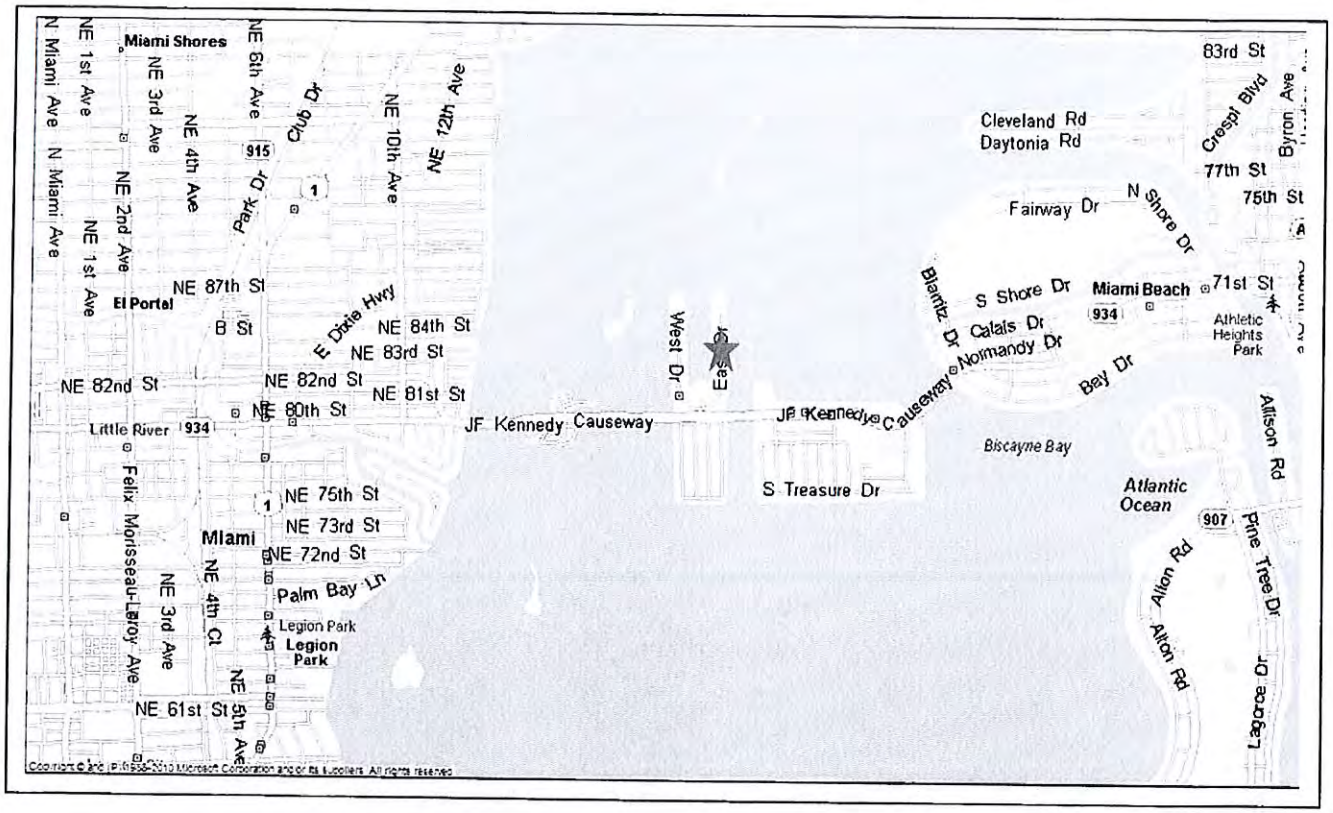

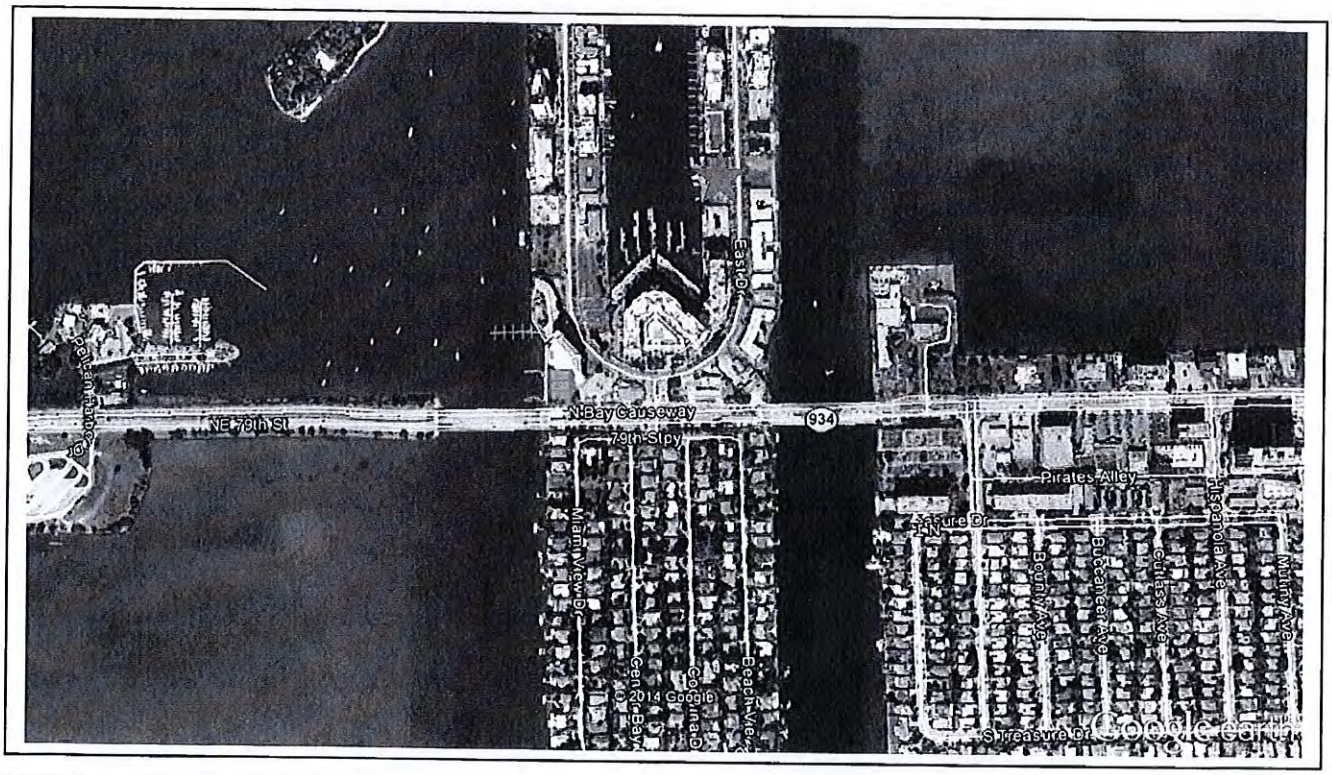

Figure 1
Site Location Map

7992 East Drive Apartments
North Bay Village, Florida

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Landscape Architects
Surveyors
Construction Management
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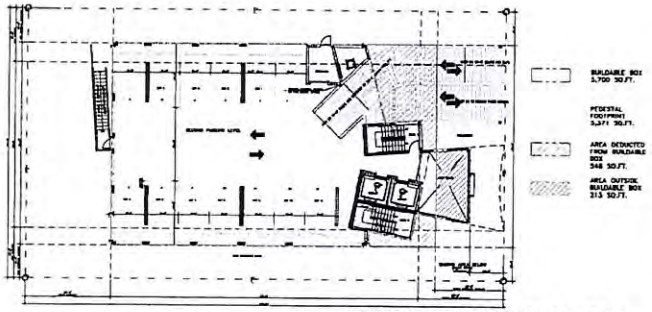
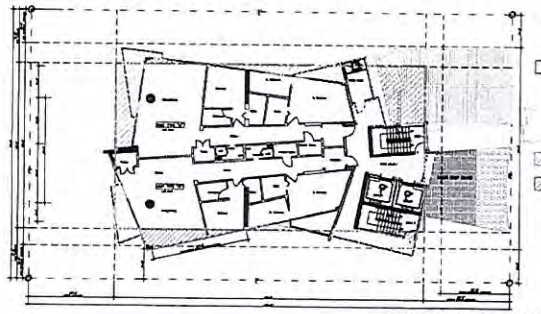


PEDESTAL FLEX SETBACK CALCULATIONS

SCALE N.T.S.



TOWER FLEX SETBACK CALCULATIONS

SCALE N.T.S.

LEGAL DESCRIPTION

LOT 83, OF SUBDIVISION HARBOR ISLAND ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 44, PAGE 72, OF THE OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA
FOLIO: 23-2030-001-0660
FLOOD ZONE: AE BASE FLOOD ELEVATION 8'-0" (NGVD)

LOT INFORMATION

JURISDICTION: CITY OF NORTH BAY VILLAGE - RM 70 (RM)

LOT AREA (as per Miami-Dade Public records)	11,200 SQ.FT.
DENSITY - ACH (2 BEDROOM UNITS) (53 units acre X .257 acres =	16.24 UNITS (16 UNITS)
PROPOSED DENSITY	16 UNITS
FAR 3 X 11,200 =	33,600 SQ.FT.
TOTAL FAR BUILDING PROPOSED	28,887 SQ.FT.

ZONING INFORMATION:

ZONING DESIGNATION: RM 70 (RM) (Single unfenced lot development)
Section 152-0296
- RM 70 minimum lot size: 27,000 sq.ft. (27,000 x 40% = 10,800 sq.ft.)
Subject parcel - 11,200 sq.ft. (exceeds the minimum required)
- Frontage 75'-0
Subject parcel: 80'-0"

	ALLOWABLE	PROPOSED
MAXIMUM TOP OF BUILDING HEIGHT		
Last residential floor	150' above BFE	111'-6" above BFE
OVERALL TOP OF BUILDING HEIGHT		
Roof deck	170' above BFE	146'-2" above BFE

SETBACKS 152-0296 (RM 70 (RM)) Section F (2) FLEX SETBACKS
FLEX SETBACKS ARE BEING UTILIZED IN THIS PROJECT (SEE CALCULATIONS IN THIS SHEET)

		REQUIRED	PROPOSED (Flex setback)
PEDESTAL	FRONT	25'-0"	10'-0"
	REAR	25'-0"	15'-2"
	SIDE	15'-0"	10'-0"
TOWER	FRONT	25'-0"	23'-10"
	REAR	25'-0"	20'-12"
	ONE SIDE	15'-0"	8'-1"
	OTHER SIDE	15'-0"	12'-0"

OPEN SPACE CALCULATION:

	REQUIRED	PROPOSED
LOT AREA 11,200 SQ.FT.		
POROUS SURFACE AREA (20% Required)	2,240 SQ.FT.	8,640 SQ.FT.
GRASS SPACE		300 SQ.FT. (5%)
PAVERS (20% SAND		8,038 SQ.FT. (71%)

OFFSTREET PARKING AND LOADING

(Residential 2 spaces per unit per 258.2.3.2)

PARKING	REQUIRED	PROPOSED
REGULAR (2 per unit)	32	26
ADDITIONAL (2% of total required)	1	1
LIFTS	N/A	11
GUEST (10% of the total required per 258.2.3.3)	4	4
TOTAL PARKING SPACES ON SITE	36	36
LOADING BERTH (Size 12'W x 30'D x 14'H)	1	-

FLOOR AREA RATIO

APARTMENTS	26,214
LANDMARK PERIPHERAL AREAS	1,776
GRM	292
COMP. AREA (Elevator, Shaft & Lobby)	604
TOTAL FAR	28,887

UNIT TYPE DESCRIPTION (16 units)

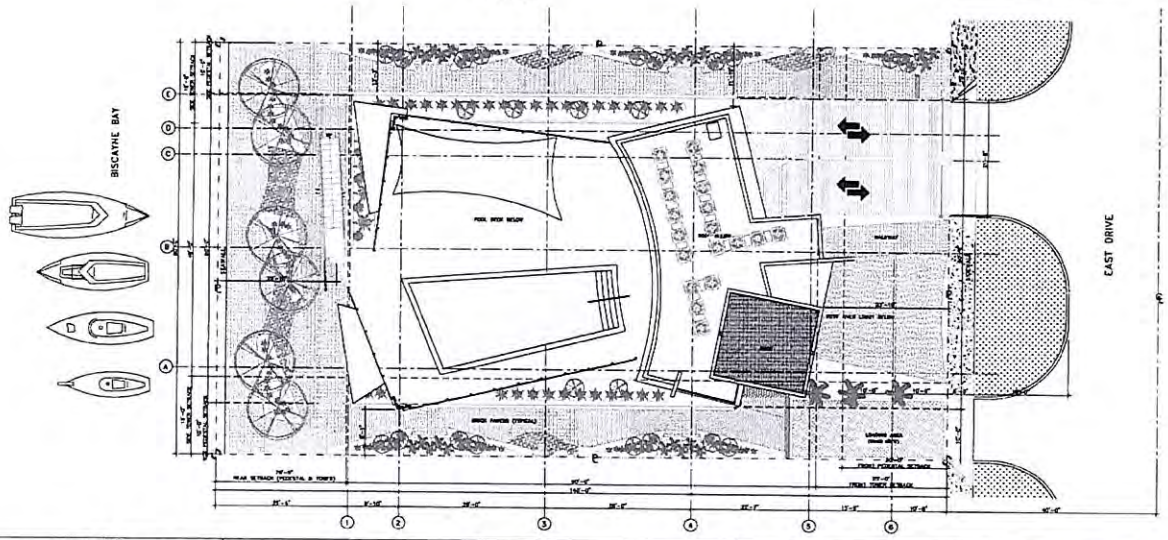
MINIMUM UNIT SIZE ALLOWED (RM-70 (RM)) - 1,200 SQ.FT.
UNIT TYPE DESCRIPTION:

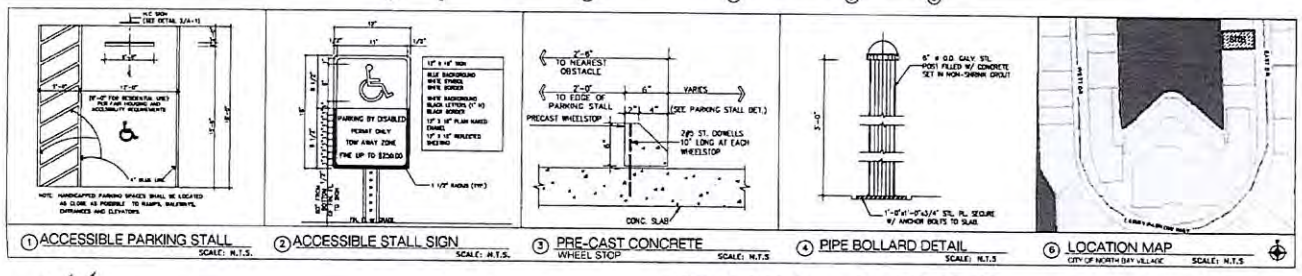
UNIT TYPE	DESCRIPTION	TOTAL SQ.FT.	QTY.	TOTAL
TYPE "A"	2BEDROOM 2-1/2 BATH	1,536 SQ.FT.	7	10,752 SQ.FT.
TYPE "B"	2BEDROOM 2-1/2 BATH	1,498 SQ.FT.	7	10,476 SQ.FT.
TYPE "C" LOFT	2BEDROOM 2-1/2 BATH	2,324 SQ.FT.	1	2,324 SQ.FT.
TYPE "D" LOFT	2BEDROOM 2-1/2 BATH	2,481 SQ.FT.	1	2,481 SQ.FT.
			16	26,214 SQ.FT.

AVERAGE UNIT SIZE 26,214 / 16 = 1,638 SQ.FT.

LEGEND / ABREVIATIONS

- ℄ - PROPERTY LINE
- ⊕ - ELEVATION MARK (N.G.V.D. OR DATUM)
- MANUF. - MANUFACTURER
- P.O.B. - POINT OF BEGIN
- TYP. - TYPICAL
- A.B.F. - ABOVE FINISH FLOOR





architectureworks

"BAHIA TOWER" RESIDENCES

Owner: Cedar Island L.P. Project Location: 7922 East Dr. North Bay Village, Florida 33141

ARCHITECTUREWORKS, LLC
Architect: James R. Mackenzie FLORIDA - AR-0015491
300 71 Street Suite 528 Miami Beach, FL 33141 (305) 868 1673 Facsimile (305) 866 1681

SITE / ROOF PLAN

ZONING INFORMATION. SCALE: 1/32"=1'-0"

ISSUED FOR SITE PLAN APPROVAL: 6-5-2014
PLANNING AND ZONING

Existing Conditions

Study Area Description

Based upon the approved methodology (included in the **Appendix**) the study area included the following:

Roadway Segments

- SR 934 Causeway
- East Drive

Intersections

- SR 934 & Larry Paskow Way
- SR 934 & Pelican Harbor Drive
- Larry Paskow Way & East Drive

Existing Conditions Analysis

Intersection analysis was performed for the study intersections for the AM and PM Peak Period. Turning movement counts for the PM peak period were collected on November 5th, 2014 from 4:00 PM – 6:00 PM. AM peak period counts were collected on November 6th, 2014 from 7:00 AM to 9:00 AM. Raw data collection summary sheets are included in the **Appendix**.

The existing traffic counts were seasonally adjusted using the Peak Season Correction Factors (PSCF) published by the Florida Department of Transportation for Miami Dade County. **Figure 3** illustrates the existing traffic patterns in the area.

Intersection analysis was performed using the most recent version of the Highway Capacity Software for unsignalized intersections and Synchro 8.0 for signalized intersections. Analysis indicates that all intersections are currently operating acceptably during the both peak hours. **Table 1** summarizes the existing conditions analysis. HCS worksheets are included in the **Appendix.**

Table 1 - Existing Intersection Level of Service

Intersection	Control	AM Peak Hour					PM Peak Hour				
		EB	WB	NB	SB	Overall	EB	WB	NB	SB	Overall
SR 934 & Larry Paskow Way	Signal	C	C	D	C	C	C	D	C	C	C
SR 934 & Pelican Harbor Drive	Signal	A	A	C	C	A	A	A	B	A	A
Paskow Way & East Drive	All Way Stop	A	B	A	-	A	A	B	A	-	A

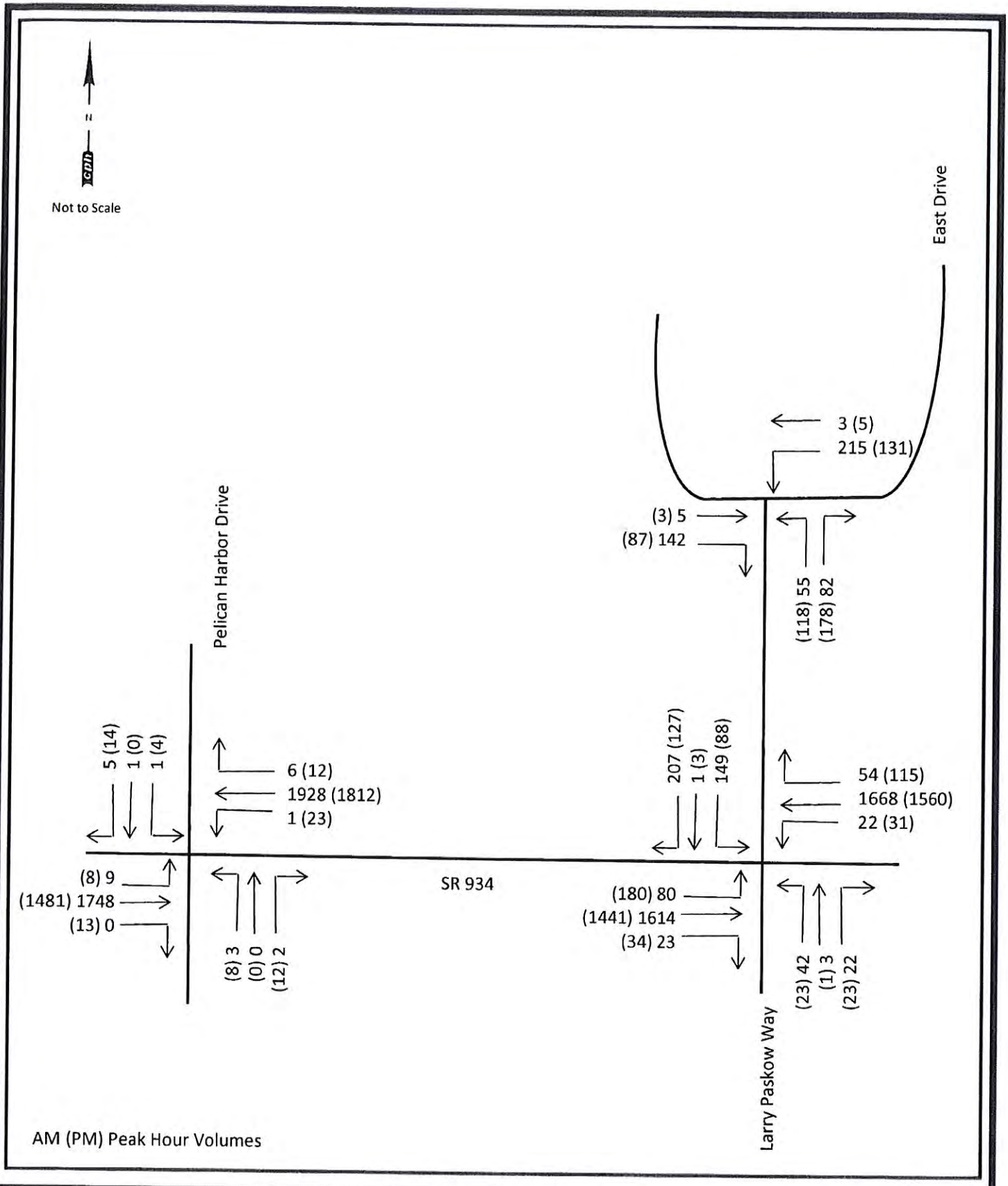


Figure 3
Existing Traffic Volumes

Bahia Tower
North Bay Village, Florida

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Project Impacts

Project Trip Generation

The land use description used to determine trip generation potential for the project was based upon the *Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition.* ITE Land Use Codes 220 – Apartment was used in the analysis. Since the project is residential, pass-by capture and internal capture were not applicable.

Table 2 summarizes the trip generation estimated for the project, and detailed worksheets from the OTISS Traffic Analysis Software are included in the **Appendix**.

Table 2 - ITE Trip Generation

Land Use	Size	Weekday			AM Peak Hour of the Generator			PM Peak Hour of the Generator		
		Entry	Exit	Total	Entry	Exit	Total	Entry	Exit	Total
220 Apartment	16 Dwelling Units	53	53	106	2	6	8	7	3	10

Trip Distribution and Assignment

Project traffic was distributed based on the observed traffic patterns in the area at the time of the data collection. **Figure 4** illustrates the distribution of the net new project trips and pass-by trips for both peak hours. Turning movement worksheets are including in the **Appendix.**

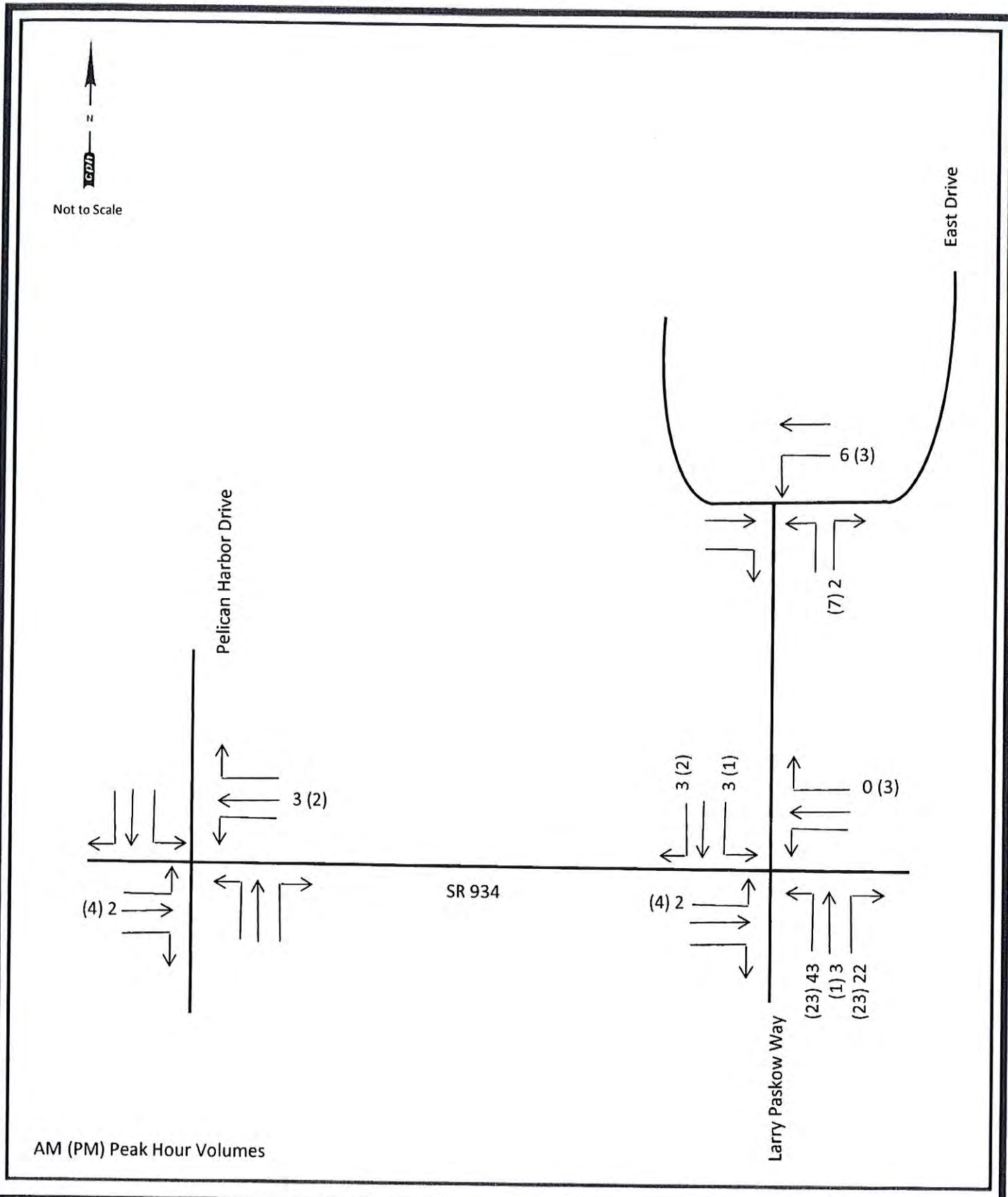

Figure 4
Project Trip Distribution

Bahia Tower
North Bay Village, Florida

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Future Conditions Analysis

Intersection analysis was performed for study intersections for future conditions. The project is anticipated to be operational in 2015. Since the project is expected to be operational within a year and the overall area has seen a decrease in historical traffic volumes, a conservative 2% per year growth rate was applied to the existing turning movement counts.

Intersection analysis was performed using the same methods and assumptions used to perform the existing conditions analysis. Analysis indicates that all intersections are anticipated to continue operating acceptably during the AM and PM peak hours with the addition of project traffic. **Table 3** summarizes the existing conditions analysis. **Figure 5** illustrates the total future traffic volumes including project traffic. HCS worksheets are included in the **Appendix.**

Table 3 – Future Intersection Level of Service

Intersection	Control	AM Peak Hour					PM Peak Hour				
		EB	WB	NB	SB	Overall	EB	WB	NB	SB	Overall
SR 934 & Larry Paskow Way	Signal	C	C	D	C	C	C	D	C	C	C
SR 934 & Pelican Harbor Drive	Signal	A	A	C	C	A	A	A	B	A	A
Paskow Way & East Drive	All Way Stop	A	B	A	-	A	A	B	A	-	A
East Drive & Project Driveway	Two Way Stop	A	-	A	-	-	A	-	A	-	-

Roadway level of service was calculated using traffic counts obtained from the *FDOT Florida Traffic Information Database* for SR 934. For East Drive, the roadway volumes were obtained from the turning movement counts collected at the adjacent intersection. Roadway capacities were obtained from the FDOT Quality Level of Service Handbook. **Table 4** summarizes the peak hour directional segment analysis.

Table 4a – AM Peak Direction Roadway Level of Service

Roadway	Number of Lanes	LOS Standard	LOS Standard Service Volume	Existing		Future Background		Project Trips		Future Total	
				Volume	LOS	Volume	LOS	%	Trips	Volume	LOS
SR 934 East of Larry Paskow Way	6LD	D	3,020	1459	B	1488	B	60%	3	1491	B
SR 934 West of Larry Paskow Way	6LD	D	3,020	1413	B	1441	B	40%	3	1444	B
East Drive North of Larry Paskow Way	2LU	D	633	206	B	210	B	100%	6	216	B

Table 4a – PM Peak Direction Roadway Level of Service

Roadway	Number of Lanes	LOS Standard	LOS Standard Service Volume	Existing		Future Background		Project Trips		Future Total	
				Volume	LOS	Volume	LOS	%	Trips	Volume	LOS
SR 934 East of Larry Paskow Way	6LD	D	3,020	1549	B	1580	B	60%	4	1584	B
SR 934 West of Larry Paskow Way	6LD	D	3,020	1514	B	1544	B	40%	3	1547	B
East Drive North of Larry Paskow Way	2LU	D	633	181	B	185	B	100%	7	192	B

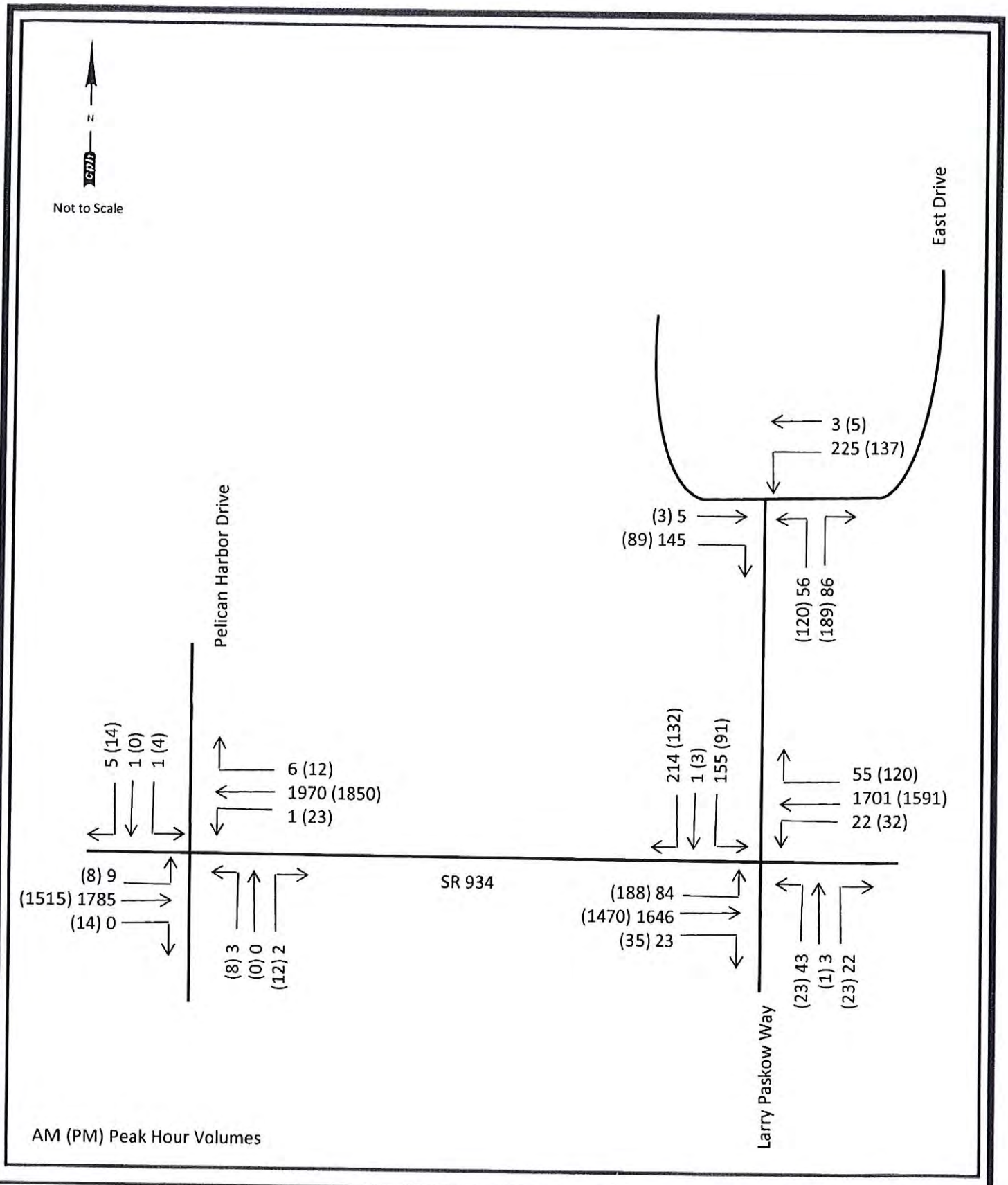


Figure 5
Future Traffic Volumes

Bahia Tower
North Bay Village, Florida

cph
Engineers
Planners
Landscape Architects
Surveyors
Construction Management
Design/Build

Site Access and Turn Lane Analysis

Turn lane warrant analysis for the project driveway was also conducted using the methods presented in *NCHRP Report 457* from the Transportation Research Board. Based upon the turn lane warrant analysis, left and right turn lanes were not warranted at the project driveway. NCHRP worksheets are included in the **Appendix**.

Conclusion

CPH Engineers has conducted a traffic impact analysis for the proposed 16 unit apartment project on East Drive in North Bay Village, Florida. Capacity analysis conducted for the study area intersections and roadway segments indicate that the intersections and roadways in the study area are operating at acceptable levels of service from existing through future total traffic conditions with the addition of the project traffic

Turn lane warrants conducted for the project do not indicate the need for left or right turn lanes at the project driveway.

APPENDIX

LIST OF APPENDICES

APPENDIX A METHODOLOGY

APPENDIX B TURNING MOVEMENT COUNTS

APPENDIX C EXISTING CONDITIONS ANALYSIS

APPENDIX D TRIP GENERATION

APPENDIX E TURNING MOVEMENT COUNT WORKSHEETS

APPENDIX F FUTURE CONDITIONS ANALYSIS

APPENDIX G ROADWAY LEVEL OF SERVICE INFORMATION

APPENDIX H TURN LANE WARRANT ANALYSIS

APPENDIX A
METHODOLOGY

Traffic Study Methodology
Revised: October 14, 2014
Proposed Apartment Development
7922 East Drive
North Bay Village, Florida

Introduction:

A 16 unit apartment building is proposed at 7922 East Drive in North Bay Village, Florida. The project will take access via a driveway onto East Drive. Figure 1 attached shows the project location. A site plan of the proposed project is also attached.

Traffic Analysis

A traffic analysis is anticipated to be required per the City of North Bay Village Land Development Regulations.

Trip Generation

Trip generation for the proposed project will be calculated using the most recent rates and equations presented in the Institute of Transportation Engineer's Trip Generation 9th Edition. Since the project is a single use residential project, pass-by and internal capture are not applicable. Land Use Code 220 – Apartment will be used in the analysis. Table 1 attached summarizes the trip generation calculations for the proposed project.

Study Area

Based upon the minimal trip generation, it is anticipated that the study area will be limited to the adjacent segments of SR 934/JF Kennedy Causeway as well as the intersection of SR 934/J.F. Kennedy Causeway and Larry Paskow Way. As requested by North Bay Village Staff, the next signalized intersection to the west be included in the study area; Pelican Harbor Drive and SR934/J.F.Kennedy Causeway. Analysis of East Drive adjacent to the project will be conducted as part of the access analysis.

Data Collection

Turning movement counts will be performed at the study intersection for the AM (7-9 AM) and PM (4-6 PM) peak periods. Counts will be collected on a typical weekday of a non-holiday week. Segment counts for the adjacent roadway segment will be obtained from the Florida Department of Transportation Florida Traffic Information Online Database.

Trip Distribution and Assignment

Project traffic will be assigned based upon existing travel patterns in the area. Background traffic (non-project growth) in the area will be provided by Staff. If no background traffic is anticipated, a minimum 1% growth rate per year will be applied to the existing traffic volumes.

Analysis

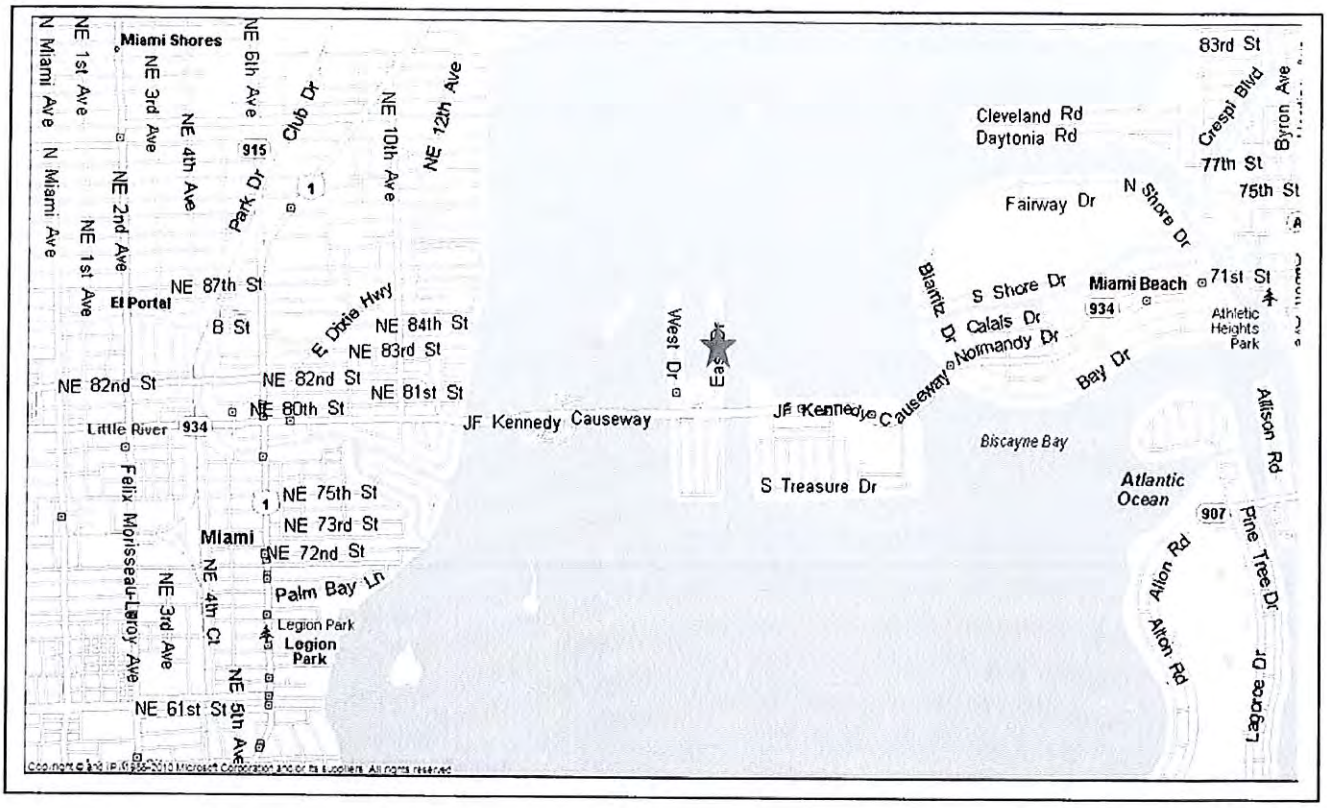
A generalized arterial analysis will be conducted for the adjacent roadway segment for the AM and PM Peak Period using the methodology and tables presented in the most recent edition of the FDOT QLOS Handbook.

Intersection analysis will be performed for both the AM and PM Peak Period using Synchro 7 for signalized intersections. Signal timings at the study intersection will be provided by City Staff. The project driveway will be analyzed using the Highway Capacity Software for unsignalized intersections.

Report

A Traffic Impact Study will be prepared for submittal to North Bay Village as required by the Land Development Code. The Study will include the following information:

- Summary of Methodology
- Existing Conditions
- Trip Generation and Distribution
- Future Conditions
- Access Analysis
- Conclusions



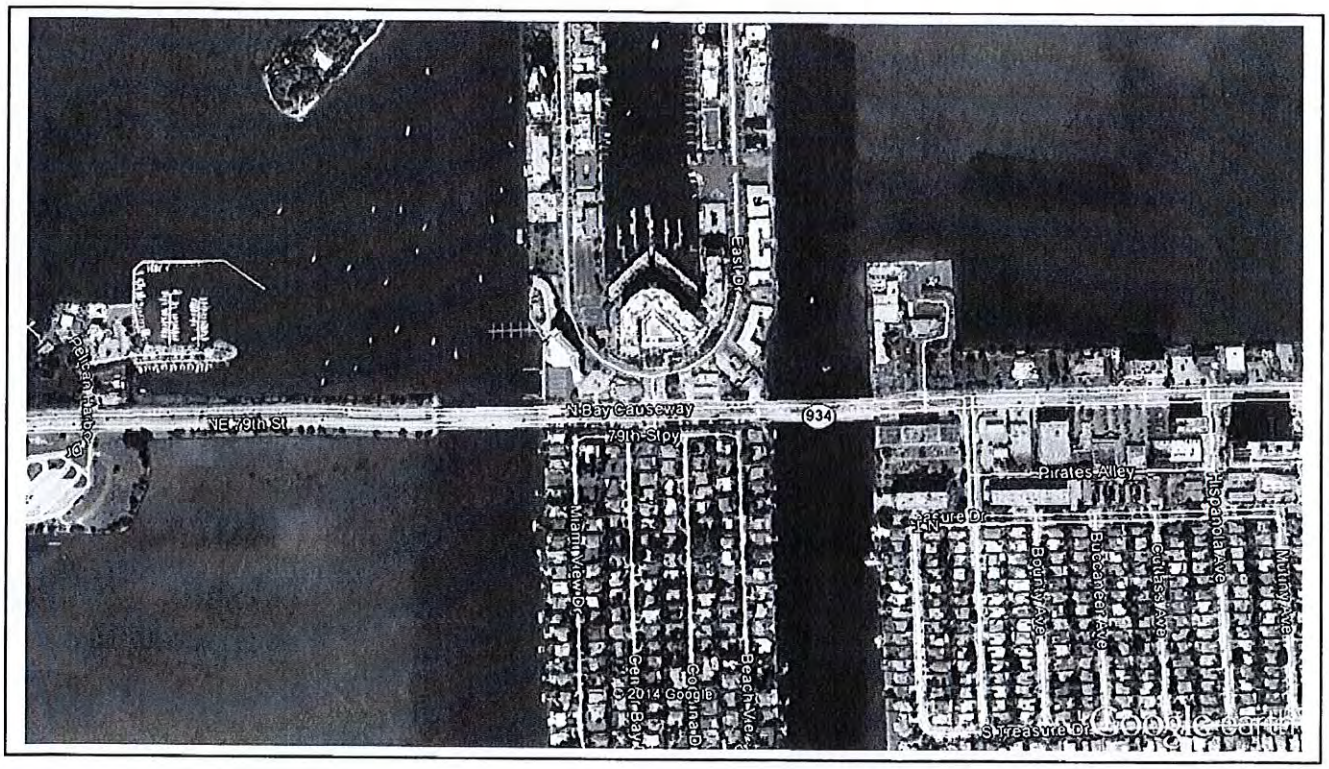


Figure 1
Site Location Map

7992 East Drive Apartments
North Bay Village, Florida

cph

Engineers
Planners
Landscape Architects
Surveyors
Construction Management
Design/Build

OTISS Traffic Analysis Software
Table 1
Trip Generation Summary

Project Information	
Project Name:	7922 East Drive Apartments
No:	
Date:	10/7/2014
City:	North Bay Village
State/Province:	FL
Country:	US
Analyst's Name:	SLG
Edition:	ITE-TGM 9th Edition

Land Use	Size	Weekday		Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.		Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	
		Entry	Exit	Entry	Exit	Entry	Exit
220 - Apartment	16 Dwelling Units	53	53	2	6	7	3
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		53	53	2	6	7	3
Total		53	53	2	6	7	3

APPENDIX B
TRAFFIC COUNTS

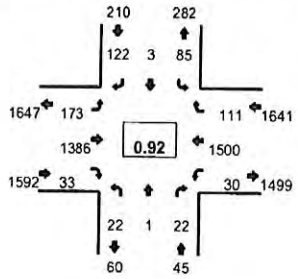
Type of peak hour being reported: Intersection Peak

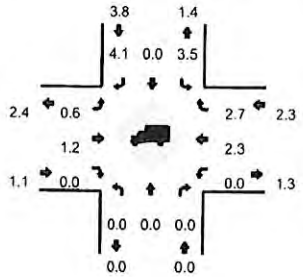
Method for determining peak hour: Total Entering Volume

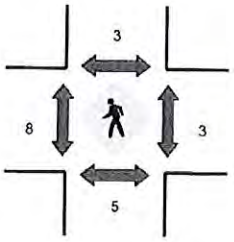
LOCATION: Larry Paskow Way -- SR 934
CITY/STATE: North Bay Village, FL

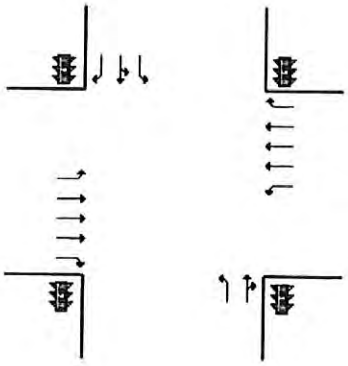
QC JOB #: 13136204
DATE: Wed, Nov 05 2014

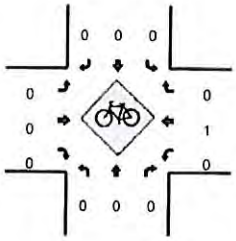
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

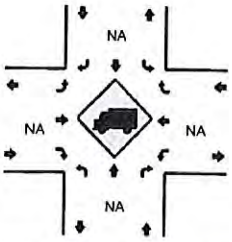


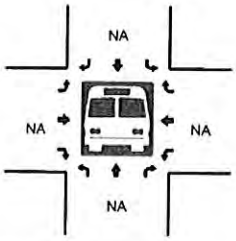












15-Min Count Period Beginning At	Larry Paskow Way (Northbound)				Larry Paskow Way (Southbound)				SR 934 (Eastbound)				SR 934 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	2	1	0	19	0	36	0	32	269	3	1	4	358	20	2	750	
4:15 PM	8	0	2	0	16	0	34	0	29	336	12	0	2	380	24	2	845	
4:30 PM	6	1	3	0	31	3	36	0	42	317	6	0	3	407	22	2	879	
4:45 PM	2	0	4	0	20	0	27	0	35	306	4	2	8	436	26	0	870	3344
5:00 PM	10	0	4	0	20	0	35	0	32	190	1	0	11	422	24	1	750	3344
5:15 PM	2	0	11	0	8	3	40	0	39	454	14	1	2	346	31	2	953	3452
5:30 PM	5	1	1	0	32	0	25	0	46	369	6	1	7	373	20	1	887	3460
5:45 PM	5	0	6	0	25	0	22	0	53	373	12	1	4	359	36	2	898	3488

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	0	44	0	32	12	160	0	156	1816	56	4	8	1384	124	8	3812
Heavy Trucks	0	0	0		0	0	0		4	20	0		0	32	4		60
Pedestrians		4				4				0				8			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/18/2014 3:51 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

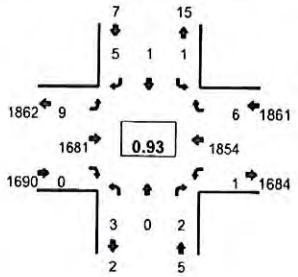
Type of peak hour being reported: Intersection Peak

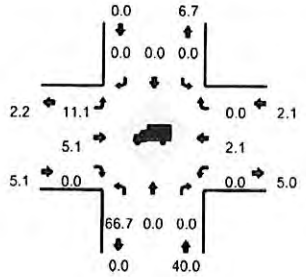
Method for determining peak hour: Total Entering Volume

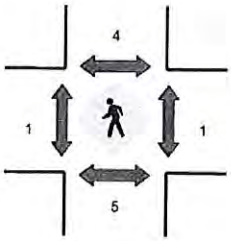
LOCATION: Pelican Harbor Dr -- SR 934
CITY/STATE: North Bay Village, FL

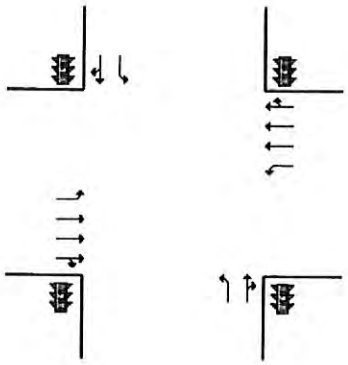
QC JOB #: 13136201
DATE: Thu, Nov 06 2014

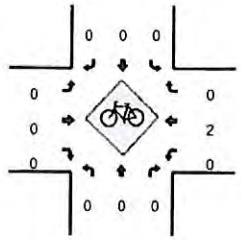
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

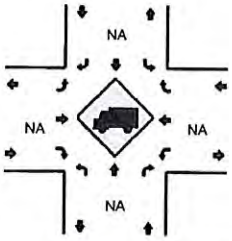


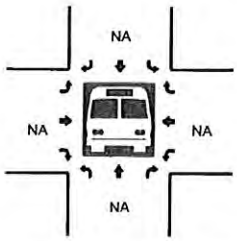












15-Min Count Period Beginning At	Pelican Harbor Dr (Northbound)				Pelican Harbor Dr (Southbound)				SR 934 (Eastbound)				SR 934 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	5	0	2	0	0	265	1	0	0	332	0	0	605	
7:15 AM	0	0	0	0	1	0	2	0	0	315	0	1	1	354	2	0	676	
7:30 AM	0	0	0	0	1	1	3	0	3	313	1	0	1	466	2	0	791	
7:45 AM	1	0	1	0	0	1	1	0	1	444	0	0	1	509	0	0	959	3031
8:00 AM	0	0	0	0	1	0	1	0	1	384	0	0	0	424	1	0	812	3238
8:15 AM	1	0	0	0	0	0	2	0	4	431	0	0	0	486	1	0	925	3487
8:30 AM	1	0	1	0	0	0	1	0	3	422	0	0	0	435	4	0	867	3563
8:45 AM	2	3	0	0	0	0	3	0	11	375	1	0	2	449	5	1	852	3456

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	4	0	0	4	4	0	4	1776	0	0	4	2036	0	0	3836
Heavy Trucks	0	0	0		0	0	0		0	80	0		0	24	0		104
Pedestrians		4				12				0				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/18/2014 3:51 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Larry Paskow Way -- SR 934
CITY/STATE: North Bay Village, FL

QC JOB #: 13136203
DATE: Thu, Nov 06 2014

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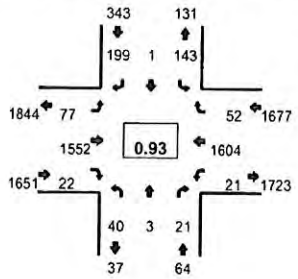
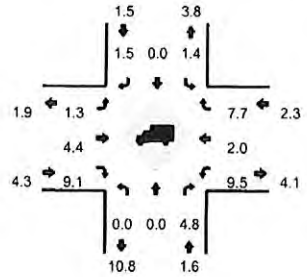
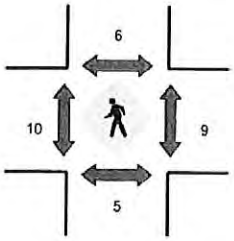
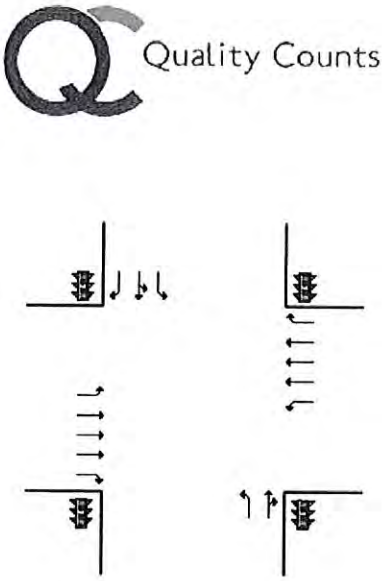
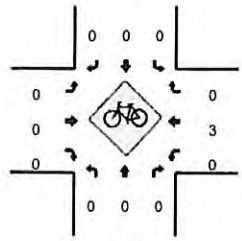
Peak 15-Min: 8:15 AM -- 8:30 AM

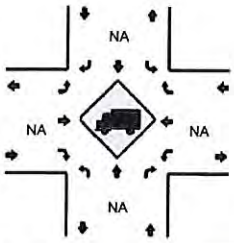


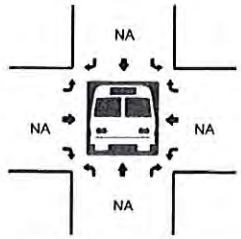












15-Min Count Period Beginning At	Larry Paskow Way (Northbound)				Larry Paskow Way (Southbound)				SR 934 (Eastbound)				SR 934 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	0	5	0	14	0	36	0	26	251	3	0	1	306	2	1	654	
7:15 AM	12	0	5	0	26	0	48	0	26	259	4	0	1	310	11	1	703	
7:30 AM	16	1	3	0	21	1	75	0	17	292	5	0	1	424	10	1	867	
7:45 AM	13	1	9	0	38	0	49	0	16	397	5	0	2	390	9	0	929	3153
8:00 AM	6	1	5	0	47	0	52	0	22	349	5	0	2	389	9	3	890	3389
8:15 AM	9	1	5	0	37	1	40	0	23	408	5	0	4	447	18	4	1002	3688
8:30 AM	12	0	2	0	21	0	58	0	15	398	7	1	6	378	16	0	914	3735
8:45 AM	4	1	4	0	24	0	59	0	22	335	4	2	6	368	14	2	845	3651

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	4	20	0	148	4	160	0	92	1632	20	0	16	1788	72	16	4008
Heavy Trucks	0	0	0		4	0	0		0	72	4		8	48	12		148
Pedestrians		4				4				4				8			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/18/2014 3:51 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

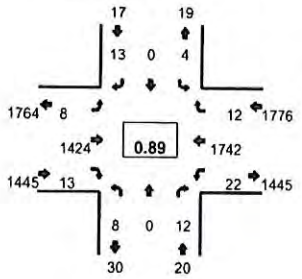
Type of peak hour being reported: Intersection Peak

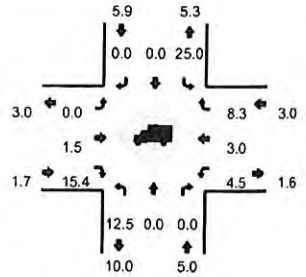
Method for determining peak hour: Total Entering Volume

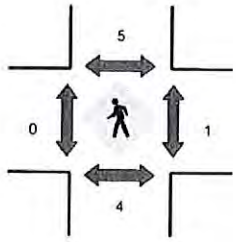
LOCATION: Pelican Harbor Dr -- SR 934
CITY/STATE: North Bay Village, FL

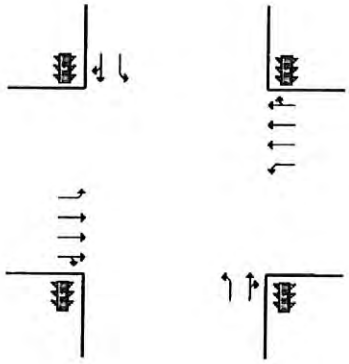
QC JOB #: 13136202
DATE: Wed, Nov 05 2014

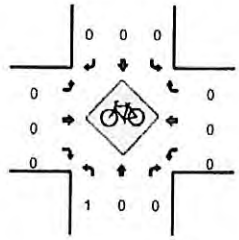
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

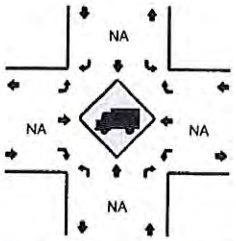


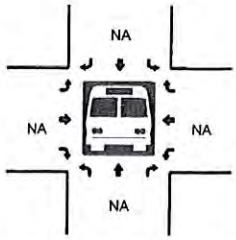












15-Min Count Period Beginning At	Pelican Harbor Dr (Northbound)				Pelican Harbor Dr (Southbound)				SR 934 (Eastbound)				SR 934 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	1	0	1	0	3	0	3	309	1	0	1	376	1	1	697	
4:15 PM	0	0	3	0	2	1	5	0	0	366	2	0	1	406	0	1	787	
4:30 PM	1	0	2	0	2	0	6	0	0	359	3	0	1	479	5	1	859	
4:45 PM	2	0	1	0	2	0	2	0	3	353	6	1	5	445	3	3	826	3169
5:00 PM	2	0	4	0	0	0	4	0	1	238	1	0	5	400	1	0	656	3128
5:15 PM	3	0	5	0	0	0	1	0	3	474	3	0	6	418	3	1	917	3258
5:30 PM	2	0	5	0	3	0	7	0	0	419	6	1	3	361	2	0	809	3208
5:45 PM	4	0	6	0	0	0	3	0	2	417	7	0	9	409	0	0	857	3239

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	0	20	0	0	0	4	0	12	1896	12	0	24	1672	12	4	3668
Heavy Trucks	4	0	0		0	0	0		0	24	0		0	44	0		72
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/18/2014 3:51 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

APPENDIX C
EXISTING CONDITIONS ANALYSIS

Lanes, Volumes, Timings
3: Larry Paskow Way & SR 934

11/19/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	1614	23	22	1688	54	42	3	22	149	1	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.998			0.995			0.867			0.851	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5075	0	1770	5060	0	1770	1615	0	3433	1585	0
Flt Permitted	0.070			0.076			0.950			0.950		
Satd. Flow (perm)	130	5075	0	142	5060	0	1770	1615	0	3433	1585	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			24			223	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2651			1085			115			140	
Travel Time (s)		60.3			24.7			2.6			3.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	1735	25	24	1815	58	45	3	24	160	1	223
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	1760	0	24	1873	0	45	27	0	160	224	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		2	2		6	6	

Lanes, Volumes, Timings
3: Larry Paskow Way & SR 934

11/19/2014

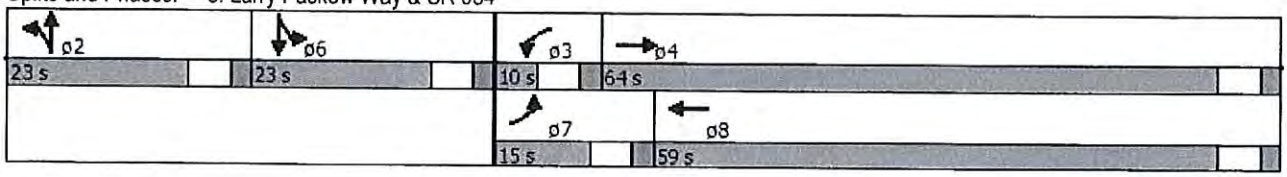
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	15.0	64.0		10.0	59.0		23.0	23.0		23.0	23.0	
Total Split (%)	12.5%	53.3%		8.3%	49.2%		19.2%	19.2%		19.2%	19.2%	
Maximum Green (s)	9.0	58.0		4.0	53.0		17.0	17.0		17.0	17.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	61.8	56.8		54.5	51.4		17.1	17.1		17.1	17.1	
Actuated g/C Ratio	0.54	0.49		0.47	0.45		0.15	0.15		0.15	0.15	
v/c Ratio	0.47	0.70		0.19	0.83		0.17	0.10		0.31	0.53	
Control Delay	22.9	24.7		15.7	32.1		47.3	19.6		47.3	11.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.9	24.7		15.7	32.1		47.3	19.6		47.3	11.1	
LOS	C	C		B	C		D	B		D	B	
Approach Delay		24.6			31.9			36.9			26.1	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	29	383		8	453		31	2		58	1	
Queue Length 95th (ft)	65	441		20	527		68	30		92	73	
Internal Link Dist (ft)		2571			1005			35			60	
Turn Bay Length (ft)	240			240								
Base Capacity (vph)	199	2657		124	2361		263	261		511	425	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.66		0.19	0.79		0.17	0.10		0.31	0.53	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 115
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 28.3
Intersection Capacity Utilization 74.4%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

Splits and Phases: 3: Larry Paskow Way & SR 934



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	1748	0	1	1928	6	3	0	2	1	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.850			0.875	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	0	1770	5085	0	1770	1583	0	1770	1630	0
Flt Permitted	0.068			0.079			0.754			0.757		
Satd. Flow (perm)	127	5085	0	147	5085	0	1405	1583	0	1410	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			82			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		369			2651			288			217	
Travel Time (s)		8.4			60.3			6.5			4.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	10	1880	0	1	2073	6	3	0	2	1	1	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	1880	0	1	2079	0	3	2	0	1	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	

Lanes, Volumes, Timings
8: SR 934 & Pelican Harbor Drive

11/19/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	10.0	88.0		10.0	88.0		22.0	22.0		22.0	22.0	
Total Split (%)	8.3%	73.3%		8.3%	73.3%		18.3%	18.3%		18.3%	18.3%	
Maximum Green (s)	4.0	82.0		4.0	82.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	59.4	58.8		59.4	58.8		16.6	16.6		16.6	16.6	
Actuated g/C Ratio	0.67	0.66		0.67	0.66		0.19	0.19		0.19	0.19	
v/c Ratio	0.06	0.56		0.01	0.62		0.01	0.01		0.00	0.02	
Control Delay	4.7	8.8		4.0	9.6		39.7	0.0		40.0	26.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.7	8.8		4.0	9.6		39.7	0.0		40.0	26.7	
LOS	A	A		A	A		D	A		D	C	
Approach Delay		8.8			9.6			23.8			28.6	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	2	167		0	197		1	0		0	0	
Queue Length 95th (ft)	5	278		1	326		12	0		6	14	
Internal Link Dist (ft)		289			2571			208			137	
Turn Bay Length (ft)	280			280								
Base Capacity (vph)	160	4583		173	4583		260	361		261	306	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.41		0.01	0.45		0.01	0.01		0.00	0.02	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 89.3
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 9.3 — Intersection LOS: A
Intersection Capacity Utilization 50.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: SR 934 & Pelican Harbor Drive

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	SLG
Agency/Co.	CPH
Date Performed	11/19/2014
Analysis Time Period	AM Peak Period

Site Information

Intersection	East Drive & Larry Paskow Way
Jurisdiction	North Bay Village
Analysis Year	Existing Conditions

Project ID *Bahia Tower*

East/West Street: *East Drive*

North/South Street: *Larry Paskow Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	5	142	215	3	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	55	0	82	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		L	T	L	R		
PHF	0.92		0.92	0.92	0.92	0.92		
Flow Rate (veh/h)	159		233	3	59	89		
% Heavy Vehicles	0		0	0	0	0		
No. Lanes	1		2		2		0	
Geometry Group	3b		5		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		1.0	0.0	1.0	0.0		
Prop. Right-Turns	1.0		0.0	0.0	0.0	1.0		
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0		
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.6		0.5	0.0	0.2	-0.6		

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20	3.20		
x, initial	0.14		0.21	0.00	0.05	0.08		
hd, final value (s)	4.38		5.48	4.98	5.09	4.29		
x, final value	0.19		0.35	0.00	0.08	0.11		
Move-up time, m (s)	2.0		2.3		2.0			
Service Time, t_s (s)	2.4		3.2	2.7	3.1	2.3		

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	409		483	253	309	339		
Delay (s/veh)	8.43		11.17	7.70	8.55	7.80		
LOS	A		B	A	A	A		
Approach: Delay (s/veh)	8.43		11.12		8.10			
LOS	A		B		A			
Intersection Delay (s/veh)	9.51							
Intersection LOS	A							

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HCS+™ Version 5.6 Generated: 11/19/2014 10:25 AM

Lanes, Volumes, Timings
3: Larry Paskow Way & SR 934

11/19/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	1441	34	31	1560	115	23	1	23	88	3	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.997			0.990			0.856			0.853	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	5034	0	1770	1595	0	3433	1589	0
Flt Permitted	0.071			0.107			0.950			0.950		
Satd. Flow (perm)	132	5070	0	199	5034	0	1770	1595	0	3433	1589	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			12			25			138	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2651			1085			115			140	
Travel Time (s)		60.3			24.7			2.6			3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	1566	37	34	1696	125	25	1	25	96	3	138
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	1603	0	34	1821	0	25	26	0	96	141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		2	2		6	6	

Lanes, Volumes, Timings
3: Larry Paskow Way & SR 934

11/19/2014

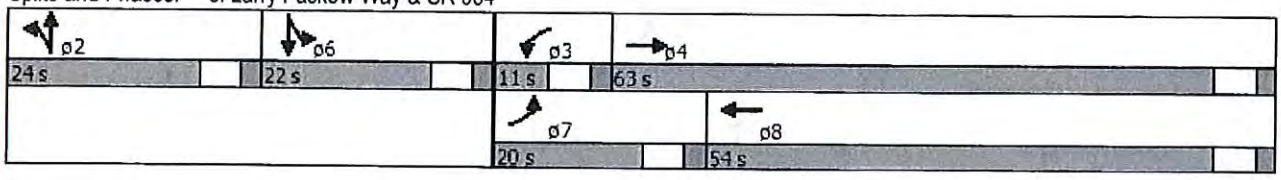
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	20.0	63.0		11.0	54.0		24.0	24.0		22.0	22.0	
Total Split (%)	16.7%	52.5%		9.2%	45.0%		20.0%	20.0%		18.3%	18.3%	
Maximum Green (s)	14.0	57.0		5.0	48.0		18.0	18.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	67.3	60.7		53.0	48.0		18.0	18.0		16.0	16.0	
Actuated g/C Ratio	0.56	0.51		0.44	0.40		0.15	0.15		0.13	0.13	
v/c Ratio	0.77	0.62		0.22	0.90		0.09	0.10		0.21	0.42	
Control Delay	46.8	23.0		16.2	40.2		45.1	17.8		47.6	12.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	46.8	23.0		16.2	40.2		45.1	17.8		47.6	12.4	
LOS	D	C		B	D		D	B		D	B	
Approach Delay		25.6			39.8			31.2			26.7	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	97	338		11	475		17	1		34	2	
Queue Length 95th (ft)	#204	392		26	546		44	27		61	61	
Internal Link Dist (ft)		2571			1005			35			60	
Turn Bay Length (ft)	240			240								
Base Capacity (vph)	266	2583		154	2032		267	261		460	332	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.74	0.62		0.22	0.90		0.09	0.10		0.21	0.42	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 119.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 32.4 — Intersection LOS: C
Intersection Capacity Utilization 74.0% — ICU Level of Service D
Analysis Period (min) 15

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

Splits and Phases: 3: Larry Paskow Way & SR 934



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	1481	14	23	1812	12	8	0	12	4	0	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999			0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	5080	0	1770	1583	0	1770	1583	0
Flt Permitted	0.071			0.103			0.747			0.749		
Satd. Flow (perm)	132	5080	0	192	5080	0	1391	1583	0	1395	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			2			90			82	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		369			2651			288			217	
Travel Time (s)		8.4			60.3			6.5			4.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	9	1664	16	26	2036	13	9	0	13	4	0	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	1680	0	26	2049	0	9	13	0	4	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	

Lanes, Volumes, Timings
8: SR 934 & Pelican Harbor Drive

11/19/2014

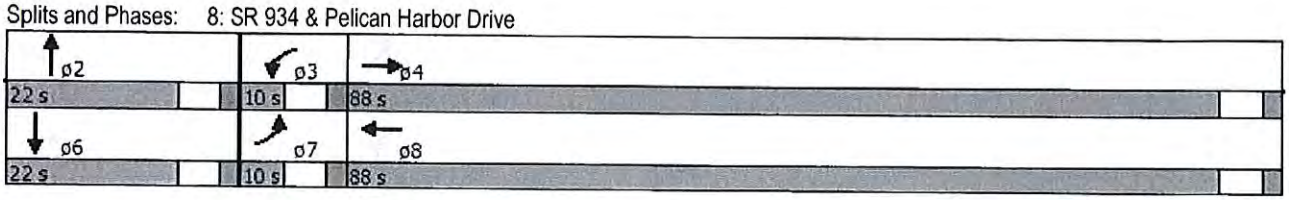
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	10.0	88.0		10.0	88.0		22.0	22.0		22.0	22.0	
Total Split (%)	8.3%	73.3%		8.3%	73.3%		18.3%	18.3%		18.3%	18.3%	
Maximum Green (s)	4.0	82.0		4.0	82.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	56.8	55.4		57.9	57.3		16.6	16.6		16.6	16.6	
Actuated g/C Ratio	0.65	0.63		0.66	0.65		0.19	0.19		0.19	0.19	
v/c Ratio	0.06	0.52		0.13	0.62		0.03	0.03		0.02	0.04	
Control Delay	4.6	9.6		5.5	9.6		38.8	0.2		39.0	0.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.6	9.6		5.5	9.6		38.8	0.2		39.0	0.2	
LOS	A	A		A	A		D	A		D	A	
Approach Delay		9.6			9.6			16.0			8.0	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	1	140		4	192		4	0		2	0	
Queue Length 95th (ft)	5	231		10	312		22	0		14	0	
Internal Link Dist (ft)		289			2571			208			137	
Turn Bay Length (ft)	280			280								
Base Capacity (vph)	162	4621		201	4621		263	372		264	366	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.36		0.13	0.44		0.03	0.03		0.02	0.04	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 87.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 9.6
Intersection Capacity Utilization 51.9%
Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service A

Splits and Phases: 8: SR 934 & Pelican Harbor Drive



ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*SLG*
Agency/Co.	*CPH*
Date Performed	*11/19/2014*
Analysis Time Period	*PM Peak Period*

Site Information

Intersection	*East Drive & Larry Paskow Way*
Jurisdiction	*North Bay Village*
Analysis Year	*Existing Conditions*

Project ID *Bahia Tower*

East/West Street: *East Drive*

North/South Street: *Larry Paskow Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	3	87	131	5	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	118	0	178	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		L	T	L	R		
PHF	0.92		0.92	0.92	0.92	0.92		
Flow Rate (veh/h)	97		142	5	128	193		
% Heavy Vehicles	0		0	0	0	0		
No. Lanes	1		2		2		0	
Geometry Group	3b		5		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		1.0	0.0	1.0	0.0		
Prop. Right-Turns	1.0		0.0	0.0	0.0	1.0		
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0		
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.6		0.5	0.0	0.2	-0.6		

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20	3.20		
x, initial	0.09		0.13	0.00	0.11	0.17		
hd, final value (s)	4.61		5.79	5.28	4.75	3.95		
x, final value	0.12		0.23	0.01	0.17	0.21		
Move-up time, m (s)	2.0		2.3		2.0			
Service Time, t_s (s)	2.6		3.5	3.0	2.8	2.0		

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	347		392	255	378	443		
Delay (s/veh)	8.26		10.19	8.02	8.71	8.01		
LOS	A		B	A	A	A		
Approach: Delay (s/veh)	8.26		10.11		8.29			
LOS	A		B		A			
Intersection Delay (s/veh)	8.76							
Intersection LOS	A							

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APPENDIX D
TRIP GENERATION

OTISS Traffic Analysis Software
Table 1
Trip Generation Summary

Project Information	
Project Name:	7922 East Drive Apartments
No:	
Date:	10/7/2014
City:	North Bay Village
State/Province:	FL
Country:	US
Analyst's Name:	SLG
Edition:	ITE-TGM 9th Edition

Land Use	Size	Weekday		Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.		Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	
		Entry	Exit	Entry	Exit	Entry	Exit
220 - Apartment	16 Dwelling Units	53	53	2	6	7	3
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		53	53	2	6	7	3
Total		53	53	2	6	7	3

Export to Excel

Select Your Period Analysis

Select one or more Period Analyses that you wish to include into the Summary Report. To export the selected Period Analyses to a Microsoft Excel (.xls) file, click Export to Excel above.

☑ Weekday

☑ Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

☑ Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Project Name:	7922 East Drive Apartments	**No:**	
Date:	10/7/2014	**City:**	North Bay Village
State/Province:	FL	**Zip/Postal Code:**	
Country:	US	**Client Name:**	
Analyst's Name:	SLG	**Edition:**	ITE-TGM 9th Edition

Land Use	Size	Weekday		Weekday, Peak Hour of Adjacent Street..		Weekday, Peak Hour of Adjacent Stree..	
		Entry	Exit	Entry	Exit	Entry	Exit
220 - Apartment	16 (1)	53	53	2	6	7	3
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		53	53	2	6	7	3
Total		53	53	2	6	7	3
Total Reduction		0	0	0	0	0	0
Total Internal		0	0	0	0	0	0
Total Pass-by		0	0	0	0	0	0
Total Non-pass-by		53	53	2	6	7	3

(1) Dwelling Units

APPENDIX E
TURNING MOVEMENT COUNT WORKSHEETS

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

MOCF: 0.97

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

* PEAK SEASON

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION:	SR 934 & Larry Paskow Way
COUNT DATE:	11/6/2014
TIME PERIOD:	7:45 AM - 8:45 AM
PEAK HOUR FACTOR:	0.930

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Raw Turning Movements	77	1552	22	21	1604	52	40	3	21	143	1	199
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING PEAK SEASON	**80**	**1614**	**23**	**22**	**1668**	**54**	**42**	**3**	**22**	**149**	**1**	**207**

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH	2	32	0	0	33	1	1	0	0	3	0	4
2002 NON-PROJECT TRAFFIC	**82**	**1646**	**23**	**22**	**1701**	**55**	**43**	**3**	**22**	**152**	**1**	**211**

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed Project	Pass - By													
	New	2									3		3	8
TOTAL PROJECT TRAFFIC		**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**8**
TOTAL TRAFFIC		**84**	**1646**	**23**	**22**	**1701**	**55**	**43**	**3**	**22**	**155**	**1**	**214**	

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION:	SR 934 & Pelican Harbor Drive
COUNT DATE:	11/6/2014
TIME PERIOD:	7:45 AM - 8:45 AM
PEAK HOUR FACTOR:	0.930

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Raw Turning Movements	9	1681	0	1	1854	6	3	0	2	1	1	5
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING PEAK SEASON	**9**	**1748**	**0**	**1**	**1928**	**6**	**3**	**0**	**2**	**1**	**1**	**5**

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH	0	35	0	0	39	0	0	0	0	0	0	0
2002 NON-PROJECT TRAFFIC	**9**	**1783**	**0**	**1**	**1967**	**6**	**3**	**0**	**2**	**1**	**1**	**5**

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed Project	Pass - By													
	New		2			3								5
TOTAL PROJECT TRAFFIC		**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
TOTAL TRAFFIC		**9**	**1785**	**0**	**1**	**1970**	**6**	**3**	**0**	**2**	**1**	**1**	**5**	

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION:	East Drive & Larry Paskow Way
COUNT DATE:	11/6/2014
TIME PERIOD:	7:45 AM - 8:45 AM
PEAK HOUR FACTOR:	0.920

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Raw Turning Movements		5	137	207	3		53		79			
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING PEAK SEASON		5	142	215	3		55		82			

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH		0	3	4	0		1		2			
2002 NON-PROJECT TRAFFIC		5	145	219	3		56		84			

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed Project	Pass - By													
	New				6					2				8
TOTAL PROJECT TRAFFIC			0	0	6	0		0		2				8
TOTAL TRAFFIC			5	145	225	3		56		86				

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION:	East Drive & Project Driveway
COUNT DATE:	11/6/2014
TIME PERIOD:	7:45 AM - 8:45 AM
PEAK HOUR FACTOR:	0.920

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Raw Turning Movements								84			198	
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING PEAK SEASON								87			206	

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH								2			4	
2002 NON-PROJECT TRAFFIC								89			210	

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed Project	Pass - By													
	New			6				2						8
TOTAL PROJECT TRAFFIC				6				2	0			0		8
TOTAL TRAFFIC				6				2	89			210		

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION:	SR 934 & Larry Paskow Way
COUNT DATE:	11/5/2014
TIME PERIOD:	5:00 - 6:00 PM
PEAK HOUR FACTOR:	0.920

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Raw Turning Movements	173	1386	33	30	1500	111	22	1	22	85	3	122
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING PEAK SEASON	**180**	**1441**	**34**	**31**	**1560**	**115**	**23**	**1**	**23**	**88**	**3**	**127**

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH	4	29	1	1	31	2	0	0	0	2	0	3
2002 NON-PROJECT TRAFFIC	**184**	**1470**	**35**	**32**	**1591**	**117**	**23**	**1**	**23**	**90**	**3**	**130**

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed Project	Pass - By													
	New	4					3				1		2	10
TOTAL PROJECT TRAFFIC		**4**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**2**	**10**
TOTAL TRAFFIC		**188**	**1470**	**35**	**32**	**1591**	**120**	**23**	**1**	**23**	**91**	**3**	**132**	

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION:	SR 934 & Pelican Harbor Drive
COUNT DATE:	11/5/2014
TIME PERIOD:	4:30 PM - 5:30 PM
PEAK HOUR FACTOR:	0.890

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Raw Turning Movements	8	1424	13	22	1742	12	8	0	12	4	0	13
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING PEAK SEASON	**8**	**1481**	**14**	**23**	**1812**	**12**	**8**	**0**	**12**	**4**	**0**	**14**

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH	0	30	0	0	36	0	0	0	0	0	0	0
2002 NON-PROJECT TRAFFIC	**8**	**1511**	**14**	**23**	**1848**	**12**	**8**	**0**	**12**	**4**	**0**	**14**

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed Project	Pass - By													
	New		4			2								6
TOTAL PROJECT TRAFFIC		**0**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
TOTAL TRAFFIC		**8**	**1515**	**14**	**23**	**1850**	**12**	**8**	**0**	**12**	**4**	**0**	**14**	

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION:	East Drive & Larry Paskow Way
COUNT DATE:	11/5/2014
TIME PERIOD:	4:30 PM - 5:30 PM
PEAK HOUR FACTOR:	0.920

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Raw Turning Movements		3	84	126	5		113		171			
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING PEAK SEASON		3	87	131	5		118		178			

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH		0	2	3	0		2		4			
2002 NON-PROJECT TRAFFIC		3	89	134	5		120		182			

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed Project	Pass - By													
	New				3					7				10
TOTAL PROJECT TRAFFIC			0	0	3	0		0		7				10
TOTAL TRAFFIC			3	89	137	5		120		189				

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION:	East Drive & Project Driveway
COUNT DATE:	11/5/2014
TIME PERIOD:	4:30 PM - 5:30 PM
PEAK HOUR FACTOR:	0.920

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Raw Turning Movements								174			131	
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING PEAK SEASON								181			136	

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH								4			3	
2002 NON-PROJECT TRAFFIC								185			139	

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed Project	Pass - By													
	New			3				7						10
TOTAL PROJECT TRAFFIC				3				7	0			0		10
TOTAL TRAFFIC				3				7	185			139		

APPENDIX F
FUTURE CONDITIONS ANALYSIS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	1646	23	22	1701	55	43	3	22	155	1	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.998			0.995			0.867			0.851	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5075	0	1770	5060	0	1770	1615	0	3433	1585	0
Flt Permitted	0.066			0.073			0.950			0.950		
Satd. Flow (perm)	123	5075	0	136	5060	0	1770	1615	0	3433	1585	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			24			227	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2651			1085			115			140	
Travel Time (s)		60.3			24.7			2.6			3.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	90	1770	25	24	1829	59	46	3	24	167	1	230
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	1795	0	24	1888	0	46	27	0	167	231	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		2	2		6	6	

Lanes, Volumes, Timings
3: Larry Paskow Way & SR 934

11/19/2014

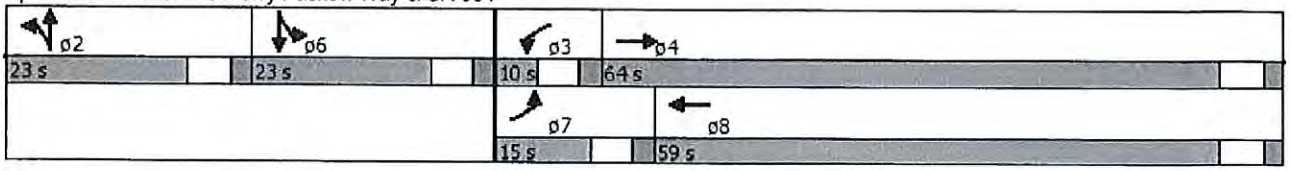
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	15.0	64.0		10.0	59.0		23.0	23.0		23.0	23.0	
Total Split (%)	12.5%	53.3%		8.3%	49.2%		19.2%	19.2%		19.2%	19.2%	
Maximum Green (s)	9.0	58.0		4.0	53.0		17.0	17.0		17.0	17.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	65.8	60.7		56.5	52.5		17.0	17.0		17.0	17.0	
Actuated g/C Ratio	0.55	0.51		0.48	0.44		0.14	0.14		0.14	0.14	
v/c Ratio	0.50	0.69		0.20	0.84		0.18	0.11		0.34	0.55	
Control Delay	25.1	24.3		16.0	33.7		47.5	19.6		48.3	11.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.1	24.3		16.0	33.7		47.5	19.6		48.3	11.7	
LOS	C	C		B	C		D	B		D	B	
Approach Delay		24.3			33.5			37.2			27.1	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	30	394		8	459		32	2		60	3	
Queue Length 95th (ft)	72	454		20	533		68	30		95	77	
Internal Link Dist (ft)		2571			1005			35			60	
Turn Bay Length (ft)	240			240								
Base Capacity (vph)	193	2596		120	2271		253	252		492	421	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.47	0.69		0.20	0.83		0.18	0.11		0.34	0.55	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 118.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 28.9
Intersection Capacity Utilization 75.4%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

Splits and Phases: 3: Larry Paskow Way & SR 934



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	1785	0	1	1970	6	3	0	2	1	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.850			0.875	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	0	1770	5085	0	1770	1583	0	1770	1630	0
Flt Permitted	0.066			0.075			0.754			0.757		
Satd. Flow (perm)	123	5085	0	140	5085	0	1405	1583	0	1410	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			82			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		369			2651			288			217	
Travel Time (s)		8.4			60.3			6.5			4.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	10	1919	0	1	2118	6	3	0	2	1	1	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	1919	0	1	2124	0	3	2	0	1	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	

Lanes, Volumes, Timings
8: SR 934 & Pelican Harbor Drive

11/19/2014

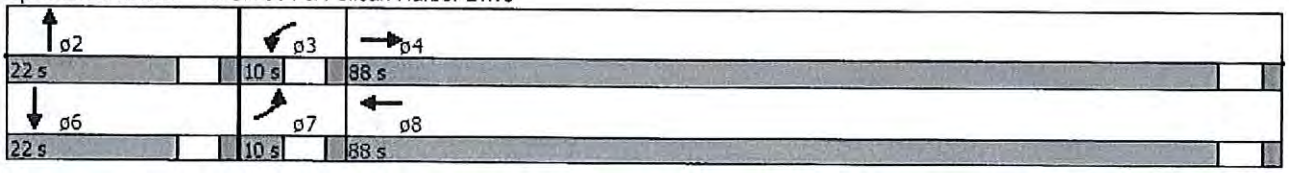
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	10.0	88.0		10.0	88.0		22.0	22.0		22.0	22.0	
Total Split (%)	8.3%	73.3%		8.3%	73.3%		18.3%	18.3%		18.3%	18.3%	
Maximum Green (s)	4.0	82.0		4.0	82.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	61.6	61.0		61.6	61.0		16.5	16.5		16.5	16.5	
Actuated g/C Ratio	0.67	0.67		0.67	0.67		0.18	0.18		0.18	0.18	
v/c Ratio	0.06	0.57		0.01	0.63		0.01	0.01		0.00	0.02	
Control Delay	4.7	8.8		4.0	9.5		40.7	0.0		41.0	27.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.7	8.8		4.0	9.5		40.7	0.0		41.0	27.2	
LOS	A	A		A	A		D	A		D	C	
Approach Delay		8.7			9.5			24.4			29.1	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	2	172		0	204		1	0		0	0	
Queue Length 95th (ft)	5	287		1	337		12	0		6	14	
Internal Link Dist (ft)		289			2571			208			137	
Turn Bay Length (ft)	280			280								
Base Capacity (vph)	157	4517		168	4517		254	353		255	298	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.42		0.01	0.47		0.01	0.01		0.00	0.02	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 91.5
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 9.2
Intersection Capacity Utilization 51.5%
Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service A

Splits and Phases: 8: SR 934 & Pelican Harbor Drive



ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	SLG
Agency/Co.	CPH
Date Performed	11/19/2014
Analysis Time Period	AM Peak Period

Site Information

Intersection	East Drive & Larry Paskow Way
Jurisdiction	North Bay Village
Analysis Year	Buildout 2015

Project ID *Bahia Tower*

East/West Street: *East Drive*

North/South Street: *Larry Paskow Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	5	145	225	3	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	56	0	86	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		L	T	L	R		
PHF	0.92		0.92	0.92	0.92	0.92		
Flow Rate (veh/h)	162		244	3	60	93		
% Heavy Vehicles	0		0	0	0	0		
No. Lanes	1		2		2		0	
Geometry Group	3b		5		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		1.0	0.0	1.0	0.0		
Prop. Right-Turns	1.0		0.0	0.0	0.0	1.0		
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0		
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.6		0.5	0.0	0.2	-0.6		

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20	3.20		
x, initial	0.14		0.22	0.00	0.05	0.08		
hd, final value (s)	4.41		5.50	5.00	5.13	4.33		
x, final value	0.20		0.37	0.00	0.09	0.11		
Move-up time, m (s)	2.0		2.3		2.0			
Service Time, t_s (s)	2.4		3.2	2.7	3.1	2.3		

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	412		494	253	310	343		
Delay (s/veh)	8.50		11.43	7.72	8.61	7.87		
LOS	A		B	A	A	A		
Approach: Delay (s/veh)	8.50		11.39		8.16			
LOS	A		B		A			
Intersection Delay (s/veh)	9.68							
Intersection LOS	A							

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SLG	Intersection	East Drive & Project Driveway
Agency/Co.	CPH	Jurisdiction	North Bay Village
Date Performed	11/19/2014	Analysis Year	Buildout 2015
Analysis Time Period			

Project Description *Bahia Tower*

East/West Street: *Project Driveway* | North/South Street: *East Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	2	89			210	0
Peak-Hour Factor, PHF	0.92	0.92	1.00	1.00	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	2	96	0	0	228	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		6			
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	6	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	2						6	
C (m) (veh/h)	1352						816	
v/c	0.00						0.01	
95% queue length	0.00						0.02	
Control Delay (s/veh)	7.7						9.4	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.4		
Approach LOS	--	--				A		

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Lanes, Volumes, Timings
3: Larry Paskow Way & SR 934

11/19/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	188	1470	35	32	1591	120	23	1	23	91	3	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.997			0.990			0.856			0.853	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	5034	0	1770	1595	0	3433	1589	0
Flt Permitted	0.071			0.101			0.950			0.950		
Satd. Flow (perm)	132	5070	0	188	5034	0	1770	1595	0	3433	1589	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			12			25			143	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2651			1085			115			140	
Travel Time (s)		60.3			24.7			2.6			3.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	204	1598	38	35	1729	130	25	1	25	99	3	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	1636	0	35	1859	0	25	26	0	99	146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		2	2		6	6	

Lanes, Volumes, Timings
3: Larry Paskow Way & SR 934

11/19/2014

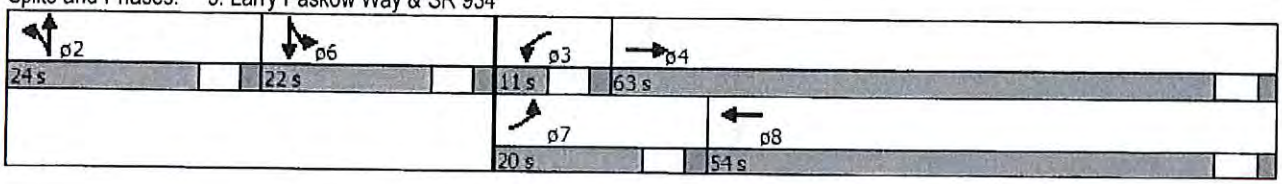
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	20.0	63.0		11.0	54.0		24.0	24.0		22.0	22.0	
Total Split (%)	16.7%	52.5%		9.2%	45.0%		20.0%	20.0%		18.3%	18.3%	
Maximum Green (s)	14.0	57.0		5.0	48.0		18.0	18.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	67.4	60.8		53.0	48.0		18.0	18.0		16.0	16.0	
Actuated g/C Ratio	0.56	0.51		0.44	0.40		0.15	0.15		0.13	0.13	
v/c Ratio	0.79	0.63		0.23	0.92		0.09	0.10		0.22	0.43	
Control Delay	49.9	23.2		16.7	42.0		45.1	17.8		47.7	12.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	49.9	23.2		16.7	42.0		45.1	17.8		47.7	12.4	
LOS	D	C		B	D		D	B		D	B	
Approach Delay		26.2			41.5			31.2			26.7	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	104	349		11	491		17	1		35	2	
Queue Length 95th (ft)	#221	404		26	#564		44	27		62	63	
Internal Link Dist (ft)		2571			1005			35			60	
Turn Bay Length (ft)	240			240								
Base Capacity (vph)	266	2585		149	2030		266	261		459	336	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.77	0.63		0.23	0.92		0.09	0.10		0.22	0.43	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 119.4
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 33.5 — Intersection LOS: C
Intersection Capacity Utilization 75.5% — ICU Level of Service D
Analysis Period (min) 15

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

Splits and Phases: 3: Larry Paskow Way & SR 934



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	1515	14	23	1850	12	8	0	12	4	0	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999			0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	5080	0	1770	1583	0	1770	1583	0
Flt Permitted	0.068			0.098			0.747			0.749		
Satd. Flow (perm)	127	5080	0	183	5080	0	1391	1583	0	1395	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2			87			82	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		369			2651			288			217	
Travel Time (s)		8.4			60.3			6.5			4.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	9	1702	16	26	2079	13	9	0	13	4	0	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	1718	0	26	2092	0	9	13	0	4	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	

Lanes, Volumes, Timings
8: SR 934 & Pelican Harbor Drive

11/19/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	10.0	88.0		10.0	88.0		22.0	22.0		22.0	22.0	
Total Split (%)	8.3%	73.3%		8.3%	73.3%		18.3%	18.3%		18.3%	18.3%	
Maximum Green (s)	4.0	82.0		4.0	82.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	59.1	57.7		60.2	59.6		16.6	16.6		16.6	16.6	
Actuated g/C Ratio	0.66	0.64		0.67	0.66		0.18	0.18		0.18	0.18	
v/c Ratio	0.06	0.53		0.13	0.62		0.04	0.04		0.02	0.04	
Control Delay	4.6	9.5		5.5	9.5		39.6	0.2		40.0	0.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.6	9.5		5.5	9.5		39.6	0.2		40.0	0.2	
LOS	A	A		A	A		D	A		D	A	
Approach Delay		9.4			9.5			16.3			8.2	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	1	145		4	198		4	0		2	0	
Queue Length 95th (ft)	5	239		10	323		22	0		14	0	
Internal Link Dist (ft)		289			2571			208			137	
Turn Bay Length (ft)	280			280								
Base Capacity (vph)	158	4552		195	4552		256	362		256	358	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.38		0.13	0.46		0.04	0.04		0.02	0.04	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 90.1
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 9.5
Intersection Capacity Utilization 52.7%
Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service A

Splits and Phases: 8: SR 934 & Pelican Harbor Drive

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	SLG
Agency/Co.	CPH
Date Performed	11/19/2014
Analysis Time Period	PM Peak Period

Site Information

Intersection	East Drive & Larry Paskow Way
Jurisdiction	North Bay Village
Analysis Year	Buildout 2015

Project ID *Bahia Tower*

East/West Street: *East Drive*

North/South Street: *Larry Paskow Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	3	89	137	5	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	120	0	189	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		L	T	L	R		
PHF	0.92		0.92	0.92	0.92	0.92		
Flow Rate (veh/h)	99		148	5	130	205		
% Heavy Vehicles	0		0	0	0	0		
No. Lanes	1		2		2		0	
Geometry Group	3b		5		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		1.0	0.0	1.0	0.0		
Prop. Right-Turns	1.0		0.0	0.0	0.0	1.0		
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0		
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.6		0.5	0.0	0.2	-0.6		

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20	3.20		
x, initial	0.09		0.13	0.00	0.12	0.18		
hd, final value (s)	4.65		5.82	5.32	4.78	3.98		
x, final value	0.13		0.24	0.01	0.17	0.23		
Move-up time, m (s)	2.0		2.3		2.0			
Service Time, t_s (s)	2.6		3.5	3.0	2.8	2.0		

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	349		398	255	380	455		
Delay (s/veh)	8.33		10.34	8.06	8.77	8.14		
LOS	A		B	A	A	A		
Approach: Delay (s/veh)	8.33		10.27		8.38			
LOS	A		B		A			
Intersection Delay (s/veh)	8.87							
Intersection LOS	A							

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SLG	Intersection	East Drive & Project Driveway
Agency/Co.	CPH	Jurisdiction	North Bay Village
Date Performed	11/19/2014	Analysis Year	Buildout 2015
Analysis Time Period	PM Peak Hour		

Project Description *Bahia Tower*

East/West Street: *Project Driveway* | North/South Street: *East Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	7	185			139	0
Peak-Hour Factor, PHF	0.92	0.92	1.00	1.00	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	7	201	0	0	151	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		3			
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	3	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	7						3	
C (m) (veh/h)	1442						901	
v/c	0.00						0.00	
95% queue length	0.01						0.01	
Control Delay (s/veh)	7.5						9.0	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.0		
Approach LOS	--	--				A		

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APPENDIX G
ROADWAY LEVEL OF SERVICE INFORMATION

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

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

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

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

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220
5	5,660	7,680	9,220	10,360
6	7,900	10,320	12,060	12,500

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
2	Divided	1,810	2,560	3,240	3,590
3	Divided	2,720	3,840	4,860	5,380

Uninterrupted Flow Highway Adjustments

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

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

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

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

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0142 - SR 934/NW/NE 79 ST, 200' E N BAYSHORE CT

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	39000 C	E 20500	W 18500	9.00	52.40	4.00
2012	43000 C	E 21500	W 21500	9.00	55.70	4.10
2011	39500 C	E 19500	W 20000	9.00	55.10	4.30
2010	39500 C	E 20500	W 19000	8.98	54.08	4.30
2009	35500 C	E 16500	W 19000	8.99	53.24	3.90
2008	37000 C	E 17500	W 19500	9.09	55.75	3.80
2007	38500 F	E 19000	W 19500	8.01	54.34	4.00
2006	38500 C	E 19000	W 19500	7.97	54.22	4.00
2005	39000 C	E 19000	W 20000	8.80	53.80	7.50
2004	48000 C	E 23000	W 25000	9.00	53.30	7.50
2003	40000 C	E 20000	W 20000	8.80	53.40	4.80
2002	40500 C	E 20000	W 20500	9.80	52.30	6.10
2001	40500 C	E 20000	W 20500	8.20	53.50	4.50
2000	39000 F	E 19000	W 20000	8.20	53.10	6.10
1999	37500 C	E 18500	W 19000	9.10	52.70	2.70
1998	33000 C	E 17500	W 15500	7.30	52.70	3.80

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

COUNTY: 87
STATION: 0142
DESCRIPTION: SR 934/NW/NE 79 ST, 200' E N BAYSHORE CT
START DATE: 07/24/2013
START TIME: 0000

	DIRECTION: E					DIRECTION: W					
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	COMBINED TOTAL
0000	92	87	73	64	316	93	86	78	62	319	635
0100	59	56	56	28	199	53	48	42	36	179	378
0200	39	36	38	16	129	34	41	30	32	137	266
0300	22	18	31	35	106	30	26	22	25	103	209
0400	21	25	27	26	99	31	29	19	35	114	213
0500	34	24	52	76	186	44	57	62	76	239	425
0600	54	91	137	154	436	85	111	164	157	517	953
0700	179	230	270	251	930	185	238	299	292	1014	1944
0800	257	262	341	325	1185	314	388	366	339	1407	2592
0900	298	290	260	218	1066	304	314	265	265	1148	2214
1000	265	240	225	261	991	231	260	216	214	921	1912
1100	250	245	280	251	1026	228	212	242	219	901	1927
1200	274	233	213	255	975	274	220	200	253	947	1922
1300	240	192	299	294	1025	241	221	244	235	941	1966
1400	293	291	305	327	1216	250	258	291	240	1039	2255
1500	259	282	297	284	1122	238	294	321	276	1129	2251
1600	299	297	329	328	1253	208	308	321	310	1147	2400
1700	328	363	354	342	1387	323	334	293	289	1239	2626
1800	381	421	377	403	1582	317	292	303	267	1179	2761
1900	452	350	316	277	1395	262	256	251	218	987	2382
2000	269	227	252	255	1003	213	225	223	204	865	1868
2100	219	252	227	233	931	184	186	159	137	666	1597
2200	194	195	223	161	773	126	139	117	151	533	1306
2300	144	153	143	121	561	117	122	133	98	470	1031
24-HOUR TOTALS:					19892					18141	38033

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	830	1254	800	1407	815	2623
P.M.	1800	1582	1630	1288	1800	2761
DAILY	1815	1653	800	1407	1815	2777

TRUCK PERCENTAGE 3.28 4.16 3.70

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	246	16229	2764	25	372	61	7	153	29	3	0	0	3	0	0	653	19892
W	205	14107	3075	50	388	87	11	187	25	3	0	0	3	0	0	754	18141

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COUNTY: 87
STATION: 0142
DESCRIPTION: SR 934/NW/NE 79 ST, 200' E N BAYSHORE CT
START DATE: 07/23/2013
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	94	95	78	57	324	89	85	80	41	295	619
0100	71	43	51	48	213	48	53	42	44	187	400
0200	40	42	39	26	147	41	31	24	28	124	271
0300	19	25	15	25	84	21	22	17	25	85	169
0400	28	20	42	24	114	34	24	33	25	116	230
0500	33	23	51	71	178	36	59	67	74	236	414
0600	59	80	135	146	420	72	124	168	170	534	954
0700	173	223	266	281	943	223	276	298	336	1133	2076
0800	206	338	305	333	1182	351	395	389	376	1511	2693
0900	287	337	264	285	1173	307	319	298	282	1206	2379
1000	222	212	277	248	959	252	280	260	267	1059	2018
1100	234	230	245	230	939	257	263	250	270	1040	1979
1200	270	268	226	247	1011	235	289	251	281	1056	2067
1300	260	301	275	175	1011	253	276	278	247	1054	2065
1400	350	196	285	287	1118	273	231	249	269	1022	2140
1500	305	275	305	325	1210	270	342	342	335	1289	2499
1600	297	291	295	337	1220	363	282	308	285	1238	2458
1700	318	368	362	343	1391	369	361	318	291	1339	2730
1800	362	407	398	349	1516	285	284	262	251	1082	2598
1900	423	376	343	259	1401	192	281	194	214	881	2282
2000	291	260	229	248	1028	236	212	206	197	851	1879
2100	233	265	232	195	925	174	171	161	149	655	1580
2200	206	175	226	167	774	149	147	129	150	575	1349
2300	152	145	128	101	526	131	120	122	101	474	1000
24-HOUR TOTALS:					19807					19042	38849

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	815	1263	800	1511	815	2730
P.M.	1800	1516	1515	1382	1700	2730
DAILY	1815	1577	800	1511	815	2730

TRUCK PERCENTAGE 3.47 4.32 3.88

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	251	16166	2703	27	369	89	16	166	17	2	0	0	1	0	0	687	19807
W	228	14515	3477	55	459	80	14	187	18	2	0	0	7	0	0	822	19042

GENERATED BY SPS 5.0.44P

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0533 - SR 934/N BAY CSWY, 200' E E TREASURE DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	36500 C	E 17500	W 19000	9.00	52.40	9.00
2012	36500 C	E 18000	W 18500	9.00	55.70	10.50
2011	38000 C	E 17500	W 20500	9.00	55.10	10.50
2010	35500 C	E 17500	W 18000	8.98	54.08	9.50
2009	29500 C	E 15000	W 14500	8.99	53.24	8.40
2008	30500 C	E 15500	W 15000	9.09	55.75	9.60
2007	31500 C	E 16000	W 15500	8.01	54.34	6.60
2006	40500 C	E 19500	W 21000	7.97	54.22	8.80
2005	31500 C	E 15000	W 16500	8.80	53.80	5.50
2004	34500 C	E 17500	W 17000	9.00	53.30	12.00
2003	36500 C	E 18000	W 18500	8.80	53.40	7.50
2002	36000 C	E 17500	W 18500	9.80	52.30	7.10
2001	35500 C	E 18500	W 17000	8.20	53.50	8.20
2000	34000 C	E 17500	W 16500	8.20	53.10	7.80
1999	33000 C	E 16500	W 16500	9.10	52.70	8.30
1998	32000 C	E 15500	W 16500	7.30	52.70	6.70

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

COUNTY: 87
STATION: 0533
DESCRIPTION: SR 934/N BAY CSWY, 200' E E TREASURE DR
START DATE: 05/14/2013
START TIME: 0000

	DIRECTION: E					DIRECTION: W					
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	COMBINED TOTAL
0000	82	77	49	37	245	93	94	71	61	319	564
0100	45	39	29	42	155	61	54	37	39	191	346
0200	32	36	19	17	104	38	31	25	23	117	221
0300	19	14	12	20	65	20	20	25	15	80	145
0400	18	29	27	21	95	21	23	23	29	96	191
0500	24	30	47	77	178	37	35	49	48	169	347
0600	58	106	146	171	481	80	117	148	159	504	985
0700	172	229	282	312	995	180	279	297	287	1043	2038
0800	301	347	396	365	1409	360	368	339	323	1390	2799
0900	259	318	243	246	1066	287	273	281	262	1103	2169
1000	222	241	259	196	918	266	267	229	252	1014	1932
1100	236	215	195	243	889	243	244	250	245	982	1871
1200	208	246	202	219	875	281	266	266	254	1067	1942
1300	192	293	233	243	961	247	253	302	311	1113	2074
1400	281	226	221	237	965	278	307	286	299	1170	2135
1500	373	263	282	214	1132	287	313	319	339	1258	2390
1600	333	287	312	303	1235	344	374	444	327	1489	2724
1700	315	304	306	320	1245	402	394	392	396	1584	2829
1800	275	328	335	302	1240	389	313	318	278	1298	2538
1900	323	224	260	202	1009	280	249	242	238	1009	2018
2000	211	231	201	179	822	192	227	185	224	828	1650
2100	163	176	165	175	679	163	145	149	132	589	1268
2200	171	151	151	185	658	160	185	148	116	609	1267
2300	127	117	102	81	427	139	132	130	90	491	918
24-HOUR TOTALS:					17848					19513	37361

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	800	1409	800	1390	800	2799
P.M.	1745	1258	1700	1584	1700	2829
DAILY	800	1409	1700	1584	1700	2829

GENERATED BY SPS 5.0.44P

COUNTY: 87
STATION: 0533
DESCRIPTION: SR 934/N BAY CSWY, 200' E E TREASURE DR
START DATE: 05/16/2013
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	91	77	60	68	296	115	100	79	77	371	667
0100	61	57	34	27	179	64	55	60	54	233	412
0200	25	32	35	25	117	50	23	36	23	132	249
0300	18	19	16	29	82	32	30	38	29	129	211
0400	30	21	44	28	123	40	21	43	37	141	264
0500	33	49	44	82	208	45	56	44	77	222	430
0600	70	82	144	206	502	77	126	144	156	503	1005
0700	163	225	255	300	943	238	249	341	283	1111	2054
0800	346	337	405	329	1417	336	346	346	286	1314	2731
0900	308	271	276	269	1124	299	291	284	237	1111	2235
1000	212	228	244	164	848	216	238	267	239	960	1808
1100	218	243	190	232	883	256	255	238	236	985	1868
1200	247	231	234	236	948	247	257	244	259	1007	1955
1300	257	235	236	203	931	287	252	292	225	1056	1987
1400	292	233	238	250	1013	276	276	291	284	1127	2140
1500	233	312	307	250	1102	286	343	305	303	1237	2339
1600	310	250	308	293	1161	314	353	354	297	1318	2479
1700	199	305	400	319	1223	302	455	333	311	1401	2624
1800	316	282	299	302	1199	344	296	303	323	1266	2465
1900	241	310	236	247	1034	281	239	238	231	989	2023
2000	210	221	214	196	841	248	212	227	243	930	1771
2100	187	191	153	236	767	194	197	168	156	715	1482
2200	145	154	170	161	630	166	134	144	121	565	1195
2300	102	109	102	82	395	161	133	119	100	513	908
24-HOUR TOTALS:					17966					19336	37302

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	800	1417	800	1314	800	2731
P.M.	1715	1340	1715	1443	1715	2783
DAILY	800	1417	1715	1443	1715	2783

GENERATED BY SPS 5.0.44P

APPENDIX H
TURN LANE WARRANT ANALYSIS

Intersection:	East Drive & Project DW
Scenario:	2015 Buildout Cond AM
Analyst:	SLG
Date:	11/19/2014

Direction (NB,SB, EB, WB):	NB
Speed (40, 50, 60 mph):	25
Number of Lanes:	2
(L)eft/(R)ight:	L

	Va	% Turns
	210	
	210	
RT	TH	LT

%Turns			LT
Va	6		TH
		6	RT

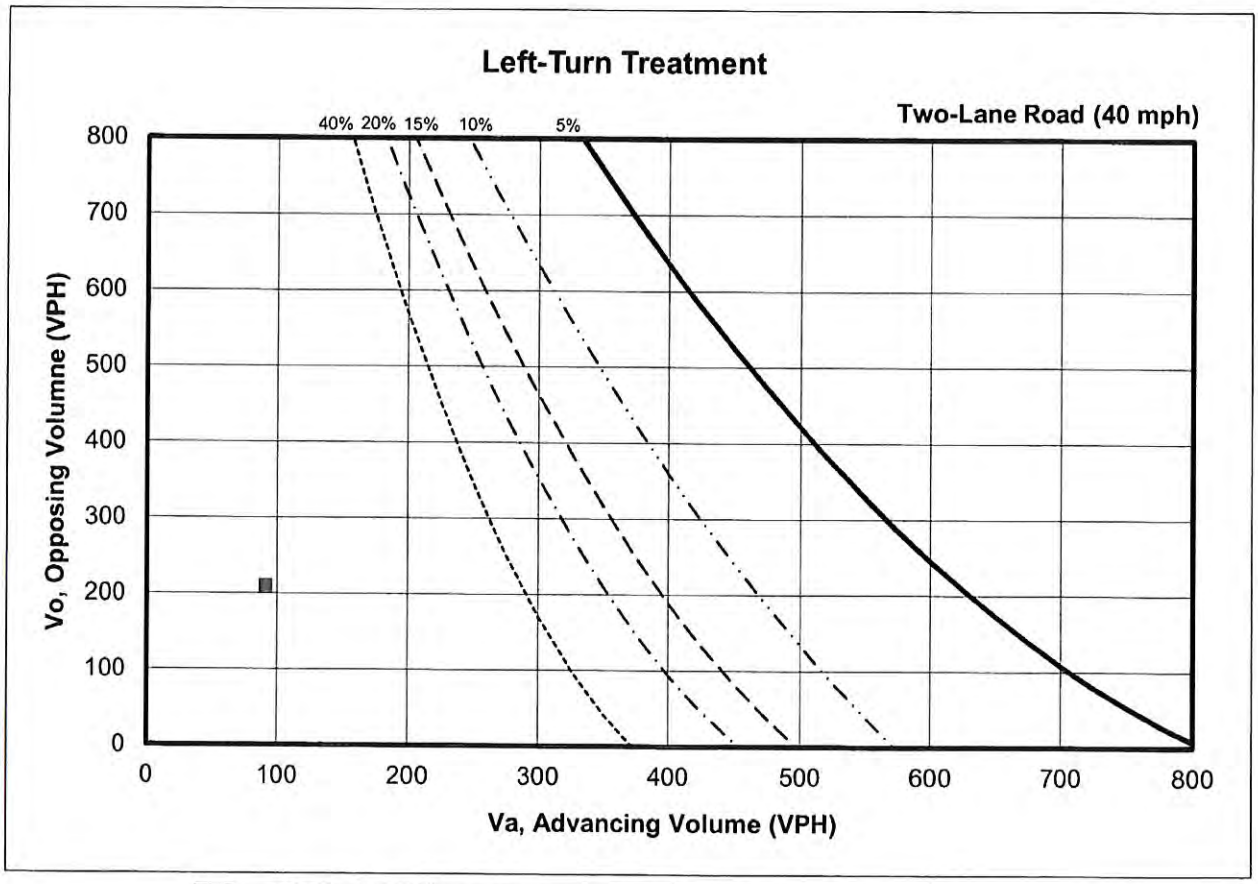
RT	0		
TH		0	Va
LT			% Turns

LT	TH	RT
2	89	
2.2%	91	
% Turns	Va	

NORTH

Notes: If VI is greater than 40%, then analysis based upon VI = 40%.
If VI is less than 5%, then analysis based upon VI = 5%.

Warrant Values	
VI:	2
Va:	91
Vo:	210
% Left Turns:	2.2%



Warrant Treatment:	Left-Turn Lane Not Warranted

Intersection:	East Drive & Project DW
Scenario:	2015 Buildout Cond PM
Analyst:	SLG
Date:	11/19/2014

Direction (NB,SB, EB, WB):	NB
Speed (40, 50, 60 mph):	25
Number of Lanes:	2
(L)eft/(R)ight:	L

	Va	% Turns
	139	
	139	
RT	TH	LT

%Turns			LT
Va	3		TH
		3	RT

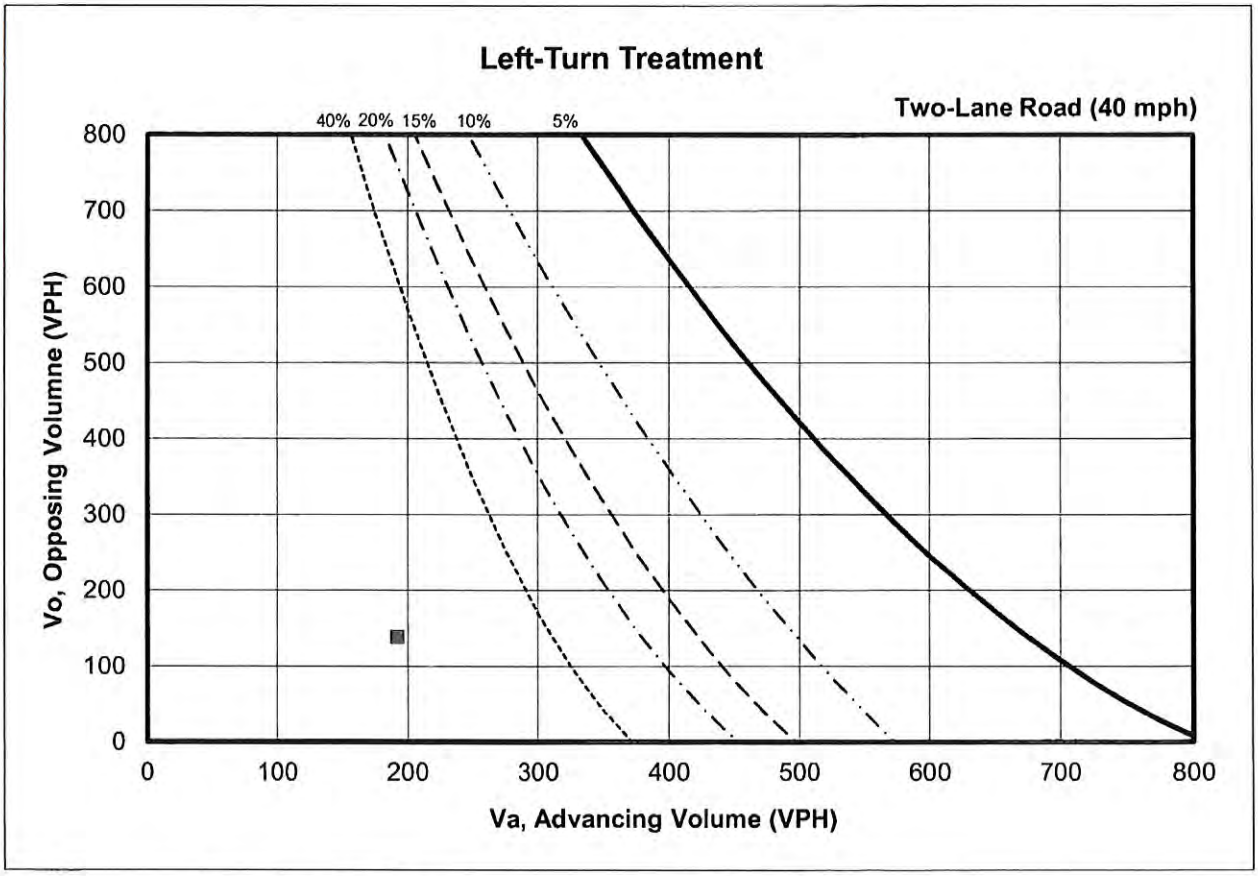
RT	0		
TH		0	Va
LT			% Turns

LT	TH	RT
7	185	
3.6%	192	
% Turns	Va	

NORTH

Notes: If VI is greater than 40%, then analysis based upon VI = 40%.
If VI is less than 5%, then analysis based upon VI = 5%.

Warrant Values	
VI:	7
Va:	192
Vo:	139
% Left Turns:	3.6%



Warrant Treatment: Left-Turn Lane Not Warranted